FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

November 2019

FDOT

North Perry Airport (HWO)
Reliever Airport
District 4

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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Statewide Airfield Pavement
Management Program

FDOT

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
HWO	RUNWAY 01L-19R	RUNWAY	6105	275,500	89	Good
HWO	RUNWAY 01L-19R	RUNWAY	6110	14,500	90	Good
HWO	RUNWAY 01L-19R	RUNWAY	6115	15,000	94	Good
HWO	RUNWAY 01L-19R	RUNWAY	6120	30,000	92	Good
HWO	RUNWAY 10L-28R	RUNWAY	6205	314,433	93	Good
HWO	RUNWAY 01R-19L	RUNWAY	6305	314,367	93	Good
HWO	RUNWAY 10R-28L	RUNWAY	6405	270,700	80	Satisfactory
HWO	RUNWAY 10R-28L	RUNWAY	6410	14,700	91	Good
HWO	RUNWAY 10R-28L	RUNWAY	6415	14,600	83	Satisfactory
HWO	RUNWAY 10R-28L	RUNWAY	6420	15,768	89	Good
HWO	TAXIWAY A	TAXIWAY	105	2,647	90	Good
HWO	TAXIWAY A	TAXIWAY	110	8,438	86	Good
HWO	TAXIWAY A	TAXIWAY	115	7,846	88	Good
HWO	TAXIWAY A	TAXIWAY	120	8,823	92	Good
HWO	TAXIWAY A	TAXIWAY	125	2,872	90	Good
HWO	TAXIWAY B	TAXIWAY	200	4,873	94	Good
HWO	TAXIWAY B	TAXIWAY	202	16,704	82	Satisfactory
HWO	TAXIWAY B	TAXIWAY	205	120,769	86	Good
HWO	TAXIWAY B	TAXIWAY	210	4,473	94	Good
HWO	TAXIWAY B	TAXIWAY	215	16,260	83	Satisfactory
HWO	TAXIWAY B	TAXIWAY	220	3,873	88	Good
HWO	TAXIWAY B	TAXIWAY	225	4,273	94	Good
HWO	TAXIWAY B1	TAXIWAY	1905	18,259	76	Satisfactory
HWO	TAXIWAY D	TAXIWAY	403	9,097	71	Satisfactory
HWO	TAXIWAY D	TAXIWAY	405	106,779	89	Good
HWO	TAXIWAY D	TAXIWAY	406	4,793	94	Good
HWO	TAXIWAY D	TAXIWAY	407	4,553	90	Good
HWO	TAXIWAY D	TAXIWAY	410	8,066	94	Good
HWO	TAXIWAY D	TAXIWAY	415	10,406	92	Good
HWO	TAXIWAY D1	TAXIWAY	430	4,076	91	Good
HWO	TAXIWAY D1	TAXIWAY	435	7,528	93	Good
HWO	TAXIWAY D2	TAXIWAY	450	4,325	84	Satisfactory
HWO	TAXIWAY D2	TAXIWAY	455	7,181	92	Good
HWO	TAXIWAY E	TAXIWAY	505	8,843	71	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TAXIWAY E	TAXIWAY	506	8,043	73	Satisfactory
HWO	TAXIWAY E	TAXIWAY	510	8,656	85	Satisfactory
HWO	TAXIWAY E	TAXIWAY	520	32,472	82	Satisfactory
HWO	TAXIWAY E	TAXIWAY	530	4,345	91	Good
HWO	TAXIWAY E	TAXIWAY	540	3,890	88	Good
HWO	TAXIWAY E	TAXIWAY	545	4,153	91	Good
HWO	TAXIWAY E	TAXIWAY	550	3,523	94	Good
HWO	TAXIWAY E	TAXIWAY	555	5,132	94	Good
HWO	TAXIWAY E	TAXIWAY	560	3,907	94	Good
HWO	TAXIWAY E	TAXIWAY	565	50,638	73	Satisfactory
HWO	TAXIWAY E	TAXIWAY	570	9,467	92	Good
HWO	TAXIWAY E1	TAXIWAY	525	4,095	82	Satisfactory
HWO	TAXIWAY E1	TAXIWAY	527	5,105	94	Good
HWO	TAXIWAY E2	TAXIWAY	585	4,161	83	Satisfactory
HWO	TAXIWAY E2	TAXIWAY	587	4,372	89	Good
HWO	TAXIWAY J	TAXIWAY	1109	19,913	77	Satisfactory
HWO	TAXIWAY J	TAXIWAY	1110	58,977	15	Serious
HWO	TAXIWAY L	TAXIWAY	1205	107,466	91	Good
HWO	TAXIWAY L	TAXIWAY	1215	16,734	82	Satisfactory
HWO	TAXIWAY L	TAXIWAY	1220	3,966	87	Good
HWO	TAXIWAY L	TAXIWAY	1225	11,456	87	Good
HWO	TAXIWAY L	TAXIWAY	1230	12,000	94	Good
HWO	TAXIWAY L1	TAXIWAY	805	9,896	76	Satisfactory
HWO	TAXIWAY L2	TAXIWAY	1005	18,386	84	Satisfactory
HWO	TAXIWAY L3	TAXIWAY	1105	19,105	78	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2005	17,244	73	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2010	92,202	74	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2012	8,465	92	Good
HWO	TAXIWAY M	TAXIWAY	2025	18,509	62	Fair
HWO	TAXIWAY M1	TAXIWAY	2020	7,027	85	Satisfactory
HWO	TAXIWAY M3	TAXIWAY	1102	11,092	78	Satisfactory
HWO	TAXIWAY N	TAXIWAY	1405	112,128	92	Good
HWO	TAXIWAY N	TAXIWAY	1410	4,473	91	Good
HWO	TAXIWAY N	TAXIWAY	1415	5,950	84	Satisfactory
HWO	TAXIWAY N	TAXIWAY	1420	10,945	92	Good
HWO	TAXIWAY N1	TAXIWAY	310	7,431	91	Good
HWO	TAXIWAY N1	TAXIWAY	315	4,070	87	Good
HWO	TAXIWAY N2	TAXIWAY	705	7,030	94	Good
HWO	TAXIWAY N2	TAXIWAY	710	4,477	89	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TAXIWAY P	TAXIWAY	1602	3,978	71	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1605	32,923	73	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1607	6,888	84	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1610	3,511	78	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1612	4,448	89	Good
HWO	TAXIWAY P	TAXIWAY	1617	3,418	95	Good
HWO	TAXIWAY P	TAXIWAY	1620	44,816	94	Good
HWO	TAXIWAY P	TAXIWAY	1623	4,830	94	Good
HWO	TAXIWAY P	TAXIWAY	1630	10,775	94	Good
HWO	TAXIWAY P	TAXIWAY	1635	7,537	94	Good
HWO	TAXIWAY P1	TAXIWAY	305	3,960	75	Satisfactory
HWO	TAXIWAY P1	TAXIWAY	307	5,821	94	Good
HWO	TAXIWAY P2	TAXIWAY	1625	5,178	94	Good
HWO	TAXIWAY P2	TAXIWAY	1627	5,086	94	Good
HWO	TAXIWAY R	TAXIWAY	1803	13,261	79	Satisfactory
HWO	TAXIWAY R	TAXIWAY	1805	28,097	41	Poor
HWO	TAXIWAY R	TAXIWAY	1807	12,670	80	Satisfactory
HWO	TAXIWAY R	TAXIWAY	1810	9,119	77	Satisfactory
HWO	SOUTH GA APRON	APRON	4105	262,500	36	Very Poor
HWO	SOUTH GA APRON	APRON	4110	84,000	44	Poor

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
HWO	AP SOUTH	4105	36	35	34	33	32	31	30	30	29	29	29
HWO	AP SOUTH	4110	44	43	42	40	39	38	36	35	34	33	31
HWO	RW 01L-19R	6105	89	87	85	83	81	80	78	77	75	74	72
HWO	RW 01L-19R	6110	90	88	86	84	82	80	79	77	76	74	73
HWO	RW 01L-19R	6115	94	92	90	88	86	84	82	80	78	77	75
HWO	RW 01L-19R	6120	92	90	88	86	84	82	80	78	76	75	74
HWO	RW 01R-19L	6305	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10L-28R	6205	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10R-28L	6405	80	79	77	76	74	73	72	70	69	68	67
HWO	RW 10R-28L	6410	91	89	87	85	83	81	80	78	76	75	74
HWO	RW 10R-28L	6415	83	82	80	78	77	75	74	72	71	70	69
HWO	RW 10R-28L	6420	89	87	85	83	81	80	78	77	75	74	72
HWO	TW A	105	90	88	86	85	83	81	80	78	77	75	74
HWO	TW A	110	86	85	83	82	80	79	77	76	75	73	72
HWO	TW A	115	88	87	85	83	81	80	78	77	75	74	73
HWO	TW A	120	92	90	88	86	85	83	81	79	78	77	75
HWO	TW A	125	90	88	86	85	83	81	80	78	77	75	74
HWO	TW B	200	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	202	82	81	79	78	76	75	73	72	71	70	69
HWO	TW B	205	86	85	83	81	79	78	77	75	74	73	71
HWO	TW B	210	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	215	83	82	80	78	77	76	74	73	72	71	69
HWO	TW B	220	88	87	85	83	81	80	78	77	75	74	73
HWO	TW B	225	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B1	1905	76	75	73	72	71	70	69	68	67	66	65
HWO	TW D	403	71	70	69	67	66	65	64	62	61	60	59
HWO	TW D	405	89	87	86	84	82	80	79	77	76	75	73
HWO	TW D	406	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	407	90	88	86	85	83	81	80	78	77	75	74
HWO	TW D	410	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	415	92	90	88	86	85	83	81	79	78	77	75
HWO	TW D1	430	91	89	87	86	84	82	80	79	77	76	74
HWO	TW D1	435	93	91	89	87	85	84	82	80	79	77	76
HWO	TW D2	450	84	83	81	79	78	76	75	74	72	71	70
HWO	TW D2	455	92	90	88	86	85	83	81	79	78	77	75

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW E	505	71	70	69	68	67	66	65	64	63	62	61
HWO	TW E	506	73	72	71	70	69	67	66	66	65	64	63
HWO	TW E	510	85	84	82	81	79	78	76	75	74	72	71
HWO	TW E	520	82	81	79	78	76	75	74	72	71	70	68
HWO	TW E	530	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	540	88	87	85	83	81	80	78	77	75	74	73
HWO	TW E	545	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	550	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	555	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	560	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	565	73	72	70	69	68	67	65	64	63	62	61
HWO	TW E	570	92	90	88	86	85	83	81	79	78	77	75
HWO	TW E1	525	82	81	79	78	76	75	73	72	71	70	69
HWO	TW E1	527	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E2	585	83	82	80	78	77	76	74	73	72	71	69
HWO	TW E2	587	89	87	86	84	82	80	79	77	76	75	73
HWO	TW J	1109	77	76	74	73	72	71	70	69	68	67	66
HWO	TW J	1110	15	13	11	9	7	5	3	1	0	0	0
HWO	TW L	1205	91	89	87	86	84	82	80	79	77	76	74
HWO	TW L	1215	82	81	79	78	76	75	73	72	71	70	69
HWO	TW L	1220	87	86	84	82	80	79	77	76	74	73	72
HWO	TW L	1225	87	86	84	83	81	80	78	77	75	74	73
HWO	TW L	1230	94	92	90	88	86	84	83	81	79	78	76
HWO	TW L1	805	76	75	73	72	71	70	69	68	67	66	65
HWO	TW L2	1005	84	83	81	79	78	76	75	74	72	71	70
HWO	TW L3	1105	78	77	75	74	73	72	70	69	68	67	66
HWO	TW M	2005	73	72	71	70	69	67	66	66	65	64	63
HWO	TW M	2010	74	73	71	70	69	68	66	65	64	63	62
HWO	TW M	2012	92	90	88	86	85	83	81	79	78	77	75
HWO	TW M	2025	62	61	60	59	58	57	56	55	54	53	52
HWO	TW M1	2020	85	84	82	81	79	78	76	75	74	72	71
HWO	TW M3	1102	78	77	75	74	73	72	70	69	68	67	66
HWO	TW N	1405	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N	1410	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N	1415	84	83	81	79	78	76	75	74	72	71	70
HWO	TW N	1420	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N1	310	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N1	315	87	86	84	82	80	79	77	76	74	73	72

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW N2	705	94	92	90	88	86	84	83	81	79	78	76
HWO	TW N2	710	89	87	86	84	82	80	79	77	76	75	73
HWO	TW P	1602	71	70	69	68	67	66	65	64	63	62	61
HWO	TW P	1605	73	72	70	69	68	67	65	64	63	62	61
HWO	TW P	1607	84	83	81	79	78	76	75	74	72	71	70
HWO	TW P	1610	78	77	75	74	73	72	70	69	68	67	66
HWO	TW P	1612	89	87	86	84	82	80	79	77	76	75	73
HWO	TW P	1617	95	93	91	89	87	85	83	82	80	78	77
HWO	TW P	1620	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1623	94	93	91	89	88	86	85	83	82	80	79
HWO	TW P	1630	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1635	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P1	305	75	74	72	71	70	69	67	66	65	64	62
HWO	TW P1	307	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1625	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1627	94	92	90	88	86	84	83	81	79	78	76
HWO	TW R	1803	79	78	76	75	74	72	71	70	69	68	67
HWO	TW R	1805	41	40	38	37	35	33	31	29	27	25	23
HWO	TW R	1807	80	79	77	76	74	73	72	71	70	69	68
HWO	TW R	1810	77	76	74	73	72	71	70	69	68	67	66

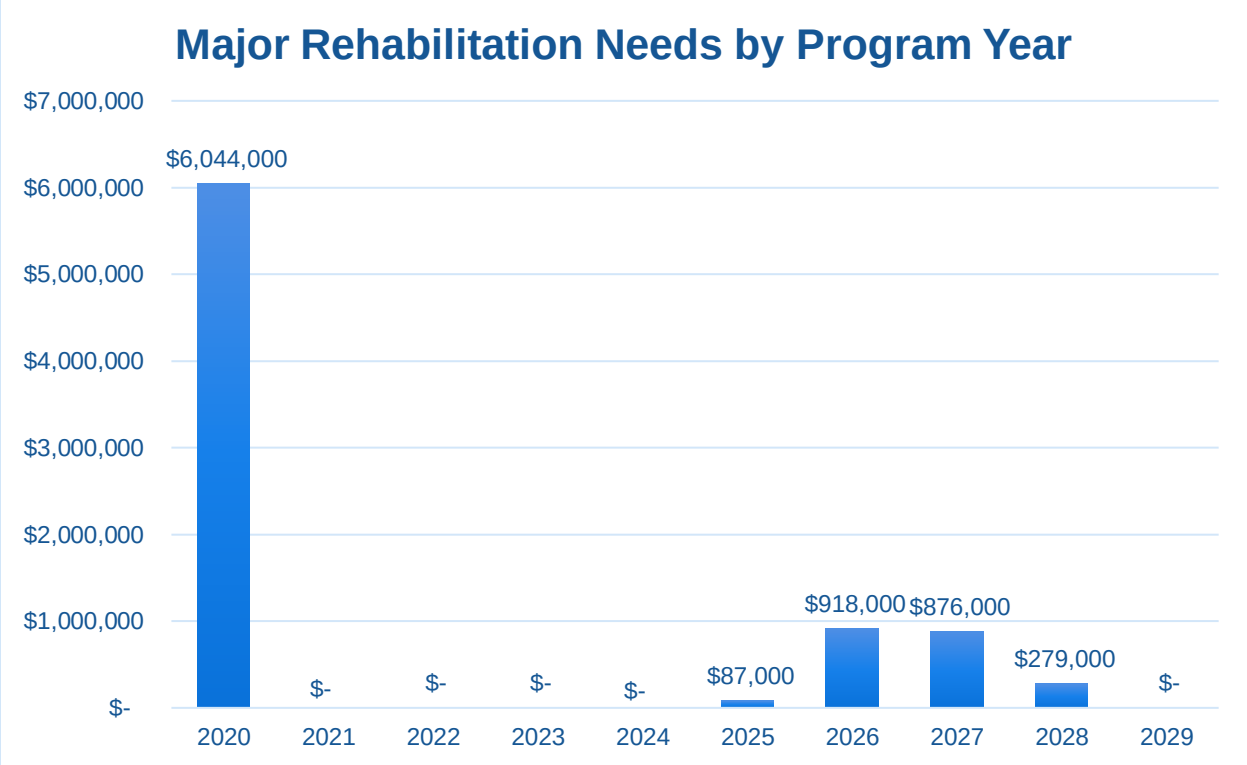
Major Rehabilitation Planning 2020-2029

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	HWO	AP SOUTH	4105	AC	262,500	35	AC Reconstruction	$ 3,282,000.00
2020	HWO	AP SOUTH	4110	PCC	84,000	43	PCC Restoration	$ 1,498,000.00
2020	HWO	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 738,000.00
2020	HWO	TW M	2025	AC	18,509	61	AC Restoration	$ 176,000.00
2020	HWO	TW R	1805	AAC	28,097	40	AC Restoration	$ 350,000.00
2025	HWO	TW D	403	AC	9,097	64	AC Restoration	$ 87,000.00
2026	HWO	TW E	505	AAC	8,843	64	AC Restoration	$ 85,000.00
2026	HWO	TW E	565	AC	50,638	64	AC Restoration	$ 482,000.00
2026	HWO	TW P	1602	AAC	3,978	64	AC Restoration	$ 38,000.00
2026	HWO	TW P	1605	AC	32,923	64	AC Restoration	$ 313,000.00
2027	HWO	TW M	2010	AC	92,202	64	AC Restoration	$ 876,000.00
2028	HWO	TW E	506	AAC	8,043	64	AC Restoration	$ 77,000.00
2028	HWO	TW M	2005	AAC	17,244	64	AC Restoration	$ 164,000.00
2028	HWO	TW P1	305	AC	3,960	64	AC Restoration	$ 38,000.00

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

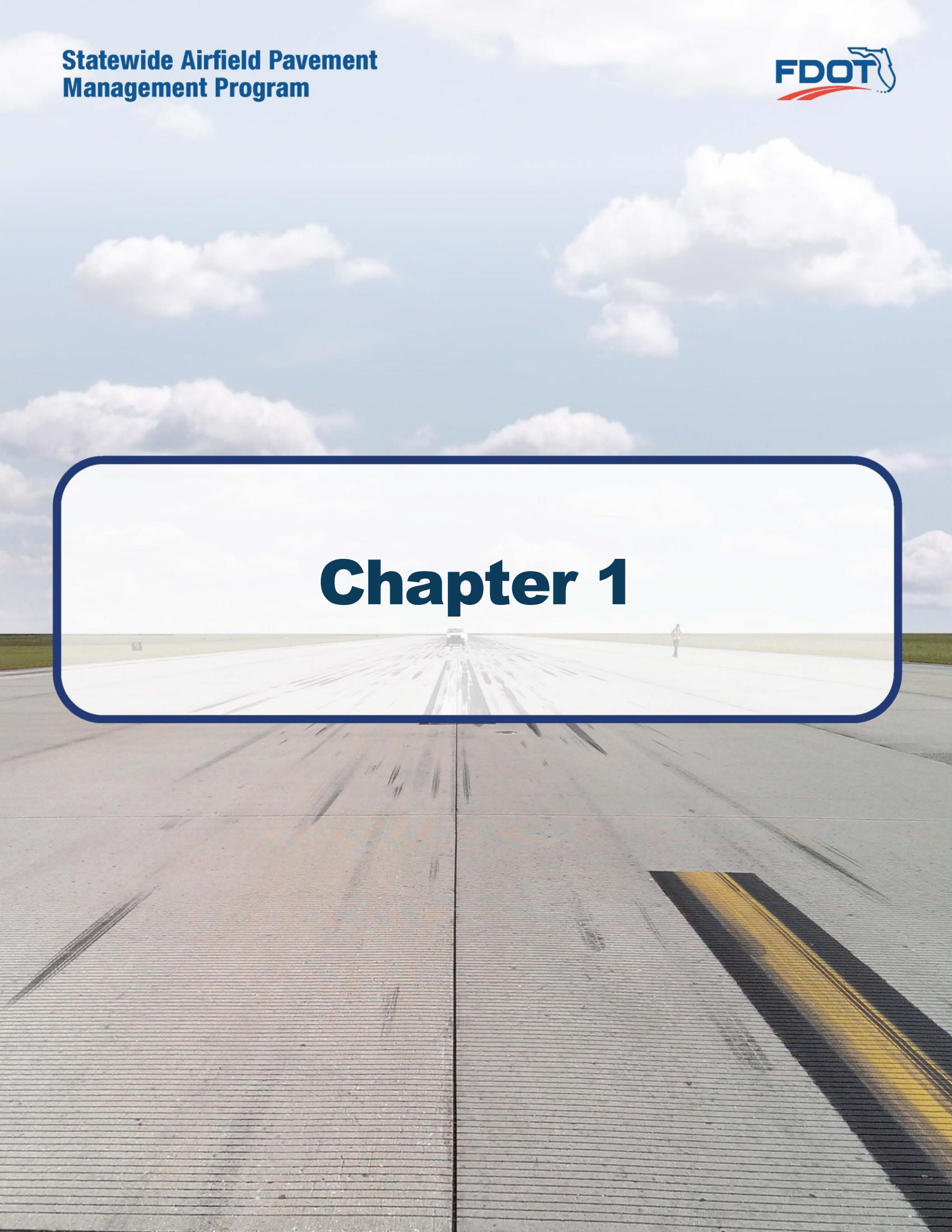
Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029



Summary of North Perry Airport

North Perry Airport was inspected in June 2019 – the overall weighted PCI value was 79, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified $1,023,130 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $8,204,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $6,044,000 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.

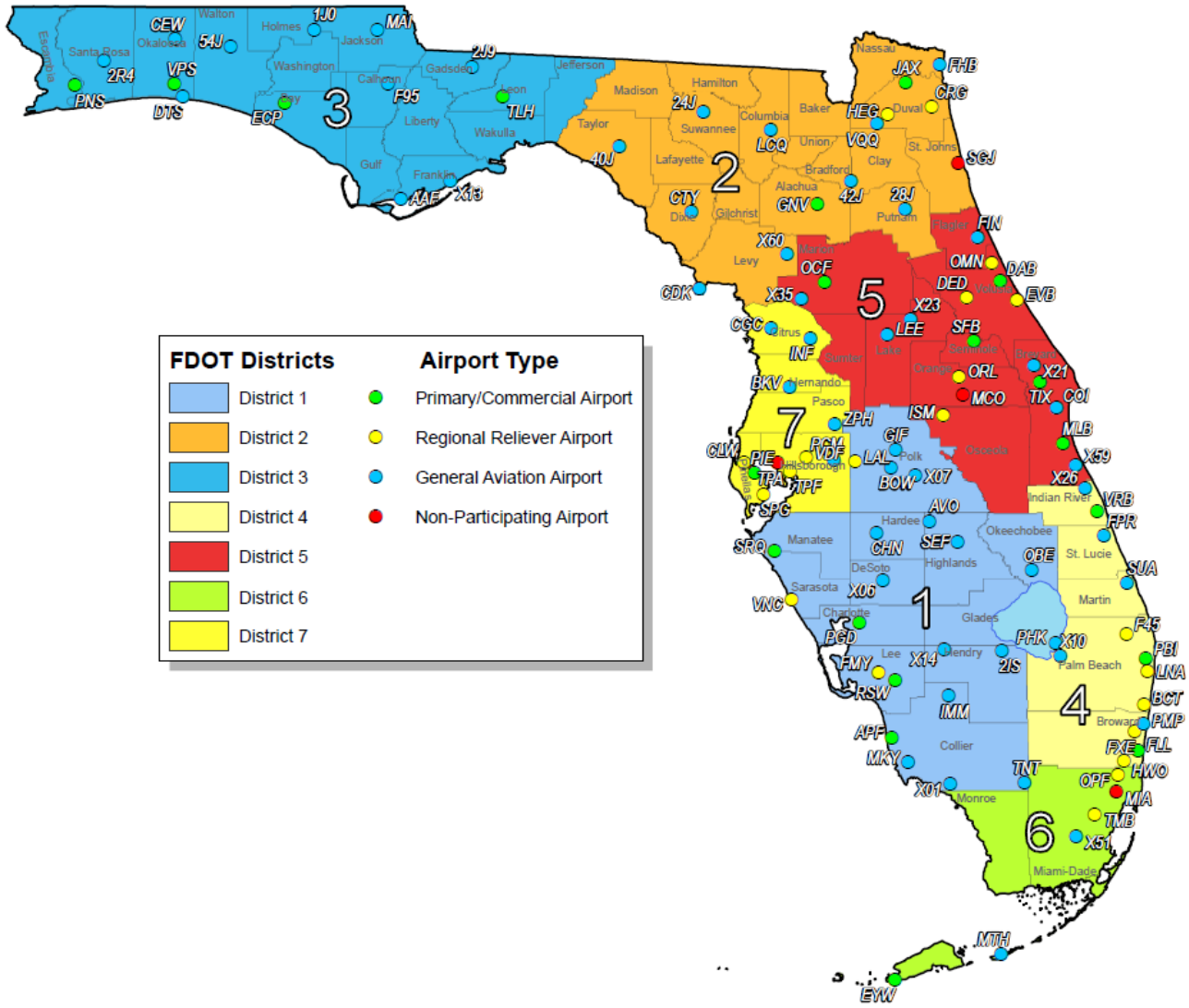
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement 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

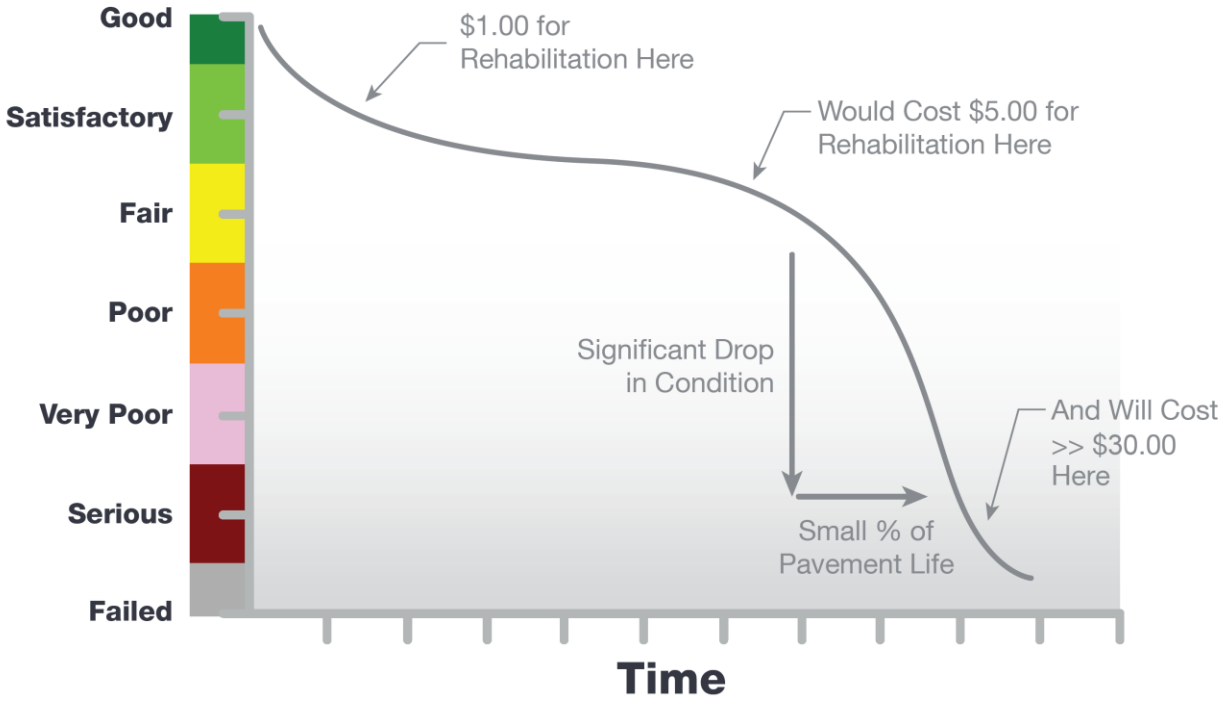
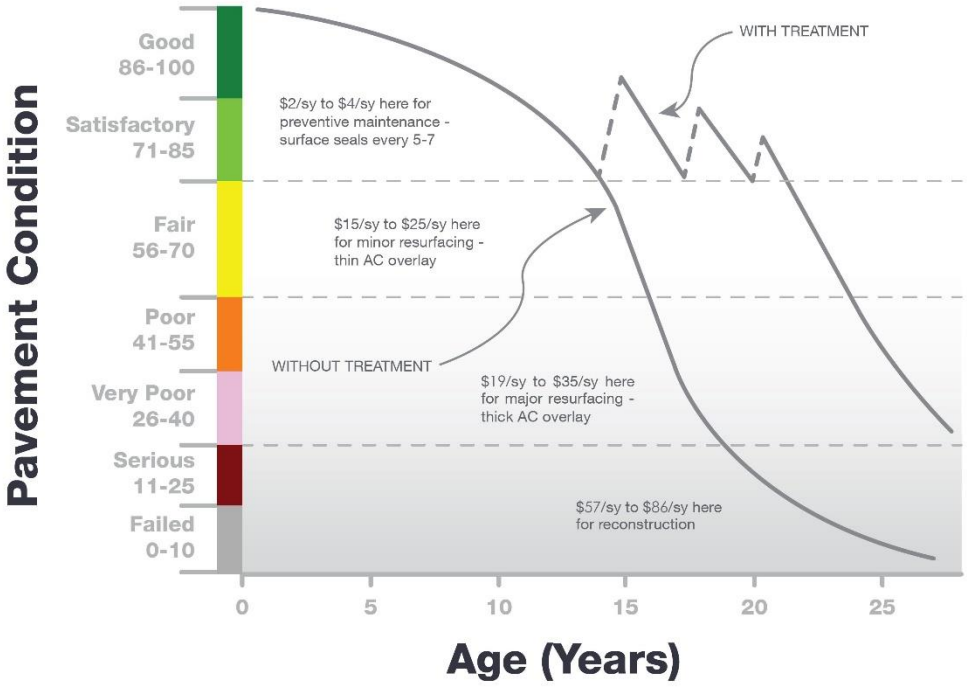


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

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 Rehabiliation	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.

