FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

SRQ - Sarasota/Bradenton International Airport | *District 1*

FDOT | AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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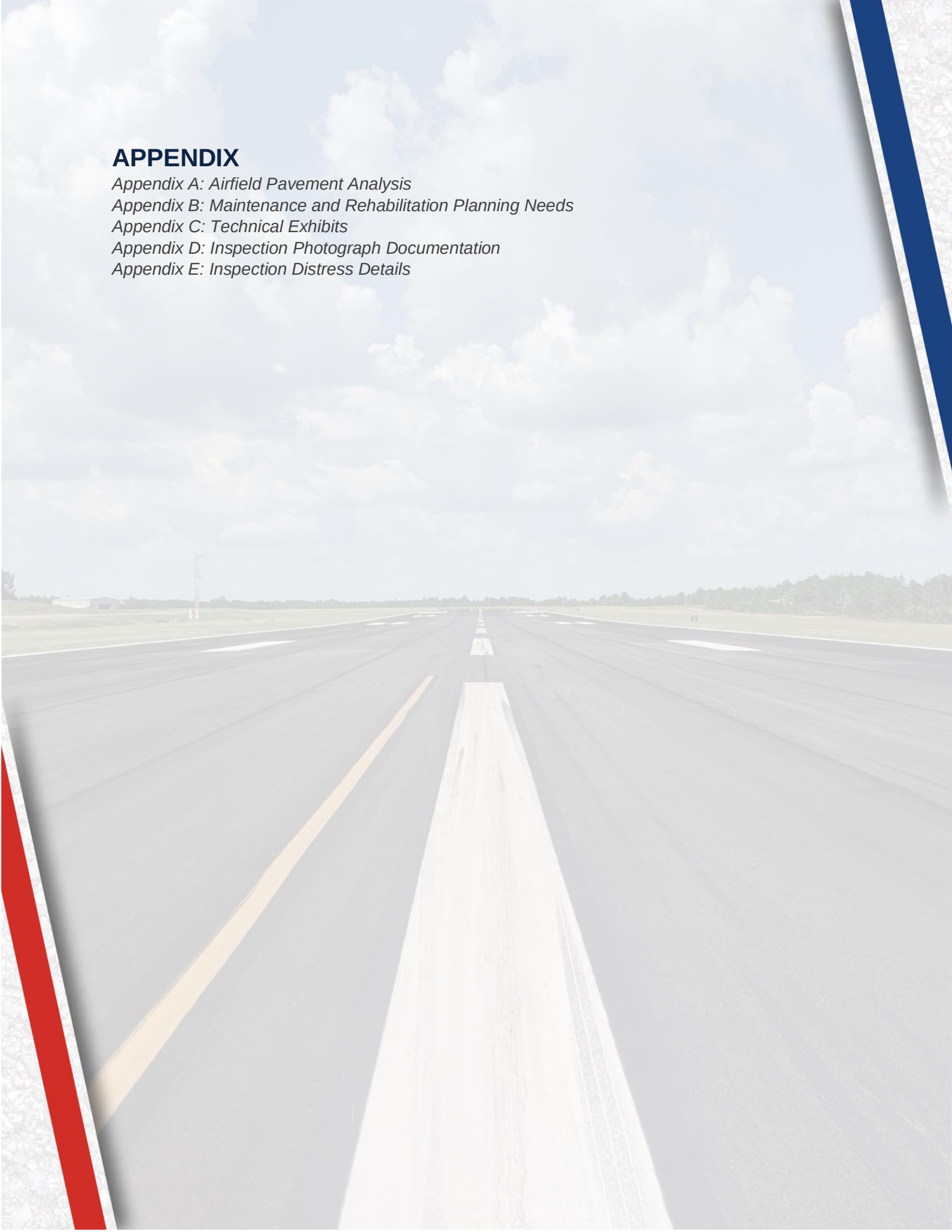

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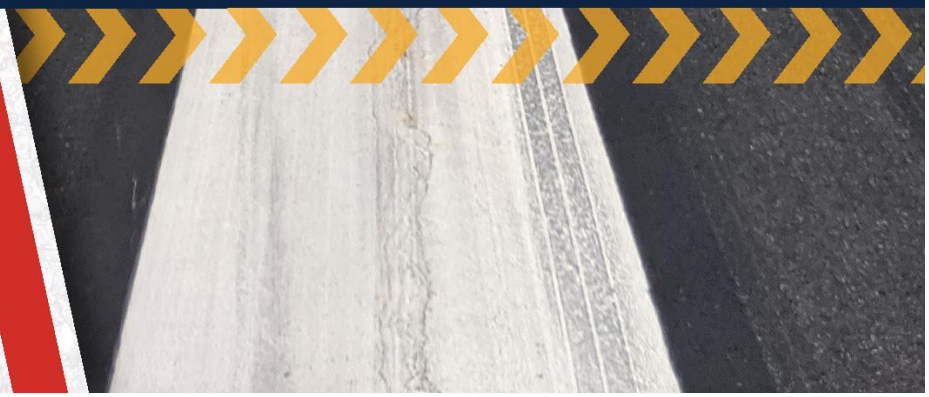


Executive Summary

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. Sarasota/Bradenton International 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 May 2022, approximately 7.8 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Sarasota/Bradenton International Airport (SRQ). In general, airfield pavements at SRQ are in Satisfactory condition with an area-weighted PCI of 79. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 78, 72, 77, and 94, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for SRQ.

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

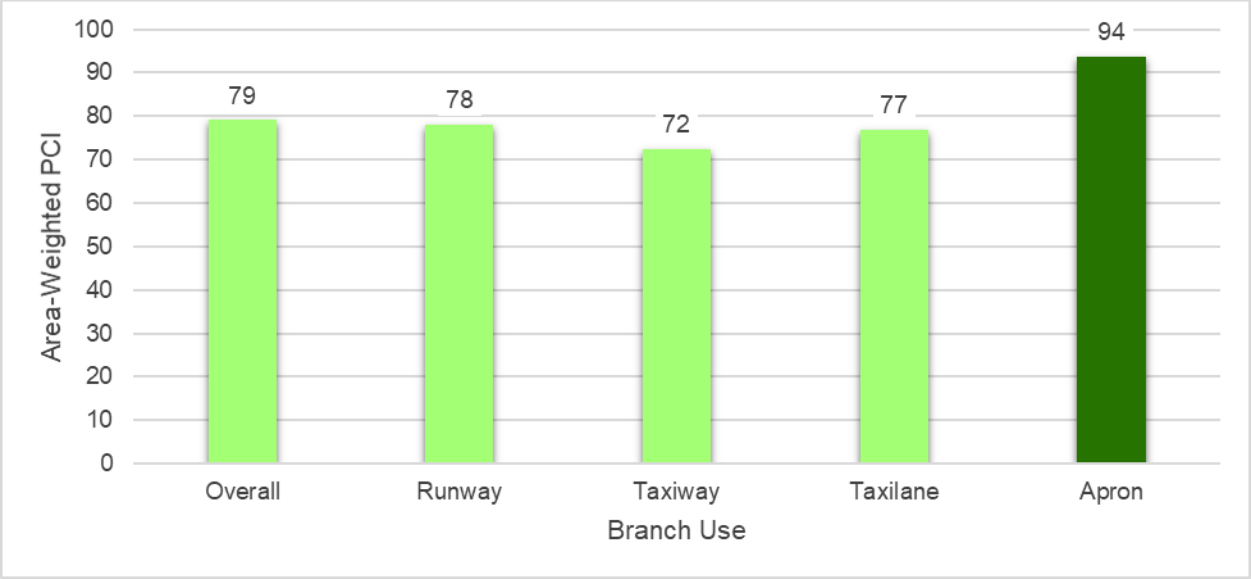


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	RW 4-22	Runway	6205	485,831	84	Satisfactory
SRQ	RW 4-22	Runway	6210	242,915	85	Satisfactory
SRQ	RW 14-32	Runway	6102	115,000	70	Fair
SRQ	RW 14-32	Runway	6105	100,000	75	Satisfactory
SRQ	RW 14-32	Runway	6108	57,500	76	Satisfactory
SRQ	RW 14-32	Runway	6110	50,000	75	Satisfactory
SRQ	RW 14-32	Runway	6115	50,000	72	Satisfactory
SRQ	RW 14-32	Runway	6120	25,000	81	Satisfactory
SRQ	RW 14-32	Runway	6125	400,500	76	Satisfactory
SRQ	RW 14-32	Runway	6130	200,250	75	Satisfactory
SRQ	RW 14-32	Runway	6135	50,000	75	Satisfactory
SRQ	RW 14-32	Runway	6140	25,000	76	Satisfactory
SRQ	RW 14-32	Runway	6145	100,000	74	Satisfactory
SRQ	RW 14-32	Runway	6150	50,000	77	Satisfactory
SRQ	RW 14-32	Runway	6155	134,500	76	Satisfactory
SRQ	RW 14-32	Runway	6160	67,250	73	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TW A	Taxiway	103	110,514	59	Fair
SRQ	TW A	Taxiway	105	115,985	73	Satisfactory
SRQ	TW A	Taxiway	110	119,270	74	Satisfactory
SRQ	TW A	Taxiway	115	20,371	76	Satisfactory
SRQ	TW A	Taxiway	120	193,796	71	Satisfactory
SRQ	TW A	Taxiway	125	102,225	59	Fair
SRQ	TW A	Taxiway	126	30,753	79	Satisfactory
SRQ	TW A	Taxiway	128	124,368	83	Satisfactory
SRQ	TW A	Taxiway	195	30,044	80	Satisfactory
SRQ	TW A1	Taxiway	190	38,481	80	Satisfactory
SRQ	TW A10	Taxiway	127	38,539	85	Satisfactory
SRQ	TW A2	Taxiway	185	35,555	67	Fair
SRQ	TW A3	Taxiway	175	38,350	65	Fair
SRQ	TW A3	Taxiway	180	15,845	71	Satisfactory
SRQ	TW A4	Taxiway	170	38,808	54	Poor
SRQ	TW A7	Taxiway	155	35,813	55	Poor
SRQ	TW A9	Taxiway	130	10,830	74	Satisfactory
SRQ	TW A9	Taxiway	135	25,046	72	Satisfactory
SRQ	TW AP DOLP	Taxiway	122	12,538	49	Poor
SRQ	TW AP DOLP	Taxiway	124	14,535	72	Satisfactory
SRQ	TW AP E	Taxiway	602	28,727	100	Good
SRQ	TW B	Taxiway	203	22,822	100	Good
SRQ	TW B	Taxiway	205	8,023	100	Good
SRQ	TW B	Taxiway	210	164,945	100	Good
SRQ	TW B	Taxiway	211	12,058	100	Good
SRQ	TW B	Taxiway	215	26,159	89	Good
SRQ	TW B	Taxiway	225	186,792	70	Fair
SRQ	TW B	Taxiway	230	19,201	77	Satisfactory
SRQ	TW B1	Taxiway	260	18,379	100	Good
SRQ	TW B1	Taxiway	265	13,111	89	Good
SRQ	TW C	Taxiway	303	191,641	68	Fair
SRQ	TW C	Taxiway	305	49,870	68	Fair
SRQ	TW C	Taxiway	307	38,637	100	Good
SRQ	TW C	Taxiway	320	13,872	84	Satisfactory
SRQ	TW C	Taxiway	330	18,094	86	Good
SRQ	TW C	Taxiway	335	340,865	61	Fair
SRQ	TW C1	Taxiway	345	32,704	65	Fair
SRQ	TW C2	Taxiway	340	36,914	66	Fair
SRQ	TW C3	Taxiway	315	35,788	73	Satisfactory
SRQ	TW C4	Taxiway	310	37,673	72	Satisfactory
SRQ	TW D	Taxiway	405	88,300	72	Satisfactory
SRQ	TW D	Taxiway	415	24,545	87	Good
SRQ	TW D	Taxiway	425	32,831	89	Good
SRQ	TW D	Taxiway	430	195,052	78	Satisfactory
SRQ	TW D	Taxiway	435	6,042	63	Fair
SRQ	TW E	Taxiway	505	64,597	66	Fair
SRQ	TW E	Taxiway	510	25,962	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TW F	Taxiway	605	21,519	76	Satisfactory
SRQ	TW F	Taxiway	610	94,932	51	Poor
SRQ	TW F	Taxiway	625	25,498	55	Poor
SRQ	TW F	Taxiway	630	110,224	73	Satisfactory
SRQ	TW F	Taxiway	635	16,460	84	Satisfactory
SRQ	TW F	Taxiway	645	13,980	66	Fair
SRQ	TW G	Taxiway	705	75,944	77	Satisfactory
SRQ	TW H	Taxiway	805	85,417	81	Satisfactory
SRQ	TW H	Taxiway	810	24,978	91	Good
SRQ	TW J	Taxiway	1005	76,394	68	Fair
SRQ	TW J	Taxiway	1010	55,392	78	Satisfactory
SRQ	TW R3	Taxiway	1825	44,574	23	Serious
SRQ	TW R4	Taxiway	1835	18,891	43	Poor
SRQ	TW R4	Taxiway	1840	11,151	59	Fair
SRQ	TW R5	Taxiway	1850	29,743	100	Good
SRQ	TW T1	Taxiway	2005	18,726	66	Fair
SRQ	TW T2	Taxiway	2010	6,382	65	Fair
SRQ	TL AP W	Taxilane	4605	100,722	74	Satisfactory
SRQ	TL NE	Taxilane	3005	55,325	83	Satisfactory
SRQ	TL NE	Taxilane	3010	43,681	75	Satisfactory
SRQ	TL NE	Taxilane	3015	12,142	91	Good
SRQ	TL NE	Taxilane	3020	46,100	73	Satisfactory
SRQ	AP E	Apron	4210	3,900	100	Good
SRQ	AP TERM	Apron	4105	685,188	93	Good
SRQ	AP TERM	Apron	4110	422,965	93	Good
SRQ	AP TERM	Apron	4115	35,200	91	Good
SRQ	AP TERM	Apron	4120	70,800	87	Good
SRQ	AP TERM	Apron	4125	45,080	87	Good
SRQ	AP TERM	Apron	4130	368,000	96	Good
SRQ	AP TERM	Apron	4135	155,887	100	Good
SRQ	AP W	Apron	4610	6,650	89	Good

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
SRQ	RW 4-22	6205	84	82	80	78	76	74	72	70	68	66	64
SRQ	RW 4-22	6210	85	83	81	79	77	75	73	71	69	67	65
SRQ	RW 14-32	6102	70	68	67	65	64	62	61	59	58	56	55
SRQ	RW 14-32	6105	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6108	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6110	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6115	72	70	68	66	64	62	60	58	56	54	52
SRQ	RW 14-32	6120	81	79	77	75	73	71	69	67	65	63	61
SRQ	RW 14-32	6125	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6130	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6135	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6140	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6145	74	72	70	68	66	64	62	60	58	56	54
SRQ	RW 14-32	6150	77	75	73	71	69	67	65	63	61	59	57
SRQ	RW 14-32	6155	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6160	73	71	70	68	67	65	64	62	61	59	58
SRQ	TW A	103	59	58	57	56	56	55	54	53	52	51	50
SRQ	TW A	105	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW A	110	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A	115	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW A	120	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A	125	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW A	126	79	77	76	75	73	72	71	70	69	68	67
SRQ	TW A	128	83	81	80	78	77	75	74	73	72	71	69
SRQ	TW A	195	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A1	190	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A10	127	85	83	81	80	78	77	76	74	73	72	71
SRQ	TW A2	185	67	65	64	62	61	60	59	58	57	56	55
SRQ	TW A3	175	65	63	62	61	60	59	57	57	56	55	54
SRQ	TW A3	180	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A4	170	54	53	53	52	51	51	50	49	49	48	48
SRQ	TW A7	155	55	54	53	53	52	51	51	50	50	49	48
SRQ	TW A9	130	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A9	135	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP DOLP	122	49	48	47	45	44	43	41	40	38	37	35
SRQ	TW AP DOLP	124	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP E	602	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	203	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	205	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	210	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	211	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	215	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW B	225	70	69	68	67	66	65	64	63	62	61	61
SRQ	TW B	230	77	75	73	71	69	68	66	64	63	62	60
SRQ	TW B1	260	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B1	265	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW C	303	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW C	305	68	66	65	63	62	61	59	58	57	56	56
SRQ	TW C	307	100	95	93	90	88	85	83	81	79	77	75

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SRQ	TW C	320	84	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	86	83	81	79	77	75	73	71	69	68	66
SRQ	TW C	335	61	60	59	58	58	57	56	55	54	53	52
SRQ	TW C1	345	65	64	63	62	61	61	60	59	58	57	56
SRQ	TW C2	340	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW C3	315	73	72	71	69	68	67	66	65	65	64	63
SRQ	TW C4	310	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	405	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	415	87	84	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW D	430	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW D	435	63	62	61	60	60	59	58	57	56	55	55
SRQ	TW E	505	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW E	510	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW F	605	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW F	610	51	50	50	49	49	48	47	46	45	45	43
SRQ	TW F	625	55	54	53	52	51	50	49	48	47	46	44
SRQ	TW F	630	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW F	635	84	82	81	79	78	76	75	74	72	71	70
SRQ	TW F	645	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW G	705	77	75	74	73	72	71	70	68	67	66	66
SRQ	TW H	805	81	79	78	76	75	74	73	71	70	69	68
SRQ	TW H	810	91	88	86	84	82	79	77	75	73	71	70
SRQ	TW J	1005	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW J	1010	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW R3	1825	23	19	15	11	6	1	0	0	0	0	0
SRQ	TW R4	1835	43	42	40	39	37	35	33	30	28	25	21
SRQ	TW R4	1840	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW R5	1850	100	99	97	94	92	90	88	86	85	83	81
SRQ	TW T1	2005	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW T2	2010	65	64	63	62	61	61	60	59	58	57	56
SRQ	TL AP W	4605	74	73	71	70	69	68	67	66	65	64	63
SRQ	TL NE	3005	83	81	80	78	77	75	74	73	72	71	69
SRQ	TL NE	3010	75	73	71	69	68	66	64	63	62	60	59
SRQ	TL NE	3015	91	89	87	85	83	82	80	79	77	76	75
SRQ	TL NE	3020	73	72	71	69	68	67	66	65	65	64	63
SRQ	AP E	4210	100	97	96	95	94	93	92	91	90	89	88
SRQ	AP TERM	4105	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4110	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4115	91	90	89	88	87	87	86	85	85	84	83
SRQ	AP TERM	4120	87	86	85	85	84	83	83	82	82	81	81
SRQ	AP TERM	4125	87	86	85	85	84	83	83	82	82	81	81
SRQ	AP TERM	4130	96	95	94	93	92	91	90	89	88	87	86
SRQ	AP TERM	4135	100	99	98	97	96	94	93	92	91	90	89
SRQ	AP W	4610	89	88	87	87	86	85	84	84	83	83	82

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 $95.04M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $31.95M and localized maintenance needs for Year 1 are $1.25M.

Table E.3: Major Rehabilitation Planning 2023-2032

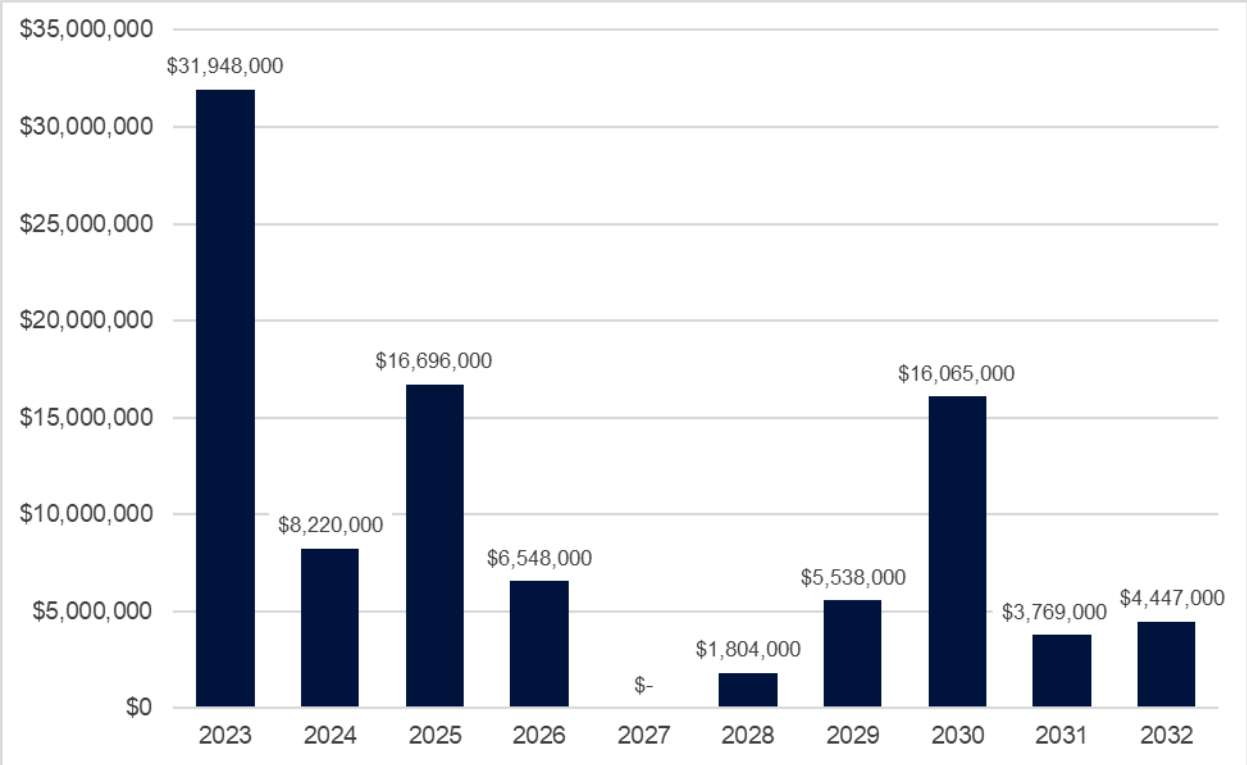
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**SRQ**	RW 14-32	6102	AC	115,000	68	AC Rehabilitation	$ 1,610,000
2023	**SRQ**	RW 14-32	6115	AAC	50,000	70	AC Rehabilitation	$ 700,000
2023	**SRQ**	TW A	103	AC	110,514	58	AC Rehabilitation	$ 1,548,000
2023	**SRQ**	TW A	120	AAC	193,796	69	AC Rehabilitation	$ 2,714,000
2023	**SRQ**	TW A	125	AAC	102,225	58	AC Rehabilitation	$ 1,432,000
2023	**SRQ**	TW A2	185	AAC	35,555	65	AC Rehabilitation	$ 498,000
2023	**SRQ**	TW A3	175	AAC	38,350	63	AC Rehabilitation	$ 537,000
2023	**SRQ**	TW A3	180	AAC	15,845	69	AC Rehabilitation	$ 222,000
2023	**SRQ**	TW A4	170	AAC	38,808	53	AC Reconstruction	$ 1,184,000
2023	**SRQ**	TW A7	155	AAC	35,813	54	AC Reconstruction	$ 1,010,000
2023	**SRQ**	TW AP DOLP	122	AC	12,538	48	AC Reconstruction	$ 383,000
2023	**SRQ**	TW B	225	AC	186,792	69	AC Rehabilitation	$ 2,616,000
2023	**SRQ**	TW C	303	AC	191,641	67	AC Rehabilitation	$ 2,683,000
2023	**SRQ**	TW C	305	AAC	49,870	66	AC Rehabilitation	$ 699,000
2023	**SRQ**	TW C	335	AC	340,865	60	AC Rehabilitation	$ 4,772,000
2023	**SRQ**	TW C1	345	AC	32,704	64	AC Rehabilitation	$ 458,000
2023	**SRQ**	TW C2	340	AC	36,914	65	AC Rehabilitation	$ 517,000
2023	**SRQ**	TW D	435	AC	6,042	62	AC Rehabilitation	$ 85,000
2023	**SRQ**	TW E	505	AC	64,597	65	AC Rehabilitation	$ 905,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	SRQ	TW F	610	AAC	94,932	50	AC Reconstruction	$ 2,896,000
2023	SRQ	TW F	625	AC	25,498	54	AC Reconstruction	$ 766,000
2023	SRQ	TW F	645	AC	13,980	65	AC Rehabilitation	$ 196,000
2023	SRQ	TW J	1005	AC	76,394	67	AC Rehabilitation	$ 1,070,000
2023	SRQ	TW R3	1825	AAC	44,574	19	AC Reconstruction	$ 1,360,000
2023	SRQ	TW R4	1835	AAC	18,891	42	AC Reconstruction	$ 577,000
2023	SRQ	TW R4	1840	AAC	11,151	58	AC Rehabilitation	$ 157,000
2023	SRQ	TW T1	2005	AC	18,726	65	AC Rehabilitation	$ 263,000
2023	SRQ	TW T2	2010	AC	6,382	64	AC Rehabilitation	$ 90,000
2024	SRQ	RW 14-32	6145	AAC	100,000	70	AC Rehabilitation	$ 1,470,000
2024	SRQ	RW 14-32	6160	AC	67,250	70	AC Rehabilitation	$ 989,000
2024	SRQ	TW A	105	AAC	115,985	69	AC Rehabilitation	$ 1,705,000
2024	SRQ	TW A9	135	AAC	25,046	68	AC Rehabilitation	$ 369,000
2024	SRQ	TW AP DOLP	124	AAC	14,535	68	AC Rehabilitation	$ 214,000
2024	SRQ	TW C4	310	AC	37,673	70	AC Rehabilitation	$ 554,000
2024	SRQ	TW D	405	AC	88,300	70	AC Rehabilitation	$ 1,298,000
2024	SRQ	TW F	630	AAC	110,224	69	AC Rehabilitation	$ 1,621,000
2025	SRQ	RW 14-32	6105	AAC	100,000	69	AC Rehabilitation	$ 1,544,000
2025	SRQ	RW 14-32	6110	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6125	AAC	400,500	70	AC Rehabilitation	$ 6,182,000
2025	SRQ	RW 14-32	6130	AAC	200,250	69	AC Rehabilitation	$ 3,091,000
2025	SRQ	RW 14-32	6135	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6140	AAC	25,000	70	AC Rehabilitation	$ 386,000
2025	SRQ	TW A	110	AAC	119,270	68	AC Rehabilitation	$ 1,841,000
2025	SRQ	TW A9	130	AAC	10,830	68	AC Rehabilitation	$ 168,000
2025	SRQ	TW C3	315	AC	35,788	69	AC Rehabilitation	$ 553,000
2025	SRQ	TL NE	3010	AAC	43,681	69	AC Rehabilitation	$ 675,000
2025	SRQ	TL NE	3020	AC	46,100	69	AC Rehabilitation	$ 712,000
2026	SRQ	RW 14-32	6108	AC	57,500	70	AC Rehabilitation	$ 932,000
2026	SRQ	RW 14-32	6150	AAC	50,000	69	AC Rehabilitation	$ 811,000
2026	SRQ	RW 14-32	6155	AC	134,500	70	AC Rehabilitation	$ 2,180,000
2026	SRQ	TW A	115	AAC	20,371	68	AC Rehabilitation	$ 331,000
2026	SRQ	TW B	230	AAC	19,201	69	AC Rehabilitation	$ 312,000
2026	SRQ	TW F	605	AAC	21,519	68	AC Rehabilitation	$ 349,000
2026	SRQ	TL AP W	4605	AC	100,722	69	AC Rehabilitation	$ 1,633,000
2028	SRQ	RW 14-32	6120	AAC	25,000	69	AC Rehabilitation	$ 447,000
2028	SRQ	TW G	705	AC	75,944	70	AC Rehabilitation	$ 1,357,000
2029	SRQ	TW A	126	AC	30,753	70	AC Rehabilitation	$ 577,000
2029	SRQ	TW C	320	AAC	13,872	70	AC Rehabilitation	$ 261,000
2029	SRQ	TW D	430	AC	195,052	69	AC Rehabilitation	$ 3,660,000
2029	SRQ	TW J	1010	AC	55,392	69	AC Rehabilitation	$ 1,040,000
2030	SRQ	RW 4-22	6205	AAC	485,831	68	AC Rehabilitation	$ 9,571,000
2030	SRQ	RW 4-22	6210	AAC	242,915	69	AC Rehabilitation	$ 4,786,000
2030	SRQ	TW A	195	AC	30,044	70	AC Rehabilitation	$ 592,000
2030	SRQ	TW A1	190	AC	38,481	70	AC Rehabilitation	$ 759,000
2030	SRQ	TW C	330	AAC	18,094	69	AC Rehabilitation	$ 357,000

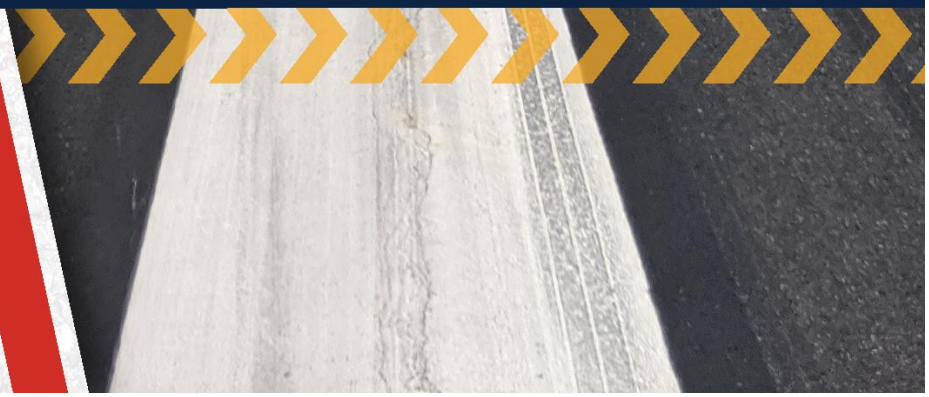
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2031	**SRQ**	TW B	215	AAC	26,159	70	AC Rehabilitation	$ 542,000
2031	**SRQ**	TW B1	265	AAC	13,111	70	AC Rehabilitation	$ 272,000
2031	**SRQ**	TW D	415	AAC	24,545	68	AC Rehabilitation	$ 508,000
2031	**SRQ**	TW D	425	AAC	32,831	70	AC Rehabilitation	$ 680,000
2031	**SRQ**	TW H	805	AC	85,417	69	AC Rehabilitation	$ 1,767,000
2032	**SRQ**	TW A	128	AC	124,368	69	AC Rehabilitation	$ 2,702,000
2032	**SRQ**	TW H	810	AAC	24,978	70	AC Rehabilitation	$ 543,000
2032	**SRQ**	TL NE	3005	AC	55,325	69	AC Rehabilitation	$ 1,202,000

**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.

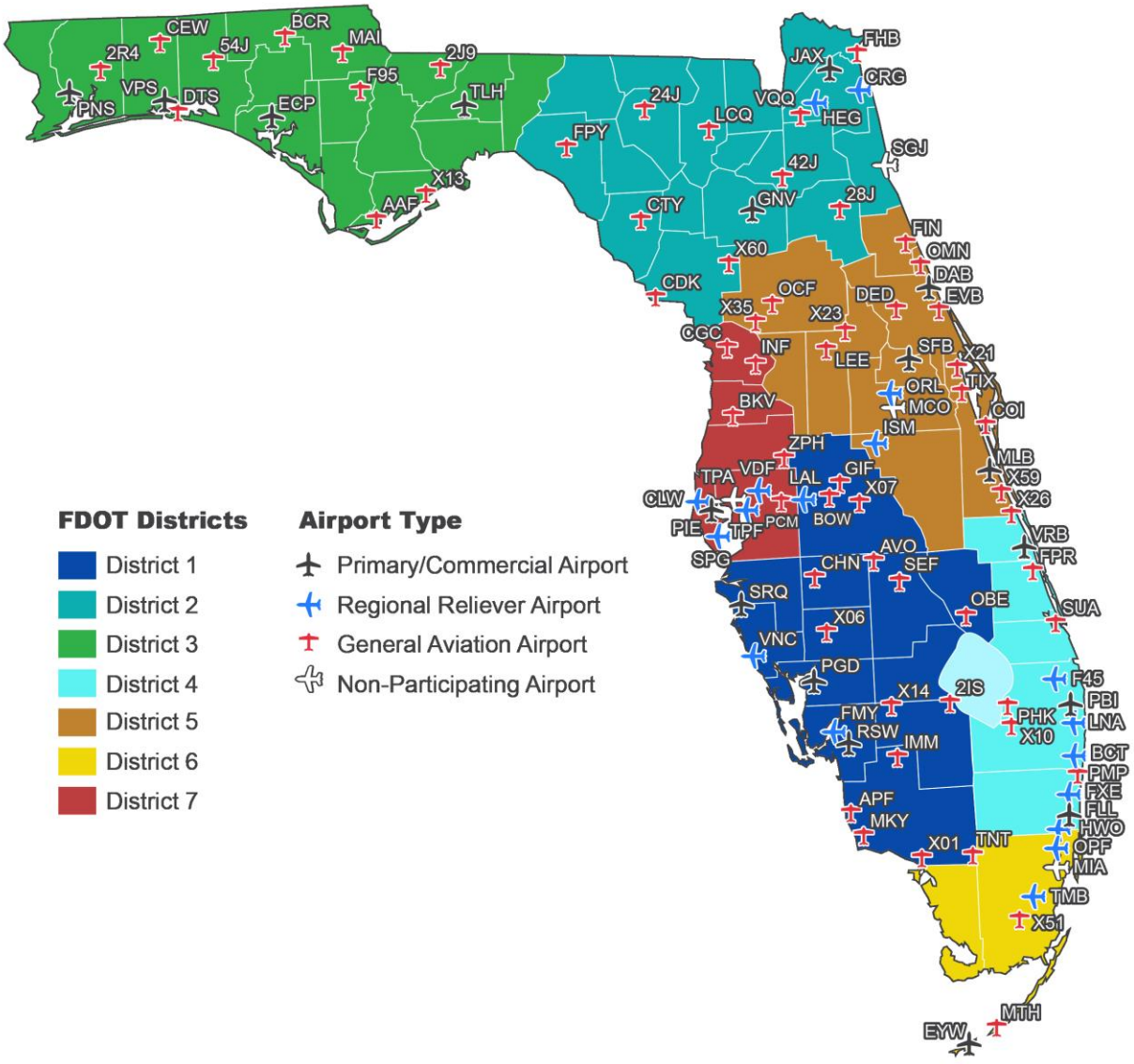
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 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.

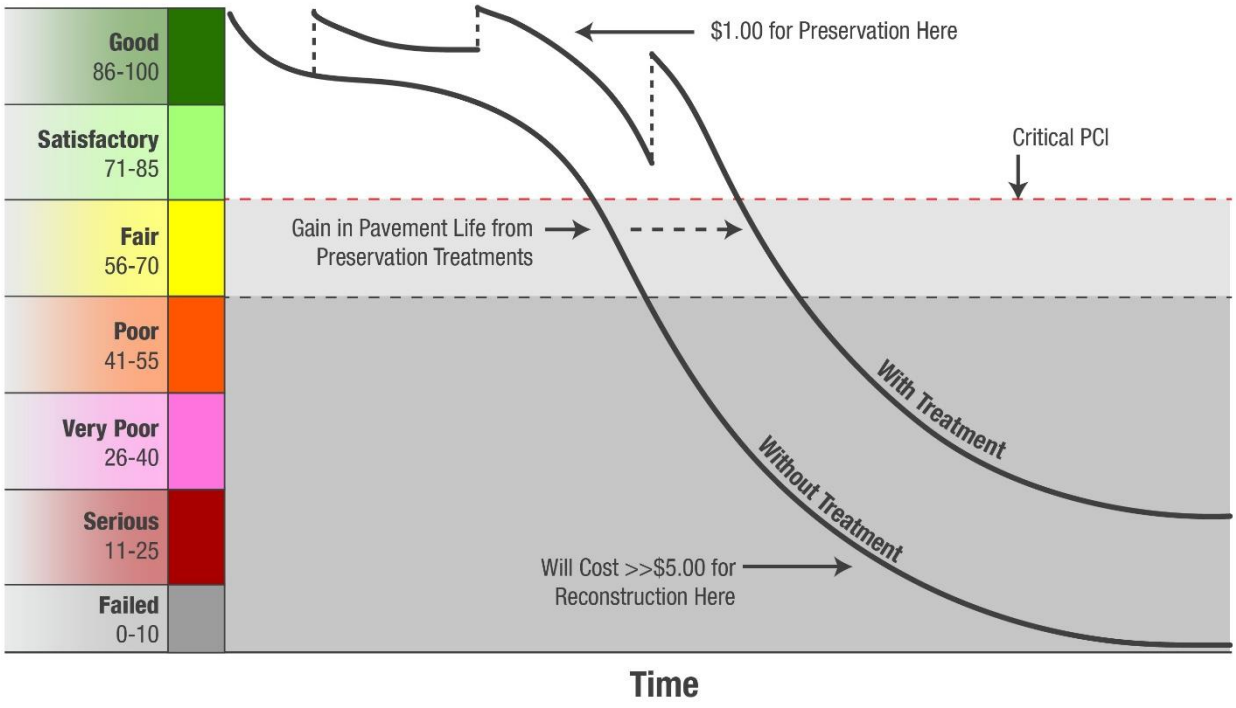
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- 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.

