FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

HWO - North Perry Airport | *District 4*

FDOT | AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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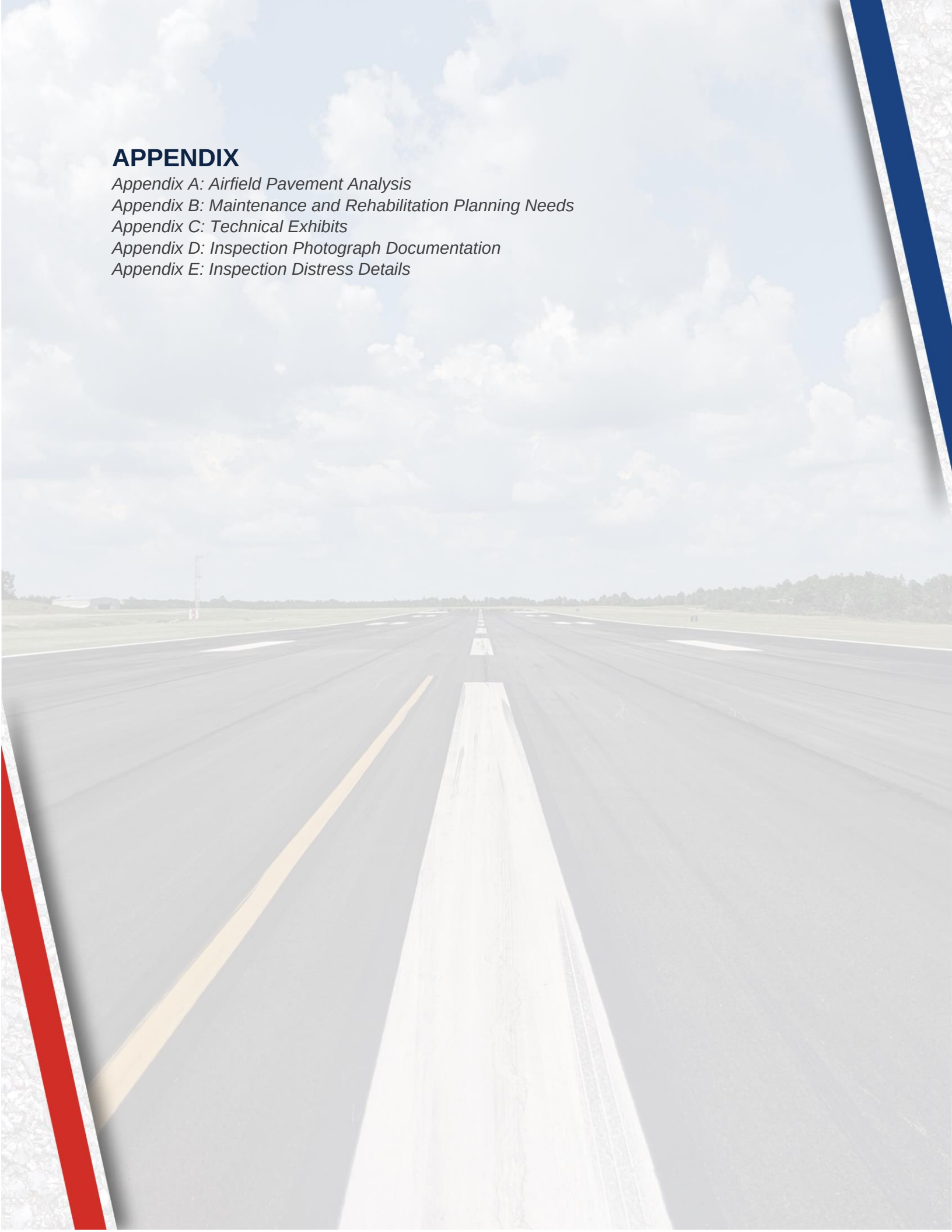

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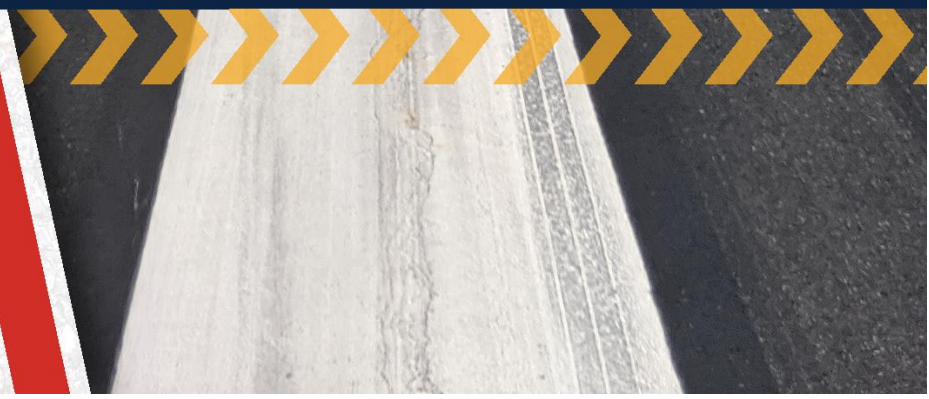
Executive Summary



Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. North Perry Airport's System Update results 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 FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program (PMP)" using the procedures documented in ASTM D5340-20 **"**Standard Test Method for Airport Pavement Condition Index Surveys".

The PCI methodology provides a means for systematically assessing pavement condition and provides an indication of the degree of maintenance, repair, rehabilitation, or reconstruction efforts required to sustain functional pavement conditions. Pavement deterioration, in accordance with ASTM D5340-20, is characterized in terms of distinct distress types, distress severity levels, and quantity of distress. This information is utilized to calculate a PCI value ranging from 0 to 100, which provides an indication of the overall condition of the pavement, with "100" indicating a pavement in new condition and "0" indicating a failed pavement section. This is graphically depicted in **Figure E.1**.

Figure E.1: PCI Rating

Color	Range	Condition Rating
	86-100	Good
	71-85	Satisfactory
	56-70	Fair
	41-55	Poor
	26-40	Very Poor
	11-25	Serious
	0-10	Failed

Current Pavement Conditions

In September 2022, approximately 3.1 million square feet of pavement was assessed as part of the airside pavement network PCI survey at North Perry Airport (HWO). In general, airfield pavements at HWO are in Satisfactory condition with an area-weighted PCI of 76. The area-weighted average PCI values of the runways, taxiways, and aprons are 85, 77, and 42, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for HWO.

Figure E.2: Current Condition Summary – Branch-Level

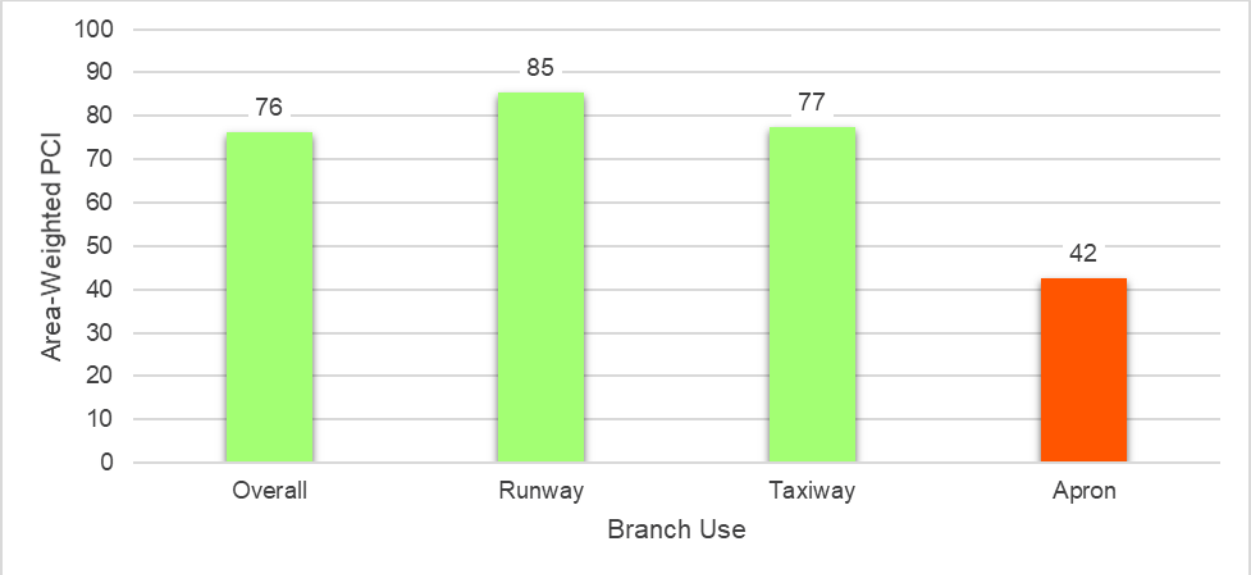


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	RW 1L-19R	Runway	6105	270,522	86	Good
HWO	RW 1L-19R	Runway	6110	14,500	87	Good
HWO	RW 1L-19R	Runway	6115	15,000	91	Good
HWO	RW 1R-19L	Runway	6305	314,367	91	Good
HWO	RW 10L-28R	Runway	6205	314,433	89	Good
HWO	RW 10R-28L	Runway	6405	254,700	73	Satisfactory
HWO	RW 10R-28L	Runway	6410	14,700	91	Good
HWO	RW 10R-28L	Runway	6415	14,600	83	Satisfactory
HWO	RW 10R-28L	Runway	6420	20,508	88	Good
HWO	RW 10R-28L	Runway	6425	25,800	100	Good
HWO	RW 10R-28L	Runway	6430	16,000	51	Poor
HWO	TW A	Taxiway	105	2,647	82	Satisfactory
HWO	TW A	Taxiway	110	8,438	77	Satisfactory
HWO	TW A	Taxiway	115	7,846	82	Satisfactory
HWO	TW A	Taxiway	120	8,823	91	Good
HWO	TW A	Taxiway	125	2,872	87	Good
HWO	TW A	Taxiway	130	21,764	100	Good
HWO	TW A	Taxiway	135	11,969	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TW B	Taxiway	200	4,873	88	Good
HWO	TW B	Taxiway	202	15,109	78	Satisfactory
HWO	TW B	Taxiway	205	117,040	80	Satisfactory
HWO	TW B	Taxiway	210	4,473	91	Good
HWO	TW B	Taxiway	215	16,260	83	Satisfactory
HWO	TW B	Taxiway	220	3,873	85	Satisfactory
HWO	TW B	Taxiway	225	4,273	89	Good
HWO	TW B1	Taxiway	1905	18,259	71	Satisfactory
HWO	TW B1	Taxiway	1910	11,185	67	Fair
HWO	TW D	Taxiway	403	9,097	62	Fair
HWO	TW D	Taxiway	405	106,779	83	Satisfactory
HWO	TW D	Taxiway	406	4,793	89	Good
HWO	TW D	Taxiway	407	4,553	87	Good
HWO	TW D	Taxiway	410	8,066	91	Good
HWO	TW D	Taxiway	415	10,406	91	Good
HWO	TW D1	Taxiway	430	4,076	86	Good
HWO	TW D1	Taxiway	435	7,528	89	Good
HWO	TW D2	Taxiway	450	4,325	80	Satisfactory
HWO	TW D2	Taxiway	455	7,181	88	Good
HWO	TW E	Taxiway	505	8,843	67	Fair
HWO	TW E	Taxiway	506	8,043	67	Fair
HWO	TW E	Taxiway	510	8,656	81	Satisfactory
HWO	TW E	Taxiway	520	32,472	77	Satisfactory
HWO	TW E	Taxiway	530	4,345	86	Good
HWO	TW E	Taxiway	540	3,890	82	Satisfactory
HWO	TW E	Taxiway	545	4,153	83	Satisfactory
HWO	TW E	Taxiway	550	3,523	88	Good
HWO	TW E	Taxiway	555	5,132	87	Good
HWO	TW E	Taxiway	560	3,907	89	Good
HWO	TW E	Taxiway	565	50,638	72	Satisfactory
HWO	TW E	Taxiway	570	9,467	89	Good
HWO	TW E1	Taxiway	525	4,095	79	Satisfactory
HWO	TW E1	Taxiway	527	5,105	88	Good
HWO	TW E2	Taxiway	585	4,161	79	Satisfactory
HWO	TW E2	Taxiway	587	4,372	88	Good
HWO	TW J	Taxiway	1109	19,913	68	Fair
HWO	TW J	Taxiway	1110	58,977	15	Serious
HWO	TW L	Taxiway	1205	88,707	85	Satisfactory
HWO	TW L	Taxiway	1215	16,734	81	Satisfactory
HWO	TW L	Taxiway	1220	3,966	85	Satisfactory
HWO	TW L	Taxiway	1230	12,000	87	Good
HWO	TW L	Taxiway	1235	21,336	100	Good
HWO	TW L	Taxiway	1240	15,750	100	Good
HWO	TW L1	Taxiway	805	9,896	73	Satisfactory
HWO	TW L2	Taxiway	1005	18,386	83	Satisfactory
HWO	TW L3	Taxiway	1105	19,105	78	Satisfactory
HWO	TW M	Taxiway	2005	16,935	68	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TW M	Taxiway	2010	94,189	64	Fair
HWO	TW M	Taxiway	2012	8,465	87	Good
HWO	TW M	Taxiway	2015	15,203	100	Good
HWO	TW M	Taxiway	2025	18,509	59	Fair
HWO	TW M1	Taxiway	2020	7,027	74	Satisfactory
HWO	TW M3	Taxiway	1102	11,092	72	Satisfactory
HWO	TW N	Taxiway	1405	112,128	89	Good
HWO	TW N	Taxiway	1410	4,473	80	Satisfactory
HWO	TW N	Taxiway	1415	5,950	82	Satisfactory
HWO	TW N	Taxiway	1420	10,945	88	Good
HWO	TW N1	Taxiway	310	7,431	86	Good
HWO	TW N1	Taxiway	315	4,070	82	Satisfactory
HWO	TW N2	Taxiway	705	7,030	92	Good
HWO	TW N2	Taxiway	710	4,477	84	Satisfactory
HWO	TW P	Taxiway	1602	3,978	68	Fair
HWO	TW P	Taxiway	1605	32,923	70	Fair
HWO	TW P	Taxiway	1607	6,888	79	Satisfactory
HWO	TW P	Taxiway	1610	3,511	78	Satisfactory
HWO	TW P	Taxiway	1612	4,448	87	Good
HWO	TW P	Taxiway	1617	3,418	87	Good
HWO	TW P	Taxiway	1620	44,816	90	Good
HWO	TW P	Taxiway	1623	4,830	91	Good
HWO	TW P	Taxiway	1630	10,775	94	Good
HWO	TW P	Taxiway	1635	7,537	87	Good
HWO	TW P1	Taxiway	305	3,960	71	Satisfactory
HWO	TW P1	Taxiway	307	5,821	87	Good
HWO	TW P2	Taxiway	1625	5,178	90	Good
HWO	TW P2	Taxiway	1627	5,086	91	Good
HWO	TW R	Taxiway	1803	13,261	78	Satisfactory
HWO	TW R	Taxiway	1805	28,097	39	Very Poor
HWO	TW R	Taxiway	1807	12,670	67	Fair
HWO	TW R	Taxiway	1810	9,119	70	Fair
HWO	AP RU 10R	Apron	5000	37,780	100	Good
HWO	AP S	Apron	4105	262,500	34	Very Poor
HWO	AP S	Apron	4110	84,000	43	Poor

Forecasted Pavement Conditions

Table E.2 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as the actual condition of sections is subject to sensitivities in changes of traffic and maintenance frequency.

The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.

Table E.2: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	RW 1L-19R	6105	86	85	83	81	79	78	76	74	72	71	69
HWO	RW 1L-19R	6110	87	86	84	82	80	79	77	75	73	72	70
HWO	RW 1L-19R	6115	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 1R-19L	6305	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10L-28R	6205	89	88	86	84	82	81	79	77	75	74	72
HWO	RW 10R-28L	6405	73	72	70	68	66	65	63	61	59	58	56
HWO	RW 10R-28L	6410	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10R-28L	6415	83	82	80	78	76	75	73	71	69	68	66
HWO	RW 10R-28L	6420	88	87	85	83	81	80	78	76	74	73	71
HWO	RW 10R-28L	6425	100	94	92	90	87	85	83	82	80	79	77
HWO	RW 10R-28L	6430	51	50	48	46	44	43	41	39	37	36	34
HWO	TW A	105	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	110	77	76	75	73	72	71	70	69	68	67	66
HWO	TW A	115	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	120	91	89	87	85	83	81	80	78	76	75	74
HWO	TW A	125	87	85	83	82	80	78	77	75	74	72	71
HWO	TW A	130	100	95	93	91	89	87	85	83	82	80	79
HWO	TW A	135	100	95	93	91	89	87	85	83	82	80	79
HWO	TW B	200	88	86	84	83	81	79	77	76	74	73	72
HWO	TW B	202	78	77	75	74	72	71	70	69	68	66	65
HWO	TW B	205	80	79	77	75	74	73	71	70	69	68	67
HWO	TW B	210	91	89	87	85	83	81	80	78	76	75	74
HWO	TW B	215	83	82	80	78	77	75	74	72	71	70	68
HWO	TW B	220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW B	225	89	87	85	83	82	80	78	77	75	74	72
HWO	TW B1	1905	71	70	69	68	67	66	65	64	63	62	61
HWO	TW B1	1910	67	66	66	65	64	63	63	62	62	61	60
HWO	TW D	403	62	62	61	60	60	59	59	59	58	58	57
HWO	TW D	405	83	82	80	78	77	75	74	72	71	70	68
HWO	TW D	406	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D	407	87	85	83	82	80	78	77	75	74	72	71
HWO	TW D	410	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D	415	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D1	430	86	84	83	81	79	77	76	74	73	72	70
HWO	TW D1	435	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D2	450	80	79	77	75	74	73	71	70	69	68	67
HWO	TW D2	455	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	505	67	66	65	64	63	62	62	61	60	59	59
HWO	TW E	506	67	66	65	64	63	62	62	61	60	59	59
HWO	TW E	510	81	80	78	77	75	74	73	72	71	70	69
HWO	TW E	520	77	76	75	73	72	71	70	69	68	67	66
HWO	TW E	530	86	84	83	81	79	77	76	74	73	72	70
HWO	TW E	540	82	81	79	77	76	74	73	71	70	69	68
HWO	TW E	545	83	82	80	78	77	75	74	72	71	70	68

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW E	550	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	555	87	85	83	82	80	78	77	75	74	72	71
HWO	TW E	560	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E	565	72	71	70	69	67	66	65	64	64	63	62
HWO	TW E	570	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E1	525	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E1	527	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E2	585	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E2	587	88	86	84	83	81	79	77	76	74	73	72
HWO	TW J	1109	68	67	66	65	64	63	62	62	61	60	59
HWO	TW J	1110	15	13	11	9	7	6	4	2	0	0	0
HWO	TW L	1205	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1215	81	80	78	76	75	73	72	71	70	68	67
HWO	TW L	1220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1230	87	85	83	82	80	78	77	75	74	72	71
HWO	TW L	1235	100	95	93	91	88	86	84	83	81	79	77
HWO	TW L	1240	100	95	93	91	89	87	85	83	82	80	79
HWO	TW L1	805	73	72	71	69	68	67	66	65	64	63	62
HWO	TW L2	1005	83	82	80	78	77	75	74	72	71	70	68
HWO	TW L3	1105	78	77	75	74	72	71	70	69	68	66	65
HWO	TW M	2005	68	67	66	65	64	63	62	62	61	60	59
HWO	TW M	2010	64	63	63	62	62	61	61	60	60	59	59
HWO	TW M	2012	87	85	83	82	80	78	77	75	74	72	71
HWO	TW M	2015	100	95	93	91	89	87	85	83	82	80	79
HWO	TW M	2025	59	59	58	58	57	57	57	56	56	55	55
HWO	TW M1	2020	74	73	72	71	70	69	68	67	66	65	65
HWO	TW M3	1102	72	71	70	69	67	66	65	64	64	63	62
HWO	TW N	1405	89	87	85	83	82	80	78	77	75	74	72
HWO	TW N	1410	80	79	77	75	74	73	71	70	69	68	67
HWO	TW N	1415	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N	1420	88	86	84	83	81	79	77	76	74	73	72
HWO	TW N1	310	86	84	83	81	79	77	76	74	73	72	70
HWO	TW N1	315	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N2	705	92	90	88	86	84	82	80	79	77	76	74
HWO	TW N2	710	84	83	81	79	77	76	74	73	72	70	69
HWO	TW P	1602	68	67	66	65	64	63	62	62	61	60	59
HWO	TW P	1605	70	69	68	67	66	66	65	64	63	63	62
HWO	TW P	1607	79	78	76	75	73	72	71	69	68	67	66
HWO	TW P	1610	78	77	75	74	72	71	70	69	68	66	65
HWO	TW P	1612	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P	1617	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P	1620	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P	1623	91	89	87	86	84	82	80	79	77	76	75
HWO	TW P	1630	94	92	90	88	86	84	82	80	79	77	75
HWO	TW P	1635	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P1	305	71	70	69	68	67	66	66	65	64	63	63

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW P1	307	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P2	1625	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P2	1627	91	89	87	85	83	81	80	78	76	75	74
HWO	TW R	1803	78	77	75	74	72	71	70	69	68	66	65
HWO	TW R	1805	39	38	36	34	32	30	28	26	24	22	20
HWO	TW R	1807	67	66	65	64	63	62	62	61	60	59	59
HWO	TW R	1810	70	69	68	67	66	65	64	63	62	61	61
HWO	AP RU 10R	5000	100	96	94	91	89	87	85	83	81	79	77
HWO	AP S	4105	34	32	29	26	23	20	17	14	11	9	6
HWO	AP S	4110	43	42	41	40	39	37	36	35	34	33	32

Major Rehabilitation Planning 2023-2032

Localized maintenance and repair policies identified within this report are categorized as preventive or stopgap based on FDOT SAPMP and FAA maintenance policies and recommendations. Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a reset of a pavement section's PCI to a value of 100. Major rehabilitation activities can include mill and Asphalt Concrete (AC) overlay, Portland cement concrete (PCC) pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the Airport use this report as a planning tool for future project development and prioritization. Localized maintenance, repair, and major rehabilitation recommendations should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

Due to FAA Order 5100.38D Change 1 Airport Improvement Program (AIP) Handbook (February 26, 2019), a substantial update to the FDOT SAPMP policy on identifying major rehabilitation work has been incorporated in this System Update. In previous System Updates, major rehabilitation had been identified for pavement sections below a PCI Value of 65; however, based on the thresholds identified by the FAA in the AIP Handbook, major rehabilitation will now be identified for pavement sections below a PCI value of 70.

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $29.90M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $13.32M and localized maintenance needs for Year 1 are $0.13M.

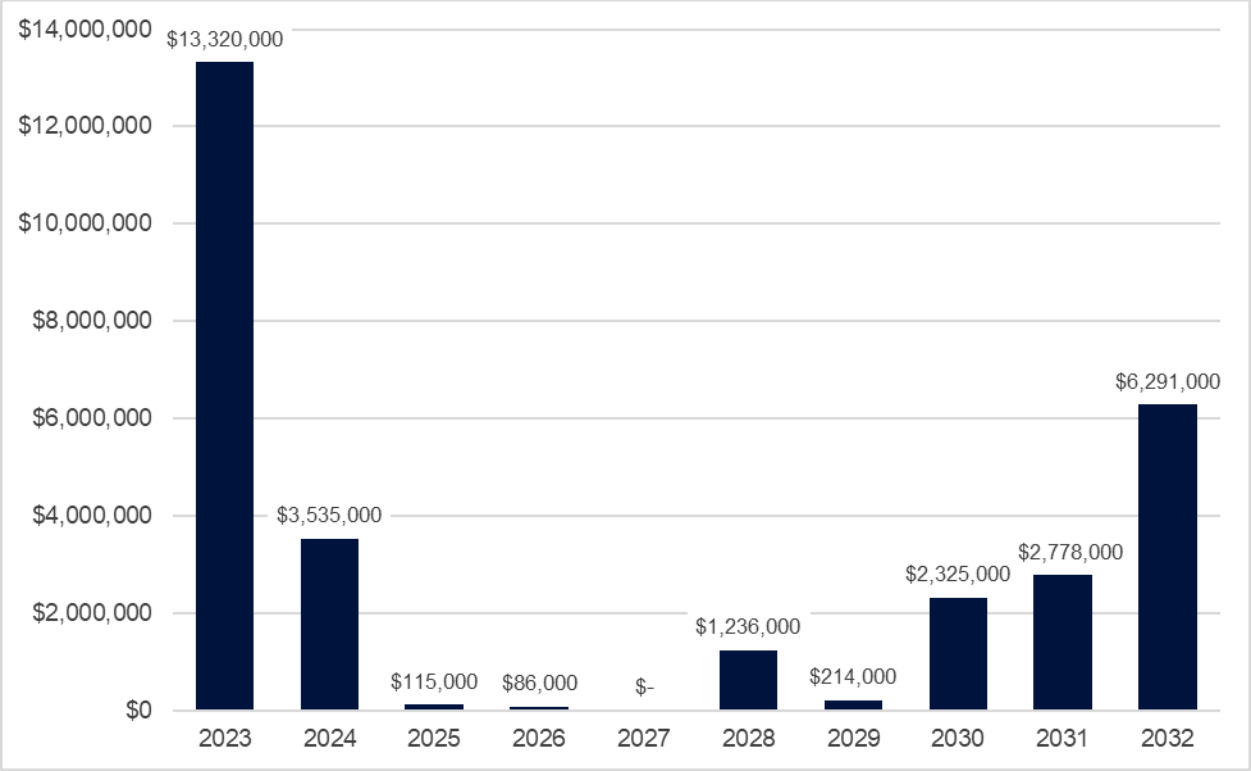
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**HWO**	RW 10R-28L	6430	AAC	16,000	50	AC Reconstruction	$ 296,000
2023	**HWO**	TW B1	1905	AAC	18,259	70	AC Rehabilitation	$ 192,000
2023	**HWO**	TW B1	1910	AC	11,185	66	AC Rehabilitation	$ 118,000
2023	**HWO**	TW D	403	AC	9,097	62	AC Rehabilitation	$ 96,000
2023	**HWO**	TW E	505	AAC	8,843	66	AC Rehabilitation	$ 93,000
2023	**HWO**	TW E	506	AAC	8,043	66	AC Rehabilitation	$ 85,000
2023	**HWO**	TW J	1109	AAC	19,913	67	AC Rehabilitation	$ 210,000
2023	**HWO**	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 1,092,000
2023	**HWO**	TW M	2005	AAC	16,935	67	AC Rehabilitation	$ 178,000
2023	**HWO**	TW M	2010	AC	94,189	63	AC Rehabilitation	$ 989,000
2023	**HWO**	TW M	2025	AC	18,509	59	AC Rehabilitation	$ 195,000
2023	**HWO**	TW P	1602	AAC	3,978	67	AC Rehabilitation	$ 42,000
2023	**HWO**	TW P	1605	AC	32,923	69	AC Rehabilitation	$ 346,000
2023	**HWO**	TW R	1805	AAC	28,097	38	AC Reconstruction	$ 520,000
2023	**HWO**	TW R	1807	AAC	12,670	66	AC Rehabilitation	$ 134,000
2023	**HWO**	TW R	1810	AAC	9,119	69	AC Rehabilitation	$ 96,000
2023	**HWO**	AP S	4105	AC	262,500	32	AC Reconstruction	$ 4,857,000
2023	**HWO**	AP S	4110	PCC	84,000	42	PCC Reconstruction	$ 3,781,000
2024	**HWO**	RW 10R-28L	6405	AAC	254,700	70	AC Rehabilitation	$ 2,809,000

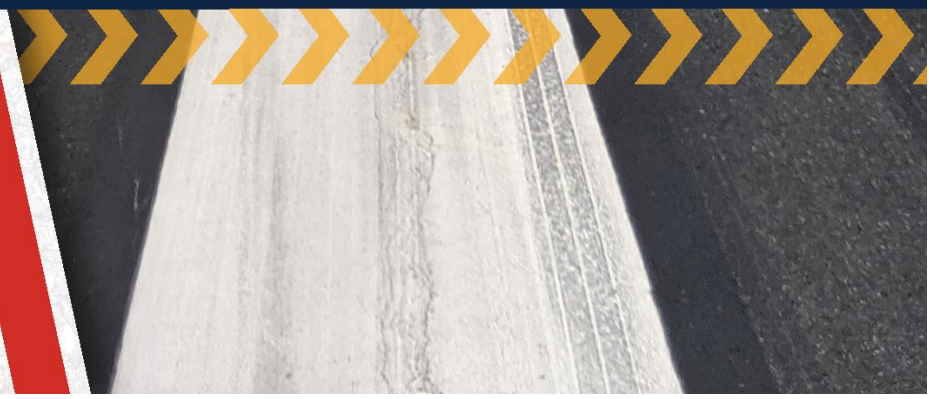
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	**HWO**	TW E	565	AAC	50,638	70	AC Rehabilitation	$ 559,000
2024	**HWO**	TW M3	1102	AAC	11,092	70	AC Rehabilitation	$ 123,000
2024	**HWO**	TW P1	305	AC	3,960	69	AC Rehabilitation	$ 44,000
2025	**HWO**	TW L1	805	AAC	9,896	69	AC Rehabilitation	$ 115,000
2026	**HWO**	TW M1	2020	AC	7,027	70	AC Rehabilitation	$ 86,000
2028	**HWO**	TW A	110	AC	8,438	70	AC Rehabilitation	$ 114,000
2028	**HWO**	TW B	202	AAC	15,109	70	AC Rehabilitation	$ 203,000
2028	**HWO**	TW E	520	AC	32,472	70	AC Rehabilitation	$ 436,000
2028	**HWO**	TW L3	1105	AAC	19,105	70	AC Rehabilitation	$ 257,000
2028	**HWO**	TW P	1610	AAC	3,511	70	AC Rehabilitation	$ 48,000
2028	**HWO**	TW R	1803	AAC	13,261	70	AC Rehabilitation	$ 178,000
2029	**HWO**	TW E1	525	AAC	4,095	69	AC Rehabilitation	$ 58,000
2029	**HWO**	TW E2	585	AAC	4,161	69	AC Rehabilitation	$ 59,000
2029	**HWO**	TW P	1607	AAC	6,888	69	AC Rehabilitation	$ 97,000
2030	**HWO**	RW 10R-28L	6415	AAC	14,600	69	AC Rehabilitation	$ 216,000
2030	**HWO**	TW B	205	AAC	117,040	69	AC Rehabilitation	$ 1,730,000
2030	**HWO**	TW D2	450	AAC	4,325	69	AC Rehabilitation	$ 64,000
2030	**HWO**	TW L	1215	AAC	16,734	70	AC Rehabilitation	$ 248,000
2030	**HWO**	TW N	1410	AAC	4,473	69	AC Rehabilitation	$ 67,000
2031	**HWO**	TW A	105	AAC	2,647	69	AC Rehabilitation	$ 42,000
2031	**HWO**	TW A	115	AAC	7,846	69	AC Rehabilitation	$ 122,000
2031	**HWO**	TW B	215	AAC	16,260	70	AC Rehabilitation	$ 253,000
2031	**HWO**	TW D	405	AAC	106,779	70	AC Rehabilitation	$ 1,657,000
2031	**HWO**	TW E	510	AC	8,656	70	AC Rehabilitation	$ 135,000
2031	**HWO**	TW E	540	AAC	3,890	69	AC Rehabilitation	$ 61,000
2031	**HWO**	TW E	545	AAC	4,153	70	AC Rehabilitation	$ 65,000
2031	**HWO**	TW L2	1005	AAC	18,386	70	AC Rehabilitation	$ 286,000
2031	**HWO**	TW N	1415	AAC	5,950	69	AC Rehabilitation	$ 93,000
2031	**HWO**	TW N1	315	AAC	4,070	69	AC Rehabilitation	$ 64,000
2032	**HWO**	RW 1L-19R	6105	AAC	270,522	69	AC Rehabilitation	$ 4,407,000
2032	**HWO**	RW 1L-19R	6110	AAC	14,500	70	AC Rehabilitation	$ 237,000
2032	**HWO**	TW B	220	AAC	3,873	70	AC Rehabilitation	$ 64,000
2032	**HWO**	TW L	1205	AAC	88,707	70	AC Rehabilitation	$ 1,445,000
2032	**HWO**	TW L	1220	AAC	3,966	70	AC Rehabilitation	$ 65,000
2032	**HWO**	TW N2	710	AAC	4,477	69	AC Rehabilitation	$ 73,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Figure E.3: 10-Year Major Rehabilitation Needs by Program Year



Chapter 1: Introduction



Chapter 1 – Introduction

The State of Florida has 128 public airports, 100 of which are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). These public-use airports are vital to Florida's economy as well as the economy of the United States. The Florida Airport System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the State as air travel is essential to tourism, Florida's most prominent industry.

1.1 Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and Airport operators with a system to proactively manage airfield pavement infrastructure within the FAS. The SAPMP includes network-level Pavement Condition Index (PCI) surveys for Airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Primary/Commercial (PR). Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

There are millions of square feet of pavement infrastructure at airports across a network of runways, taxiways, aprons, and other areas. This pavement infrastructure is vital to the support and safety of aircraft operations. Timely maintenance, repair, and major rehabilitation of pavement infrastructure allows the Airport to operate safely, efficiently, and economically without excessive down time.

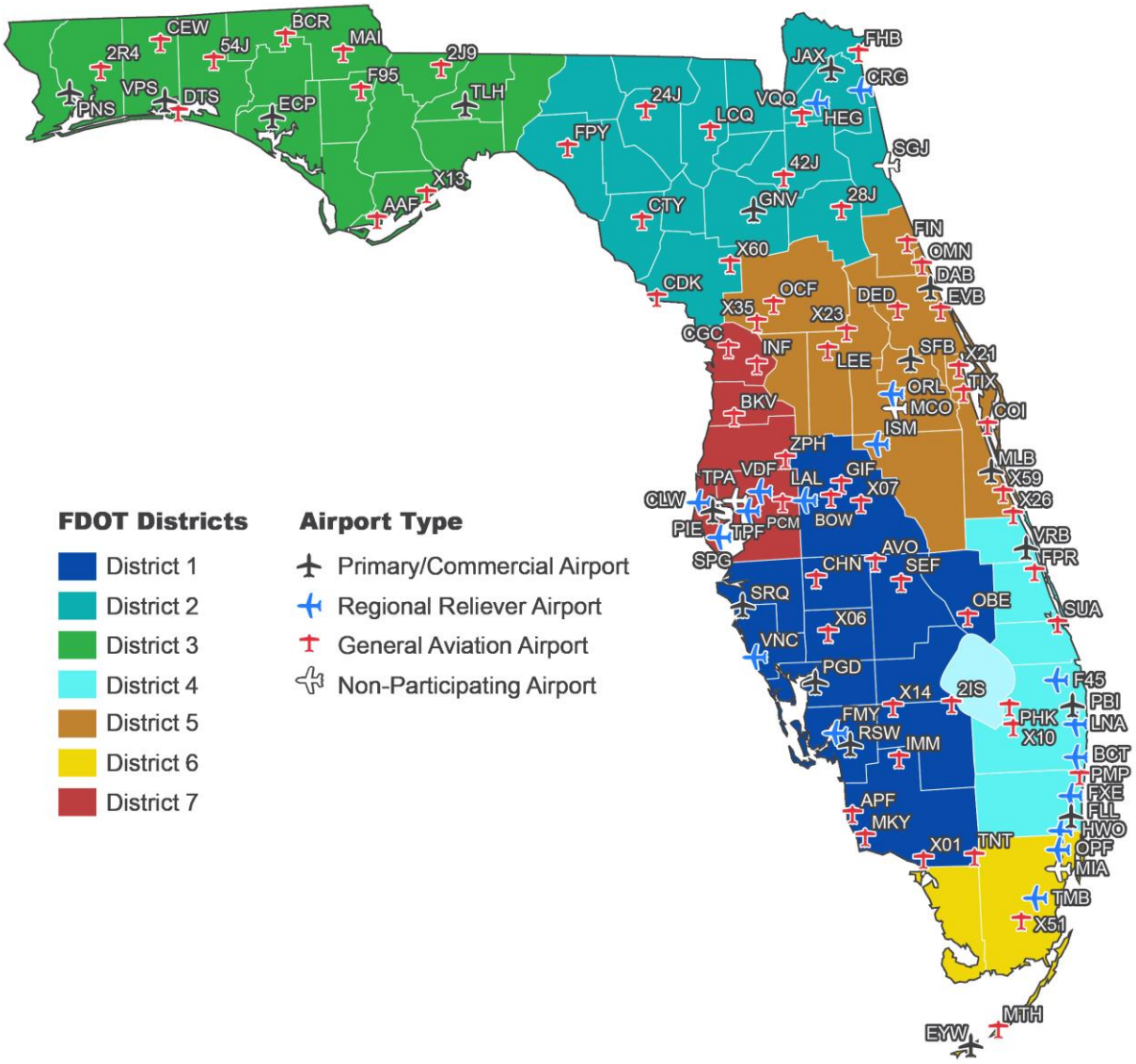
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 150/5380-7B "Airport Pavement Management Program (PMP)". The AIP program requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 "Standard Test Method for Airport Pavement Condition Index Surveys".

In general, adherence to the FAA Advisory Circulars is mandatory for 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." The FDOT performs the SAPMP System Updates for the benefit of participating public-use and publicly-owned airports through the Aviation Office (AO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for 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 knowledge of the pavement facilities that are

under consideration for projects. A network-level evaluation can support the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts



1.2 Stakeholders

The SAPMP is performed for the benefit of the stakeholders. The table below outlines the primary stakeholders of the FDOT SAPMP and their role in the program.

Table 1.2: FDOT SAPMP Stakeholders

Role	Description
FAA Orlando Airports District Office (Orlando ADO)	Key Stakeholder: local ADO Program Manager personnel that oversees the grant administration of AIP grant with Planning Agency Sponsor (Florida Department of Transportation).
Florida Department of Transportation (FDOT)	Key Stakeholder: the FDOT is the "Sponsor" for the AIP grant agreement. Specifically, the Aviation Office (AO) provides development and operations support for the Florida Airport System.
FDOT District Offices	The seven (7) FDOT District Offices, specifically the Aviation representatives, provide essential support to the SAPMP System Update and the AO Program Manager (AO-PM). Each District supports the SAPMP's ongoing efforts by providing local construction cost information throughout the State, which is used as the basis of development for maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes.
Participating Public-Use and Publicly-Owned Airports	The airports are the end-user and primary beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA AC 150/5380-7B. Individual participating airports are provided a final Airport Pavement Evaluation Report by the Consultant that is specific to each airport's airfield PCI assessment.
Aviation Office Program Manager (AO-PM)	FDOT AO Airport Engineering Manager: oversees and manages the overall Program System Update.

1.3 General Scope of Work

The SAPMP is limited to performing tasks in adherence to the key elements of an effective pavement management program on a statewide level. The primary tasks undertaken to update the FDOT SAPMP include, but are not limited to:

- Research and evaluation of existing record documentation;
- Establishment of a pavement system inventory;
- Development of a pavement network definition map and supplemental GIS model;
- Functional pavement evaluations via the PCI assessment method;
- Customization of PAVER™ software including prioritization, policies, and performance models;
- Analysis of condition data; and
- Maintenance, repair, and rehabilitation planning.