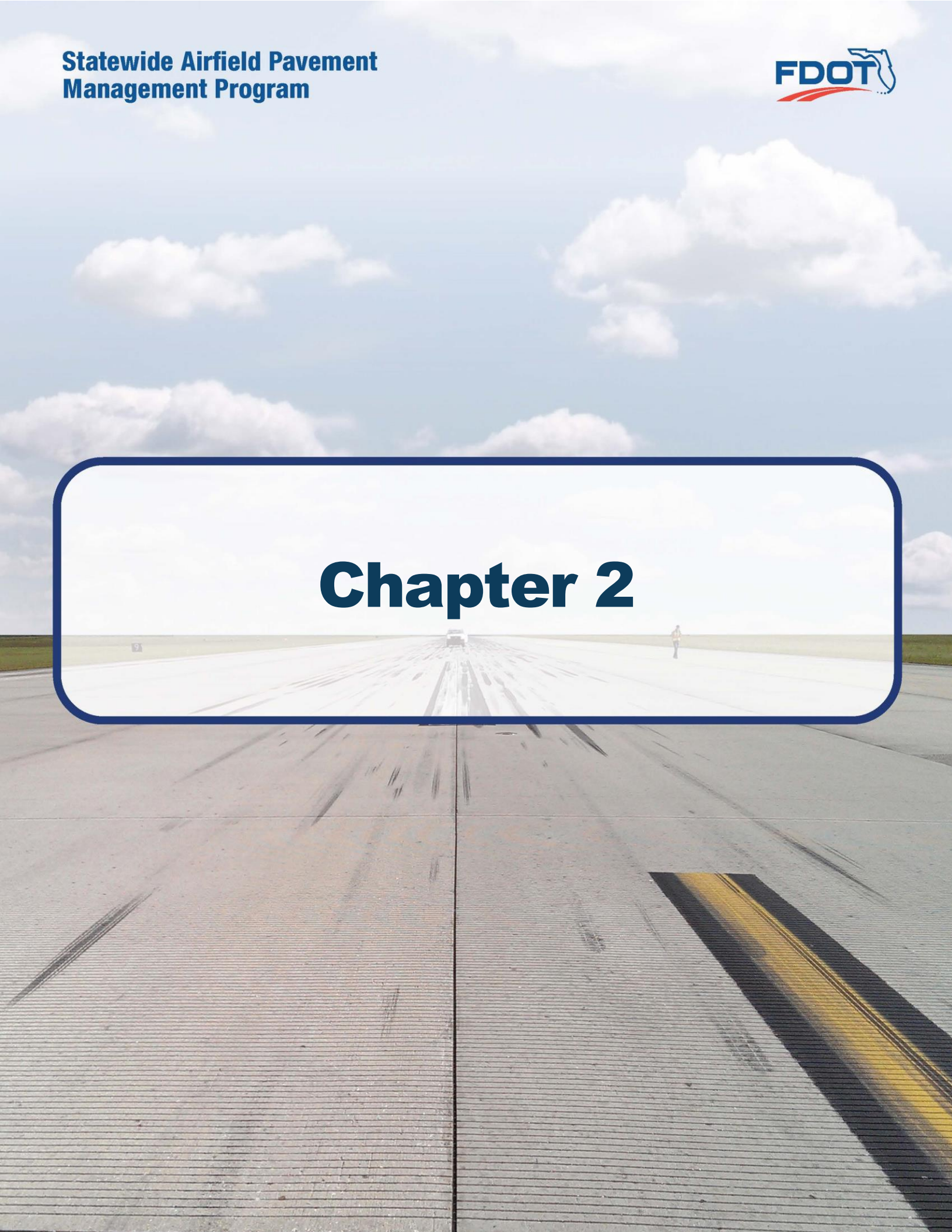
Figures 1.7.2 (d) Rigid Portland Cement Concrete

	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 Rehabiliation	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 (±2,000 ft^2) 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±2,000 SF of AC or 20±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

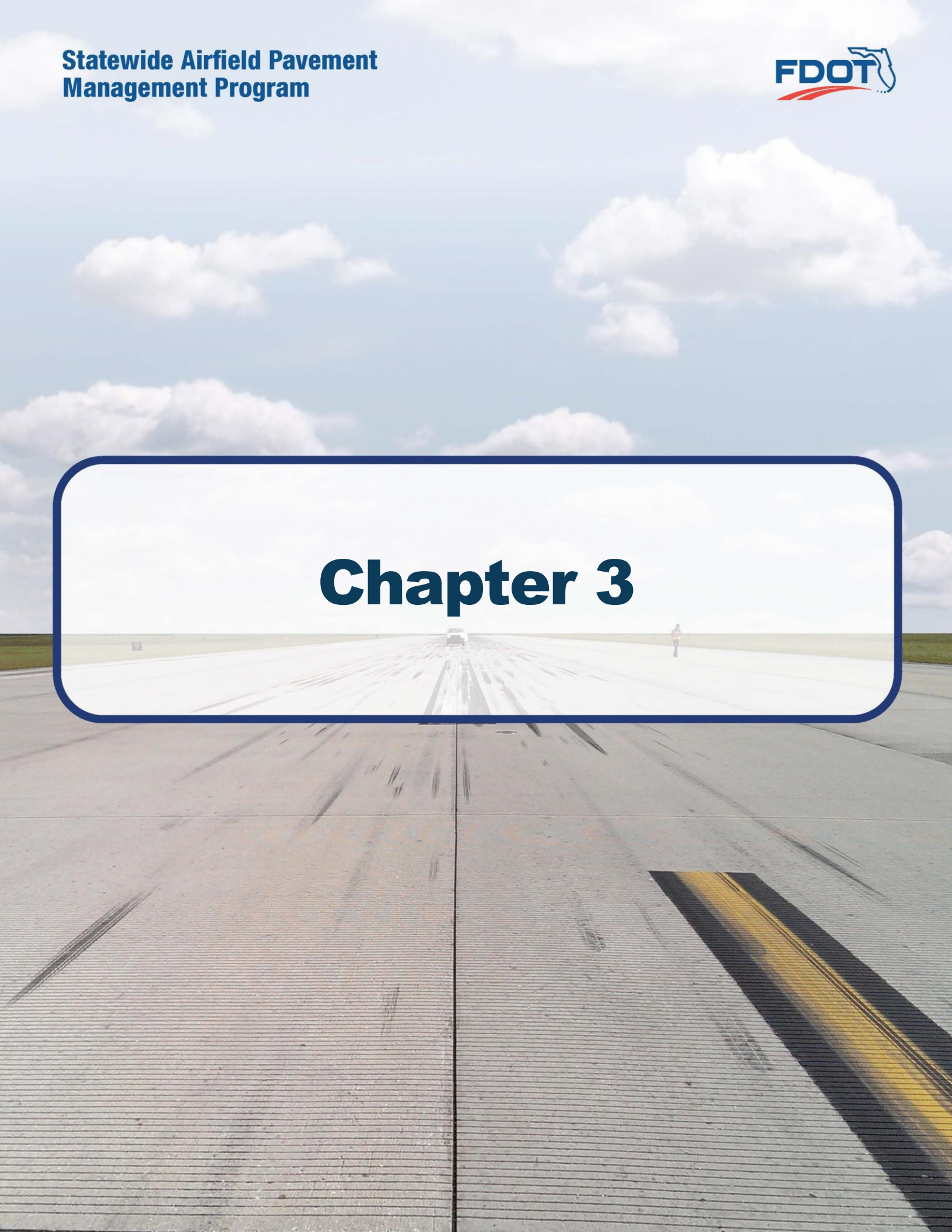
The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, 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 Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' 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

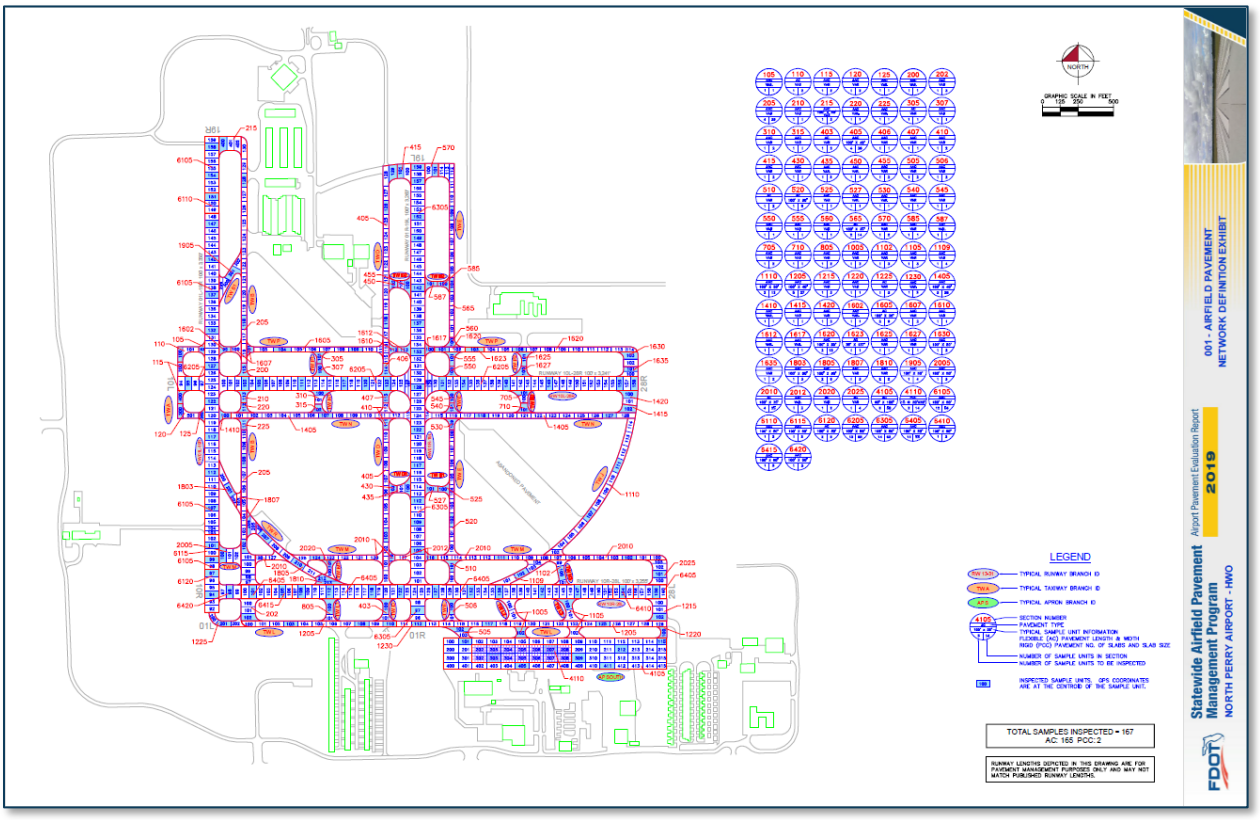
Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 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	**RW 01R-19L, TW D, TW D1, TW D2, TW E, TW E1, TW E2, TW L, TW M, TW P** - Mill and Overlay
2014	**TW A, TW B, TW D, TW E, TW N, TW N1, TW N2** - Mill and Overlay: 1"-2" Mill, 2" P-401 Overlay
2016	**TW E, TW P, TW P2** - Mill and Overlay: 1.5" Mill, 1.5"-2" P-401 Overlay
	TW P - Reconstruction: 3" P-401, 8" P-211, 25" P-152

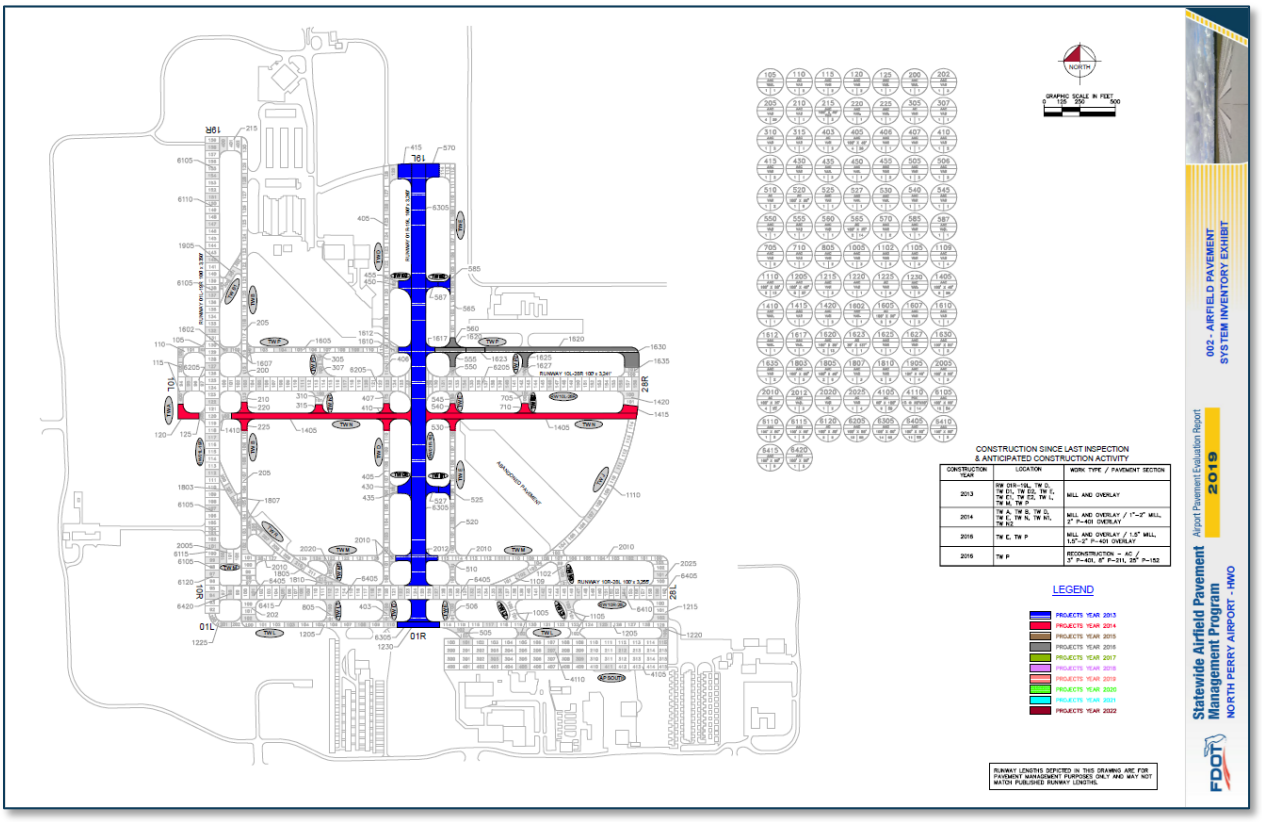
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 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

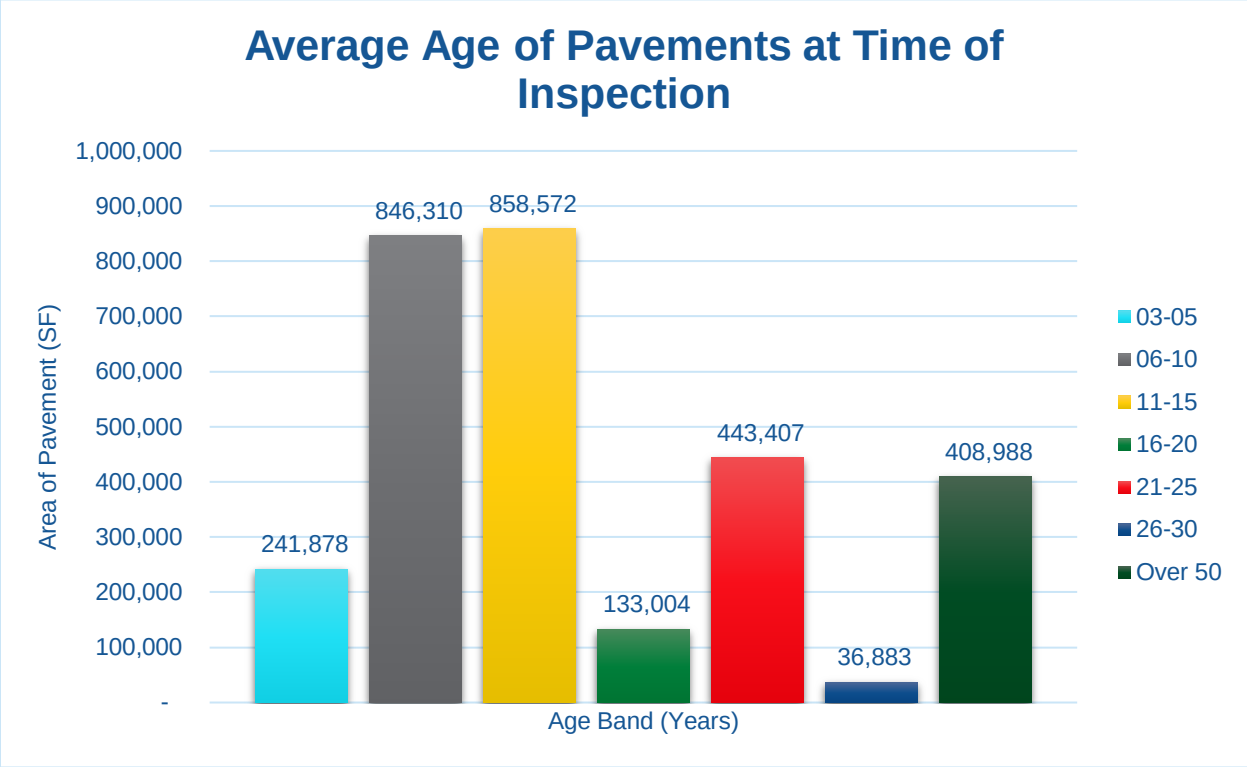


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport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

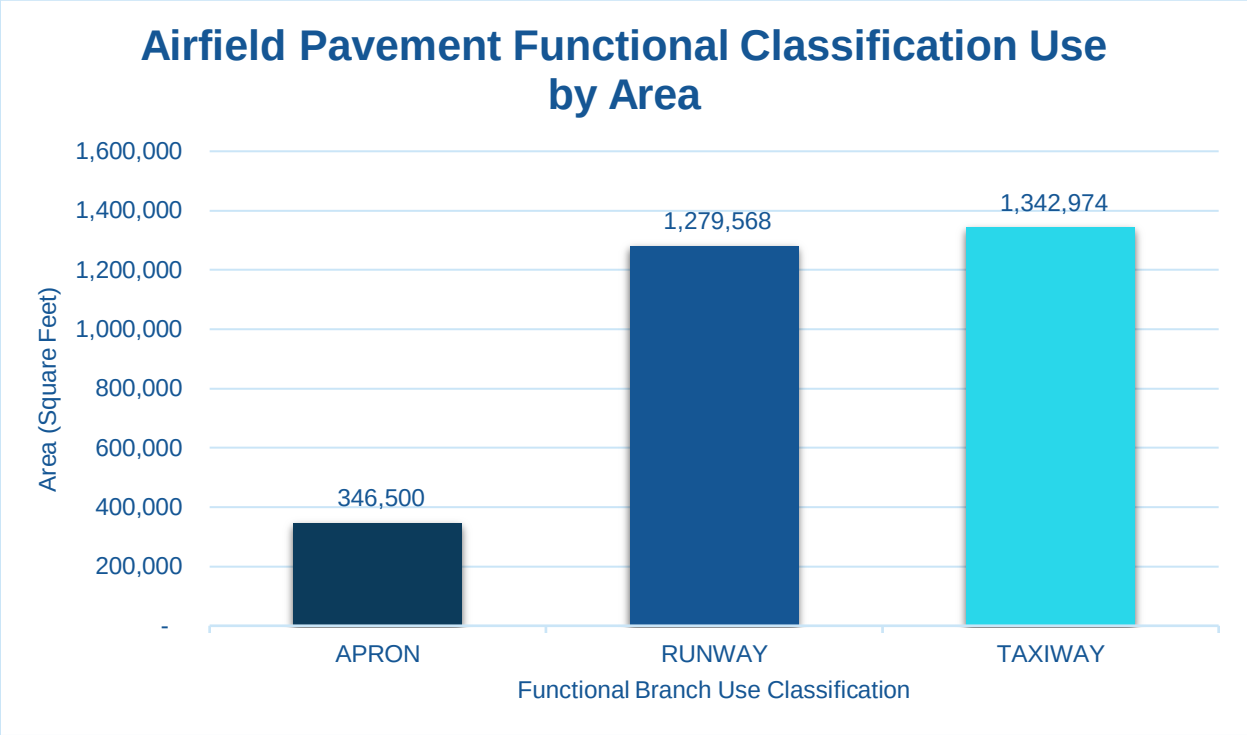


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

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)

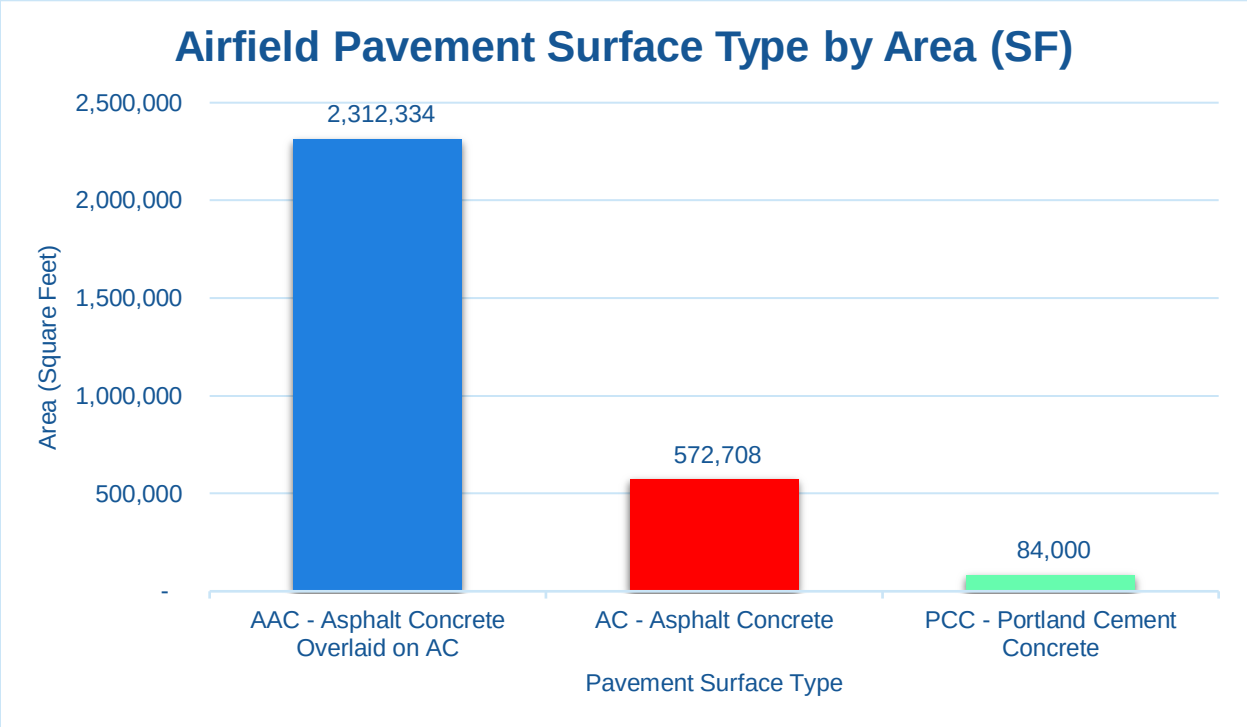
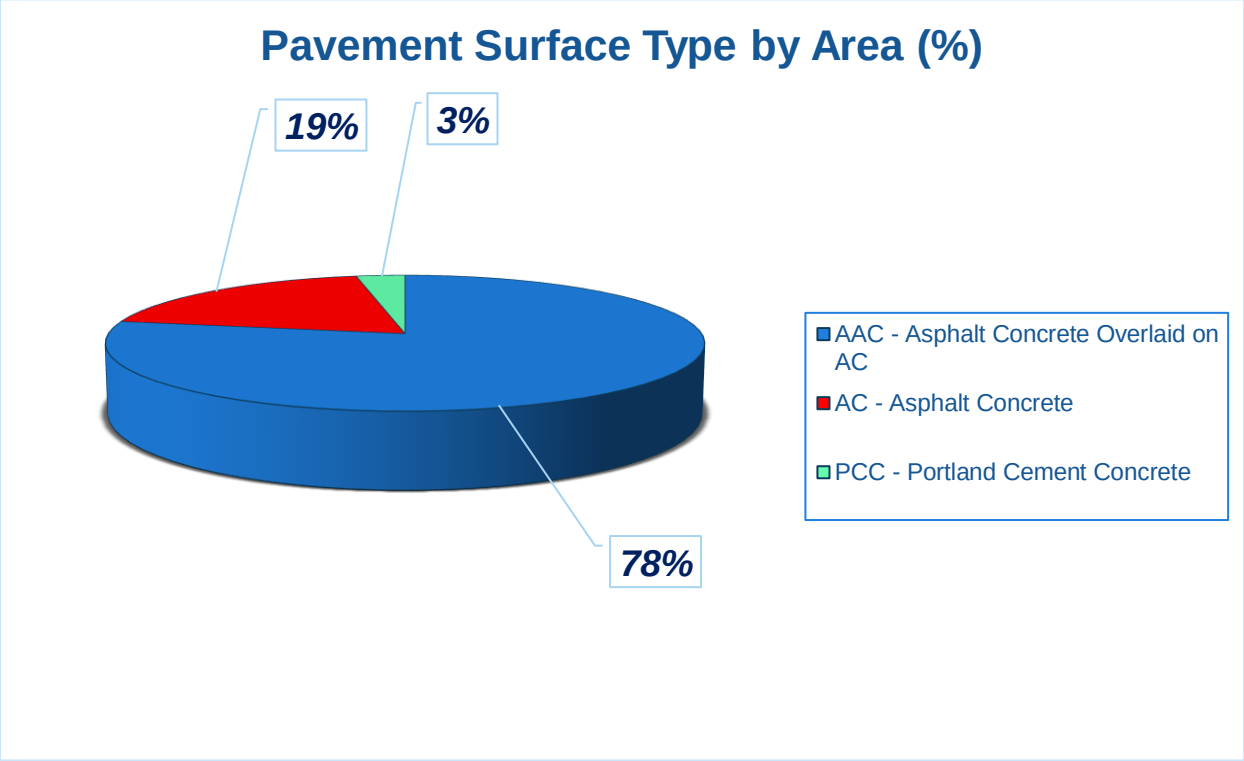


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



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
HWO	SOUTH GA APRON	AP SOUTH	APRON	4105	1,576	220	262,500	AC	1/1/1968
HWO	SOUTH GA APRON	AP SOUTH	APRON	4110	700	120	84,000	PCC	1/1/1968
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6105	2,755	100	275,500	AAC	3/1/2007
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6110	100	145	14,500	AAC	12/1/2012
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6115	100	150	15,000	AAC	12/1/2012
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6120	300	100	30,000	AC	1/1/2001
HWO	RUNWAY 01R-19L	RW 01R-19L	RUNWAY	6305	3,143	100	314,367	AAC	1/1/2013
HWO	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6205	3,144	100	314,433	AAC	1/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6405	272	100	270,700	AAC	1/1/1996
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6410	100	147	14,700	AAC	12/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6415	100	146	14,600	AAC	12/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6420	150	100	15,768	AAC	3/1/2007
HWO	TAXIWAY A	TW A	TAXIWAY	105	50	50	2,647	AAC	3/1/2007
HWO	TAXIWAY A	TW A	TAXIWAY	110	300	35	8,438	AC	1/1/2001
HWO	TAXIWAY A	TW A	TAXIWAY	115	300	35	7,846	AAC	1/1/2012
HWO	TAXIWAY A	TW A	TAXIWAY	120	200	35	8,823	AAC	1/1/2014
HWO	TAXIWAY A	TW A	TAXIWAY	125	75	50	2,872	AAC	1/1/2014
HWO	TAXIWAY B	TW B	TAXIWAY	200	45	100	4,873	AAC	1/1/2012
HWO	TAXIWAY B	TW B	TAXIWAY	202	167	100	16,704	AAC	3/1/2007
HWO	TAXIWAY B	TW B	TAXIWAY	205	3,000	40	120,769	AAC	1/1/2008
HWO	TAXIWAY B	TW B	TAXIWAY	210	85	40	4,473	AAC	1/1/2012
HWO	TAXIWAY B	TW B	TAXIWAY	215	160	100	16,260	AAC	1/1/2008
HWO	TAXIWAY B	TW B	TAXIWAY	220	70	40	3,873	AAC	12/1/2014
HWO	TAXIWAY B	TW B	TAXIWAY	225	45	90	4,273	AAC	12/1/2014
HWO	TAXIWAY B1	TW B1	TAXIWAY	1905	450	40	18,259	AAC	1/1/2008

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
HWO	TAXIWAY D	TW D	TAXIWAY	403	225	40	9,097	AC	1/1/1996
HWO	TAXIWAY D	TW D	TAXIWAY	405	2,480	40	106,779	AAC	3/1/2007
HWO	TAXIWAY D	TW D	TAXIWAY	406	93	40	4,793	AAC	1/1/2012
HWO	TAXIWAY D	TW D	TAXIWAY	407	100	40	4,553	AAC	1/1/2012
HWO	TAXIWAY D	TW D	TAXIWAY	410	200	40	8,066	AAC	1/1/2014
HWO	TAXIWAY D	TW D	TAXIWAY	415	100	100	10,406	AAC	1/1/2013
HWO	TAXIWAY D1	TW D1	TAXIWAY	430	200	50	4,076	AAC	3/1/2007
HWO	TAXIWAY D1	TW D1	TAXIWAY	435	100	75	7,528	AAC	3/1/2013
HWO	TAXIWAY D2	TW D2	TAXIWAY	450	200	50	4,325	AAC	3/1/2007
HWO	TAXIWAY D2	TW D2	TAXIWAY	455	150	45	7,181	AAC	3/1/2013
HWO	TAXIWAY E	TW E	TAXIWAY	505	170	50	8,843	AAC	3/1/2007
HWO	TAXIWAY E	TW E	TAXIWAY	506	200	40	8,043	AAC	3/1/2007
HWO	TAXIWAY E	TW E	TAXIWAY	510	200	40	8,656	AC	1/1/1996
HWO	TAXIWAY E	TW E	TAXIWAY	520	1,000	35	32,472	AC	1/1/2003
HWO	TAXIWAY E	TW E	TAXIWAY	530	45	100	4,345	AAC	12/1/2014
HWO	TAXIWAY E	TW E	TAXIWAY	540	90	40	3,890	AAC	1/1/2014
HWO	TAXIWAY E	TW E	TAXIWAY	545	100	40	4,153	AAC	1/1/2012
HWO	TAXIWAY E	TW E	TAXIWAY	550	100	40	3,523	AAC	1/1/2012
HWO	TAXIWAY E	TW E	TAXIWAY	555	110	40	5,132	AAC	10/1/2016
HWO	TAXIWAY E	TW E	TAXIWAY	560	45	90	3,907	AAC	10/1/2016
HWO	TAXIWAY E	TW E	TAXIWAY	565	1,300	35	50,638	AC	1/1/2003
HWO	TAXIWAY E	TW E	TAXIWAY	570	95	100	9,467	AAC	1/1/2013
HWO	TAXIWAY E1	TW E1	TAXIWAY	525	180	50	4,095	AAC	1/1/2013
HWO	TAXIWAY E1	TW E1	TAXIWAY	527	100	50	5,105	AAC	3/1/2013
HWO	TAXIWAY E2	TW E2	TAXIWAY	585	160	50	4,161	AAC	1/1/2013
HWO	TAXIWAY E2	TW E2	TAXIWAY	587	45	100	4,372	AAC	3/1/2013

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
HWO	TAXIWAY J	TW J	TAXIWAY	1109	380	50	19,913	AAC	3/1/2007
HWO	TAXIWAY J	TW J	TAXIWAY	1110	1,000	50	58,977	AAC	1/1/1968
HWO	TAXIWAY L	TW L	TAXIWAY	1205	3,000	40	107,466	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1215	160	100	16,734	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1220	80	50	3,966	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1225	300	35	11,456	AC	1/1/2001
HWO	TAXIWAY L	TW L	TAXIWAY	1230	120	100	12,000	AAC	3/1/2013
HWO	TAXIWAY L1	TW L1	TAXIWAY	805	180	50	9,896	AAC	3/1/2007
HWO	TAXIWAY L2	TW L2	TAXIWAY	1005	300	50	18,386	AAC	3/1/2007
HWO	TAXIWAY L3	TW L3	TAXIWAY	1105	380	50	19,105	AAC	3/1/2007
HWO	TAXIWAY M	TW M	TAXIWAY	2005	170	100	17,244	AAC	3/1/2007
HWO	TAXIWAY M	TW M	TAXIWAY	2010	2,460	35	92,202	AC	1/1/1996
HWO	TAXIWAY M	TW M	TAXIWAY	2012	203	35	8,465	AAC	3/1/2013
HWO	TAXIWAY M	TW M	TAXIWAY	2025	180	100	18,509	AC	1/1/1996
HWO	TAXIWAY M1	TW M1	TAXIWAY	2020	140	50	7,027	AC	1/1/1996
HWO	TAXIWAY M3	TW M3	TAXIWAY	1102	200	50	11,092	AAC	3/1/2007
HWO	TAXIWAY N	TW N	TAXIWAY	1405	2,750	40	112,128	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1410	50	85	4,473	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1415	100	65	5,950	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1420	250	40	10,945	AAC	1/1/2012
HWO	TAXIWAY N1	TW N1	TAXIWAY	310	138	50	7,431	AAC	1/1/2012
HWO	TAXIWAY N1	TW N1	TAXIWAY	315	70	50	4,070	AAC	1/1/2014
HWO	TAXIWAY N2	TW N2	TAXIWAY	705	140	50	7,030	AAC	1/1/2012
HWO	TAXIWAY N2	TW N2	TAXIWAY	710	80	50	4,477	AAC	1/1/2014
HWO	TAXIWAY P	TW P	TAXIWAY	1602	100	35	3,978	AAC	3/1/2007
HWO	TAXIWAY P	TW P	TAXIWAY	1605	1,000	35	32,923	AC	1/1/1989

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
HWO	TAXIWAY P	TW P	TAXIWAY	1607	150	40	6,888	AAC	1/1/2008
HWO	TAXIWAY P	TW P	TAXIWAY	1610	200	35	3,511	AAC	1/1/1968
HWO	TAXIWAY P	TW P	TAXIWAY	1612	100	35	4,448	AAC	3/1/2013
HWO	TAXIWAY P	TW P	TAXIWAY	1617	35	100	3,418	AAC	3/1/2013
HWO	TAXIWAY P	TW P	TAXIWAY	1620	1,500	35	44,816	AAC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1623	138	35	4,830	AC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1630	100	70	10,775	AAC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1635	150	70	7,537	AAC	1/1/2012
HWO	TAXIWAY P1	TW P1	TAXIWAY	305	90	40	3,960	AC	1/1/1989
HWO	TAXIWAY P1	TW P1	TAXIWAY	307	100	60	5,821	AAC	1/1/2012
HWO	TAXIWAY P2	TW P2	TAXIWAY	1625	110	40	5,178	AAC	10/1/2016
HWO	TAXIWAY P2	TW P2	TAXIWAY	1627	100	50	5,086	AAC	1/1/2012
HWO	TAXIWAY R	TW R	TAXIWAY	1803	300	50	13,261	AAC	3/1/2007
HWO	TAXIWAY R	TW R	TAXIWAY	1805	800	50	28,097	AAC	1/1/1996
HWO	TAXIWAY R	TW R	TAXIWAY	1807	240	50	12,670	AAC	1/1/2008
HWO	TAXIWAY R	TW R	TAXIWAY	1810	180	50	9,119	AAC	1/1/1996

