STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Albert Whitted Municipal Airport – SPG
(Regional Reliever)
St. Petersburg, Florida
(District 7)

February 8, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
URS Corporation Inc. / MACTEC Engineering & Consulting, Inc. / Planning Technology, Inc. / ASC Geosciences, Inc.

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EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Albert Whitted Municipal Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Albert Whitted Municipal Airport is 1,809,415 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	697,200	39
Taxiway	511,695	28
Apron	600,520	33
Total	**1,809,415**	**100**

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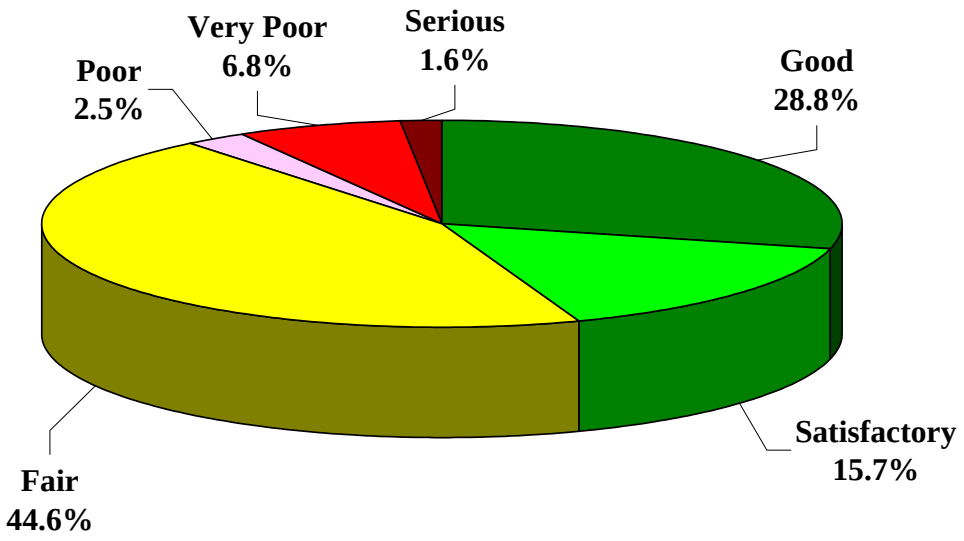
The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 71, representing a Satisfactory overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 44.5% of the network is in Good and Satisfactory condition while 10.9% of the network is in Poor to Serious condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the runways, taxiways, and aprons are in Fair, Fair, and Satisfactory condition, respectively.

Network PCI Distribution by Rating Category



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Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	60
Taxiway	68
Apron	85
All	**71**

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The immediate M&R needs include part of Runway 18-36 and Runway 6-24 and one large area of Taxiway C. The taxiway may not be the highest priority for funding but would need to be programmed over several years. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP	4120	54,506	$185,429	61	Major M&R < Critical	100
AP	4145	14,777	$161,040	37	Major M&R < Critical	100
RW 18-36	6105	286,000	$1,164,878	59	Major M&R < Critical	100
RW 6-24	6207	24,450	$454,036	27	Major M&R < Critical	100
RW 6-24	6210	187,050	$835,366	58	Major M&R < Critical	100
RW 6-24	6212	6,400	$46,189	51	Major M&R < Critical	100
TW A	105	15,000	$61,095	59	Major M&R < Critical	100
TW A	110	19,000	$77,387	59	Major M&R < Critical	100
TW B	215	3,704	$64,724	31	Major M&R < Critical	100
TW B	251	3,096	$23,561	47	Major M&R < Critical	100
TW B	253	2,662	$20,258	48	Major M&R < Critical	100
TW B	254	3,256	$24,778	43	Major M&R < Critical	100
TW B	255	1,500	$17,991	36	Major M&R < Critical	100
TW B1	150	5,130	$14,600	63	Major M&R < Critical	100
TW C	301	5,000	$38,050	48	Major M&R < Critical	100
TW C	305	87,000	$852,774	38	Major M&R < Critical	100
TW C	307	12,500	$35,575	63	Major M&R < Critical	100
TW C	310	22,200	$168,942	41	Major M&R < Critical	100
TW C	315	1,900	$35,283	11	Major M&R < Critical	100
TW CONN C	605	25,600	$475,392	22	Major M&R < Critical	100
TW CONN C	609	1,370	$10,426	40	Major M&R < Critical	100
TW CONN C	610	8,400	$100,750	36	Major M&R < Critical	100
		Total	**$4,868,523**	**71***	**← Network Avg. PCI →**	**90***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Albert Whitted Municipal Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$54,420	$0	$4,868,523	$4,922,943
2009	$63,615	$0	$433,351	$496,966
2010	$60,658	$0	$165,643	$226,301
2011	$72,272	$0	$97,962	$170,234
2012	$104,226	$0	$0	$104,226
2013	$136,348	$0	$7,145	$143,493
2014	$179,551	$0	$29,598	$209,149
2015	$223,242	$0	$14,901	$238,143
2016	$268,201	$0	$0	$268,201
2017	$287,048	$0	$334,205	$621,253
Total	**$1,449,581**	**$0**	**$5,951,327**	**$7,400,908**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.
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The 10 year analysis suggests an annual budget on the order of $740 thousand would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 71 in 2007 to 78 in 2017.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Albert Whitted Municipal Airport pavements in 2017 may remain near 78. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Albert Whitted Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridaairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

The FDOT Aviation Office manages the day-to-day details of the Statewide PMS and the updates. The Aviation Office Airport Engineering Manager serves as the Program Manager (PM) monitoring the work of the Consultant. The Aviation Office has review and approval authority for each program task.

1.3.1 *Consultant Role*

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridaairportpavement.com).