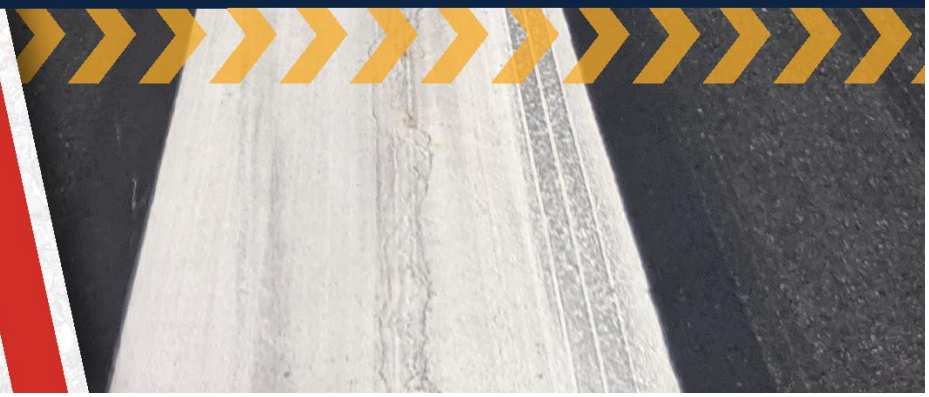
Figure 1.4: Pavement Life and the Effect of Treatments



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*

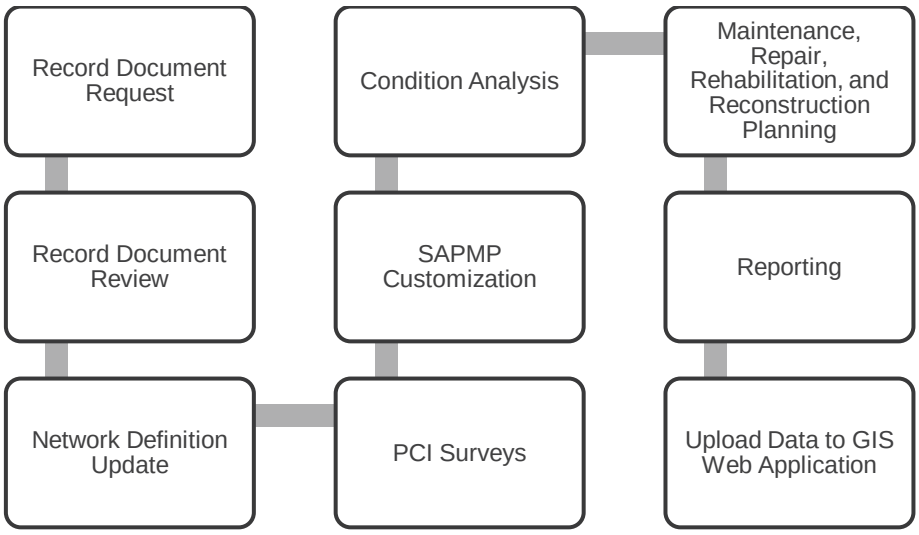
Chapter 2: Methodology



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 SRQ'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

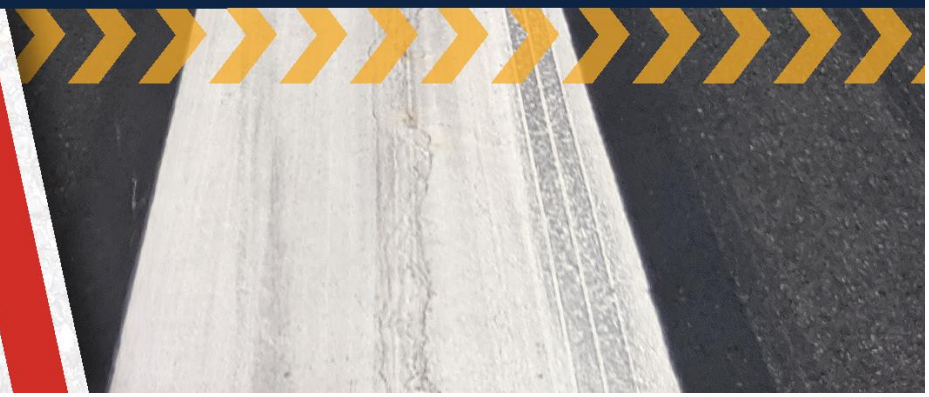
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

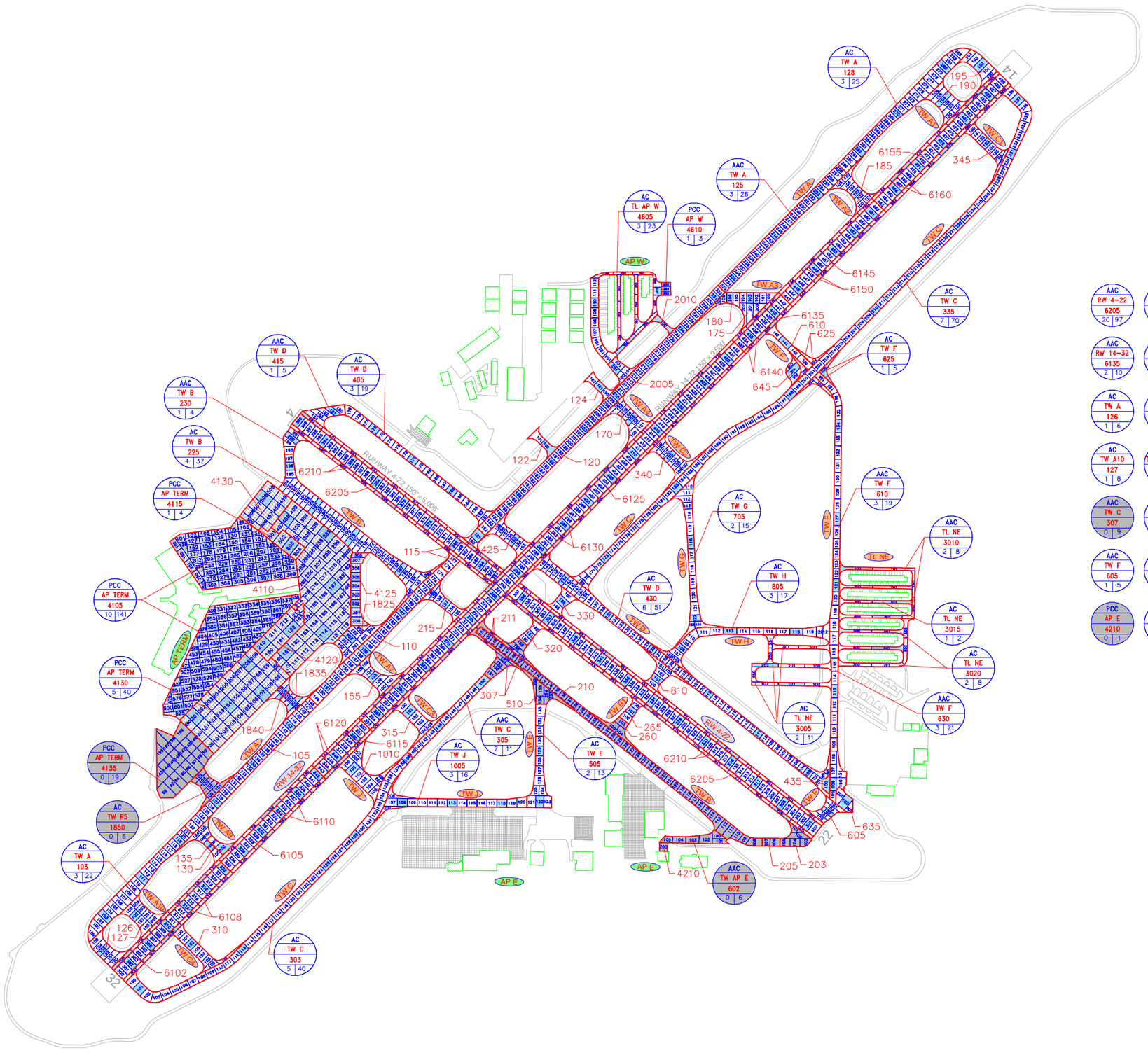
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

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

Construction Year	Location	Work Type / Pavement Section
2018	TL NE	Complete Reconstruction - AC
2021	TW B	Mill and Overlay | 3" Mill, 3" P-401
	TW AP E, TW B, TW B1, TW C, TW E	Mill and Overlay | 2" Mill, 2" P-401
	AP E	Complete Reconstruction - PCC
2023	AP TERM	New Construction - PCC | 17.5" P-501, 6" P-306
	TW R5	New Construction - AC | 5" P-401, 14" P-211, 6" P-154

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.



AAC RW 4-22 6205 20 | 97	AAC RW 4-22 6210 8 | 50	AC RW 14-32 6102 6 | 23	AAC RW 14-32 6105 5 | 20	AC RW 14-32 6108 3 | 12	AAC RW 14-32 6110 2 | 10	AAC RW 14-32 6115 2 | 10	AAC RW 14-32 6120 1 | 4	AAC RW 14-32 6125 16 | 80	AAC RW 14-32 6130 7 | 40
AAC RW 14-32 6135 2 | 10	AAC RW 14-32 6140 2 | 6	AAC RW 14-32 6145 5 | 20	AAC RW 14-32 6150 2 | 10	AC RW 14-32 6155 6 | 27	AC RW 14-32 6160 3 | 14	AAC TW A 105 3 | 27	AAC TW A 110 3 | 27	AAC TW A 115 1 | 4	AAC TW A 120 7 | 51
AC TW A 126 1 | 6	AC TW A 195 1 | 5	AC TW A1 190 1 | 7	AAC TW A2 185 1 | 8	AAC TW A3 175 1 | 8	AAC TW A3 180 1 | 4	AAC TW A4 170 1 | 8	AAC TW A7 155 1 | 7	AAC TW A9 130 1 | 2	AAC TW A9 135 1 | 6
AC TW A10 127 1 | 8	AC TW AP DOLP 122 1 | 2	AAC TW AP DOLP 124 1 | 3	AAC TW B 203 0 | 5	AAC TW B 205 0 | 2	AAC TW B 210 0 | 44	AAC TW B 211 0 | 2	AAC TW B 215 1 | 6	AAC TW B1 260 0 | 3	AAC TW B1 265 1 | 3
AAC TW C 307 0 | 9	AAC TW C 320 1 | 3	AAC TW C 330 1 | 3	AC TW C1 345 1 | 8	AC TW C2 340 1 | 8	AC TW C3 315 1 | 6	AC TW C4 310 1 | 8	AAC TW D 425 1 | 7	AC TW D 435 1 | 1	AAC TW E 510 0 | 5
AAC TW F 605 1 | 5	AC TW F 635 1 | 3	AC TW F 645 1 | 3	AAC TW H 810 1 | 5	AC TW J 1010 1 | 10	AAC TW R3 1825 1 | 9	AAC TW R4 1835 1 | 4	AAC TW R4 1840 1 | 2	AC TW T1 2005 1 | 4	AC TW T2 2010 1 | 1
PCC AP E 4210 0 | 1	PCC AP TERM 4110 5 | 50	PCC AP TERM 4120 2 | 8	PCC AP TERM 4125 2 | 9						

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 = 227
AC: 201 PCC: 26

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

SRQ

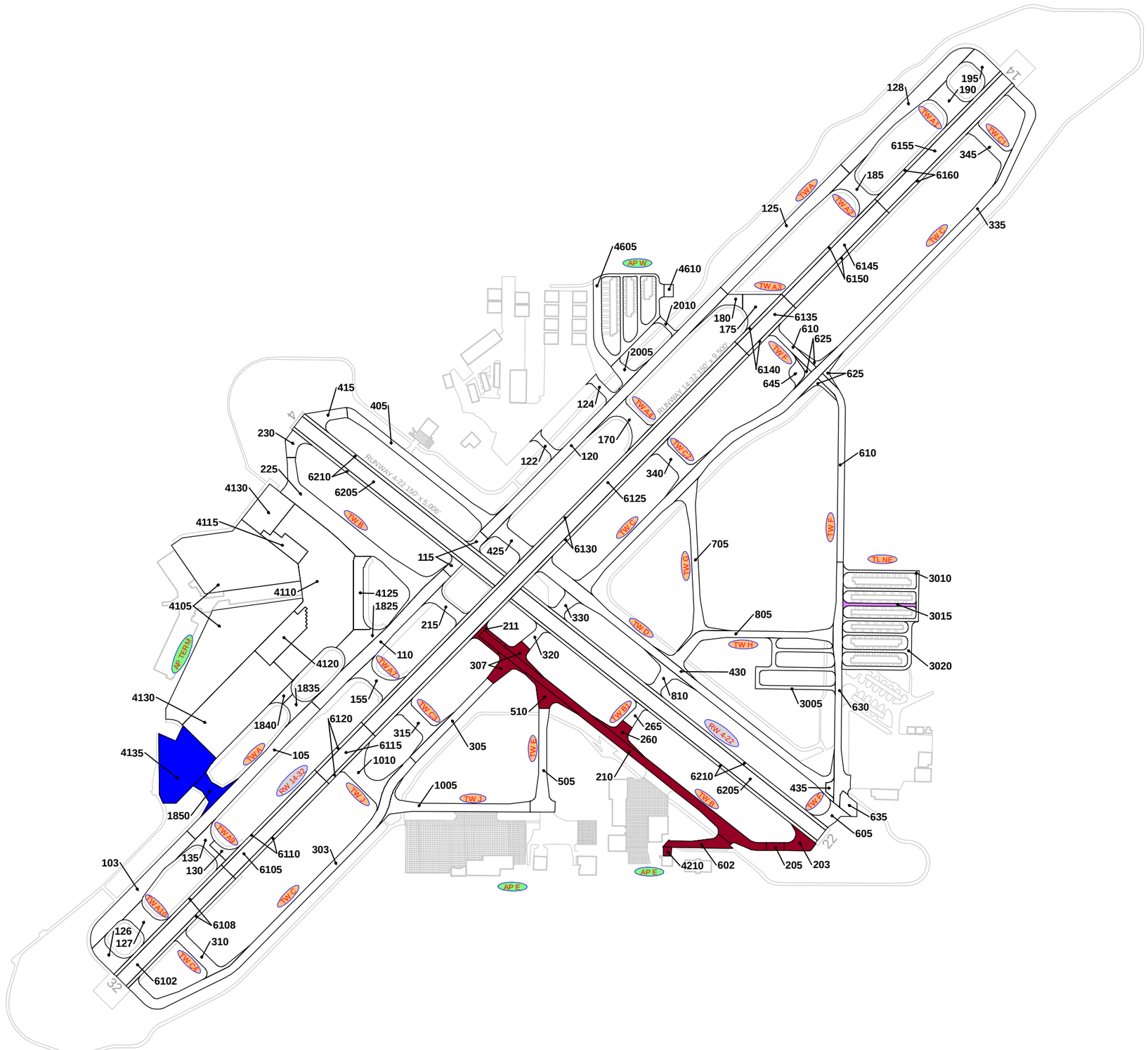
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TL NE	Complete Reconstruction - AC
2021	TW B	Mill and Overlay | 3" Mill, 3" P-401
	TW AP E, TW B, TW B1, TW C, TW E	Mill and Overlay | 2" Mill, 2" P-401
	AP E	Complete Reconstruction - PCC
2023	AP TERM	New Construction - PCC | 17.5" P-501, 6" P 306
	TW R5	New Construction - AC | 5" P-401, 14" P-211, 6" P-154

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.

SRQ

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

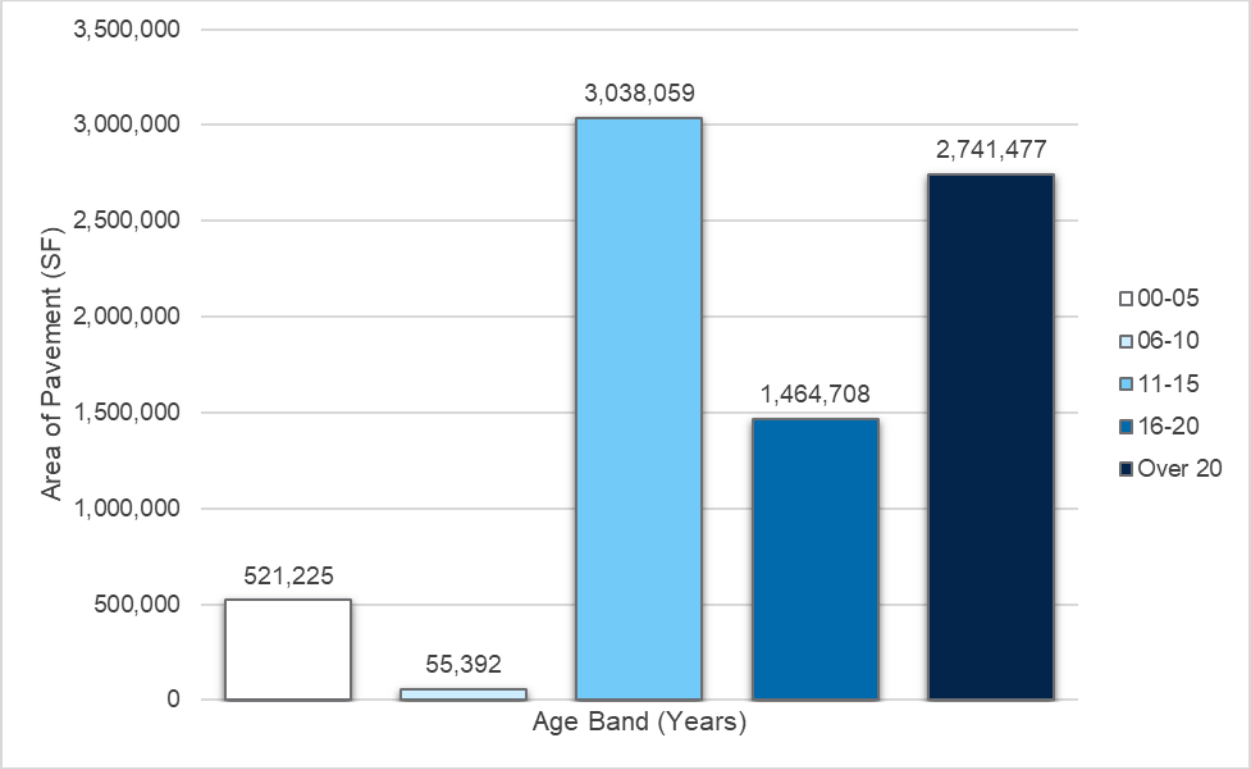
FDOT

2022

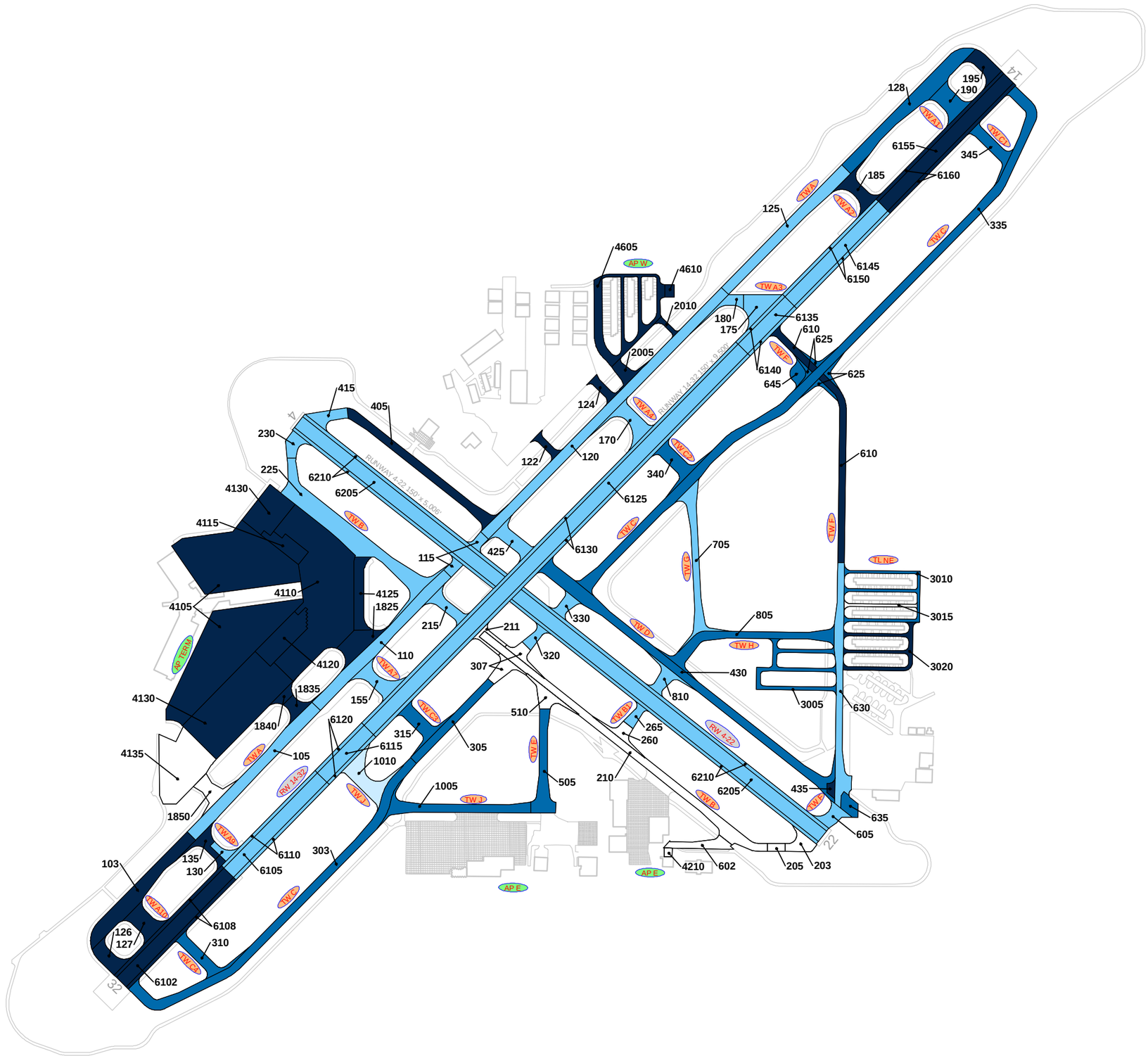
3.1.2 Estimated Pavement Age

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



SRQ



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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 ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

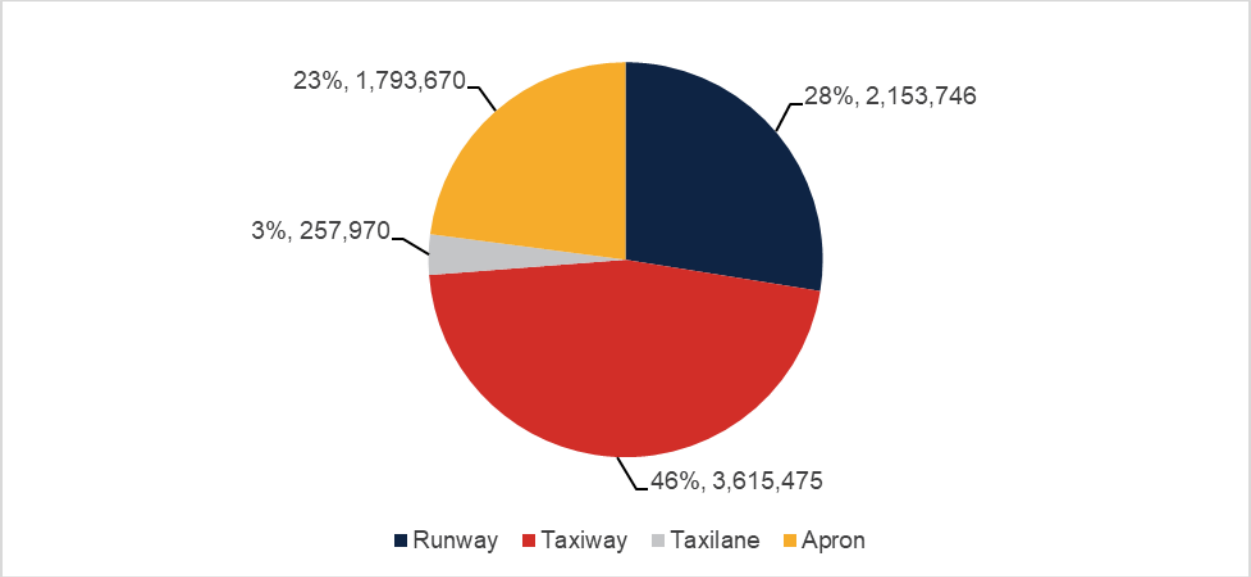
FDOT

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)

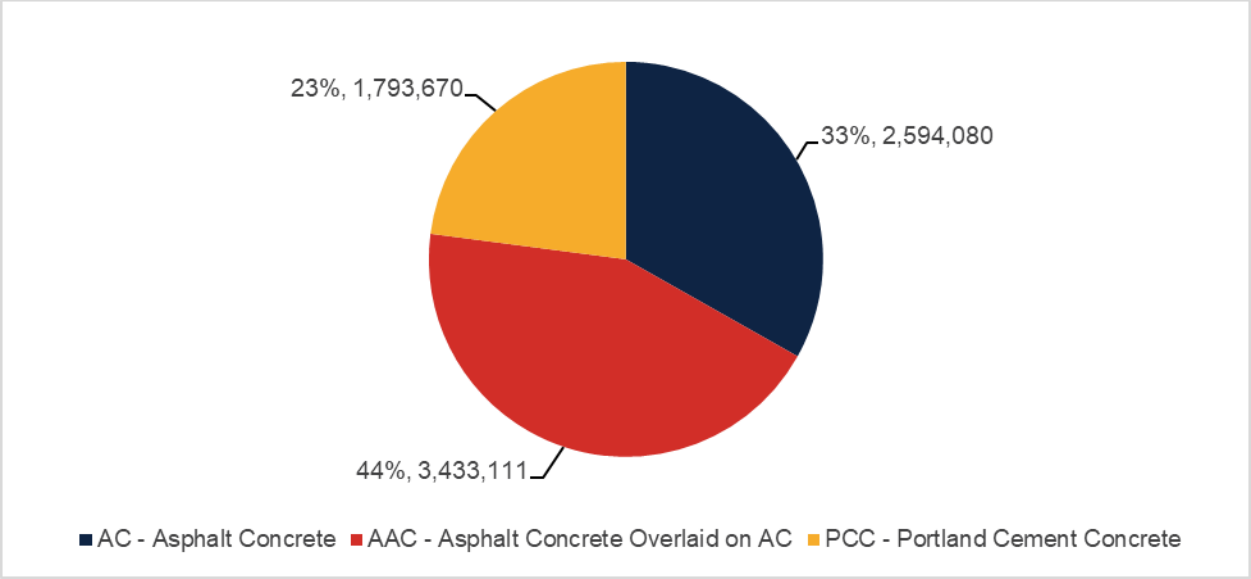


3.1.4 Pavement Surface Type

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 SRQ.

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.

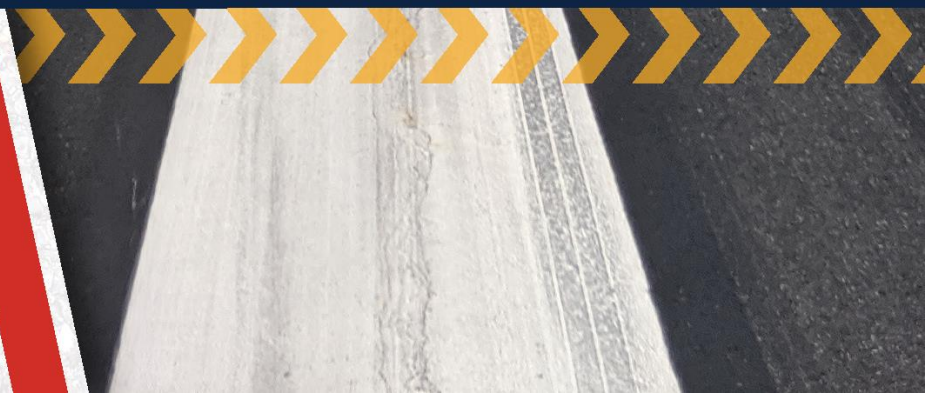
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	RW 4-22	Runway	6205	485,831	AAC	1/1/2010
SRQ	RW 4-22	Runway	6210	242,915	AAC	1/1/2010
SRQ	RW 14-32	Runway	6102	115,000	AC	1/1/2001
SRQ	RW 14-32	Runway	6105	100,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6108	57,500	AC	1/1/2001
SRQ	RW 14-32	Runway	6110	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6115	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6120	25,000	AAC	1/1/2007

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	RW 14-32	Runway	6125	400,500	AAC	1/1/2007
SRQ	RW 14-32	Runway	6130	200,250	AAC	1/1/2007
SRQ	RW 14-32	Runway	6135	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6140	25,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6145	100,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6150	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6155	134,500	AC	1/1/2001
SRQ	RW 14-32	Runway	6160	67,250	AC	1/1/2001
SRQ	TW A	Taxiway	103	110,514	AC	1/1/2001
SRQ	TW A	Taxiway	105	115,985	AAC	1/1/2010
SRQ	TW A	Taxiway	110	119,270	AAC	1/1/2010
SRQ	TW A	Taxiway	115	20,371	AAC	1/1/2010
SRQ	TW A	Taxiway	120	193,796	AAC	1/1/2010
SRQ	TW A	Taxiway	125	102,225	AAC	1/1/2010
SRQ	TW A	Taxiway	126	30,753	AC	1/1/2001
SRQ	TW A	Taxiway	128	124,368	AC	1/1/2002
SRQ	TW A	Taxiway	195	30,044	AC	1/1/2001
SRQ	TW A1	Taxiway	190	38,481	AC	1/1/2002
SRQ	TW A10	Taxiway	127	38,539	AC	1/1/2001
SRQ	TW A2	Taxiway	185	35,555	AAC	1/1/1993
SRQ	TW A3	Taxiway	175	38,350	AAC	1/1/2010
SRQ	TW A3	Taxiway	180	15,845	AAC	1/1/2010
SRQ	TW A4	Taxiway	170	38,808	AAC	1/1/2010
SRQ	TW A7	Taxiway	155	35,813	AAC	1/1/2010
SRQ	TW A9	Taxiway	130	10,830	AAC	1/1/2010
SRQ	TW A9	Taxiway	135	25,046	AAC	1/1/2001
SRQ	TW AP DOLP	Taxiway	122	12,538	AC	1/1/1993
SRQ	TW AP DOLP	Taxiway	124	14,535	AAC	1/1/1993
SRQ	TW AP E	Taxiway	602	28,727	AAC	7/1/2021
SRQ	TW B	Taxiway	203	22,822	AAC	7/1/2021
SRQ	TW B	Taxiway	205	8,023	AAC	7/1/2021
SRQ	TW B	Taxiway	210	164,945	AAC	7/1/2021
SRQ	TW B	Taxiway	211	12,058	AAC	7/1/2021
SRQ	TW B	Taxiway	215	26,159	AAC	1/1/2010
SRQ	TW B	Taxiway	225	186,792	AC	11/14/2011
SRQ	TW B	Taxiway	230	19,201	AAC	1/1/2010
SRQ	TW B1	Taxiway	260	18,379	AAC	7/1/2021
SRQ	TW B1	Taxiway	265	13,111	AAC	1/1/2010
SRQ	TW C	Taxiway	303	191,641	AC	1/1/2002
SRQ	TW C	Taxiway	305	49,870	AAC	1/1/2002
SRQ	TW C	Taxiway	307	38,637	AAC	7/1/2021
SRQ	TW C	Taxiway	320	13,872	AAC	1/1/2010
SRQ	TW C	Taxiway	330	18,094	AAC	1/1/2010
SRQ	TW C	Taxiway	335	340,865	AC	1/1/2004
SRQ	TW C1	Taxiway	345	32,704	AC	1/1/2004
SRQ	TW C2	Taxiway	340	36,914	AC	1/1/2004

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	TW C3	Taxiway	315	35,788	AC	1/1/2002
SRQ	TW C4	Taxiway	310	37,673	AC	1/1/2002
SRQ	TW D	Taxiway	405	88,300	AC	1/1/2001
SRQ	TW D	Taxiway	415	24,545	AAC	1/1/2010
SRQ	TW D	Taxiway	425	32,831	AAC	1/1/2010
SRQ	TW D	Taxiway	430	195,052	AC	7/1/2004
SRQ	TW D	Taxiway	435	6,042	AC	1/1/1992
SRQ	TW E	Taxiway	505	64,597	AC	1/1/2004
SRQ	TW E	Taxiway	510	25,962	AAC	7/1/2021
SRQ	TW F	Taxiway	605	21,519	AAC	1/1/2010
SRQ	TW F	Taxiway	610	94,932	AAC	1/1/1993
SRQ	TW F	Taxiway	625	25,498	AC	1/1/2004
SRQ	TW F	Taxiway	630	110,224	AAC	1/1/2010
SRQ	TW F	Taxiway	635	16,460	AC	1/1/2005
SRQ	TW F	Taxiway	645	13,980	AC	1/1/2004
SRQ	TW G	Taxiway	705	75,944	AC	1/1/2009
SRQ	TW H	Taxiway	805	85,417	AC	7/1/2004
SRQ	TW H	Taxiway	810	24,978	AAC	1/1/2010
SRQ	TW J	Taxiway	1005	76,394	AC	1/1/2005
SRQ	TW J	Taxiway	1010	55,392	AC	7/1/2012
SRQ	TW R3	Taxiway	1825	44,574	AAC	1/1/1993
SRQ	TW R4	Taxiway	1835	18,891	AAC	1/1/1993
SRQ	TW R4	Taxiway	1840	11,151	AAC	1/1/1993
SRQ	TW R5	Taxiway	1850	29,743	AC	1/1/2023
SRQ	TW T1	Taxiway	2005	18,726	AC	1/1/1998
SRQ	TW T2	Taxiway	2010	6,382	AC	1/1/1998
SRQ	TL AP W	Taxilane	4605	100,722	AC	1/1/1998
SRQ	TL NE	Taxilane	3005	55,325	AC	7/1/2006
SRQ	TL NE	Taxilane	3010	43,681	AAC	1/1/2003
SRQ	TL NE	Taxilane	3015	12,142	AC	6/1/2018
SRQ	TL NE	Taxilane	3020	46,100	AC	1/1/1998
SRQ	AP E	Apron	4210	3,900	PCC	7/1/2021
SRQ	AP TERM	Apron	4105	685,188	PCC	1/1/1989
SRQ	AP TERM	Apron	4110	422,965	PCC	1/1/1983
SRQ	AP TERM	Apron	4115	35,200	PCC	1/1/1989
SRQ	AP TERM	Apron	4120	70,800	PCC	1/1/1989
SRQ	AP TERM	Apron	4125	45,080	PCC	1/1/1989
SRQ	AP TERM	Apron	4130	368,000	PCC	1/1/1984
SRQ	AP TERM	Apron	4135	155,887	PCC	1/1/2023
SRQ	AP W	Apron	4610	6,650	PCC	1/1/1998

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

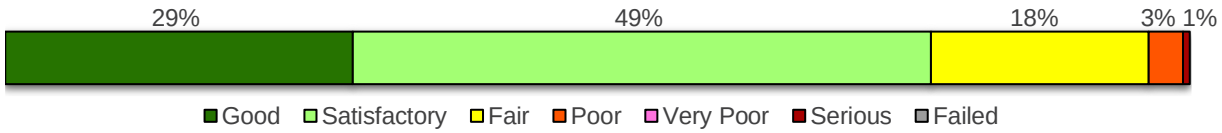
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual 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 18% of inspected pavements are in Fair condition and the remaining 4% 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)-(e)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

