

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report November 2019



**St. Pete-Clearwater
International Airport (PIE)**
Commercial Airport
District 7





Florida Department of Transportation

Statewide Airfield Pavement Management Program

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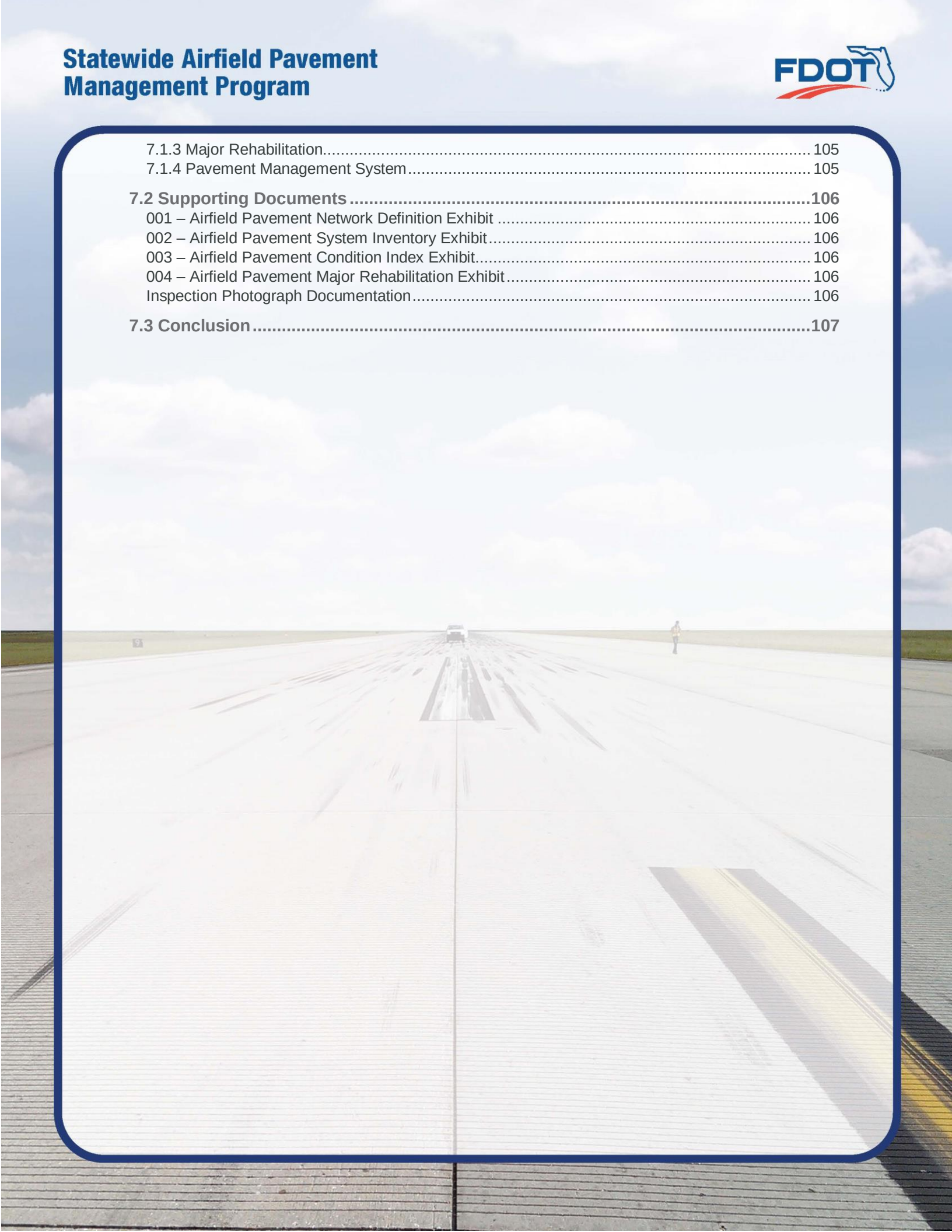
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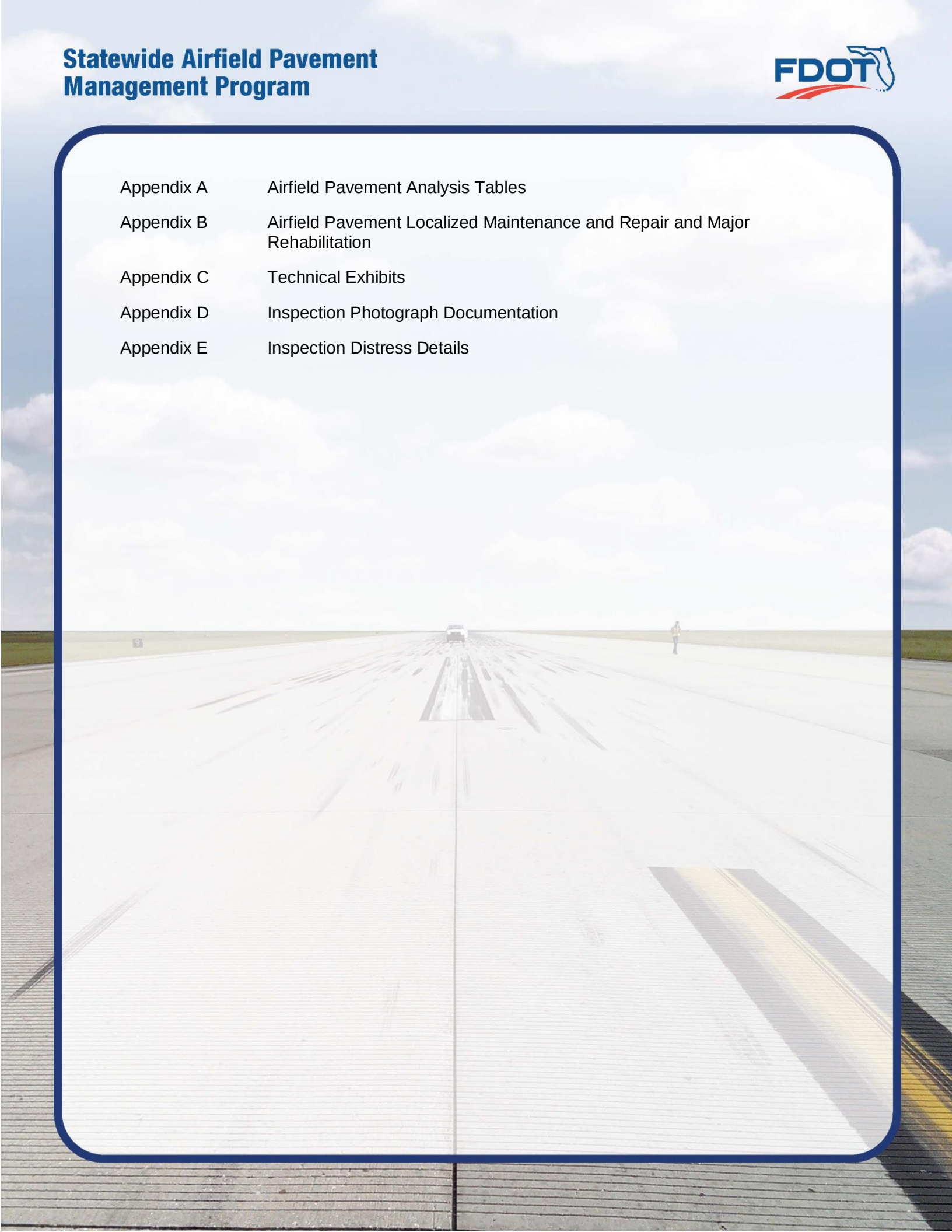
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Executive Summary





Executive Summary

Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP)”** using the documented procedures set forth by ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.



Summary of Results

Pavement Condition Index (Latest Inspection)

Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	RUNWAY 18-36	RUNWAY	6115	50,000	48	Poor
PIE	RUNWAY 18-36	RUNWAY	6120	25,000	67	Fair
PIE	RUNWAY 18-36	RUNWAY	6135	20,000	58	Fair
PIE	RUNWAY 18-36	RUNWAY	6140	10,000	59	Fair
PIE	RUNWAY 18-36	RUNWAY	6145	30,000	51	Poor
PIE	RUNWAY 18-36	RUNWAY	6150	15,000	59	Fair
PIE	RUNWAY 18-36	RUNWAY	6155	180,000	49	Poor
PIE	RUNWAY 18-36	RUNWAY	6160	90,000	70	Fair
PIE	RUNWAY 18-36	RUNWAY	6165	70,000	49	Poor
PIE	RUNWAY 18-36	RUNWAY	6170	35,000	66	Fair
PIE	RUNWAY 18-36	RUNWAY	6175	290,000	51	Poor
PIE	RUNWAY 18-36	RUNWAY	6180	145,000	70	Fair
PIE	RUNWAY 18-36	RUNWAY	6185	210,000	47	Poor
PIE	RUNWAY 18-36	RUNWAY	6190	105,000	68	Fair
PIE	RUNWAY 18-36	RUNWAY	6195	30,000	79	Satisfactory
PIE	RUNWAY 18-36	RUNWAY	6196	15,000	79	Satisfactory
PIE	RUNWAY 18-36	RUNWAY	6197	92,900	37	Very Poor
PIE	RUNWAY 18-36	RUNWAY	6198	46,450	70	Fair
PIE	RUNWAY 4-22	RUNWAY	6205	474,873	77	Satisfactory
PIE	RUNWAY 4-22	RUNWAY	6210	237,436	81	Satisfactory
PIE	RUNWAY 4-22	RUNWAY	6215	50,072	63	Fair
PIE	RUNWAY 4-22	RUNWAY	6220	25,036	70	Fair
PIE	RUNWAY 4-22	RUNWAY	6225	45,300	55	Poor
PIE	RUNWAY 4-22	RUNWAY	6230	22,650	25	Serious
PIE	FBO CONNECTOR	TAXIWAY	125	4,598	64	Fair
PIE	FBO CONNECTOR	TAXIWAY	127	12,891	88	Good
PIE	TAXIWAY 9-27	TAXIWAY	6310	14,004	100	Good
PIE	TAXIWAY 9-27	TAXIWAY	6315	174,747	30	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6320	87,374	40	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6325	33,073	37	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6327	7,950	25	Serious
PIE	TAXIWAY 9-27	TAXIWAY	6330	11,400	58	Fair
PIE	TAXIWAY 9-27	TAXIWAY	6335	34,097	28	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6340	17,048	29	Very Poor



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	TAXIWAY 9-27	TAXIWAY	6345	45,000	23	Serious
PIE	TAXIWAY 9-27	TAXIWAY	6350	22,500	30	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6355	80,000	26	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6360	40,000	50	Poor
PIE	TAXIWAY 9-27	TAXIWAY	6365	34,500	37	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6370	17,250	44	Poor
PIE	TAXIWAY 9-27	TAXIWAY	6375	17,000	100	Good
PIE	TAXIWAY 9-27	TAXIWAY	6380	8,500	100	Good
PIE	TAXIWAY A	TAXIWAY	112	4,221	44	Poor
PIE	TAXIWAY A	TAXIWAY	114	2,361	28	Very Poor
PIE	TAXIWAY A	TAXIWAY	115	225,302	70	Fair
PIE	TAXIWAY A	TAXIWAY	117	6,019	51	Poor
PIE	TAXIWAY A	TAXIWAY	119	3,041	20	Serious
PIE	TAXIWAY A	TAXIWAY	130	361,676	76	Satisfactory
PIE	TAXIWAY A	TAXIWAY	135	40,056	76	Satisfactory
PIE	TAXIWAY A	TAXIWAY	140	17,486	79	Satisfactory
PIE	TAXIWAY A	TAXIWAY	155	7,969	89	Good
PIE	TAXIWAY A	TAXIWAY	158	16,692	70	Fair
PIE	TAXIWAY A	TAXIWAY	160	151,945	100	Good
PIE	TAXIWAY A2	TAXIWAY	165	60,458	89	Good
PIE	TAXIWAY A3	TAXIWAY	168	60,311	88	Good
PIE	TAXIWAY A4	TAXIWAY	170	58,588	90	Good
PIE	TAXIWAY A5	TAXIWAY	175	56,987	89	Good
PIE	TAXIWAY A6	TAXIWAY	180	58,658	90	Good
PIE	TAXIWAY B	TAXIWAY	205	6,200	100	Good
PIE	TAXIWAY B	TAXIWAY	207	7,750	100	Good
PIE	TAXIWAY B	TAXIWAY	210	6,353	100	Good
PIE	TAXIWAY B	TAXIWAY	215	15,387	86	Good
PIE	TAXIWAY B	TAXIWAY	220	40,670	17	Serious
PIE	TAXIWAY B	TAXIWAY	225	18,112	100	Good
PIE	TAXIWAY D	TAXIWAY	405	6,975	31	Very Poor
PIE	TAXIWAY D	TAXIWAY	407	17,580	35	Very Poor
PIE	TAXIWAY D	TAXIWAY	410	10,196	33	Very Poor
PIE	TAXIWAY F	TAXIWAY	610	47,206	100	Good
PIE	TAXIWAY G	TAXIWAY	1315	19,536	100	Good
PIE	TAXIWAY G	TAXIWAY	1320	15,822	100	Good
PIE	TAXIWAY G	TAXIWAY	1325	199,036	100	Good
PIE	TAXIWAY G1	TAXIWAY	1330	13,135	100	Good
PIE	TAXIWAY G1	TAXIWAY	1335	12,530	100	Good



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	TAXIWAY G2	TAXIWAY	1005	15,843	100	Good
PIE	TAXIWAY G2	TAXIWAY	1010	8,964	100	Good
PIE	TAXIWAY G3	TAXIWAY	605	10,930	24	Serious
PIE	TAXIWAY G3	TAXIWAY	607	8,732	89	Good
PIE	TAXIWAY H	TAXIWAY	810	59,729	5	Failed
PIE	TAXIWAY H	TAXIWAY	815	57,784	91	Good
PIE	TAXIWAY H	TAXIWAY	820	4,760	90	Good
PIE	TAXIWAY K	TAXIWAY	1120	1,346	41	Poor
PIE	TAXIWAY K	TAXIWAY	1125	1,472	42	Poor
PIE	TAXIWAY L	TAXIWAY	1205	22,175	91	Good
PIE	TAXIWAY L	TAXIWAY	1215	13,483	89	Good
PIE	TAXIWAY L	TAXIWAY	1245	52,150	87	Good
PIE	TAXIWAY P	TAXIWAY	1250	27,739	89	Good
PIE	TAXIWAY P	TAXIWAY	1255	52,339	93	Good
PIE	TAXIWAY Q	TAXIWAY	1705	4,449	100	Good
PIE	TAXIWAY Q	TAXIWAY	1710	3,632	100	Good
PIE	TAXIWAY T	TAXIWAY	2010	12,963	100	Good
PIE	TAXIWAY T	TAXIWAY	2020	14,337	100	Good
PIE	TAXIWAY T	TAXIWAY	2045	17,962	80	Satisfactory
PIE	TAXIWAY T	TAXIWAY	2050	149,440	100	Good
PIE	MAIN APRON	APRON	4105	163,299	36	Very Poor
PIE	MAIN APRON	APRON	4107	220,315	100	Good
PIE	MAIN APRON	APRON	4110	56,000	100	Good
PIE	MAIN APRON	APRON	4123	43,794	100	Good
PIE	MAIN APRON	APRON	4150	14,083	100	Good
PIE	MAIN APRON	APRON	4155	33,689	69	Fair
PIE	MAIN APRON	APRON	4157	92,541	80	Satisfactory
PIE	MAIN APRON	APRON	4160	59,640	100	Good
PIE	MAIN APRON	APRON	4165	66,649	97	Good
PIE	MAIN APRON	APRON	4170	18,816	89	Good
PIE	MAIN APRON	APRON	4175	14,910	9	Failed
PIE	MAIN APRON	APRON	4176	3,573	28	Very Poor
PIE	MAIN APRON	APRON	4177	20,899	86	Good
PIE	MAIN APRON	APRON	4178	59,522	57	Fair
PIE	MAIN APRON	APRON	4179	77,111	72	Satisfactory
PIE	MAIN APRON	APRON	4180	126,695	28	Very Poor
PIE	MAIN APRON	APRON	4183	39,947	62	Fair
PIE	MAIN APRON	APRON	4185	12,820	47	Poor
PIE	MAIN APRON	APRON	4190	18,650	14	Serious



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	MAIN APRON	APRON	4195	11,250	9	Failed
PIE	MAIN APRON	APRON	4198	18,579	25	Serious
PIE	MAIN APRON	APRON	4199	25,200	75	Satisfactory



Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	AP MAIN	4105	36	31	28	26	25	22	20	18	15	13	10
PIE	AP MAIN	4107	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4110	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4123	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4150	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4155	69	66	65	63	62	61	61	60	60	60	60
PIE	AP MAIN	4157	80	77	74	71	69	67	65	64	62	61	61
PIE	AP MAIN	4160	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4165	97	94	93	91	90	89	88	87	86	86	85
PIE	AP MAIN	4170	89	85	83	80	77	74	72	69	67	65	64
PIE	AP MAIN	4175	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4176	28	26	24	23	21	20	18	16	15	13	12
PIE	AP MAIN	4177	86	82	80	77	74	72	69	67	65	64	62
PIE	AP MAIN	4178	57	54	52	49	45	41	37	33	29	27	26
PIE	AP MAIN	4179	72	69	67	65	64	62	61	61	60	60	60
PIE	AP MAIN	4180	28	26	24	22	19	17	15	12	10	7	5
PIE	AP MAIN	4183	62	61	60	60	60	60	60	60	60	59	58
PIE	AP MAIN	4185	47	42	38	34	30	27	26	24	22	19	17
PIE	AP MAIN	4190	14	12	11	10	8	6	5	3	1	0	0
PIE	AP MAIN	4195	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4198	25	23	23	22	21	20	20	19	19	18	18
PIE	AP MAIN	4199	75	73	72	71	69	68	66	64	63	61	59
PIE	FBO CONN	125	64	62	61	60	59	58	57	57	56	55	55
PIE	FBO CONN	127	88	85	82	80	78	76	74	72	70	68	67
PIE	RW 18-36	6115	48	47	46	46	45	45	44	43	43	42	42
PIE	RW 18-36	6120	67	64	61	58	56	55	54	54	54	54	52
PIE	RW 18-36	6135	58	56	55	54	54	54	53	52	51	51	50
PIE	RW 18-36	6140	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6145	51	50	49	49	48	48	47	46	46	45	45
PIE	RW 18-36	6150	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6155	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6160	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6165	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6170	66	63	60	58	56	55	54	54	54	53	52
PIE	RW 18-36	6175	51	50	49	49	48	48	47	46	46	45	45



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	RW 18-36	6180	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6185	47	46	45	45	44	44	43	42	42	41	41
PIE	RW 18-36	6190	68	65	62	59	57	55	55	54	54	54	53
PIE	RW 18-36	6195	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6196	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6197	37	35	33	31	29	28	26	24	22	21	19
PIE	RW 18-36	6198	70	68	66	64	62	61	59	57	55	54	52
PIE	RW 4-22	6205	77	75	73	70	68	65	62	60	57	56	55
PIE	RW 4-22	6210	81	79	78	76	75	73	70	68	65	62	59
PIE	RW 4-22	6215	63	60	57	56	55	54	54	54	53	52	52
PIE	RW 4-22	6220	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 4-22	6225	55	53	51	49	47	46	44	42	40	39	37
PIE	RW 4-22	6230	25	23	21	19	17	16	14	12	10	9	7
PIE	TW 9-27	6310	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6315	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6320	40	37	35	32	29	26	23	19	14	9	4
PIE	TW 9-27	6325	37	34	31	28	25	21	17	12	7	2	0
PIE	TW 9-27	6327	25	21	16	12	7	1	0	0	0	0	0
PIE	TW 9-27	6330	58	57	56	55	55	54	54	53	52	52	51
PIE	TW 9-27	6335	28	24	20	16	11	6	0	0	0	0	0
PIE	TW 9-27	6340	29	25	21	17	13	8	2	0	0	0	0
PIE	TW 9-27	6345	23	18	14	9	4	0	0	0	0	0	0
PIE	TW 9-27	6350	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6355	26	22	18	13	8	3	0	0	0	0	0
PIE	TW 9-27	6360	50	49	48	47	45	44	43	41	39	37	35
PIE	TW 9-27	6365	37	34	31	28	25	21	17	12	7	2	0
PIE	TW 9-27	6370	44	42	40	38	36	33	30	27	24	20	16
PIE	TW 9-27	6375	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6380	100	95	92	90	87	85	82	80	78	76	74
PIE	TW A	112	44	42	40	38	36	33	30	27	24	20	16
PIE	TW A	114	28	24	20	16	13	9	5	2	0	0	0
PIE	TW A	115	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	117	51	50	49	48	47	46	45	43	42	40	38
PIE	TW A	119	20	15	12	8	4	1	0	0	0	0	0
PIE	TW A	130	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	135	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	140	79	76	74	72	70	69	67	66	64	63	62
PIE	TW A	155	89	86	83	81	79	77	75	73	71	69	67



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW A	158	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	160	100	91	89	86	84	81	79	77	75	73	71
PIE	TW A2	165	89	87	85	83	81	80	78	77	76	74	73
PIE	TW A3	168	88	86	84	82	81	79	78	76	75	74	72
PIE	TW A4	170	90	88	86	84	82	81	79	78	76	75	74
PIE	TW A5	175	89	87	85	83	81	80	78	77	76	74	73
PIE	TW A6	180	90	88	86	84	82	81	79	78	76	75	74
PIE	TW B	205	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	207	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	210	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	215	86	84	82	80	79	77	76	75	73	72	71
PIE	TW B	220	17	13	9	5	2	0	0	0	0	0	0
PIE	TW B	225	100	96	94	92	90	88	86	85	83	81	80
PIE	TW D	405	31	27	24	20	16	11	6	0	0	0	0
PIE	TW D	407	35	32	28	25	22	18	14	10	6	3	0
PIE	TW D	410	33	29	26	23	19	14	9	4	0	0	0
PIE	TW F	610	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1315	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1320	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G	1325	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1330	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1335	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1005	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G3	605	24	19	15	10	5	0	0	0	0	0	0
PIE	TW G3	607	89	86	83	81	79	77	75	73	71	69	67
PIE	TW H	810	5	0	0	0	0	0	0	0	0	0	0
PIE	TW H	815	91	88	87	85	83	82	80	78	77	76	74
PIE	TW H	820	90	88	86	84	82	81	79	78	76	75	74
PIE	TW K	1120	41	38	36	33	30	27	23	19	16	12	8
PIE	TW K	1125	42	39	37	34	31	28	25	21	17	14	10
PIE	TW L	1205	91	88	87	85	83	82	80	78	77	76	74
PIE	TW L	1215	89	87	85	83	81	80	78	77	76	74	73
PIE	TW L	1245	87	85	83	81	80	78	77	75	74	73	72
PIE	TW P	1250	89	87	85	83	81	80	78	77	76	74	73
PIE	TW P	1255	93	90	89	87	85	83	82	80	78	77	76
PIE	TW Q	1705	100	95	92	90	87	85	82	80	78	76	74
PIE	TW Q	1710	100	96	94	92	90	88	86	85	83	81	80



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW T	2010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW T	2020	100	95	92	90	87	85	82	80	78	76	74
PIE	TW T	2045	80	77	75	73	71	70	68	66	65	64	62
PIE	TW T	2050	100	95	92	90	87	85	82	80	78	76	74

Major Rehabilitation Planning 2020-2029

Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	AP MAIN	4105	APC	163,299	31	AC Reconstruction	\$ 2,287,000.00
2020	PIE	AP MAIN	4175	PCC	14,910	7	PCC Reconstruction	\$ 343,000.00
2020	PIE	AP MAIN	4176	AC	3,573	26	AC Reconstruction	\$ 51,000.00
2020	PIE	AP MAIN	4178	APC	59,522	54	AC Restoration	\$ 655,000.00
2020	PIE	AP MAIN	4180	AAC	126,695	26	AC Reconstruction	\$ 1,774,000.00
2020	PIE	AP MAIN	4183	AAC	39,947	61	AC Restoration	\$ 440,000.00
2020	PIE	AP MAIN	4185	APC	12,820	42	AC Restoration	\$ 169,000.00
2020	PIE	AP MAIN	4190	PCC	18,650	12	PCC Reconstruction	\$ 429,000.00
2020	PIE	AP MAIN	4195	PCC	11,250	7	PCC Reconstruction	\$ 259,000.00
2020	PIE	AP MAIN	4198	PCC	18,579	23	PCC Reconstruction	\$ 428,000.00
2020	PIE	FBO CONN	125	APC	4,598	62	AC Restoration	\$ 51,000.00
2020	PIE	RW 18-36	6115	AAC	50,000	47	AC Restoration	\$ 590,000.00
2020	PIE	RW 18-36	6120	AAC	25,000	64	AC Restoration	\$ 275,000.00
2020	PIE	RW 18-36	6135	AAC	20,000	56	AC Restoration	\$ 220,000.00
2020	PIE	RW 18-36	6140	AAC	10,000	56	AC Restoration	\$ 110,000.00
2020	PIE	RW 18-36	6145	AAC	30,000	50	AC Restoration	\$ 330,000.00
2020	PIE	RW 18-36	6150	AAC	15,000	56	AC Restoration	\$ 165,000.00
2020	PIE	RW 18-36	6155	AAC	180,000	48	AC Restoration	\$ 2,068,000.00
2020	PIE	RW 18-36	6165	AAC	70,000	48	AC Restoration	\$ 804,000.00
2020	PIE	RW 18-36	6170	AAC	35,000	63	AC Restoration	\$ 385,000.00
2020	PIE	RW 18-36	6175	AAC	290,000	50	AC Restoration	\$ 3,190,000.00
2020	PIE	RW 18-36	6185	AAC	210,000	46	AC Restoration	\$ 2,538,000.00
2020	PIE	RW 18-36	6197	AC	92,900	35	AC Reconstruction	\$ 1,301,000.00
2020	PIE	RW 4-22	6215	AAC	50,072	60	AC Restoration	\$ 551,000.00
2020	PIE	RW 4-22	6225	AC	45,300	53	AC Restoration	\$ 499,000.00
2020	PIE	RW 4-22	6230	AC	22,650	23	AC Reconstruction	\$ 318,000.00
2020	PIE	TW 9-27	6315	AAC	174,747	26	AC Reconstruction	\$ 2,447,000.00
2020	PIE	TW 9-27	6320	AAC	87,374	37	AC Reconstruction	\$ 1,224,000.00

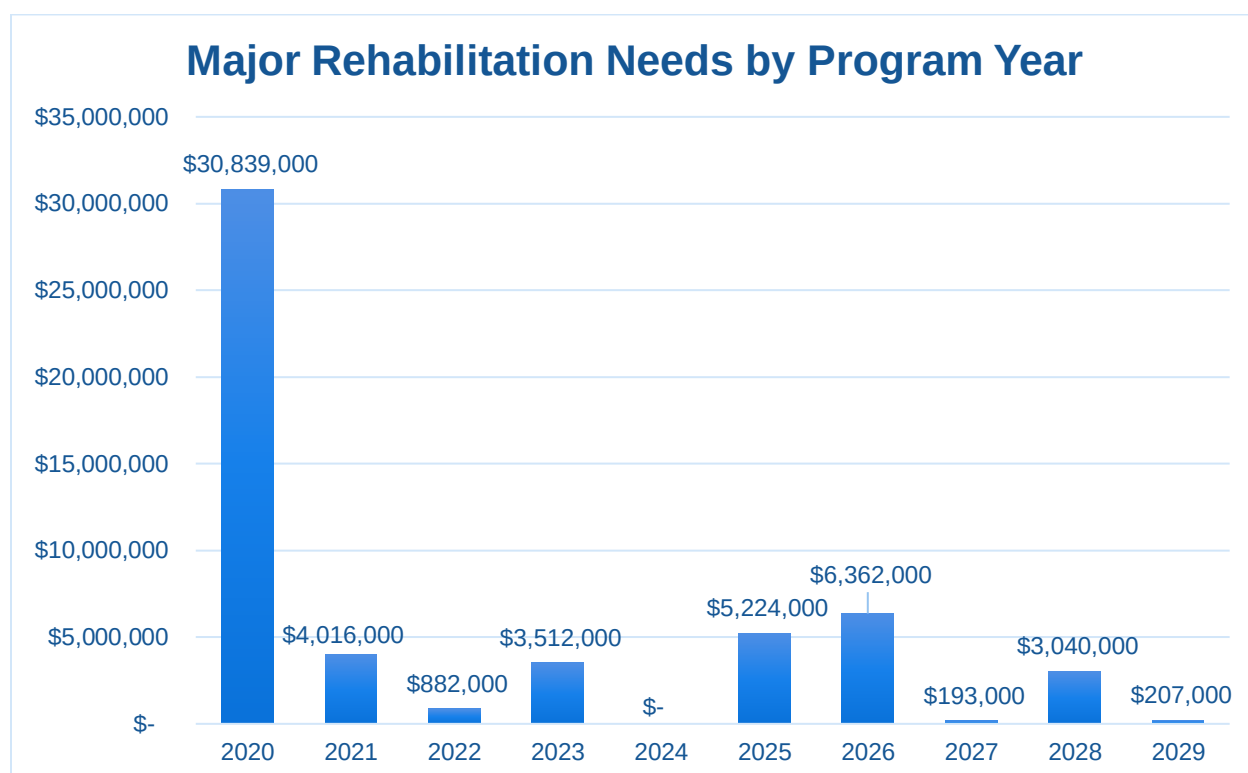


Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	TW 9-27	6325	AAC	33,073	34	AC Reconstruction	\$ 464,000.00
2020	PIE	TW 9-27	6327	AAC	7,950	21	AC Reconstruction	\$ 112,000.00
2020	PIE	TW 9-27	6330	AAC	11,400	57	AC Restoration	\$ 126,000.00
2020	PIE	TW 9-27	6335	AAC	34,097	24	AC Reconstruction	\$ 478,000.00
2020	PIE	TW 9-27	6340	AAC	17,048	25	AC Reconstruction	\$ 239,000.00
2020	PIE	TW 9-27	6345	AAC	45,000	18	AC Reconstruction	\$ 630,000.00
2020	PIE	TW 9-27	6350	AAC	22,500	26	AC Reconstruction	\$ 315,000.00
2020	PIE	TW 9-27	6355	AAC	80,000	22	AC Reconstruction	\$ 1,120,000.00
2020	PIE	TW 9-27	6360	AAC	40,000	49	AC Restoration	\$ 451,000.00
2020	PIE	TW 9-27	6365	AAC	34,500	34	AC Reconstruction	\$ 483,000.00
2020	PIE	TW 9-27	6370	AAC	17,250	42	AC Restoration	\$ 230,000.00
2020	PIE	TW A	112	AAC	4,221	42	AC Restoration	\$ 57,000.00
2020	PIE	TW A	114	AC	2,361	24	AC Reconstruction	\$ 34,000.00
2020	PIE	TW A	117	AAC	6,019	50	AC Restoration	\$ 67,000.00
2020	PIE	TW A	119	AC	3,041	15	AC Reconstruction	\$ 43,000.00
2020	PIE	TW B	220	AC	40,670	13	AC Reconstruction	\$ 570,000.00
2020	PIE	TW D	405	AAC	6,975	27	AC Reconstruction	\$ 98,000.00
2020	PIE	TW D	407	AC	17,580	32	AC Reconstruction	\$ 247,000.00
2020	PIE	TW D	410	AAC	10,196	29	AC Reconstruction	\$ 143,000.00
2020	PIE	TW G3	605	AAC	10,930	19	AC Reconstruction	\$ 154,000.00
2020	PIE	TW H	810	AAC	59,729	0	AC Reconstruction	\$ 837,000.00
2020	PIE	TW K	1120	AC	1,346	38	AC Restoration	\$ 19,000.00
2020	PIE	TW K	1125	AC	1,472	39	AC Restoration	\$ 21,000.00
2021	PIE	RW 18-36	6160	AAC	90,000	64	AC Restoration	\$ 990,000.00
2021	PIE	RW 18-36	6180	AAC	145,000	64	AC Restoration	\$ 1,595,000.00
2021	PIE	RW 18-36	6190	AAC	105,000	62	AC Restoration	\$ 1,155,000.00
2021	PIE	RW 4-22	6220	AAC	25,036	64	AC Restoration	\$ 276,000.00
2022	PIE	AP MAIN	4155	AAC	33,689	63	AC Restoration	\$ 371,000.00
2022	PIE	RW 18-36	6198	AC	46,450	64	AC Restoration	\$ 511,000.00
2023	PIE	AP MAIN	4179	APC	77,111	64	AC Restoration	\$ 849,000.00
2023	PIE	TW A	115	AAC	225,302	63	AC Restoration	\$ 2,479,000.00
2023	PIE	TW A	158	AAC	16,692	63	AC Restoration	\$ 184,000.00
2025	PIE	RW 4-22	6205	AAC	474,873	62	AC Restoration	\$ 5,224,000.00
2026	PIE	AP MAIN	4157	AAC	92,541	64	AC Restoration	\$ 1,018,000.00
2026	PIE	AP MAIN	4199	PCC	25,200	64	PCC Restoration	\$ 429,000.00
2026	PIE	RW 18-36	6195	AAC	30,000	64	AC Restoration	\$ 330,000.00
2026	PIE	RW 18-36	6196	AAC	15,000	64	AC Restoration	\$ 165,000.00
2026	PIE	TW A	130	AAC	361,676	64	AC Restoration	\$ 3,979,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2026	PIE	TW A	135	AAC	40,056	64	AC Restoration	\$ 441,000.00
2027	PIE	TW A	140	AAC	17,486	64	AC Restoration	\$ 193,000.00
2028	PIE	AP MAIN	4177	APC	20,899	64	AC Restoration	\$ 230,000.00
2028	PIE	RW 4-22	6210	AAC	237,436	62	AC Restoration	\$ 2,612,000.00
2028	PIE	TW T	2045	AAC	17,962	64	AC Restoration	\$ 198,000.00
2029	PIE	AP MAIN	4170	AAC	18,816	64	AC Restoration	\$ 207,000.00

**All planning cost values have been rounded to the nearest thousand-dollar.*

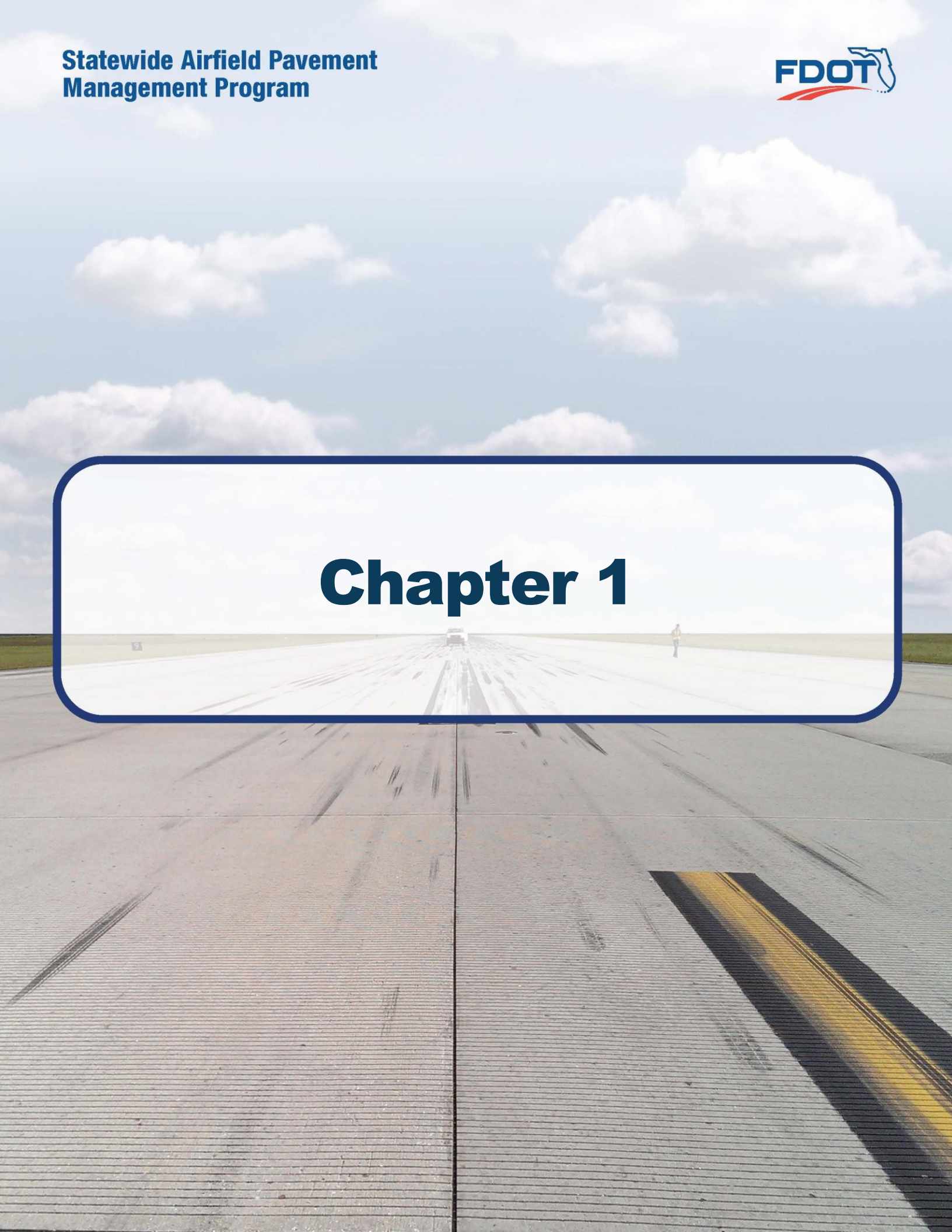
*Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029*

Summary of St. Pete-Clearwater International Airport

St. Pete-Clearwater International Airport was inspected in December of 2018 – the overall weighted PCI value was 68, a condition rating of Fair. The results of the maintenance, repair, and major rehabilitation analysis identified \$4,574,430 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of \$54,275,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of \$30,839,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT 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, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.

Chapter 1





Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) 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.

In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

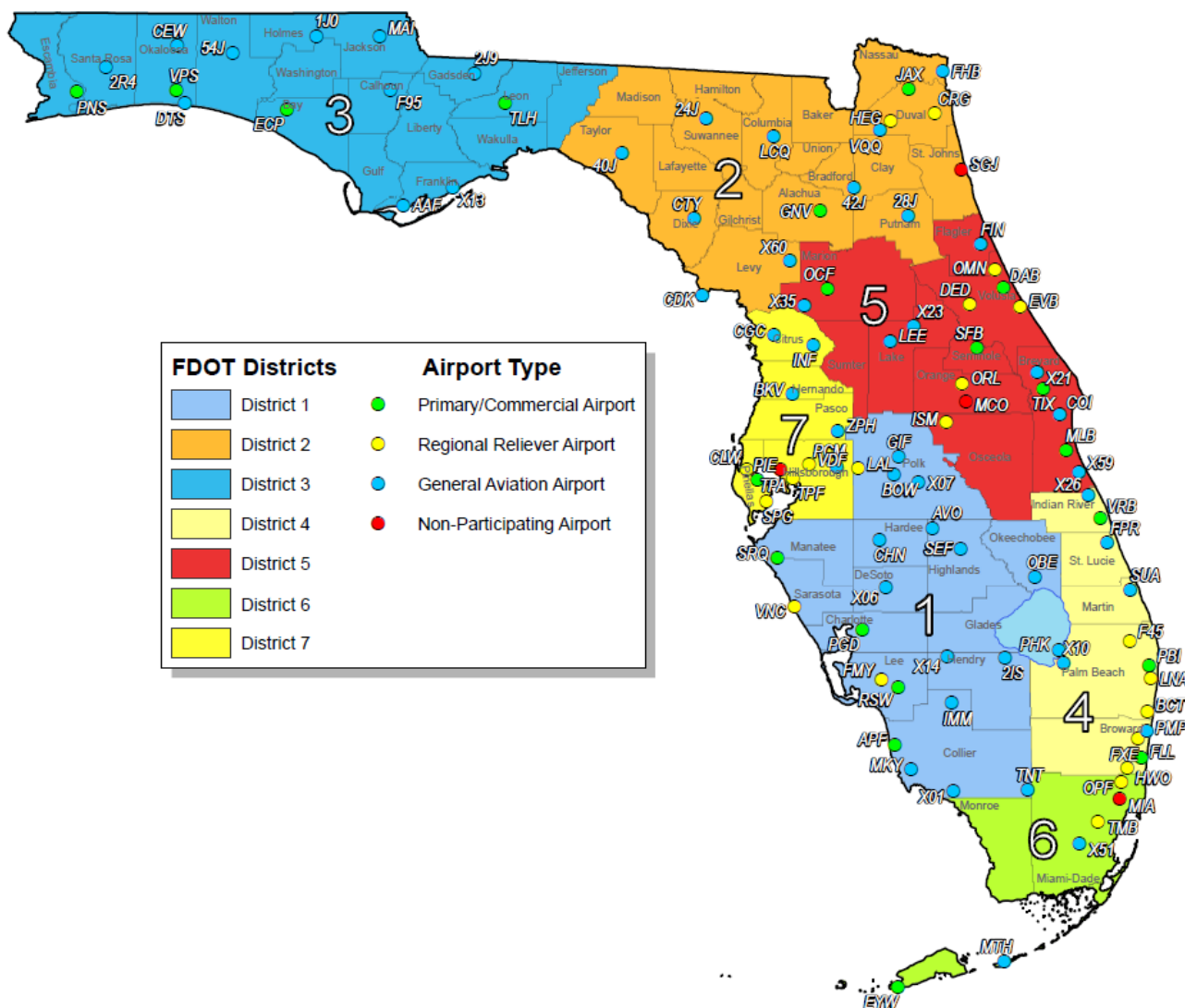
The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.



Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.



1.3 Organization

1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

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

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

1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys,"** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."**

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.



A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- ▶ **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- ▶ **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- ▶ **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- ▶ **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- ▶ **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.



1.4 Purpose of Airport Pavement Evaluation Report

The 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 (M&R) planning associated with the SAPMP system 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.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation 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 policies; consider planning-level unit costs; and develop recommendations for performing pavement 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 system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for 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 facilities, classifications, types, histories, geometries, 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 the 2006-2008 system update, 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 the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits 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.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys."** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.



1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the 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”** and **150/5380-7B “Airport Pavement Management Program (PMP)”**). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 “Pavement Maintenance,” No. 34 “Policies, Standards, and Specifications,” and PFC Assurance No. 9 “Standards and Specifications.”

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC**150/5380-7B “Airport Pavement Management Program (PMP)”** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 Program Objectives

- 1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
- 2 An objective and repeatable system for evaluating pavement condition.
- 3 Procedures for predicting future pavement condition.
- 4 Procedures for modeling both past and future pavement performance conditions.
- 5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
- 6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

1.7.2 Program Components

- A. Database
- B. Pavement Inventory
- C. Pavement Structure
- D. Pavement Work History
- E. Pavement Condition Data

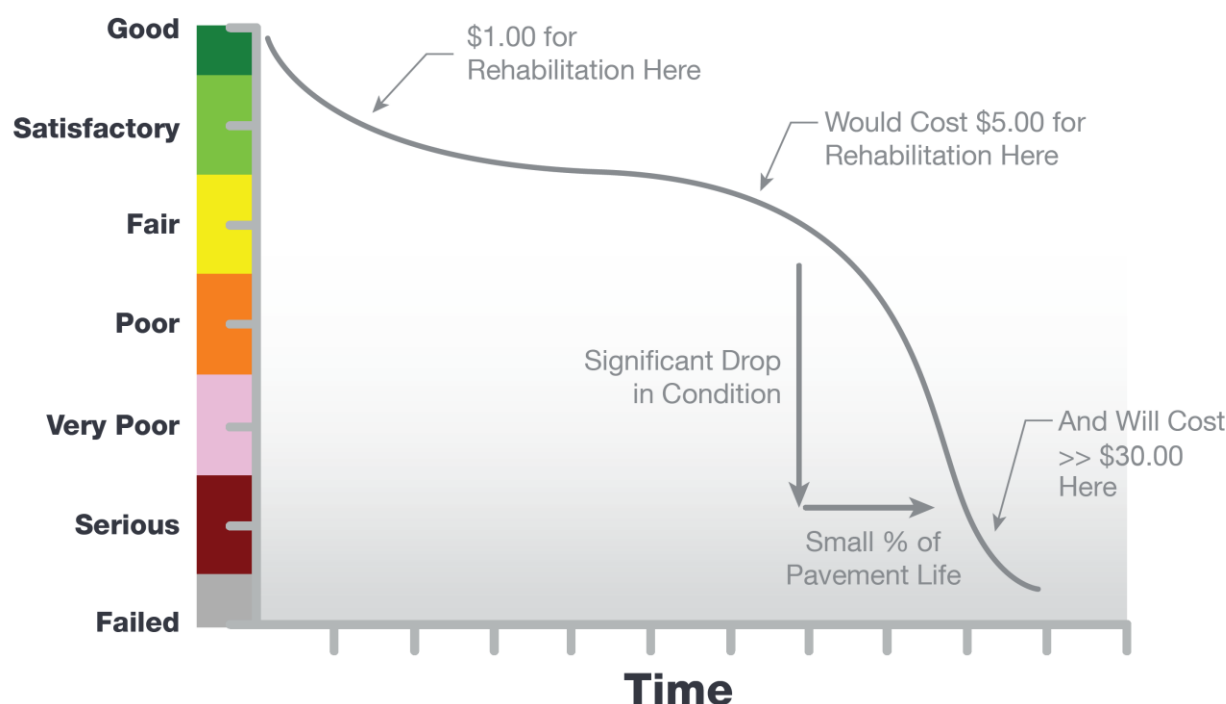


F. Pavement Performance Modeling for the Prediction/Forecast of PCI

G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements’ past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

Figure 1.7.2 (a) Typical Pavement Condition Life Cycle



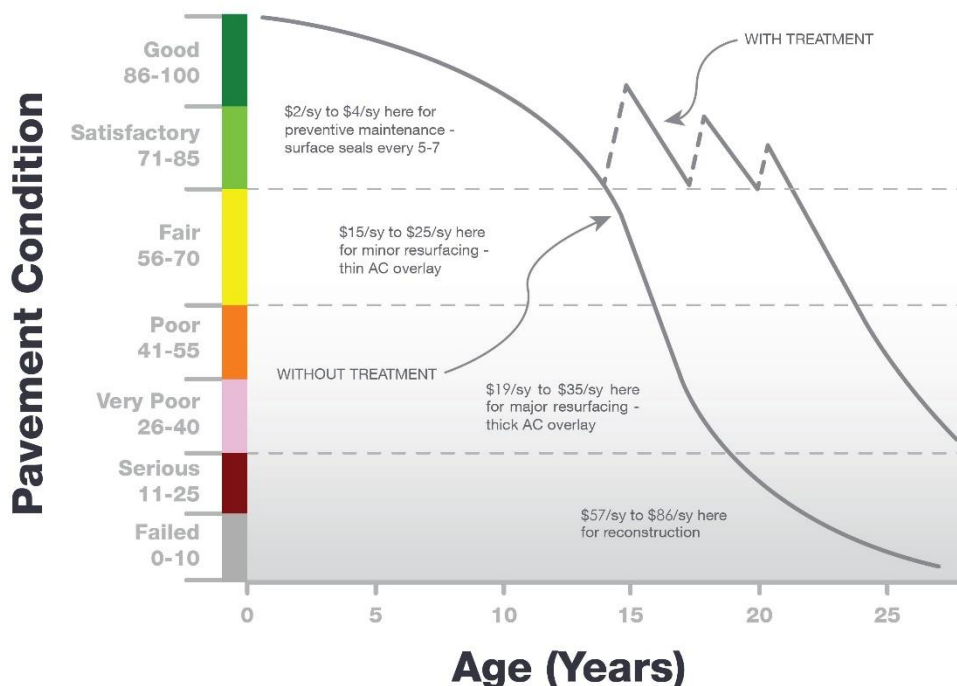
**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall



composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and 1.7.2 (d), depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.


Figures 1.7.2 (c) Flexible Asphalt Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

Figures 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

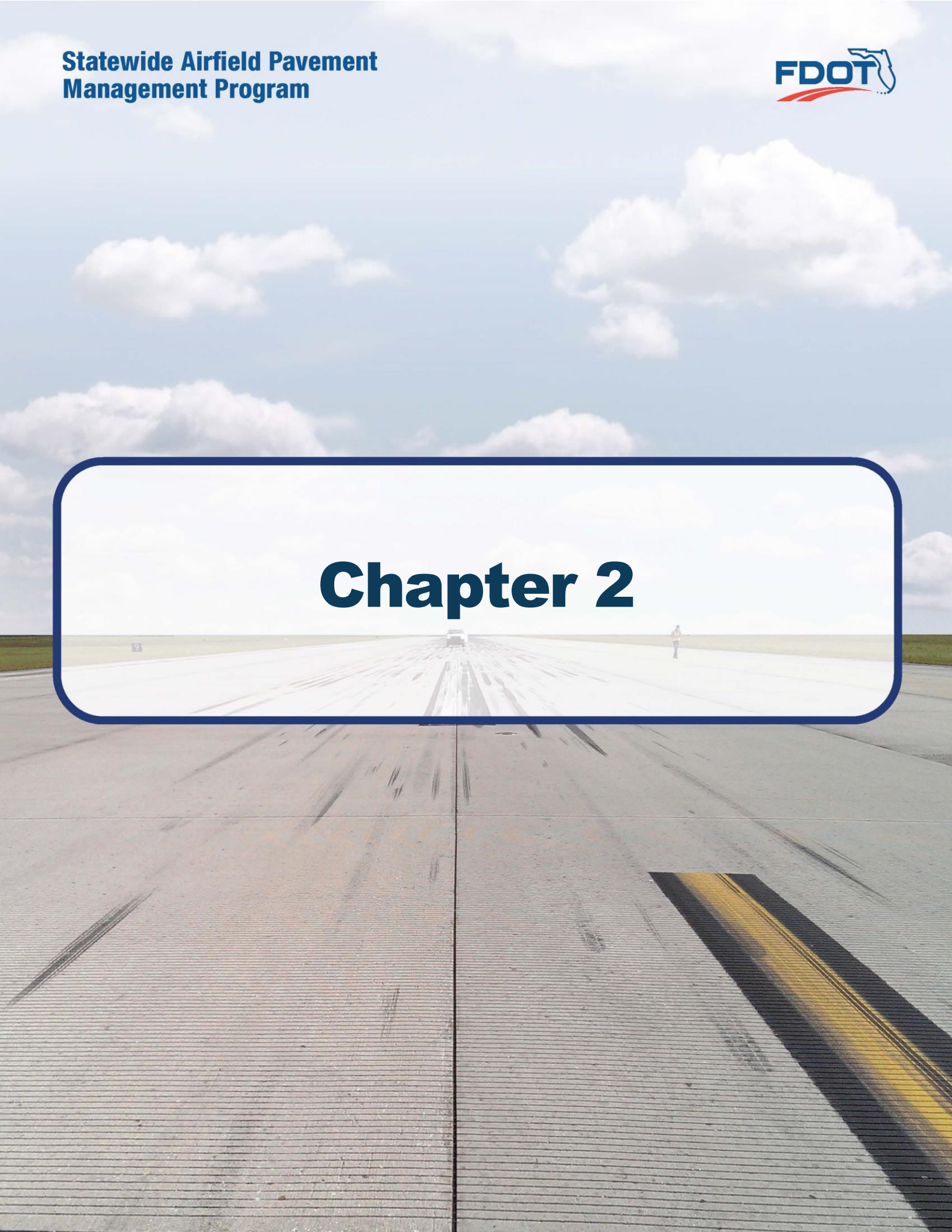


1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.

Chapter 2





Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.



A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related



infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a “parent” pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (± 8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet ($\pm 2,000$ ft²) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	“Tallahassee International Airport – Airfield Pavements”
Branch Name	Commonly defined asset name as established by Airport and by use	“Runway 18-36”
Branch ID	Codified shorthand name for commonly defined asset established for database identification	“RW 18-36” RW, Branch Use, “Runway” 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	“6105”
Sample Unit	A numeric identification of an area of pavement (5,000 $\pm$ 2,000 SF of AC or 20 $\pm$ 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	“300”



2.3 Airfield Pavement Structure

2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.



Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.



2.4 Airfield Pavement Work History

2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular **150/5320-6F Airport Pavement Design and Evaluation** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP),"** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method



can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.



2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age



Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
- Alligator Cracking - Corrugation - Depression - Patching of Load-based distress - Polished Aggregate - Rutting - Slippage Cracking	- Bleeding - Block Cracking - Joint Reflection Cracking - L/T Cracking - Patching of climate / durability-caused distresses - Shoving from PCC - Raveling - Weathering - Swelling	- Alligator Cracking - Depression - Patching of moisture / drainage caused distress - Swelling - Raveling - Weathering	- Oil Spillage - Jet Blast Erosion - Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
- Corrugation - Depression - Rutting - Shoving of asphalt pavement - Swelling - Raveling - Weathering	- Bleeding - Depression - Polished Aggregate - Rutting	- Block Cracking - Joint Reflection Cracking - L/T Cracking - Slippage Cracking	All Distresses



Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction



Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses



2.6.3 PCI Survey Inspection Procedures

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but ≤20	10% but ≤10



2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. 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. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

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.

Rigid Portland Cement Concrete Pavement Distress Updates

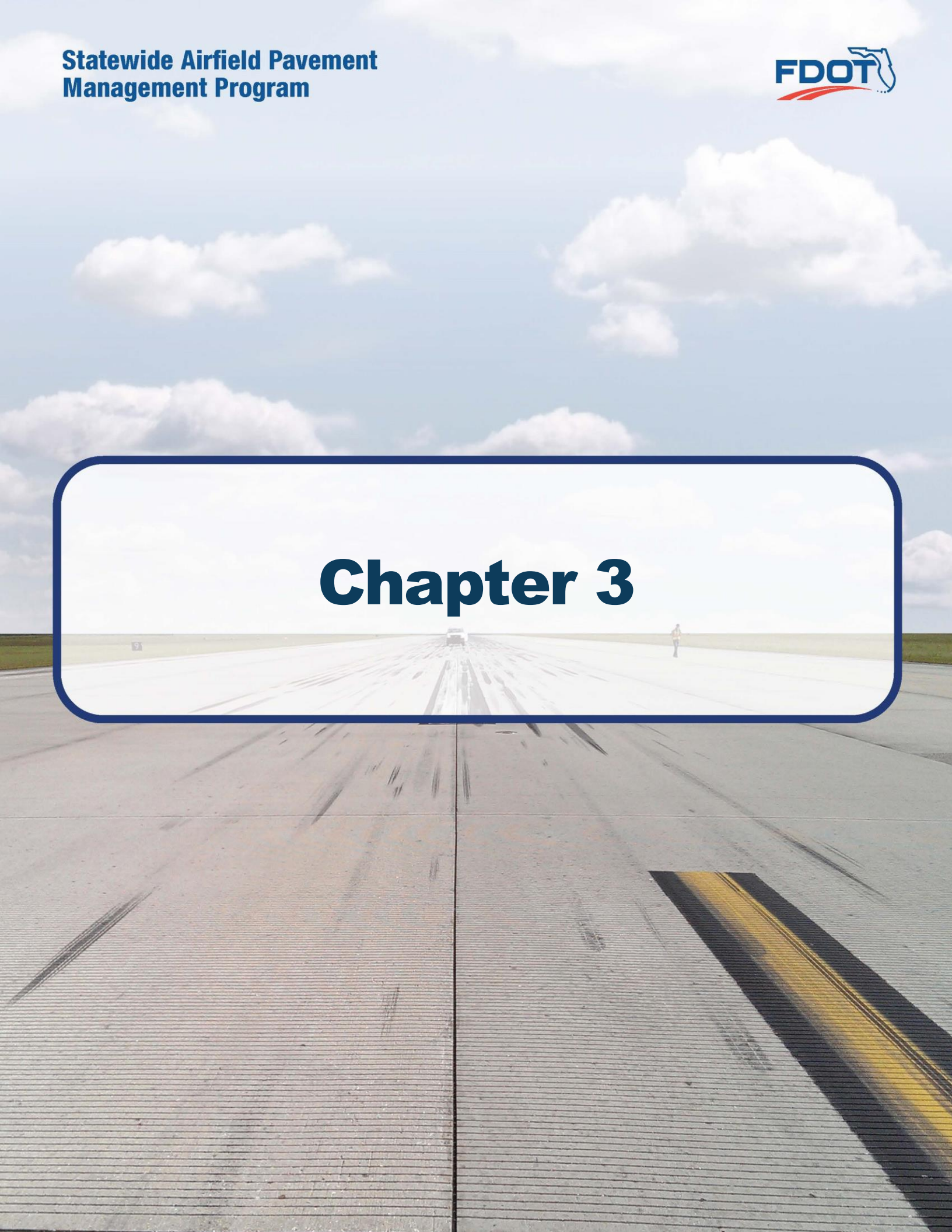
The previous methodology defined “(70) Scaling” as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction 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 can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement’s surface. Plastic shrinkage caused by construction 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.



Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	Updated Distress	Former Distress in Prior to 5340-10	Deduction Curve	Potential Effect
AC/AAC/APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Cracking - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Cracking - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Cracking - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Cracking' may now be identified as 'Shrinkage Cracking'

Chapter 3





Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

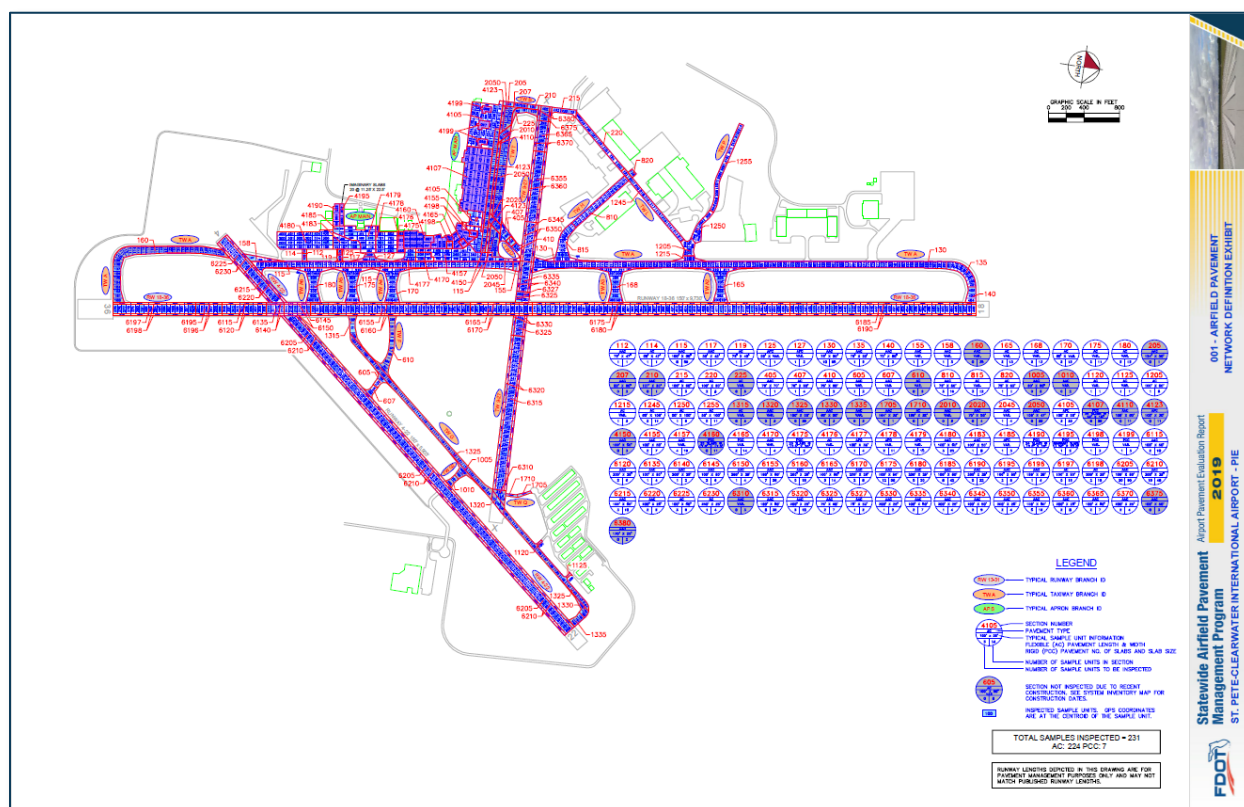
Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2013	AP MAIN - Mill and Overlay
	RW 18-36 - Mill and Overlay: 3" Mill, 3" P-401 Overlay
2016	AP MAIN, FBO CONN, TW A, TW T - Mill and Overlay: 2" Mill, 3" P-401 Overlay
	TW A - Mill and Overlay: 3.5" Mill and 4" P-401 Overlay
	TW A2-TW A6, TW H - New Construction: 5" P-401, 12" P-211, P-152
	TW L - Reconstruction: 4" P-401, Rework Base
	TW P - Reconstruction: 4" P-401, Rework Base
	AP MAIN - Reconstruction
2017	TW A - Mill and Overlay
	TW H - Reconstruction
2018	AP MAIN, TW 9-27, TW B, TW T - Mill and Overlay: 0"-2" Mill, 2" P-401 Overlay
	TW B - New Construction: 2" P-401, 6" P-211
	TW 9-27, TW G, TW G1, TW G2 - Mill and Overlay: 0.5"-2" Mill, 2"-3" P-401 Overlay
	TW F - Reconstruction: 4" P-401, 6" P-211
	TW G - New Construction: 4" P-401, 6" P-211
	TW Q - Mill and Overlay: 1" Mill, 1" P-401 Overlay
	TW Q - New Construction: 2" P-401, 6" P-211
2020	RW 4-22, RW 18-36 - Pavement Rehabilitation



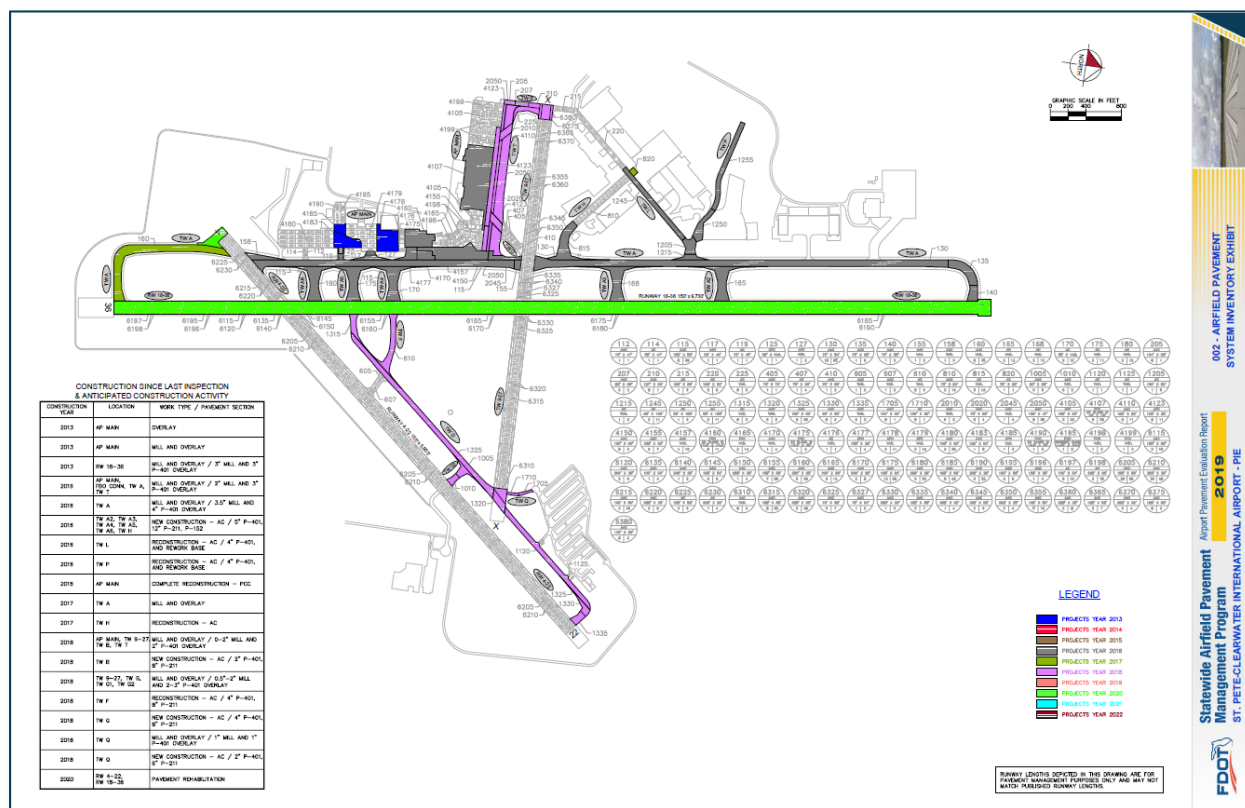
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

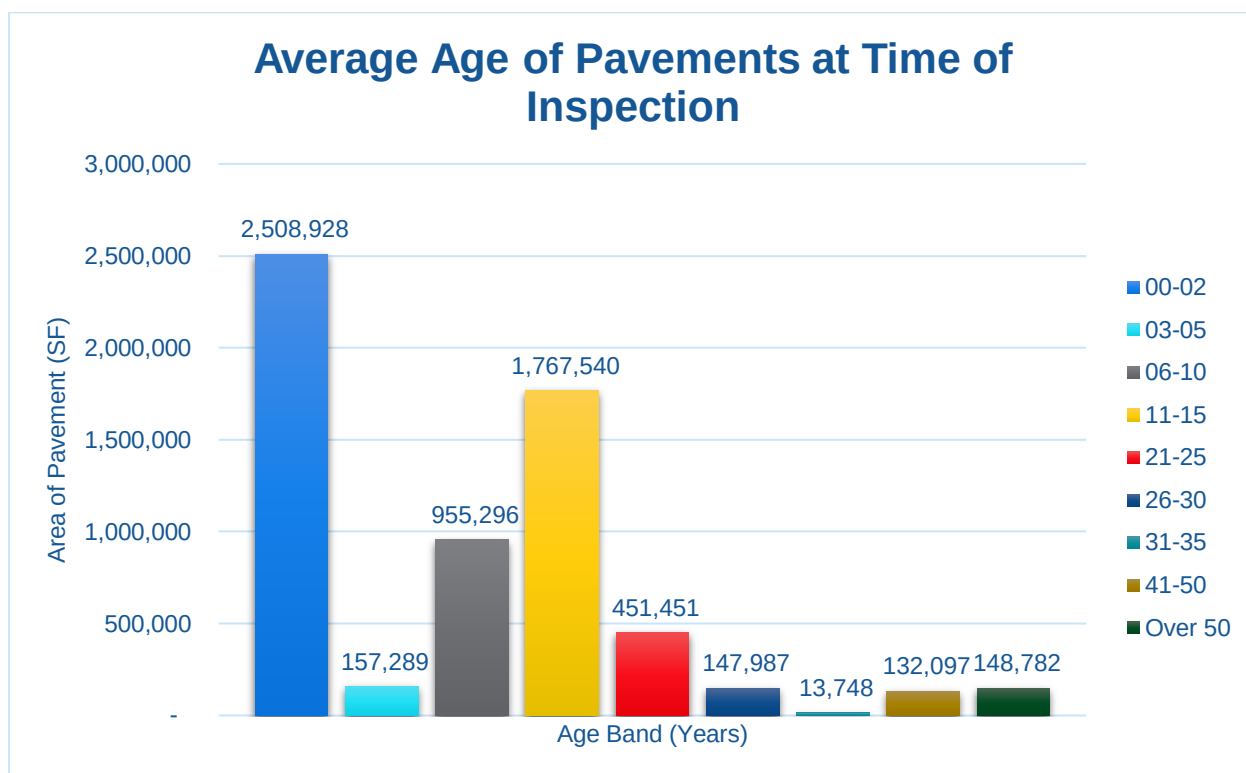
Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit



The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

*Figure 3.1.2 Average Age of Pavements at Inspection*

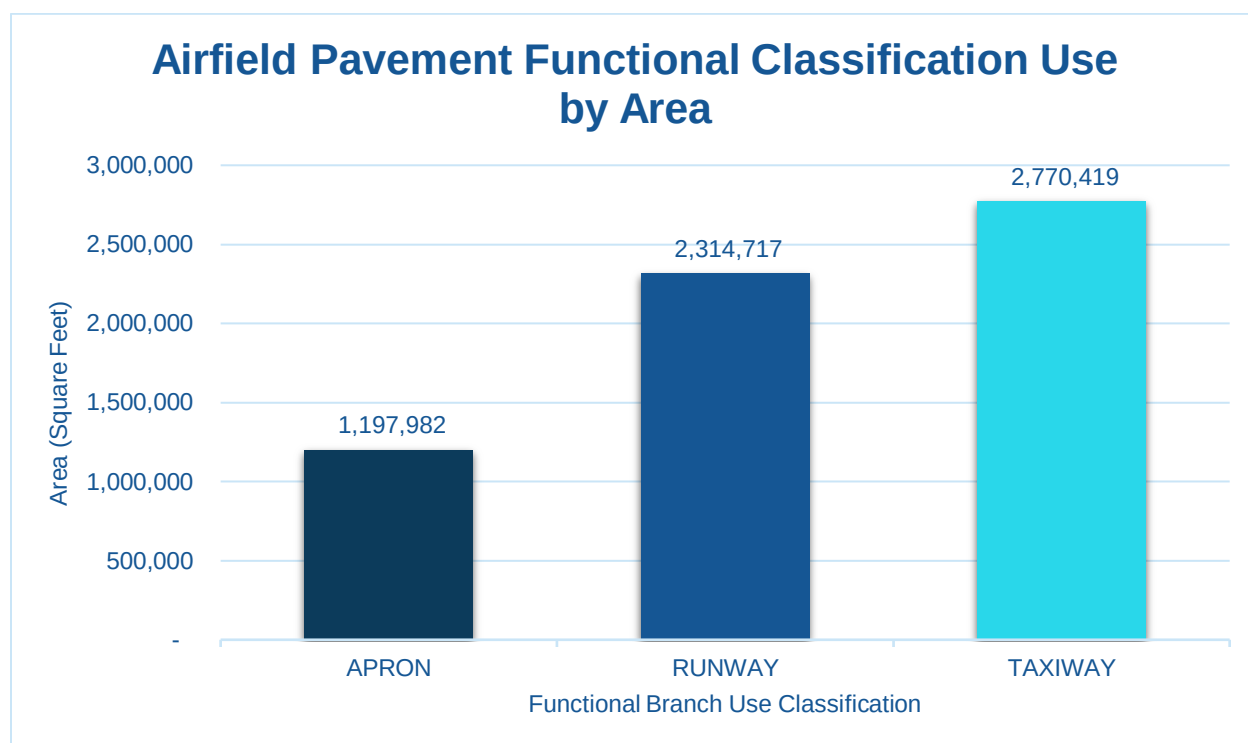
The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.



3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

Figure 3.1.3 Airfield Pavement Functional Classification Use by Area





3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

Figure 3.1.4 (a) Pavement Surface Type by Area (SF)

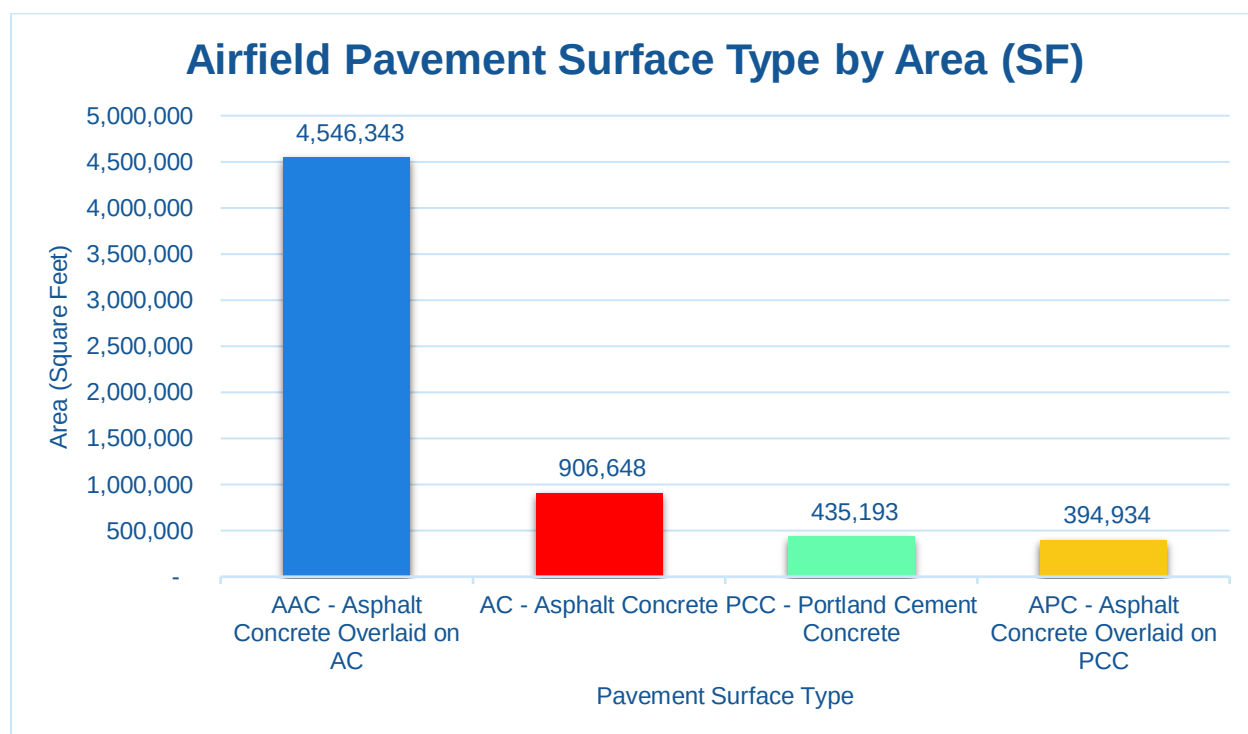
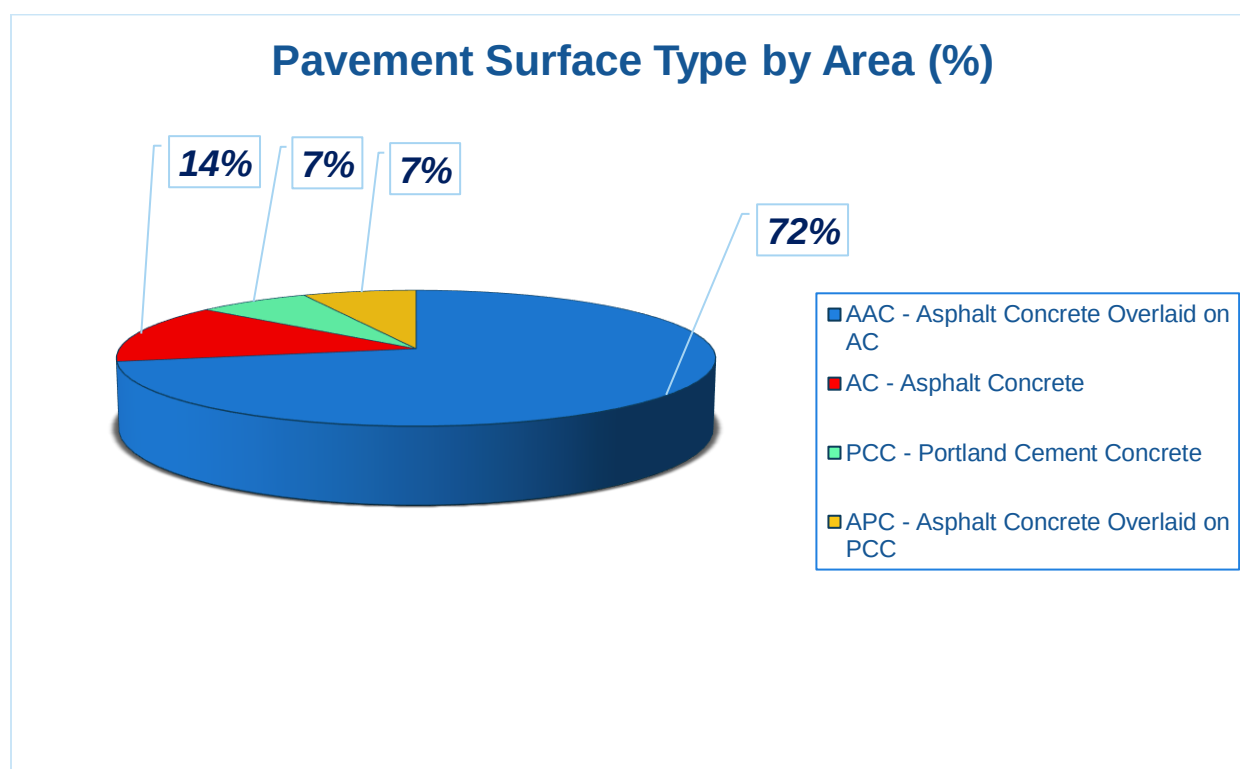




Figure 3.1.4 (b) Pavement Surface Type by Area (%)



3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.



Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	MAIN APRON	AP MAIN	APRON	4105	800	300	163,299	APC	1/2/2003
PIE	MAIN APRON	AP MAIN	APRON	4107	730	295	220,315	PCC	1/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4110	1,120	50	56,000	AAC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4123	1,460	30	43,794	APC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4150	285	50	14,083	AAC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4155	275	125	33,689	AAC	1/2/2003
PIE	MAIN APRON	AP MAIN	APRON	4157	597	300	92,541	AAC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4160	305	190	59,640	PCC	1/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4165	800	300	66,649	PCC	1/1/2012
PIE	MAIN APRON	AP MAIN	APRON	4170	170	90	18,816	AAC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4175	189	75	14,910	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4176	75	48	3,573	AC	12/25/1955
PIE	MAIN APRON	AP MAIN	APRON	4177	145	123	20,899	APC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4178	240	240	59,522	APC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4179	350	306	77,111	APC	10/1/2011
PIE	MAIN APRON	AP MAIN	APRON	4180	625	197	126,695	AAC	1/2/1968
PIE	MAIN APRON	AP MAIN	APRON	4183	100	308	39,947	AAC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4185	126	55	12,820	APC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4190	250	77	18,650	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4195	250	45	11,250	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4198	270	70	18,579	PCC	1/1/2003
PIE	MAIN APRON	AP MAIN	APRON	4199	360	80	25,200	PCC	1/1/2003
PIE	FBO CONNECTOR	FBO CONN	TAXIWAY	125	44	125	4,598	APC	8/1/2016
PIE	FBO CONNECTOR	FBO CONN	TAXIWAY	127	53	125	12,891	APC	8/1/2016
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6115	500	100	50,000	AAC	1/2/2003



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6120	1,000	25	25,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6135	200	100	20,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6140	400	25	10,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6145	300	100	30,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6150	600	25	15,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6155	1,800	100	180,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6160	3,600	25	90,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6165	700	100	70,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6170	1,400	25	35,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6175	2,900	100	290,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6180	5,800	25	145,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6185	2,100	100	210,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6190	4,200	25	105,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6195	300	100	30,000	AAC	1/1/2013
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6196	600	25	15,000	AAC	1/1/2013
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6197	929	100	92,900	AC	1/1/2006
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6198	1,858	25	46,450	AC	1/1/2006
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6205	4,700	100	474,873	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6210	9,400	25	237,436	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6215	495	100	50,072	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6220	495	50	25,036	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6225	453	100	45,300	AC	1/1/2006
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6230	453	50	22,650	AC	1/1/2006
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6310	150	100	14,004	AAC	6/1/2018
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6315	1,840	100	174,747	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6320	1,840	50	87,374	AAC	1/1/1994



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6325	230	100	33,073	AAC	1/2/2003
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6327	150	53	7,950	AAC	1/1/1988
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6330	230	50	11,400	AAC	1/2/2003
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6335	340	100	34,097	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6340	340	50	17,048	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6345	450	100	45,000	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6350	900	25	22,500	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6355	800	100	80,000	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6360	1,600	25	40,000	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6365	345	100	34,500	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6370	345	50	17,250	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6375	170	100	17,000	AAC	6/1/2018
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6380	170	50	8,500	AAC	6/1/2018
PIE	TAXIWAY A	TW A	TAXIWAY	112	87	47	4,221	AAC	1/1/1990
PIE	TAXIWAY A	TW A	TAXIWAY	114	45	43	2,361	AC	1/1/1968
PIE	TAXIWAY A	TW A	TAXIWAY	115	2,862	50	225,302	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	117	137	68	6,019	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	119	68	45	3,041	AC	1/1/1968
PIE	TAXIWAY A	TW A	TAXIWAY	130	2,475	75	361,676	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	135	2,475	75	40,056	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	140	175	75	17,486	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	155	70	140	7,969	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	158	1,700	125	16,692	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	160	1,640	75	151,945	AAC	1/1/2017
PIE	TAXIWAY A2	TW A2	TAXIWAY	165	600	100	60,458	AC	8/1/2016
PIE	TAXIWAY A3	TW A3	TAXIWAY	168	400	100	60,311	AC	8/1/2016



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	TAXIWAY A4	TW A4	TAXIWAY	170	400	100	58,588	AC	8/1/2016
PIE	TAXIWAY A5	TW A5	TAXIWAY	175	400	100	56,987	AC	8/1/2016
PIE	TAXIWAY A6	TW A6	TAXIWAY	180	400	100	58,658	AC	8/1/2016
PIE	TAXIWAY B	TW B	TAXIWAY	205	124	50	6,200	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	207	155	50	7,750	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	210	130	50	6,353	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	215	300	50	15,387	AC	1/1/2012
PIE	TAXIWAY B	TW B	TAXIWAY	220	835	50	40,670	AC	1/1/1965
PIE	TAXIWAY B	TW B	TAXIWAY	225	280	40	18,112	AC	6/1/2018
PIE	TAXIWAY D	TW D	TAXIWAY	405	93	75	6,975	AAC	1/1/1990
PIE	TAXIWAY D	TW D	TAXIWAY	407	140	100	17,580	AC	1/1/1996
PIE	TAXIWAY D	TW D	TAXIWAY	410	160	75	10,196	AAC	1/1/1992
PIE	TAXIWAY F	TW F	TAXIWAY	610	640	50	47,206	AC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1315	255	65	19,536	AC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1320	190	90	15,822	AAC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1325	3,875	50	199,036	AAC	6/1/2018
PIE	TAXIWAY G1	TW G1	TAXIWAY	1330	85	85	13,135	AAC	6/1/2018
PIE	TAXIWAY G1	TW G1	TAXIWAY	1335	150	85	12,530	AAC	6/1/2018
PIE	TAXIWAY G2	TW G2	TAXIWAY	1005	125	65	15,843	AAC	6/1/2018
PIE	TAXIWAY G2	TW G2	TAXIWAY	1010	125	65	8,964	AAC	6/1/2018
PIE	TAXIWAY G3	TW G3	TAXIWAY	605	132	61	10,930	AAC	1/1/1984
PIE	TAXIWAY G3	TW G3	TAXIWAY	607	122	61	8,732	AAC	1/1/2012
PIE	TAXIWAY H	TW H	TAXIWAY	810	798	75	59,729	AAC	1/2/1965
PIE	TAXIWAY H	TW H	TAXIWAY	815	500	100	57,784	AC	1/1/2015
PIE	TAXIWAY H	TW H	TAXIWAY	820	75	64	4,760	AC	1/1/2017
PIE	TAXIWAY K	TW K	TAXIWAY	1120	67	20	1,346	AC	1/1/1984

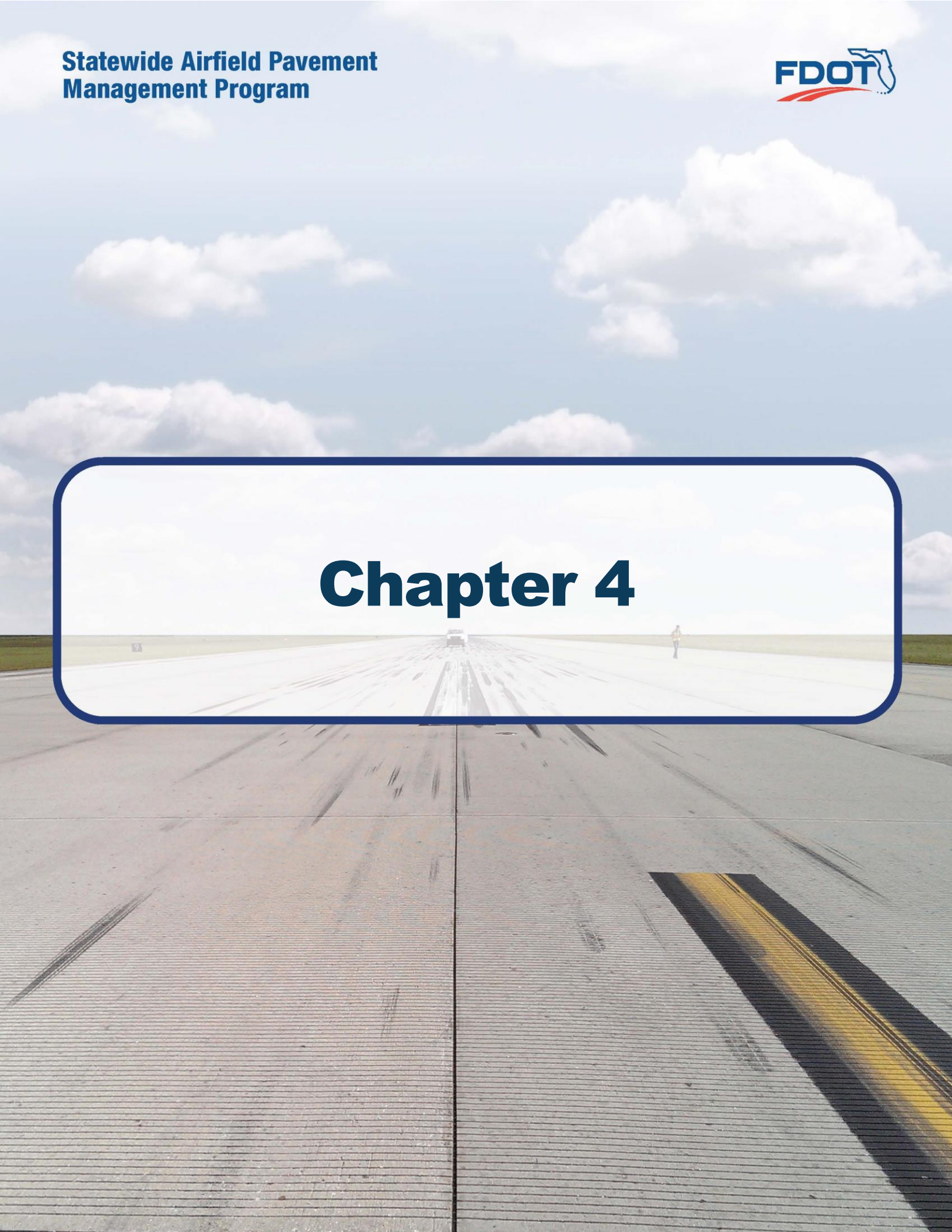


Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	TAXIWAY K	TW K	TAXIWAY	1125	62	20	1,472	AC	1/1/1984
PIE	TAXIWAY L	TW L	TAXIWAY	1205	164	100	22,175	AC	8/1/2016
PIE	TAXIWAY L	TW L	TAXIWAY	1215	150	80	13,483	AC	8/1/2016
PIE	TAXIWAY L	TW L	TAXIWAY	1245	1,043	50	52,150	AC	8/1/2016
PIE	TAXIWAY P	TW P	TAXIWAY	1250	415	50	27,739	AC	1/1/2016
PIE	TAXIWAY P	TW P	TAXIWAY	1255	1,100	50	52,339	AC	1/1/2016
PIE	TAXIWAY Q	TW Q	TAXIWAY	1705	155	30	4,449	AAC	6/1/2018
PIE	TAXIWAY Q	TW Q	TAXIWAY	1710	125	25	3,632	AC	6/1/2018
PIE	TAXIWAY T	TW T	TAXIWAY	2010	173	75	12,963	AAC	6/1/2018
PIE	TAXIWAY T	TW T	TAXIWAY	2020	200	75	14,337	AAC	6/1/2018
PIE	TAXIWAY T	TW T	TAXIWAY	2045	380	50	17,962	AAC	8/1/2016
PIE	TAXIWAY T	TW T	TAXIWAY	2050	1,700	94	149,440	AAC	6/1/2018



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Chapter 4





Chapter 4 – Airfield Pavement Condition

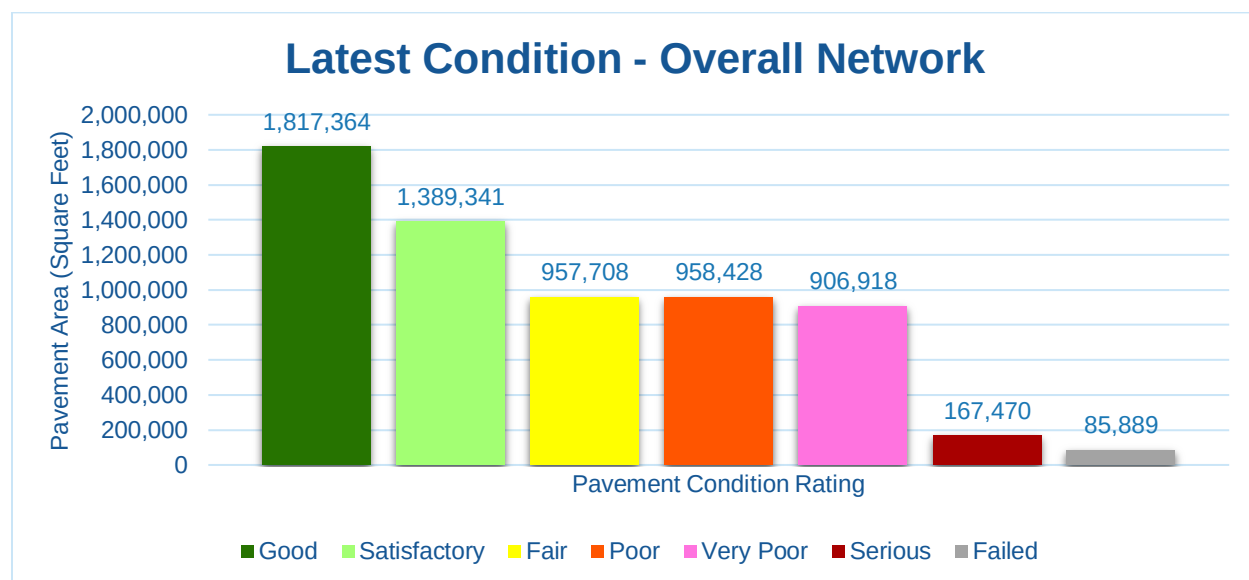
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

Figure 4.1.1 Latest Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (c)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.



Figure 4.1.2 (a) Latest Condition – Runway Pavements

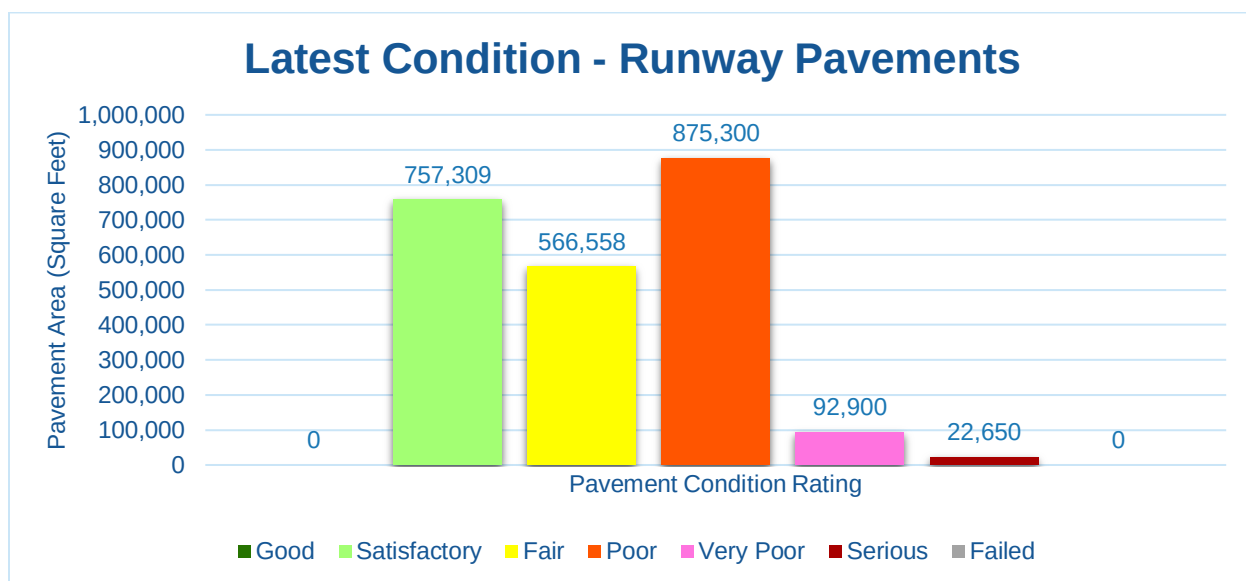


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

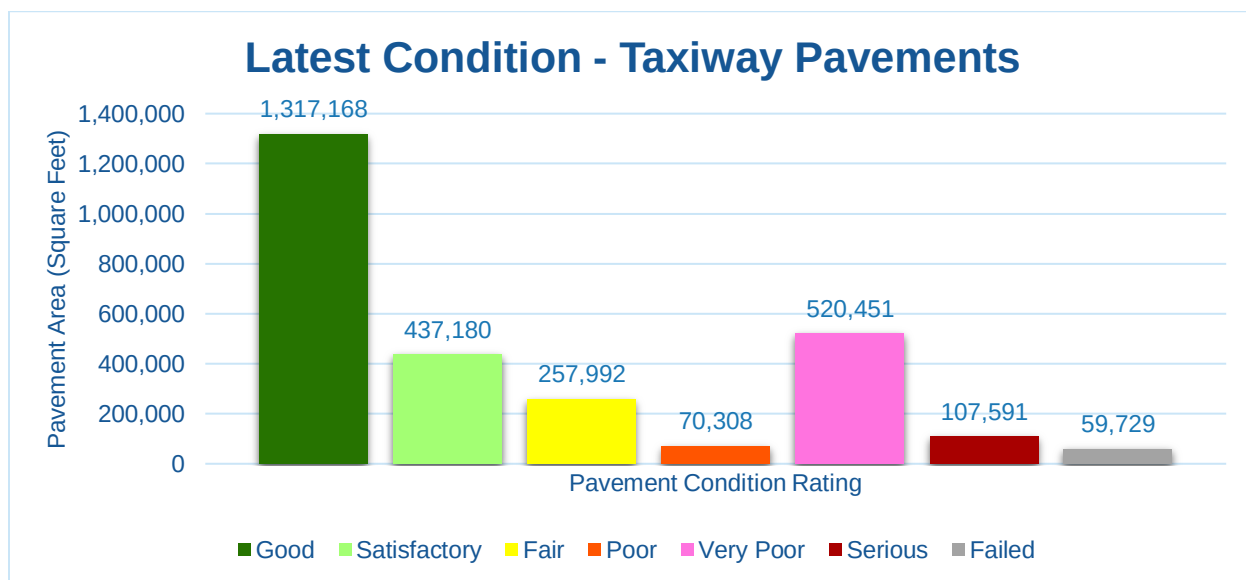
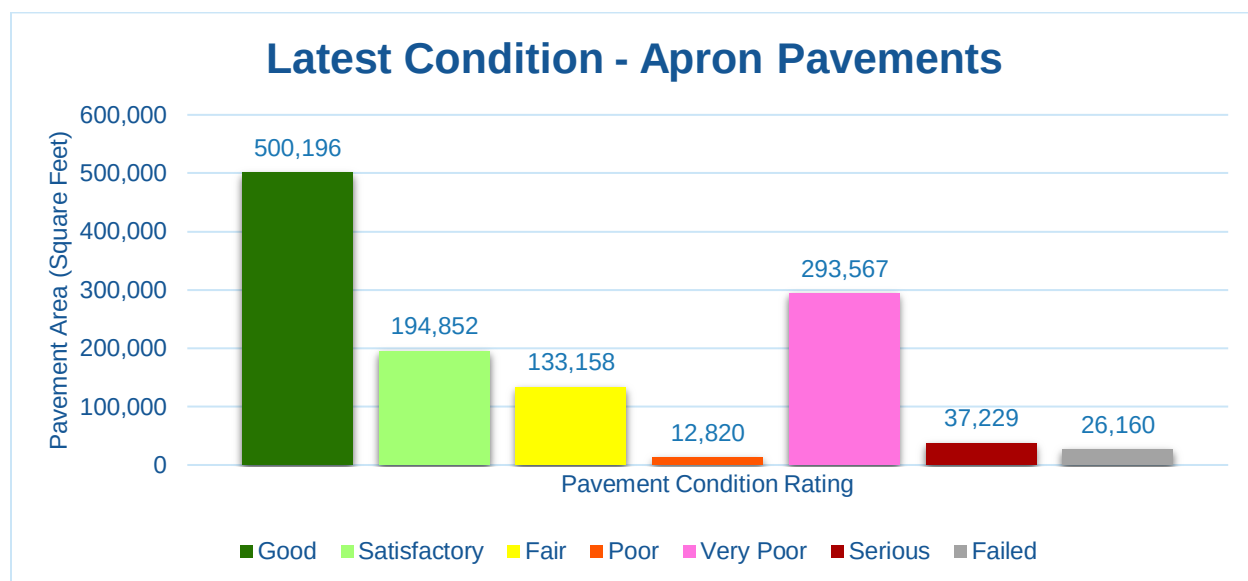




Figure 4.1.2 (c) Latest Condition – Apron Pavements



4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement.

Appendix C Technical Exhibits provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.



Table 4.1.3 Latest Pavement Condition Index Summary

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
PIE	AP MAIN	MAIN APRON	APRON	4105	163,299	APC	36	Very Poor	90%	0%	10%	3	33
PIE	AP MAIN	MAIN APRON	APRON	4107	220,315	PCC	100	Good	0%	0%	0%	0	30
PIE	AP MAIN	MAIN APRON	APRON	4110	56,000	AAC	100	Good	0%	0%	0%	0	11
PIE	AP MAIN	MAIN APRON	APRON	4123	43,794	APC	100	Good	0%	0%	0%	0	11
PIE	AP MAIN	MAIN APRON	APRON	4150	14,083	AAC	100	Good	0%	0%	0%	0	3
PIE	AP MAIN	MAIN APRON	APRON	4155	33,689	AAC	69	Fair	82%	0%	18%	2	7
PIE	AP MAIN	MAIN APRON	APRON	4157	92,541	AAC	80	Satisfactory	82%	0%	18%	4	19
PIE	AP MAIN	MAIN APRON	APRON	4160	59,640	PCC	100	Good	0%	0%	0%	0	3
PIE	AP MAIN	MAIN APRON	APRON	4165	66,649	PCC	97	Good	0%	0%	100%	2	14
PIE	AP MAIN	MAIN APRON	APRON	4170	18,816	AAC	89	Good	100%	0%	0%	1	4
PIE	AP MAIN	MAIN APRON	APRON	4175	14,910	PCC	9	Failed	10%	51%	39%	1	2
PIE	AP MAIN	MAIN APRON	APRON	4176	3,573	AC	28	Very Poor	69%	16%	15%	1	1
PIE	AP MAIN	MAIN APRON	APRON	4177	20,899	APC	86	Good	74%	0%	26%	1	4
PIE	AP MAIN	MAIN APRON	APRON	4178	59,522	APC	57	Fair	97%	0%	3%	2	11
PIE	AP MAIN	MAIN APRON	APRON	4179	77,111	APC	72	Satisfactory	95%	0%	5%	2	15
PIE	AP MAIN	MAIN APRON	APRON	4180	126,695	AAC	28	Very Poor	89%	10%	1%	3	25
PIE	AP MAIN	MAIN APRON	APRON	4183	39,947	AAC	62	Fair	97%	0%	3%	1	8
PIE	AP MAIN	MAIN APRON	APRON	4185	12,820	APC	47	Poor	87%	0%	13%	1	3
PIE	AP MAIN	MAIN APRON	APRON	4190	18,650	PCC	14	Serious	9%	67%	24%	1	3
PIE	AP MAIN	MAIN APRON	APRON	4195	11,250	PCC	9	Failed	8%	83%	9%	1	2
PIE	AP MAIN	MAIN APRON	APRON	4198	18,579	PCC	25	Serious	0%	87%	13%	1	3
PIE	AP MAIN	MAIN APRON	APRON	4199	25,200	PCC	75	Satisfactory	7%	49%	44%	1	3
PIE	FBO CONN	FBO CONNECTOR	TAXIWAY	125	4,598	APC	64	Fair	69%	0%	31%	1	1
PIE	FBO CONN	FBO CONNECTOR	TAXIWAY	127	12,891	APC	88	Good	82%	0%	18%	1	2
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6115	50,000	AAC	48	Poor	63%	24%	13%	2	10
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6120	25,000	AAC	67	Fair	95%	0%	5%	2	6
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6135	20,000	AAC	58	Fair	72%	25%	3%	1	4
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6140	10,000	AAC	59	Fair	97%	0%	3%	1	2
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6145	30,000	AAC	51	Poor	70%	29%	1%	2	6
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6150	15,000	AAC	59	Fair	94%	0%	6%	1	4
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6155	180,000	AAC	49	Poor	69%	23%	8%	7	36
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6160	90,000	AAC	70	Fair	80%	16%	4%	5	18
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6165	70,000	AAC	49	Poor	56%	27%	17%	3	14
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6170	35,000	AAC	66	Fair	97%	0%	3%	2	8
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6175	290,000	AAC	51	Poor	67%	27%	6%	12	58
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6180	145,000	AAC	70	Fair	92%	0%	8%	5	30
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6185	210,000	AAC	47	Poor	59%	35%	6%	8	42



Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6190	105,000	AAC	68	Fair	93%	0%	7%	5	22
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6195	30,000	AAC	79	Satisfactory	100%	0%	0%	2	6
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6196	15,000	AAC	79	Satisfactory	100%	0%	0%	1	4
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6197	92,900	AC	37	Very Poor	16%	33%	51%	5	19
PIE	RW 18-36	RUNWAY 18-36	RUNWAY	6198	46,450	AC	70	Fair	94%	0%	6%	2	10
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6205	474,873	AAC	77	Satisfactory	80%	20%	0%	20	95
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6210	237,436	AAC	81	Satisfactory	96%	0%	4%	10	48
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6215	50,072	AAC	63	Fair	77%	16%	7%	3	10
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6220	25,036	AAC	70	Fair	100%	0%	0%	2	6
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6225	45,300	AC	55	Poor	13%	50%	37%	3	9
PIE	RW 4-22	RUNWAY 4-22	RUNWAY	6230	22,650	AC	25	Serious	22%	34%	44%	1	4
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6310	14,004	AAC	100	Good	0%	0%	0%	0	3
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6315	174,747	AAC	30	Very Poor	98%	0%	2%	8	35
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6320	87,374	AAC	40	Very Poor	99%	0%	1%	5	18
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6325	33,073	AAC	37	Very Poor	95%	0%	5%	2	7
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6327	7,950	AAC	25	Serious	75%	24%	1%	1	2
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6330	11,400	AAC	58	Fair	89%	0%	11%	1	2
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6335	34,097	AAC	28	Very Poor	75%	20%	5%	2	7
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6340	17,048	AAC	29	Very Poor	95%	0%	5%	1	4
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6345	45,000	AAC	23	Serious	60%	39%	1%	2	9
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6350	22,500	AAC	30	Very Poor	73%	25%	2%	2	4
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6355	80,000	AAC	26	Very Poor	55%	32%	13%	5	16
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6360	40,000	AAC	50	Poor	97%	0%	3%	2	8
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6365	34,500	AAC	37	Very Poor	99%	0%	1%	2	7
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6370	17,250	AAC	44	Poor	94%	0%	6%	2	4
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6375	17,000	AAC	100	Good	0%	0%	0%	0	3
PIE	TW 9-27	TAXIWAY 9-27	TAXIWAY	6380	8,500	AAC	100	Good	0%	0%	0%	0	2
PIE	TW A	TAXIWAY A	TAXIWAY	112	4,221	AAC	44	Poor	56%	43%	1%	1	1
PIE	TW A	TAXIWAY A	TAXIWAY	114	2,361	AC	28	Very Poor	85%	0%	15%	1	1
PIE	TW A	TAXIWAY A	TAXIWAY	115	225,302	AAC	70	Fair	32%	58%	10%	8	59
PIE	TW A	TAXIWAY A	TAXIWAY	117	6,019	AAC	51	Poor	12%	70%	18%	1	1
PIE	TW A	TAXIWAY A	TAXIWAY	119	3,041	AC	20	Serious	48%	45%	7%	1	1
PIE	TW A	TAXIWAY A	TAXIWAY	130	361,676	AAC	76	Satisfactory	100%	0%	0%	10	95
PIE	TW A	TAXIWAY A	TAXIWAY	135	40,056	AAC	76	Satisfactory	93%	0%	7%	1	9
PIE	TW A	TAXIWAY A	TAXIWAY	140	17,486	AAC	79	Satisfactory	100%	0%	0%	1	3
PIE	TW A	TAXIWAY A	TAXIWAY	155	7,969	AAC	89	Good	100%	0%	0%	1	2
PIE	TW A	TAXIWAY A	TAXIWAY	158	16,692	AAC	70	Fair	34%	66%	0%	1	3
PIE	TW A	TAXIWAY A	TAXIWAY	160	151,945	AAC	100	Good	0%	0%	0%	0	35
PIE	TW A2	TAXIWAY A2	TAXIWAY	165	60,458	AC	89	Good	100%	0%	0%	2	13

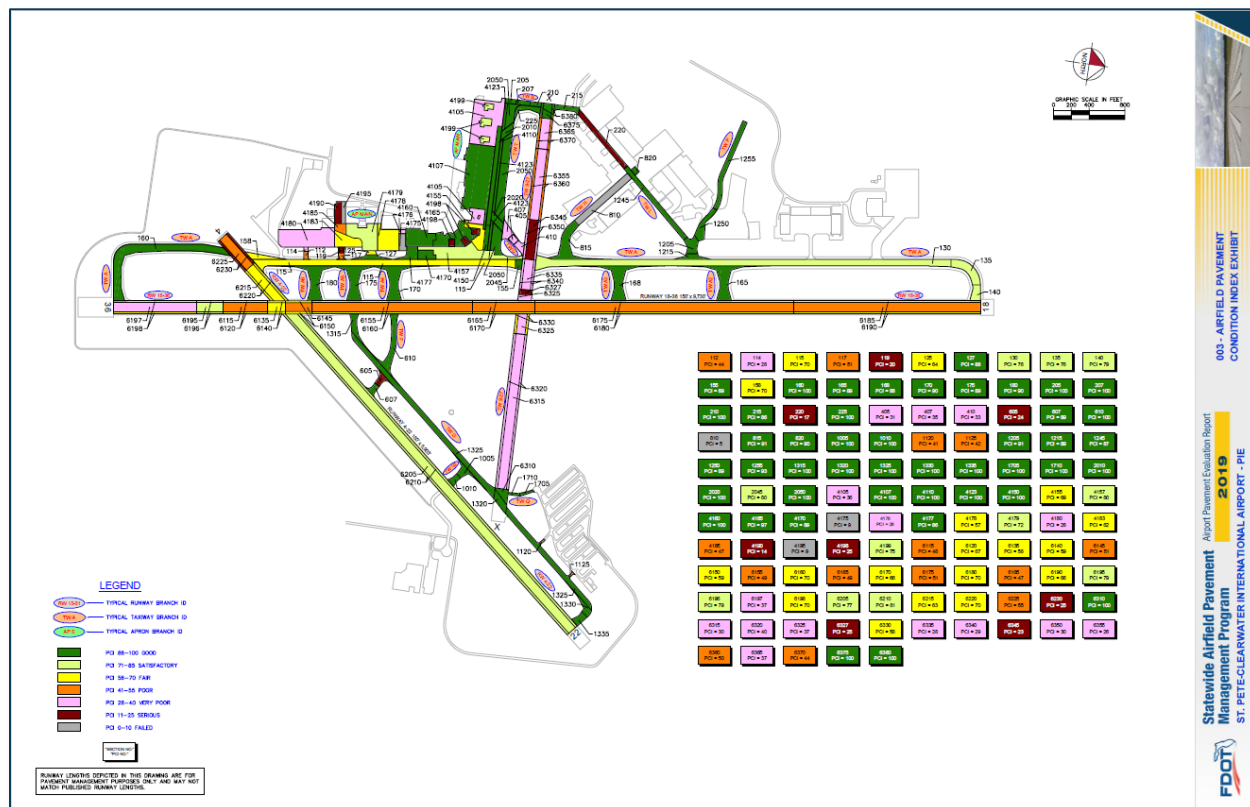


Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
PIE	TW A3	TAXIWAY A3	TAXIWAY	168	60,311	AC	88	Good	91%	0%	9%	2	13
PIE	TW A4	TAXIWAY A4	TAXIWAY	170	58,588	AC	90	Good	100%	0%	0%	2	12
PIE	TW A5	TAXIWAY A5	TAXIWAY	175	56,987	AC	89	Good	100%	0%	0%	2	11
PIE	TW A6	TAXIWAY A6	TAXIWAY	180	58,658	AC	90	Good	100%	0%	0%	2	12
PIE	TW B	TAXIWAY B	TAXIWAY	205	6,200	AAC	100	Good	0%	0%	0%	0	1
PIE	TW B	TAXIWAY B	TAXIWAY	207	7,750	AAC	100	Good	0%	0%	0%	0	2
PIE	TW B	TAXIWAY B	TAXIWAY	210	6,353	AAC	100	Good	0%	0%	0%	0	1
PIE	TW B	TAXIWAY B	TAXIWAY	215	15,387	AC	86	Good	100%	0%	0%	1	3
PIE	TW B	TAXIWAY B	TAXIWAY	220	40,670	AC	17	Serious	40%	60%	0%	2	8
PIE	TW B	TAXIWAY B	TAXIWAY	225	18,112	AC	100	Good	0%	0%	0%	0	3
PIE	TW D	TAXIWAY D	TAXIWAY	405	6,975	AAC	31	Very Poor	61%	39%	0%	1	1
PIE	TW D	TAXIWAY D	TAXIWAY	407	17,580	AC	35	Very Poor	86%	13%	1%	1	4
PIE	TW D	TAXIWAY D	TAXIWAY	410	10,196	AAC	33	Very Poor	96%	0%	4%	1	2
PIE	TW F	TAXIWAY F	TAXIWAY	610	47,206	AC	100	Good	0%	0%	0%	0	9
PIE	TW G	TAXIWAY G	TAXIWAY	1315	19,536	AC	100	Good	0%	0%	0%	0	3
PIE	TW G	TAXIWAY G	TAXIWAY	1320	15,822	AAC	100	Good	0%	0%	0%	0	3
PIE	TW G	TAXIWAY G	TAXIWAY	1325	199,036	AAC	100	Good	0%	0%	0%	0	39
PIE	TW G1	TAXIWAY G1	TAXIWAY	1330	13,135	AAC	100	Good	0%	0%	0%	0	3
PIE	TW G1	TAXIWAY G1	TAXIWAY	1335	12,530	AAC	100	Good	0%	0%	0%	0	3
PIE	TW G2	TAXIWAY G2	TAXIWAY	1005	15,843	AAC	100	Good	0%	0%	0%	0	3
PIE	TW G2	TAXIWAY G2	TAXIWAY	1010	8,964	AAC	100	Good	0%	0%	0%	0	2
PIE	TW G3	TAXIWAY G3	TAXIWAY	605	10,930	AAC	24	Serious	68%	18%	14%	1	2
PIE	TW G3	TAXIWAY G3	TAXIWAY	607	8,732	AAC	89	Good	100%	0%	0%	1	2
PIE	TW H	TAXIWAY H	TAXIWAY	810	59,729	AAC	5	Failed	46%	54%	0%	3	16
PIE	TW H	TAXIWAY H	TAXIWAY	815	57,784	AC	91	Good	100%	0%	0%	3	12
PIE	TW H	TAXIWAY H	TAXIWAY	820	4,760	AC	90	Good	100%	0%	0%	1	1
PIE	TW K	TAXIWAY K	TAXIWAY	1120	1,346	AC	41	Poor	100%	0%	0%	1	1
PIE	TW K	TAXIWAY K	TAXIWAY	1125	1,472	AC	42	Poor	100%	0%	0%	1	1
PIE	TW L	TAXIWAY L	TAXIWAY	1205	22,175	AC	91	Good	100%	0%	0%	1	5
PIE	TW L	TAXIWAY L	TAXIWAY	1215	13,483	AC	89	Good	100%	0%	0%	1	3
PIE	TW L	TAXIWAY L	TAXIWAY	1245	52,150	AC	87	Good	100%	0%	0%	2	11
PIE	TW P	TAXIWAY P	TAXIWAY	1250	27,739	AC	89	Good	100%	0%	0%	1	6
PIE	TW P	TAXIWAY P	TAXIWAY	1255	52,339	AC	93	Good	100%	0%	0%	2	11
PIE	TW Q	TAXIWAY Q	TAXIWAY	1705	4,449	AAC	100	Good	0%	0%	0%	0	1
PIE	TW Q	TAXIWAY Q	TAXIWAY	1710	3,632	AC	100	Good	0%	0%	0%	0	1
PIE	TW T	TAXIWAY T	TAXIWAY	2010	12,963	AAC	100	Good	0%	0%	0%	0	3
PIE	TW T	TAXIWAY T	TAXIWAY	2020	14,337	AAC	100	Good	0%	0%	0%	0	4
PIE	TW T	TAXIWAY T	TAXIWAY	2045	17,962	AAC	80	Satisfactory	88%	0%	12%	1	4
PIE	TW T	TAXIWAY T	TAXIWAY	2050	149,440	AAC	100	Good	0%	0%	0%	0	32



Figure 4.1.3 is an inset view of the 2019 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits**.

Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit





4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The field PCI Survey performed at St. Pete-Clearwater International Airport (PIE) was completed in December 2018. The resulting overall area-weighted average PCI value was 68 representing a condition rating of Fair. St. Pete-Clearwater International Airport is serviced by two runways; Runway 4-22 is 150-ft wide and 5,903-ft long and Runway 18-36 is 150-ft wide and 9,730-ft long. Due to recent construction, portions of Taxiway G, Taxiway F, and the main apron were not inspected. The PCI of these areas have been set to 100, a condition rating of Good.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 134,941 operations for 12 months ending 04/30/2019.

4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

Runway 18-36

Runway 18-36 consists of 18 sections constructed of AC and AAC. The last construction years range from 2003 to 2013. The area-weighted average PCI for Runway 18-36 is 55 representing a Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Runway 18-36 consist of Alligator Cracking, Bleeding, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Slippage Cracking, Swelling, and Weathering.

Runway 4-22

Runway 4-22 consists of 6 sections constructed of AC and AAC. The last construction years range from 2006 to 2012. The area-weighted average PCI for Runway 4-22 is 74 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Runway 4-22 consist of Alligator Cracking, Bleeding, Depression, Longitudinal & Transverse Cracking, Raveling, Rutting, Swelling, and Weathering.

Runway 9-27

Taxiway 9-27 consists of 16 sections constructed of AAC. The last construction years range from 1988 to 2018. The area-weighted average PCI for Taxiway 9-27 is 37 representing a Very Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway 9-27 consist of Alligator Cracking, Bleeding, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Swelling, and Weathering.



Taxiway A

Taxiway A consists of 11 sections constructed of AC and AAC. The last construction years range from 1968 to 2017. The area-weighted average PCI for Taxiway A is 78 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway A consist of Alligator Cracking, Bleeding, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Slippage Cracking, Swelling, and Weathering.

Taxiway B

Taxiway B consists of 6 sections constructed of AC and AAC. The last construction years range from 1965 to 2018. The area-weighted average PCI for Taxiway B is 61 representing a Fair condition rating. The pavement distresses observed were related to Climate and Load distress classifications. Distresses observed on Taxiway B consist of Alligator Cracking, Longitudinal & Transverse Cracking, Raveling, Rutting, and Weathering.

Taxiway 9-27

Taxiway 9-27, formerly an active runway, consists of 16 sections constructed of AAC. The last construction years range from 1988 to 2018. The area-weighted average PCI for Taxiway 9-27 is 37 representing a Very Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway 9-27 consist of Alligator Cracking, Bleeding, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Swelling, and Weathering.

Main Apron

Main Apron consists of 22 sections constructed of AC, AAC, APC, and PCC. The last construction years range from 1942 to 2018. The area-weighted average PCI for Main Apron is 69 representing a Fair condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Main Apron consist of Alligator Cracking, Bleeding, Block Cracking, Depression, Joint Reflection Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Slippage Cracking, Swelling, Weathering, Corner Break, Linear Cracking, Durability Cracking, Joint Seal Damage, Small Patch, Scaling, Faulting, Shattered Slab, Shrinkage Cracking, Joint Spall, and Corner Spall.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	62	Fair
Taxiway	72	Satisfactory
Apron	69	Fair



4.3 Forecasted Pavement Conditions

4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to develop forecasted PCI values based on historic trends and statistical models.