1.3.2 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

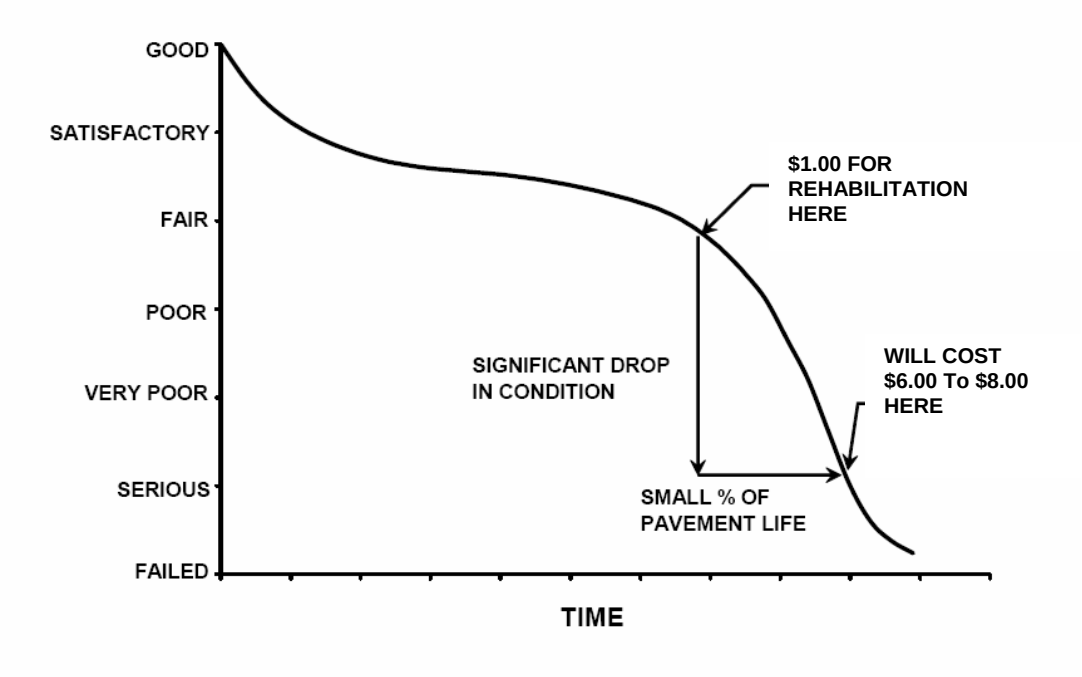
1.4.2 *Pavement Management System Concept*

A pavement management system (PMS) is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1, taken from FAA/AC 5380-7A Pavement Management System, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in "Satisfactory" condition depends on how well it is maintained. The illustration demonstrates the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies stretch and maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi year M&R plan can be determined.

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 *Pavement Inspection Methodology for PMS*

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

accordance with ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	n		N	n	
	Runway	Others		Runway	Others
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where *N = total number of sample units in section*
n = number of sample units to inspect

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The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the section. In the case when nonrepresentive distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100. MicroPAVER provides a rating scale that relates PCI to pavement condition, with a PCI between 0 and 10 considered 'Failed' pavement and a PCI between 86 and 100 considered 'Good' pavement, with five other conditions for PCI values between 11 and 85. Figure 1-2 shows the PCI scale.

Figure 1-2: PCI Rating Scale

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1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development· of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

Base Course - Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

Critical PCI – The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland cement concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Localized M&R (Maintenance and Repair) – Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Global M&R- Global M&R is defined as activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

MicroPAVER – A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that if properly implemented, maintained and operated it meets the pavement management system requirements described by FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Major M&R (e.g. Rehabilitation) – Activities performed over the entire area of a pavement section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, "Standard Test Method for Airport Pavement Condition Index Surveys," published by ASTM International.

Pavement Evaluation – A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Rank – Pavement rank in MicroPAVER determines the priority to be assigned to a pavement section when developing an M&R plan. Pavement sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as "T' hangars and slightly used aprons

Reconstruction – Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new, or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation – Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement, and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit – Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section – (Feature in prior system) - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Section ID – A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series sections are taxiways, 4000 and 5000 series sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series sections are runways.

Use – In MicroPAVER use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION

Albert Whitted Municipal Airport (SPG) is located east of St. Petersburg, Florida. Owned and operated by the City of St. Petersburg, this airport focuses primarily on serving general aviation aircraft. The airport facility includes two intersecting runways: Runway 6-24 and Runway 18-36. Both runways are served by full-length parallel taxiways. Albert Whitted Municipal Airport is designated as a Regional Reliever (RL) airport and is located in District 7 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Albert Whitted Municipal Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of ***Rank*** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Albert Whitted Municipal Airport Network Definition

Branch Name	Section ID	Rank
APRON	4110	P
	4120	P
	4135	P
	4145	P
	4105	T
	4140	T
WEST APRON	4310	P
	4210	T
RUNWAY 18-36	6105	P
	6110	P
RUNWAY 6-24	6205	P
	6207	P
	6210	P
	6212	P
	6215	P

Table 2-1: Albert Whitted Municipal Airport Network Definition

Branch Name	Section ID	Rank
TAXIWAY A	105	P
	110	P
	115	P
	160	P
TAXIWAY B	205	P
	206	P
	210	P
	215	P
	250	P
	251	P
	252	P
	253	P
	254	P
	255	P
	256	P
TAXIWAY B1	150	P
	155	P
TW SOUTH CONNECTOR BETWEEN TW A & B	301	P
	305	P
	307	P
	310	P
	315	P
TAXIWAY CENTER CONNECTOR	605	P
	609	P
	610	P
TAXIWAY WEST CONNECTOR	410	P
NORTH TAXIWAY	710	P
	720	P
	730	P
	740	P

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3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Albert Whitted Municipal Airport is 1,809,415 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	697,200	39
Taxiway	511,695	28
Apron	600,520	33
Total	**1,809,415**	**100**

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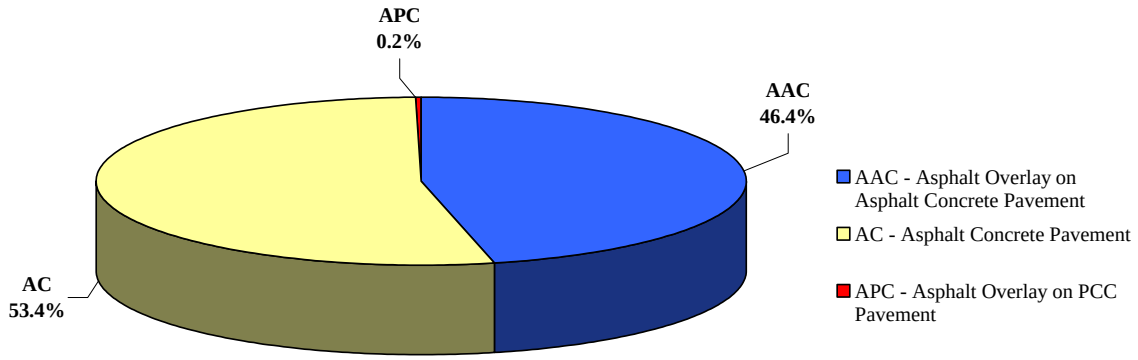
Figure 3-1 presents the breakdown of the pavement area at Albert Whitted Municipal Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

Pavement condition inspections at Albert Whitted Municipal Airport were performed in July 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