1.4 FDOT SAPMP Objectives

The SAPMP enables the FDOT AO and FAA to monitor pavement conditions at airports in the Florida Airport System. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents.

Airport staff are responsible for making decisions regarding the timing and type of maintenance and rehabilitation activities that should be completed in order to maintain an acceptable operational condition and adequate load-carrying capacity. Utilizing the SAPMP will help Airport staff better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project programming for the next 10 years. This report summarizes the data collection, analysis, program update, and implementation of the FDOT SAPMP.

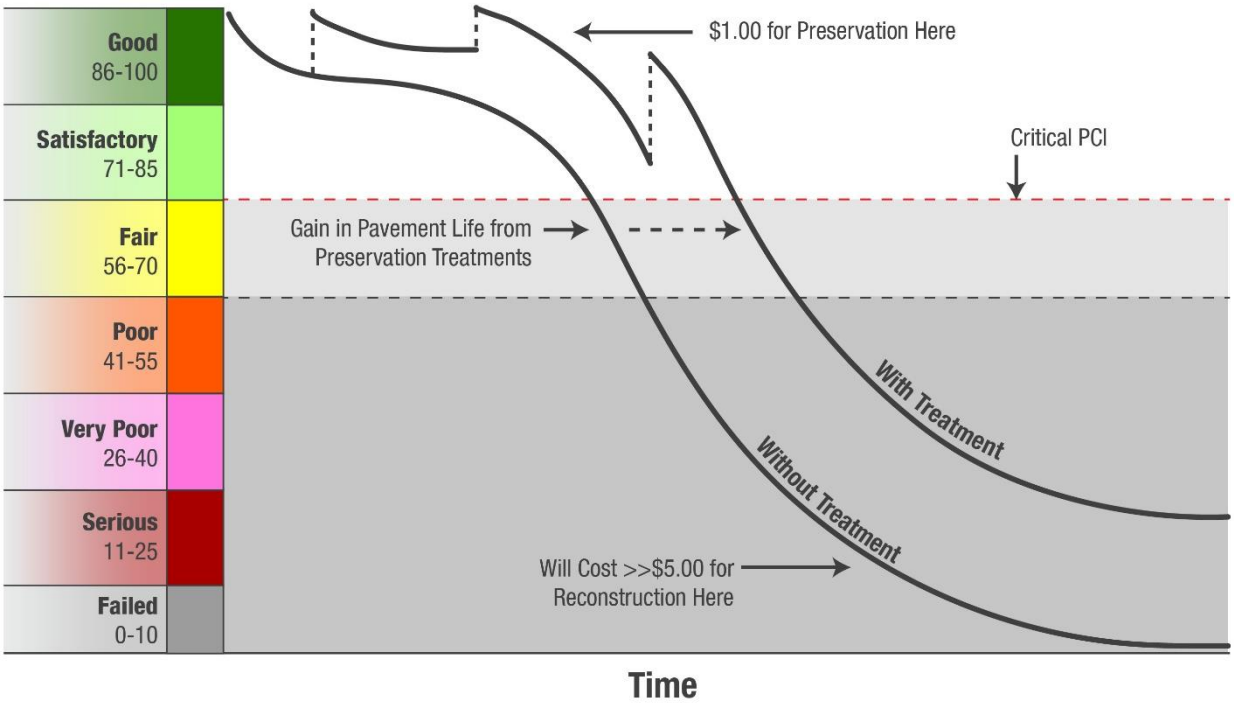
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- Assist airports in meeting the requirements of Public Law 103-305;
- Assist airports in complying with FAA Grant Assurances 11 and 19;
- Provide airports with functional pavement condition in accordance with ASTM D5340-20 (current) and with the FAA AC 150/5380-7B (current) based on visual assessment efforts;
- Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with the FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and
- Provide airports, FDOT Districts, FDOT AO, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

From a pavement management perspective, one of the most valuable aspects of the PCI methodology is the ability to save money by effectively prioritizing the rehabilitation of pavement assets before they reach critical condition. Critical PCI values are assigned to deterioration models for pavement assets based on their respective use and rank. The concept of critical PCI will be further discussed in **Chapter 5**, but it is used as a benchmark to help identify pavement assets that should receive rehabilitation. In doing so, the PCI methodology can help create a proactive maintenance and rehabilitation (M&R) strategy to effectively address pavement projects before the cost of these projects increases significantly.

With M&R costs escalating over time, the consequences of inadequate maintenance practices can result in an inefficient allocation of funding. If maintenance is conducted before a significant decline in pavement condition occurs, substantial repair and/or rehabilitation costs may be avoided or delayed. **Figure 1.4** illustrates how the cost of pavement repairs can significantly increase if M&R activities are delayed.

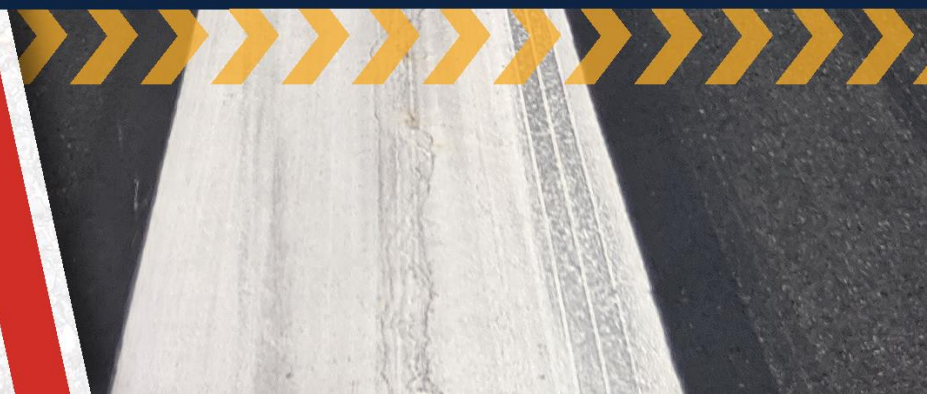
Figure 1.4: Pavement Life and the Effect of Treatments



FAA Eligibilty Thresholds: ☐ **>70:** Routine Maintenance ☐ **55-70:** Rehabilitation Eligible ☐ **<55:** Reconstruction Eligible

**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements*

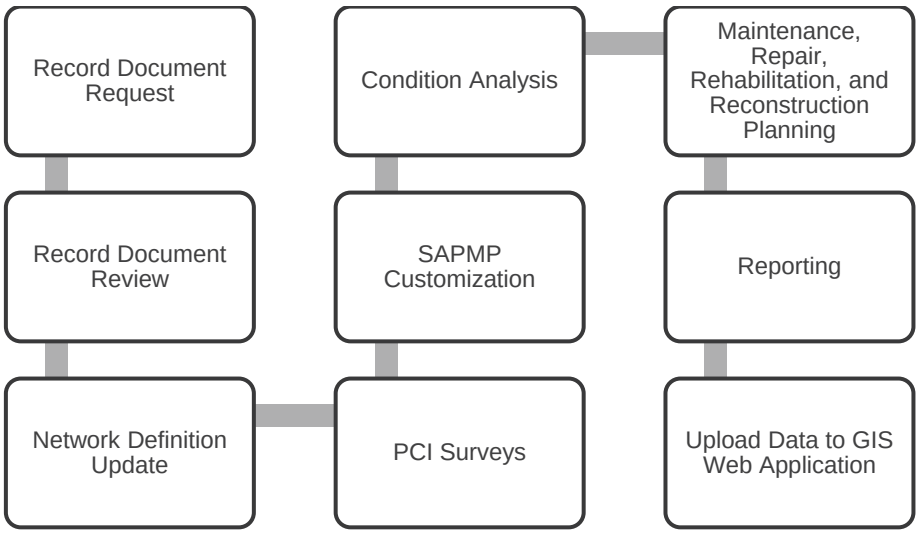
Chapter 2: Methodology



Chapter 2 – Methodology

An effective pavement management program incorporates both 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 AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

This SAPMP utilizes PAVER™ 7.0 software as its airfield pavement database. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory and sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet the objectives of an effective pavement management system. The PAVER™ database includes a network-level inventory of the participating airport's eligible airfield pavement facilities. PAVER™ can achieve the following pavement management objectives:

- Create a manageable inventory system;
- Analyze the current condition of pavements in accordance with ASTM D5340-20;
- Develop pavement performance models to forecast conditions; and
- Generate maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure consisting of networks, branches, sections, and samples, with the sample being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database and typically consist of pavement inventory

characteristics, pavement structure, work history, historic condition records, and analytical customization.

2.2 Airfield Pavement Record Keeping (Historical Records Research)

In accordance with the FAA AC 150/5380-7B, it is a best practice that airports maintain records of all airfield construction and maintenance (routine, emergency, and proactive) related to the pavement facilities. These records should consist of:

- Location and limits of work;
- Types and severities of repaired distresses;
- Work type and cost; and
- Supporting documents (e.g., contract documents, construction drawings, specifications, bid tabulations, repair products, and photograph records).

As part of the SAPMP, participating airport's staff was asked to provide documentation regarding the historical work performed at the Airport, including construction drawings and bid tabulations. This information is used to identify location, limits, type of work, pavement cross-sections, and representative material costs.

Updated historical data collected during this task was entered into the PAVER™ database. This database includes the following fields for historical information:

- Date of last construction/rehabilitation
- Work type performed
- Comments for documenting pavement cross-section
- Pavement surface type
- Section area (limits of work)

The SAPMP PAVER™ database accuracy is limited to the record documentation provided by the participating airports. Airport Sponsors should rely on this information as a planning tool and defer to final as-built plans, record drawings, and/or engineer's construction report for pavement construction records.

2.3 Airfield Pavement Structure

A pavement is a prepared surface designed to provide a continuous, smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. A pavement structure is composed of constructed layers consisting of subgrade, subbase, base, structural, and surface courses. For the FDOT SAPMP, two (2) predominant pavement types are classified for evaluation and analysis: Asphalt Concrete (AC) and Portland cement concrete (PCC). Composite Structures, known as Whitetopping Pavements consisting of PCC on AC, are also present at limited airports in Florida and are evaluated separately.

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes 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. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation 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 PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes 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 provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation” are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

Whitetopping pavement is a composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure. There are three (3) types of Whitetopping Pavements: Conventional (WT), Thin (TWT), and Ultra-Thin (UWT).

Conventional Whitetopping (WT)

A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically greater than 6 inches in thickness.

Thin Whitetopping (TWT)
A composite pavement structure consisting of modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 4 and 6 inches in thickness.

Ultra-Thin Whitetopping (UWT)
A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 2 and 4 inches in thickness.

2.4 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 from aircraft loading and environmental conditions.

This System Update does not involve a study or analysis of HWO's aircraft fleet mix or traffic operations. However, it is strongly recommended that the Airport incorporate the requirements of the FAA AC 150/5320-6F when developing design-level rehabilitation activities; this AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.5 Pavement Management Program Network Definition Terminology

To facilitate an effective pavement management program, a pavement network must be established and subdivided into smaller, manageable working units. Sectioning of the pavement network was established in a prior System Update and was revised during this SAPMP to account for work that has been performed on the airfield since the previous Update. Information from historic records is used to help define the limits of the smaller working units. A critical input for a pavement inventory and network definition is the date of last major construction or rehabilitation, as this type of work will reset the section PCI to a value of 100.

The following sections define the common terms used in pavement management systems and cover their application for this SAPMP System Update.

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. 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.

2.5.2 Pavement Branch Identification

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement within a network that has a distinct functional classification. For example, within an airfield, each runway, taxiway, or apron is considered a branch. Each branch contains at least one section but may contain more if pavement feature characteristics are distinct throughout the branch.

2.5.3 Pavement Section Identification

A pavement section, or feature, is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include structural composition (pavement layer material type and thickness), construction history, age, traffic type, traffic frequency, and pavement condition. A section is the basic management unit of a pavement network and is the level at which maintenance, repair, or major rehabilitation treatments are considered.

2.5.4 Pavement Sample Unit Identification

A pavement sample unit is an arbitrarily defined subdivision of a pavement section that has a standard size range of 20 contiguous slabs (±8 slabs) for PCC pavement and 5,000 contiguous square feet (±2,000 SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

Below is a summary table, **Table 2.5.5**, with definitions and examples of common SAPMP terminology.

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of 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" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"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 D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey 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 D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, 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 help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. 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.

2.6.1 Pavement Distress Types

For each sample, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-20 standard, which identifies 17 AC distress types and 16 PCC distress types. **Tables 2.6.1 (a)** and **2.6.1 (b)** identify these distresses and their common causes or mechanisms.

Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete

Distress Mechanism	Distress Type
Load	Alligator Cracking Rutting
Climate/Durability	Block Cracking Joint Reflection Cracking Longitudinal and Transverse Cracking (LT) Raveling Shoving Weathering
Construction/Material	Bleeding Corrugation Depression Polished Aggregate Slippage Cracking Swelling
Other	Jet Blast Erosion Oil Spillage Patching and Utility Cut Patching

Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete

Distress Mechanism	Distress Type
Load	Corner Break Longitudinal, Transverse, and Diagonal Cracking (LTD) Pumping Shattered Slab/Intersecting Cracks
Climate/Durability	Blowup Durability "D" Cracking Joint Seal Damage Popouts
Construction/Material	Alkali Silica Reaction (ASR) Scaling Shrinkage Cracking
Other	Corner Spalling Joint Spalling Large Patching and Utility Cut Settlement or Faulting Small Patching

2.6.2 PCI Survey Procedures

PCI surveys are conducted on sample units defined in previous System Updates. Sample units are subject to change at the discretion of field personnel and/or to major pavement rehabilitation treatments. Furthermore, access to sample units based on accessibility or operational impacts may affect the overall sampling rate effort at each airport. **Tables 2.6.2 (a)** and **(b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve greater statistical confidence, should the Airport have the available resources to perform PCI survey independent of the FDOT SAPMP.

Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

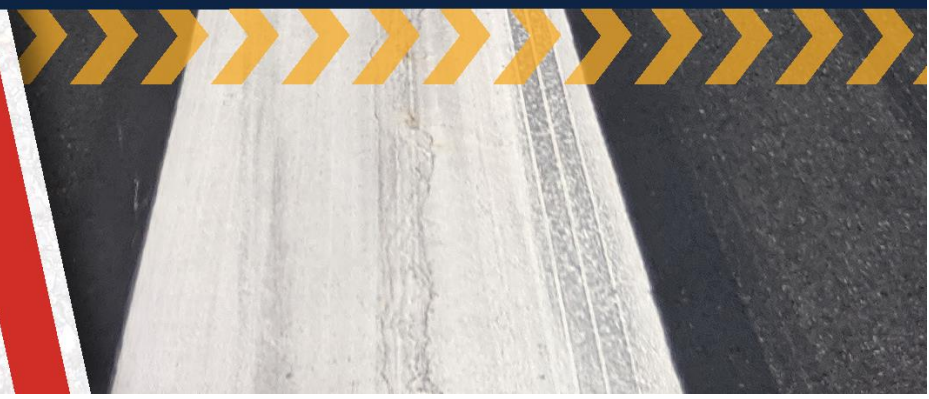
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete

Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
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

The FDOT SAPMP is limited to select sample units for each section identified in each airport's Airfield Pavement Network Definition. The intent is to perform a limited amount of sample unit PCI surveys to reasonably reflect the functional condition. Due to the limited sampling criteria, there may be instances of pavement distress and deterioration outside of the inspected sample units that were not observed.

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

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 of 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

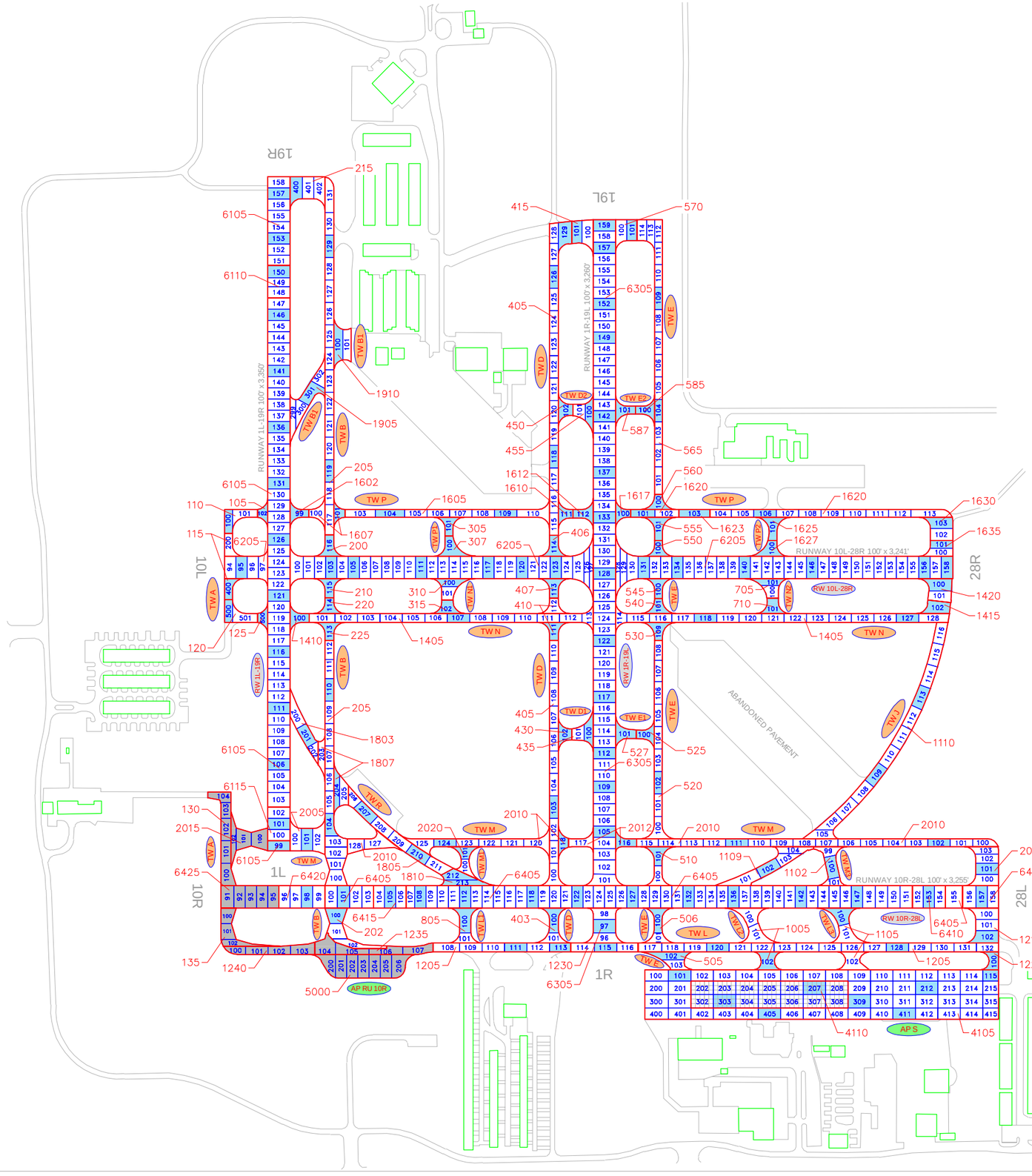
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2021	RW 10R-28L, TW A, TW L, TW M, AP RU 10R	New Construction - AC
	TW L	Mill and Overlay

The Airport provided a combination of record drawings, reports, and staff input, which aided in developing the construction history of the Airport's pavements since inception. Major rehabilitation and 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 overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI assessment and actual conditions may vary. Furthermore, any localized maintenance or repair performed in the assessment areas that would improve the PCI are considered in the condition analysis.

Figure 3.1.1 (a), the Airfield Pavement Network Definition Exhibit, provides details of the PCI assessment efforts. The Exhibit identifies pavement facilities, surface types, section definitions, and sample unit delineations. **Figure 3.1.1 (b)**, the Airfield Pavement System Inventory Exhibit, provides details of 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, are confirmed during field surveys.



HWO

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

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2022

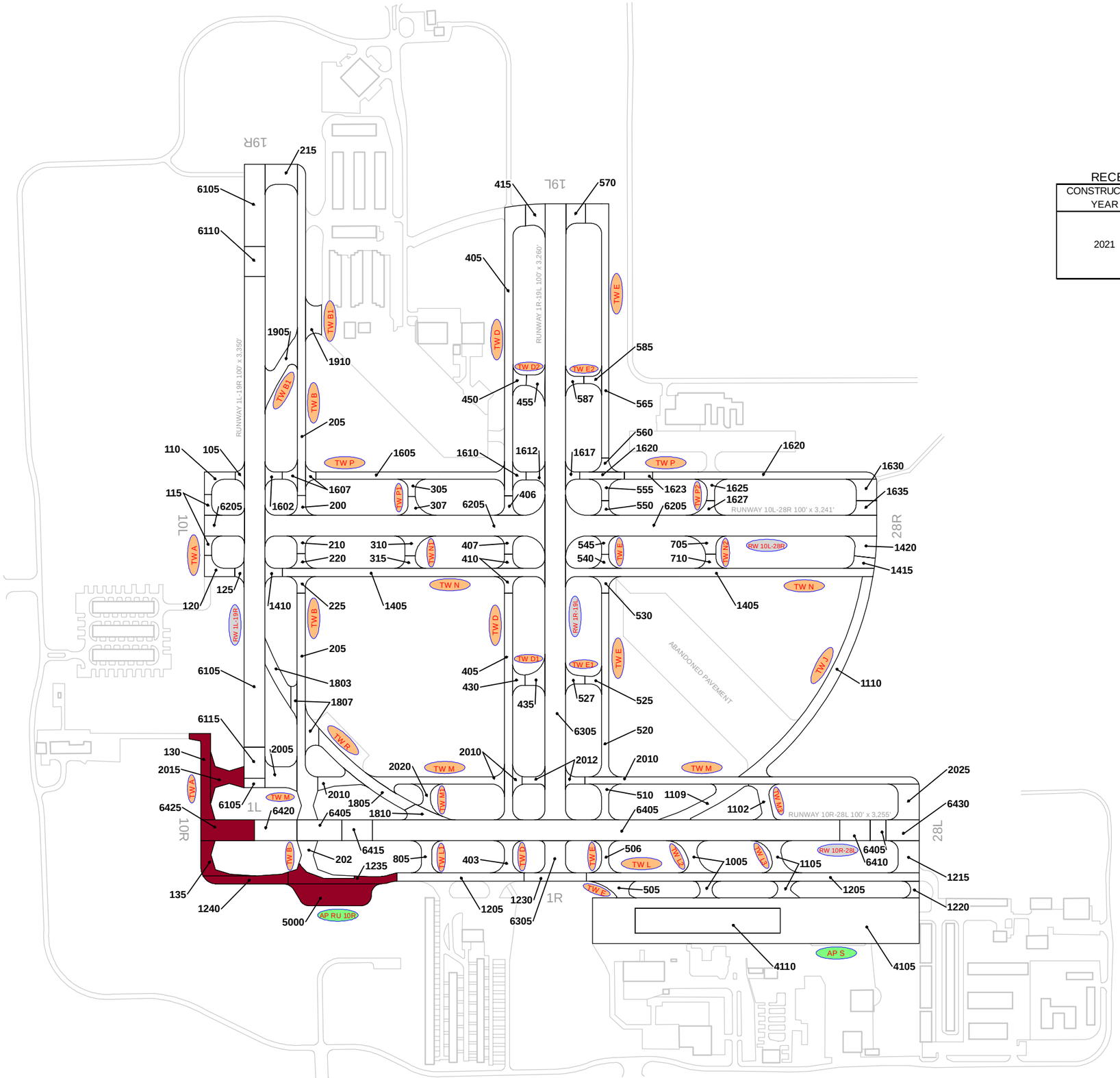
AAC RW 1L-19R 6105 12 | 54	AAC RW 1L-19R 6110 1 | 3	AAC RW 1L-19R 6115 1 | 3	AAC RW 1R-19L 6305 14 | 62	AAC RW 10L-28R 6205 13 | 63	AAC RW 10R-28L 6405 10 | 50	AC RW 10R-28L 6410 1 | 3	AAC RW 10R-28L 6415 1 | 3	AAC RW 10R-28L 6420 1 | 4	AC RW 10R-28L 6425 0 | 5
AAC RW 10R-28L 6430 1 | 3	AAC TW A 105 1 | 1	AC TW A 110 1 | 2	AAC TW A 115 1 | 2	AAC TW A 120 1 | 2	AAC TW A 125 1 | 1	AC TW A 130 0 | 5	AC TW A 135 0 | 3	AAC TW B 200 1 | 1	AAC TW B 202 1 | 3
AAC TW B 205 4 | 28	AAC TW B 210 1 | 1	AAC TW B 215 1 | 3	AAC TW B 220 1 | 1	AAC TW B 225 1 | 1	AAC TW B1 1905 1 | 4	AC TW B1 1910 1 | 2	AC TW D 403 1 | 2	AAC TW D 405 4 | 26	AAC TW D 406 1 | 1
AAC TW D 407 1 | 1	AAC TW D 410 1 | 2	AAC TW D 415 1 | 2	AAC TW D1 430 1 | 1	AAC TW D1 435 1 | 2	AAC TW D2 450 1 | 1	AAC TW D2 455 1 | 2	AAC TW E 505 1 | 2	AAC TW E 506 1 | 2	AC TW E 510 1 | 2
AC TW E 520 1 | 9	AAC TW E 530 1 | 1	AAC TW E 540 1 | 1	AAC TW E 545 1 | 1	AAC TW E 550 1 | 1	AAC TW E 555 1 | 1	AAC TW E 560 1 | 1	AAC TW E 565 2 | 14	AAC TW E 570 1 | 2	AAC TW E1 525 1 | 1
AAC TW E1 527 1 | 1	AAC TW E2 585 1 | 1	AAC TW E2 587 1 | 1	AAC TW J 1109 1 | 4	AAC TW J 1110 2 | 12	AAC TW L 1205 4 | 22	AAC TW L 1215 1 | 3	AAC TW L 1220 1 | 1	AAC TW L 1230 1 | 3	AAC TW L 1235 0 | 4
AC TW L 1240 0 | 4	AAC TW L1 805 1 | 2	AAC TW L2 1005 1 | 3	AAC TW L3 1105 1 | 3	AAC TW M 2005 1 | 3	AC TW M 2010 4 | 25	AAC TW M 2012 1 | 2	AC TW M 2015 0 | 3	AC TW M 2025 1 | 4	AC TW M1 2020 1 | 2
AAC TW M3 1102 1 | 3	AAC TW N 1405 3 | 28	AAC TW N 1410 1 | 1	AAC TW N 1415 1 | 1	AAC TW N 1420 1 | 2	AAC TW N1 310 1 | 2	AAC TW N1 315 1 | 1	AAC TW N2 705 1 | 2	AAC TW N2 710 1 | 1	AAC TW P 1602 1 | 1
AC TW P 1605 2 | 8	AAC TW P 1607 1 | 2	AAC TW P 1610 1 | 1	AAC TW P 1612 1 | 1	AAC TW P 1617 1 | 1	AAC TW P 1620 2 | 12	AC TW P 1623 1 | 1	AAC TW P 1630 1 | 2	AAC TW P 1635 1 | 2	AC TW P1 305 1 | 1
AAC TW P1 307 1 | 1	AAC TW P2 1625 1 | 1	AAC TW P2 1627 1 | 1	AAC TW R 1803 1 | 3	AAC TW R 1805 2 | 6	AAC TW R 1807 1 | 3	AAC TW R 1810 2 | 2	AC AP RU 10R 5000 0 | 7	AC AP S 4105 6 | 50	PCC AP S 4110 2 | 14

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP MAIN / 4105 / 10 \| 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP MAIN / 4105 / 0 \| 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 164
AC: 162 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP RU 10R, RW 10R-28L, TW A, TW L, TW M	New Construction - AC
	TW L	Mill and Overlay

LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

HWO

AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

FDOT

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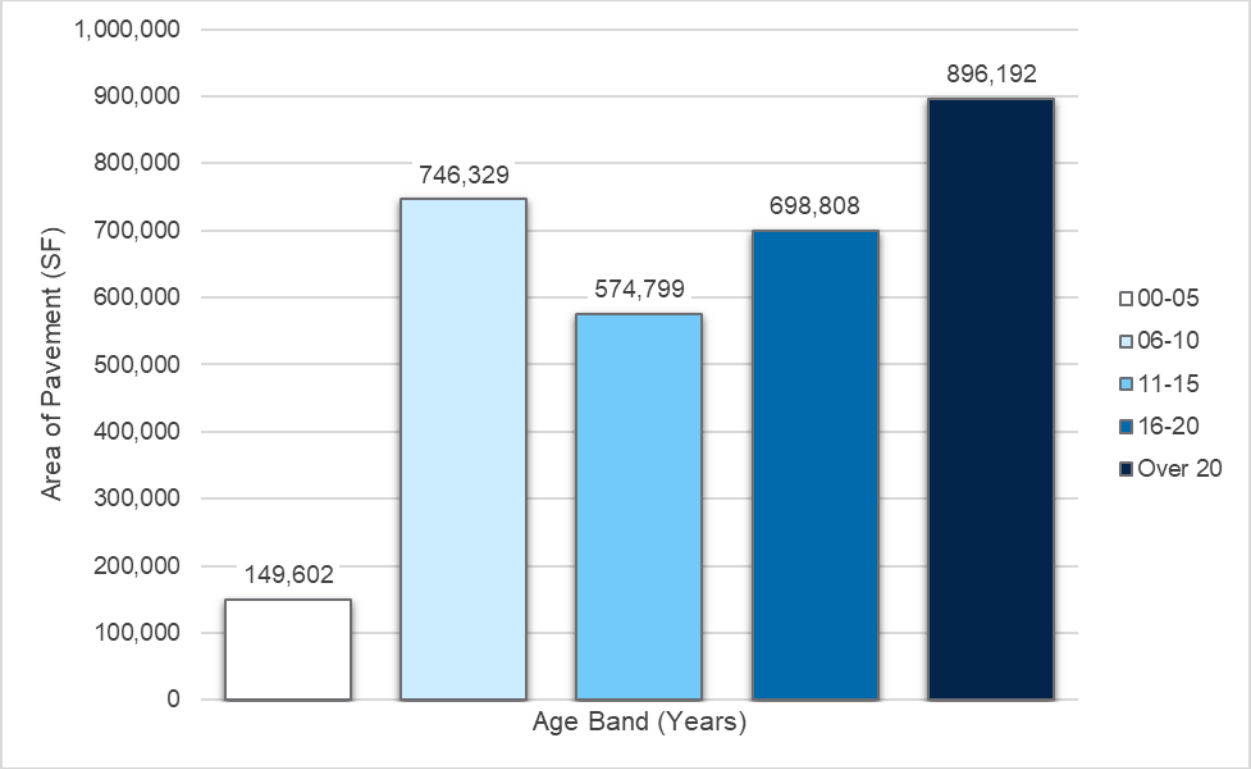
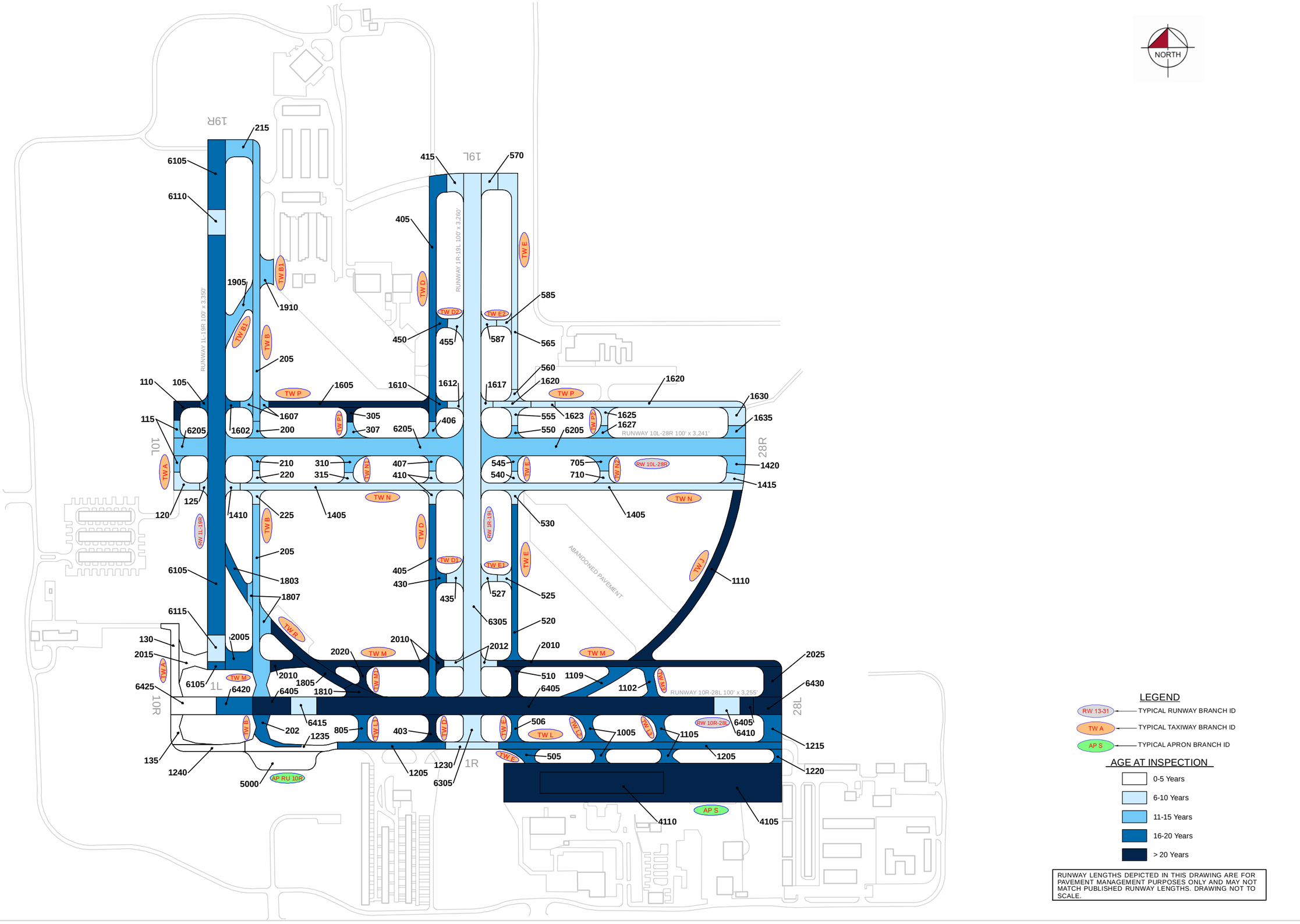
3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of 20 years. Design inputs typically require subgrade soil conditions, pavement layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of historic airfield pavement construction activities, **Figure 3.1.2 (a)** summarizes the age of the pavement sections since the last major construction activity has occurred. **Figure 3.1.2 (b)** provides the approximate limits of those age ranges on the airfield pavement facilities. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report. The estimation of pavement age is based on information requested from the Airport.

Figure 3.1.2 (a): Age of Pavements at PCI Survey





HWO

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
NORTH PERRY AIRPORT

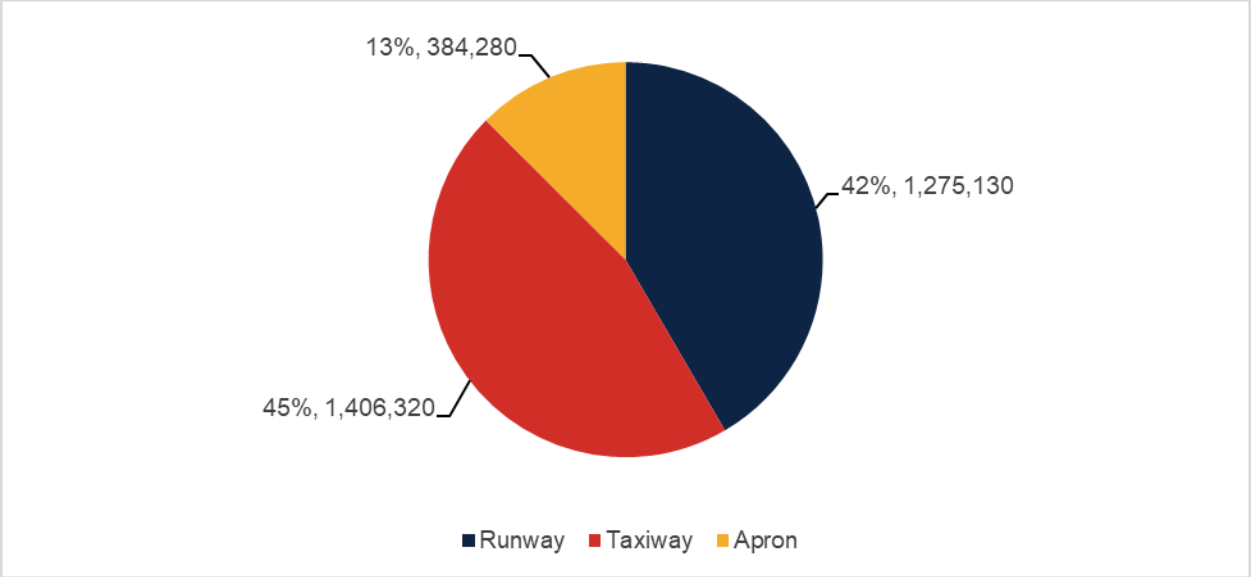
FDOT

2022

3.1.3 Functional Use

Pavements are subject to variations in aircraft loading patterns based on use and overall operations. This is termed “functional use” or “branch use.” For this SAPMP System Update, the following categories of pavement functional use are identified: runway, taxiway, taxilane, and apron. **Figure 3.1.3** summarizes pavement functional use by area and excludes paved shoulders.

Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

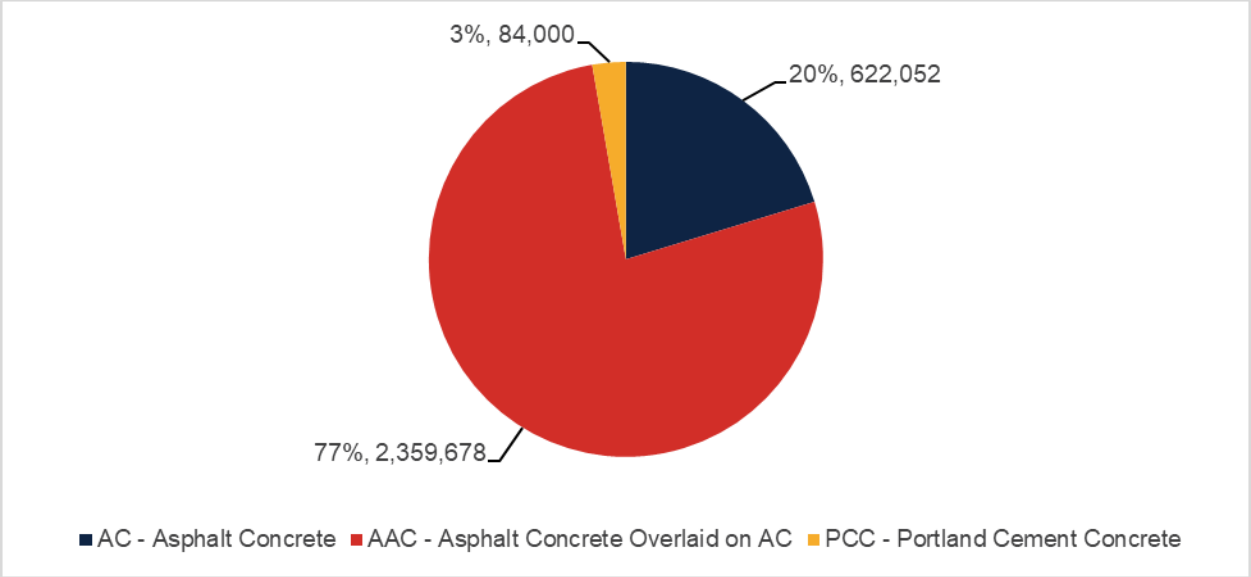


3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC).