4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

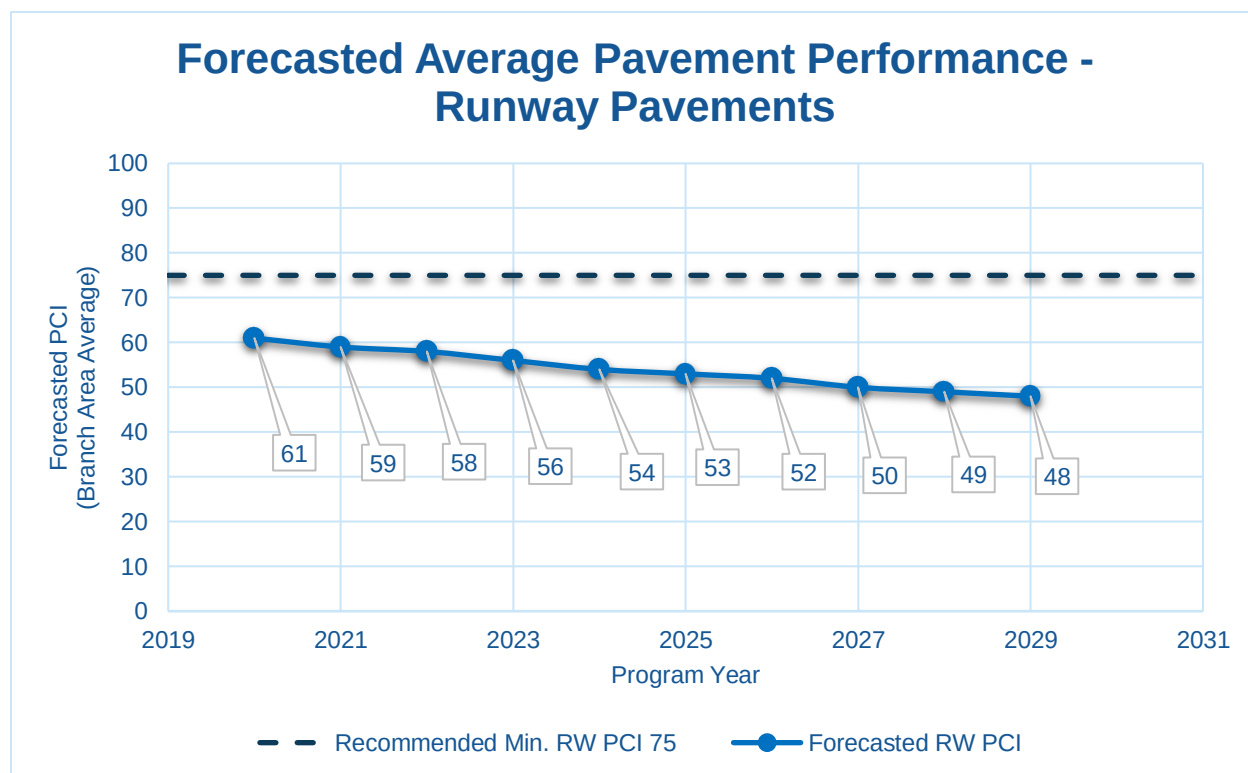




Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

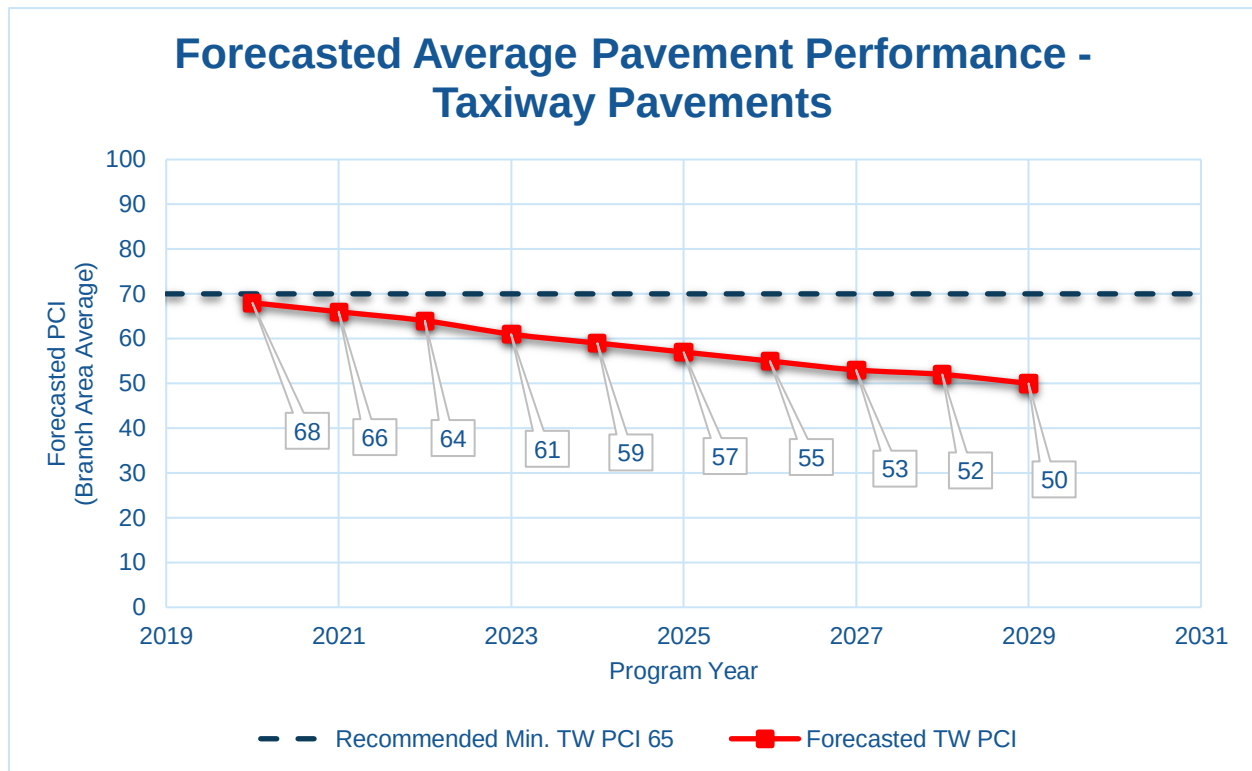
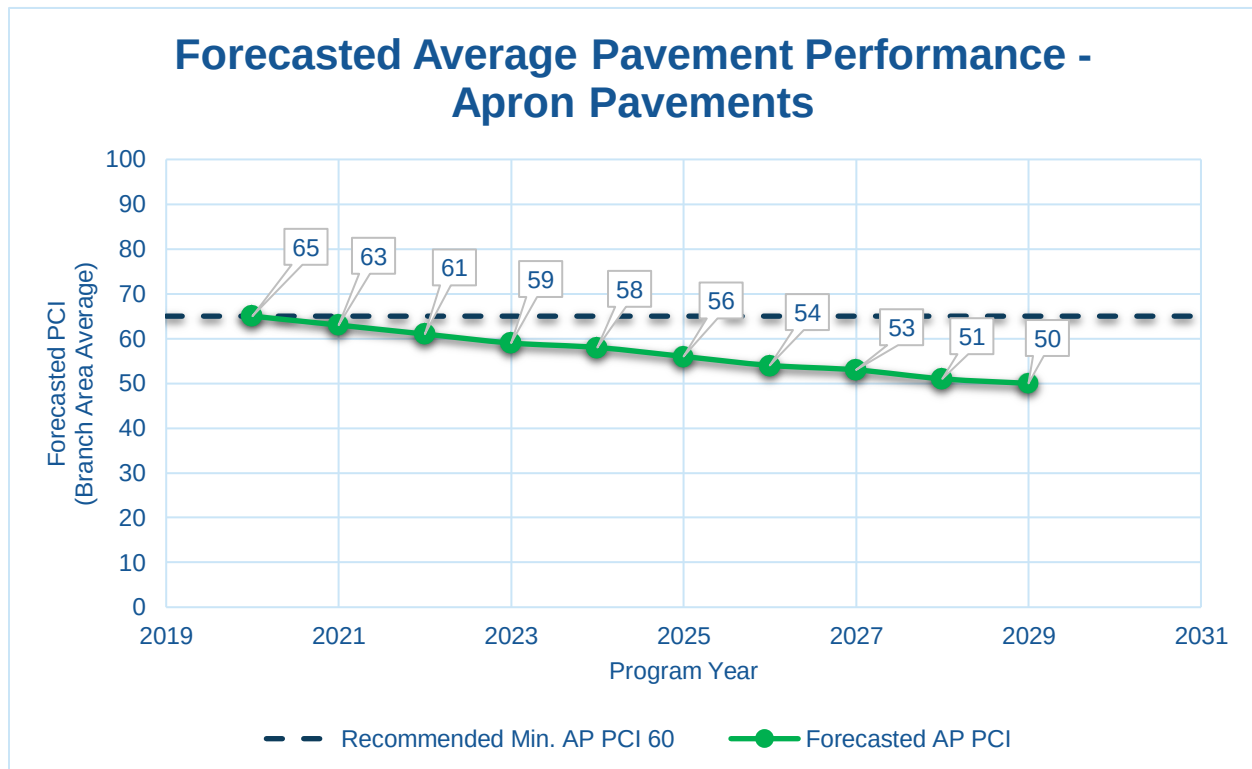


Figure 4.3.2 (c) Forecasted Apron Pavement Performance





4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.



Table 4.3.3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	AP MAIN	4105	36	31	28	26	25	22	20	18	15	13	10
PIE	AP MAIN	4107	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4110	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4123	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4150	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4155	69	66	65	63	62	61	61	60	60	60	60
PIE	AP MAIN	4157	80	77	74	71	69	67	65	64	62	61	61
PIE	AP MAIN	4160	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4165	97	94	93	91	90	89	88	87	86	86	85
PIE	AP MAIN	4170	89	85	83	80	77	74	72	69	67	65	64
PIE	AP MAIN	4175	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4176	28	26	24	23	21	20	18	16	15	13	12
PIE	AP MAIN	4177	86	82	80	77	74	72	69	67	65	64	62
PIE	AP MAIN	4178	57	54	52	49	45	41	37	33	29	27	26
PIE	AP MAIN	4179	72	69	67	65	64	62	61	61	60	60	60
PIE	AP MAIN	4180	28	26	24	22	19	17	15	12	10	7	5
PIE	AP MAIN	4183	62	61	60	60	60	60	60	60	60	59	58
PIE	AP MAIN	4185	47	42	38	34	30	27	26	24	22	19	17
PIE	AP MAIN	4190	14	12	11	10	8	6	5	3	1	0	0
PIE	AP MAIN	4195	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4198	25	23	23	22	21	20	20	19	19	18	18
PIE	AP MAIN	4199	75	73	72	71	69	68	66	64	63	61	59
PIE	FBO CONN	125	64	62	61	60	59	58	57	57	56	55	55
PIE	FBO CONN	127	88	85	82	80	78	76	74	72	70	68	67
PIE	RW 18-36	6115	48	47	46	46	45	45	44	43	43	42	42



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	RW 18-36	6120	67	64	61	58	56	55	54	54	54	54	52
PIE	RW 18-36	6135	58	56	55	54	54	54	53	52	51	51	50
PIE	RW 18-36	6140	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6145	51	50	49	49	48	48	47	46	46	45	45
PIE	RW 18-36	6150	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6155	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6160	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6165	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6170	66	63	60	58	56	55	54	54	54	53	52
PIE	RW 18-36	6175	51	50	49	49	48	48	47	46	46	45	45
PIE	RW 18-36	6180	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6185	47	46	45	45	44	44	43	42	42	41	41
PIE	RW 18-36	6190	68	65	62	59	57	55	55	54	54	54	53
PIE	RW 18-36	6195	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6196	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6197	37	35	33	31	29	28	26	24	22	21	19
PIE	RW 18-36	6198	70	68	66	64	62	61	59	57	55	54	52
PIE	RW 4-22	6205	77	75	73	70	68	65	62	60	57	56	55
PIE	RW 4-22	6210	81	79	78	76	75	73	70	68	65	62	59
PIE	RW 4-22	6215	63	60	57	56	55	54	54	54	53	52	52
PIE	RW 4-22	6220	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 4-22	6225	55	53	51	49	47	46	44	42	40	39	37
PIE	RW 4-22	6230	25	23	21	19	17	16	14	12	10	9	7
PIE	TW 9-27	6310	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6315	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6320	40	37	35	32	29	26	23	19	14	9	4
PIE	TW 9-27	6325	37	34	31	28	25	21	17	12	7	2	0



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW 9-27	6327	25	21	16	12	7	1	0	0	0	0	0
PIE	TW 9-27	6330	58	57	56	55	55	54	54	53	52	52	51
PIE	TW 9-27	6335	28	24	20	16	11	6	0	0	0	0	0
PIE	TW 9-27	6340	29	25	21	17	13	8	2	0	0	0	0
PIE	TW 9-27	6345	23	18	14	9	4	0	0	0	0	0	0
PIE	TW 9-27	6350	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6355	26	22	18	13	8	3	0	0	0	0	0
PIE	TW 9-27	6360	50	49	48	47	45	44	43	41	39	37	35
PIE	TW 9-27	6365	37	34	31	28	25	21	17	12	7	2	0
PIE	TW 9-27	6370	44	42	40	38	36	33	30	27	24	20	16
PIE	TW 9-27	6375	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6380	100	95	92	90	87	85	82	80	78	76	74
PIE	TW A	112	44	42	40	38	36	33	30	27	24	20	16
PIE	TW A	114	28	24	20	16	13	9	5	2	0	0	0
PIE	TW A	115	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	117	51	50	49	48	47	46	45	43	42	40	38
PIE	TW A	119	20	15	12	8	4	1	0	0	0	0	0
PIE	TW A	130	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	135	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	140	79	76	74	72	70	69	67	66	64	63	62
PIE	TW A	155	89	86	83	81	79	77	75	73	71	69	67
PIE	TW A	158	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	160	100	91	89	86	84	81	79	77	75	73	71
PIE	TW A2	165	89	87	85	83	81	80	78	77	76	74	73
PIE	TW A3	168	88	86	84	82	81	79	78	76	75	74	72
PIE	TW A4	170	90	88	86	84	82	81	79	78	76	75	74
PIE	TW A5	175	89	87	85	83	81	80	78	77	76	74	73



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW A6	180	90	88	86	84	82	81	79	78	76	75	74
PIE	TW B	205	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	207	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	210	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	215	86	84	82	80	79	77	76	75	73	72	71
PIE	TW B	220	17	13	9	5	2	0	0	0	0	0	0
PIE	TW B	225	100	96	94	92	90	88	86	85	83	81	80
PIE	TW D	405	31	27	24	20	16	11	6	0	0	0	0
PIE	TW D	407	35	32	28	25	22	18	14	10	6	3	0
PIE	TW D	410	33	29	26	23	19	14	9	4	0	0	0
PIE	TW F	610	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1315	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1320	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G	1325	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1330	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1335	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1005	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G3	605	24	19	15	10	5	0	0	0	0	0	0
PIE	TW G3	607	89	86	83	81	79	77	75	73	71	69	67
PIE	TW H	810	5	0	0	0	0	0	0	0	0	0	0
PIE	TW H	815	91	88	87	85	83	82	80	78	77	76	74
PIE	TW H	820	90	88	86	84	82	81	79	78	76	75	74
PIE	TW K	1120	41	38	36	33	30	27	23	19	16	12	8
PIE	TW K	1125	42	39	37	34	31	28	25	21	17	14	10
PIE	TW L	1205	91	88	87	85	83	82	80	78	77	76	74
PIE	TW L	1215	89	87	85	83	81	80	78	77	76	74	73



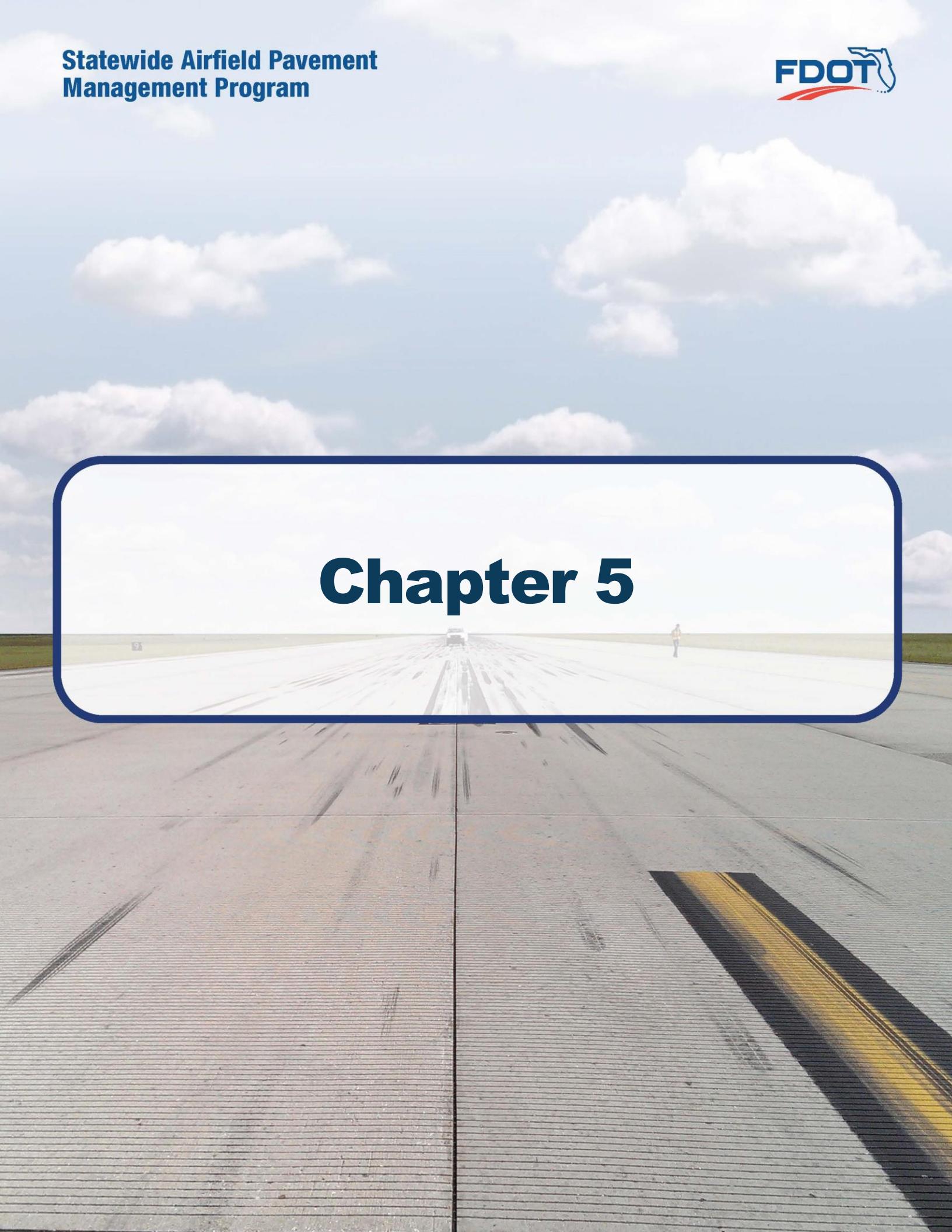
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW L	1245	87	85	83	81	80	78	77	75	74	73	72
PIE	TW P	1250	89	87	85	83	81	80	78	77	76	74	73
PIE	TW P	1255	93	90	89	87	85	83	82	80	78	77	76
PIE	TW Q	1705	100	95	92	90	87	85	82	80	78	76	74
PIE	TW Q	1710	100	96	94	92	90	88	86	85	83	81	80
PIE	TW T	2010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW T	2020	100	95	92	90	87	85	82	80	78	76	74
PIE	TW T	2045	80	77	75	73	71	70	68	66	65	64	62
PIE	TW T	2050	100	95	92	90	87	85	82	80	78	76	74



4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA **AC 150/5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements** to determine structural and/or functional conditions at the time of project.

Chapter 5





Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.



5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and the **FDOT Airfield Pavement Distress Repair Manual**. Additionally, the **Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft



Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt



Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt



Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	\$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	\$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	\$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	\$12.50	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	\$5.50	SqFt

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	\$185.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	\$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	\$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	\$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	\$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	\$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	\$2.75	Ft

*PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.



5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3 (a)** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (a) Summary of Airport Localized M&R Planning Cost and Quantity at Network Level

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	830	SqFt	\$ 4,550.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	105	Ft	\$ 440.00
FDOT - JOINT SEAL - PCC	PREVENTIVE	2,415	Ft	\$ 6,640.00
FDOT - CRACK SEALING - AC	PREVENTIVE	5,540	Ft	\$ 16,620.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	2,365	SqFt	\$ 29,510.00
FDOT - SURFACE SEAL	PREVENTIVE	80,300	SqFt	\$ 44,170.00
FDOT - SURFACE SEAL	STOPGAP	1,073,385	SqFt	\$ 590,370.00
FDOT - PATCHING - PCC FULL DEPTH	STOPGAP	150	SqFt	\$ 27,490.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	15,550	SqFt	\$ 466,470.00
FDOT - CRACK SEALING - PCC	STOPGAP	2,395	Ft	\$ 10,180.00
FDOT - JOINT SEAL - PCC	STOPGAP	4,775	Ft	\$ 13,120.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	720	SqFt	\$ 51,830.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	67,220	SqFt	\$ 840,240.00
FDOT - CRACK SEALING - AC	STOPGAP	105,590	Ft	\$ 316,770.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	388,695	SqFt	\$ 2,137,830.00



The following **Table 5.3 (b)** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved “End Condition” of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
PIE	AP MAIN	4105	163,299	36	58	\$ 461,890.00
PIE	AP MAIN	4107	220,315	100	100	\$ -
PIE	AP MAIN	4110	56,000	100	100	\$ -
PIE	AP MAIN	4123	43,794	100	100	\$ -
PIE	AP MAIN	4150	14,083	100	100	\$ -
PIE	AP MAIN	4155	33,689	69	76	\$ 2,340.00
PIE	AP MAIN	4157	92,541	80	82	\$ 1,150.00
PIE	AP MAIN	4160	59,640	100	100	\$ -
PIE	AP MAIN	4165	66,649	97	97	\$ 40.00
PIE	AP MAIN	4170	18,816	89	89	\$ -
PIE	AP MAIN	4175	14,910	9	49	\$ 111,550.00
PIE	AP MAIN	4176	3,573	28	53	\$ 8,440.00
PIE	AP MAIN	4177	20,899	86	87	\$ 1,990.00
PIE	AP MAIN	4178	59,522	57	73	\$ 33,170.00
PIE	AP MAIN	4179	77,111	72	72	\$ -
PIE	AP MAIN	4180	126,695	28	54	\$ 704,080.00
PIE	AP MAIN	4183	39,947	62	81	\$ 22,860.00
PIE	AP MAIN	4185	12,820	47	61	\$ 4,320.00
PIE	AP MAIN	4190	18,650	14	64	\$ 50,270.00
PIE	AP MAIN	4195	11,250	9	75	\$ 300,060.00
PIE	AP MAIN	4198	18,579	25	48	\$ 107,300.00
PIE	AP MAIN	4199	25,200	75	77	\$ 7,040.00
PIE	FBO CONN	125	4,598	64	68	\$ 2,240.00
PIE	FBO CONN	127	12,891	88	88	\$ 1,000.00
PIE	RW 18-36	6115	50,000	48	75	\$ 39,710.00
PIE	RW 18-36	6120	25,000	67	81	\$ 13,760.00
PIE	RW 18-36	6135	20,000	58	71	\$ 9,910.00
PIE	RW 18-36	6140	10,000	59	65	\$ 1,920.00
PIE	RW 18-36	6145	30,000	51	72	\$ 15,030.00
PIE	RW 18-36	6150	15,000	59	64	\$ 1,110.00
PIE	RW 18-36	6155	180,000	49	68	\$ 111,160.00
PIE	RW 18-36	6160	90,000	70	78	\$ 11,000.00
PIE	RW 18-36	6165	70,000	49	70	\$ 42,120.00



Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
PIE	RW 18-36	6170	35,000	66	76	\$ 5,630.00
PIE	RW 18-36	6175	290,000	51	65	\$ 117,760.00
PIE	RW 18-36	6180	145,000	70	77	\$ 10,750.00
PIE	RW 18-36	6185	210,000	47	67	\$ 186,910.00
PIE	RW 18-36	6190	105,000	68	74	\$ 8,750.00
PIE	RW 18-36	6195	30,000	79	82	\$ 1,080.00
PIE	RW 18-36	6196	15,000	79	84	\$ 150.00
PIE	RW 18-36	6197	92,900	37	38	\$ 3,930.00
PIE	RW 18-36	6198	46,450	70	75	\$ 1,330.00
PIE	RW 4-22	6205	474,873	77	79	\$ 4,490.00
PIE	RW 4-22	6210	237,436	81	81	\$ 2,200.00
PIE	RW 4-22	6215	50,072	63	70	\$ 3,420.00
PIE	RW 4-22	6220	25,036	70	72	\$ 90.00
PIE	RW 4-22	6225	45,300	55	60	\$ 43,830.00
PIE	RW 4-22	6230	22,650	25	31	\$ 23,840.00
PIE	TW 9-27	6310	14,004	100	100	\$ -
PIE	TW 9-27	6315	174,747	30	59	\$ 245,120.00
PIE	TW 9-27	6320	87,374	40	62	\$ 159,670.00
PIE	TW 9-27	6325	33,073	37	57	\$ 19,690.00
PIE	TW 9-27	6327	7,950	25	50	\$ 19,340.00
PIE	TW 9-27	6330	11,400	58	67	\$ 1,880.00
PIE	TW 9-27	6335	34,097	28	51	\$ 51,610.00
PIE	TW 9-27	6340	17,048	29	52	\$ 37,430.00
PIE	TW 9-27	6345	45,000	23	54	\$ 142,180.00
PIE	TW 9-27	6350	22,500	30	59	\$ 46,220.00
PIE	TW 9-27	6355	80,000	26	60	\$ 155,470.00
PIE	TW 9-27	6360	40,000	50	73	\$ 49,300.00
PIE	TW 9-27	6365	34,500	37	58	\$ 58,000.00
PIE	TW 9-27	6370	17,250	44	62	\$ 15,950.00
PIE	TW 9-27	6375	17,000	100	100	\$ -
PIE	TW 9-27	6380	8,500	100	100	\$ -
PIE	TW A	112	4,221	44	71	\$ 4,200.00
PIE	TW A	114	2,361	28	57	\$ 14,320.00
PIE	TW A	115	225,302	70	73	\$ 19,370.00
PIE	TW A	117	6,019	51	74	\$ 4,220.00
PIE	TW A	119	3,041	20	51	\$ 21,900.00
PIE	TW A	130	361,676	76	79	\$ 5,820.00
PIE	TW A	135	40,056	76	76	\$ -
PIE	TW A	140	17,486	79	79	\$ -



Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
PIE	TW A	155	7,969	89	89	\$ -
PIE	TW A	158	16,692	70	70	\$ -
PIE	TW A	160	151,945	100	100	\$ -
PIE	TW A2	165	60,458	89	89	\$ -
PIE	TW A3	168	60,311	88	88	\$ 2,410.00
PIE	TW A4	170	58,588	90	90	\$ -
PIE	TW A5	175	56,987	89	89	\$ -
PIE	TW A6	180	58,658	90	90	\$ -
PIE	TW B	205	6,200	100	100	\$ -
PIE	TW B	207	7,750	100	100	\$ -
PIE	TW B	210	6,353	100	100	\$ -
PIE	TW B	215	15,387	86	86	\$ -
PIE	TW B	220	40,670	17	48	\$ 282,030.00
PIE	TW B	225	18,112	100	100	\$ -
PIE	TW D	405	6,975	31	60	\$ 13,340.00
PIE	TW D	407	17,580	35	63	\$ 61,100.00
PIE	TW D	410	10,196	33	58	\$ 40,910.00
PIE	TW F	610	47,206	100	100	\$ -
PIE	TW G	1315	19,536	100	100	\$ -
PIE	TW G	1320	15,822	100	100	\$ -
PIE	TW G	1325	199,036	100	100	\$ -
PIE	TW G1	1330	13,135	100	100	\$ -
PIE	TW G1	1335	12,530	100	100	\$ -
PIE	TW G2	1005	15,843	100	100	\$ -
PIE	TW G2	1010	8,964	100	100	\$ -
PIE	TW G3	605	10,930	24	45	\$ 54,190.00
PIE	TW G3	607	8,732	89	89	\$ -
PIE	TW H	810	59,729	5	40	\$ 541,070.00
PIE	TW H	815	57,784	91	91	\$ -
PIE	TW H	820	4,760	90	90	\$ -
PIE	TW K	1120	1,346	41	63	\$ 4,540.00
PIE	TW K	1125	1,472	42	63	\$ 4,740.00
PIE	TW L	1205	22,175	91	91	\$ -
PIE	TW L	1215	13,483	89	89	\$ -
PIE	TW L	1245	52,150	87	87	\$ -
PIE	TW P	1250	27,739	89	89	\$ -
PIE	TW P	1255	52,339	93	93	\$ -
PIE	TW Q	1705	4,449	100	100	\$ -
PIE	TW Q	1710	3,632	100	100	\$ -



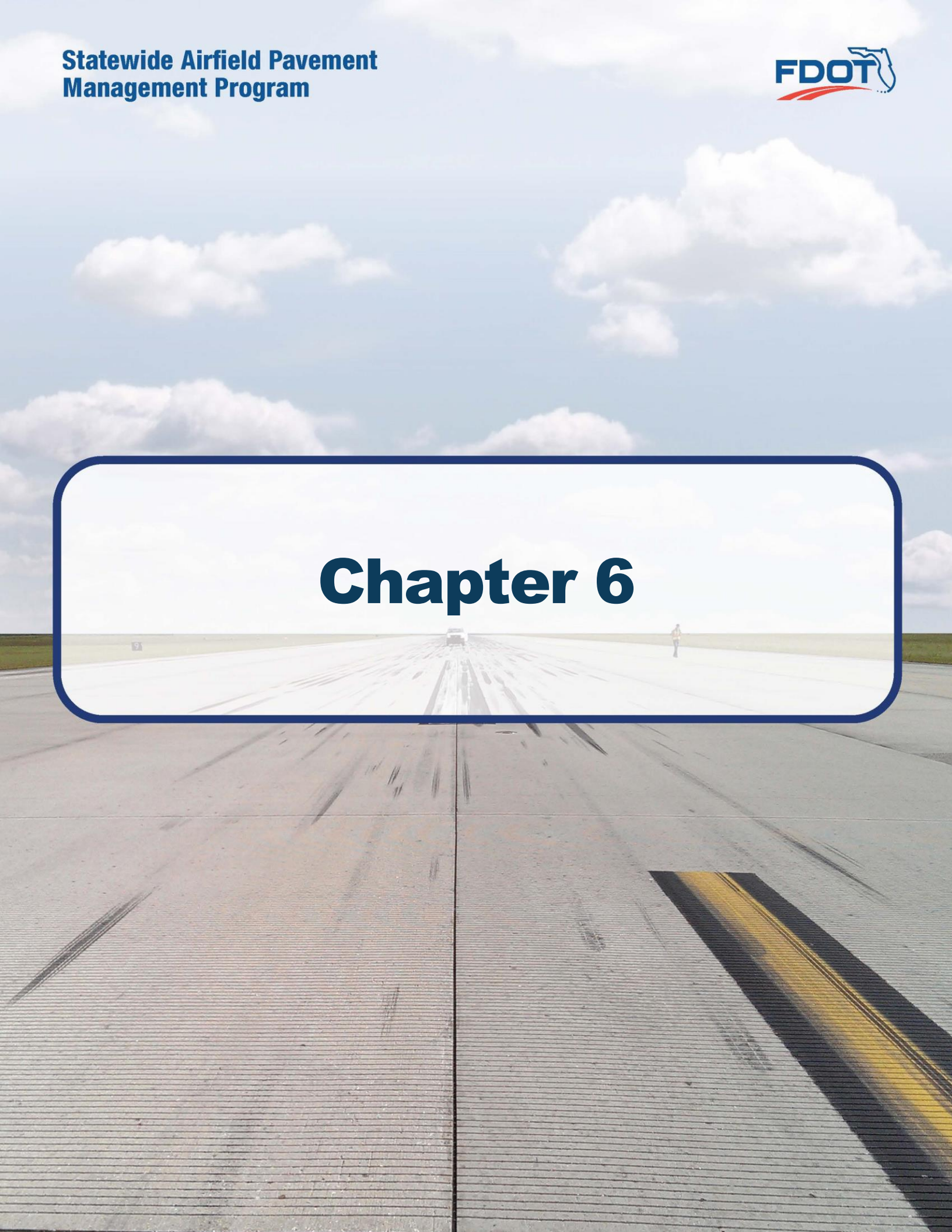
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
PIE	TW T	2010	12,963	100	100	\$ -
PIE	TW T	2020	14,337	100	100	\$ -
PIE	TW T	2045	17,962	80	85	\$ 1,740.00
PIE	TW T	2050	149,440	100	100	\$ -

The following **Table 5.3 (c)** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (c) Summary of Localized Maintenance

Work Category	Cost
Preventive	\$ 101,930.00
Stopgap	\$ 4,454,300.00
Planning-Level Localized M&R Needs =	\$ 4,556,230.00

Chapter 6



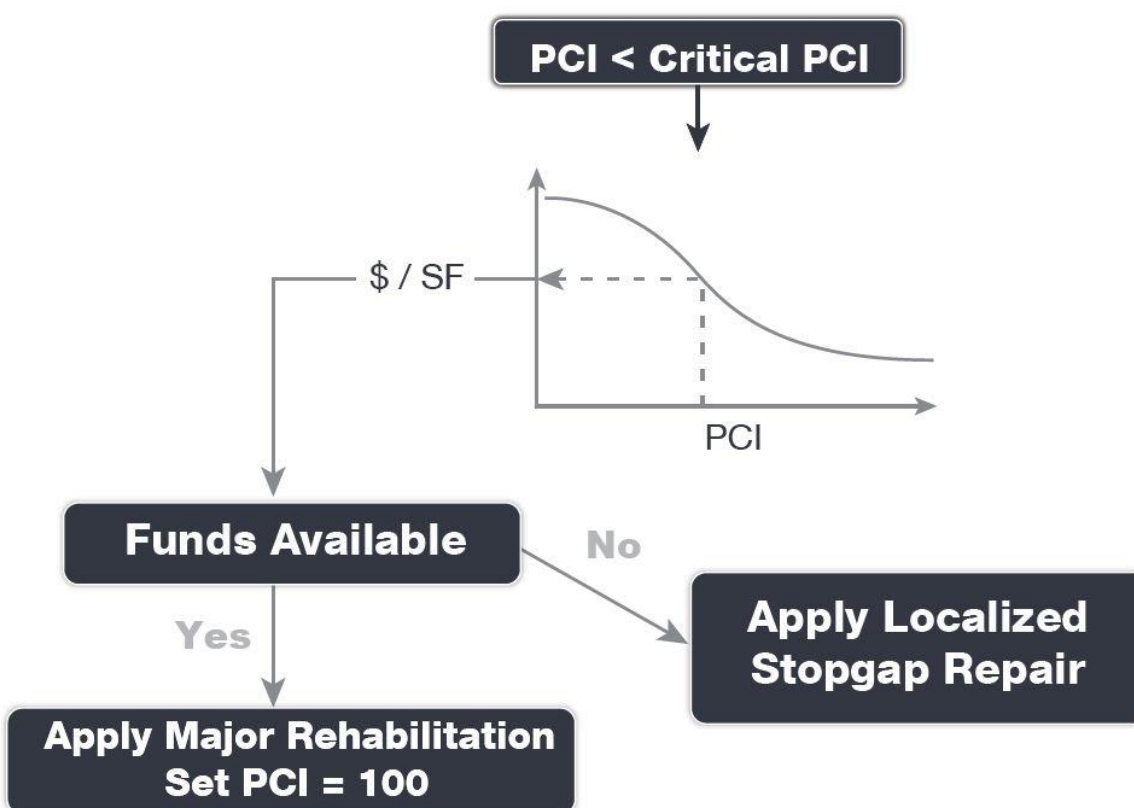


Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

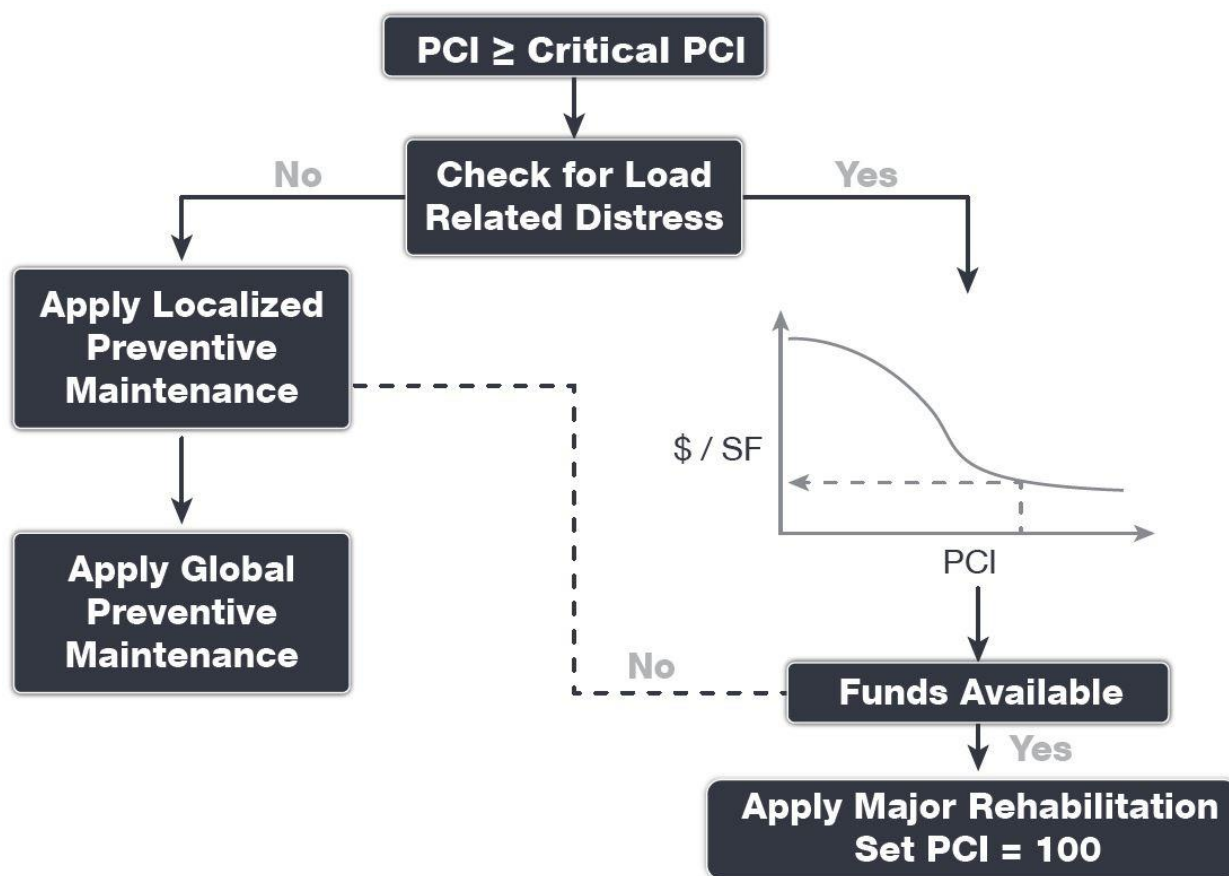
Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram, $PCI \leq \text{Critical PCI}$





Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, $PCI > \text{Critical } PCI$





6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The **Critical PCI** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended **Minimum Service-Level PCI** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	70	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	65	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)



6.2 Major Rehabilitation Policy

6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA **AC 150/ 5320-6F "Airport Pavement Design and Evaluation."** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average PR Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	Commercial (PR) Airport
AC Restoration <i>Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.</i> PCI = 41 to 65	75% Mill and Overlay P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") <i>Excludes any paved shoulder features.</i>
AC Reconstruction <i>Full-depth asphalt pavement section reconstruction.</i> PCI = 40 or less	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") <i>Excludes any paved shoulder features.</i>



Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	Commercial (PR) Airport
PCC Restoration <i>Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.</i> PCI = 41 to 65	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction <i>Full-depth rigid pavement section reconstruction.</i> PCI = 40 or less	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.



6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 Commercial Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF	Rigid Portland Cement Concrete Cost per SF
Restoration	41 to 65	\$ 11.00	\$ 17.00
Reconstruction	0 to 40	\$ 14.00	\$ 23.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

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, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level



investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	AP MAIN	4105	APC	163,299	31	AC Reconstruction	\$ 2,287,000.00
2020	PIE	AP MAIN	4175	PCC	14,910	7	PCC Reconstruction	\$ 343,000.00
2020	PIE	AP MAIN	4176	AC	3,573	26	AC Reconstruction	\$ 51,000.00
2020	PIE	AP MAIN	4178	APC	59,522	54	AC Restoration	\$ 655,000.00
2020	PIE	AP MAIN	4180	AAC	126,695	26	AC Reconstruction	\$ 1,774,000.00
2020	PIE	AP MAIN	4183	AAC	39,947	61	AC Restoration	\$ 440,000.00
2020	PIE	AP MAIN	4185	APC	12,820	42	AC Restoration	\$ 169,000.00
2020	PIE	AP MAIN	4190	PCC	18,650	12	PCC Reconstruction	\$ 429,000.00
2020	PIE	AP MAIN	4195	PCC	11,250	7	PCC Reconstruction	\$ 259,000.00
2020	PIE	AP MAIN	4198	PCC	18,579	23	PCC Reconstruction	\$ 428,000.00
2020	PIE	FBO CONN	125	APC	4,598	62	AC Restoration	\$ 51,000.00
2020	PIE	RW 18-36	6115	AAC	50,000	47	AC Restoration	\$ 590,000.00
2020	PIE	RW 18-36	6120	AAC	25,000	64	AC Restoration	\$ 275,000.00
2020	PIE	RW 18-36	6135	AAC	20,000	56	AC Restoration	\$ 220,000.00
2020	PIE	RW 18-36	6140	AAC	10,000	56	AC Restoration	\$ 110,000.00
2020	PIE	RW 18-36	6145	AAC	30,000	50	AC Restoration	\$ 330,000.00
2020	PIE	RW 18-36	6150	AAC	15,000	56	AC Restoration	\$ 165,000.00
2020	PIE	RW 18-36	6155	AAC	180,000	48	AC Restoration	\$ 2,068,000.00
2020	PIE	RW 18-36	6165	AAC	70,000	48	AC Restoration	\$ 804,000.00
2020	PIE	RW 18-36	6170	AAC	35,000	63	AC Restoration	\$ 385,000.00
2020	PIE	RW 18-36	6175	AAC	290,000	50	AC Restoration	\$ 3,190,000.00
2020	PIE	RW 18-36	6185	AAC	210,000	46	AC Restoration	\$ 2,538,000.00
2020	PIE	RW 18-36	6197	AC	92,900	35	AC Reconstruction	\$ 1,301,000.00
2020	PIE	RW 4-22	6215	AAC	50,072	60	AC Restoration	\$ 551,000.00
2020	PIE	RW 4-22	6225	AC	45,300	53	AC Restoration	\$ 499,000.00
2020	PIE	RW 4-22	6230	AC	22,650	23	AC Reconstruction	\$ 318,000.00
2020	PIE	TW 9-27	6315	AAC	174,747	26	AC Reconstruction	\$ 2,447,000.00
2020	PIE	TW 9-27	6320	AAC	87,374	37	AC Reconstruction	\$ 1,224,000.00
2020	PIE	TW 9-27	6325	AAC	33,073	34	AC Reconstruction	\$ 464,000.00
2020	PIE	TW 9-27	6327	AAC	7,950	21	AC Reconstruction	\$ 112,000.00
2020	PIE	TW 9-27	6330	AAC	11,400	57	AC Restoration	\$ 126,000.00
2020	PIE	TW 9-27	6335	AAC	34,097	24	AC Reconstruction	\$ 478,000.00
2020	PIE	TW 9-27	6340	AAC	17,048	25	AC Reconstruction	\$ 239,000.00
2020	PIE	TW 9-27	6345	AAC	45,000	18	AC Reconstruction	\$ 630,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	TW 9-27	6350	AAC	22,500	26	AC Reconstruction	\$ 315,000.00
2020	PIE	TW 9-27	6355	AAC	80,000	22	AC Reconstruction	\$ 1,120,000.00
2020	PIE	TW 9-27	6360	AAC	40,000	49	AC Restoration	\$ 451,000.00
2020	PIE	TW 9-27	6365	AAC	34,500	34	AC Reconstruction	\$ 483,000.00
2020	PIE	TW 9-27	6370	AAC	17,250	42	AC Restoration	\$ 230,000.00
2020	PIE	TW A	112	AAC	4,221	42	AC Restoration	\$ 57,000.00
2020	PIE	TW A	114	AC	2,361	24	AC Reconstruction	\$ 34,000.00
2020	PIE	TW A	117	AAC	6,019	50	AC Restoration	\$ 67,000.00
2020	PIE	TW A	119	AC	3,041	15	AC Reconstruction	\$ 43,000.00
2020	PIE	TW B	220	AC	40,670	13	AC Reconstruction	\$ 570,000.00
2020	PIE	TW D	405	AAC	6,975	27	AC Reconstruction	\$ 98,000.00
2020	PIE	TW D	407	AC	17,580	32	AC Reconstruction	\$ 247,000.00
2020	PIE	TW D	410	AAC	10,196	29	AC Reconstruction	\$ 143,000.00
2020	PIE	TW G3	605	AAC	10,930	19	AC Reconstruction	\$ 154,000.00
2020	PIE	TW H	810	AAC	59,729	0	AC Reconstruction	\$ 837,000.00
2020	PIE	TW K	1120	AC	1,346	38	AC Restoration	\$ 19,000.00
2020	PIE	TW K	1125	AC	1,472	39	AC Restoration	\$ 21,000.00
2021	PIE	RW 18-36	6160	AAC	90,000	64	AC Restoration	\$ 990,000.00
2021	PIE	RW 18-36	6180	AAC	145,000	64	AC Restoration	\$ 1,595,000.00
2021	PIE	RW 18-36	6190	AAC	105,000	62	AC Restoration	\$ 1,155,000.00
2021	PIE	RW 4-22	6220	AAC	25,036	64	AC Restoration	\$ 276,000.00
2022	PIE	AP MAIN	4155	AAC	33,689	63	AC Restoration	\$ 371,000.00
2022	PIE	RW 18-36	6198	AC	46,450	64	AC Restoration	\$ 511,000.00
2023	PIE	AP MAIN	4179	APC	77,111	64	AC Restoration	\$ 849,000.00
2023	PIE	TW A	115	AAC	225,302	63	AC Restoration	\$ 2,479,000.00
2023	PIE	TW A	158	AAC	16,692	63	AC Restoration	\$ 184,000.00
2025	PIE	RW 4-22	6205	AAC	474,873	62	AC Restoration	\$ 5,224,000.00
2026	PIE	AP MAIN	4157	AAC	92,541	64	AC Restoration	\$ 1,018,000.00
2026	PIE	AP MAIN	4199	PCC	25,200	64	PCC Restoration	\$ 429,000.00
2026	PIE	RW 18-36	6195	AAC	30,000	64	AC Restoration	\$ 330,000.00
2026	PIE	RW 18-36	6196	AAC	15,000	64	AC Restoration	\$ 165,000.00
2026	PIE	TW A	130	AAC	361,676	64	AC Restoration	\$ 3,979,000.00
2026	PIE	TW A	135	AAC	40,056	64	AC Restoration	\$ 441,000.00
2027	PIE	TW A	140	AAC	17,486	64	AC Restoration	\$ 193,000.00
2028	PIE	AP MAIN	4177	APC	20,899	64	AC Restoration	\$ 230,000.00
2028	PIE	RW 4-22	6210	AAC	237,436	62	AC Restoration	\$ 2,612,000.00
2028	PIE	TW T	2045	AAC	17,962	64	AC Restoration	\$ 198,000.00
2029	PIE	AP MAIN	4170	AAC	18,816	64	AC Restoration	\$ 207,000.00

*All values have been rounded to the nearest thousand-dollar.



The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 2029. **Figure 6.3.1 (b)** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year

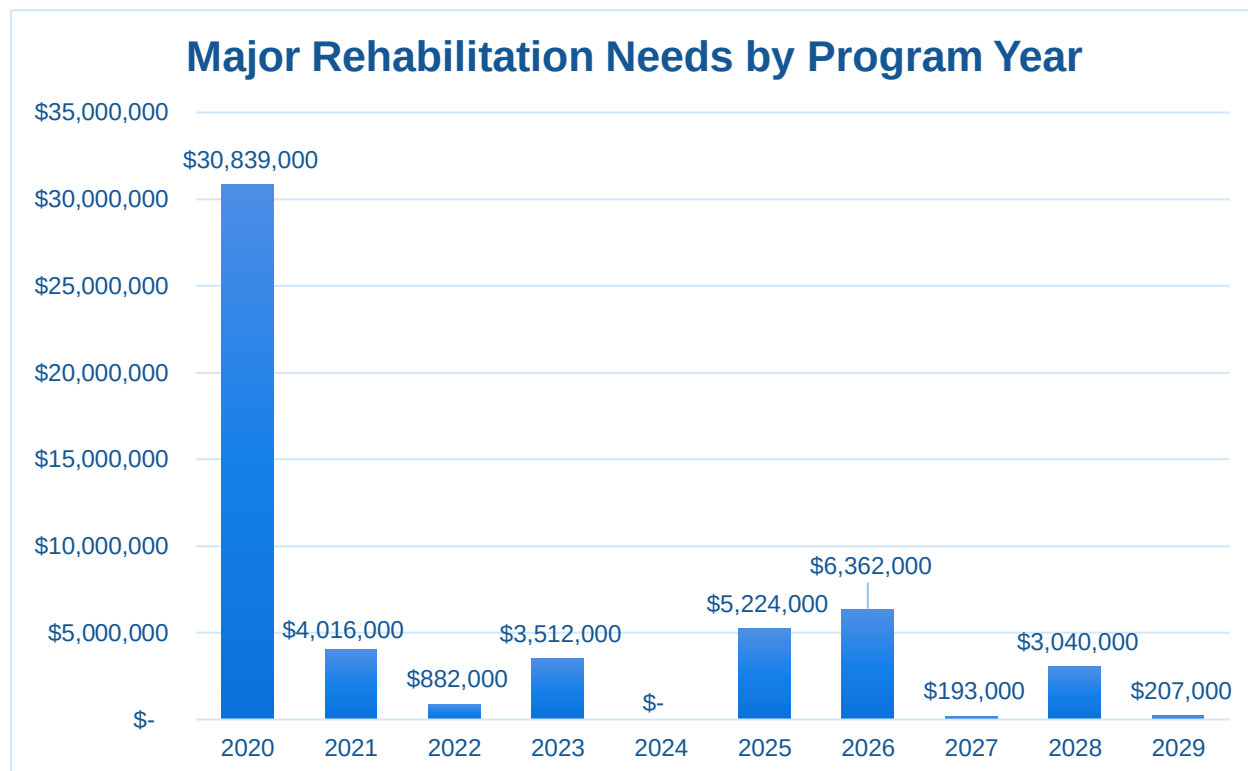
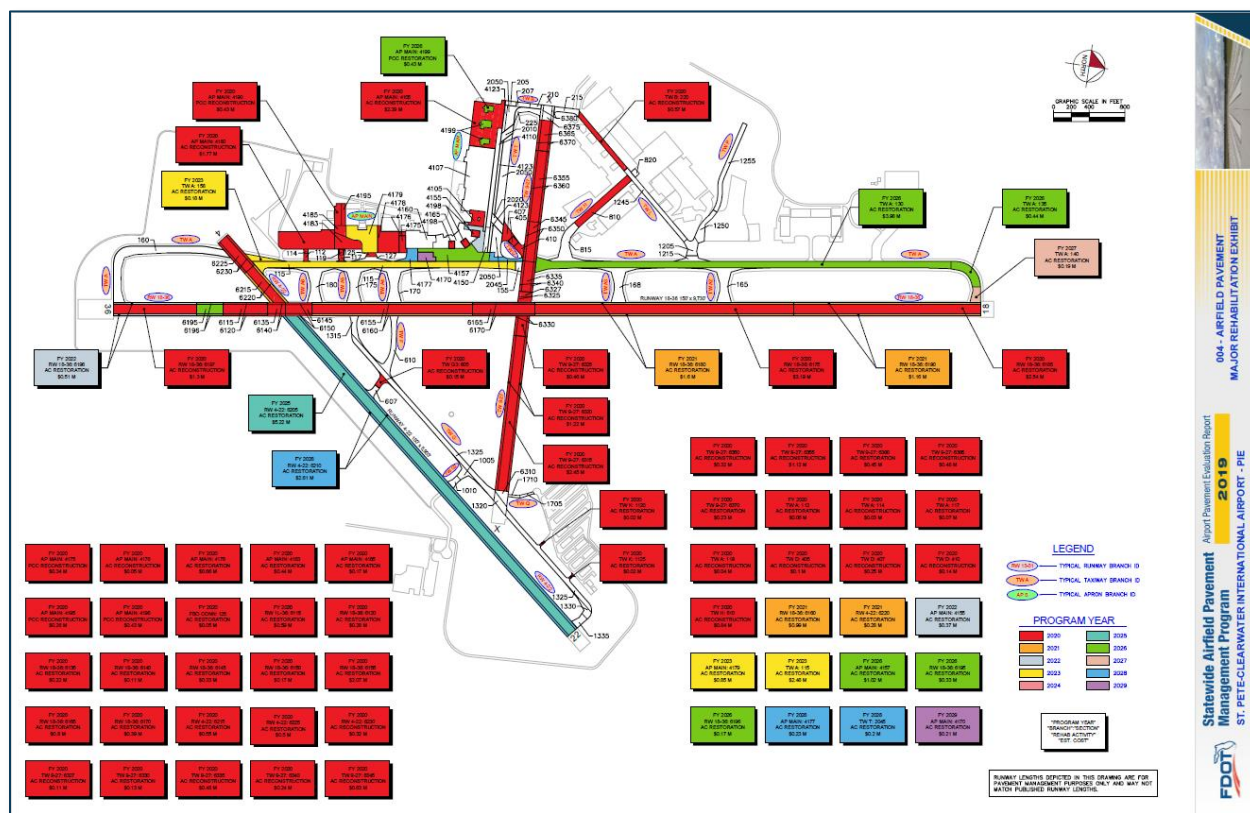
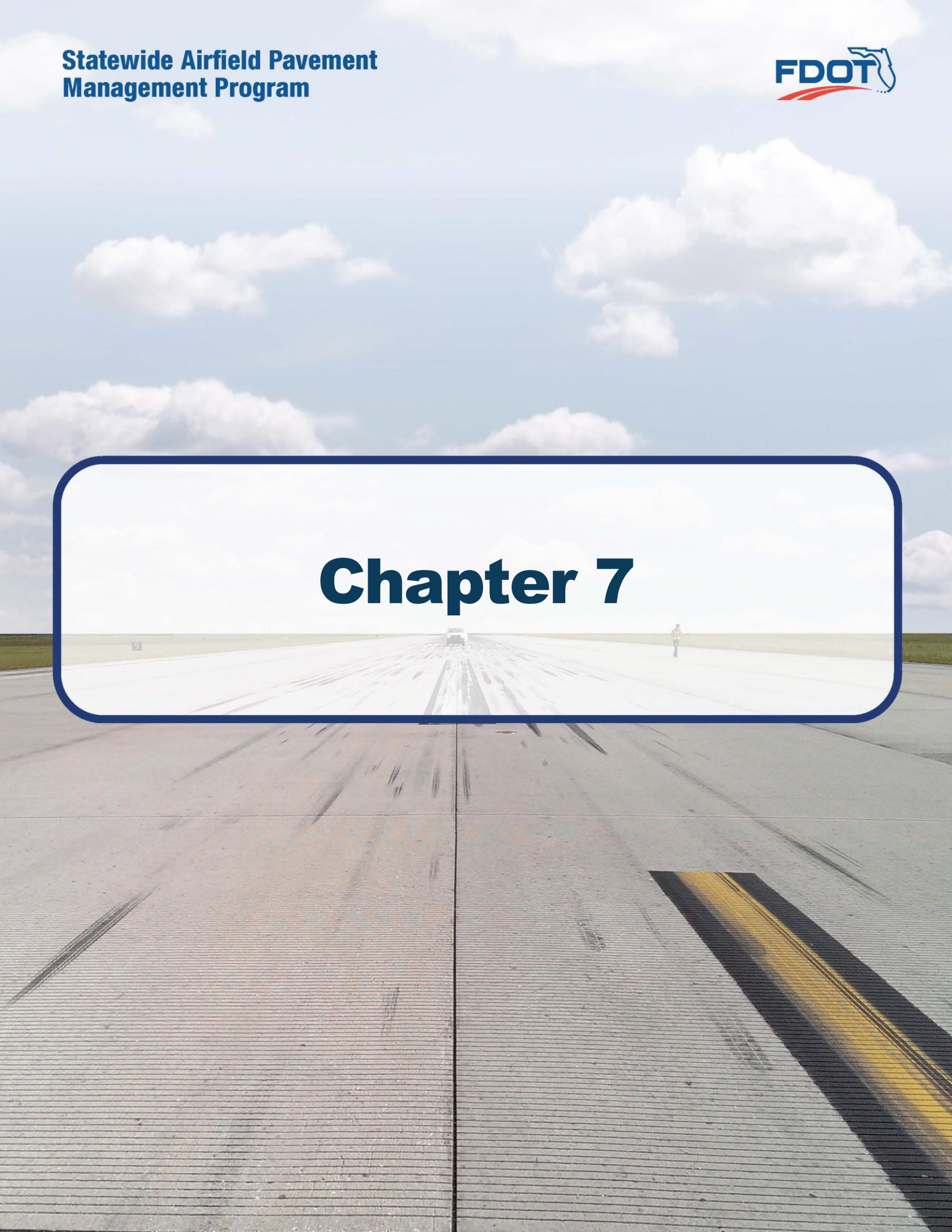




Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit



Chapter 7





Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the airport:

- ▶ Develop a detailed preventive maintenance program for the airport.
- ▶ Further refine and implement the identified 10-year major rehabilitation needs.
- ▶ Maintain detailed records on pavement maintenance, construction, and inspection.
- ▶ Maintain records on major pavement construction projects (year, scope, cost, and construction documents).



7.2 Supporting Documents

001 – Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables**.

002 – Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts any recent and/or anticipated construction activity within the airfield pavement facilities reported by airport staff. The exhibit is intended to schematically identify the pavement limits of works and general work description. The information reported on the **Airport Response Form** provided by each participating airport was used as the basis of the changes; furthermore, changes are confirmed at the airport with airport staff during the in-brief and debrief meeting.

003 – Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

004 – Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Appendix C Technical Exhibits**. The exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation**.

Inspection Photograph Documentation

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation**. Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.