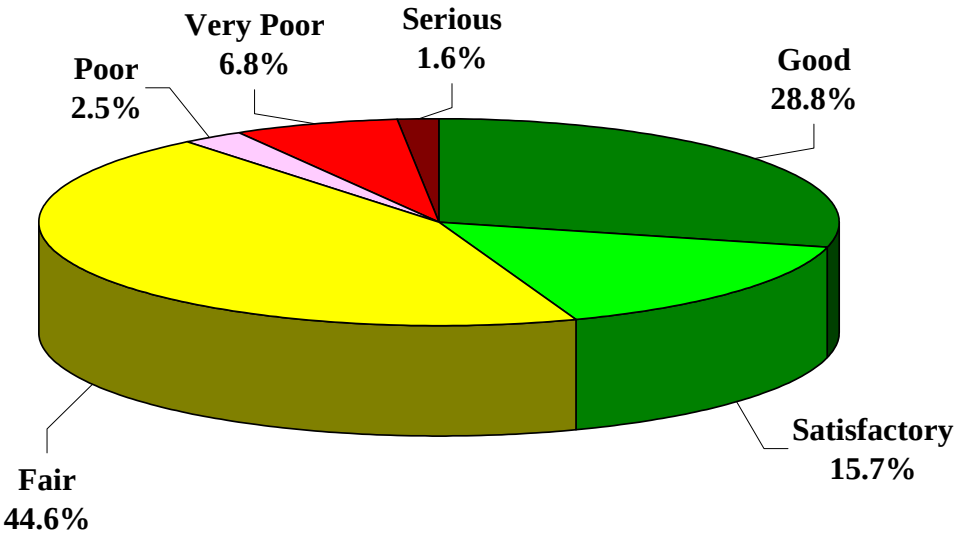
After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Albert Whitted Municipal Airport is 71, representing a Satisfactory overall network condition.

Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



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Approximately 44.5% of the network is in Good and Satisfactory condition while 10.9% of the network is in Poor to Serious condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	60
Taxiway	68
Apron	85
All	**71**

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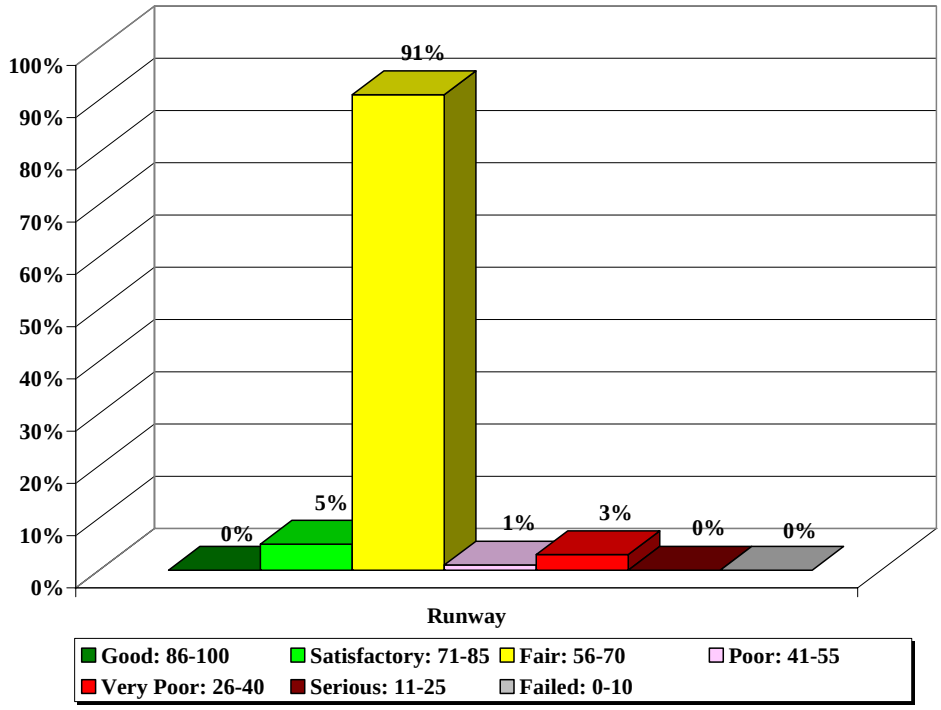
On average, the runways, taxiways, and aprons are in Fair, Fair, and Satisfactory condition, respectively.

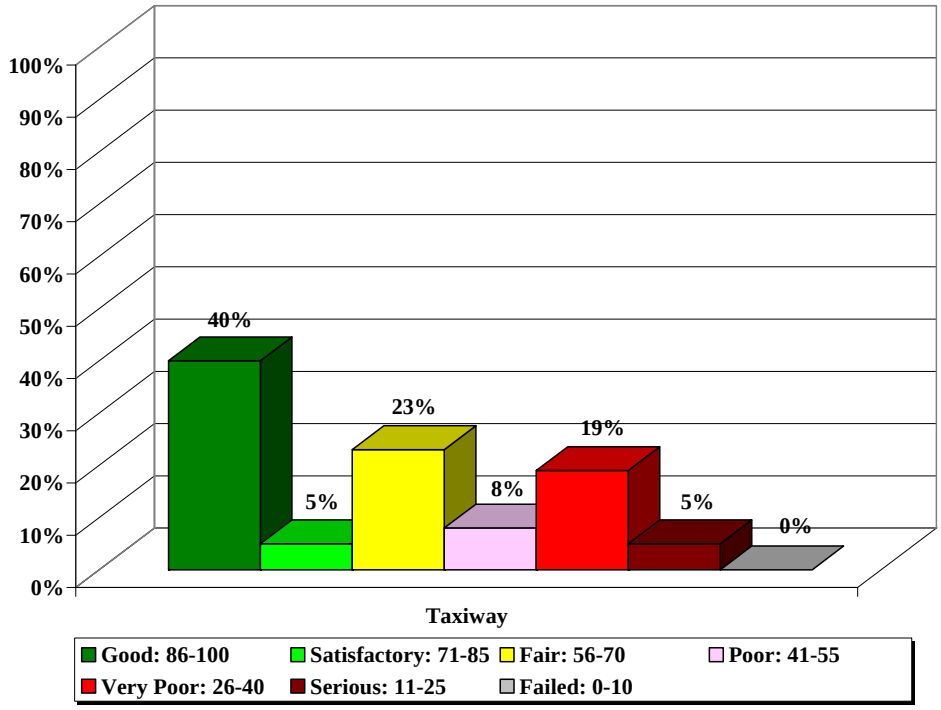
Figure 4-2 presents the breakdown of PCI by range for each pavement use.

Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use

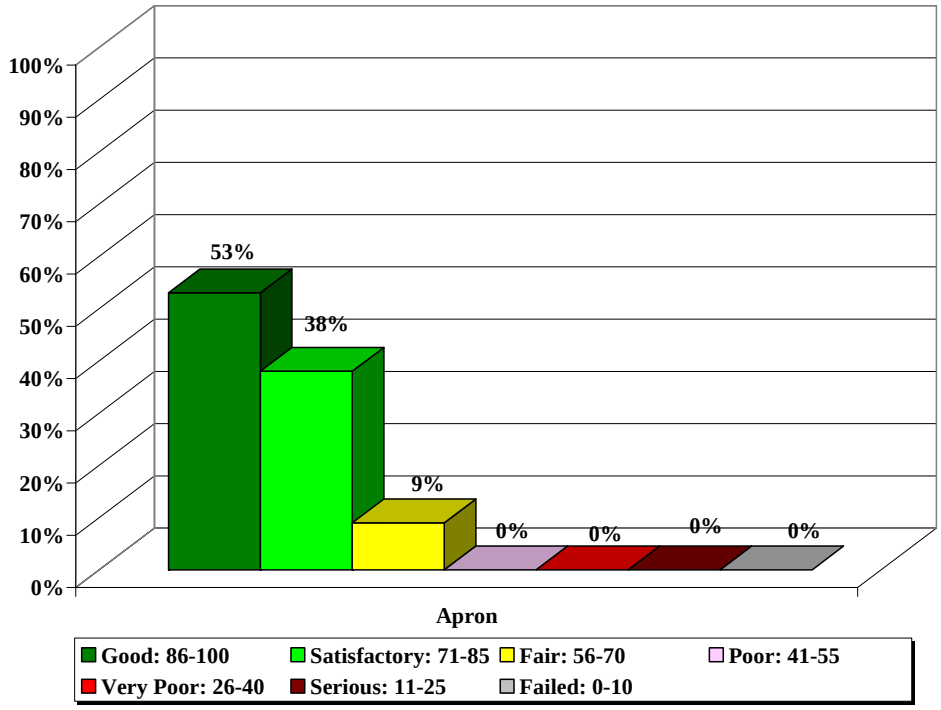
(a) Runway



(b) Taxiway



(c) Apron



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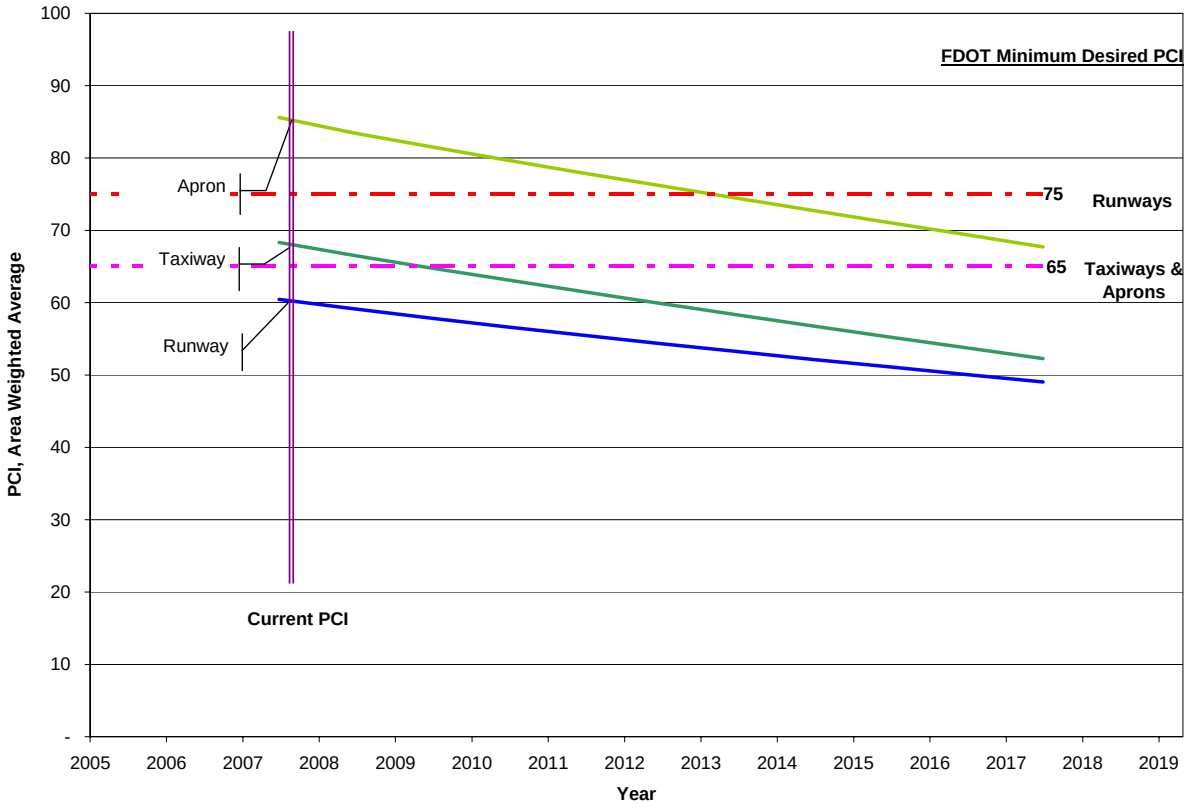
5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Albert Whitted Municipal Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for Regional Reliever (RL) airports.

Figure 5-1: Predicted PCI by Pavement Use



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Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

Maintenance and rehabilitation (M&R) policies are sets of rules used to develop repair recommendations for distresses encountered during the visual inspections.

Maintenance refers to repair-type activities that are applied to specific distress types on the pavement. These activities are preventative and/or corrective in nature, and are recommended to help achieve the performance goal.

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for Regional Reliever Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	SqFt
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	SqFt
	Raveling	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	SqFt
	Pumping	N/A	No Localized M&R	NONE	SqFt
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	Ft
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

*L = Low, M = Medium, H = High

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Table 6-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 6-3: Desired Minimum PCI for Regional Reliever Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	65

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Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 6-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

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6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Mangement Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	$2.00	SqFt
PA-AS	Patching – AC Shallow	$4.00	SqFt
PA-PF	Patching – PCC Full Depth	$50.00	SqFt
PA-PP	Patching – Partial Depth	$35.00	SqFt
SL-PC	Slab Replacement	$15.00	SqFt
CS-PC	Crack Sealing – PCC	$2.00	Ft
UN-PC	Undersealing – PCC	$3.00	Ft
CS-AC	Crack Sealing – AC	$2.00	Ft
GR-PP	Grinding (Localized for PCC)	$20.00	Ft
GR-LL	Grinding (Localized for AC)	$6.00	SqFt
JS-LC	Joint Seal (Localized)	$1.75	Ft
JS-SI	Joint Seal – Silicon	$2.50	Ft
PA-AD	Patching – AC Deep	$7.00	SqFt
OL-AT	Overlay – AC Thin	$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.25	SqFt
MI-AC	Microsurfacing	$0.90	SqFt

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The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.10
		80	$0.40
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	$7.61
		40	$7.61
	Reconstruction	30	$18.57
		20	$18.57

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A 3% inflation rate per year was applied to the unit costs during the M&R analysis.

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

Maintenance and Rehabilitation (M&R) analyses were performed after the condition data were calculated and MicroPAVER was customized with the maintenance policies and cost settings described in the previous section.