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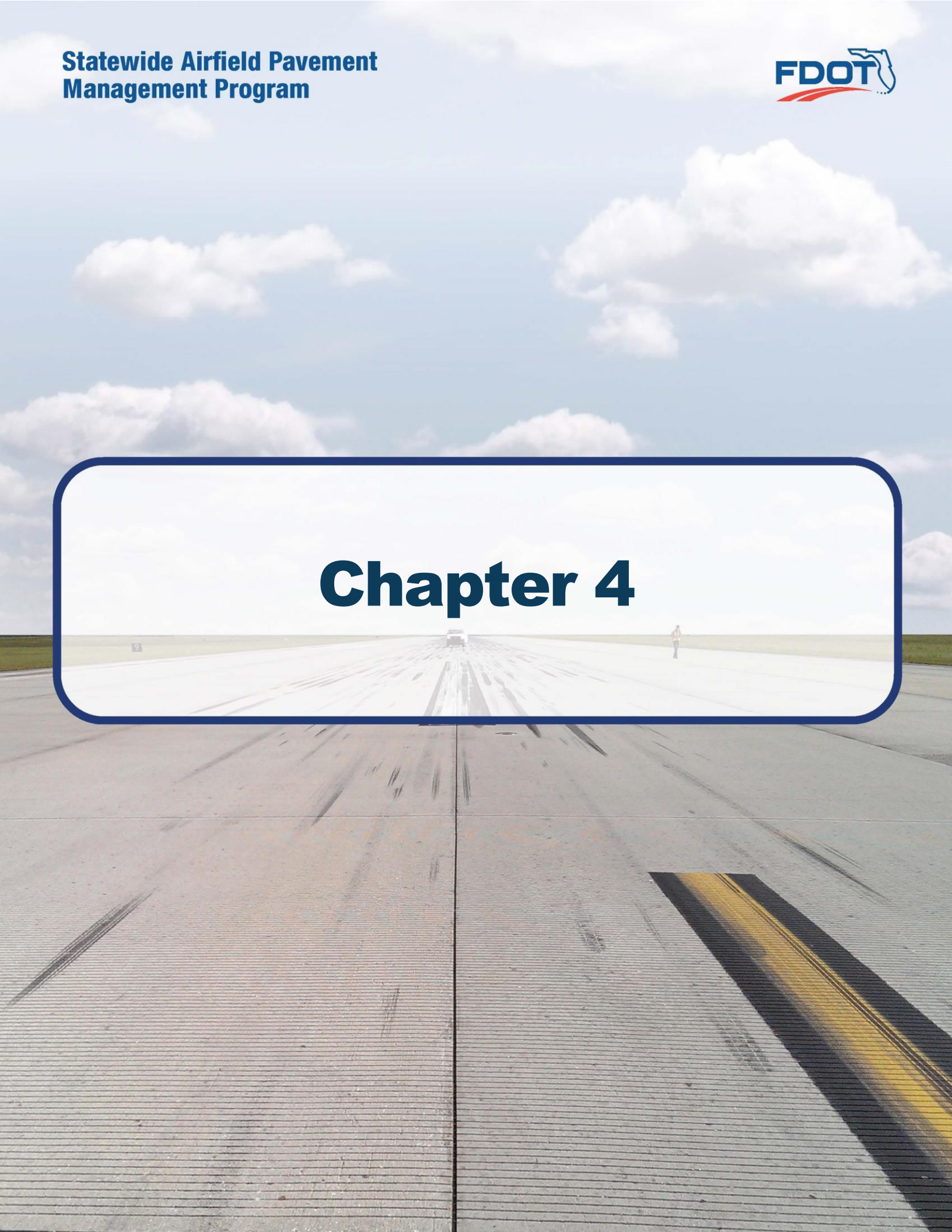


Chapter 4

Chapter 4 – Airfield Pavement Condition

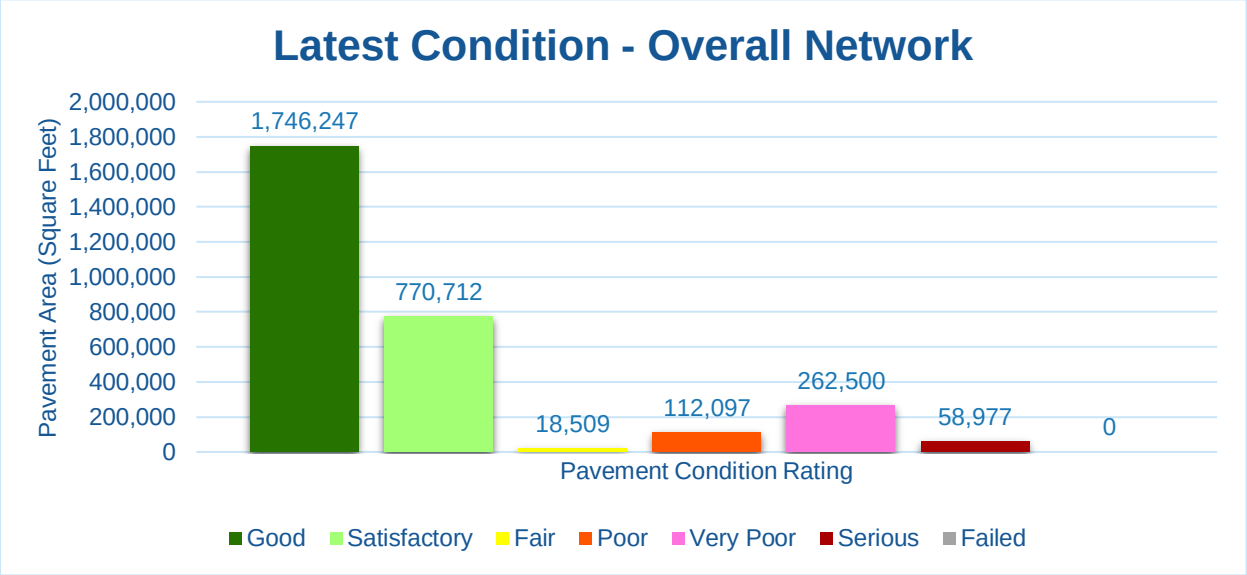
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information 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

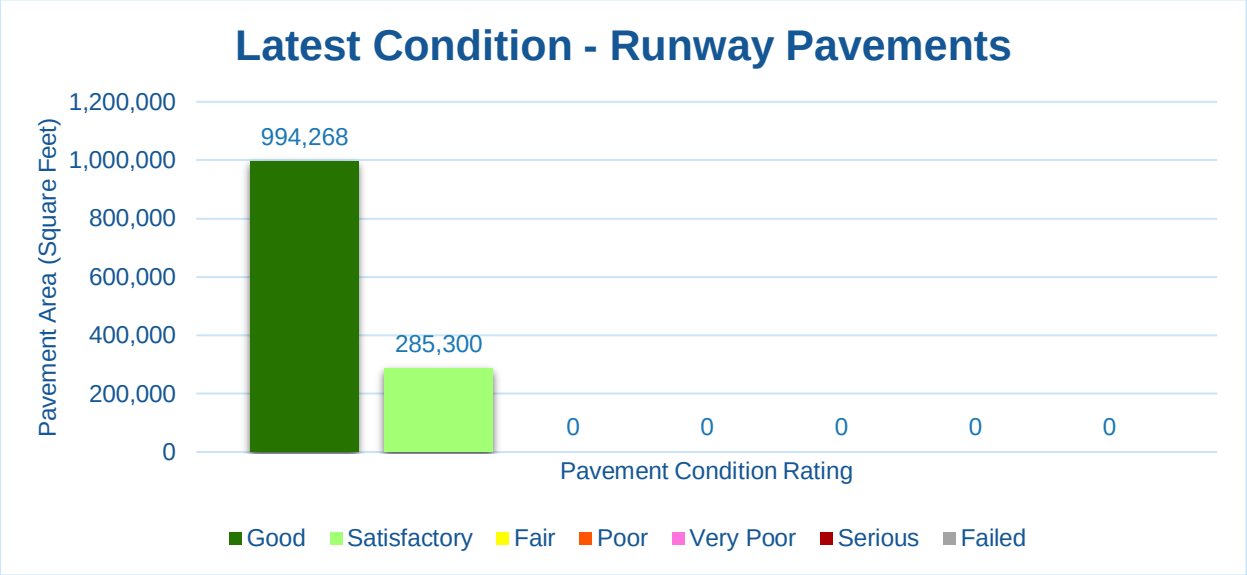


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

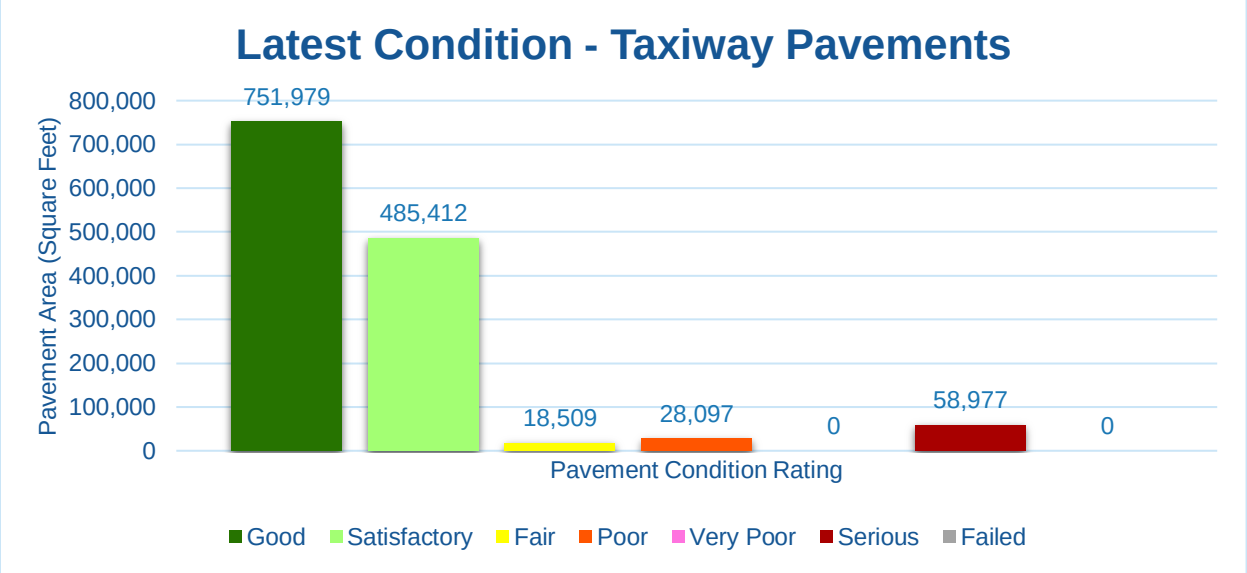
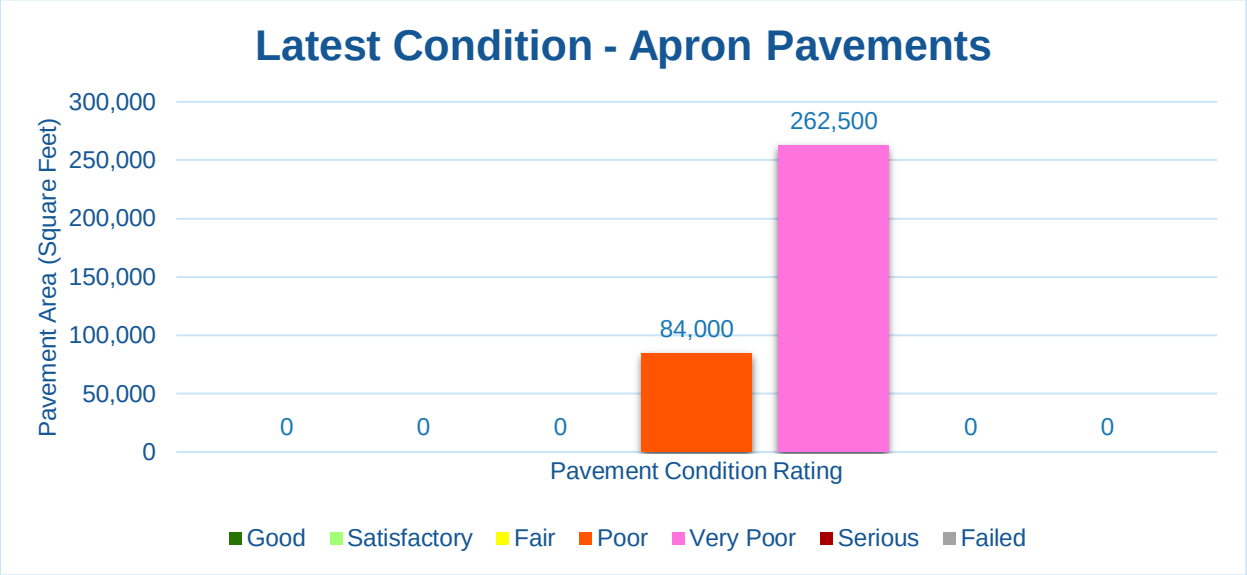


Figure 4.1.2 (c) Latest Condition – Apron Pavements



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

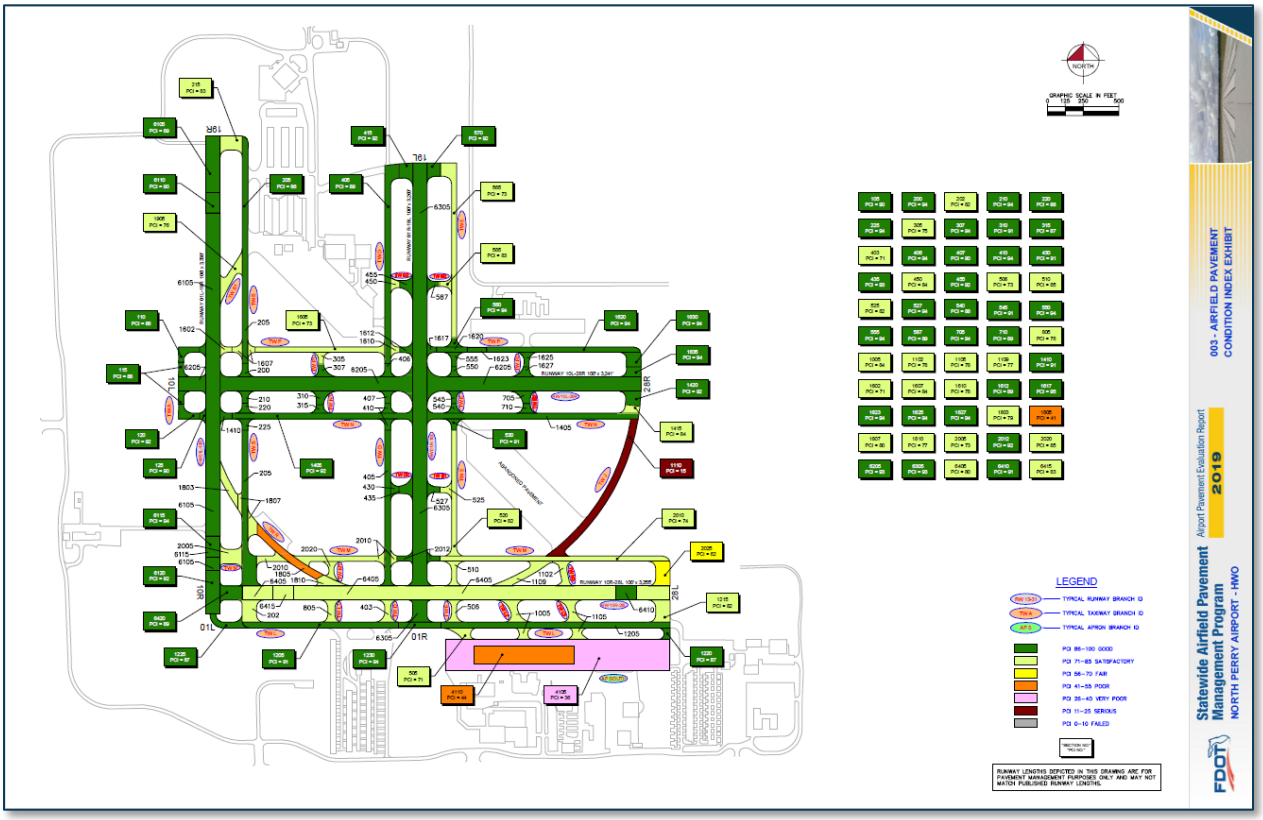
Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
HWO	AP SOUTH	SOUTH GA APRON	APRON	4105	262,500	AC	36	Very Poor	97%	0%	3%	6	50
HWO	AP SOUTH	SOUTH GA APRON	APRON	4110	84,000	PCC	44	Poor	3%	62%	35%	2	14
HWO	RW 01L-19R	RUNWAY 01L-19R	RUNWAY	6105	275,500	AAC	89	Good	100%	0%	0%	12	56
HWO	RW 01L-19R	RUNWAY 01L-19R	RUNWAY	6110	14,500	AAC	90	Good	100%	0%	0%	1	3
HWO	RW 01L-19R	RUNWAY 01L-19R	RUNWAY	6115	15,000	AAC	94	Good	100%	0%	0%	1	3
HWO	RW 01L-19R	RUNWAY 01L-19R	RUNWAY	6120	30,000	AC	92	Good	100%	0%	0%	2	6
HWO	RW 01R-19L	RUNWAY 01R-19L	RUNWAY	6305	314,367	AAC	93	Good	100%	0%	0%	14	62
HWO	RW 10L-28R	RUNWAY 10L-28R	RUNWAY	6205	314,433	AAC	93	Good	100%	0%	0%	13	63
HWO	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6405	270,700	AAC	80	Satisfactory	100%	0%	0%	11	55
HWO	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6410	14,700	AAC	91	Good	100%	0%	0%	1	3
HWO	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6415	14,600	AAC	83	Satisfactory	100%	0%	0%	1	3
HWO	RW 10R-28L	RUNWAY 10R-28L	RUNWAY	6420	15,768	AAC	89	Good	100%	0%	0%	1	3
HWO	TW A	TAXIWAY A	TAXIWAY	105	2,647	AAC	90	Good	100%	0%	0%	1	1
HWO	TW A	TAXIWAY A	TAXIWAY	110	8,438	AC	86	Good	100%	0%	0%	1	2
HWO	TW A	TAXIWAY A	TAXIWAY	115	7,846	AAC	88	Good	100%	0%	0%	1	2
HWO	TW A	TAXIWAY A	TAXIWAY	120	8,823	AAC	92	Good	100%	0%	0%	1	2
HWO	TW A	TAXIWAY A	TAXIWAY	125	2,872	AAC	90	Good	100%	0%	0%	1	1
HWO	TW B	TAXIWAY B	TAXIWAY	200	4,873	AAC	94	Good	100%	0%	0%	1	1
HWO	TW B	TAXIWAY B	TAXIWAY	202	16,704	AAC	82	Satisfactory	98%	0%	2%	1	3
HWO	TW B	TAXIWAY B	TAXIWAY	205	120,769	AAC	86	Good	98%	0%	2%	4	29
HWO	TW B	TAXIWAY B	TAXIWAY	210	4,473	AAC	94	Good	100%	0%	0%	1	1
HWO	TW B	TAXIWAY B	TAXIWAY	215	16,260	AAC	83	Satisfactory	100%	0%	0%	1	3
HWO	TW B	TAXIWAY B	TAXIWAY	220	3,873	AAC	88	Good	100%	0%	0%	1	1
HWO	TW B	TAXIWAY B	TAXIWAY	225	4,273	AAC	94	Good	100%	0%	0%	1	1
HWO	TW B1	TAXIWAY B1	TAXIWAY	1905	18,259	AAC	76	Satisfactory	100%	0%	0%	1	4
HWO	TW D	TAXIWAY D	TAXIWAY	403	9,097	AC	71	Satisfactory	93%	0%	7%	1	2
HWO	TW D	TAXIWAY D	TAXIWAY	405	106,779	AAC	89	Good	84%	0%	16%	4	26
HWO	TW D	TAXIWAY D	TAXIWAY	406	4,793	AAC	94	Good	100%	0%	0%	1	1
HWO	TW D	TAXIWAY D	TAXIWAY	407	4,553	AAC	90	Good	100%	0%	0%	1	1
HWO	TW D	TAXIWAY D	TAXIWAY	410	8,066	AAC	94	Good	100%	0%	0%	1	2
HWO	TW D	TAXIWAY D	TAXIWAY	415	10,406	AAC	92	Good	100%	0%	0%	1	2
HWO	TW D1	TAXIWAY D1	TAXIWAY	430	4,076	AAC	91	Good	100%	0%	0%	1	1
HWO	TW D1	TAXIWAY D1	TAXIWAY	435	7,528	AAC	93	Good	100%	0%	0%	1	2
HWO	TW D2	TAXIWAY D2	TAXIWAY	450	4,325	AAC	84	Satisfactory	100%	0%	0%	1	1
HWO	TW D2	TAXIWAY D2	TAXIWAY	455	7,181	AAC	92	Good	100%	0%	0%	1	2
HWO	TW E	TAXIWAY E	TAXIWAY	505	8,843	AAC	71	Satisfactory	56%	0%	44%	1	2
HWO	TW E	TAXIWAY E	TAXIWAY	506	8,043	AAC	73	Satisfactory	100%	0%	0%	1	2

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
HWO	TW E	TAXIWAY E	TAXIWAY	510	8,656	AC	85	Satisfactory	100%	0%	0%	1	2
HWO	TW E	TAXIWAY E	TAXIWAY	520	32,472	AC	82	Satisfactory	100%	0%	0%	1	9
HWO	TW E	TAXIWAY E	TAXIWAY	530	4,345	AAC	91	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	540	3,890	AAC	88	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	545	4,153	AAC	91	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	550	3,523	AAC	94	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	555	5,132	AAC	94	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	560	3,907	AAC	94	Good	100%	0%	0%	1	1
HWO	TW E	TAXIWAY E	TAXIWAY	565	50,638	AC	73	Satisfactory	100%	0%	0%	2	14
HWO	TW E	TAXIWAY E	TAXIWAY	570	9,467	AAC	92	Good	100%	0%	0%	1	2
HWO	TW E1	TAXIWAY E1	TAXIWAY	525	4,095	AAC	82	Satisfactory	100%	0%	0%	1	1
HWO	TW E1	TAXIWAY E1	TAXIWAY	527	5,105	AAC	94	Good	100%	0%	0%	1	1
HWO	TW E2	TAXIWAY E2	TAXIWAY	585	4,161	AAC	83	Satisfactory	100%	0%	0%	1	1
HWO	TW E2	TAXIWAY E2	TAXIWAY	587	4,372	AAC	89	Good	100%	0%	0%	1	1
HWO	TW J	TAXIWAY J	TAXIWAY	1109	19,913	AAC	77	Satisfactory	100%	0%	0%	1	4
HWO	TW J	TAXIWAY J	TAXIWAY	1110	58,977	AAC	15	Serious	84%	16%	0%	2	12
HWO	TW L	TAXIWAY L	TAXIWAY	1205	107,466	AAC	91	Good	100%	0%	0%	5	27
HWO	TW L	TAXIWAY L	TAXIWAY	1215	16,734	AAC	82	Satisfactory	100%	0%	0%	1	3
HWO	TW L	TAXIWAY L	TAXIWAY	1220	3,966	AAC	87	Good	100%	0%	0%	1	1
HWO	TW L	TAXIWAY L	TAXIWAY	1225	11,456	AC	87	Good	100%	0%	0%	1	3
HWO	TW L	TAXIWAY L	TAXIWAY	1230	12,000	AAC	94	Good	100%	0%	0%	1	3
HWO	TW L1	TAXIWAY L1	TAXIWAY	805	9,896	AAC	76	Satisfactory	65%	0%	35%	1	2
HWO	TW L2	TAXIWAY L2	TAXIWAY	1005	18,386	AAC	84	Satisfactory	100%	0%	0%	1	3
HWO	TW L3	TAXIWAY L3	TAXIWAY	1105	19,105	AAC	78	Satisfactory	71%	0%	29%	1	3
HWO	TW M	TAXIWAY M	TAXIWAY	2005	17,244	AAC	73	Satisfactory	49%	0%	51%	1	3
HWO	TW M	TAXIWAY M	TAXIWAY	2010	92,202	AC	74	Satisfactory	75%	0%	25%	4	25
HWO	TW M	TAXIWAY M	TAXIWAY	2012	8,465	AAC	92	Good	100%	0%	0%	1	2
HWO	TW M	TAXIWAY M	TAXIWAY	2025	18,509	AC	62	Fair	100%	0%	0%	1	4
HWO	TW M1	TAXIWAY M1	TAXIWAY	2020	7,027	AC	85	Satisfactory	100%	0%	0%	1	2
HWO	TW M3	TAXIWAY M3	TAXIWAY	1102	11,092	AAC	78	Satisfactory	100%	0%	0%	1	3
HWO	TW N	TAXIWAY N	TAXIWAY	1405	112,128	AAC	92	Good	100%	0%	0%	3	28
HWO	TW N	TAXIWAY N	TAXIWAY	1410	4,473	AAC	91	Good	100%	0%	0%	1	1
HWO	TW N	TAXIWAY N	TAXIWAY	1415	5,950	AAC	84	Satisfactory	100%	0%	0%	1	1
HWO	TW N	TAXIWAY N	TAXIWAY	1420	10,945	AAC	92	Good	100%	0%	0%	1	2
HWO	TW N1	TAXIWAY N1	TAXIWAY	310	7,431	AAC	91	Good	100%	0%	0%	1	2
HWO	TW N1	TAXIWAY N1	TAXIWAY	315	4,070	AAC	87	Good	100%	0%	0%	1	1
HWO	TW N2	TAXIWAY N2	TAXIWAY	705	7,030	AAC	94	Good	100%	0%	0%	1	2
HWO	TW N2	TAXIWAY N2	TAXIWAY	710	4,477	AAC	89	Good	100%	0%	0%	1	1

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
HWO	TW P	TAXIWAY P	TAXIWAY	1602	3,978	AAC	71	Satisfactory	100%	0%	0%	1	1
HWO	TW P	TAXIWAY P	TAXIWAY	1605	32,923	AC	73	Satisfactory	100%	0%	0%	2	9
HWO	TW P	TAXIWAY P	TAXIWAY	1607	6,888	AAC	84	Satisfactory	100%	0%	0%	1	2
HWO	TW P	TAXIWAY P	TAXIWAY	1610	3,511	AAC	78	Satisfactory	100%	0%	0%	1	1
HWO	TW P	TAXIWAY P	TAXIWAY	1612	4,448	AAC	89	Good	100%	0%	0%	1	1
HWO	TW P	TAXIWAY P	TAXIWAY	1617	3,418	AAC	95	Good	100%	0%	0%	1	1
HWO	TW P	TAXIWAY P	TAXIWAY	1620	44,816	AAC	94	Good	100%	0%	0%	2	13
HWO	TW P	TAXIWAY P	TAXIWAY	1623	4,830	AC	94	Good	100%	0%	0%	1	1
HWO	TW P	TAXIWAY P	TAXIWAY	1630	10,775	AAC	94	Good	100%	0%	0%	1	2
HWO	TW P	TAXIWAY P	TAXIWAY	1635	7,537	AAC	94	Good	100%	0%	0%	1	2
HWO	TW P1	TAXIWAY P1	TAXIWAY	305	3,960	AC	75	Satisfactory	69%	0%	31%	1	1
HWO	TW P1	TAXIWAY P1	TAXIWAY	307	5,821	AAC	94	Good	100%	0%	0%	1	1
HWO	TW P2	TAXIWAY P2	TAXIWAY	1625	5,178	AAC	94	Good	100%	0%	0%	1	1
HWO	TW P2	TAXIWAY P2	TAXIWAY	1627	5,086	AAC	94	Good	100%	0%	0%	1	1
HWO	TW R	TAXIWAY R	TAXIWAY	1803	13,261	AAC	79	Satisfactory	100%	0%	0%	1	3
HWO	TW R	TAXIWAY R	TAXIWAY	1805	28,097	AAC	41	Poor	100%	0%	0%	2	6
HWO	TW R	TAXIWAY R	TAXIWAY	1807	12,670	AAC	80	Satisfactory	100%	0%	0%	1	3
HWO	TW R	TAXIWAY R	TAXIWAY	1810	9,119	AAC	77	Satisfactory	90%	0%	10%	2	2

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 North Perry Airport (HWO) was completed in June 2019.The resulting overall area-weighted average PCI value was 79 representing a condition rating of Satisfactory. North Perry Airport is serviced by four runways; Runway 01L-19R is 100-ft wide and 3,350-ft long, Runway 01R-19L is 100-ft wide and 3,260-ft long, Runway 10L-28R is 100-ft wide and 3,241-ft long, and Runway 10R-28L is 100-ft wide and 3,255-ft long.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 117,649 operations for 12 months ending 05/02/2018.

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 01R-19L

Runway 01R-19L consists of 1 section constructed of AAC. The last construction year for Runway 01R-19L was 2013. The area-weighted average PCI for Runway 01R-19L is 93 representing a Good condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed on Runway 01R-19L consist of Patching and Weathering.

Runway 01L-19R

Runway 01L-19R consists of 4 sections constructed of AC and AAC. The last construction years range from 2001 to 2012. The area-weighted average PCI for Runway 01L-19R is 89 representing a Good condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed on Runway 01L-19R consist of Longitudinal & Transverse Cracking, Raveling, and Weathering.

Runway 10R-28L

Runway 10R-28L consists of 4 sections constructed of AAC. The last construction years range from 1996 to 2012. The area-weighted average PCI for Runway 10R-28L is 81 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed on Runway 10R-28L consist of Block Cracking, Longitudinal & Transverse Cracking, Raveling, and Weathering.

Runway 10L-28R

Runway 10L-28R consists of 1 section constructed of AAC. The last construction year for Runway 10L-28R was 2012. The area-weighted average PCI for Runway 10L-28R is 93 representing a Good condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed on Runway 10L-28R consist of Longitudinal & Transverse Cracking and Weathering.

Taxiway E

Taxiway E consists of 12 section(s) constructed of AC and AAC. The last construction years range from 1996 to 2016. The area-weighted average PCI for Taxiway E is 80 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway E consist of Depression, Longitudinal & Transverse Cracking, Patching, Raveling, and Weathering.

Taxiway J

Taxiway J consists of 2 sections constructed of AAC. The last construction years range from 1968 to 2007. The area-weighted average PCI for Taxiway J is 30 representing a Very Poor condition rating. The pavement distresses observed were related to Climate and Load distress classifications. Distresses observed on Taxiway J consist of Alligator Cracking, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, and Raveling.