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

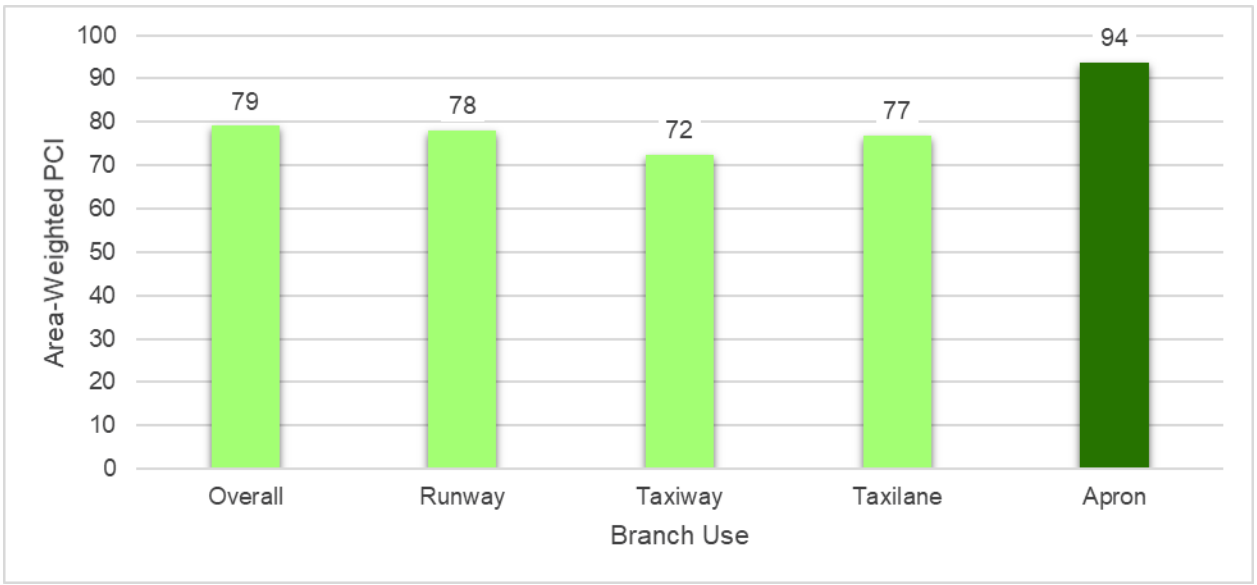


Figure 4.1.2 (b): Current Condition – Runway

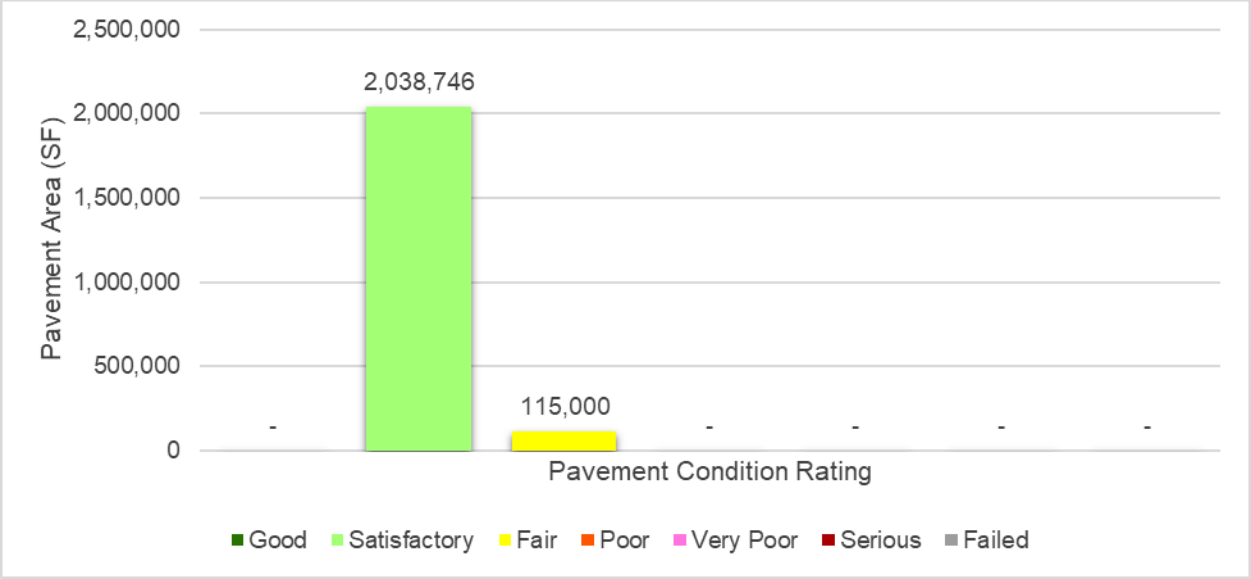


Figure 4.1.2 (c): Current Condition – Taxiway

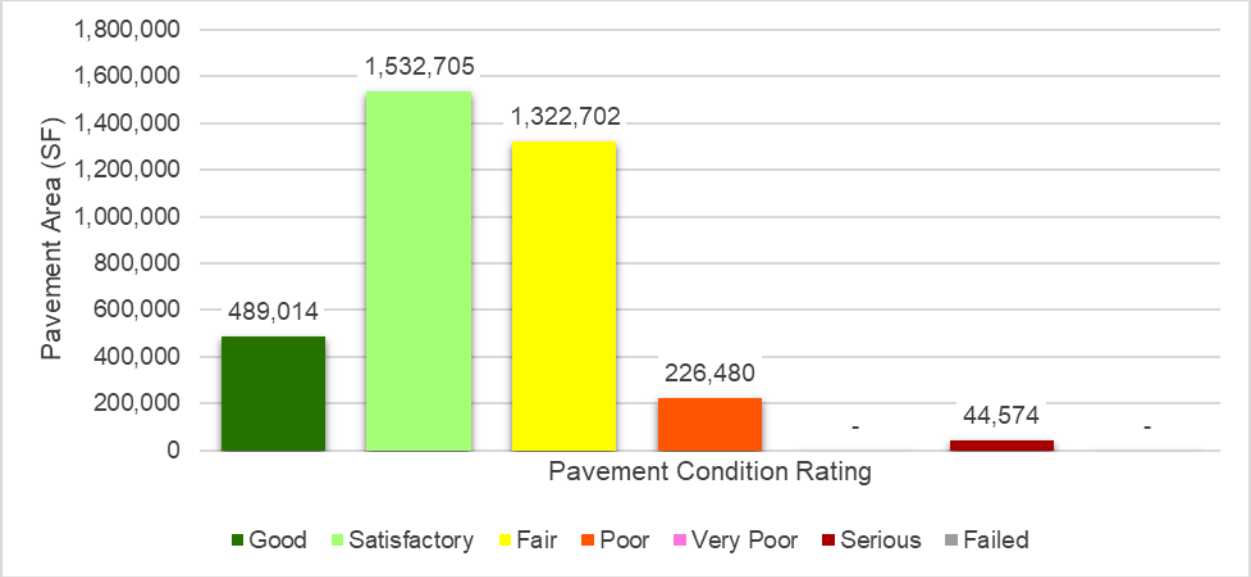


Figure 4.1.2 (d): Current Condition – Taxilane

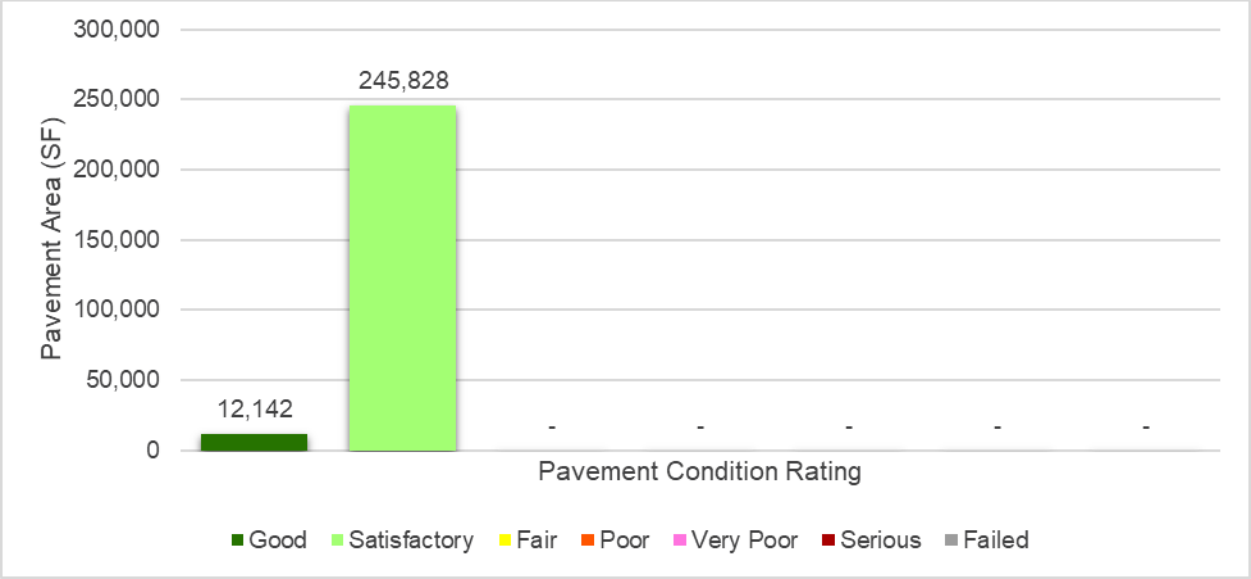


Figure 4.1.2 (e): Current Condition – Apron

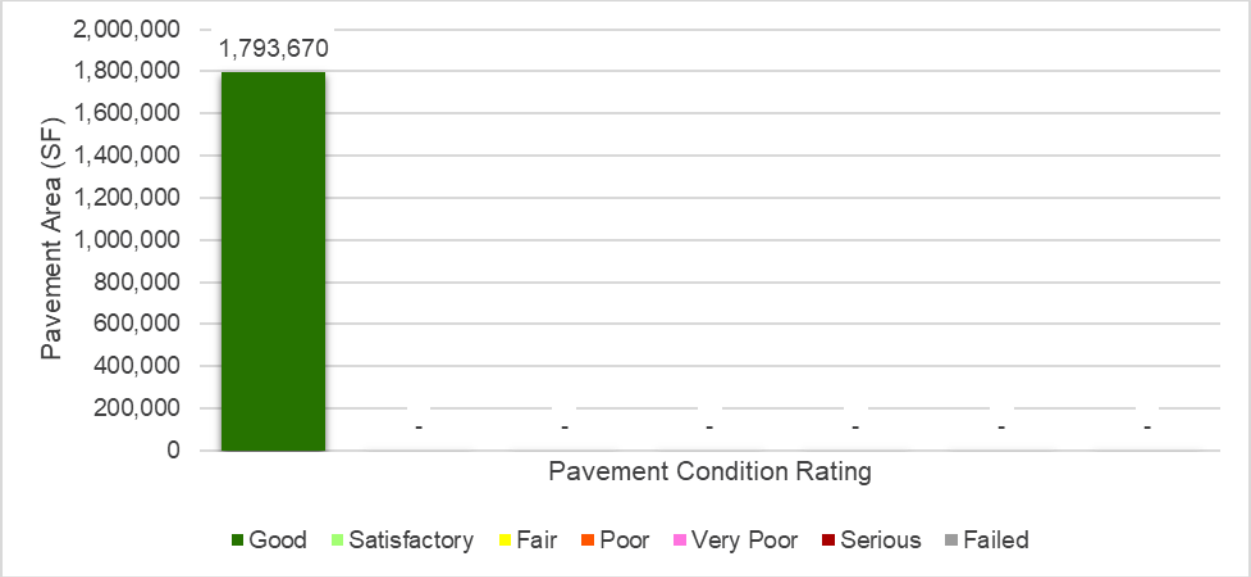


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

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 4-22	Runway	2	728,746	84	Satisfactory
RW 14-32	Runway	14	1,425,000	75	Satisfactory
TW A	Taxiway	9	847,326	71	Satisfactory
TW A1	Taxiway	1	38,481	80	Satisfactory
TW A10	Taxiway	1	38,539	85	Satisfactory
TW A2	Taxiway	1	35,555	67	Fair
TW A3	Taxiway	2	54,195	67	Fair
TW A4	Taxiway	1	38,808	54	Poor
TW A7	Taxiway	1	35,813	55	Poor
TW A9	Taxiway	2	35,876	73	Satisfactory
TW AP DOLP	Taxiway	2	27,073	61	Fair
TW AP E	Taxiway	1	28,727	100	Good
TW B	Taxiway	7	440,000	86	Good
TW B1	Taxiway	2	31,490	95	Good
TW C	Taxiway	6	652,979	67	Fair
TW C1	Taxiway	1	32,704	65	Fair
TW C2	Taxiway	1	36,914	66	Fair
TW C3	Taxiway	1	35,788	73	Satisfactory
TW C4	Taxiway	1	37,673	72	Satisfactory
TW D	Taxiway	5	346,770	78	Satisfactory
TW E	Taxiway	2	90,559	76	Satisfactory
TW F	Taxiway	6	282,613	65	Fair
TW G	Taxiway	1	75,944	77	Satisfactory
TW H	Taxiway	2	110,395	83	Satisfactory
TW J	Taxiway	2	131,786	72	Satisfactory
TW R3	Taxiway	1	44,574	23	Serious
TW R4	Taxiway	2	30,042	49	Poor
TW R5	Taxiway	1	29,743	100	Good
TW T1	Taxiway	1	18,726	66	Fair
TW T2	Taxiway	1	6,382	65	Fair
TL AP W	Taxilane	1	100,722	74	Satisfactory
TL NE	Taxilane	4	157,248	78	Satisfactory
AP E	Apron	1	3,900	100	Good
AP TERM	Apron	7	1,783,120	94	Good
AP W	Apron	1	6,650	89	Good

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

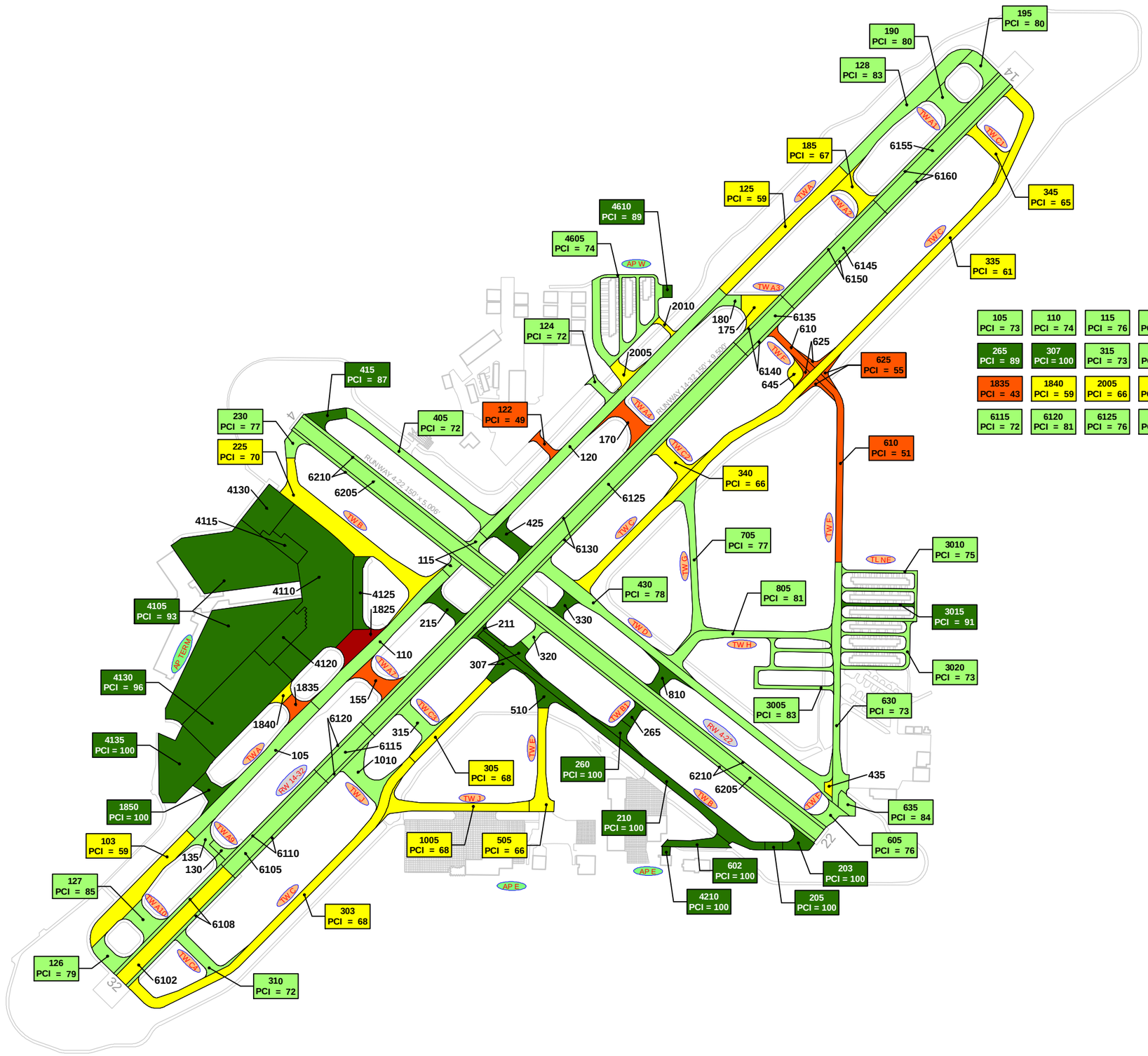
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
SRQ	RW 4-22	Runway	6205	485,831	AAC	84	Satisfactory	88	0	12	20	97
SRQ	RW 4-22	Runway	6210	242,915	AAC	85	Satisfactory	80	0	20	8	50
SRQ	RW 14-32	Runway	6102	115,000	AC	70	Fair	78	22	0	6	23
SRQ	RW 14-32	Runway	6105	100,000	AAC	75	Satisfactory	88	0	12	5	20
SRQ	RW 14-32	Runway	6108	57,500	AC	76	Satisfactory	100	0	0	3	12
SRQ	RW 14-32	Runway	6110	50,000	AAC	75	Satisfactory	61	0	39	2	10
SRQ	RW 14-32	Runway	6115	50,000	AAC	72	Satisfactory	89	0	11	2	10
SRQ	RW 14-32	Runway	6120	25,000	AAC	81	Satisfactory	85	0	15	1	4
SRQ	RW 14-32	Runway	6125	400,500	AAC	76	Satisfactory	71	19	10	16	80
SRQ	RW 14-32	Runway	6130	200,250	AAC	75	Satisfactory	76	0	24	7	40
SRQ	RW 14-32	Runway	6135	50,000	AAC	75	Satisfactory	78	0	22	2	10
SRQ	RW 14-32	Runway	6140	25,000	AAC	76	Satisfactory	70	0	30	2	6
SRQ	RW 14-32	Runway	6145	100,000	AAC	74	Satisfactory	84	0	16	5	20
SRQ	RW 14-32	Runway	6150	50,000	AAC	77	Satisfactory	73	0	27	2	10
SRQ	RW 14-32	Runway	6155	134,500	AC	76	Satisfactory	100	0	0	5	27
SRQ	RW 14-32	Runway	6160	67,250	AC	73	Satisfactory	100	0	0	3	14
SRQ	TW A	Taxiway	103	110,514	AC	59	Fair	36	64	0	3	22
SRQ	TW A	Taxiway	105	115,985	AAC	73	Satisfactory	75	0	25	3	27
SRQ	TW A	Taxiway	110	119,270	AAC	74	Satisfactory	70	0	30	3	27
SRQ	TW A	Taxiway	115	20,371	AAC	76	Satisfactory	64	0	36	1	4
SRQ	TW A	Taxiway	120	193,796	AAC	71	Satisfactory	58	0	42	7	51
SRQ	TW A	Taxiway	125	102,225	AAC	59	Fair	63	0	37	3	26
SRQ	TW A	Taxiway	126	30,753	AC	79	Satisfactory	100	0	0	1	6
SRQ	TW A	Taxiway	128	124,368	AC	83	Satisfactory	100	0	0	3	25
SRQ	TW A	Taxiway	195	30,044	AC	80	Satisfactory	100	0	0	1	5
SRQ	TW A1	Taxiway	190	38,481	AC	80	Satisfactory	100	0	0	1	7
SRQ	TW A10	Taxiway	127	38,539	AC	85	Satisfactory	100	0	0	1	8
SRQ	TW A2	Taxiway	185	35,555	AAC	67	Fair	92	0	8	1	8
SRQ	TW A3	Taxiway	175	38,350	AAC	65	Fair	66	0	34	1	8
SRQ	TW A3	Taxiway	180	15,845	AAC	71	Satisfactory	79	0	21	1	4
SRQ	TW A4	Taxiway	170	38,808	AAC	54	Poor	64	0	36	1	8
SRQ	TW A7	Taxiway	155	35,813	AAC	55	Poor	59	0	41	1	7
SRQ	TW A9	Taxiway	130	10,830	AAC	74	Satisfactory	78	0	22	1	2
SRQ	TW A9	Taxiway	135	25,046	AAC	72	Satisfactory	76	0	24	1	6
SRQ	TW AP DOLP	Taxiway	122	12,538	AC	49	Poor	73	13	14	1	2
SRQ	TW AP DOLP	Taxiway	124	14,535	AAC	72	Satisfactory	90	0	10	1	3
SRQ	TW AP E	Taxiway	602	28,727	AAC	100	Good	0	0	0	0	0
SRQ	TW B	Taxiway	203	22,822	AAC	100	Good	0	0	0	0	0
SRQ	TW B	Taxiway	205	8,023	AAC	100	Good	0	0	0	0	0
SRQ	TW B	Taxiway	210	164,945	AAC	100	Good	0	0	0	0	0
SRQ	TW B	Taxiway	211	12,058	AAC	100	Good	0	0	0	0	0
SRQ	TW B	Taxiway	215	26,159	AAC	89	Good	100	0	0	1	6
SRQ	TW B	Taxiway	225	186,792	AC	70	Fair	54	35	11	4	37

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
SRQ	TW B	Taxiway	230	19,201	AAC	77	Satisfactory	61	0	39	1	4
SRQ	TW B1	Taxiway	260	18,379	AAC	100	Good	0	0	0	0	0
SRQ	TW B1	Taxiway	265	13,111	AAC	89	Good	100	0	0	1	3
SRQ	TW C	Taxiway	303	191,641	AC	68	Fair	98	0	2	5	40
SRQ	TW C	Taxiway	305	49,870	AAC	68	Fair	84	14	2	2	11
SRQ	TW C	Taxiway	307	38,637	AAC	100	Good	0	0	0	0	0
SRQ	TW C	Taxiway	320	13,872	AAC	84	Satisfactory	100	0	0	1	3
SRQ	TW C	Taxiway	330	18,094	AAC	86	Good	92	0	8	1	3
SRQ	TW C	Taxiway	335	340,865	AC	61	Fair	96	0	4	7	70
SRQ	TW C1	Taxiway	345	32,704	AC	65	Fair	98	0	2	1	8
SRQ	TW C2	Taxiway	340	36,914	AC	66	Fair	100	0	0	1	8
SRQ	TW C3	Taxiway	315	35,788	AC	73	Satisfactory	100	0	0	1	6
SRQ	TW C4	Taxiway	310	37,673	AC	72	Satisfactory	100	0	0	1	8
SRQ	TW D	Taxiway	405	88,300	AC	72	Satisfactory	100	0	0	3	19
SRQ	TW D	Taxiway	415	24,545	AAC	87	Good	84	0	16	1	5
SRQ	TW D	Taxiway	425	32,831	AAC	89	Good	100	0	0	1	7
SRQ	TW D	Taxiway	430	195,052	AC	78	Satisfactory	94	0	6	6	51
SRQ	TW D	Taxiway	435	6,042	AC	63	Fair	75	0	25	1	1
SRQ	TW E	Taxiway	505	64,597	AC	66	Fair	96	0	4	2	13
SRQ	TW E	Taxiway	510	25,962	AAC	100	Good	0	0	0	0	0
SRQ	TW F	Taxiway	605	21,519	AAC	76	Satisfactory	58	0	42	1	5
SRQ	TW F	Taxiway	610	94,932	AAC	51	Poor	77	0	23	3	19
SRQ	TW F	Taxiway	625	25,498	AC	55	Poor	81	0	19	1	5
SRQ	TW F	Taxiway	630	110,224	AAC	73	Satisfactory	82	0	18	3	21
SRQ	TW F	Taxiway	635	16,460	AC	84	Satisfactory	100	0	0	1	3
SRQ	TW F	Taxiway	645	13,980	AC	66	Fair	92	0	8	1	3
SRQ	TW G	Taxiway	705	75,944	AC	77	Satisfactory	100	0	0	2	15
SRQ	TW H	Taxiway	805	85,417	AC	81	Satisfactory	100	0	0	3	17
SRQ	TW H	Taxiway	810	24,978	AAC	91	Good	100	0	0	1	5
SRQ	TW J	Taxiway	1005	76,394	AC	68	Fair	68	0	32	3	16
SRQ	TW J	Taxiway	1010	55,392	AC	78	Satisfactory	100	0	0	1	10
SRQ	TW R3	Taxiway	1825	44,574	AAC	23	Serious	51	49	0	1	9
SRQ	TW R4	Taxiway	1835	18,891	AAC	43	Poor	46	43	11	1	4
SRQ	TW R4	Taxiway	1840	11,151	AAC	59	Fair	56	28	16	1	2
SRQ	TW R5	Taxiway	1850	29,743	AC	100	Good	0	0	0	0	0
SRQ	TW T1	Taxiway	2005	18,726	AC	66	Fair	74	0	26	1	4
SRQ	TW T2	Taxiway	2010	6,382	AC	65	Fair	95	0	5	1	1
SRQ	TL AP W	Taxilane	4605	100,722	AC	74	Satisfactory	96	0	4	3	23
SRQ	TL NE	Taxilane	3005	55,325	AC	83	Satisfactory	100	0	0	2	11
SRQ	TL NE	Taxilane	3010	43,681	AAC	75	Satisfactory	99	0	1	2	8
SRQ	TL NE	Taxilane	3015	12,142	AC	91	Good	100	0	0	1	2
SRQ	TL NE	Taxilane	3020	46,100	AC	73	Satisfactory	99	0	1	2	8
SRQ	AP E	Apron	4210	3,900	PCC	100	Good	0	0	0	0	0
SRQ	AP TERM	Apron	4105	685,188	PCC	93	Good	68	0	32	10	141
SRQ	AP TERM	Apron	4110	422,965	PCC	93	Good	91	0	9	5	50
SRQ	AP TERM	Apron	4115	35,200	PCC	91	Good	76	0	24	1	4

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
SRQ	AP TERM	Apron	4120	70,800	PCC	87	Good	51	0	49	2	8
SRQ	AP TERM	Apron	4125	45,080	PCC	87	Good	13	0	87	2	9
SRQ	AP TERM	Apron	4130	368,000	PCC	96	Good	78	0	22	5	40
SRQ	AP TERM	Apron	4135	155,887	PCC	100	Good	0	0	0	0	0
SRQ	AP W	Apron	4610	6,650	PCC	89	Good	62	0	38	1	3

** 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.*

SRQ



105 PCI = 73	110 PCI = 74	115 PCI = 76	120 PCI = 71	130 PCI = 74	135 PCI = 72	155 PCI = 55	170 PCI = 54	175 PCI = 65	180 PCI = 71	211 PCI = 100	215 PCI = 89
265 PCI = 89	307 PCI = 100	315 PCI = 73	320 PCI = 84	330 PCI = 86	425 PCI = 89	435 PCI = 63	510 PCI = 100	645 PCI = 66	810 PCI = 91	1010 PCI = 78	1825 PCI = 23
1835 PCI = 43	1840 PCI = 59	2005 PCI = 66	2010 PCI = 65	4110 PCI = 93	4115 PCI = 91	4120 PCI = 87	4125 PCI = 87	6102 PCI = 70	6105 PCI = 75	6108 PCI = 76	6110 PCI = 75
6115 PCI = 72	6120 PCI = 81	6125 PCI = 76	6130 PCI = 75	6135 PCI = 75	6140 PCI = 76	6145 PCI = 74	6150 PCI = 77	6155 PCI = 76	6160 PCI = 73	6205 PCI = 84	6210 PCI = 85

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.

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Sarasota/Bradenton International Airport (SRQ) was performed in May 2022. The overall area-weighted average PCI value of the network was 79, representing a condition rating of Satisfactory. The eastern portion of the Taxiway B pavement facility along with small portions of Taxiway C, Taxiway E, and the East Apron Taxiway were not inspected due to the recent 2021 rehabilitation project.

Based on the FAA 5010 Report as of 10/27/2022, the Airport has reported 150,746 operations for 12 months ending 10/31/2021.

4.2.2 Branch-Level Observations

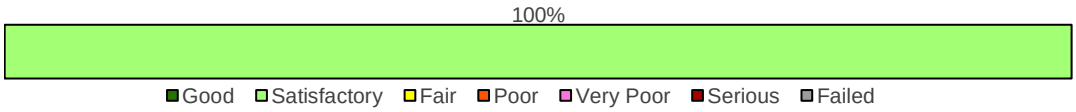
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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 4-22

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 4-22	RUNWAY	2	728,746	84	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: 100% Satisfactory (71-85 PCI).



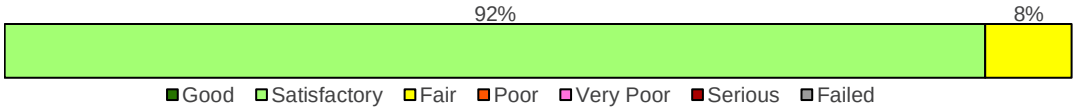
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AAC	485,831	84	Satisfactory
6210	AAC	242,915	85	Satisfactory

RW 4-22 consists of 2 flexible pavement sections, totaling 728,746 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 12 years old. Overall, RW 4-22 is in Satisfactory condition with an area-weighted average PCI of 84.

RW 14-32

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 14-32	RUNWAY	14	1,425,000	75	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: 92% Satisfactory (71-85 PCI), 8% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6102	AC	115,000	70	Fair
6105	AAC	100,000	75	Satisfactory
6108	AC	57,500	76	Satisfactory
6110	AAC	50,000	75	Satisfactory
6115	AAC	50,000	72	Satisfactory
6120	AAC	25,000	81	Satisfactory
6125	AAC	400,500	76	Satisfactory
6130	AAC	200,250	75	Satisfactory
6135	AAC	50,000	75	Satisfactory
6140	AAC	25,000	76	Satisfactory
6145	AAC	100,000	74	Satisfactory
6150	AAC	50,000	77	Satisfactory
6155	AC	134,500	76	Satisfactory
6160	AC	67,250	73	Satisfactory

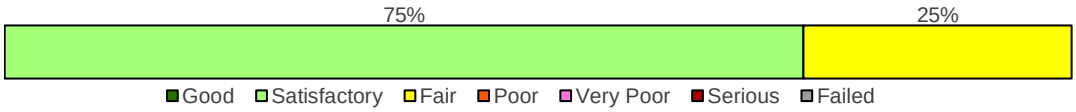
RW 14-32 consists of 14 flexible pavement sections, totaling 1,425,000 sf. The last major construction dates range from 2001 to 2007, resulting in an area-weighted average age at inspection of 17 years old. Overall, RW 14-32 is in Satisfactory condition with an area-weighted average PCI of 75.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	9	847,326	71	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: 75% Satisfactory (71-85 PCI), 25% Fair (56-70 PCI).



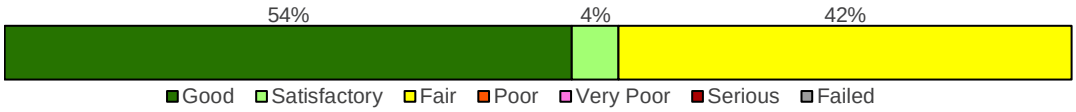
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
103	AC	110,514	59	Fair
105	AAC	115,985	73	Satisfactory
110	AAC	119,270	74	Satisfactory
115	AAC	20,371	76	Satisfactory
120	AAC	193,796	71	Satisfactory
125	AAC	102,225	59	Fair
126	AC	30,753	79	Satisfactory
128	AC	124,368	83	Satisfactory
195	AC	30,044	80	Satisfactory

TW A consists of 9 flexible pavement sections, totaling 847,326 sf. The last major construction dates range from 2001 to 2010, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW A is in Satisfactory condition with an area-weighted average PCI of 71.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	7	440,000	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: 54% Good (86-100 PCI), 4% Satisfactory (71-85 PCI), 42% Fair (56-70 PCI).



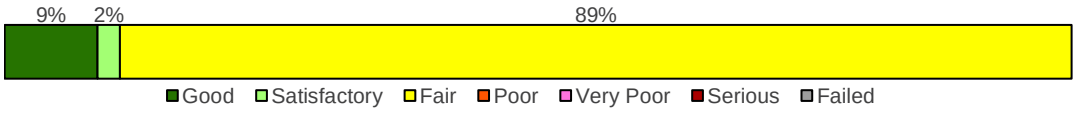
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
203	AAC	22,822	100	Good
205	AAC	8,023	100	Good
210	AAC	164,945	100	Good
211	AAC	12,058	100	Good
215	AAC	26,159	89	Good
225	AC	186,792	70	Fair
230	AAC	19,201	77	Satisfactory

TW B consists of 7 flexible pavement sections, totaling 440,000 sf. The last major construction dates range from 2010 to 2021, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW B is in Good condition with an area-weighted average PCI of 86.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	6	652,979	67	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: 9% Good (86-100 PCI), 2% Satisfactory (71-85 PCI), 89% Fair (56-70 PCI).



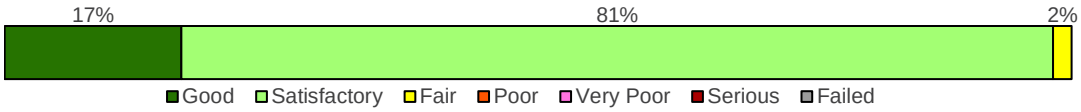
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
303	AC	191,641	68	Fair
305	AAC	49,870	68	Fair
307	AAC	38,637	100	Good
320	AAC	13,872	84	Satisfactory
330	AAC	18,094	86	Good
335	AC	340,865	61	Fair

TW C consists of 6 flexible pavement sections, totaling 652,979 sf. The last major construction dates range from 2002 to 2021, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW C is in Fair condition with an area-weighted average PCI of 67.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	5	346,770	78	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: 17% Good (86-100 PCI), 81% Satisfactory (71-85 PCI), 2% Fair (56-70 PCI).



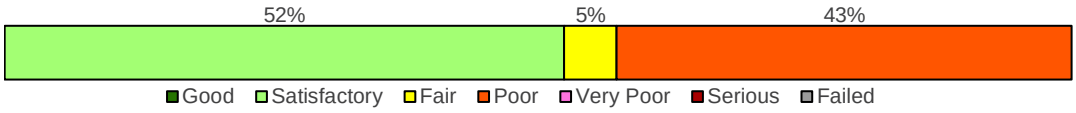
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AC	88,300	72	Satisfactory
415	AAC	24,545	87	Good
425	AAC	32,831	89	Good
430	AC	195,052	78	Satisfactory
435	AC	6,042	63	Fair

TW D consists of 5 flexible pavement sections, totaling 346,770 sf. The last major construction dates range from 1992 to 2010, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 78.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	6	282,613	65	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: 52% Satisfactory (71-85 PCI), 5% Fair (56-70 PCI), 43% Poor (41-55 PCI).



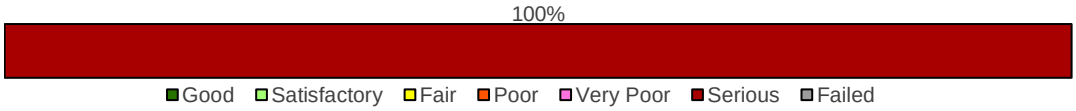
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AAC	21,519	76	Satisfactory
610	AAC	94,932	51	Poor
625	AC	25,498	55	Poor
630	AAC	110,224	73	Satisfactory
635	AC	16,460	84	Satisfactory
645	AC	13,980	66	Fair

TW F consists of 6 flexible pavement sections, totaling 282,613 sf. The last major construction dates range from 1993 to 2010, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW F is in Fair condition with an area-weighted average PCI of 65.

TW R3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW R3	TAXIWAY	1	44,574	23	Serious

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% Serious (11-25 PCI).



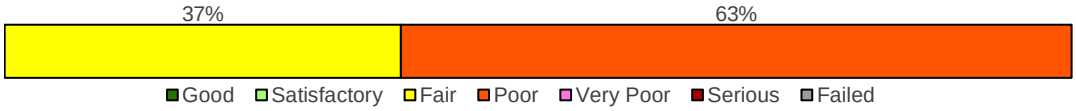
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1825	AAC	44,574	23	Serious

TW R3 consists of 1 flexible pavement section, totaling 44,574 sf. The last major construction date for the branch was 1993, resulting in an area-weighted average age at inspection of 29 years old. Overall, TW R3 is in Serious condition with an area-weighted average PCI of 23.

TW R4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW R4	TAXIWAY	2	30,042	49	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: 37% Fair (56-70 PCI), 63% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1835	AAC	18,891	43	Poor
1840	AAC	11,151	59	Fair

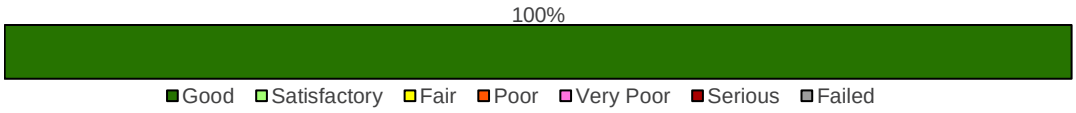
TW R4 consists of 2 flexible pavement sections, totaling 30,042 sf. The last major construction date for the branch was 1993, resulting in an area-weighted average age at inspection of 29 years old. Overall, TW R4 is in Poor condition with an area-weighted average PCI of 49.

Aprons

AP TERM

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP TERM	APRON	7	1,783,120	94	Good

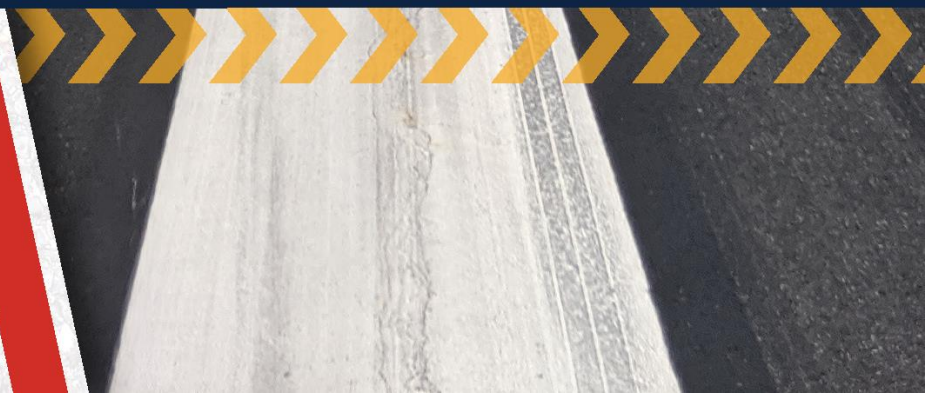
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	PCC	685,188	93	Good
4110	PCC	422,965	93	Good
4115	PCC	35,200	91	Good
4120	PCC	70,800	87	Good
4125	PCC	45,080	87	Good
4130	PCC	368,000	96	Good
4135	PCC	155,887	100	Good

AP TERM consists of 7 rigid pavement sections, totaling 1,783,120 sf. The last major construction dates range from 1983 to 2023, resulting in an area-weighted average age at inspection of 33 years old. Overall, AP TERM is in Good condition with an area-weighted average PCI of 94.