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP	4120	54,506	$185,429	61	Major M&R < Critical	100
AP	4145	14,777	$161,040	37	Major M&R < Critical	100
RW 18-36	6105	286,000	$1,164,878	59	Major M&R < Critical	100
RW 6-24	6207	24,450	$454,036	27	Major M&R < Critical	100
RW 6-24	6210	187,050	$835,366	58	Major M&R < Critical	100
RW 6-24	6212	6,400	$46,189	51	Major M&R < Critical	100
TW A	105	15,000	$61,095	59	Major M&R < Critical	100
TW A	110	19,000	$77,387	59	Major M&R < Critical	100
TW B	215	3,704	$64,724	31	Major M&R < Critical	100
TW B	251	3,096	$23,561	47	Major M&R < Critical	100
TW B	253	2,662	$20,258	48	Major M&R < Critical	100
TW B	254	3,256	$24,778	43	Major M&R < Critical	100
TW B	255	1,500	$17,991	36	Major M&R < Critical	100
TW B1	150	5,130	$14,600	63	Major M&R < Critical	100
TW C	301	5,000	$38,050	48	Major M&R < Critical	100
TW C	305	87,000	$852,774	38	Major M&R < Critical	100
TW C	307	12,500	$35,575	63	Major M&R < Critical	100
TW C	310	22,200	$168,942	41	Major M&R < Critical	100
TW C	315	1,900	$35,283	11	Major M&R < Critical	100
TW CONN C	605	25,600	$475,392	22	Major M&R < Critical	100
TW CONN C	609	1,370	$10,426	40	Major M&R < Critical	100
TW CONN C	610	8,400	$100,750	36	Major M&R < Critical	100
		Total	**$4,868,523**	**71***	**← Network Avg. PCI →**	**90***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Albert Whitted Municipal Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

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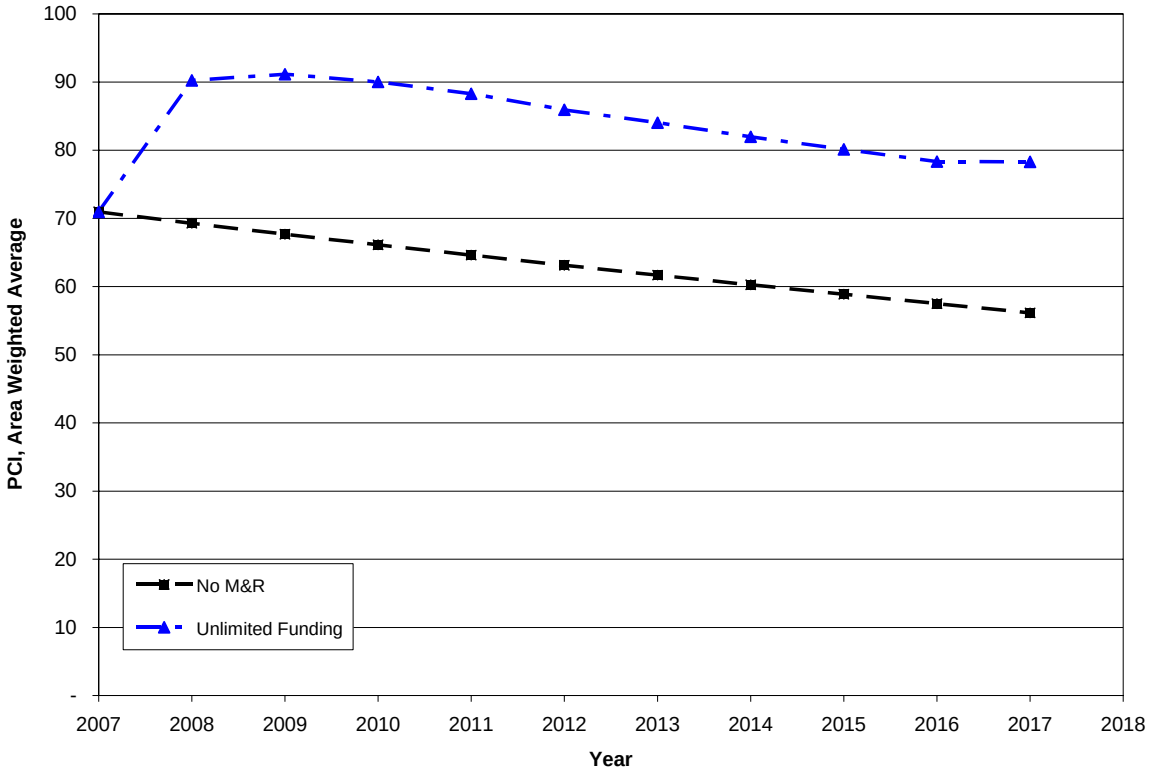
Figure 7-1: Budget Scenario Analysis



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The following network level observations can be made from the figure above:

- The PCI will deteriorate from 71 to 56 in ten years if no M&R activities are performed.
- The PCI will remain at or above 78 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 78 with this scenario is 22 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $6 million.

8. MAINTENANCE AND REHABILITATION PLAN

The M&R analysis results include activities that likely exceed a typical annual budget level. These activities would need to be evaluated for feasibility and desirability based on the airport's future plans. In an effort to identify appropriate budget levels the 10 year M&R analysis was evaluated to determine levels needed to address several specific areas: preventive maintenance, major activities for pavements in poor condition (Major M&R for PCI less than Critical), and activities that would be desirable to preserve good pavement conditions where they exist (Major M&R for PCI greater than or equal to Critical).

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$54,420	$0	$4,868,523	$4,922,943
2009	$63,615	$0	$433,351	$496,966
2010	$60,658	$0	$165,643	$226,301
2011	$72,272	$0	$97,962	$170,234
2012	$104,226	$0	$0	$104,226
2013	$136,348	$0	$7,145	$143,493
2014	$179,551	$0	$29,598	$209,149
2015	$223,242	$0	$14,901	$238,143
2016	$268,201	$0	$0	$268,201
2017	$287,048	$0	$334,205	$621,253
Total	**$1,449,581**	**$0**	**$5,951,327**	**$7,400,908**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.
Prepared by BX *Checked by TH*

Approximately 82% of the total Major M&R cost is required in the first year (2008). This is a consequence of parts of Runway 18-36 and Runway 6-24 and one large area of Taxiway C being below Critical PCI.

Runway 18-36 and Runway 6-24 are currently in Fair condition with an average PCI value of 62 and 58, respectively. Parts of these runways have immediate need for repair. In addition, one large area of Taxiway C needs further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

Appendix E provides details of M&R plan by year under the unlimited funding scenario and the map of the 10-year M&R plan was provided in Appendix F. It is important to understand that a PMS is a network level tool and the M&R costs provided in this report are only for planning purposes.

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

Pavement condition inspections were performed at Albert Whitted Municipal Airport and a 10-year M&R plan was developed based on the unlimited funding scenario.