Taxiway M

Taxiway M consists of 4 sections constructed of AC and AAC. The last construction years range from 1996 to 2013. The area-weighted average PCI for Taxiway M is 73 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway M consist of Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

South GA Apron

South GA Apron consists of 2 sections constructed of AC and PCC. The last construction year for South GA Apron was 1968. The area-weighted average PCI for South GA Apron is 37 representing a Very Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on South GA Apron consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Linear Cracking, Joint Seal Damage, Small Patch, 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	89	Good
Taxiway	80	Satisfactory
Apron	37	Very Poor

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 developed 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

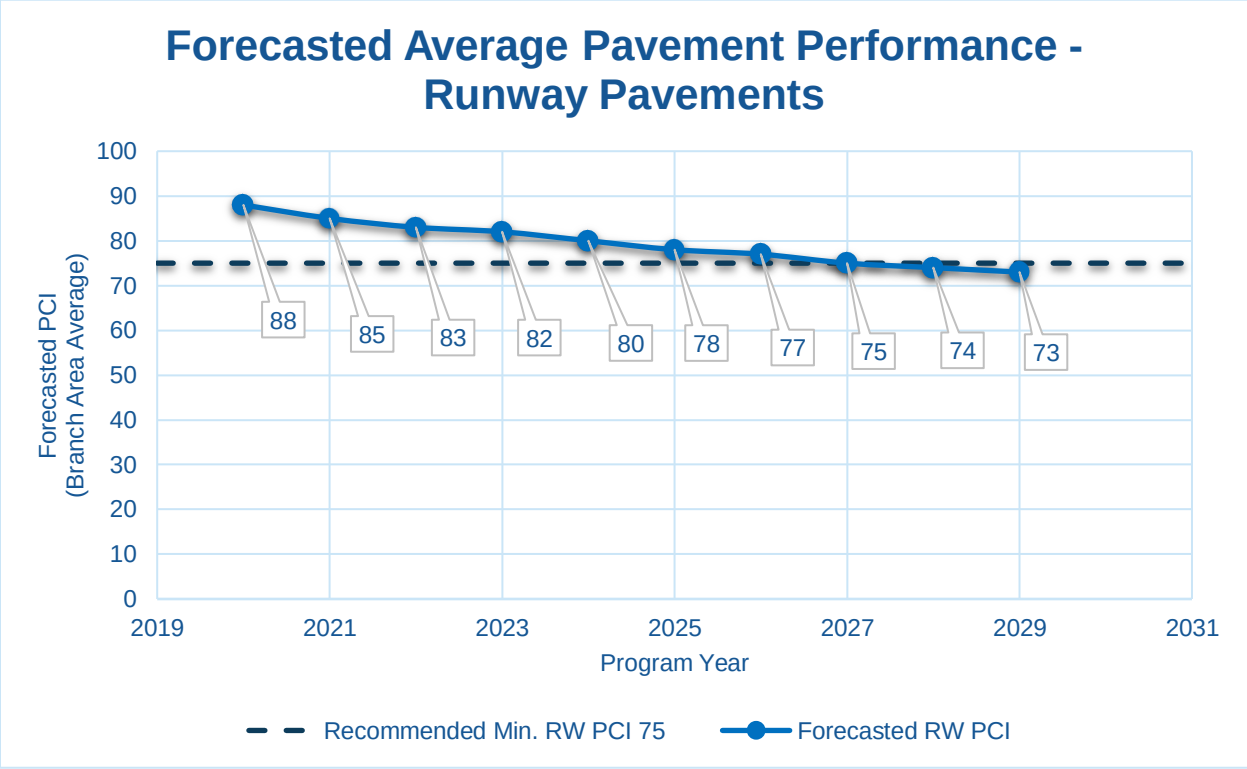


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

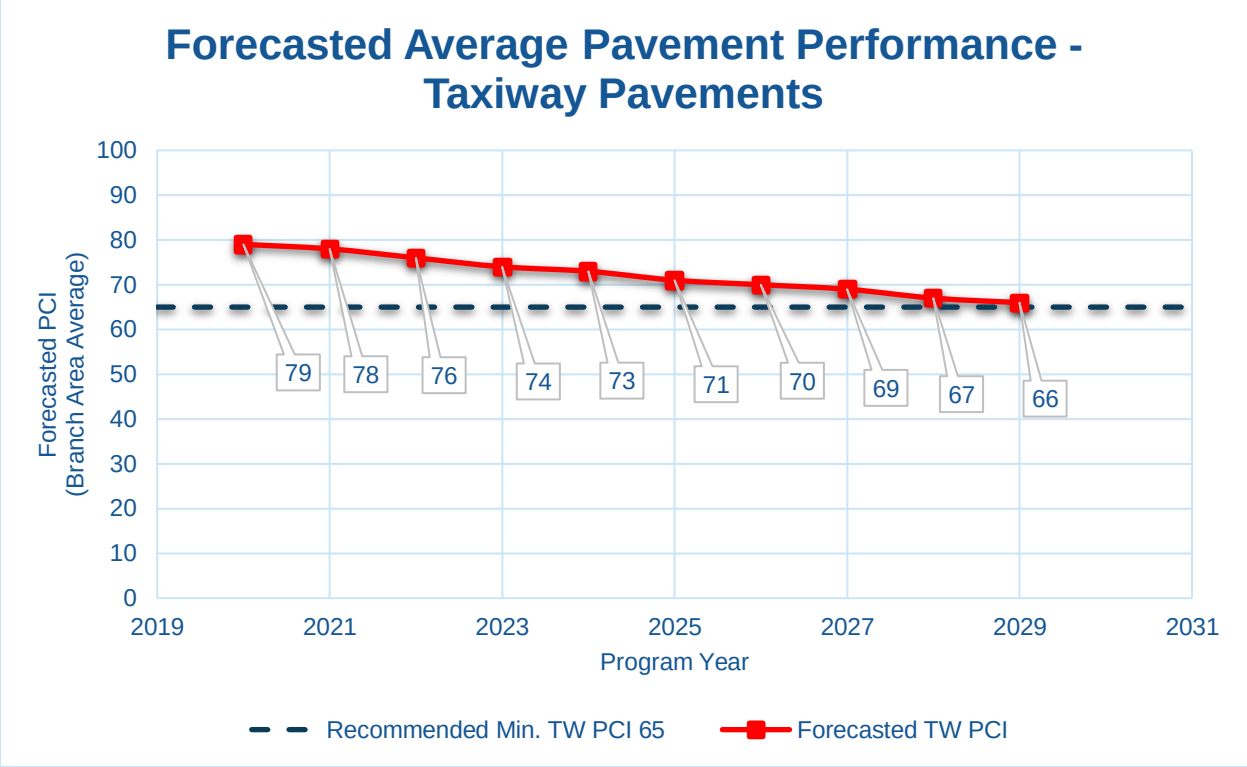
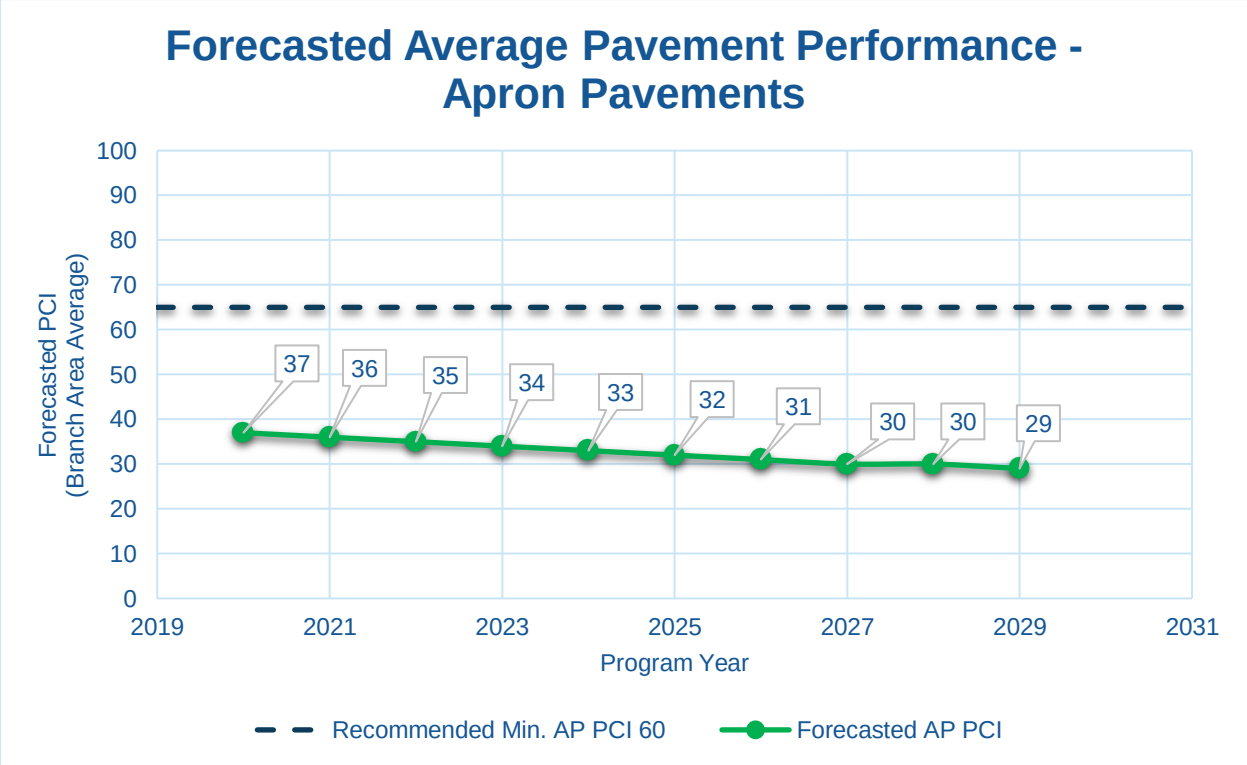


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



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
HWO	AP SOUTH	4105	36	35	34	33	32	31	30	30	29	29	29
HWO	AP SOUTH	4110	44	43	42	40	39	38	36	35	34	33	31
HWO	RW 01L-19R	6105	89	87	85	83	81	80	78	77	75	74	72
HWO	RW 01L-19R	6110	90	88	86	84	82	80	79	77	76	74	73
HWO	RW 01L-19R	6115	94	92	90	88	86	84	82	80	78	77	75
HWO	RW 01L-19R	6120	92	90	88	86	84	82	80	78	76	75	74
HWO	RW 01R-19L	6305	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10L-28R	6205	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10R-28L	6405	80	79	77	76	74	73	72	70	69	68	67
HWO	RW 10R-28L	6410	91	89	87	85	83	81	80	78	76	75	74
HWO	RW 10R-28L	6415	83	82	80	78	77	75	74	72	71	70	69
HWO	RW 10R-28L	6420	89	87	85	83	81	80	78	77	75	74	72
HWO	TW A	105	90	88	86	85	83	81	80	78	77	75	74
HWO	TW A	110	86	85	83	82	80	79	77	76	75	73	72
HWO	TW A	115	88	87	85	83	81	80	78	77	75	74	73
HWO	TW A	120	92	90	88	86	85	83	81	79	78	77	75
HWO	TW A	125	90	88	86	85	83	81	80	78	77	75	74
HWO	TW B	200	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	202	82	81	79	78	76	75	73	72	71	70	69
HWO	TW B	205	86	85	83	81	79	78	77	75	74	73	71
HWO	TW B	210	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	215	83	82	80	78	77	76	74	73	72	71	69
HWO	TW B	220	88	87	85	83	81	80	78	77	75	74	73
HWO	TW B	225	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B1	1905	76	75	73	72	71	70	69	68	67	66	65

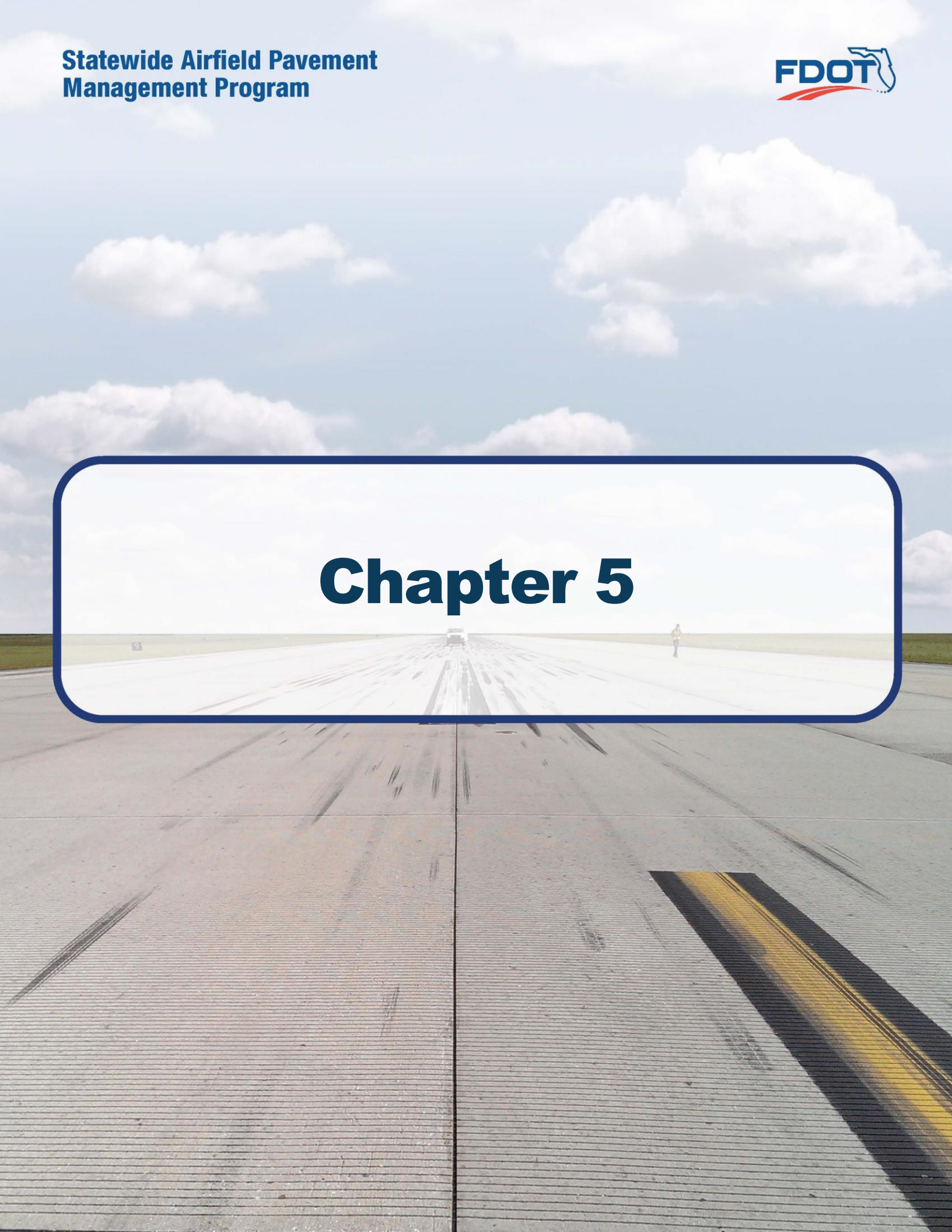
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW D	403	71	70	69	67	66	65	64	62	61	60	59
HWO	TW D	405	89	87	86	84	82	80	79	77	76	75	73
HWO	TW D	406	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	407	90	88	86	85	83	81	80	78	77	75	74
HWO	TW D	410	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	415	92	90	88	86	85	83	81	79	78	77	75
HWO	TW D1	430	91	89	87	86	84	82	80	79	77	76	74
HWO	TW D1	435	93	91	89	87	85	84	82	80	79	77	76
HWO	TW D2	450	84	83	81	79	78	76	75	74	72	71	70
HWO	TW D2	455	92	90	88	86	85	83	81	79	78	77	75
HWO	TW E	505	71	70	69	68	67	66	65	64	63	62	61
HWO	TW E	506	73	72	71	70	69	67	66	66	65	64	63
HWO	TW E	510	85	84	82	81	79	78	76	75	74	72	71
HWO	TW E	520	82	81	79	78	76	75	74	72	71	70	68
HWO	TW E	530	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	540	88	87	85	83	81	80	78	77	75	74	73
HWO	TW E	545	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	550	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	555	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	560	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	565	73	72	70	69	68	67	65	64	63	62	61
HWO	TW E	570	92	90	88	86	85	83	81	79	78	77	75
HWO	TW E1	525	82	81	79	78	76	75	73	72	71	70	69
HWO	TW E1	527	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E2	585	83	82	80	78	77	76	74	73	72	71	69
HWO	TW E2	587	89	87	86	84	82	80	79	77	76	75	73
HWO	TW J	1109	77	76	74	73	72	71	70	69	68	67	66

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW J	1110	15	13	11	9	7	5	3	1	0	0	0
HWO	TW L	1205	91	89	87	86	84	82	80	79	77	76	74
HWO	TW L	1215	82	81	79	78	76	75	73	72	71	70	69
HWO	TW L	1220	87	86	84	82	80	79	77	76	74	73	72
HWO	TW L	1225	87	86	84	83	81	80	78	77	75	74	73
HWO	TW L	1230	94	92	90	88	86	84	83	81	79	78	76
HWO	TW L1	805	76	75	73	72	71	70	69	68	67	66	65
HWO	TW L2	1005	84	83	81	79	78	76	75	74	72	71	70
HWO	TW L3	1105	78	77	75	74	73	72	70	69	68	67	66
HWO	TW M	2005	73	72	71	70	69	67	66	66	65	64	63
HWO	TW M	2010	74	73	71	70	69	68	66	65	64	63	62
HWO	TW M	2012	92	90	88	86	85	83	81	79	78	77	75
HWO	TW M	2025	62	61	60	59	58	57	56	55	54	53	52
HWO	TW M1	2020	85	84	82	81	79	78	76	75	74	72	71
HWO	TW M3	1102	78	77	75	74	73	72	70	69	68	67	66
HWO	TW N	1405	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N	1410	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N	1415	84	83	81	79	78	76	75	74	72	71	70
HWO	TW N	1420	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N1	310	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N1	315	87	86	84	82	80	79	77	76	74	73	72
HWO	TW N2	705	94	92	90	88	86	84	83	81	79	78	76
HWO	TW N2	710	89	87	86	84	82	80	79	77	76	75	73
HWO	TW P	1602	71	70	69	68	67	66	65	64	63	62	61
HWO	TW P	1605	73	72	70	69	68	67	65	64	63	62	61
HWO	TW P	1607	84	83	81	79	78	76	75	74	72	71	70
HWO	TW P	1610	78	77	75	74	73	72	70	69	68	67	66

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW P	1612	89	87	86	84	82	80	79	77	76	75	73
HWO	TW P	1617	95	93	91	89	87	85	83	82	80	78	77
HWO	TW P	1620	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1623	94	93	91	89	88	86	85	83	82	80	79
HWO	TW P	1630	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1635	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P1	305	75	74	72	71	70	69	67	66	65	64	62
HWO	TW P1	307	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1625	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1627	94	92	90	88	86	84	83	81	79	78	76
HWO	TW R	1803	79	78	76	75	74	72	71	70	69	68	67
HWO	TW R	1805	41	40	38	37	35	33	31	29	27	25	23
HWO	TW R	1807	80	79	77	76	74	73	72	71	70	69	68
HWO	TW R	1810	77	76	74	73	72	71	70	69	68	67	66

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	$9.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$4.00	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	$150.00	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 - SURFACE SEAL	PREVENTIVE	54,410	SqFt	$ 29,930.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	2,330	SqFt	$ 20,950.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	440	SqFt	$ 1,750.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	80	SqFt	$ 5,430.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	196,120	SqFt	$ 784,480.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	5,000	SqFt	$ 44,980.00
FDOT - SURFACE SEAL	STOPGAP	142,250	SqFt	$ 78,240.00
FDOT - CRACK SEALING - AC	STOPGAP	9,350	Ft	$ 28,040.00
FDOT - CRACK SEALING - PCC	STOPGAP	1,995	Ft	$ 8,480.00
FDOT - JOINT SEAL - PCC	STOPGAP	7,580	Ft	$ 20,850.00

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
HWO	AP SOUTH	4105	262,500	36	58	$ 570,850.00
HWO	AP SOUTH	4110	84,000	44	51	$ 34,770.00
HWO	RW 01L-19R	6105	275,500	89	90	$ 2,110.00
HWO	RW 01L-19R	6110	14,500	90	90	$ -
HWO	RW 01L-19R	6115	15,000	94	94	$ -
HWO	RW 01L-19R	6120	30,000	92	93	$ 50.00
HWO	RW 01R-19L	6305	314,367	93	93	$ 70.00
HWO	RW 10L-28R	6205	314,433	93	93	$ -
HWO	RW 10R-28L	6405	270,700	80	85	$ 8,210.00
HWO	RW 10R-28L	6410	14,700	91	94	$ 90.00
HWO	RW 10R-28L	6415	14,600	83	91	$ 650.00
HWO	RW 10R-28L	6420	15,768	89	94	$ 350.00
HWO	TW A	105	2,647	90	90	$ -
HWO	TW A	110	8,438	86	94	$ 380.00
HWO	TW A	115	7,846	88	93	$ 270.00
HWO	TW A	120	8,823	92	94	$ 40.00
HWO	TW A	125	2,872	90	90	$ -
HWO	TW B	200	4,873	94	94	$ -
HWO	TW B	202	16,704	82	95	$ 1,240.00
HWO	TW B	205	120,769	86	88	$ 2,190.00
HWO	TW B	210	4,473	94	94	$ -
HWO	TW B	215	16,260	83	94	$ 1,290.00
HWO	TW B	220	3,873	88	90	$ 20.00
HWO	TW B	225	4,273	94	94	$ -
HWO	TW B1	1905	18,259	76	83	$ 210.00
HWO	TW D	403	9,097	71	76	$ 390.00
HWO	TW D	405	106,779	89	91	$ 5,270.00
HWO	TW D	406	4,793	94	94	$ -
HWO	TW D	407	4,553	90	90	$ -
HWO	TW D	410	8,066	94	94	$ -
HWO	TW D	415	10,406	92	94	$ 60.00
HWO	TW D1	430	4,076	91	95	$ 20.00
HWO	TW D1	435	7,528	93	94	$ 30.00

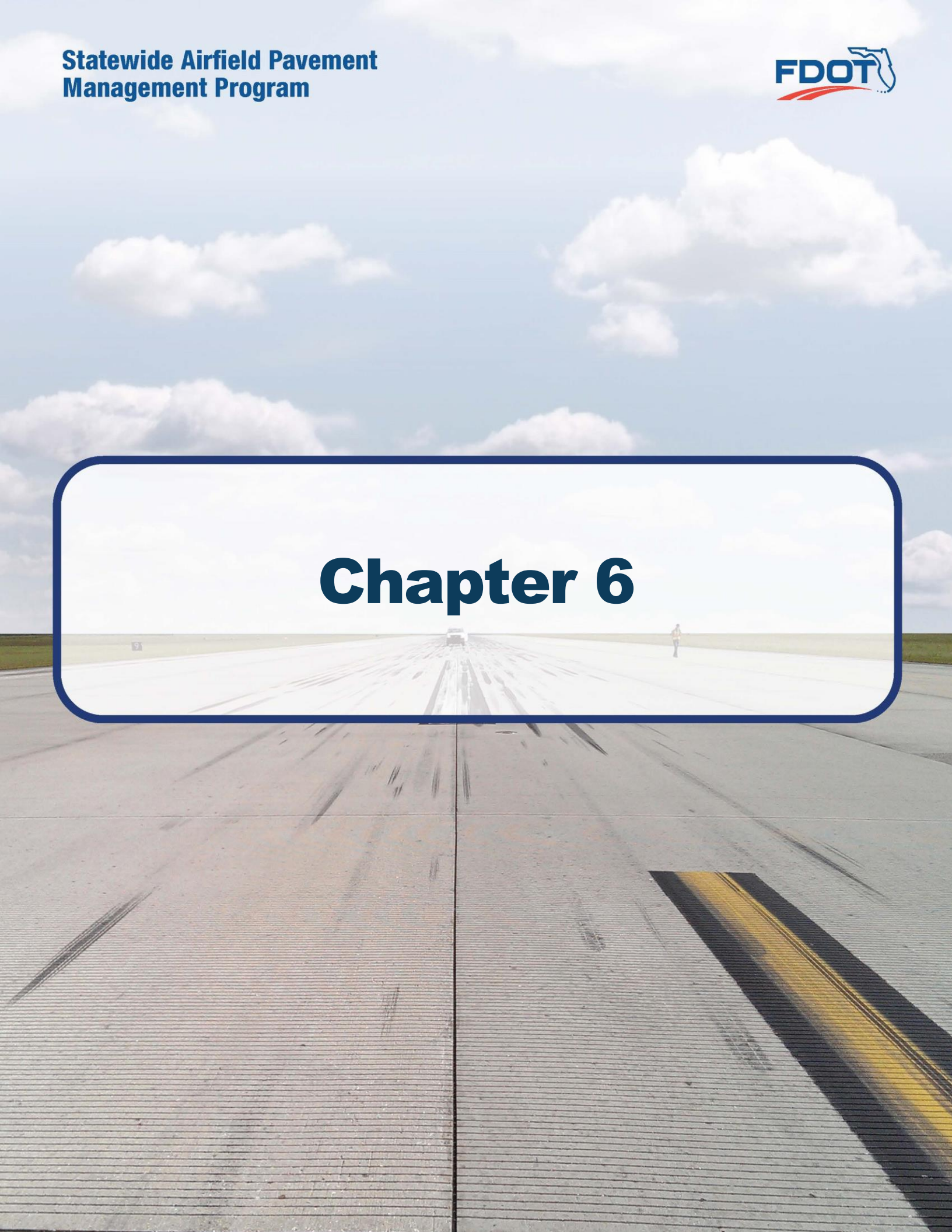
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
HWO	TW D2	450	4,325	84	90	$ 110.00
HWO	TW D2	455	7,181	92	92	$ -
HWO	TW E	505	8,843	71	84	$ 3,430.00
HWO	TW E	506	8,043	73	79	$ 680.00
HWO	TW E	510	8,656	85	87	$ 50.00
HWO	TW E	520	32,472	82	85	$ 260.00
HWO	TW E	530	4,345	91	94	$ 30.00
HWO	TW E	540	3,890	88	91	$ 30.00
HWO	TW E	545	4,153	91	91	$ -
HWO	TW E	550	3,523	94	94	$ -
HWO	TW E	555	5,132	94	94	$ -
HWO	TW E	560	3,907	94	94	$ -
HWO	TW E	565	50,638	73	78	$ 1,400.00
HWO	TW E	570	9,467	92	92	$ -
HWO	TW E1	525	4,095	82	86	$ 50.00
HWO	TW E1	527	5,105	94	94	$ -
HWO	TW E2	585	4,161	83	88	$ 70.00
HWO	TW E2	587	4,372	89	90	$ 20.00
HWO	TW J	1109	19,913	77	84	$ 150.00
HWO	TW J	1110	58,977	15	55	$ 259,980.00
HWO	TW L	1205	107,466	91	93	$ 70.00
HWO	TW L	1215	16,734	82	91	$ 910.00
HWO	TW L	1220	3,966	87	94	$ 140.00
HWO	TW L	1225	11,456	87	96	$ 200.00
HWO	TW L	1230	12,000	94	94	$ -
HWO	TW L1	805	9,896	76	85	$ 2,170.00
HWO	TW L2	1005	18,386	84	89	$ 310.00
HWO	TW L3	1105	19,105	78	87	$ 3,150.00
HWO	TW M	2005	17,244	73	90	$ 5,740.00
HWO	TW M	2010	92,202	74	76	$ 520.00
HWO	TW M	2012	8,465	92	92	$ -
HWO	TW M	2025	18,509	62	66	$ 13,760.00
HWO	TW M1	2020	7,027	85	92	$ 220.00
HWO	TW M3	1102	11,092	78	86	$ 100.00
HWO	TW N	1405	112,128	92	92	$ -
HWO	TW N	1410	4,473	91	94	$ 30.00
HWO	TW N	1415	5,950	84	88	$ 70.00
HWO	TW N	1420	10,945	92	92	$ -
HWO	TW N1	310	7,431	91	94	$ 50.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
HWO	TW N1	315	4,070	87	87	$ -
HWO	TW N2	705	7,030	94	94	$ -
HWO	TW N2	710	4,477	89	92	$ 30.00
HWO	TW P	1602	3,978	71	74	$ 30.00
HWO	TW P	1605	32,923	73	91	$ 6,800.00
HWO	TW P	1607	6,888	84	90	$ 80.00
HWO	TW P	1610	3,511	78	88	$ 280.00
HWO	TW P	1612	4,448	89	91	$ 30.00
HWO	TW P	1617	3,418	95	98	$ 30.00
HWO	TW P	1620	44,816	94	94	$ -
HWO	TW P	1623	4,830	94	94	$ -
HWO	TW P	1630	10,775	94	94	$ -
HWO	TW P	1635	7,537	94	94	$ -
HWO	TW P1	305	3,960	75	85	$ 1,140.00
HWO	TW P1	307	5,821	94	94	$ -
HWO	TW P2	1625	5,178	94	94	$ -
HWO	TW P2	1627	5,086	94	94	$ -
HWO	TW R	1803	13,261	79	79	$ -
HWO	TW R	1805	28,097	41	60	$ 91,210.00
HWO	TW R	1807	12,670	80	90	$ 1,520.00
HWO	TW R	1810	9,119	77	82	$ 170.00

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	$ 52,630.00
Stopgap	$ 970,500.00
Planning-Level Localized M&R Needs =	***$ 1,023,130.00***



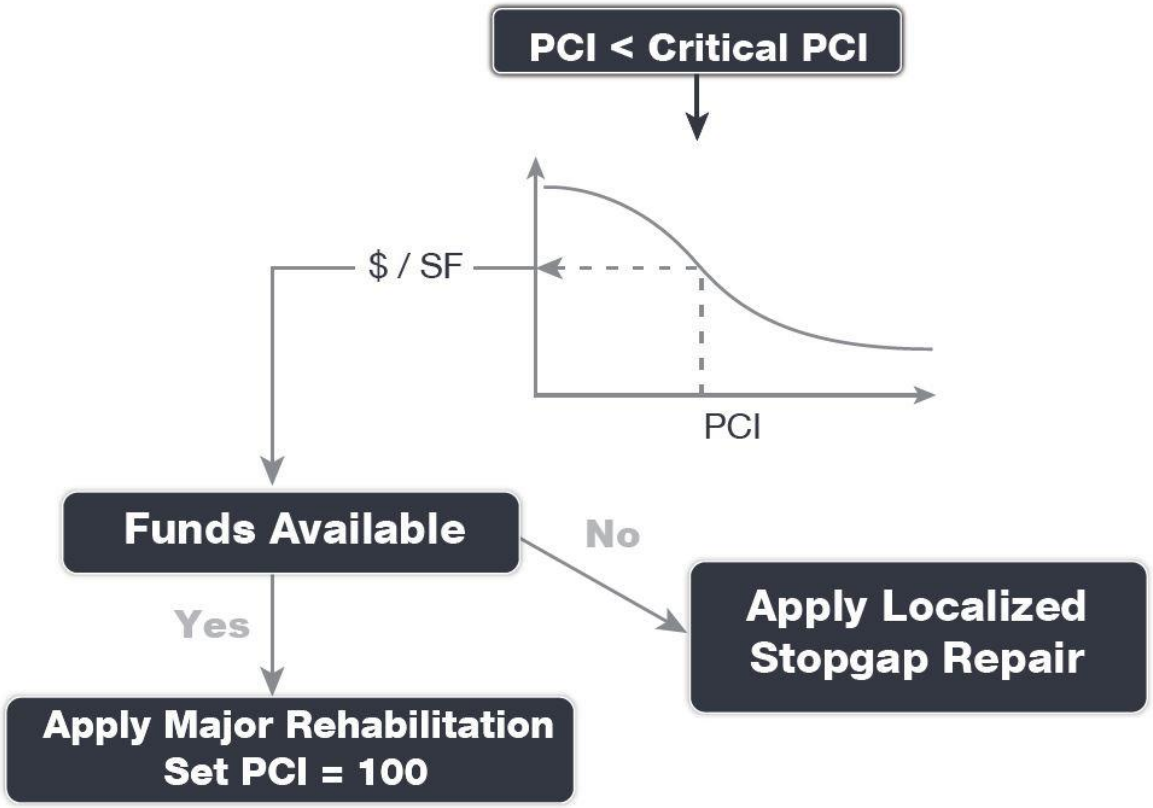
Chapter 6

Chapter 6 – Major Rehabilitation Planning

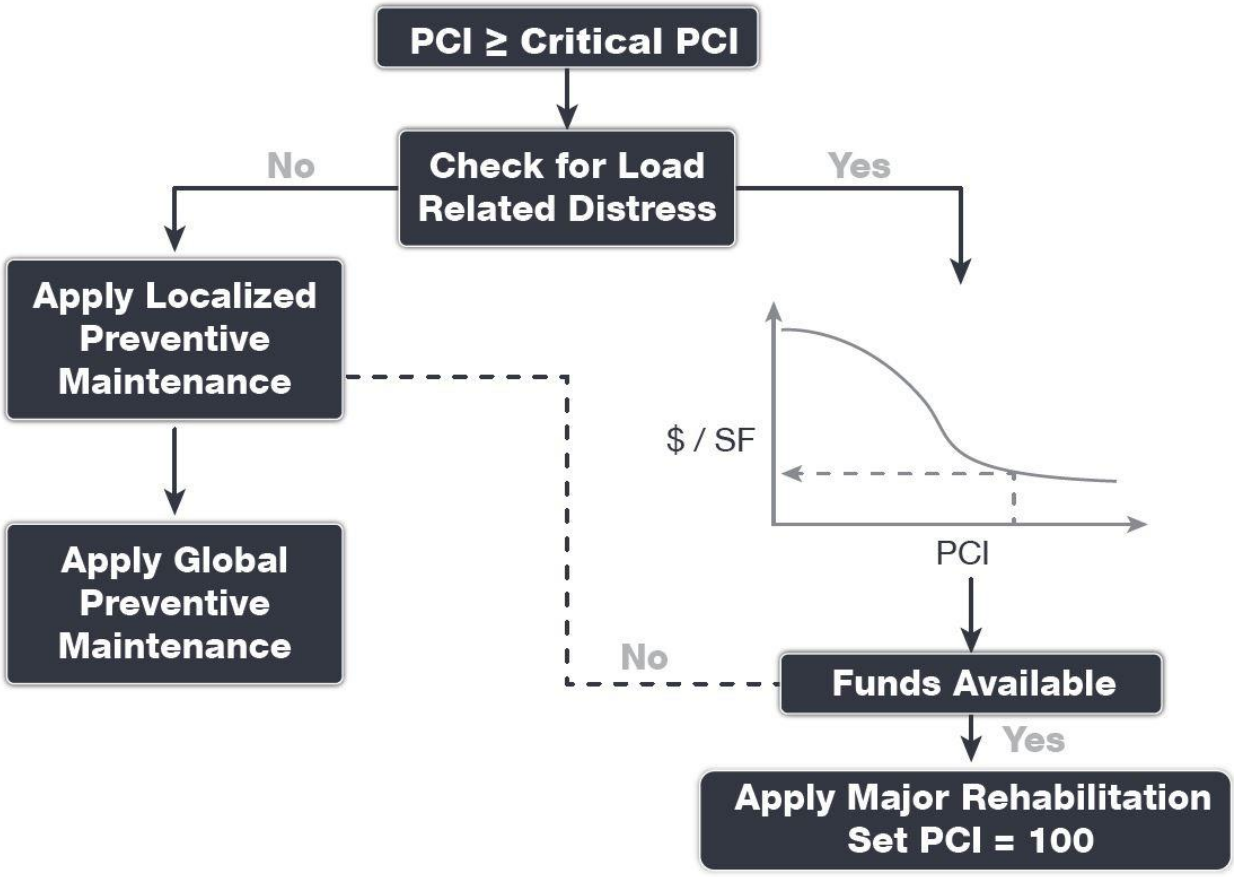
6.1 Major Rehabilitation

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 ≤ Critical PCI



Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > 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	65	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 RL 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	Reliever (RL) Airport
AC Restoration *Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.* **PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3") **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 (4") *Excludes any paved shoulder features.*
AC Reconstruction *Full-depth asphalt pavement section reconstruction.* **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 (4") *Excludes any paved shoulder features.*