7.3 Conclusion

The FDOT SAPMP Update Phase 2 2018-2019 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars **150/5380-7B “Airport Pavement Management Program (PMP)”** and **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Appendix A

Airfield Pavement Analysis Tables



Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	MAIN APRON	AP MAIN	APRON	4105	800	300	163,299	APC	1/2/2003
PIE	MAIN APRON	AP MAIN	APRON	4107	730	295	220,315	PCC	1/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4110	1,120	50	56,000	AAC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4123	1,460	30	43,794	APC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4150	285	50	14,083	AAC	6/1/2018
PIE	MAIN APRON	AP MAIN	APRON	4155	275	125	33,689	AAC	1/2/2003
PIE	MAIN APRON	AP MAIN	APRON	4157	597	300	92,541	AAC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4160	305	190	59,640	PCC	1/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4165	800	300	66,649	PCC	1/1/2012
PIE	MAIN APRON	AP MAIN	APRON	4170	170	90	18,816	AAC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4175	189	75	14,910	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4176	75	48	3,573	AC	12/25/1955
PIE	MAIN APRON	AP MAIN	APRON	4177	145	123	20,899	APC	8/1/2016
PIE	MAIN APRON	AP MAIN	APRON	4178	240	240	59,522	APC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4179	350	306	77,111	APC	10/1/2011
PIE	MAIN APRON	AP MAIN	APRON	4180	625	197	126,695	AAC	1/2/1968
PIE	MAIN APRON	AP MAIN	APRON	4183	100	308	39,947	AAC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4185	126	55	12,820	APC	1/1/2013
PIE	MAIN APRON	AP MAIN	APRON	4190	250	77	18,650	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4195	250	45	11,250	PCC	1/1/1942
PIE	MAIN APRON	AP MAIN	APRON	4198	270	70	18,579	PCC	1/1/2003
PIE	MAIN APRON	AP MAIN	APRON	4199	360	80	25,200	PCC	1/1/2003
PIE	FBO CONNECTOR	FBO CONN	TAXIWAY	125	44	125	4,598	APC	8/1/2016
PIE	FBO CONNECTOR	FBO CONN	TAXIWAY	127	53	125	12,891	APC	8/1/2016
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6115	500	100	50,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6120	1,000	25	25,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6135	200	100	20,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6140	400	25	10,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6145	300	100	30,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6150	600	25	15,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6155	1,800	100	180,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6160	3,600	25	90,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6165	700	100	70,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6170	1,400	25	35,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6175	2,900	100	290,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6180	5,800	25	145,000	AAC	1/2/2003



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6185	2,100	100	210,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6190	4,200	25	105,000	AAC	1/2/2003
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6195	300	100	30,000	AAC	1/1/2013
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6196	600	25	15,000	AAC	1/1/2013
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6197	929	100	92,900	AC	1/1/2006
PIE	RUNWAY 18-36	RW 18-36	RUNWAY	6198	1,858	25	46,450	AC	1/1/2006
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6205	4,700	100	474,873	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6210	9,400	25	237,436	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6215	495	100	50,072	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6220	495	50	25,036	AAC	1/1/2012
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6225	453	100	45,300	AC	1/1/2006
PIE	RUNWAY 4-22	RW 4-22	RUNWAY	6230	453	50	22,650	AC	1/1/2006
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6310	150	100	14,004	AAC	6/1/2018
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6315	1,840	100	174,747	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6320	1,840	50	87,374	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6325	230	100	33,073	AAC	1/2/2003
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6327	150	53	7,950	AAC	1/1/1988
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6330	230	50	11,400	AAC	1/2/2003
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6335	340	100	34,097	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6340	340	50	17,048	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6345	450	100	45,000	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6350	900	25	22,500	AAC	1/1/1992
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6355	800	100	80,000	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6360	1,600	25	40,000	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6365	345	100	34,500	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6370	345	50	17,250	AAC	1/1/1994
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6375	170	100	17,000	AAC	6/1/2018
PIE	TAXIWAY 9-27	TW 9-27	TAXIWAY	6380	170	50	8,500	AAC	6/1/2018
PIE	TAXIWAY A	TW A	TAXIWAY	112	87	47	4,221	AAC	1/1/1990
PIE	TAXIWAY A	TW A	TAXIWAY	114	45	43	2,361	AC	1/1/1968
PIE	TAXIWAY A	TW A	TAXIWAY	115	2,862	50	225,302	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	117	137	68	6,019	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	119	68	45	3,041	AC	1/1/1968
PIE	TAXIWAY A	TW A	TAXIWAY	130	2,475	75	361,676	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	135	2,475	75	40,056	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	140	175	75	17,486	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	155	70	140	7,969	AAC	8/1/2016
PIE	TAXIWAY A	TW A	TAXIWAY	158	1,700	125	16,692	AAC	8/1/2016



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	TAXIWAY A	TW A	TAXIWAY	160	1,640	75	151,945	AAC	1/1/2017
PIE	TAXIWAY A2	TW A2	TAXIWAY	165	600	100	60,458	AC	8/1/2016
PIE	TAXIWAY A3	TW A3	TAXIWAY	168	400	100	60,311	AC	8/1/2016
PIE	TAXIWAY A4	TW A4	TAXIWAY	170	400	100	58,588	AC	8/1/2016
PIE	TAXIWAY A5	TW A5	TAXIWAY	175	400	100	56,987	AC	8/1/2016
PIE	TAXIWAY A6	TW A6	TAXIWAY	180	400	100	58,658	AC	8/1/2016
PIE	TAXIWAY B	TW B	TAXIWAY	205	124	50	6,200	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	207	155	50	7,750	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	210	130	50	6,353	AAC	6/1/2018
PIE	TAXIWAY B	TW B	TAXIWAY	215	300	50	15,387	AC	1/1/2012
PIE	TAXIWAY B	TW B	TAXIWAY	220	835	50	40,670	AC	1/1/1965
PIE	TAXIWAY B	TW B	TAXIWAY	225	280	40	18,112	AC	6/1/2018
PIE	TAXIWAY D	TW D	TAXIWAY	405	93	75	6,975	AAC	1/1/1990
PIE	TAXIWAY D	TW D	TAXIWAY	407	140	100	17,580	AC	1/1/1996
PIE	TAXIWAY D	TW D	TAXIWAY	410	160	75	10,196	AAC	1/1/1992
PIE	TAXIWAY F	TW F	TAXIWAY	610	640	50	47,206	AC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1315	255	65	19,536	AC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1320	190	90	15,822	AAC	6/1/2018
PIE	TAXIWAY G	TW G	TAXIWAY	1325	3,875	50	199,036	AAC	6/1/2018
PIE	TAXIWAY G1	TW G1	TAXIWAY	1330	85	85	13,135	AAC	6/1/2018
PIE	TAXIWAY G1	TW G1	TAXIWAY	1335	150	85	12,530	AAC	6/1/2018
PIE	TAXIWAY G2	TW G2	TAXIWAY	1005	125	65	15,843	AAC	6/1/2018
PIE	TAXIWAY G2	TW G2	TAXIWAY	1010	125	65	8,964	AAC	6/1/2018
PIE	TAXIWAY G3	TW G3	TAXIWAY	605	132	61	10,930	AAC	1/1/1984
PIE	TAXIWAY G3	TW G3	TAXIWAY	607	122	61	8,732	AAC	1/1/2012
PIE	TAXIWAY H	TW H	TAXIWAY	810	798	75	59,729	AAC	1/2/1965
PIE	TAXIWAY H	TW H	TAXIWAY	815	500	100	57,784	AC	1/1/2015
PIE	TAXIWAY H	TW H	TAXIWAY	820	75	64	4,760	AC	1/1/2017
PIE	TAXIWAY K	TW K	TAXIWAY	1120	67	20	1,346	AC	1/1/1984
PIE	TAXIWAY K	TW K	TAXIWAY	1125	62	20	1,472	AC	1/1/1984
PIE	TAXIWAY L	TW L	TAXIWAY	1205	164	100	22,175	AC	8/1/2016
PIE	TAXIWAY L	TW L	TAXIWAY	1215	150	80	13,483	AC	8/1/2016
PIE	TAXIWAY L	TW L	TAXIWAY	1245	1,043	50	52,150	AC	8/1/2016
PIE	TAXIWAY P	TW P	TAXIWAY	1250	415	50	27,739	AC	1/1/2016
PIE	TAXIWAY P	TW P	TAXIWAY	1255	1,100	50	52,339	AC	1/1/2016
PIE	TAXIWAY Q	TW Q	TAXIWAY	1705	155	30	4,449	AAC	6/1/2018
PIE	TAXIWAY Q	TW Q	TAXIWAY	1710	125	25	3,632	AC	6/1/2018
PIE	TAXIWAY T	TW T	TAXIWAY	2010	173	75	12,963	AAC	6/1/2018



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
PIE	TAXIWAY T	TW T	TAXIWAY	2020	200	75	14,337	AAC	6/1/2018
PIE	TAXIWAY T	TW T	TAXIWAY	2045	380	50	17,962	AAC	8/1/2016
PIE	TAXIWAY T	TW T	TAXIWAY	2050	1,700	94	149,440	AAC	6/1/2018



Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	RUNWAY 18-36	RUNWAY	6115	50,000	48	Poor
PIE	RUNWAY 18-36	RUNWAY	6120	25,000	67	Fair
PIE	RUNWAY 18-36	RUNWAY	6135	20,000	58	Fair
PIE	RUNWAY 18-36	RUNWAY	6140	10,000	59	Fair
PIE	RUNWAY 18-36	RUNWAY	6145	30,000	51	Poor
PIE	RUNWAY 18-36	RUNWAY	6150	15,000	59	Fair
PIE	RUNWAY 18-36	RUNWAY	6155	180,000	49	Poor
PIE	RUNWAY 18-36	RUNWAY	6160	90,000	70	Fair
PIE	RUNWAY 18-36	RUNWAY	6165	70,000	49	Poor
PIE	RUNWAY 18-36	RUNWAY	6170	35,000	66	Fair
PIE	RUNWAY 18-36	RUNWAY	6175	290,000	51	Poor
PIE	RUNWAY 18-36	RUNWAY	6180	145,000	70	Fair
PIE	RUNWAY 18-36	RUNWAY	6185	210,000	47	Poor
PIE	RUNWAY 18-36	RUNWAY	6190	105,000	68	Fair
PIE	RUNWAY 18-36	RUNWAY	6195	30,000	79	Satisfactory
PIE	RUNWAY 18-36	RUNWAY	6196	15,000	79	Satisfactory
PIE	RUNWAY 18-36	RUNWAY	6197	92,900	37	Very Poor
PIE	RUNWAY 18-36	RUNWAY	6198	46,450	70	Fair
PIE	RUNWAY 4-22	RUNWAY	6205	474,873	77	Satisfactory
PIE	RUNWAY 4-22	RUNWAY	6210	237,436	81	Satisfactory
PIE	RUNWAY 4-22	RUNWAY	6215	50,072	63	Fair
PIE	RUNWAY 4-22	RUNWAY	6220	25,036	70	Fair
PIE	RUNWAY 4-22	RUNWAY	6225	45,300	55	Poor
PIE	RUNWAY 4-22	RUNWAY	6230	22,650	25	Serious
PIE	FBO CONNECTOR	TAXIWAY	125	4,598	64	Fair
PIE	FBO CONNECTOR	TAXIWAY	127	12,891	88	Good
PIE	TAXIWAY 9-27	TAXIWAY	6310	14,004	100	Good
PIE	TAXIWAY 9-27	TAXIWAY	6315	174,747	30	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6320	87,374	40	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6325	33,073	37	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6327	7,950	25	Serious
PIE	TAXIWAY 9-27	TAXIWAY	6330	11,400	58	Fair
PIE	TAXIWAY 9-27	TAXIWAY	6335	34,097	28	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6340	17,048	29	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6345	45,000	23	Serious
PIE	TAXIWAY 9-27	TAXIWAY	6350	22,500	30	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6355	80,000	26	Very Poor



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	TAXIWAY 9-27	TAXIWAY	6360	40,000	50	Poor
PIE	TAXIWAY 9-27	TAXIWAY	6365	34,500	37	Very Poor
PIE	TAXIWAY 9-27	TAXIWAY	6370	17,250	44	Poor
PIE	TAXIWAY 9-27	TAXIWAY	6375	17,000	100	Good
PIE	TAXIWAY 9-27	TAXIWAY	6380	8,500	100	Good
PIE	TAXIWAY A	TAXIWAY	112	4,221	44	Poor
PIE	TAXIWAY A	TAXIWAY	114	2,361	28	Very Poor
PIE	TAXIWAY A	TAXIWAY	115	225,302	70	Fair
PIE	TAXIWAY A	TAXIWAY	117	6,019	51	Poor
PIE	TAXIWAY A	TAXIWAY	119	3,041	20	Serious
PIE	TAXIWAY A	TAXIWAY	130	361,676	76	Satisfactory
PIE	TAXIWAY A	TAXIWAY	135	40,056	76	Satisfactory
PIE	TAXIWAY A	TAXIWAY	140	17,486	79	Satisfactory
PIE	TAXIWAY A	TAXIWAY	155	7,969	89	Good
PIE	TAXIWAY A	TAXIWAY	158	16,692	70	Fair
PIE	TAXIWAY A	TAXIWAY	160	151,945	100	Good
PIE	TAXIWAY A2	TAXIWAY	165	60,458	89	Good
PIE	TAXIWAY A3	TAXIWAY	168	60,311	88	Good
PIE	TAXIWAY A4	TAXIWAY	170	58,588	90	Good
PIE	TAXIWAY A5	TAXIWAY	175	56,987	89	Good
PIE	TAXIWAY A6	TAXIWAY	180	58,658	90	Good
PIE	TAXIWAY B	TAXIWAY	205	6,200	100	Good
PIE	TAXIWAY B	TAXIWAY	207	7,750	100	Good
PIE	TAXIWAY B	TAXIWAY	210	6,353	100	Good
PIE	TAXIWAY B	TAXIWAY	215	15,387	86	Good
PIE	TAXIWAY B	TAXIWAY	220	40,670	17	Serious
PIE	TAXIWAY B	TAXIWAY	225	18,112	100	Good
PIE	TAXIWAY D	TAXIWAY	405	6,975	31	Very Poor
PIE	TAXIWAY D	TAXIWAY	407	17,580	35	Very Poor
PIE	TAXIWAY D	TAXIWAY	410	10,196	33	Very Poor
PIE	TAXIWAY F	TAXIWAY	610	47,206	100	Good
PIE	TAXIWAY G	TAXIWAY	1315	19,536	100	Good
PIE	TAXIWAY G	TAXIWAY	1320	15,822	100	Good
PIE	TAXIWAY G	TAXIWAY	1325	199,036	100	Good
PIE	TAXIWAY G1	TAXIWAY	1330	13,135	100	Good
PIE	TAXIWAY G1	TAXIWAY	1335	12,530	100	Good
PIE	TAXIWAY G2	TAXIWAY	1005	15,843	100	Good
PIE	TAXIWAY G2	TAXIWAY	1010	8,964	100	Good
PIE	TAXIWAY G3	TAXIWAY	605	10,930	24	Serious



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
PIE	TAXIWAY G3	TAXIWAY	607	8,732	89	Good
PIE	TAXIWAY H	TAXIWAY	810	59,729	5	Failed
PIE	TAXIWAY H	TAXIWAY	815	57,784	91	Good
PIE	TAXIWAY H	TAXIWAY	820	4,760	90	Good
PIE	TAXIWAY K	TAXIWAY	1120	1,346	41	Poor
PIE	TAXIWAY K	TAXIWAY	1125	1,472	42	Poor
PIE	TAXIWAY L	TAXIWAY	1205	22,175	91	Good
PIE	TAXIWAY L	TAXIWAY	1215	13,483	89	Good
PIE	TAXIWAY L	TAXIWAY	1245	52,150	87	Good
PIE	TAXIWAY P	TAXIWAY	1250	27,739	89	Good
PIE	TAXIWAY P	TAXIWAY	1255	52,339	93	Good
PIE	TAXIWAY Q	TAXIWAY	1705	4,449	100	Good
PIE	TAXIWAY Q	TAXIWAY	1710	3,632	100	Good
PIE	TAXIWAY T	TAXIWAY	2010	12,963	100	Good
PIE	TAXIWAY T	TAXIWAY	2020	14,337	100	Good
PIE	TAXIWAY T	TAXIWAY	2045	17,962	80	Satisfactory
PIE	TAXIWAY T	TAXIWAY	2050	149,440	100	Good
PIE	MAIN APRON	APRON	4105	163,299	36	Very Poor
PIE	MAIN APRON	APRON	4107	220,315	100	Good
PIE	MAIN APRON	APRON	4110	56,000	100	Good
PIE	MAIN APRON	APRON	4123	43,794	100	Good
PIE	MAIN APRON	APRON	4150	14,083	100	Good
PIE	MAIN APRON	APRON	4155	33,689	69	Fair
PIE	MAIN APRON	APRON	4157	92,541	80	Satisfactory
PIE	MAIN APRON	APRON	4160	59,640	100	Good
PIE	MAIN APRON	APRON	4165	66,649	97	Good
PIE	MAIN APRON	APRON	4170	18,816	89	Good
PIE	MAIN APRON	APRON	4175	14,910	9	Failed
PIE	MAIN APRON	APRON	4176	3,573	28	Very Poor
PIE	MAIN APRON	APRON	4177	20,899	86	Good
PIE	MAIN APRON	APRON	4178	59,522	57	Fair
PIE	MAIN APRON	APRON	4179	77,111	72	Satisfactory
PIE	MAIN APRON	APRON	4180	126,695	28	Very Poor
PIE	MAIN APRON	APRON	4183	39,947	62	Fair
PIE	MAIN APRON	APRON	4185	12,820	47	Poor
PIE	MAIN APRON	APRON	4190	18,650	14	Serious
PIE	MAIN APRON	APRON	4195	11,250	9	Failed
PIE	MAIN APRON	APRON	4198	18,579	25	Serious
PIE	MAIN APRON	APRON	4199	25,200	75	Satisfactory



Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	AP MAIN	4105	36	31	28	26	25	22	20	18	15	13	10
PIE	AP MAIN	4107	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4110	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4123	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4150	100	94	91	88	85	82	79	77	74	72	69
PIE	AP MAIN	4155	69	66	65	63	62	61	61	60	60	60	60
PIE	AP MAIN	4157	80	77	74	71	69	67	65	64	62	61	61
PIE	AP MAIN	4160	100	92	91	89	88	88	87	86	85	84	84
PIE	AP MAIN	4165	97	94	93	91	90	89	88	87	86	86	85
PIE	AP MAIN	4170	89	85	83	80	77	74	72	69	67	65	64
PIE	AP MAIN	4175	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4176	28	26	24	23	21	20	18	16	15	13	12
PIE	AP MAIN	4177	86	82	80	77	74	72	69	67	65	64	62
PIE	AP MAIN	4178	57	54	52	49	45	41	37	33	29	27	26
PIE	AP MAIN	4179	72	69	67	65	64	62	61	61	60	60	60
PIE	AP MAIN	4180	28	26	24	22	19	17	15	12	10	7	5
PIE	AP MAIN	4183	62	61	60	60	60	60	60	60	60	59	58
PIE	AP MAIN	4185	47	42	38	34	30	27	26	24	22	19	17
PIE	AP MAIN	4190	14	12	11	10	8	6	5	3	1	0	0
PIE	AP MAIN	4195	9	7	5	3	1	0	0	0	0	0	0
PIE	AP MAIN	4198	25	23	23	22	21	20	20	19	19	18	18
PIE	AP MAIN	4199	75	73	72	71	69	68	66	64	63	61	59
PIE	FBO CONN	125	64	62	61	60	59	58	57	57	56	55	55
PIE	FBO CONN	127	88	85	82	80	78	76	74	72	70	68	67
PIE	RW 18-36	6115	48	47	46	46	45	45	44	43	43	42	42
PIE	RW 18-36	6120	67	64	61	58	56	55	54	54	54	54	52
PIE	RW 18-36	6135	58	56	55	54	54	54	53	52	51	51	50
PIE	RW 18-36	6140	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6145	51	50	49	49	48	48	47	46	46	45	45
PIE	RW 18-36	6150	59	56	55	54	54	54	54	52	52	51	50
PIE	RW 18-36	6155	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6160	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6165	49	48	47	47	46	46	45	44	44	43	43
PIE	RW 18-36	6170	66	63	60	58	56	55	54	54	54	53	52
PIE	RW 18-36	6175	51	50	49	49	48	48	47	46	46	45	45
PIE	RW 18-36	6180	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 18-36	6185	47	46	45	45	44	44	43	42	42	41	41



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	RW 18-36	6190	68	65	62	59	57	55	55	54	54	54	53
PIE	RW 18-36	6195	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6196	79	77	76	74	72	69	66	64	61	58	56
PIE	RW 18-36	6197	37	35	33	31	29	28	26	24	22	21	19
PIE	RW 18-36	6198	70	68	66	64	62	61	59	57	55	54	52
PIE	RW 4-22	6205	77	75	73	70	68	65	62	60	57	56	55
PIE	RW 4-22	6210	81	79	78	76	75	73	70	68	65	62	59
PIE	RW 4-22	6215	63	60	57	56	55	54	54	54	53	52	52
PIE	RW 4-22	6220	70	67	64	61	59	57	55	54	54	54	54
PIE	RW 4-22	6225	55	53	51	49	47	46	44	42	40	39	37
PIE	RW 4-22	6230	25	23	21	19	17	16	14	12	10	9	7
PIE	TW 9-27	6310	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6315	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6320	40	37	35	32	29	26	23	19	14	9	4
PIE	TW 9-27	6325	37	34	31	28	25	21	17	12	7	2	0
PIE	TW 9-27	6327	25	21	16	12	7	1	0	0	0	0	0
PIE	TW 9-27	6330	58	57	56	55	55	54	54	53	52	52	51
PIE	TW 9-27	6335	28	24	20	16	11	6	0	0	0	0	0
PIE	TW 9-27	6340	29	25	21	17	13	8	2	0	0	0	0
PIE	TW 9-27	6345	23	18	14	9	4	0	0	0	0	0	0
PIE	TW 9-27	6350	30	26	22	18	14	9	4	0	0	0	0
PIE	TW 9-27	6355	26	22	18	13	8	3	0	0	0	0	0
PIE	TW 9-27	6360	50	49	48	47	45	44	43	41	39	37	35
PIE	TW 9-27	6365	37	34	31	28	25	21	17	12	7	2	0
PIE	TW 9-27	6370	44	42	40	38	36	33	30	27	24	20	16
PIE	TW 9-27	6375	100	95	92	90	87	85	82	80	78	76	74
PIE	TW 9-27	6380	100	95	92	90	87	85	82	80	78	76	74
PIE	TW A	112	44	42	40	38	36	33	30	27	24	20	16
PIE	TW A	114	28	24	20	16	13	9	5	2	0	0	0
PIE	TW A	115	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	117	51	50	49	48	47	46	45	43	42	40	38
PIE	TW A	119	20	15	12	8	4	1	0	0	0	0	0
PIE	TW A	130	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	135	76	73	72	70	68	67	65	64	62	61	60
PIE	TW A	140	79	76	74	72	70	69	67	66	64	63	62
PIE	TW A	155	89	86	83	81	79	77	75	73	71	69	67
PIE	TW A	158	70	68	66	65	63	62	61	60	59	58	57
PIE	TW A	160	100	91	89	86	84	81	79	77	75	73	71



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW A2	165	89	87	85	83	81	80	78	77	76	74	73
PIE	TW A3	168	88	86	84	82	81	79	78	76	75	74	72
PIE	TW A4	170	90	88	86	84	82	81	79	78	76	75	74
PIE	TW A5	175	89	87	85	83	81	80	78	77	76	74	73
PIE	TW A6	180	90	88	86	84	82	81	79	78	76	75	74
PIE	TW B	205	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	207	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	210	100	95	92	90	87	85	82	80	78	76	74
PIE	TW B	215	86	84	82	80	79	77	76	75	73	72	71
PIE	TW B	220	17	13	9	5	2	0	0	0	0	0	0
PIE	TW B	225	100	96	94	92	90	88	86	85	83	81	80
PIE	TW D	405	31	27	24	20	16	11	6	0	0	0	0
PIE	TW D	407	35	32	28	25	22	18	14	10	6	3	0
PIE	TW D	410	33	29	26	23	19	14	9	4	0	0	0
PIE	TW F	610	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1315	100	96	94	92	90	88	86	85	83	81	80
PIE	TW G	1320	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G	1325	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1330	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G1	1335	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1005	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G2	1010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW G3	605	24	19	15	10	5	0	0	0	0	0	0
PIE	TW G3	607	89	86	83	81	79	77	75	73	71	69	67
PIE	TW H	810	5	0	0	0	0	0	0	0	0	0	0
PIE	TW H	815	91	88	87	85	83	82	80	78	77	76	74
PIE	TW H	820	90	88	86	84	82	81	79	78	76	75	74
PIE	TW K	1120	41	38	36	33	30	27	23	19	16	12	8
PIE	TW K	1125	42	39	37	34	31	28	25	21	17	14	10
PIE	TW L	1205	91	88	87	85	83	82	80	78	77	76	74
PIE	TW L	1215	89	87	85	83	81	80	78	77	76	74	73
PIE	TW L	1245	87	85	83	81	80	78	77	75	74	73	72
PIE	TW P	1250	89	87	85	83	81	80	78	77	76	74	73
PIE	TW P	1255	93	90	89	87	85	83	82	80	78	77	76
PIE	TW Q	1705	100	95	92	90	87	85	82	80	78	76	74
PIE	TW Q	1710	100	96	94	92	90	88	86	85	83	81	80
PIE	TW T	2010	100	95	92	90	87	85	82	80	78	76	74
PIE	TW T	2020	100	95	92	90	87	85	82	80	78	76	74



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
PIE	TW T	2045	80	77	75	73	71	70	68	66	65	64	62
PIE	TW T	2050	100	95	92	90	87	85	82	80	78	76	74

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Work History Report

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4105 Surface: APC
 L.C.D. 1/2/2003 Use: APRON Rank: P Length: 800.00 (Ft) Width: 300.00 (Ft) True Area: 163299.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	0.00	☒	ASSUME 1942 PCC PAVEMENT EST.
1/1/2003	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/2/1942	OL-AS	Overlay - AC Structural	221,841.00	0.00	☒	
1/1/1942	NC-PC	New Construction - PCC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4107 Surface: PCC
 L.C.D. 1/1/2016 Use: APRON Rank: P Length: 730.00 (Ft) Width: 295.00 (Ft) True Area: 220315.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	AC OIERVERLAY ON
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	
1/1/1942	IMPORT ED	OVERLAY	0.00	0.00	☒	ASSUME 1942 PCC PAVEMENT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4110 Surface: AAC
 L.C.D. 6/1/2018 Use: APRON Rank: P Length: 1,120.00 (Ft) Width: 50.00 (Ft) True Area: 56000.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	0"-2" Mill, 2" Overlay P-401
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	
1/1/1942	IMPORT ED	OVERLAY	0.00	0.00	☒	ASSUME 1942 PCC PAVEMENT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4123 Surface: APC
 L.C.D. 6/1/2018 Use: APRON Rank: P Length: 1,460.00 (Ft) Width: 30.00 (Ft) True Area: 43794.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1997 AC OVERLAY ON
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1997	IMPORT ED	BUILT	0.00	0.00	☒	
1/1/1997	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT SECTION

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4150 Surface: AAC
 L.C.D. 6/1/2018 Use: APRON Rank: P Length: 285.00 (Ft) Width: 50.00 (Ft) True Area: 14083.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☒	0"-2" Mill, 2" Overlay P-401
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT
1/1/1955	IMPORT ED	BUILT	0.00	1.50	☒	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4155 Surface: AAC
 L.C.D. 1/2/2003 Use: APRON Rank: P Length: 275.00 (Ft) Width: 125.00 (Ft) True Area: 33689.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT
1/1/1955	IMPORT ED	BUILT	0.00	1.50	☒	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4157 Surface: AAC
 L.C.D. 8/1/2016 Use: APRON Rank: P Length: 597.00 (Ft) Width: 300.00 (Ft) True Area: 92541.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL AND 3" P-401SP OVERLA
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐	
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT
1/1/1955	IMPORT ED	BUILT	0.00	1.50	☒	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211

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Pavement Database: FDOT

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4160	Surface: PCC
L.C.D. 1/1/2016	Use: APRON	Rank: P	Length: 305.00 (Ft)	Width: 190.00 (Ft)	True Area: 59640.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2016	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	Unknown	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒		
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐		
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY	
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT	
1/1/1955	IMPORT ED	BUILT	0.00	1.50	☒	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211	

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4165	Surface: PCC
L.C.D. 1/1/2012	Use: APRON	Rank: P	Length: 800.00 (Ft)	Width: 300.00 (Ft)	True Area: 66649.00002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2012	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	EXPAND APRON HARDSTAND @	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒		
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐		
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY	
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT	
1/1/1955	IMPORT ED	BUILT	0.00	1.50	☒	1955: 1.5" P-401 ON 1.5" P-201 ON 10" P-211	

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4170	Surface: AAC
L.C.D. 8/1/2016	Use: APRON	Rank: P	Length: 170.00 (Ft)	Width: 90.00 (Ft)	True Area: 18816.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL AND 3" P-401SP OVERLA	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	2.00	☒		
1/1/2003	MI-CO	Cold Milling	0.00	0.00	☐		
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY	
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	THIS FEATURE HAS AN EMULSION SEAL COAT	
1/1/1979	IMPORT ED	BUILT	0.00	3.00	☒	1979: 3" P-401 ON 13.5" P-211	

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4175	Surface: PCC
L.C.D. 1/1/1942	Use: APRON	Rank: P	Length: 189.00 (Ft)	Width: 75.00 (Ft)	True Area: 14910.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	ESTIMATE 1942 CONCRETE PAVEMENT	

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4176 Surface: AC
 L.C.D. 12/25/1955 Use: APRON Rank: P Length: 75.00 (Ft) Width: 48.00 (Ft) True Area: 3573.000001 (SqFt)

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

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4177 Surface: APC
 L.C.D. 8/1/2016 Use: APRON Rank: P Length: 145.00 (Ft) Width: 123.00 (Ft) True Area: 20899.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL AND 3" P-401SP OVERLA
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	7.00	☒	EXISTING 7" CONCRETE PAVEMENT
1/1/1978	IMPORT ED	BUILT	0.00	0.00	☒	1978: P-401 OVERLAY

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4178 Surface: APC
 L.C.D. 1/1/2013 Use: APRON Rank: P Length: 240.00 (Ft) Width: 240.00 (Ft) True Area: 59522.000001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2013	OL-AS	Overlay - AC Structural	0.00	0.00	☒	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	ESTIMATE 1942 CONCRETE PAVEMENT

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4179 Surface: APC
 L.C.D. 10/1/2011 Use: APRON Rank: P Length: 350.00 (Ft) Width: 306.00 (Ft) True Area: 77111.000002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
10/1/2011	OL-AS	Overlay - AC Structural	0.00	0.00	☒	
1/1/1942	NC-PC	New Construction - PCC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: AP MAIN MAIN APRON Section: 4180 Surface: AAC
 L.C.D. 1/2/1968 Use: APRON Rank: P Length: 625.00 (Ft) Width: 197.00 (Ft) True Area: 126695.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/2/1968	OL-AS	Overlay - AC Structural	0.00	0.00	☒	THIS FEATURE HAS A CHIP SEAL
1/1/1968	NC-AC	New Construction - AC	0.00	1.00	☒	1968: 1" TYPE-I AC ON 6" LIME R

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Pavement Database: FDOT

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4183	Surface: AAC
L.C.D. 1/1/2013	Use: APRON	Rank: P	Length: 100.00 (Ft)	Width: 308.00 (Ft)	True Area: 39947.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE THIS FEATURE HAS A CHIP SEAL ON PVT. SURFACE	
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☒		
1/1/1968	IMPORT ED	BUILT	0.00	1.00	☒		
1/1/1968	IMPORT ED	OVERLAY	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4185	Surface: APC
L.C.D. 1/1/2013	Use: APRON	Rank: P	Length: 126.00 (Ft)	Width: 55.00 (Ft)	True Area: 12820.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	PCC paved over as of 3/14/2013 ASSUME 1942 CONCRETE PAVEMENT	
1/1/2013	OL-AS	Overlay - AC Structural	0.00	0.00	☒		
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4190	Surface: PCC
L.C.D. 1/1/1942	Use: APRON	Rank: P	Length: 250.00 (Ft)	Width: 77.00 (Ft)	True Area: 18650.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	ASSUME 1942 CONCRETE PAVEMENT	

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4195	Surface: PCC
L.C.D. 1/1/1942	Use: APRON	Rank: P	Length: 250.00 (Ft)	Width: 45.00 (Ft)	True Area: 11250.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1942	IMPORT ED	BUILT	0.00	0.00	☒	ASSUME 1942 CONCRETE PAVEMENT	

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4198	Surface: PCC
L.C.D. 1/1/2003	Use: APRON	Rank: P	Length: 270.00 (Ft)	Width: 70.00 (Ft)	True Area: 18579.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: AP MAIN		MAIN APRON		Section: 4199	Surface: PCC
L.C.D. 1/1/2003	Use: APRON	Rank: P	Length: 360.00 (Ft)	Width: 80.00 (Ft)	True Area: 25200.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☒		

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: FBO CONN FBO CONNECTO Section: 125 Surface: APC

L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 44.00 (Ft) Width: 125.00 (Ft) True Area: 4598.000001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL AND 3" P-401SP OVERLA
10/1/2011	OL-AS	Overlay - AC Structural	0.00	0.00	☒	
1/1/1942	NC-PC	New Construction - PCC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: FBO CONN FBO CONNECTO Section: 127 Surface: APC

L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 53.00 (Ft) Width: 125.00 (Ft) True Area: 12891.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL AND 3" P-401SP OVERLA
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	7.00	☒	EXISTING 7" CONCRETE PAVEMENT
1/1/1978	IMPORT ED	BUILT	0.00	0.00	☒	1978: P-401 OVERLAY

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6115 Surface: AAC

L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 500.00 (Ft) Width: 100.00 (Ft) True Area: 50000.000001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	BUILT	0.00	4.00	☒	1988 4" P-401 SURFACE ON 4" P-401 BASE ON 14" P-211

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6120 Surface: AAC

L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 1,000.00 (Ft) Width: 25.00 (Ft) True Area: 25000.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	BUILT	0.00	4.00	☒	1988: 4" P-401 SURFACE ON 4" P-401 BASE ON 14" P-211

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6135 Surface: AAC

L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 200.00 (Ft) Width: 100.00 (Ft) True Area: 20000.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	1988: 4" P-401 OVERLAY
1/1/1978	IMPORT ED	OVERLAY	0.00	4.00	☒	1978: 4" P-401 OVERLAY
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	1977: P-401 OVERLAY
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958: 3" AC ON 6"-8" LIME ROCK BASE PLACED ON EXISTING PAV

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6140 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 400.00 (Ft) Width: 25.00 (Ft) True Area: 10000.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY 1978: 4" P-401 OVERLAY 1977: P-401 OVERLAY 1958: 3" AC ON 4"-8" LIME ROCK BASE PLACED ON EXISTING PAV
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1978	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6145 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 300.00 (Ft) Width: 100.00 (Ft) True Area: 30000.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 3" AC ON 6" - 8" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6150 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 600.00 (Ft) Width: 25.00 (Ft) True Area: 15000.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 3" AC ON 6" - 8" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6155 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 1,800.00 (Ft) Width: 100.00 (Ft) True Area: 180000.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 2" AC ON 5" - 6" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6160 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 3,600.00 (Ft) Width: 25.00 (Ft) True Area: 90000.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 2" AC ON 4" - 5" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6165 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 700.00 (Ft) Width: 100.00 (Ft) True Area: 70000.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 3" AC ON 6" - 8" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6170 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 1,400.00 (Ft) Width: 25.00 (Ft) True Area: 35000.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 3" AC ON 4" - 6" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6175 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 2,900.00 (Ft) Width: 100.00 (Ft) True Area: 290000.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 2" AC ON 5" - 6" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	

Network: ST. PETE-CLEARW Branch: RW 18-36 RUNWAY 18-36 Section: 6180 Surface: AAC
 L.C.D. 1/2/2003 Use: RUNWAY Rank: P Length: 5,800.00 (Ft) Width: 25.00 (Ft) True Area: 145000.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 4" P-401 OVERLAY EXISTING PAVEMENT 1977: P-401 OVERLAY 1958: 2" AC ON 4" -5" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	

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Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6185	Surface: AAC
L.C.D. 1/2/2003	Use: RUNWAY	Rank: P	Length: 2,100.00 (Ft)	Width: 100.00 (Ft)	True Area: 210000.0000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 4" P-401 OVERLAY	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐		
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒		
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	1977: P-401 OVERLAY	
1/1/1960	IMPORT ED	BUILT	0.00	2.00	☒	1960: 2" - 3" AC ON 8" - 10" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6190	Surface: AAC
L.C.D. 1/2/2003	Use: RUNWAY	Rank: P	Length: 4,200.00 (Ft)	Width: 25.00 (Ft)	True Area: 105000.0000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 4" P-401 OVERLAY	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐		
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒		
1/1/1977	IMPORT ED	OVERLAY	0.00	0.00	☒	1977: P-401 OVERLAY	
1/1/1960	IMPORT ED	BUILT	0.00	2.00	☒	1960: 2" - 3" AC ON 8" - 10" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6195	Surface: AAC
L.C.D. 1/1/2013	Use: RUNWAY	Rank: P	Length: 300.00 (Ft)	Width: 100.00 (Ft)	True Area: 30000.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☒	3" MILL AND OVERLAY TO CORR	
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6196	Surface: AAC
L.C.D. 1/1/2013	Use: RUNWAY	Rank: P	Length: 600.00 (Ft)	Width: 25.00 (Ft)	True Area: 15000.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☒	3" MILL AND OVERLAY TO CORR	
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6197	Surface: AC
L.C.D. 1/1/2006	Use: RUNWAY	Rank: P	Length: 929.00 (Ft)	Width: 100.00 (Ft)	True Area: 92900.00002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 18-36		RUNWAY 18-36		Section: 6198	Surface: AC
L.C.D. 1/1/2006	Use: RUNWAY	Rank: P	Length: 1,858.00 (Ft)	Width: 25.00 (Ft)	True Area: 46450.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒		

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Network: ST. PETE-CLEARW		Branch: RW 4-22		RUNWAY 4-22		Section: 6205	Surface: AAC
L.C.D. 1/1/2012		Use: RUNWAY	Rank: P	Length: 4,700.00 (Ft)	Width: 100.00 (Ft)	True Area: 474873.0001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1983: P-401 OVERLAY	
1/1/1983	IMPORT ED	BUILT	0.00	0.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 4-22		RUNWAY 4-22		Section: 6210	Surface: AAC
L.C.D. 1/1/2012		Use: RUNWAY	Rank: P	Length: 9,400.00 (Ft)	Width: 25.00 (Ft)	True Area: 237436.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1983: P-401 OVERLAY	
1/1/1983	IMPORT ED	BUILT	0.00	0.00	☒		
1/1/1983	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING AC PAVEMENT	

Network: ST. PETE-CLEARW		Branch: RW 4-22		RUNWAY 4-22		Section: 6215	Surface: AAC
L.C.D. 1/1/2012		Use: RUNWAY	Rank: P	Length: 495.00 (Ft)	Width: 100.00 (Ft)	True Area: 50072.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1988: 4" P-401 OVERLAY	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒		
1/1/1988	IMPORT ED	OVERLAY	0.00	3.00	☒	EXISTING 3" AC ON 10" LIME ROCK ON 1" SAND-ASPHALT 1978: 4" P-401 OVERLAY	
1/1/1978	IMPORT ED	BUILT	0.00	4.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 4-22		RUNWAY 4-22		Section: 6220	Surface: AAC
L.C.D. 1/1/2012		Use: RUNWAY	Rank: P	Length: 495.00 (Ft)	Width: 50.00 (Ft)	True Area: 25036.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1988: 4" P-401 OVERLAY	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒		
1/1/1988	IMPORT ED	OVERLAY	0.00	3.00	☒	EXISTING 3" AC ON 10" LIME ROCK ON 1" SAND-ASPHALT 1978: 4" P-401 OVERLAY	
1/1/1978	IMPORT ED	BUILT	0.00	4.00	☒		

Network: ST. PETE-CLEARW		Branch: RW 4-22		RUNWAY 4-22		Section: 6225	Surface: AC
L.C.D. 1/1/2006		Use: RUNWAY	Rank: P	Length: 453.00 (Ft)	Width: 100.00 (Ft)	True Area: 45300.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒		

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Pavement Database: FDOT

Network: ST. PETE-CLEARW		Branch: RW 4-22	RUNWAY 4-22		Section: 6230	Surface: AC
L.C.D. 1/1/2006	Use: RUNWAY	Rank: P	Length: 453.00 (Ft)	Width: 50.00 (Ft)	True Area: 22650.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: ST. PETE-CLEARW		Branch: TW 9-27	TAXIWAY 9-27		Section: 6310	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 150.00 (Ft)	Width: 100.00 (Ft)	True Area: 14004.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1/2"-2" Var Mill, 2"-3" Overlay
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 AC OVERLAY
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" AC ON 6"-8" LIMEROCK ON

Network: ST. PETE-CLEARW		Branch: TW 9-27	TAXIWAY 9-27		Section: 6315	Surface: AAC
L.C.D. 1/1/1994	Use: TAXIWAY	Rank: P	Length: 1,840.00 (Ft)	Width: 100.00 (Ft)	True Area: 174747.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 AC OVERLAY
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" AC ON 6"-8" LIMEROCK ON

Network: ST. PETE-CLEARW		Branch: TW 9-27	TAXIWAY 9-27		Section: 6320	Surface: AAC
L.C.D. 1/1/1994	Use: TAXIWAY	Rank: P	Length: 1,840.00 (Ft)	Width: 50.00 (Ft)	True Area: 87374.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 AC OVERLAY ON
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT SECTION
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" AC ON 4"-6" LIMEROCK ON

Network: ST. PETE-CLEARW		Branch: TW 9-27	TAXIWAY 9-27		Section: 6325	Surface: AAC
L.C.D. 1/2/2003	Use: TAXIWAY	Rank: P	Length: 230.00 (Ft)	Width: 100.00 (Ft)	True Area: 33073.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	1988: 1.5" - 4" P-401 OVERLAY EXISTING PAVEMENT 1958: 3" AC ON 6" - 8" LIME ROCK BASE
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	1.50	☒	
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	

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Network: ST. PETE-CLEARW		Branch: TW 9-27		TAXIWAY 9-27		Section: 6327	Surface: AAC
L.C.D. 1/1/1988		Use: TAXIWAY	Rank: P	Length: 150.00 (Ft)	Width: 53.00 (Ft)	True Area: 7950.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1988	IMPORT ED	OVERLAY	0.00	1.50	☒	1988: 1.5" - 4" P-401 OVERLAY	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958: 3" AC ON 6" - 8" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: TW 9-27		TAXIWAY 9-27		Section: 6330	Surface: AAC
L.C.D. 1/2/2003		Use: TAXIWAY	Rank: P	Length: 230.00 (Ft)	Width: 50.00 (Ft)	True Area: 11400.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/2/2003	OL-AS	Overlay - AC Structural	0.00	1.50	☒	1988: 1.5" - 4" P-401 OVERLAY	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐		
1/1/1988	IMPORT ED	OVERLAY	0.00	1.50	☒		
1/1/1988	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958: 3" AC ON 6" - 8" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: TW 9-27		TAXIWAY 9-27		Section: 6335	Surface: AAC
L.C.D. 1/1/1992		Use: TAXIWAY	Rank: P	Length: 340.00 (Ft)	Width: 100.00 (Ft)	True Area: 34097.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1992	IMPORT ED	OVERLAY	0.00	4.00	☒	1992: 4" P-401 OVERLAY	
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958: 3" AC ON 6" - 8" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: TW 9-27		TAXIWAY 9-27		Section: 6340	Surface: AAC
L.C.D. 1/1/1992		Use: TAXIWAY	Rank: P	Length: 340.00 (Ft)	Width: 50.00 (Ft)	True Area: 17048.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1992	IMPORT ED	OVERLAY	0.00	4.00	☒	1992: 4" P-401 OVERLAY	
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT	
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958: 3" AC ON 4" - 6" LIME ROCK BASE	

Network: ST. PETE-CLEARW		Branch: TW 9-27		TAXIWAY 9-27		Section: 6345	Surface: AAC
L.C.D. 1/1/1992		Use: TAXIWAY	Rank: P	Length: 450.00 (Ft)	Width: 100.00 (Ft)	True Area: 45000.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1992	IMPORT ED	OVERLAY	0.00	4.00	☒	1992: 4" P-401 OVERLAY	
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT	
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	1958: 2" AC ON 5" - 6" LIME ROCK BASE	

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6350 Surface: AAC L.C.D. 1/1/1992 Use: TAXIWAY Rank: P Length: 900.00 (Ft) Width: 25.00 (Ft) True Area: 22500.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORT ED	OVERLAY	0.00	4.00	☒	1992: 4" P-401 OVERLAY
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	1958: 2" AC ON 4" - 5" LIME ROCK BASE

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6355 Surface: AAC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 800.00 (Ft) Width: 100.00 (Ft) True Area: 80000.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" AC OVERLAY ON
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT SECTION
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	1958 2" AC ON 5" - 6" LIMEROCK BASE ON

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6360 Surface: AAC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 1,600.00 (Ft) Width: 25.00 (Ft) True Area: 40000.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" AC OVERLAY ON
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISITING PAVEMENT SECTION
1/1/1958	IMPORT ED	BUILT	0.00	2.00	☒	1958 2" AC ON 4" - 5" LIEROCK BASE ON

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6365 Surface: AAC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 345.00 (Ft) Width: 100.00 (Ft) True Area: 34500.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 OVERLAY ON
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" P401 ON 6" -8" P211

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6370 Surface: AAC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 345.00 (Ft) Width: 50.00 (Ft) True Area: 17250.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 OVERLAY
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" P401 ON 6" - 8" P211

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Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6375 Surface: AAC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 100.00 (Ft) True Area: 17000.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" Mill and Overlay P-401
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 OVERLAY ON
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" P401 ON 6" -8" P211

Network: ST. PETE-CLEARW Branch: TW 9-27 TAXIWAY 9-27 Section: 6380 Surface: AAC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 50.00 (Ft) True Area: 8500.000002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" Mill and Overlay P-401
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 OVERLAY
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" P401 ON 6" - 8" P211

Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 112 Surface: AAC
 L.C.D. 1/1/1990 Use: TAXIWAY Rank: P Length: 87.00 (Ft) Width: 47.00 (Ft) True Area: 4221.000001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	1990: FEATHERED P-401 OVERLAY
1/1/1968	IMPORT ED	BUILT	0.00	1.00	☒	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 114 Surface: AC
 L.C.D. 1/1/1968 Use: TAXIWAY Rank: P Length: 45.00 (Ft) Width: 43.00 (Ft) True Area: 2361.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	IMPORT ED	BUILT	0.00	1.00	☒	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 115 Surface: AAC
 L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 2,862.00 (Ft) Width: 50.00 (Ft) True Area: 225302.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL & 3" P-401SP OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	1990: P-401 OVERLAY
1/1/1978	IMPORT ED	OVERLAY	0.00	5.50	☒	1978: 5.5" P-401 OVERLAY
1/1/1958	IMPORT ED	BUILT	0.00	1.50	☒	1958: 1.5" AC AND 4" LIME ROCK PLACED ON EXISTING PAVEMEN

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Network: ST. PETE-CLEARW		Branch: TW A	TAXIWAY A		Section: 117	Surface: AAC
L.C.D. 8/1/2016	Use: TAXIWAY	Rank: P	Length: 137.00 (Ft)	Width: 68.00 (Ft)	True Area: 6019.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1990: FEATHERED P-401 OVERLAY 1968: 1" TYPE-I AC ON 6" LIME ROCK BASE
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1968	IMPORT ED	BUILT	0.00	1.00	☒	

Network: ST. PETE-CLEARW		Branch: TW A	TAXIWAY A		Section: 119	Surface: AC
L.C.D. 1/1/1968	Use: TAXIWAY	Rank: P	Length: 68.00 (Ft)	Width: 45.00 (Ft)	True Area: 3041.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	IMPORT ED	BUILT	0.00	1.00	☒	1968: 1" TYPE-I AC ON 6" LIME ROCK BASE

Network: ST. PETE-CLEARW		Branch: TW A	TAXIWAY A		Section: 130	Surface: AAC
L.C.D. 8/1/2016	Use: TAXIWAY	Rank: P	Length: 2,475.00 (Ft)	Width: 75.00 (Ft)	True Area: 361676.0001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	3.5" MILL & 4" P-401SP OVERLAY 1992: P-401 OVERLAY 1978: 4" NOMINAL P-401 ON 3" AC ON 10" LIME ROCK BASE
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1978	IMPORT ED	BUILT	0.00	4.00	☒	

Network: ST. PETE-CLEARW		Branch: TW A	TAXIWAY A		Section: 135	Surface: AAC
L.C.D. 8/1/2016	Use: TAXIWAY	Rank: P	Length: 2,475.00 (Ft)	Width: 75.00 (Ft)	True Area: 40056.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	3.5" MILL, 4" P-401SP OVERLAY 2012: MILL & RESURFACE TO AD 1992: P-401 OVERLAY 1978: 4" NOMINAL P-401 ON 3" AC ON 10" LIME ROCK BASE
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1978	IMPORT ED	BUILT	0.00	4.00	☒	

Network: ST. PETE-CLEARW		Branch: TW A	TAXIWAY A		Section: 140	Surface: AAC
L.C.D. 8/1/2016	Use: TAXIWAY	Rank: P	Length: 175.00 (Ft)	Width: 75.00 (Ft)	True Area: 17486.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	3.5" MILL & 4" P-401SP OVERLAY 1988: 4" P-401 OVERLAY 1978: 4" P-401 ON 3" AC ON 10" LIME ROCK BASE
1/2/2003	OL-AS	Overlay - AC Structural	0.00	3.00	☒	
1/1/2003	MI-CO	Cold Milling	0.00	0.75	☐	
1/1/1988	IMPORT ED	OVERLAY	0.00	4.00	☒	
1/1/1978	IMPORT ED	BUILT	0.00	4.00	☒	

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Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 155 Surface: AAC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 70.00 (Ft) Width: 140.00 (Ft) True Area: 7969.000002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL & 3" P-401SP OVERLAY
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	1992: FEATHERED P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	0.00	☒	1990: P-401 OVERLAY
1/1/1978	IMPORT ED	BUILT	0.00	9.00	☒	1978: 9" P-211 - ASSUME 1978 2" P-401 MILLED OFF IN 1990

Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 158 Surface: AAC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 1,700.00 (Ft) Width: 125.00 (Ft) True Area: 16692.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" MILL & 3" P-401SP OVERLAY
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW A TAXIWAY A Section: 160 Surface: AAC L.C.D. 1/1/2017 Use: TAXIWAY Rank: P Length: 1,640.00 (Ft) Width: 75.00 (Ft) True Area: 151945.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW A2 TAXIWAY A2 Section: 165 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 600.00 (Ft) Width: 100.00 (Ft) True Area: 60458.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.

Network: ST. PETE-CLEARW Branch: TW A3 TAXIWAY A3 Section: 168 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 400.00 (Ft) Width: 100.00 (Ft) True Area: 60311.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.

Network: ST. PETE-CLEARW Branch: TW A4 TAXIWAY A4 Section: 170 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 400.00 (Ft) Width: 100.00 (Ft) True Area: 58588.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.

Network: ST. PETE-CLEARW Branch: TW A5 TAXIWAY A5 Section: 175 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 400.00 (Ft) Width: 100.00 (Ft) True Area: 56987.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.

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Network: ST. PETE-CLEARW Branch: TW A6 TAXIWAY A6 Section: 180 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 400.00 (Ft) Width: 100.00 (Ft) True Area: 58658.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 205 Surface: AAC L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 124.00 (Ft) Width: 50.00 (Ft) True Area: 6200.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1958: 1.5" AC ON 4" LIME ROCK BASE ON EXISTING AC PAVEME
1/1/1958	IMPORT ED	BUILT	0.00	1.50	☒	

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 207 Surface: AAC L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 155.00 (Ft) Width: 50.00 (Ft) True Area: 7750.000002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1958: 1.5" AC ON 4" LIME ROCK BASE ON EXISTING AC PAVEME
1/1/1958	IMPORT ED	BUILT	0.00	1.50	☒	

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 210 Surface: AAC L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 130.00 (Ft) Width: 50.00 (Ft) True Area: 6353.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1992: P-401 OVERLAY
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1983	IMPORT ED	OVERLAY	0.00	0.00	☒	1983: P-401 OVERLAY
1/1/1958	IMPORT ED	BUILT	0.00	1.50	☒	1958: 1.5" AC AND 4" LIME ROCK PLACED ON EXISTING PAVEMEN

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 215 Surface: AC L.C.D. 1/1/2012 Use: TAXIWAY Rank: P Length: 300.00 (Ft) Width: 50.00 (Ft) True Area: 15387.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☒	2012: RECONSTRUCTION

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 220 Surface: AC L.C.D. 1/1/1965 Use: TAXIWAY Rank: P Length: 835.00 (Ft) Width: 50.00 (Ft) True Area: 40670.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1965	NU-IN	New Construction - Initial	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW B TAXIWAY B Section: 225 Surface: AC L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 280.00 (Ft) Width: 40.00 (Ft) True Area: 18112.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	NC-AC	New Construction - AC	0.00	0.00	☒	

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Network: ST. PETE-CLEARW		Branch: TW D	TAXIWAY D		Section: 405	Surface: AAC
L.C.D. 1/1/1990	Use: TAXIWAY	Rank: P	Length: 93.00 (Ft)	Width: 75.00 (Ft)	True Area: 6975.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1983	IMPORT ED	BUILT	0.00	0.00	☒	1983: P-401 OVERLAY ON EXISTING PAVEMENT

Network: ST. PETE-CLEARW		Branch: TW D	TAXIWAY D		Section: 407	Surface: AC
L.C.D. 1/1/1996	Use: TAXIWAY	Rank: P	Length: 140.00 (Ft)	Width: 100.00 (Ft)	True Area: 17580.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	NC-AC	New Construction - AC	0.00	0.00	☒	ESTIMATE 1996 OVERLAY

Network: ST. PETE-CLEARW		Branch: TW D	TAXIWAY D		Section: 410	Surface: AAC
L.C.D. 1/1/1992	Use: TAXIWAY	Rank: P	Length: 160.00 (Ft)	Width: 75.00 (Ft)	True Area: 10196.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	1992: FEATHERED P-401 OVERLAY
1/1/1990	IMPORT ED	OVERLAY	0.00	3.00	☒	1990: 3" P-401 OVERLAY
1/1/1983	IMPORT ED	BUILT	0.00	0.00	☒	1983: P-401 OVERLAY ON EXISTING PAVEMENT

Network: ST. PETE-CLEARW		Branch: TW F	TAXIWAY F		Section: 610	Surface: AC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 640.00 (Ft)	Width: 50.00 (Ft)	True Area: 47206.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	1989: P-401 OVERLAY EXISTING PAVEMENT 1984: 1.5" P-401 OVERLAY
1/1/1989	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1989	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1984	IMPORT ED	BUILT	0.00	1.50	☒	

Network: ST. PETE-CLEARW		Branch: TW G1	TAXIWAY G1		Section: 1330	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 85.00 (Ft)	Width: 85.00 (Ft)	True Area: 13135.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	

Network: ST. PETE-CLEARW		Branch: TW G1	TAXIWAY G1		Section: 1335	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 150.00 (Ft)	Width: 85.00 (Ft)	True Area: 12530.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	

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Network: ST. PETE-CLEARW		Branch: TW G	TAXIWAY G		Section: 1315	Surface: AC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 255.00 (Ft)	Width: 65.00 (Ft)	True Area: 19536.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: ST. PETE-CLEARW		Branch: TW G	TAXIWAY G		Section: 1320	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 190.00 (Ft)	Width: 90.00 (Ft)	True Area: 15822.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1/2"-2" Var Mill, 2"-3" Overlay
1/1/1994	IMPORT ED	OVERLAY	0.00	2.00	☒	1994 2" P401 AC OVERLAY
1/1/1994	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING PAVEMENT
1/1/1958	IMPORT ED	BUILT	0.00	3.00	☒	1958 3" AC ON 6"-8" LIMEROCK ON

Network: ST. PETE-CLEARW		Branch: TW G	TAXIWAY G		Section: 1325	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 3,875.00 (Ft)	Width: 50.00 (Ft)	True Area: 199036.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: ST. PETE-CLEARW		Branch: TW G2	TAXIWAY G2		Section: 1005	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 125.00 (Ft)	Width: 65.00 (Ft)	True Area: 15843.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: ST. PETE-CLEARW		Branch: TW G2	TAXIWAY G2		Section: 1010	Surface: AAC
L.C.D. 6/1/2018	Use: TAXIWAY	Rank: P	Length: 125.00 (Ft)	Width: 65.00 (Ft)	True Area: 8964.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE

Network: ST. PETE-CLEARW		Branch: TW G3	TAXIWAY G3		Section: 605	Surface: AAC
L.C.D. 1/1/1984	Use: TAXIWAY	Rank: P	Length: 132.00 (Ft)	Width: 61.00 (Ft)	True Area: 10930.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORT ED	BUILT	0.00	1.50	☒	1984: 1.5" P-401 OVERLAY PLACED ON
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	☒	EXISTING AC PAVEMENT

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Network: ST. PETE-CLEARW		Branch: TW G3		TAXIWAY G3		Section: 607		Surface: AAC	
L.C.D. 1/1/2012		Use: TAXIWAY		Rank: P		Length: 122.00 (Ft)		Width: 61.00 (Ft) True Area: 8732.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1984: 1.5" P-401 OVERLAY PLACED ON EXISTING AC PAVEMENT			
1/1/1984	IMPORT ED	BUILT	0.00	1.50	☒				
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	☒				

Network: ST. PETE-CLEARW		Branch: TW H		TAXIWAY H		Section: 810		Surface: AAC	
L.C.D. 1/2/1965		Use: TAXIWAY		Rank: P		Length: 798.00 (Ft)		Width: 75.00 (Ft) True Area: 59729.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/2/1965	OL-AS	Overlay - AC Structural	0.00	0.00	☒	THERE IS A SLURRY SEAL ON PO			
1/1/1965	NC-AC	New Construction - AC	0.00	0.00	☒	ESTIMATE 1965 AC PAVEMENT			

Network: ST. PETE-CLEARW		Branch: TW H		TAXIWAY H		Section: 815		Surface: AC	
L.C.D. 8/1/2016		Use: TAXIWAY		Rank: P		Length: 500.00 (Ft)		Width: 100.00 (Ft) True Area: 57784.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
8/1/2016	NU-IN	New Construction - Initial	0.00	0.00	☒	5" P-401SP, 12" P-211, COMP STAB.			