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.

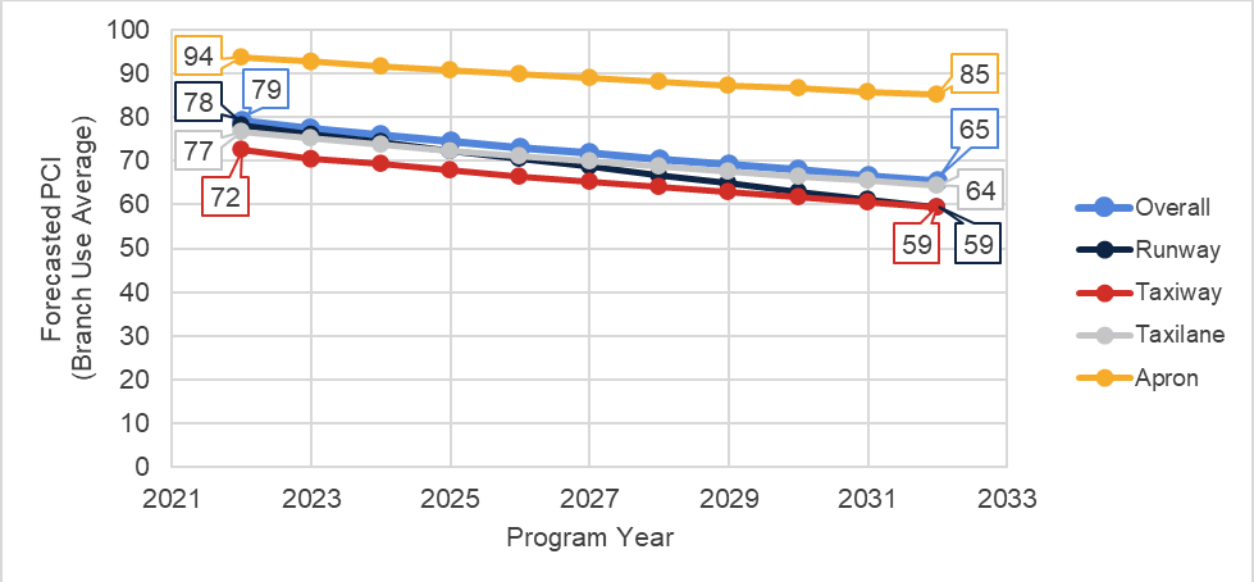
5.2.2 Performance Models

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
SRQ	RW 4-22	6205	84	82	80	78	76	74	72	70	68	66	64
SRQ	RW 4-22	6210	85	83	81	79	77	75	73	71	69	67	65
SRQ	RW 14-32	6102	70	68	67	65	64	62	61	59	58	56	55
SRQ	RW 14-32	6105	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6108	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6110	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6115	72	70	68	66	64	62	60	58	56	54	52
SRQ	RW 14-32	6120	81	79	77	75	73	71	69	67	65	63	61
SRQ	RW 14-32	6125	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6130	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6135	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6140	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6145	74	72	70	68	66	64	62	60	58	56	54
SRQ	RW 14-32	6150	77	75	73	71	69	67	65	63	61	59	57
SRQ	RW 14-32	6155	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6160	73	71	70	68	67	65	64	62	61	59	58
SRQ	TW A	103	59	58	57	56	56	55	54	53	52	51	50
SRQ	TW A	105	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW A	110	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A	115	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW A	120	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A	125	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW A	126	79	77	76	75	73	72	71	70	69	68	67
SRQ	TW A	128	83	81	80	78	77	75	74	73	72	71	69
SRQ	TW A	195	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A1	190	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A10	127	85	83	81	80	78	77	76	74	73	72	71
SRQ	TW A2	185	67	65	64	62	61	60	59	58	57	56	55
SRQ	TW A3	175	65	63	62	61	60	59	57	57	56	55	54
SRQ	TW A3	180	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A4	170	54	53	53	52	51	51	50	49	49	48	48
SRQ	TW A7	155	55	54	53	53	52	51	51	50	50	49	48
SRQ	TW A9	130	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A9	135	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP DOLP	122	49	48	47	45	44	43	41	40	38	37	35
SRQ	TW AP DOLP	124	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP E	602	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	203	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	205	100	95	93	90	88	85	83	81	79	77	75

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SRQ	TW B	210	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	211	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	215	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW B	225	70	69	68	67	66	65	64	63	62	61	61
SRQ	TW B	230	77	75	73	71	69	68	66	64	63	62	60
SRQ	TW B1	260	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B1	265	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW C	303	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW C	305	68	66	65	63	62	61	59	58	57	56	56
SRQ	TW C	307	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW C	320	84	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	86	83	81	79	77	75	73	71	69	68	66
SRQ	TW C	335	61	60	59	58	58	57	56	55	54	53	52
SRQ	TW C1	345	65	64	63	62	61	61	60	59	58	57	56
SRQ	TW C2	340	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW C3	315	73	72	71	69	68	67	66	65	65	64	63
SRQ	TW C4	310	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	405	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	415	87	84	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW D	430	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW D	435	63	62	61	60	60	59	58	57	56	55	55
SRQ	TW E	505	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW E	510	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW F	605	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW F	610	51	50	50	49	49	48	47	46	45	45	43
SRQ	TW F	625	55	54	53	52	51	50	49	48	47	46	44
SRQ	TW F	630	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW F	635	84	82	81	79	78	76	75	74	72	71	70
SRQ	TW F	645	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW G	705	77	75	74	73	72	71	70	68	67	66	66
SRQ	TW H	805	81	79	78	76	75	74	73	71	70	69	68
SRQ	TW H	810	91	88	86	84	82	79	77	75	73	71	70
SRQ	TW J	1005	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW J	1010	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW R3	1825	23	19	15	11	6	1	0	0	0	0	0
SRQ	TW R4	1835	43	42	40	39	37	35	33	30	28	25	21
SRQ	TW R4	1840	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW R5	1850	100	99	97	94	92	90	88	86	85	83	81
SRQ	TW T1	2005	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW T2	2010	65	64	63	62	61	61	60	59	58	57	56
SRQ	TL AP W	4605	74	73	71	70	69	68	67	66	65	64	63
SRQ	TL NE	3005	83	81	80	78	77	75	74	73	72	71	69
SRQ	TL NE	3010	75	73	71	69	68	66	64	63	62	60	59
SRQ	TL NE	3015	91	89	87	85	83	82	80	79	77	76	75
SRQ	TL NE	3020	73	72	71	69	68	67	66	65	65	64	63

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SRQ	AP E	4210	100	97	96	95	94	93	92	91	90	89	88
SRQ	AP TERM	4105	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4110	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4115	91	90	89	88	87	87	86	85	85	84	83
SRQ	AP TERM	4120	87	86	85	85	84	83	83	82	82	81	81
SRQ	AP TERM	4125	87	86	85	85	84	83	83	82	82	81	81
SRQ	AP TERM	4130	96	95	94	93	92	91	90	89	88	87	86
SRQ	AP TERM	4135	100	99	98	97	96	94	93	92	91	90	89
SRQ	AP W	4610	89	88	87	87	86	85	84	84	83	83	82

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

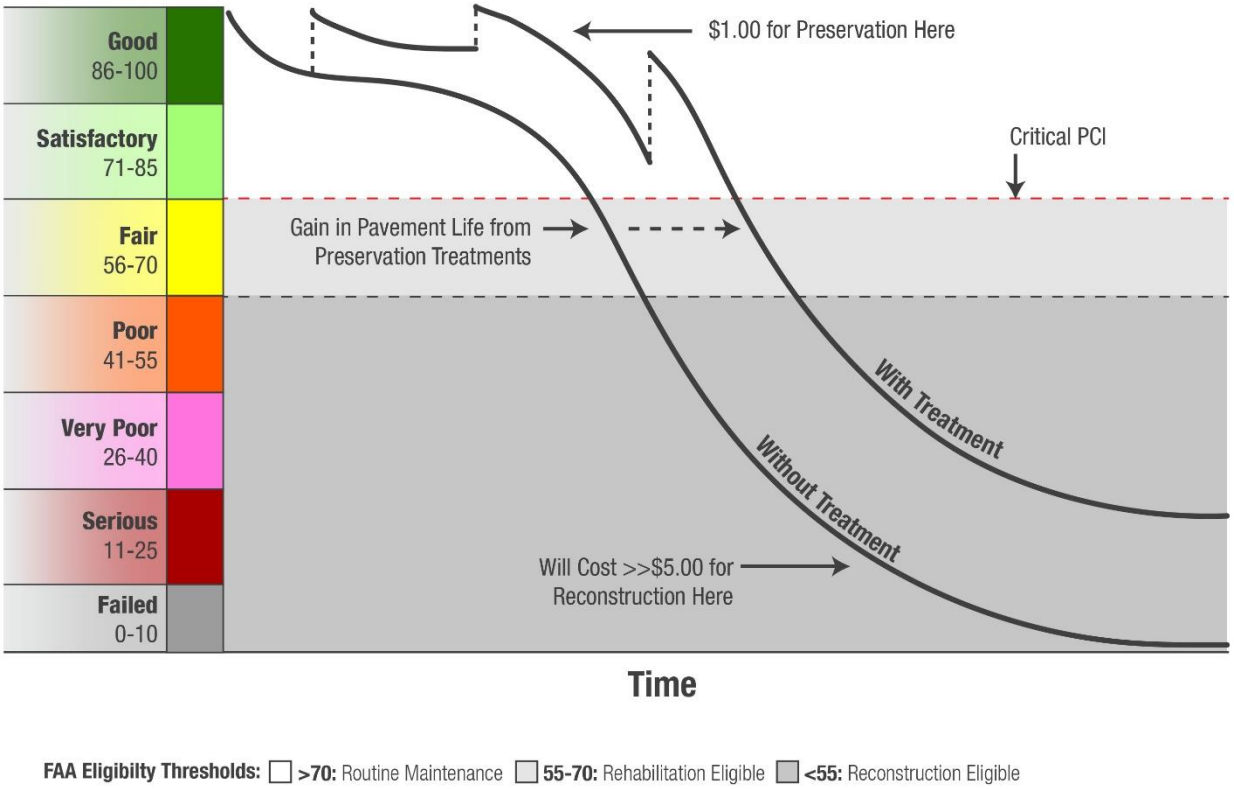


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

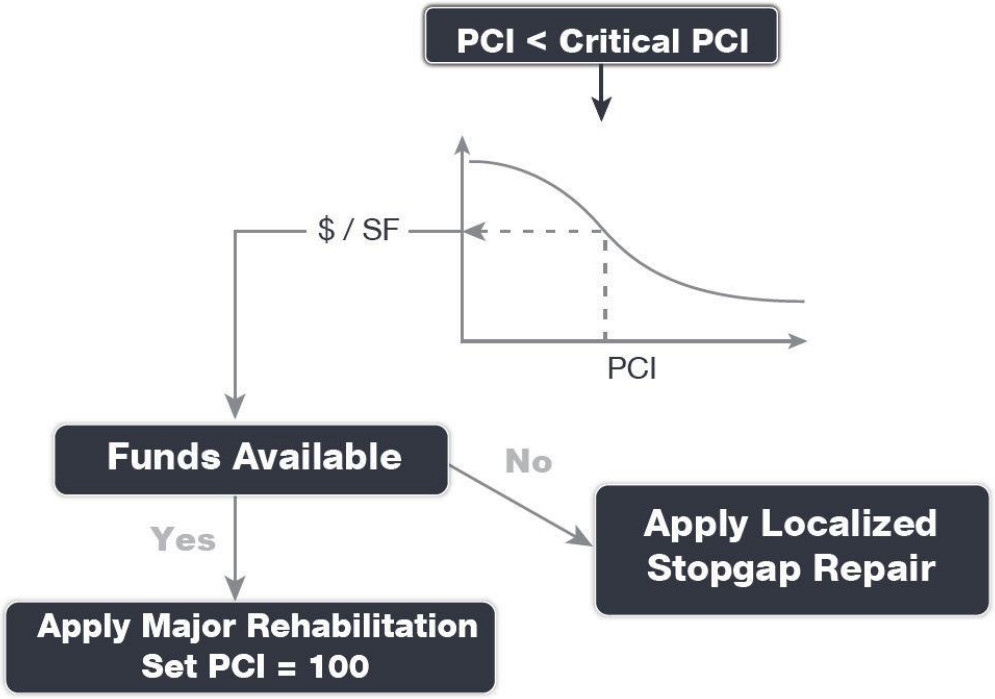
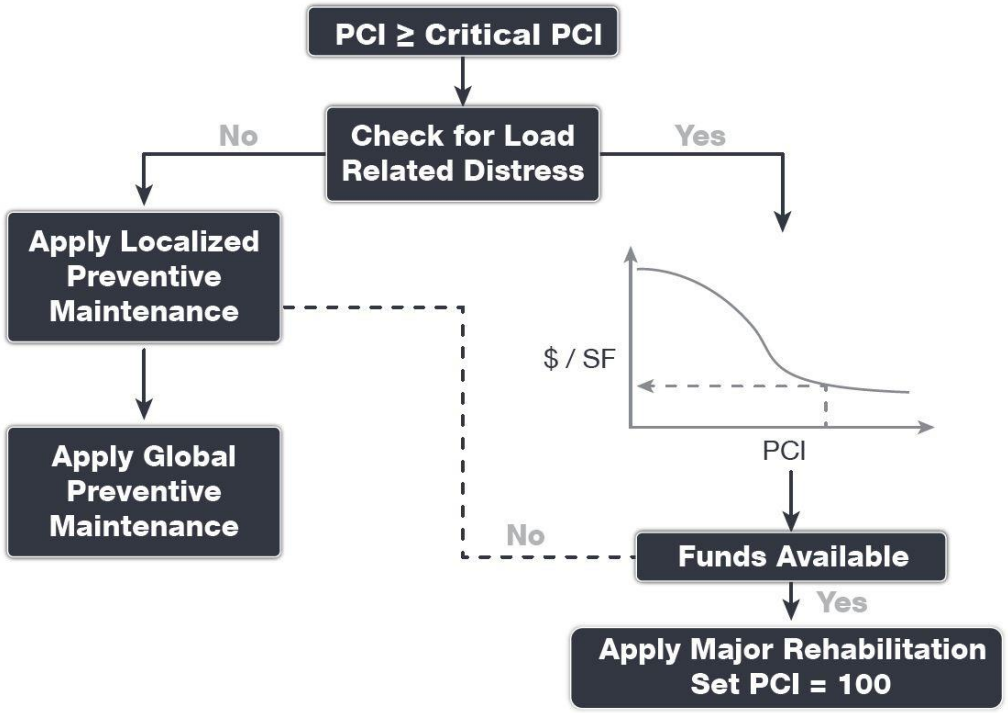


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



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	Primary/Commercial Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	18.75	SF
AC Partial-Depth Patching	$	6.50	SF
Surface Seal	$	0.75	SF

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

Localized Work Type	Primary/Commercial Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	75.00	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 Primary/Commercial 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	Primary/Commercial 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-403 Stabilized Base Course (5")
	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 (4")
	Tack Coat
	P-401 Surface Course (4")
	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")
	Prime Coat
	Tack Coat
	P-403 Stabilized Base Course (5")
	P-501 PCC Pavement (17")
	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

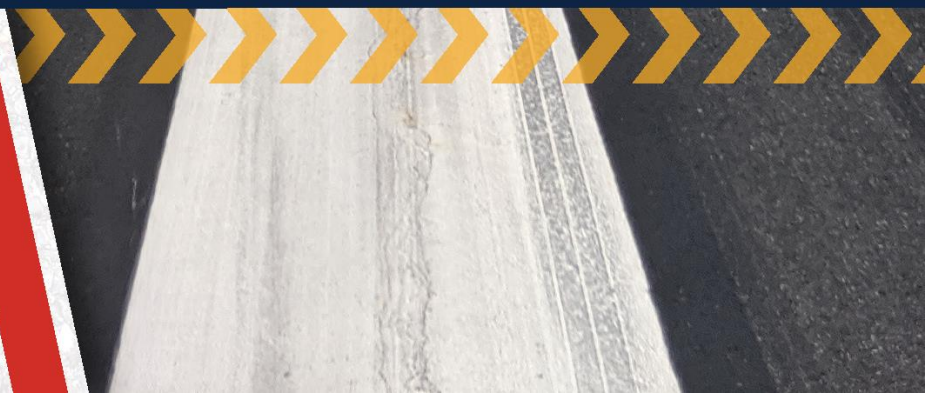
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for 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: PR 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	$14.00	$30.50
Reconstruction	0 to 55	$30.50	$60.00

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	$ 1,147,470
Stopgap	$ 101,260
Planning-Level Localized M&R Needs =	***$ 1,248,730***

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	2,708	LF	$ 10,860
	Surface Seal	645,710	SF	$ 484,550
	AC Full-Depth Patching	285	SF	$ 5,360
	PCC Joint Seal	137,599	LF	$ 584,840
	PCC Partial-Depth Patching	365	SF	$ 61,860
Localized Stopgap Maintenance	AC Full-Depth Patching	5,399	SF	$ 101,260

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
SRQ	RW 4-22	6205	485,831	84	87	$ 16,220
SRQ	RW 4-22	6210	242,915	85	88	$ 7,290
SRQ	RW 14-32	6102	115,000	70	70	$ -
SRQ	RW 14-32	6105	100,000	75	83	$ 12,340
SRQ	RW 14-32	6108	57,500	76	95	$ 43,130
SRQ	RW 14-32	6110	50,000	75	77	$ 1,880
SRQ	RW 14-32	6115	50,000	72	81	$ 7,030
SRQ	RW 14-32	6120	25,000	81	85	$ 940
SRQ	RW 14-32	6125	400,500	76	83	$ 47,830
SRQ	RW 14-32	6130	200,250	75	79	$ 7,740
SRQ	RW 14-32	6135	50,000	75	80	$ 3,750
SRQ	RW 14-32	6140	25,000	76	81	$ 2,820
SRQ	RW 14-32	6145	100,000	74	80	$ 11,540
SRQ	RW 14-32	6150	50,000	77	82	$ 3,750
SRQ	RW 14-32	6155	134,500	76	89	$ 73,640
SRQ	RW 14-32	6160	67,250	73	79	$ 8,000
SRQ	TW A	103	110,514	59	59	$ -
SRQ	TW A	105	115,985	73	81	$ 33,020
SRQ	TW A	110	119,270	74	79	$ 8,950
SRQ	TW A	115	20,371	76	80	$ 770
SRQ	TW A	120	193,796	71	77	$ 20,480
SRQ	TW A	125	102,225	59	59	$ -
SRQ	TW A	126	30,753	79	86	$ 6,300
SRQ	TW A	128	124,368	83	88	$ 15,540
SRQ	TW A	195	30,044	80	89	$ 2,260
SRQ	TW A1	190	38,481	80	85	$ 2,890

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
SRQ	TW A10	127	38,539	85	90	$ 2,890
SRQ	TW A2	185	35,555	67	67	$ -
SRQ	TW A3	175	38,350	65	65	$ -
SRQ	TW A3	180	15,845	71	76	$ 1,190
SRQ	TW A4	170	38,808	54	56	$ 3,910
SRQ	TW A7	155	35,813	55	55	$ -
SRQ	TW A9	130	10,830	74	79	$ 820
SRQ	TW A9	135	25,046	72	77	$ 2,820
SRQ	TW AP DOLP	122	12,538	49	49	$ -
SRQ	TW AP DOLP	124	14,535	72	92	$ 10,910
SRQ	TW AP E	602	28,727	100	100	$ -
SRQ	TW B	203	22,822	100	100	$ -
SRQ	TW B	205	8,023	100	100	$ -
SRQ	TW B	210	164,945	100	100	$ -
SRQ	TW B	211	12,058	100	100	$ -
SRQ	TW B	215	26,159	89	94	$ 1,970
SRQ	TW B	225	186,792	70	70	$ -
SRQ	TW B	230	19,201	77	81	$ 730
SRQ	TW B1	260	18,379	100	100	$ -
SRQ	TW B1	265	13,111	89	92	$ 240
SRQ	TW C	303	191,641	68	68	$ -
SRQ	TW C	305	49,870	68	68	$ -
SRQ	TW C	307	38,637	100	100	$ -
SRQ	TW C	320	13,872	84	89	$ 1,220
SRQ	TW C	330	18,094	86	89	$ 680
SRQ	TW C	335	340,865	61	61	$ -
SRQ	TW C1	345	32,704	65	65	$ -
SRQ	TW C2	340	36,914	66	66	$ -
SRQ	TW C3	315	35,788	73	81	$ 3,880
SRQ	TW C4	310	37,673	72	81	$ 3,210
SRQ	TW D	405	88,300	72	94	$ 66,230
SRQ	TW D	415	24,545	87	89	$ 550
SRQ	TW D	425	32,831	89	94	$ 2,470
SRQ	TW D	430	195,052	78	84	$ 16,050
SRQ	TW D	435	6,042	63	63	$ -
SRQ	TW E	505	64,597	66	66	$ -
SRQ	TW E	510	25,962	100	100	$ -
SRQ	TW F	605	21,519	76	76	$ -
SRQ	TW F	610	94,932	51	51	$ -
SRQ	TW F	625	25,498	55	55	$ -
SRQ	TW F	630	110,224	73	75	$ 1,710
SRQ	TW F	635	16,460	84	90	$ 1,860
SRQ	TW F	645	13,980	66	66	$ -
SRQ	TW G	705	75,944	77	93	$ 18,840
SRQ	TW H	805	85,417	81	85	$ 5,280
SRQ	TW H	810	24,978	91	94	$ 940
SRQ	TW J	1005	76,394	68	68	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
SRQ	TW J	1010	55,392	78	78	$ -
SRQ	TW R3	1825	44,574	23	60	$ 93,690
SRQ	TW R4	1835	18,891	43	52	$ 3,660
SRQ	TW R4	1840	11,151	59	59	$ -
SRQ	TW R5	1850	29,743	100	100	$ -
SRQ	TW T1	2005	18,726	66	66	$ -
SRQ	TW T2	2010	6,382	65	65	$ -
SRQ	TL AP W	4605	100,722	74	79	$ 7,560
SRQ	TL NE	3005	55,325	83	87	$ 2,080
SRQ	TL NE	3010	43,681	75	82	$ 5,050
SRQ	TL NE	3015	12,142	91	91	$ -
SRQ	TL NE	3020	46,100	73	78	$ 3,400
SRQ	AP E	4210	3,900	100	100	$ -
SRQ	AP TERM	4105	685,188	93	96	$ 405,770
SRQ	AP TERM	4110	422,965	93	99	$ 98,920
SRQ	AP TERM	4115	35,200	91	98	$ 13,520
SRQ	AP TERM	4120	70,800	87	96	$ 35,160
SRQ	AP TERM	4125	45,080	87	89	$ 15,790
SRQ	AP TERM	4130	368,000	96	98	$ 72,240
SRQ	AP TERM	4135	155,887	100	100	$ -
SRQ	AP W	4610	6,650	89	96	$ 5,270

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.

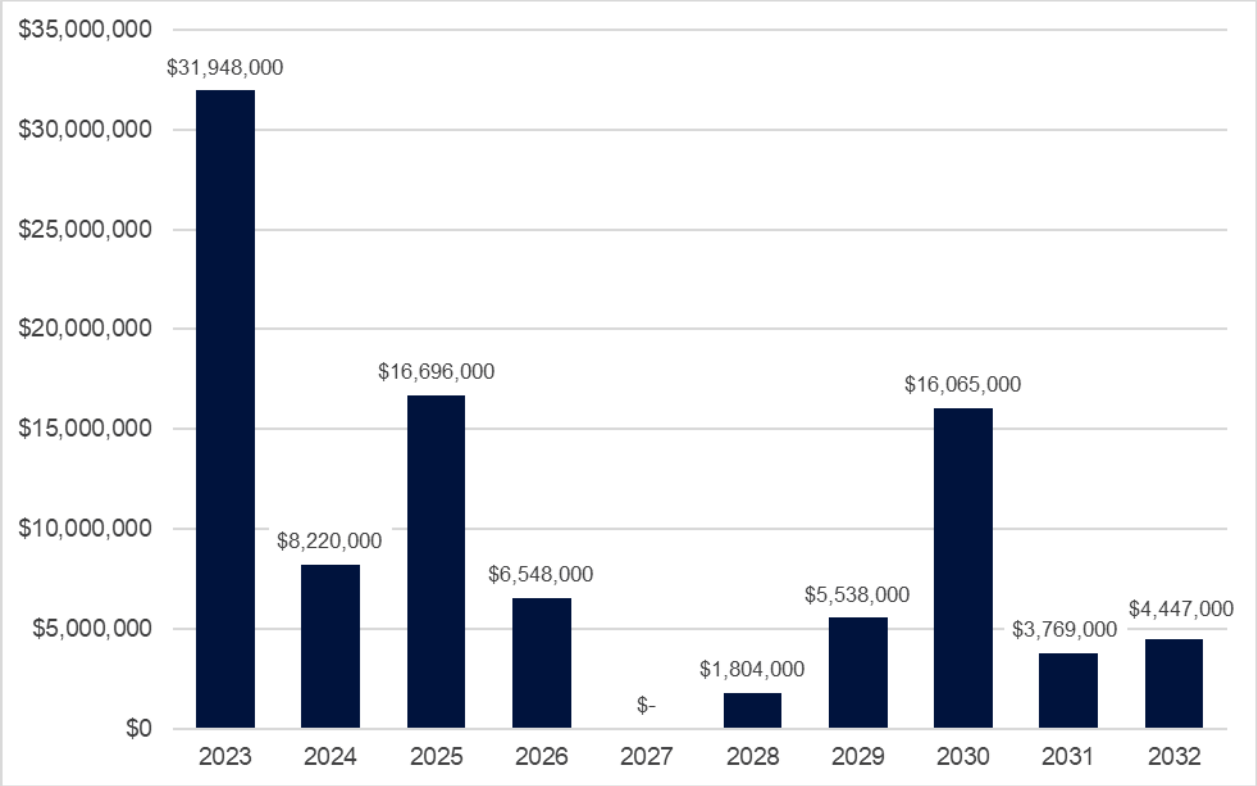
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

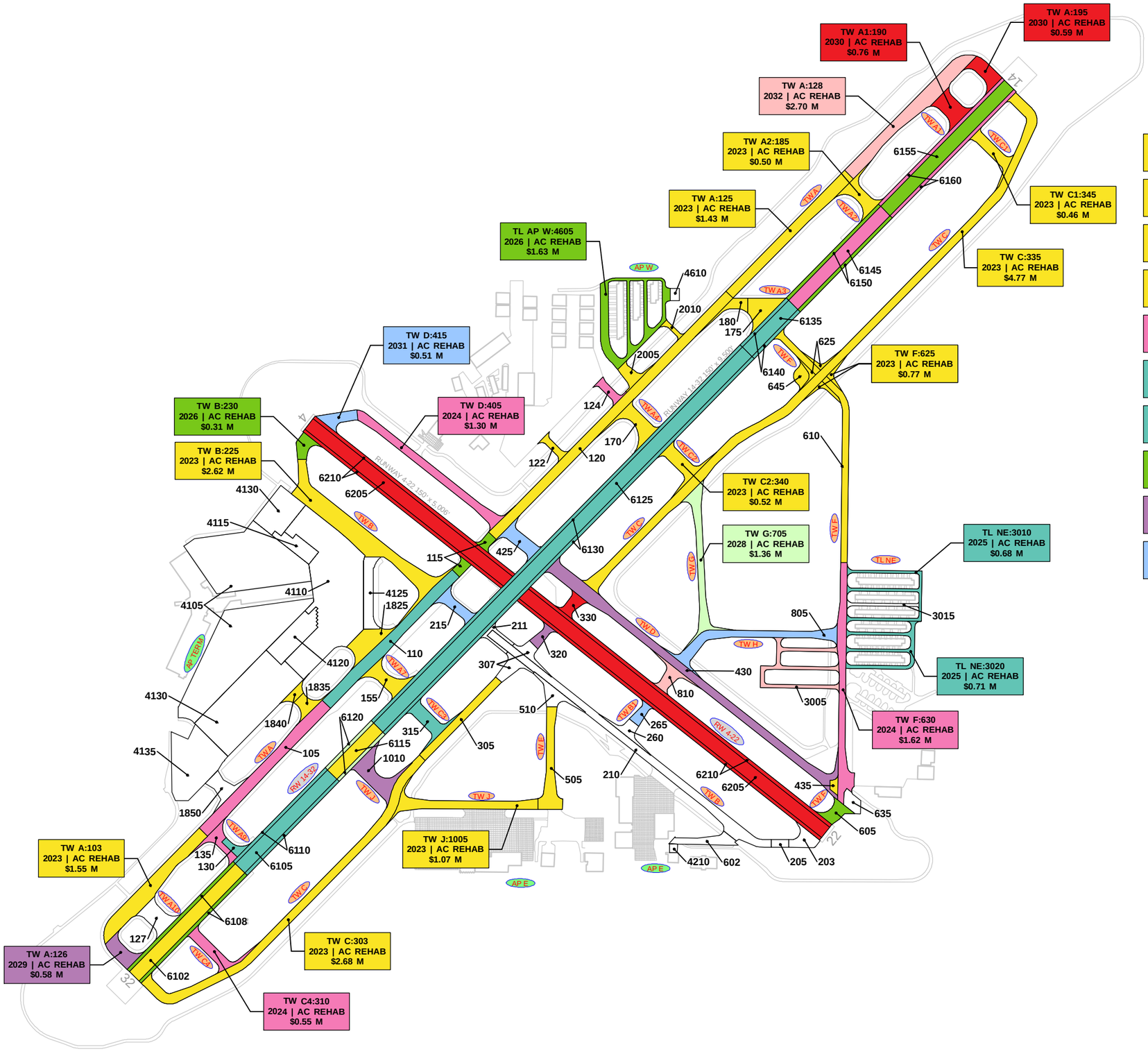
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	SRQ	RW 14-32	6102	AC	115,000	68	AC Rehabilitation	$ 1,610,000
2023	SRQ	RW 14-32	6115	AAC	50,000	70	AC Rehabilitation	$ 700,000
2023	SRQ	TW A	103	AC	110,514	58	AC Rehabilitation	$ 1,548,000
2023	SRQ	TW A	120	AAC	193,796	69	AC Rehabilitation	$ 2,714,000
2023	SRQ	TW A	125	AAC	102,225	58	AC Rehabilitation	$ 1,432,000
2023	SRQ	TW A2	185	AAC	35,555	65	AC Rehabilitation	$ 498,000
2023	SRQ	TW A3	175	AAC	38,350	63	AC Rehabilitation	$ 537,000
2023	SRQ	TW A3	180	AAC	15,845	69	AC Rehabilitation	$ 222,000
2023	SRQ	TW A4	170	AAC	38,808	53	AC Reconstruction	$ 1,184,000
2023	SRQ	TW A7	155	AAC	35,813	54	AC Reconstruction	$ 1,010,000
2023	SRQ	TW AP DOLP	122	AC	12,538	48	AC Reconstruction	$ 383,000
2023	SRQ	TW B	225	AC	186,792	69	AC Rehabilitation	$ 2,616,000
2023	SRQ	TW C	303	AC	191,641	67	AC Rehabilitation	$ 2,683,000
2023	SRQ	TW C	305	AAC	49,870	66	AC Rehabilitation	$ 699,000
2023	SRQ	TW C	335	AC	340,865	60	AC Rehabilitation	$ 4,772,000
2023	SRQ	TW C1	345	AC	32,704	64	AC Rehabilitation	$ 458,000
2023	SRQ	TW C2	340	AC	36,914	65	AC Rehabilitation	$ 517,000
2023	SRQ	TW D	435	AC	6,042	62	AC Rehabilitation	$ 85,000
2023	SRQ	TW E	505	AC	64,597	65	AC Rehabilitation	$ 905,000
2023	SRQ	TW F	610	AAC	94,932	50	AC Reconstruction	$ 2,896,000
2023	SRQ	TW F	625	AC	25,498	54	AC Reconstruction	$ 766,000
2023	SRQ	TW F	645	AC	13,980	65	AC Rehabilitation	$ 196,000
2023	SRQ	TW J	1005	AC	76,394	67	AC Rehabilitation	$ 1,070,000
2023	SRQ	TW R3	1825	AAC	44,574	19	AC Reconstruction	$ 1,360,000
2023	SRQ	TW R4	1835	AAC	18,891	42	AC Reconstruction	$ 577,000
2023	SRQ	TW R4	1840	AAC	11,151	58	AC Rehabilitation	$ 157,000
2023	SRQ	TW T1	2005	AC	18,726	65	AC Rehabilitation	$ 263,000
2023	SRQ	TW T2	2010	AC	6,382	64	AC Rehabilitation	$ 90,000
2024	SRQ	RW 14-32	6145	AAC	100,000	70	AC Rehabilitation	$ 1,470,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	SRQ	RW 14-32	6160	AC	67,250	70	AC Rehabilitation	$ 989,000
2024	SRQ	TW A	105	AAC	115,985	69	AC Rehabilitation	$ 1,705,000
2024	SRQ	TW A9	135	AAC	25,046	68	AC Rehabilitation	$ 369,000
2024	SRQ	TW AP DOLP	124	AAC	14,535	68	AC Rehabilitation	$ 214,000
2024	SRQ	TW C4	310	AC	37,673	70	AC Rehabilitation	$ 554,000
2024	SRQ	TW D	405	AC	88,300	70	AC Rehabilitation	$ 1,298,000
2024	SRQ	TW F	630	AAC	110,224	69	AC Rehabilitation	$ 1,621,000
2025	SRQ	RW 14-32	6105	AAC	100,000	69	AC Rehabilitation	$ 1,544,000
2025	SRQ	RW 14-32	6110	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6125	AAC	400,500	70	AC Rehabilitation	$ 6,182,000
2025	SRQ	RW 14-32	6130	AAC	200,250	69	AC Rehabilitation	$ 3,091,000
2025	SRQ	RW 14-32	6135	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6140	AAC	25,000	70	AC Rehabilitation	$ 386,000
2025	SRQ	TW A	110	AAC	119,270	68	AC Rehabilitation	$ 1,841,000
2025	SRQ	TW A9	130	AAC	10,830	68	AC Rehabilitation	$ 168,000
2025	SRQ	TW C3	315	AC	35,788	69	AC Rehabilitation	$ 553,000
2025	SRQ	TL NE	3010	AAC	43,681	69	AC Rehabilitation	$ 675,000
2025	SRQ	TL NE	3020	AC	46,100	69	AC Rehabilitation	$ 712,000
2026	SRQ	RW 14-32	6108	AC	57,500	70	AC Rehabilitation	$ 932,000
2026	SRQ	RW 14-32	6150	AAC	50,000	69	AC Rehabilitation	$ 811,000
2026	SRQ	RW 14-32	6155	AC	134,500	70	AC Rehabilitation	$ 2,180,000
2026	SRQ	TW A	115	AAC	20,371	68	AC Rehabilitation	$ 331,000
2026	SRQ	TW B	230	AAC	19,201	69	AC Rehabilitation	$ 312,000
2026	SRQ	TW F	605	AAC	21,519	68	AC Rehabilitation	$ 349,000
2026	SRQ	TL AP W	4605	AC	100,722	69	AC Rehabilitation	$ 1,633,000
2028	SRQ	RW 14-32	6120	AAC	25,000	69	AC Rehabilitation	$ 447,000
2028	SRQ	TW G	705	AC	75,944	70	AC Rehabilitation	$ 1,357,000
2029	SRQ	TW A	126	AC	30,753	70	AC Rehabilitation	$ 577,000
2029	SRQ	TW C	320	AAC	13,872	70	AC Rehabilitation	$ 261,000
2029	SRQ	TW D	430	AC	195,052	69	AC Rehabilitation	$ 3,660,000
2029	SRQ	TW J	1010	AC	55,392	69	AC Rehabilitation	$ 1,040,000
2030	SRQ	RW 4-22	6205	AAC	485,831	68	AC Rehabilitation	$ 9,571,000
2030	SRQ	RW 4-22	6210	AAC	242,915	69	AC Rehabilitation	$ 4,786,000
2030	SRQ	TW A	195	AC	30,044	70	AC Rehabilitation	$ 592,000
2030	SRQ	TW A1	190	AC	38,481	70	AC Rehabilitation	$ 759,000
2030	SRQ	TW C	330	AAC	18,094	69	AC Rehabilitation	$ 357,000
2031	SRQ	TW B	215	AAC	26,159	70	AC Rehabilitation	$ 542,000
2031	SRQ	TW B1	265	AAC	13,111	70	AC Rehabilitation	$ 272,000
2031	SRQ	TW D	415	AAC	24,545	68	AC Rehabilitation	$ 508,000
2031	SRQ	TW D	425	AAC	32,831	70	AC Rehabilitation	$ 680,000
2031	SRQ	TW H	805	AC	85,417	69	AC Rehabilitation	$ 1,767,000
2032	SRQ	TW A	128	AC	124,368	69	AC Rehabilitation	$ 2,702,000
2032	SRQ	TW H	810	AAC	24,978	70	AC Rehabilitation	$ 543,000
2032	SRQ	TL NE	3005	AC	55,325	69	AC Rehabilitation	$ 1,202,000

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





TW A:120 2023 | AC REHAB $2.71 M	TW AP DOLP:122 2023 | AC RECON $0.38 M	TW A7:155 2023 | AC REHAB $1.01 M	TW A4:170 2023 | AC RECON $1.18 M	TW A3:175 2023 | AC REHAB $0.54 M
TW A3:180 2023 | AC REHAB $0.22 M	TW C:305 2023 | AC REHAB $0.70 M	TW D:435 2023 | AC REHAB $0.09 M	TW E:505 2023 | AC REHAB $0.91 M	TW F:610 2023 | AC RECON $2.90 M
TW F:645 2023 | AC REHAB $0.20 M	TW R3:1825 2023 | AC RECON $1.36 M	TW R4:1835 2023 | AC RECON $0.58 M	TW R4:1840 2023 | AC REHAB $0.16 M	TW T1:2005 2023 | AC REHAB $0.26 M
TW T2:2010 2023 | AC REHAB $0.09 M	RW 14-32:6102 2023 | AC REHAB $1.61 M	RW 14-32:6115 2023 | AC REHAB $0.70 M	TW A:105 2024 | AC REHAB $1.71 M	TW AP DOLP:124 2024 | AC REHAB $0.21 M
TW A9:135 2024 | AC REHAB $0.37 M	RW 14-32:6145 2024 | AC REHAB $1.47 M	RW 14-32:6160 2024 | AC REHAB $0.99 M	TW A:110 2025 | AC REHAB $1.84 M	TW A9:130 2025 | AC REHAB $0.17 M
TW C3:315 2025 | AC REHAB $0.55 M	RW 14-32:6105 2025 | AC REHAB $1.54 M	RW 14-32:6110 2025 | AC REHAB $0.77 M	RW 14-32:6125 2025 | AC REHAB $6.18 M	RW 14-32:6130 2025 | AC REHAB $3.09 M
RW 14-32:6135 2025 | AC REHAB $0.77 M	RW 14-32:6140 2025 | AC REHAB $0.39 M	TW A:115 2026 | AC REHAB $0.33 M	TW F:605 2026 | AC REHAB $0.35 M	RW 14-32:6108 2026 | AC REHAB $0.93 M
RW 14-32:6150 2026 | AC REHAB $0.81 M	RW 14-32:6155 2026 | AC REHAB $2.18 M	RW 14-32:6120 2028 | AC REHAB $0.45 M	TW C:320 2029 | AC REHAB $0.26 M	TW D:430 2029 | AC REHAB $3.66 M
TW J:1010 2029 | AC REHAB $1.04 M	TW C:330 2030 | AC REHAB $0.36 M	RW 4-22:6205 2030 | AC REHAB $9.57 M	RW 4-22:6210 2030 | AC REHAB $4.79 M	TW B:215 2031 | AC REHAB $0.54 M
TW B1:265 2031 | AC REHAB $0.27 M	TW D:425 2031 | AC REHAB $0.68 M	TW H:805 2031 | AC REHAB $1.77 M	TW H:810 2032 | AC REHAB $0.54 M	TL NE:3005 2032 | AC REHAB $1.20 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.