Based on the record documentation incorporated within the SAPMP database and as observed during airfield pavement field assessments, pavement surface types have been assigned to the various pavement sections. **Figure 3.1.4** summarizes the applicable pavement types observed at HWO.

Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)



3.1.5 Pavement System Inventory Details

The pavement inventory scope includes updates to existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix C** 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.

Table 3.1.5 displays the section-level pavement inventory data, which is based on record documentation provided by the airports and from previous System Updates. The information presented relies on the accuracy and the adequacy of data provided. In some cases, characteristics such as pavement area may be estimated based on aerial interpretation of spatially-projected imagery. Additionally, if the last construction date is unknown, a date of January 1 of the estimated year was assigned to the section. The accuracy of data is appropriate for this network-level planning document. Should the Airport perform rehabilitation work, it is recommended that project-level investigations be performed to support the data accuracy needed for design and construction.

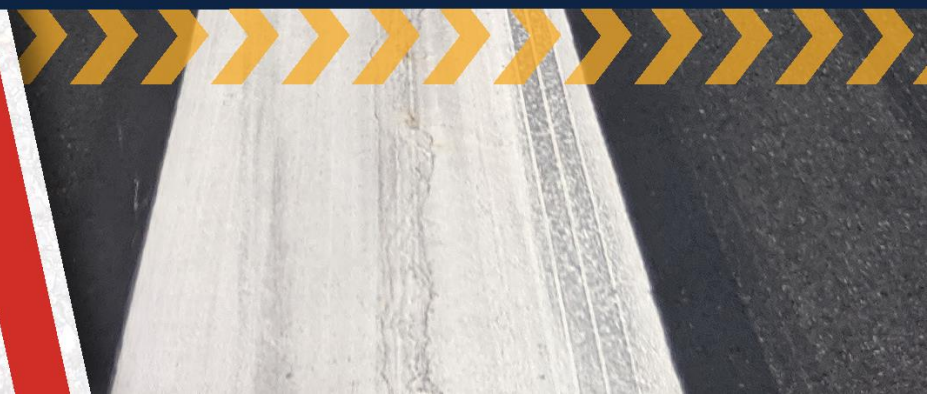
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	RW 1L-19R	Runway	6105	270,522	AAC	3/1/2007
HWO	RW 1L-19R	Runway	6110	14,500	AAC	12/1/2012
HWO	RW 1L-19R	Runway	6115	15,000	AAC	12/1/2012
HWO	RW 1R-19L	Runway	6305	314,367	AAC	1/1/2013
HWO	RW 10L-28R	Runway	6205	314,433	AAC	1/1/2012
HWO	RW 10R-28L	Runway	6405	254,700	AAC	1/1/1996
HWO	RW 10R-28L	Runway	6410	14,700	AAC	12/1/2012
HWO	RW 10R-28L	Runway	6415	14,600	AAC	12/1/2012

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	RW 10R-28L	Runway	6420	20,508	AAC	3/1/2007
HWO	RW 10R-28L	Runway	6425	25,800	AC	7/1/2021
HWO	RW 10R-28L	Runway	6430	16,000	AAC	1/1/1996
HWO	TW A	Taxiway	105	2,647	AAC	3/1/2007
HWO	TW A	Taxiway	110	8,438	AC	1/1/2001
HWO	TW A	Taxiway	115	7,846	AAC	1/1/2012
HWO	TW A	Taxiway	120	8,823	AAC	1/1/2014
HWO	TW A	Taxiway	125	2,872	AAC	1/1/2014
HWO	TW A	Taxiway	130	21,764	AC	7/1/2021
HWO	TW A	Taxiway	135	11,969	AC	7/1/2021
HWO	TW B	Taxiway	200	4,873	AAC	1/1/2012
HWO	TW B	Taxiway	202	15,109	AAC	3/1/2007
HWO	TW B	Taxiway	205	117,040	AAC	1/1/2008
HWO	TW B	Taxiway	210	4,473	AAC	1/1/2012
HWO	TW B	Taxiway	215	16,260	AAC	1/1/2008
HWO	TW B	Taxiway	220	3,873	AAC	12/1/2014
HWO	TW B	Taxiway	225	4,273	AAC	12/1/2014
HWO	TW B1	Taxiway	1905	18,259	AAC	1/1/2008
HWO	TW B1	Taxiway	1910	11,185	AC	1/1/2008
HWO	TW D	Taxiway	403	9,097	AC	1/1/1996
HWO	TW D	Taxiway	405	106,779	AAC	3/1/2007
HWO	TW D	Taxiway	406	4,793	AAC	1/1/2012
HWO	TW D	Taxiway	407	4,553	AAC	1/1/2012
HWO	TW D	Taxiway	410	8,066	AAC	1/1/2014
HWO	TW D	Taxiway	415	10,406	AAC	1/1/2013
HWO	TW D1	Taxiway	430	4,076	AAC	3/1/2007
HWO	TW D1	Taxiway	435	7,528	AAC	3/1/2013
HWO	TW D2	Taxiway	450	4,325	AAC	3/1/2007
HWO	TW D2	Taxiway	455	7,181	AAC	3/1/2013
HWO	TW E	Taxiway	505	8,843	AAC	3/1/2007
HWO	TW E	Taxiway	506	8,043	AAC	3/1/2007
HWO	TW E	Taxiway	510	8,656	AC	1/1/1996
HWO	TW E	Taxiway	520	32,472	AC	1/1/2003
HWO	TW E	Taxiway	530	4,345	AAC	12/1/2014
HWO	TW E	Taxiway	540	3,890	AAC	1/1/2014
HWO	TW E	Taxiway	545	4,153	AAC	1/1/2012
HWO	TW E	Taxiway	550	3,523	AAC	1/1/2012
HWO	TW E	Taxiway	555	5,132	AAC	10/1/2016
HWO	TW E	Taxiway	560	3,907	AAC	10/1/2016
HWO	TW E	Taxiway	565	50,638	AAC	1/1/2013
HWO	TW E	Taxiway	570	9,467	AAC	1/1/2013
HWO	TW E1	Taxiway	525	4,095	AAC	1/1/2013
HWO	TW E1	Taxiway	527	5,105	AAC	3/1/2013
HWO	TW E2	Taxiway	585	4,161	AAC	1/1/2013
HWO	TW E2	Taxiway	587	4,372	AAC	3/1/2013
HWO	TW J	Taxiway	1109	19,913	AAC	3/1/2007

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	TW J	Taxiway	1110	58,977	AAC	1/1/1968
HWO	TW L	Taxiway	1205	88,707	AAC	3/1/2007
HWO	TW L	Taxiway	1215	16,734	AAC	3/1/2007
HWO	TW L	Taxiway	1220	3,966	AAC	3/1/2007
HWO	TW L	Taxiway	1230	12,000	AAC	3/1/2013
HWO	TW L	Taxiway	1235	21,336	AAC	7/1/2021
HWO	TW L	Taxiway	1240	15,750	AC	7/1/2021
HWO	TW L1	Taxiway	805	9,896	AAC	3/1/2007
HWO	TW L2	Taxiway	1005	18,386	AAC	3/1/2007
HWO	TW L3	Taxiway	1105	19,105	AAC	3/1/2007
HWO	TW M	Taxiway	2005	16,935	AAC	3/1/2007
HWO	TW M	Taxiway	2010	94,189	AC	1/1/1996
HWO	TW M	Taxiway	2012	8,465	AAC	3/1/2013
HWO	TW M	Taxiway	2015	15,203	AC	7/1/2021
HWO	TW M	Taxiway	2025	18,509	AC	1/1/1996
HWO	TW M1	Taxiway	2020	7,027	AC	1/1/1996
HWO	TW M3	Taxiway	1102	11,092	AAC	3/1/2007
HWO	TW N	Taxiway	1405	112,128	AAC	1/1/2014
HWO	TW N	Taxiway	1410	4,473	AAC	1/1/2014
HWO	TW N	Taxiway	1415	5,950	AAC	1/1/2014
HWO	TW N	Taxiway	1420	10,945	AAC	1/1/2012
HWO	TW N1	Taxiway	310	7,431	AAC	1/1/2012
HWO	TW N1	Taxiway	315	4,070	AAC	1/1/2014
HWO	TW N2	Taxiway	705	7,030	AAC	1/1/2012
HWO	TW N2	Taxiway	710	4,477	AAC	1/1/2014
HWO	TW P	Taxiway	1602	3,978	AAC	3/1/2007
HWO	TW P	Taxiway	1605	32,923	AC	1/1/1989
HWO	TW P	Taxiway	1607	6,888	AAC	1/1/2008
HWO	TW P	Taxiway	1610	3,511	AAC	3/1/2007
HWO	TW P	Taxiway	1612	4,448	AAC	3/1/2013
HWO	TW P	Taxiway	1617	3,418	AAC	3/1/2013
HWO	TW P	Taxiway	1620	44,816	AAC	10/1/2016
HWO	TW P	Taxiway	1623	4,830	AC	10/1/2016
HWO	TW P	Taxiway	1630	10,775	AAC	10/1/2016
HWO	TW P	Taxiway	1635	7,537	AAC	1/1/2012
HWO	TW P1	Taxiway	305	3,960	AC	1/1/1989
HWO	TW P1	Taxiway	307	5,821	AAC	1/1/2012
HWO	TW P2	Taxiway	1625	5,178	AAC	10/1/2016
HWO	TW P2	Taxiway	1627	5,086	AAC	1/1/2012
HWO	TW R	Taxiway	1803	13,261	AAC	3/1/2007
HWO	TW R	Taxiway	1805	28,097	AAC	1/1/1996
HWO	TW R	Taxiway	1807	12,670	AAC	1/1/2008
HWO	TW R	Taxiway	1810	9,119	AAC	1/1/1996
HWO	AP RU 10R	Apron	5000	37,780	AC	7/1/2021
HWO	AP S	Apron	4105	262,500	AC	1/1/1968
HWO	AP S	Apron	4110	84,000	PCC	1/1/1968

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

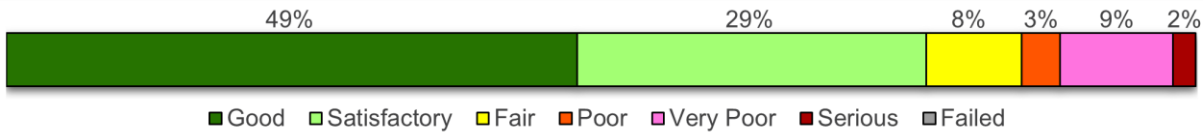
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for design- and/or project-level determination of pavement rehabilitation needs.

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 78% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 8% of inspected pavements are in Fair condition and the remaining 14% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a)-(d)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

Figure 4.1.2 (a): Current Condition Summary – Branch-Level

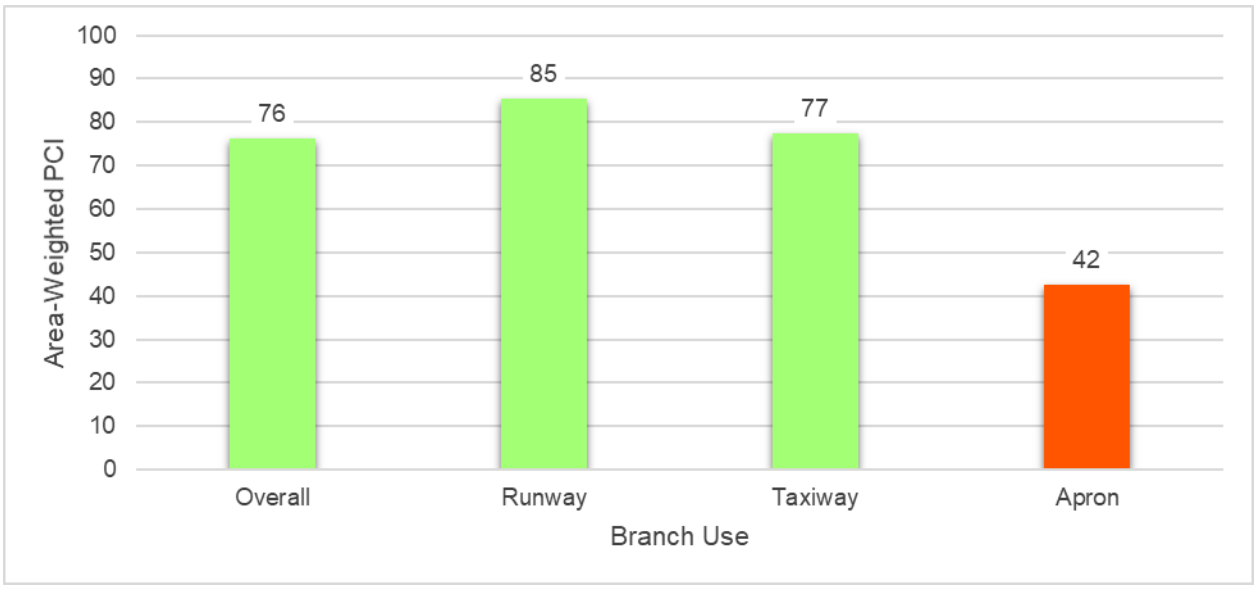


Figure 4.1.2 (b): Current Condition – Runway

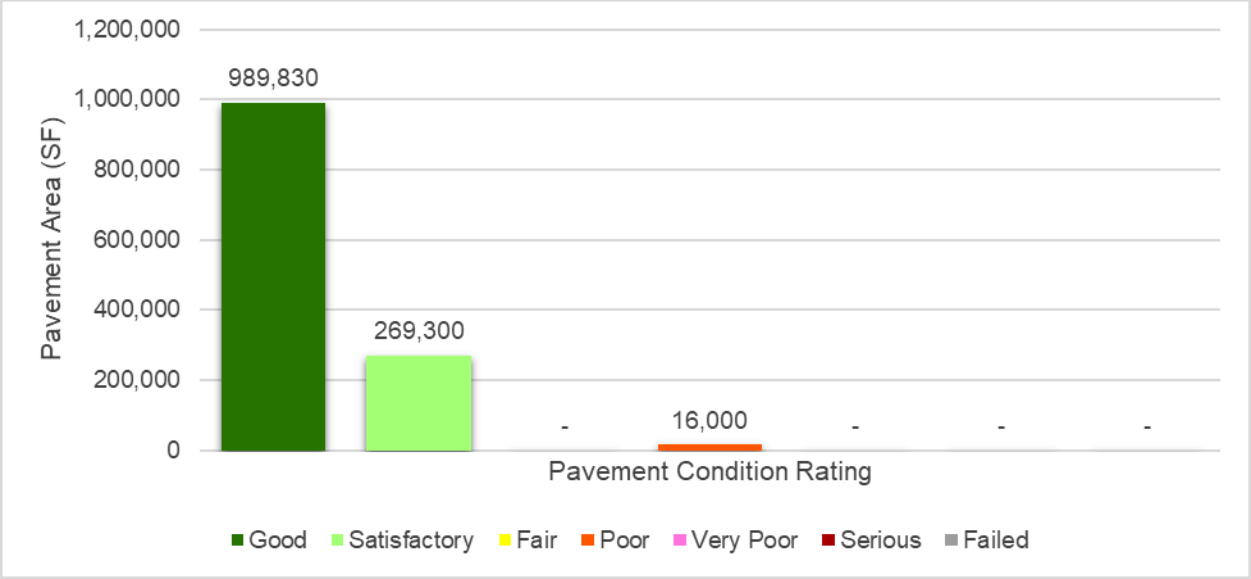


Figure 4.1.2 (c): Current Condition – Taxiway

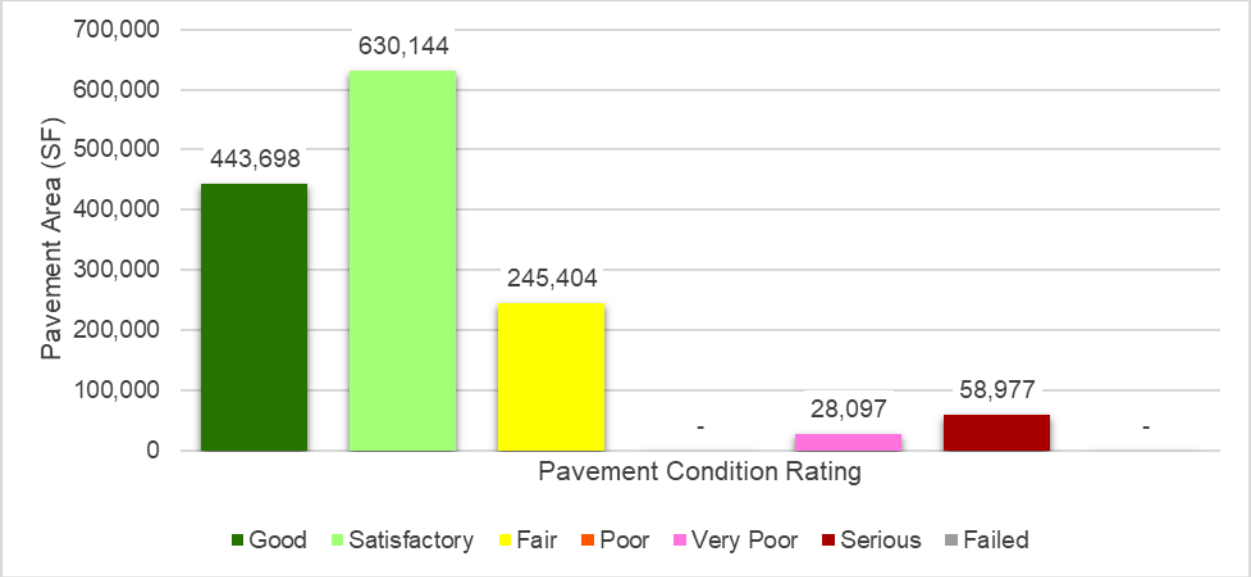


Figure 4.1.2 (d): Current Condition – Apron

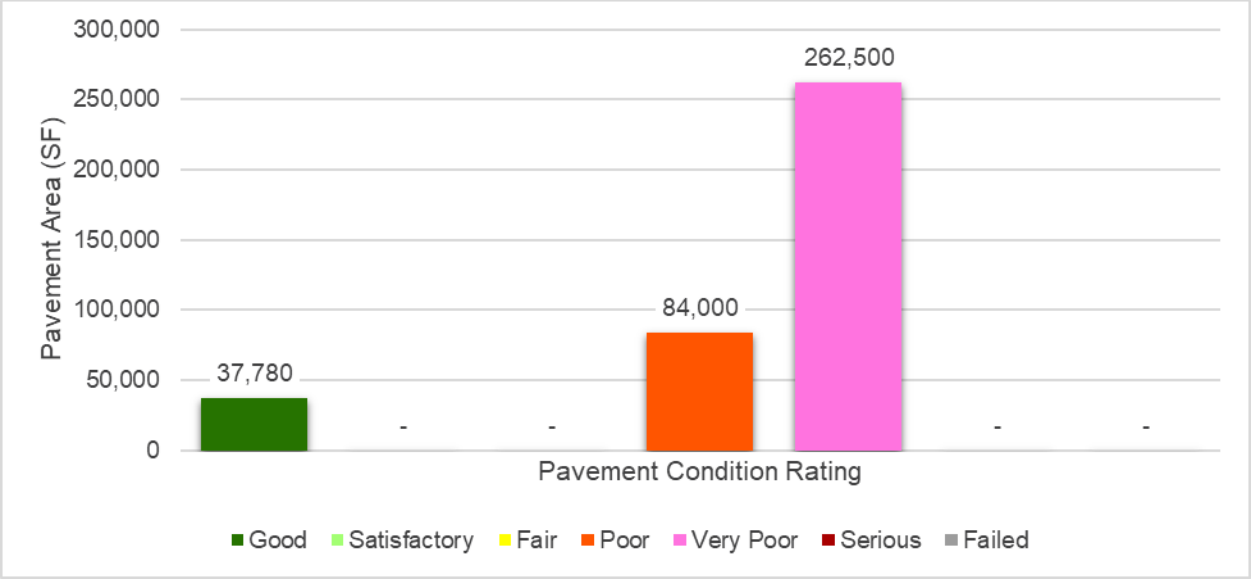


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 1L-19R	Runway	3	300,022	86	Good
RW 1R-19L	Runway	1	314,367	91	Good
RW 10L-28R	Runway	1	314,433	89	Good
RW 10R-28L	Runway	6	346,308	76	Satisfactory
TW A	Taxiway	7	64,359	92	Good
TW B	Taxiway	7	165,901	81	Satisfactory
TW B1	Taxiway	2	29,444	69	Fair
TW D	Taxiway	6	143,694	83	Satisfactory
TW D1	Taxiway	2	11,604	88	Good
TW D2	Taxiway	2	11,506	85	Satisfactory
TW E	Taxiway	12	143,069	77	Satisfactory
TW E1	Taxiway	2	9,200	84	Satisfactory
TW E2	Taxiway	2	8,533	84	Satisfactory
TW J	Taxiway	2	78,890	28	Very Poor
TW L	Taxiway	6	158,493	88	Good
TW L1	Taxiway	1	9,896	73	Satisfactory
TW L2	Taxiway	1	18,386	83	Satisfactory
TW L3	Taxiway	1	19,105	78	Satisfactory
TW M	Taxiway	5	153,301	69	Fair
TW M1	Taxiway	1	7,027	74	Satisfactory
TW M3	Taxiway	1	11,092	72	Satisfactory
TW N	Taxiway	4	133,496	88	Good
TW N1	Taxiway	2	11,501	85	Satisfactory
TW N2	Taxiway	2	11,507	89	Good
TW P	Taxiway	10	123,124	83	Satisfactory
TW P1	Taxiway	2	9,781	81	Satisfactory
TW P2	Taxiway	2	10,264	90	Good
TW R	Taxiway	4	63,147	57	Fair
AP RU 10R	Apron	1	37,780	100	Good
AP S	Apron	2	346,500	36	Very Poor

4.1.3 Section-Level Analysis

Table 4.1.3 provides each pavement section's area-weighted average PCI and the percent of distress related to load, climate, and other factors. The causes of condition deterioration help inform maintenance, repair, and rehabilitation decisions. For example, load-related distress can indicate that the pavement is reaching the end of its structural design life and the selected rehabilitation treatment should include either strengthening or reconstruction. **Figure 4.1.3** provides a technical exhibit that graphically depicts PCI values and ratings determined from this SAPMP System Update.

Pavement facilities that have been reconstructed within the past 24 months, or are anticipated for reconstruction within the next 24 months, may have been omitted from this assessment. Pavement that has received major rehabilitation will be set to a PCI of 100 for this analysis.

Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
HWO	RW 1L-19R	Runway	6105	270,522	AAC	86	Good	92	0	8	12	54
HWO	RW 1L-19R	Runway	6110	14,500	AAC	87	Good	100	0	0	1	3
HWO	RW 1L-19R	Runway	6115	15,000	AAC	91	Good	100	0	0	1	3
HWO	RW 1R-19L	Runway	6305	314,367	AAC	91	Good	100	0	0	14	62
HWO	RW 10L-28R	Runway	6205	314,433	AAC	89	Good	100	0	0	13	63
HWO	RW 10R-28L	Runway	6405	254,700	AAC	73	Satisfactory	75	0	25	10	55
HWO	RW 10R-28L	Runway	6410	14,700	AAC	91	Good	100	0	0	1	3
HWO	RW 10R-28L	Runway	6415	14,600	AAC	83	Satisfactory	100	0	0	1	3
HWO	RW 10R-28L	Runway	6420	20,508	AAC	88	Good	100	0	0	1	4
HWO	RW 10R-28L	Runway	6425	25,800	AC	100	Good	0	0	0	0	0
HWO	RW 10R-28L	Runway	6430	16,000	AAC	51	Poor	76	0	24	1	55
HWO	TW A	Taxiway	105	2,647	AAC	82	Satisfactory	100	0	0	1	1
HWO	TW A	Taxiway	110	8,438	AC	77	Satisfactory	87	0	13	1	2
HWO	TW A	Taxiway	115	7,846	AAC	82	Satisfactory	100	0	0	1	2
HWO	TW A	Taxiway	120	8,823	AAC	91	Good	100	0	0	1	2
HWO	TW A	Taxiway	125	2,872	AAC	87	Good	100	0	0	1	1
HWO	TW A	Taxiway	130	21,764	AC	100	Good	0	0	0	0	0
HWO	TW A	Taxiway	135	11,969	AC	100	Good	0	0	0	0	0
HWO	TW B	Taxiway	200	4,873	AAC	88	Good	100	0	0	1	1
HWO	TW B	Taxiway	202	15,109	AAC	78	Satisfactory	100	0	0	1	3
HWO	TW B	Taxiway	205	117,040	AAC	80	Satisfactory	95	0	5	4	28
HWO	TW B	Taxiway	210	4,473	AAC	91	Good	100	0	0	1	1
HWO	TW B	Taxiway	215	16,260	AAC	83	Satisfactory	100	0	0	1	3
HWO	TW B	Taxiway	220	3,873	AAC	85	Satisfactory	100	0	0	1	1
HWO	TW B	Taxiway	225	4,273	AAC	89	Good	100	0	0	1	1
HWO	TW B1	Taxiway	1905	18,259	AAC	71	Satisfactory	100	0	0	1	4
HWO	TW B1	Taxiway	1910	11,185	AC	67	Fair	100	0	0	1	2
HWO	TW D	Taxiway	403	9,097	AC	62	Fair	83	0	17	1	2
HWO	TW D	Taxiway	405	106,779	AAC	83	Satisfactory	84	0	16	4	26
HWO	TW D	Taxiway	406	4,793	AAC	89	Good	100	0	0	1	1
HWO	TW D	Taxiway	407	4,553	AAC	87	Good	100	0	0	1	1
HWO	TW D	Taxiway	410	8,066	AAC	91	Good	100	0	0	1	2
HWO	TW D	Taxiway	415	10,406	AAC	91	Good	100	0	0	1	2
HWO	TW D1	Taxiway	430	4,076	AAC	86	Good	100	0	0	1	1
HWO	TW D1	Taxiway	435	7,528	AAC	89	Good	100	0	0	1	2
HWO	TW D2	Taxiway	450	4,325	AAC	80	Satisfactory	100	0	0	1	1
HWO	TW D2	Taxiway	455	7,181	AAC	88	Good	100	0	0	1	2
HWO	TW E	Taxiway	505	8,843	AAC	67	Fair	65	0	35	1	2
HWO	TW E	Taxiway	506	8,043	AAC	67	Fair	100	0	0	1	2
HWO	TW E	Taxiway	510	8,656	AC	81	Satisfactory	100	0	0	1	2
HWO	TW E	Taxiway	520	32,472	AC	77	Satisfactory	100	0	0	1	9
HWO	TW E	Taxiway	530	4,345	AAC	86	Good	100	0	0	1	1
HWO	TW E	Taxiway	540	3,890	AAC	82	Satisfactory	100	0	0	1	1

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
HWO	TW E	Taxiway	545	4,153	AAC	83	Satisfactory	100	0	0	1	1
HWO	TW E	Taxiway	550	3,523	AAC	88	Good	100	0	0	1	1
HWO	TW E	Taxiway	555	5,132	AAC	87	Good	100	0	0	1	1
HWO	TW E	Taxiway	560	3,907	AAC	89	Good	100	0	0	1	1
HWO	TW E	Taxiway	565	50,638	AAC	72	Satisfactory	100	0	0	2	14
HWO	TW E	Taxiway	570	9,467	AAC	89	Good	100	0	0	1	2
HWO	TW E1	Taxiway	525	4,095	AAC	79	Satisfactory	95	0	5	1	1
HWO	TW E1	Taxiway	527	5,105	AAC	88	Good	100	0	0	1	1
HWO	TW E2	Taxiway	585	4,161	AAC	79	Satisfactory	100	0	0	1	1
HWO	TW E2	Taxiway	587	4,372	AAC	88	Good	100	0	0	1	1
HWO	TW J	Taxiway	1109	19,913	AAC	68	Fair	100	0	0	1	4
HWO	TW J	Taxiway	1110	58,977	AAC	15	Serious	79	21	0	2	12
HWO	TW L	Taxiway	1205	88,707	AAC	85	Satisfactory	100	0	0	4	22
HWO	TW L	Taxiway	1215	16,734	AAC	81	Satisfactory	100	0	0	1	3
HWO	TW L	Taxiway	1220	3,966	AAC	85	Satisfactory	100	0	0	1	1
HWO	TW L	Taxiway	1230	12,000	AAC	87	Good	100	0	0	1	3
HWO	TW L	Taxiway	1235	21,336	AAC	100	Good	0	0	0	0	0
HWO	TW L	Taxiway	1240	15,750	AC	100	Good	0	0	0	0	0
HWO	TW L1	Taxiway	805	9,896	AAC	73	Satisfactory	100	0	0	1	2
HWO	TW L2	Taxiway	1005	18,386	AAC	83	Satisfactory	100	0	0	1	3
HWO	TW L3	Taxiway	1105	19,105	AAC	78	Satisfactory	100	0	0	1	3
HWO	TW M	Taxiway	2005	16,935	AAC	68	Fair	100	0	0	1	3
HWO	TW M	Taxiway	2010	94,189	AC	64	Fair	80	0	20	4	25
HWO	TW M	Taxiway	2012	8,465	AAC	87	Good	100	0	0	1	2
HWO	TW M	Taxiway	2015	15,203	AC	100	Good	0	0	0	0	0
HWO	TW M	Taxiway	2025	18,509	AC	59	Fair	100	0	0	1	4
HWO	TW M1	Taxiway	2020	7,027	AC	74	Satisfactory	100	0	0	1	2
HWO	TW M3	Taxiway	1102	11,092	AAC	72	Satisfactory	100	0	0	1	3
HWO	TW N	Taxiway	1405	112,128	AAC	89	Good	100	0	0	3	28
HWO	TW N	Taxiway	1410	4,473	AAC	80	Satisfactory	100	0	0	1	1
HWO	TW N	Taxiway	1415	5,950	AAC	82	Satisfactory	100	0	0	1	1
HWO	TW N	Taxiway	1420	10,945	AAC	88	Good	100	0	0	1	2
HWO	TW N1	Taxiway	310	7,431	AAC	86	Good	100	0	0	1	2
HWO	TW N1	Taxiway	315	4,070	AAC	82	Satisfactory	100	0	0	1	1
HWO	TW N2	Taxiway	705	7,030	AAC	92	Good	100	0	0	1	2
HWO	TW N2	Taxiway	710	4,477	AAC	84	Satisfactory	100	0	0	1	1
HWO	TW P	Taxiway	1602	3,978	AAC	68	Fair	100	0	0	1	1
HWO	TW P	Taxiway	1605	32,923	AC	70	Fair	100	0	0	2	8
HWO	TW P	Taxiway	1607	6,888	AAC	79	Satisfactory	100	0	0	1	2
HWO	TW P	Taxiway	1610	3,511	AAC	78	Satisfactory	100	0	0	1	1
HWO	TW P	Taxiway	1612	4,448	AAC	87	Good	100	0	0	1	1
HWO	TW P	Taxiway	1617	3,418	AAC	87	Good	100	0	0	1	1
HWO	TW P	Taxiway	1620	44,816	AAC	90	Good	100	0	0	2	12
HWO	TW P	Taxiway	1623	4,830	AC	91	Good	100	0	0	1	1
HWO	TW P	Taxiway	1630	10,775	AAC	94	Good	100	0	0	1	2
HWO	TW P	Taxiway	1635	7,537	AAC	87	Good	100	0	0	1	2

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
HWO	TW P1	Taxiway	305	3,960	AC	71	Satisfactory	74	0	26	1	1
HWO	TW P1	Taxiway	307	5,821	AAC	87	Good	100	0	0	1	1
HWO	TW P2	Taxiway	1625	5,178	AAC	90	Good	100	0	0	1	1
HWO	TW P2	Taxiway	1627	5,086	AAC	91	Good	100	0	0	1	1
HWO	TW R	Taxiway	1803	13,261	AAC	78	Satisfactory	100	0	0	1	3
HWO	TW R	Taxiway	1805	28,097	AAC	39	Very Poor	100	0	0	2	6
HWO	TW R	Taxiway	1807	12,670	AAC	67	Fair	100	0	0	1	3
HWO	TW R	Taxiway	1810	9,119	AAC	70	Fair	82	0	18	2	2
HWO	AP RU 10R	Apron	5000	37,780	AC	100	Good	0	0	0	0	0
HWO	AP S	Apron	4105	262,500	AC	34	Very Poor	87	8	5	6	50
HWO	AP S	Apron	4110	84,000	PCC	43	Poor	0	70	30	2	14

** Zero (0) Sample Units Inspected signifies that the pavement section was not inspected during this SAPMP System Update due to recent construction projects. These sections correlate with the gray sections on the Network Definition Exhibit.*

HWO

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Section	PCI
200	88
202	78
210	91
220	85
225	89
305	71
307	87
310	86
315	82
403	62
406	89
407	87
435	89
455	88
505	67
506	67
510	81
527	88
540	82
545	83
550	88
555	87
705	92
710	84
1005	83
1105	78
1109	68
1205	85
1215	81
1410	80
1602	68
1610	78
1612	87
1617	87
1623	91
1627	91
1803	78
1810	70
2005	68
2012	87
2020	74
6205	89
6305	91
6405	73
6410	91
6415	83

NORTH

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for North Perry Airport (HWO) was performed in September 2022. The overall area-weighted average PCI value of the network was 76, representing a condition rating of Satisfactory. A portion of the airfield pavement was not inspected due to recent construction in 2021. These areas include the limits of the Runway 10R Safety Area Enhancement Project that included the portions of Runway 10R-28L, a portion of Taxiway A, a portion of Taxiway L, a portion of Taxiway M, and Apron Runup 10R.

Based on the FAA 5010 Report as of 11/09/2022, the Airport has reported 117,649 operations for 12 months ending 05/02/2018.

4.2.2 Branch-Level Observations

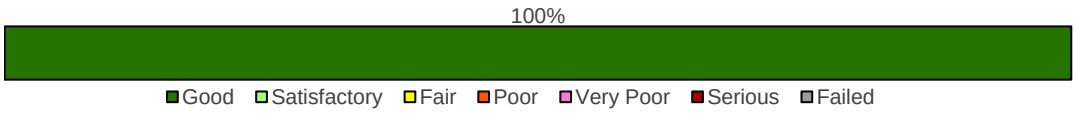
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative distress photographs of airfield pavements are presented in **Appendix D**. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Re-inspection Report found in **Appendix E** provides listings of each sample unit and distress.

Runways

RW 10L-28R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 10L-28R	RUNWAY	1	314,433	89	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



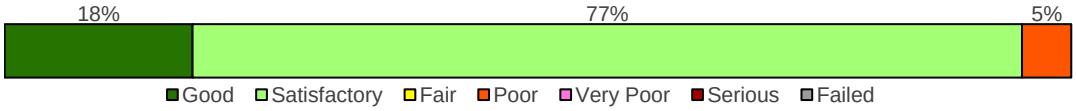
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AAC	314,433	89	Good

RW 10L-28R consists of 1 flexible pavement section, totaling 314,433 sf. The last major construction date for the branch was 2012, resulting in an area-weighted average age at inspection of 11 years old. Overall, RW 10L-28R is in Good condition with an area-weighted average PCI of 89.

RW 10R-28L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 10R-28L	RUNWAY	6	346,308	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 18% Good (86-100 PCI), 77% Satisfactory (71-85 PCI), 5% Poor (41-55 PCI).



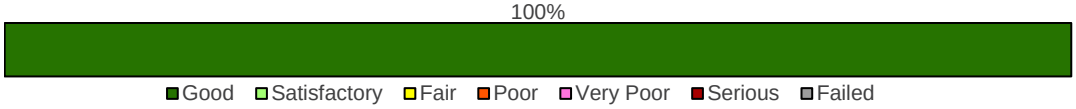
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6405	AAC	254,700	73	Satisfactory
6410	AAC	14,700	91	Good
6415	AAC	14,600	83	Satisfactory
6420	AAC	20,508	88	Good
6425	AC	25,800	100	Good
6430	AAC	16,000	51	Poor

RW 10R-28L consists of 6 flexible pavement sections, totaling 346,308 sf. The last major construction dates range from 1996 to 2021, resulting in an area-weighted average age at inspection of 23 years old. Overall, RW 10R-28L is in Satisfactory condition with an area-weighted average PCI of 76.

RW 1L-19R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 1L-19R	RUNWAY	3	300,022	86	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



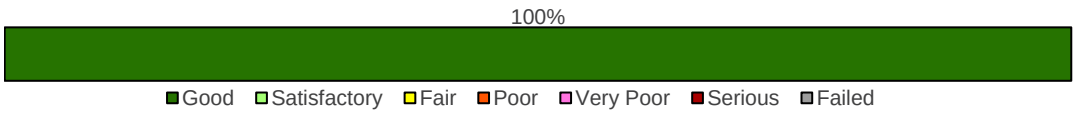
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	270,522	86	Good
6110	AAC	14,500	87	Good
6115	AAC	15,000	91	Good

RW 1L-19R consists of 3 flexible pavement sections, totaling 300,022 sf. The last major construction dates range from 2007 to 2012, resulting in an area-weighted average age at inspection of 15 years old. Overall, RW 1L-19R is in Good condition with an area-weighted average PCI of 86.

RW 1R-19L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 1R-19L	RUNWAY	1	314,367	91	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6305	AAC	314,367	91	Good

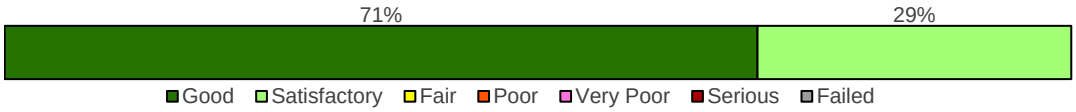
RW 1R-19L consists of 1 flexible pavement section, totaling 314,367 sf. The last major construction date for the branch was 2013, resulting in an area-weighted average age at inspection of 10 years old. Overall, RW 1R-19L is in Good condition with an area-weighted average PCI of 91.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	7	64,359	92	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 71% Good (86-100 PCI), 29% Satisfactory (71-85 PCI).



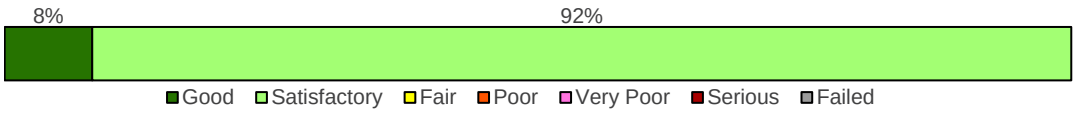
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
105	AAC	2,647	82	Satisfactory
110	AC	8,438	77	Satisfactory
115	AAC	7,846	82	Satisfactory
120	AAC	8,823	91	Good
125	AAC	2,872	87	Good
130	AC	21,764	100	Good
135	AC	11,969	100	Good

TW A consists of 7 flexible pavement sections, totaling 64,359 sf. The last major construction dates range from 2001 to 2021, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW A is in Good condition with an area-weighted average PCI of 92.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	7	165,901	81	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 8% Good (86-100 PCI), 92% Satisfactory (71-85 PCI).