Network: ST. PETE-CLEARW		Branch: TW H		TAXIWAY H		Section: 820		Surface: AC	
L.C.D. 1/1/2017		Use: TAXIWAY		Rank: P		Length: 75.00 (Ft)		Width: 64.00 (Ft) True Area: 4760.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2017	RC-AC	Reconstruct with AC	0.00	0.00	☒	ESTIMATE 1965 AC PAVEMENT			
1/1/1965	IMPORT ED	BUILT	0.00	0.00	☒				
1/1/1965	IMPORT ED	OVERLAY	0.00	0.00	☒				
							THERE IS A SLURRY SEAL ON PORTIONS OF THIS FEATURE		

Network: ST. PETE-CLEARW		Branch: TW K		TAXIWAY K		Section: 1120		Surface: AC	
L.C.D. 1/1/1984		Use: TAXIWAY		Rank: P		Length: 67.00 (Ft)		Width: 20.00 (Ft) True Area: 1346.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE			

Network: ST. PETE-CLEARW		Branch: TW K		TAXIWAY K		Section: 1125		Surface: AC	
L.C.D. 1/1/1984		Use: TAXIWAY		Rank: P		Length: 62.00 (Ft)		Width: 20.00 (Ft) True Area: 1472.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/1984	IMPORT ED	BUILT	0.00	3.00	☒	1984: 3" P-401 SURFACE ON 7.5" P-401 BASE			

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Pavement Database: FDOT

Network: ST. PETE-CLEARW Branch: TW L TAXIWAY L Section: 1205 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 164.00 (Ft) Width: 100.00 (Ft) True Area: 22175.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	MILL TO BASE COURSE. 4" AC, R
1/1/1986	IMPORT ED	BUILT	0.00	3.00	☒	1986: 3" P-401 ON 14" P-211

Network: ST. PETE-CLEARW Branch: TW L TAXIWAY L Section: 1215 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 150.00 (Ft) Width: 80.00 (Ft) True Area: 13483.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	MILL TO BASE COURSE. 4" AC, R
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	1992: FEATHERED P-401 OVERLAY
1/1/1986	IMPORT ED	BUILT	0.00	3.00	☒	1986: 3" P-401 ON 14" P-211

Network: ST. PETE-CLEARW Branch: TW L TAXIWAY L Section: 1245 Surface: AC L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 1,043.00 (Ft) Width: 50.00 (Ft) True Area: 52150.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW P TAXIWAY P Section: 1250 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 415.00 (Ft) Width: 50.00 (Ft) True Area: 27739.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	MILL TO BASE COURSE. 4" AC, R
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW P TAXIWAY P Section: 1255 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 1,100.00 (Ft) Width: 50.00 (Ft) True Area: 52339.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	MILL TO BASE COURSE. 4" AC, R
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW Q TAXIWAY Q Section: 1705 Surface: AAC L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 155.00 (Ft) Width: 30.00 (Ft) True Area: 4449.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☒	

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Network: ST. PETE-CLEARW Branch: TW Q TAXIWAY Q Section: 1710 Surface: AC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 125.00 (Ft) Width: 25.00 (Ft) True Area: 3632.000001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: ST. PETE-CLEARW Branch: TW T TAXIWAY T Section: 2010 Surface: AAC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 173.00 (Ft) Width: 75.00 (Ft) True Area: 12963.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00	☒	1992: P-401 OVERLAY
1/1/1983	IMPORT ED	OVERLAY	0.00	0.00	☒	1983: P-401 OVERLAY
1/1/1960	IMPORT ED	BUILT	0.00	3.00	☒	1960: 3" BIT. SURFACE ON 10" LIME ROCK BASE

Network: ST. PETE-CLEARW Branch: TW T TAXIWAY T Section: 2020 Surface: AAC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 200.00 (Ft) Width: 75.00 (Ft) True Area: 14337.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	0"-2" Mill, 2" Overlay P-401
1/1/1996	IMPORT ED	BUILT	0.00	0.00	☒	ESTIMATE 1996 OVERLAY

Network: ST. PETE-CLEARW Branch: TW T TAXIWAY T Section: 2045 Surface: AAC
 L.C.D. 8/1/2016 Use: TAXIWAY Rank: P Length: 380.00 (Ft) Width: 50.00 (Ft) True Area: 17962.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" Mill, 3" P-401SP Overlay
1/1/1997	IMPORT ED	BUILT	0.00	13.00	☒	13" 95% COMPACTED SUBGRADE
1/1/1997	IMPORT ED	OVERLAY	0.00	18.00	☒	18" 100% COMPACTED SUBGRADE ON
1/1/1997	IMPORT ED	OVERLAY	0.00	4.00	☒	1997 4" P401 ON 12" P211 ON 12" P160 ON

Network: ST. PETE-CLEARW Branch: TW T TAXIWAY T Section: 2050 Surface: AAC
 L.C.D. 6/1/2018 Use: TAXIWAY Rank: P Length: 1,700.00 (Ft) Width: 94.00 (Ft) True Area: 149440.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☒	
1/1/1997	IMPORT ED	BUILT	0.00	13.00	☒	13" 95% COMPACTED SUBGRADE
1/1/1997	IMPORT ED	OVERLAY	0.00	18.00	☒	18" 100% COMPACTED SUBGRADE ON
1/1/1997	IMPORT ED	OVERLAY	0.00	4.00	☒	1997 4" P401 ON 12" P211 ON 12" P160 ON

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	83	4,779,017.00	2.36	2.22
Cold Milling	26	1,942,486.00	0.49	0.36
Complete Reconstruction - AC	6	215,092.00	0.00	0.00
Complete Reconstruction - PCC	3	346,604.00	0.00	0.00
MILL and OVERLAY	43	2,694,387.00	0.00	0.00
New Construction - AC	14	666,221.00	0.07	0.26
New Construction - Initial	15	592,872.00	0.00	0.00
New Construction - PCC	3	245,008.00	0.00	0.00
OVERLAY	114	7,335,574.00	1.82	2.84
Overlay - AC Structural	35	2,623,642.00	1.67	1.12
Reconstruct with AC	1	4,760.00	0.00	0.00
Surface Treatment - Seal Coat	6	442,790.00	0.00	0.00

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Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP MAIN	22	9,522.00	152.45	1,197,982.00	APRON	62.86	32.27	69.66
FBO CONN	2	97.00	125.00	17,489.00	TAXIWAY	76.00	12.00	81.69
RW 18-36	18	29,187.00	62.50	1,459,350.00	RUNWAY	59.83	11.60	55.71
RW 4-22	6	15,996.00	70.83	855,367.00	RUNWAY	61.83	18.57	74.54
TW 9-27	16	9,900.00	72.06	644,443.00	TAXIWAY	47.31	26.90	37.31
TW A	11	11,734.00	74.36	836,768.00	TAXIWAY	63.91	23.94	78.13
TW A2	1	600.00	100.00	60,458.00	TAXIWAY	89.00	0.00	89.00
TW A3	1	400.00	100.00	60,311.00	TAXIWAY	88.00	0.00	88.00
TW A4	1	400.00	100.00	58,588.00	TAXIWAY	90.00	0.00	90.00
TW A5	1	400.00	100.00	56,987.00	TAXIWAY	89.00	0.00	89.00
TW A6	1	400.00	100.00	58,658.00	TAXIWAY	90.00	0.00	90.00
TW B	6	1,824.00	48.33	94,472.00	TAXIWAY	83.83	30.32	61.99
TW D	3	393.00	83.33	34,751.00	TAXIWAY	33.00	1.63	33.61
TW F	1	640.00	50.00	47,206.00	TAXIWAY	100.00	0.00	100.00
TW G	3	4,320.00	68.33	234,394.00	TAXIWAY	100.00	0.00	100.00
TW G1	2	235.00	85.00	25,665.00	TAXIWAY	100.00	0.00	100.00
TW G2	2	250.00	65.00	24,807.00	TAXIWAY	100.00	0.00	100.00
TW G3	2	254.00	61.00	19,662.00	TAXIWAY	56.50	32.50	52.87
TW H	3	1,373.00	79.67	122,273.00	TAXIWAY	62.00	40.31	48.95
TW K	2	129.00	20.00	2,818.00	TAXIWAY	41.50	0.50	41.52
TW L	3	1,357.00	76.67	87,808.00	TAXIWAY	89.00	1.63	88.32
TW P	2	1,515.00	50.00	80,078.00	TAXIWAY	91.00	2.00	91.61
TW Q	2	280.00	27.50	8,081.00	TAXIWAY	100.00	0.00	100.00
TW T	4	2,453.00	73.50	194,702.00	TAXIWAY	95.00	8.66	98.15

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Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	22	1,197,982.00	62.86	32.27	69.66
RUNWAY	24	2,314,717.00	60.33	13.71	62.67
TAXIWAY	69	2,770,419.00	70.59	30.08	72.03
ALL	115	6,283,118.00	66.97	28.31	68.13

Pavement Database: FDOT

NetworkId: PIE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP MAIN	4105	1/2/2003	APC	APRON	P	0	163,299.00	12/10/2018	15	36
AP MAIN	4107	1/1/2016	PCC	APRON	P	0	220,315.00	1/1/2016	0	100
AP MAIN	4110	6/1/2018	AAC	APRON	P	0	56,000.00	6/1/2018	0	100
AP MAIN	4123	6/1/2018	APC	APRON	P	0	43,794.00	6/1/2018	0	100
AP MAIN	4150	6/1/2018	AAC	APRON	P	0	14,083.00	6/1/2018	0	100
AP MAIN	4155	1/2/2003	AAC	APRON	P	0	33,689.00	12/10/2018	15	69
AP MAIN	4157	8/1/2016	AAC	APRON	P	0	92,541.00	12/10/2018	2	80
AP MAIN	4160	1/1/2016	PCC	APRON	P	0	59,640.00	1/1/2016	0	100
AP MAIN	4165	1/1/2012	PCC	APRON	P	0	66,649.00	12/10/2018	6	97
AP MAIN	4170	8/1/2016	AAC	APRON	P	0	18,816.00	12/10/2018	2	89
AP MAIN	4175	1/1/1942	PCC	APRON	P	0	14,910.00	12/10/2018	76	9
AP MAIN	4176	12/25/1955	AC	APRON	P	0	3,573.00	12/10/2018	63	28
AP MAIN	4177	8/1/2016	APC	APRON	P	0	20,899.00	12/10/2018	2	86
AP MAIN	4178	1/1/2013	APC	APRON	P	0	59,522.00	12/10/2018	5	57
AP MAIN	4179	10/1/2011	APC	APRON	P	0	77,111.00	12/10/2018	7	72
AP MAIN	4180	1/2/1968	AAC	APRON	P	0	126,695.00	12/10/2018	50	28
AP MAIN	4183	1/1/2013	AAC	APRON	P	0	39,947.00	12/10/2018	5	62
AP MAIN	4185	1/1/2013	APC	APRON	P	0	12,820.00	12/10/2018	5	47
AP MAIN	4190	1/1/1942	PCC	APRON	P	0	18,650.00	12/10/2018	76	14
AP MAIN	4195	1/1/1942	PCC	APRON	P	0	11,250.00	12/10/2018	76	9
AP MAIN	4198	1/1/2003	PCC	APRON	P	0	18,579.00	12/10/2018	15	25
AP MAIN	4199	1/1/2003	PCC	APRON	P	0	25,200.00	12/10/2018	15	75
FBO CONN	125	8/1/2016	APC	TAXIWAY	P	0	4,598.00	12/10/2018	2	64
FBO CONN	127	8/1/2016	APC	TAXIWAY	P	0	12,891.00	12/10/2018	2	88
RW 18-36	6115	1/2/2003	AAC	RUNWAY	P	0	50,000.00	12/10/2018	15	48
RW 18-36	6120	1/2/2003	AAC	RUNWAY	P	0	25,000.00	12/10/2018	15	67
RW 18-36	6135	1/2/2003	AAC	RUNWAY	P	0	20,000.00	12/10/2018	15	58
RW 18-36	6140	1/2/2003	AAC	RUNWAY	P	0	10,000.00	12/10/2018	15	59
RW 18-36	6145	1/2/2003	AAC	RUNWAY	P	0	30,000.00	12/10/2018	15	51

RW 18-36	6150	1/2/2003	AAC	RUNWAY	P	0	15,000.00	12/10/2018	15	59
RW 18-36	6155	1/2/2003	AAC	RUNWAY	P	0	180,000.00	12/10/2018	15	49
RW 18-36	6160	1/2/2003	AAC	RUNWAY	P	0	90,000.00	12/10/2018	15	70
RW 18-36	6165	1/2/2003	AAC	RUNWAY	P	0	70,000.00	12/10/2018	15	49
RW 18-36	6170	1/2/2003	AAC	RUNWAY	P	0	35,000.00	12/10/2018	15	66
RW 18-36	6175	1/2/2003	AAC	RUNWAY	P	0	290,000.00	12/10/2018	15	51
RW 18-36	6180	1/2/2003	AAC	RUNWAY	P	0	145,000.00	12/10/2018	15	70
RW 18-36	6185	1/2/2003	AAC	RUNWAY	P	0	210,000.00	12/10/2018	15	47
RW 18-36	6190	1/2/2003	AAC	RUNWAY	P	0	105,000.00	12/10/2018	15	68
RW 18-36	6195	1/1/2013	AAC	RUNWAY	P	0	30,000.00	12/10/2018	5	79
RW 18-36	6196	1/1/2013	AAC	RUNWAY	P	0	15,000.00	12/10/2018	5	79
RW 18-36	6197	1/1/2006	AC	RUNWAY	P	0	92,900.00	12/10/2018	12	37
RW 18-36	6198	1/1/2006	AC	RUNWAY	P	0	46,450.00	12/10/2018	12	70
RW 4-22	6205	1/1/2012	AAC	RUNWAY	P	0	474,873.00	12/10/2018	6	77
RW 4-22	6210	1/1/2012	AAC	RUNWAY	P	0	237,436.00	12/10/2018	6	81
RW 4-22	6215	1/1/2012	AAC	RUNWAY	P	0	50,072.00	12/10/2018	6	63
RW 4-22	6220	1/1/2012	AAC	RUNWAY	P	0	25,036.00	12/10/2018	6	70
RW 4-22	6225	1/1/2006	AC	RUNWAY	P	0	45,300.00	12/10/2018	12	55
RW 4-22	6230	1/1/2006	AC	RUNWAY	P	0	22,650.00	12/10/2018	12	25
TW 9-27	6310	6/1/2018	AAC	TAXIWAY	P	0	14,004.00	6/1/2018	0	100
TW 9-27	6315	1/1/1994	AAC	TAXIWAY	P	0	174,747.00	12/10/2018	24	30
TW 9-27	6320	1/1/1994	AAC	TAXIWAY	P	0	87,374.00	12/10/2018	24	40
TW 9-27	6325	1/2/2003	AAC	TAXIWAY	P	0	33,073.00	12/10/2018	15	37
TW 9-27	6327	1/1/1988	AAC	TAXIWAY	P	0	7,950.00	12/10/2018	30	25
TW 9-27	6330	1/2/2003	AAC	TAXIWAY	P	0	11,400.00	12/10/2018	15	58
TW 9-27	6335	1/1/1992	AAC	TAXIWAY	P	0	34,097.00	12/10/2018	26	28
TW 9-27	6340	1/1/1992	AAC	TAXIWAY	P	0	17,048.00	12/10/2018	26	29
TW 9-27	6345	1/1/1992	AAC	TAXIWAY	P	0	45,000.00	12/10/2018	26	23
TW 9-27	6350	1/1/1992	AAC	TAXIWAY	P	0	22,500.00	12/10/2018	26	30
TW 9-27	6355	1/1/1994	AAC	TAXIWAY	P	0	80,000.00	12/10/2018	24	26

TW 9-27	6360	1/1/1994	AAC	TAXIWAY	P	0	40,000.00	12/10/2018	24	50
TW 9-27	6365	1/1/1994	AAC	TAXIWAY	P	0	34,500.00	12/10/2018	24	37
TW 9-27	6370	1/1/1994	AAC	TAXIWAY	P	0	17,250.00	12/10/2018	24	44
TW 9-27	6375	6/1/2018	AAC	TAXIWAY	P	0	17,000.00	6/1/2018	0	100
TW 9-27	6380	6/1/2018	AAC	TAXIWAY	P	0	8,500.00	6/1/2018	0	100
TW A	112	1/1/1990	AAC	TAXIWAY	P	0	4,221.00	12/10/2018	28	44
TW A	114	1/1/1968	AC	TAXIWAY	P	0	2,361.00	12/10/2018	50	28
TW A	115	8/1/2016	AAC	TAXIWAY	P	0	225,302.00	12/10/2018	2	70
TW A	117	8/1/2016	AAC	TAXIWAY	P	0	6,019.00	12/10/2018	2	51
TW A	119	1/1/1968	AC	TAXIWAY	P	0	3,041.00	12/10/2018	50	20
TW A	130	8/1/2016	AAC	TAXIWAY	P	0	361,676.00	12/10/2018	2	76
TW A	135	8/1/2016	AAC	TAXIWAY	P	0	40,056.00	12/10/2018	2	76
TW A	140	8/1/2016	AAC	TAXIWAY	P	0	17,486.00	12/10/2018	2	79
TW A	155	8/1/2016	AAC	TAXIWAY	P	0	7,969.00	12/10/2018	2	89
TW A	158	8/1/2016	AAC	TAXIWAY	P	0	16,692.00	12/10/2018	2	70
TW A	160	1/1/2017	AAC	TAXIWAY	P	0	151,945.00	1/1/2017	0	100
TW A2	165	8/1/2016	AC	TAXIWAY	P	0	60,458.00	12/10/2018	2	89
TW A3	168	8/1/2016	AC	TAXIWAY	P	0	60,311.00	12/10/2018	2	88
TW A4	170	8/1/2016	AC	TAXIWAY	P	0	58,588.00	12/10/2018	2	90
TW A5	175	8/1/2016	AC	TAXIWAY	P	0	56,987.00	12/10/2018	2	89
TW A6	180	8/1/2016	AC	TAXIWAY	P	0	58,658.00	12/10/2018	2	90
TW B	205	6/1/2018	AAC	TAXIWAY	P	0	6,200.00	6/1/2018	0	100
TW B	207	6/1/2018	AAC	TAXIWAY	P	0	7,750.00	6/1/2018	0	100
TW B	210	6/1/2018	AAC	TAXIWAY	P	0	6,353.00	6/1/2018	0	100
TW B	215	1/1/2012	AC	TAXIWAY	P	0	15,387.00	12/10/2018	6	86
TW B	220	1/1/1965	AC	TAXIWAY	P	0	40,670.00	12/10/2018	53	17
TW B	225	6/1/2018	AC	TAXIWAY	P	0	18,112.00	6/1/2018	0	100
TW D	405	1/1/1990	AAC	TAXIWAY	P	0	6,975.00	12/10/2018	28	31
TW D	407	1/1/1996	AC	TAXIWAY	P	0	17,580.00	12/10/2018	22	35
TW D	410	1/1/1992	AAC	TAXIWAY	P	0	10,196.00	12/10/2018	26	33
TW F	610	6/1/2018	AC	TAXIWAY	P	0	47,206.00	6/1/2018	0	100
TW G	1315	6/1/2018	AC	TAXIWAY	P	0	19,536.00	6/1/2018	0	100
TW G	1320	6/1/2018	AAC	TAXIWAY	P	0	15,822.00	6/1/2018	0	100
TW G	1325	6/1/2018	AAC	TAXIWAY	P	0	199,036.00	6/1/2018	0	100

TW G1	1330	6/1/2018	AAC	TAXIWAY	P	0	13,135.00	6/1/2018	0	100
TW G1	1335	6/1/2018	AAC	TAXIWAY	P	0	12,530.00	6/1/2018	0	100
TW G2	1005	6/1/2018	AAC	TAXIWAY	P	0	15,843.00	6/1/2018	0	100
TW G2	1010	6/1/2018	AAC	TAXIWAY	P	0	8,964.00	6/1/2018	0	100
TW G3	605	1/1/1984	AAC	TAXIWAY	P	0	10,930.00	12/10/2018	34	24
TW G3	607	1/1/2012	AAC	TAXIWAY	P	0	8,732.00	12/10/2018	6	89
TW H	810	1/2/1965	AAC	TAXIWAY	P	0	59,729.00	12/10/2018	53	5
TW H	815	8/1/2016	AC	TAXIWAY	P	0	57,784.00	12/10/2018	2	91
TW H	820	1/1/2017	AC	TAXIWAY	P	0	4,760.00	12/10/2018	1	90
TW K	1120	1/1/1984	AC	TAXIWAY	P	0	1,346.00	12/10/2018	34	41
TW K	1125	1/1/1984	AC	TAXIWAY	P	0	1,472.00	12/10/2018	34	42
TW L	1205	8/1/2016	AC	TAXIWAY	P	0	22,175.00	12/10/2018	2	91
TW L	1215	8/1/2016	AC	TAXIWAY	P	0	13,483.00	12/10/2018	2	89
TW L	1245	8/1/2016	AC	TAXIWAY	P	0	52,150.00	12/10/2018	2	87
TW P	1250	1/1/2016	AC	TAXIWAY	P	0	27,739.00	12/10/2018	2	89
TW P	1255	1/1/2016	AC	TAXIWAY	P	0	52,339.00	12/10/2018	2	93
TW Q	1705	6/1/2018	AAC	TAXIWAY	P	0	4,449.00	6/1/2018	0	100
TW Q	1710	6/1/2018	AC	TAXIWAY	P	0	3,632.00	6/1/2018	0	100
TW T	2010	6/1/2018	AAC	TAXIWAY	P	0	12,963.00	6/1/2018	0	100
TW T	2020	6/1/2018	AAC	TAXIWAY	P	0	14,337.00	6/1/2018	0	100
TW T	2045	8/1/2016	AAC	TAXIWAY	P	0	17,962.00	12/10/2018	2	80
TW T	2050	6/1/2018	AAC	TAXIWAY	P	0	149,440.00	6/1/2018	0	100

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02	1	2,508,928.00	51	91.65	11.05	89.58
03-05	5	157,289.00	5	64.80	12.56	63.75
06-10	6	955,296.00	8	79.38	10.40	78.32
11-15	15	1,767,540.00	24	54.13	14.09	52.75
21-25	24	451,451.00	7	37.43	7.56	34.26
26-30	27	147,987.00	8	30.38	5.96	27.68
31-35	34	13,748.00	3	35.67	8.26	27.59
41-50	50	132,097.00	3	25.33	3.77	27.82
50+	66	148,782.00	6	13.67	7.48	10.66
ALL	13	6,283,118.00	115	66.97	28.31	68.13

Appendix B

Airfield Pavement Localized Maintenance and Repair and
Major Rehabilitation



Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	AP MAIN	4105	43	BLOCK CR	Medium	15046.33	SqFt	9.2%	FDOT - CRACK SEALING - AC	4586	Ft	\$ 3.00	\$ 13,760.00
PIE	AP MAIN	4105	45	DEPRESSION	Low	4603.08	SqFt	2.8%	FDOT - PATCHING - AC FULL DEPTH	4880.4	SqFt	\$ 12.50	\$ 61,010.00
PIE	AP MAIN	4105	48	L & T CR	Medium	993.64	Ft	0.6%	FDOT - CRACK SEALING - AC	993.8	Ft	\$ 3.00	\$ 2,990.00
PIE	AP MAIN	4105	52	RAVELING	Low	103052.92	SqFt	63.1%	FDOT - SURFACE SEAL	103052.6	SqFt	\$ 0.55	\$ 56,680.00
PIE	AP MAIN	4105	52	RAVELING	Medium	59536.26	SqFt	36.5%	FDOT - PATCHING - AC PARTIAL DEPTH	59536.3	SqFt	\$ 5.50	\$ 327,450.00
PIE	AP MAIN	4155	48	L & T CR	Medium	258.92	Ft	0.8%	FDOT - CRACK SEALING - AC	258.9	Ft	\$ 3.00	\$ 780.00
PIE	AP MAIN	4155	52	RAVELING	Low	2830.15	SqFt	8.4%	FDOT - SURFACE SEAL	2829.8	SqFt	\$ 0.55	\$ 1,560.00
PIE	AP MAIN	4157	52	RAVELING	Low	1456.68	SqFt	1.6%	FDOT - SURFACE SEAL	1456.4	SqFt	\$ 0.55	\$ 810.00
PIE	AP MAIN	4157	55	SLIPPAGE CR	N/A	34.01	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	61.4	SqFt	\$ 5.50	\$ 340.00
PIE	AP MAIN	4165	74	JOINT SPALL	Low	5.42	Slabs	2.6%	FDOT - CRACK SEALING - PCC	8.9	Ft	\$ 4.25	\$ 40.00
PIE	AP MAIN	4175	62	CORNER BREAK	Low	4	Slabs	8.0%	FDOT - CRACK SEALING - PCC	32.8	Ft	\$ 4.25	\$ 140.00
PIE	AP MAIN	4175	63	LINEAR CR	Medium	36	Slabs	72.0%	FDOT - CRACK SEALING - PCC	666	Ft	\$ 4.25	\$ 2,840.00
PIE	AP MAIN	4175	65	JT SEAL DMG	High	50	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1484.3	Ft	\$ 2.75	\$ 4,090.00
PIE	AP MAIN	4175	70	SCALING	High	2	Slabs	4.0%	FDOT - SLAB REPLACEMENT - PCC	750.2	SqFt	\$ 30.00	\$ 22,500.00
PIE	AP MAIN	4175	72	SHAT. SLAB	Low	4	Slabs	8.0%	FDOT - CRACK SEALING - PCC	148	Ft	\$ 4.25	\$ 630.00
PIE	AP MAIN	4175	72	SHAT. SLAB	Medium	8	Slabs	16.0%	FDOT - SLAB REPLACEMENT - PCC	2400.4	SqFt	\$ 30.00	\$ 72,000.00
PIE	AP MAIN	4175	74	JOINT SPALL	Medium	10	Slabs	20.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	64.6	SqFt	\$ 72.00	\$ 4,660.00
PIE	AP MAIN	4175	74	JOINT SPALL	High	6	Slabs	12.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	48.4	SqFt	\$ 72.00	\$ 3,490.00
PIE	AP MAIN	4175	75	CORNER SPALL	Low	4	Slabs	8.0%	FDOT - CRACK SEALING - PCC	6.6	Ft	\$ 4.25	\$ 30.00
PIE	AP MAIN	4175	75	CORNER SPALL	Medium	2	Slabs	4.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	5.4	SqFt	\$ 72.00	\$ 390.00
PIE	AP MAIN	4175	75	CORNER SPALL	High	4	Slabs	8.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	10.8	SqFt	\$ 72.00	\$ 780.00
PIE	AP MAIN	4176	41	ALLIGATOR CR	Low	13.99	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	33.4	SqFt	\$ 12.50	\$ 420.00
PIE	AP MAIN	4176	43	BLOCK CR	Medium	2370	SqFt	66.3%	FDOT - CRACK SEALING - AC	722.4	Ft	\$ 3.00	\$ 2,170.00
PIE	AP MAIN	4176	45	DEPRESSION	Low	117.97	SqFt	3.3%	FDOT - PATCHING - AC FULL DEPTH	165.8	SqFt	\$ 12.50	\$ 2,080.00
PIE	AP MAIN	4176	50	PATCHING	Medium	55	SqFt	1.5%	FDOT - PATCHING - AC FULL DEPTH	89.3	SqFt	\$ 12.50	\$ 1,120.00
PIE	AP MAIN	4176	50	PATCHING	High	17.98	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	38.8	SqFt	\$ 12.50	\$ 490.00
PIE	AP MAIN	4176	52	RAVELING	Low	3499.99	SqFt	98.0%	FDOT - SURFACE SEAL	3500.4	SqFt	\$ 0.55	\$ 1,930.00
PIE	AP MAIN	4176	56	SWELLING	Medium	4.95	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	18.3	SqFt	\$ 12.50	\$ 230.00
PIE	AP MAIN	4177	45	DEPRESSION	Low	112.27	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	159.3	SqFt	\$ 12.50	\$ 1,990.00
PIE	AP MAIN	4178	52	RAVELING	Low	59437.56	SqFt	99.9%	FDOT - SURFACE SEAL	59437.2	SqFt	\$ 0.55	\$ 32,700.00
PIE	AP MAIN	4178	52	RAVELING	Medium	84.39	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	84	SqFt	\$ 5.50	\$ 470.00
PIE	AP MAIN	4180	41	ALLIGATOR CR	Low	520.87	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	616.8	SqFt	\$ 12.50	\$ 7,710.00
PIE	AP MAIN	4180	45	DEPRESSION	Low	244.13	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	311.1	SqFt	\$ 12.50	\$ 3,890.00
PIE	AP MAIN	4180	48	L & T CR	Medium	1057.97	Ft	0.8%	FDOT - CRACK SEALING - AC	1058.1	Ft	\$ 3.00	\$ 3,180.00
PIE	AP MAIN	4180	50	PATCHING	Medium	2628.65	SqFt	2.1%	FDOT - PATCHING - AC FULL DEPTH	2839.5	SqFt	\$ 12.50	\$ 35,490.00
PIE	AP MAIN	4180	52	RAVELING	Medium	118874.26	SqFt	93.8%	FDOT - PATCHING - AC PARTIAL DEPTH	118874.5	SqFt	\$ 5.50	\$ 653,810.00
PIE	AP MAIN	4183	48	L & T CR	Medium	290.32	Ft	0.7%	FDOT - CRACK SEALING - AC	290.4	Ft	\$ 3.00	\$ 880.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	AP MAIN	4183	52	RAVELING	Low	39947.02	SqFt	100.0%	FDOT - SURFACE SEAL	39947	SqFt	\$ 0.55	\$ 21,980.00
PIE	AP MAIN	4185	45	DEPRESSION	Low	204.84	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	266.9	SqFt	\$ 12.50	\$ 3,340.00
PIE	AP MAIN	4185	47	JT REF. CR	Medium	182.09	Ft	1.4%	FDOT - CRACK SEALING - AC	182.1	Ft	\$ 3.00	\$ 550.00
PIE	AP MAIN	4185	48	L & T CR	Medium	142.26	Ft	1.1%	FDOT - CRACK SEALING - AC	142.4	Ft	\$ 3.00	\$ 430.00
PIE	AP MAIN	4190	63	LINEAR CR	Medium	43.13	Slabs	69.6%	FDOT - CRACK SEALING - PCC	797.9	Ft	\$ 4.25	\$ 3,400.00
PIE	AP MAIN	4190	63	LINEAR CR	High	8.09	Slabs	13.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	490.8	SqFt	\$ 72.00	\$ 35,350.00
PIE	AP MAIN	4190	65	JT SEAL DMG	High	62	Slabs	100.0%	FDOT - JOINT SEAL - PCC	2047.2	Ft	\$ 2.75	\$ 5,630.00
PIE	AP MAIN	4190	74	JOINT SPALL	Low	2.7	Slabs	4.4%	FDOT - CRACK SEALING - PCC	4.3	Ft	\$ 4.25	\$ 20.00
PIE	AP MAIN	4190	74	JOINT SPALL	Medium	8.09	Slabs	13.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	52.7	SqFt	\$ 72.00	\$ 3,770.00
PIE	AP MAIN	4190	74	JOINT SPALL	High	2.7	Slabs	4.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	21.5	SqFt	\$ 72.00	\$ 1,570.00
PIE	AP MAIN	4190	75	CORNER SPALL	High	2.7	Slabs	4.4%	FDOT - PATCHING - PCC PARTIAL DEPTH	7.5	SqFt	\$ 72.00	\$ 530.00
PIE	AP MAIN	4195	62	CORNER BREAK	Medium	4.6	Slabs	10.0%	FDOT - PATCHING - PCC FULL DEPTH	148.5	SqFt	\$ 185.00	\$ 27,490.00
PIE	AP MAIN	4195	63	LINEAR CR	Medium	9.2	Slabs	20.0%	FDOT - CRACK SEALING - PCC	151.9	Ft	\$ 4.25	\$ 650.00
PIE	AP MAIN	4195	65	JT SEAL DMG	High	46	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1239.2	Ft	\$ 2.75	\$ 3,410.00
PIE	AP MAIN	4195	66	SMALL PATCH	Medium	6.9	Slabs	15.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	18.3	SqFt	\$ 72.00	\$ 1,340.00
PIE	AP MAIN	4195	72	SHAT. SLAB	Medium	36.8	Slabs	80.0%	FDOT - SLAB REPLACEMENT - PCC	8906.1	SqFt	\$ 30.00	\$ 267,170.00
PIE	AP MAIN	4198	72	SHAT. SLAB	Low	14.06	Slabs	31.3%	FDOT - CRACK SEALING - PCC	576.4	Ft	\$ 4.25	\$ 2,460.00
PIE	AP MAIN	4198	72	SHAT. SLAB	Medium	8.44	Slabs	18.8%	FDOT - SLAB REPLACEMENT - PCC	3492.9	SqFt	\$ 30.00	\$ 104,800.00
PIE	AP MAIN	4198	74	JOINT SPALL	Low	5.62	Slabs	12.5%	FDOT - CRACK SEALING - PCC	9.2	Ft	\$ 4.25	\$ 40.00
PIE	AP MAIN	4199	65	JT SEAL DMG	Low	61	Slabs	100.0%	FDOT - JOINT SEAL - PCC	2412.1	Ft	\$ 2.75	\$ 6,640.00
PIE	AP MAIN	4199	72	SHAT. SLAB	Low	2.26	Slabs	3.7%	FDOT - CRACK SEALING - PCC	92.5	Ft	\$ 4.25	\$ 400.00
PIE	FBO CONN	125	45	DEPRESSION	Low	128.95	SqFt	2.8%	FDOT - PATCHING - AC FULL DEPTH	178.7	SqFt	\$ 12.50	\$ 2,240.00
PIE	FBO CONN	127	45	DEPRESSION	Low	48.01	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	79.7	SqFt	\$ 12.50	\$ 1,000.00
PIE	RW 18-36	6115	41	ALLIGATOR CR	Low	819.99	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	939.7	SqFt	\$ 12.50	\$ 11,750.00
PIE	RW 18-36	6115	48	L & T CR	Medium	125	Ft	0.3%	FDOT - CRACK SEALING - AC	125	Ft	\$ 3.00	\$ 380.00
PIE	RW 18-36	6115	52	RAVELING	Low	37905	SqFt	75.8%	FDOT - SURFACE SEAL	37905.1	SqFt	\$ 0.55	\$ 20,850.00
PIE	RW 18-36	6115	52	RAVELING	Medium	475.01	SqFt	1.0%	FDOT - PATCHING - AC PARTIAL DEPTH	474.7	SqFt	\$ 5.50	\$ 2,620.00
PIE	RW 18-36	6115	55	SLIPPAGE CR	N/A	640.02	SqFt	1.3%	FDOT - PATCHING - AC PARTIAL DEPTH	745.9	SqFt	\$ 5.50	\$ 4,110.00
PIE	RW 18-36	6120	52	RAVELING	Low	25000.04	SqFt	100.0%	FDOT - SURFACE SEAL	25000.3	SqFt	\$ 0.55	\$ 13,760.00
PIE	RW 18-36	6135	41	ALLIGATOR CR	Low	151.99	SqFt	0.8%	FDOT - PATCHING - AC FULL DEPTH	205.6	SqFt	\$ 12.50	\$ 2,580.00
PIE	RW 18-36	6135	52	RAVELING	Low	11915.97	SqFt	59.6%	FDOT - SURFACE SEAL	11915.7	SqFt	\$ 0.55	\$ 6,560.00
PIE	RW 18-36	6135	52	RAVELING	Medium	140.04	SqFt	0.7%	FDOT - PATCHING - AC PARTIAL DEPTH	139.9	SqFt	\$ 5.50	\$ 770.00
PIE	RW 18-36	6140	48	L & T CR	Medium	454	Ft	4.5%	FDOT - CRACK SEALING - AC	454.1	Ft	\$ 3.00	\$ 1,370.00
PIE	RW 18-36	6140	52	RAVELING	Low	999.97	SqFt	10.0%	FDOT - SURFACE SEAL	1000	SqFt	\$ 0.55	\$ 550.00
PIE	RW 18-36	6145	41	ALLIGATOR CR	Low	585.02	SqFt	2.0%	FDOT - PATCHING - AC FULL DEPTH	686.7	SqFt	\$ 12.50	\$ 8,580.00
PIE	RW 18-36	6145	48	L & T CR	Medium	104.99	Ft	0.4%	FDOT - CRACK SEALING - AC	105	Ft	\$ 3.00	\$ 320.00
PIE	RW 18-36	6145	52	RAVELING	Low	4977.02	SqFt	16.6%	FDOT - SURFACE SEAL	4977.2	SqFt	\$ 0.55	\$ 2,740.00
PIE	RW 18-36	6145	52	RAVELING	Medium	615.05	SqFt	2.1%	FDOT - PATCHING - AC PARTIAL DEPTH	614.6	SqFt	\$ 5.50	\$ 3,390.00
PIE	RW 18-36	6150	52	RAVELING	Low	2000.04	SqFt	13.3%	FDOT - SURFACE SEAL	1999.9	SqFt	\$ 0.55	\$ 1,110.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	RW 18-36	6155	41	ALLIGATOR CR	Low	3461.14	SqFt	1.9%	FDOT - PATCHING - AC FULL DEPTH	3701.7	SqFt	\$ 12.50	\$ 46,280.00
PIE	RW 18-36	6155	48	L & T CR	Medium	1589.14	Ft	0.9%	FDOT - CRACK SEALING - AC	1589.2	Ft	\$ 3.00	\$ 4,770.00
PIE	RW 18-36	6155	52	RAVELING	Low	71768.59	SqFt	39.9%	FDOT - SURFACE SEAL	71768.4	SqFt	\$ 0.55	\$ 39,480.00
PIE	RW 18-36	6155	52	RAVELING	Medium	3162.87	SqFt	1.8%	FDOT - PATCHING - AC PARTIAL DEPTH	3162.4	SqFt	\$ 5.50	\$ 17,400.00
PIE	RW 18-36	6155	52	RAVELING	High	123.46	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	123.8	SqFt	\$ 5.50	\$ 680.00
PIE	RW 18-36	6155	55	SLIPPAGE CR	N/A	380.61	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	462.9	SqFt	\$ 5.50	\$ 2,550.00
PIE	RW 18-36	6160	41	ALLIGATOR CR	Low	158.44	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	213.1	SqFt	\$ 12.50	\$ 2,670.00
PIE	RW 18-36	6160	45	DEPRESSION	Low	54.03	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	87.2	SqFt	\$ 12.50	\$ 1,100.00
PIE	RW 18-36	6160	48	L & T CR	Medium	89.99	Ft	0.1%	FDOT - CRACK SEALING - AC	89.9	Ft	\$ 3.00	\$ 270.00
PIE	RW 18-36	6160	52	RAVELING	Low	9316.81	SqFt	10.4%	FDOT - SURFACE SEAL	9317.2	SqFt	\$ 0.55	\$ 5,130.00
PIE	RW 18-36	6160	52	RAVELING	Medium	331.21	SqFt	0.4%	FDOT - PATCHING - AC PARTIAL DEPTH	331.5	SqFt	\$ 5.50	\$ 1,830.00
PIE	RW 18-36	6165	41	ALLIGATOR CR	Low	1413.95	SqFt	2.0%	FDOT - PATCHING - AC FULL DEPTH	1569.4	SqFt	\$ 12.50	\$ 19,620.00
PIE	RW 18-36	6165	48	L & T CR	Medium	634.68	Ft	0.9%	FDOT - CRACK SEALING - AC	634.5	Ft	\$ 3.00	\$ 1,910.00
PIE	RW 18-36	6165	52	RAVELING	Low	24318.04	SqFt	34.7%	FDOT - SURFACE SEAL	24317.8	SqFt	\$ 0.55	\$ 13,380.00
PIE	RW 18-36	6165	52	RAVELING	Medium	583.3	SqFt	0.8%	FDOT - PATCHING - AC PARTIAL DEPTH	583.4	SqFt	\$ 5.50	\$ 3,210.00
PIE	RW 18-36	6165	56	SWELLING	Medium	251.98	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	319.7	SqFt	\$ 12.50	\$ 4,000.00
PIE	RW 18-36	6170	48	L & T CR	Medium	504	Ft	1.4%	FDOT - CRACK SEALING - AC	503.9	Ft	\$ 3.00	\$ 1,520.00
PIE	RW 18-36	6170	52	RAVELING	Low	4147.98	SqFt	11.9%	FDOT - SURFACE SEAL	4148.4	SqFt	\$ 0.55	\$ 2,290.00
PIE	RW 18-36	6170	52	RAVELING	Medium	264.04	SqFt	0.8%	FDOT - PATCHING - AC PARTIAL DEPTH	263.7	SqFt	\$ 5.50	\$ 1,460.00
PIE	RW 18-36	6170	57	WEATHERING	Medium	640.02	SqFt	1.8%	FDOT - SURFACE SEAL	640.5	SqFt	\$ 0.55	\$ 360.00
PIE	RW 18-36	6175	41	ALLIGATOR CR	Low	4021.29	SqFt	1.4%	FDOT - PATCHING - AC FULL DEPTH	4280.8	SqFt	\$ 12.50	\$ 53,510.00
PIE	RW 18-36	6175	48	L & T CR	Medium	778.18	Ft	0.3%	FDOT - CRACK SEALING - AC	778.2	Ft	\$ 3.00	\$ 2,340.00
PIE	RW 18-36	6175	52	RAVELING	Low	66627.53	SqFt	23.0%	FDOT - SURFACE SEAL	66627.5	SqFt	\$ 0.55	\$ 36,650.00
PIE	RW 18-36	6175	52	RAVELING	Medium	4591.67	SqFt	1.6%	FDOT - PATCHING - AC PARTIAL DEPTH	4591.9	SqFt	\$ 5.50	\$ 25,260.00
PIE	RW 18-36	6180	48	L & T CR	Medium	897.47	Ft	0.6%	FDOT - CRACK SEALING - AC	897.3	Ft	\$ 3.00	\$ 2,700.00
PIE	RW 18-36	6180	52	RAVELING	Low	14499.96	SqFt	10.0%	FDOT - SURFACE SEAL	14500.1	SqFt	\$ 0.55	\$ 7,980.00
PIE	RW 18-36	6180	52	RAVELING	High	12.16	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	11.8	SqFt	\$ 5.50	\$ 70.00
PIE	RW 18-36	6185	41	ALLIGATOR CR	Low	8389.5	SqFt	4.0%	FDOT - PATCHING - AC FULL DEPTH	8761.8	SqFt	\$ 12.50	\$ 109,530.00
PIE	RW 18-36	6185	48	L & T CR	Medium	262.5	Ft	0.1%	FDOT - CRACK SEALING - AC	262.5	Ft	\$ 3.00	\$ 790.00
PIE	RW 18-36	6185	52	RAVELING	Low	120870.75	SqFt	57.6%	FDOT - SURFACE SEAL	120871.2	SqFt	\$ 0.55	\$ 66,480.00
PIE	RW 18-36	6185	52	RAVELING	Medium	1837.51	SqFt	0.9%	FDOT - PATCHING - AC PARTIAL DEPTH	1837.4	SqFt	\$ 5.50	\$ 10,110.00
PIE	RW 18-36	6190	48	L & T CR	Medium	685.27	Ft	0.7%	FDOT - CRACK SEALING - AC	685.4	Ft	\$ 3.00	\$ 2,060.00
PIE	RW 18-36	6190	52	RAVELING	Low	12157.94	SqFt	11.6%	FDOT - SURFACE SEAL	12157.8	SqFt	\$ 0.55	\$ 6,690.00
PIE	RW 18-36	6195	52	RAVELING	Low	1953	SqFt	6.5%	FDOT - SURFACE SEAL	1952.6	SqFt	\$ 0.55	\$ 1,080.00
PIE	RW 18-36	6196	48	L & T CR	Medium	48	Ft	0.3%	FDOT - CRACK SEALING - AC	47.9	Ft	\$ 3.00	\$ 150.00
PIE	RW 18-36	6197	41	ALLIGATOR CR	Low	193.21	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	253	SqFt	\$ 12.50	\$ 3,170.00
PIE	RW 18-36	6197	45	DEPRESSION	Low	33.48	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	60.3	SqFt	\$ 12.50	\$ 760.00
PIE	RW 18-36	6198	52	RAVELING	Low	2400.14	SqFt	5.2%	FDOT - SURFACE SEAL	2400.4	SqFt	\$ 0.55	\$ 1,330.00
PIE	RW 4-22	6205	41	ALLIGATOR CR	Low	47.58	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	79.7	SqFt	\$ 12.50	\$ 1,000.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	RW 4-22	6205	48	L & T CR	Medium	1088.85	Ft	0.2%	FDOT - CRACK SEALING - AC	1088.9	Ft	\$ 3.00	\$ 3,270.00
PIE	RW 4-22	6205	52	RAVELING	Low	385.13	SqFt	0.1%	FDOT - SURFACE SEAL	385.4	SqFt	\$ 0.55	\$ 220.00
PIE	RW 4-22	6210	48	L & T CR	Medium	731.3	Ft	0.3%	FDOT - CRACK SEALING - AC	731.3	Ft	\$ 3.00	\$ 2,200.00
PIE	RW 4-22	6215	41	ALLIGATOR CR	Low	56.73	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	91.5	SqFt	\$ 12.50	\$ 1,140.00
PIE	RW 4-22	6215	45	DEPRESSION	Low	93.43	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	136.7	SqFt	\$ 12.50	\$ 1,710.00
PIE	RW 4-22	6215	48	L & T CR	Medium	136.88	Ft	0.3%	FDOT - CRACK SEALING - AC	136.8	Ft	\$ 3.00	\$ 420.00
PIE	RW 4-22	6215	52	RAVELING	Low	263.72	SqFt	0.5%	FDOT - SURFACE SEAL	263.7	SqFt	\$ 0.55	\$ 150.00
PIE	RW 4-22	6220	48	L & T CR	Medium	28.61	Ft	0.1%	FDOT - CRACK SEALING - AC	28.5	Ft	\$ 3.00	\$ 90.00
PIE	RW 4-22	6225	53	RUTTING	Medium	3440.47	SqFt	7.6%	FDOT - PATCHING - AC FULL DEPTH	3440.2	SqFt	\$ 12.50	\$ 43,010.00
PIE	RW 4-22	6225	57	WEATHERING	Medium	1480.36	SqFt	3.3%	FDOT - SURFACE SEAL	1480	SqFt	\$ 0.55	\$ 820.00
PIE	RW 4-22	6230	52	RAVELING	Low	1812	SqFt	8.0%	FDOT - SURFACE SEAL	1811.6	SqFt	\$ 0.55	\$ 1,000.00
PIE	RW 4-22	6230	53	RUTTING	Medium	1826.53	SqFt	8.1%	FDOT - PATCHING - AC FULL DEPTH	1826.6	SqFt	\$ 12.50	\$ 22,840.00
PIE	TW 9-27	6315	43	BLOCK CR	Medium	53399.11	SqFt	30.6%	FDOT - CRACK SEALING - AC	16275.9	Ft	\$ 3.00	\$ 48,830.00
PIE	TW 9-27	6315	48	L & T CR	Medium	6669.52	Ft	3.8%	FDOT - CRACK SEALING - AC	6669.6	Ft	\$ 3.00	\$ 20,010.00
PIE	TW 9-27	6315	52	RAVELING	Low	158554.45	SqFt	90.7%	FDOT - SURFACE SEAL	158554.6	SqFt	\$ 0.55	\$ 87,210.00
PIE	TW 9-27	6315	52	RAVELING	Medium	11058.84	SqFt	6.3%	FDOT - PATCHING - AC PARTIAL DEPTH	11058.8	SqFt	\$ 5.50	\$ 60,830.00
PIE	TW 9-27	6315	52	RAVELING	High	5133.74	SqFt	2.9%	FDOT - PATCHING - AC PARTIAL DEPTH	5133.3	SqFt	\$ 5.50	\$ 28,240.00
PIE	TW 9-27	6320	43	BLOCK CR	Medium	38794.1	SqFt	44.4%	FDOT - CRACK SEALING - AC	11824.5	Ft	\$ 3.00	\$ 35,480.00
PIE	TW 9-27	6320	48	L & T CR	Medium	2306.66	Ft	2.6%	FDOT - CRACK SEALING - AC	2306.8	Ft	\$ 3.00	\$ 6,930.00
PIE	TW 9-27	6320	52	RAVELING	Low	73394.15	SqFt	84.0%	FDOT - SURFACE SEAL	73393.7	SqFt	\$ 0.55	\$ 40,370.00
PIE	TW 9-27	6320	52	RAVELING	Medium	13979.84	SqFt	16.0%	FDOT - PATCHING - AC PARTIAL DEPTH	13980.2	SqFt	\$ 5.50	\$ 76,890.00
PIE	TW 9-27	6325	43	BLOCK CR	Medium	12570.85	SqFt	38.0%	FDOT - CRACK SEALING - AC	3831.7	Ft	\$ 3.00	\$ 11,500.00
PIE	TW 9-27	6325	48	L & T CR	Medium	2120.7	Ft	6.4%	FDOT - CRACK SEALING - AC	2120.7	Ft	\$ 3.00	\$ 6,370.00
PIE	TW 9-27	6325	52	RAVELING	Low	3308.29	SqFt	10.0%	FDOT - SURFACE SEAL	3307.8	SqFt	\$ 0.55	\$ 1,820.00
PIE	TW 9-27	6327	41	ALLIGATOR CR	Low	80.62	SqFt	1.0%	FDOT - PATCHING - AC FULL DEPTH	120.6	SqFt	\$ 12.50	\$ 1,520.00
PIE	TW 9-27	6327	43	BLOCK CR	Medium	3935.61	SqFt	49.5%	FDOT - CRACK SEALING - AC	1199.5	Ft	\$ 3.00	\$ 3,600.00
PIE	TW 9-27	6327	52	RAVELING	Low	5961.59	SqFt	75.0%	FDOT - SURFACE SEAL	5961.1	SqFt	\$ 0.55	\$ 3,280.00
PIE	TW 9-27	6327	52	RAVELING	Medium	1988.42	SqFt	25.0%	FDOT - PATCHING - AC PARTIAL DEPTH	1988.1	SqFt	\$ 5.50	\$ 10,940.00
PIE	TW 9-27	6330	48	L & T CR	Medium	413.58	Ft	3.6%	FDOT - CRACK SEALING - AC	413.7	Ft	\$ 3.00	\$ 1,250.00
PIE	TW 9-27	6330	52	RAVELING	Low	1139.36	SqFt	10.0%	FDOT - SURFACE SEAL	1139.9	SqFt	\$ 0.55	\$ 630.00
PIE	TW 9-27	6335	41	ALLIGATOR CR	Low	102.26	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	147.5	SqFt	\$ 12.50	\$ 1,840.00
PIE	TW 9-27	6335	43	BLOCK CR	Medium	5373.67	SqFt	15.8%	FDOT - CRACK SEALING - AC	1637.8	Ft	\$ 3.00	\$ 4,920.00
PIE	TW 9-27	6335	48	L & T CR	Medium	3068.73	Ft	9.0%	FDOT - CRACK SEALING - AC	3068.6	Ft	\$ 3.00	\$ 9,210.00
PIE	TW 9-27	6335	52	RAVELING	Low	30687.26	SqFt	90.0%	FDOT - SURFACE SEAL	30686.8	SqFt	\$ 0.55	\$ 16,880.00
PIE	TW 9-27	6335	52	RAVELING	Medium	3409.68	SqFt	10.0%	FDOT - PATCHING - AC PARTIAL DEPTH	3410	SqFt	\$ 5.50	\$ 18,760.00
PIE	TW 9-27	6340	43	BLOCK CR	Medium	6478.26	SqFt	38.0%	FDOT - CRACK SEALING - AC	1974.4	Ft	\$ 3.00	\$ 5,930.00
PIE	TW 9-27	6340	48	L & T CR	Medium	1742.29	Ft	10.2%	FDOT - CRACK SEALING - AC	1742.5	Ft	\$ 3.00	\$ 5,230.00
PIE	TW 9-27	6340	52	RAVELING	Low	13638.41	SqFt	80.0%	FDOT - SURFACE SEAL	13637.9	SqFt	\$ 0.55	\$ 7,510.00
PIE	TW 9-27	6340	52	RAVELING	Medium	3409.58	SqFt	20.0%	FDOT - PATCHING - AC PARTIAL DEPTH	3410	SqFt	\$ 5.50	\$ 18,760.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	TW 9-27	6345	41	ALLIGATOR CR	Low	3217.55	SqFt	7.2%	FDOT - PATCHING - AC FULL DEPTH	3449.8	SqFt	\$ 12.50	\$ 43,130.00
PIE	TW 9-27	6345	41	ALLIGATOR CR	Medium	2249.98	SqFt	5.0%	FDOT - PATCHING - AC FULL DEPTH	2444.5	SqFt	\$ 12.50	\$ 30,570.00
PIE	TW 9-27	6345	43	BLOCK CR	Medium	8387.99	SqFt	18.6%	FDOT - CRACK SEALING - AC	2556.8	Ft	\$ 3.00	\$ 7,670.00
PIE	TW 9-27	6345	48	L & T CR	Medium	3383.99	Ft	7.5%	FDOT - CRACK SEALING - AC	3383.9	Ft	\$ 3.00	\$ 10,160.00
PIE	TW 9-27	6345	50	PATCHING	High	27.02	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	51.7	SqFt	\$ 12.50	\$ 650.00
PIE	TW 9-27	6345	52	RAVELING	Low	39869.95	SqFt	88.6%	FDOT - SURFACE SEAL	39869.5	SqFt	\$ 0.55	\$ 21,930.00
PIE	TW 9-27	6345	52	RAVELING	Medium	5102.95	SqFt	11.3%	FDOT - PATCHING - AC PARTIAL DEPTH	5103.2	SqFt	\$ 5.50	\$ 28,070.00
PIE	TW 9-27	6350	41	ALLIGATOR CR	Medium	1103.95	SqFt	4.9%	FDOT - PATCHING - AC FULL DEPTH	1242.2	SqFt	\$ 12.50	\$ 15,530.00
PIE	TW 9-27	6350	43	BLOCK CR	Medium	1925.99	SqFt	8.6%	FDOT - CRACK SEALING - AC	586.9	Ft	\$ 3.00	\$ 1,770.00
PIE	TW 9-27	6350	48	L & T CR	Medium	2379.99	Ft	10.6%	FDOT - CRACK SEALING - AC	2379.9	Ft	\$ 3.00	\$ 7,140.00
PIE	TW 9-27	6350	52	RAVELING	Low	19592.04	SqFt	87.1%	FDOT - SURFACE SEAL	19592.5	SqFt	\$ 0.55	\$ 10,780.00
PIE	TW 9-27	6350	52	RAVELING	Medium	2000.04	SqFt	8.9%	FDOT - PATCHING - AC PARTIAL DEPTH	1999.9	SqFt	\$ 5.50	\$ 11,000.00
PIE	TW 9-27	6355	41	ALLIGATOR CR	Low	2390.45	SqFt	3.0%	FDOT - PATCHING - AC FULL DEPTH	2590.9	SqFt	\$ 12.50	\$ 32,390.00
PIE	TW 9-27	6355	41	ALLIGATOR CR	Medium	691.15	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	800.8	SqFt	\$ 12.50	\$ 10,020.00
PIE	TW 9-27	6355	43	BLOCK CR	Medium	3200	SqFt	4.0%	FDOT - CRACK SEALING - AC	975.4	Ft	\$ 3.00	\$ 2,930.00
PIE	TW 9-27	6355	48	L & T CR	Medium	4876.8	Ft	6.1%	FDOT - CRACK SEALING - AC	4876.6	Ft	\$ 3.00	\$ 14,640.00
PIE	TW 9-27	6355	52	RAVELING	Low	69772.85	SqFt	87.2%	FDOT - SURFACE SEAL	69772.7	SqFt	\$ 0.55	\$ 38,380.00
PIE	TW 9-27	6355	52	RAVELING	Medium	10035.19	SqFt	12.5%	FDOT - PATCHING - AC PARTIAL DEPTH	10035.2	SqFt	\$ 5.50	\$ 55,200.00
PIE	TW 9-27	6355	52	RAVELING	High	192.03	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	191.6	SqFt	\$ 5.50	\$ 1,060.00
PIE	TW 9-27	6355	56	SWELLING	High	38.43	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	67.8	SqFt	\$ 12.50	\$ 850.00
PIE	TW 9-27	6360	45	DEPRESSION	Low	85.36	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	127	SqFt	\$ 12.50	\$ 1,590.00
PIE	TW 9-27	6360	48	L & T CR	Medium	2328.9	Ft	5.8%	FDOT - CRACK SEALING - AC	2328.7	Ft	\$ 3.00	\$ 6,990.00
PIE	TW 9-27	6360	52	RAVELING	Low	36220.45	SqFt	90.6%	FDOT - SURFACE SEAL	36220.6	SqFt	\$ 0.55	\$ 19,930.00
PIE	TW 9-27	6360	52	RAVELING	Medium	3779.53	SqFt	9.5%	FDOT - PATCHING - AC PARTIAL DEPTH	3779.2	SqFt	\$ 5.50	\$ 20,790.00
PIE	TW 9-27	6365	48	L & T CR	Medium	4402.2	Ft	12.8%	FDOT - CRACK SEALING - AC	4402.2	Ft	\$ 3.00	\$ 13,210.00
PIE	TW 9-27	6365	50	PATCHING	Medium	3.44	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	15.1	SqFt	\$ 12.50	\$ 190.00
PIE	TW 9-27	6365	52	RAVELING	Low	29321.54	SqFt	85.0%	FDOT - SURFACE SEAL	29322	SqFt	\$ 0.55	\$ 16,130.00
PIE	TW 9-27	6365	52	RAVELING	Medium	5174.97	SqFt	15.0%	FDOT - PATCHING - AC PARTIAL DEPTH	5175.3	SqFt	\$ 5.50	\$ 28,470.00
PIE	TW 9-27	6370	43	BLOCK CR	Medium	442.29	SqFt	2.6%	FDOT - CRACK SEALING - AC	134.8	Ft	\$ 3.00	\$ 410.00
PIE	TW 9-27	6370	48	L & T CR	Medium	659.91	Ft	3.8%	FDOT - CRACK SEALING - AC	659.8	Ft	\$ 3.00	\$ 1,980.00
PIE	TW 9-27	6370	52	RAVELING	Low	16429.06	SqFt	95.2%	FDOT - SURFACE SEAL	16429	SqFt	\$ 0.55	\$ 9,040.00
PIE	TW 9-27	6370	52	RAVELING	Medium	820.96	SqFt	4.8%	FDOT - PATCHING - AC PARTIAL DEPTH	821.3	SqFt	\$ 5.50	\$ 4,520.00
PIE	TW A	112	41	ALLIGATOR CR	Low	93	SqFt	2.2%	FDOT - PATCHING - AC FULL DEPTH	135.6	SqFt	\$ 12.50	\$ 1,700.00
PIE	TW A	112	45	DEPRESSION	Low	11.95	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	30.1	SqFt	\$ 12.50	\$ 380.00
PIE	TW A	112	48	L & T CR	Medium	100	Ft	2.4%	FDOT - CRACK SEALING - AC	100.1	Ft	\$ 3.00	\$ 300.00
PIE	TW A	112	52	RAVELING	Low	2049.02	SqFt	48.5%	FDOT - SURFACE SEAL	2049.5	SqFt	\$ 0.55	\$ 1,130.00
PIE	TW A	112	52	RAVELING	Medium	124	SqFt	2.9%	FDOT - PATCHING - AC PARTIAL DEPTH	123.8	SqFt	\$ 5.50	\$ 690.00
PIE	TW A	114	45	DEPRESSION	Low	68.03	SqFt	2.9%	FDOT - PATCHING - AC FULL DEPTH	105.5	SqFt	\$ 12.50	\$ 1,320.00
PIE	TW A	114	52	RAVELING	Medium	2351.05	SqFt	99.6%	FDOT - PATCHING - AC PARTIAL DEPTH	2350.8	SqFt	\$ 5.50	\$ 12,940.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	TW A	114	52	RAVELING	High	10.01	SqFt	0.4%	FDOT - PATCHING - AC PARTIAL DEPTH	9.7	SqFt	\$ 5.50	\$ 60.00
PIE	TW A	115	41	ALLIGATOR CR	Low	91.49	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	134.6	SqFt	\$ 12.50	\$ 1,680.00
PIE	TW A	115	45	DEPRESSION	Low	740.66	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	854.7	SqFt	\$ 12.50	\$ 10,680.00
PIE	TW A	115	52	RAVELING	Low	915.36	SqFt	0.4%	FDOT - SURFACE SEAL	914.9	SqFt	\$ 0.55	\$ 510.00
PIE	TW A	115	53	RUTTING	Medium	450.04	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	449.9	SqFt	\$ 12.50	\$ 5,630.00
PIE	TW A	115	55	SLIPPAGE CR	N/A	110.55	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	157.2	SqFt	\$ 5.50	\$ 870.00
PIE	TW A	117	45	DEPRESSION	Low	203.98	SqFt	3.4%	FDOT - PATCHING - AC FULL DEPTH	265.9	SqFt	\$ 12.50	\$ 3,320.00
PIE	TW A	117	53	RUTTING	Medium	40.04	SqFt	0.7%	FDOT - PATCHING - AC FULL DEPTH	39.8	SqFt	\$ 12.50	\$ 500.00
PIE	TW A	117	53	RUTTING	High	31.97	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	32.3	SqFt	\$ 12.50	\$ 400.00
PIE	TW A	119	41	ALLIGATOR CR	Low	250.05	SqFt	8.2%	FDOT - PATCHING - AC FULL DEPTH	317.5	SqFt	\$ 12.50	\$ 3,980.00
PIE	TW A	119	45	DEPRESSION	Low	59.95	SqFt	2.0%	FDOT - PATCHING - AC FULL DEPTH	94.7	SqFt	\$ 12.50	\$ 1,190.00
PIE	TW A	119	52	RAVELING	Medium	3041.02	SqFt	100.0%	FDOT - PATCHING - AC PARTIAL DEPTH	3040.8	SqFt	\$ 5.50	\$ 16,730.00
PIE	TW A	130	48	L & T CR	Medium	1205.58	Ft	0.3%	FDOT - CRACK SEALING - AC	1205.7	Ft	\$ 3.00	\$ 3,620.00
PIE	TW A	130	52	RAVELING	Low	3983.29	SqFt	1.1%	FDOT - SURFACE SEAL	3983.7	SqFt	\$ 0.55	\$ 2,200.00
PIE	TW A3	168	45	DEPRESSION	Low	140.79	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	192.7	SqFt	\$ 12.50	\$ 2,410.00
PIE	TW B	220	41	ALLIGATOR CR	Low	2695.18	SqFt	6.6%	FDOT - PATCHING - AC FULL DEPTH	2908.4	SqFt	\$ 12.50	\$ 36,360.00
PIE	TW B	220	41	ALLIGATOR CR	Medium	576.95	SqFt	1.4%	FDOT - PATCHING - AC FULL DEPTH	678.1	SqFt	\$ 12.50	\$ 8,480.00
PIE	TW B	220	48	L & T CR	Medium	201.18	Ft	0.5%	FDOT - CRACK SEALING - AC	201.1	Ft	\$ 3.00	\$ 610.00
PIE	TW B	220	48	L & T CR	High	19	Ft	0.1%	FDOT - CRACK SEALING - AC	19	Ft	\$ 3.00	\$ 60.00
PIE	TW B	220	52	RAVELING	Medium	40537.1	SqFt	99.7%	FDOT - PATCHING - AC PARTIAL DEPTH	40536.9	SqFt	\$ 5.50	\$ 222,960.00
PIE	TW B	220	52	RAVELING	High	132.83	SqFt	0.3%	FDOT - PATCHING - AC PARTIAL DEPTH	132.4	SqFt	\$ 5.50	\$ 740.00
PIE	TW B	220	53	RUTTING	Medium	1024.94	SqFt	2.5%	FDOT - PATCHING - AC FULL DEPTH	1024.7	SqFt	\$ 12.50	\$ 12,820.00
PIE	TW D	405	41	ALLIGATOR CR	Low	145.96	SqFt	2.1%	FDOT - PATCHING - AC FULL DEPTH	199.1	SqFt	\$ 12.50	\$ 2,490.00
PIE	TW D	405	48	L & T CR	Medium	243.01	Ft	3.5%	FDOT - CRACK SEALING - AC	243.1	Ft	\$ 3.00	\$ 730.00
PIE	TW D	405	52	RAVELING	Low	5710.04	SqFt	81.9%	FDOT - SURFACE SEAL	5710.3	SqFt	\$ 0.55	\$ 3,150.00
PIE	TW D	405	52	RAVELING	Medium	1250.01	SqFt	17.9%	FDOT - PATCHING - AC PARTIAL DEPTH	1249.7	SqFt	\$ 5.50	\$ 6,880.00
PIE	TW D	405	52	RAVELING	High	14.96	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	15.1	SqFt	\$ 5.50	\$ 90.00
PIE	TW D	407	41	ALLIGATOR CR	Low	103.55	SqFt	0.6%	FDOT - PATCHING - AC FULL DEPTH	148.5	SqFt	\$ 12.50	\$ 1,860.00
PIE	TW D	407	48	L & T CR	Medium	1452.07	Ft	8.3%	FDOT - CRACK SEALING - AC	1452.1	Ft	\$ 3.00	\$ 4,360.00
PIE	TW D	407	52	RAVELING	Low	8447.52	SqFt	48.1%	FDOT - SURFACE SEAL	8447.5	SqFt	\$ 0.55	\$ 4,650.00
PIE	TW D	407	52	RAVELING	Medium	9132.42	SqFt	52.0%	FDOT - PATCHING - AC PARTIAL DEPTH	9132.1	SqFt	\$ 5.50	\$ 50,230.00
PIE	TW D	410	48	L & T CR	Medium	460.99	Ft	4.5%	FDOT - CRACK SEALING - AC	461	Ft	\$ 3.00	\$ 1,390.00
PIE	TW D	410	52	RAVELING	Low	3348.98	SqFt	32.9%	FDOT - SURFACE SEAL	3348.7	SqFt	\$ 0.55	\$ 1,850.00
PIE	TW D	410	52	RAVELING	Medium	6779.22	SqFt	66.5%	FDOT - PATCHING - AC PARTIAL DEPTH	6779.1	SqFt	\$ 5.50	\$ 37,290.00
PIE	TW D	410	52	RAVELING	High	67.81	SqFt	0.7%	FDOT - PATCHING - AC PARTIAL DEPTH	67.8	SqFt	\$ 5.50	\$ 380.00
PIE	TW G3	605	41	ALLIGATOR CR	Low	100.64	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	145.3	SqFt	\$ 12.50	\$ 1,820.00
PIE	TW G3	605	43	BLOCK CR	Medium	2392.17	SqFt	21.9%	FDOT - CRACK SEALING - AC	729	Ft	\$ 3.00	\$ 2,190.00
PIE	TW G3	605	45	DEPRESSION	Low	650.57	SqFt	6.0%	FDOT - PATCHING - AC FULL DEPTH	756.7	SqFt	\$ 12.50	\$ 9,470.00
PIE	TW G3	605	48	L & T CR	Medium	583.5	Ft	5.3%	FDOT - CRACK SEALING - AC	583.7	Ft	\$ 3.00	\$ 1,760.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
PIE	TW G3	605	52	RAVELING	Low	3742.4	SqFt	34.2%	FDOT - SURFACE SEAL	3742.6	SqFt	\$ 0.55	\$ 2,060.00
PIE	TW G3	605	52	RAVELING	Medium	6706.88	SqFt	61.4%	FDOT - PATCHING - AC PARTIAL DEPTH	6707	SqFt	\$ 5.50	\$ 36,890.00
PIE	TW H	810	41	ALLIGATOR CR	Low	5574.84	SqFt	9.3%	FDOT - PATCHING - AC FULL DEPTH	5879.3	SqFt	\$ 12.50	\$ 73,500.00
PIE	TW H	810	41	ALLIGATOR CR	Medium	7247.34	SqFt	12.1%	FDOT - PATCHING - AC FULL DEPTH	7593.9	SqFt	\$ 12.50	\$ 94,930.00
PIE	TW H	810	43	BLOCK CR	Medium	46906.86	SqFt	78.5%	FDOT - CRACK SEALING - AC	14297.2	Ft	\$ 3.00	\$ 42,900.00
PIE	TW H	810	45	DEPRESSION	Low	61.35	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	96.9	SqFt	\$ 12.50	\$ 1,220.00
PIE	TW H	810	52	RAVELING	Medium	59634.22	SqFt	99.8%	FDOT - PATCHING - AC PARTIAL DEPTH	59634.2	SqFt	\$ 5.50	\$ 327,990.00
PIE	TW H	810	52	RAVELING	High	94.72	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	94.7	SqFt	\$ 5.50	\$ 530.00
PIE	TW K	1120	48	L & T CR	Medium	25	Ft	1.9%	FDOT - CRACK SEALING - AC	24.9	Ft	\$ 3.00	\$ 80.00
PIE	TW K	1120	52	RAVELING	Low	596	SqFt	44.3%	FDOT - SURFACE SEAL	596.3	SqFt	\$ 0.55	\$ 330.00
PIE	TW K	1120	52	RAVELING	Medium	750.03	SqFt	55.7%	FDOT - PATCHING - AC PARTIAL DEPTH	750.2	SqFt	\$ 5.50	\$ 4,130.00
PIE	TW K	1125	48	L & T CR	Medium	66.99	Ft	4.6%	FDOT - CRACK SEALING - AC	66.9	Ft	\$ 3.00	\$ 210.00
PIE	TW K	1125	52	RAVELING	Low	722.04	SqFt	49.1%	FDOT - SURFACE SEAL	722.3	SqFt	\$ 0.55	\$ 400.00
PIE	TW K	1125	52	RAVELING	Medium	750.03	SqFt	51.0%	FDOT - PATCHING - AC PARTIAL DEPTH	750.2	SqFt	\$ 5.50	\$ 4,130.00
PIE	TW T	2045	45	DEPRESSION	Low	72.87	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	110.9	SqFt	\$ 12.50	\$ 1,400.00
PIE	TW T	2045	52	RAVELING	Low	612.14	SqFt	3.4%	FDOT - SURFACE SEAL	612.5	SqFt	\$ 0.55	\$ 340.00



Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	AP MAIN	4105	APC	163,299	31	AC Reconstruction	\$ 2,287,000.00
2020	PIE	AP MAIN	4175	PCC	14,910	7	PCC Reconstruction	\$ 343,000.00
2020	PIE	AP MAIN	4176	AC	3,573	26	AC Reconstruction	\$ 51,000.00
2020	PIE	AP MAIN	4178	APC	59,522	54	AC Restoration	\$ 655,000.00
2020	PIE	AP MAIN	4180	AAC	126,695	26	AC Reconstruction	\$ 1,774,000.00
2020	PIE	AP MAIN	4183	AAC	39,947	61	AC Restoration	\$ 440,000.00
2020	PIE	AP MAIN	4185	APC	12,820	42	AC Restoration	\$ 169,000.00
2020	PIE	AP MAIN	4190	PCC	18,650	12	PCC Reconstruction	\$ 429,000.00
2020	PIE	AP MAIN	4195	PCC	11,250	7	PCC Reconstruction	\$ 259,000.00
2020	PIE	AP MAIN	4198	PCC	18,579	23	PCC Reconstruction	\$ 428,000.00
2020	PIE	FBO CONN	125	APC	4,598	62	AC Restoration	\$ 51,000.00
2020	PIE	RW 18-36	6115	AAC	50,000	47	AC Restoration	\$ 590,000.00
2020	PIE	RW 18-36	6120	AAC	25,000	64	AC Restoration	\$ 275,000.00
2020	PIE	RW 18-36	6135	AAC	20,000	56	AC Restoration	\$ 220,000.00
2020	PIE	RW 18-36	6140	AAC	10,000	56	AC Restoration	\$ 110,000.00
2020	PIE	RW 18-36	6145	AAC	30,000	50	AC Restoration	\$ 330,000.00
2020	PIE	RW 18-36	6150	AAC	15,000	56	AC Restoration	\$ 165,000.00
2020	PIE	RW 18-36	6155	AAC	180,000	48	AC Restoration	\$ 2,068,000.00
2020	PIE	RW 18-36	6165	AAC	70,000	48	AC Restoration	\$ 804,000.00
2020	PIE	RW 18-36	6170	AAC	35,000	63	AC Restoration	\$ 385,000.00
2020	PIE	RW 18-36	6175	AAC	290,000	50	AC Restoration	\$ 3,190,000.00
2020	PIE	RW 18-36	6185	AAC	210,000	46	AC Restoration	\$ 2,538,000.00
2020	PIE	RW 18-36	6197	AC	92,900	35	AC Reconstruction	\$ 1,301,000.00
2020	PIE	RW 4-22	6215	AAC	50,072	60	AC Restoration	\$ 551,000.00
2020	PIE	RW 4-22	6225	AC	45,300	53	AC Restoration	\$ 499,000.00
2020	PIE	RW 4-22	6230	AC	22,650	23	AC Reconstruction	\$ 318,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	PIE	TW 9-27	6315	AAC	174,747	26	AC Reconstruction	\$ 2,447,000.00
2020	PIE	TW 9-27	6320	AAC	87,374	37	AC Reconstruction	\$ 1,224,000.00
2020	PIE	TW 9-27	6325	AAC	33,073	34	AC Reconstruction	\$ 464,000.00
2020	PIE	TW 9-27	6327	AAC	7,950	21	AC Reconstruction	\$ 112,000.00
2020	PIE	TW 9-27	6330	AAC	11,400	57	AC Restoration	\$ 126,000.00
2020	PIE	TW 9-27	6335	AAC	34,097	24	AC Reconstruction	\$ 478,000.00
2020	PIE	TW 9-27	6340	AAC	17,048	25	AC Reconstruction	\$ 239,000.00
2020	PIE	TW 9-27	6345	AAC	45,000	18	AC Reconstruction	\$ 630,000.00
2020	PIE	TW 9-27	6350	AAC	22,500	26	AC Reconstruction	\$ 315,000.00
2020	PIE	TW 9-27	6355	AAC	80,000	22	AC Reconstruction	\$ 1,120,000.00
2020	PIE	TW 9-27	6360	AAC	40,000	49	AC Restoration	\$ 451,000.00
2020	PIE	TW 9-27	6365	AAC	34,500	34	AC Reconstruction	\$ 483,000.00
2020	PIE	TW 9-27	6370	AAC	17,250	42	AC Restoration	\$ 230,000.00
2020	PIE	TW A	112	AAC	4,221	42	AC Restoration	\$ 57,000.00
2020	PIE	TW A	114	AC	2,361	24	AC Reconstruction	\$ 34,000.00
2020	PIE	TW A	117	AAC	6,019	50	AC Restoration	\$ 67,000.00
2020	PIE	TW A	119	AC	3,041	15	AC Reconstruction	\$ 43,000.00
2020	PIE	TW B	220	AC	40,670	13	AC Reconstruction	\$ 570,000.00
2020	PIE	TW D	405	AAC	6,975	27	AC Reconstruction	\$ 98,000.00
2020	PIE	TW D	407	AC	17,580	32	AC Reconstruction	\$ 247,000.00
2020	PIE	TW D	410	AAC	10,196	29	AC Reconstruction	\$ 143,000.00
2020	PIE	TW G3	605	AAC	10,930	19	AC Reconstruction	\$ 154,000.00
2020	PIE	TW H	810	AAC	59,729	0	AC Reconstruction	\$ 837,000.00
2020	PIE	TW K	1120	AC	1,346	38	AC Restoration	\$ 19,000.00
2020	PIE	TW K	1125	AC	1,472	39	AC Restoration	\$ 21,000.00
2021	PIE	RW 18-36	6160	AAC	90,000	64	AC Restoration	\$ 990,000.00
2021	PIE	RW 18-36	6180	AAC	145,000	64	AC Restoration	\$ 1,595,000.00

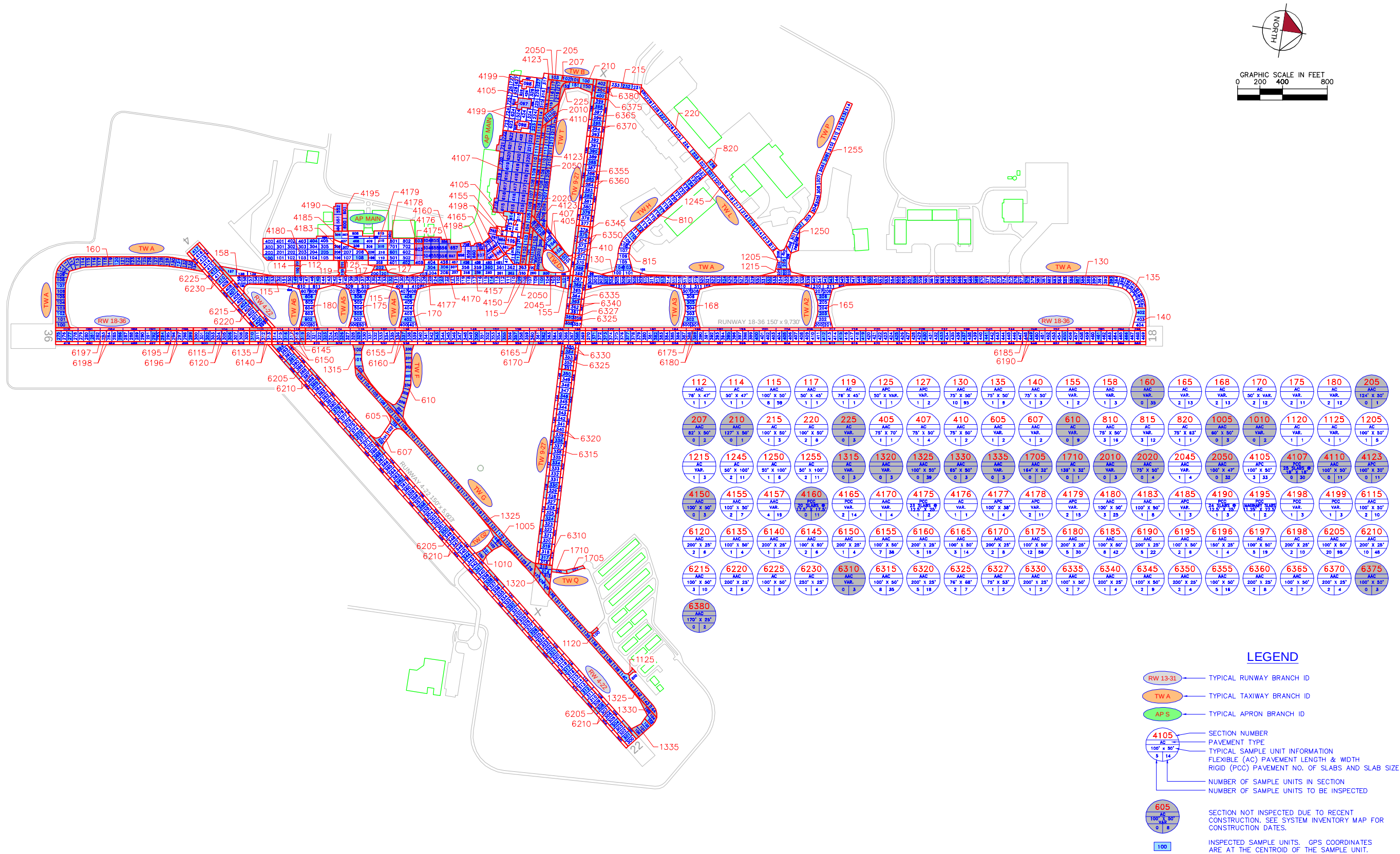


Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2021	PIE	RW 18-36	6190	AAC	105,000	62	AC Restoration	\$ 1,155,000.00
2021	PIE	RW 4-22	6220	AAC	25,036	64	AC Restoration	\$ 276,000.00
2022	PIE	AP MAIN	4155	AAC	33,689	63	AC Restoration	\$ 371,000.00
2022	PIE	RW 18-36	6198	AC	46,450	64	AC Restoration	\$ 511,000.00
2023	PIE	AP MAIN	4179	APC	77,111	64	AC Restoration	\$ 849,000.00
2023	PIE	TW A	115	AAC	225,302	63	AC Restoration	\$ 2,479,000.00
2023	PIE	TW A	158	AAC	16,692	63	AC Restoration	\$ 184,000.00
2025	PIE	RW 4-22	6205	AAC	474,873	62	AC Restoration	\$ 5,224,000.00
2026	PIE	AP MAIN	4157	AAC	92,541	64	AC Restoration	\$ 1,018,000.00
2026	PIE	AP MAIN	4199	PCC	25,200	64	PCC Restoration	\$ 429,000.00
2026	PIE	RW 18-36	6195	AAC	30,000	64	AC Restoration	\$ 330,000.00
2026	PIE	RW 18-36	6196	AAC	15,000	64	AC Restoration	\$ 165,000.00
2026	PIE	TW A	130	AAC	361,676	64	AC Restoration	\$ 3,979,000.00
2026	PIE	TW A	135	AAC	40,056	64	AC Restoration	\$ 441,000.00
2027	PIE	TW A	140	AAC	17,486	64	AC Restoration	\$ 193,000.00
2028	PIE	AP MAIN	4177	APC	20,899	64	AC Restoration	\$ 230,000.00
2028	PIE	RW 4-22	6210	AAC	237,436	62	AC Restoration	\$ 2,612,000.00
2028	PIE	TW T	2045	AAC	17,962	64	AC Restoration	\$ 198,000.00
2029	PIE	AP MAIN	4170	AAC	18,816	64	AC Restoration	\$ 207,000.00

Appendix C

Technical Exhibits



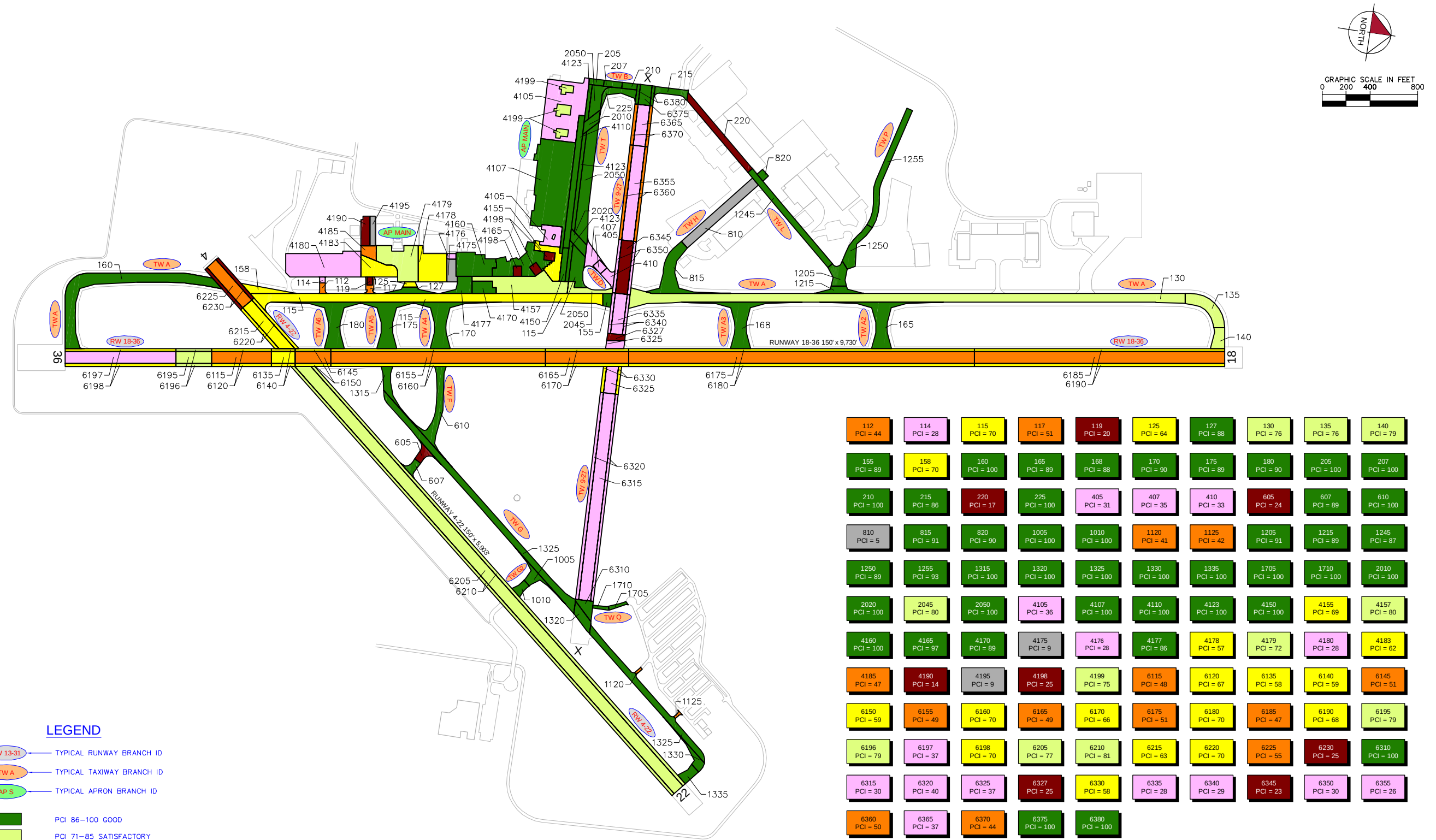


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- 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
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 231
AC: 224 PCC: 7

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



112 PCI = 44	114 PCI = 28	115 PCI = 70	117 PCI = 51	119 PCI = 20	125 PCI = 64	127 PCI = 88	130 PCI = 76	135 PCI = 76	140 PCI = 79
155 PCI = 89	158 PCI = 70	160 PCI = 100	165 PCI = 89	168 PCI = 88	170 PCI = 90	175 PCI = 89	180 PCI = 90	205 PCI = 100	207 PCI = 100
210 PCI = 100	215 PCI = 86	220 PCI = 17	225 PCI = 100	405 PCI = 31	407 PCI = 35	410 PCI = 33	605 PCI = 24	607 PCI = 89	610 PCI = 100
810 PCI = 5	815 PCI = 91	820 PCI = 90	1005 PCI = 100	1010 PCI = 100	1120 PCI = 41	1125 PCI = 42	1205 PCI = 91	1215 PCI = 89	1245 PCI = 87
1250 PCI = 89	1255 PCI = 93	1315 PCI = 100	1320 PCI = 100	1325 PCI = 100	1330 PCI = 100	1335 PCI = 100	1705 PCI = 100	1710 PCI = 100	2010 PCI = 100
2020 PCI = 100	2045 PCI = 80	2050 PCI = 100	4105 PCI = 36	4107 PCI = 100	4110 PCI = 100	4123 PCI = 100	4150 PCI = 100	4155 PCI = 69	4157 PCI = 80
4160 PCI = 100	4165 PCI = 97	4170 PCI = 89	4175 PCI = 9	4176 PCI = 28	4177 PCI = 86	4178 PCI = 57	4179 PCI = 72	4180 PCI = 28	4183 PCI = 62
4185 PCI = 47	4190 PCI = 14	4195 PCI = 9	4198 PCI = 25	4199 PCI = 75	6115 PCI = 48	6120 PCI = 67	6135 PCI = 58	6140 PCI = 59	6145 PCI = 51
6150 PCI = 59	6155 PCI = 49	6160 PCI = 70	6165 PCI = 49	6170 PCI = 66	6175 PCI = 51	6180 PCI = 70	6185 PCI = 47	6190 PCI = 68	6195 PCI = 79
6196 PCI = 79	6197 PCI = 37	6198 PCI = 70	6205 PCI = 77	6210 PCI = 81	6215 PCI = 63	6220 PCI = 70	6225 PCI = 55	6230 PCI = 25	6310 PCI = 100
6315 PCI = 30	6320 PCI = 40	6325 PCI = 37	6327 PCI = 25	6330 PCI = 58	6335 PCI = 28	6340 PCI = 29	6345 PCI = 23	6350 PCI = 30	6355 PCI = 26
6360 PCI = 50	6365 PCI = 37	6370 PCI = 44	6375 PCI = 100	6380 PCI = 100					

Appendix D

Inspection Photograph Documentation



RW 4-22, Section 6225, Sample Unit 412 - (42) Bleeding and Low Severity (57) Weathering



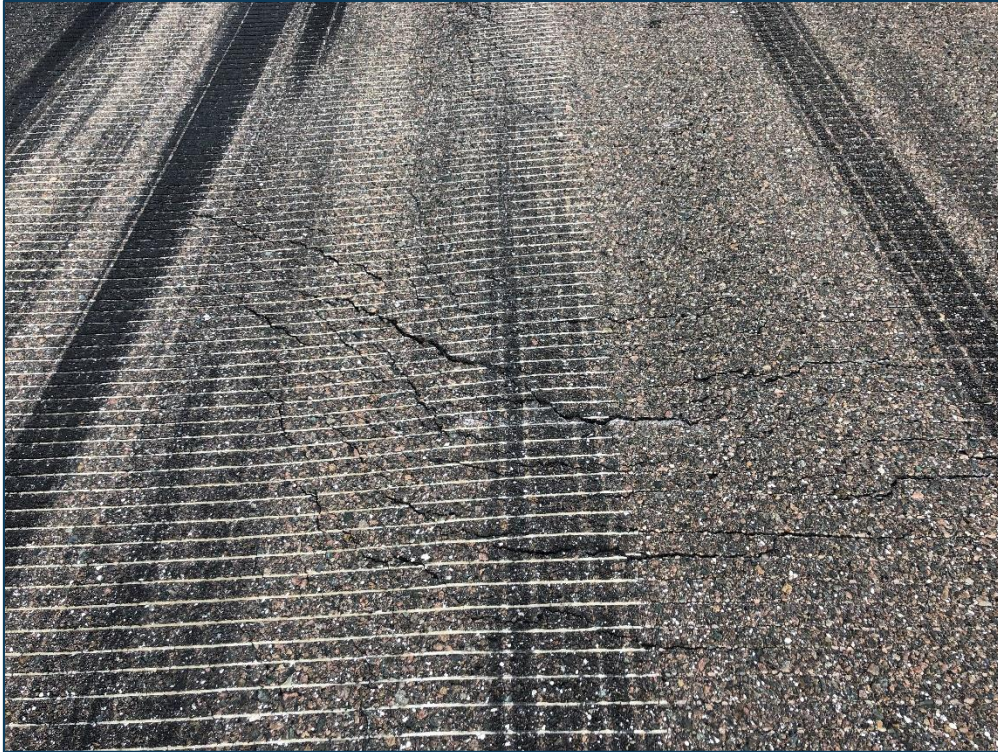
RW 4-22, Section 6230, Sample Unit 210 - (42) Bleeding, Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, Medium Severity (53) Rutting, and Low Severity (57) Weathering



RW 18L-36R, Section 6185, Sample Unit 441 - Low Severity (41) Alligator Cracking and Low and Medium Severity (52) Raveling



RW 18L-36R, Section 6197, Sample Unit 292 - (42) Bleeding and Low Severity (57) Weathering



RW 18L-36R, Section 6115, Sample Unit 306 - Low Severity (52) Raveling and (55) Slippage Cracking



TWA, Section 115, Sample Unit 109 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (53) Rutting, and Low Severity (57) Weathering



TWA, Section 115, Sample Unit 149 - (55) Slippage Cracking and Low Severity (57) Weathering



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



AP MAIN, Section 4175, Sample Unit 603 - High Severity (65) Joint Seal Damage and High Severity (74) Joint Spall



AP MAIN, Section 4175, Sample Unit 603 - High Severity (65) Joint Seal Damage and Medium Severity (72) Shattered Slab



AP MAIN, Section 4198, Sample Unit 107 - Medium Severity (72) Shattered Slab



TWH, Section 810, Sample Unit 112 - Medium Severity (41) Alligator Cracking and Medium Severity (52) Raveling

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 10/17/2019

Page 1 of 127

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

Branch: AP MAIN Name: MAIN APRON Use: APRON Area: 1,197,982 SqFt

Section: 4105 of 22 From: - To: - Last Const.: 1/2/2003

Surface: APC Family: C9N59-PR-AP-AAC-APC Zone: Category: Rank: P

Area: 163,299 SqFt Length: 800 Ft Width: 300 Ft

Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft

Shoulder: Street Type: Grade: 0 Lanes: 0

Section Comments:

Work Date: 1/1/1942 Work Type: New Construction - PCC Code: NC-PC Is Major M&R: True

Work Date: 1/2/1942 Work Type: Overlay - AC Structural Code: OL-AS Is Major M&R: True

Work Date: 1/1/2003 Work Type: MILL and OVERLAY Code: ML-OV Is Major M&R: True

Work Date: 1/2/2003 Work Type: Overlay - AC Structural Code: OL-AS Is Major M&R: True

Last Insp. Date: 12/10/2018 TotalSamples: 33 Surveyed: 3

Conditions: PCI: 36

Inspection Comments:

Sample Number: 223 Type: R Area: 5750.00 SqFt PCI: 46

Sample Comments:

52 RAVELING L 5066.00 SqFt
48 L & T CR M 25.00 Ft
43 BLOCK CR L 2800.00 SqFt
48 L & T CR L 200.00 Ft
52 RAVELING M 684.00 SqFt

Sample Number: 227 Type: R Area: 4352.00 SqFt PCI: 38

Sample Comments:

45 DEPRESSION L 280.00 SqFt
52 RAVELING L 3615.00 SqFt
48 L & T CR L 125.00 Ft
52 RAVELING M 737.00 SqFt
48 L & T CR M 73.00 Ft
43 BLOCK CR L 1737.00 SqFt

Sample Number: 414 Type: R Area: 6004.00 SqFt PCI: 25

Sample Comments:

43 BLOCK CR M 1484.00 SqFt
43 BLOCK CR L 4450.00 SqFt
52 RAVELING M 4451.00 SqFt
52 RAVELING L 1483.00 SqFt
50 PATCHING L 70.00 SqFt
45 DEPRESSION L 174.00 SqFt

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4107	of 22	From:	-			To:	-	Last Const.: 1/1/2016
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:	Category:		Rank:	P
Area:	220,315 SqFt		Length:	730 Ft		Width:	295 Ft		
Slabs:	680	Slab Length:	18 Ft		Slab Width:	18 Ft		Joint Length:	22,903 Ft
Shoulder:	Street Type:		Grade:		0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1942		Work Type: BUILT				Code:	IMPORTED	
Work Date:	1/1/1942		Work Type: OVERLAY				Code:	IMPORTED	
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO	
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS	
Work Date:	1/1/2016		Work Type: Complete Reconstruction - PCC				Code:	CR-PC	
Last Insp. Date:	1/30/2015		TotalSamples:	87		Surveyed:	9		
Conditions:	PCI: 55		NOTE: *** Pre-Construction PCI ***						
Inspection Comments:									
Sample Number:	105	Type:	R	Area:	5000.00 SqFt		PCI:	55	
Sample Comments:									
48	LONGITUDINAL/TRANSVERSE CRACKING	M		69.00	Ft				
52	RAVELING	L		168.00	SqFt				
57	WEATHERING	L		3200.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING	L		159.00	Ft				
48	LONGITUDINAL/TRANSVERSE CRACKING	L		159.00	Ft				
50	PATCHING	L		1632.00	SqFt				
Sample Number:	109	Type:	R	Area:	5000.00 SqFt		PCI:	58	
Sample Comments:									
48	LONGITUDINAL/TRANSVERSE CRACKING	L		272.00	Ft				
55	SLIPPAGE CRACKING	N		84.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING	M		185.00	Ft				
52	RAVELING	L		250.00	SqFt				
57	WEATHERING	L		4750.00	SqFt				
Sample Number:	111	Type:	R	Area:	5000.00 SqFt		PCI:	62	
Sample Comments:									
48	LONGITUDINAL/TRANSVERSE CRACKING	L		437.00	Ft				
48	LONGITUDINAL/TRANSVERSE CRACKING	M		52.00	Ft				
52	RAVELING	L		250.00	SqFt				
57	WEATHERING	L		4750.00	SqFt				
56	SWELLING	L		22.00	SqFt				
56	SWELLING	L		3.00	SqFt				
Sample Number:	217	Type:	R	Area:	5000.00 SqFt		PCI:	49	
Sample Comments:									
55	SLIPPAGE CRACKING	N		105.00	SqFt				
55	SLIPPAGE CRACKING	N		3.00	SqFt				
52	RAVELING	L		250.00	SqFt				
55	SLIPPAGE CRACKING	N		144.00	SqFt				
57	WEATHERING	M		4750.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING	L		193.00	Ft				

Sample Number: 223		Type:	R	Area:	5000.00 SqFt	PCI:	59
Sample Comments:							
43	BLOCK CRACKING	L	700.00	SqFt			
43	BLOCK CRACKING	L	600.00	SqFt			
52	RAVELING	L	25.00	SqFt			
43	BLOCK CRACKING	L	1449.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft			
57	WEATHERING	M	4975.00	SqFt			
Sample Number: 227		Type:	R	Area:	4355.00 SqFt	PCI:	60
Sample Comments:							
43	BLOCK CRACKING	L	870.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft			
43	BLOCK CRACKING	L	588.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft			
57	WEATHERING	M	4355.00	SqFt			
Sample Number: 322		Type:	R	Area:	4875.00 SqFt	PCI:	52
Sample Comments:							
52	RAVELING	L	244.00	SqFt			
56	SWELLING	L	38.00	SqFt			
57	WEATHERING	M	4631.00	SqFt			
43	BLOCK CRACKING	L	4875.00	SqFt			
Sample Number: 415		Type:	R	Area:	4205.00 SqFt	PCI:	59
Sample Comments:							
43	BLOCK CRACKING	L	4205.00	SqFt			
57	WEATHERING	M	4205.00	SqFt			
Sample Number: 622		Type:	R	Area:	5000.00 SqFt	PCI:	45
Sample Comments:							
43	BLOCK CRACKING	L	2600.00	SqFt			
43	BLOCK CRACKING	L	384.00	SqFt			
56	SWELLING	M	4.00	SqFt			
52	RAVELING	L	250.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	289.00	Ft			
56	SWELLING	L	100.00	SqFt			
57	WEATHERING	M	4750.00	SqFt			

Network:	PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	AP MAIN		Name:		MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt	
Section:	4110		of 22		From: -		To: -		Last Const.: 6/1/2018		
Surface:	AAC		Family:		C9N59-PR-AP-AAC-APC		Zone:		Category:		Rank: P
Area:	56,000 SqFt		Length:		1,120 Ft		Width:		50 Ft		
Slabs:			Slab Length:		Ft		Slab Width:		Ft		Joint Length: Ft
Shoulder:			Street Type:				Grade: 0		Lanes: 0		
Section Comments:											
Work Date:	1/1/1942		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1942		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False	
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True	
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	1/30/2015		TotalSamples:		87		Surveyed: 9				
Conditions:	PCI: 55		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	105		Type:	R		Area:		5000.00 SqFt		PCI:	55
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	159.00 Ft							
57	WEATHERING		L	3200.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	69.00 Ft							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	159.00 Ft							
52	RAVELING		L	168.00 SqFt							
50	PATCHING		L	1632.00 SqFt							
Sample Number:	109		Type:	R		Area:		5000.00 SqFt		PCI:	58
Sample Comments:											
55	SLIPPAGE CRACKING		N	84.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	272.00 Ft							
52	RAVELING		L	250.00 SqFt							
57	WEATHERING		L	4750.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	185.00 Ft							
Sample Number:	111		Type:	R		Area:		5000.00 SqFt		PCI:	62
Sample Comments:											
52	RAVELING		L	250.00 SqFt							
56	SWELLING		L	22.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	52.00 Ft							
56	SWELLING		L	3.00 SqFt							
57	WEATHERING		L	4750.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	437.00 Ft							
Sample Number:	217		Type:	R		Area:		5000.00 SqFt		PCI:	49
Sample Comments:											
55	SLIPPAGE CRACKING		N	144.00 SqFt							
55	SLIPPAGE CRACKING		N	3.00 SqFt							
55	SLIPPAGE CRACKING		N	105.00 SqFt							
52	RAVELING		L	250.00 SqFt							
57	WEATHERING		M	4750.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	193.00 Ft							

Sample Number: 223		Type:	R	Area:	5000.00 SqFt	PCI:	59
Sample Comments:							
43	BLOCK CRACKING	L	600.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft			
52	RAVELING	L	25.00	SqFt			
57	WEATHERING	M	4975.00	SqFt			
43	BLOCK CRACKING	L	1449.00	SqFt			
43	BLOCK CRACKING	L	700.00	SqFt			
Sample Number: 227		Type:	R	Area:	4355.00 SqFt	PCI:	60
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE CRACKING	M	40.00	Ft			
43	BLOCK CRACKING	L	870.00	SqFt			
57	WEATHERING	M	4355.00	SqFt			
43	BLOCK CRACKING	L	588.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft			
Sample Number: 322		Type:	R	Area:	4875.00 SqFt	PCI:	52
Sample Comments:							
56	SWELLING	L	38.00	SqFt			
52	RAVELING	L	244.00	SqFt			
57	WEATHERING	M	4631.00	SqFt			
43	BLOCK CRACKING	L	4875.00	SqFt			
Sample Number: 415		Type:	R	Area:	4205.00 SqFt	PCI:	59
Sample Comments:							
43	BLOCK CRACKING	L	4205.00	SqFt			
57	WEATHERING	M	4205.00	SqFt			
Sample Number: 622		Type:	R	Area:	5000.00 SqFt	PCI:	45
Sample Comments:							
56	SWELLING	L	100.00	SqFt			
43	BLOCK CRACKING	L	2600.00	SqFt			
56	SWELLING	M	4.00	SqFt			
57	WEATHERING	M	4750.00	SqFt			
48	LONGITUDINAL/TRANSVERSE CRACKING	L	289.00	Ft			
43	BLOCK CRACKING	L	384.00	SqFt			
52	RAVELING	L	250.00	SqFt			

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4123	of	22	From:	-		To:	-		Last Const.:	6/1/2018
Surface:	APC	Family:	C9N59-PR-AP-AAC-APC		Zone:			Category:	Rank: P		
Area:	43,794 SqFt		Length:	1,460 Ft		Width:	30 Ft				
Slabs:	14	Slab Length:	55 Ft		Slab Width:	55 Ft		Joint Length:	103 Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1997		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1997		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	14		Surveyed:	2				
Conditions:	PCI:	53	NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	102	Type:	R	Area:	3000.00 SqFt		PCI:	48			
Sample Comments:											
50	PATCHING	M	300.00 SqFt								
52	RAVELING	L	2160.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00 Ft								
52	RAVELING	M	540.00 SqFt								
Sample Number:	110	Type:	R	Area:	3000.00 SqFt		PCI:	57			
Sample Comments:											
50	PATCHING	L	300.00 SqFt								
52	RAVELING	M	540.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING	L	103.00 Ft								
52	RAVELING	L	2160.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON		Area:	1,197,982 SqFt		
Section:	4150		of	22	From:	-		To:	-		Last Const.:	6/1/2018
Surface:	AAC		Family:	C9N59-PR-AP-AAC-APC		Zone:			Category:	Rank: P		
Area:	14,083 SqFt		Length:	285 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1955		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False		
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Work Date:	6/1/2018		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Last Insp. Date:	1/30/2015		TotalSamples:	16		Surveyed: 3						
Conditions:	PCI: 62		NOTE: *** Pre-Construction PCI ***									
Inspection Comments:												
Sample Number:	211		Type:	R	Area:	5000.00 SqFt		PCI:	70			
Sample Comments:												
42	BLEEDING		N		4.00	SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L		48.00	Ft						
56	SWELLING		L		8.00	SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		M		68.00	Ft						
57	WEATHERING		L		4750.00	SqFt						
52	RAVELING		L		250.00	SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L		181.00	Ft						
Sample Number:	212		Type:	R	Area:	5000.00 SqFt		PCI:	82			
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L		55.00	Ft						
42	BLEEDING		N		11.00	SqFt						
52	RAVELING		L		250.00	SqFt						
57	WEATHERING		L		4750.00	SqFt						
Sample Number:	656		Type:	R	Area:	5000.00 SqFt		PCI:	35			
Sample Comments:												
50	PATCHING		H		650.00	SqFt						
42	BLEEDING		N		20.00	SqFt						
57	WEATHERING		L		4782.00	SqFt						
49	OIL SPILLAGE		N		10.00	SqFt						
52	RAVELING		L		218.00	SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L		12.00	Ft						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4155	of	22	From:	-	To:	-	Last Const.:	1/2/2003
Surface:	AAC	Family:	C9N59-PR-AP-AAC-APC		Zone:		Category:		Rank: P
Area:	33,689 SqFt		Length:	275 Ft		Width:	125 Ft		
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1955		Work Type: BUILT			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1990		Work Type: OVERLAY			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1990		Work Type: OVERLAY			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/2003		Work Type: Cold Milling			Code:	MI-CO		Is Major M&R: False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural			Code:	OL-AS		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	7		Surveyed:	2		
Conditions:	PCI: 69								
Inspection Comments:									
Sample Number:	211	Type:	R	Area:	4368.00 SqFt		PCI:	63	
Sample Comments:									
52	RAVELING	L	250.00 SqFt						
57	WEATHERING	L	4118.00 SqFt						
48	L & T CR	L	228.00 Ft						
48	L & T CR	M	72.00 Ft						
42	BLEEDING	N	45.00 SqFt						
56	SWELLING	L	9.00 SqFt						
Sample Number:	212	Type:	R	Area:	5000.00 SqFt		PCI:	75	
Sample Comments:									
57	WEATHERING	L	4463.00 SqFt						
52	RAVELING	L	537.00 SqFt						
42	BLEEDING	N	83.00 SqFt						
48	L & T CR	L	132.00 Ft						

Network:	PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT											
Branch:	AP MAIN		Name:		MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt						
Section:	4157		of 22		From:		-		To:		-		Last Const.:		8/1/2016	
Surface:	AAC		Family:		C9N59-PR-AP-AAC-APC		Zone:		Category:		Rank:		P			
Area:	92,541 SqFt		Length:		597 Ft		Width:		300 Ft							
Slabs:			Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:			Street Type:				Grade:		0		Lanes:		0			
Section Comments:																
Work Date:	1/1/1955		Work Type:		BUILT		Code:		IMPORTED		Is Major M&R:		True			
Work Date:	1/1/1990		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True			
Work Date:	1/1/1990		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True			
Work Date:	1/1/2003		Work Type:		Cold Milling		Code:		MI-CO		Is Major M&R:		False			
Work Date:	1/2/2003		Work Type:		Overlay - AC Structural		Code:		OL-AS		Is Major M&R:		True			
Work Date:	8/1/2016		Work Type:		MILL and OVERLAY		Code:		ML-OV		Is Major M&R:		True			
Last Insp. Date:	12/10/2018		TotalSamples:		19		Surveyed:		4							
Conditions:	PCI: 80															
Inspection Comments:																
Sample Number:	259		Type:		R		Area:		4850.00 SqFt		PCI:		79			
Sample Comments:																
48	L & T CR		L		266.00 Ft											
57	WEATHERING		L		4850.00 SqFt											
Sample Number:	262		Type:		R		Area:		4850.00 SqFt		PCI:		82			
Sample Comments:																
48	L & T CR		L		197.00 Ft											
57	WEATHERING		L		4850.00 SqFt											
Sample Number:	360		Type:		R		Area:		5300.00 SqFt		PCI:		71			
Sample Comments:																
52	RAVELING		L		300.00 SqFt											
57	WEATHERING		L		5000.00 SqFt											
55	SLIPPAGE CR		N		7.00 SqFt											
48	L & T CR		L		246.00 Ft											
Sample Number:	458		Type:		R		Area:		4058.00 SqFt		PCI:		89			
Sample Comments:																
57	WEATHERING		L		4058.00 SqFt											
48	L & T CR		L		60.00 Ft											

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4160	of	22	From:	-	To:	-	Last Const.:	1/1/2016		
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:		Category:		Rank:	P	
Area:	59,640 SqFt		Length:	305 Ft		Width:	190 Ft				
Slabs:	184	Slab Length:	18 Ft		Slab Width:	18 Ft		Joint Length:	5,944 Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1955		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Work Date:	1/1/2016		Work Type: Complete Reconstruction - PCC				Code:	CR-PC		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	16		Surveyed: 3					
Conditions:	PCI: 62		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	211		Type:	R	Area:	5000.00 SqFt		PCI:	70		
Sample Comments:											
56	SWELLING		L	8.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	68.00 Ft							
52	RAVELING		L	250.00 SqFt							
42	BLEEDING		N	4.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	181.00 Ft							
57	WEATHERING		L	4750.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	48.00 Ft							
Sample Number:	212		Type:	R	Area:	5000.00 SqFt		PCI:	82		
Sample Comments:											
42	BLEEDING		N	11.00 SqFt							
57	WEATHERING		L	4750.00 SqFt							
52	RAVELING		L	250.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	55.00 Ft							
Sample Number:	656		Type:	R	Area:	5000.00 SqFt		PCI:	35		
Sample Comments:											
42	BLEEDING		N	20.00 SqFt							
49	OIL SPILLAGE		N	10.00 SqFt							
57	WEATHERING		L	4782.00 SqFt							
50	PATCHING		H	650.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	12.00 Ft							
52	RAVELING		L	218.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4165	of 22	From:	-			To:	-	Last Const.: 1/1/2012
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:	Category:			Rank: P
Area:	66,649 SqFt		Length:	800 Ft		Width:	300 Ft		
Slabs:	206	Slab Length:	18 Ft		Slab Width:	18 Ft		Joint Length:	25,567 Ft
Shoulder:	Street Type:		Grade:		0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1955		Work Type: BUILT				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO	Is Major M&R: False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS	Is Major M&R: True
Work Date:	1/1/2012		Work Type: Complete Reconstruction - PCC				Code:	CR-PC	Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	14		Surveyed: 2			
Conditions:	PCI: 97								
Inspection Comments:									
Sample Number:	660	Type:	R	Area:	22.00 Slabs		PCI:	96	
Sample Comments:									
71	FAULTING		L	1.00 Slabs					
Sample Number:	664	Type:	R	Area:	16.00 Slabs		PCI:	98	
Sample Comments:									
74	JOINT SPALL		L	1.00 Slabs					

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4170	of	22	From:	-	To:	-	Last Const.:	8/1/2016		
Surface:	AAC	Family:	C9N59-PR-AP-AAC-APC		Zone:		Category:		Rank:	P	
Area:	18,816 SqFt		Length:	170 Ft		Width:	90 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1979		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling			Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural			Code:	OL-AS		Is Major M&R:	True
Work Date:	8/1/2016		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI:	89									
Inspection Comments:											
Sample Number:	306		Type:	R		Area:	5300.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	62.00 Ft							
57	WEATHERING		L	5300.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4175	of	22	From:	-	To:	-	Last Const.:	1/1/1942
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:		Category:		Rank: P
Area:	14,910 SqFt		Length:	189 Ft		Width:	75 Ft		
Slabs:	50	Slab Length:	25 Ft		Slab Width:	12 Ft		Joint Length:	1,484 Ft
Shoulder:		Street Type:		Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1942		Work Type:	BUILT			Code:	IMPORTED	Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1		
Conditions:	PCI:	9							
Inspection Comments:									
Sample Number:	603	Type:	R	Area:	25.00 Slabs		PCI:	9	
Sample Comments:									
62	CORNER BREAK		L	2.00	Slabs				
75	CORNER SPALL		M	1.00	Slabs				
72	SHAT. SLAB		M	4.00	Slabs				
73	SHRINKAGE CR		N	15.00	Slabs				
70	SCALING		L	20.00	Slabs				
65	JT SEAL DMG		H	25.00	Slabs				
70	SCALING		H	1.00	Slabs				
75	CORNER SPALL		L	2.00	Slabs				
74	JOINT SPALL		H	3.00	Slabs				
63	LINEAR CR		M	18.00	Slabs				
75	CORNER SPALL		H	2.00	Slabs				
72	SHAT. SLAB		L	2.00	Slabs				
74	JOINT SPALL		M	5.00	Slabs				

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	
Branch: AP MAIN	Name: MAIN APRON	Use: APRON	Area: 1,197,982 SqFt
Section: 4176	of 22	From: -	To: -
Surface: AC	Family: C9N59-PR-AP-AC	Zone:	Category: Rank: P
Area: 3,573 SqFt	Length: 75 Ft	Width: 48 Ft	
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 12/25/1955	Work Type: New Construction - Initial	Code: NU-IN	Is Major M&R: True
Last Insp. Date: 12/10/2018	TotalSamples: 1	Surveyed: 1	
Conditions: PCI: 28			
Inspection Comments:			
Sample Number: 803	Type: R	Area: 3573.00 SqFt	PCI: 28
Sample Comments:			
52	RAVELING	L	3500.00 SqFt
48	L & T CR	L	50.00 Ft
45	DEPRESSION	L	118.00 SqFt
41	ALLIGATOR CR	L	14.00 SqFt
56	SWELLING	M	5.00 SqFt
50	PATCHING	H	18.00 SqFt
53	RUTTING	L	26.00 SqFt
43	BLOCK CR	L	78.00 SqFt
50	PATCHING	M	55.00 SqFt
43	BLOCK CR	M	2370.00 SqFt

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt			
Section:	4177		of	22	From:	-		To:	-		Last Const.:	8/1/2016
Surface:	APC		Family:	C9N59-PR-AP-AAC-APC		Zone:			Category:	Rank: P		
Area:	20,899 SqFt		Length:	145 Ft		Width:	123 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	8/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI: 86											
Inspection Comments:												
Sample Number:	304		Type:	R		Area:	6704.00 SqFt		PCI:	86		
Sample Comments:												
48	L & T CR		L	45.00 Ft								
45	DEPRESSION		L	36.00 SqFt								
57	WEATHERING		L	6704.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4178	of 22	From:	-		To:	-		Last Const.:	1/1/2013	
Surface:	APC	Family:	C9N59-PR-AP-AAC-APC		Zone:	Category:		Rank:		P	
Area:	59,522 SqFt		Length:	240 Ft		Width:	240 Ft				
Slabs:	198	Slab Length:	12 Ft		Slab Width:	25 Ft		Joint Length:	6,624 Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1942		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2013		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Work Date:	1/1/2014		Work Type: Surface Treatment - Seal Coat				Code:	ST-SC		Is Major M&R:	False
Last Insp. Date:	12/10/2018		TotalSamples:	11		Surveyed:	2				
Conditions:	PCI: 57										
Inspection Comments:											
Sample Number:	402	Type:	R	Area:	5580.00 SqFt		PCI:	57			
Sample Comments:											
52	RAVELING	M	10.00	SqFt							
48	L & T CR	L	288.00	Ft							
52	RAVELING	L	5570.00	SqFt							
47	JT REF. CR	L	597.00	Ft							
56	SWELLING	L	38.00	SqFt							
Sample Number:	601	Type:	R	Area:	5000.00 SqFt		PCI:	57			
Sample Comments:											
52	RAVELING	M	5.00	SqFt							
52	RAVELING	L	4995.00	SqFt							
48	L & T CR	L	393.00	Ft							
56	SWELLING	L	10.00	SqFt							
47	JT REF. CR	L	700.00	Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4179	of	22	From:	-	To:	-	Last Const.:	10/1/2011
Surface:	APC	Family:	C9N59-PR-AP-AAC-APC	Zone:		Category:		Rank:	P
Area:	77,111 SqFt	Length:	350 Ft	Width:	306 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1942	Work Type:	New Construction - PCC			Code:	NC-PC	Is Major M&R:	True
Work Date:	10/1/2011	Work Type:	Overlay - AC Structural			Code:	OL-AS	Is Major M&R:	True
Work Date:	1/1/2014	Work Type:	Surface Treatment - Seal Coat			Code:	ST-SC	Is Major M&R:	False
Last Insp. Date:	12/10/2018	TotalSamples:	15	Surveyed:	2				
Conditions:	PCI:	72							
Inspection Comments:									
Sample Number:	310	Type:	R	Area:	5630.00 SqFt	PCI:	74		
Sample Comments:									
57	WEATHERING	L	5630.00	SqFt					
47	JT REF. CR	L	457.00	Ft					
48	L & T CR	L	57.00	Ft					
56	SWELLING	L	25.00	SqFt					
Sample Number:	408	Type:	R	Area:	6599.00 SqFt	PCI:	71		
Sample Comments:									
47	JT REF. CR	L	565.00	Ft					
57	WEATHERING	L	6469.00	SqFt					
50	PATCHING	L	130.00	SqFt					
48	L & T CR	L	118.00	Ft					

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4180	of	22	From:	-	To:	-	Last Const.:	1/2/1968
Surface:	AAC	Family:	C9N59-PR-AP-AAC-APC	Zone:		Category:		Rank:	P
Area:	126,695 SqFt	Length:	625 Ft	Width:	197 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1968	Work Type:	New Construction - AC			Code:	NC-AC	Is Major M&R:	True
Work Date:	1/2/1968	Work Type:	Overlay - AC Structural			Code:	OL-AS	Is Major M&R:	True
Work Date:	1/1/2012	Work Type:	Surface Treatment - Seal Coat			Code:	ST-SC	Is Major M&R:	False
Work Date:	1/1/2014	Work Type:	Surface Treatment - Seal Coat			Code:	ST-SC	Is Major M&R:	False
Last Insp. Date:	12/10/2018	TotalSamples:	25	Surveyed:	3				
Conditions:	PCI:	28							
Inspection Comments:									
Sample Number:	100	Type:	R	Area:	4388.00 SqFt	PCI:	33		
Sample Comments:									
43	BLOCK CR	L	70.00	SqFt					
45	DEPRESSION	L	1.00	SqFt					
48	L & T CR	L	134.00	Ft					
52	RAVELING	M	4388.00	SqFt					
Sample Number:	205	Type:	R	Area:	6480.00 SqFt	PCI:	28		
Sample Comments:									
41	ALLIGATOR CR	L	21.00	SqFt					
48	L & T CR	L	339.00	Ft					
48	L & T CR	M	130.00	Ft					
52	RAVELING	M	6480.00	SqFt					
Sample Number:	404	Type:	R	Area:	4700.00 SqFt	PCI:	23		
Sample Comments:									
43	BLOCK CR	L	257.00	SqFt					
45	DEPRESSION	L	29.00	SqFt					
48	L & T CR	L	304.00	Ft					
41	ALLIGATOR CR	L	43.00	SqFt					
52	RAVELING	M	3739.00	SqFt					
50	PATCHING	L	638.00	SqFt					
50	PATCHING	M	323.00	SqFt					

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4183 of 22		From:	-		To:	-		Last Const.:	1/1/2013	
Surface:	AAC		Family:	C9N59-PR-AP-AAC-APC		Zone:			Category:	Rank: P	
Area:	39,947 SqFt		Length:	100 Ft		Width:	308 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1968		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1968		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2013		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	1/1/2014		Work Type: Surface Treatment - Seal Coat				Code:	ST-SC		Is Major M&R:	False
Last Insp. Date:	12/10/2018		TotalSamples:	8		Surveyed:	1				
Conditions:	PCI: 62										
Inspection Comments:											
Sample Number:	108		Type:	R		Area:	6880.00 SqFt		PCI:	62	
Sample Comments:											
48	L & T CR		L	389.00 Ft							
52	RAVELING		L	6880.00 SqFt							
56	SWELLING		L	15.00 SqFt							
48	L & T CR		M	50.00 Ft							

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	
Branch: AP MAIN	Name: MAIN APRON	Use: APRON	Area: 1,197,982 SqFt
Section: 4185	of 22	From: -	To: -
Surface: APC	Family: C9N59-PR-AP-AAC-APC	Zone:	Category: Rank: P
Area: 12,820 SqFt	Length: 126 Ft	Width: 55 Ft	
Slabs: 43	Slab Length: 12 Ft	Slab Width: 25 Ft	Joint Length: 674 Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 1/1/1942	Work Type: BUILT	Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/2013	Work Type: Overlay - AC Structural	Code: OL-AS	Is Major M&R: True
Work Date: 1/1/2014	Work Type: Surface Treatment - Seal Coat	Code: ST-SC	Is Major M&R: False
Last Insp. Date: 12/10/2018	TotalSamples: 3	Surveyed: 1	
Conditions: PCI: 47			
Inspection Comments:			
Sample Number: 506	Type: R	Area: 4506.00 SqFt	PCI: 47
Sample Comments:			
57	WEATHERING	L	4210.00 SqFt
48	L & T CR	M	50.00 Ft
48	L & T CR	L	367.00 Ft
56	SWELLING	L	25.00 SqFt
45	DEPRESSION	L	72.00 SqFt
47	JT REF. CR	M	64.00 Ft
50	PATCHING	L	296.00 SqFt
47	JT REF. CR	L	396.00 Ft

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4190	of	22	From:	-	To:	-	Last Const.:	1/1/1942
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:		Category:	Rank: P	
Area:	18,650 SqFt		Length:	250 Ft		Width:	77 Ft		
Slabs:	62	Slab Length:	25 Ft		Slab Width:	12 Ft		Joint Length:	2,047 Ft
Shoulder:		Street Type:		Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1942		Work Type: BUILT			Code:	IMPORTED		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1		
Conditions:	PCI:	14							
Inspection Comments:									
Sample Number:	552	Type:	R	Area:	23.00 Slabs		PCI:	14	
Sample Comments:									
63	LINEAR CR		L	3.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
63	LINEAR CR		M	16.00 Slabs					
74	JOINT SPALL		H	1.00 Slabs					
63	LINEAR CR		H	3.00 Slabs					
74	JOINT SPALL		M	3.00 Slabs					
75	CORNER SPALL		H	1.00 Slabs					
65	JT SEAL DMG		H	23.00 Slabs					
73	SHRINKAGE CR		N	11.00 Slabs					