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

Rehabilitation Type	Reliever (RL) Airport
PCC Restoration *Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.* **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 (15") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction *Full-depth rigid pavement section reconstruction.* **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 (14")

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 Reliever (RL) 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	$	9.50	$	13.50
Reconstruction	0 to 40	$	12.50	$	20.00

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	**HWO**	AP SOUTH	4105	AC	262,500	35	AC Reconstruction	$ 3,282,000.00
2020	**HWO**	AP SOUTH	4110	PCC	84,000	43	PCC Restoration	$ 1,498,000.00
2020	**HWO**	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 738,000.00
2020	**HWO**	TW M	2025	AC	18,509	61	AC Restoration	$ 176,000.00
2020	**HWO**	TW R	1805	AAC	28,097	40	AC Restoration	$ 350,000.00
2025	**HWO**	TW D	403	AC	9,097	64	AC Restoration	$ 87,000.00
2026	**HWO**	TW E	505	AAC	8,843	64	AC Restoration	$ 85,000.00
2026	**HWO**	TW E	565	AC	50,638	64	AC Restoration	$ 482,000.00
2026	**HWO**	TW P	1602	AAC	3,978	64	AC Restoration	$ 38,000.00
2026	**HWO**	TW P	1605	AC	32,923	64	AC Restoration	$ 313,000.00
2027	**HWO**	TW M	2010	AC	92,202	64	AC Restoration	$ 876,000.00
2028	**HWO**	TW E	506	AAC	8,043	64	AC Restoration	$ 77,000.00
2028	**HWO**	TW M	2005	AAC	17,244	64	AC Restoration	$ 164,000.00
2028	**HWO**	TW P1	305	AC	3,960	64	AC Restoration	$ 38,000.00

**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

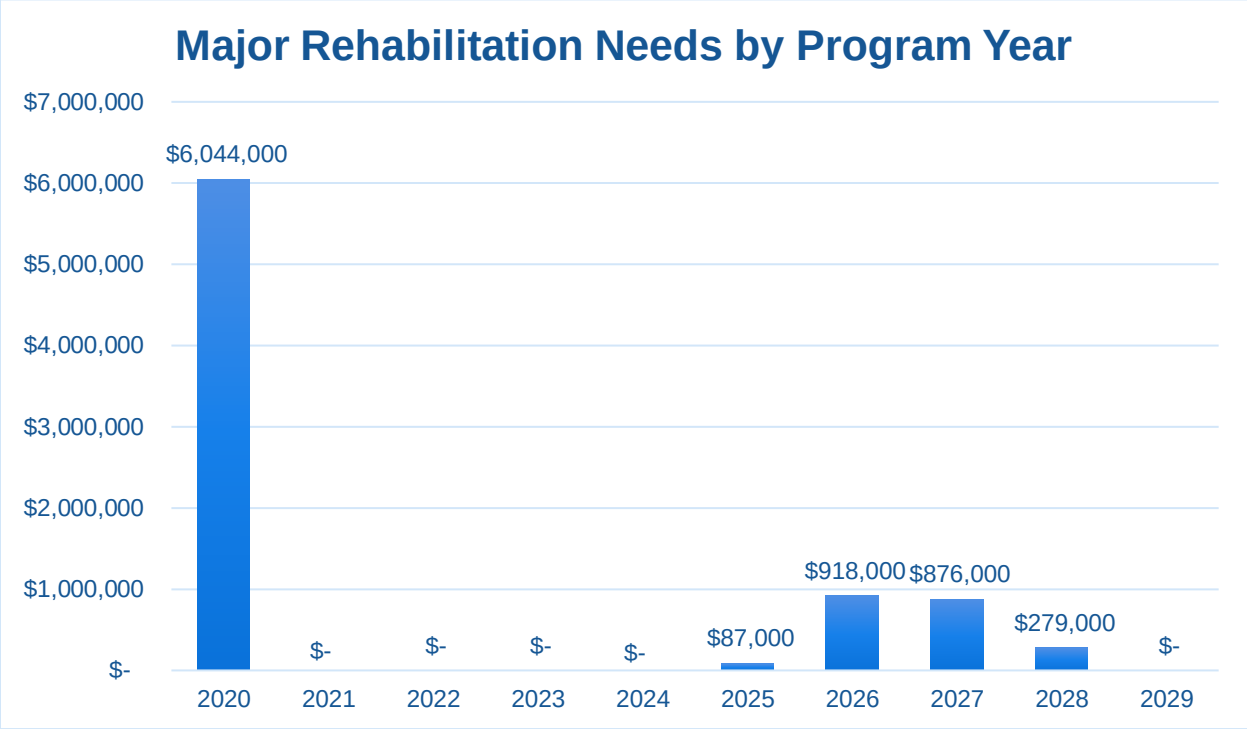
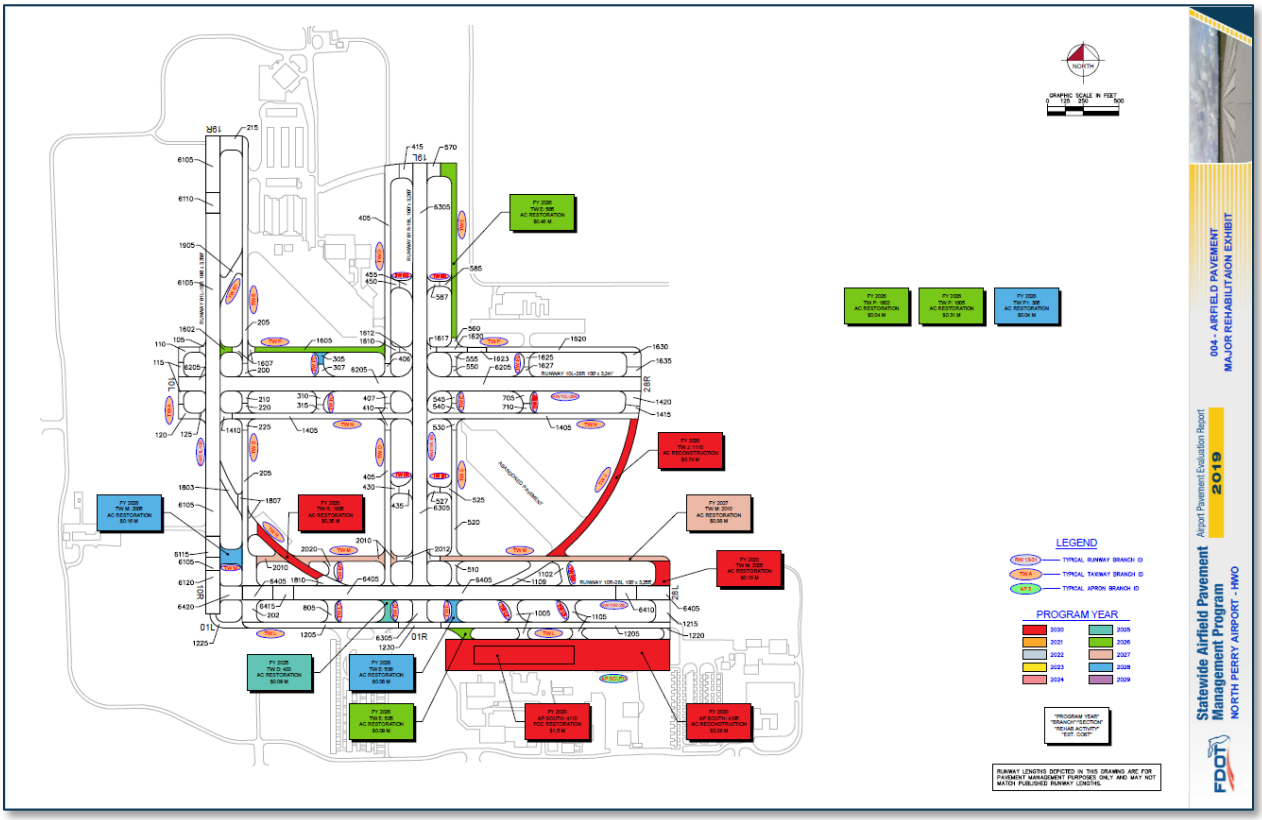
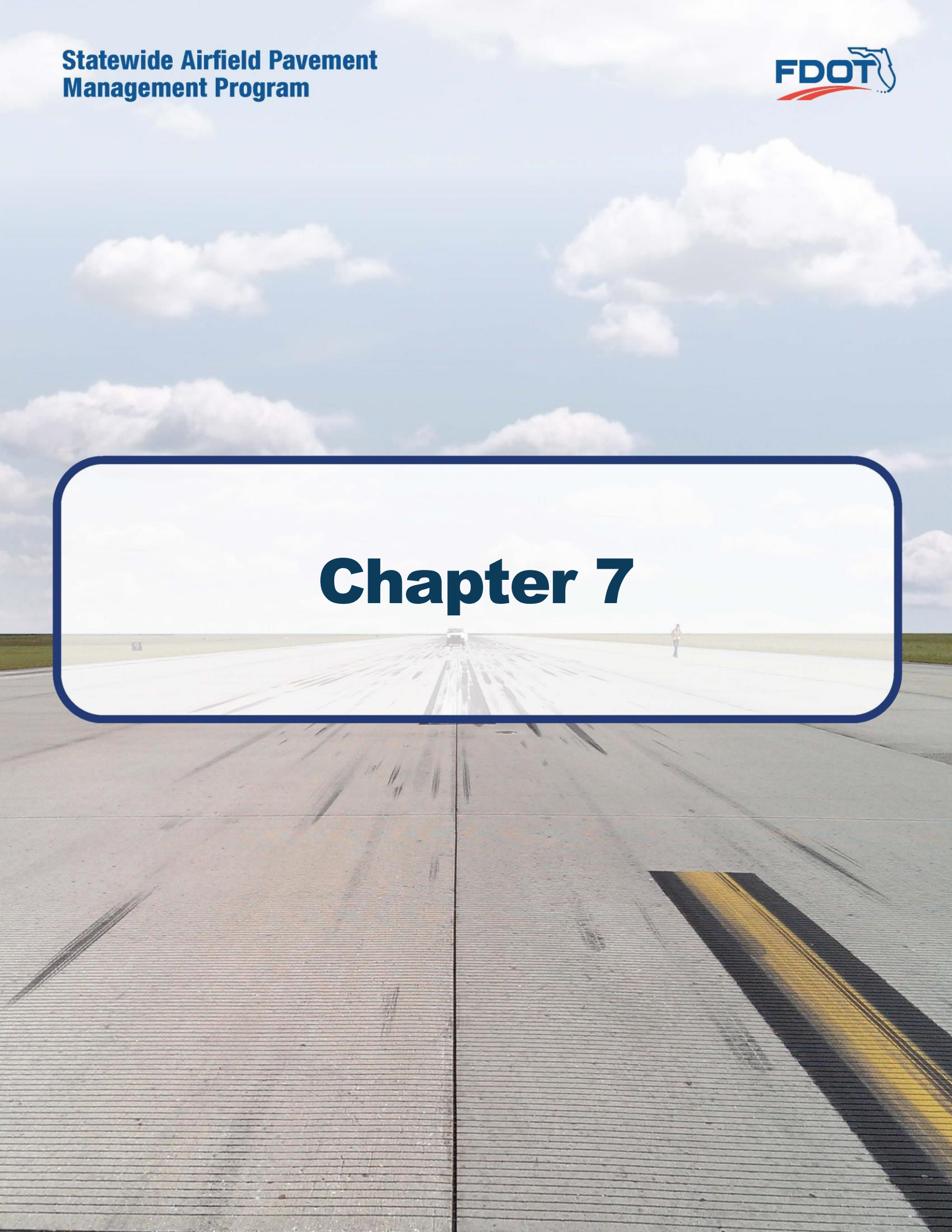


Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit





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 in 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
HWO	SOUTH GA APRON	AP SOUTH	APRON	4105	1,576	220	262,500	AC	1/1/1968
HWO	SOUTH GA APRON	AP SOUTH	APRON	4110	700	120	84,000	PCC	1/1/1968
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6105	2,755	100	275,500	AAC	3/1/2007
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6110	100	145	14,500	AAC	12/1/2012
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6115	100	150	15,000	AAC	12/1/2012
HWO	RUNWAY 01L-19R	RW 01L-19R	RUNWAY	6120	300	100	30,000	AC	1/1/2001
HWO	RUNWAY 01R-19L	RW 01R-19L	RUNWAY	6305	3,143	100	314,367	AAC	1/1/2013
HWO	RUNWAY 10L-28R	RW 10L-28R	RUNWAY	6205	3,144	100	314,433	AAC	1/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6405	272	100	270,700	AAC	1/1/1996
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6410	100	147	14,700	AAC	12/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6415	100	146	14,600	AAC	12/1/2012
HWO	RUNWAY 10R-28L	RW 10R-28L	RUNWAY	6420	150	100	15,768	AAC	3/1/2007
HWO	TAXIWAY A	TW A	TAXIWAY	105	50	50	2,647	AAC	3/1/2007
HWO	TAXIWAY A	TW A	TAXIWAY	110	300	35	8,438	AC	1/1/2001
HWO	TAXIWAY A	TW A	TAXIWAY	115	300	35	7,846	AAC	1/1/2012
HWO	TAXIWAY A	TW A	TAXIWAY	120	200	35	8,823	AAC	1/1/2014
HWO	TAXIWAY A	TW A	TAXIWAY	125	75	50	2,872	AAC	1/1/2014
HWO	TAXIWAY B	TW B	TAXIWAY	200	45	100	4,873	AAC	1/1/2012
HWO	TAXIWAY B	TW B	TAXIWAY	202	167	100	16,704	AAC	3/1/2007
HWO	TAXIWAY B	TW B	TAXIWAY	205	3,000	40	120,769	AAC	1/1/2008
HWO	TAXIWAY B	TW B	TAXIWAY	210	85	40	4,473	AAC	1/1/2012
HWO	TAXIWAY B	TW B	TAXIWAY	215	160	100	16,260	AAC	1/1/2008
HWO	TAXIWAY B	TW B	TAXIWAY	220	70	40	3,873	AAC	12/1/2014
HWO	TAXIWAY B	TW B	TAXIWAY	225	45	90	4,273	AAC	12/1/2014
HWO	TAXIWAY B1	TW B1	TAXIWAY	1905	450	40	18,259	AAC	1/1/2008
HWO	TAXIWAY D	TW D	TAXIWAY	403	225	40	9,097	AC	1/1/1996
HWO	TAXIWAY D	TW D	TAXIWAY	405	2,480	40	106,779	AAC	3/1/2007
HWO	TAXIWAY D	TW D	TAXIWAY	406	93	40	4,793	AAC	1/1/2012
HWO	TAXIWAY D	TW D	TAXIWAY	407	100	40	4,553	AAC	1/1/2012
HWO	TAXIWAY D	TW D	TAXIWAY	410	200	40	8,066	AAC	1/1/2014
HWO	TAXIWAY D	TW D	TAXIWAY	415	100	100	10,406	AAC	1/1/2013
HWO	TAXIWAY D1	TW D1	TAXIWAY	430	200	50	4,076	AAC	3/1/2007
HWO	TAXIWAY D1	TW D1	TAXIWAY	435	100	75	7,528	AAC	3/1/2013
HWO	TAXIWAY D2	TW D2	TAXIWAY	450	200	50	4,325	AAC	3/1/2007
HWO	TAXIWAY D2	TW D2	TAXIWAY	455	150	45	7,181	AAC	3/1/2013
HWO	TAXIWAY E	TW E	TAXIWAY	505	170	50	8,843	AAC	3/1/2007

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
HWO	TAXIWAY E	TW E	TAXIWAY	506	200	40	8,043	AAC	3/1/2007
HWO	TAXIWAY E	TW E	TAXIWAY	510	200	40	8,656	AC	1/1/1996
HWO	TAXIWAY E	TW E	TAXIWAY	520	1,000	35	32,472	AC	1/1/2003
HWO	TAXIWAY E	TW E	TAXIWAY	530	45	100	4,345	AAC	12/1/2014
HWO	TAXIWAY E	TW E	TAXIWAY	540	90	40	3,890	AAC	1/1/2014
HWO	TAXIWAY E	TW E	TAXIWAY	545	100	40	4,153	AAC	1/1/2012
HWO	TAXIWAY E	TW E	TAXIWAY	550	100	40	3,523	AAC	1/1/2012
HWO	TAXIWAY E	TW E	TAXIWAY	555	110	40	5,132	AAC	10/1/2016
HWO	TAXIWAY E	TW E	TAXIWAY	560	45	90	3,907	AAC	10/1/2016
HWO	TAXIWAY E	TW E	TAXIWAY	565	1,300	35	50,638	AC	1/1/2003
HWO	TAXIWAY E	TW E	TAXIWAY	570	95	100	9,467	AAC	1/1/2013
HWO	TAXIWAY E1	TW E1	TAXIWAY	525	180	50	4,095	AAC	1/1/2013
HWO	TAXIWAY E1	TW E1	TAXIWAY	527	100	50	5,105	AAC	3/1/2013
HWO	TAXIWAY E2	TW E2	TAXIWAY	585	160	50	4,161	AAC	1/1/2013
HWO	TAXIWAY E2	TW E2	TAXIWAY	587	45	100	4,372	AAC	3/1/2013
HWO	TAXIWAY J	TW J	TAXIWAY	1109	380	50	19,913	AAC	3/1/2007
HWO	TAXIWAY J	TW J	TAXIWAY	1110	1,000	50	58,977	AAC	1/1/1968
HWO	TAXIWAY L	TW L	TAXIWAY	1205	3,000	40	107,466	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1215	160	100	16,734	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1220	80	50	3,966	AAC	3/1/2007
HWO	TAXIWAY L	TW L	TAXIWAY	1225	300	35	11,456	AC	1/1/2001
HWO	TAXIWAY L	TW L	TAXIWAY	1230	120	100	12,000	AAC	3/1/2013
HWO	TAXIWAY L1	TW L1	TAXIWAY	805	180	50	9,896	AAC	3/1/2007
HWO	TAXIWAY L2	TW L2	TAXIWAY	1005	300	50	18,386	AAC	3/1/2007
HWO	TAXIWAY L3	TW L3	TAXIWAY	1105	380	50	19,105	AAC	3/1/2007
HWO	TAXIWAY M	TW M	TAXIWAY	2005	170	100	17,244	AAC	3/1/2007
HWO	TAXIWAY M	TW M	TAXIWAY	2010	2,460	35	92,202	AC	1/1/1996
HWO	TAXIWAY M	TW M	TAXIWAY	2012	203	35	8,465	AAC	3/1/2013
HWO	TAXIWAY M	TW M	TAXIWAY	2025	180	100	18,509	AC	1/1/1996
HWO	TAXIWAY M1	TW M1	TAXIWAY	2020	140	50	7,027	AC	1/1/1996
HWO	TAXIWAY M3	TW M3	TAXIWAY	1102	200	50	11,092	AAC	3/1/2007
HWO	TAXIWAY N	TW N	TAXIWAY	1405	2,750	40	112,128	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1410	50	85	4,473	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1415	100	65	5,950	AAC	1/1/2014
HWO	TAXIWAY N	TW N	TAXIWAY	1420	250	40	10,945	AAC	1/1/2012
HWO	TAXIWAY N1	TW N1	TAXIWAY	310	138	50	7,431	AAC	1/1/2012
HWO	TAXIWAY N1	TW N1	TAXIWAY	315	70	50	4,070	AAC	1/1/2014
HWO	TAXIWAY N2	TW N2	TAXIWAY	705	140	50	7,030	AAC	1/1/2012

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
HWO	TAXIWAY N2	TW N2	TAXIWAY	710	80	50	4,477	AAC	1/1/2014
HWO	TAXIWAY P	TW P	TAXIWAY	1602	100	35	3,978	AAC	3/1/2007
HWO	TAXIWAY P	TW P	TAXIWAY	1605	1,000	35	32,923	AC	1/1/1989
HWO	TAXIWAY P	TW P	TAXIWAY	1607	150	40	6,888	AAC	1/1/2008
HWO	TAXIWAY P	TW P	TAXIWAY	1610	200	35	3,511	AAC	1/1/1968
HWO	TAXIWAY P	TW P	TAXIWAY	1612	100	35	4,448	AAC	3/1/2013
HWO	TAXIWAY P	TW P	TAXIWAY	1617	35	100	3,418	AAC	3/1/2013
HWO	TAXIWAY P	TW P	TAXIWAY	1620	1,500	35	44,816	AAC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1623	138	35	4,830	AC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1630	100	70	10,775	AAC	10/1/2016
HWO	TAXIWAY P	TW P	TAXIWAY	1635	150	70	7,537	AAC	1/1/2012
HWO	TAXIWAY P1	TW P1	TAXIWAY	305	90	40	3,960	AC	1/1/1989
HWO	TAXIWAY P1	TW P1	TAXIWAY	307	100	60	5,821	AAC	1/1/2012
HWO	TAXIWAY P2	TW P2	TAXIWAY	1625	110	40	5,178	AAC	10/1/2016
HWO	TAXIWAY P2	TW P2	TAXIWAY	1627	100	50	5,086	AAC	1/1/2012
HWO	TAXIWAY R	TW R	TAXIWAY	1803	300	50	13,261	AAC	3/1/2007
HWO	TAXIWAY R	TW R	TAXIWAY	1805	800	50	28,097	AAC	1/1/1996
HWO	TAXIWAY R	TW R	TAXIWAY	1807	240	50	12,670	AAC	1/1/2008
HWO	TAXIWAY R	TW R	TAXIWAY	1810	180	50	9,119	AAC	1/1/1996

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

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	RUNWAY 01L-19R	RUNWAY	6105	275,500	89	Good
HWO	RUNWAY 01L-19R	RUNWAY	6110	14,500	90	Good
HWO	RUNWAY 01L-19R	RUNWAY	6115	15,000	94	Good
HWO	RUNWAY 01L-19R	RUNWAY	6120	30,000	92	Good
HWO	RUNWAY 10L-28R	RUNWAY	6205	314,433	93	Good
HWO	RUNWAY 01R-19L	RUNWAY	6305	314,367	93	Good
HWO	RUNWAY 10R-28L	RUNWAY	6405	270,700	80	Satisfactory
HWO	RUNWAY 10R-28L	RUNWAY	6410	14,700	91	Good
HWO	RUNWAY 10R-28L	RUNWAY	6415	14,600	83	Satisfactory
HWO	RUNWAY 10R-28L	RUNWAY	6420	15,768	89	Good
HWO	TAXIWAY A	TAXIWAY	105	2,647	90	Good
HWO	TAXIWAY A	TAXIWAY	110	8,438	86	Good
HWO	TAXIWAY A	TAXIWAY	115	7,846	88	Good
HWO	TAXIWAY A	TAXIWAY	120	8,823	92	Good
HWO	TAXIWAY A	TAXIWAY	125	2,872	90	Good
HWO	TAXIWAY B	TAXIWAY	200	4,873	94	Good
HWO	TAXIWAY B	TAXIWAY	202	16,704	82	Satisfactory
HWO	TAXIWAY B	TAXIWAY	205	120,769	86	Good
HWO	TAXIWAY B	TAXIWAY	210	4,473	94	Good
HWO	TAXIWAY B	TAXIWAY	215	16,260	83	Satisfactory
HWO	TAXIWAY B	TAXIWAY	220	3,873	88	Good
HWO	TAXIWAY B	TAXIWAY	225	4,273	94	Good
HWO	TAXIWAY B1	TAXIWAY	1905	18,259	76	Satisfactory
HWO	TAXIWAY D	TAXIWAY	403	9,097	71	Satisfactory
HWO	TAXIWAY D	TAXIWAY	405	106,779	89	Good
HWO	TAXIWAY D	TAXIWAY	406	4,793	94	Good
HWO	TAXIWAY D	TAXIWAY	407	4,553	90	Good
HWO	TAXIWAY D	TAXIWAY	410	8,066	94	Good
HWO	TAXIWAY D	TAXIWAY	415	10,406	92	Good
HWO	TAXIWAY D1	TAXIWAY	430	4,076	91	Good
HWO	TAXIWAY D1	TAXIWAY	435	7,528	93	Good
HWO	TAXIWAY D2	TAXIWAY	450	4,325	84	Satisfactory
HWO	TAXIWAY D2	TAXIWAY	455	7,181	92	Good
HWO	TAXIWAY E	TAXIWAY	505	8,843	71	Satisfactory
HWO	TAXIWAY E	TAXIWAY	506	8,043	73	Satisfactory
HWO	TAXIWAY E	TAXIWAY	510	8,656	85	Satisfactory
HWO	TAXIWAY E	TAXIWAY	520	32,472	82	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TAXIWAY E	TAXIWAY	530	4,345	91	Good
HWO	TAXIWAY E	TAXIWAY	540	3,890	88	Good
HWO	TAXIWAY E	TAXIWAY	545	4,153	91	Good
HWO	TAXIWAY E	TAXIWAY	550	3,523	94	Good
HWO	TAXIWAY E	TAXIWAY	555	5,132	94	Good
HWO	TAXIWAY E	TAXIWAY	560	3,907	94	Good
HWO	TAXIWAY E	TAXIWAY	565	50,638	73	Satisfactory
HWO	TAXIWAY E	TAXIWAY	570	9,467	92	Good
HWO	TAXIWAY E1	TAXIWAY	525	4,095	82	Satisfactory
HWO	TAXIWAY E1	TAXIWAY	527	5,105	94	Good
HWO	TAXIWAY E2	TAXIWAY	585	4,161	83	Satisfactory
HWO	TAXIWAY E2	TAXIWAY	587	4,372	89	Good
HWO	TAXIWAY J	TAXIWAY	1109	19,913	77	Satisfactory
HWO	TAXIWAY J	TAXIWAY	1110	58,977	15	Serious
HWO	TAXIWAY L	TAXIWAY	1205	107,466	91	Good
HWO	TAXIWAY L	TAXIWAY	1215	16,734	82	Satisfactory
HWO	TAXIWAY L	TAXIWAY	1220	3,966	87	Good
HWO	TAXIWAY L	TAXIWAY	1225	11,456	87	Good
HWO	TAXIWAY L	TAXIWAY	1230	12,000	94	Good
HWO	TAXIWAY L1	TAXIWAY	805	9,896	76	Satisfactory
HWO	TAXIWAY L2	TAXIWAY	1005	18,386	84	Satisfactory
HWO	TAXIWAY L3	TAXIWAY	1105	19,105	78	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2005	17,244	73	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2010	92,202	74	Satisfactory
HWO	TAXIWAY M	TAXIWAY	2012	8,465	92	Good
HWO	TAXIWAY M	TAXIWAY	2025	18,509	62	Fair
HWO	TAXIWAY M1	TAXIWAY	2020	7,027	85	Satisfactory
HWO	TAXIWAY M3	TAXIWAY	1102	11,092	78	Satisfactory
HWO	TAXIWAY N	TAXIWAY	1405	112,128	92	Good
HWO	TAXIWAY N	TAXIWAY	1410	4,473	91	Good
HWO	TAXIWAY N	TAXIWAY	1415	5,950	84	Satisfactory
HWO	TAXIWAY N	TAXIWAY	1420	10,945	92	Good
HWO	TAXIWAY N1	TAXIWAY	310	7,431	91	Good
HWO	TAXIWAY N1	TAXIWAY	315	4,070	87	Good
HWO	TAXIWAY N2	TAXIWAY	705	7,030	94	Good
HWO	TAXIWAY N2	TAXIWAY	710	4,477	89	Good
HWO	TAXIWAY P	TAXIWAY	1602	3,978	71	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1605	32,923	73	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1607	6,888	84	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TAXIWAY P	TAXIWAY	1610	3,511	78	Satisfactory
HWO	TAXIWAY P	TAXIWAY	1612	4,448	89	Good
HWO	TAXIWAY P	TAXIWAY	1617	3,418	95	Good
HWO	TAXIWAY P	TAXIWAY	1620	44,816	94	Good
HWO	TAXIWAY P	TAXIWAY	1623	4,830	94	Good
HWO	TAXIWAY P	TAXIWAY	1630	10,775	94	Good
HWO	TAXIWAY P	TAXIWAY	1635	7,537	94	Good
HWO	TAXIWAY P1	TAXIWAY	305	3,960	75	Satisfactory
HWO	TAXIWAY P1	TAXIWAY	307	5,821	94	Good
HWO	TAXIWAY P2	TAXIWAY	1625	5,178	94	Good
HWO	TAXIWAY P2	TAXIWAY	1627	5,086	94	Good
HWO	TAXIWAY R	TAXIWAY	1803	13,261	79	Satisfactory
HWO	TAXIWAY R	TAXIWAY	1805	28,097	41	Poor
HWO	TAXIWAY R	TAXIWAY	1807	12,670	80	Satisfactory
HWO	TAXIWAY R	TAXIWAY	1810	9,119	77	Satisfactory
HWO	SOUTH GA APRON	APRON	4105	262,500	36	Very Poor
HWO	SOUTH GA APRON	APRON	4110	84,000	44	Poor

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
HWO	AP SOUTH	4105	36	35	34	33	32	31	30	30	29	29	29
HWO	AP SOUTH	4110	44	43	42	40	39	38	36	35	34	33	31
HWO	RW 01L-19R	6105	89	87	85	83	81	80	78	77	75	74	72
HWO	RW 01L-19R	6110	90	88	86	84	82	80	79	77	76	74	73
HWO	RW 01L-19R	6115	94	92	90	88	86	84	82	80	78	77	75
HWO	RW 01L-19R	6120	92	90	88	86	84	82	80	78	76	75	74
HWO	RW 01R-19L	6305	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10L-28R	6205	93	91	89	87	85	83	81	79	78	76	75
HWO	RW 10R-28L	6405	80	79	77	76	74	73	72	70	69	68	67
HWO	RW 10R-28L	6410	91	89	87	85	83	81	80	78	76	75	74
HWO	RW 10R-28L	6415	83	82	80	78	77	75	74	72	71	70	69
HWO	RW 10R-28L	6420	89	87	85	83	81	80	78	77	75	74	72
HWO	TW A	105	90	88	86	85	83	81	80	78	77	75	74
HWO	TW A	110	86	85	83	82	80	79	77	76	75	73	72
HWO	TW A	115	88	87	85	83	81	80	78	77	75	74	73
HWO	TW A	120	92	90	88	86	85	83	81	79	78	77	75
HWO	TW A	125	90	88	86	85	83	81	80	78	77	75	74
HWO	TW B	200	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	202	82	81	79	78	76	75	73	72	71	70	69
HWO	TW B	205	86	85	83	81	79	78	77	75	74	73	71
HWO	TW B	210	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B	215	83	82	80	78	77	76	74	73	72	71	69
HWO	TW B	220	88	87	85	83	81	80	78	77	75	74	73
HWO	TW B	225	94	92	90	88	86	84	83	81	79	78	76
HWO	TW B1	1905	76	75	73	72	71	70	69	68	67	66	65
HWO	TW D	403	71	70	69	67	66	65	64	62	61	60	59
HWO	TW D	405	89	87	86	84	82	80	79	77	76	75	73
HWO	TW D	406	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	407	90	88	86	85	83	81	80	78	77	75	74
HWO	TW D	410	94	92	90	88	86	84	83	81	79	78	76
HWO	TW D	415	92	90	88	86	85	83	81	79	78	77	75
HWO	TW D1	430	91	89	87	86	84	82	80	79	77	76	74
HWO	TW D1	435	93	91	89	87	85	84	82	80	79	77	76
HWO	TW D2	450	84	83	81	79	78	76	75	74	72	71	70
HWO	TW D2	455	92	90	88	86	85	83	81	79	78	77	75
HWO	TW E	505	71	70	69	68	67	66	65	64	63	62	61
HWO	TW E	506	73	72	71	70	69	67	66	66	65	64	63