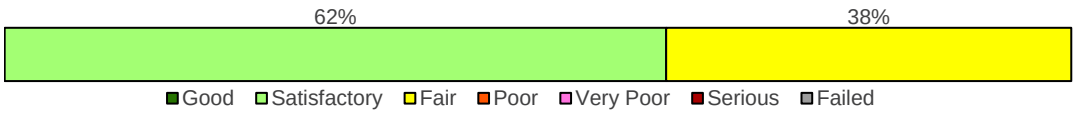
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
200	AAC	4,873	88	Good
202	AAC	15,109	78	Satisfactory
205	AAC	117,040	80	Satisfactory
210	AAC	4,473	91	Good
215	AAC	16,260	83	Satisfactory
220	AAC	3,873	85	Satisfactory
225	AAC	4,273	89	Good

TW B consists of 7 flexible pavement sections, totaling 165,901 sf. The last major construction dates range from 2007 to 2014, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW B is in Satisfactory condition with an area-weighted average PCI of 81.

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B1	TAXIWAY	2	29,444	69	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 62% Satisfactory (71-85 PCI), 38% Fair (56-70 PCI).



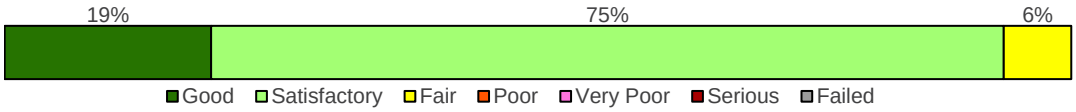
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1905	AAC	18,259	71	Satisfactory
1910	AC	11,185	67	Fair

TW B1 consists of 2 flexible pavement sections, totaling 29,444 sf. The last major construction date for the branch was 2008, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW B1 is in Fair condition with an area-weighted average PCI of 69.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	6	143,694	83	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 19% Good (86-100 PCI), 75% Satisfactory (71-85 PCI), 6% Fair (56-70 PCI).



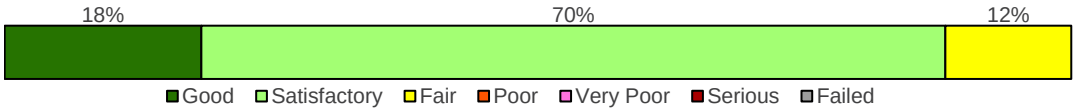
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
403	AC	9,097	62	Fair
405	AAC	106,779	83	Satisfactory
406	AAC	4,793	89	Good
407	AAC	4,553	87	Good
410	AAC	8,066	91	Good
415	AAC	10,406	91	Good

TW D consists of 6 flexible pavement sections, totaling 143,694 sf. The last major construction dates range from 1996 to 2014, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 83.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	12	143,069	77	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 18% Good (86-100 PCI), 70% Satisfactory (71-85 PCI), 12% Fair (56-70 PCI).



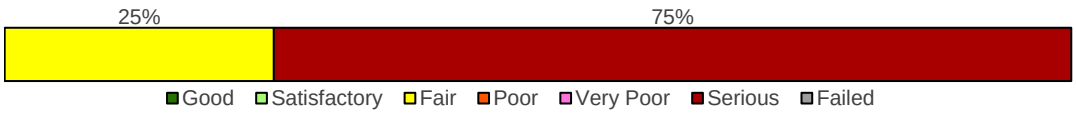
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
505	AAC	8,843	67	Fair
506	AAC	8,043	67	Fair
510	AC	8,656	81	Satisfactory
520	AC	32,472	77	Satisfactory
530	AAC	4,345	86	Good
540	AAC	3,890	82	Satisfactory
545	AAC	4,153	83	Satisfactory
550	AAC	3,523	88	Good
555	AAC	5,132	87	Good
560	AAC	3,907	89	Good
565	AAC	50,638	72	Satisfactory
570	AAC	9,467	89	Good

TW E consists of 12 flexible pavement sections, totaling 143,069 sf. The last major construction dates range from 1996 to 2016, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW E is in Satisfactory condition with an area-weighted average PCI of 77.

TW J

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW J	TAXIWAY	2	78,890	28	Very Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 25% Fair (56-70 PCI), 75% Serious (11-25 PCI).



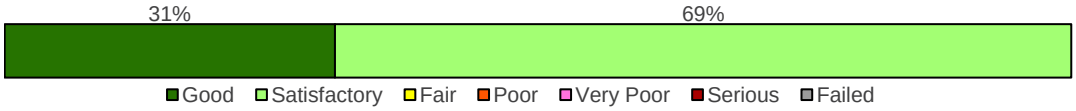
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1109	AAC	19,913	68	Fair
1110	AAC	58,977	15	Serious

TW J consists of 2 flexible pavement sections, totaling 78,890 sf. The last major construction dates range from 1968 to 2007, resulting in an area-weighted average age at inspection of 45 years old. Overall, TW J is in Very Poor condition with an area-weighted average PCI of 28.

TW L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW L	TAXIWAY	6	158,493	88	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 31% Good (86-100 PCI), 69% Satisfactory (71-85 PCI).



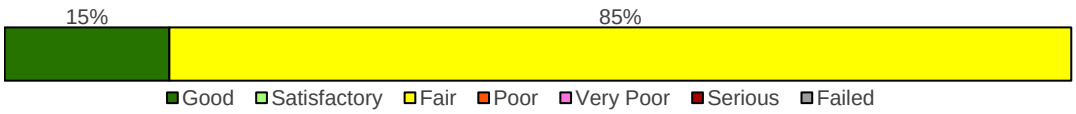
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1205	AAC	88,707	85	Satisfactory
1215	AAC	16,734	81	Satisfactory
1220	AAC	3,966	85	Satisfactory
1230	AAC	12,000	87	Good
1235	AAC	21,336	100	Good
1240	AC	15,750	100	Good

TW L consists of 6 flexible pavement sections, totaling 158,493 sf. The last major construction dates range from 2007 to 2021, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW L is in Good condition with an area-weighted average PCI of 88.

TW M

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW M	TAXIWAY	5	153,301	69	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 15% Good (86-100 PCI), 85% Fair (56-70 PCI).



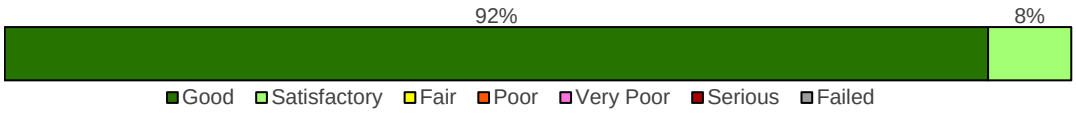
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2005	AAC	16,935	68	Fair
2010	AC	94,189	64	Fair
2012	AAC	8,465	87	Good
2015	AC	15,203	100	Good
2025	AC	18,509	59	Fair

TW M consists of 5 flexible pavement sections, totaling 153,301 sf. The last major construction dates range from 1996 to 2021, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW M is in Fair condition with an area-weighted average PCI of 69.

TW N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW N	TAXIWAY	4	133,496	88	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 92% Good (86-100 PCI), 8% Satisfactory (71-85 PCI).



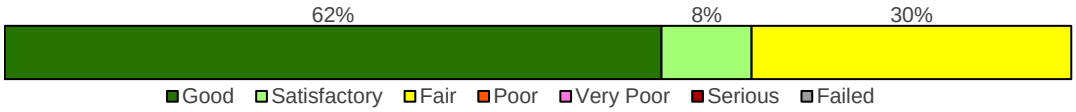
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1405	AAC	112,128	89	Good
1410	AAC	4,473	80	Satisfactory
1415	AAC	5,950	82	Satisfactory
1420	AAC	10,945	88	Good

TW N consists of 4 flexible pavement sections, totaling 133,496 sf. The last major construction dates range from 2012 to 2014, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW N is in Good condition with an area-weighted average PCI of 88.

TW P

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW P	TAXIWAY	10	123,124	83	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 62% Good (86-100 PCI), 8% Satisfactory (71-85 PCI), 30% Fair (56-70 PCI).



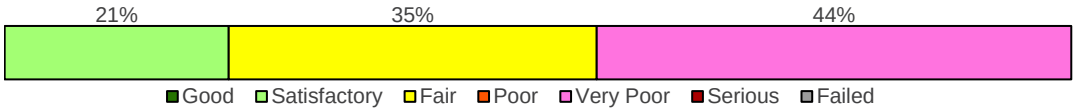
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1602	AAC	3,978	68	Fair
1605	AC	32,923	70	Fair
1607	AAC	6,888	79	Satisfactory
1610	AAC	3,511	78	Satisfactory
1612	AAC	4,448	87	Good
1617	AAC	3,418	87	Good
1620	AAC	44,816	90	Good
1623	AC	4,830	91	Good
1630	AAC	10,775	94	Good
1635	AAC	7,537	87	Good

TW P consists of 10 flexible pavement sections, totaling 123,124 sf. The last major construction dates range from 1989 to 2016, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW P is in Satisfactory condition with an area-weighted average PCI of 83.

TW R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW R	TAXIWAY	4	63,147	57	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 21% Satisfactory (71-85 PCI), 35% Fair (56-70 PCI), 44% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1803	AAC	13,261	78	Satisfactory
1805	AAC	28,097	39	Very Poor
1807	AAC	12,670	67	Fair
1810	AAC	9,119	70	Fair

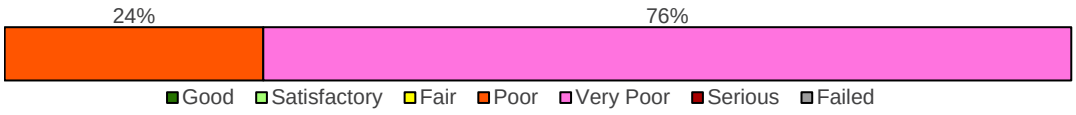
TW R consists of 4 flexible pavement sections, totaling 63,147 sf. The last major construction dates range from 1996 to 2008, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW R is in Fair condition with an area-weighted average PCI of 57.

Aprons

AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP S	APRON	2	346,500	36	Very Poor

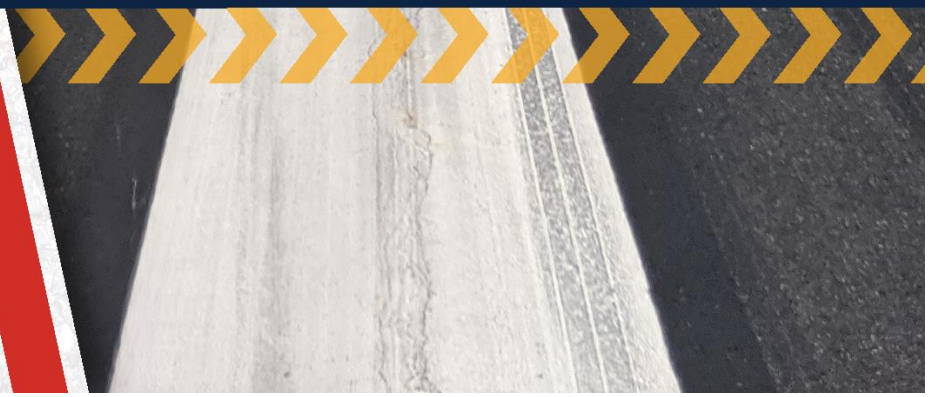
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 24% Poor (41-55 PCI), 76% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	262,500	34	Very Poor
4110	PCC	84,000	43	Poor

AP S consists of 1 flexible and 1 rigid pavement sections, totaling 346,500 sf. The last major construction date for the branch was 1968, resulting in an area-weighted average age at inspection of 55 years old. Overall, AP S is in Very Poor condition with an area-weighted average PCI of 36.

Chapter 5: SAPMP Customization



Chapter 5 – SAPMP Customization

Once the PAVER™ database is populated with inventory and condition data (including PCI and rank), it is further customized with key elements such as network-level attributes, performance models, critical PCI, maintenance policies, and unit costs that are specific to the FDOT SAPMP. Each of these factors play a role in the development of rehabilitation strategies as they help to identify maintenance and rehabilitation needs for long-term management.

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from 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.

5.1 Network-Level Customization

The network-level attribute fields used in the FDOT SAPMP PAVER™ database consist of the Network, Airport Classification, District, FAA ADO Area, Inspection Phase, and Continuing Florida Aviation System Planning Process (CFASPP) Center. Each of these elements are briefly defined below.

- The “Network” field identifies the airport being analyzed;
- The “Airport Classification” field classifies the Airport according to the type and volume of aircraft traffic;
  - “GA” for General Aviation, community airports
  - “RL” for Regional Relievers
  - “PR” for Primary/Commercial airports
- The “District” field identifies the FDOT District to which the Airport belongs;
- The “FAA ADO Area” is an area used by the Orlando ADO to assign airports within those areas to the responsible FAA ADO personnel (planners, engineers, and environmentalists);
- The “Inspection Phase” denotes which phase of the SAPMP the Airport is surveyed (Phase 1 or Phase 2); and
- The “CFASPP Center” identifies which Region or Metropolitan Area of the Continuing Florida Aviation Systems Planning Process an Airport falls within.

5.2 Pavement Condition Forecasts

Pavement performance models, alternatively known as forecast models, prediction curves, or family curves, are developed from past and current distress data, as well as age data. These prediction curves are used to develop forecasts of PCI values that then help determine optimum timing for pavement maintenance and rehabilitation.

5.2.1 Forecasting PCI Considerations

Performance models will continue to be refined as the FDOT updates the SAPMP with subsequent PCI surveys. With the refinement of additional PCI and age data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the FAS. As a reminder, forecasting of pavement condition for the Airport is intended for planning purposes only. **The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.** Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in the FAA AC 150/5320-6F.

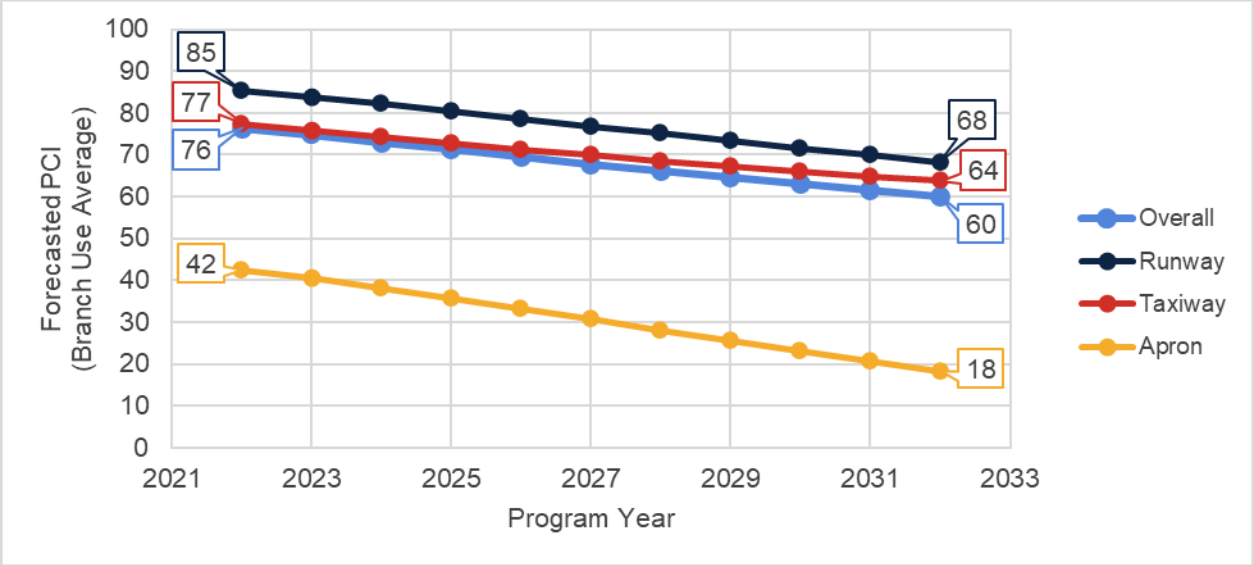
5.2.2 Performance Models

To develop pavement performance models, data for each section is combined into "groups" or "families" according to pavement type, traffic, and functional use. For the FDOT SAPMP, the models were defined for both PCC- and AC-surfaced pavements and further divided according to functional use. Based on average deterioration rates for different pavement types, each pavement section is assigned to a specific deterioration family to forecast the condition over a 10-year period.

5.2.3 Branch-Level Pavement Condition Forecast

Figure 5.2.3 depicts the branch-level pavement condition forecast for each branch use (Runway, Taxiway, Taxilane, and/or Apron) as well as the overall network. The condition forecasts are for a 10-year duration, starting in 2023 through 2032.

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

Table 5.2.4 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as actual condition of sections is subject to the sensitivities in changes of traffic and maintenance frequency.

Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	RW 1L-19R	6105	86	85	83	81	79	78	76	74	72	71	69
HWO	RW 1L-19R	6110	87	86	84	82	80	79	77	75	73	72	70
HWO	RW 1L-19R	6115	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 1R-19L	6305	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10L-28R	6205	89	88	86	84	82	81	79	77	75	74	72
HWO	RW 10R-28L	6405	73	72	70	68	66	65	63	61	59	58	56
HWO	RW 10R-28L	6410	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10R-28L	6415	83	82	80	78	76	75	73	71	69	68	66
HWO	RW 10R-28L	6420	88	87	85	83	81	80	78	76	74	73	71
HWO	RW 10R-28L	6425	100	94	92	90	87	85	83	82	80	79	77
HWO	RW 10R-28L	6430	51	50	48	46	44	43	41	39	37	36	34
HWO	TW A	105	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	110	77	76	75	73	72	71	70	69	68	67	66
HWO	TW A	115	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	120	91	89	87	85	83	81	80	78	76	75	74
HWO	TW A	125	87	85	83	82	80	78	77	75	74	72	71
HWO	TW A	130	100	95	93	91	89	87	85	83	82	80	79
HWO	TW A	135	100	95	93	91	89	87	85	83	82	80	79
HWO	TW B	200	88	86	84	83	81	79	77	76	74	73	72
HWO	TW B	202	78	77	75	74	72	71	70	69	68	66	65
HWO	TW B	205	80	79	77	75	74	73	71	70	69	68	67
HWO	TW B	210	91	89	87	85	83	81	80	78	76	75	74
HWO	TW B	215	83	82	80	78	77	75	74	72	71	70	68
HWO	TW B	220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW B	225	89	87	85	83	82	80	78	77	75	74	72
HWO	TW B1	1905	71	70	69	68	67	66	65	64	63	62	61
HWO	TW B1	1910	67	66	66	65	64	63	63	62	62	61	60
HWO	TW D	403	62	62	61	60	60	59	59	59	58	58	57
HWO	TW D	405	83	82	80	78	77	75	74	72	71	70	68
HWO	TW D	406	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D	407	87	85	83	82	80	78	77	75	74	72	71
HWO	TW D	410	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D	415	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D1	430	86	84	83	81	79	77	76	74	73	72	70
HWO	TW D1	435	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D2	450	80	79	77	75	74	73	71	70	69	68	67
HWO	TW D2	455	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	505	67	66	65	64	63	62	62	61	60	59	59
HWO	TW E	506	67	66	65	64	63	62	62	61	60	59	59

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW E	510	81	80	78	77	75	74	73	72	71	70	69
HWO	TW E	520	77	76	75	73	72	71	70	69	68	67	66
HWO	TW E	530	86	84	83	81	79	77	76	74	73	72	70
HWO	TW E	540	82	81	79	77	76	74	73	71	70	69	68
HWO	TW E	545	83	82	80	78	77	75	74	72	71	70	68
HWO	TW E	550	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	555	87	85	83	82	80	78	77	75	74	72	71
HWO	TW E	560	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E	565	72	71	70	69	67	66	65	64	64	63	62
HWO	TW E	570	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E1	525	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E1	527	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E2	585	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E2	587	88	86	84	83	81	79	77	76	74	73	72
HWO	TW J	1109	68	67	66	65	64	63	62	62	61	60	59
HWO	TW J	1110	15	13	11	9	7	6	4	2	0	0	0
HWO	TW L	1205	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1215	81	80	78	76	75	73	72	71	70	68	67
HWO	TW L	1220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1230	87	85	83	82	80	78	77	75	74	72	71
HWO	TW L	1235	100	95	93	91	88	86	84	83	81	79	77
HWO	TW L	1240	100	95	93	91	89	87	85	83	82	80	79
HWO	TW L1	805	73	72	71	69	68	67	66	65	64	63	62
HWO	TW L2	1005	83	82	80	78	77	75	74	72	71	70	68
HWO	TW L3	1105	78	77	75	74	72	71	70	69	68	66	65
HWO	TW M	2005	68	67	66	65	64	63	62	62	61	60	59
HWO	TW M	2010	64	63	63	62	62	61	61	60	60	59	59
HWO	TW M	2012	87	85	83	82	80	78	77	75	74	72	71
HWO	TW M	2015	100	95	93	91	89	87	85	83	82	80	79
HWO	TW M	2025	59	59	58	58	57	57	57	56	56	55	55
HWO	TW M1	2020	74	73	72	71	70	69	68	67	66	65	65
HWO	TW M3	1102	72	71	70	69	67	66	65	64	64	63	62
HWO	TW N	1405	89	87	85	83	82	80	78	77	75	74	72
HWO	TW N	1410	80	79	77	75	74	73	71	70	69	68	67
HWO	TW N	1415	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N	1420	88	86	84	83	81	79	77	76	74	73	72
HWO	TW N1	310	86	84	83	81	79	77	76	74	73	72	70
HWO	TW N1	315	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N2	705	92	90	88	86	84	82	80	79	77	76	74
HWO	TW N2	710	84	83	81	79	77	76	74	73	72	70	69
HWO	TW P	1602	68	67	66	65	64	63	62	62	61	60	59
HWO	TW P	1605	70	69	68	67	66	66	65	64	63	63	62
HWO	TW P	1607	79	78	76	75	73	72	71	69	68	67	66
HWO	TW P	1610	78	77	75	74	72	71	70	69	68	66	65
HWO	TW P	1612	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P	1617	87	85	83	82	80	78	77	75	74	72	71

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW P	1620	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P	1623	91	89	87	86	84	82	80	79	77	76	75
HWO	TW P	1630	94	92	90	88	86	84	82	80	79	77	75
HWO	TW P	1635	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P1	305	71	70	69	68	67	66	66	65	64	63	63
HWO	TW P1	307	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P2	1625	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P2	1627	91	89	87	85	83	81	80	78	76	75	74
HWO	TW R	1803	78	77	75	74	72	71	70	69	68	66	65
HWO	TW R	1805	39	38	36	34	32	30	28	26	24	22	20
HWO	TW R	1807	67	66	65	64	63	62	62	61	60	59	59
HWO	TW R	1810	70	69	68	67	66	65	64	63	62	61	61
HWO	AP RU 10R	5000	100	96	94	91	89	87	85	83	81	79	77
HWO	AP S	4105	34	32	29	26	23	20	17	14	11	9	6
HWO	AP S	4110	43	42	41	40	39	37	36	35	34	33	32

5.3 Critical PCI Value

An important concept in pavement management is the critical PCI value, a value that prompts major rehabilitation activities. It serves as a condition threshold that helps determine a section's suitability to receive major work. As soon as a section's PCI reaches the critical PCI value, the rate of PCI loss (deterioration) is expected to increase. The critical PCI concept assumes that once a pavement section deteriorates to this critical level, it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance or deferring major work until more costly reconstruction activities are required. **Figure 5.3 (a)** illustrates the benefit of applying lower cost preventive maintenance to extend the life of the pavement.

Figure 5.3 (a): Pavement Life and the Effect of Treatments

It

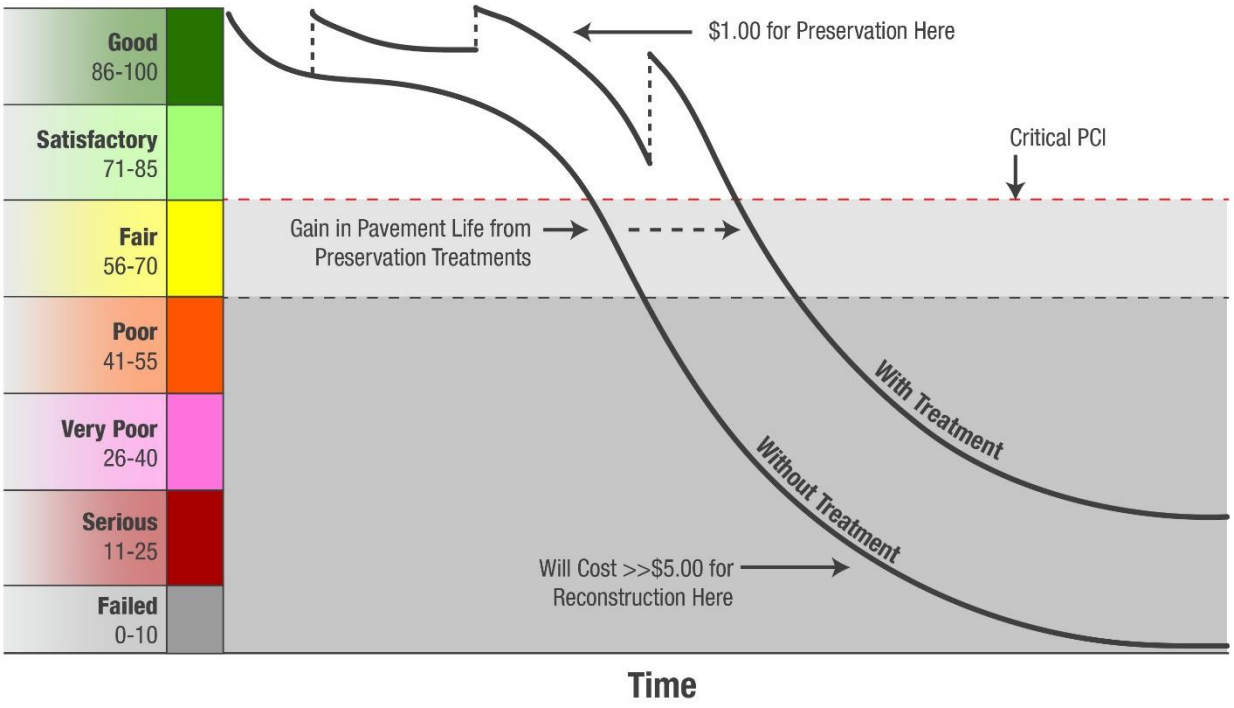


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

Critical PCI values vary and are typically based on a pavement's surface type, functional use, and importance, or priority, in daily operations. Pavement priority is generally assigned based on the branch use of a pavement section. In previous System Updates, the critical PCI value was set to 65 for all functional uses. Now, based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI Values 55 and 70 will be considered for Rehabilitation and sections less than 55 will be considered

for Reconstruction at the planning-level, as shown in **Table 5.3 (a)**. The FDOT SAPMP will integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. Moving forward, the critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown in **Table 5.3 (b)**.

Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

**Source:* AIP Handbook, in reference to Runways, Taxiways, and Aprons as seen in table G-2, H-1, and I-1 respectively

Table 5.3 (b): Critical PCI Values by Branch Use

Runway	Taxiway	Apron
70	70	70

Figures 5.3 (b) and **5.3 (c)** depict the decision process for major rehabilitation project identification with the assumption of available funds (Shahin). Should funding be unavailable for pavement sections in need of major rehabilitation, the Airport may elect to apply appropriate localized stopgap repair strategies. As the figures show, once major rehabilitation has been applied, the PCI of the section is reset to 100.

Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI

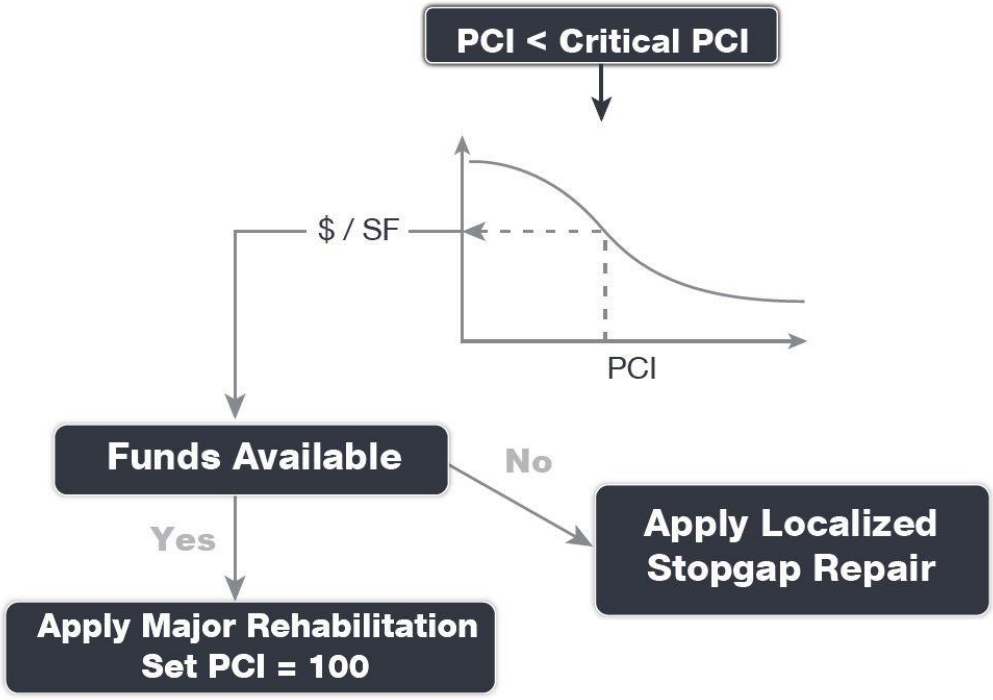
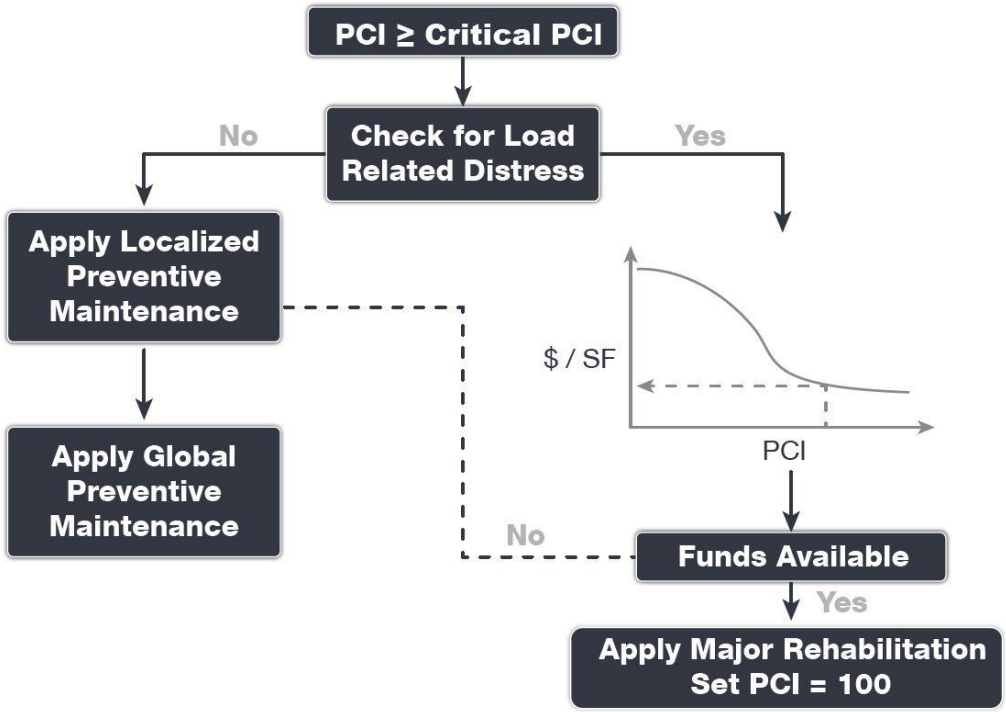


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

This section discusses both localized maintenance and major rehabilitation methods and how they may be most effectively applied to extend the life of the pavement network. General maintenance and rehabilitation (M&R) methods are characterized under two (2) broad categories: localized maintenance and major rehabilitation.

Localized maintenance is best applied as a conservation measure and is applied to slow the rate of pavement deterioration. It may, however, be applied as a temporary corrective measure in isolated areas. Proactive localized maintenance, and specifically preservation, is highly recommended to the Airport. However, it is recognized that once pavements have deteriorated below a certain condition threshold (the critical PCI value), the pavement benefits from more substantial rehabilitation in lieu of localized repairs.

Major rehabilitation is recommended when a pavement section falls below the critical PCI value or if a pavement section has a significant presence of load-related distress. Major rehabilitation efforts can correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network.

M&R planning combines methods of repair to address the cause of the problem rather than just treating the symptom. For example, a PCC corner break may require slab under-sealing, full-depth patching, and joint sealing. While these repair methods apply to specific distress and pavement types, they also consider the impact of Foreign Object Debris (FOD) on aircraft operations. Untidy or improperly constructed repair activities may disintegrate and potentially create FOD at or near the repair site. Therefore, maintenance activities must include quality control monitoring to ensure that repairs are conducted properly and clean-up activities are undertaken to address this potential. The current version of the FAA Advisory Circular 150/5210-24 “Airport Foreign Object Debris (FOD) Management” provides additional guidance for developing and managing an airport FOD program.

5.4.1 Localized Maintenance and Repair Approach

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two (2) types of localized maintenance are described below in further detail.

- Localized Preventive Maintenance and Repair
  - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching.
- Localized Stopgap/Safety Maintenance and Repair
  - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

5.4.2 Localized Work Types

The following sections provide detailed descriptions of the maintenance policy work types identified in the Localized Maintenance Policy.

AC Crack Sealing

Crack sealing is the process of cleaning and sealing (or resealing) cracks in AC pavements. This repair is used to fill longitudinal and transverse cracks, including reflective cracks and block cracks that are wider than 1/8-inch. The purpose of this treatment is to prevent water and incompressible materials from entering cracks and causing further deterioration of the pavement structure. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Crack sealing is cost-effective when used as a preventive measure. Depending on the size of the crack, routing and cleaning the crack may be necessary to remove the loose material within the crack for better adherence of the crack sealant to the crack face. Measurement of this work type is typically in linear feet.

AC Full-Depth Patching

This technique involves replacing the full thickness of the AC layer and may include replacement of the base and subbase layers. Full-depth patching is used to repair structural and material-related distresses, such as alligator cracking, corrugation, depressions, rutting, slippage cracking, and swelling in AC pavements. This repair may be limited to the top AC layer (partial-depth patch) if the base and subbase layers exhibit no signs of deterioration. Measurement of this work type is typically in square feet or square yards.

AC Partial-Depth AC Patching

This technique involves the removal of a given thickness of the surface layer using a milling machine and adding back a layer of AC pavement. This technique removes the deteriorated layer and provides a good bond for an overlay. It can correct or improve the structural capacity or functional requirement, such as skid resistance and ride quality. This repair is used for surface distresses that can occur over a large area, such as raveling, shoving, and bleeding. While mill and replace can be a major rehabilitation M&R method when applied at a large scale, its application in a localized capacity to treat specific distress types also classifies it under localized maintenance for the purpose of this study. After milling operations are completed, any cracks still present should be cleaned and sealed prior to the placement of a tack coat and AC overlay layer(s). Measurement of this work type is typically in square feet or square yards.

Grinding

Grinding is the process of removing a thin layer of the existing concrete by grinding it with a series of closely spaced, rotating saw blades. This method is used to re-profile jointed concrete pavements with poor ride quality due to faulting or warping. Grinding is also used to restore transverse drainage and to provide a textured pavement surface. The concern with this type of maintenance is that if too much material is removed, the overall structural composition of the pavement section may change, potentially reducing the overall life of the pavement. Measurement of this work type is typically in square feet or square yards.

Monitor Pavement

Monitor pavement is recommended when the distresses do not interfere with ride quality, do not have FOD potential, and do not pose an immediate safety concern.

PCC Crack Sealing

Crack sealing is the process of routing, cleaning, and sealing (or resealing) cracks in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the cracks. Water entering cracks can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Routing and cleaning of the crack is often necessary to adhere the crack sealant to both sides of the crack. Measurement of this work type is typically in linear feet.

PCC Full-Depth Patching

This type of M&R activity involves full-depth replacement of a portion of a PCC slab. This repair is used for medium- and high-severity corner breaks, medium-severity durability cracking, medium-severity blowups and buckling, and high-severity large patches. This repair requires restoring load transfer if near a joint or crack. Measurement of this work type is typically in square feet or square yards.

PCC Joint Seal

Joint sealing is the process of cleaning and sealing (or resealing) joints in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the joints. Water entering joints can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in joints leads to spalling of the concrete and is a source of FOD. In some cases, it may be necessary to re-saw the pavement joints to remove old material prior to resealing. Measurement of this work type is typically in linear feet.

PCC Partial-Depth Patching

Partial-depth patching involves removing shallow, localized areas of deteriorated or spalled PCC pavement and replacing them with a suitable patch-like cement concrete or epoxy concrete. This method is used to repair distresses that are confined to the top few inches of the slab, such as joint and corner spalling. This repair would require restoring the joint sealant if near a joint. Measurement of this work type is typically in square feet or square yards.

PCC Slab Replacement

This type of M&R activity involves full-depth replacement of an entire PCC slab. This repair is used to repair high-severity blowups and buckling, high-severity durability cracking, medium- and high-severity shattered slabs, and medium- and high-severity ASR. This repair requires restoring load transfer with adjacent slabs through dowels or similar means. Measurement of this work type is typically in square feet or square yards.

Surface Seal

Application of a surface treatment provides AC-surfaced pavements with an unoxidized layer of bituminous material that can help extend the life of a pavement that is experiencing climate-related distresses such as weathering and raveling. The surface treatment can also serve as a repair that re-establishes a bond between aggregates, slowing pavement deterioration and reducing FOD potential. Measurement of this work type is typically in square feet or square yards.

5.4.3 Localized Maintenance Planning-Level Unit Costs

The activities identified here are based on research of practical pavement treatments in consideration of the FAA AC 150/5380-6C. The Localized Maintenance Policies and associated planning-level unit costs are developed in consideration of a network-level analysis.

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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.

Tables 5.4.3 (a) and **(b)** display the cost by maintenance activity for AC and PCC pavement types, respectively. Because the localized maintenance activities identified for both preventive and stopgap work types are based on a statewide network approach, project-specific evaluations and maintenance quantities should be developed prior to construction.

Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete

Localized Work Type	Reliever Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	11.50	SF
AC Partial-Depth Patching	$	4.75	SF
Surface Seal	$	0.75	SF

Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete

Localized Work Type	Reliever Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	65.00	SF
PCC Partial-Depth Patching	$	169.00	SF
PCC Slab Replacement	$	51.50	SF

**PCC Partial-Depth Patching considers high-early-strength and high-performing repair material.*

5.4.4 Localized Maintenance and Repair Policy

Table 5.4.4 and **Table 5.4.5** depicts the Localized Preventive Maintenance Policy and the Localized Stopgap Maintenance Policy for AC and PCC pavements. The resulting Localized Maintenance recommendations for this program are identified based on this policy.

Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
41	Low	Alligator Cracking	Monitor Pavement	Monitor Pavement
41	Medium	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
41	High	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
42	N/A	Bleeding	Monitor Pavement	Monitor Pavement
43	Low	Block Cracking	Monitor Pavement	Monitor Pavement
43	Medium	Block Cracking	AC Crack Sealing	Monitor Pavement
43	High	Block Cracking	AC Crack Sealing	AC Crack Sealing
44	Low	Corrugation	Monitor Pavement	Monitor Pavement
44	Medium	Corrugation	AC Full Depth Patching	Monitor Pavement
44	High	Corrugation	AC Full Depth Patching	AC Full Depth Patching
45	Low	Depression	Monitor Pavement	Monitor Pavement
45	Medium	Depression	AC Full Depth Patching	Monitor Pavement
45	High	Depression	AC Full Depth Patching	AC Full Depth Patching
46	N/A	Jet Blast	Monitor Pavement	Monitor Pavement
47	Low	Jt. Reflective Cracking	Monitor Pavement	Monitor Pavement
47	Medium	Jt. Reflective Cracking	AC Crack Sealing	Monitor Pavement
47	High	Jt. Reflective Cracking	AC Full Depth Patching	AC Full Depth Patching
48	Low	L&T Cracking	Monitor Pavement	Monitor Pavement
48	Medium	L&T Cracking	AC Crack Sealing	Monitor Pavement
48	High	L&T Cracking	AC Full Depth Patching	AC Full Depth Patching
49	N/A	Oil Spillage	Monitor Pavement	Monitor Pavement
50	Low	Patching	Monitor Pavement	Monitor Pavement
50	Medium	Patching	AC Full Depth Patching	Monitor Pavement
50	High	Patching	AC Full Depth Patching	AC Full Depth Patching
51	N/A	Polished Aggregate	Monitor Pavement	Monitor Pavement
52	Low	Raveling	Surface Seal	Monitor Pavement
52	Medium	Raveling	Surface Seal	Monitor Pavement
52	High	Raveling	AC Partial Depth Patching	AC Partial Depth Patching
53	Low	Rutting	Monitor Pavement	Monitor Pavement
53	Medium	Rutting	AC Full Depth Patching	Monitor Pavement
53	High	Rutting	AC Full Depth Patching	AC Full Depth Patching
54	Low	Shoving	Monitor Pavement	Monitor Pavement
54	Medium	Shoving	AC Partial Depth Patching	Monitor Pavement
54	High	Shoving	AC Full Depth Patching	AC Full Depth Patching
55	N/A	Slippage Cracking	AC Full Depth Patching	AC Full Depth Patching
56	Low	Swelling	Monitor Pavement	Monitor Pavement
56	Medium	Swelling	AC Full Depth Patching	Monitor Pavement
56	High	Swelling	AC Full Depth Patching	AC Full Depth Patching

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
61	Low	Blow-up	PCC Full Depth Patching	Monitor Pavement
61	Medium	Blow-up	PCC Full Depth Patching	PCC Full Depth Patching
61	High	Blow-up	PCC Slab Replacement	PCC Slab Replacement
62	Low	Corner Break	Monitor Pavement	Monitor Pavement
62	Medium	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
62	High	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
63	Low	Linear Cracking	Monitor Pavement	Monitor Pavement
63	Medium	Linear Cracking	PCC Crack Sealing	PCC Crack Sealing
63	High	Linear Cracking	PCC Full Depth Patching	PCC Crack Sealing
64	Low	Durability Cracking	Monitor Pavement	Monitor Pavement
64	Medium	Durability Cracking	PCC Full Depth Patching	PCC Full Depth Patching
64	High	Durability Cracking	PCC Slab Replacement	PCC Slab Replacement
65	Low	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	Medium	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	High	Jt. Seal Damage	PCC Joint Seal	PCC Joint Seal
66	Low	Small Patch	Monitor Pavement	Monitor Pavement
66	Medium	Small Patch	PCC Partial Depth Patching	Monitor Pavement
66	High	Small Patch	PCC Partial Depth Patching	PCC Partial Depth Patching
67	Low	Large Patch	Monitor Pavement	Monitor Pavement
67	Medium	Large Patch	PCC Full Depth Patching	Monitor Pavement
67	High	Large Patch	PCC Full Depth Patching	PCC Full Depth Patching
68	N/A	Popouts	Monitor Pavement	Monitor Pavement
69	N/A	Pumping	Monitor Pavement	Monitor Pavement
70	Low	Scaling	Monitor Pavement	Monitor Pavement
70	Medium	Scaling	PCC Slab Replacement	Monitor Pavement
70	High	Scaling	PCC Slab Replacement	PCC Slab Replacement
71	Low	Faulting	Monitor Pavement	Monitor Pavement
71	Medium	Faulting	Grinding	Monitor Pavement
71	High	Faulting	PCC Slab Replacement	PCC Slab Replacement
72	Low	Shattered Slab	PCC Crack Sealing	Monitor Pavement
72	Medium	Shattered Slab	PCC Slab Replacement	PCC Crack Sealing
72	High	Shattered Slab	PCC Slab Replacement	PCC Slab Replacement
73	N/A	Shrinkage Cracking	Monitor Pavement	Monitor Pavement

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.5 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. 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 that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay.

5.5.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (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.

Major rehabilitation is divided into two (2) policy categories as part of this System Update: Full-Depth Reconstruction (Reconstruction) and Intermediate Major Rehabilitation (Rehabilitation). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Rehabilitation for AC, AAC, and APC pavement types, and PCC Reconstruction and PCC Rehabilitation for PCC pavement types. The pavement sections are based on the average Reliever Airport Type requirements; no pavement design has been performed in accordance with the FAA AC 150/5320-6F for the determined conceptual sections. **Table 5.5.1** provide details on the conceptual pavement sections developed for this study.

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	Reliever Pavement Section
AC Reconstruction	
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. ***PCI <55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (8")
	Prime Coat
	Tack Coat
	P-401 Surface Course (4")
	Excludes any paved shoulder features
AC Rehabilitation	
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. ***PCI = 55 to 70***	**15% AC Reconstruction**
	Mill and Overlay
	AC Milling (3")
	Tack Coat
	P-401 Surface Course (3")
	Excludes any paved shoulder features
PCC Reconstruction	
Full-depth rigid pavement section reconstruction. ***PCI < 55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (6")
	P-501 PCC Pavement (14")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. ***PCI = 55 to 70***	**15% Slab Replacement**
	Joint and Crack Seal
	Limited Patching

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. **This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.**

Reconstruction (AC or PCC)

Reconstruction is the removal and replacement of the existing AC or PCC pavement and base layer and includes preparation of the existing subgrade material. This technique is utilized when the pavement is badly deteriorated or a structural improvement is required. Reconstruction is used when the pavements are structurally deficient and an overlay is not possible due to adjacent pavement grades.

AC Rehabilitation

AC Rehabilitation, for the purposes of this SAPMP, is a removal of all or a portion of the asphalt surface through milling and replacing the milled depth with an overlay of asphalt. This rehabilitation activity is typically applied to pavement that does not require a structural improvement and does not display an extensive amount of load-related distresses. However, this work type conservatively accounts for 15% of the planned area to receive a full-depth replacement of the pavement structure. This is meant to capture any deficiencies that may not be apparent from a visual evaluation of the surface of the pavement. This work type occurs on pavement sections with a PCI value between 55 and 70. As a general rule of thumb, intermediate rehabilitation activities have a shorter pavement life compared to a full-depth reconstruction, but AC Rehabilitation will still reset the pavement to a PCI of 100.

PCC Rehabilitation

PCC Rehabilitation, for the purposes of this SAPMP, is a planning-level estimate of several concurrent PCC maintenance activities intended to raise the PCI above Critical without reconstructing the entire area. This work type accounts for the replacement of 15% of the slabs as well as a PCC patching, crack sealing, and joint sealing for areas outside of the panel replacement. This work type occurs on pavement sections with a PCI value between 55 and 70.

5.5.2 Major Rehabilitation Planning-Level Unit Costs

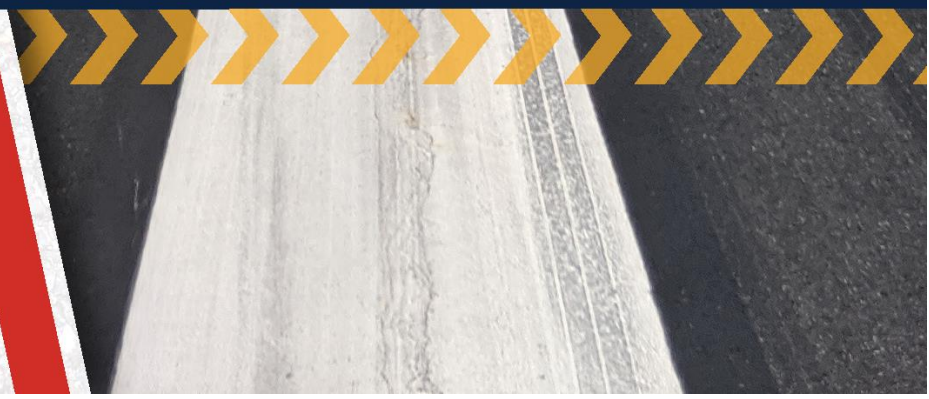
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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 5.5.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

Table 5.5.2: RL Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	$10.50	$22.50
Reconstruction	0 to 55	$18.50	$45.00

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level, based the policies defined in **5.4.4 Localized Maintenance and Repair Policy**. These work quantities are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist Airport staff in determining an annual budget allocation for maintenance activities that will help maintain Airport pavements above the critical PCI value and extend the life of the pavement.

Table 6.1 (a) provides a summary of the anticipated planning-level costs for Year 1 Localized Preventive Maintenance and Localized Stopgap Maintenance. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (a): Year 1 Summary of Localized Maintenance

Work Category	Cost	
Preventive	$	85,920
Stopgap	$	45,240
Planning-Level Localized M&R Needs =	***$***	***131,160***

Localized Preventive Maintenance is typically applied to pavements that are in a condition above the critical PCI value of the pavement section. Localized Stopgap Maintenance is typically applied to pavement sections that are at or below the critical PCI value. Application of localized maintenance and repair should be coordinated with the planning of major rehabilitation efforts identified through the Major Rehabilitation analysis. Pavements with stopgap recommendations that are subject to near-term major rehabilitation efforts may remove the need to perform localized (stopgap) maintenance efforts in subsequent years.

Table 6.1 (b) summarizes the anticipated Year 1 Localized Maintenance recommendations by work type, based on the PCI assessment efforts performed as part of this SAPMP System Update. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing	36	LF	$ 150
	Surface Seal	113,753	SF	$ 85,770
Localized Stopgap Maintenance	AC Partial-Depth Patching	6,594	SF	$ 31,340
	AC Full-Depth Patching	1,208	SF	$ 13,900

Table 6.1 (c) provides a breakdown of the anticipated planning-level costs by section for those areas exhibiting distresses that would benefit from Year 1 Localized M&R. The table shows the approximate improved "End Condition" PCI value of the section after the application of Localized M&R. This approximation is intended to depict a planning-level estimate of the effect of the localized M&R on the section-level PCI; the performance of the work does not guarantee the pavement will not deteriorate in other ways outside of the described treatment. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
HWO	RW 1L-19R	6105	270,522	86	91	$ 10,440
HWO	RW 1L-19R	6110	14,500	87	91	$ 550
HWO	RW 1L-19R	6115	15,000	91	94	$ 570
HWO	RW 1R-19L	6305	314,367	91	94	$ 4,750
HWO	RW 10L-28R	6205	314,433	89	92	$ 5,290
HWO	RW 10R-28L	6405	254,700	73	80	$ 22,820
HWO	RW 10R-28L	6410	14,700	91	94	$ 560
HWO	RW 10R-28L	6415	14,600	83	94	$ 1,330
HWO	RW 10R-28L	6420	20,508	88	94	$ 2,000
HWO	RW 10R-28L	6425	25,800	100	100	$ -
HWO	RW 10R-28L	6430	16,000	51	51	$ -
HWO	TW A	105	2,647	82	90	$ 60
HWO	TW A	110	8,438	77	86	$ 640
HWO	TW A	115	7,846	82	90	$ 80
HWO	TW A	120	8,823	91	94	$ 330
HWO	TW A	125	2,872	87	90	$ 110
HWO	TW A	130	21,764	100	100	$ -
HWO	TW A	135	11,969	100	100	$ -
HWO	TW B	200	4,873	88	91	$ 190
HWO	TW B	202	15,109	78	89	$ 1,700
HWO	TW B	205	117,040	80	83	$ 4,390
HWO	TW B	210	4,473	91	94	$ 170
HWO	TW B	215	16,260	83	92	$ 1,010
HWO	TW B	220	3,873	85	88	$ 150
HWO	TW B	225	4,273	89	89	$ -
HWO	TW B1	1905	18,259	71	79	$ 690
HWO	TW B1	1910	11,185	67	67	$ -
HWO	TW D	403	9,097	62	62	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
HWO	TW D	405	106,779	83	88	$ 4,020
HWO	TW D	406	4,793	89	92	$ 80
HWO	TW D	407	4,553	87	90	$ 180
HWO	TW D	410	8,066	91	94	$ 310
HWO	TW D	415	10,406	91	94	$ 400
HWO	TW D1	430	4,076	86	90	$ 160
HWO	TW D1	435	7,528	89	91	$ 120
HWO	TW D2	450	4,325	80	87	$ 330
HWO	TW D2	455	7,181	88	91	$ 110
HWO	TW E	505	8,843	67	67	$ -
HWO	TW E	506	8,043	67	67	$ -
HWO	TW E	510	8,656	81	90	$ 510
HWO	TW E	520	32,472	77	85	$ 1,480
HWO	TW E	530	4,345	86	90	$ 170
HWO	TW E	540	3,890	82	91	$ 270
HWO	TW E	545	4,153	83	91	$ 170
HWO	TW E	550	3,523	88	90	$ 60
HWO	TW E	555	5,132	87	90	$ 200
HWO	TW E	560	3,907	89	91	$ 20
HWO	TW E	565	50,638	72	79	$ 5,030
HWO	TW E	570	9,467	89	89	$ -
HWO	TW E1	525	4,095	79	84	$ 170
HWO	TW E1	527	5,105	88	90	$ 80
HWO	TW E2	585	4,161	79	84	$ 160
HWO	TW E2	587	4,372	88	90	$ 70
HWO	TW J	1109	19,913	68	68	$ -
HWO	TW J	1110	58,977	15	24	$ 39,090
HWO	TW L	1205	88,707	85	88	$ 3,340
HWO	TW L	1215	16,734	81	90	$ 1,260
HWO	TW L	1220	3,966	85	94	$ 300
HWO	TW L	1230	12,000	87	94	$ 460
HWO	TW L	1235	21,336	100	100	$ -
HWO	TW L	1240	15,750	100	100	$ -
HWO	TW L1	805	9,896	73	78	$ 700
HWO	TW L2	1005	18,386	83	89	$ 690
HWO	TW L3	1105	19,105	78	89	$ 2,150
HWO	TW M	2005	16,935	68	68	$ -
HWO	TW M	2010	94,189	64	64	$ -
HWO	TW M	2012	8,465	87	90	$ 320
HWO	TW M	2015	15,203	100	100	$ -
HWO	TW M	2025	18,509	59	59	$ -
HWO	TW M1	2020	7,027	74	83	$ 610
HWO	TW M3	1102	11,092	72	77	$ 30
HWO	TW N	1405	112,128	89	89	$ -
HWO	TW N	1410	4,473	80	82	$ 30
HWO	TW N	1415	5,950	82	88	$ 230
HWO	TW N	1420	10,945	88	90	$ 170

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
HWO	TW N1	310	7,431	86	94	$ 290
HWO	TW N1	315	4,070	82	82	$ -
HWO	TW N2	705	7,030	92	94	$ 110
HWO	TW N2	710	4,477	84	89	$ 170
HWO	TW P	1602	3,978	68	68	$ -
HWO	TW P	1605	32,923	70	70	$ -
HWO	TW P	1607	6,888	79	87	$ 280
HWO	TW P	1610	3,511	78	83	$ 270
HWO	TW P	1612	4,448	87	90	$ 170
HWO	TW P	1617	3,418	87	94	$ 60
HWO	TW P	1620	44,816	90	90	$ -
HWO	TW P	1623	4,830	91	94	$ 190
HWO	TW P	1630	10,775	94	94	$ -
HWO	TW P	1635	7,537	87	90	$ 290
HWO	TW P1	305	3,960	71	80	$ 600
HWO	TW P1	307	5,821	87	90	$ 220
HWO	TW P2	1625	5,178	90	90	$ -
HWO	TW P2	1627	5,086	91	94	$ 200
HWO	TW R	1803	13,261	78	83	$ 730
HWO	TW R	1805	28,097	39	39	$ -
HWO	TW R	1807	12,670	67	67	$ -
HWO	TW R	1810	9,119	70	70	$ -
HWO	AP RU 10R	5000	37,780	100	100	$ -
HWO	AP S	4105	262,500	34	36	$ 6,140
HWO	AP S	4110	84,000	43	43	$ -

6.2 Major Rehabilitation Needs

Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a substantial improvement to the pavement condition and resets the pavement section's PCI value to 100. Major rehabilitation recommendations (AC Rehabilitation, AC Reconstruction, PCC Rehabilitation, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance with FAA Advisory Circulars is required. Recommendations identified within this planning document do not imply final design.

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, 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 a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. This is done over a 10-year analysis period. While this is financially impractical, it does yield the unbiased pavement needs over a 10-year time frame at the Airport given current and forecasted pavement conditions. The FDOT recognizes that airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. Each airport has a unique set of challenges and FDOT's goals are to provide it with the data needed to formulate a practical Capital Improvement Program and identify needs in the Joint Automated Capital Improvement Program (JACIP). This includes:

- An estimation of current pavement condition;
- Major pavement rehabilitation needs based on condition and policies; and
- Planning-level cost estimates for the major rehabilitation needs.

Table 6.2.1 (a) summarizes section-level major rehabilitation needs forecasted for a 10-year period. It should be noted that the following table depicts planning-level costs and has been rounded up to the nearest $1,000 for planning purposes.

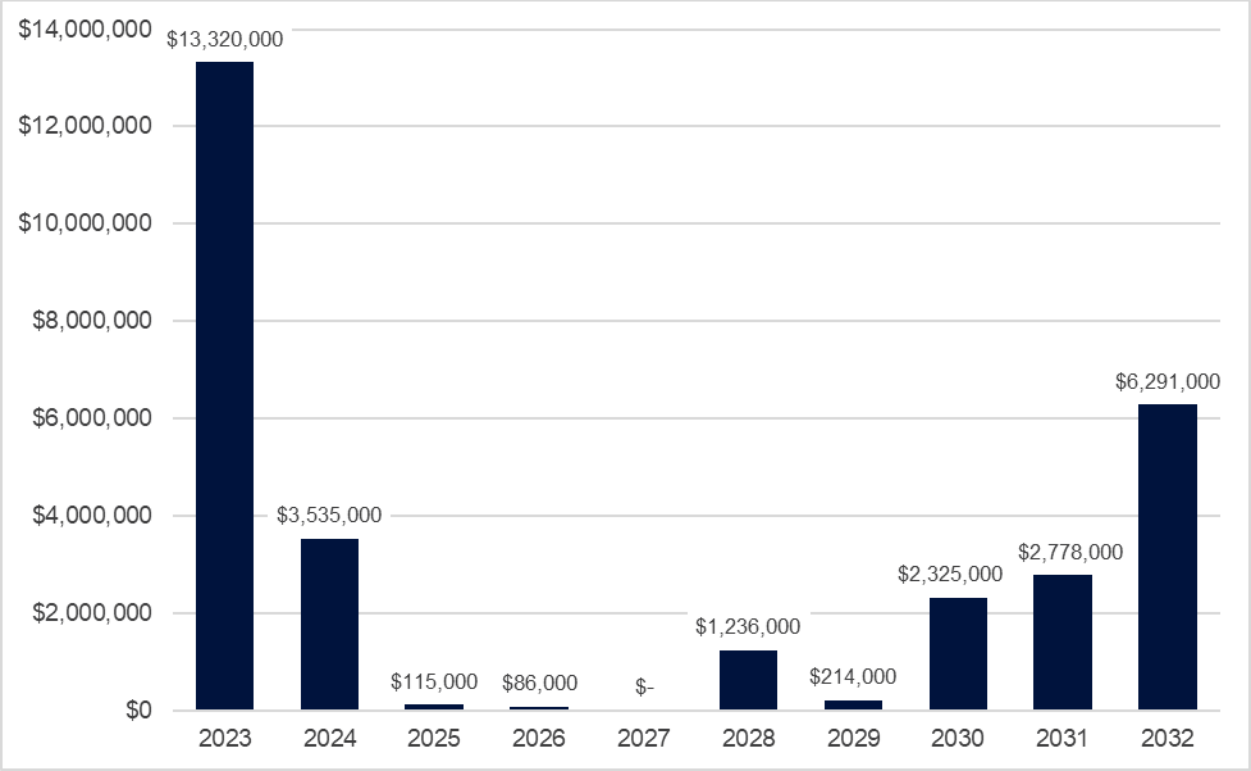
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	HWO	RW 10R-28L	6430	AAC	16,000	50	AC Reconstruction	$ 296,000
2023	HWO	TW B1	1905	AAC	18,259	70	AC Rehabilitation	$ 192,000
2023	HWO	TW B1	1910	AC	11,185	66	AC Rehabilitation	$ 118,000
2023	HWO	TW D	403	AC	9,097	62	AC Rehabilitation	$ 96,000
2023	HWO	TW E	505	AAC	8,843	66	AC Rehabilitation	$ 93,000
2023	HWO	TW E	506	AAC	8,043	66	AC Rehabilitation	$ 85,000
2023	HWO	TW J	1109	AAC	19,913	67	AC Rehabilitation	$ 210,000
2023	HWO	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 1,092,000
2023	HWO	TW M	2005	AAC	16,935	67	AC Rehabilitation	$ 178,000
2023	HWO	TW M	2010	AC	94,189	63	AC Rehabilitation	$ 989,000
2023	HWO	TW M	2025	AC	18,509	59	AC Rehabilitation	$ 195,000
2023	HWO	TW P	1602	AAC	3,978	67	AC Rehabilitation	$ 42,000
2023	HWO	TW P	1605	AC	32,923	69	AC Rehabilitation	$ 346,000
2023	HWO	TW R	1805	AAC	28,097	38	AC Reconstruction	$ 520,000
2023	HWO	TW R	1807	AAC	12,670	66	AC Rehabilitation	$ 134,000
2023	HWO	TW R	1810	AAC	9,119	69	AC Rehabilitation	$ 96,000
2023	HWO	AP S	4105	AC	262,500	32	AC Reconstruction	$ 4,857,000
2023	HWO	AP S	4110	PCC	84,000	42	PCC Reconstruction	$ 3,781,000
2024	HWO	RW 10R-28L	6405	AAC	254,700	70	AC Rehabilitation	$ 2,809,000
2024	HWO	TW E	565	AAC	50,638	70	AC Rehabilitation	$ 559,000
2024	HWO	TW M3	1102	AAC	11,092	70	AC Rehabilitation	$ 123,000
2024	HWO	TW P1	305	AC	3,960	69	AC Rehabilitation	$ 44,000
2025	HWO	TW L1	805	AAC	9,896	69	AC Rehabilitation	$ 115,000
2026	HWO	TW M1	2020	AC	7,027	70	AC Rehabilitation	$ 86,000

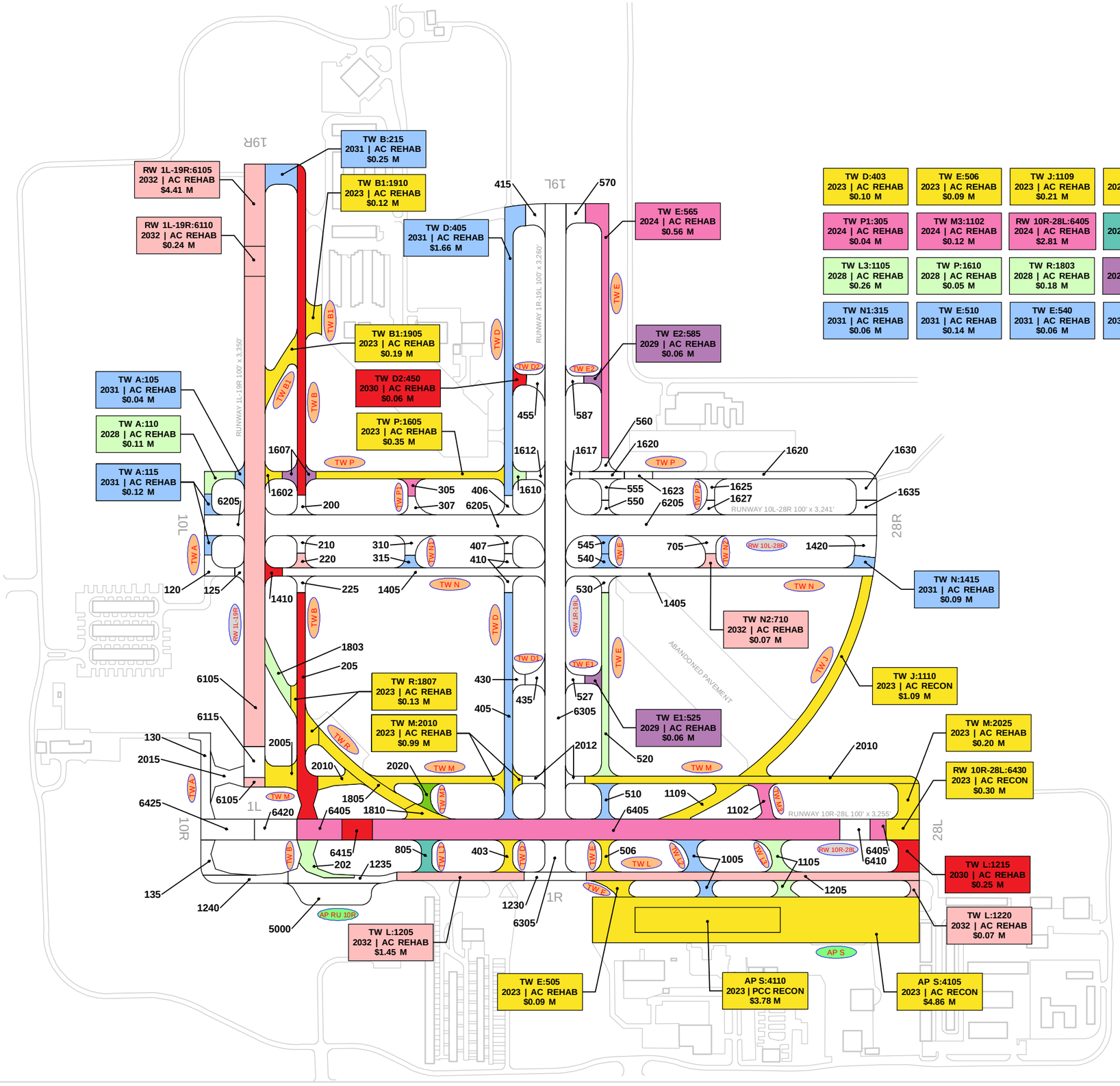
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2028	**HWO**	TW A	110	AC	8,438	70	AC Rehabilitation	$ 114,000
2028	**HWO**	TW B	202	AAC	15,109	70	AC Rehabilitation	$ 203,000
2028	**HWO**	TW E	520	AC	32,472	70	AC Rehabilitation	$ 436,000
2028	**HWO**	TW L3	1105	AAC	19,105	70	AC Rehabilitation	$ 257,000
2028	**HWO**	TW P	1610	AAC	3,511	70	AC Rehabilitation	$ 48,000
2028	**HWO**	TW R	1803	AAC	13,261	70	AC Rehabilitation	$ 178,000
2029	**HWO**	TW E1	525	AAC	4,095	69	AC Rehabilitation	$ 58,000
2029	**HWO**	TW E2	585	AAC	4,161	69	AC Rehabilitation	$ 59,000
2029	**HWO**	TW P	1607	AAC	6,888	69	AC Rehabilitation	$ 97,000
2030	**HWO**	RW 10R-28L	6415	AAC	14,600	69	AC Rehabilitation	$ 216,000
2030	**HWO**	TW B	205	AAC	117,040	69	AC Rehabilitation	$ 1,730,000
2030	**HWO**	TW D2	450	AAC	4,325	69	AC Rehabilitation	$ 64,000
2030	**HWO**	TW L	1215	AAC	16,734	70	AC Rehabilitation	$ 248,000
2030	**HWO**	TW N	1410	AAC	4,473	69	AC Rehabilitation	$ 67,000
2031	**HWO**	TW A	105	AAC	2,647	69	AC Rehabilitation	$ 42,000
2031	**HWO**	TW A	115	AAC	7,846	69	AC Rehabilitation	$ 122,000
2031	**HWO**	TW B	215	AAC	16,260	70	AC Rehabilitation	$ 253,000
2031	**HWO**	TW D	405	AAC	106,779	70	AC Rehabilitation	$ 1,657,000
2031	**HWO**	TW E	510	AC	8,656	70	AC Rehabilitation	$ 135,000
2031	**HWO**	TW E	540	AAC	3,890	69	AC Rehabilitation	$ 61,000
2031	**HWO**	TW E	545	AAC	4,153	70	AC Rehabilitation	$ 65,000
2031	**HWO**	TW L2	1005	AAC	18,386	70	AC Rehabilitation	$ 286,000
2031	**HWO**	TW N	1415	AAC	5,950	69	AC Rehabilitation	$ 93,000
2031	**HWO**	TW N1	315	AAC	4,070	69	AC Rehabilitation	$ 64,000
2032	**HWO**	RW 1L-19R	6105	AAC	270,522	69	AC Rehabilitation	$ 4,407,000
2032	**HWO**	RW 1L-19R	6110	AAC	14,500	70	AC Rehabilitation	$ 237,000
2032	**HWO**	TW B	220	AAC	3,873	70	AC Rehabilitation	$ 64,000
2032	**HWO**	TW L	1205	AAC	88,707	70	AC Rehabilitation	$ 1,445,000
2032	**HWO**	TW L	1220	AAC	3,966	70	AC Rehabilitation	$ 65,000
2032	**HWO**	TW N2	710	AAC	4,477	69	AC Rehabilitation	$ 73,000

Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit, graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level data that can be used by the Airport to support developing a practical CIP.

Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year



HWO



TW D:403 2023 | AC REHAB $0.10 M	TW E:506 2023 | AC REHAB $0.09 M	TW J:1109 2023 | AC REHAB $0.21 M	TW P:1602 2023 | AC REHAB $0.04 M	TW R:1805 2023 | AC RECON $0.52 M	TW R:1810 2023 | AC REHAB $0.10 M	TW M:2005 2023 | AC REHAB $0.18 M
TW P1:305 2024 | AC REHAB $0.04 M	TW M3:1102 2024 | AC REHAB $0.12 M	RW 10R-28L:6405 2024 | AC REHAB $2.81 M	TW L1:805 2025 | AC REHAB $0.12 M	TW M1:2020 2026 | AC REHAB $0.09 M	TW B:202 2028 | AC REHAB $0.20 M	TW E:520 2028 | AC REHAB $0.44 M
TW L3:1105 2028 | AC REHAB $0.26 M	TW P:1610 2028 | AC REHAB $0.05 M	TW R:1803 2028 | AC REHAB $0.18 M	TW P:1607 2029 | AC REHAB $0.10 M	TW B:205 2030 | AC REHAB $1.73 M	TW N:1410 2030 | AC REHAB $0.07 M	RW 10R-28L:6415 2030 | AC REHAB $0.22 M
TW N1:315 2031 | AC REHAB $0.06 M	TW E:510 2031 | AC REHAB $0.14 M	TW E:540 2031 | AC REHAB $0.06 M	TW E:545 2031 | AC REHAB $0.07 M	TW L2:1005 2031 | AC REHAB $0.29 M	TW B:220 2032 | AC REHAB $0.06 M	

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

FDOT

2022

Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

It is recommended that the Airport continue to perform regularly scheduled PCI surveys in accordance with the ASTM D5340-20 (or latest edition) to monitor the condition of airfield pavement facilities.

A high priority should be placed on maintaining good record keeping and re-inspecting the Airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, 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 prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. 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 also identified major pavement rehabilitation project needs from 2023-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus 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 based on the recommendations provided in **Section 6.1**;
- Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- Maintain detailed records on pavement maintenance, construction, and inspection; and
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Chapter 3** and **Appendix C**. 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 D5340-20. The Exhibit is intended for planning purposes only. Further details can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A.**

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts 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 work 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.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix C**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last 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.

Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Chapter 4** and **Appendix C**. The Exhibit is a visual summary of the latest conditions reported from the PCI assessment performed at the Airport. Distress analysis occurred in accordance with ASTM D5340-20 (referenced in **Appendix E**), with results being analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the Exhibit and graphically represented using the standard ASTM D5340-20 condition rating categories.

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix C**. 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. 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**.

Inspection Photograph Documentation

Representative field conditions from the PCI assessment are documented with digital photographs located in **Appendix D**. Select photographs are provided with a limited caption on the distress(es) observed. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Appendix does not contain photographs for every section and sample unit.

7.3 Conclusion

The FDOT SAPMP System Update Phase 2 2021-2023 was completed for the Airport on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. 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 D5340-20.

7.4 References

The following documents are 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, survey guidelines, and recommended methods of repair.

- ASTM D5340-20, Standard Test Method for Airport Pavement Condition Index Surveys, American Society for Testing and Materials, West Conshohocken, PA, 2018.
- AC 150/5210-24 Airport Foreign Object Debris (FOD) Management, Federal Aviation Administration, Washington, D.C., 2010.
- AC 150/5320-6F, Airport Pavement Design and Evaluation, Federal Aviation Administration, Washington, D.C., 2016.
- AC 150/5380-7B, Airport Pavement Management Program (PMP), Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5380-6C, Guidelines and Procedures for Maintenance of Airport Pavements, Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5370-10H, Standard Specifications for Construction of Airports, Federal Aviation Administration, Washington, D.C., 2018.
- Airport Improvement Program Handbook, Order 5100.38D, Change 1, Federal Aviation Administration, Washington, D.C., 2019.
- Tri-Service Pavements Working Group (TSPWG) Manual 3-270-08. 14-03, Preventive Maintenance Plan (PMP) for Airfield Pavements, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-16, O&M Manual: Standard Practice for Airfield Pavement Condition Surveys, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-03, Airfield Pavement Evaluation, Department of Defense, Washington, D.C., 2001.
- Shahin, Mohamed Y., Pavement Management for Airports, Roads, and Parking Lots, Springer, 2005.