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt
Section:	4195	of	22	From:	-	To:	-	Last Const.:	1/1/1942
Surface:	PCC	Family:	C9N59-PR-AP-PCC	Zone:		Category:		Rank:	P
Area:	11,250 SqFt	Length:	250 Ft	Width:	45 Ft				
Slabs:	46	Slab Length:	22 Ft	Slab Width:	11 Ft	Joint Length:	1,239 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1942		Work Type:	BUILT		Code:	IMPORTED	Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1		
Conditions:	PCI:	9							
Inspection Comments:									
Sample Number:	600	Type:	R	Area:	20.00 Slabs	PCI:	9		
Sample Comments:									
63	LINEAR CR	M	4.00	Slabs					
65	JT SEAL DMG	H	20.00	Slabs					
71	FAULTING	L	1.00	Slabs					
72	SHAT. SLAB	M	16.00	Slabs					
62	CORNER BREAK	M	2.00	Slabs					
66	SMALL PATCH	M	3.00	Slabs					

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON	Area:	1,197,982 SqFt		
Section:	4198	of 22	From:	-		To:	-		Last Const.:	1/1/2003	
Surface:	PCC	Family:	C9N59-PR-AP-PCC		Zone:	Category:		Rank:	P		
Area:	18,579 SqFt	Length:	270 Ft		Width:	70 Ft					
Slabs:	45	Slab Length:	23 Ft		Slab Width:	18 Ft		Joint Length:	1,532 Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2003		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	25									
Inspection Comments:											
Sample Number:	107	Type:	R	Area:	16.00 Slabs		PCI:	25			
Sample Comments:											
72	SHAT. SLAB	L	5.00		Slabs						
73	SHRINKAGE CR	N	10.00		Slabs						
74	JOINT SPALL	L	2.00		Slabs						
63	LINEAR CR	L	7.00		Slabs						
72	SHAT. SLAB	M	3.00		Slabs						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	AP MAIN		Name:	MAIN APRON		Use:	APRON		Area:	1,197,982 SqFt			
Section:	4199		of	22	From:	-		To:	-		Last Const.:	1/1/2003	
Surface:	PCC		Family:	C9N59-PR-AP-PCC		Zone:			Category:			Rank:	P
Area:	25,200 SqFt		Length:	360 Ft		Width:	80 Ft						
Slabs:	61		Slab Length:	23 Ft		Slab Width:	18 Ft		Joint Length:	2,412 Ft			
Shoulder:			Street Type:			Grade:	0		Lanes:	0			
Section Comments:													
Work Date:	1/1/2003		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True			
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1						
Conditions:	PCI:	75											
Inspection Comments:													
Sample Number:	097		Type:	R		Area:	27.00 Slabs		PCI:	75			
Sample Comments:													
72	SHAT. SLAB		L	1.00 Slabs									
65	JT SEAL DMG		L	27.00 Slabs									
73	SHRINKAGE CR		N	24.00 Slabs									
63	LINEAR CR		L	2.00 Slabs									

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	FBO CONN		Name:	FBO CONNECTOR		Use:	TAXIWAY	Area:	17,489 SqFt			
Section:	125 of 2		From:	-			To:	-		Last Const.:	8/1/2016	
Surface:	APC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	4,598 SqFt		Length:	44 Ft		Width:	125 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1942		Work Type:	New Construction - PCC				Code:	NC-PC		Is Major M&R:	True
Work Date:	10/1/2011		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Work Date:	8/1/2016		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1					
Conditions:	PCI: 64											
Inspection Comments:												
Sample Number:	202		Type:	R		Area:	4598.00 SqFt		PCI:	64		
Sample Comments:												
50	PATCHING		L	1134.00 SqFt								
45	DEPRESSION		L	129.00 SqFt								
57	WEATHERING		L	3464.00 SqFt								
48	L & T CR		L	17.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	FBO CONN		Name:	FBO CONNECTOR		Use:	TAXIWAY		Area:	17,489 SqFt	
Section:	127 of 2		From:	-			To:	-		Last Const.:	8/1/2016
Surface:	APC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	12,891 SqFt		Length:	53 Ft		Width:	125 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	8/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 88										
Inspection Comments:											
Sample Number:	201		Type:	R		Area:	6446.00 SqFt		PCI:	88	
Sample Comments:											
45	DEPRESSION		L	24.00 SqFt							
57	WEATHERING		L	6446.00 SqFt							
48	L & T CR		L	34.00 Ft							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6115		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	50,000 SqFt		Length:	500 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1988		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	10		Surveyed:	2					
Conditions:	PCI: 48											
Inspection Comments:												
Sample Number:	302		Type:	R		Area:	5000.00 SqFt		PCI:	43		
Sample Comments:												
52	RAVELING		M	60.00 SqFt								
48	L & T CR		M	25.00 Ft								
50	PATCHING		L	324.00 SqFt								
41	ALLIGATOR CR		L	136.00 SqFt								
52	RAVELING		L	4616.00 SqFt								
48	L & T CR		L	356.00 Ft								
Sample Number:	306		Type:	R		Area:	5000.00 SqFt		PCI:	53		
Sample Comments:												
48	L & T CR		L	400.00 Ft								
52	RAVELING		M	35.00 SqFt								
55	SLIPPAGE CR		N	128.00 SqFt								
41	ALLIGATOR CR		L	28.00 SqFt								
52	RAVELING		L	2965.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6120		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	25,000 SqFt		Length:	1,000 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1988		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	6		Surveyed:	2					
Conditions:	PCI: 67											
Inspection Comments:												
Sample Number:	104		Type:	R		Area:	3750.00 SqFt		PCI:	64		
Sample Comments:												
52	RAVELING		L	3750.00 SqFt								
48	L & T CR		L	216.00 Ft								
42	BLEEDING		N	30.00 SqFt								
Sample Number:	500		Type:	R		Area:	5000.00 SqFt		PCI:	69		
Sample Comments:												
52	RAVELING		L	5000.00 SqFt								
48	L & T CR		L	327.00 Ft								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6135		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	20,000 SqFt		Length:	200 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1977		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1978		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False		
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed: 1						
Conditions:	PCI: 58											
Inspection Comments:												
Sample Number:	310		Type:	R		Area:	5000.00 SqFt		PCI:	58		
Sample Comments:												
52	RAVELING		M	35.00 SqFt								
41	ALLIGATOR CR		L	38.00 SqFt								
56	SWELLING		L	32.00 SqFt								
48	L & T CR		L	456.00 Ft								
52	RAVELING		L	2979.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6140		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	10,000 SqFt		Length:	400 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1977		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1978		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False		
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:		1				
Conditions:	PCI: 59											
Inspection Comments:												
Sample Number:	110		Type:	R		Area:	5000.00 SqFt		PCI:	59		
Sample Comments:												
56	SWELLING		L	25.00 SqFt								
48	L & T CR		M	227.00 Ft								
42	BLEEDING		N	6.00 SqFt								
48	L & T CR		L	463.00 Ft								
57	WEATHERING		L	4500.00 SqFt								
52	RAVELING		L	500.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT					
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt	
Section:	6145 of 18		From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P
Area:	30,000 SqFt		Length:	300 Ft		Width:	100 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1958		Work Type:	BUILT		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling		Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural		Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	6		Surveyed:	2			
Conditions:	PCI: 51									
Inspection Comments:										
Sample Number:	316		Type:	R		Area:	5000.00 SqFt		PCI:	52
Sample Comments:										
48	L & T CR		L	332.00 Ft						
52	RAVELING		L	979.00 SqFt						
52	RAVELING		M	105.00 SqFt						
41	ALLIGATOR CR		L	109.00 SqFt						
48	L & T CR		M	35.00 Ft						
Sample Number:	319		Type:	R		Area:	5000.00 SqFt		PCI:	50
Sample Comments:										
41	ALLIGATOR CR		L	86.00 SqFt						
56	SWELLING		L	7.00 SqFt						
52	RAVELING		M	100.00 SqFt						
48	L & T CR		L	335.00 Ft						
52	RAVELING		L	680.00 SqFt						
50	PATCHING		L	1500.00 SqFt						

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6150		of	18		From:	-		To:	-	Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	15,000 SqFt		Length:	600 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI: 59											
Inspection Comments:												
Sample Number:	516		Type:	R		Area:	3750.00 SqFt		PCI:	59		
Sample Comments:												
52	RAVELING		L	500.00 SqFt								
57	WEATHERING		L	3250.00 SqFt								
56	SWELLING		L	35.00 SqFt								
48	L & T CR		L	546.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT					
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt	
Section:	6155		of	18	From:	-		To:	-	
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P
Area:	180,000 SqFt		Length:	1,800 Ft		Width:	100 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED	
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED	
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED	
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED	
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO	
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS	
Last Insp. Date:	12/10/2018		TotalSamples:	36		Surveyed:	7			
Conditions:	PCI: 49									
Inspection Comments:										
Sample Number:	323		Type:	R		Area:	5000.00 SqFt		PCI:	54
Sample Comments:										
48	L & T CR		L	316.00 Ft						
57	WEATHERING		L	2125.00 SqFt						
56	SWELLING		L	22.00 SqFt						
50	PATCHING		L	2500.00 SqFt						
52	RAVELING		L	375.00 SqFt						
Sample Number:	326		Type:	R		Area:	5000.00 SqFt		PCI:	47
Sample Comments:										
48	L & T CR		M	59.00 Ft						
41	ALLIGATOR CR		L	72.00 SqFt						
56	SWELLING		L	32.00 SqFt						
50	PATCHING		L	204.00 SqFt						
48	L & T CR		L	440.00 Ft						
52	RAVELING		L	4796.00 SqFt						
Sample Number:	329		Type:	R		Area:	5000.00 SqFt		PCI:	52
Sample Comments:										
56	SWELLING		L	15.00 SqFt						
41	ALLIGATOR CR		L	70.00 SqFt						
48	L & T CR		L	451.00 Ft						
57	WEATHERING		L	2500.00 SqFt						
48	L & T CR		M	50.00 Ft						
52	RAVELING		L	2500.00 SqFt						
Sample Number:	337		Type:	R		Area:	5000.00 SqFt		PCI:	38
Sample Comments:										
52	RAVELING		L	1493.00 SqFt						
55	SLIPPAGE CR		N	74.00 SqFt						
56	SWELLING		L	50.00 SqFt						
48	L & T CR		M	60.00 Ft						
41	ALLIGATOR CR		L	282.00 SqFt						
52	RAVELING		H	24.00 SqFt						
48	L & T CR		L	310.00 Ft						
Sample Number:	343		Type:	R		Area:	5000.00 SqFt		PCI:	47
Sample Comments:										

56	SWELLING	L	70.00	SqFt
52	RAVELING	M	250.00	SqFt
52	RAVELING	L	1425.00	SqFt
41	ALLIGATOR CR	L	126.00	SqFt
48	L & T CR	M	23.00	Ft
48	L & T CR	L	500.00	Ft

Sample Number: 350

Type: R

Area: 5000.00 SqFt

PCI: 51

Sample Comments:

52	RAVELING	L	1466.00	SqFt
56	SWELLING	L	70.00	SqFt
41	ALLIGATOR CR	L	83.00	SqFt
48	L & T CR	M	97.00	Ft
52	RAVELING	M	115.00	SqFt
48	L & T CR	L	376.00	Ft

Sample Number: 355

Type: R

Area: 5000.00 SqFt

PCI: 57

Sample Comments:

52	RAVELING	L	1900.00	SqFt
48	L & T CR	M	20.00	Ft
52	RAVELING	M	250.00	SqFt
48	L & T CR	L	398.00	Ft
56	SWELLING	L	44.00	SqFt
41	ALLIGATOR CR	L	40.00	SqFt

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY		Area:	1,459,350 SqFt		
Section:	6160		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank:		P
Area:	90,000 SqFt		Length:	3,600 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	18		Surveyed:	5					
Conditions:	PCI: 70											
Inspection Comments:												
Sample Number:	120		Type:	R		Area:	5000.00 SqFt		PCI:	54		
Sample Comments:												
45	DEPRESSION		L	15.00 SqFt								
42	BLEEDING		N	45.00 SqFt								
41	ALLIGATOR CR		L	44.00 SqFt								
48	L & T CR		L	562.00 Ft								
52	RAVELING		M	64.00 SqFt								
52	RAVELING		L	494.00 SqFt								
Sample Number:	132		Type:	R		Area:	5000.00 SqFt		PCI:	78		
Sample Comments:												
52	RAVELING		L	597.00 SqFt								
42	BLEEDING		N	2.00 SqFt								
57	WEATHERING		L	4403.00 SqFt								
48	L & T CR		L	185.00 Ft								
Sample Number:	152		Type:	R		Area:	5000.00 SqFt		PCI:	71		
Sample Comments:												
48	L & T CR		L	231.00 Ft								
57	WEATHERING		L	4500.00 SqFt								
48	L & T CR		M	25.00 Ft								
52	RAVELING		L	500.00 SqFt								
Sample Number:	524		Type:	R		Area:	5000.00 SqFt		PCI:	71		
Sample Comments:												
48	L & T CR		L	374.00 Ft								
52	RAVELING		M	28.00 SqFt								
52	RAVELING		L	497.00 SqFt								
Sample Number:	544		Type:	R		Area:	5000.00 SqFt		PCI:	79		
Sample Comments:												
57	WEATHERING		L	4500.00 SqFt								
48	L & T CR		L	125.00 Ft								
56	SWELLING		L	15.00 SqFt								
52	RAVELING		L	500.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt
Section:	6165	of 18	From:	-			To:	-	Last Const.: 1/2/2003
Surface:	AAC	Family:	C9N59-PR-RW-AAC-APC	Zone:				Category:	Rank: P
Area:	70,000 SqFt		Length:	700 Ft		Width:	100 Ft		
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:	Street Type:		Grade: 0				Lanes:	0	
Section Comments:									
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1977		Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO	Is Major M&R: False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS	Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	14		Surveyed:	3		
Conditions:	PCI: 49								
Inspection Comments:									
Sample Number:	357	Type:	R	Area:	5000.00 SqFt		PCI:	57	
Sample Comments:									
52	RAVELING	L	2000.00 SqFt						
41	ALLIGATOR CR	L	78.00 SqFt						
56	SWELLING	L	65.00 SqFt						
57	WEATHERING	L	3000.00 SqFt						
48	L & T CR	L	252.00 Ft						
Sample Number:	362	Type:	R	Area:	5000.00 SqFt		PCI:	46	
Sample Comments:									
48	L & T CR	M	100.00 Ft						
41	ALLIGATOR CR	L	124.00 SqFt						
56	SWELLING	L	215.00 SqFt						
48	L & T CR	L	314.00 Ft						
52	RAVELING	L	1738.00 SqFt						
52	RAVELING	M	35.00 SqFt						
Sample Number:	368	Type:	R	Area:	5000.00 SqFt		PCI:	44	
Sample Comments:									
52	RAVELING	M	90.00 SqFt						
48	L & T CR	L	443.00 Ft						
41	ALLIGATOR CR	L	101.00 SqFt						
56	SWELLING	M	54.00 SqFt						
48	L & T CR	M	36.00 Ft						
52	RAVELING	L	1473.00 SqFt						
56	SWELLING	L	65.00 SqFt						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6170		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	35,000 SqFt		Length:	1,400 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1977		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False		
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	8		Surveyed: 2						
Conditions:	PCI: 66											
Inspection Comments:												
Sample Number:	164		Type:	R		Area:	3750.00 SqFt		PCI:	59		
Sample Comments:												
48	L & T CR		M	116.00 Ft								
52	RAVELING		M	66.00 SqFt								
52	RAVELING		L	553.00 SqFt								
56	SWELLING		L	13.00 SqFt								
48	L & T CR		L	400.00 Ft								
Sample Number:	560		Type:	R		Area:	5000.00 SqFt		PCI:	71		
Sample Comments:												
48	L & T CR		L	136.00 Ft								
48	L & T CR		M	10.00 Ft								
52	RAVELING		L	484.00 SqFt								
56	SWELLING		L	23.00 SqFt								
57	WEATHERING		L	4356.00 SqFt								
57	WEATHERING		M	160.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6175		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	290,000 SqFt		Length:	2,900 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	58		Surveyed:	12					
Conditions:	PCI: 51											
Inspection Comments:												
Sample Number:	371		Type:	R		Area:	5000.00 SqFt		PCI:	48		
Sample Comments:												
41	ALLIGATOR CR		L	95.00 SqFt								
52	RAVELING		L	1425.00 SqFt								
56	SWELLING		L	124.00 SqFt								
52	RAVELING		M	250.00 SqFt								
48	L & T CR		M	10.00 Ft								
48	L & T CR		L	558.00 Ft								
Sample Number:	373		Type:	R		Area:	5000.00 SqFt		PCI:	52		
Sample Comments:												
48	L & T CR		L	322.00 Ft								
41	ALLIGATOR CR		L	67.00 SqFt								
57	WEATHERING		L	3500.00 SqFt								
52	RAVELING		L	1500.00 SqFt								
48	L & T CR		M	12.00 Ft								
56	SWELLING		L	113.00 SqFt								
Sample Number:	377		Type:	R		Area:	5000.00 SqFt		PCI:	49		
Sample Comments:												
57	WEATHERING		L	3500.00 SqFt								
52	RAVELING		L	1500.00 SqFt								
48	L & T CR		L	556.00 Ft								
48	L & T CR		M	12.00 Ft								
41	ALLIGATOR CR		L	83.00 SqFt								
56	SWELLING		L	124.00 SqFt								
Sample Number:	382		Type:	R		Area:	5000.00 SqFt		PCI:	51		
Sample Comments:												
57	WEATHERING		L	3500.00 SqFt								
48	L & T CR		M	23.00 Ft								
48	L & T CR		L	536.00 Ft								
52	RAVELING		L	1500.00 SqFt								
41	ALLIGATOR CR		L	18.00 SqFt								
56	SWELLING		L	130.00 SqFt								
Sample Number:	389		Type:	R		Area:	5000.00 SqFt		PCI:	55		
Sample Comments:												

52	RAVELING	L	996.00	SqFt
48	L & T CR	L	571.00	Ft
52	RAVELING	M	20.00	SqFt
41	ALLIGATOR CR	L	47.00	SqFt
56	SWELLING	L	125.00	SqFt
Sample Number:	395	Type:	R	Area: 5000.00 SqFt PCI: 57
Sample Comments:				
52	RAVELING	L	997.00	SqFt
48	L & T CR	L	485.00	Ft
52	RAVELING	M	15.00	SqFt
56	SWELLING	L	100.00	SqFt
41	ALLIGATOR CR	L	67.00	SqFt
Sample Number:	400	Type:	R	Area: 5000.00 SqFt PCI: 54
Sample Comments:				
52	RAVELING	M	250.00	SqFt
48	L & T CR	L	366.00	Ft
56	SWELLING	L	85.00	SqFt
41	ALLIGATOR CR	L	97.00	SqFt
52	RAVELING	L	950.00	SqFt
Sample Number:	405	Type:	R	Area: 5000.00 SqFt PCI: 55
Sample Comments:				
48	L & T CR	L	550.00	Ft
56	SWELLING	L	125.00	SqFt
52	RAVELING	L	991.00	SqFt
41	ALLIGATOR CR	L	57.00	SqFt
52	RAVELING	M	45.00	SqFt
Sample Number:	412	Type:	R	Area: 5000.00 SqFt PCI: 48
Sample Comments:				
52	RAVELING	L	950.00	SqFt
56	SWELLING	L	80.00	SqFt
48	L & T CR	M	20.00	Ft
52	RAVELING	M	250.00	SqFt
41	ALLIGATOR CR	L	43.00	SqFt
48	L & T CR	L	686.00	Ft
Sample Number:	415	Type:	R	Area: 5000.00 SqFt PCI: 53
Sample Comments:				
56	SWELLING	L	120.00	SqFt
41	ALLIGATOR CR	L	69.00	SqFt
48	L & T CR	L	657.00	Ft
52	RAVELING	M	30.00	SqFt
52	RAVELING	L	994.00	SqFt
Sample Number:	419	Type:	R	Area: 5000.00 SqFt PCI: 47
Sample Comments:				
52	RAVELING	M	35.00	SqFt
41	ALLIGATOR CR	L	137.00	SqFt
48	L & T CR	L	623.00	Ft
56	SWELLING	L	45.00	SqFt
48	L & T CR	M	50.00	Ft
52	RAVELING	L	993.00	SqFt
Sample Number:	425	Type:	R	Area: 5000.00 SqFt PCI: 49
Sample Comments:				
56	SWELLING	L	65.00	SqFt
48	L & T CR	M	34.00	Ft
41	ALLIGATOR CR	L	52.00	SqFt
52	RAVELING	L	989.00	SqFt
52	RAVELING	M	55.00	SqFt
48	L & T CR	L	661.00	Ft

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6180		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	145,000 SqFt		Length:	5,800 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	30		Surveyed:	5					
Conditions:	PCI: 70											
Inspection Comments:												
Sample Number:	172		Type:	R		Area:	3750.00 SqFt		PCI:	67		
Sample Comments:												
48	L & T CR		M	50.00 Ft								
56	SWELLING		L	63.00 SqFt								
52	RAVELING		L	375.00 SqFt								
48	L & T CR		L	158.00 Ft								
52	RAVELING		H	2.00 SqFt								
Sample Number:	192		Type:	R		Area:	5000.00 SqFt		PCI:	65		
Sample Comments:												
56	SWELLING		L	75.00 SqFt								
57	WEATHERING		L	4496.00 SqFt								
52	RAVELING		L	500.00 SqFt								
48	L & T CR		L	369.00 Ft								
50	PATCHING		L	4.00 SqFt								
Sample Number:	208		Type:	R		Area:	5000.00 SqFt		PCI:	64		
Sample Comments:												
48	L & T CR		M	97.00 Ft								
48	L & T CR		L	299.00 Ft								
52	RAVELING		L	500.00 SqFt								
56	SWELLING		L	76.00 SqFt								
57	WEATHERING		L	4500.00 SqFt								
Sample Number:	588		Type:	R		Area:	5000.00 SqFt		PCI:	73		
Sample Comments:												
48	L & T CR		L	180.00 Ft								
52	RAVELING		L	500.00 SqFt								
56	SWELLING		L	135.00 SqFt								
57	WEATHERING		L	4500.00 SqFt								
Sample Number:	612		Type:	R		Area:	5000.00 SqFt		PCI:	79		
Sample Comments:												
56	SWELLING		L	2.00 SqFt								
48	L & T CR		L	46.00 Ft								
52	RAVELING		L	500.00 SqFt								
57	WEATHERING		L	4500.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6185		of	18	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	210,000 SqFt		Length:	2,100 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1960		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Cold Milling				Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	42		Surveyed:	8					
Conditions:	PCI: 47											
Inspection Comments:												
Sample Number:	430		Type:	R		Area:	5000.00 SqFt		PCI:	50		
Sample Comments:												
41	ALLIGATOR CR		L	128.00 SqFt								
48	L & T CR		L	587.00 Ft								
56	SWELLING		L	115.00 SqFt								
57	WEATHERING		L	4000.00 SqFt								
52	RAVELING		L	1000.00 SqFt								
Sample Number:	433		Type:	R		Area:	5000.00 SqFt		PCI:	46		
Sample Comments:												
48	L & T CR		L	545.00 Ft								
52	RAVELING		M	65.00 SqFt								
52	RAVELING		L	740.00 SqFt								
56	SWELLING		L	115.00 SqFt								
41	ALLIGATOR CR		L	197.00 SqFt								
Sample Number:	437		Type:	R		Area:	5000.00 SqFt		PCI:	37		
Sample Comments:												
52	RAVELING		M	40.00 SqFt								
56	SWELLING		L	125.00 SqFt								
52	RAVELING		L	744.00 SqFt								
41	ALLIGATOR CR		L	300.00 SqFt								
48	L & T CR		M	50.00 Ft								
48	L & T CR		L	575.00 Ft								
Sample Number:	441		Type:	R		Area:	5000.00 SqFt		PCI:	34		
Sample Comments:												
56	SWELLING		L	105.00 SqFt								
41	ALLIGATOR CR		L	635.00 SqFt								
52	RAVELING		L	744.00 SqFt								
48	L & T CR		L	350.00 Ft								
52	RAVELING		M	40.00 SqFt								
Sample Number:	449		Type:	R		Area:	5000.00 SqFt		PCI:	48		
Sample Comments:												
52	RAVELING		M	55.00 SqFt								
41	ALLIGATOR CR		L	150.00 SqFt								
52	RAVELING		L	4945.00 SqFt								
48	L & T CR		L	283.00 Ft								
56	SWELLING		L	75.00 SqFt								

Sample Number: 455		Type: R	Area: 5000.00 SqFt		PCI: 47
Sample Comments:					
41	ALLIGATOR CR	L	140.00	SqFt	
48	L & T CR	L	364.00	Ft	
52	RAVELING	M	100.00	SqFt	
56	SWELLING	L	65.00	SqFt	
52	RAVELING	L	4900.00	SqFt	
Sample Number: 461		Type: R	Area: 5000.00 SqFt		PCI: 52
Sample Comments:					
56	SWELLING	L	157.00	SqFt	
52	RAVELING	L	4950.00	SqFt	
48	L & T CR	L	529.00	Ft	
52	RAVELING	M	50.00	SqFt	
41	ALLIGATOR CR	L	36.00	SqFt	
Sample Number: 466		Type: R	Area: 5000.00 SqFt		PCI: 58
Sample Comments:					
41	ALLIGATOR CR	L	12.00	SqFt	
52	RAVELING	L	5000.00	SqFt	
48	L & T CR	L	724.00	Ft	
56	SWELLING	L	62.00	SqFt	

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY		Area:	1,459,350 SqFt			
Section:	6190		of	18	From:	-		To:	-		Last Const.:	1/2/2003	
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank:		P	
Area:	105,000 SqFt		Length:	4,200 Ft		Width:	25 Ft						
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:			Street Type:			Grade:	0		Lanes:	0			
Section Comments:													
Work Date:	1/1/1960		Work Type:				BUILT		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1977		Work Type:				OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type:				OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:				Cold Milling		Code:	MI-CO		Is Major M&R:	False
Work Date:	1/2/2003		Work Type:				Overlay - AC Structural		Code:	OL-AS		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	22		Surveyed:		5					
Conditions:	PCI: 68												
Inspection Comments:													
Sample Number:	228		Type:	R		Area:	5000.00 SqFt		PCI:	61			
Sample Comments:													
52	RAVELING		L	500.00 SqFt									
48	L & T CR		M	55.00 Ft									
57	WEATHERING		L	4500.00 SqFt									
48	L & T CR		L	387.00 Ft									
56	SWELLING		L	65.00 SqFt									
Sample Number:	248		Type:	R		Area:	5000.00 SqFt		PCI:	73			
Sample Comments:													
57	WEATHERING		L	4500.00 SqFt									
52	RAVELING		L	500.00 SqFt									
48	L & T CR		L	269.00 Ft									
56	SWELLING		L	20.00 SqFt									
Sample Number:	264		Type:	R		Area:	3750.00 SqFt		PCI:	63			
Sample Comments:													
56	SWELLING		L	56.00 SqFt									
48	L & T CR		L	141.00 Ft									
52	RAVELING		L	500.00 SqFt									
48	L & T CR		M	100.00 Ft									
57	WEATHERING		L	3250.00 SqFt									
Sample Number:	640		Type:	R		Area:	5000.00 SqFt		PCI:	68			
Sample Comments:													
52	RAVELING		L	750.00 SqFt									
57	WEATHERING		L	4250.00 SqFt									
48	L & T CR		L	304.00 Ft									
56	SWELLING		L	100.00 SqFt									
Sample Number:	656		Type:	R		Area:	5000.00 SqFt		PCI:	72			
Sample Comments:													
48	L & T CR		L	269.00 Ft									
56	SWELLING		L	30.00 SqFt									
57	WEATHERING		L	4500.00 SqFt									
52	RAVELING		L	500.00 SqFt									

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	
Branch: RW 18-36	Name: RUNWAY 18-36	Use: RUNWAY	Area: 1,459,350 SqFt
Section: 6195 of 18	From: -	To: -	Last Const.: 1/1/2013
Surface: AAC	Family: C9N59-PR-RW-AAC-APC	Zone:	Category: Rank: P
Area: 30,000 SqFt	Length: 300 Ft	Width: 100 Ft	
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 1/1/2002	Work Type: New Construction - AC	Code: NC-AC	Is Major M&R: True
Work Date: 1/1/2013	Work Type: MILL and OVERLAY	Code: ML-OV	Is Major M&R: True
Last Insp. Date: 12/10/2018	TotalSamples: 6	Surveyed: 2	
Conditions: PCI: 79			
Inspection Comments:			
Sample Number: 294	Type: R	Area: 5000.00 SqFt	PCI: 82
Sample Comments:			
48 L & T CR	L	213.00 Ft	
57 WEATHERING	L	5000.00 SqFt	
Sample Number: 299	Type: R	Area: 5000.00 SqFt	PCI: 76
Sample Comments:			
57 WEATHERING	L	4349.00 SqFt	
48 L & T CR	L	226.00 Ft	
52 RAVELING	L	651.00 SqFt	

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt	
Section:	6196 of 18		From:	-		To:	-		Last Const.:	1/1/2013
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P
Area:	15,000 SqFt		Length:	600 Ft		Width:	25 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/2002		Work Type:	New Construction - AC		Code:	NC-AC		Is Major M&R:	True
Work Date:	1/1/2013		Work Type:	MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1			
Conditions:	PCI: 79									
Inspection Comments:										
Sample Number:	094		Type:	R		Area:	3750.00 SqFt		PCI:	79
Sample Comments:										
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		M	12.00 Ft						
48	L & T CR		L	122.00 Ft						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt		
Section:	6197 of 18		From:	-		To:	-		Last Const.:	1/1/2006	
Surface:	AC		Family:	C9N59-PR-RW-AC		Zone:			Rank:	P	
Area:	92,900 SqFt		Length:	929 Ft		Width:	100 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/2006		Work Type: New Construction - AC				Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	19		Surveyed:	5				
Conditions:	PCI: 37										
Inspection Comments:											
Sample Number:	275		Type:	R		Area:	5000.00 SqFt		PCI:	43	
Sample Comments:											
42	BLEEDING		N	831.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							
48	L & T CR		L	95.00 Ft							
Sample Number:	277		Type:	R		Area:	5000.00 SqFt		PCI:	30	
Sample Comments:											
42	BLEEDING		N	2750.00 SqFt							
48	L & T CR		L	18.00 Ft							
45	DEPRESSION		L	9.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							
Sample Number:	281		Type:	R		Area:	5000.00 SqFt		PCI:	37	
Sample Comments:											
42	BLEEDING		N	900.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							
48	L & T CR		L	337.00 Ft							
53	RUTTING		L	400.00 SqFt							
Sample Number:	286		Type:	R		Area:	5000.00 SqFt		PCI:	42	
Sample Comments:											
42	BLEEDING		N	650.00 SqFt							
53	RUTTING		L	400.00 SqFt							
48	L & T CR		L	99.00 Ft							
57	WEATHERING		L	5000.00 SqFt							
Sample Number:	292		Type:	R		Area:	5000.00 SqFt		PCI:	34	
Sample Comments:											
53	RUTTING		L	850.00 SqFt							
41	ALLIGATOR CR		L	52.00 SqFt							
48	L & T CR		L	206.00 Ft							
42	BLEEDING		N	655.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	RW 18-36		Name:	RUNWAY 18-36		Use:	RUNWAY	Area:	1,459,350 SqFt			
Section:	6198	of 18	From:	-			To:	-			Last Const.:	1/1/2006
Surface:	AC	Family:	C9N59-PR-RW-AC		Zone:		Category:		Rank:	P		
Area:	46,450 SqFt		Length:	1,858 Ft		Width:	25 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:		Street Type:		Grade:	0		Lanes:	0				
Section Comments:												
Work Date:	1/1/2006		Work Type:	New Construction - AC			Code:	NC-AC		Is Major M&R:	True	
Last Insp. Date:	12/10/2018		TotalSamples:	10		Surveyed:	2					
Conditions:	PCI: 70											
Inspection Comments:												
Sample Number:	092	Type:	R	Area:	3225.00 SqFt		PCI:	63				
Sample Comments:												
42	BLEEDING	N		25.00	SqFt							
57	WEATHERING	L		3050.00	SqFt							
48	L & T CR	L		303.00	Ft							
52	RAVELING	L		175.00	SqFt							
Sample Number:	488	Type:	R	Area:	5000.00 SqFt		PCI:	74				
Sample Comments:												
48	L & T CR	L		230.00	Ft							
50	PATCHING	L		4.00	SqFt							
57	WEATHERING	L		4746.00	SqFt							
52	RAVELING	L		250.00	SqFt							

Network:		PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT																									
Branch:		RW 4-22		Name:		RUNWAY 4-22		Use:		RUNWAY		Area:		855,367 SqFt																	
Section:		6205		of 6		From:		-		To:		-		Last Const.: 1/1/2012																	
Surface:		AAC		Family:		C9N59-PR-RW-AAC-APC		Zone:		Category:		Rank:		P																	
Area:		474,873 SqFt		Length:		4,700 Ft		Width:		100 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1983				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/2012				Work Type:				MILL and OVERLAY				Code:				ML-OV				Is Major M&R:				True			
Last Insp. Date:				12/10/2018				TotalSamples:				95				Surveyed:				20											
Conditions:				PCI: 77																											
Inspection Comments:																															
Sample Number:				301				Type:				R				Area:				5000.00 SqFt				PCI:				77			
Sample Comments:																															
57		WEATHERING		L		5000.00		SqFt																							
48		L & T CR		L		325.00		Ft																							
42		BLEEDING		N		3.00		SqFt																							
Sample Number:				304				Type:				R				Area:				5000.00 SqFt				PCI:				74			
Sample Comments:																															
48		L & T CR		L		272.00		Ft																							
42		BLEEDING		N		2.00		SqFt																							
48		L & T CR		M		30.00		Ft																							
57		WEATHERING		L		5000.00		SqFt																							
Sample Number:				308				Type:				R				Area:				5000.00 SqFt				PCI:				60			
Sample Comments:																															
41		ALLIGATOR CR		L		10.00		SqFt																							
48		L & T CR		M		25.00		Ft																							
48		L & T CR		L		568.00		Ft																							
57		WEATHERING		L		5000.00		SqFt																							
Sample Number:				312				Type:				R				Area:				5000.00 SqFt				PCI:				67			
Sample Comments:																															
48		L & T CR		L		462.00		Ft																							
42		BLEEDING		N		8.00		SqFt																							
48		L & T CR		M		35.00		Ft																							
57		WEATHERING		L		5000.00		SqFt																							
Sample Number:				317				Type:				R				Area:				5000.00 SqFt				PCI:				71			
Sample Comments:																															
57		WEATHERING		L		5000.00		SqFt																							
48		L & T CR		L		354.00		Ft																							
48		L & T CR		M		19.00		Ft																							
Sample Number:				321				Type:				R				Area:				5000.00 SqFt				PCI:				78			
Sample Comments:																															
57		WEATHERING		L		5000.00		SqFt																							
48		L & T CR		L		307.00		Ft																							
Sample Number:				326				Type:				R				Area:				5000.00 SqFt				PCI:				87			
Sample Comments:																															
57		WEATHERING		L		5000.00		SqFt																							
48		L & T CR		L		116.00		Ft																							
Sample Number:				332				Type:				R				Area:				5000.00 SqFt				PCI:				76			
Sample Comments:																															

48	L & T CR	M	22.00	Ft		
48	L & T CR	L	240.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 338		Type: R	Area: 5000.00 SqFt		PCI: 73	
Sample Comments:						
48	L & T CR	L	300.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	M	25.00	Ft		
Sample Number: 341		Type: R	Area: 5000.00 SqFt		PCI: 78	
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	196.00	Ft		
48	L & T CR	M	25.00	Ft		
Sample Number: 344		Type: R	Area: 5000.00 SqFt		PCI: 75	
Sample Comments:						
57	WEATHERING	L	4919.00	SqFt		
52	RAVELING	L	81.00	SqFt		
48	L & T CR	M	8.00	Ft		
48	L & T CR	L	186.00	Ft		
Sample Number: 350		Type: R	Area: 5000.00 SqFt		PCI: 82	
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	214.00	Ft		
Sample Number: 356		Type: R	Area: 5000.00 SqFt		PCI: 87	
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	118.00	Ft		
Sample Number: 362		Type: R	Area: 5000.00 SqFt		PCI: 87	
Sample Comments:						
48	L & T CR	L	103.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 368		Type: R	Area: 5000.00 SqFt		PCI: 90	
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	19.00	Ft		
Sample Number: 373		Type: R	Area: 5000.00 SqFt		PCI: 70	
Sample Comments:						
48	L & T CR	L	404.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	M	20.00	Ft		
Sample Number: 379		Type: R	Area: 5000.00 SqFt		PCI: 76	
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	363.00	Ft		
Sample Number: 385		Type: R	Area: 5000.00 SqFt		PCI: 81	
Sample Comments:						
48	L & T CR	L	233.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 391		Type: R	Area: 5000.00 SqFt		PCI: 76	
Sample Comments:						
48	L & T CR	L	228.00	Ft		
48	L & T CR	M	20.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 394		Type: R	Area: 4873.00 SqFt		PCI: 71	
Sample Comments:						

57	WEATHERING	L	4873.00	SqFt
48	L & T CR	L	526.00	Ft

Network:	PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT										
Branch:	RW 4-22		Name:		RUNWAY 4-22		Use:	RUNWAY	Area:	855,367 SqFt					
Section:	6210		of 6		From:	-			To:	-		Last Const.:	1/1/2012		
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:				Category:	Rank: P				
Area:	237,436 SqFt		Length:	9,400 Ft		Width:	25 Ft								
Slabs:			Slab Length:	Ft		Slab Width:	Ft			Joint Length:	Ft				
Shoulder:			Street Type:			Grade:	0			Lanes:	0				
Section Comments:															
Work Date:	1/1/1983		Work Type:				BUILT			Code:	IMPORTED		Is Major M&R:	True	
Work Date:	1/1/1983		Work Type:				OVERLAY			Code:	IMPORTED		Is Major M&R:	True	
Work Date:	1/1/2012		Work Type:				MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True	
Last Insp. Date:	12/10/2018		TotalSamples:	48		Surveyed:	10								
Conditions:	PCI: 81														
Inspection Comments:															
Sample Number:	100		Type:	R		Area:	5000.00 SqFt			PCI:	81				
Sample Comments:															
57	WEATHERING		L	5000.00 SqFt											
48	L & T CR		L	238.00 Ft											
Sample Number:	136		Type:	R		Area:	5000.00 SqFt			PCI:	82				
Sample Comments:															
48	L & T CR		L	205.00 Ft											
57	WEATHERING		L	5000.00 SqFt											
Sample Number:	168		Type:	R		Area:	5000.00 SqFt			PCI:	88				
Sample Comments:															
48	L & T CR		L	89.00 Ft											
57	WEATHERING		L	5000.00 SqFt											
Sample Number:	184		Type:	R		Area:	5000.00 SqFt			PCI:	80				
Sample Comments:															
48	L & T CR		L	244.00 Ft											
57	WEATHERING		L	5000.00 SqFt											
Sample Number:	508		Type:	R		Area:	5000.00 SqFt			PCI:	71				
Sample Comments:															
57	WEATHERING		L	5000.00 SqFt											
48	L & T CR		L	306.00 Ft											
48	L & T CR		M	146.00 Ft											
Sample Number:	520		Type:	R		Area:	5000.00 SqFt			PCI:	76				
Sample Comments:															
57	WEATHERING		L	5000.00 SqFt											
48	L & T CR		L	369.00 Ft											
Sample Number:	528		Type:	R		Area:	5000.00 SqFt			PCI:	84				
Sample Comments:															
57	WEATHERING		L	5000.00 SqFt											
48	L & T CR		L	159.00 Ft											
Sample Number:	552		Type:	R		Area:	5000.00 SqFt			PCI:	79				
Sample Comments:															
57	WEATHERING		L	5000.00 SqFt											
48	L & T CR		L	186.00 Ft											
48	L & T CR		M	8.00 Ft											

Sample Number: 572		Type:	R	Area:	5000.00 SqFt	PCI:	78
Sample Comments:							
57	WEATHERING		L	5000.00	SqFt		
48	L & T CR		L	286.00	Ft		
56	SWELLING		L	5.00	SqFt		
Sample Number: 588		Type:	R	Area:	5000.00 SqFt	PCI:	89
Sample Comments:							
57	WEATHERING		L	5000.00	SqFt		
48	L & T CR		L	61.00	Ft		

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	RW 4-22		Name:	RUNWAY 4-22		Use:	RUNWAY	Area:	855,367 SqFt		
Section:	6215 of 6		From:	-		To:	-		Last Const.:	1/1/2012	
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P	
Area:	50,072 SqFt		Length:	495 Ft		Width:	100 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2012		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	10		Surveyed: 3					
Conditions:	PCI: 63										
Inspection Comments:											
Sample Number:	400		Type:	R		Area:	5000.00 SqFt		PCI:	64	
Sample Comments:											
57	WEATHERING		L	5000.00 SqFt							
42	BLEEDING		N	31.00 SqFt							
48	L & T CR		L	458.00 Ft							
41	ALLIGATOR CR		L	5.00 SqFt							
Sample Number:	404		Type:	R		Area:	5000.00 SqFt		PCI:	59	
Sample Comments:											
42	BLEEDING		N	1.00 SqFt							
52	RAVELING		L	38.00 SqFt							
41	ALLIGATOR CR		L	12.00 SqFt							
48	L & T CR		M	11.00 Ft							
56	SWELLING		L	7.00 SqFt							
57	WEATHERING		L	4962.00 SqFt							
45	DEPRESSION		L	28.00 SqFt							
48	L & T CR		L	349.00 Ft							
Sample Number:	407		Type:	R		Area:	5000.00 SqFt		PCI:	66	
Sample Comments:											
48	L & T CR		M	30.00 Ft							
48	L & T CR		L	452.00 Ft							
42	BLEEDING		N	1.00 SqFt							
57	WEATHERING		L	4959.00 SqFt							
52	RAVELING		L	41.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	RW 4-22		Name:	RUNWAY 4-22		Use:	RUNWAY		Area:	855,367 SqFt	
Section:	6220 of 6		From:	-			To:	-		Last Const.:	1/1/2012
Surface:	AAC		Family:	C9N59-PR-RW-AAC-APC		Zone:			Category:	Rank: P	
Area:	25,036 SqFt		Length:	495 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/2012		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	12/10/2018		TotalSamples:	6		Surveyed:		2			
Conditions:	PCI: 70										
Inspection Comments:											
Sample Number:	202		Type:	R		Area:	5000.00 SqFt		PCI:	72	
Sample Comments:											
48	L & T CR		L	487.00 Ft							
57	WEATHERING		L	5000.00 SqFt							
Sample Number:	606		Type:	R		Area:	3750.00 SqFt		PCI:	66	
Sample Comments:											
48	L & T CR		L	392.00 Ft							
48	L & T CR		M	10.00 Ft							
57	WEATHERING		L	3750.00 SqFt							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	RW 4-22		Name:	RUNWAY 4-22		Use:	RUNWAY	Area:	855,367 SqFt		
Section:	6225 of 6		From:	-		To:	-		Last Const.:	1/1/2006	
Surface:	AC		Family:	C9N59-PR-RW-AC		Zone:			Rank:	P	
Area:	45,300 SqFt		Length:	453 Ft		Width:	100 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2006		Work Type:	New Construction - AC			Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	9		Surveyed:	3				
Conditions:	PCI: 55										
Inspection Comments:											
Sample Number:	410		Type:	R		Area:	5000.00 SqFt		PCI:	72	
Sample Comments:											
48	L & T CR		L	78.00 Ft							
42	BLEEDING		N	173.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							
Sample Number:	412		Type:	R		Area:	5000.00 SqFt		PCI:	16	
Sample Comments:											
57	WEATHERING		L	5000.00 SqFt							
42	BLEEDING		N	2176.00 SqFt							
53	RUTTING		M	1162.00 SqFt							
53	RUTTING		L	476.00 SqFt							
48	L & T CR		L	32.00 Ft							
Sample Number:	417		Type:	R		Area:	5300.00 SqFt		PCI:	77	
Sample Comments:											
57	WEATHERING		L	4800.00 SqFt							
48	L & T CR		L	226.00 Ft							
57	WEATHERING		M	500.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	RW 4-22		Name:	RUNWAY 4-22		Use:	RUNWAY	Area:	855,367 SqFt		
Section:	6230 of 6		From:	-			To:	-			
Surface:	AC		Family:	C9N59-PR-RW-AC		Zone:	Category:		Rank: P		
Area:	22,650 SqFt		Length:	453 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/2006		Work Type: New Construction - AC				Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 25										
Inspection Comments:											
Sample Number:	210		Type:	R		Area:	6250.00 SqFt		PCI:	25	
Sample Comments:											
57	WEATHERING		L	5750.00 SqFt							
42	BLEEDING		N	1700.00 SqFt							
53	RUTTING		M	504.00 SqFt							
52	RAVELING		L	500.00 SqFt							
48	L & T CR		L	236.00 Ft							

Network:		PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:		TW 9-27		Name:		TAXIWAY 9-27		Use:		TAXIWAY		Area:		644,443 SqFt	
Section:		6310		of 16		From:		-		To:		-		Last Const.: 6/1/2018	
Surface:		AAC		Family:		C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:		P	
Area:		14,004 SqFt		Length:		150 Ft		Width:		100 Ft					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:		Street Type:		Grade:		0		Lanes:		0					
Section Comments:															
Work Date:		1/1/1958		Work Type:		BUILT		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		1/1/1994		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		1/1/1994		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		6/1/2018		Work Type:		MILL and OVERLAY		Code:		ML-OV		Is Major M&R:		True	
Last Insp. Date:		1/30/2015		TotalSamples:		42		Surveyed:		8					
Conditions:		PCI: 42		NOTE:		*** Pre-Construction PCI ***									
Inspection Comments:															
Sample Number:		312		Type:		R		Area:		5000.00 SqFt		PCI:		37	
Sample Comments:															
52	RAVELING			L		4760.00 SqFt									
52	RAVELING			H		128.00 SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			M		50.00 Ft									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		740.00 Ft									
52	RAVELING			H		112.00 SqFt									
Sample Number:		319		Type:		R		Area:		5000.00 SqFt		PCI:		41	
Sample Comments:															
52	RAVELING			L		4825.00 SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			M		159.00 Ft									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		399.00 Ft									
52	RAVELING			H		175.00 SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		272.00 Ft									
Sample Number:		324		Type:		R		Area:		5000.00 SqFt		PCI:		50	
Sample Comments:															
48	LONGITUDINAL/TRANSVERSE CRACKING			M		151.00 Ft									
52	RAVELING			L		5000.00 SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		219.00 Ft									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		314.00 Ft									
56	SWELLING			L		28.00 SqFt									
43	BLOCK CRACKING			L		1250.00 SqFt									
Sample Number:		330		Type:		R		Area:		5000.00 SqFt		PCI:		38	
Sample Comments:															
48	LONGITUDINAL/TRANSVERSE CRACKING			M		50.00 Ft									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		108.00 Ft									
56	SWELLING			L		7.00 SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			M		112.00 Ft									
52	RAVELING			H		175.00 SqFt									

56	SWELLING	L	52.00	SqFt
52	RAVELING	L	4825.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	422.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft
Sample Number: 334		Type: R	Area: 5000.00 SqFt	PCI: 37
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft
52	RAVELING	L	4825.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft
52	RAVELING	H	175.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft
43	BLOCK CRACKING	L	700.00	SqFt
56	SWELLING	L	17.00	SqFt
Sample Number: 338		Type: R	Area: 5000.00 SqFt	PCI: 41
Sample Comments:				
52	RAVELING	H	175.00	SqFt
56	SWELLING	L	19.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft
52	RAVELING	L	4825.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	223.00	Ft
56	SWELLING	L	30.00	SqFt
Sample Number: 346		Type: R	Area: 5000.00 SqFt	PCI: 39
Sample Comments:				
52	RAVELING	L	4800.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft
43	BLOCK CRACKING	L	450.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	475.00	Ft
52	RAVELING	H	200.00	SqFt
Sample Number: 350		Type: R	Area: 5847.00 SqFt	PCI: 48
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L	406.00	Ft
52	RAVELING	H	175.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft
52	RAVELING	L	5672.00	SqFt

Network:		PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT																									
Branch:		TW 9-27		Name:		TAXIWAY 9-27		Use:		TAXIWAY		Area:		644,443 SqFt																	
Section:		6315		of 16		From:		-		To:		-		Last Const.: 1/1/1994																	
Surface:		AAC		Family:		C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:		P																	
Area:		174,747 SqFt		Length:		1,840 Ft		Width:		100 Ft																					
Slabs:				Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																	
Shoulder:				Street Type:				Grade:		0		Lanes:		0																	
Section Comments:																															
Work Date:				1/1/1958				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/1994				Work Type:				OVERLAY				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/1994				Work Type:				OVERLAY				Code:				IMPORTED				Is Major M&R:				True			
Last Insp. Date:				12/10/2018				TotalSamples:				35				Surveyed:				8											
Conditions:				PCI:				30																							
Inspection Comments:																															
Sample Number:				317				Type:		R		Area:				5000.00 SqFt				PCI:				35							
Sample Comments:																															
52		RAVELING				M		500.00		SqFt																					
43		BLOCK CR				M		4250.00		SqFt																					
52		RAVELING				L		4500.00		SqFt																					
48		L & T CR				M		42.00		Ft																					
Sample Number:				319				Type:		R		Area:				5000.00 SqFt				PCI:				27							
Sample Comments:																															
52		RAVELING				M		300.00		SqFt																					
48		L & T CR				M		151.00		Ft																					
48		L & T CR				L		200.00		Ft																					
43		BLOCK CR				M		1813.00		SqFt																					
52		RAVELING				H		200.00		SqFt																					
52		RAVELING				L		4500.00		SqFt																					
43		BLOCK CR				L		637.00		SqFt																					
56		SWELLING				L		30.00		SqFt																					
Sample Number:				324				Type:		R		Area:				5000.00 SqFt				PCI:				33							
Sample Comments:																															
43		BLOCK CR				L		1800.00		SqFt																					
52		RAVELING				L		4500.00		SqFt																					
48		L & T CR				M		109.00		Ft																					
52		RAVELING				M		500.00		SqFt																					
43		BLOCK CR				M		1800.00		SqFt																					
48		L & T CR				L		85.00		Ft																					
56		SWELLING				L		100.00		SqFt																					
Sample Number:				330				Type:		R		Area:				5000.00 SqFt				PCI:				23							
Sample Comments:																															
52		RAVELING				L		4500.00		SqFt																					
43		BLOCK CR				M		1500.00		SqFt																					
43		BLOCK CR				L		750.00		SqFt																					
56		SWELLING				L		100.00		SqFt																					
52		RAVELING				H		200.00		SqFt																					
48		L & T CR				M		200.00		Ft																					
52		RAVELING				M		300.00		SqFt																					
48		L & T CR				L		325.00		Ft																					
Sample Number:				334				Type:		R		Area:				5000.00 SqFt				PCI:				30							
Sample Comments:																															
52		RAVELING				H		200.00		SqFt																					
43		BLOCK CR				M		850.00		SqFt																					
48		L & T CR				M		130.00		Ft																					

43	BLOCK CR	L	1100.00	SqFt
52	RAVELING	L	4800.00	SqFt
56	SWELLING	L	50.00	SqFt
48	L & T CR	L	307.00	Ft
Sample Number: 338		Type: R	Area: 5000.00	PCI: 27
Sample Comments:				
52	RAVELING	L	4500.00	SqFt
43	BLOCK CR	L	481.00	SqFt
52	RAVELING	M	300.00	SqFt
48	L & T CR	L	377.00	Ft
48	L & T CR	M	164.00	Ft
43	BLOCK CR	M	1369.00	SqFt
52	RAVELING	H	200.00	SqFt
56	SWELLING	L	56.00	SqFt
Sample Number: 346		Type: R	Area: 5000.00	PCI: 24
Sample Comments:				
48	L & T CR	M	587.00	Ft
52	RAVELING	M	300.00	SqFt
52	RAVELING	H	200.00	SqFt
52	RAVELING	L	4500.00	SqFt
43	BLOCK CR	L	900.00	SqFt
43	BLOCK CR	M	900.00	SqFt
56	SWELLING	L	50.00	SqFt
Sample Number: 350		Type: R	Area: 5847.00	PCI: 40
Sample Comments:				
52	RAVELING	L	5262.00	SqFt
52	RAVELING	M	385.00	SqFt
52	RAVELING	H	200.00	SqFt
56	SWELLING	L	5.00	SqFt
48	L & T CR	L	418.00	Ft
48	L & T CR	M	176.00	Ft

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt			
Section:	6320		of	16	From:	-		To:	-		Last Const.:	1/1/1994
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	87,374 SqFt		Length:	1,840 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1994		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1994		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	18		Surveyed:	5					
Conditions:	PCI: 40											
Inspection Comments:												
Sample Number:	120		Type:	R		Area:	5000.00 SqFt		PCI:	42		
Sample Comments:												
48	L & T CR		M	210.00 Ft								
52	RAVELING		M	1000.00 SqFt								
43	BLOCK CR		L	150.00 SqFt								
48	L & T CR		L	104.00 Ft								
43	BLOCK CR		M	600.00 SqFt								
52	RAVELING		L	4000.00 SqFt								
Sample Number:	128		Type:	R		Area:	5000.00 SqFt		PCI:	42		
Sample Comments:												
52	RAVELING		M	750.00 SqFt								
52	RAVELING		L	4250.00 SqFt								
43	BLOCK CR		M	500.00 SqFt								
56	SWELLING		L	25.00 SqFt								
43	BLOCK CR		L	4500.00 SqFt								
Sample Number:	136		Type:	R		Area:	5000.00 SqFt		PCI:	35		
Sample Comments:												
52	RAVELING		L	4250.00 SqFt								
52	RAVELING		M	750.00 SqFt								
43	BLOCK CR		M	5000.00 SqFt								
56	SWELLING		L	25.00 SqFt								
Sample Number:	524		Type:	R		Area:	5000.00 SqFt		PCI:	36		
Sample Comments:												
52	RAVELING		L	4250.00 SqFt								
43	BLOCK CR		M	5000.00 SqFt								
52	RAVELING		M	750.00 SqFt								
Sample Number:	544		Type:	R		Area:	5000.00 SqFt		PCI:	43		
Sample Comments:												
56	SWELLING		L	25.00 SqFt								
52	RAVELING		M	750.00 SqFt								
52	RAVELING		L	4250.00 SqFt								
48	L & T CR		M	450.00 Ft								
48	L & T CR		L	126.00 Ft								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT										
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt					
Section:	6325		of	16		From:	-		To:	-		Last Const.:	1/2/2003	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	33,073 SqFt		Length:	230 Ft		Width:	100 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True				
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True				
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True				
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False				
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True				
Last Insp. Date:	12/10/2018		TotalSamples:	7		Surveyed: 2								
Conditions:	PCI: 37													
Inspection Comments:														
Sample Number:	354		Type:	R		Area:	5000.00 SqFt		PCI:	39				
Sample Comments:														
48	L & T CR		L	268.00 Ft										
52	RAVELING		L	500.00 SqFt										
48	L & T CR		M	650.00 Ft										
56	SWELLING		L	150.00 SqFt										
57	WEATHERING		L	4500.00 SqFt										
Sample Number:	358		Type:	R		Area:	5137.00 SqFt		PCI:	35				
Sample Comments:														
43	BLOCK CR		M	3853.00 SqFt										
43	BLOCK CR		L	1284.00 SqFt										
56	SWELLING		L	50.00 SqFt										
57	WEATHERING		L	4623.00 SqFt										
52	RAVELING		L	514.00 SqFt										

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt			
Section:	6327		of	16		From:	-		To:	-	Last Const.:	1/1/1988
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	7,950 SqFt		Length:	150 Ft		Width:	53 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI: 25											
Inspection Comments:												
Sample Number:	360		Type:	R		Area:	4238.00 SqFt		PCI:	25		
Sample Comments:												
41	ALLIGATOR CR		L	43.00 SqFt								
56	SWELLING		L	27.00 SqFt								
52	RAVELING		M	1060.00 SqFt								
43	BLOCK CR		L	2097.00 SqFt								
53	RUTTING		L	108.00 SqFt								
52	RAVELING		L	3178.00 SqFt								
43	BLOCK CR		M	2098.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt			
Section:	6330		of	16	From:	-		To:	-		Last Const.:	1/2/2003
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	11,400 SqFt		Length:	230 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1988		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2003		Work Type: Cold Milling				Code:	MI-CO		Is Major M&R: False		
Work Date:	1/2/2003		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI: 58											
Inspection Comments:												
Sample Number:	152		Type:	R		Area:	5513.00 SqFt		PCI:	58		
Sample Comments:												
48	L & T CR		L	355.00 Ft								
48	L & T CR		M	200.00 Ft								
52	RAVELING		L	551.00 SqFt								
57	WEATHERING		L	4962.00 SqFt								
56	SWELLING		L	150.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt		
Section:	6335 of 16		From:	-		To:	-		Last Const.:	1/1/1992	
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	34,097 SqFt		Length:	340 Ft		Width:	100 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	7		Surveyed: 2					
Conditions:	PCI:	28									
Inspection Comments:											
Sample Number:	363	Type:	R	Area:	5000.00 SqFt		PCI:	30			
Sample Comments:											
52	RAVELING	L	4500.00 SqFt								
48	L & T CR	M	300.00 Ft								
48	L & T CR	L	121.00 Ft								
41	ALLIGATOR CR	L	9.00 SqFt								
52	RAVELING	M	500.00 SqFt								
43	BLOCK CR	M	1300.00 SqFt								
43	BLOCK CR	L	1300.00 SqFt								
56	SWELLING	L	75.00 SqFt								
Sample Number:	366	Type:	R	Area:	5000.00 SqFt		PCI:	25			
Sample Comments:											
48	L & T CR	M	600.00 Ft								
43	BLOCK CR	L	602.00 SqFt								
43	BLOCK CR	M	276.00 SqFt								
53	RUTTING	L	615.00 SqFt								
52	RAVELING	L	4500.00 SqFt								
48	L & T CR	L	118.00 Ft								
52	RAVELING	M	500.00 SqFt								
41	ALLIGATOR CR	L	21.00 SqFt								
56	SWELLING	L	330.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt					
Section:	6340		of	16	From:	-		To:	-		Last Const.:	1/1/1992		
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	17,048 SqFt		Length:	340 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1958			Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1992			Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1992			Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True		
Last Insp. Date:	12/10/2018			TotalSamples:	4			Surveyed:	1					
Conditions:	PCI:		29											
Inspection Comments:														
Sample Number:	164		Type:	R		Area:	5000.00 SqFt		PCI:	29				
Sample Comments:														
52	RAVELING		M	1000.00		SqFt								
52	RAVELING		L	4000.00		SqFt								
56	SWELLING		L	145.00		SqFt								
48	L & T CR		M	511.00		Ft								
43	BLOCK CR		M	1900.00		SqFt								
48	L & T CR		L	100.00		Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT					
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt	
Section:	6345		of	16	From:	-		To:	-	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	45,000 SqFt		Length:	450 Ft		Width:	100 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	9		Surveyed:	2			
Conditions:	PCI: 23									
Inspection Comments:										
Sample Number:	369		Type:	R		Area:	5000.00 SqFt		PCI:	16
Sample Comments:										
50	PATCHING		H	6.00 SqFt						
52	RAVELING		L	4495.00 SqFt						
53	RUTTING		L	54.00 SqFt						
41	ALLIGATOR CR		M	500.00 SqFt						
43	BLOCK CR		L	1738.00 SqFt						
41	ALLIGATOR CR		L	658.00 SqFt						
43	BLOCK CR		M	1500.00 SqFt						
56	SWELLING		L	50.00 SqFt						
52	RAVELING		M	499.00 SqFt						
48	L & T CR		M	102.00 Ft						
Sample Number:	375		Type:	R		Area:	5000.00 SqFt		PCI:	30
Sample Comments:										
48	L & T CR		L	281.00 Ft						
52	RAVELING		M	635.00 SqFt						
52	RAVELING		L	4365.00 SqFt						
41	ALLIGATOR CR		L	57.00 SqFt						
48	L & T CR		M	650.00 Ft						
56	SWELLING		L	5.00 SqFt						
43	BLOCK CR		M	364.00 SqFt						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt		
Section:	6350	of 16	From:	-			To:	-	Last Const.:	1/1/1992	
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC	Zone:				Category:	Rank:	P	
Area:	22,500 SqFt		Length:	900 Ft		Width:	25 Ft				
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:		0		
Section Comments:											
Work Date:	1/1/1958		Work Type:			BUILT		Code:	IMPORTED		
Work Date:	1/1/1992		Work Type:			OVERLAY		Code:	IMPORTED		
Work Date:	1/1/1992		Work Type:			OVERLAY		Code:	IMPORTED		
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:					2
Conditions:	PCI: 30										
Inspection Comments:											
Sample Number:	172	Type:	R	Area:	6250.00 SqFt		PCI:	38			
Sample Comments:											
56	SWELLING		L	172.00	SqFt						
50	PATCHING		L	208.00	SqFt						
48	L & T CR		M	774.00	Ft						
52	RAVELING		L	5442.00	SqFt						
48	L & T CR		L	78.00	Ft						
52	RAVELING		M	600.00	SqFt						
Sample Number:	568	Type:	R	Area:	5000.00 SqFt		PCI:	20			
Sample Comments:											
41	ALLIGATOR CR		M	552.00	SqFt						
52	RAVELING		M	400.00	SqFt						
50	PATCHING		L	246.00	SqFt						
52	RAVELING		L	4354.00	SqFt						
48	L & T CR		M	416.00	Ft						
48	L & T CR		L	100.00	Ft						
43	BLOCK CR		M	963.00	SqFt						
43	BLOCK CR		L	963.00	SqFt						