SRQ

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

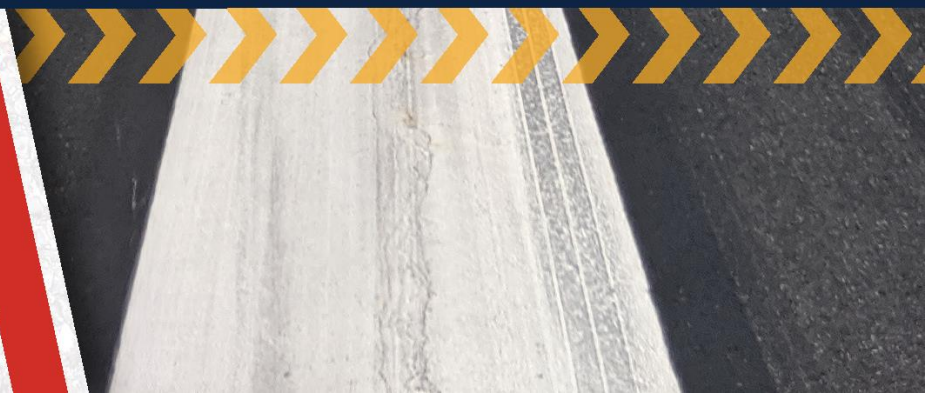
Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL 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

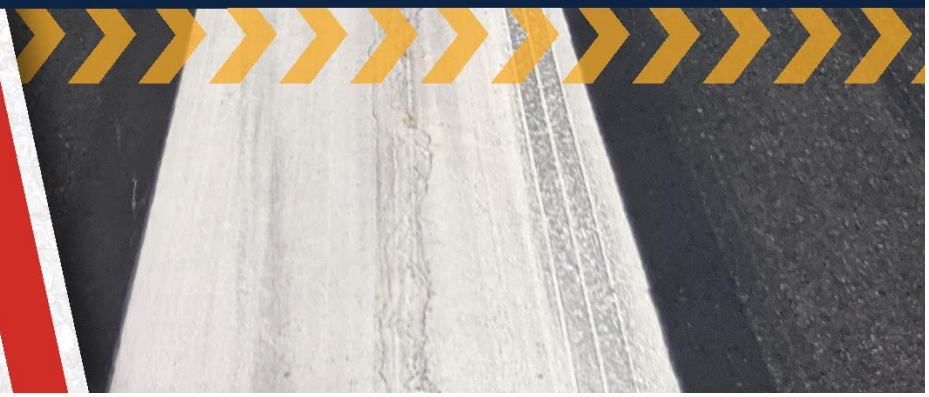


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	RW 4-22	Runway	6205	485,831	AAC	1/1/2010
SRQ	RW 4-22	Runway	6210	242,915	AAC	1/1/2010
SRQ	RW 14-32	Runway	6102	115,000	AC	1/1/2001
SRQ	RW 14-32	Runway	6105	100,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6108	57,500	AC	1/1/2001
SRQ	RW 14-32	Runway	6110	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6115	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6120	25,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6125	400,500	AAC	1/1/2007
SRQ	RW 14-32	Runway	6130	200,250	AAC	1/1/2007
SRQ	RW 14-32	Runway	6135	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6140	25,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6145	100,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6150	50,000	AAC	1/1/2007
SRQ	RW 14-32	Runway	6155	134,500	AC	1/1/2001
SRQ	RW 14-32	Runway	6160	67,250	AC	1/1/2001
SRQ	TW A	Taxiway	103	110,514	AC	1/1/2001
SRQ	TW A	Taxiway	105	115,985	AAC	1/1/2010
SRQ	TW A	Taxiway	110	119,270	AAC	1/1/2010
SRQ	TW A	Taxiway	115	20,371	AAC	1/1/2010
SRQ	TW A	Taxiway	120	193,796	AAC	1/1/2010
SRQ	TW A	Taxiway	125	102,225	AAC	1/1/2010
SRQ	TW A	Taxiway	126	30,753	AC	1/1/2001
SRQ	TW A	Taxiway	128	124,368	AC	1/1/2002
SRQ	TW A	Taxiway	195	30,044	AC	1/1/2001
SRQ	TW A1	Taxiway	190	38,481	AC	1/1/2002
SRQ	TW A10	Taxiway	127	38,539	AC	1/1/2001
SRQ	TW A2	Taxiway	185	35,555	AAC	1/1/1993
SRQ	TW A3	Taxiway	175	38,350	AAC	1/1/2010
SRQ	TW A3	Taxiway	180	15,845	AAC	1/1/2010
SRQ	TW A4	Taxiway	170	38,808	AAC	1/1/2010
SRQ	TW A7	Taxiway	155	35,813	AAC	1/1/2010
SRQ	TW A9	Taxiway	130	10,830	AAC	1/1/2010
SRQ	TW A9	Taxiway	135	25,046	AAC	1/1/2001
SRQ	TW AP DOLP	Taxiway	122	12,538	AC	1/1/1993
SRQ	TW AP DOLP	Taxiway	124	14,535	AAC	1/1/1993
SRQ	TW AP E	Taxiway	602	28,727	AAC	7/1/2021
SRQ	TW B	Taxiway	203	22,822	AAC	7/1/2021
SRQ	TW B	Taxiway	205	8,023	AAC	7/1/2021
SRQ	TW B	Taxiway	210	164,945	AAC	7/1/2021
SRQ	TW B	Taxiway	211	12,058	AAC	7/1/2021
SRQ	TW B	Taxiway	215	26,159	AAC	1/1/2010
SRQ	TW B	Taxiway	225	186,792	AC	11/14/2011
SRQ	TW B	Taxiway	230	19,201	AAC	1/1/2010

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	TW B1	Taxiway	260	18,379	AAC	7/1/2021
SRQ	TW B1	Taxiway	265	13,111	AAC	1/1/2010
SRQ	TW C	Taxiway	303	191,641	AC	1/1/2002
SRQ	TW C	Taxiway	305	49,870	AAC	1/1/2002
SRQ	TW C	Taxiway	307	38,637	AAC	7/1/2021
SRQ	TW C	Taxiway	320	13,872	AAC	1/1/2010
SRQ	TW C	Taxiway	330	18,094	AAC	1/1/2010
SRQ	TW C	Taxiway	335	340,865	AC	1/1/2004
SRQ	TW C1	Taxiway	345	32,704	AC	1/1/2004
SRQ	TW C2	Taxiway	340	36,914	AC	1/1/2004
SRQ	TW C3	Taxiway	315	35,788	AC	1/1/2002
SRQ	TW C4	Taxiway	310	37,673	AC	1/1/2002
SRQ	TW D	Taxiway	405	88,300	AC	1/1/2001
SRQ	TW D	Taxiway	415	24,545	AAC	1/1/2010
SRQ	TW D	Taxiway	425	32,831	AAC	1/1/2010
SRQ	TW D	Taxiway	430	195,052	AC	7/1/2004
SRQ	TW D	Taxiway	435	6,042	AC	1/1/1992
SRQ	TW E	Taxiway	505	64,597	AC	1/1/2004
SRQ	TW E	Taxiway	510	25,962	AAC	7/1/2021
SRQ	TW F	Taxiway	605	21,519	AAC	1/1/2010
SRQ	TW F	Taxiway	610	94,932	AAC	1/1/1993
SRQ	TW F	Taxiway	625	25,498	AC	1/1/2004
SRQ	TW F	Taxiway	630	110,224	AAC	1/1/2010
SRQ	TW F	Taxiway	635	16,460	AC	1/1/2005
SRQ	TW F	Taxiway	645	13,980	AC	1/1/2004
SRQ	TW G	Taxiway	705	75,944	AC	1/1/2009
SRQ	TW H	Taxiway	805	85,417	AC	7/1/2004
SRQ	TW H	Taxiway	810	24,978	AAC	1/1/2010
SRQ	TW J	Taxiway	1005	76,394	AC	1/1/2005
SRQ	TW J	Taxiway	1010	55,392	AC	7/1/2012
SRQ	TW R3	Taxiway	1825	44,574	AAC	1/1/1993
SRQ	TW R4	Taxiway	1835	18,891	AAC	1/1/1993
SRQ	TW R4	Taxiway	1840	11,151	AAC	1/1/1993
SRQ	TW R5	Taxiway	1850	29,743	AC	1/1/2023
SRQ	TW T1	Taxiway	2005	18,726	AC	1/1/1998
SRQ	TW T2	Taxiway	2010	6,382	AC	1/1/1998
SRQ	TL AP W	Taxilane	4605	100,722	AC	1/1/1998
SRQ	TL NE	Taxilane	3005	55,325	AC	7/1/2006
SRQ	TL NE	Taxilane	3010	43,681	AAC	1/1/2003
SRQ	TL NE	Taxilane	3015	12,142	AC	6/1/2018
SRQ	TL NE	Taxilane	3020	46,100	AC	1/1/1998
SRQ	AP E	Apron	4210	3,900	PCC	7/1/2021
SRQ	AP TERM	Apron	4105	685,188	PCC	1/1/1989
SRQ	AP TERM	Apron	4110	422,965	PCC	1/1/1983
SRQ	AP TERM	Apron	4115	35,200	PCC	1/1/1989
SRQ	AP TERM	Apron	4120	70,800	PCC	1/1/1989

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
SRQ	AP TERM	Apron	4125	45,080	PCC	1/1/1989
SRQ	AP TERM	Apron	4130	368,000	PCC	1/1/1984
SRQ	AP TERM	Apron	4135	155,887	PCC	1/1/2023
SRQ	AP W	Apron	4610	6,650	PCC	1/1/1998

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
SRQ	RW 4-22	Runway	6205	485,831	84	Satisfactory
SRQ	RW 4-22	Runway	6210	242,915	85	Satisfactory
SRQ	RW 14-32	Runway	6102	115,000	70	Fair
SRQ	RW 14-32	Runway	6105	100,000	75	Satisfactory
SRQ	RW 14-32	Runway	6108	57,500	76	Satisfactory
SRQ	RW 14-32	Runway	6110	50,000	75	Satisfactory
SRQ	RW 14-32	Runway	6115	50,000	72	Satisfactory
SRQ	RW 14-32	Runway	6120	25,000	81	Satisfactory
SRQ	RW 14-32	Runway	6125	400,500	76	Satisfactory
SRQ	RW 14-32	Runway	6130	200,250	75	Satisfactory
SRQ	RW 14-32	Runway	6135	50,000	75	Satisfactory
SRQ	RW 14-32	Runway	6140	25,000	76	Satisfactory
SRQ	RW 14-32	Runway	6145	100,000	74	Satisfactory
SRQ	RW 14-32	Runway	6150	50,000	77	Satisfactory
SRQ	RW 14-32	Runway	6155	134,500	76	Satisfactory
SRQ	RW 14-32	Runway	6160	67,250	73	Satisfactory
SRQ	TW A	Taxiway	103	110,514	59	Fair
SRQ	TW A	Taxiway	105	115,985	73	Satisfactory
SRQ	TW A	Taxiway	110	119,270	74	Satisfactory
SRQ	TW A	Taxiway	115	20,371	76	Satisfactory
SRQ	TW A	Taxiway	120	193,796	71	Satisfactory
SRQ	TW A	Taxiway	125	102,225	59	Fair
SRQ	TW A	Taxiway	126	30,753	79	Satisfactory
SRQ	TW A	Taxiway	128	124,368	83	Satisfactory
SRQ	TW A	Taxiway	195	30,044	80	Satisfactory
SRQ	TW A1	Taxiway	190	38,481	80	Satisfactory
SRQ	TW A10	Taxiway	127	38,539	85	Satisfactory
SRQ	TW A2	Taxiway	185	35,555	67	Fair
SRQ	TW A3	Taxiway	175	38,350	65	Fair
SRQ	TW A3	Taxiway	180	15,845	71	Satisfactory
SRQ	TW A4	Taxiway	170	38,808	54	Poor
SRQ	TW A7	Taxiway	155	35,813	55	Poor
SRQ	TW A9	Taxiway	130	10,830	74	Satisfactory
SRQ	TW A9	Taxiway	135	25,046	72	Satisfactory
SRQ	TW AP DOLP	Taxiway	122	12,538	49	Poor
SRQ	TW AP DOLP	Taxiway	124	14,535	72	Satisfactory
SRQ	TW AP E	Taxiway	602	28,727	100	Good
SRQ	TW B	Taxiway	203	22,822	100	Good
SRQ	TW B	Taxiway	205	8,023	100	Good
SRQ	TW B	Taxiway	210	164,945	100	Good
SRQ	TW B	Taxiway	211	12,058	100	Good
SRQ	TW B	Taxiway	215	26,159	89	Good
SRQ	TW B	Taxiway	225	186,792	70	Fair
SRQ	TW B	Taxiway	230	19,201	77	Satisfactory
SRQ	TW B1	Taxiway	260	18,379	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	TW B1	Taxiway	265	13,111	89	Good
SRQ	TW C	Taxiway	303	191,641	68	Fair
SRQ	TW C	Taxiway	305	49,870	68	Fair
SRQ	TW C	Taxiway	307	38,637	100	Good
SRQ	TW C	Taxiway	320	13,872	84	Satisfactory
SRQ	TW C	Taxiway	330	18,094	86	Good
SRQ	TW C	Taxiway	335	340,865	61	Fair
SRQ	TW C1	Taxiway	345	32,704	65	Fair
SRQ	TW C2	Taxiway	340	36,914	66	Fair
SRQ	TW C3	Taxiway	315	35,788	73	Satisfactory
SRQ	TW C4	Taxiway	310	37,673	72	Satisfactory
SRQ	TW D	Taxiway	405	88,300	72	Satisfactory
SRQ	TW D	Taxiway	415	24,545	87	Good
SRQ	TW D	Taxiway	425	32,831	89	Good
SRQ	TW D	Taxiway	430	195,052	78	Satisfactory
SRQ	TW D	Taxiway	435	6,042	63	Fair
SRQ	TW E	Taxiway	505	64,597	66	Fair
SRQ	TW E	Taxiway	510	25,962	100	Good
SRQ	TW F	Taxiway	605	21,519	76	Satisfactory
SRQ	TW F	Taxiway	610	94,932	51	Poor
SRQ	TW F	Taxiway	625	25,498	55	Poor
SRQ	TW F	Taxiway	630	110,224	73	Satisfactory
SRQ	TW F	Taxiway	635	16,460	84	Satisfactory
SRQ	TW F	Taxiway	645	13,980	66	Fair
SRQ	TW G	Taxiway	705	75,944	77	Satisfactory
SRQ	TW H	Taxiway	805	85,417	81	Satisfactory
SRQ	TW H	Taxiway	810	24,978	91	Good
SRQ	TW J	Taxiway	1005	76,394	68	Fair
SRQ	TW J	Taxiway	1010	55,392	78	Satisfactory
SRQ	TW R3	Taxiway	1825	44,574	23	Serious
SRQ	TW R4	Taxiway	1835	18,891	43	Poor
SRQ	TW R4	Taxiway	1840	11,151	59	Fair
SRQ	TW R5	Taxiway	1850	29,743	100	Good
SRQ	TW T1	Taxiway	2005	18,726	66	Fair
SRQ	TW T2	Taxiway	2010	6,382	65	Fair
SRQ	TL AP W	Taxilane	4605	100,722	74	Satisfactory
SRQ	TL NE	Taxilane	3005	55,325	83	Satisfactory
SRQ	TL NE	Taxilane	3010	43,681	75	Satisfactory
SRQ	TL NE	Taxilane	3015	12,142	91	Good
SRQ	TL NE	Taxilane	3020	46,100	73	Satisfactory
SRQ	AP E	Apron	4210	3,900	100	Good
SRQ	AP TERM	Apron	4105	685,188	93	Good
SRQ	AP TERM	Apron	4110	422,965	93	Good
SRQ	AP TERM	Apron	4115	35,200	91	Good
SRQ	AP TERM	Apron	4120	70,800	87	Good
SRQ	AP TERM	Apron	4125	45,080	87	Good
SRQ	AP TERM	Apron	4130	368,000	96	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
SRQ	AP TERM	Apron	4135	155,887	100	Good
SRQ	AP W	Apron	4610	6,650	89	Good

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
SRQ	RW 4-22	6205	84	82	80	78	76	74	72	70	68	66	64
SRQ	RW 4-22	6210	85	83	81	79	77	75	73	71	69	67	65
SRQ	RW 14-32	6102	70	68	67	65	64	62	61	59	58	56	55
SRQ	RW 14-32	6105	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6108	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6110	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6115	72	70	68	66	64	62	60	58	56	54	52
SRQ	RW 14-32	6120	81	79	77	75	73	71	69	67	65	63	61
SRQ	RW 14-32	6125	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6130	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6135	75	73	71	69	67	65	63	61	59	57	55
SRQ	RW 14-32	6140	76	74	72	70	68	66	64	62	60	58	56
SRQ	RW 14-32	6145	74	72	70	68	66	64	62	60	58	56	54
SRQ	RW 14-32	6150	77	75	73	71	69	67	65	63	61	59	57
SRQ	RW 14-32	6155	76	74	73	71	70	68	67	65	64	62	61
SRQ	RW 14-32	6160	73	71	70	68	67	65	64	62	61	59	58
SRQ	TW A	103	59	58	57	56	56	55	54	53	52	51	50
SRQ	TW A	105	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW A	110	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A	115	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW A	120	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A	125	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW A	126	79	77	76	75	73	72	71	70	69	68	67
SRQ	TW A	128	83	81	80	78	77	75	74	73	72	71	69
SRQ	TW A	195	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A1	190	80	78	77	76	74	73	72	71	70	69	68
SRQ	TW A10	127	85	83	81	80	78	77	76	74	73	72	71
SRQ	TW A2	185	67	65	64	62	61	60	59	58	57	56	55
SRQ	TW A3	175	65	63	62	61	60	59	57	57	56	55	54
SRQ	TW A3	180	71	69	67	66	64	63	62	60	59	58	57
SRQ	TW A4	170	54	53	53	52	51	51	50	49	49	48	48
SRQ	TW A7	155	55	54	53	53	52	51	51	50	50	49	48
SRQ	TW A9	130	74	72	70	68	67	65	64	62	61	60	59
SRQ	TW A9	135	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP DOLP	122	49	48	47	45	44	43	41	40	38	37	35
SRQ	TW AP DOLP	124	72	70	68	67	65	64	62	61	60	59	58
SRQ	TW AP E	602	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	203	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	205	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	210	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	211	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B	215	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW B	225	70	69	68	67	66	65	64	63	62	61	61
SRQ	TW B	230	77	75	73	71	69	68	66	64	63	62	60

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SRQ	TW B1	260	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW B1	265	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW C	303	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW C	305	68	66	65	63	62	61	59	58	57	56	56
SRQ	TW C	307	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW C	320	84	82	79	77	75	73	71	70	68	66	65
SRQ	TW C	330	86	83	81	79	77	75	73	71	69	68	66
SRQ	TW C	335	61	60	59	58	58	57	56	55	54	53	52
SRQ	TW C1	345	65	64	63	62	61	61	60	59	58	57	56
SRQ	TW C2	340	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW C3	315	73	72	71	69	68	67	66	65	65	64	63
SRQ	TW C4	310	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	405	72	71	70	69	68	67	66	65	64	63	62
SRQ	TW D	415	87	84	82	80	78	76	74	72	70	68	67
SRQ	TW D	425	89	86	84	82	80	78	76	74	72	70	68
SRQ	TW D	430	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW D	435	63	62	61	60	60	59	58	57	56	55	55
SRQ	TW E	505	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW E	510	100	95	93	90	88	85	83	81	79	77	75
SRQ	TW F	605	76	74	72	70	68	67	65	64	62	61	60
SRQ	TW F	610	51	50	50	49	49	48	47	46	45	45	43
SRQ	TW F	625	55	54	53	52	51	50	49	48	47	46	44
SRQ	TW F	630	73	71	69	68	66	64	63	62	60	59	58
SRQ	TW F	635	84	82	81	79	78	76	75	74	72	71	70
SRQ	TW F	645	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW G	705	77	75	74	73	72	71	70	68	67	66	66
SRQ	TW H	805	81	79	78	76	75	74	73	71	70	69	68
SRQ	TW H	810	91	88	86	84	82	79	77	75	73	71	70
SRQ	TW J	1005	68	67	66	65	64	63	62	62	61	60	59
SRQ	TW J	1010	78	76	75	74	73	71	70	69	68	67	66
SRQ	TW R3	1825	23	19	15	11	6	1	0	0	0	0	0
SRQ	TW R4	1835	43	42	40	39	37	35	33	30	28	25	21
SRQ	TW R4	1840	59	58	57	56	55	54	54	53	52	52	51
SRQ	TW R5	1850	100	99	97	94	92	90	88	86	85	83	81
SRQ	TW T1	2005	66	65	64	63	62	61	61	60	59	58	57
SRQ	TW T2	2010	65	64	63	62	61	61	60	59	58	57	56
SRQ	TL AP W	4605	74	73	71	70	69	68	67	66	65	64	63
SRQ	TL NE	3005	83	81	80	78	77	75	74	73	72	71	69
SRQ	TL NE	3010	75	73	71	69	68	66	64	63	62	60	59
SRQ	TL NE	3015	91	89	87	85	83	82	80	79	77	76	75
SRQ	TL NE	3020	73	72	71	69	68	67	66	65	65	64	63
SRQ	AP E	4210	100	97	96	95	94	93	92	91	90	89	88
SRQ	AP TERM	4105	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4110	93	92	91	90	89	88	87	87	86	85	85
SRQ	AP TERM	4115	91	90	89	88	87	87	86	85	85	84	83
SRQ	AP TERM	4120	87	86	85	85	84	83	83	82	82	81	81

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
SRQ	AP TERM	4125	87	86	85	85	84	83	83	82	82	81	81
SRQ	AP TERM	4130	96	95	94	93	92	91	90	89	88	87	86
SRQ	AP TERM	4135	100	99	98	97	96	94	93	92	91	90	89
SRQ	AP W	4610	89	88	87	87	86	85	84	84	83	83	82

Network: SARASOTA/BRADE **Branch:** AP E EAST APRON **Section:** 4210 **Surface:**PCC

L.C.D. 7/1/2021 **Use:** APRON **Rank:** P **Length:** 65.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 3900.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	CR-PC	Complete Reconstruction - PCC	39,000.00	0.00	☑	
12/25/1994	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4105 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 2,024.00 (Ft) **Width:** 438.00 (Ft) **True Area:** 685188.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4110 **Surface:**PCC

L.C.D. 1/1/1983 **Use:** APRON **Rank:** P **Length:** 1,525.00 (Ft) **Width:** 275.00 (Ft) **True Area:** 422965.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	0.00	☑	1983 PCC PAVEMENT

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4115 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 35200.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4120 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 420.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 70800.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4125 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 550.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 45080.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	17.00	☑	1989: 17" PCC ON 6" ECONOCRETE BASE

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4130 **Surface:**PCC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 1,260.00 (Ft) **Width:** 350.00 (Ft) **True Area:** 368000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** AP TERM TERMINAL APR **Section:** 4135 **Surface:**PCC

L.C.D. 1/1/2023 **Use:** APRON **Rank:** P **Length:** 430.00 (Ft) **Width:** 427.00 (Ft) **True Area:** 155887.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2023	NC-PC	New Construction - PCC	0.00	0.00	☑	17.5" P-501, 6" P-306

Network: SARASOTA/BRADE **Branch:** AP W WEST APRON **Section:** 4610 **Surface:**PCC

L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 95.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 6650.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-PC	New Construction - PCC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6102 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,150.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 115000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	1.50	☑	1974: 1.5" TO 2.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	2.00	☑	1969: 2" TO 4" AC (TAPERED FROM CENTER TO EDGE OF R/W)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6108 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,150.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 57500.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC (TAPERED FROM CENTER TO EDGE) ON 12"

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6115 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6120 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6125 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 4,005.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 400500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	3.00	☑	1963: 3" OVERLAY (ASSUME 1.5" P-401 AND 1.5" P-201)
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6130 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 4,005.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 200250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	3.00	☑	1963: 3" OVERLAY (ASSUME 1.5" P401 AND 1.5" P-201)
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6135 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6140 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1969	IMPORTED	OVERLAY	0.00	4.00	☑	1969: 4" TO 2" AC OVERLAY (TAPERED FROM CENTER TO ED
1/1/1963	IMPORTED	OVERLAY	0.00	1.50	☑	1963: 1.5" P-401 AND 1.5" P-201
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 8" - 9" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6145 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC ON 12" LIME ROCK BASE (P-211)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6150 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL, 4" OVERLAY, P-401
1/1/1974	IMPORTED	OVERLAY	0.00	2.50	☑	1974: 2.5" TO 1.5" P-401 OVERLAY (TAPERED FROM CENTER TO ED
1/1/1969	IMPORTED	BUILT	0.00	4.00	☑	1969: 4" TO 2" AC ON 12" LIME ROCK BASE (P-211)

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6155 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,345.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 134500.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6160 **Surface:**AC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 1,345.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 67250.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,859.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 485831.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1995	IMPORTED	OVERLAY	0.00	0.00	☑	1995: P401 AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" AC OVERLAY
1/1/1961	IMPORTED	OVERLAY	0.00	1.50	☑	1961: 1.5" AC OVERLAY
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 6.5" BIT. BASE

Network: SARASOTA/BRADE **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,859.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 242915.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1995	IMPORTED	OVERLAY	0.00	0.00	☑	1995: P401 AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" AC OVERLAY
1/1/1961	IMPORTED	OVERLAY	0.00	1.50	☑	1961: 1.5" AC OVERLAY
1/1/1940	IMPORTED	BUILT	0.00	1.50	☑	1940'S: 1.5" BIT. SURFACE ON 6.5" BIT. BASE

Network: SARASOTA/BRADE **Branch:** TL AP W APRON T-HANG **Section:** 4605 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXILAN **Rank:** P **Length:** 2,600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 100722.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/30/2018	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1998	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3005 **Surface:**AC

L.C.D. 7/1/2006 **Use:** TAXILAN **Rank:** P **Length:** 1,840.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 55325.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
7/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3010 **Surface:**AAC

L.C.D. 1/1/2003 **Use:** TAXILAN **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 43681.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/30/2018	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2003	ML-OVL	Mill and Overlay	0.00	0.00	☑	UNKNOWN
1/1/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3015 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXILAN **Rank:** P **Length:** 550.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 12142.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	60,710.00	0.00	☑	UNKNOWN
12/25/1995	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TL NE TAXILANE NOR **Section:** 3020 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXILAN **Rank:** P **Length:** 1,850.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 46100.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW A10 TAXIWAY C **Section:** 127 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 38539.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 103 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 1,132.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 110514.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,350.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 115985.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	11.50	☑	1980 11.5" P211 LIMEROCK BASE
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980 2.5" MIN TO 3.5" P401 AC

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 119270.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 78.00 (Ft) **True Area:** 20371.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	1.00	☑	1980: 1" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A1 TAXIWAY A1 **Section:** 190 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 38481.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 2,572.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 193796.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980 2.5" TO 3.5" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969 3" BITUMINOUS SURFACE COURSE (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 125 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,288.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 102225.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	11.00	☑	1980: 11" P211 LIMEROCK BASE
1/1/1980	IMPORTED	OVERLAY	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 126 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 253.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 30753.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 128 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,322.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 124368.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A TAXIWAY A **Section:** 195 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 255.00 (Ft) **Width:** 106.00 (Ft) **True Area:** 30044.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW A2 TAXIWAY A2 **Section:** 185 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 271.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 35555.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A3 TAXIWAY A3 **Section:** 175 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 294.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 38350.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	1.00	☑	1980: 1" P401 OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A3 TAXIWAY A3 **Section:** 180 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 153.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 15845.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	OVERLAY	0.00	3.00	☑	1980: 3" P401 AC OVERLAY
1/1/1969	IMPORTED	OVERLAY	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963: 2" - 3" P-401 ON 9" P-211 ON 3" LIME ROCK STABILIZED SUBB

Network: SARASOTA/BRADE **Branch:** TW A4 TAXIWAY A4 **Section:** 170 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 288.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 38808.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A7 TAXIWAY A7 **Section:** 155 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 281.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 35813.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	3.00	☑	1980: 3" P401 ON 11" P211

Network: SARASOTA/BRADE **Branch:** TW A9 TAXIWAY A9 **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 10830.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	1.00	☑	1980: 1" P401 ON 11.5" P211

Network: SARASOTA/BRADE **Branch:** TW A9 TAXIWAY A9 **Section:** 135 **Surface:**AAC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 272.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 25046.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	ML-OVL	Mill and Overlay	0.00	0.00	☑	UNKNOWN
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1980	IMPORTED	BUILT	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 ON 11.5" P211

Network: SARASOTA/BRADE **Branch:** TW AP DOLP TAXIWAY TO D **Section:** 122 **Surface:**AC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12538.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	16.00	☑	1993: 16" P211 ON 12" STABILIZED SUBGRADE
1/1/1993	IMPORTED	OVERLAY	0.00	4.00	☑	1993: 4" P401 AC

Network: SARASOTA/BRADE **Branch:** TW AP DOLP TAXIWAY TO D **Section:** 124 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 14535.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	ON EXISTING
1/1/1980	IMPORTED	BUILT	0.00	2.50	☑	1980: 2.5" TO 3.5" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW AP E TAXIWAY TO E **Section:** 602 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 483.00 (Ft) **Width:** 48.00 (Ft) **True Area:** 28727.00000 (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	☑	2" Mill, 4" P-401, 8" P-211
1/1/1980	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1980 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW B1 TAXIWAY B1 **Section:** 260 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 116.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18379.00000 (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	☑	2" Mill, 2" P-401
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B1 TAXIWAY B1 **Section:** 265 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 13111.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 203 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 240.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 22822.00000 (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" Mill, 3" P-401
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	VAR MILL 1"-2", VAR OVERLAY 1'
1/2/1977	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS PAVEMENT HAS AN EMULS
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC SURFACE COURSE (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 8023.000002 (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" Mill, 3" P-401
1/2/1977	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS PAVEMENT HAS AN EMULS
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC SURFACE COURSE (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 2,691.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 164945.0000 (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" Mill, 3" P-401
12/25/2002	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	UNKNOWN
1/1/1977	IMPORTED	OVERLAY	0.00	6.00	☑	1977: 6" P-401 OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	8.00	☑	EXISTING 8" P-211 ON 3.5" - 8" STABILIZED SUBGRADE
1/1/1969	IMPORTED	BUILT	0.00	2.00	☑	1969: 2" AC OVERLAY - GRADE B

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 211 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 227.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 12058.00000 (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	☑	2" Mill, 2" P-401
12/25/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 288.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 26159.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2.5" MILL, 4" OVERLAY, NEW PV
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P-401 OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	1.50	☑	ESISTING 1.5" P-401 ON 8" P-211
1/1/1980	IMPORTED	OVERLAY	0.00	0.00	☑	1980: 0" - 1" P-401 OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:**AC

L.C.D. 11/14/201 **Use:** TAXIWAY **Rank:** P **Length:** 1,290.00 (Ft) **Width:** 159.00 (Ft) **True Area:** 186792.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/14/2011	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211, 12" S-160, P-152
1/1/1983	IMPORTED	OVERLAY	0.00	0.00	☑	1983: P-401 OVERLAY
1/1/1983	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW B TAXIWAY B **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 19201.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1977	IMPORTED	OVERLAY	0.00	3.00	☑	1977: 3" AC OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	1.50	☑	EXISTING 1.5" P-401 ON 8" P-211
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE B)

Network: SARASOTA/BRADE **Branch:** TW C1 TAXIWAY C1 **Section:** 345 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 355.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 32704.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C2 TAXIWAY C2 **Section:** 340 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 295.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 36914.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 303 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 3,005.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 191641.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 894.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 49870.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	UNKNOWN
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 307 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 318.00 (Ft) **Width:** 92.00 (Ft) **True Area:** 38637.00001 (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	☑	2" Mill, 2" P-401
12/25/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	UNKNOWN
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 183.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 13872.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 330 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18094.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C3 TAXIWAY C3 **Section:** 315 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 294.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 35788.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C TAXIWAY C **Section:** 335 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 5,315.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 340865.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW C4 TAXIWAY C4 **Section:** 310 **Surface:**AC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 395.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 37673.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	UNKNOWN
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	1985 AC PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 1,375.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 88300.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 313.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 24545.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 425 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 290.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 32831.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
7/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 430 **Surface:**AC

L.C.D. 7/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 2,700.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 195052.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW D TAXIWAY D **Section:** 435 **Surface:**AC

L.C.D. 1/1/1992 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 6042.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORTED	BUILT	0.00	10.00	☑	1992: 10" P-401 PAVEMENT

Network: SARASOTA/BRADE **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 778.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 64597.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 173.00 (Ft) **Width:** 158.00 (Ft) **True Area:** 25962.00000 (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	☑	2" Mill, 2" P-401
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21519.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
1/1/1992	IMPORTED	BUILT	0.00	9.50	☑	1992: 9.5" P-401

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 1,801.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 94932.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	2.00	☑	1993: 2" P401 SURFACE ON 1" TO 4" P401 LEVELING COURSE
1/1/1993	IMPORTED	OVERLAY	0.00	3.00	☑	EXISTING 3" AC ON 6" BASE

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 625 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 25498.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 630 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,821.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 110224.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	UNKNOWN
1/1/1993	IMPORTED	BUILT	0.00	2.00	☑	1993: 2" P401 SURFACE ON 1" TO 4" P401 LEVELING COURSE
1/1/1993	IMPORTED	OVERLAY	0.00	3.00	☑	EXISTING 3" AC ON 6" BASE

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 635 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 98.00 (Ft) **True Area:** 16460.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW F TAXIWAY F **Section:** 645 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 121.00 (Ft) **Width:** 121.00 (Ft) **True Area:** 13980.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 1,127.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 75944.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AC

L.C.D. 7/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,254.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 85417.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW H TAXIWAY H **Section:** 810 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 24978.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY, P-401
12/25/2005	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW J TAXIWAY J **Section:** 1005 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 1,075.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 76394.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW J TAXIWAY J **Section:** 1010 **Surface:**AC