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW E	510	85	84	82	81	79	78	76	75	74	72	71
HWO	TW E	520	82	81	79	78	76	75	74	72	71	70	68
HWO	TW E	530	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	540	88	87	85	83	81	80	78	77	75	74	73
HWO	TW E	545	91	89	87	86	84	82	80	79	77	76	74
HWO	TW E	550	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	555	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	560	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E	565	73	72	70	69	68	67	65	64	63	62	61
HWO	TW E	570	92	90	88	86	85	83	81	79	78	77	75
HWO	TW E1	525	82	81	79	78	76	75	73	72	71	70	69
HWO	TW E1	527	94	92	90	88	86	84	83	81	79	78	76
HWO	TW E2	585	83	82	80	78	77	76	74	73	72	71	69
HWO	TW E2	587	89	87	86	84	82	80	79	77	76	75	73
HWO	TW J	1109	77	76	74	73	72	71	70	69	68	67	66
HWO	TW J	1110	15	13	11	9	7	5	3	1	0	0	0
HWO	TW L	1205	91	89	87	86	84	82	80	79	77	76	74
HWO	TW L	1215	82	81	79	78	76	75	73	72	71	70	69
HWO	TW L	1220	87	86	84	82	80	79	77	76	74	73	72
HWO	TW L	1225	87	86	84	83	81	80	78	77	75	74	73
HWO	TW L	1230	94	92	90	88	86	84	83	81	79	78	76
HWO	TW L1	805	76	75	73	72	71	70	69	68	67	66	65
HWO	TW L2	1005	84	83	81	79	78	76	75	74	72	71	70
HWO	TW L3	1105	78	77	75	74	73	72	70	69	68	67	66
HWO	TW M	2005	73	72	71	70	69	67	66	66	65	64	63
HWO	TW M	2010	74	73	71	70	69	68	66	65	64	63	62
HWO	TW M	2012	92	90	88	86	85	83	81	79	78	77	75
HWO	TW M	2025	62	61	60	59	58	57	56	55	54	53	52
HWO	TW M1	2020	85	84	82	81	79	78	76	75	74	72	71
HWO	TW M3	1102	78	77	75	74	73	72	70	69	68	67	66
HWO	TW N	1405	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N	1410	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N	1415	84	83	81	79	78	76	75	74	72	71	70
HWO	TW N	1420	92	90	88	86	85	83	81	79	78	77	75
HWO	TW N1	310	91	89	87	86	84	82	80	79	77	76	74
HWO	TW N1	315	87	86	84	82	80	79	77	76	74	73	72
HWO	TW N2	705	94	92	90	88	86	84	83	81	79	78	76
HWO	TW N2	710	89	87	86	84	82	80	79	77	76	75	73

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HWO	TW P	1602	71	70	69	68	67	66	65	64	63	62	61
HWO	TW P	1605	73	72	70	69	68	67	65	64	63	62	61
HWO	TW P	1607	84	83	81	79	78	76	75	74	72	71	70
HWO	TW P	1610	78	77	75	74	73	72	70	69	68	67	66
HWO	TW P	1612	89	87	86	84	82	80	79	77	76	75	73
HWO	TW P	1617	95	93	91	89	87	85	83	82	80	78	77
HWO	TW P	1620	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1623	94	93	91	89	88	86	85	83	82	80	79
HWO	TW P	1630	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P	1635	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P1	305	75	74	72	71	70	69	67	66	65	64	62
HWO	TW P1	307	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1625	94	92	90	88	86	84	83	81	79	78	76
HWO	TW P2	1627	94	92	90	88	86	84	83	81	79	78	76
HWO	TW R	1803	79	78	76	75	74	72	71	70	69	68	67
HWO	TW R	1805	41	40	38	37	35	33	31	29	27	25	23
HWO	TW R	1807	80	79	77	76	74	73	72	71	70	69	68
HWO	TW R	1810	77	76	74	73	72	71	70	69	68	67	66

Network: NORTH PERRY AIR **Branch:** AP SOUTH SOUTH GA APR **Section:** 4105 **Surface:**AC

L.C.D. 1/1/1968 **Use:** APRON **Rank:** S **Length:** 1,576.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 262500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1968	NU-IN	New Construction - Initial	0.00	0.00	☑	ESTIM. BUILT

Network: NORTH PERRY AIR **Branch:** AP SOUTH SOUTH GA APR **Section:** 4110 **Surface:**PCC

L.C.D. 1/1/1968 **Use:** APRON **Rank:** S **Length:** 700.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 84000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	JS-PC	Joint Seal - PCC	0.00	0.00	☐	ESTIMATED
1/1/1968	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTH PERRY AIR **Branch:** RW 01L-19R RUNWAY 01L-19 **Section:** 6105 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 2,755.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 275500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 01L-19R RUNWAY 01L-19 **Section:** 6110 **Surface:**AAC

L.C.D. 12/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 145.00 (Ft) **True Area:** 14500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" MILL AND OVERLAY
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 01L-19R RUNWAY 01L-19 **Section:** 6115 **Surface:**AAC

L.C.D. 12/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 15000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" MILL AND OVERLAY
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 01L-19R RUNWAY 01L-19 **Section:** 6120 **Surface:**AC

L.C.D. 1/1/2001 **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
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** RW 01R-19L RUNWAY 01R-19 **Section:** 6305 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** RUNWAY **Rank:** S **Length:** 3,143.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 314367.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** RW 10L-28R RUNWAY 10L-28 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** RUNWAY **Rank:** S **Length:** 3,144.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 314433.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6405 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** RUNWAY **Rank:** P **Length:** 272.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 270700.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	OVERLAY	0.00	0.00	☑	1996: AC OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6410 **Surface:**AAC

L.C.D. 12/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 147.00 (Ft) **True Area:** 14700.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" MILL AND OVERLAY
1/1/1996	IMPORTED	OVERLAY	0.00	0.00	☑	1996: AC OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6415 **Surface:**AAC

L.C.D. 12/1/2012 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 146.00 (Ft) **True Area:** 14600.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1" MILL AND OVERLAY
1/1/1996	IMPORTED	OVERLAY	0.00	0.00	☑	1996: AC OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6420 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 15768.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2647.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8438.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 7846.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8823.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/2001	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 125 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2872.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW B1 TAXIWAY B1 **Section:** 1905 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18259.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 200 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 4873.000001 (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	☑	
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 202 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 167.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 16704.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 3,000.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 120769.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4473.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" - 2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 16260.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 220 **Surface:**AAC

L.C.D. 12/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3873.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" - 2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:**AAC

L.C.D. 12/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 4273.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D1 TAXIWAY D1 **Section:** 430 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4076.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D1 TAXIWAY D1 **Section:** 435 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 7528.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D2 TAXIWAY D2 **Section:** 450 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4325.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D2 TAXIWAY D2 **Section:** 455 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 7181.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 403 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 225.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9097.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC OVERLAY

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 2,480.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 106779.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 406 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 93.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4793.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	NU-IN	New Construction - Initial	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6"

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 407 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4553.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	NU-IN	New Construction - Initial	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6"

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8066.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 10406.00000 (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	☑	
3/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW E1 TAXIWAY E1 **Section:** 525 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4095.000001 (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	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E1 TAXIWAY E1 **Section:** 527 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5105.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E2 TAXIWAY E2 **Section:** 585 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4161.000001 (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	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E2 TAXIWAY E2 **Section:** 587 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 4372.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8843.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 506 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8043.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8656.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 520 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 32472.00000 (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	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 530 **Surface:**AAC

L.C.D. 12/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 4345.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 540 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3890.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 545 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4153.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	OL-AS	Overlay - AC Structural	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	NU-IN	New Construction - Initial	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SU

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 550 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3523.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 555 **Surface:**AAC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5132.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1.5" Mill and 1.5-2" Overlay P-401
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 560 **Surface:**AAC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 3907.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1.5" Mill and 1.5-2" Overlay P-401
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 565 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 50638.00001 (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	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW E TAXIWAY E **Section:** 570 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 9467.000002 (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	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 6" P-211, 8" P-160

Network: NORTH PERRY AIR **Branch:** TW J TAXIWAY J **Section:** 1109 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19913.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC OVERLAY TAPERED FROM RUNWAY
1/1/1968	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1968 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW J TAXIWAY J **Section:** 1110 **Surface:**AAC

L.C.D. 1/1/1968 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 58977.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1942	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTH PERRY AIR **Branch:** TW L TAXIWAY L **Section:** 1205 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 3,000.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 107466.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW L TAXIWAY L **Section:** 1215 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 16734.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW L TAXIWAY L **Section:** 1220 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3966.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW L TAXIWAY L **Section:** 1225 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11456.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	2" P-401, P-602, 8" P-211, 12" P-160

Network: NORTH PERRY AIR **Branch:** TW L TAXIWAY L **Section:** 1230 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 12000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW L1 TAXIWAY L1 **Section:** 805 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9896.000003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW L2 TAXIWAY L2 **Section:** 1005 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18386.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW L3 TAXIWAY L3 **Section:** 1105 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19105.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW M1 TAXIWAY M1 **Section:** 2020 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7027.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW M TAXIWAY M **Section:** 2005 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17244.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW M TAXIWAY M **Section:** 2010 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 2,460.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 92202.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW M TAXIWAY M **Section:** 2012 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 203.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8465.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW M TAXIWAY M **Section:** 2025 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 18509.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW M3 TAXIWAY M3 **Section:** 1102 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11092.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC OVERLAY TAPERED FROM RUNWAY
1/1/1968	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1968 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW N1 TAXIWAY N1 **Section:** 310 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 138.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7431.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW N1 TAXIWAY N1 **Section:** 315 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4070.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW N TAXIWAY N **Section:** 1405 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 2,750.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 112128.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW N TAXIWAY N **Section:** 1410 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 4473.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW N TAXIWAY N **Section:** 1415 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 5950.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW N TAXIWAY N **Section:** 1420 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 10945.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW N2 TAXIWAY N2 **Section:** 705 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7030.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW N2 TAXIWAY N2 **Section:** 710 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4477.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Network: NORTH PERRY AIR **Branch:** TW P1 TAXIWAY P1 **Section:** 305 **Surface:**AC

L.C.D. 1/1/1989 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3960.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	2.00	☑	1989: 2" P-401 ON 6" P-211

Network: NORTH PERRY AIR **Branch:** TW P1 TAXIWAY P1 **Section:** 307 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 5821.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1989	NU-IN	New Construction - Initial	0.00	2.00	☑	1989: 2" P-401 ON 6" P-211

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1602 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3978.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1989	IMPORTED	BUILT	0.00	2.00	☑	1989: 2" P-401 ON 6" P-211

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1605 **Surface:**AC

L.C.D. 1/1/1989 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 32923.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	2.00	☑	1989: 2" P-401 ON 6" P-211

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1607 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 6888.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1989	NU-IN	New Construction - Initial	0.00	2.00	☑	1989: 2" P-401 ON 6" P-211

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1610 **Surface:**AAC

L.C.D. 1/1/1968 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3511.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1612 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4448.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1617 **Surface:**AAC

L.C.D. 3/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 3418.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1620 **Surface:**AAC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 44816.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1.5" Mill and 1.5-2" Overlay P-400
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1623 **Surface:**AC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 138.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4830.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 24" P-152
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1630 **Surface:**AAC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 10775.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1.5" Mill and 1.5-2" Overlay P-400
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P TAXIWAY P **Section:** 1635 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 7537.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P2 TAXIWAY P2 **Section:** 1625 **Surface:**AAC

L.C.D. 10/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5178.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	☑	1.5" Mill and 1.5-2" Overlay P-401
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW P2 TAXIWAY P2 **Section:** 1627 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5086.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	1996 AC PAVEMENT

Network: NORTH PERRY AIR **Branch:** TW R TAXIWAY R **Section:** 1803 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13261.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1996	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW R TAXIWAY R **Section:** 1805 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 28097.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1"-2" ASPHALT OVERLAY
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1942: EX. ASPHALT SURFACE ON EX. BASE COURSE

Network: NORTH PERRY AIR **Branch:** TW R TAXIWAY R **Section:** 1807 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12670.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1968	NU-IN	New Construction - Initial	0.00	0.00	☑	1968: 1"-2" ASPHALT OVERLAY

Network: NORTH PERRY AIR **Branch:** TW R TAXIWAY R **Section:** 1810 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9119.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968: 1" ASPHALT SURFACE ON 6" LIMEROCK BASE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	64	2,302,129.00	0.81	0.50
Complete Reconstruction - AC	1	4,830.00	0.00	0.00
Joint Seal - PCC	1	84,000.00	0.00	0.00
MILL and OVERLAY	93	2,118,945.00	0.00	0.00
New Construction - Initial	29	666,913.00	0.55	0.85
OVERLAY	24	1,135,779.00	0.00	0.00
Overlay - AC Structural	2	63,130.00	0.50	0.50
Surface Treatment - Seal Coat	1	262,500.00	0.00	0.00

Branch Condition Report

Pavement Database: FDOT

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 SOUTH	2	2,276.00	170.00	346,500.00	APRON	40.00	4.00	37.94
RW 01L-19	4	3,255.00	123.75	335,000.00	RUNWAY	91.25	1.92	89.54
RW 01R-19	1	3,143.00	100.00	314,367.00	RUNWAY	93.00	0.00	93.00
RW 10L-28	1	3,144.00	100.00	314,433.00	RUNWAY	93.00	0.00	93.00
RW 10R-28	4	622.00	123.25	315,768.00	RUNWAY	85.75	4.44	81.10
TW A	5	925.00	41.00	30,626.00	TAXIWAY	89.20	2.04	88.96
TW B	7	3,572.00	72.86	171,225.00	TAXIWAY	88.71	4.92	86.01
TW B1	1	450.00	40.00	18,259.00	TAXIWAY	76.00	0.00	76.00
TW D	6	3,198.00	50.00	143,694.00	TAXIWAY	88.33	7.97	88.56
TW D1	2	300.00	62.50	11,604.00	TAXIWAY	92.00	1.00	92.30
TW D2	2	350.00	47.50	11,506.00	TAXIWAY	88.00	4.00	88.99
TW E	12	3,455.00	54.17	143,069.00	TAXIWAY	85.67	8.47	80.22
TW E1	2	280.00	50.00	9,200.00	TAXIWAY	88.00	6.00	88.66
TW E2	2	205.00	75.00	8,533.00	TAXIWAY	86.00	3.00	86.07
TW J	2	1,380.00	50.00	78,890.00	TAXIWAY	46.00	31.00	30.65
TW L	5	3,660.00	65.00	151,622.00	TAXIWAY	88.20	4.07	89.84
TW L1	1	180.00	50.00	9,896.00	TAXIWAY	76.00	0.00	76.00
TW L2	1	300.00	50.00	18,386.00	TAXIWAY	84.00	0.00	84.00
TW L3	1	380.00	50.00	19,105.00	TAXIWAY	78.00	0.00	78.00
TW M	4	3,013.00	67.50	136,420.00	TAXIWAY	75.25	10.76	73.36
TW M1	1	140.00	50.00	7,027.00	TAXIWAY	85.00	0.00	85.00
TW M3	1	200.00	50.00	11,092.00	TAXIWAY	78.00	0.00	78.00
TW N	4	3,150.00	57.50	133,496.00	TAXIWAY	89.75	3.34	91.61
TW N1	2	208.00	50.00	11,501.00	TAXIWAY	89.00	2.00	89.58
TW N2	2	220.00	50.00	11,507.00	TAXIWAY	91.50	2.50	92.05
TW P	10	3,473.00	49.00	123,124.00	TAXIWAY	86.60	8.97	86.47
TW P1	2	190.00	50.00	9,781.00	TAXIWAY	84.50	9.50	86.31
TW P2	2	210.00	45.00	10,264.00	TAXIWAY	94.00	0.00	94.00
TW R	4	1,520.00	50.00	63,147.00	TAXIWAY	69.25	16.35	62.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	2	346,500.00	40.00	4.00	37.94
RUNWAY	10	1,279,568.00	89.40	4.32	89.16
TAXIWAY	81	1,342,974.00	84.74	11.99	80.92
ALL	93	2,969,042.00	84.28	13.15	79.45

Pavement Database: FDOT *NetworkId: HWO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SOUTH	4105	1/1/1968	AC	APRON	S	0	262,500.00	6/25/2019	51	36
AP SOUTH	4110	1/1/1968	PCC	APRON	S	0	84,000.00	6/25/2019	51	44
RW 01L-19R	6105	3/1/2007	AAC	RUNWAY	P	0	275,500.00	6/25/2019	12	89
RW 01L-19R	6110	12/1/2012	AAC	RUNWAY	P	0	14,500.00	6/25/2019	7	90
RW 01L-19R	6115	12/1/2012	AAC	RUNWAY	P	0	15,000.00	6/25/2019	7	94
RW 01L-19R	6120	1/1/2001	AC	RUNWAY	P	0	30,000.00	6/25/2019	18	92
RW 01R-19L	6305	1/1/2013	AAC	RUNWAY	S	0	314,367.00	6/25/2019	6	93
RW 10L-28R	6205	1/1/2012	AAC	RUNWAY	S	0	314,433.00	6/25/2019	7	93
RW 10R-28L	6405	1/1/1996	AAC	RUNWAY	P	0	270,700.00	6/25/2019	23	80
RW 10R-28L	6410	12/1/2012	AAC	RUNWAY	P	0	14,700.00	6/25/2019	7	91
RW 10R-28L	6415	12/1/2012	AAC	RUNWAY	P	0	14,600.00	6/25/2019	7	83
RW 10R-28L	6420	3/1/2007	AAC	RUNWAY	P	0	15,768.00	6/25/2019	12	89
TW A	105	3/1/2007	AAC	TAXIWAY	P	0	2,647.00	6/25/2019	12	90
TW A	110	1/1/2001	AC	TAXIWAY	P	0	8,438.00	6/25/2019	18	86
TW A	115	1/1/2012	AAC	TAXIWAY	P	0	7,846.00	6/25/2019	7	88
TW A	120	1/1/2014	AAC	TAXIWAY	P	0	8,823.00	6/25/2019	5	92
TW A	125	1/1/2014	AAC	TAXIWAY	P	0	2,872.00	6/25/2019	5	90
TW B	200	1/1/2012	AAC	TAXIWAY	P	0	4,873.00	6/25/2019	7	94
TW B	202	3/1/2007	AAC	TAXIWAY	P	0	16,704.00	6/25/2019	12	82
TW B	205	1/1/2008	AAC	TAXIWAY	P	0	120,769.00	6/25/2019	11	86
TW B	210	1/1/2012	AAC	TAXIWAY	P	0	4,473.00	6/25/2019	7	94
TW B	215	1/1/2008	AAC	TAXIWAY	P	0	16,260.00	6/25/2019	11	83
TW B	220	12/1/2014	AAC	TAXIWAY	P	0	3,873.00	6/25/2019	5	88
TW B	225	12/1/2014	AAC	TAXIWAY	P	0	4,273.00	6/25/2019	5	94
TW B1	1905	1/1/2008	AAC	TAXIWAY	P	0	18,259.00	6/25/2019	11	76
TW D	403	1/1/1996	AC	TAXIWAY	P	0	9,097.00	6/25/2019	23	71
TW D	405	3/1/2007	AAC	TAXIWAY	P	0	106,779.00	6/25/2019	12	89
TW D	406	1/1/2012	AAC	TAXIWAY	P	0	4,793.00	6/25/2019	7	94
TW D	407	1/1/2012	AAC	TAXIWAY	P	0	4,553.00	6/25/2019	7	90
TW D	410	1/1/2014	AAC	TAXIWAY	P	0	8,066.00	6/25/2019	5	94
TW D	415	1/1/2013	AAC	TAXIWAY	P	0	10,406.00	6/25/2019	6	92
TW D1	430	3/1/2007	AAC	TAXIWAY	P	0	4,076.00	6/25/2019	12	91
TW D1	435	3/1/2013	AAC	TAXIWAY	P	0	7,528.00	6/25/2019	6	93
TW D2	450	3/1/2007	AAC	TAXIWAY	P	0	4,325.00	6/25/2019	12	84
TW D2	455	3/1/2013	AAC	TAXIWAY	P	0	7,181.00	6/25/2019	6	92
TW E	505	3/1/2007	AAC	TAXIWAY	P	0	8,843.00	6/25/2019	12	71
TW E	506	3/1/2007	AAC	TAXIWAY	P	0	8,043.00	6/25/2019	12	73
TW E	510	1/1/1996	AC	TAXIWAY	P	0	8,656.00	6/25/2019	23	85
TW E	520	1/1/2003	AC	TAXIWAY	P	0	32,472.00	6/25/2019	16	82
TW E	530	12/1/2014	AAC	TAXIWAY	P	0	4,345.00	6/25/2019	5	91
TW E	540	1/1/2014	AAC	TAXIWAY	P	0	3,890.00	6/25/2019	5	88
TW E	545	1/1/2012	AAC	TAXIWAY	P	0	4,153.00	6/25/2019	7	91
TW E	550	1/1/2012	AAC	TAXIWAY	P	0	3,523.00	6/25/2019	7	94
TW E	555	10/1/2016	AAC	TAXIWAY	P	0	5,132.00	6/25/2019	3	94
TW E	560	10/1/2016	AAC	TAXIWAY	P	0	3,907.00	6/25/2019	3	94
TW E	565	1/1/2003	AC	TAXIWAY	P	0	50,638.00	6/25/2019	16	73
TW E	570	1/1/2013	AAC	TAXIWAY	P	0	9,467.00	6/25/2019	6	92
TW E1	525	1/1/2013	AAC	TAXIWAY	P	0	4,095.00	6/25/2019	6	82
TW E1	527	3/1/2013	AAC	TAXIWAY	P	0	5,105.00	6/25/2019	6	94

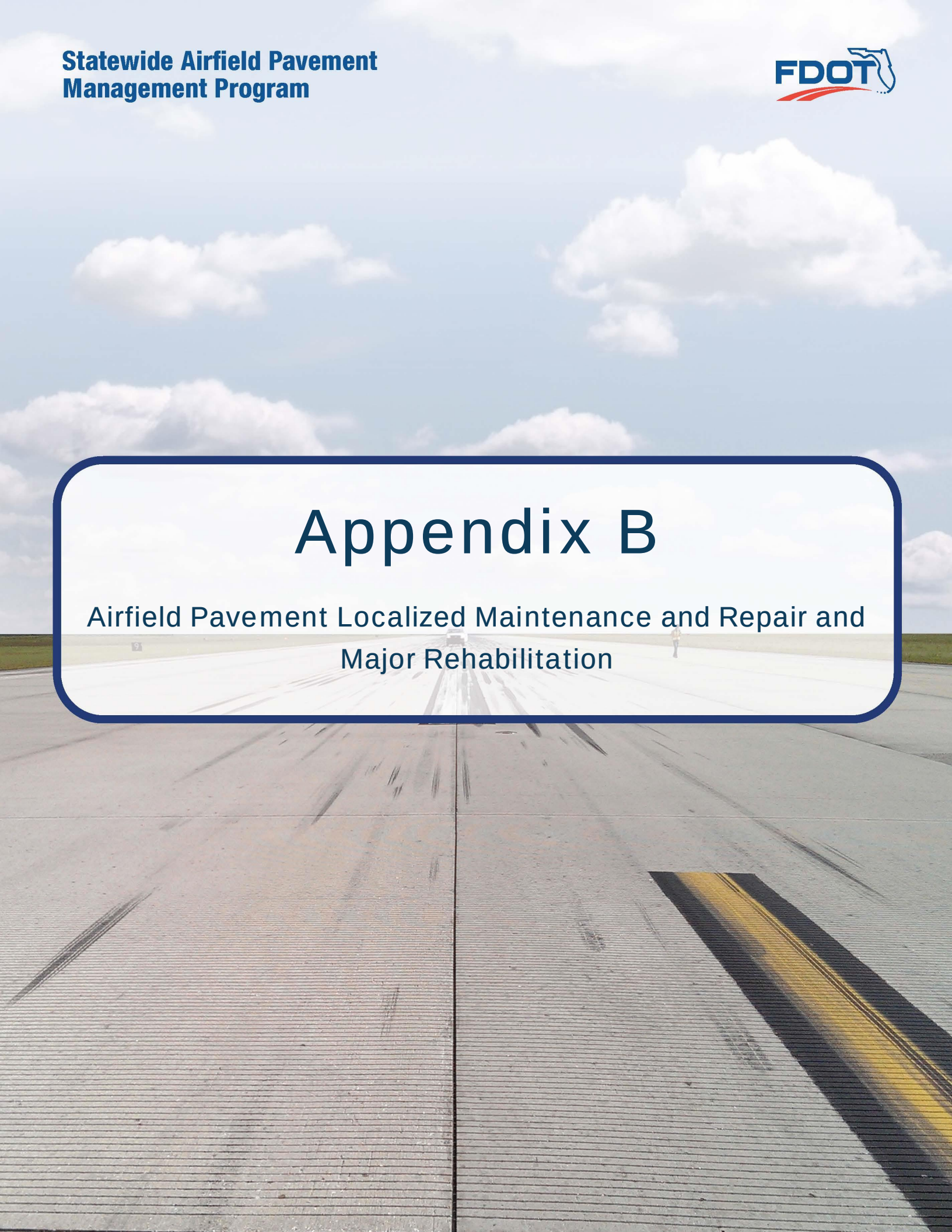
TW E2	585	1/1/2013	AAC	TAXIWAY	P	0	4,161.00	6/25/2019	6	83
TW E2	587	3/1/2013	AAC	TAXIWAY	P	0	4,372.00	6/25/2019	6	89
TW J	1109	3/1/2007	AAC	TAXIWAY	P	0	19,913.00	6/25/2019	12	77
TW J	1110	1/1/1968	AAC	TAXIWAY	P	0	58,977.00	6/25/2019	51	15
TW L	1205	3/1/2007	AAC	TAXIWAY	P	0	107,466.00	6/25/2019	12	91
TW L	1215	3/1/2007	AAC	TAXIWAY	P	0	16,734.00	6/25/2019	12	82
TW L	1220	3/1/2007	AAC	TAXIWAY	P	0	3,966.00	6/25/2019	12	87
TW L	1225	1/1/2001	AC	TAXIWAY	P	0	11,456.00	6/25/2019	18	87
TW L	1230	3/1/2013	AAC	TAXIWAY	P	0	12,000.00	6/25/2019	6	94
TW L1	805	3/1/2007	AAC	TAXIWAY	P	0	9,896.00	6/25/2019	12	76
TW L2	1005	3/1/2007	AAC	TAXIWAY	P	0	18,386.00	6/25/2019	12	84
TW L3	1105	3/1/2007	AAC	TAXIWAY	P	0	19,105.00	6/25/2019	12	78
TW M	2005	3/1/2007	AAC	TAXIWAY	P	0	17,244.00	6/25/2019	12	73
TW M	2010	1/1/1996	AC	TAXIWAY	P	0	92,202.00	6/25/2019	23	74
TW M	2012	3/1/2013	AAC	TAXIWAY	P	0	8,465.00	6/25/2019	6	92
TW M	2025	1/1/1996	AC	TAXIWAY	P	0	18,509.00	6/25/2019	23	62
TW M1	2020	1/1/1996	AC	TAXIWAY	P	0	7,027.00	6/25/2019	23	85
TW M3	1102	3/1/2007	AAC	TAXIWAY	P	0	11,092.00	6/25/2019	12	78
TW N	1405	1/1/2014	AAC	TAXIWAY	P	0	112,128.00	6/25/2019	5	92
TW N	1410	1/1/2014	AAC	TAXIWAY	P	0	4,473.00	6/25/2019	5	91
TW N	1415	1/1/2014	AAC	TAXIWAY	P	0	5,950.00	6/25/2019	5	84
TW N	1420	1/1/2012	AAC	TAXIWAY	P	0	10,945.00	6/25/2019	7	92
TW N1	310	1/1/2012	AAC	TAXIWAY	P	0	7,431.00	6/25/2019	7	91
TW N1	315	1/1/2014	AAC	TAXIWAY	P	0	4,070.00	6/25/2019	5	87
TW N2	705	1/1/2012	AAC	TAXIWAY	P	0	7,030.00	6/25/2019	7	94
TW N2	710	1/1/2014	AAC	TAXIWAY	P	0	4,477.00	6/25/2019	5	89
TW P	1602	3/1/2007	AAC	TAXIWAY	P	0	3,978.00	6/25/2019	12	71
TW P	1605	1/1/1989	AC	TAXIWAY	P	0	32,923.00	6/25/2019	30	73
TW P	1607	1/1/2008	AAC	TAXIWAY	P	0	6,888.00	6/25/2019	11	84
TW P	1610	1/1/1968	AAC	TAXIWAY	P	0	3,511.00	6/25/2019	51	78
TW P	1612	3/1/2013	AAC	TAXIWAY	P	0	4,448.00	6/25/2019	6	89
TW P	1617	3/1/2013	AAC	TAXIWAY	P	0	3,418.00	6/25/2019	6	95
TW P	1620	10/1/2016	AAC	TAXIWAY	P	0	44,816.00	6/25/2019	3	94
TW P	1623	10/1/2016	AC	TAXIWAY	P	0	4,830.00	6/25/2019	3	94
TW P	1630	10/1/2016	AAC	TAXIWAY	P	0	10,775.00	6/25/2019	3	94
TW P	1635	1/1/2012	AAC	TAXIWAY	P	0	7,537.00	6/25/2019	7	94
TW P1	305	1/1/1989	AC	TAXIWAY	P	0	3,960.00	6/25/2019	30	75
TW P1	307	1/1/2012	AAC	TAXIWAY	P	0	5,821.00	6/25/2019	7	94
TW P2	1625	10/1/2016	AAC	TAXIWAY	P	0	5,178.00	6/25/2019	3	94
TW P2	1627	1/1/2012	AAC	TAXIWAY	P	0	5,086.00	6/25/2019	7	94
TW R	1803	3/1/2007	AAC	TAXIWAY	P	0	13,261.00	6/25/2019	12	79
TW R	1805	1/1/1996	AAC	TAXIWAY	P	0	28,097.00	6/25/2019	23	41
TW R	1807	1/1/2008	AAC	TAXIWAY	P	0	12,670.00	6/25/2019	11	80
TW R	1810	1/1/1996	AAC	TAXIWAY	P	0	9,119.00	6/25/2019	23	77

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
03-05	4	241,878.00	18	91.33	2.98	92.19
06-10	7	846,310.00	31	91.45	3.38	92.55
11-15	12	858,572.00	25	81.72	6.23	86.15
16-20	17	133,004.00	5	84.00	6.36	81.51
21-25	23	443,407.00	8	71.88	13.66	75.46
26-30	30	36,883.00	2	74.00	1.00	73.21
50+	51	408,988.00	4	43.25	22.69	34.98
ALL	12	2,969,042.00	93	84.28	13.15	79.45