Appendix A: Airfield Pavement Analysis

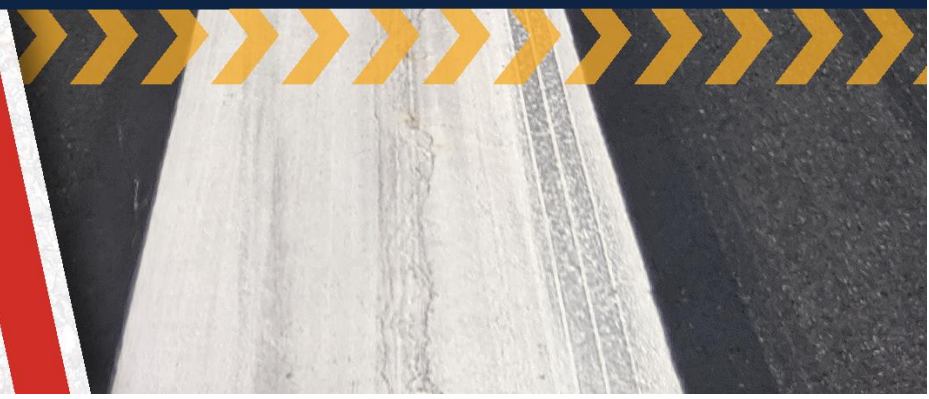


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	RW 1L-19R	Runway	6105	270,522	AAC	3/1/2007
HWO	RW 1L-19R	Runway	6110	14,500	AAC	12/1/2012
HWO	RW 1L-19R	Runway	6115	15,000	AAC	12/1/2012
HWO	RW 1R-19L	Runway	6305	314,367	AAC	1/1/2013
HWO	RW 10L-28R	Runway	6205	314,433	AAC	1/1/2012
HWO	RW 10R-28L	Runway	6405	254,700	AAC	1/1/1996
HWO	RW 10R-28L	Runway	6410	14,700	AAC	12/1/2012
HWO	RW 10R-28L	Runway	6415	14,600	AAC	12/1/2012
HWO	RW 10R-28L	Runway	6420	20,508	AAC	3/1/2007
HWO	RW 10R-28L	Runway	6425	25,800	AC	7/1/2021
HWO	RW 10R-28L	Runway	6430	16,000	AAC	1/1/1996
HWO	TW A	Taxiway	105	2,647	AAC	3/1/2007
HWO	TW A	Taxiway	110	8,438	AC	1/1/2001
HWO	TW A	Taxiway	115	7,846	AAC	1/1/2012
HWO	TW A	Taxiway	120	8,823	AAC	1/1/2014
HWO	TW A	Taxiway	125	2,872	AAC	1/1/2014
HWO	TW A	Taxiway	130	21,764	AC	7/1/2021
HWO	TW A	Taxiway	135	11,969	AC	7/1/2021
HWO	TW B	Taxiway	200	4,873	AAC	1/1/2012
HWO	TW B	Taxiway	202	15,109	AAC	3/1/2007
HWO	TW B	Taxiway	205	117,040	AAC	1/1/2008
HWO	TW B	Taxiway	210	4,473	AAC	1/1/2012
HWO	TW B	Taxiway	215	16,260	AAC	1/1/2008
HWO	TW B	Taxiway	220	3,873	AAC	12/1/2014
HWO	TW B	Taxiway	225	4,273	AAC	12/1/2014
HWO	TW B1	Taxiway	1905	18,259	AAC	1/1/2008
HWO	TW B1	Taxiway	1910	11,185	AC	1/1/2008
HWO	TW D	Taxiway	403	9,097	AC	1/1/1996
HWO	TW D	Taxiway	405	106,779	AAC	3/1/2007
HWO	TW D	Taxiway	406	4,793	AAC	1/1/2012
HWO	TW D	Taxiway	407	4,553	AAC	1/1/2012
HWO	TW D	Taxiway	410	8,066	AAC	1/1/2014
HWO	TW D	Taxiway	415	10,406	AAC	1/1/2013
HWO	TW D1	Taxiway	430	4,076	AAC	3/1/2007
HWO	TW D1	Taxiway	435	7,528	AAC	3/1/2013
HWO	TW D2	Taxiway	450	4,325	AAC	3/1/2007
HWO	TW D2	Taxiway	455	7,181	AAC	3/1/2013
HWO	TW E	Taxiway	505	8,843	AAC	3/1/2007
HWO	TW E	Taxiway	506	8,043	AAC	3/1/2007
HWO	TW E	Taxiway	510	8,656	AC	1/1/1996
HWO	TW E	Taxiway	520	32,472	AC	1/1/2003
HWO	TW E	Taxiway	530	4,345	AAC	12/1/2014
HWO	TW E	Taxiway	540	3,890	AAC	1/1/2014
HWO	TW E	Taxiway	545	4,153	AAC	1/1/2012

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	TW E	Taxiway	550	3,523	AAC	1/1/2012
HWO	TW E	Taxiway	555	5,132	AAC	10/1/2016
HWO	TW E	Taxiway	560	3,907	AAC	10/1/2016
HWO	TW E	Taxiway	565	50,638	AAC	1/1/2013
HWO	TW E	Taxiway	570	9,467	AAC	1/1/2013
HWO	TW E1	Taxiway	525	4,095	AAC	1/1/2013
HWO	TW E1	Taxiway	527	5,105	AAC	3/1/2013
HWO	TW E2	Taxiway	585	4,161	AAC	1/1/2013
HWO	TW E2	Taxiway	587	4,372	AAC	3/1/2013
HWO	TW J	Taxiway	1109	19,913	AAC	3/1/2007
HWO	TW J	Taxiway	1110	58,977	AAC	1/1/1968
HWO	TW L	Taxiway	1205	88,707	AAC	3/1/2007
HWO	TW L	Taxiway	1215	16,734	AAC	3/1/2007
HWO	TW L	Taxiway	1220	3,966	AAC	3/1/2007
HWO	TW L	Taxiway	1230	12,000	AAC	3/1/2013
HWO	TW L	Taxiway	1235	21,336	AAC	7/1/2021
HWO	TW L	Taxiway	1240	15,750	AC	7/1/2021
HWO	TW L1	Taxiway	805	9,896	AAC	3/1/2007
HWO	TW L2	Taxiway	1005	18,386	AAC	3/1/2007
HWO	TW L3	Taxiway	1105	19,105	AAC	3/1/2007
HWO	TW M	Taxiway	2005	16,935	AAC	3/1/2007
HWO	TW M	Taxiway	2010	94,189	AC	1/1/1996
HWO	TW M	Taxiway	2012	8,465	AAC	3/1/2013
HWO	TW M	Taxiway	2015	15,203	AC	7/1/2021
HWO	TW M	Taxiway	2025	18,509	AC	1/1/1996
HWO	TW M1	Taxiway	2020	7,027	AC	1/1/1996
HWO	TW M3	Taxiway	1102	11,092	AAC	3/1/2007
HWO	TW N	Taxiway	1405	112,128	AAC	1/1/2014
HWO	TW N	Taxiway	1410	4,473	AAC	1/1/2014
HWO	TW N	Taxiway	1415	5,950	AAC	1/1/2014
HWO	TW N	Taxiway	1420	10,945	AAC	1/1/2012
HWO	TW N1	Taxiway	310	7,431	AAC	1/1/2012
HWO	TW N1	Taxiway	315	4,070	AAC	1/1/2014
HWO	TW N2	Taxiway	705	7,030	AAC	1/1/2012
HWO	TW N2	Taxiway	710	4,477	AAC	1/1/2014
HWO	TW P	Taxiway	1602	3,978	AAC	3/1/2007
HWO	TW P	Taxiway	1605	32,923	AC	1/1/1989
HWO	TW P	Taxiway	1607	6,888	AAC	1/1/2008
HWO	TW P	Taxiway	1610	3,511	AAC	3/1/2007
HWO	TW P	Taxiway	1612	4,448	AAC	3/1/2013
HWO	TW P	Taxiway	1617	3,418	AAC	3/1/2013
HWO	TW P	Taxiway	1620	44,816	AAC	10/1/2016
HWO	TW P	Taxiway	1623	4,830	AC	10/1/2016
HWO	TW P	Taxiway	1630	10,775	AAC	10/1/2016
HWO	TW P	Taxiway	1635	7,537	AAC	1/1/2012
HWO	TW P1	Taxiway	305	3,960	AC	1/1/1989

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
HWO	TW P1	Taxiway	307	5,821	AAC	1/1/2012
HWO	TW P2	Taxiway	1625	5,178	AAC	10/1/2016
HWO	TW P2	Taxiway	1627	5,086	AAC	1/1/2012
HWO	TW R	Taxiway	1803	13,261	AAC	3/1/2007
HWO	TW R	Taxiway	1805	28,097	AAC	1/1/1996
HWO	TW R	Taxiway	1807	12,670	AAC	1/1/2008
HWO	TW R	Taxiway	1810	9,119	AAC	1/1/1996
HWO	AP RU 10R	Apron	5000	37,780	AC	7/1/2021
HWO	AP S	Apron	4105	262,500	AC	1/1/1968
HWO	AP S	Apron	4110	84,000	PCC	1/1/1968

Table A.2: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	RW 1L-19R	Runway	6105	270,522	86	Good
HWO	RW 1L-19R	Runway	6110	14,500	87	Good
HWO	RW 1L-19R	Runway	6115	15,000	91	Good
HWO	RW 1R-19L	Runway	6305	314,367	91	Good
HWO	RW 10L-28R	Runway	6205	314,433	89	Good
HWO	RW 10R-28L	Runway	6405	254,700	73	Satisfactory
HWO	RW 10R-28L	Runway	6410	14,700	91	Good
HWO	RW 10R-28L	Runway	6415	14,600	83	Satisfactory
HWO	RW 10R-28L	Runway	6420	20,508	88	Good
HWO	RW 10R-28L	Runway	6425	25,800	100	Good
HWO	RW 10R-28L	Runway	6430	16,000	51	Poor
HWO	TW A	Taxiway	105	2,647	82	Satisfactory
HWO	TW A	Taxiway	110	8,438	77	Satisfactory
HWO	TW A	Taxiway	115	7,846	82	Satisfactory
HWO	TW A	Taxiway	120	8,823	91	Good
HWO	TW A	Taxiway	125	2,872	87	Good
HWO	TW A	Taxiway	130	21,764	100	Good
HWO	TW A	Taxiway	135	11,969	100	Good
HWO	TW B	Taxiway	200	4,873	88	Good
HWO	TW B	Taxiway	202	15,109	78	Satisfactory
HWO	TW B	Taxiway	205	117,040	80	Satisfactory
HWO	TW B	Taxiway	210	4,473	91	Good
HWO	TW B	Taxiway	215	16,260	83	Satisfactory
HWO	TW B	Taxiway	220	3,873	85	Satisfactory
HWO	TW B	Taxiway	225	4,273	89	Good
HWO	TW B1	Taxiway	1905	18,259	71	Satisfactory
HWO	TW B1	Taxiway	1910	11,185	67	Fair
HWO	TW D	Taxiway	403	9,097	62	Fair
HWO	TW D	Taxiway	405	106,779	83	Satisfactory
HWO	TW D	Taxiway	406	4,793	89	Good
HWO	TW D	Taxiway	407	4,553	87	Good
HWO	TW D	Taxiway	410	8,066	91	Good
HWO	TW D	Taxiway	415	10,406	91	Good
HWO	TW D1	Taxiway	430	4,076	86	Good
HWO	TW D1	Taxiway	435	7,528	89	Good
HWO	TW D2	Taxiway	450	4,325	80	Satisfactory
HWO	TW D2	Taxiway	455	7,181	88	Good
HWO	TW E	Taxiway	505	8,843	67	Fair
HWO	TW E	Taxiway	506	8,043	67	Fair
HWO	TW E	Taxiway	510	8,656	81	Satisfactory
HWO	TW E	Taxiway	520	32,472	77	Satisfactory
HWO	TW E	Taxiway	530	4,345	86	Good
HWO	TW E	Taxiway	540	3,890	82	Satisfactory
HWO	TW E	Taxiway	545	4,153	83	Satisfactory
HWO	TW E	Taxiway	550	3,523	88	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TW E	Taxiway	555	5,132	87	Good
HWO	TW E	Taxiway	560	3,907	89	Good
HWO	TW E	Taxiway	565	50,638	72	Satisfactory
HWO	TW E	Taxiway	570	9,467	89	Good
HWO	TW E1	Taxiway	525	4,095	79	Satisfactory
HWO	TW E1	Taxiway	527	5,105	88	Good
HWO	TW E2	Taxiway	585	4,161	79	Satisfactory
HWO	TW E2	Taxiway	587	4,372	88	Good
HWO	TW J	Taxiway	1109	19,913	68	Fair
HWO	TW J	Taxiway	1110	58,977	15	Serious
HWO	TW L	Taxiway	1205	88,707	85	Satisfactory
HWO	TW L	Taxiway	1215	16,734	81	Satisfactory
HWO	TW L	Taxiway	1220	3,966	85	Satisfactory
HWO	TW L	Taxiway	1230	12,000	87	Good
HWO	TW L	Taxiway	1235	21,336	100	Good
HWO	TW L	Taxiway	1240	15,750	100	Good
HWO	TW L1	Taxiway	805	9,896	73	Satisfactory
HWO	TW L2	Taxiway	1005	18,386	83	Satisfactory
HWO	TW L3	Taxiway	1105	19,105	78	Satisfactory
HWO	TW M	Taxiway	2005	16,935	68	Fair
HWO	TW M	Taxiway	2010	94,189	64	Fair
HWO	TW M	Taxiway	2012	8,465	87	Good
HWO	TW M	Taxiway	2015	15,203	100	Good
HWO	TW M	Taxiway	2025	18,509	59	Fair
HWO	TW M1	Taxiway	2020	7,027	74	Satisfactory
HWO	TW M3	Taxiway	1102	11,092	72	Satisfactory
HWO	TW N	Taxiway	1405	112,128	89	Good
HWO	TW N	Taxiway	1410	4,473	80	Satisfactory
HWO	TW N	Taxiway	1415	5,950	82	Satisfactory
HWO	TW N	Taxiway	1420	10,945	88	Good
HWO	TW N1	Taxiway	310	7,431	86	Good
HWO	TW N1	Taxiway	315	4,070	82	Satisfactory
HWO	TW N2	Taxiway	705	7,030	92	Good
HWO	TW N2	Taxiway	710	4,477	84	Satisfactory
HWO	TW P	Taxiway	1602	3,978	68	Fair
HWO	TW P	Taxiway	1605	32,923	70	Fair
HWO	TW P	Taxiway	1607	6,888	79	Satisfactory
HWO	TW P	Taxiway	1610	3,511	78	Satisfactory
HWO	TW P	Taxiway	1612	4,448	87	Good
HWO	TW P	Taxiway	1617	3,418	87	Good
HWO	TW P	Taxiway	1620	44,816	90	Good
HWO	TW P	Taxiway	1623	4,830	91	Good
HWO	TW P	Taxiway	1630	10,775	94	Good
HWO	TW P	Taxiway	1635	7,537	87	Good
HWO	TW P1	Taxiway	305	3,960	71	Satisfactory
HWO	TW P1	Taxiway	307	5,821	87	Good
HWO	TW P2	Taxiway	1625	5,178	90	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
HWO	TW P2	Taxiway	1627	5,086	91	Good
HWO	TW R	Taxiway	1803	13,261	78	Satisfactory
HWO	TW R	Taxiway	1805	28,097	39	Very Poor
HWO	TW R	Taxiway	1807	12,670	67	Fair
HWO	TW R	Taxiway	1810	9,119	70	Fair
HWO	AP RU 10R	Apron	5000	37,780	100	Good
HWO	AP S	Apron	4105	262,500	34	Very Poor
HWO	AP S	Apron	4110	84,000	43	Poor

Table A.3: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	RW 1L-19R	6105	86	85	83	81	79	78	76	74	72	71	69
HWO	RW 1L-19R	6110	87	86	84	82	80	79	77	75	73	72	70
HWO	RW 1L-19R	6115	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 1R-19L	6305	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10L-28R	6205	89	88	86	84	82	81	79	77	75	74	72
HWO	RW 10R-28L	6405	73	72	70	68	66	65	63	61	59	58	56
HWO	RW 10R-28L	6410	91	90	88	86	84	83	81	79	77	76	74
HWO	RW 10R-28L	6415	83	82	80	78	76	75	73	71	69	68	66
HWO	RW 10R-28L	6420	88	87	85	83	81	80	78	76	74	73	71
HWO	RW 10R-28L	6425	100	94	92	90	87	85	83	82	80	79	77
HWO	RW 10R-28L	6430	51	50	48	46	44	43	41	39	37	36	34
HWO	TW A	105	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	110	77	76	75	73	72	71	70	69	68	67	66
HWO	TW A	115	82	81	79	77	76	74	73	71	70	69	68
HWO	TW A	120	91	89	87	85	83	81	80	78	76	75	74
HWO	TW A	125	87	85	83	82	80	78	77	75	74	72	71
HWO	TW A	130	100	95	93	91	89	87	85	83	82	80	79
HWO	TW A	135	100	95	93	91	89	87	85	83	82	80	79
HWO	TW B	200	88	86	84	83	81	79	77	76	74	73	72
HWO	TW B	202	78	77	75	74	72	71	70	69	68	66	65
HWO	TW B	205	80	79	77	75	74	73	71	70	69	68	67
HWO	TW B	210	91	89	87	85	83	81	80	78	76	75	74
HWO	TW B	215	83	82	80	78	77	75	74	72	71	70	68
HWO	TW B	220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW B	225	89	87	85	83	82	80	78	77	75	74	72
HWO	TW B1	1905	71	70	69	68	67	66	65	64	63	62	61
HWO	TW B1	1910	67	66	66	65	64	63	63	62	62	61	60
HWO	TW D	403	62	62	61	60	60	59	59	59	58	58	57
HWO	TW D	405	83	82	80	78	77	75	74	72	71	70	68
HWO	TW D	406	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D	407	87	85	83	82	80	78	77	75	74	72	71
HWO	TW D	410	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D	415	91	89	87	85	83	81	80	78	76	75	74
HWO	TW D1	430	86	84	83	81	79	77	76	74	73	72	70
HWO	TW D1	435	89	87	85	83	82	80	78	77	75	74	72
HWO	TW D2	450	80	79	77	75	74	73	71	70	69	68	67
HWO	TW D2	455	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	505	67	66	65	64	63	62	62	61	60	59	59
HWO	TW E	506	67	66	65	64	63	62	62	61	60	59	59
HWO	TW E	510	81	80	78	77	75	74	73	72	71	70	69
HWO	TW E	520	77	76	75	73	72	71	70	69	68	67	66
HWO	TW E	530	86	84	83	81	79	77	76	74	73	72	70
HWO	TW E	540	82	81	79	77	76	74	73	71	70	69	68
HWO	TW E	545	83	82	80	78	77	75	74	72	71	70	68

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW E	550	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E	555	87	85	83	82	80	78	77	75	74	72	71
HWO	TW E	560	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E	565	72	71	70	69	67	66	65	64	64	63	62
HWO	TW E	570	89	87	85	83	82	80	78	77	75	74	72
HWO	TW E1	525	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E1	527	88	86	84	83	81	79	77	76	74	73	72
HWO	TW E2	585	79	78	76	75	73	72	71	69	68	67	66
HWO	TW E2	587	88	86	84	83	81	79	77	76	74	73	72
HWO	TW J	1109	68	67	66	65	64	63	62	62	61	60	59
HWO	TW J	1110	15	13	11	9	7	6	4	2	0	0	0
HWO	TW L	1205	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1215	81	80	78	76	75	73	72	71	70	68	67
HWO	TW L	1220	85	83	82	80	78	77	75	74	72	71	70
HWO	TW L	1230	87	85	83	82	80	78	77	75	74	72	71
HWO	TW L	1235	100	95	93	91	88	86	84	83	81	79	77
HWO	TW L	1240	100	95	93	91	89	87	85	83	82	80	79
HWO	TW L1	805	73	72	71	69	68	67	66	65	64	63	62
HWO	TW L2	1005	83	82	80	78	77	75	74	72	71	70	68
HWO	TW L3	1105	78	77	75	74	72	71	70	69	68	66	65
HWO	TW M	2005	68	67	66	65	64	63	62	62	61	60	59
HWO	TW M	2010	64	63	63	62	62	61	61	60	60	59	59
HWO	TW M	2012	87	85	83	82	80	78	77	75	74	72	71
HWO	TW M	2015	100	95	93	91	89	87	85	83	82	80	79
HWO	TW M	2025	59	59	58	58	57	57	57	56	56	55	55
HWO	TW M1	2020	74	73	72	71	70	69	68	67	66	65	65
HWO	TW M3	1102	72	71	70	69	67	66	65	64	64	63	62
HWO	TW N	1405	89	87	85	83	82	80	78	77	75	74	72
HWO	TW N	1410	80	79	77	75	74	73	71	70	69	68	67
HWO	TW N	1415	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N	1420	88	86	84	83	81	79	77	76	74	73	72
HWO	TW N1	310	86	84	83	81	79	77	76	74	73	72	70
HWO	TW N1	315	82	81	79	77	76	74	73	71	70	69	68
HWO	TW N2	705	92	90	88	86	84	82	80	79	77	76	74
HWO	TW N2	710	84	83	81	79	77	76	74	73	72	70	69
HWO	TW P	1602	68	67	66	65	64	63	62	62	61	60	59
HWO	TW P	1605	70	69	68	67	66	66	65	64	63	63	62
HWO	TW P	1607	79	78	76	75	73	72	71	69	68	67	66
HWO	TW P	1610	78	77	75	74	72	71	70	69	68	66	65
HWO	TW P	1612	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P	1617	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P	1620	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P	1623	91	89	87	86	84	82	80	79	77	76	75
HWO	TW P	1630	94	92	90	88	86	84	82	80	79	77	75
HWO	TW P	1635	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P1	305	71	70	69	68	67	66	66	65	64	63	63

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
HWO	TW P1	307	87	85	83	82	80	78	77	75	74	72	71
HWO	TW P2	1625	90	88	86	84	82	81	79	77	76	74	73
HWO	TW P2	1627	91	89	87	85	83	81	80	78	76	75	74
HWO	TW R	1803	78	77	75	74	72	71	70	69	68	66	65
HWO	TW R	1805	39	38	36	34	32	30	28	26	24	22	20
HWO	TW R	1807	67	66	65	64	63	62	62	61	60	59	59
HWO	TW R	1810	70	69	68	67	66	65	64	63	62	61	61
HWO	AP RU 10R	5000	100	96	94	91	89	87	85	83	81	79	77
HWO	AP S	4105	34	32	29	26	23	20	17	14	11	9	6
HWO	AP S	4110	43	42	41	40	39	37	36	35	34	33	32

Pavement Database: FDOT

Network: NORTH PERRY AIR **Branch:** AP RU 10R RUN-UP APRON **Section:** 5000 **Surface:**AC
L.C.D. 7/1/2021 **Use:** APRON **Rank:** P **Length:** 465.00 (Ft) **Width:** 105.00 (Ft) **True Area:** 37780.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTH PERRY AIR **Branch:** AP S SOUTH GA APR **Section:** 4105 **Surface:**AC
L.C.D. 1/1/1968 **Use:** APRON **Rank:** P **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 S SOUTH GA APR **Section:** 4110 **Surface:**PCC
L.C.D. 1/1/1968 **Use:** APRON **Rank:** P **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 10L-28R RUNWAY 10L-28 **Section:** 6205 **Surface:**AAC
L.C.D. 1/1/2012 **Use:** RUNWAY **Rank:** P **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-OVL	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:** 2,547.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 254700.0000 (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-OVL	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-OVL	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:** 205.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 20508.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OVL	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:** RW 10R-28L RUNWAY 10R-28 **Section:** 6425 **Surface:**AC

L.C.D. 7/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25800.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTH PERRY AIR **Branch:** RW 10R-28L RUNWAY 10R-28 **Section:** 6430 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** RUNWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 16000.00000 (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 1L-19R RUNWAY 1L-19 **Section:** 6105 **Surface:**AAC

L.C.D. 3/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 2,705.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 270522.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OVL	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 1L-19R RUNWAY 1L-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-OVL	Mill and Overlay	0.00	0.00	☑	1" MILL AND OVERLAY
3/1/2007	ML-OVL	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 1L-19R RUNWAY 1L-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-OVL	Mill and Overlay	0.00	0.00	☑	1" MILL AND OVERLAY
3/1/2007	ML-OVL	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 1R-19L RUNWAY 1R-19 **Section:** 6305 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** RUNWAY **Rank:** P **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-OVL	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 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-OVL	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-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OVL	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:** 130 **Surface:**AC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 412.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 21764.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTH PERRY AIR **Branch:** TW A TAXIWAY A **Section:** 135 **Surface:**AC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 255.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 11969.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

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-OVL	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 B1 TAXIWAY B1 **Section:** 1910 **Surface:**AC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 77.00 (Ft) **True Area:** 11185.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1999	NC-AC	New Construction - AC	0.00	0.00	☑	

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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2008	ML-OVL	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:** 270.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 15109.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OVL	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:** 2,600.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 117040.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OVL	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-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2012	ML-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2008	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2013	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2013	ML-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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:**AAC

L.C.D. 1/1/2013 **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
1/1/2013	ML-OVL	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:** 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-OVL	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-OVL	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:** 2,215.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 88707.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OVL	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-OVL	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-OVL	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:** 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-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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:** 1235 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 525.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 21336.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	
3/1/2007	ML-OVL	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:** 1240 **Surface:**AC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 410.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15750.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

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-OVL	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-OVL	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-OVL	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:** 480.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 16935.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2007	ML-OVL	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:** 2,700.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 94189.00002 (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-OVL	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:** 2015 **Surface:**AC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 105.00 (Ft) **True Area:** 15203.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	MILL 1" TO 2", P401 DEPTH LEV C
3/1/2007	ML-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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. 3/1/2007 **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
3/1/2007	ML-OVL	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:** 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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	ML-OVL	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-OVL	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-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	ML-OVL	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-OVL	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	66	2,296,082.00	0.82	0.49
Complete Reconstruction - AC	2	16,015.00	0.00	0.00
Joint Seal - PCC	1	84,000.00	0.00	0.00
Mill and Overlay	97	2,191,136.00	0.00	0.00
New Construction - AC	7	139,451.00	0.00	0.00
New Construction - Initial	27	630,197.00	0.59	0.87
OVERLAY	25	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

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 RU 10R	1	465.00	105.00	37,780.00	APRON	100.00	0.00	100.00
AP S	2	2,276.00	170.00	346,500.00	APRON	38.50	4.50	36.18
RW 10L-28	1	3,144.00	100.00	314,433.00	RUNWAY	89.00	0.00	89.00
RW 10R-28	6	3,212.00	115.50	346,308.00	RUNWAY	81.00	15.70	76.07
RW 1L-19R	3	2,905.00	131.67	300,022.00	RUNWAY	88.00	2.16	86.30
RW 1R-19L	1	3,143.00	100.00	314,367.00	RUNWAY	91.00	0.00	91.00
TW A	7	1,592.00	44.29	64,359.00	TAXIWAY	88.43	8.36	92.24
TW B	7	3,275.00	75.71	165,901.00	TAXIWAY	84.86	4.45	80.99
TW B1	2	590.00	58.50	29,444.00	TAXIWAY	69.00	2.00	69.48
TW D	6	3,198.00	50.00	143,694.00	TAXIWAY	83.83	10.14	83.03
TW D1	2	300.00	62.50	11,604.00	TAXIWAY	87.50	1.50	87.95
TW D2	2	350.00	47.50	11,506.00	TAXIWAY	84.00	4.00	84.99
TW E	12	3,455.00	54.17	143,069.00	TAXIWAY	80.67	7.80	76.63
TW E1	2	280.00	50.00	9,200.00	TAXIWAY	83.50	4.50	83.99
TW E2	2	205.00	75.00	8,533.00	TAXIWAY	83.50	4.50	83.61
TW J	2	1,380.00	50.00	78,890.00	TAXIWAY	41.50	26.50	28.38
TW L	6	3,510.00	69.17	158,493.00	TAXIWAY	89.67	7.52	88.24
TW L1	1	180.00	50.00	9,896.00	TAXIWAY	73.00	0.00	73.00
TW L2	1	300.00	50.00	18,386.00	TAXIWAY	83.00	0.00	83.00
TW L3	1	380.00	50.00	19,105.00	TAXIWAY	78.00	0.00	78.00
TW M	5	3,725.00	62.00	153,301.00	TAXIWAY	75.60	15.45	68.68
TW M1	1	140.00	50.00	7,027.00	TAXIWAY	74.00	0.00	74.00
TW M3	1	200.00	50.00	11,092.00	TAXIWAY	72.00	0.00	72.00
TW N	4	3,150.00	57.50	133,496.00	TAXIWAY	84.75	3.83	88.30
TW N1	2	208.00	50.00	11,501.00	TAXIWAY	84.00	2.00	84.58
TW N2	2	220.00	50.00	11,507.00	TAXIWAY	88.00	4.00	88.89
TW P	10	3,473.00	49.00	123,124.00	TAXIWAY	83.10	8.47	83.00
TW P1	2	190.00	50.00	9,781.00	TAXIWAY	79.00	8.00	80.52
TW P2	2	210.00	45.00	10,264.00	TAXIWAY	90.50	0.50	90.50
TW R	4	1,520.00	50.00	63,147.00	TAXIWAY	63.50	14.71	57.28

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	3	384,280.00	59.00	29.22	42.46
RUNWAY	11	1,275,130.00	84.55	12.30	85.35
TAXIWAY	86	1,406,320.00	81.22	12.46	77.47
ALL	100	3,065,730.00	80.92	13.85	76.36

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 RU 10R	5000	7/1/2021	AC	APRON	P	0	37,780.00	7/1/2021	0	100
AP S	4105	1/1/1968	AC	APRON	P	0	262,500.00	9/13/2022	54	34
AP S	4110	1/1/1968	PCC	APRON	P	0	84,000.00	9/13/2022	54	43
RW 10L-28R	6205	1/1/2012	AAC	RUNWAY	P	0	314,433.00	9/13/2022	10	89
RW 10R-28L	6405	1/1/1996	AAC	RUNWAY	P	0	254,700.00	9/13/2022	26	73
RW 10R-28L	6410	12/1/2012	AAC	RUNWAY	P	0	14,700.00	9/13/2022	10	91
RW 10R-28L	6415	12/1/2012	AAC	RUNWAY	P	0	14,600.00	9/13/2022	10	83
RW 10R-28L	6420	3/1/2007	AAC	RUNWAY	P	0	20,508.00	9/13/2022	15	88
RW 10R-28L	6425	7/1/2021	AC	RUNWAY	P	0	25,800.00	7/1/2021	0	100
RW 10R-28L	6430	1/1/1996	AAC	RUNWAY	P	0	16,000.00	9/13/2022	26	51
RW 1L-19R	6105	3/1/2007	AAC	RUNWAY	P	0	270,522.00	9/13/2022	15	86
RW 1L-19R	6110	12/1/2012	AAC	RUNWAY	P	0	14,500.00	9/13/2022	10	87
RW 1L-19R	6115	12/1/2012	AAC	RUNWAY	P	0	15,000.00	9/13/2022	10	91
RW 1R-19L	6305	1/1/2013	AAC	RUNWAY	P	0	314,367.00	9/13/2022	9	91
TW A	105	3/1/2007	AAC	TAXIWAY	P	0	2,647.00	9/13/2022	15	82
TW A	110	1/1/2001	AC	TAXIWAY	P	0	8,438.00	9/13/2022	21	77
TW A	115	1/1/2012	AAC	TAXIWAY	P	0	7,846.00	9/13/2022	10	82
TW A	120	1/1/2014	AAC	TAXIWAY	P	0	8,823.00	9/13/2022	8	91
TW A	125	1/1/2014	AAC	TAXIWAY	P	0	2,872.00	9/13/2022	8	87
TW A	130	7/1/2021	AC	TAXIWAY	P	0	21,764.00	7/1/2021	0	100
TW A	135	7/1/2021	AC	TAXIWAY	P	0	11,969.00	7/1/2021	0	100
TW B	200	1/1/2012	AAC	TAXIWAY	P	0	4,873.00	9/13/2022	10	88
TW B	202	3/1/2007	AAC	TAXIWAY	P	0	15,109.00	9/13/2022	15	78
TW B	205	1/1/2008	AAC	TAXIWAY	P	0	117,040.00	9/13/2022	14	80
TW B	210	1/1/2012	AAC	TAXIWAY	P	0	4,473.00	9/13/2022	10	91
TW B	215	1/1/2008	AAC	TAXIWAY	P	0	16,260.00	9/13/2022	14	83
TW B	220	12/1/2014	AAC	TAXIWAY	P	0	3,873.00	9/13/2022	8	85
TW B	225	12/1/2014	AAC	TAXIWAY	P	0	4,273.00	9/13/2022	8	89
TW B1	1905	1/1/2008	AAC	TAXIWAY	P	0	18,259.00	9/13/2022	14	71
TW B1	1910	1/1/2008	AC	TAXIWAY	P	0	11,185.00	9/13/2022	14	67
TW D	403	1/1/1996	AC	TAXIWAY	P	0	9,097.00	9/13/2022	26	62
TW D	405	3/1/2007	AAC	TAXIWAY	P	0	106,779.00	9/13/2022	15	83
TW D	406	1/1/2012	AAC	TAXIWAY	P	0	4,793.00	9/13/2022	10	89
TW D	407	1/1/2012	AAC	TAXIWAY	P	0	4,553.00	9/13/2022	10	87
TW D	410	1/1/2014	AAC	TAXIWAY	P	0	8,066.00	9/13/2022	8	91
TW D	415	1/1/2013	AAC	TAXIWAY	P	0	10,406.00	9/13/2022	9	91
TW D1	430	3/1/2007	AAC	TAXIWAY	P	0	4,076.00	9/13/2022	15	86
TW D1	435	3/1/2013	AAC	TAXIWAY	P	0	7,528.00	9/13/2022	9	89
TW D2	450	3/1/2007	AAC	TAXIWAY	P	0	4,325.00	9/13/2022	15	80
TW D2	455	3/1/2013	AAC	TAXIWAY	P	0	7,181.00	9/13/2022	9	88
TW E	505	3/1/2007	AAC	TAXIWAY	P	0	8,843.00	9/13/2022	15	67
TW E	506	3/1/2007	AAC	TAXIWAY	P	0	8,043.00	9/13/2022	15	67
TW E	510	1/1/1996	AC	TAXIWAY	P	0	8,656.00	9/13/2022	26	81
TW E	520	1/1/2003	AC	TAXIWAY	P	0	32,472.00	9/13/2022	19	77
TW E	530	12/1/2014	AAC	TAXIWAY	P	0	4,345.00	9/13/2022	8	86
TW E	540	1/1/2014	AAC	TAXIWAY	P	0	3,890.00	9/13/2022	8	82
TW E	545	1/1/2012	AAC	TAXIWAY	P	0	4,153.00	9/13/2022	10	83
TW E	550	1/1/2012	AAC	TAXIWAY	P	0	3,523.00	9/13/2022	10	88
TW E	555	10/1/2016	AAC	TAXIWAY	P	0	5,132.00	9/13/2022	6	87
TW E	560	10/1/2016	AAC	TAXIWAY	P	0	3,907.00	9/13/2022	6	89

TW E	565	1/1/2013	AAC	TAXIWAY	P	0	50,638.00	9/13/2022	9	72
TW E	570	1/1/2013	AAC	TAXIWAY	P	0	9,467.00	9/13/2022	9	89
TW E1	525	1/1/2013	AAC	TAXIWAY	P	0	4,095.00	9/13/2022	9	79
TW E1	527	3/1/2013	AAC	TAXIWAY	P	0	5,105.00	9/13/2022	9	88
TW E2	585	1/1/2013	AAC	TAXIWAY	P	0	4,161.00	9/13/2022	9	79
TW E2	587	3/1/2013	AAC	TAXIWAY	P	0	4,372.00	9/13/2022	9	88
TW J	1109	3/1/2007	AAC	TAXIWAY	P	0	19,913.00	9/13/2022	15	68
TW J	1110	1/1/1968	AAC	TAXIWAY	P	0	58,977.00	9/13/2022	54	15
TW L	1205	3/1/2007	AAC	TAXIWAY	P	0	88,707.00	9/13/2022	15	85
TW L	1215	3/1/2007	AAC	TAXIWAY	P	0	16,734.00	9/13/2022	15	81
TW L	1220	3/1/2007	AAC	TAXIWAY	P	0	3,966.00	9/13/2022	15	85
TW L	1230	3/1/2013	AAC	TAXIWAY	P	0	12,000.00	9/13/2022	9	87
TW L	1235	7/1/2021	AAC	TAXIWAY	P	0	21,336.00	7/1/2021	0	100
TW L	1240	7/1/2021	AC	TAXIWAY	P	0	15,750.00	7/1/2021	0	100
TW L1	805	3/1/2007	AAC	TAXIWAY	P	0	9,896.00	9/13/2022	15	73
TW L2	1005	3/1/2007	AAC	TAXIWAY	P	0	18,386.00	9/13/2022	15	83
TW L3	1105	3/1/2007	AAC	TAXIWAY	P	0	19,105.00	9/13/2022	15	78
TW M	2005	3/1/2007	AAC	TAXIWAY	P	0	16,935.00	9/13/2022	15	68
TW M	2010	1/1/1996	AC	TAXIWAY	P	0	94,189.00	9/13/2022	26	64
TW M	2012	3/1/2013	AAC	TAXIWAY	P	0	8,465.00	9/13/2022	9	87
TW M	2015	7/1/2021	AC	TAXIWAY	P	0	15,203.00	7/1/2021	0	100
TW M	2025	1/1/1996	AC	TAXIWAY	P	0	18,509.00	9/13/2022	26	59
TW M1	2020	1/1/1996	AC	TAXIWAY	P	0	7,027.00	9/13/2022	26	74
TW M3	1102	3/1/2007	AAC	TAXIWAY	P	0	11,092.00	9/13/2022	15	72
TW N	1405	1/1/2014	AAC	TAXIWAY	P	0	112,128.00	9/13/2022	8	89
TW N	1410	1/1/2014	AAC	TAXIWAY	P	0	4,473.00	9/13/2022	8	80
TW N	1415	1/1/2014	AAC	TAXIWAY	P	0	5,950.00	9/13/2022	8	82
TW N	1420	1/1/2012	AAC	TAXIWAY	P	0	10,945.00	9/13/2022	10	88
TW N1	310	1/1/2012	AAC	TAXIWAY	P	0	7,431.00	9/13/2022	10	86
TW N1	315	1/1/2014	AAC	TAXIWAY	P	0	4,070.00	9/13/2022	8	82
TW N2	705	1/1/2012	AAC	TAXIWAY	P	0	7,030.00	9/13/2022	10	92
TW N2	710	1/1/2014	AAC	TAXIWAY	P	0	4,477.00	9/13/2022	8	84
TW P	1602	3/1/2007	AAC	TAXIWAY	P	0	3,978.00	9/13/2022	15	68
TW P	1605	1/1/1989	AC	TAXIWAY	P	0	32,923.00	9/13/2022	33	70
TW P	1607	1/1/2008	AAC	TAXIWAY	P	0	6,888.00	9/13/2022	14	79
TW P	1610	3/1/2007	AAC	TAXIWAY	P	0	3,511.00	9/13/2022	15	78
TW P	1612	3/1/2013	AAC	TAXIWAY	P	0	4,448.00	9/13/2022	9	87
TW P	1617	3/1/2013	AAC	TAXIWAY	P	0	3,418.00	9/13/2022	9	87
TW P	1620	10/1/2016	AAC	TAXIWAY	P	0	44,816.00	9/13/2022	6	90
TW P	1623	10/1/2016	AC	TAXIWAY	P	0	4,830.00	9/13/2022	6	91
TW P	1630	10/1/2016	AAC	TAXIWAY	P	0	10,775.00	9/13/2022	6	94
TW P	1635	1/1/2012	AAC	TAXIWAY	P	0	7,537.00	9/13/2022	10	87
TW P1	305	1/1/1989	AC	TAXIWAY	P	0	3,960.00	9/13/2022	33	71
TW P1	307	1/1/2012	AAC	TAXIWAY	P	0	5,821.00	9/13/2022	10	87
TW P2	1625	10/1/2016	AAC	TAXIWAY	P	0	5,178.00	9/13/2022	6	90
TW P2	1627	1/1/2012	AAC	TAXIWAY	P	0	5,086.00	9/13/2022	10	91
TW R	1803	3/1/2007	AAC	TAXIWAY	P	0	13,261.00	9/13/2022	15	78
TW R	1805	1/1/1996	AAC	TAXIWAY	P	0	28,097.00	9/13/2022	26	39
TW R	1807	1/1/2008	AAC	TAXIWAY	P	0	12,670.00	9/13/2022	14	67
TW R	1810	1/1/1996	AAC	TAXIWAY	P	0	9,119.00	9/13/2022	26	70

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		149,602.00	7	100.00	0.00	100.00
06-10	9	1,138,826.00	50	87.02	4.05	88.47
11-15	15	848,638.00	27	77.07	6.95	81.50
16-20	19	32,472.00	1	77.00	0.00	77.00
21-25	21	8,438.00	1	77.00	0.00	77.00
26-30	26	445,394.00	9	63.67	12.15	67.46
31-35	33	36,883.00	2	70.50	0.50	70.11
50+	54	405,477.00	3	30.67	11.67	33.10
ALL	13	3,065,730.00	100	80.92	13.85	76.36