L.C.D. 7/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 381.00 (Ft) **Width:** 101.00 (Ft) **True Area:** 55392.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2012	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: SARASOTA/BRADE **Branch:** TW R3 TAXIWAY R3 **Section:** 1825 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 155.00 (Ft) **True Area:** 44574.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT
1/1/1980	IMPORTED	OVERLAY	0.00	3.00	☑	1980: 3" P401 AC OVERLAY
1/1/1969	IMPORTED	BUILT	0.00	3.00	☑	1969: 3" AC OVERLAY (GRADE "B")

Network: SARASOTA/BRADE **Branch:** TW R4 TAXIWAY R4 **Section:** 1835 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 18891.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1983	IMPORTED	OVERLAY	0.00	4.00	☑	1983: 4" P401
1/1/1980	IMPORTED	BUILT	0.00	11.00	☑	1980: 11" P211

Network: SARASOTA/BRADE **Branch:** TW R4 TAXIWAY R4 **Section:** 1840 **Surface:**AAC

L.C.D. 1/1/1993 **Use:** TAXIWAY **Rank:** P **Length:** 107.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 11151.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	OVERLAY	0.00	4.50	☑	1993: 4.5" P401 AC OVERLAY
1/1/1993	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING PAVEMENT
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983: 2" P401 AC OVERLAY

Network: SARASOTA/BRADE **Branch:** TW R5 TAXIWAY R5 **Section:** 1850 **Surface:**AC

L.C.D. 1/1/2023 **Use:** TAXIWAY **Rank:** P **Length:** 205.00 (Ft) **Width:** 118.00 (Ft) **True Area:** 29743.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2023	NC-AC	New Construction - AC	0.00	0.00	☑	5" P-401, 14" P-211, 6" P-154

Network: SARASOTA/BRADE **Branch:** TW T1 TAXIWAY T1 **Section:** 2005 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 18726.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Network: SARASOTA/BRADE **Branch:** TW T2 TAXIWAY T2 **Section:** 2010 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 6382.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-AC	New Construction - AC	0.00	0.00	☑	UNKNOWN

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	49	4,721,750.00	4.37	5.04
Complete Reconstruction - AC	3	236,607.00	0.00	0.00
Complete Reconstruction - PCC	1	3,900.00	0.00	0.00
Mill and Overlay	45	3,274,932.00	0.00	0.00
New Construction - AC	29	1,704,880.00	0.00	0.00
New Construction - Initial	12	859,794.00	0.00	0.00
New Construction - PCC	4	534,437.00	0.00	0.00
OVERLAY	72	7,242,511.00	3.01	1.66
Surface Treatment - Seal Coat	6	395,518.00	0.00	0.00

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP E	1	65.00	60.00	3,900.00	APRON	100.00	0.00	100.00
AP TERM	7	6,509.00	263.57	1,783,120.00	APRON	92.43	4.34	93.80
AP W	1	95.00	70.00	6,650.00	APRON	89.00	0.00	89.00
RW 14-32	14	17,500.00	87.50	1,425,000.00	RUNWAY	75.07	2.43	74.94
RW 4-22	2	9,718.00	75.00	728,746.00	RUNWAY	84.50	0.50	84.33
TL AP W	1	2,600.00	75.00	100,722.00	TAXILANE	74.00	0.00	74.00
TL NE	4	6,240.00	21.25	157,248.00	TAXILANE	80.50	7.12	78.46
TW A	9	9,822.00	86.56	847,326.00	TAXIWAY	72.67	8.10	71.17
TW A1	1	240.00	140.00	38,481.00	TAXIWAY	80.00	0.00	80.00
TW A10	1	240.00	140.00	38,539.00	TAXIWAY	85.00	0.00	85.00
TW A2	1	271.00	90.00	35,555.00	TAXIWAY	67.00	0.00	67.00
TW A3	2	447.00	112.00	54,195.00	TAXIWAY	68.00	3.00	66.75
TW A4	1	288.00	90.00	38,808.00	TAXIWAY	54.00	0.00	54.00
TW A7	1	281.00	95.00	35,813.00	TAXIWAY	55.00	0.00	55.00
TW A9	2	437.00	69.00	35,876.00	TAXIWAY	73.00	1.00	72.60
TW AP DO	2	420.00	55.00	27,073.00	TAXIWAY	60.50	11.50	61.35
TW AP E	1	483.00	48.00	28,727.00	TAXIWAY	100.00	0.00	100.00
TW B	7	5,071.00	84.14	440,000.00	TAXIWAY	90.86	11.74	85.61
TW B1	2	291.00	80.00	31,490.00	TAXIWAY	94.50	5.50	95.42
TW C	6	9,890.00	75.33	652,979.00	TAXIWAY	77.83	13.37	67.08
TW C1	1	355.00	80.00	32,704.00	TAXIWAY	65.00	0.00	65.00
TW C2	1	295.00	100.00	36,914.00	TAXIWAY	66.00	0.00	66.00
TW C3	1	294.00	100.00	35,788.00	TAXIWAY	73.00	0.00	73.00
TW C4	1	395.00	80.00	37,673.00	TAXIWAY	72.00	0.00	72.00
TW D	5	4,738.00	79.00	346,770.00	TAXIWAY	77.80	9.62	77.89
TW E	2	951.00	109.00	90,559.00	TAXIWAY	83.00	17.00	75.75
TW F	6	4,373.00	74.00	282,613.00	TAXIWAY	67.50	11.59	64.51
TW G	1	1,127.00	50.00	75,944.00	TAXIWAY	77.00	0.00	77.00
TW H	2	1,449.00	72.50	110,395.00	TAXIWAY	86.00	5.00	83.26
TW J	2	1,456.00	80.50	131,786.00	TAXIWAY	73.00	5.00	72.20
TW R3	1	300.00	155.00	44,574.00	TAXIWAY	23.00	0.00	23.00
TW R4	2	247.00	70.00	30,042.00	TAXIWAY	51.00	8.00	48.94
TW R5	1	205.00	118.00	29,743.00	TAXIWAY	100.00	0.00	100.00
TW T1	1	170.00	95.00	18,726.00	TAXIWAY	66.00	0.00	66.00
TW T2	1	170.00	30.00	6,382.00	TAXIWAY	65.00	0.00	65.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	9	1,793,670.00	92.89	4.70	93.80
RUNWAY	16	2,153,746.00	76.25	3.86	78.12
TAXILANE	5	257,970.00	79.20	6.88	76.72
TAXIWAY	64	3,615,475.00	74.64	15.54	72.47
ALL	94	7,820,861.00	76.90	14.14	79.05

Pavement Database: FDOT *NetworkId: SRQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4210	7/1/2021	PCC	APRON	P	0	3,900.00	7/1/2021	0	100
AP TERM	4105	1/1/1989	PCC	APRON	P	0	685,188.00	5/23/2022	33	93
AP TERM	4110	1/1/1983	PCC	APRON	P	0	422,965.00	5/23/2022	39	93
AP TERM	4115	1/1/1989	PCC	APRON	P	0	35,200.00	5/23/2022	33	91
AP TERM	4120	1/1/1989	PCC	APRON	P	0	70,800.00	5/23/2022	33	87
AP TERM	4125	1/1/1989	PCC	APRON	P	0	45,080.00	5/23/2022	33	87
AP TERM	4130	1/1/1984	PCC	APRON	P	0	368,000.00	5/23/2022	38	96
AP TERM	4135	1/1/2023	PCC	APRON	P	0	155,887.00	1/1/2023	0	100
AP W	4610	1/1/1998	PCC	APRON	P	0	6,650.00	5/23/2022	24	89
RW 14-32	6102	1/1/2001	AC	RUNWAY	P	0	115,000.00	5/23/2022	21	70
RW 14-32	6105	1/1/2007	AAC	RUNWAY	P	0	100,000.00	5/23/2022	15	75
RW 14-32	6108	1/1/2001	AC	RUNWAY	P	0	57,500.00	5/23/2022	21	76
RW 14-32	6110	1/1/2007	AAC	RUNWAY	P	0	50,000.00	5/23/2022	15	75
RW 14-32	6115	1/1/2007	AAC	RUNWAY	P	0	50,000.00	5/23/2022	15	72
RW 14-32	6120	1/1/2007	AAC	RUNWAY	P	0	25,000.00	5/23/2022	15	81
RW 14-32	6125	1/1/2007	AAC	RUNWAY	P	0	400,500.00	5/23/2022	15	76
RW 14-32	6130	1/1/2007	AAC	RUNWAY	P	0	200,250.00	5/23/2022	15	75
RW 14-32	6135	1/1/2007	AAC	RUNWAY	P	0	50,000.00	5/23/2022	15	75
RW 14-32	6140	1/1/2007	AAC	RUNWAY	P	0	25,000.00	5/23/2022	15	76
RW 14-32	6145	1/1/2007	AAC	RUNWAY	P	0	100,000.00	5/23/2022	15	74
RW 14-32	6150	1/1/2007	AAC	RUNWAY	P	0	50,000.00	5/23/2022	15	77
RW 14-32	6155	1/1/2001	AC	RUNWAY	P	0	134,500.00	5/23/2022	21	76
RW 14-32	6160	1/1/2001	AC	RUNWAY	P	0	67,250.00	5/23/2022	21	73
RW 4-22	6205	1/1/2010	AAC	RUNWAY	P	0	485,831.00	5/23/2022	12	84
RW 4-22	6210	1/1/2010	AAC	RUNWAY	P	0	242,915.00	5/23/2022	12	85
TL AP W	4605	1/1/1998	AC	TAXILANE	P	0	100,722.00	5/23/2022	24	74
TL NE	3005	7/1/2006	AC	TAXILANE	P	0	55,325.00	5/23/2022	16	83
TL NE	3010	1/1/2003	AAC	TAXILANE	P	0	43,681.00	5/23/2022	19	75
TL NE	3015	6/1/2018	AC	TAXILANE	P	0	12,142.00	5/23/2022	4	91
TL NE	3020	1/1/1998	AC	TAXILANE	P	0	46,100.00	5/23/2022	24	73
TW A	103	1/1/2001	AC	TAXIWAY	P	0	110,514.00	5/23/2022	21	59
TW A	105	1/1/2010	AAC	TAXIWAY	P	0	115,985.00	5/23/2022	12	73
TW A	110	1/1/2010	AAC	TAXIWAY	P	0	119,270.00	5/23/2022	12	74
TW A	115	1/1/2010	AAC	TAXIWAY	P	0	20,371.00	5/23/2022	12	76
TW A	120	1/1/2010	AAC	TAXIWAY	P	0	193,796.00	5/23/2022	12	71
TW A	125	1/1/2010	AAC	TAXIWAY	P	0	102,225.00	5/23/2022	12	59
TW A	126	1/1/2001	AC	TAXIWAY	P	0	30,753.00	5/23/2022	21	79
TW A	128	1/1/2002	AC	TAXIWAY	P	0	124,368.00	5/23/2022	20	83
TW A	195	1/1/2001	AC	TAXIWAY	P	0	30,044.00	5/23/2022	21	80
TW A1	190	1/1/2002	AC	TAXIWAY	P	0	38,481.00	5/23/2022	20	80
TW A10	127	1/1/2001	AC	TAXIWAY	P	0	38,539.00	5/23/2022	21	85
TW A2	185	1/1/1993	AAC	TAXIWAY	P	0	35,555.00	5/23/2022	29	67
TW A3	175	1/1/2010	AAC	TAXIWAY	P	0	38,350.00	5/23/2022	12	65
TW A3	180	1/1/2010	AAC	TAXIWAY	P	0	15,845.00	5/23/2022	12	71
TW A4	170	1/1/2010	AAC	TAXIWAY	P	0	38,808.00	5/23/2022	12	54
TW A7	155	1/1/2010	AAC	TAXIWAY	P	0	35,813.00	5/23/2022	12	55
TW A9	130	1/1/2010	AAC	TAXIWAY	P	0	10,830.00	5/23/2022	12	74
TW A9	135	1/1/2001	AAC	TAXIWAY	P	0	25,046.00	5/23/2022	21	72
TW AP DOLP	122	1/1/1993	AC	TAXIWAY	P	0	12,538.00	5/23/2022	29	49

TW AP DOLP	124	1/1/1993	AAC	TAXIWAY	P	0	14,535.00	5/23/2022	29	72
TW AP E	602	7/1/2021	AAC	TAXIWAY	P	0	28,727.00	7/1/2021	0	100
TW B	203	7/1/2021	AAC	TAXIWAY	P	0	22,822.00	7/1/2021	0	100
TW B	205	7/1/2021	AAC	TAXIWAY	P	0	8,023.00	7/1/2021	0	100
TW B	210	7/1/2021	AAC	TAXIWAY	P	0	164,945.00	7/1/2021	0	100
TW B	211	7/1/2021	AAC	TAXIWAY	P	0	12,058.00	7/1/2021	0	100
TW B	215	1/1/2010	AAC	TAXIWAY	P	0	26,159.00	5/23/2022	12	89
TW B	225	11/14/2011	AC	TAXIWAY	P	0	186,792.00	5/23/2022	11	70
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	19,201.00	5/23/2022	12	77
TW B1	260	7/1/2021	AAC	TAXIWAY	P	0	18,379.00	7/1/2021	0	100
TW B1	265	1/1/2010	AAC	TAXIWAY	P	0	13,111.00	5/23/2022	12	89
TW C	303	1/1/2002	AC	TAXIWAY	P	0	191,641.00	5/23/2022	20	68
TW C	305	1/1/2002	AAC	TAXIWAY	P	0	49,870.00	5/23/2022	20	68
TW C	307	7/1/2021	AAC	TAXIWAY	P	0	38,637.00	7/1/2021	0	100
TW C	320	1/1/2010	AAC	TAXIWAY	P	0	13,872.00	5/23/2022	12	84
TW C	330	1/1/2010	AAC	TAXIWAY	P	0	18,094.00	5/23/2022	12	86
TW C	335	1/1/2004	AC	TAXIWAY	P	0	340,865.00	5/23/2022	18	61
TW C1	345	1/1/2004	AC	TAXIWAY	P	0	32,704.00	5/23/2022	18	65
TW C2	340	1/1/2004	AC	TAXIWAY	P	0	36,914.00	5/23/2022	18	66
TW C3	315	1/1/2002	AC	TAXIWAY	P	0	35,788.00	5/23/2022	20	73
TW C4	310	1/1/2002	AC	TAXIWAY	P	0	37,673.00	5/23/2022	20	72
TW D	405	1/1/2001	AC	TAXIWAY	P	0	88,300.00	5/23/2022	21	72
TW D	415	1/1/2010	AAC	TAXIWAY	P	0	24,545.00	5/23/2022	12	87
TW D	425	1/1/2010	AAC	TAXIWAY	P	0	32,831.00	5/23/2022	12	89
TW D	430	7/1/2004	AC	TAXIWAY	P	0	195,052.00	5/23/2022	18	78
TW D	435	1/1/1992	AC	TAXIWAY	P	0	6,042.00	5/23/2022	30	63
TW E	505	1/1/2004	AC	TAXIWAY	P	0	64,597.00	5/23/2022	18	66
TW E	510	7/1/2021	AAC	TAXIWAY	P	0	25,962.00	7/1/2021	0	100
TW F	605	1/1/2010	AAC	TAXIWAY	P	0	21,519.00	5/23/2022	12	76
TW F	610	1/1/1993	AAC	TAXIWAY	P	0	94,932.00	5/23/2022	29	51
TW F	625	1/1/2004	AC	TAXIWAY	P	0	25,498.00	5/23/2022	18	55
TW F	630	1/1/2010	AAC	TAXIWAY	P	0	110,224.00	5/23/2022	12	73
TW F	635	1/1/2005	AC	TAXIWAY	P	0	16,460.00	5/23/2022	17	84
TW F	645	1/1/2004	AC	TAXIWAY	P	0	13,980.00	5/23/2022	18	66
TW G	705	1/1/2009	AC	TAXIWAY	P	0	75,944.00	5/23/2022	13	77
TW H	805	7/1/2004	AC	TAXIWAY	P	0	85,417.00	5/23/2022	18	81
TW H	810	1/1/2010	AAC	TAXIWAY	P	0	24,978.00	5/23/2022	12	91
TW J	1005	1/1/2005	AC	TAXIWAY	P	0	76,394.00	5/23/2022	17	68
TW J	1010	7/1/2012	AC	TAXIWAY	P	0	55,392.00	5/23/2022	10	78
TW R3	1825	1/1/1993	AAC	TAXIWAY	P	0	44,574.00	5/23/2022	29	23
TW R4	1835	1/1/1993	AAC	TAXIWAY	P	0	18,891.00	5/23/2022	29	43
TW R4	1840	1/1/1993	AAC	TAXIWAY	P	0	11,151.00	5/23/2022	29	59
TW R5	1850	1/1/2023	AC	TAXIWAY	P	0	29,743.00	1/1/2023	0	100
TW T1	2005	1/1/1998	AC	TAXIWAY	P	0	18,726.00	5/23/2022	24	66
TW T2	2010	1/1/1998	AC	TAXIWAY	P	0	6,382.00	5/23/2022	24	65

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		509,083.00	11	100.00	0.00	100.00
03-05	4	12,142.00	1	91.00	0.00	91.00
06-10	10	55,392.00	1	78.00	0.00	78.00
11-15	13	3,038,059.00	34	76.03	8.85	76.18
16-20	19	1,464,708.00	18	71.78	8.13	70.78
21-25	22	876,026.00	15	73.93	7.35	72.38
26-30	29	238,218.00	8	53.38	14.63	49.37
31-35	33	836,268.00	4	89.50	2.60	92.08
36-40	39	790,965.00	2	94.50	1.50	94.40
ALL	17	7,820,861.00	94	76.90	14.14	79.05

Appendix B: Maintenance and Rehabilitation Planning Needs

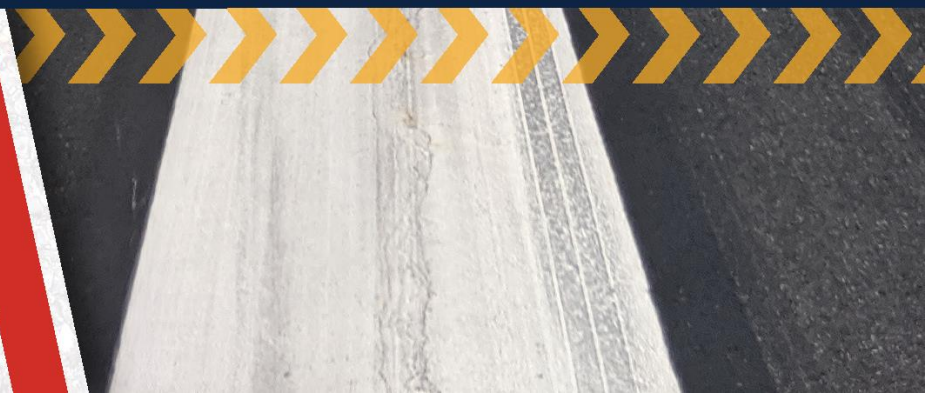


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

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
SRQ	RW 4-22	6205	WEATHERING	Medium	21,620	SF	4.5%	Preventive	Surface Seal	21,619	SF	$ 0.75	$ 16,220
SRQ	RW 4-22	6210	RAVELING	Low	607	SF	0.3%	Preventive	Surface Seal	607	SF	$ 0.75	$ 460
SRQ	RW 4-22	6210	WEATHERING	Medium	9,109	SF	3.8%	Preventive	Surface Seal	9,110	SF	$ 0.75	$ 6,840
SRQ	RW 14-32	6105	L & T CR	Medium	240	LF	0.2%	Preventive	AC Crack Sealing	240	LF	$ 4.00	$ 960
SRQ	RW 14-32	6105	WEATHERING	Medium	15,168	SF	15.2%	Preventive	Surface Seal	15,169	SF	$ 0.75	$ 11,380
SRQ	RW 14-32	6108	WEATHERING	Medium	57,500	SF	100.0%	Preventive	Surface Seal	57,500	SF	$ 0.75	$ 43,130
SRQ	RW 14-32	6110	WEATHERING	Medium	2,500	SF	5.0%	Preventive	Surface Seal	2,501	SF	$ 0.75	$ 1,880
SRQ	RW 14-32	6115	L & T CR	Medium	350	LF	0.7%	Preventive	AC Crack Sealing	350	LF	$ 4.00	$ 1,400
SRQ	RW 14-32	6115	WEATHERING	Medium	7,500	SF	15.0%	Preventive	Surface Seal	7,500	SF	$ 0.75	$ 5,630
SRQ	RW 14-32	6120	WEATHERING	Medium	1,248	SF	5.0%	Preventive	Surface Seal	1,248	SF	$ 0.75	$ 940
SRQ	RW 14-32	6125	L & T CR	Medium	626	LF	0.2%	Preventive	AC Crack Sealing	626	LF	$ 4.00	$ 2,510
SRQ	RW 14-32	6125	RAVELING	Low	401	SF	0.1%	Preventive	Surface Seal	400	SF	$ 0.75	$ 310
SRQ	RW 14-32	6125	WEATHERING	Medium	60,035	SF	15.0%	Preventive	Surface Seal	60,035	SF	$ 0.75	$ 45,030
SRQ	RW 14-32	6130	L & T CR	Medium	57	LF	0.0%	Preventive	AC Crack Sealing	57	LF	$ 4.00	$ 230
SRQ	RW 14-32	6130	WEATHERING	Medium	10,012	SF	5.0%	Preventive	Surface Seal	10,013	SF	$ 0.75	$ 7,510
SRQ	RW 14-32	6135	WEATHERING	Medium	5,000	SF	10.0%	Preventive	Surface Seal	5,000	SF	$ 0.75	$ 3,750
SRQ	RW 14-32	6140	WEATHERING	Medium	3,750	SF	15.0%	Preventive	Surface Seal	3,750	SF	$ 0.75	$ 2,820
SRQ	RW 14-32	6145	L & T CR	Medium	72	LF	0.1%	Preventive	AC Crack Sealing	72	LF	$ 4.00	$ 290
SRQ	RW 14-32	6145	WEATHERING	Medium	15,000	SF	15.0%	Preventive	Surface Seal	15,000	SF	$ 0.75	$ 11,250
SRQ	RW 14-32	6150	WEATHERING	Medium	5,000	SF	10.0%	Preventive	Surface Seal	5,000	SF	$ 0.75	$ 3,750
SRQ	RW 14-32	6155	WEATHERING	Medium	98,185	SF	73.0%	Preventive	Surface Seal	98,185	SF	$ 0.75	$ 73,640
SRQ	RW 14-32	6160	RAVELING	Low	63	SF	0.1%	Preventive	Surface Seal	62	SF	$ 0.75	$ 50
SRQ	RW 14-32	6160	WEATHERING	Medium	10,603	SF	15.8%	Preventive	Surface Seal	10,604	SF	$ 0.75	$ 7,960
SRQ	TW A	105	L & T CR	Medium	134	LF	0.1%	Preventive	AC Crack Sealing	134	LF	$ 4.00	$ 540
SRQ	TW A	105	WEATHERING	Medium	43,310	SF	37.3%	Preventive	Surface Seal	43,310	SF	$ 0.75	$ 32,490
SRQ	TW A	110	WEATHERING	Medium	11,930	SF	10.0%	Preventive	Surface Seal	11,930	SF	$ 0.75	$ 8,950
SRQ	TW A	115	WEATHERING	Medium	1,017	SF	5.0%	Preventive	Surface Seal	1,017	SF	$ 0.75	$ 770
SRQ	TW A	120	L & T CR	Medium	406	LF	0.2%	Preventive	AC Crack Sealing	406	LF	$ 4.00	$ 1,630
SRQ	TW A	120	SWELLING	Medium	222	SF	0.1%	Preventive	AC Full-Depth Patching	285	SF	$ 18.75	$ 5,360
SRQ	TW A	120	WEATHERING	Medium	17,999	SF	9.3%	Preventive	Surface Seal	17,999	SF	$ 0.75	$ 13,500
SRQ	TW A	126	WEATHERING	Medium	8,387	SF	27.3%	Preventive	Surface Seal	8,387	SF	$ 0.75	$ 6,300
SRQ	TW A	128	WEATHERING	Medium	20,711	SF	16.7%	Preventive	Surface Seal	20,711	SF	$ 0.75	$ 15,540
SRQ	TW A	195	RAVELING	Low	3,003	SF	10.0%	Preventive	Surface Seal	3,003	SF	$ 0.75	$ 2,260
SRQ	TW A1	190	RAVELING	Low	3,848	SF	10.0%	Preventive	Surface Seal	3,848	SF	$ 0.75	$ 2,890
SRQ	TW A10	127	WEATHERING	Medium	3,852	SF	10.0%	Preventive	Surface Seal	3,852	SF	$ 0.75	$ 2,890
SRQ	TW A3	180	WEATHERING	Medium	1,584	SF	10.0%	Preventive	Surface Seal	1,585	SF	$ 0.75	$ 1,190
SRQ	TW A9	130	WEATHERING	Medium	1,083	SF	10.0%	Preventive	Surface Seal	1,083	SF	$ 0.75	$ 820
SRQ	TW A9	135	WEATHERING	Medium	3,755	SF	15.0%	Preventive	Surface Seal	3,756	SF	$ 0.75	$ 2,820
SRQ	TW AP DOLP	124	WEATHERING	Medium	14,535	SF	100.0%	Preventive	Surface Seal	14,535	SF	$ 0.75	$ 10,910
SRQ	TW B	215	WEATHERING	Medium	2,616	SF	10.0%	Preventive	Surface Seal	2,616	SF	$ 0.75	$ 1,970
SRQ	TW B	230	WEATHERING	Medium	962	SF	5.0%	Preventive	Surface Seal	962	SF	$ 0.75	$ 730
SRQ	TW B1	265	WEATHERING	Medium	312	SF	2.4%	Preventive	Surface Seal	312	SF	$ 0.75	$ 240
SRQ	TW C	320	WEATHERING	Medium	1,619	SF	11.7%	Preventive	Surface Seal	1,619	SF	$ 0.75	$ 1,220
SRQ	TW C	330	WEATHERING	Medium	905	SF	5.0%	Preventive	Surface Seal	905	SF	$ 0.75	$ 680

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
SRQ	TW C3	315	L & T CR	Medium	298	LF	0.8%	Preventive	AC Crack Sealing	298	LF	$ 4.00	$ 1,200
SRQ	TW C3	315	WEATHERING	Medium	3,579	SF	10.0%	Preventive	Surface Seal	3,579	SF	$ 0.75	$ 2,690
SRQ	TW C4	310	L & T CR	Medium	94	LF	0.3%	Preventive	AC Crack Sealing	94	LF	$ 4.00	$ 380
SRQ	TW C4	310	WEATHERING	Medium	3,767	SF	10.0%	Preventive	Surface Seal	3,767	SF	$ 0.75	$ 2,830
SRQ	TW D	405	RAVELING	Low	5,900	SF	6.7%	Preventive	Surface Seal	5,900	SF	$ 0.75	$ 4,430
SRQ	TW D	405	WEATHERING	Medium	82,400	SF	93.3%	Preventive	Surface Seal	82,400	SF	$ 0.75	$ 61,800
SRQ	TW D	415	WEATHERING	Medium	721	SF	2.9%	Preventive	Surface Seal	721	SF	$ 0.75	$ 550
SRQ	TW D	425	WEATHERING	Medium	3,283	SF	10.0%	Preventive	Surface Seal	3,283	SF	$ 0.75	$ 2,470
SRQ	TW D	430	L & T CR	Medium	355	LF	0.2%	Preventive	AC Crack Sealing	355	LF	$ 4.00	$ 1,420
SRQ	TW D	430	WEATHERING	Medium	19,505	SF	10.0%	Preventive	Surface Seal	19,505	SF	$ 0.75	$ 14,630
SRQ	TW F	630	L & T CR	Medium	75	LF	0.1%	Preventive	AC Crack Sealing	75	LF	$ 4.00	$ 300
SRQ	TW F	630	WEATHERING	Medium	1,875	SF	1.7%	Preventive	Surface Seal	1,875	SF	$ 0.75	$ 1,410
SRQ	TW F	635	WEATHERING	Medium	2,470	SF	15.0%	Preventive	Surface Seal	2,469	SF	$ 0.75	$ 1,860
SRQ	TW G	705	RAVELING	Low	9,926	SF	13.1%	Preventive	Surface Seal	9,927	SF	$ 0.75	$ 7,450
SRQ	TW G	705	WEATHERING	Medium	15,187	SF	20.0%	Preventive	Surface Seal	15,187	SF	$ 0.75	$ 11,400
SRQ	TW H	805	WEATHERING	Medium	7,030	SF	8.2%	Preventive	Surface Seal	7,030	SF	$ 0.75	$ 5,280
SRQ	TW H	810	WEATHERING	Medium	1,247	SF	5.0%	Preventive	Surface Seal	1,247	SF	$ 0.75	$ 940
SRQ	TL AP W	4605	RAVELING	Low	10,071	SF	10.0%	Preventive	Surface Seal	10,071	SF	$ 0.75	$ 7,560
SRQ	TL NE	3005	WEATHERING	Medium	2,766	SF	5.0%	Preventive	Surface Seal	2,766	SF	$ 0.75	$ 2,080
SRQ	TL NE	3010	RAVELING	Low	1,808	SF	4.1%	Preventive	Surface Seal	1,808	SF	$ 0.75	$ 1,360
SRQ	TL NE	3010	WEATHERING	Medium	4,918	SF	11.3%	Preventive	Surface Seal	4,918	SF	$ 0.75	$ 3,690
SRQ	TL NE	3020	RAVELING	Low	4,528	SF	9.8%	Preventive	Surface Seal	4,527	SF	$ 0.75	$ 3,400
SRQ	AP TERM	4105	JT SEAL DMG	Low	1,982	Slabs	60.0%	Preventive	PCC Joint Seal	72,399	LF	$ 4.25	$ 307,700
SRQ	AP TERM	4105	JT SEAL DMG	High	324	Slabs	9.8%	Preventive	PCC Joint Seal	11,820	LF	$ 4.25	$ 50,240
SRQ	AP TERM	4105	SMALL PATCH	Medium	13	Slabs	0.4%	Preventive	PCC Partial-Depth Patching	37	SF	$ 169.00	$ 6,140
SRQ	AP TERM	4105	JOINT SPALL	Medium	27	Slabs	0.8%	Preventive	PCC Partial-Depth Patching	174	SF	$ 169.00	$ 29,440
SRQ	AP TERM	4105	CORNER SPALL	Medium	27	Slabs	0.8%	Preventive	PCC Partial-Depth Patching	72	SF	$ 169.00	$ 12,270
SRQ	AP TERM	4110	JT SEAL DMG	Medium	400	Slabs	37.8%	Preventive	PCC Joint Seal	15,178	LF	$ 4.25	$ 64,510
SRQ	AP TERM	4110	JT SEAL DMG	High	213	Slabs	20.2%	Preventive	PCC Joint Seal	8,095	LF	$ 4.25	$ 34,410
SRQ	AP TERM	4115	JT SEAL DMG	Medium	88	Slabs	100.0%	Preventive	PCC Joint Seal	3,180	LF	$ 4.25	$ 13,520
SRQ	AP TERM	4120	JT SEAL DMG	Low	89	Slabs	50.0%	Preventive	PCC Joint Seal	3,070	LF	$ 4.25	$ 13,050
SRQ	AP TERM	4120	JT SEAL DMG	Medium	89	Slabs	50.0%	Preventive	PCC Joint Seal	3,070	LF	$ 4.25	$ 13,050
SRQ	AP TERM	4120	SMALL PATCH	Medium	7	Slabs	4.2%	Preventive	PCC Partial-Depth Patching	19	SF	$ 169.00	$ 3,360
SRQ	AP TERM	4120	JOINT SPALL	Medium	4	Slabs	2.1%	Preventive	PCC Partial-Depth Patching	24	SF	$ 169.00	$ 4,030
SRQ	AP TERM	4120	CORNER SPALL	Medium	4	Slabs	2.1%	Preventive	PCC Partial-Depth Patching	10	SF	$ 169.00	$ 1,680
SRQ	AP TERM	4125	JT SEAL DMG	Low	109	Slabs	50.0%	Preventive	PCC Joint Seal	2,552	LF	$ 4.25	$ 10,850
SRQ	AP TERM	4125	JOINT SPALL	Medium	5	Slabs	2.1%	Preventive	PCC Partial-Depth Patching	29	SF	$ 169.00	$ 4,940
SRQ	AP TERM	4130	JT SEAL DMG	Low	184	Slabs	20.0%	Preventive	PCC Joint Seal	8,498	LF	$ 4.25	$ 36,120
SRQ	AP TERM	4130	JT SEAL DMG	Medium	184	Slabs	20.0%	Preventive	PCC Joint Seal	8,498	LF	$ 4.25	$ 36,120
SRQ	AP W	4610	JT SEAL DMG	Medium	74	Slabs	100.0%	Preventive	PCC Joint Seal	1,239	LF	$ 4.25	$ 5,270
SRQ	TW A4	170	SLIPPAGE CR	N/A	154	SF	0.4%	Stopgap	AC Full-Depth Patching	208	SF	$ 18.75	$ 3,910
SRQ	TW R3	1825	ALLIGATOR CR	Medium	4,716	SF	10.6%	Stopgap	AC Full-Depth Patching	4,997	SF	$ 18.75	$ 93,690
SRQ	TW R4	1835	ALLIGATOR CR	Medium	143	SF	0.8%	Stopgap	AC Full-Depth Patching	195	SF	$ 18.75	$ 3,660

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

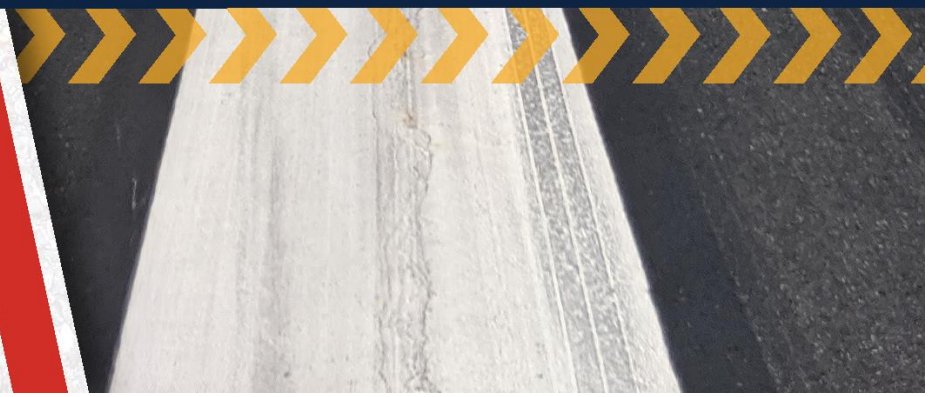
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	SRQ	RW 14-32	6102	AC	115,000	68	AC Rehabilitation	$ 1,610,000
2023	SRQ	RW 14-32	6115	AAC	50,000	70	AC Rehabilitation	$ 700,000
2023	SRQ	TW A	103	AC	110,514	58	AC Rehabilitation	$ 1,548,000
2023	SRQ	TW A	120	AAC	193,796	69	AC Rehabilitation	$ 2,714,000
2023	SRQ	TW A	125	AAC	102,225	58	AC Rehabilitation	$ 1,432,000
2023	SRQ	TW A2	185	AAC	35,555	65	AC Rehabilitation	$ 498,000
2023	SRQ	TW A3	175	AAC	38,350	63	AC Rehabilitation	$ 537,000
2023	SRQ	TW A3	180	AAC	15,845	69	AC Rehabilitation	$ 222,000
2023	SRQ	TW A4	170	AAC	38,808	53	AC Reconstruction	$ 1,184,000
2023	SRQ	TW A7	155	AAC	35,813	54	AC Reconstruction	$ 1,010,000
2023	SRQ	TW AP DOLP	122	AC	12,538	48	AC Reconstruction	$ 383,000
2023	SRQ	TW B	225	AC	186,792	69	AC Rehabilitation	$ 2,616,000
2023	SRQ	TW C	303	AC	191,641	67	AC Rehabilitation	$ 2,683,000
2023	SRQ	TW C	305	AAC	49,870	66	AC Rehabilitation	$ 699,000
2023	SRQ	TW C	335	AC	340,865	60	AC Rehabilitation	$ 4,772,000
2023	SRQ	TW C1	345	AC	32,704	64	AC Rehabilitation	$ 458,000
2023	SRQ	TW C2	340	AC	36,914	65	AC Rehabilitation	$ 517,000
2023	SRQ	TW D	435	AC	6,042	62	AC Rehabilitation	$ 85,000
2023	SRQ	TW E	505	AC	64,597	65	AC Rehabilitation	$ 905,000
2023	SRQ	TW F	610	AAC	94,932	50	AC Reconstruction	$ 2,896,000
2023	SRQ	TW F	625	AC	25,498	54	AC Reconstruction	$ 766,000
2023	SRQ	TW F	645	AC	13,980	65	AC Rehabilitation	$ 196,000
2023	SRQ	TW J	1005	AC	76,394	67	AC Rehabilitation	$ 1,070,000
2023	SRQ	TW R3	1825	AAC	44,574	19	AC Reconstruction	$ 1,360,000
2023	SRQ	TW R4	1835	AAC	18,891	42	AC Reconstruction	$ 577,000
2023	SRQ	TW R4	1840	AAC	11,151	58	AC Rehabilitation	$ 157,000
2023	SRQ	TW T1	2005	AC	18,726	65	AC Rehabilitation	$ 263,000
2023	SRQ	TW T2	2010	AC	6,382	64	AC Rehabilitation	$ 90,000
2024	SRQ	RW 14-32	6145	AAC	100,000	70	AC Rehabilitation	$ 1,470,000
2024	SRQ	RW 14-32	6160	AC	67,250	70	AC Rehabilitation	$ 989,000