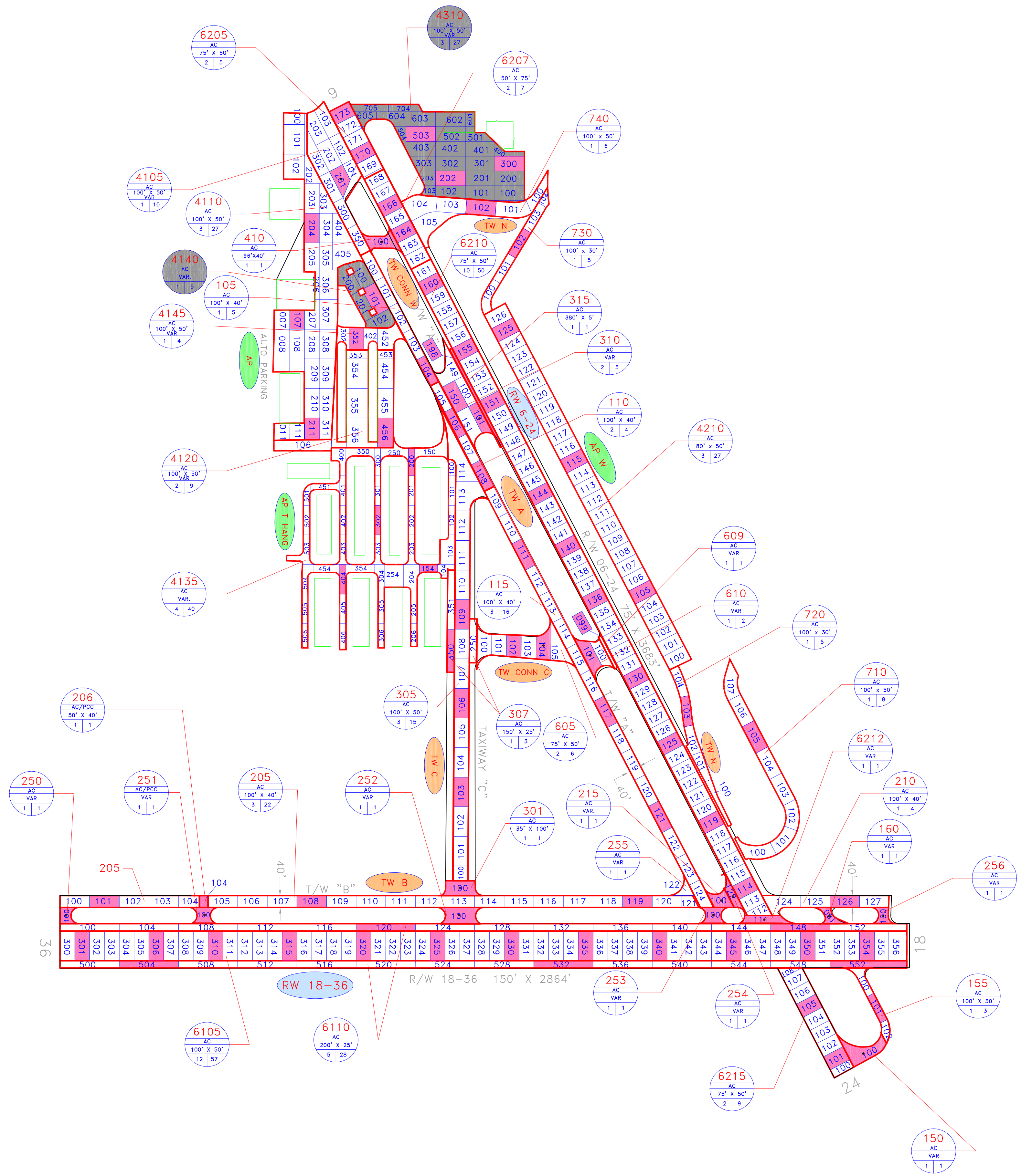
The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 18-36 and Runway 6-24 are in Fair condition and some immediate repairs are needed for both runways.
- One large area of Taxiway C was identified that will require significant funding to improve it above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets.