Statewide Airfield Pavement Management Program

FDOT



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
HWO	AP SOUTH	4105	43	BLOCK CR	Medium	13124.97	SqFt	5.0%	FDOT - CRACK SEALING - AC	4000.7	Ft	$ 3.00	$ 12,010.00
HWO	AP SOUTH	4105	45	DEPRESSION	Low	1747.09	SqFt	0.7%	FDOT - PATCHING - AC FULL DEPTH	1919.2	SqFt	$ 9.00	$ 17,280.00
HWO	AP SOUTH	4105	48	L & T CR	Medium	4922.97	Ft	1.9%	FDOT - CRACK SEALING - AC	4922.9	Ft	$ 3.00	$ 14,770.00
HWO	AP SOUTH	4105	52	RAVELING	Low	141879.1	SqFt	54.1%	FDOT - SURFACE SEAL	141879.1	SqFt	$ 0.55	$ 78,040.00
HWO	AP SOUTH	4105	52	RAVELING	Medium	112186.43	SqFt	42.7%	FDOT - PATCHING - AC PARTIAL DEPTH	112186.9	SqFt	$ 4.00	$ 448,750.00
HWO	AP SOUTH	4110	65	JT SEAL DMG	Low	210	Slabs	100.0%	FDOT - JOINT SEAL - PCC	7580.1	Ft	$ 2.75	$ 20,850.00
HWO	AP SOUTH	4110	72	SHAT. SLAB	Low	49	Slabs	23.3%	FDOT - CRACK SEALING - PCC	1960	Ft	$ 4.25	$ 8,340.00
HWO	AP SOUTH	4110	74	JOINT SPALL	Low	14	Slabs	6.7%	FDOT - CRACK SEALING - PCC	23	Ft	$ 4.25	$ 100.00
HWO	AP SOUTH	4110	74	JOINT SPALL	High	7	Slabs	3.3%	FDOT - PATCHING - PCC PARTIAL DEPTH	56	SqFt	$ 72.00	$ 4,070.00
HWO	AP SOUTH	4110	75	CORNER SPALL	Low	7	Slabs	3.3%	FDOT - CRACK SEALING - PCC	11.5	Ft	$ 4.25	$ 50.00
HWO	AP SOUTH	4110	75	CORNER SPALL	Medium	7	Slabs	3.3%	FDOT - PATCHING - PCC PARTIAL DEPTH	19.4	SqFt	$ 72.00	$ 1,360.00
HWO	RW 01L-19R	6105	52	RAVELING	Low	3796.75	SqFt	1.4%	FDOT - SURFACE SEAL	3796.4	SqFt	$ 0.55	$ 2,090.00
HWO	RW 01L-19R	6105	52	RAVELING	High	4.63	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	4.3	SqFt	$ 4.00	$ 20.00
HWO	RW 01L-19R	6120	57	WEATHERING	Medium	75.02	SqFt	0.3%	FDOT - SURFACE SEAL	75.4	SqFt	$ 0.55	$ 50.00
HWO	RW 01R-19L	6305	57	WEATHERING	Medium	110.65	SqFt	0.0%	FDOT - SURFACE SEAL	110.9	SqFt	$ 0.55	$ 70.00
HWO	RW 10R-28L	6405	52	RAVELING	Low	14793.38	SqFt	5.5%	FDOT - SURFACE SEAL	14793.9	SqFt	$ 0.55	$ 8,140.00
HWO	RW 10R-28L	6405	57	WEATHERING	Medium	121.96	SqFt	0.1%	FDOT - SURFACE SEAL	121.6	SqFt	$ 0.55	$ 70.00
HWO	RW 10R-28L	6410	52	RAVELING	Low	147.04	SqFt	1.0%	FDOT - SURFACE SEAL	147.5	SqFt	$ 0.55	$ 90.00
HWO	RW 10R-28L	6415	52	RAVELING	Low	1167.99	SqFt	8.0%	FDOT - SURFACE SEAL	1167.9	SqFt	$ 0.55	$ 650.00
HWO	RW 10R-28L	6420	52	RAVELING	Low	630.77	SqFt	4.0%	FDOT - SURFACE SEAL	630.8	SqFt	$ 0.55	$ 350.00
HWO	TW A	110	52	RAVELING	Low	676.08	SqFt	8.0%	FDOT - SURFACE SEAL	676	SqFt	$ 0.55	$ 380.00
HWO	TW A	115	52	RAVELING	Medium	66.2	SqFt	0.8%	FDOT - PATCHING - AC PARTIAL DEPTH	66.7	SqFt	$ 4.00	$ 270.00
HWO	TW A	120	57	WEATHERING	Medium	61.78	SqFt	0.7%	FDOT - SURFACE SEAL	61.4	SqFt	$ 0.55	$ 40.00
HWO	TW B	202	45	DEPRESSION	Low	18.08	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	38.8	SqFt	$ 9.00	$ 360.00
HWO	TW B	202	52	RAVELING	Low	1509.21	SqFt	9.0%	FDOT - SURFACE SEAL	1509.1	SqFt	$ 0.55	$ 840.00
HWO	TW B	202	52	RAVELING	High	9.04	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	8.6	SqFt	$ 4.00	$ 40.00
HWO	TW B	205	45	DEPRESSION	Low	118.51	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	165.8	SqFt	$ 9.00	$ 1,500.00
HWO	TW B	205	52	RAVELING	Low	888.67	SqFt	0.7%	FDOT - SURFACE SEAL	889.1	SqFt	$ 0.55	$ 490.00
HWO	TW B	205	57	WEATHERING	Medium	296.22	SqFt	0.3%	FDOT - SURFACE SEAL	296	SqFt	$ 0.55	$ 170.00
HWO	TW B	205	57	WEATHERING	High	7.43	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	7.5	SqFt	$ 4.00	$ 30.00
HWO	TW B	215	52	RAVELING	Low	2331.89	SqFt	14.3%	FDOT - SURFACE SEAL	2331.5	SqFt	$ 0.55	$ 1,290.00
HWO	TW B	220	57	WEATHERING	Medium	19.05	SqFt	0.5%	FDOT - SURFACE SEAL	19.4	SqFt	$ 0.55	$ 20.00
HWO	TW B1	1905	52	RAVELING	Low	182.77	SqFt	1.0%	FDOT - SURFACE SEAL	183	SqFt	$ 0.55	$ 110.00
HWO	TW B1	1905	52	RAVELING	High	24.33	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	24.8	SqFt	$ 4.00	$ 100.00
HWO	TW D	403	52	RAVELING	Low	706.97	SqFt	7.8%	FDOT - SURFACE SEAL	707.2	SqFt	$ 0.55	$ 390.00
HWO	TW D	405	45	DEPRESSION	Low	486.31	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	579.1	SqFt	$ 9.00	$ 5,220.00
HWO	TW D	405	52	RAVELING	High	11.63	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	11.8	SqFt	$ 4.00	$ 50.00
HWO	TW D	415	57	WEATHERING	Medium	103.55	SqFt	1.0%	FDOT - SURFACE SEAL	103.3	SqFt	$ 0.55	$ 60.00

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
HWO	TW D1	430	52	RAVELING	High	4.95	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	5.4	SqFt	$ 4.00	$ 20.00
HWO	TW D1	435	57	WEATHERING	Medium	38.1	SqFt	0.5%	FDOT - SURFACE SEAL	37.7	SqFt	$ 0.55	$ 30.00
HWO	TW D2	450	52	RAVELING	Low	199.99	SqFt	4.6%	FDOT - SURFACE SEAL	200.2	SqFt	$ 0.55	$ 110.00
HWO	TW E	505	45	DEPRESSION	Low	268.13	SqFt	3.0%	FDOT - PATCHING - AC FULL DEPTH	338	SqFt	$ 9.00	$ 3,050.00
HWO	TW E	505	52	RAVELING	Low	683.29	SqFt	7.7%	FDOT - SURFACE SEAL	683.5	SqFt	$ 0.55	$ 380.00
HWO	TW E	506	52	RAVELING	Low	1220.63	SqFt	15.2%	FDOT - SURFACE SEAL	1220.6	SqFt	$ 0.55	$ 680.00
HWO	TW E	510	52	RAVELING	Low	86.22	SqFt	1.0%	FDOT - SURFACE SEAL	86.1	SqFt	$ 0.55	$ 50.00
HWO	TW E	520	52	RAVELING	Low	463.92	SqFt	1.4%	FDOT - SURFACE SEAL	463.9	SqFt	$ 0.55	$ 260.00
HWO	TW E	530	52	RAVELING	Low	42.95	SqFt	1.0%	FDOT - SURFACE SEAL	43.1	SqFt	$ 0.55	$ 30.00
HWO	TW E	540	52	RAVELING	Low	38.97	SqFt	1.0%	FDOT - SURFACE SEAL	38.8	SqFt	$ 0.55	$ 30.00
HWO	TW E	565	52	RAVELING	Low	2531.89	SqFt	5.0%	FDOT - SURFACE SEAL	2531.7	SqFt	$ 0.55	$ 1,400.00
HWO	TW E1	525	52	RAVELING	Low	82.02	SqFt	2.0%	FDOT - SURFACE SEAL	81.8	SqFt	$ 0.55	$ 50.00
HWO	TW E2	585	52	RAVELING	Low	124.97	SqFt	3.0%	FDOT - SURFACE SEAL	124.9	SqFt	$ 0.55	$ 70.00
HWO	TW E2	587	57	WEATHERING	Medium	21.96	SqFt	0.5%	FDOT - SURFACE SEAL	21.5	SqFt	$ 0.55	$ 20.00
HWO	TW J	1109	52	RAVELING	Low	183.52	SqFt	0.9%	FDOT - SURFACE SEAL	183	SqFt	$ 0.55	$ 110.00
HWO	TW J	1109	52	RAVELING	High	7.97	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	7.5	SqFt	$ 4.00	$ 40.00
HWO	TW J	1110	41	ALLIGATOR CR	Low	1826.85	SqFt	3.1%	FDOT - PATCHING - AC FULL DEPTH	2003.2	SqFt	$ 9.00	$ 18,030.00
HWO	TW J	1110	45	DEPRESSION	Low	88.37	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	130.2	SqFt	$ 9.00	$ 1,180.00
HWO	TW J	1110	50	PATCHING	High	825.05	SqFt	1.4%	FDOT - PATCHING - AC FULL DEPTH	945.1	SqFt	$ 9.00	$ 8,510.00
HWO	TW J	1110	52	RAVELING	Medium	49224.12	SqFt	83.5%	FDOT - PATCHING - AC PARTIAL DEPTH	49224.4	SqFt	$ 4.00	$ 196,900.00
HWO	TW J	1110	52	RAVELING	High	8839.43	SqFt	15.0%	FDOT - PATCHING - AC PARTIAL DEPTH	8839.3	SqFt	$ 4.00	$ 35,360.00
HWO	TW L	1205	52	RAVELING	High	16.36	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	16.2	SqFt	$ 4.00	$ 70.00
HWO	TW L	1215	52	RAVELING	Low	1647.85	SqFt	9.9%	FDOT - SURFACE SEAL	1648	SqFt	$ 0.55	$ 910.00
HWO	TW L	1220	52	RAVELING	Low	250.05	SqFt	6.3%	FDOT - SURFACE SEAL	249.7	SqFt	$ 0.55	$ 140.00
HWO	TW L	1225	52	RAVELING	Low	281.48	SqFt	2.5%	FDOT - SURFACE SEAL	280.9	SqFt	$ 0.55	$ 160.00
HWO	TW L	1225	52	RAVELING	High	8.4	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	8.6	SqFt	$ 4.00	$ 40.00
HWO	TW L1	805	45	DEPRESSION	Low	180.62	SqFt	1.8%	FDOT - PATCHING - AC FULL DEPTH	239	SqFt	$ 9.00	$ 2,150.00
HWO	TW L1	805	52	RAVELING	High	3.01	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	3.2	SqFt	$ 4.00	$ 20.00
HWO	TW L2	1005	52	RAVELING	Low	562.31	SqFt	3.1%	FDOT - SURFACE SEAL	561.9	SqFt	$ 0.55	$ 310.00
HWO	TW L3	1105	45	DEPRESSION	Low	208.6	SqFt	1.1%	FDOT - PATCHING - AC FULL DEPTH	271.3	SqFt	$ 9.00	$ 2,440.00
HWO	TW L3	1105	52	RAVELING	Low	1283.92	SqFt	6.7%	FDOT - SURFACE SEAL	1284.1	SqFt	$ 0.55	$ 710.00
HWO	TW M	2005	45	DEPRESSION	Low	501.71	SqFt	2.9%	FDOT - PATCHING - AC FULL DEPTH	596.3	SqFt	$ 9.00	$ 5,370.00
HWO	TW M	2005	52	RAVELING	Low	532.17	SqFt	3.1%	FDOT - SURFACE SEAL	531.7	SqFt	$ 0.55	$ 300.00
HWO	TW M	2005	52	RAVELING	High	15.18	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	15.1	SqFt	$ 4.00	$ 70.00
HWO	TW M	2010	52	RAVELING	Low	928.49	SqFt	1.0%	FDOT - SURFACE SEAL	928.9	SqFt	$ 0.55	$ 520.00
HWO	TW M	2025	52	RAVELING	Low	366.08	SqFt	2.0%	FDOT - SURFACE SEAL	366	SqFt	$ 0.55	$ 210.00
HWO	TW M	2025	52	RAVELING	Medium	3386.22	SqFt	18.3%	FDOT - PATCHING - AC PARTIAL DEPTH	3386.3	SqFt	$ 4.00	$ 13,550.00
HWO	TW M1	2020	52	RAVELING	Low	397.08	SqFt	5.7%	FDOT - SURFACE SEAL	397.2	SqFt	$ 0.55	$ 220.00
HWO	TW M3	1102	52	RAVELING	Low	109.25	SqFt	1.0%	FDOT - SURFACE SEAL	109.8	SqFt	$ 0.55	$ 70.00

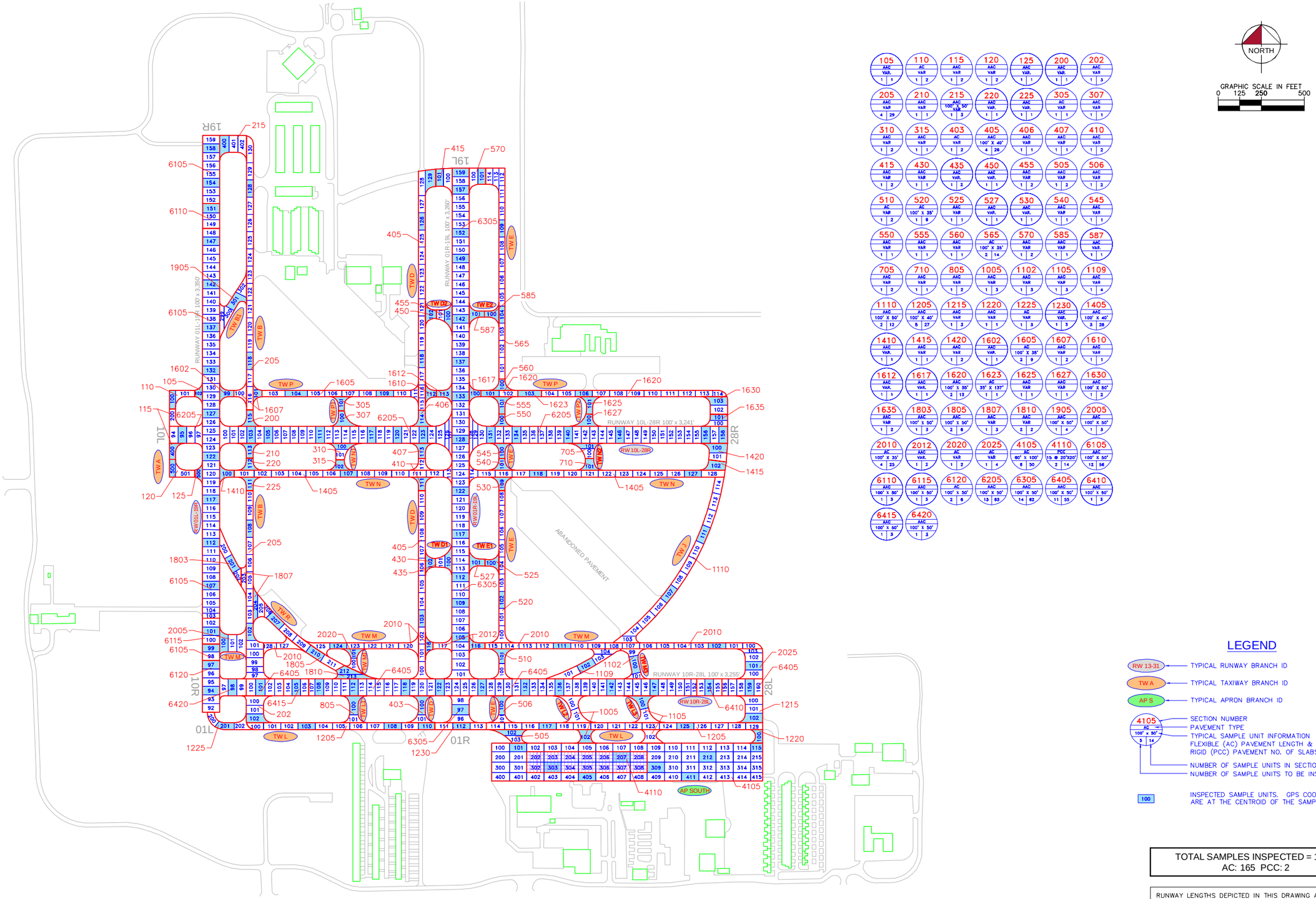
Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
HWO	TW M3	1102	52	RAVELING	High	6.57	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	6.5	SqFt	$ 4.00	$ 30.00
HWO	TW N	1410	52	RAVELING	Low	44.99	SqFt	1.0%	FDOT - SURFACE SEAL	45.2	SqFt	$ 0.55	$ 30.00
HWO	TW N	1415	52	RAVELING	Low	117.97	SqFt	2.0%	FDOT - SURFACE SEAL	118.4	SqFt	$ 0.55	$ 70.00
HWO	TW N1	310	52	RAVELING	Low	73.73	SqFt	1.0%	FDOT - SURFACE SEAL	74.3	SqFt	$ 0.55	$ 50.00
HWO	TW N2	710	52	RAVELING	Low	44.99	SqFt	1.0%	FDOT - SURFACE SEAL	45.2	SqFt	$ 0.55	$ 30.00
HWO	TW P	1602	52	RAVELING	Low	50.05	SqFt	1.3%	FDOT - SURFACE SEAL	49.5	SqFt	$ 0.55	$ 30.00
HWO	TW P	1605	52	RAVELING	Low	12352.23	SqFt	37.5%	FDOT - SURFACE SEAL	12352.7	SqFt	$ 0.55	$ 6,800.00
HWO	TW P	1607	52	RAVELING	Low	73.19	SqFt	1.1%	FDOT - SURFACE SEAL	73.2	SqFt	$ 0.55	$ 50.00
HWO	TW P	1607	52	RAVELING	High	7.32	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	7.5	SqFt	$ 4.00	$ 30.00
HWO	TW P	1610	52	RAVELING	Low	499.98	SqFt	14.2%	FDOT - SURFACE SEAL	500.5	SqFt	$ 0.55	$ 280.00
HWO	TW P	1612	57	WEATHERING	Medium	45.96	SqFt	1.0%	FDOT - SURFACE SEAL	46.3	SqFt	$ 0.55	$ 30.00
HWO	TW P	1617	52	RAVELING	Medium	6.03	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	6.5	SqFt	$ 4.00	$ 30.00
HWO	TW P1	305	45	DEPRESSION	Low	62.97	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	99	SqFt	$ 9.00	$ 900.00
HWO	TW P1	305	52	RAVELING	Low	434.97	SqFt	11.0%	FDOT - SURFACE SEAL	434.9	SqFt	$ 0.55	$ 240.00
HWO	TW R	1805	48	L & T CR	Medium	421.65	Ft	1.5%	FDOT - CRACK SEALING - AC	421.6	Ft	$ 3.00	$ 1,270.00
HWO	TW R	1805	52	RAVELING	Medium	22483.23	SqFt	80.0%	FDOT - PATCHING - AC PARTIAL DEPTH	22483.7	SqFt	$ 4.00	$ 89,940.00
HWO	TW R	1807	52	RAVELING	Low	1033.66	SqFt	8.2%	FDOT - SURFACE SEAL	1033.3	SqFt	$ 0.55	$ 570.00
HWO	TW R	1807	52	RAVELING	Medium	236.27	SqFt	1.9%	FDOT - PATCHING - AC PARTIAL DEPTH	236.8	SqFt	$ 4.00	$ 950.00
HWO	TW R	1810	52	RAVELING	Low	306.02	SqFt	3.4%	FDOT - SURFACE SEAL	305.7	SqFt	$ 0.55	$ 170.00

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	**HWO**	AP SOUTH	4105	AC	262,500	35	AC Reconstruction	$ 3,282,000.00
2020	**HWO**	AP SOUTH	4110	PCC	84,000	43	PCC Restoration	$ 1,498,000.00
2020	**HWO**	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 738,000.00
2020	**HWO**	TW M	2025	AC	18,509	61	AC Restoration	$ 176,000.00
2020	**HWO**	TW R	1805	AAC	28,097	40	AC Restoration	$ 350,000.00
2025	**HWO**	TW D	403	AC	9,097	64	AC Restoration	$ 87,000.00
2026	**HWO**	TW E	505	AAC	8,843	64	AC Restoration	$ 85,000.00
2026	**HWO**	TW E	565	AC	50,638	64	AC Restoration	$ 482,000.00
2026	**HWO**	TW P	1602	AAC	3,978	64	AC Restoration	$ 38,000.00
2026	**HWO**	TW P	1605	AC	32,923	64	AC Restoration	$ 313,000.00
2027	**HWO**	TW M	2010	AC	92,202	64	AC Restoration	$ 876,000.00
2028	**HWO**	TW E	506	AAC	8,043	64	AC Restoration	$ 77,000.00
2028	**HWO**	TW M	2005	AAC	17,244	64	AC Restoration	$ 164,000.00
2028	**HWO**	TW P1	305	AC	3,960	64	AC Restoration	$ 38,000.00

Appendix C

Technical Exhibits



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' x 50' — TYPICAL SAMPLE UNIT INFORMATION FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 5 — NUMBER OF SAMPLE UNITS IN SECTION
- 14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 167
AC: 165 PCC: 2

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

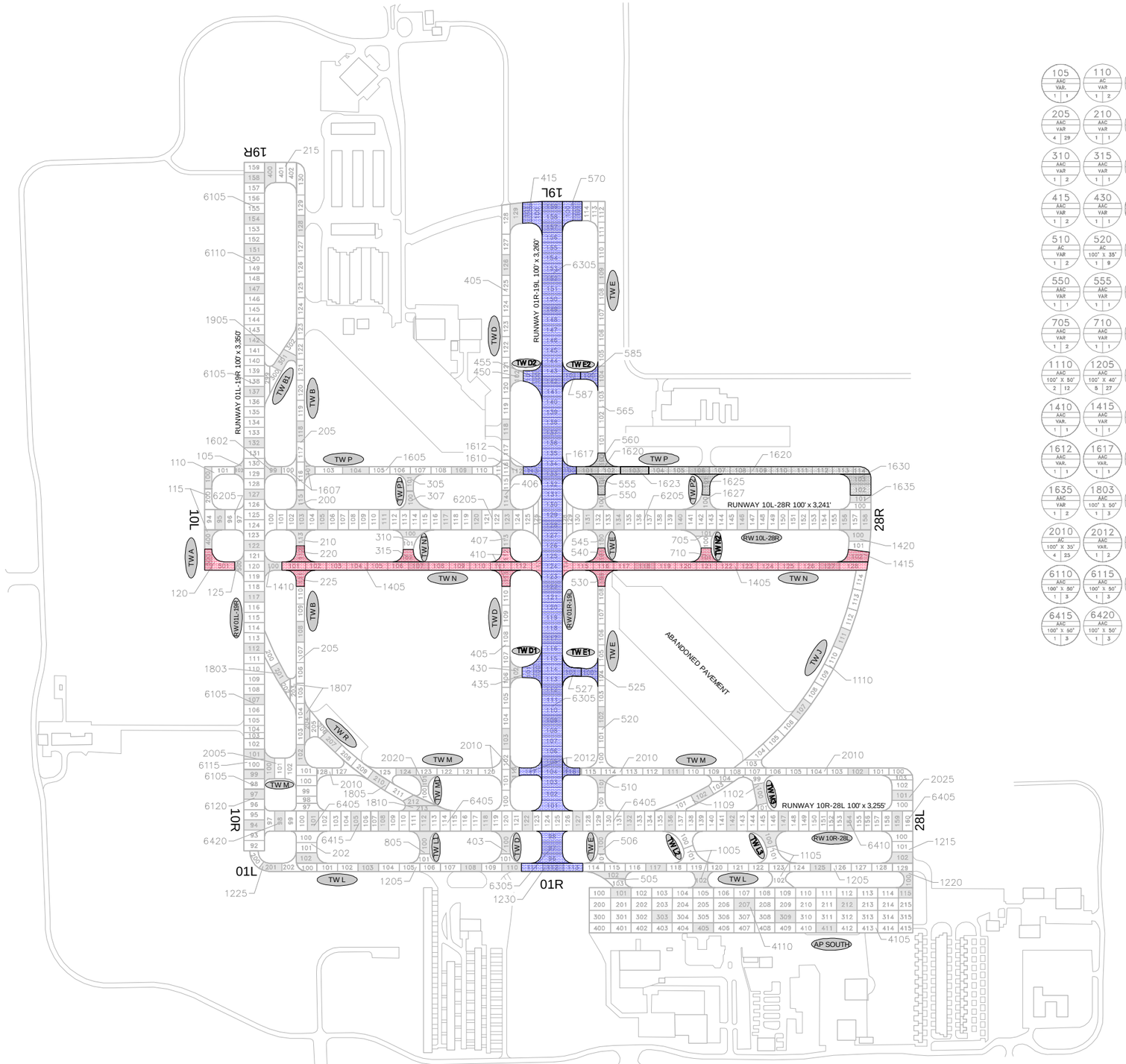
001 - AIRFIELD PAVEMENT
NETWORK DEFINITION EXHIBIT

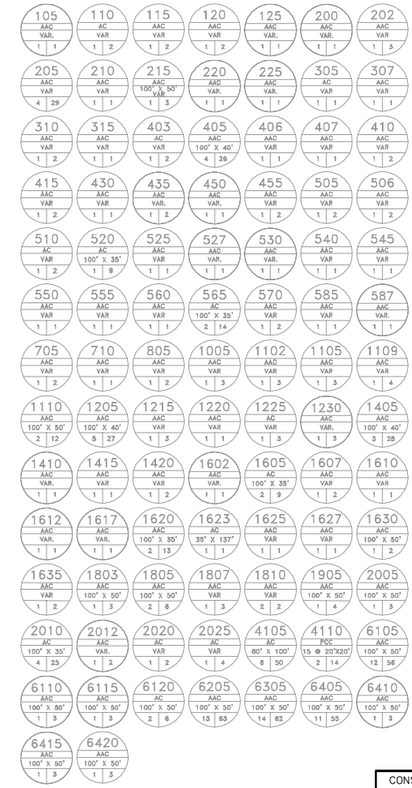
Airport Pavement Evaluation Report
2019

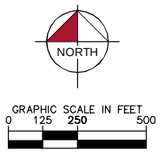
Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT - HWO

FDOT







CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	RW 01R-19L, TW D, TW D1, TW D2, TW E, TW E1, TW E2, TW L, TW M, TW P	MILL AND OVERLAY
2014	TW A, TW B, TW D, TW E, TW N, TW N1, TW N2	MILL AND OVERLAY / 1"-2" MILL, 2" P-401 OVERLAY
2016	TW E, TW P	MILL AND OVERLAY / 1.5" MILL, 1.5"-2" P-401 OVERLAY
2016	TW P	RECONSTRUCTION - AC / 3" P-401, 8" P-211, 25" P-152

LEGEND

- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

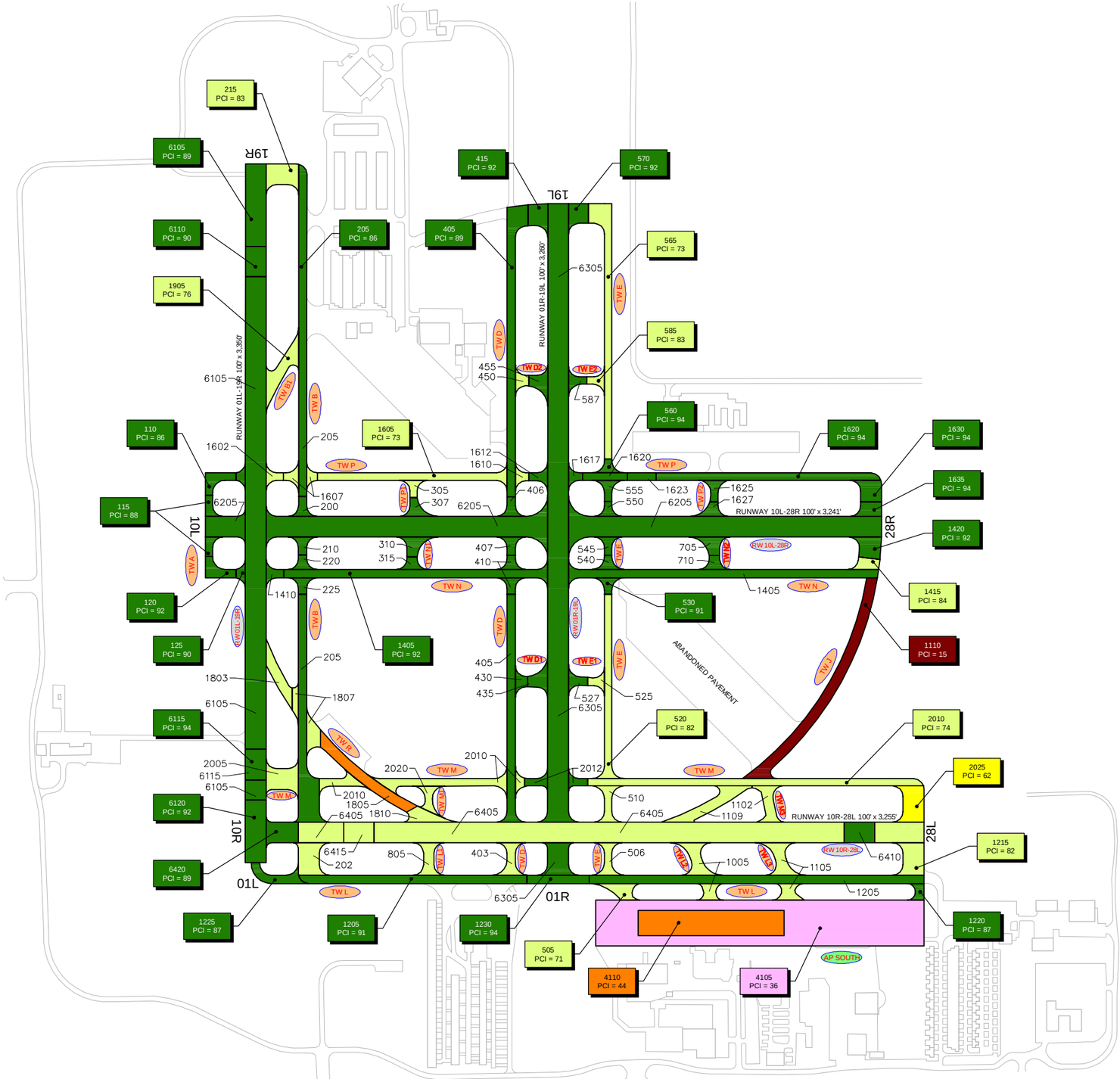
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

002 - AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program
NORTH PERRY AIRPORT - HWO

FDOT



105 PCI = 90	200 PCI = 94	202 PCI = 82	210 PCI = 94	220 PCI = 88
225 PCI = 94	305 PCI = 75	307 PCI = 94	310 PCI = 91	315 PCI = 87
403 PCI = 71	406 PCI = 94	407 PCI = 90	410 PCI = 94	430 PCI = 91
435 PCI = 93	450 PCI = 84	455 PCI = 92	506 PCI = 73	510 PCI = 85
525 PCI = 82	527 PCI = 94	540 PCI = 88	545 PCI = 91	550 PCI = 94
555 PCI = 94	587 PCI = 89	705 PCI = 94	710 PCI = 89	805 PCI = 76
1005 PCI = 84	1102 PCI = 78	1105 PCI = 78	1109 PCI = 77	1410 PCI = 91
1602 PCI = 71	1607 PCI = 84	1610 PCI = 78	1612 PCI = 89	1617 PCI = 95
1623 PCI = 94	1625 PCI = 94	1627 PCI = 94	1803 PCI = 79	1805 PCI = 41
1807 PCI = 80	1810 PCI = 77	2005 PCI = 73	2012 PCI = 92	2020 PCI = 85
6205 PCI = 93	6305 PCI = 93	6405 PCI = 80	6410 PCI = 91	6415 PCI = 83

LEGEND

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

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

"SECTION NO." "PCI NO."