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT		
Branch: TW 9-27	Name: TAXIWAY 9-27	Use: TAXIWAY	Area: 644,443 SqFt	
Section: 6355	of 16	From: -	To: -	Last Const.: 1/1/1994
Surface: AAC	Family: C9N59-PR-TW-AAC-APC	Zone:	Category:	Rank: P
Area: 80,000 SqFt	Length: 800 Ft	Width: 100 Ft		
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft	
Shoulder:	Street Type:	Grade: 0	Lanes: 0	
Section Comments:				
Work Date: 1/1/1958	Work Type: BUILT		Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/1994	Work Type: OVERLAY		Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/1994	Work Type: OVERLAY		Code: IMPORTED	Is Major M&R: True
Last Insp. Date: 12/10/2018	TotalSamples: 16	Surveyed: 5		
Conditions: PCI: 26				
Inspection Comments:				
Sample Number: 379	Type: R	Area: 5000.00 SqFt	PCI: 20	
Sample Comments:				
52	RAVELING	L	4214.00 SqFt	
52	RAVELING	M	786.00 SqFt	
41	ALLIGATOR CR	L	110.00 SqFt	
53	RUTTING	L	500.00 SqFt	
41	ALLIGATOR CR	M	160.00 SqFt	
48	L & T CR	L	216.00 Ft	
56	SWELLING	L	35.00 SqFt	
43	BLOCK CR	L	720.00 SqFt	
48	L & T CR	M	192.00 Ft	
Sample Number: 382	Type: R	Area: 5000.00 SqFt	PCI: 27	
Sample Comments:				
43	BLOCK CR	M	1000.00 SqFt	
52	RAVELING	M	1400.00 SqFt	
48	L & T CR	L	144.00 Ft	
52	RAVELING	L	3600.00 SqFt	
48	L & T CR	M	219.00 Ft	
41	ALLIGATOR CR	L	230.00 SqFt	
Sample Number: 385	Type: R	Area: 5000.00 SqFt	PCI: 33	
Sample Comments:				
52	RAVELING	H	10.00 SqFt	
41	ALLIGATOR CR	L	70.00 SqFt	
48	L & T CR	L	468.00 Ft	
56	SWELLING	L	43.00 SqFt	
43	BLOCK CR	L	385.00 SqFt	
52	RAVELING	L	4990.00 SqFt	
48	L & T CR	M	265.00 Ft	
41	ALLIGATOR CR	M	11.00 SqFt	
Sample Number: 388	Type: R	Area: 5000.00 SqFt	PCI: 22	
Sample Comments:				
52	RAVELING	M	500.00 SqFt	
48	L & T CR	L	300.00 Ft	
56	SWELLING	L	13.00 SqFt	
48	L & T CR	M	308.00 Ft	
52	RAVELING	L	4500.00 SqFt	
56	SWELLING	H	12.00 SqFt	
41	ALLIGATOR CR	M	45.00 SqFt	
41	ALLIGATOR CR	L	90.00 SqFt	
Sample Number: 390	Type: R	Area: 5000.00 SqFt	PCI: 28	
Sample Comments:				

48	L & T CR	L	138.00	Ft
52	RAVELING	H	50.00	SqFt
52	RAVELING	M	450.00	SqFt
52	RAVELING	L	4500.00	SqFt
41	ALLIGATOR CR	L	247.00	SqFt
56	SWELLING	L	75.00	SqFt
48	L & T CR	M	540.00	Ft

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt			
Section:	6360		of	16		From:	-		To:	-	Last Const.:	1/1/1994
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	40,000 SqFt		Length:	1,600 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1994		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1994		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	8		Surveyed:	2					
Conditions:	PCI: 50											
Inspection Comments:												
Sample Number:	184		Type:	R		Area:	5000.00 SqFt		PCI:	49		
Sample Comments:												
48	L & T CR		L	100.00 Ft								
45	DEPRESSION		L	24.00 SqFt								
52	RAVELING		L	4250.00 SqFt								
48	L & T CR		M	218.00 Ft								
52	RAVELING		M	750.00 SqFt								
Sample Number:	588		Type:	R		Area:	6250.00 SqFt		PCI:	51		
Sample Comments:												
48	L & T CR		L	200.00 Ft								
48	L & T CR		M	437.00 Ft								
52	RAVELING		L	5937.00 SqFt								
56	SWELLING		L	15.00 SqFt								
52	RAVELING		M	313.00 SqFt								

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT	
Branch: TW 9-27		Name: TAXIWAY 9-27	Use: TAXIWAY Area: 644,443 SqFt
Section: 6365	of 16	From: -	To: - Last Const.: 1/1/1994
Surface: AAC	Family: C9N59-PR-TW-AAC-APC	Zone:	Category: Rank: P
Area:	34,500 SqFt	Length:	345 Ft Width: 100 Ft
Slabs:	Slab Length:	Ft	Slab Width: Ft Joint Length: Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 1/1/1958		Work Type: BUILT	Code: IMPORTED Is Major M&R: True
Work Date: 1/1/1994		Work Type: OVERLAY	Code: IMPORTED Is Major M&R: True
Last Insp. Date: 12/10/2018		TotalSamples: 7	Surveyed: 2
Conditions: PCI: 37			
Inspection Comments:			
Sample Number: 395	Type: R	Area:	5000.00 SqFt PCI: 35
Sample Comments:			
52	RAVELING	M	1000.00 SqFt
52	RAVELING	L	3999.00 SqFt
43	BLOCK CR	L	1250.00 SqFt
56	SWELLING	L	32.00 SqFt
50	PATCHING	M	1.00 SqFt
48	L & T CR	M	626.00 Ft
Sample Number: 398	Type: R	Area:	5000.00 SqFt PCI: 39
Sample Comments:			
42	BLEEDING	N	1.00 SqFt
52	RAVELING	L	4500.00 SqFt
48	L & T CR	M	650.00 Ft
43	BLOCK CR	L	1050.00 SqFt
48	L & T CR	L	142.00 Ft
52	RAVELING	M	500.00 SqFt

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt	
Section:	6370		From:	-		To:	-		Last Const.:	1/1/1994
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P
Area:	17,250 SqFt		Length:	345 Ft		Width:	50 Ft			
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:	Street Type:		Grade:		0		Lanes:	0		
Section Comments:										
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1994		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	2			
Conditions:	PCI: 44									
Inspection Comments:										
Sample Number:	196		Type:	R		Area:	4875.00 SqFt		PCI:	44
Sample Comments:										
52	RAVELING		M	220.00 SqFt						
48	L & T CR		L	100.00 Ft						
52	RAVELING		L	4655.00 SqFt						
43	BLOCK CR		M	250.00 SqFt						
48	L & T CR		M	115.00 Ft						
43	BLOCK CR		L	1300.00 SqFt						
Sample Number:	596		Type:	R		Area:	4875.00 SqFt		PCI:	45
Sample Comments:										
56	SWELLING		L	140.00 SqFt						
42	BLEEDING		N	42.00 SqFt						
52	RAVELING		M	244.00 SqFt						
48	L & T CR		M	258.00 Ft						
52	RAVELING		L	4631.00 SqFt						
48	L & T CR		L	400.00 Ft						

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT										
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt					
Section:	6375		of	16		From:	-		To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	17,000 SqFt		Length:	170 Ft		Width:	100 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1958		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1994		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True		
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/30/2015		TotalSamples:	10		Surveyed:	2							
Conditions:	PCI:	46	NOTE: *** Pre-Construction PCI ***											
Inspection Comments:														
Sample Number:	395		Type:	R		Area:	5000.00 SqFt		PCI:	44				
Sample Comments:														
52	RAVELING		L	4000.00 SqFt										
56	SWELLING		L	28.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		M	40.00 Ft										
52	RAVELING		M	1000.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	750.00 Ft										
Sample Number:	400		Type:	R		Area:	5000.00 SqFt		PCI:	49				
Sample Comments:														
52	RAVELING		L	4000.00 SqFt										
52	RAVELING		M	990.00 SqFt										
50	PATCHING		L	10.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	482.00 Ft										
56	SWELLING		L	70.00 SqFt										
56	SWELLING		L	282.00 SqFt										

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW 9-27		Name:	TAXIWAY 9-27		Use:	TAXIWAY	Area:	644,443 SqFt		
Section:	6380 of 16		From:	-		To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	8,500 SqFt		Length:	170 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1994		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	6		Surveyed:	2				
Conditions:	PCI: 60		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	196		Type:	R		Area:	5000.00 SqFt		PCI:	62	
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	261.00 Ft							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	164.00 Ft							
57	WEATHERING		M	2000.00 SqFt							
52	RAVELING		L	3000.00 SqFt							
Sample Number:	596		Type:	R		Area:	5000.00 SqFt		PCI:	57	
Sample Comments:											
52	RAVELING		L	3500.00 SqFt							
56	SWELLING		L	136.00 SqFt							
57	WEATHERING		M	1500.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	490.00 Ft							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	35.00 Ft							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt		
Section:	112 of 11		From:	-		To:	-		Last Const.:	1/1/1990	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	4,221 SqFt		Length:	87 Ft		Width:	47 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1968		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 44										
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	4221.00 SqFt		PCI:	44	
Sample Comments:											
48	L & T CR		L	127.00 Ft							
45	DEPRESSION		L	12.00 SqFt							
52	RAVELING		M	124.00 SqFt							
53	RUTTING		L	86.00 SqFt							
48	L & T CR		M	100.00 Ft							
52	RAVELING		L	2049.00 SqFt							
41	ALLIGATOR CR		L	93.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt			
Section:	114	of	11	From:	-			To:	-		Last Const.:	1/1/1968
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:		Category:	Rank: P			
Area:	2,361 SqFt		Length:	45 Ft		Width:	43 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1968		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True	
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1					
Conditions:	PCI: 28											
Inspection Comments:												
Sample Number:	101	Type:	R	Area:	2361.00 SqFt		PCI:	28				
Sample Comments:												
48	L & T CR		L	81.00 Ft								
52	RAVELING		M	2351.00 SqFt								
52	RAVELING		H	10.00 SqFt								
45	DEPRESSION		L	68.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt		
Section:	115		of 11	From:	-		To:	-		Last Const.:	8/1/2016
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:		P
Area:	225,302 SqFt		Length:	2,862 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1958		Work Type:				BUILT		Code:	IMPORTED	
Work Date:	1/1/1978		Work Type:				OVERLAY		Code:	IMPORTED	
Work Date:	1/1/1990		Work Type:				OVERLAY		Code:	IMPORTED	
Work Date:	8/1/2016		Work Type:				MILL and OVERLAY		Code:	ML-OV	
Last Insp. Date:	12/10/2018		TotalSamples:	59		Surveyed:	8				
Conditions:	PCI: 70										
Inspection Comments:											
Sample Number:	105		Type:	R		Area:	4115.00 SqFt		PCI:	75	
Sample Comments:											
48	L & T CR		L	118.00 Ft							
41	ALLIGATOR CR		L	11.00 SqFt							
57	WEATHERING		L	4005.00 SqFt							
52	RAVELING		L	110.00 SqFt							
Sample Number:	109		Type:	R		Area:	3759.00 SqFt		PCI:	69	
Sample Comments:											
48	L & T CR		L	186.00 Ft							
57	WEATHERING		L	3759.00 SqFt							
53	RUTTING		L	124.00 SqFt							
Sample Number:	114		Type:	R		Area:	3750.00 SqFt		PCI:	57	
Sample Comments:											
48	L & T CR		L	77.00 Ft							
55	SLIPPAGE CR		N	8.00 SqFt							
57	WEATHERING		L	3178.00 SqFt							
50	PATCHING		L	572.00 SqFt							
53	RUTTING		L	42.00 SqFt							
42	BLEEDING		N	4.00 SqFt							
45	DEPRESSION		L	89.00 SqFt							
Sample Number:	123		Type:	R		Area:	3750.00 SqFt		PCI:	69	
Sample Comments:											
53	RUTTING		L	90.00 SqFt							
48	L & T CR		L	99.00 Ft							
42	BLEEDING		N	10.00 SqFt							
57	WEATHERING		L	3750.00 SqFt							
Sample Number:	132		Type:	R		Area:	3750.00 SqFt		PCI:	68	
Sample Comments:											
48	L & T CR		L	33.00 Ft							
53	RUTTING		L	150.00 SqFt							
57	WEATHERING		L	3750.00 SqFt							
Sample Number:	145		Type:	R		Area:	3750.00 SqFt		PCI:	65	
Sample Comments:											
53	RUTTING		L	140.00 SqFt							
57	WEATHERING		L	3718.00 SqFt							
50	PATCHING		L	32.00 SqFt							
48	L & T CR		L	106.00 Ft							

Sample Number: 149		Type: A	Area: 3750.00 SqFt		PCI: 40
Sample Comments:					
55	SLIPPAGE CR	N	44.00	SqFt	
53	RUTTING	M	450.00	SqFt	
48	L & T CR	L	37.00	Ft	
57	WEATHERING	L	3750.00	SqFt	
Sample Number: 154		Type: R	Area: 3750.00 SqFt		PCI: 89
Sample Comments:					
48	L & T CR	L	60.00	Ft	
57	WEATHERING	L	3750.00	SqFt	

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt		
Section:	117 of 11		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	6,019 SqFt		Length:	137 Ft		Width:	68 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1968		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	8/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 51										
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	6019.00 SqFt		PCI:	51	
Sample Comments:											
53	RUTTING		H		32.00 SqFt						
48	L & T CR		L		58.00 Ft						
57	WEATHERING		L		6019.00 SqFt						
45	DEPRESSION		L		204.00 SqFt						
53	RUTTING		M		40.00 SqFt						
53	RUTTING		L		18.00 SqFt						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt			
Section:	119	of	11	From:	-			To:	-		Last Const.:	1/1/1968
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:		Category:	Rank: P			
Area:	3,041 SqFt		Length:	68 Ft		Width:	45 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1968			Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018			TotalSamples:	1			Surveyed:	1			
Conditions:	PCI:		20									
Inspection Comments:												
Sample Number:	101		Type:	R		Area:	3041.00 SqFt		PCI:	20		
Sample Comments:												
45	DEPRESSION		L	60.00		SqFt						
52	RAVELING		M	3041.00		SqFt						
53	RUTTING		L	228.00		SqFt						
48	L & T CR		L	148.00		Ft						
41	ALLIGATOR CR		L	250.00		SqFt						

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt	
Section:	130		of	11	From:	-		To:	-	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	361,676 SqFt		Length:	2,475 Ft		Width:	75 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1978		Work Type:	BUILT				Code:	IMPORTED	
Work Date:	1/1/1992		Work Type:	OVERLAY				Code:	IMPORTED	
Work Date:	8/1/2016		Work Type:	MILL and OVERLAY				Code:	ML-OV	
Last Insp. Date:	12/10/2018		TotalSamples:	95		Surveyed:	10			
Conditions:	PCI: 76									
Inspection Comments:										
Sample Number:	303		Type:	R		Area:	3750.00 SqFt		PCI:	74
Sample Comments:										
52	RAVELING		L	413.00 SqFt						
57	WEATHERING		L	3337.00 SqFt						
48	L & T CR		M	35.00 Ft						
48	L & T CR		L	115.00 Ft						
Sample Number:	313		Type:	R		Area:	3750.00 SqFt		PCI:	77
Sample Comments:										
48	L & T CR		M	50.00 Ft						
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		L	82.00 Ft						
Sample Number:	324		Type:	R		Area:	3750.00 SqFt		PCI:	81
Sample Comments:										
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		M	25.00 Ft						
48	L & T CR		L	95.00 Ft						
Sample Number:	332		Type:	R		Area:	3750.00 SqFt		PCI:	87
Sample Comments:										
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		L	80.00 Ft						
Sample Number:	343		Type:	R		Area:	3750.00 SqFt		PCI:	69
Sample Comments:										
48	L & T CR		M	15.00 Ft						
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		L	314.00 Ft						
Sample Number:	350		Type:	R		Area:	3750.00 SqFt		PCI:	79
Sample Comments:										
48	L & T CR		L	216.00 Ft						
57	WEATHERING		L	3750.00 SqFt						
Sample Number:	358		Type:	R		Area:	3750.00 SqFt		PCI:	74
Sample Comments:										
57	WEATHERING		L	3750.00 SqFt						
48	L & T CR		L	327.00 Ft						
Sample Number:	369		Type:	R		Area:	3750.00 SqFt		PCI:	72
Sample Comments:										
57	WEATHERING		L	3750.00 SqFt						

48	L & T CR	L	362.00	Ft		
Sample Number: 378		Type: R	Area: 3750.00 SqFt		PCI: 76	
Sample Comments:						
48	L & T CR	L	262.00	Ft		
57	WEATHERING	L	3750.00	SqFt		
Sample Number: 387		Type: R	Area: 3750.00 SqFt		PCI: 75	
Sample Comments:						
48	L & T CR	L	289.00	Ft		
57	WEATHERING	L	3750.00	SqFt		

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt		
Section:	135 of 11		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	40,056 SqFt		Length:	2,475 Ft		Width:	75 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2012		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	8/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	9		Surveyed:	1				
Conditions:	PCI: 76										
Inspection Comments:											
Sample Number:	393		Type:	R		Area:	4007.00 SqFt		PCI:	76	
Sample Comments:											
56	SWELLING		L	17.00 SqFt							
48	L & T CR		L	258.00 Ft							
57	WEATHERING		L	4007.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt
Section:	140	of 11	From:	-			To:	-	Last Const.: 8/1/2016
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC	Zone:				Category:	Rank: P
Area:	17,486 SqFt		Length:	175 Ft		Width:	75 Ft		
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft
Shoulder:	Street Type:			Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1978		Work Type: BUILT			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1988		Work Type: OVERLAY			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/2003		Work Type: Cold Milling			Code:	MI-CO		Is Major M&R: False
Work Date:	1/2/2003		Work Type: Overlay - AC Structural			Code:	OL-AS		Is Major M&R: True
Work Date:	8/1/2016		Work Type: MILL and OVERLAY			Code:	ML-OV		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1		
Conditions:	PCI: 79								
Inspection Comments:									
Sample Number:	402	Type:	R	Area:	6689.00 SqFt		PCI:	79	
Sample Comments:									
48	L & T CR		L	358.00 Ft					
57	WEATHERING		L	6689.00 SqFt					

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt		
Section:	155 of 11		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	7,969 SqFt		Length:	70 Ft		Width:	140 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1978		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	8/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	101		Type:	R		Area:	4291.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	49.00 Ft							
57	WEATHERING		L	4291.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt			
Section:	158		of	11	From:	-		To:	-		Last Const.:	8/1/2016
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:	P	
Area:	16,692 SqFt		Length:	1,700 Ft		Width:	125 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:		Street Type:		Grade:	0		Lanes:	0				
Section Comments:												
Work Date:	1/1/2006		Work Type:	New Construction - AC		Code:	NC-AC		Is Major M&R:	True		
Work Date:	8/1/2016		Work Type:	MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1					
Conditions:	PCI:		70									
Inspection Comments:												
Sample Number:	137		Type:	R		Area:	6795.00 SqFt		PCI:	70		
Sample Comments:												
53	RUTTING		L	200.00 SqFt								
57	WEATHERING		L	6795.00 SqFt								
48	L & T CR		L	48.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	836,768 SqFt
Section:	160	of 11	From:	-			To:	-	Last Const.: 1/1/2017
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC	Zone:				Category:	Rank: P
Area:	151,945 SqFt		Length:	1,640 Ft		Width:	75 Ft		
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft
Shoulder:	Street Type:		Grade:		0		Lanes:		0
Section Comments:									
Work Date:	1/1/2006		Work Type: New Construction - AC			Code:	NC-AC		Is Major M&R: True
Work Date:	1/1/2017		Work Type: MILL and OVERLAY			Code:	ML-OV		Is Major M&R: True
Last Insp. Date:	1/30/2015		TotalSamples:	35		Surveyed:	4		
Conditions:	PCI: 40		NOTE: *** Pre-Construction PCI ***						
Inspection Comments:									
Sample Number:	102	Type:	R	Area:	5100.00 SqFt		PCI:	33	
Sample Comments:									
57	WEATHERING		L	5100.00	SqFt				
42	BLEEDING		N	1250.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING		L	13.00	Ft				
53	RUTTING		L	120.00	SqFt				
42	BLEEDING		N	13.00	SqFt				
Sample Number:	107	Type:	R	Area:	5100.00 SqFt		PCI:	64	
Sample Comments:									
57	WEATHERING		L	1941.00	SqFt				
50	PATCHING		L	2400.00	SqFt				
50	PATCHING		L	759.00	SqFt				
Sample Number:	120	Type:	R	Area:	3750.00 SqFt		PCI:	31	
Sample Comments:									
52	RAVELING		L	375.00	SqFt				
53	RUTTING		L	250.00	SqFt				
57	WEATHERING		L	3375.00	SqFt				
42	BLEEDING		N	500.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING		L	46.00	Ft				
42	BLEEDING		N	200.00	SqFt				
Sample Number:	131	Type:	R	Area:	3947.00 SqFt		PCI:	27	
Sample Comments:									
52	RAVELING		L	198.00	SqFt				
57	WEATHERING		L	3749.00	SqFt				
53	RUTTING		L	250.00	SqFt				
53	RUTTING		L	250.00	SqFt				
48	LONGITUDINAL/TRANSVERSE CRACKING		L	39.00	Ft				
42	BLEEDING		N	1550.00	SqFt				

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A2		Name:	TAXIWAY A2		Use:	TAXIWAY	Area:	60,458 SqFt		
Section:	165	of	1	From:	-	To:	-	Last Const.:	8/1/2016		
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:		Category:		Rank:	P	
Area:	60,458 SqFt	Length:	600 Ft		Width:	100 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	8/1/2016		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	13		Surveyed:	2				
Conditions:	PCI:	89									
Inspection Comments:											
Sample Number:	203	Type:	R	Area:	5172.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING	L	5172.00 SqFt								
48	L & T CR	L	68.00 Ft								
Sample Number:	206	Type:	R	Area:	6386.00 SqFt		PCI:	88			
Sample Comments:											
57	WEATHERING	L	6386.00 SqFt								
48	L & T CR	L	108.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW A3		Name:	TAXIWAY A3		Use:	TAXIWAY	Area:	60,311 SqFt		
Section:	168 of 1		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Rank:	P	
Area:	60,311 SqFt		Length:	400 Ft		Width:	100 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	8/1/2016		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	13		Surveyed:	2				
Conditions:	PCI: 88										
Inspection Comments:											
Sample Number:	302		Type:	R		Area:	6425.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	55.00 Ft							
57	WEATHERING		L	6425.00 SqFt							
Sample Number:	305		Type:	R		Area:	5145.00 SqFt		PCI:	86	
Sample Comments:											
57	WEATHERING		L	5145.00 SqFt							
45	DEPRESSION		L	27.00 SqFt							
48	L & T CR		L	53.00 Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A4		Name:	TAXIWAY A4		Use:	TAXIWAY		Area:	58,588 SqFt		
Section:	170		of	1	From:	-		To:	-		Last Const.:	8/1/2016
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:	Rank:		P
Area:	58,588 SqFt		Length:	400 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	8/1/2016		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	12		Surveyed:	2					
Conditions:	PCI: 90											
Inspection Comments:												
Sample Number:	402		Type:	R		Area:	6426.00 SqFt		PCI:	90		
Sample Comments:												
48	L & T CR		L	25.00 Ft								
57	WEATHERING		L	6426.00 SqFt								
Sample Number:	406		Type:	R		Area:	6384.00 SqFt		PCI:	90		
Sample Comments:												
48	L & T CR		L	35.00 Ft								
57	WEATHERING		L	6384.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW A5		Name:	TAXIWAY A5		Use:	TAXIWAY	Area:	56,987 SqFt		
Section:	175 of 1		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Rank:	P	
Area:	56,987 SqFt		Length:	400 Ft		Width:	100 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	8/1/2016		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	11		Surveyed:	2				
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	503		Type:	R		Area:	5171.00 SqFt		PCI:	90	
Sample Comments:											
57	WEATHERING		L	5171.00 SqFt							
48	L & T CR		L	28.00 Ft							
Sample Number:	506		Type:	R		Area:	6387.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	71.00 Ft							
57	WEATHERING		L	6387.00 SqFt							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW A6		Name:	TAXIWAY A6		Use:	TAXIWAY	Area:	58,658 SqFt		
Section:	180	of	1	From:	-	To:	-	Last Const.:	8/1/2016		
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:		Category:		Rank:	P	
Area:	58,658 SqFt		Length:	400 Ft		Width:	100 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	8/1/2016		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	12		Surveyed:	2				
Conditions:	PCI: 90										
Inspection Comments:											
Sample Number:	602	Type:	R	Area:	6422.00 SqFt		PCI:	91			
Sample Comments:											
57	WEATHERING	L	6422.00 SqFt								
48	L & T CR	L	12.00 Ft								
Sample Number:	606	Type:	R	Area:	6387.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING	L	6387.00 SqFt								
48	L & T CR	L	71.00 Ft								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT								
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	94,472 SqFt			
Section:	205 of 6		From:	-		To:	-		Last Const.:	6/1/2018		
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P		
Area:	6,200 SqFt		Length:	124 Ft		Width:	50 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:		Grade:		0		Lanes:	0				
Section Comments:												
Work Date:	1/1/1958		Work Type:				BUILT		Code:	IMPORTED	Is Major M&R:	True
Work Date:	6/1/2018		Work Type:				MILL and OVERLAY		Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	3		Surveyed:	1					
Conditions:	PCI: 56		NOTE: *** Pre-Construction PCI ***									
Inspection Comments:												
Sample Number:	102		Type:	R		Area:	5000.00 SqFt		PCI:	56		
Sample Comments:												
52	RAVELING		M	1500.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	152.00 Ft								
52	RAVELING		L	3500.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	94,472 SqFt	
Section:	207 of 6		From:	-			To:	-		Last Const.:	6/1/2018
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	7,750 SqFt		Length:	155 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1958		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI: 56		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	102		Type:	R		Area:	5000.00 SqFt		PCI:	56	
Sample Comments:											
52	RAVELING		L	3500.00 SqFt							
52	RAVELING		M	1500.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	152.00 Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	94,472 SqFt	
Section:	210 of 6		From:	-			To:	-		Last Const.:	6/1/2018
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	6,353 SqFt		Length:	130 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1958		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1983		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	1/30/2015		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 64		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	6353.14 SqFt		PCI:	64	
Sample Comments:											
56	SWELLING		L	100.00 SqFt							
52	RAVELING		L	6353.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	322.00 Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	94,472 SqFt	
Section:	215 of 6		From:	-			To:	-		Last Const.:	1/1/2012
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:	Rank: P	
Area:	15,387 SqFt		Length:	300 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2012		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI: 86										
Inspection Comments:											
Sample Number:	232	Type:	R	Area:	5000.00 SqFt		PCI:	86			
Sample Comments:											
57	WEATHERING		L	5000.00 SqFt							
48	L & T CR		L	137.00 Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	94,472 SqFt			
Section:	220	of	6	From:	-			To:	-		Last Const.:	1/1/1965
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:				Category:	Rank: P		
Area:	40,670 SqFt		Length:	835 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft			Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0			Lanes:	0	
Section Comments:												
Work Date:	1/1/1965			Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	12/10/2018			TotalSamples:	8			Surveyed:	2			
Conditions:	PCI:	17										
Inspection Comments:												
Sample Number:	223	Type:	R		Area:	5714.00 SqFt			PCI:	11		
Sample Comments:												
53	RUTTING		M	270.00 SqFt								
52	RAVELING		H	35.00 SqFt								
41	ALLIGATOR CR		M	152.00 SqFt								
53	RUTTING		L	730.00 SqFt								
41	ALLIGATOR CR		L	632.00 SqFt								
52	RAVELING		M	5679.00 SqFt								
48	L & T CR		L	98.00 Ft								
48	L & T CR		M	40.00 Ft								
Sample Number:	227	Type:	R		Area:	5000.00 SqFt			PCI:	23		
Sample Comments:												
48	L & T CR		M	13.00 Ft								
48	L & T CR		H	5.00 Ft								
48	L & T CR		L	121.00 Ft								
52	RAVELING		M	5000.00 SqFt								
53	RUTTING		L	1200.00 SqFt								
41	ALLIGATOR CR		L	78.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	34,751 SqFt		
Section:	405 of 3		From:	-		To:	-		Last Const.:	1/1/1990	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	6,975 SqFt		Length:	93 Ft		Width:	75 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1983		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 31										
Inspection Comments:											
Sample Number:	103		Type:	R		Area:	6975.00 SqFt		PCI:	31	
Sample Comments:											
52	RAVELING		L	5710.00 SqFt							
48	L & T CR		M	243.00 Ft							
41	ALLIGATOR CR		L	146.00 SqFt							
48	L & T CR		L	155.00 Ft							
52	RAVELING		H	15.00 SqFt							
52	RAVELING		M	1250.00 SqFt							
53	RUTTING		L	760.00 SqFt							

Network:

PIE

Name:

ST. PETE-CLEARWATER INTERNATIONAL
AIRPORT

Branch:

TW D

Name:

TAXIWAY D

Use:

TAXIWAY

Area:

34,751 SqFt

Section:

407

of

3

From:

-

To:

-

Last Const.:

1/1/1996

Surface:

AC

Family:

C9N59-PR-TW-AC

Zone:

Category:

Rank:

P

Area:

17,580 SqFt

Length:

140 Ft

Width:

100 Ft

Slabs:

Slab Length:

Ft

Slab Width:

Ft

Joint Length:

Ft

Shoulder:

Street Type:

Grade:

0

Lanes:

0

Section Comments:

Work Date:

1/1/1996

Work Type:

New Construction - AC

Code:

NC-AC

Is Major M&R:

True

Last Insp. Date:

12/10/2018

TotalSamples:

4

Surveyed:

1

Conditions:

PCI:

35

Inspection Comments:

Sample Number:

104

Type:

R

Area:

5775.00 SqFt

PCI:

35

Sample Comments:

56

SWELLING

L

10.00

SqFt

52

RAVELING

L

2775.00

SqFt

52

RAVELING

M

3000.00

SqFt

48

L & T CR

L

88.00

Ft

41

ALLIGATOR CR

L

34.00

SqFt

48

L & T CR

M

477.00

Ft

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	34,751 SqFt		
Section:	410	of 3	From:	-			To:	-			
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:			Rank:	P	
Area:	10,196 SqFt		Length:	160 Ft		Width:	75 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1983		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1990		Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI:	33									
Inspection Comments:											
Sample Number:	102	Type:	R	Area:	3760.00 SqFt		PCI:	33			
Sample Comments:											
52	RAVELING	H	25.00	SqFt							
52	RAVELING	M	2500.00	SqFt							
52	RAVELING	L	1235.00	SqFt							
56	SWELLING	L	55.00	SqFt							
48	L & T CR	M	170.00	Ft							
48	L & T CR	L	50.00	Ft							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW F		Name:	TAXIWAY F		Use:	TAXIWAY		Area:	47,206 SqFt		
Section:	610 of 1		From:	-			To:	-		Last Const.:	6/1/2018	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:	Rank: P		
Area:	47,206 SqFt		Length:	640 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1984		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1989		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1989		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	6/1/2018		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True		
Last Insp. Date:	1/30/2015		TotalSamples:	2		Surveyed:		1				
Conditions:	PCI: 41		NOTE: *** Pre-Construction PCI ***									
Inspection Comments:												
Sample Number:	200		Type:	R		Area:	3644.00 SqFt		PCI:	41		
Sample Comments:												
52	RAVELING		L	1093.00 SqFt								
52	RAVELING		M	2551.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	60.00 Ft								

Network:		PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:		TW G		Name:		TAXIWAY G		Use:		TAXIWAY		Area:		234,394 SqFt	
Section:		1320		of 3		From:		-		To:		-		Last Const.: 6/1/2018	
Surface:		AAC		Family:		C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:		P	
Area:		15,822 SqFt		Length:		190 Ft		Width:		90 Ft					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:		Street Type:		Grade:		0		Lanes:		0					
Section Comments:															
Work Date:		1/1/1958		Work Type:		BUILT		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		1/1/1994		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		1/1/1994		Work Type:		OVERLAY		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		6/1/2018		Work Type:		MILL and OVERLAY		Code:		ML-OV		Is Major M&R:		True	
Last Insp. Date:		1/30/2015		TotalSamples:		42		Surveyed:		8					
Conditions:		PCI: 42		NOTE:		*** Pre-Construction PCI ***									
Inspection Comments:															
Sample Number:		312		Type:		R		Area:		5000.00 SqFt		PCI:		37	
Sample Comments:															
52	RAVELING		H		128.00 SqFt										
52	RAVELING		L		4760.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L		740.00 Ft										
52	RAVELING		H		112.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		M		50.00 Ft										
Sample Number:		319		Type:		R		Area:		5000.00 SqFt		PCI:		41	
Sample Comments:															
48	LONGITUDINAL/TRANSVERSE CRACKING		L		399.00 Ft										
52	RAVELING		L		4825.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L		272.00 Ft										
52	RAVELING		H		175.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		M		159.00 Ft										
Sample Number:		324		Type:		R		Area:		5000.00 SqFt		PCI:		50	
Sample Comments:															
48	LONGITUDINAL/TRANSVERSE CRACKING		M		151.00 Ft										
43	BLOCK CRACKING		L		1250.00 SqFt										
56	SWELLING		L		28.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L		314.00 Ft										
48	LONGITUDINAL/TRANSVERSE CRACKING		L		219.00 Ft										
52	RAVELING		L		5000.00 SqFt										
Sample Number:		330		Type:		R		Area:		5000.00 SqFt		PCI:		38	
Sample Comments:															
52	RAVELING		L		4825.00 SqFt										
56	SWELLING		L		7.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L		266.00 Ft										
52	RAVELING		H		175.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		M		50.00 Ft										
48	LONGITUDINAL/TRANSVERSE CRACKING		M		112.00 Ft										

48	LONGITUDINAL/TRANSVERSE CRACKING	L	422.00	Ft		
56	SWELLING	L	52.00	SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00	Ft		
Sample Number:	334	Type:	R	Area:	5000.00 SqFt	PCI: 37
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	199.00	Ft		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft		
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft		
52	RAVELING	L	4825.00	SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft		
43	BLOCK CRACKING	L	700.00	SqFt		
52	RAVELING	H	175.00	SqFt		
56	SWELLING	L	17.00	SqFt		
Sample Number:	338	Type:	R	Area:	5000.00 SqFt	PCI: 41
Sample Comments:						
56	SWELLING	L	19.00	SqFt		
56	SWELLING	L	30.00	SqFt		
52	RAVELING	L	4825.00	SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft		
48	LONGITUDINAL/TRANSVERSE CRACKING	M	223.00	Ft		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft		
52	RAVELING	H	175.00	SqFt		
Sample Number:	346	Type:	R	Area:	5000.00 SqFt	PCI: 39
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	475.00	Ft		
52	RAVELING	L	4800.00	SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft		
43	BLOCK CRACKING	L	450.00	SqFt		
52	RAVELING	H	200.00	SqFt		
Sample Number:	350	Type:	R	Area:	5847.00 SqFt	PCI: 48
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	406.00	Ft		
52	RAVELING	H	175.00	SqFt		
52	RAVELING	L	5672.00	SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft		

Network: PIE		Name: ST. PETE-CLEARWATER INTERNATIONAL AIRPORT		
Branch: TW G	Name: TAXIWAY G	Use: TAXIWAY	Area: 234,394 SqFt	
Section: 1325	of 3	From: -	To: -	Last Const.: 6/1/2018
Surface: AAC	Family: C9N59-PR-TW-AAC-APC	Zone:	Category:	Rank: P
Area: 199,036 SqFt	Length: 3,875 Ft	Width: 50 Ft		
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft	
Shoulder:	Street Type:	Grade: 0	Lanes: 0	
Section Comments:				
Work Date: 1/1/1984	Work Type: BUILT		Code: IMPORTED	Is Major M&R: True
Work Date: 6/1/2018	Work Type: MILL and OVERLAY		Code: ML-OV	Is Major M&R: True
Last Insp. Date: 1/30/2015	TotalSamples: 44	Surveyed: 5		
Conditions: PCI: 42	NOTE: *** Pre-Construction PCI ***			
Inspection Comments:				
Sample Number: 106	Type: R	Area: 5000.00 SqFt	PCI: 34	
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L 981.00 Ft		
53	RUTTING	L 33.00 SqFt		
52	RAVELING	H 19.00 SqFt		
53	RUTTING	L 63.00 SqFt		
52	RAVELING	L 3481.00 SqFt		
52	RAVELING	M 1500.00 SqFt		
56	SWELLING	L 500.00 SqFt		
Sample Number: 114	Type: R	Area: 5000.00 SqFt	PCI: 34	
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L 424.00 Ft		
53	RUTTING	L 400.00 SqFt		
56	SWELLING	L 500.00 SqFt		
53	RUTTING	L 400.00 SqFt		
52	RAVELING	M 2000.00 SqFt		
52	RAVELING	L 3000.00 SqFt		
Sample Number: 122	Type: R	Area: 5000.00 SqFt	PCI: 42	
Sample Comments:				
52	RAVELING	M 1000.00 SqFt		
45	DEPRESSION	L 16.00 SqFt		
53	RUTTING	L 32.00 SqFt		
53	RUTTING	L 300.00 SqFt		
52	RAVELING	L 4000.00 SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L 251.00 Ft		
53	RUTTING	L 246.00 SqFt		
56	SWELLING	L 44.00 SqFt		
Sample Number: 131	Type: R	Area: 5000.00 SqFt	PCI: 52	
Sample Comments:				
48	LONGITUDINAL/TRANSVERSE CRACKING	L 178.00 Ft		
56	SWELLING	L 76.00 SqFt		
52	RAVELING	M 1500.00 SqFt		
52	RAVELING	L 3500.00 SqFt		
Sample Number: 139	Type: R	Area: 5000.00 SqFt	PCI: 47	
Sample Comments:				
56	SWELLING	L 237.00 SqFt		
48	LONGITUDINAL/TRANSVERSE CRACKING	L 248.00 Ft		

56	SWELLING	L	200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft
52	RAVELING	M	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	357.00	Ft
52	RAVELING	L	4000.00	SqFt

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW G1		Name:	TAXIWAY G1		Use:	TAXIWAY		Area:	25,665 SqFt		
Section:	1330 of 2		From:	-			To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	13,135 SqFt		Length:	85 Ft		Width:	85 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1984		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI: 33		NOTE: *** Pre-Construction PCI ***									
Inspection Comments:												
Sample Number:	103		Type:	R		Area:	3458.00 SqFt		PCI:	33		
Sample Comments:												
52	RAVELING		L	2766.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	184.00 Ft								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	120.00 Ft								
52	RAVELING		M	692.00 SqFt								
56	SWELLING		L	200.00 SqFt								
43	BLOCK CRACKING		M	644.00 SqFt								
45	DEPRESSION		M	4.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		M	80.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:	TW G1		Name:	TAXIWAY G1		Use:	TAXIWAY	Area:	25,665 SqFt					
Section:	1335		of	2		From:	-		To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	12,530 SqFt		Length:	150 Ft		Width:	85 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1984			Work Type:	BUILT			Code:	IMPORTED			Is Major M&R:	True	
Work Date:	6/1/2018			Work Type:	MILL and OVERLAY			Code:	ML-OV			Is Major M&R:	True	
Last Insp. Date:	11/1/2011			TotalSamples:	4			Surveyed:	1					
Conditions:	PCI: 38		NOTE: *** Pre-Construction PCI ***											
Inspection Comments:														
Sample Number:	102		Type:	R		Area:	3250.00 SqFt		PCI:	38				
Sample Comments:														
52	RAVELING		M	2274.98		SqFt								
52	RAVELING		L	974.99		SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	340.09		Ft								
45	DEPRESSION		L	14.00		SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW G2		Name:	TAXIWAY G2		Use:	TAXIWAY	Area:	24,807 SqFt			
Section:	1005	of	2	From:	-			To:	-		Last Const.:	6/1/2018
Surface:	AAC	Family:	C9N59-PR-TW-AAC-APC		Zone:				Category:	Rank: P		
Area:	15,843 SqFt		Length:	125 Ft		Width:	65 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:		Grade:		0		Lanes:	0				
Section Comments:												
Work Date:	1/1/1984		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True	
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True	
Last Insp. Date:	1/30/2015		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI:	46		NOTE:	*** Pre-Construction PCI ***							
Inspection Comments:												
Sample Number:	103	Type:	R	Area:	6998.00 SqFt		PCI:	46				
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	517.00 Ft								
52	RAVELING		H	11.00 SqFt								
52	RAVELING		L	4888.00 SqFt								
52	RAVELING		M	2099.00 SqFt								
45	DEPRESSION		L	72.00 SqFt								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW G2		Name:	TAXIWAY G2		Use:	TAXIWAY		Area:	24,807 SqFt		
Section:	1010 of 2		From:	-			To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	8,964 SqFt		Length:	125 Ft		Width:	65 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1984		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2012		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	11/1/2011		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI: 69		NOTE:	*** Pre-Construction PCI ***								
Inspection Comments:												
Sample Number:	102		Type:	R		Area:	3000.00 SqFt		PCI:	69		
Sample Comments:												
52	RAVELING		L	2999.98 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	78.02 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:	TW G3		Name:	TAXIWAY G3		Use:	TAXIWAY	Area:	19,662 SqFt					
Section:	605		of	2		From:	-		To:	-		Last Const.:	1/1/1984	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	10,930 SqFt		Length:	132 Ft		Width:	61 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1984			Work Type:	BUILT			Code:	IMPORTED			Is Major M&R:	True	
Work Date:	1/1/1984			Work Type:	OVERLAY			Code:	IMPORTED			Is Major M&R:	True	
Last Insp. Date:	12/10/2018			TotalSamples:	2			Surveyed:	1					
Conditions:	PCI:		24											
Inspection Comments:														
Sample Number:	103		Type:	R		Area:	4889.00 SqFt		PCI:	24				
Sample Comments:														
48	L & T CR		M	261.00		Ft								
56	SWELLING		L	225.00		SqFt								
45	DEPRESSION		L	291.00		SqFt								
43	BLOCK CR		L	429.00		SqFt								
41	ALLIGATOR CR		L	45.00		SqFt								
43	BLOCK CR		M	1070.00		SqFt								
50	PATCHING		L	215.00		SqFt								
52	RAVELING		L	1674.00		SqFt								
53	RUTTING		L	100.00		SqFt								
52	RAVELING		M	3000.00		SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW G3		Name:	TAXIWAY G3		Use:	TAXIWAY	Area:	19,662 SqFt		
Section:	607 of 2		From:	-		To:	-		Last Const.:	1/1/2012	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	8,732 SqFt		Length:	122 Ft		Width:	61 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1984		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2012		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	4450.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	36.00 Ft							
57	WEATHERING		L	4450.00 SqFt							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT										
Branch:	TW H		Name:	TAXIWAY H		Use:	TAXIWAY	Area:	122,273 SqFt					
Section:	810		of	3		From:	-		To:	-		Last Const.:	1/2/1965	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	59,729 SqFt		Length:	798 Ft		Width:	75 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1965		Work Type:	New Construction - AC				Code:	NC-AC		Is Major M&R:	True		
Work Date:	1/2/1965		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True		
Last Insp. Date:	12/10/2018		TotalSamples:	16		Surveyed:	3							
Conditions:	PCI: 5													
Inspection Comments:														
Sample Number:	112		Type:	R		Area:	3214.00 SqFt		PCI:	2				
Sample Comments:														
52	RAVELING		M	3214.00 SqFt										
43	BLOCK CR		M	2182.00 SqFt										
53	RUTTING		L	860.00 SqFt										
41	ALLIGATOR CR		M	1032.00 SqFt										
Sample Number:	117		Type:	R		Area:	3750.00 SqFt		PCI:	6				
Sample Comments:														
43	BLOCK CR		M	2700.00 SqFt										
52	RAVELING		M	3750.00 SqFt										
53	RUTTING		L	1050.00 SqFt										
41	ALLIGATOR CR		M	50.00 SqFt										
41	ALLIGATOR CR		L	1000.00 SqFt										
Sample Number:	124		Type:	R		Area:	3750.00 SqFt		PCI:	7				
Sample Comments:														
41	ALLIGATOR CR		M	218.00 SqFt										
52	RAVELING		M	3733.00 SqFt										
45	DEPRESSION		L	11.00 SqFt										
52	RAVELING		H	17.00 SqFt										
43	BLOCK CR		M	3532.00 SqFt										

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT				
Branch:	TW H		Name:	TAXIWAY H		Use:	TAXIWAY	Area:	122,273 SqFt
Section:	815	of 3	From:	-			To:	-	Last Const.: 8/1/2016
Surface:	AC	Family:	C9N59-PR-TW-AC	Zone:				Category:	Rank: P
Area:	57,784 SqFt		Length:	500 Ft		Width:	100 Ft		
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft
Shoulder:	Street Type:		Grade:		0		Lanes:		0
Section Comments:									
Work Date:	8/1/2016		Work Type: New Construction - Initial			Code:	NU-IN		Is Major M&R: True
Last Insp. Date:	12/10/2018		TotalSamples:	12		Surveyed:	3		
Conditions:	PCI:	91							
Inspection Comments:									
Sample Number:	103	Type:	R	Area:	3697.00 SqFt		PCI:	94	
Sample Comments:									
57	WEATHERING		L	3697.00 SqFt					
Sample Number:	104	Type:	R	Area:	3697.00 SqFt		PCI:	89	
Sample Comments:									
48	L & T CR		L	55.00 Ft					
57	WEATHERING		L	3697.00 SqFt					
Sample Number:	110	Type:	R	Area:	4389.00 SqFt		PCI:	91	
Sample Comments:									
57	WEATHERING		L	4389.00 SqFt					
48	L & T CR		L	12.00 Ft					

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW H		Name:	TAXIWAY H		Use:	TAXIWAY		Area:	122,273 SqFt		
Section:	820 of 3		From:	-			To:	-		Last Const.:	1/1/2017	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:	Rank: P		
Area:	4,760 SqFt		Length:	75 Ft		Width:	64 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:				Grade:	0		Lanes:	0			
Section Comments:												
Work Date:	1/1/1965		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1965		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2017		Work Type: Reconstruct with AC				Code:	RC-AC		Is Major M&R: True		
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1					
Conditions:	PCI: 90											
Inspection Comments:												
Sample Number:	128		Type:	R		Area:	4760.00 SqFt		PCI:	90		
Sample Comments:												
57	WEATHERING		L	4760.00 SqFt								
48	L & T CR		L	32.00 Ft								

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW K		Name:	TAXIWAY K		Use:	TAXIWAY	Area:	2,818 SqFt		
Section:	1120	of	2	From:	-	To:	-	Last Const.:	1/1/1984		
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:		Category:		Rank:	P	
Area:	1,346 SqFt		Length:	67 Ft		Width:	20 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1984		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	41									
Inspection Comments:											
Sample Number:	100	Type:	R	Area:	1346.00 SqFt		PCI:	41			
Sample Comments:											
52	RAVELING	L	596.00		SqFt						
48	L & T CR	L	132.00		Ft						
48	L & T CR	M	25.00		Ft						
52	RAVELING	M	750.00		SqFt						

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW K		Name:	TAXIWAY K		Use:	TAXIWAY	Area:	2,818 SqFt			
Section:	1125	of	2	From:	-			To:	-		Last Const.:	1/1/1984
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:				Category:	Rank: P		
Area:	1,472 SqFt		Length:	62 Ft		Width:	20 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft			Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0			Lanes:	0			
Section Comments:												
Work Date:	1/1/1984		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True	
Last Insp. Date:	12/10/2018		TotalSamples:	1			Surveyed:	1				
Conditions:	PCI:	42										
Inspection Comments:												
Sample Number:	200		Type:	R		Area:	1472.00 SqFt		PCI:	42		
Sample Comments:												
52	RAVELING		M	750.00		SqFt						
52	RAVELING		L	722.00		SqFt						
48	L & T CR		L	110.00		Ft						
48	L & T CR		M	67.00		Ft						

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW L		Name:	TAXIWAY L		Use:	TAXIWAY	Area:	87,808 SqFt		
Section:	1205	of 3	From:	-			To:	-		Last Const.:	8/1/2016
Surface:	AC	Family:	C9N59-PR-TW-AC		Zone:		Category:		Rank:	P	
Area:	22,175 SqFt		Length:	164 Ft		Width:	100 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1986		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Work Date:	8/1/2016		Work Type:	Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	5		Surveyed:	1				
Conditions:	PCI:	91									
Inspection Comments:											
Sample Number:	205	Type:	R	Area:	5000.00 SqFt		PCI:	91			
Sample Comments:											
57	WEATHERING		L	5000.00 SqFt							
48	L & T CR		L	7.00 Ft							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW L		Name:	TAXIWAY L		Use:	TAXIWAY	Area:	87,808 SqFt		
Section:	1215 of 3		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Rank:	P	
Area:	13,483 SqFt		Length:	150 Ft		Width:	80 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1986		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	8/1/2016		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	202		Type:	R		Area:	3122.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	50.00 Ft							
57	WEATHERING		L	3122.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:	TW L		Name:	TAXIWAY L		Use:	TAXIWAY		Area:	87,808 SqFt				
Section:	1245		of	3		From:	-		To:	-		Last Const.:	8/1/2016	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:			Rank:	P	
Area:	52,150 SqFt		Length:	1,043 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1986		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True		
Work Date:	8/1/2016		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True		
Last Insp. Date:	12/10/2018		TotalSamples:	11		Surveyed:	2							
Conditions:	PCI: 87													
Inspection Comments:														
Sample Number:	215		Type:	R		Area:	5000.00 SqFt		PCI:	80				
Sample Comments:														
57	WEATHERING		L	5000.00 SqFt										
48	L & T CR		L	249.00 Ft										
Sample Number:	221		Type:	R		Area:	5000.00 SqFt		PCI:	94				
Sample Comments:														
57	WEATHERING		L	5000.00 SqFt										

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW P		Name:	TAXIWAY P		Use:	TAXIWAY	Area:	80,078 SqFt		
Section:	1250 of 2		From:	-		To:	-		Last Const.:	1/1/2016	
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:			Category:	Rank: P	
Area:	27,739 SqFt		Length:	415 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1986		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2016		Work Type:	Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	6		Surveyed:	1				
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	302		Type:	R		Area:	4768.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	74.00 Ft							
57	WEATHERING		L	4768.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW P		Name:	TAXIWAY P		Use:	TAXIWAY		Area:	80,078 SqFt		
Section:	1255 of 2		From:	-			To:	-			Last Const.:	1/1/2016
Surface:	AC		Family:	C9N59-PR-TW-AC		Zone:				Category:	Rank: P	
Area:	52,339 SqFt		Length:	1,100 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0			Lanes:	0	
Section Comments:												
Work Date:	1/1/1986		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2016		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/10/2018		TotalSamples:	11			Surveyed:	2				
Conditions:	PCI: 93											
Inspection Comments:												
Sample Number:	309		Type:	R		Area:	4990.00 SqFt		PCI:	92		
Sample Comments:												
48	L & T CR		L	1.00 Ft								
57	WEATHERING		L	4990.00 SqFt								
Sample Number:	313		Type:	R		Area:	5000.00 SqFt		PCI:	94		
Sample Comments:												
57	WEATHERING		L	5000.00 SqFt								

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW Q		Name:	TAXIWAY Q		Use:	TAXIWAY	Area:	8,081 SqFt		
Section:	1705 of 2		From:	-		To:	-		Last Const.:	6/1/2018	
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	4,449 SqFt		Length:	155 Ft		Width:	30 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1984		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/30/2015		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 42		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	2268.24 SqFt		PCI:	42	
Sample Comments:											
52	RAVELING		H	33.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	9.00 Ft							
52	RAVELING		M	671.00 SqFt							
52	RAVELING		L	1564.00 SqFt							
45	DEPRESSION		H	2.00 SqFt							
45	DEPRESSION		L	44.00 SqFt							

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT						
Branch:	TW T		Name:	TAXIWAY T		Use:	TAXIWAY	Area:	194,702 SqFt		
Section:	2010		of 4	From:	-		To:	-		Last Const.:	6/1/2018
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	12,963 SqFt		Length:	173 Ft		Width:	75 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1960		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1983		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1992		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	6/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	1/30/2015		TotalSamples:	11		Surveyed:		2			
Conditions:	PCI:	35	NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	103		Type:	R		Area:	3750.00 SqFt		PCI:	39	
Sample Comments:											
52	RAVELING		M	375.00 SqFt							
52	RAVELING		L	3375.00 SqFt							
41	ALLIGATOR CRACKING		L	74.00 SqFt							
56	SWELLING		L	212.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	314.00 Ft							
48	LONGITUDINAL/TRANSVERSE CRACKING		M	83.00 Ft							
Sample Number:	105		Type:	R		Area:	3750.00 SqFt		PCI:	32	
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		M	155.00 Ft							
52	RAVELING		L	2324.00 SqFt							
56	SWELLING		L	24.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	135.00 Ft							
52	RAVELING		M	258.00 SqFt							
50	PATCHING		M	1168.00 SqFt							

Network:	PIE		Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT										
Branch:	TW T		Name:	TAXIWAY T		Use:	TAXIWAY	Area:	194,702 SqFt					
Section:	2020		of	4	From:	-		To:	-		Last Const.:	6/1/2018		
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	14,337 SqFt		Length:	200 Ft		Width:	75 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1996		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True		
Work Date:	6/1/2018		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/30/2015		TotalSamples:	7		Surveyed:	1							
Conditions:	PCI: 52		NOTE:	*** Pre-Construction PCI ***										
Inspection Comments:														
Sample Number:	105		Type:	R		Area:	3750.00 SqFt		PCI:	52				
Sample Comments:														
52	RAVELING		M	750.00 SqFt										
52	RAVELING		L	3000.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	278.00 Ft										
48	LONGITUDINAL/TRANSVERSE CRACKING		M	71.00 Ft										

Network:	PIE			Name:	ST. PETE-CLEARWATER INTERNATIONAL AIRPORT							
Branch:	TW T		Name:	TAXIWAY T		Use:	TAXIWAY	Area:	194,702 SqFt			
Section:	2045		of	4	From:	-		To:	-		Last Const.:	8/1/2016
Surface:	AAC		Family:	C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:	P	
Area:	17,962 SqFt		Length:	380 Ft		Width:	50 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:		Street Type:		Grade:	0			Lanes:	0			
Section Comments:												
Work Date:	1/1/1997		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1997		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1997		Work Type:	BUILT		Code:	IMPORTED		Is Major M&R:	True		
Work Date:	8/1/2016		Work Type:	MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	12/10/2018		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI: 80											
Inspection Comments:												
Sample Number:	300		Type:	R		Area:	6162.00 SqFt		PCI:	80		
Sample Comments:												
57	WEATHERING		L	5952.00 SqFt								
45	DEPRESSION		L	25.00 SqFt								
48	L & T CR		L	129.00 Ft								
52	RAVELING		L	210.00 SqFt								

Network:		PIE		Name:		ST. PETE-CLEARWATER INTERNATIONAL AIRPORT									
Branch:		TW T		Name:		TAXIWAY T		Use:		TAXIWAY		Area:		194,702 SqFt	
Section:		2050		of 4		From:		-		To:		-		Last Const.: 6/1/2018	
Surface:		AAC		Family:		C9N59-PR-TW-AAC-APC		Zone:		Category:		Rank:		P	
Area:		149,440 SqFt		Length:		1,700 Ft		Width:		94 Ft					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:		Street Type:		Grade:		0		Lanes:		0					
Section Comments:															
Work Date:		1/1/1997		Work Type:		BUILT				Code:		IMPORTED		Is Major M&R: True	
Work Date:		1/1/1997		Work Type:		OVERLAY				Code:		IMPORTED		Is Major M&R: True	
Work Date:		1/1/1997		Work Type:		OVERLAY				Code:		IMPORTED		Is Major M&R: True	
Work Date:		6/1/2018		Work Type:		MILL and OVERLAY				Code:		ML-OV		Is Major M&R: True	
Last Insp. Date:		1/30/2015		TotalSamples:		40				Surveyed:		4			
Conditions:		PCI: 22		NOTE:		*** Pre-Construction PCI ***									
Inspection Comments:															
Sample Number:		102		Type:		R		Area:		4700.00 SqFt		PCI:		2	
Sample Comments:															
52	RAVELING			M	940.00	SqFt									
41	ALLIGATOR CRACKING			M	1190.00	SqFt									
52	RAVELING			L	3760.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			L	272.00	Ft									
41	ALLIGATOR CRACKING			H	527.00	SqFt									
41	ALLIGATOR CRACKING			M	492.00	SqFt									
Sample Number:		111		Type:		R		Area:		4700.00 SqFt		PCI:		25	
Sample Comments:															
53	RUTTING			L	800.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			L	139.00	Ft									
52	RAVELING			L	3760.00	SqFt									
41	ALLIGATOR CRACKING			L	1000.00	SqFt									
52	RAVELING			M	940.00	SqFt									
Sample Number:		207		Type:		R		Area:		4728.00 SqFt		PCI:		23	
Sample Comments:															
48	LONGITUDINAL/TRANSVERSE CRACKING			L	135.00	Ft									
41	ALLIGATOR CRACKING			M	369.00	SqFt									
41	ALLIGATOR CRACKING			L	360.00	SqFt									
52	RAVELING			M	473.00	SqFt									
52	RAVELING			L	4455.00	SqFt									
Sample Number:		212		Type:		R		Area:		4700.00 SqFt		PCI:		37	
Sample Comments:															
53	RUTTING			L	40.00	SqFt									
52	RAVELING			M	940.00	SqFt									
52	RAVELING			L	3756.00	SqFt									
52	RAVELING			H	4.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING			L	338.00	Ft									
41	ALLIGATOR CRACKING			L	180.00	SqFt									