APPENDIX A

NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES - ALBERT WHITTED AIRPORT				
Comment	Section	Sample	Latitude	Longitude
TW A	110	104	27.76400751	-82.63088345
TW A	110	106	27.76426733	-82.63032693
TW A	110	108	27.76452764	-82.62978305
TW A	115	111	27.76491017	-82.62896204
TW A	115	117	27.76567009	-82.62732575
TW A	115	121	27.76617721	-82.62623184
TW B1	150	100	27.76813878	-82.62378364
TW B1	155	101	27.76821413	-82.62428197
TW B	160	100	27.76776403	-82.62522654
TW B	205	101	27.76103906	-82.62533517
TW B	205	108	27.76296744	-82.62533683
TW B	205	113	27.76433097	-82.62534603
TW B	205	119	27.76598496	-82.62535967
TW B	206	104	27.76195973	-82.62534065
TW B	210	126	27.76790481	-82.62537254
TW B	215	100	27.76676317	-82.62536899
TW B	250	100	27.76067567	-82.62517803
TW B	251	100	27.76197025	-82.62519032
TW CONN	252	100	27.76433472	-82.62521602
TW A	253	100	27.76665634	-82.62522347
TW B	254	122	27.7668956	-82.62541559
TW B	256	100	27.76827777	-82.62521067
TW CONN S	301	100	27.76434682	-82.62548272
TW C	305	103	27.76431773	-82.62650375
TW C	305	106	27.76431652	-82.62742294
TW C	305	109	27.76432013	-82.6283549
TW C	307	350	27.76421956	-82.62795515
TW A	310	101	27.76452819	-82.63041975
TW A	310	150	27.76428508	-82.63063444
TW A	410	100	27.76357043	-82.63223517
TW A1	605	102	27.76486585	-82.62801076
TW A1	605	104	27.76516334	-82.62799931
TW A	609	99	27.76571071	-82.62794417
TW A	610	101	27.76553915	-82.62788682
TW Ractrack	710	105	27.76708207	-82.62705015
TW N	720	103	27.76642903	-82.62735575
TW N	730	102	27.76486893	-82.63222139
TW N	740	102	27.76446397	-82.63258973
AP	4105	201	27.76319995	-82.63290963
AP	4110	107	27.76280055	-82.63144173
AP	4110	204	27.76291694	-82.63239468
AP	4110	211	27.76293072	-82.63029268
AP	4120	352	27.76335505	-82.63116749
AP	4120	455	27.76361891	-82.63023784
AP T-HANG	4135	154	27.76400232	-82.62880668
AP T-HANG	4135	200	27.76385557	-82.62992011
AP T-HANG	4135	302	27.76352704	-82.6293187
AP T-HANG	4135	404	27.7632255	-82.62867677
TW W	4210	105	27.76600538	-82.62860212
TW W	4210	115	27.76534734	-82.62995959
AP W	4210	125	27.76470212	-82.63130467
RW 18 Right	-	-	27.76849605	-82.62514109
RW 18 Center	-	-	27.76849623	-82.62490564
RW 18 Left	-	-	27.7684889	-82.62468104
RW 18/36	6105	301	27.76082047	-82.62486982
RW 18/36	6105	306	27.76151704	-82.62488089
RW 18/36	6105	310	27.76205326	-82.62488284
RW 18/36	6105	315	27.76274312	-82.62486575
RW 18/36	6105	320	27.76342453	-82.6248556
RW 18/36	6105	325	27.76412246	-82.62488626
RW 18/36	6105	330	27.7648117	-82.62489285
RW 18/36	6105	335	27.7654929	-82.62489751
RW 18/36	6105	340	27.76619069	-82.62489459
RW 18/36	6105	345	27.76687084	-82.62490362
RW 18/36	6105	350	27.76753598	-82.6249127
RW 18/36	6105	354	27.76808047	-82.62491049
RW 18/36	6110	120	27.76364054	-82.62505656
RW 18/36	6110	148	27.76747968	-82.62509201
RW 18/36	6110	504	27.7614361	-82.62468422
RW 18/36	6110	532	27.7652846	-82.62470229
RW 18/36	6110	552	27.76801909	-82.62472512
RW 36 Left	-	-	27.76062506	-82.62509119
RW 36 Center	-	-	27.76061873	-82.6248664
RW 36 Right	-	-	27.76061364	-82.62463953
RW 6 Center	-	-	27.7639125	-82.63209807
RW 6 Right	-	-	27.76381068	-82.63205236
RW 6 Left	-	-	27.76399018	-82.63215547
RW 6/24	5215	101	27.7678538	-82.62373691
RW 6/24	6205	170	27.76341465	-82.63313803
RW 6/24	6205	173	27.76321665	-82.63355157
RW 6/24	6207	164	27.76377567	-82.63233913
RW 6/24	6207	166	27.7636496	-82.63259113
RW 6/24	6210	114	27.76699193	-82.62550124
RW 6/24	6210	119	27.76667992	-82.62618932
RW 6/24	6210	125	27.76630381	-82.62702319
RW 6/24	6210	130	27.76596747	-82.627709
RW 6/24	6210	136	27.76557616	-82.62852694
RW 6/24	6210	140	27.7653455	-82.62905626
RW 6/24	6210	144	27.76505773	-82.62961338
RW 6/24	6210	151	27.76462677	-82.63055785
RW 6/24	6210	155	27.76436625	-82.63110465
RW 6/24	6210	160	27.7640458	-82.6317888
RW 6/24	6212	111	27.76715606	-82.62518292
RW 6/24	6215	105	27.76758638	-82.62429746
RW 24 Run Up Left	-	-	27.76783166	-82.62352216
RW 24 Run Up Center	-	-	27.76790773	-82.62358273
RW 24 Run Up Right	-	-	27.76799545	-82.6236353
RW 24 Right	-	-	27.76765272	-82.62435386
RW 24 Center	-	-	27.76756788	-82.62430101
RW 24 Left	-	-	27.76747787	-82.62427296
Notes: Geodetics represent decimal degrees (GS - 84 Datum)				
All GPS coordinates are at the centroid of the sample units.				



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' X 50' / 5 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH, RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT DESIGNATED FOR INSPECTION DUE TO CONSTRUCTION IN 2006/2007.
- DESIGNATED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.
- DOT ON A ODD SHAPED SAMPLE UNIT INDICATES THE CENTROID LOCATION.

SOURCE: SYSTEM INVENTORY DRAWING PREPARED BY URS CORPORATION, JUNE 2005.

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

NUMBER	DATE	REVISIONS
1	Feb-06	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL DRAWN: GB CHECKED: DATE: 2-15-2006

URS

MACTEC Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

PLANNING TECHNOLOGY INC / PANTHER INTERNATIONAL, LLC

NETWORK DEFINITION DRAWING
ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: SPG
FDOT DISTRICT: 7

2

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4105	311	200	62,150	T	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4110	700	200	140,000	P	AC	1/1/1993	7/25/2007
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4120	350	150	54,506	P	AAC	1/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4135	4,000	20	90,000	P	AAC	1/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4140	230	70	23,010	T	AC	1/1/2006	1/1/2006*
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4145	200	77	14,777	P	AC	1/1/1965	1/1/1965*
ALBERT WHITTED AIRPORT	SPG	WEST APRON	AP W	4210	1,360	80	108,800	T	AC	11/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	WEST APRON	AP W	4310	560	325	107,277	P	AC	1/1/2006	1/1/2006*
ALBERT WHITTED AIRPORT	SPG	RUNWAY 18-36	RW 18-36	6105	2,860	100	286,000	P	AAC	1/1/1992	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 18-36	RW 18-36	6110	5,720	25	143,000	P	AAC	1/1/1992	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6205	250	75	18,800	P	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6207	320	75	24,450	P	AC	1/1/1965	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6210	2,500	75	187,050	P	AC	1/1/1965	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6212	30	140	6,400	P	AC	1/1/1985	7/25/2007
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6215	400	75	31,500	P	AC	1/1/1991	7/25/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	105	360	40	15,000	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	110	475	40	19,000	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	115	1,520	40	60,800	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	160	60	30	2,214	P	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	205	2,110	40	87,400	P	AAC	1/1/1988	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	206	50	40	2,400	P	APC	1/1/1989	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	210	425	40	17,000	P	AAC	1/1/1988	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	215	45	70	3,704	P	AC	1/1/1965	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	250	50	40	2,363	P	AAC	1/1/1984	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	251	50	50	3,096	P	AAC	1/1/1989	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	252	100	50	7,080	P	AAC	1/1/1989	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	253	50	50	2,662	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	254	90	30	3,256	P	AC	1/1/1979	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	255	37	40	1,500	P	AC	1/1/1979	11/7/1998*
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	256	50	40	2,504	P	AAC	1/1/1989	7/25/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B1	TW B1	150	140	35	5,130	P	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B1	TW B1	155	322	30	9,653	P	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	301	100	50	5,000	P	AAC	1/1/1989	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	305	1,500	50	87,000	P	AC	1/1/1950	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	307	500	25	12,500	P	AAC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	310	250	80	22,200	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	315	380	5	1,900	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	605	300	75	25,600	P	AC	1/1/1960	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	609	120	10	1,370	P	AC	1/1/1965	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	610	100	80	8,400	P	AAC	1/1/1987	7/25/2007
ALBERT WHITTED AIRPORT	SPG	TAXIWAY WEST CONNECTOR	TW CONN W	410	96	40	3,963	P	AC	1/1/1991	7/25/2007
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	710	810	50	40,500	P	AC	1/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	720	450	30	13,500	P	AC	1/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	730	460	30	13,800	P	AC	1/1/2002	7/25/2007
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	740	520	60	31,200	P	AC	1/1/2002	7/25/2007