Appendix B: Maintenance and Rehabilitation Planning Needs

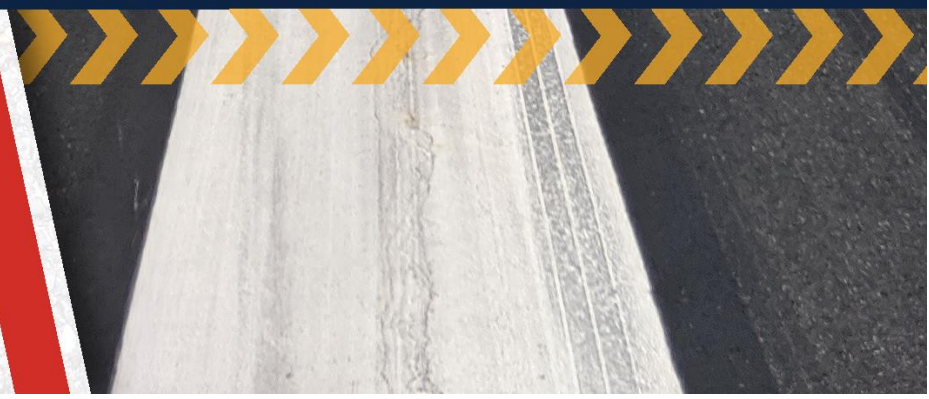


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
HWO	RW 1L-19R	6105	RAVELING	Low	1,418	SF	0.5%	Preventive	Surface Seal	1,418	SF	$ 0.75	$ 1,070
HWO	RW 1L-19R	6105	RAVELING	Medium	177	SF	0.1%	Preventive	Surface Seal	178	SF	$ 0.75	$ 140
HWO	RW 1L-19R	6105	WEATHERING	Medium	12,312	SF	4.6%	Preventive	Surface Seal	12,312	SF	$ 0.75	$ 9,240
HWO	RW 1L-19R	6110	WEATHERING	Medium	725	SF	5.0%	Preventive	Surface Seal	726	SF	$ 0.75	$ 550
HWO	RW 1L-19R	6115	WEATHERING	Medium	750	SF	5.0%	Preventive	Surface Seal	750	SF	$ 0.75	$ 570
HWO	RW 1R-19L	6305	RAVELING	Low	40	SF	0.0%	Preventive	Surface Seal	40	SF	$ 0.75	$ 30
HWO	RW 1R-19L	6305	WEATHERING	Medium	6,287	SF	2.0%	Preventive	Surface Seal	6,287	SF	$ 0.75	$ 4,720
HWO	RW 10L-28R	6205	RAVELING	Low	34	SF	0.0%	Preventive	Surface Seal	33	SF	$ 0.75	$ 30
HWO	RW 10L-28R	6205	WEATHERING	Medium	7,014	SF	2.2%	Preventive	Surface Seal	7,014	SF	$ 0.75	$ 5,270
HWO	RW 10R-28L	6405	RAVELING	Low	30,420	SF	11.2%	Preventive	Surface Seal	30,420	SF	$ 0.75	$ 22,820
HWO	RW 10R-28L	6410	WEATHERING	Medium	735	SF	5.0%	Preventive	Surface Seal	735	SF	$ 0.75	$ 560
HWO	RW 10R-28L	6415	RAVELING	Low	1,095	SF	7.5%	Preventive	Surface Seal	1,095	SF	$ 0.75	$ 830
HWO	RW 10R-28L	6415	WEATHERING	Medium	674	SF	4.6%	Preventive	Surface Seal	675	SF	$ 0.75	$ 510
HWO	RW 10R-28L	6420	WEATHERING	Medium	2,666	SF	13.0%	Preventive	Surface Seal	2,666	SF	$ 0.75	$ 2,000
HWO	TW A	105	RAVELING	Medium	15	SF	0.6%	Preventive	Surface Seal	15	SF	$ 0.75	$ 20
HWO	TW A	105	WEATHERING	Medium	53	SF	2.0%	Preventive	Surface Seal	53	SF	$ 0.75	$ 40
HWO	TW A	110	RAVELING	Low	843	SF	10.0%	Preventive	Surface Seal	843	SF	$ 0.75	$ 640
HWO	TW A	115	RAVELING	Medium	95	SF	1.2%	Preventive	Surface Seal	95	SF	$ 0.75	$ 80
HWO	TW A	120	WEATHERING	Medium	440	SF	5.0%	Preventive	Surface Seal	440	SF	$ 0.75	$ 330
HWO	TW A	125	WEATHERING	Medium	144	SF	5.0%	Preventive	Surface Seal	144	SF	$ 0.75	$ 110
HWO	TW B	200	WEATHERING	Medium	244	SF	5.0%	Preventive	Surface Seal	244	SF	$ 0.75	$ 190
HWO	TW B	202	RAVELING	Low	2,265	SF	15.0%	Preventive	Surface Seal	2,266	SF	$ 0.75	$ 1,700
HWO	TW B	205	WEATHERING	Medium	5,849	SF	5.0%	Preventive	Surface Seal	5,849	SF	$ 0.75	$ 4,390
HWO	TW B	210	WEATHERING	Medium	224	SF	5.0%	Preventive	Surface Seal	224	SF	$ 0.75	$ 170
HWO	TW B	215	RAVELING	Low	549	SF	3.4%	Preventive	Surface Seal	549	SF	$ 0.75	$ 420
HWO	TW B	215	WEATHERING	Medium	793	SF	4.9%	Preventive	Surface Seal	793	SF	$ 0.75	$ 600
HWO	TW B	220	WEATHERING	Medium	194	SF	5.0%	Preventive	Surface Seal	194	SF	$ 0.75	$ 150
HWO	TW B1	1905	RAVELING	Medium	76	SF	0.4%	Preventive	Surface Seal	76	SF	$ 0.75	$ 60
HWO	TW B1	1905	WEATHERING	Medium	841	SF	4.6%	Preventive	Surface Seal	841	SF	$ 0.75	$ 640
HWO	TW D	405	RAVELING	Medium	17	SF	0.0%	Preventive	Surface Seal	17	SF	$ 0.75	$ 20
HWO	TW D	405	WEATHERING	Medium	5,338	SF	5.0%	Preventive	Surface Seal	5,338	SF	$ 0.75	$ 4,010
HWO	TW D	406	WEATHERING	Medium	96	SF	2.0%	Preventive	Surface Seal	96	SF	$ 0.75	$ 80
HWO	TW D	407	WEATHERING	Medium	228	SF	5.0%	Preventive	Surface Seal	228	SF	$ 0.75	$ 180
HWO	TW D	410	WEATHERING	Medium	404	SF	5.0%	Preventive	Surface Seal	404	SF	$ 0.75	$ 310
HWO	TW D	415	WEATHERING	Medium	520	SF	5.0%	Preventive	Surface Seal	520	SF	$ 0.75	$ 400
HWO	TW D1	430	WEATHERING	Medium	204	SF	5.0%	Preventive	Surface Seal	205	SF	$ 0.75	$ 160
HWO	TW D1	435	WEATHERING	Medium	151	SF	2.0%	Preventive	Surface Seal	151	SF	$ 0.75	$ 120
HWO	TW D2	450	RAVELING	Low	432	SF	10.0%	Preventive	Surface Seal	432	SF	$ 0.75	$ 330
HWO	TW D2	455	WEATHERING	Medium	144	SF	2.0%	Preventive	Surface Seal	144	SF	$ 0.75	$ 110
HWO	TW E	510	RAVELING	Low	253	SF	2.9%	Preventive	Surface Seal	253	SF	$ 0.75	$ 190
HWO	TW E	510	WEATHERING	Medium	419	SF	4.9%	Preventive	Surface Seal	420	SF	$ 0.75	$ 320
HWO	TW E	520	RAVELING	Medium	362	SF	1.1%	Preventive	Surface Seal	362	SF	$ 0.75	$ 280
HWO	TW E	520	WEATHERING	Medium	1,605	SF	4.9%	Preventive	Surface Seal	1,605	SF	$ 0.75	$ 1,210
HWO	TW E	530	WEATHERING	Medium	217	SF	5.0%	Preventive	Surface Seal	217	SF	$ 0.75	$ 170
HWO	TW E	540	RAVELING	Low	169	SF	4.3%	Preventive	Surface Seal	169	SF	$ 0.75	$ 130
HWO	TW E	540	WEATHERING	Medium	186	SF	4.8%	Preventive	Surface Seal	186	SF	$ 0.75	$ 140
HWO	TW E	545	RAVELING	Medium	11	SF	0.3%	Preventive	Surface Seal	11	SF	$ 0.75	$ 10

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
HWO	TW E	545	WEATHERING	Medium	207	SF	5.0%	Preventive	Surface Seal	207	SF	$ 0.75	$ 160
HWO	TW E	550	WEATHERING	Medium	70	SF	2.0%	Preventive	Surface Seal	70	SF	$ 0.75	$ 60
HWO	TW E	555	WEATHERING	Medium	257	SF	5.0%	Preventive	Surface Seal	257	SF	$ 0.75	$ 200
HWO	TW E	560	RAVELING	Low	25	SF	0.6%	Preventive	Surface Seal	25	SF	$ 0.75	$ 20
HWO	TW E	565	L & T CR	Medium	36	LF	0.1%	Preventive	AC Crack Sealing	36	LF	$ 4.00	$ 150
HWO	TW E	565	RAVELING	Low	6,511	SF	12.9%	Preventive	Surface Seal	6,511	SF	$ 0.75	$ 4,890
HWO	TW E1	525	RAVELING	Low	18	SF	0.4%	Preventive	Surface Seal	18	SF	$ 0.75	$ 20
HWO	TW E1	525	WEATHERING	Medium	204	SF	5.0%	Preventive	Surface Seal	205	SF	$ 0.75	$ 160
HWO	TW E1	527	WEATHERING	Medium	102	SF	2.0%	Preventive	Surface Seal	102	SF	$ 0.75	$ 80
HWO	TW E2	585	RAVELING	Low	208	SF	5.0%	Preventive	Surface Seal	208	SF	$ 0.75	$ 160
HWO	TW E2	587	WEATHERING	Medium	87	SF	2.0%	Preventive	Surface Seal	87	SF	$ 0.75	$ 70
HWO	TW L	1205	RAVELING	Low	11	SF	0.0%	Preventive	Surface Seal	11	SF	$ 0.75	$ 10
HWO	TW L	1205	WEATHERING	Medium	4,435	SF	5.0%	Preventive	Surface Seal	4,436	SF	$ 0.75	$ 3,330
HWO	TW L	1215	RAVELING	Low	1,673	SF	10.0%	Preventive	Surface Seal	1,673	SF	$ 0.75	$ 1,260
HWO	TW L	1220	RAVELING	Low	397	SF	10.0%	Preventive	Surface Seal	397	SF	$ 0.75	$ 300
HWO	TW L	1230	RAVELING	Medium	9	SF	0.1%	Preventive	Surface Seal	9	SF	$ 0.75	$ 10
HWO	TW L	1230	WEATHERING	Medium	600	SF	5.0%	Preventive	Surface Seal	600	SF	$ 0.75	$ 450
HWO	TW L1	805	WEATHERING	Medium	923	SF	9.3%	Preventive	Surface Seal	923	SF	$ 0.75	$ 700
HWO	TW L2	1005	RAVELING	Low	918	SF	5.0%	Preventive	Surface Seal	918	SF	$ 0.75	$ 690
HWO	TW L3	1105	RAVELING	Low	956	SF	5.0%	Preventive	Surface Seal	957	SF	$ 0.75	$ 720
HWO	TW L3	1105	WEATHERING	Medium	1,910	SF	10.0%	Preventive	Surface Seal	1,910	SF	$ 0.75	$ 1,440
HWO	TW M	2012	WEATHERING	Medium	423	SF	5.0%	Preventive	Surface Seal	423	SF	$ 0.75	$ 320
HWO	TW M1	2020	RAVELING	Low	486	SF	6.9%	Preventive	Surface Seal	487	SF	$ 0.75	$ 370
HWO	TW M1	2020	WEATHERING	Medium	326	SF	4.6%	Preventive	Surface Seal	326	SF	$ 0.75	$ 250
HWO	TW M3	1102	RAVELING	Medium	39	SF	0.4%	Preventive	Surface Seal	40	SF	$ 0.75	$ 30
HWO	TW N	1410	RAVELING	Low	31	SF	0.7%	Preventive	Surface Seal	31	SF	$ 0.75	$ 30
HWO	TW N	1415	RAVELING	Low	295	SF	5.0%	Preventive	Surface Seal	295	SF	$ 0.75	$ 230
HWO	TW N	1420	WEATHERING	Medium	219	SF	2.0%	Preventive	Surface Seal	220	SF	$ 0.75	$ 170
HWO	TW N1	310	RAVELING	Medium	9	SF	0.1%	Preventive	Surface Seal	10	SF	$ 0.75	$ 10
HWO	TW N1	310	WEATHERING	Medium	371	SF	5.0%	Preventive	Surface Seal	370	SF	$ 0.75	$ 280
HWO	TW N2	705	WEATHERING	Medium	141	SF	2.0%	Preventive	Surface Seal	141	SF	$ 0.75	$ 110
HWO	TW N2	710	RAVELING	Low	224	SF	5.0%	Preventive	Surface Seal	224	SF	$ 0.75	$ 170
HWO	TW P	1607	RAVELING	Medium	17	SF	0.3%	Preventive	Surface Seal	17	SF	$ 0.75	$ 20
HWO	TW P	1607	WEATHERING	Medium	344	SF	5.0%	Preventive	Surface Seal	345	SF	$ 0.75	$ 260
HWO	TW P	1610	RAVELING	Low	351	SF	10.0%	Preventive	Surface Seal	351	SF	$ 0.75	$ 270
HWO	TW P	1612	WEATHERING	Medium	222	SF	5.0%	Preventive	Surface Seal	222	SF	$ 0.75	$ 170
HWO	TW P	1617	RAVELING	Medium	8	SF	0.2%	Preventive	Surface Seal	8	SF	$ 0.75	$ 10
HWO	TW P	1617	WEATHERING	Medium	68	SF	2.0%	Preventive	Surface Seal	68	SF	$ 0.75	$ 60
HWO	TW P	1623	WEATHERING	Medium	242	SF	5.0%	Preventive	Surface Seal	242	SF	$ 0.75	$ 190
HWO	TW P	1635	WEATHERING	Medium	378	SF	5.0%	Preventive	Surface Seal	378	SF	$ 0.75	$ 290
HWO	TW P1	305	RAVELING	Low	792	SF	20.0%	Preventive	Surface Seal	792	SF	$ 0.75	$ 600
HWO	TW P1	307	WEATHERING	Medium	291	SF	5.0%	Preventive	Surface Seal	291	SF	$ 0.75	$ 220
HWO	TW P2	1627	WEATHERING	Medium	254	SF	5.0%	Preventive	Surface Seal	254	SF	$ 0.75	$ 200
HWO	TW R	1803	WEATHERING	Medium	969	SF	7.3%	Preventive	Surface Seal	969	SF	$ 0.75	$ 730
HWO	TW J	1110	ALLIGATOR CR	Medium	147	SF	0.3%	Stopgap	AC Full-Depth Patching	200	SF	$ 11.50	$ 2,310
HWO	TW J	1110	PATCHING	High	884	SF	1.5%	Stopgap	AC Full-Depth Patching	1,008	SF	$ 11.50	$ 11,590
HWO	TW J	1110	RAVELING	High	5,304	SF	9.0%	Stopgap	AC Partial-Depth Patching	5,303	SF	$ 4.75	$ 25,200
HWO	AP S	4105	RAVELING	High	1,291	SF	0.5%	Stopgap	AC Partial-Depth Patching	1,291	SF	$ 4.75	$ 6,140

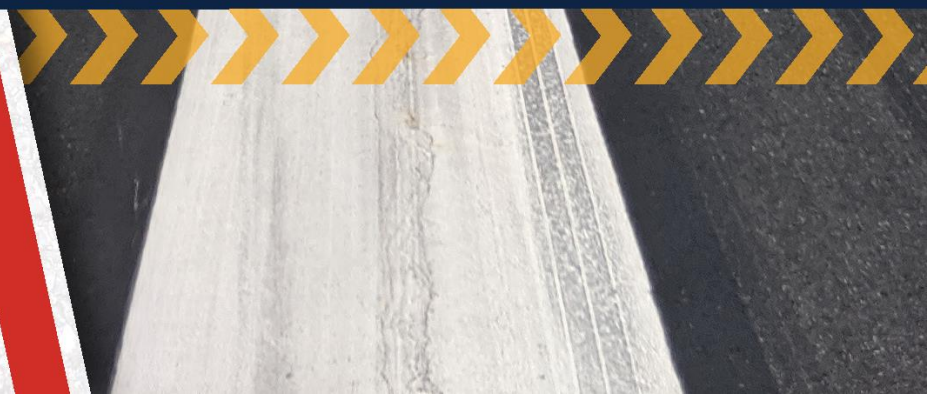
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

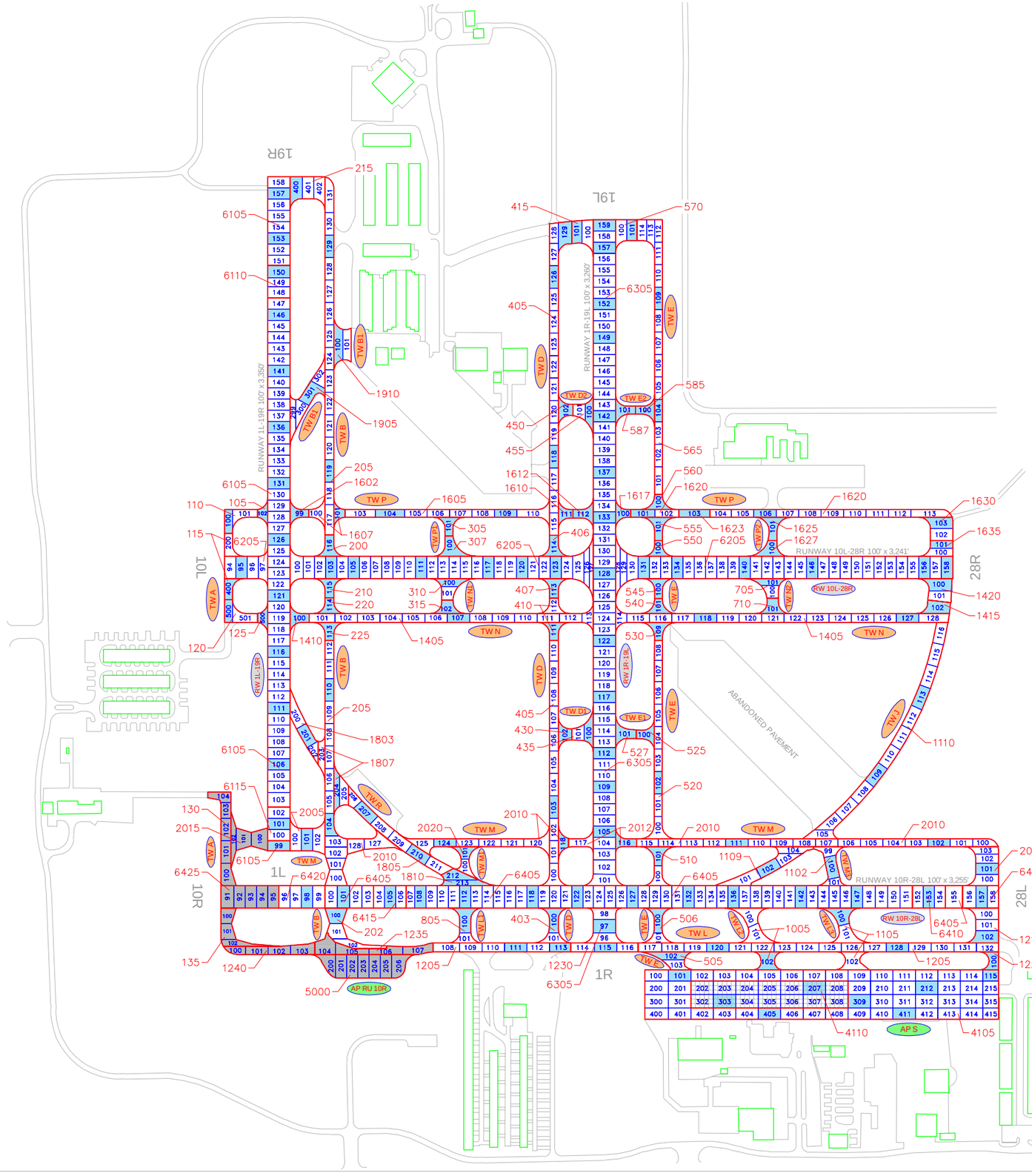
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	HWO	RW 10R-28L	6430	AAC	16,000	50	AC Reconstruction	$ 296,000
2023	HWO	TW B1	1905	AAC	18,259	70	AC Rehabilitation	$ 192,000
2023	HWO	TW B1	1910	AC	11,185	66	AC Rehabilitation	$ 118,000
2023	HWO	TW D	403	AC	9,097	62	AC Rehabilitation	$ 96,000
2023	HWO	TW E	505	AAC	8,843	66	AC Rehabilitation	$ 93,000
2023	HWO	TW E	506	AAC	8,043	66	AC Rehabilitation	$ 85,000
2023	HWO	TW J	1109	AAC	19,913	67	AC Rehabilitation	$ 210,000
2023	HWO	TW J	1110	AAC	58,977	13	AC Reconstruction	$ 1,092,000
2023	HWO	TW M	2005	AAC	16,935	67	AC Rehabilitation	$ 178,000
2023	HWO	TW M	2010	AC	94,189	63	AC Rehabilitation	$ 989,000
2023	HWO	TW M	2025	AC	18,509	59	AC Rehabilitation	$ 195,000
2023	HWO	TW P	1602	AAC	3,978	67	AC Rehabilitation	$ 42,000
2023	HWO	TW P	1605	AC	32,923	69	AC Rehabilitation	$ 346,000
2023	HWO	TW R	1805	AAC	28,097	38	AC Reconstruction	$ 520,000
2023	HWO	TW R	1807	AAC	12,670	66	AC Rehabilitation	$ 134,000
2023	HWO	TW R	1810	AAC	9,119	69	AC Rehabilitation	$ 96,000
2023	HWO	AP S	4105	AC	262,500	32	AC Reconstruction	$ 4,857,000
2023	HWO	AP S	4110	PCC	84,000	42	PCC Reconstruction	$ 3,781,000
2024	HWO	RW 10R-28L	6405	AAC	254,700	70	AC Rehabilitation	$ 2,809,000
2024	HWO	TW E	565	AAC	50,638	70	AC Rehabilitation	$ 559,000
2024	HWO	TW M3	1102	AAC	11,092	70	AC Rehabilitation	$ 123,000
2024	HWO	TW P1	305	AC	3,960	69	AC Rehabilitation	$ 44,000
2025	HWO	TW L1	805	AAC	9,896	69	AC Rehabilitation	$ 115,000
2026	HWO	TW M1	2020	AC	7,027	70	AC Rehabilitation	$ 86,000
2028	HWO	TW A	110	AC	8,438	70	AC Rehabilitation	$ 114,000
2028	HWO	TW B	202	AAC	15,109	70	AC Rehabilitation	$ 203,000
2028	HWO	TW E	520	AC	32,472	70	AC Rehabilitation	$ 436,000
2028	HWO	TW L3	1105	AAC	19,105	70	AC Rehabilitation	$ 257,000
2028	HWO	TW P	1610	AAC	3,511	70	AC Rehabilitation	$ 48,000
2028	HWO	TW R	1803	AAC	13,261	70	AC Rehabilitation	$ 178,000

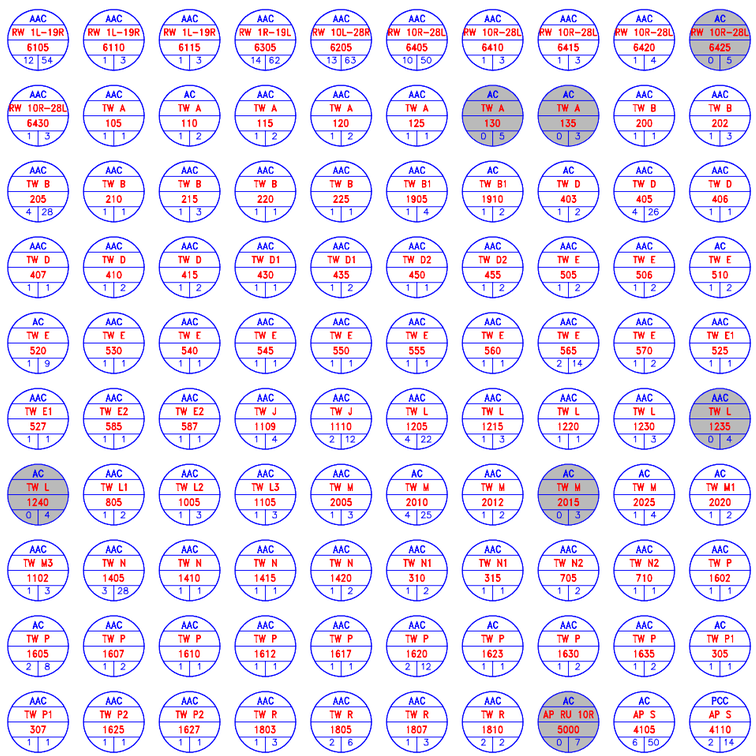
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2029	HWO	TW E1	525	AAC	4,095	69	AC Rehabilitation	$ 58,000
2029	HWO	TW E2	585	AAC	4,161	69	AC Rehabilitation	$ 59,000
2029	HWO	TW P	1607	AAC	6,888	69	AC Rehabilitation	$ 97,000
2030	HWO	RW 10R-28L	6415	AAC	14,600	69	AC Rehabilitation	$ 216,000
2030	HWO	TW B	205	AAC	117,040	69	AC Rehabilitation	$ 1,730,000
2030	HWO	TW D2	450	AAC	4,325	69	AC Rehabilitation	$ 64,000
2030	HWO	TW L	1215	AAC	16,734	70	AC Rehabilitation	$ 248,000
2030	HWO	TW N	1410	AAC	4,473	69	AC Rehabilitation	$ 67,000
2031	HWO	TW A	105	AAC	2,647	69	AC Rehabilitation	$ 42,000
2031	HWO	TW A	115	AAC	7,846	69	AC Rehabilitation	$ 122,000
2031	HWO	TW B	215	AAC	16,260	70	AC Rehabilitation	$ 253,000
2031	HWO	TW D	405	AAC	106,779	70	AC Rehabilitation	$ 1,657,000
2031	HWO	TW E	510	AC	8,656	70	AC Rehabilitation	$ 135,000
2031	HWO	TW E	540	AAC	3,890	69	AC Rehabilitation	$ 61,000
2031	HWO	TW E	545	AAC	4,153	70	AC Rehabilitation	$ 65,000
2031	HWO	TW L2	1005	AAC	18,386	70	AC Rehabilitation	$ 286,000
2031	HWO	TW N	1415	AAC	5,950	69	AC Rehabilitation	$ 93,000
2031	HWO	TW N1	315	AAC	4,070	69	AC Rehabilitation	$ 64,000
2032	HWO	RW 1L-19R	6105	AAC	270,522	69	AC Rehabilitation	$ 4,407,000
2032	HWO	RW 1L-19R	6110	AAC	14,500	70	AC Rehabilitation	$ 237,000
2032	HWO	TW B	220	AAC	3,873	70	AC Rehabilitation	$ 64,000
2032	HWO	TW L	1205	AAC	88,707	70	AC Rehabilitation	$ 1,445,000
2032	HWO	TW L	1220	AAC	3,966	70	AC Rehabilitation	$ 65,000
2032	HWO	TW N2	710	AAC	4,477	69	AC Rehabilitation	$ 73,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Appendix C: Technical Exhibits







LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 164
AC: 162 PCC: 2

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

HWO

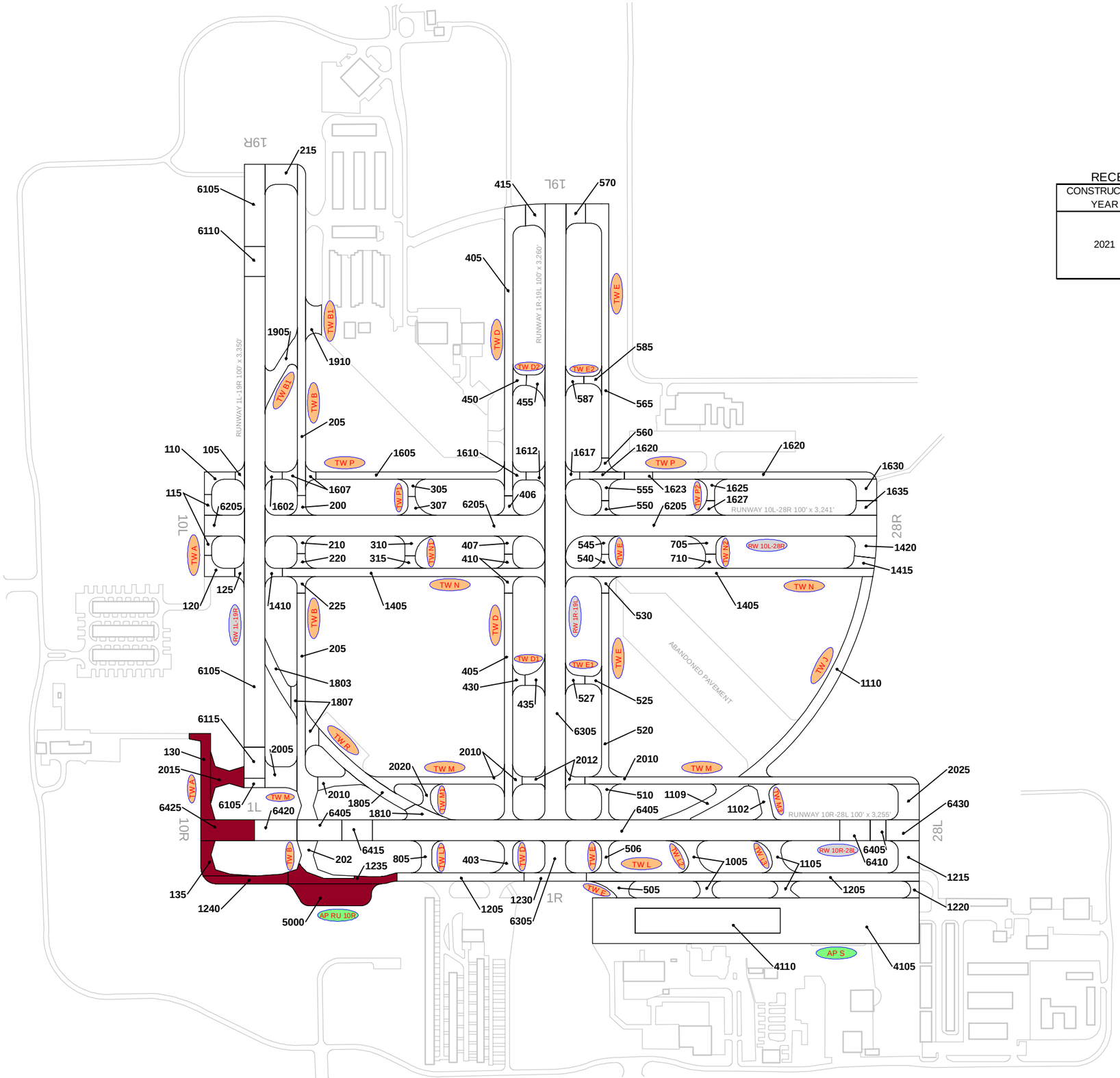
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP RU 10R, RW 10R-28L, TW A, TW L, TW M	New Construction - AC
	TW L	Mill and Overlay

LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

HWO

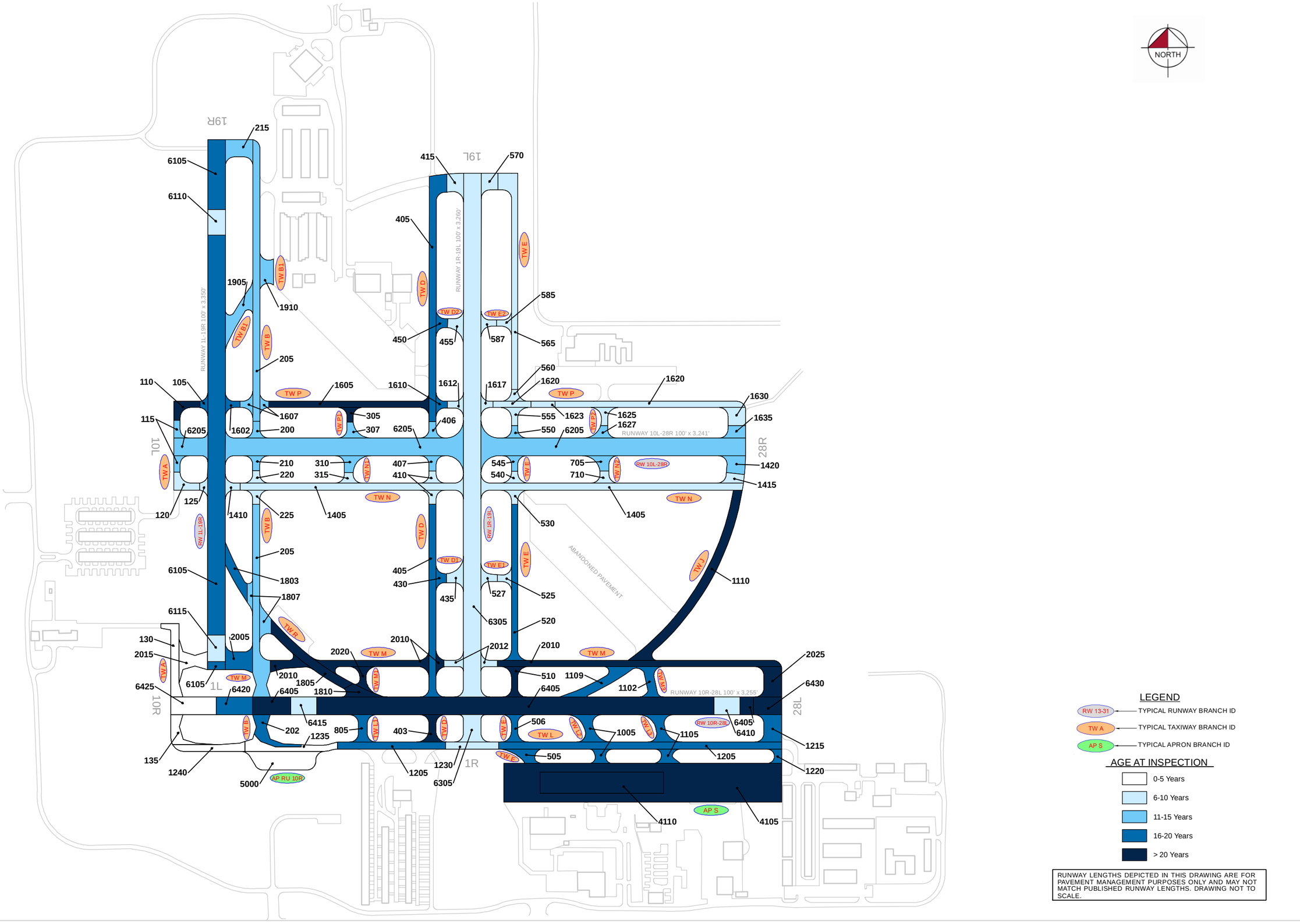
AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT

FDOT

2022



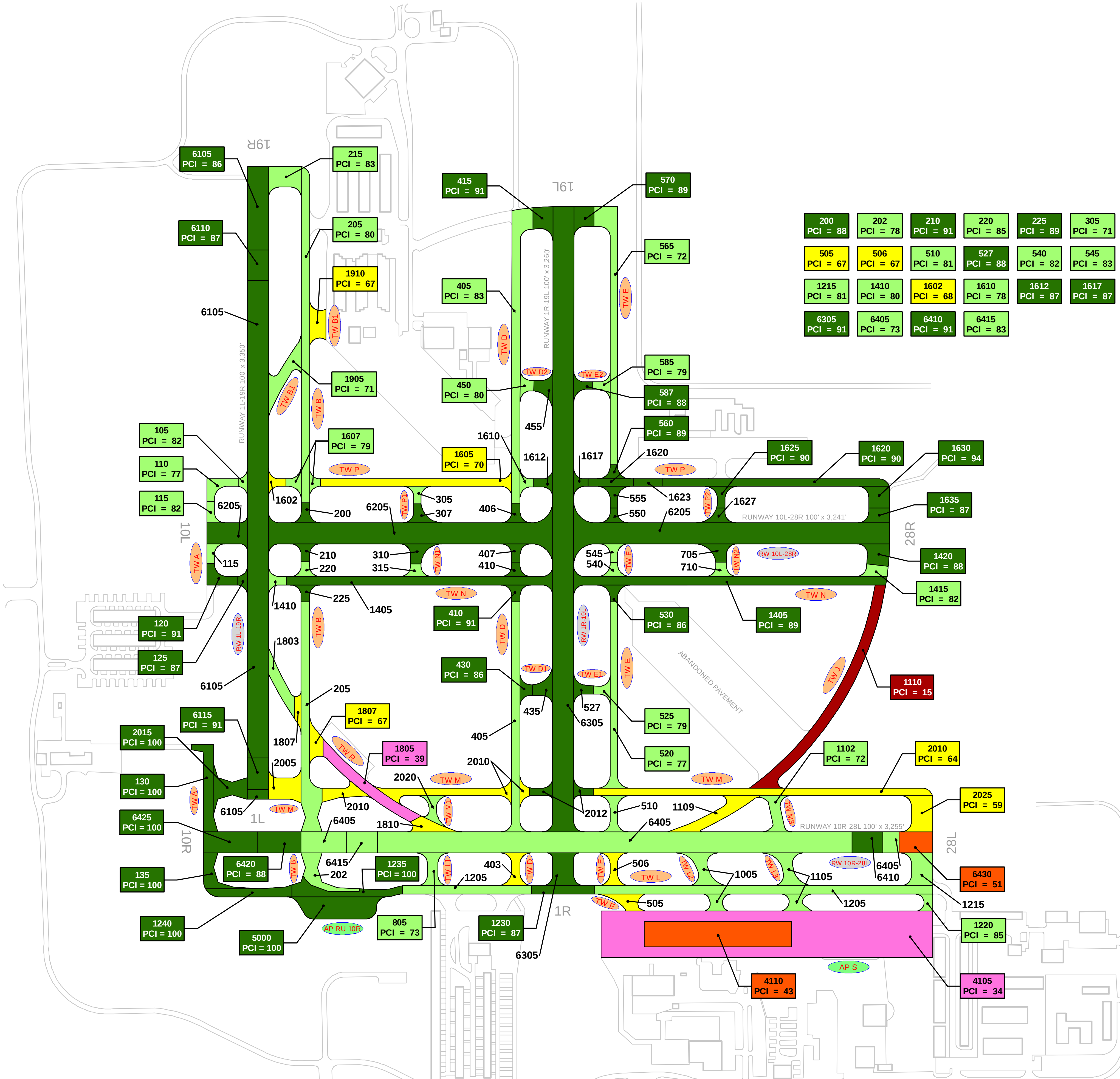
HWO

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
NORTH PERRY AIRPORT

FDOT

2022



200 PCI = 88	202 PCI = 78	210 PCI = 91	220 PCI = 85	225 PCI = 89	305 PCI = 71	307 PCI = 87	310 PCI = 86	315 PCI = 82	403 PCI = 62	406 PCI = 89	407 PCI = 87	435 PCI = 89	455 PCI = 88
505 PCI = 67	506 PCI = 67	510 PCI = 81	527 PCI = 88	540 PCI = 82	545 PCI = 83	550 PCI = 88	555 PCI = 87	705 PCI = 92	710 PCI = 84	1005 PCI = 83	1105 PCI = 78	1109 PCI = 68	1205 PCI = 85
1215 PCI = 81	1410 PCI = 80	1602 PCI = 68	1610 PCI = 78	1612 PCI = 87	1617 PCI = 87	1623 PCI = 91	1627 PCI = 91	1803 PCI = 78	1810 PCI = 70	2005 PCI = 68	2012 PCI = 87	2020 PCI = 74	6205 PCI = 89
6305 PCI = 91	6405 PCI = 73	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