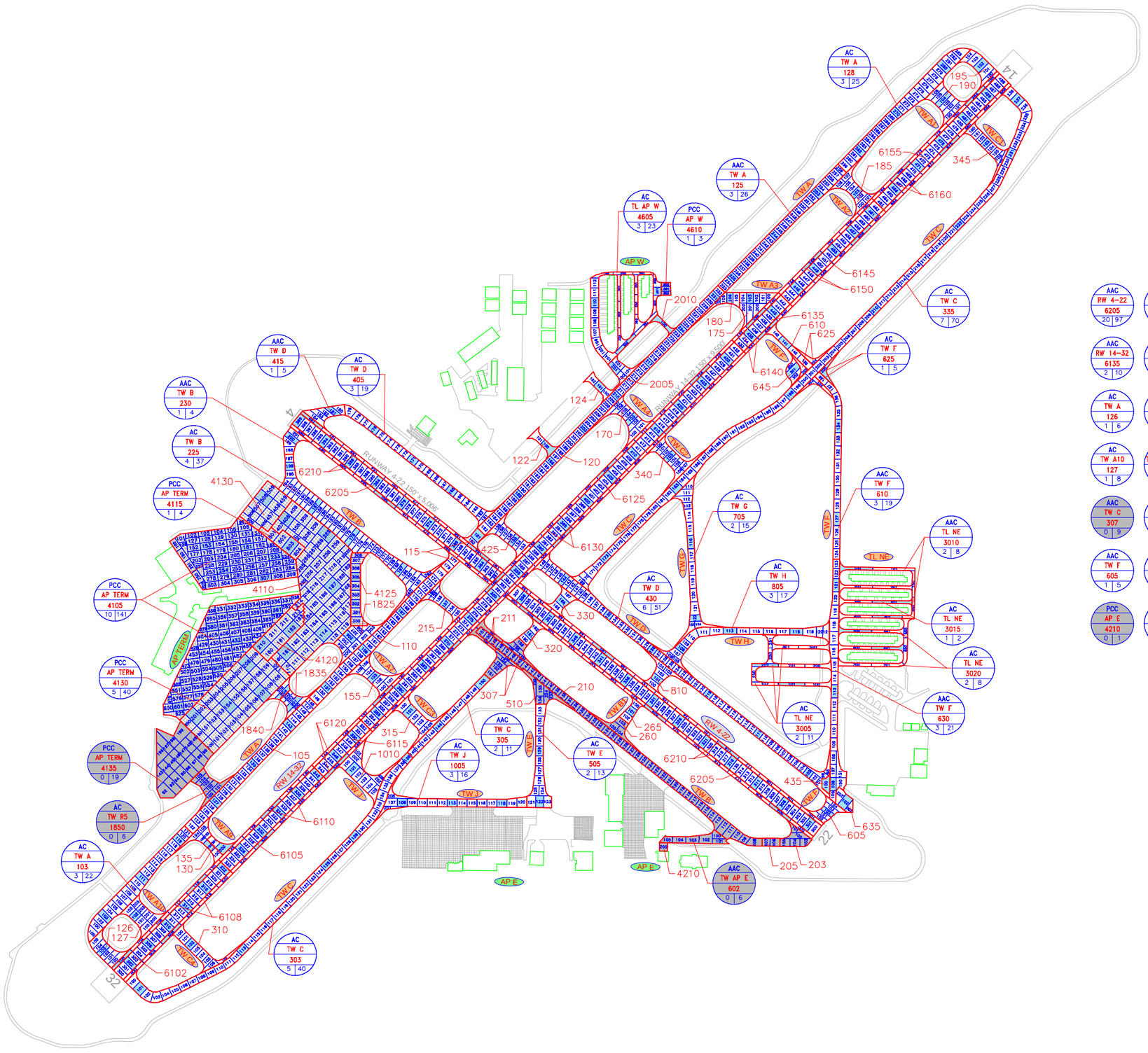
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	SRQ	TW A	105	AAC	115,985	69	AC Rehabilitation	$ 1,705,000
2024	SRQ	TW A9	135	AAC	25,046	68	AC Rehabilitation	$ 369,000
2024	SRQ	TW AP DOLP	124	AAC	14,535	68	AC Rehabilitation	$ 214,000
2024	SRQ	TW C4	310	AC	37,673	70	AC Rehabilitation	$ 554,000
2024	SRQ	TW D	405	AC	88,300	70	AC Rehabilitation	$ 1,298,000
2024	SRQ	TW F	630	AAC	110,224	69	AC Rehabilitation	$ 1,621,000
2025	SRQ	RW 14-32	6105	AAC	100,000	69	AC Rehabilitation	$ 1,544,000
2025	SRQ	RW 14-32	6110	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6125	AAC	400,500	70	AC Rehabilitation	$ 6,182,000
2025	SRQ	RW 14-32	6130	AAC	200,250	69	AC Rehabilitation	$ 3,091,000
2025	SRQ	RW 14-32	6135	AAC	50,000	69	AC Rehabilitation	$ 772,000
2025	SRQ	RW 14-32	6140	AAC	25,000	70	AC Rehabilitation	$ 386,000
2025	SRQ	TW A	110	AAC	119,270	68	AC Rehabilitation	$ 1,841,000
2025	SRQ	TW A9	130	AAC	10,830	68	AC Rehabilitation	$ 168,000
2025	SRQ	TW C3	315	AC	35,788	69	AC Rehabilitation	$ 553,000
2025	SRQ	TL NE	3010	AAC	43,681	69	AC Rehabilitation	$ 675,000
2025	SRQ	TL NE	3020	AC	46,100	69	AC Rehabilitation	$ 712,000
2026	SRQ	RW 14-32	6108	AC	57,500	70	AC Rehabilitation	$ 932,000
2026	SRQ	RW 14-32	6150	AAC	50,000	69	AC Rehabilitation	$ 811,000
2026	SRQ	RW 14-32	6155	AC	134,500	70	AC Rehabilitation	$ 2,180,000
2026	SRQ	TW A	115	AAC	20,371	68	AC Rehabilitation	$ 331,000
2026	SRQ	TW B	230	AAC	19,201	69	AC Rehabilitation	$ 312,000
2026	SRQ	TW F	605	AAC	21,519	68	AC Rehabilitation	$ 349,000
2026	SRQ	TL AP W	4605	AC	100,722	69	AC Rehabilitation	$ 1,633,000
2028	SRQ	RW 14-32	6120	AAC	25,000	69	AC Rehabilitation	$ 447,000
2028	SRQ	TW G	705	AC	75,944	70	AC Rehabilitation	$ 1,357,000
2029	SRQ	TW A	126	AC	30,753	70	AC Rehabilitation	$ 577,000
2029	SRQ	TW C	320	AAC	13,872	70	AC Rehabilitation	$ 261,000
2029	SRQ	TW D	430	AC	195,052	69	AC Rehabilitation	$ 3,660,000
2029	SRQ	TW J	1010	AC	55,392	69	AC Rehabilitation	$ 1,040,000
2030	SRQ	RW 4-22	6205	AAC	485,831	68	AC Rehabilitation	$ 9,571,000
2030	SRQ	RW 4-22	6210	AAC	242,915	69	AC Rehabilitation	$ 4,786,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2030	**SRQ**	TW A	195	AC	30,044	70	AC Rehabilitation	$ 592,000
2030	**SRQ**	TW A1	190	AC	38,481	70	AC Rehabilitation	$ 759,000
2030	**SRQ**	TW C	330	AAC	18,094	69	AC Rehabilitation	$ 357,000
2031	**SRQ**	TW B	215	AAC	26,159	70	AC Rehabilitation	$ 542,000
2031	**SRQ**	TW B1	265	AAC	13,111	70	AC Rehabilitation	$ 272,000
2031	**SRQ**	TW D	415	AAC	24,545	68	AC Rehabilitation	$ 508,000
2031	**SRQ**	TW D	425	AAC	32,831	70	AC Rehabilitation	$ 680,000
2031	**SRQ**	TW H	805	AC	85,417	69	AC Rehabilitation	$ 1,767,000
2032	**SRQ**	TW A	128	AC	124,368	69	AC Rehabilitation	$ 2,702,000
2032	**SRQ**	TW H	810	AAC	24,978	70	AC Rehabilitation	$ 543,000
2032	**SRQ**	TL NE	3005	AC	55,325	69	AC Rehabilitation	$ 1,202,000

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

Appendix C: Technical Exhibits





AAC RW 4-22 6205 20 | 97	AAC RW 4-22 6210 8 | 50	AC RW 14-32 6102 6 | 23	AAC RW 14-32 6105 5 | 20	AC RW 14-32 6108 3 | 12	AAC RW 14-32 6110 2 | 10	AAC RW 14-32 6115 2 | 10	AAC RW 14-32 6120 1 | 4	AAC RW 14-32 6125 16 | 80	AAC RW 14-32 6130 7 | 40
AAC RW 14-32 6135 2 | 10	AAC RW 14-32 6140 2 | 6	AAC RW 14-32 6145 5 | 20	AAC RW 14-32 6150 2 | 10	AC RW 14-32 6155 6 | 27	AC RW 14-32 6160 3 | 14	AAC TW A 105 3 | 27	AAC TW A 110 3 | 27	AAC TW A 115 1 | 4	AAC TW A 120 7 | 51
AC TW A 126 1 | 6	AC TW A 195 1 | 5	AC TW A1 190 1 | 7	AAC TW A2 185 1 | 8	AAC TW A3 175 1 | 8	AAC TW A3 180 1 | 4	AAC TW A4 170 1 | 8	AAC TW A7 155 1 | 7	AAC TW A9 130 1 | 2	AAC TW A9 135 1 | 6
AC TW A10 127 1 | 8	AC TW AP DOLP 122 1 | 2	AAC TW AP DOLP 124 1 | 3	AAC TW B 203 0 | 5	AAC TW B 205 0 | 2	AAC TW B 210 0 | 44	AAC TW B 211 0 | 2	AAC TW B 215 1 | 6	AAC TW B1 260 0 | 3	AAC TW B1 265 1 | 3
AAC TW C 307 0 | 9	AAC TW C 320 1 | 3	AAC TW C 330 1 | 3	AC TW C1 345 1 | 8	AC TW C2 340 1 | 8	AC TW C3 315 1 | 6	AC TW C4 310 1 | 8	AAC TW D 425 1 | 7	AC TW D 435 1 | 1	AAC TW E 510 0 | 5
AAC TW F 605 1 | 5	AC TW F 635 1 | 3	AC TW F 645 1 | 3	AAC TW H 810 1 | 5	AC TW J 1010 1 | 10	AAC TW R3 1825 1 | 9	AAC TW R4 1835 1 | 4	AAC TW R4 1840 1 | 2	AC TW T1 2005 1 | 4	AC TW T2 2010 1 | 1
PCC AP E 4210 0 | 1	PCC AP TERM 4110 5 | 50	PCC AP TERM 4120 2 | 8	PCC AP TERM 4125 2 | 9						

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 = 227
AC: 201 PCC: 26

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

SRQ

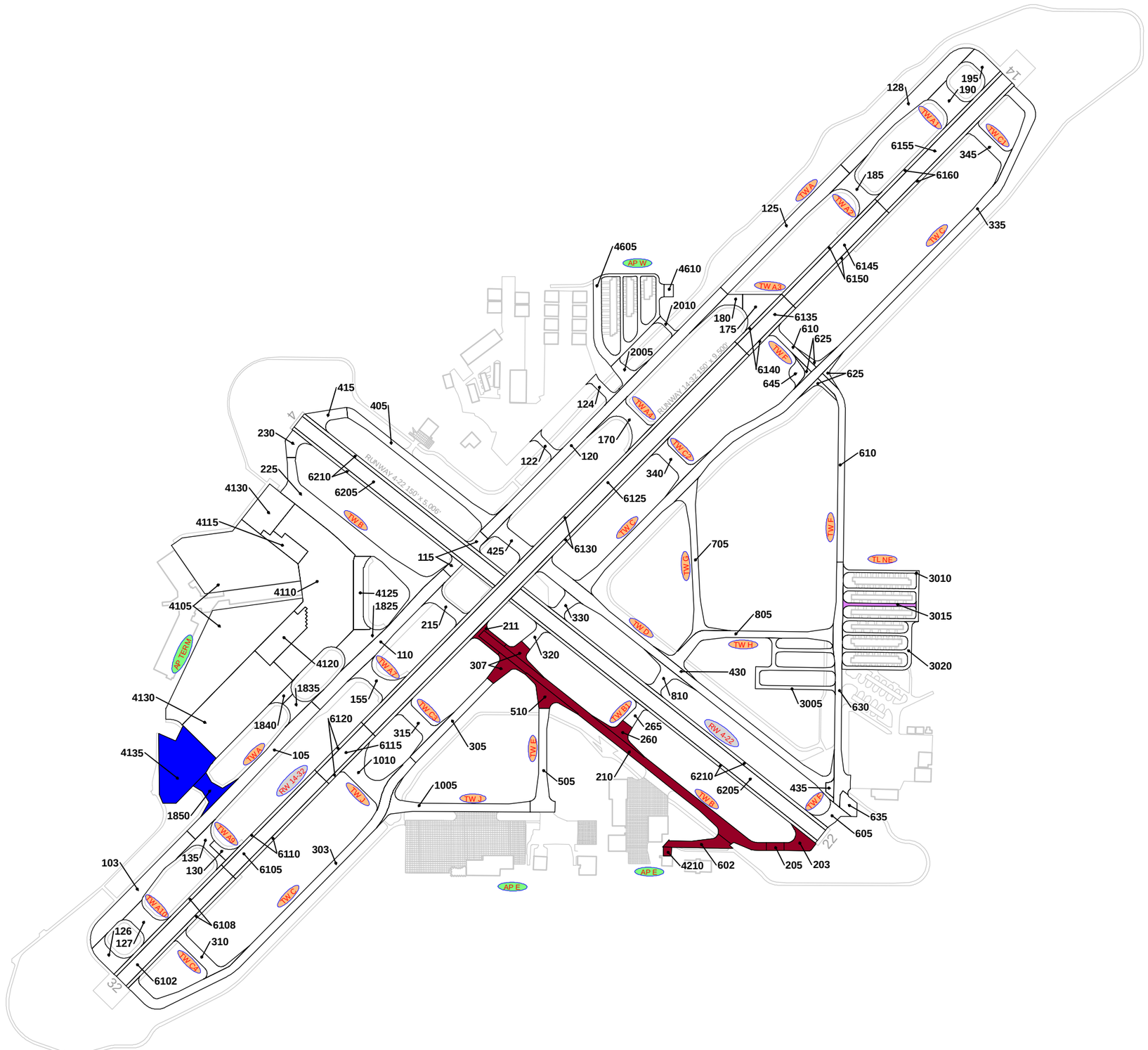
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TL NE	Complete Reconstruction - AC
2021	TW B	Mill and Overlay | 3" Mill, 3" P-401
	TW AP E, TW B, TW B1, TW C, TW E	Mill and Overlay | 2" Mill, 2" P-401
	AP E	Complete Reconstruction - PCC
2023	AP TERM	New Construction - PCC | 17.5" P-501, 6" P 306
	TW R5	New Construction - AC | 5" P-401, 14" P-211, 6" P-154

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.

SRQ

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

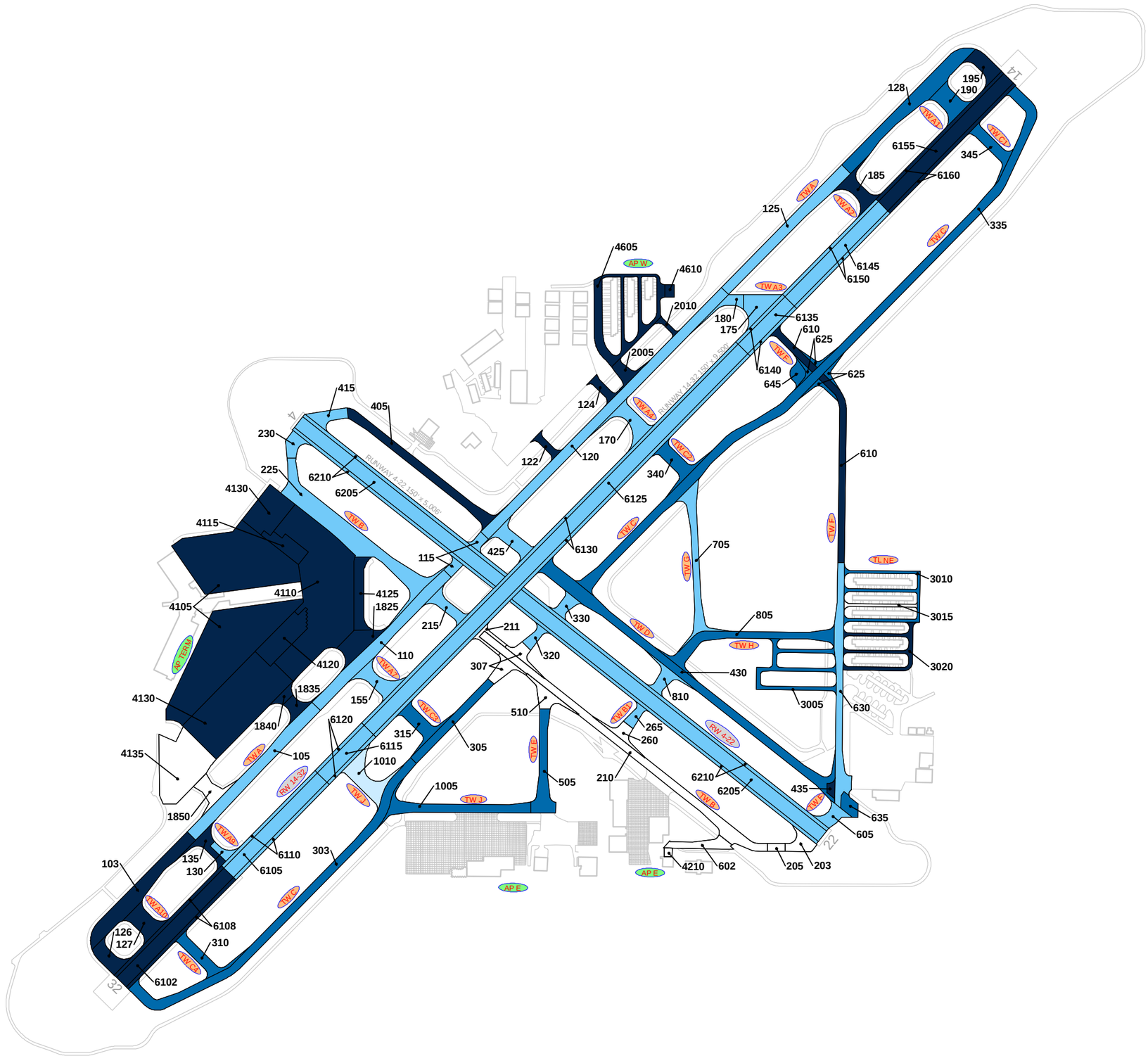
Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022

SRQ



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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 ESTIMATED AGE EXHIBIT

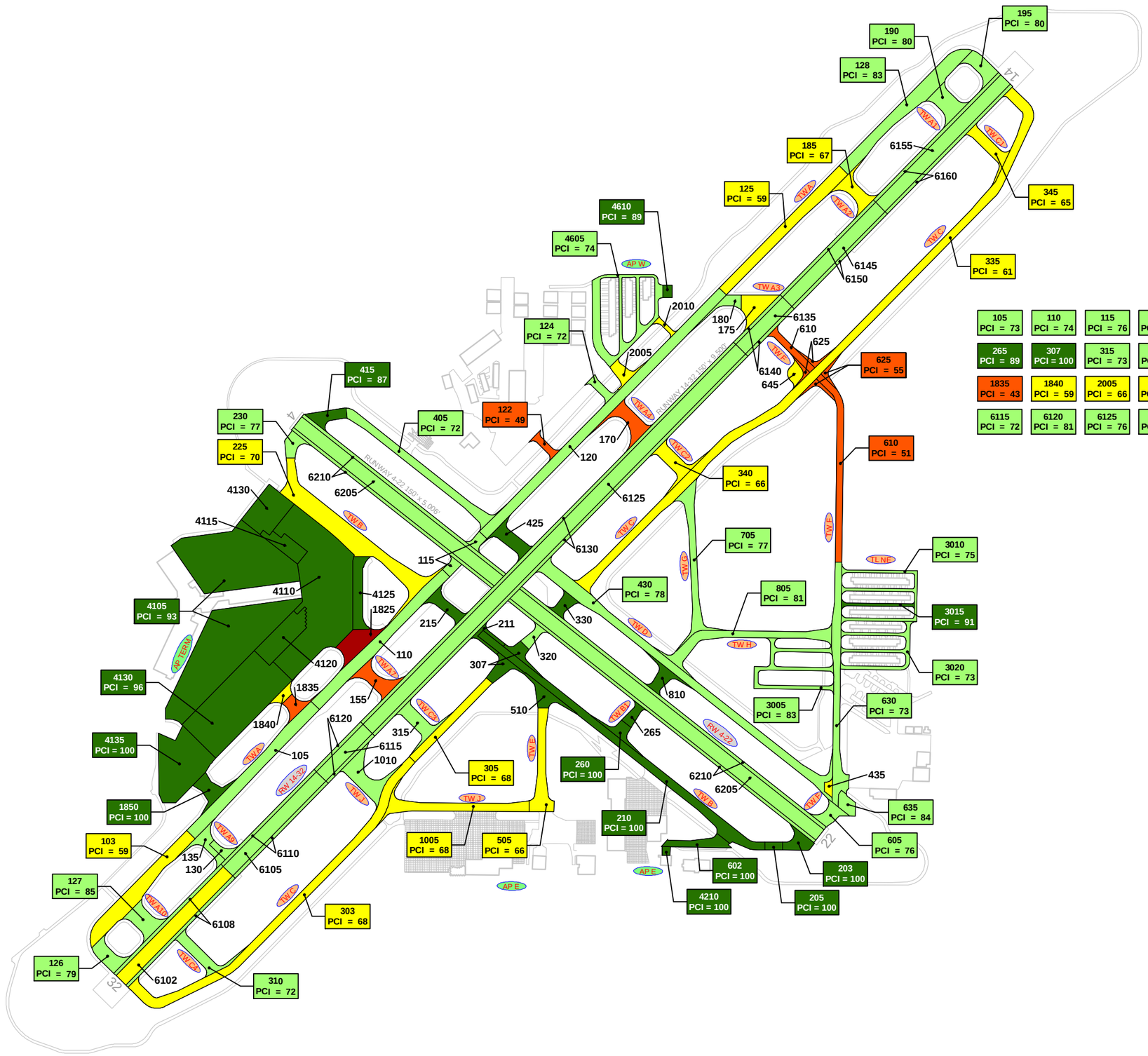
Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022

SRQ



105 PCI = 73	110 PCI = 74	115 PCI = 76	120 PCI = 71	130 PCI = 74	135 PCI = 72	155 PCI = 55	170 PCI = 54	175 PCI = 65	180 PCI = 71	211 PCI = 100	215 PCI = 89
265 PCI = 89	307 PCI = 100	315 PCI = 73	320 PCI = 84	330 PCI = 86	425 PCI = 89	435 PCI = 63	510 PCI = 100	645 PCI = 66	810 PCI = 91	1010 PCI = 78	1825 PCI = 23
1835 PCI = 43	1840 PCI = 59	2005 PCI = 66	2010 PCI = 65	4110 PCI = 93	4115 PCI = 91	4120 PCI = 87	4125 PCI = 87	6102 PCI = 70	6105 PCI = 75	6108 PCI = 76	6110 PCI = 75
6115 PCI = 72	6120 PCI = 81	6125 PCI = 76	6130 PCI = 75	6135 PCI = 75	6140 PCI = 76	6145 PCI = 74	6150 PCI = 77	6155 PCI = 76	6160 PCI = 73	6205 PCI = 84	6210 PCI = 85

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.

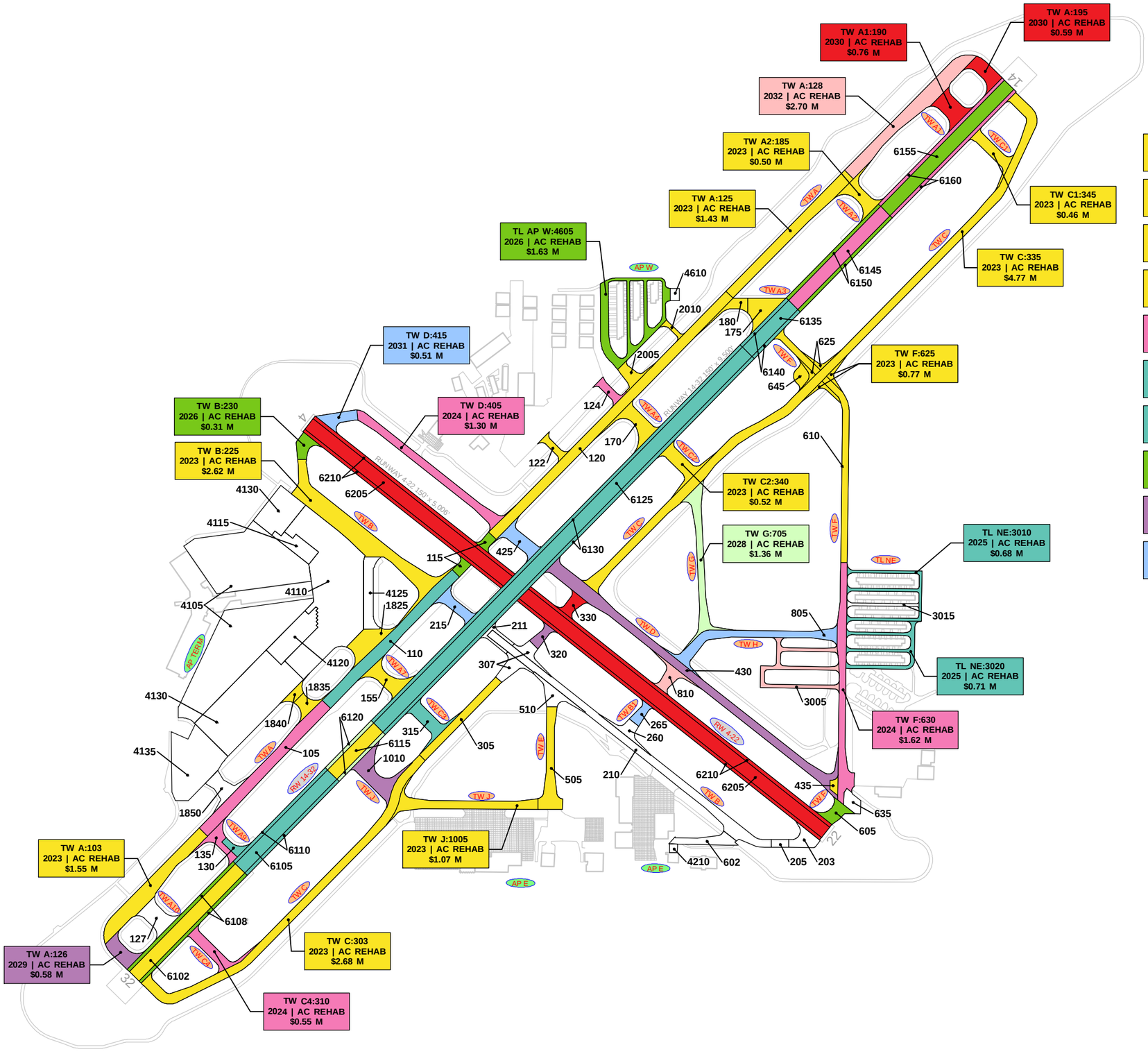
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022



TW A:120 2023 | AC REHAB $2.71 M	TW AP DOLP:122 2023 | AC RECON $0.38 M	TW A7:155 2023 | AC REHAB $1.01 M	TW A4:170 2023 | AC RECON $1.18 M	TW A3:175 2023 | AC REHAB $0.54 M
TW A3:180 2023 | AC REHAB $0.22 M	TW C:305 2023 | AC REHAB $0.70 M	TW D:435 2023 | AC REHAB $0.09 M	TW E:505 2023 | AC REHAB $0.91 M	TW F:610 2023 | AC RECON $2.90 M
TW F:645 2023 | AC REHAB $0.20 M	TW R3:1825 2023 | AC RECON $1.36 M	TW R4:1835 2023 | AC RECON $0.58 M	TW R4:1840 2023 | AC REHAB $0.16 M	TW T1:2005 2023 | AC REHAB $0.26 M
TW T2:2010 2023 | AC REHAB $0.09 M	RW 14-32:6102 2023 | AC REHAB $1.61 M	RW 14-32:6115 2023 | AC REHAB $0.70 M	TW A:105 2024 | AC REHAB $1.71 M	TW AP DOLP:124 2024 | AC REHAB $0.21 M
TW A9:135 2024 | AC REHAB $0.37 M	RW 14-32:6145 2024 | AC REHAB $1.47 M	RW 14-32:6160 2024 | AC REHAB $0.99 M	TW A:110 2025 | AC REHAB $1.84 M	TW A9:130 2025 | AC REHAB $0.17 M
TW C3:315 2025 | AC REHAB $0.55 M	RW 14-32:6105 2025 | AC REHAB $1.54 M	RW 14-32:6110 2025 | AC REHAB $0.77 M	RW 14-32:6125 2025 | AC REHAB $6.18 M	RW 14-32:6130 2025 | AC REHAB $3.09 M
RW 14-32:6135 2025 | AC REHAB $0.77 M	RW 14-32:6140 2025 | AC REHAB $0.39 M	TW A:115 2026 | AC REHAB $0.33 M	TW F:605 2026 | AC REHAB $0.35 M	RW 14-32:6108 2026 | AC REHAB $0.93 M
RW 14-32:6150 2026 | AC REHAB $0.81 M	RW 14-32:6155 2026 | AC REHAB $2.18 M	RW 14-32:6120 2028 | AC REHAB $0.45 M	TW C:320 2029 | AC REHAB $0.26 M	TW D:430 2029 | AC REHAB $3.66 M
TW J:1010 2029 | AC REHAB $1.04 M	TW C:330 2030 | AC REHAB $0.36 M	RW 4-22:6205 2030 | AC REHAB $9.57 M	RW 4-22:6210 2030 | AC REHAB $4.79 M	TW B:215 2031 | AC REHAB $0.54 M
TW B1:265 2031 | AC REHAB $0.27 M	TW D:425 2031 | AC REHAB $0.68 M	TW H:805 2031 | AC REHAB $1.77 M	TW H:810 2032 | AC REHAB $0.54 M	TL NE:3005 2032 | AC REHAB $1.20 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.

SRQ

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

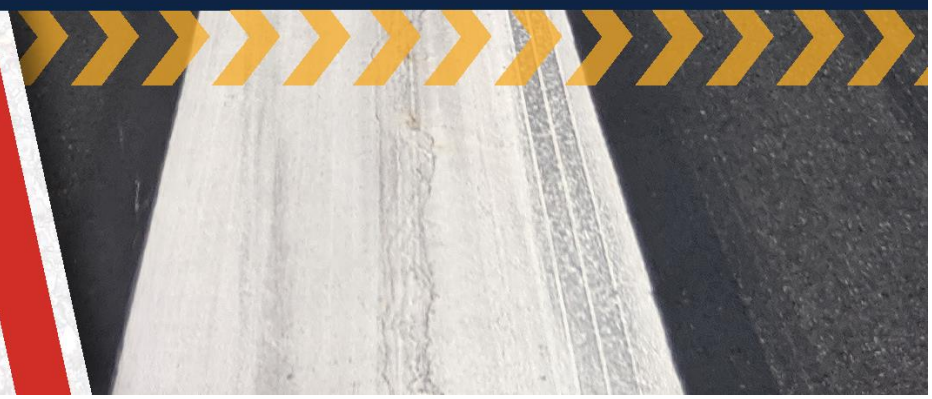
Statewide Airfield Pavement Management Program

SARASOTA/BRADENTON INTERNATIONAL AIRPORT

FDOT

2022

Appendix D: Inspection Photograph Documentation



RW 4-22, Section 6205, Sample Unit 369 – Swelling

RW 4-22, Section 6210, Sample Unit 164 – Vicinity

RW 14-32, Section 6102, Sample Unit 318 – Alligator Cracking

RW 14-32, Section 6105, Sample Unit 326 – Longitudinal & Transverse Cracking and Swelling

RW 14-32, Section 6140, Sample Unit 236 – Swelling

RW 14-32, Section 6145, Sample Unit 457 – Longitudinal & Transverse Cracking and Swelling

TW A, Section 103, Sample Unit 119 – Alligator Cracking

TW A4, Section 170, Sample Unit 103 – Longitudinal & Transverse Cracking and Slippage Cracking

TW B, Section 225, Sample Unit 178 – Rutting

TW C, Section 305, Sample Unit 150 – Alligator Cracking

TW D, Section 430, Sample Unit 144 – Longitudinal & Transverse Cracking

TW F, Section 610, Sample Unit 127 – Vicinity

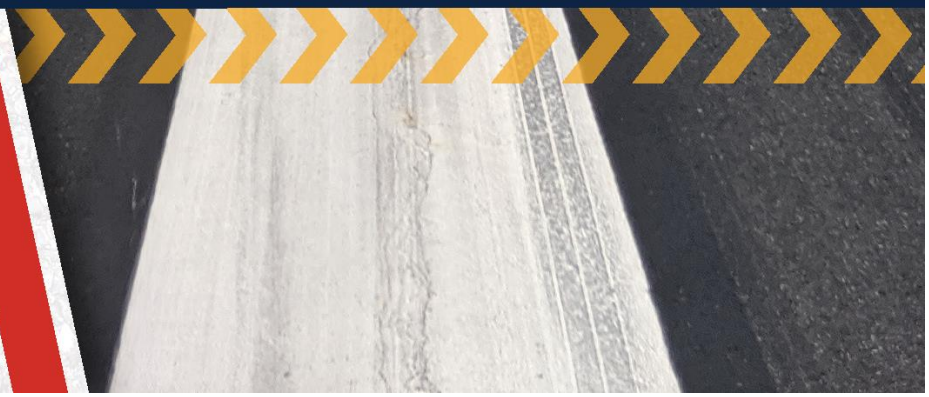
TW R3, Section 1825, Sample Unit 206 – Alligator Cracking

TW R4, Section 1835, Sample Unit 201 – Alligator Cracking

AP TERM, Section 4105, Sample unit 307 – Large Patch/Utility Cut

AP TERM, Section 4120, Sample Unit 210 – Small Patch and Corner Spall

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT
Generated Date 11/18/2022

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 3,900 SqFt

Section: 4210 of 1 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 3,900 SqFt **Length:** 65 Ft **Width:** 60 Ft

Slabs: 21 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 453 Ft

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 7/1/2021 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 26 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 25.00 Slabs **PCI:** 26

Sample Comments:

62	CORNER BREAK	L	4.00	Slabs
63	LINEAR CR	L	7.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	H	25.00	Slabs
72	SHAT. SLAB	L	4.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	6.00	Slabs
74	JOINT SPALL	H	2.00	Slabs
75	CORNER SPALL	H	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4105 of 7 **From:** - **To:** - **Last Const.:** 1/1/1989

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

Area: 685,188 SqFt **Length:** 2,024 Ft **Width:** 438 Ft

Slabs: 3,304 **Slab Length:** 14 Ft **Slab Width:** 14 Ft **Joint Length:** 120,665 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: 5/23/2022 **TotalSamples:** 141 **Surveyed:** 10

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 24.00 Slabs **PCI:** 91

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
73	SHRINKAGE CR	N	12.00	Slabs

Sample Number: 181 **Type:** R **Area:** 24.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

Sample Number: 233 **Type:** R **Area:** 24.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

Sample Number: 254 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

73	SHRINKAGE CR	N	12.00	Slabs

Sample Number: 307 **Type:** R **Area:** 24.00 Slabs **PCI:** 75

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
67	LARGE PATCH	L	3.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 361 **Type:** R **Area:** 25.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	25.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 380 **Type:** R **Area:** 25.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	25.00	Slabs

Sample Number: 432 **Type:** R **Area:** 25.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	L	25.00	Slabs
75	CORNER SPALL	L	3.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 505 **Type:** R **Area:** 25.00 Slabs **PCI:** 95

Sample Comments:

66	SMALL PATCH	L	4.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 601 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4110 of 7 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 422,965 SqFt **Length:** 1,525 Ft **Width:** 275 Ft

Slabs: 1,057 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 40,137 Ft

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 50 **Surveyed:** 5

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 25.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 161 **Type:** R **Area:** 25.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	6.00	Slabs

Sample Number: 187 **Type:** R **Area:** 25.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	M	25.00	Slabs

Sample Number: 289 **Type:** R **Area:** 24.00 Slabs **PCI:** 85

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

Sample Number: 408 **Type:** R **Area:** 20.00 Slabs **PCI:** 92

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4115 of 7 **From:** - **To:** - **Last Const.:** 1/1/1989