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

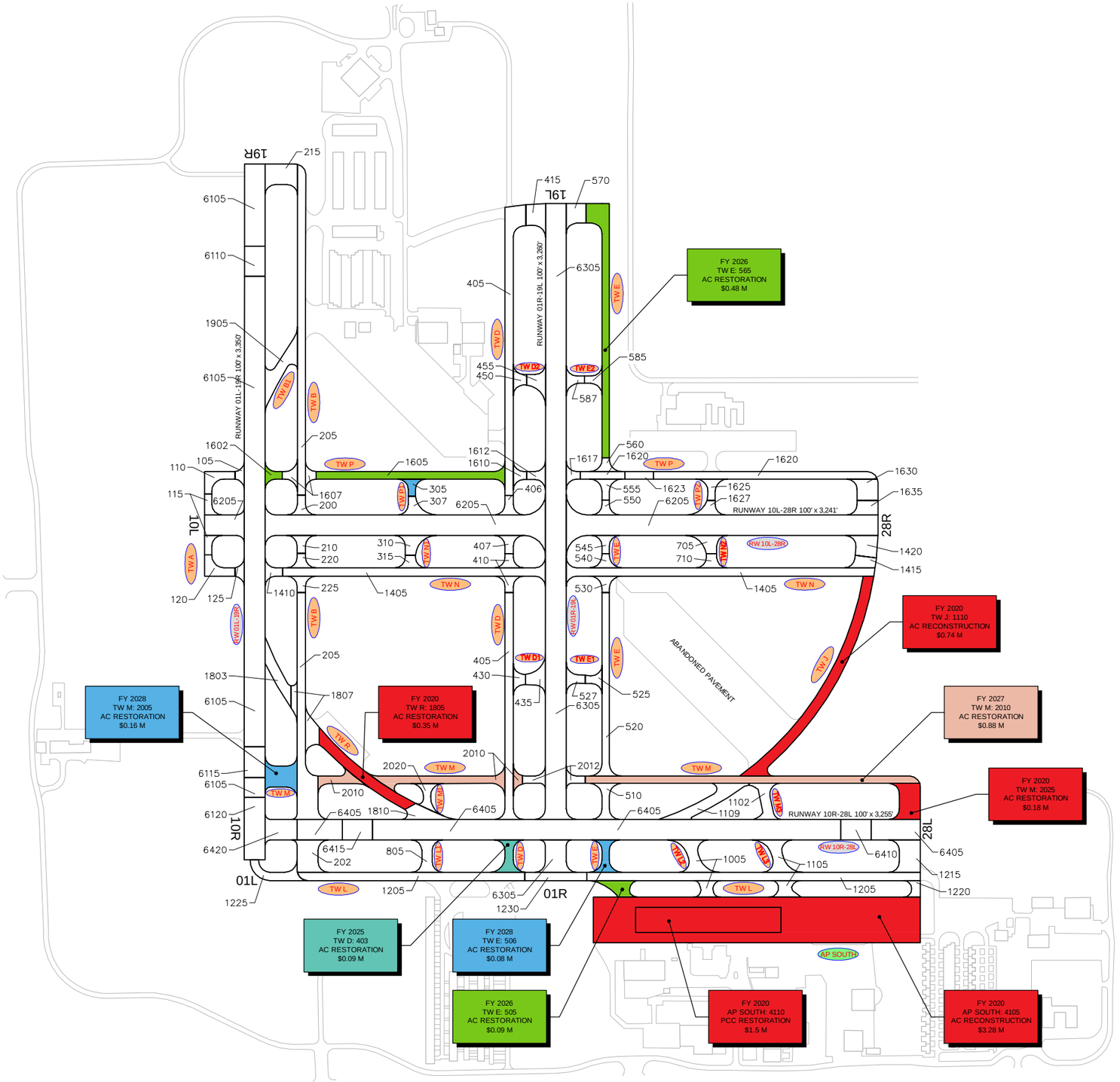
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

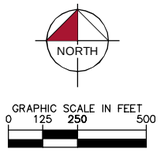
Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT - HWO

FDOT





GRAPHIC SCALE IN FEET
0 125 250 500

FY 2026
TW P: 1602
AC RESTORATION
$0.04 M

FY 2026
TW P: 1605
AC RESTORATION
$0.31 M

FY 2028
TW P1: 305
AC RESTORATION
$0.04 M

LEGEND

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

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

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

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

004 - AIRFIELD PAVEMENT
MAJOR REHABILITAION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program
NORTH PERRY AIRPORT - HWO

FDOT

Appendix D

Inspection Photograph Documentation

RW 01L-19R, Section 6105, Sample Unit 122 - Low Severity (57) Weathering

RW 01L-19R, Section 6105, Sample Unit 154 – Low Severity (57) Weathering

RW 01R-19L, Section 6305, Sample Unit 97 - Low Severity (57) Weathering

RW 01R-19L, Section 6305, Sample Unit 142 - Low Severity (57) Weathering and Medium Severity (57) Weathering

RW 10L-28R, Section 6205, Sample Unit 95 - Low Severity (57) Weathering

RW 10L-28R, Section 6205, Sample Unit 120 - Low Severity (57) Weathering

RW 10R-28L, Section 6405, Sample Unit 112 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

RW 10R-28L, Section 6405, Sample Unit 159 - Low Severity (43) Block Cracking, Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW B, Section 202, Sample Unit 102 - Low Severity (52) Raveling

TW D, Section 403, Sample Unit 100 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW E, Section 565, Sample Unit 109 - Low Severity (52) Raveling and Low Severity (57) Weathering

TW L, Section 1215, Sample Unit 102 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW M, Section 2010, Sample Unit 102 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering

TW N, Section 1415, Sample Unit 102 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (50) Patching, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW P, Section 1602, Sample Unit 99 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (50) Patching, and Low Severity (57) Weathering

AP SOUTH, Section 4105, Sample Unit 309 - Low Severity (43) Block Cracking, Low Severity (50) Patching, and Low Severity (52) Raveling

AP SOUTH, Section 4110, Sample Unit 207 - Low Severity (65) Joint Seal Damage and Low Severity (66) Small Patch

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 8/28/2019

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: AP SOUTH **Name:** SOUTH GA APRON **Use:** APRON **Area:** 346,500 SqFt

Section: 4105 of 2 **From:** - **To:** - **Last Const.:** 1/1/1968

Surface: AC **Family:** C9N59-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 262,500 SqFt **Length:** 1,576 Ft **Width:** 220 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 - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 6/25/2019 **TotalSamples:** 50 **Surveyed:** 6

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

50	PATCHING	L	500.00	SqFt
43	BLOCK CR	L	1666.00	SqFt
52	RAVELING	L	2250.00	SqFt
45	DEPRESSION	L	86.00	SqFt
52	RAVELING	M	2250.00	SqFt
48	L & T CR	L	100.00	Ft

Sample Number: 115 **Type:** R **Area:** 3500.00 SqFt **PCI:** 42

Sample Comments:

48	L & T CR	L	150.00	Ft
52	RAVELING	L	2275.00	SqFt
43	BLOCK CR	L	39.00	SqFt
48	L & T CR	M	139.00	Ft
52	RAVELING	M	1225.00	SqFt

Sample Number: 212 **Type:** R **Area:** 6000.00 SqFt **PCI:** 39

Sample Comments:

48	L & T CR	M	200.00	Ft
48	L & T CR	L	463.00	Ft
43	BLOCK CR	L	1300.00	SqFt
52	RAVELING	M	1800.00	SqFt
52	RAVELING	L	4200.00	SqFt

Sample Number: 309 **Type:** R **Area:** 6000.00 SqFt **PCI:** 29

Sample Comments:

43	BLOCK CR	L	1260.00	SqFt
52	RAVELING	M	2760.00	SqFt
43	BLOCK CR	M	1260.00	SqFt
48	L & T CR	L	149.00	Ft
48	L & T CR	M	83.00	Ft
52	RAVELING	L	2760.00	SqFt
50	PATCHING	L	480.00	SqFt
45	DEPRESSION	L	117.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

52	RAVELING	L	2500.00	SqFt
43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	M	2500.00	SqFt

Sample Number: 411 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	265.00	SqFt
43	BLOCK CR	M	265.00	SqFt
52	RAVELING	M	2500.00	SqFt
52	RAVELING	L	2500.00	SqFt
48	L & T CR	M	150.00	Ft
48	L & T CR	L	212.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: AP SOUTH **Name:** SOUTH GA APRON **Use:** APRON **Area:** 346,500 SqFt

Section: 4110 of 2 **From:** - **To:** - **Last Const.:** 1/1/1968

Surface: PCC **Family:** C9N59-RL-AP-PCC **Zone:** **Category:** **Rank:** S

Area: 84,000 SqFt **Length:** 700 Ft **Width:** 120 Ft

Slabs: 210 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 7,580 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Joint Seal - PCC **Code:** JS-PC **Is Major M&R:** False

Last Insp. Date: 6/25/2019 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 15.00 Slabs **PCI:** 36

Sample Comments:

72	SHAT. SLAB	L	6.00	Slabs
63	LINEAR CR	L	6.00	Slabs
73	SHRINKAGE CR	N	9.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
71	FAULTING	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
66	SMALL PATCH	L	4.00	Slabs
65	JT SEAL DMG	L	15.00	Slabs

Sample Number: 303 **Type:** R **Area:** 15.00 Slabs **PCI:** 52

Sample Comments:

72	SHAT. SLAB	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
63	LINEAR CR	L	10.00	Slabs
65	JT SEAL DMG	L	15.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 01L-19R **Name:** RUNWAY 01L-19R **Use:** RUNWAY **Area:** 335,000 SqFt

Section: 6105 of 4 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 275,500 SqFt **Length:** 2,755 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 099 **Type:** R **Area:** 4500.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
48	L & T CR	L	35.00	Ft
52	RAVELING	L	700.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	6.00	Ft

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

52	RAVELING	H	1.00	SqFt
48	L & T CR	L	40.00	Ft

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	8.00	Ft

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	9.00	Ft

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	14.00	Ft

Sample Number: 147 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	50.00	Ft

Sample Number: 158 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	4880.00	SqFt
52	RAVELING	L	120.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 01L-19R **Name:** RUNWAY 01L-19R **Use:** RUNWAY **Area:** 335,000 SqFt

Section: 6110 of 4 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,500 SqFt **Length:** 100 Ft **Width:** 145 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: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Work Date: 12/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 5500.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5500.00	SqFt
48	L & T CR	L	22.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 01L-19R **Name:** RUNWAY 01L-19R **Use:** RUNWAY **Area:** 335,000 SqFt

Section: 6115 of 4 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,000 SqFt **Length:** 100 Ft **Width:** 150 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: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Work Date: 12/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 01L-19R **Name:** RUNWAY 01L-19R **Use:** RUNWAY **Area:** 335,000 SqFt

Section: 6120 of 4 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-RL-RW-AC **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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 094 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 097 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4975.00	SqFt
48	L & T CR	L	1.00	Ft
57	WEATHERING	M	25.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 01R-19L **Name:** RUNWAY 01R-19L **Use:** RUNWAY **Area:** 314,367 SqFt

Section: 6305 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 314,367 SqFt **Length:** 3,143 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2013 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 62 **Surveyed:** 14

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 097 **Type:** R **Area:** 6001.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6001.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	4100.00	SqFt
50	PATCHING	L	900.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	L	4975.00	SqFt
57	WEATHERING	M	25.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 10L-28R **Name:** RUNWAY 10L-28R **Use:** RUNWAY **Area:** 314,433 SqFt

Section: 6205 of 1 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 314,433 SqFt **Length:** 3,144 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 63 **Surveyed:** 13

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 095 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	15.00	Ft

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 123 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 131 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 134 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 146 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 158 **Type:** R **Area:** 5052.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5052.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 315,768 SqFt

Section: 6405 of 4 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 270,700 SqFt **Length:** 272 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 55 **Surveyed:** 11

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5500.00 SqFt **PCI:** 87

Sample Comments:

52	RAVELING	L	345.00	SqFt
57	WEATHERING	L	5155.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	69.00	Ft
57	WEATHERING	L	4900.00	SqFt
52	RAVELING	L	100.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	172.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	4800.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	25.00	SqFt
48	L & T CR	L	164.00	Ft
57	WEATHERING	L	4875.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
48	L & T CR	L	196.00	Ft
52	RAVELING	L	250.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	86.00	Ft
57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	250.00	SqFt
48	L & T CR	L	46.00	Ft
57	WEATHERING	L	4750.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	350.00	SqFt
48	L & T CR	L	78.00	Ft

57	WEATHERING	L	4650.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	450.00	SqFt
57	WEATHERING	L	4550.00	SqFt
48	L & T CR	L	186.00	Ft

Sample Number: 147 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	4650.00	SqFt
48	L & T CR	L	111.00	Ft
52	RAVELING	L	350.00	SqFt

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

57	WEATHERING	L	4612.00	SqFt
43	BLOCK CR	L	2000.00	SqFt
48	L & T CR	L	110.00	Ft
52	RAVELING	L	388.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 315,768 SqFt

Section: 6410 of 4 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,700 SqFt **Length:** 100 Ft **Width:** 147 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: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 315,768 SqFt

Section: 6415 of 4 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,600 SqFt **Length:** 100 Ft **Width:** 146 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: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	400.00	SqFt
48	L & T CR	L	8.00	Ft
57	WEATHERING	L	4600.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 315,768 SqFt

Section: 6420 of 4 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,768 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 098 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	4800.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 30,626 SqFt

Section: 105 of 5 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 2,647 SqFt **Length:** 50 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 2647.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	20.00	Ft
57	WEATHERING	L	2647.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 30,626 SqFt

Section: 110 of 5 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,438 SqFt **Length:** 300 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3744.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	3444.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 30,626 SqFt

Section: 115 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,846 SqFt **Length:** 300 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 3792.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	22.00	Ft
52	RAVELING	M	32.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 30,626 SqFt

Section: 120 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,823 SqFt **Length:** 200 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 3570.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	M	25.00	SqFt
57	WEATHERING	L	3545.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 30,626 SqFt

Section: 125 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 2,872 SqFt **Length:** 75 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: 1/1/2001	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 2872.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	2872.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 200 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,873 SqFt **Length:** 45 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**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: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 4873.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4873.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 202 of 7 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,704 SqFt **Length:** 167 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5534.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	500.00	SqFt
48	L & T CR	L	11.00	Ft
52	RAVELING	H	3.00	SqFt
45	DEPRESSION	L	6.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 205 of 7 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 120,769 SqFt **Length:** 3,000 Ft **Width:** 40 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: 1/1/2008 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 29 **Surveyed:** 4

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4308.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4187.00	SqFt
52	RAVELING	L	120.00	SqFt
48	L & T CR	L	33.00	Ft
57	WEATHERING	H	1.00	SqFt

Sample Number: 108 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	35.00	Ft

Sample Number: 118 **Type:** R **Area:** 4000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	67.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 128 **Type:** R **Area:** 4000.00 SqFt **PCI:** 85

Sample Comments:

45	DEPRESSION	L	16.00	SqFt
57	WEATHERING	L	3960.00	SqFt
57	WEATHERING	M	40.00	SqFt
48	L & T CR	L	54.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 210 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,473 SqFt **Length:** 85 Ft **Width:** 40 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4473.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4473.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 215 of 7 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,260 SqFt **Length:** 160 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 5927.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5077.00	SqFt
52	RAVELING	L	850.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 220 of 7 **From:** - **To:** - **Last Const.:** 12/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,873 SqFt **Length:** 70 Ft **Width:** 40 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 12/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 3873.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	M	19.00	SqFt
48	L & T CR	L	28.00	Ft
57	WEATHERING	L	3854.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 171,225 SqFt

Section: 225 of 7 **From:** - **To:** - **Last Const.:** 12/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,273 SqFt **Length:** 45 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 12/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4273.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4273.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 18,259 SqFt

Section: 1905 of 1 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,259 SqFt **Length:** 450 Ft **Width:** 40 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5993.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	37.00	Ft
50	PATCHING	L	432.00	SqFt
52	RAVELING	L	60.00	SqFt
52	RAVELING	H	8.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 403 of 6 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 9,097 SqFt **Length:** 225 Ft **Width:** 40 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

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5520.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	104.00	Ft
52	RAVELING	L	429.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4731.00	SqFt
50	PATCHING	L	360.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 405 of 6 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 106,779 SqFt **Length:** 2,480 Ft **Width:** 40 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: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 26 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 90

Sample Comments:

52	RAVELING	H	2.00	SqFt
48	L & T CR	L	26.00	Ft

Sample Number: 118 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	45.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 126 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Sample Number: 129 **Type:** R **Area:** 6444.00 SqFt **PCI:** 84

Sample Comments:

45	DEPRESSION	L	84.00	SqFt
48	L & T CR	L	3.00	Ft
57	WEATHERING	L	6444.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 406 of 6 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,793 SqFt **Length:** 93 Ft **Width:** 40 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 - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 4793.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4793.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 407 of 6 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,553 SqFt **Length:** 100 Ft **Width:** 40 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 - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4553.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	33.00	Ft
57	WEATHERING	L	4553.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 410 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,066 SqFt **Length:** 200 Ft **Width:** 40 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4273.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4273.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 143,694 SqFt

Section: 415 of 6 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,406 SqFt **Length:** 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: 1/1/1942	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OL	**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: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4522.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	M	45.00	SqFt
57	WEATHERING	L	4477.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 11,604 SqFt

Section: 430 of 2 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,076 SqFt **Length:** 200 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4076.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	1.00	Ft
52	RAVELING	H	5.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 11,604 SqFt

Section: 435 of 2 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,528 SqFt **Length:** 100 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4348.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	M	22.00	SqFt
57	WEATHERING	L	4326.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D2 **Name:** TAXIWAY D2 **Use:** TAXIWAY **Area:** 11,506 SqFt

Section: 450 of 2 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,325 SqFt **Length:** 200 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4325.00 SqFt **PCI:** 84

Sample Comments:

52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	4125.00	SqFt
48	L & T CR	L	33.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW D2 **Name:** TAXIWAY D2 **Use:** TAXIWAY **Area:** 11,506 SqFt

Section: 455 of 2 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,181 SqFt **Length:** 150 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
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4641.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	4641.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 505 of 12 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,843 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5177.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	400.00	SqFt
57	WEATHERING	L	4777.00	SqFt
45	DEPRESSION	L	157.00	SqFt
48	L & T CR	L	23.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 506 of 12 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,043 SqFt **Length:** 200 Ft **Width:** 40 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: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4942.00 SqFt **PCI:** 73

Sample Comments:

50	PATCHING	L	320.00	SqFt
57	WEATHERING	L	3872.00	SqFt
52	RAVELING	L	750.00	SqFt
48	L & T CR	L	99.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 510 of 12 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,656 SqFt **Length:** 200 Ft **Width:** 40 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

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4520.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	97.00	Ft
57	WEATHERING	L	4475.00	SqFt
52	RAVELING	L	45.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 520 of 12 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 32,472 SqFt **Length:** 1,000 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 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: 6/25/2019 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	100.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3450.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 530 of 12 **From:** - **To:** - **Last Const.:** 12/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,345 SqFt **Length:** 45 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4345.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	43.00	SqFt
57	WEATHERING	L	4302.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 540 of 12 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,890 SqFt **Length:** 90 Ft **Width:** 40 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3890.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	3851.00	SqFt
52	RAVELING	L	39.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 545 of 12 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,153 SqFt **Length:** 100 Ft **Width:** 40 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 - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1968	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4153.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	4153.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 550 of 12 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,523 SqFt **Length:** 100 Ft **Width:** 40 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 - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3523.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3523.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 555 of 12 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,132 SqFt **Length:** 110 Ft **Width:** 40 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: 10/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5132.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5132.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 560 of 12 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,907 SqFt **Length:** 45 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 10/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3908.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3908.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 565 of 12 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 50,638 SqFt **Length:** 1,300 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** 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: 6/25/2019 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	175.00	SqFt
57	WEATHERING	L	3325.00	SqFt
48	L & T CR	L	200.00	Ft

Sample Number: 109 **Type:** R **Area:** 3500.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	L	3325.00	SqFt
48	L & T CR	L	243.00	Ft
52	RAVELING	L	175.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 143,069 SqFt

Section: 570 of 12 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,467 SqFt **Length:** 95 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **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: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4230.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4230.00	SqFt
48	L & T CR	L	5.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 9,200 SqFt

Section: 525 of 2 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,095 SqFt **Length:** 180 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **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: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4095.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	82.00	SqFt
48	L & T CR	L	104.00	Ft
57	WEATHERING	L	4013.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 9,200 SqFt

Section: 527 of 2 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,105 SqFt **Length:** 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: 1/1/2003	**Work Type:** New Construction - Initial	**Code:** NU-IN	**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: 3/1/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5105.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5105.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 8,533 SqFt

Section: 585 of 2 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,161 SqFt **Length:** 160 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **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: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4161.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	84.00	Ft
57	WEATHERING	L	4036.00	SqFt
52	RAVELING	L	125.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 8,533 SqFt

Section: 587 of 2 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,372 SqFt **Length:** 45 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **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: 3/1/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4372.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	M	22.00	SqFt
57	WEATHERING	L	4350.00	SqFt
48	L & T CR	L	15.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,890 SqFt

Section: 1109 of 2 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,913 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: 1/1/1968 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4992.00 SqFt **PCI:** 77

Sample Comments:

50	PATCHING	L	397.00	SqFt
52	RAVELING	H	2.00	SqFt
52	RAVELING	L	46.00	SqFt
48	L & T CR	L	8.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 78,890 SqFt

Section: 1110 of 2 **From:** - **To:** - **Last Const.:** 1/1/1968

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 58,977 SqFt **Length:** 1,000 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:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 5004.00 SqFt **PCI:** 15

Sample Comments:

50	PATCHING	H	140.00	SqFt
52	RAVELING	M	4349.00	SqFt
48	L & T CR	L	360.00	Ft
41	ALLIGATOR CR	L	110.00	SqFt
50	PATCHING	L	15.00	SqFt
52	RAVELING	H	500.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5004.00 SqFt **PCI:** 15

Sample Comments:

43	BLOCK CR	L	200.00	SqFt
41	ALLIGATOR CR	L	200.00	SqFt
52	RAVELING	M	4004.00	SqFt
48	L & T CR	L	322.00	Ft
45	DEPRESSION	L	15.00	SqFt
52	RAVELING	H	1000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 151,622 SqFt

Section: 1205 of 5 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 107,466 SqFt **Length:** 3,000 Ft **Width:** 40 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: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 27 **Surveyed:** 5

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	15.00	Ft
52	RAVELING	H	1.00	SqFt

Sample Number: 108 **Type:** R **Area:** 4000.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	H	2.00	SqFt
48	L & T CR	L	6.00	Ft

Sample Number: 110 **Type:** R **Area:** 3760.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	89.00	Ft
57	WEATHERING	L	3760.00	SqFt

Sample Number: 117 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Sample Number: 125 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 151,622 SqFt

Section: 1215 of 5 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,734 SqFt **Length:** 160 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6093.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	600.00	SqFt
48	L & T CR	L	17.00	Ft
57	WEATHERING	L	5493.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 151,622 SqFt

Section: 1220 of 5 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,966 SqFt **Length:** 80 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3966.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	3716.00	SqFt
52	RAVELING	L	250.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 151,622 SqFt

Section: 1225 of 5 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,456 SqFt **Length:** 300 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4070.00 SqFt **PCI:** 87

Sample Comments:

52	RAVELING	L	100.00	SqFt
48	L & T CR	L	1.00	Ft
52	RAVELING	H	3.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 151,622 SqFt

Section: 1230 of 5 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,000 SqFt **Length:** 120 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Work Date: 3/1/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L1 **Name:** TAXIWAY L1 **Use:** TAXIWAY **Area:** 9,896 SqFt

Section: 805 of 1 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,896 SqFt **Length:** 180 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6574.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	1.00	Ft
52	RAVELING	H	2.00	SqFt
45	DEPRESSION	L	120.00	SqFt
50	PATCHING	L	400.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L2 **Name:** TAXIWAY L2 **Use:** TAXIWAY **Area:** 18,386 SqFt

Section: 1005 of 1 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,386 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5885.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	52.00	Ft
57	WEATHERING	L	5705.00	SqFt
52	RAVELING	L	180.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW L3 **Name:** TAXIWAY L3 **Use:** TAXIWAY **Area:** 19,105 SqFt

Section: 1105 of 1 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,105 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5952.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	5552.00	SqFt
45	DEPRESSION	L	65.00	SqFt
52	RAVELING	L	400.00	SqFt
48	L & T CR	L	22.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 136,420 SqFt

Section: 2005 of 4 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,244 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5671.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	175.00	SqFt
45	DEPRESSION	L	165.00	SqFt
52	RAVELING	H	5.00	SqFt
48	L & T CR	L	5.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 136,420 SqFt

Section: 2010 of 4 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 92,202 SqFt **Length:** 2,460 Ft **Width:** 35 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

Last Insp. Date: 6/25/2019 **TotalSamples:** 25 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

Sample Comments:

56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	3500.00	SqFt
48	L & T CR	L	309.00	Ft

Sample Number: 111 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	160.00	Ft
52	RAVELING	L	35.00	SqFt
50	PATCHING	L	24.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3441.00	SqFt

Sample Number: 118 **Type:** R **Area:** 3101.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	2679.00	SqFt
48	L & T CR	L	102.00	Ft
50	PATCHING	L	360.00	SqFt
52	RAVELING	L	62.00	SqFt

Sample Number: 124 **Type:** R **Area:** 3503.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3463.00	SqFt
48	L & T CR	L	95.00	Ft
52	RAVELING	L	40.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 136,420 SqFt

Section: 2012 of 4 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,465 SqFt **Length:** 203 Ft **Width:** 35 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: 3/1/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 3926.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	3926.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 136,420 SqFt

Section: 2025 of 4 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,509 SqFt **Length:** 180 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:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5056.00 SqFt **PCI:** 62

Sample Comments:

52	RAVELING	M	925.00	SqFt
48	L & T CR	L	127.00	Ft
52	RAVELING	L	100.00	SqFt
50	PATCHING	L	1520.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M1 **Name:** TAXIWAY M1 **Use:** TAXIWAY **Area:** 7,027 SqFt

Section: 2020 of 1 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 7,027 SqFt **Length:** 140 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: 1/1/1996 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3469.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	3273.00	SqFt
52	RAVELING	L	196.00	SqFt
48	L & T CR	L	4.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW M3 **Name:** TAXIWAY M3 **Use:** TAXIWAY **Area:** 11,092 SqFt

Section: 1102 of 1 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,092 SqFt **Length:** 200 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: 1/1/1968 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5074.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	50.00	SqFt
50	PATCHING	L	468.00	SqFt
52	RAVELING	H	3.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 133,496 SqFt

Section: 1405 of 4 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 112,128 SqFt **Length:** 2,750 Ft **Width:** 40 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: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 28 **Surveyed:** 3

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 4000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	7.00	Ft

Sample Number: 118 **Type:** R **Area:** 4000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 4000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	4000.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 133,496 SqFt

Section: 1410 of 4 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,473 SqFt **Length:** 50 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4473.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	45.00	SqFt
57	WEATHERING	L	4428.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 133,496 SqFt

Section: 1415 of 4 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,950 SqFt **Length:** 100 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: 1/1/1942 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5950.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	5784.00	SqFt
52	RAVELING	L	118.00	SqFt
48	L & T CR	L	14.00	Ft
50	PATCHING	L	48.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 133,496 SqFt

Section: 1420 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,945 SqFt **Length:** 250 Ft **Width:** 40 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6236.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	6236.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N1 **Name:** TAXIWAY N1 **Use:** TAXIWAY **Area:** 11,501 SqFt

Section: 310 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,431 SqFt **Length:** 138 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3928.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	39.00	SqFt
57	WEATHERING	L	3889.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N1 **Name:** TAXIWAY N1 **Use:** TAXIWAY **Area:** 11,501 SqFt

Section: 315 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,070 SqFt **Length:** 70 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4070.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	3914.00	SqFt
50	PATCHING	L	156.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N2 **Name:** TAXIWAY N2 **Use:** TAXIWAY **Area:** 11,507 SqFt

Section: 705 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,030 SqFt **Length:** 140 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3532.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3532.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW N2 **Name:** TAXIWAY N2 **Use:** TAXIWAY **Area:** 11,507 SqFt

Section: 710 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,477 SqFt **Length:** 80 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4477.00 SqFt **PCI:** 89

Sample Comments:

52	RAVELING	L	45.00	SqFt
57	WEATHERING	L	4432.00	SqFt
48	L & T CR	L	3.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1602 of 10 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,978 SqFt **Length:** 100 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 099 **Type:** R **Area:** 3978.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	50.00	SqFt
50	PATCHING	L	555.00	SqFt
57	WEATHERING	L	3373.00	SqFt
48	L & T CR	L	11.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1605 of 10 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 32,923 SqFt **Length:** 1,000 Ft **Width:** 35 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4552.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	1821.00	SqFt
57	WEATHERING	L	2731.00	SqFt
48	L & T CR	L	10.00	Ft

Sample Number: 109 **Type:** R **Area:** 3500.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	2300.00	SqFt
48	L & T CR	L	26.00	Ft
52	RAVELING	L	1200.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1607 of 10 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,888 SqFt **Length:** 150 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 2823.00 SqFt **PCI:** 84

Sample Comments:

52	RAVELING	H	3.00	SqFt
48	L & T CR	L	68.00	Ft
52	RAVELING	L	30.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1610 of 10 **From:** - **To:** - **Last Const.:** 1/1/1968

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,511 SqFt **Length:** 200 Ft **Width:** 35 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 3511.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	68.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3011.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1612 of 10 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,448 SqFt **Length:** 100 Ft **Width:** 35 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: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4448.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4402.00	SqFt
57	WEATHERING	M	46.00	SqFt
48	L & T CR	L	9.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1617 of 10 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,418 SqFt **Length:** 35 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:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 3/1/2013 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3418.00 SqFt **PCI:** 95

Sample Comments:

52	RAVELING	M	6.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1620 of 10 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 44,816 SqFt **Length:** 1,500 Ft **Width:** 35 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: 10/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3763.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2822.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	2625.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1623 of 10 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,830 SqFt **Length:** 138 Ft **Width:** 35 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: 10/1/2016 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4830.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3623.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1630 of 10 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,775 SqFt **Length:** 100 Ft **Width:** 70 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: 10/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5525.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5525.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 123,124 SqFt

Section: 1635 of 10 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,537 SqFt **Length:** 150 Ft **Width:** 70 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 - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3511.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3511.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P1 **Name:** TAXIWAY P1 **Use:** TAXIWAY **Area:** 9,781 SqFt

Section: 305 of 2 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: AC **Family:** C9N59-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 3,960 SqFt **Length:** 90 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3960.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	3525.00	SqFt
52	RAVELING	L	435.00	SqFt
48	L & T CR	L	35.00	Ft
45	DEPRESSION	L	63.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P1 **Name:** TAXIWAY P1 **Use:** TAXIWAY **Area:** 9,781 SqFt

Section: 307 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,821 SqFt **Length:** 100 Ft **Width:** 60 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1989 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5822.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5822.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P2 **Name:** TAXIWAY P2 **Use:** TAXIWAY **Area:** 10,264 SqFt

Section: 1625 of 2 **From:** - **To:** - **Last Const.:** 10/1/2016

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,178 SqFt **Length:** 110 Ft **Width:** 40 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: 10/1/2016 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5178.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3884.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW P2 **Name:** TAXIWAY P2 **Use:** TAXIWAY **Area:** 10,264 SqFt

Section: 1627 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,086 SqFt **Length:** 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5086.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5086.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 63,147 SqFt

Section: 1803 of 4 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,261 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: 1/1/1942	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4789.00 SqFt **PCI:** 79

Sample Comments:

50	PATCHING	L	425.00	SqFt
48	L & T CR	L	1.00	Ft
57	WEATHERING	L	4364.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 63,147 SqFt

Section: 1805 of 4 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 28,097 SqFt **Length:** 800 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 5002.00 SqFt **PCI:** 38

Sample Comments:

52	RAVELING	M	5002.00	SqFt
48	L & T CR	L	45.00	Ft

Sample Number: 210 **Type:** R **Area:** 4993.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	L	237.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	M	2996.00	SqFt

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 63,147 SqFt

Section: 1807 of 4 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,670 SqFt **Length:** 240 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: 1/1/1968	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4290.00 SqFt **PCI:** 80

Sample Comments:

52	RAVELING	L	350.00	SqFt
52	RAVELING	M	80.00	SqFt
48	L & T CR	L	36.00	Ft

Network: HWO **Name:** NORTH PERRY AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 63,147 SqFt

Section: 1810 of 4 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** C9N59-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,119 SqFt **Length:** 180 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 212 **Type:** R **Area:** 4413.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4159.00	SqFt
48	L & T CR	L	46.00	Ft
52	RAVELING	L	167.00	SqFt
50	PATCHING	L	87.00	SqFt

Sample Number: 213 **Type:** R **Area:** 4707.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	4484.00	SqFt
50	PATCHING	L	84.00	SqFt
56	SWELLING	L	66.00	SqFt
52	RAVELING	L	139.00	SqFt
48	L & T CR	L	53.00	Ft