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

HWO

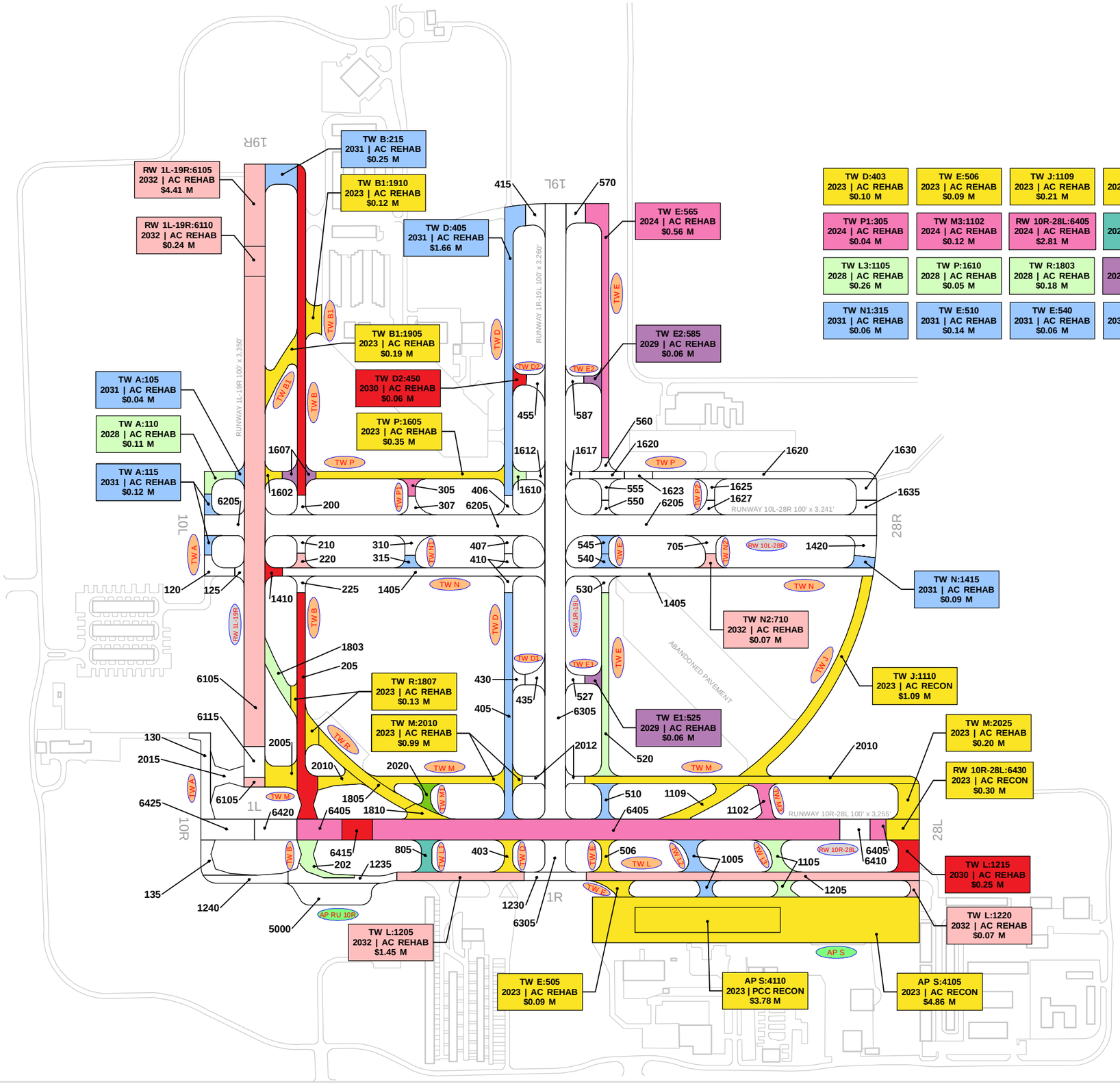
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
NORTH PERRY AIRPORT

FDOT

2022

HWO



TW D:403 2023 | AC REHAB $0.10 M	TW E:506 2023 | AC REHAB $0.09 M	TW J:1109 2023 | AC REHAB $0.21 M	TW P:1602 2023 | AC REHAB $0.04 M	TW R:1805 2023 | AC RECON $0.52 M	TW R:1810 2023 | AC REHAB $0.10 M	TW M:2005 2023 | AC REHAB $0.18 M
TW P1:305 2024 | AC REHAB $0.04 M	TW M3:1102 2024 | AC REHAB $0.12 M	RW 10R-28L:6405 2024 | AC REHAB $2.81 M	TW L1:805 2025 | AC REHAB $0.12 M	TW M1:2020 2026 | AC REHAB $0.09 M	TW B:202 2028 | AC REHAB $0.20 M	TW E:520 2028 | AC REHAB $0.44 M
TW L3:1105 2028 | AC REHAB $0.26 M	TW P:1610 2028 | AC REHAB $0.05 M	TW R:1803 2028 | AC REHAB $0.18 M	TW P:1607 2029 | AC REHAB $0.10 M	TW B:205 2030 | AC REHAB $1.73 M	TW N:1410 2030 | AC REHAB $0.07 M	RW 10R-28L:6415 2030 | AC REHAB $0.22 M
TW N1:315 2031 | AC REHAB $0.06 M	TW E:510 2031 | AC REHAB $0.14 M	TW E:540 2031 | AC REHAB $0.06 M	TW E:545 2031 | AC REHAB $0.07 M	TW L2:1005 2031 | AC REHAB $0.29 M	TW B:220 2032 | AC REHAB $0.06 M	

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

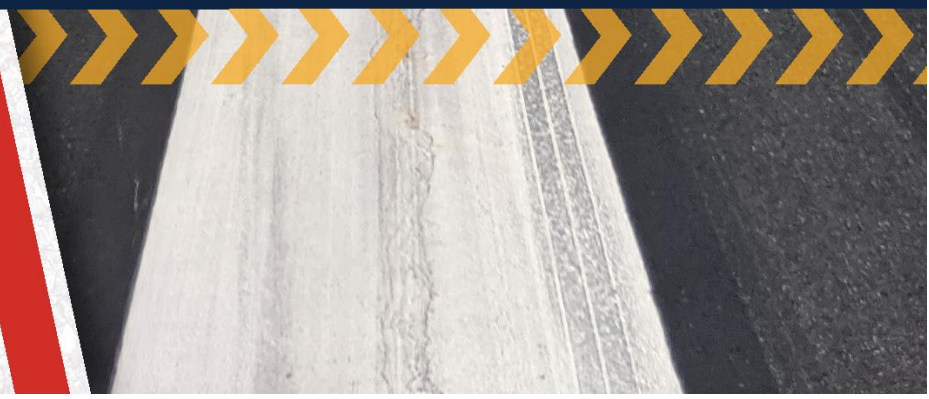
Statewide Airfield Pavement Management Program

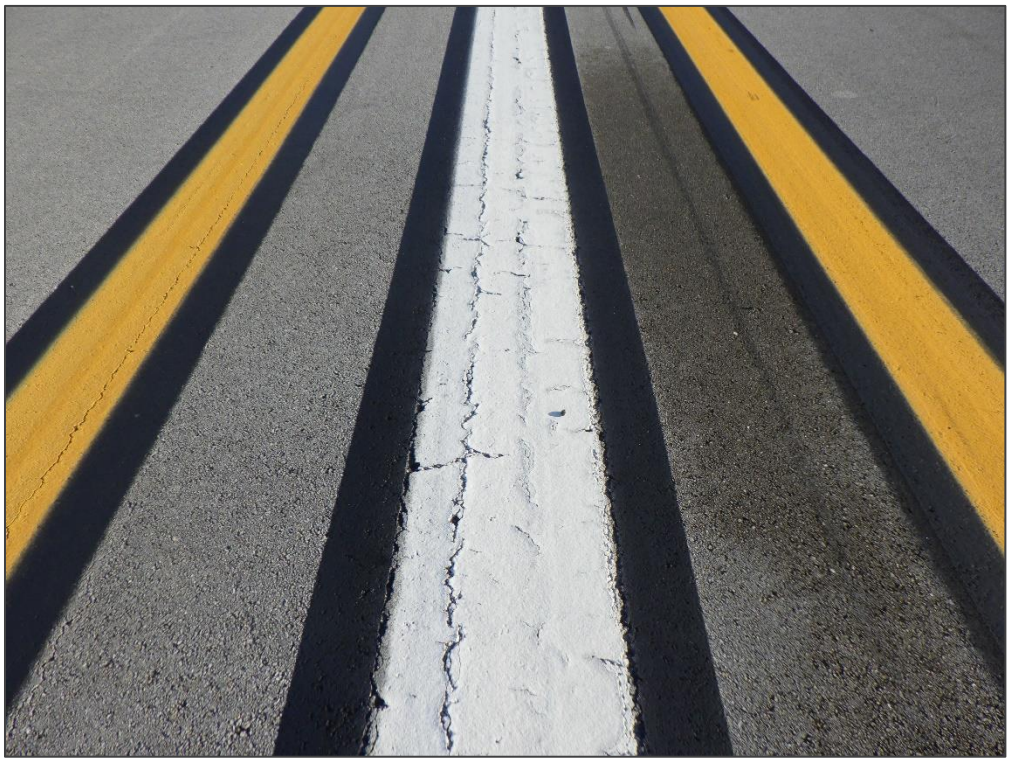
NORTH PERRY AIRPORT

FDOT

2022

Appendix D: Inspection Photograph Documentation





RW 01L-19R, Section 6105, Sample Unit 126 - Vicinity

RW 01L-19R, Section 6105, Sample Unit 126 -Raveling

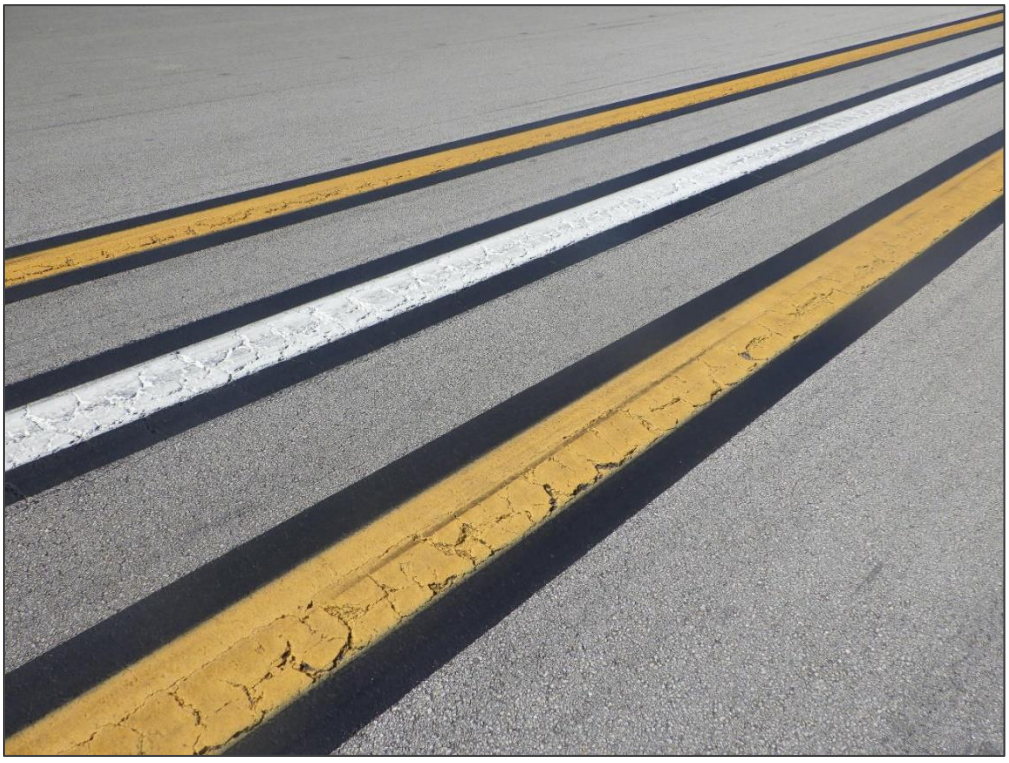
RW 01R-19L, Section 6305, Sample Unit 105 - Vicinity

RW 01R-19L, Section 6305, Sample Unit 149 - Weathering

RW 10L-28R, Section 6205, Sample Unit 103 - Weathering

RW 10L-28R, Section 6205, Sample Unit 120 - Weathering

RW 10R-28L, Section 6405, Sample Unit 101 - Longitudinal & Transverse Cracking



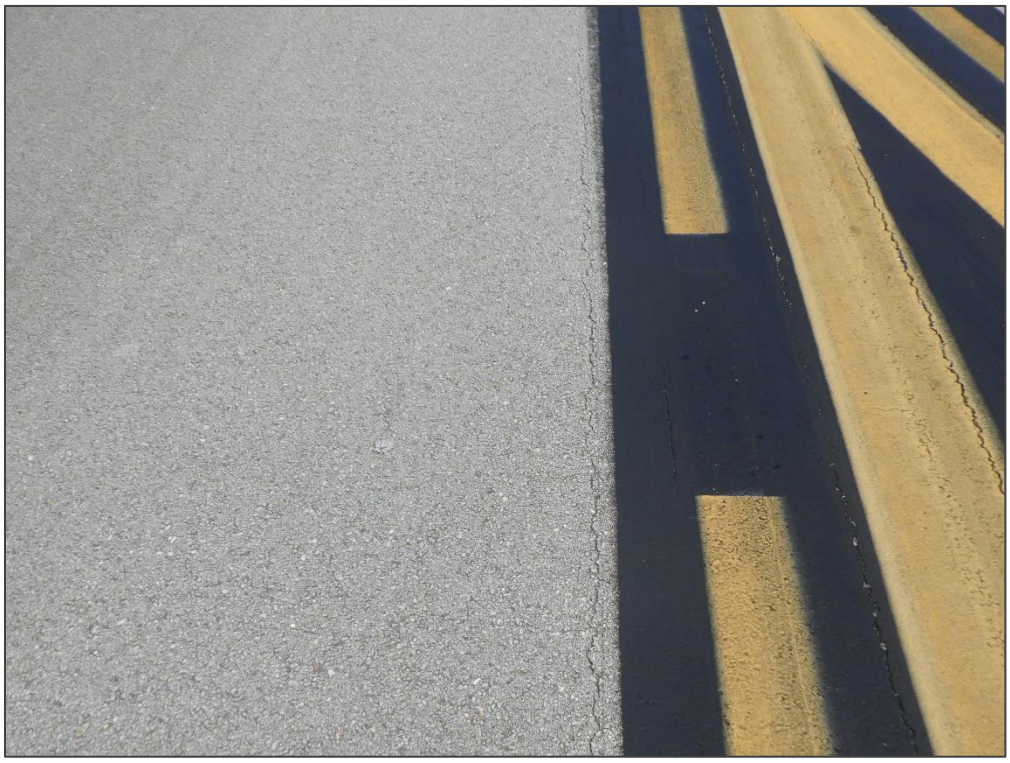
RW 10R-28L, Section 6405, Sample Unit 118 - Vicinity

RW 10R-28L, Section 6430, Sample Unit 157 - Vicinity

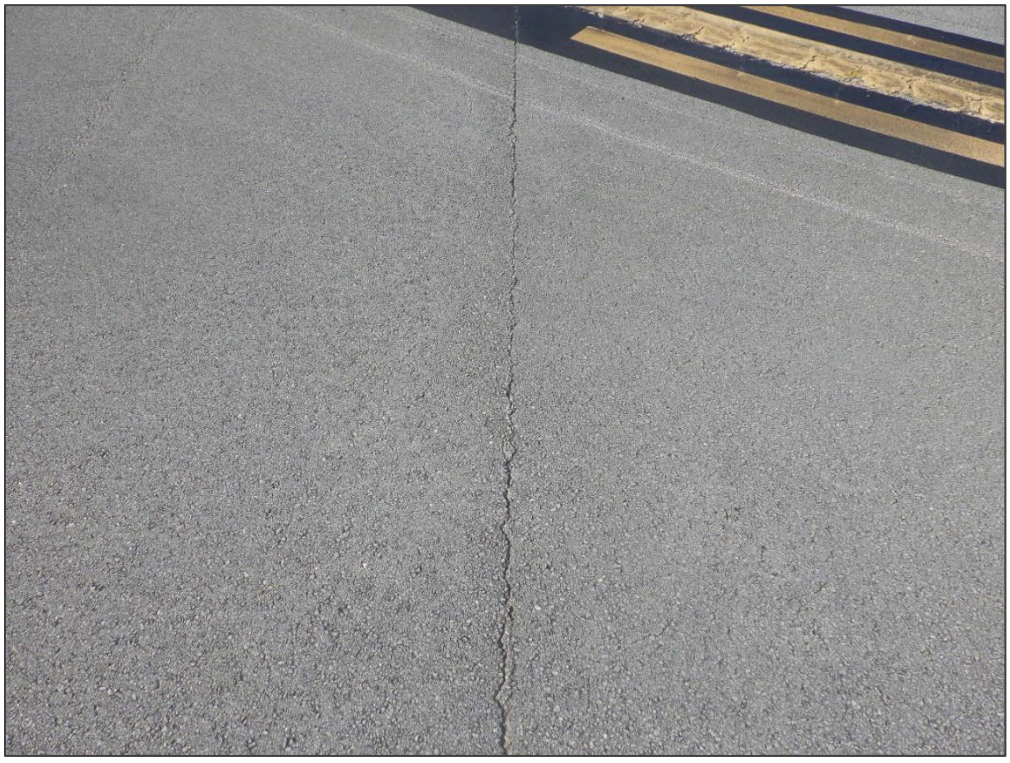
TW B, Section 205, Sample Unit 104 - Longitudinal & Transverse Cracking

TW D, Section 403, Sample Unit 100 - Raveling

TW E, Section 565, Sample Unit 109 - Vicinity



TW L, Section 1205, Sample Unit 113 - Longitudinal & Transverse Cracking



TW M, Section 2010, Sample Unit 118 - Longitudinal & Transverse Cracking

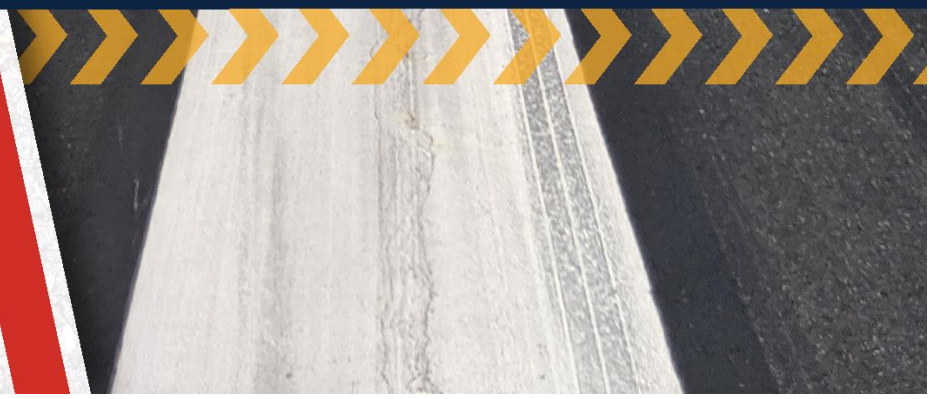
TW N, Section 1405, Sample Unit 127 - Vicinity

TW P, Section 1610, Sample Unit 111 - Vicinity

AP SOUTH, Section 4105, Sample Unit 309 - Block Cracking

AP SOUTH, Section 4110, Sample Unit 303 - Linear Cracking

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT

Generated Date 11/18/2022

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

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

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

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

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: 9/13/2022 **TotalSamples:** 50 **Surveyed:** 6

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 30

Sample Comments:

43	BLOCK CR	L	2209.00	SqFt
45	DEPRESSION	L	81.00	SqFt
48	L & T CR	L	62.00	Ft
48	L & T CR	M	74.00	Ft
50	PATCHING	L	546.00	SqFt
50	PATCHING	M	8.00	SqFt
52	RAVELING	L	2223.00	SqFt
52	RAVELING	M	2223.00	SqFt

Sample Number: 115 **Type:** R **Area:** 3500.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	2900.00	SqFt
48	L & T CR	L	49.00	Ft
48	L & T CR	M	19.00	Ft
52	RAVELING	L	2625.00	SqFt
52	RAVELING	M	875.00	SqFt

Sample Number: 212 **Type:** R **Area:** 6000.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	1620.00	SqFt
48	L & T CR	L	677.00	Ft
48	L & T CR	M	250.00	Ft
49	OIL SPILLAGE	N	14.00	SqFt
52	RAVELING	L	5600.00	SqFt
52	RAVELING	M	400.00	SqFt

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

Sample Comments:

43	BLOCK CR	L	2016.00	SqFt
43	BLOCK CR	M	504.00	SqFt
45	DEPRESSION	L	163.00	SqFt
48	L & T CR	L	124.00	Ft
48	L & T CR	M	109.00	Ft
50	PATCHING	L	540.00	SqFt
52	RAVELING	L	2730.00	SqFt
52	RAVELING	M	2730.00	SqFt
53	RUTTING	L	180.00	SqFt
56	SWELLING	L	9.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	4750.00	SqFt

43	BLOCK CR	M	250.00	SqFt
52	RAVELING	L	2425.00	SqFt
52	RAVELING	H	150.00	SqFt
57	WEATHERING	M	2425.00	SqFt

Sample Number: 411 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

43	BLOCK CR	L	675.00	SqFt
43	BLOCK CR	M	225.00	SqFt
48	L & T CR	L	77.00	Ft
48	L & T CR	M	52.00	Ft
52	RAVELING	L	2500.00	SqFt
52	RAVELING	M	2500.00	SqFt

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

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

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

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

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: 9/13/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 15.00 Slabs **PCI:** 32

Sample Comments:

63	LINEAR CR	L	7.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHAT. SLAB	L	8.00	Slabs
73	SHRINKAGE CR	N	15.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 303 **Type:** R **Area:** 15.00 Slabs **PCI:** 54

Sample Comments:

63	LINEAR CR	L	10.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
73	SHRINKAGE CR	N	15.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

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:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 63 **Surveyed:** 13

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	13.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	34.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	42.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	11.00	Ft
52	RAVELING	L	7.00	SqFt
57	WEATHERING	L	4743.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 123 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	41.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 131 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 134 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 146 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

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

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 158 **Type:** R **Area:** 5052.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	4951.00	SqFt
57	WEATHERING	M	101.00	SqFt

Sample Number: 95 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

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

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 346,308 SqFt

Section: 6405 of 6 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 254,700 SqFt **Length:** 2,547 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: 9/13/2022 **TotalSamples:** 55 **Surveyed:** 10

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5500.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	22.00	Ft
52	RAVELING	L	1375.00	SqFt
57	WEATHERING	L	4125.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	98.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	241.00	Ft
52	RAVELING	L	550.00	SqFt
56	SWELLING	L	375.00	SqFt
57	WEATHERING	L	4450.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	243.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	248.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	48.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	221.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number:	136	**Type:**	R	**Area:**	5000.00 SqFt	**PCI:**	71

Sample Comments:

48	L & T CR	L	164.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	375.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number:	142	**Type:**	R	**Area:**	5000.00 SqFt	**PCI:**	71

Sample Comments:

48	L & T CR	L	262.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number:	147	**Type:**	R	**Area:**	5000.00 SqFt	**PCI:**	69

Sample Comments:

48	L & T CR	L	158.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	450.00	SqFt
57	WEATHERING	L	4750.00	SqFt

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

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 346,308 SqFt

Section: 6410 of 6 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

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

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 346,308 SqFt

Section: 6415 of 6 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **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	375.00	SqFt
57	WEATHERING	L	4394.00	SqFt
57	WEATHERING	M	231.00	SqFt

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

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 346,308 SqFt

Section: 6420 of 6 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,508 SqFt **Length:** 205 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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 98 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	4350.00	SqFt
57	WEATHERING	M	650.00	SqFt

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

Branch: RW 10R-28L **Name:** RUNWAY 10R-28L **Use:** RUNWAY **Area:** 346,308 SqFt

Section: 6430 of 6 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,000 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: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 55 **Surveyed:** 1

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	2650.00	SqFt
48	L & T CR	L	176.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	540.00	SqFt
57	WEATHERING	L	4500.00	SqFt

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

Branch: RW 1L-19R **Name:** RUNWAY 1L-19R **Use:** RUNWAY **Area:** 300,022 SqFt

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

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 270,522 SqFt **Length:** 2,705 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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 54 **Surveyed:** 12

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	26.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	33.00	Ft
52	RAVELING	M	5.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4745.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	50.00	Ft
52	RAVELING	L	5.00	SqFt
57	WEATHERING	L	4745.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	32.00	Ft
52	RAVELING	M	25.00	SqFt
57	WEATHERING	L	4726.00	SqFt
57	WEATHERING	M	249.00	SqFt

Sample Number: 131 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	46.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

48	L & T CR	L	16.00	Ft
56	SWELLING	L	33.00	SqFt

Sample Number: 146 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	M	9.00	SqFt
57	WEATHERING	L	4741.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 153 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

52	RAVELING	L	133.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	4624.00	SqFt
57	WEATHERING	M	243.00	SqFt

Sample Number: 99 **Type:** R **Area:** 4523.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	44.00	Ft
52	RAVELING	L	174.00	SqFt
57	WEATHERING	L	4132.00	SqFt
57	WEATHERING	M	217.00	SqFt

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

Branch: RW 1L-19R **Name:** RUNWAY 1L-19R **Use:** RUNWAY **Area:** 300,022 SqFt

Section: 6110 of 3 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 12/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 150 **Type:** R **Area:** 5500.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	5225.00	SqFt
57	WEATHERING	M	275.00	SqFt

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

Branch: RW 1L-19R **Name:** RUNWAY 1L-19R **Use:** RUNWAY **Area:** 300,022 SqFt

Section: 6115 of 3 **From:** - **To:** - **Last Const.:** 12/1/2012

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 12/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

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

Branch: RW 1R-19L **Name:** RUNWAY 1R-19L **Use:** RUNWAY **Area:** 314,367 SqFt

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

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 62 **Surveyed:** 14

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	9.00	SqFt
57	WEATHERING	L	4891.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 97 **Type:** R **Area:** 6001.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5881.00	SqFt
57	WEATHERING	M	120.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 64,359 SqFt

Section: 105 of 7 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 2647.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	18.00	Ft
52	RAVELING	M	15.00	SqFt
57	WEATHERING	L	2579.00	SqFt
57	WEATHERING	M	53.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 64,359 SqFt

Section: 110 of 7 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-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: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3744.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	37.00	Ft
52	RAVELING	L	374.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	3370.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 64,359 SqFt

Section: 115 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 3792.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	23.00	Ft
52	RAVELING	M	46.00	SqFt
57	WEATHERING	L	3746.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 64,359 SqFt

Section: 120 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 3570.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3392.00	SqFt
57	WEATHERING	M	178.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 64,359 SqFt

Section: 125 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 2872.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	2728.00	SqFt
57	WEATHERING	M	144.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 4873.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	4629.00	SqFt
57	WEATHERING	M	244.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,109 SqFt **Length:** 270 Ft **Width:** 120 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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5382.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	65.00	Ft
52	RAVELING	L	807.00	SqFt
57	WEATHERING	L	4575.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 117,040 SqFt **Length:** 2,600 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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 28 **Surveyed:** 4

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4308.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	242.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	4093.00	SqFt
57	WEATHERING	M	215.00	SqFt

Sample Number: 110 **Type:** R **Area:** 4000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 119 **Type:** R **Area:** 4000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	124.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	118.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 4473.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4249.00	SqFt
57	WEATHERING	M	224.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

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

Sample Comments:

48	L & T CR	L	1.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	5438.00	SqFt
57	WEATHERING	M	289.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 12/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 3873.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	68.00	Ft
57	WEATHERING	L	3679.00	SqFt
57	WEATHERING	M	194.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 165,901 SqFt

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

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 12/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4273.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	54.00	Ft
57	WEATHERING	L	4273.00	SqFt

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

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 29,444 SqFt

Section: 1905 of 2 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5993.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	19.00	Ft
50	PATCHING	L	450.00	SqFt
52	RAVELING	M	25.00	SqFt
57	WEATHERING	L	5242.00	SqFt
57	WEATHERING	M	276.00	SqFt

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

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 29,444 SqFt

Section: 1910 of 2 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,185 SqFt **Length:** 140 Ft **Width:** 77 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6219.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	465.00	Ft
52	RAVELING	L	390.00	SqFt
57	WEATHERING	L	5538.00	SqFt
57	WEATHERING	M	291.00	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:** CA653-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: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5520.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	227.00	Ft
50	PATCHING	L	360.00	SqFt
52	RAVELING	L	500.00	SqFt
52	RAVELING	M	160.00	SqFt
56	SWELLING	L	259.00	SqFt
57	WEATHERING	L	4500.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 26 **Surveyed:** 4

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	28.00	Ft
52	RAVELING	M	3.00	SqFt
57	WEATHERING	L	3797.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 118 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	57.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 126 **Type:** R **Area:** 4000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 129 **Type:** R **Area:** 6444.00 SqFt **PCI:** 78

Sample Comments:

45	DEPRESSION	L	94.00	SqFt
48	L & T CR	L	42.00	Ft
57	WEATHERING	L	6122.00	SqFt
57	WEATHERING	M	322.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 4793.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4697.00	SqFt
57	WEATHERING	M	96.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 4553.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	4325.00	SqFt
57	WEATHERING	M	228.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4273.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4059.00	SqFt
57	WEATHERING	M	214.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4522.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4296.00	SqFt
57	WEATHERING	M	226.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4076.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	24.00	Ft
57	WEATHERING	L	3872.00	SqFt
57	WEATHERING	M	204.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4348.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4261.00	SqFt
57	WEATHERING	M	87.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4325.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	104.00	Ft
52	RAVELING	L	432.00	SqFt
57	WEATHERING	L	3893.00	SqFt

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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3929.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	3850.00	SqFt
57	WEATHERING	M	79.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5177.00 SqFt **PCI:** 67

Sample Comments:

45	DEPRESSION	L	140.00	SqFt
48	L & T CR	L	71.00	Ft
48	L & T CR	M	2.00	Ft
52	RAVELING	L	518.00	SqFt
57	WEATHERING	L	4659.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4942.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	315.00	Ft
50	PATCHING	L	315.00	SqFt
52	RAVELING	L	463.00	SqFt
57	WEATHERING	L	4164.00	SqFt

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:** CA653-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: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4520.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	30.00	Ft
52	RAVELING	L	132.00	SqFt
57	WEATHERING	L	4169.00	SqFt
57	WEATHERING	M	219.00	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:** CA653-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: 9/13/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	100.00	Ft
52	RAVELING	M	39.00	SqFt
57	WEATHERING	L	3288.00	SqFt
57	WEATHERING	M	173.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4345.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	L	4128.00	SqFt
57	WEATHERING	M	217.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3890.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	8.00	Ft
52	RAVELING	L	169.00	SqFt
57	WEATHERING	L	3535.00	SqFt
57	WEATHERING	M	186.00	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:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4153.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	8.00	Ft
52	RAVELING	M	11.00	SqFt
57	WEATHERING	L	3935.00	SqFt
57	WEATHERING	M	207.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3523.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	3453.00	SqFt
57	WEATHERING	M	70.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5132.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	4875.00	SqFt
57	WEATHERING	M	257.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3908.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	10.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	3883.00	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.:** 1/1/2013

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **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

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

Last Insp. Date: 9/13/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	203.00	Ft
52	RAVELING	L	450.00	SqFt
57	WEATHERING	L	3050.00	SqFt

Sample Number: 109 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	192.00	Ft
48	L & T CR	M	5.00	Ft
52	RAVELING	L	450.00	SqFt
57	WEATHERING	L	3050.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4230.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	4230.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4095.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	119.00	Ft
52	RAVELING	L	18.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3873.00	SqFt
57	WEATHERING	M	204.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5105.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	5003.00	SqFt
57	WEATHERING	M	102.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4161.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	141.00	Ft
52	RAVELING	L	208.00	SqFt
57	WEATHERING	L	3953.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4372.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	4285.00	SqFt
57	WEATHERING	M	87.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4992.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	35.00	Ft
50	PATCHING	L	397.00	SqFt
52	RAVELING	L	460.00	SqFt
52	RAVELING	M	11.00	SqFt
57	WEATHERING	L	4124.00	SqFt

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:** CA653-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: 9/13/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 5004.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CR	L	150.00	SqFt
41	ALLIGATOR CR	M	25.00	SqFt
43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	110.00	Ft
50	PATCHING	H	150.00	SqFt
52	RAVELING	M	4454.00	SqFt
52	RAVELING	H	400.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5004.00 SqFt **PCI:** 15

Sample Comments:

41	ALLIGATOR CR	L	150.00	SqFt
43	BLOCK CR	L	1980.00	SqFt
43	BLOCK CR	M	1320.00	SqFt
52	RAVELING	M	4504.00	SqFt
52	RAVELING	H	500.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 158,493 SqFt

Section: 1205 of 6 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 88,707 SqFt **Length:** 2,215 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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 22 **Surveyed:** 4

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	16.00	Ft
52	RAVELING	L	2.00	SqFt
57	WEATHERING	L	3798.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3760.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	129.00	Ft
57	WEATHERING	L	3572.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 120 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	51.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 128 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 158,493 SqFt

Section: 1215 of 6 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6093.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	21.00	Ft
52	RAVELING	L	609.00	SqFt
57	WEATHERING	L	5484.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 158,493 SqFt

Section: 1220 of 6 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3966.00 SqFt **PCI:** 85

Sample Comments:

52	RAVELING	L	397.00	SqFt
57	WEATHERING	L	3569.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 158,493 SqFt

Section: 1230 of 6 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 4000.00 SqFt **PCI:** 87

Sample Comments:

52	RAVELING	M	3.00	SqFt
57	WEATHERING	L	3797.00	SqFt
57	WEATHERING	M	200.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 158,493 SqFt

Section: 1235 of 6 **From:** - **To:** - **Last Const.:** 7/1/2021

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 21,336 SqFt **Length:** 525 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: 3/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 7/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 6/25/2019 **TotalSamples:** 27 **Surveyed:** 5

Conditions: **PCI:** 91 **NOTE: *** Pre-Construction PCI *****

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:

48	L & T CR	L	6.00	Ft
52	RAVELING	H	2.00	SqFt

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 L1 **Name:** TAXIWAY L1 **Use:** TAXIWAY **Area:** 9,896 SqFt

Section: 805 of 1 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6574.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	89.00	Ft
50	PATCHING	L	441.00	SqFt
57	WEATHERING	L	5520.00	SqFt
57	WEATHERING	M	613.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5885.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	56.00	Ft
52	RAVELING	L	294.00	SqFt
57	WEATHERING	L	5591.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5952.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	54.00	Ft
52	RAVELING	L	298.00	SqFt
57	WEATHERING	L	5059.00	SqFt
57	WEATHERING	M	595.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 153,301 SqFt

Section: 2005 of 5 **From:** - **To:** - **Last Const.:** 3/1/2007

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,935 SqFt **Length:** 480 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: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

50	PATCHING	L	1400.00	SqFt
57	WEATHERING	L	3420.00	SqFt
57	WEATHERING	M	180.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 153,301 SqFt

Section: 2010 of 5 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 94,189 SqFt **Length:** 2,700 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: 9/13/2022 **TotalSamples:** 25 **Surveyed:** 4

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	1400.00	SqFt
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 111 **Type:** R **Area:** 3500.00 SqFt **PCI:** 54

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
50	PATCHING	L	27.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3299.00	SqFt
57	WEATHERING	M	174.00	SqFt

Sample Number: 118 **Type:** R **Area:** 3101.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	78.00	Ft
50	PATCHING	L	360.00	SqFt
52	RAVELING	L	76.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	2532.00	SqFt
57	WEATHERING	M	133.00	SqFt

Sample Number: 124 **Type:** R **Area:** 3503.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	186.00	Ft
57	WEATHERING	L	3328.00	SqFt
57	WEATHERING	M	175.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 153,301 SqFt

Section: 2012 of 5 **From:** - **To:** - **Last Const.:** 3/1/2013

Surface: AAC **Family:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 3926.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	3730.00	SqFt
57	WEATHERING	M	196.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 153,301 SqFt

Section: 2025 of 5 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AC **Family:** CA653-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: 9/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5056.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	133.00	Ft
50	PATCHING	L	1400.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	2523.00	SqFt
57	WEATHERING	M	133.00	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:** CA653-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: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3469.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	137.00	Ft
52	RAVELING	L	240.00	SqFt
57	WEATHERING	L	3068.00	SqFt
57	WEATHERING	M	161.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5074.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	23.00	Ft
50	PATCHING	L	450.00	SqFt
52	RAVELING	M	18.00	SqFt
57	WEATHERING	L	4606.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 28 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	L	4000.00	SqFt

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

Sample Comments:

48	L & T CR	L	59.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	51.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4473.00 SqFt **PCI:** 80

Sample Comments:

50	PATCHING	L	350.00	SqFt
52	RAVELING	L	31.00	SqFt
57	WEATHERING	L	4092.00	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:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5950.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	15.00	Ft
50	PATCHING	L	45.00	SqFt
52	RAVELING	L	295.00	SqFt
57	WEATHERING	L	5610.00	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:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6236.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	20.00	Ft
57	WEATHERING	L	6111.00	SqFt
57	WEATHERING	M	125.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3928.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	M	5.00	SqFt
57	WEATHERING	L	3727.00	SqFt
57	WEATHERING	M	196.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4070.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	60.00	Ft
50	PATCHING	L	143.00	SqFt
57	WEATHERING	L	3927.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3532.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	3461.00	SqFt
57	WEATHERING	M	71.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4477.00 SqFt **PCI:** 84

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	39.00	Ft
52	RAVELING	L	224.00	SqFt
57	WEATHERING	L	4253.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 3978.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	7.00	Ft
50	PATCHING	L	490.00	SqFt
52	RAVELING	M	8.00	SqFt
57	WEATHERING	L	3306.00	SqFt
57	WEATHERING	M	174.00	SqFt

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:** CA653-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: 9/13/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4552.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	61.00	Ft
52	RAVELING	L	2276.00	SqFt
57	WEATHERING	L	2276.00	SqFt

Sample Number: 109 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	64.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	1750.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 2823.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	60.00	Ft
52	RAVELING	M	7.00	SqFt
57	WEATHERING	L	2675.00	SqFt
57	WEATHERING	M	141.00	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.:** 3/1/2007

Surface: AAC **Family:** CA653-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

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

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 3511.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	137.00	Ft
52	RAVELING	L	351.00	SqFt
57	WEATHERING	L	3160.00	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:** CA653-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-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 4448.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	4226.00	SqFt
57	WEATHERING	M	222.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3418.00 SqFt **PCI:** 87

Sample Comments:

52	RAVELING	M	8.00	SqFt
57	WEATHERING	L	3342.00	SqFt
57	WEATHERING	M	68.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3763.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	3763.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3500.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	3500.00	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:** CA653-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: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4830.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4588.00	SqFt
57	WEATHERING	M	242.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3511.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	3335.00	SqFt
57	WEATHERING	M	176.00	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:** CA653-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: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3960.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	68.00	SqFt
48	L & T CR	L	103.00	Ft
52	RAVELING	L	792.00	SqFt
57	WEATHERING	L	3168.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5822.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	5531.00	SqFt
57	WEATHERING	M	291.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5178.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	L	5178.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5086.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4832.00	SqFt
57	WEATHERING	M	254.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 3/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4789.00 SqFt **PCI:** 78

Sample Comments:

50	PATCHING	L	350.00	SqFt
57	WEATHERING	L	4089.00	SqFt
57	WEATHERING	M	350.00	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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	L	57.00	Ft
52	RAVELING	M	5000.00	SqFt

Sample Number: 210 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

48	L & T CR	L	204.00	Ft
48	L & T CR	M	102.00	Ft
50	PATCHING	L	1950.00	SqFt
52	RAVELING	M	3050.00	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:** CA653-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-OVL	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4290.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	23.00	Ft
50	PATCHING	L	1250.00	SqFt
57	WEATHERING	L	3040.00	SqFt

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:** CA653-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-OVL **Is Major M&R:** True

Last Insp. Date: 9/13/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 212 **Type:** R **Area:** 4413.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	40.00	Ft
50	PATCHING	L	108.00	SqFt
52	RAVELING	L	535.00	SqFt
56	SWELLING	L	69.00	SqFt
57	WEATHERING	L	3770.00	SqFt

Sample Number: 213 **Type:** R **Area:** 4707.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	42.00	Ft
50	PATCHING	L	84.00	SqFt
52	RAVELING	L	556.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4067.00	SqFt

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