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

Area: 35,200 SqFt **Length:** 300 Ft **Width:** 120 Ft

Slabs: 88 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 3,180 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: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 803 **Type:** R **Area:** 24.00 Slabs **PCI:** 91

Sample Comments:

65	JT SEAL DMG	M	24.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4120 of 7 **From:** - **To:** - **Last Const.:** 1/1/1989

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

Area: 70,800 SqFt **Length:** 420 Ft **Width:** 160 Ft

Slabs: 177 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 6,140 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: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 182 **Type:** R **Area:** 24.00 Slabs **PCI:** 89

Sample Comments:

65	JT SEAL DMG	M	24.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
66	SMALL PATCH	M	1.00	Slabs

Sample Number: 210 **Type:** R **Area:** 24.00 Slabs **PCI:** 85

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4125 of 7 **From:** - **To:** - **Last Const.:** 1/1/1989

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

Area: 45,080 SqFt **Length:** 550 Ft **Width:** 75 Ft

Slabs: 217 **Slab Length:** 14 Ft **Slab Width:** 14 Ft **Joint Length:** 5,104 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: 5/23/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

73	SHRINKAGE CR	N	12.00	Slabs

Sample Number: 305 **Type:** R **Area:** 24.00 Slabs **PCI:** 81

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
73	SHRINKAGE CR	N	24.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 1,783,120 SqFt

Section: 4130 of 7 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 368,000 SqFt **Length:** 1,260 Ft **Width:** 350 Ft

Slabs: 920 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 42,490 Ft

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 40 **Surveyed:** 5

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 24.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 154 **Type:** R **Area:** 24.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 201 **Type:** R **Area:** 24.00 Slabs **PCI:** 96

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 208 **Type:** R **Area:** 24.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 508 **Type:** R **Area:** 24.00 Slabs **PCI:** 91

Sample Comments:

65	JT SEAL DMG	M	24.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 6,650 SqFt

Section: 4610 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 6,650 SqFt **Length:** 95 Ft **Width:** 70 Ft

Slabs: 74 **Slab Length:** 10 Ft **Slab Width:** 9 Ft **Joint Length:** 1,239 Ft

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 351 **Type:** R **Area:** 28.00 Slabs **PCI:** 89

Sample Comments:

65	JT SEAL DMG	M	28.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6102 of 14 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 115,000 SqFt **Length:** 1,150 Ft **Width:** 100 Ft

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

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

Section Comments:

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 23 **Surveyed:** 6

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	126.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

41	ALLIGATOR CR	L	31.00	SqFt
48	L & T CR	L	206.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 310 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	117.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	134.00	Ft
48	L & T CR	M	15.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	L	43.00	SqFt
48	L & T CR	L	154.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	L	15.00	SqFt
48	L & T CR	L	315.00	Ft
48	L & T CR	M	46.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6105 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 100,000 SqFt **Length:** 1,000 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: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	46.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	73.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	131.00	Ft
56	SWELLING	L	101.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	101.00	Ft
56	SWELLING	L	37.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 338 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	144.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	4208.00	SqFt
57	WEATHERING	M	792.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	110.00	Ft
56	SWELLING	L	42.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6108 of 14 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 57,500 SqFt **Length:** 1,150 Ft **Width:** 25 Ft

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

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

Section Comments:

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	103.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

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

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6110 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	149.00	Ft
56	SWELLING	L	339.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 528 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	177.00	Ft
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6115 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 346 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	115.00	Ft
48	L & T CR	M	40.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	128.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6120 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 25,000 SqFt **Length:** 250 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 544 **Type:** R **Area:** 6250.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	124.00	Ft
56	SWELLING	L	62.00	SqFt
57	WEATHERING	L	5938.00	SqFt
57	WEATHERING	M	312.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6125 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 400,500 SqFt **Length:** 4,005 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 80 **Surveyed:** 16

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 355 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	141.00	Ft
56	SWELLING	L	78.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 360 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	78.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 365 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	112.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	4208.00	SqFt
57	WEATHERING	M	742.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	141.00	Ft
56	SWELLING	L	63.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

42	BLEEDING	N	18.00	SqFt
48	L & T CR	L	87.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 380 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	17.00	Ft

56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 385 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

42	BLEEDING	N	4.00	SqFt
48	L & T CR	L	75.00	Ft
56	SWELLING	L	62.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 390 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	61.00	Ft
56	SWELLING	L	68.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	96.00	Ft
56	SWELLING	L	56.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 400 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	146.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	30.00	SqFt
56	SWELLING	L	95.00	SqFt
57	WEATHERING	L	4220.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	31.00	Ft
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 410 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	75.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 415 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	143.00	Ft
56	SWELLING	L	28.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 420 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	15.00	Ft
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 425 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

41	ALLIGATOR CR	L	6.00	SqFt

48	L & T CR	L	102.00	Ft
56	SWELLING	L	125.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 430 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	87.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6130 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 200,250 SqFt **Length:** 4,005 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 40 **Surveyed:** 7

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	296.00	Ft
56	SWELLING	L	147.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 180 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	49.00	Ft
56	SWELLING	L	79.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	116.00	Ft
56	SWELLING	L	160.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 224 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	271.00	Ft
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	165.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	230.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	193.00	Ft
56	SWELLING	L	220.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 616 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	112.00	Ft
56	SWELLING	L	145.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6135 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 435 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	174.00	Ft
56	SWELLING	L	125.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 440 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	121.00	Ft
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6140 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 25,000 SqFt **Length:** 250 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1963	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 236 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	129.00	Ft
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 636 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	106.00	Ft
56	SWELLING	L	160.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6145 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 100,000 SqFt **Length:** 1,000 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: 1/1/1969 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1974 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 445 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	141.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 449 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	146.00	Ft
56	SWELLING	L	135.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 453 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	173.00	Ft
56	SWELLING	L	105.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 457 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	148.00	Ft
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 461 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	187.00	Ft
48	L & T CR	M	18.00	Ft
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6150 of 14 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1974	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 248 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	169.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 656 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	60.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6155 of 14 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 134,500 SqFt **Length:** 1,345 Ft **Width:** 100 Ft

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

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

Section Comments:

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 27 **Surveyed:** 5

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 466 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	121.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 471 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	93.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 476 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	176.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 481 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	173.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 486 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	113.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 1,425,000 SqFt

Section: 6160 of 14 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-RW-AC **Zone:** **Category:** **Rank:** P

Area: 67,250 SqFt **Length:** 1,345 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 268 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	14.00	SqFt
57	WEATHERING	L	4238.00	SqFt
57	WEATHERING	M	748.00	SqFt

Sample Number: 284 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	17.00	Ft
50	PATCHING	L	1166.00	SqFt
57	WEATHERING	L	3067.00	SqFt
57	WEATHERING	M	767.00	SqFt

Sample Number: 676 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	32.00	Ft
50	PATCHING	L	750.00	SqFt
57	WEATHERING	L	3400.00	SqFt
57	WEATHERING	M	850.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 728,746 SqFt

Section: 6205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 485,831 SqFt **Length:** 4,859 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1961	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1995	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 97 **Surveyed:** 20

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	41.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	80.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 311 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	84.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

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

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	98.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4850.00	SqFt
57	WEATHERING	M	150.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	42.00	Ft
56	SWELLING	L	13.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 331 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	153.00	Ft
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	90.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 341 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	129.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 346 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	37.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 351 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	145.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	95.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	129.00	Ft
56	SWELLING	L	70.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 369 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	67.00	Ft
56	SWELLING	L	102.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 374 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	24.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4850.00	SqFt
57	WEATHERING	M	150.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

42	BLEEDING	N	2.00	SqFt
56	SWELLING	L	11.00	SqFt
57	WEATHERING	L	4750.00	SqFt

57	WEATHERING	M	250.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	8.00	Ft
56	SWELLING	L	9.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 389 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	47.00	Ft
56	SWELLING	L	77.00	SqFt
57	WEATHERING	L	4850.00	SqFt
57	WEATHERING	M	150.00	SqFt

Sample Number: 394 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	66.00	Ft
56	SWELLING	L	7.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 728,746 SqFt

Section: 6210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 242,915 SqFt **Length:** 4,859 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: 1/1/1940	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1961	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1995	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 50 **Surveyed:** 8

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	22.00	Ft
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 196 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	4900.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	17.00	Ft
56	SWELLING	L	114.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 528 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	65.00	Ft
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 552 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	65.00	Ft
56	SWELLING	L	44.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 580 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	39.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL AP W **Name:** APRON T-HANGARS WEST **Use:** TAXILANE **Area:** 100,722 SqFt

Section: 4605 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 100,722 SqFt **Length:** 2,600 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: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 3/30/2018 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 5/23/2022 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 4500.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	173.00	Ft
52	RAVELING	L	450.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	4050.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5253.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	319.00	Ft
52	RAVELING	L	525.00	SqFt
57	WEATHERING	L	4728.00	SqFt

Sample Number: 301 **Type:** R **Area:** 3739.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	205.00	Ft
52	RAVELING	L	374.00	SqFt
57	WEATHERING	L	3365.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3005 of 4 **From:** - **To:** - **Last Const.:** 7/1/2006

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

Area: 55,325 SqFt **Length:** 1,840 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 7/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 5/23/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 202 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	161.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3010 of 4 **From:** - **To:** - **Last Const.:** 1/1/2003

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

Area: 43,681 SqFt **Length:** 2,000 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1995	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/30/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5929.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	72.00	Ft
50	PATCHING	L	40.00	SqFt
57	WEATHERING	L	4711.00	SqFt
57	WEATHERING	M	1178.00	SqFt

Sample Number: 401 **Type:** R **Area:** 4533.00 SqFt **PCI:** 70

Sample Comments:

45	DEPRESSION	L	15.00	SqFt
48	L & T CR	L	186.00	Ft
50	PATCHING	L	204.00	SqFt
52	RAVELING	L	433.00	SqFt
57	WEATHERING	L	3896.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3015 of 4 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 12,142 SqFt **Length:** 550 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 12/25/1995 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6165.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	6165.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TL NE **Name:** TAXILANE NORTHEAST **Use:** TAXILANE **Area:** 157,248 SqFt

Section: 3020 of 4 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 46,100 SqFt **Length:** 1,850 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 5748.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	249.00	Ft
50	PATCHING	L	194.00	SqFt
52	RAVELING	L	555.00	SqFt
57	WEATHERING	L	4999.00	SqFt

Sample Number: 601 **Type:** R **Area:** 5462.00 SqFt **PCI:** 74

Sample Comments:

45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	296.00	Ft
52	RAVELING	L	546.00	SqFt
57	WEATHERING	L	4916.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 103 of 9 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 110,514 SqFt **Length:** 1,132 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5500.00 SqFt **PCI:** 75

Sample Comments:

41	ALLIGATOR CR	L	12.00	SqFt
48	L & T CR	L	156.00	Ft
57	WEATHERING	L	4400.00	SqFt
57	WEATHERING	M	1100.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5040.00 SqFt **PCI:** 57

Sample Comments:

41	ALLIGATOR CR	L	87.00	SqFt
48	L & T CR	L	63.00	Ft
52	RAVELING	L	25.00	SqFt
53	RUTTING	L	75.00	SqFt
57	WEATHERING	L	1003.00	SqFt
57	WEATHERING	M	4012.00	SqFt

Sample Number: 119 **Type:** R **Area:** 4500.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CR	L	261.00	SqFt
48	L & T CR	L	132.00	Ft
53	RUTTING	L	450.00	SqFt
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	900.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 105 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 115,985 SqFt **Length:** 1,350 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 127 **Type:** R **Area:** 4357.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	100.00	Ft
56	SWELLING	L	133.00	SqFt
57	WEATHERING	L	3921.00	SqFt
57	WEATHERING	M	436.00	SqFt

Sample Number: 135 **Type:** R **Area:** 3941.00 SqFt **PCI:** 62

Sample Comments:

42	BLEEDING	N	15.00	SqFt
48	L & T CR	L	83.00	Ft
48	L & T CR	M	15.00	Ft
56	SWELLING	L	314.00	SqFt
57	WEATHERING	M	3941.00	SqFt

Sample Number: 143 **Type:** R **Area:** 4677.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	94.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4209.00	SqFt
57	WEATHERING	M	468.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 110 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 119,270 SqFt **Length:** 1,400 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: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 4310.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	145.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	3879.00	SqFt
57	WEATHERING	M	431.00	SqFt

Sample Number: 159 **Type:** R **Area:** 4677.00 SqFt **PCI:** 74

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	150.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	4209.00	SqFt
57	WEATHERING	M	468.00	SqFt

Sample Number: 167 **Type:** R **Area:** 3950.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	116.00	Ft
56	SWELLING	L	180.00	SqFt
57	WEATHERING	L	3555.00	SqFt
57	WEATHERING	M	395.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 115 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 20,371 SqFt **Length:** 250 Ft **Width:** 78 Ft

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

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

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 6249.00 SqFt **PCI:** 76

Sample Comments:

42	BLEEDING	N	20.00	SqFt
48	L & T CR	L	141.00	Ft
56	SWELLING	L	195.00	SqFt
57	WEATHERING	L	5937.00	SqFt
57	WEATHERING	M	312.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 120 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 193,796 SqFt **Length:** 2,572 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: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 51 **Surveyed:** 7

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 189 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	118.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	178.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 196 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	62.00	Ft
56	SWELLING	L	122.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 203 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	109.00	Ft
56	SWELLING	L	113.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 210 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	129.00	Ft
56	SWELLING	L	169.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 217 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	116.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 224 **Type:** R **Area:** 3750.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	234.00	Ft
56	SWELLING	L	215.00	SqFt

57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 231 **Type:** R **Area:** 3750.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	189.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	189.00	SqFt
56	SWELLING	M	30.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 125 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 102,225 SqFt **Length:** 1,288 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: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 26 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 235 **Type:** R **Area:** 3750.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	220.00	Ft
48	L & T CR	M	13.00	Ft
56	SWELLING	L	130.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 244 **Type:** R **Area:** 3750.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	238.00	Ft
48	L & T CR	M	31.00	Ft
56	SWELLING	L	238.00	SqFt
56	SWELLING	M	31.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	375.00	SqFt

Sample Number: 253 **Type:** R **Area:** 4405.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	43.00	Ft
56	SWELLING	L	200.00	SqFt
56	SWELLING	M	25.00	SqFt
57	WEATHERING	L	3965.00	SqFt
57	WEATHERING	M	440.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 126 of 9 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 30,753 SqFt **Length:** 253 Ft **Width:** 110 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: 5/23/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4400.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	107.00	Ft
57	WEATHERING	L	3200.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 128 of 9 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 124,368 SqFt **Length:** 1,322 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: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 262 **Type:** R **Area:** 4572.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	3886.00	SqFt
57	WEATHERING	M	686.00	SqFt

Sample Number: 272 **Type:** R **Area:** 4909.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	142.00	Ft
57	WEATHERING	L	3927.00	SqFt
57	WEATHERING	M	982.00	SqFt

Sample Number: 280 **Type:** R **Area:** 5375.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	109.00	Ft
57	WEATHERING	L	4569.00	SqFt
57	WEATHERING	M	806.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 847,326 SqFt

Section: 195 of 9 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 30,044 SqFt **Length:** 255 Ft **Width:** 106 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: 5/23/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6362.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	58.00	Ft
52	RAVELING	L	636.00	SqFt
57	WEATHERING	L	5726.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 38,481 SqFt

Section: 190 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 38,481 SqFt **Length:** 240 Ft **Width:** 140 Ft

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

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

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5600.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	168.00	Ft
52	RAVELING	L	560.00	SqFt
57	WEATHERING	L	5040.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A10 **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 38,539 SqFt

Section: 127 of 1 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 38,539 SqFt **Length:** 240 Ft **Width:** 140 Ft

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

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

Section Comments:

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

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4492.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	27.00	Ft
57	WEATHERING	L	4043.00	SqFt
57	WEATHERING	M	449.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 35,555 SqFt

Section: 185 of 1 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 35,555 SqFt **Length:** 271 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: 1/1/1980 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4088.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	65.00	Ft
48	L & T CR	M	75.00	Ft
52	RAVELING	L	409.00	SqFt
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	3679.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 54,195 SqFt

Section: 175 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 38,350 SqFt **Length:** 294 Ft **Width:** 112 Ft

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

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

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	25.00	SqFt
48	L & T CR	L	239.00	Ft
56	SWELLING	L	205.00	SqFt
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 54,195 SqFt

Section: 180 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 15,845 SqFt **Length:** 153 Ft **Width:** 112 Ft

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

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

Section Comments:

Work Date: 1/1/1963	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1969	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4070.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	196.00	Ft
56	SWELLING	L	116.00	SqFt
57	WEATHERING	L	3663.00	SqFt
57	WEATHERING	M	407.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 38,808 SqFt

Section: 170 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 38,808 SqFt **Length:** 288 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: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4030.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	351.00	Ft
48	L & T CR	M	50.00	Ft
55	SLIPPAGE CR	N	16.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	3627.00	SqFt
57	WEATHERING	M	403.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A7 **Name:** TAXIWAY A7 **Use:** TAXIWAY **Area:** 35,813 SqFt

Section: 155 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 35,813 SqFt **Length:** 281 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4522.00 SqFt **PCI:** 55

Sample Comments:

42	BLEEDING	N	20.00	SqFt
48	L & T CR	L	256.00	Ft
48	L & T CR	M	20.00	Ft
56	SWELLING	L	750.00	SqFt
57	WEATHERING	L	4070.00	SqFt
57	WEATHERING	M	452.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A9 **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 35,876 SqFt

Section: 130 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 10,830 SqFt **Length:** 165 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6743.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	223.00	Ft
56	SWELLING	L	163.00	SqFt
57	WEATHERING	L	6069.00	SqFt
57	WEATHERING	M	674.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW A9 **Name:** TAXIWAY A9 **Use:** TAXIWAY **Area:** 35,876 SqFt

Section: 135 of 2 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 25,046 SqFt **Length:** 272 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: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3655.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	149.00	Ft
56	SWELLING	L	129.00	SqFt
57	WEATHERING	L	3107.00	SqFt
57	WEATHERING	M	548.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP DOLP **Name:** TAXIWAY TO DOLPHIN APRON **Use:** TAXIWAY **Area:** 27,073 SqFt

Section: 122 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 12,538 SqFt **Length:** 210 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: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6502.00 SqFt **PCI:** 49

Sample Comments:

41	ALLIGATOR CR	L	18.00	SqFt
43	BLOCK CR	L	322.00	SqFt
43	BLOCK CR	M	572.00	SqFt
48	L & T CR	L	149.00	Ft
56	SWELLING	L	325.00	SqFt
57	WEATHERING	L	5527.00	SqFt
57	WEATHERING	M	975.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP DOLP **Name:** TAXIWAY TO DOLPHIN APRON **Use:** TAXIWAY **Area:** 27,073 SqFt

Section: 124 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 14,535 SqFt **Length:** 210 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: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4500.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	51.00	Ft
56	SWELLING	L	41.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW AP E **Name:** TAXIWAY TO EAST APRON **Use:** TAXIWAY **Area:** 28,727 SqFt

Section: 602 of 1 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 28,727 SqFt **Length:** 483 Ft **Width:** 48 Ft

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

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

Section Comments:

Work Date: 1/1/1980 **Work Type:** BUILT **Code:** IMPORTED **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: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 64 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4750.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	93.00	Ft
50	PATCHING	M	250.00	SqFt
52	RAVELING	L	4500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 203 of 7 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 22,822 SqFt **Length:** 240 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1977	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2010	**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: 10/22/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 94 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3600.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3600.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 205 of 7 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 8,023 SqFt **Length:** 135 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: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1977	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 3600.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	269.00	Ft
52	RAVELING	L	3600.00	SqFt
56	SWELLING	L	75.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 210 of 7 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 164,945 SqFt **Length:** 2,691 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: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/2002	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 10/22/2018 **TotalSamples:** 44 **Surveyed:** 5

Conditions: **PCI:** 41 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 6660.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	840.00	SqFt
48	L & T CR	L	760.00	Ft
48	L & T CR	M	694.00	Ft
56	SWELLING	L	1639.00	SqFt
57	WEATHERING	L	6660.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3600.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	M	645.00	SqFt
48	L & T CR	L	350.00	Ft
48	L & T CR	M	233.00	Ft
54	SHOVING	L	60.00	SqFt
56	SWELLING	L	212.00	SqFt
57	WEATHERING	L	3600.00	SqFt

Sample Number: 132 **Type:** R **Area:** 3420.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	840.00	SqFt
48	L & T CR	L	300.00	Ft
48	L & T CR	M	320.00	Ft
52	RAVELING	L	684.00	SqFt
56	SWELLING	L	240.00	SqFt
57	WEATHERING	L	2736.00	SqFt

Sample Number: 141 **Type:** R **Area:** 3180.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	1140.00	SqFt
48	L & T CR	L	172.00	Ft
48	L & T CR	M	160.00	Ft
56	SWELLING	L	420.00	SqFt
57	WEATHERING	L	3180.00	SqFt

Sample Number: 150 **Type:** R **Area:** 3420.00 SqFt **PCI:** 46

Sample Comments:

42	BLEEDING	N	6.00	SqFt
43	BLOCK CR	L	420.00	SqFt
45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	290.00	Ft

48	L & T CR	M	320.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	3420.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 211 of 7 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 12,058 SqFt **Length:** 227 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: 12/25/2002 **Work Type:** New Construction - AC **Code:** NC-AC **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: 10/22/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 250 **Type:** R **Area:** 5694.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	288.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	L	180.00	SqFt
52	RAVELING	L	625.00	SqFt
52	RAVELING	M	500.00	SqFt
56	SWELLING	L	3.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 215 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 26,159 SqFt **Length:** 288 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: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 157 **Type:** R **Area:** 4500.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4050.00	SqFt
57	WEATHERING	M	450.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 225 of 7 **From:** - **To:** - **Last Const.:** 11/14/2011

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

Area: 186,792 SqFt **Length:** 1,290 Ft **Width:** 159 Ft

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

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

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 11/14/2011	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 37 **Surveyed:** 4

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 167 **Type:** R **Area:** 4458.00 SqFt **PCI:** 62

Sample Comments:

42	BLEEDING	N	156.00	SqFt
48	L & T CR	L	91.00	Ft
48	L & T CR	M	10.00	Ft
53	RUTTING	L	82.00	SqFt
57	WEATHERING	L	4458.00	SqFt

Sample Number: 178 **Type:** R **Area:** 6055.00 SqFt **PCI:** 63

Sample Comments:

45	DEPRESSION	L	32.00	SqFt
48	L & T CR	L	136.00	Ft
53	RUTTING	L	150.00	SqFt
57	WEATHERING	L	5752.00	SqFt
57	WEATHERING	M	303.00	SqFt

Sample Number: 187 **Type:** R **Area:** 5520.00 SqFt **PCI:** 76

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
48	L & T CR	L	131.00	Ft
48	L & T CR	M	80.00	Ft
57	WEATHERING	L	5520.00	SqFt

Sample Number: 196 **Type:** R **Area:** 4131.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	117.00	Ft
57	WEATHERING	L	3924.00	SqFt
57	WEATHERING	M	207.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 440,000 SqFt

Section: 230 of 7 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 19,201 SqFt **Length:** 200 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: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1977	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4451.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	49.00	Ft
56	SWELLING	L	186.00	SqFt
57	WEATHERING	L	4228.00	SqFt
57	WEATHERING	M	223.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 31,490 SqFt

Section: 260 of 2 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 18,379 SqFt **Length:** 116 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: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **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: 10/22/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4801.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	73.00	Ft
52	RAVELING	L	480.00	SqFt
57	WEATHERING	L	4321.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 31,490 SqFt

Section: 265 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 13,111 SqFt **Length:** 175 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: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4197.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	1.00	Ft
57	WEATHERING	L	4097.00	SqFt
57	WEATHERING	M	100.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 303 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 191,641 SqFt **Length:** 3,005 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: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 40 **Surveyed:** 5

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	178.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	600.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	M	5400.00	SqFt

Sample Number: 113 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	163.00	Ft
48	L & T CR	M	105.00	Ft
57	WEATHERING	M	4500.00	SqFt

Sample Number: 125 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	101.00	Ft
48	L & T CR	M	75.00	Ft
57	WEATHERING	M	4500.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4572.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	165.00	Ft
48	L & T CR	M	75.00	Ft
52	RAVELING	L	229.00	SqFt
57	WEATHERING	M	4343.00	SqFt

Sample Number: 139 **Type:** R **Area:** 3929.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	184.00	Ft
57	WEATHERING	M	3929.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 305 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 49,870 SqFt **Length:** 894 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: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 144 **Type:** R **Area:** 4500.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	376.00	Ft
57	WEATHERING	M	4500.00	SqFt

Sample Number: 150 **Type:** R **Area:** 6670.00 SqFt **PCI:** 63

Sample Comments:

41	ALLIGATOR CR	L	10.00	SqFt
48	L & T CR	L	297.00	Ft
48	L & T CR	M	26.00	Ft
56	SWELLING	L	11.00	SqFt
57	WEATHERING	M	6670.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 307 of 6 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 38,637 SqFt **Length:** 318 Ft **Width:** 92 Ft

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

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

Section Comments:

Work Date: 1/1/1985	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/2002	**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: 10/22/2018 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 58 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 144 **Type:** R **Area:** 4500.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	375.00	Ft
52	RAVELING	L	225.00	SqFt
57	WEATHERING	L	4275.00	SqFt

Sample Number: 150 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	295.00	Ft
52	RAVELING	L	450.00	SqFt
56	SWELLING	L	19.00	SqFt
57	WEATHERING	L	4050.00	SqFt

Sample Number: 159 **Type:** R **Area:** 4908.00 SqFt **PCI:** 38

Sample Comments:

41	ALLIGATOR CR	L	31.00	SqFt
41	ALLIGATOR CR	M	10.00	SqFt
48	L & T CR	L	234.00	Ft
50	PATCHING	H	14.00	SqFt
52	RAVELING	L	524.00	SqFt
52	RAVELING	M	1338.00	SqFt
52	RAVELING	H	62.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 320 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 13,872 SqFt **Length:** 183 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: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 161 **Type:** R **Area:** 3599.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	34.00	Ft
57	WEATHERING	L	3179.00	SqFt
57	WEATHERING	M	420.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 330 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 18,094 SqFt **Length:** 175 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: 12/25/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 166 **Type:** R **Area:** 5437.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	7.00	SqFt
48	L & T CR	L	23.00	Ft
56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	5165.00	SqFt
57	WEATHERING	M	272.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 652,979 SqFt

Section: 335 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 340,865 SqFt **Length:** 5,315 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: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 70 **Surveyed:** 7

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 173 **Type:** R **Area:** 4500.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	244.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	225.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	M	4275.00	SqFt

Sample Number: 183 **Type:** R **Area:** 5625.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	324.00	Ft
48	L & T CR	M	245.00	Ft
52	RAVELING	L	281.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	M	5344.00	SqFt

Sample Number: 198 **Type:** R **Area:** 5282.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	392.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	264.00	SqFt
56	SWELLING	L	59.00	SqFt
57	WEATHERING	M	5018.00	SqFt

Sample Number: 210 **Type:** R **Area:** 4500.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	232.00	Ft
48	L & T CR	M	110.00	Ft
52	RAVELING	L	225.00	SqFt
56	SWELLING	L	71.00	SqFt
57	WEATHERING	M	4275.00	SqFt

Sample Number: 222 **Type:** R **Area:** 4500.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	317.00	Ft
48	L & T CR	M	175.00	Ft
52	RAVELING	L	1125.00	SqFt
56	SWELLING	L	55.00	SqFt
57	WEATHERING	M	3375.00	SqFt

Sample Number: 231 **Type:** R **Area:** 4500.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	276.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	225.00	SqFt
56	SWELLING	L	17.00	SqFt
57	WEATHERING	M	4275.00	SqFt

Sample Number: 237 **Type:** R **Area:** 6000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	114.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	1200.00	SqFt
57	WEATHERING	M	4800.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 32,704 SqFt

Section: 345 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 32,704 SqFt **Length:** 355 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	280.00	Ft
48	L & T CR	M	28.00	Ft
52	RAVELING	L	800.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	3200.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C2 **Name:** TAXIWAY C2 **Use:** TAXIWAY **Area:** 36,914 SqFt

Section: 340 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 36,914 SqFt **Length:** 295 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: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	255.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	800.00	SqFt
57	WEATHERING	M	3200.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C3 **Name:** TAXIWAY C3 **Use:** TAXIWAY **Area:** 35,788 SqFt

Section: 315 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 35,788 SqFt **Length:** 294 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	216.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	5400.00	SqFt
57	WEATHERING	M	600.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW C4 **Name:** TAXIWAY C4 **Use:** TAXIWAY **Area:** 37,673 SqFt

Section: 310 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 37,673 SqFt **Length:** 395 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4800.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	207.00	Ft
48	L & T CR	M	12.00	Ft
57	WEATHERING	L	4320.00	SqFt
57	WEATHERING	M	480.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 405 of 5 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 88,300 SqFt **Length:** 1,375 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 166 **Type:** R **Area:** 4500.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	66.00	Ft
52	RAVELING	L	630.00	SqFt
57	WEATHERING	M	3870.00	SqFt

Sample Number: 171 **Type:** R **Area:** 4500.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	29.00	Ft
52	RAVELING	L	272.00	SqFt
57	WEATHERING	M	4228.00	SqFt

Sample Number: 176 **Type:** R **Area:** 4500.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	70.00	Ft
57	WEATHERING	M	4500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 415 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 24,545 SqFt **Length:** 313 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: 1/1/2001	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 4087.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	6.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	3967.00	SqFt
57	WEATHERING	M	120.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 425 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 32,831 SqFt **Length:** 290 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: 7/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 155 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 430 of 5 **From:** - **To:** - **Last Const.:** 7/1/2004

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

Area: 195,052 SqFt **Length:** 2,700 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: 7/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3600.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	79.00	Ft
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	360.00	SqFt

Sample Number: 111 **Type:** R **Area:** 3600.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	112.00	Ft
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	360.00	SqFt

Sample Number: 119 **Type:** R **Area:** 3600.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	109.00	Ft
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	360.00	SqFt

Sample Number: 128 **Type:** R **Area:** 3600.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	146.00	Ft
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	360.00	SqFt

Sample Number: 135 **Type:** R **Area:** 3600.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	93.00	Ft
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	360.00	SqFt

Sample Number: 144 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	143.00	Ft
48	L & T CR	M	40.00	Ft
56	SWELLING	L	63.00	SqFt
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 346,770 SqFt

Section: 435 of 5 **From:** - **To:** - **Last Const.:** 1/1/1992

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

Area: 6,042 SqFt **Length:** 60 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: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6042.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	194.00	Ft
52	RAVELING	L	3625.00	SqFt
56	SWELLING	L	20.00	SqFt
56	SWELLING	M	60.00	SqFt
57	WEATHERING	M	2417.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 90,559 SqFt

Section: 505 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 64,597 SqFt **Length:** 778 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: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 5400.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	222.00	Ft
48	L & T CR	M	170.00	Ft
56	SWELLING	L	22.00	SqFt
57	WEATHERING	L	4320.00	SqFt
57	WEATHERING	M	1080.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4500.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	229.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	3825.00	SqFt
57	WEATHERING	M	675.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 90,559 SqFt

Section: 510 of 2 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 25,962 SqFt **Length:** 173 Ft **Width:** 158 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **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: 10/22/2018 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 69 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 5400.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	374.00	Ft
52	RAVELING	L	1620.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3780.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4500.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	235.00	Ft
52	RAVELING	L	1350.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Sample Number: 134 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	425.00	Ft
52	RAVELING	L	1350.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 605 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 21,519 SqFt **Length:** 175 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: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3595.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	158.00	Ft
56	SWELLING	L	275.00	SqFt
57	WEATHERING	L	3595.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 610 of 6 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 94,932 SqFt **Length:** 1,801 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: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	546.00	Ft
48	L & T CR	M	210.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	225.00	SqFt
56	SWELLING	M	40.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 134 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	281.00	Ft
48	L & T CR	M	214.00	Ft
56	SWELLING	L	335.00	SqFt
56	SWELLING	M	25.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	286.00	Ft
52	RAVELING	M	20.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	M	4980.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 625 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 25,498 SqFt **Length:** 300 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6364.00 SqFt **PCI:** 55

Sample Comments:

45	DEPRESSION	L	120.00	SqFt
48	L & T CR	L	191.00	Ft
48	L & T CR	M	95.00	Ft
50	PATCHING	L	175.00	SqFt
52	RAVELING	L	78.00	SqFt
56	SWELLING	L	35.00	SqFt
57	WEATHERING	M	6111.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 630 of 6 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 110,224 SqFt **Length:** 1,821 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: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1993 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4700.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	225.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	65.00	SqFt
57	WEATHERING	L	4700.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	210.00	Ft
56	SWELLING	L	149.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	305.00	Ft
56	SWELLING	L	135.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 635 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 16,460 SqFt **Length:** 155 Ft **Width:** 98 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6825.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	31.00	Ft
57	WEATHERING	L	5801.00	SqFt
57	WEATHERING	M	1024.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 282,613 SqFt

Section: 645 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 13,980 SqFt **Length:** 121 Ft **Width:** 121 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6006.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	339.00	Ft
52	RAVELING	L	502.00	SqFt
56	SWELLING	L	70.00	SqFt
57	WEATHERING	L	4504.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 75,944 SqFt

Section: 705 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 75,944 SqFt **Length:** 1,127 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: 1/1/2009 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	4.00	Ft
52	RAVELING	L	600.00	SqFt
57	WEATHERING	L	3400.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 122 **Type:** R **Area:** 4181.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	600.00	SqFt
57	WEATHERING	L	2745.00	SqFt
57	WEATHERING	M	836.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 110,395 SqFt

Section: 805 of 2 **From:** - **To:** - **Last Const.:** 7/1/2004

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

Area: 85,417 SqFt **Length:** 1,254 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: 7/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4131.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	99.00	Ft
57	WEATHERING	L	3718.00	SqFt
57	WEATHERING	M	413.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	164.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	136.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 110,395 SqFt

Section: 810 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 24,978 SqFt **Length:** 195 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 12/25/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4407.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4187.00	SqFt
57	WEATHERING	M	220.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 131,786 SqFt

Section: 1005 of 2 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 76,394 SqFt **Length:** 1,075 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: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	235.00	Ft
56	SWELLING	L	236.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 113 **Type:** R **Area:** 4500.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	301.00	Ft
54	SHOVING	L	10.00	SqFt
56	SWELLING	L	263.00	SqFt
57	WEATHERING	L	3375.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 118 **Type:** R **Area:** 4507.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	147.00	Ft
54	SHOVING	L	10.00	SqFt
56	SWELLING	L	235.00	SqFt
57	WEATHERING	L	3831.00	SqFt
57	WEATHERING	M	676.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 131,786 SqFt

Section: 1010 of 2 **From:** - **To:** - **Last Const.:** 7/1/2012

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

Area: 55,392 SqFt **Length:** 381 Ft **Width:** 101 Ft

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

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

Section Comments:

Work Date: 7/1/2012 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	358.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R3 **Name:** TAXIWAY R3 **Use:** TAXIWAY **Area:** 44,574 SqFt

Section: 1825 of 1 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 44,574 SqFt **Length:** 300 Ft **Width:** 155 Ft

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

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

Section Comments:

Work Date: 1/1/1969	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1980	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:** 23

Sample Comments:

41	ALLIGATOR CR	M	529.00	SqFt
43	BLOCK CR	L	154.00	SqFt
48	L & T CR	L	338.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R4 **Name:** TAXIWAY R4 **Use:** TAXIWAY **Area:** 30,042 SqFt

Section: 1835 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 18,891 SqFt **Length:** 140 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: 1/1/1980	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5294.00 SqFt **PCI:** 43

Sample Comments:

41	ALLIGATOR CR	L	30.00	SqFt
41	ALLIGATOR CR	M	40.00	SqFt
48	L & T CR	L	90.00	Ft
48	L & T CR	M	40.00	Ft
52	RAVELING	L	529.00	SqFt
56	SWELLING	L	260.00	SqFt
57	WEATHERING	M	4765.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW R4 **Name:** TAXIWAY R4 **Use:** TAXIWAY **Area:** 30,042 SqFt

Section: 1840 of 2 **From:** - **To:** - **Last Const.:** 1/1/1993

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

Area: 11,151 SqFt **Length:** 107 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: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4317.00 SqFt **PCI:** 59

Sample Comments:

41	ALLIGATOR CR	L	46.00	SqFt
48	L & T CR	L	143.00	Ft
52	RAVELING	L	648.00	SqFt
56	SWELLING	L	245.00	SqFt
57	WEATHERING	M	3669.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW T1 **Name:** TAXIWAY T1 **Use:** TAXIWAY **Area:** 18,726 SqFt

Section: 2005 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 18,726 SqFt **Length:** 170 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4228.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	298.00	Ft
52	RAVELING	L	211.00	SqFt
56	SWELLING	L	225.00	SqFt
57	WEATHERING	L	4017.00	SqFt

Network: SRQ **Name:** SARASOTA/BRADENTON INTERNATIONAL AIRPORT

Branch: TW T2 **Name:** TAXIWAY T2 **Use:** TAXIWAY **Area:** 6,382 SqFt

Section: 2010 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 6,382 SqFt **Length:** 170 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 5/23/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6382.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	423.00	Ft
48	L & T CR	M	65.00	Ft
56	SWELLING	L	42.00	SqFt
57	WEATHERING	L	4148.00	SqFt
57	WEATHERING	M	638.00	SqFt

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