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

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4105 of 6 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 62,150.00 SqFt Length: 310.75 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 16 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4110 of 6 From: - To: - Last Const.: 1/1/1993
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 140,000.00 SqFt Length: 700.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 35 Surveyed: 3
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 2,500.00 SqFt
Sample Comments:
52 L

Sample Number: 204 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 49 L

Sample Number: 211 Type: R Area: 5,000.00 SqFt
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4120 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 54,506.00 SqFt Length: 350.00 Ft Width: 150.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 31 Surveyed: 2
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 352 Type: R Area: 5,000.00 SqFt
Sample Comments:
43 L 45 L 52 L 41 M

Sample Number: 455 Type: R Area: 5,000.00 SqFt
Sample Comments:
56 L 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4135 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 90,000.00 SqFt Length: 4,000.00 Ft Width: 20.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 2 Surveyed: 4
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 154 Type: R Area: 1,500.00 SqFt
Sample Comments:
50 L

Sample Number: 200 Type: R Area: 1,900.00 SqFt
Sample Comments:
48 L 52 L

Sample Number: 302 Type: R Area: 2,000.00 SqFt
Sample Comments:
52 L

Sample Number: 404 Type: R Area: 2,000.00 SqFt
Sample Comments:
45 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4140 of 6 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 23,010.00 SqFt Length: 230.00 Ft Width: 70.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2006 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP Name: APRON Use: APRON Area: 384,443.00 SqFt

Section: 4145 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 14,777.00 SqFt Length: 200.00 Ft Width: 77.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/1965 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 216,077.00 SqFt

Section: 4210 of 2 From: To: Last Const.: 11/1/2002
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 108,800.00 SqFt Length: 1,360.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 3 Surveyed: 3
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 4,000.00 SqFt
Sample Comments:
50 L

Sample Number: 115 Type: R Area: 4,000.00 SqFt
Sample Comments:
50 L

Sample Number: 125 Type: R Area: 4,000.00 SqFt
Sample Comments:
50 L 48 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 216,077.00 SqFt

Section: 4310 of 2 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 107,277.00 SqFt Length: 560.00 Ft Width: 325.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2006 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 429,000.00 SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 286,000.00 SqFt Length: 2,860.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 72 Surveyed: 12
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 56 L 45 L 52 L

Sample Number: 306 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 310 Type: R Area: 5,000.00 SqFt
Sample Comments:
56 L 48 L 48 M 52 M 52 L 43 L 50 L

Sample Number: 315 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Sample Number: 320 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 43 L 52 L 48 M

Sample Number: 325 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 M 52 M 48 L 52 L

Sample Number: 330 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 M 52 M 52 L 48 L 43 L

Sample Number: 335 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 52 L 43 L 52 M

Sample Number: 340 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 52 L

Sample Number: 345 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 52 M 48 M 48 L

Sample Number: 350 Type: R Area: 5,000.00 SqFt
Sample Comments:
50 L 52 L 48 L 43 L 52 M

Sample Number: 354 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 429,000.00 SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 143,000.00 SqFt Length: 5,720.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 36 Surveyed: 5
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 148 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 504 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 532 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 43 L

Sample Number: 552 Type: R Area: 6,250.00 SqFt
Sample Comments:
43 L 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 268,200.00 SqFt

Section: 6205 of 5 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 18,800.00 SqFt Length: 250.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 170 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 50 L 52 L

Sample Number: 173 Type: R Area: 3,750.00 SqFt
Sample Comments:
45 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 268,200.00 SqFt

Section: 6207 of 5 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 24,450.00 SqFt Length: 320.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 164 Type: R Area: 3,750.00 SqFt
Sample Comments:
41 L 48 L 52 L

Sample Number: 166 Type: R Area: 3,750.00 SqFt
Sample Comments:
41 L 48 L 52 L 56 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 268,200.00 SqFt

Section: 6210 of 5 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 187,050.00 SqFt Length: 2,500.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 47 Surveyed: 10
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 M 48 L 52 L 56 L

Sample Number: 119 Type: R Area: 3,750.00 SqFt
Sample Comments:
50 L 52 L 48 M 48 L

Sample Number: 125 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 48 M

Sample Number: 130 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 48 L 52 M 48 M

Sample Number: 136 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 56 L 48 M 48 L

Sample Number: 140 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 48 M 52 M

Sample Number: 144 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 52 L 52 M 48 M

Sample Number: 151 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 52 M 48 L

Sample Number: 155 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 M 52 L 48 L 48 M

Sample Number: 160 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 M 52 L 41 L 48 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 268,200.00 SqFt

Section: 6212 of 5 From: - To: - Last Const.: 1/1/1985
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 6,400.00 SqFt Length: 30.00 Ft Width: 140.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 3,500.00 SqFt
Sample Comments:
52 M 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 268,200.00 SqFt

Section: 6215 of 5 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 31,500.00 SqFt Length: 400.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 8 Surveyed: 2
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 48 L

Sample Number: 105 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 111,796.50 SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 15,000.00 SqFt Length: 360.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 M 48 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 111,796.50 SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 19,000.00 SqFt Length: 475.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 L 50 L 52 M 48 L 45 L

Sample Number: 108 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 M 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 111,796.50 SqFt

Section: 115 of 4 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 60,800.00 SqFt Length: 1,520.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 15 Surveyed: 3
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 52 L

Sample Number: 117 Type: R Area: 4,000.00 SqFt
Sample Comments:
48 L 52 L 48 M 52 M

Sample Number: 121 Type: R Area: 4,000.00 SqFt
Sample Comments:
52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 111,796.50 SqFt

Section: 160 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 2,214.00 SqFt Length: 60.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,625.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 205 of 11 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 87,400.00 SqFt Length: 2,110.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 22 Surveyed: 3
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 108 Type: R Area: 4,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Sample Number: 119 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 206 of 11 From: - To: - Last Const.: 1/1/1989
Surface: APC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,400.00 SqFt Length: 50.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 2,000.00 SqFt
Sample Comments:
47 M 47 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 210 of 11 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 17,000.00 SqFt Length: 425.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 126 Type: R Area: 4,000.00 SqFt
Sample Comments:
50 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 215 of 11 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,704.00 SqFt Length: 45.00 Ft Width: 70.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:32.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,000.00 SqFt
Sample Comments:
52 H 52 M 48 L 52 L 50 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 250 of 11 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,363.00 SqFt Length: 50.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,475.00 SqFt
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 251 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,096.00 SqFt Length: 50.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,475.00 SqFt
Sample Comments:
52 L 48 M 52 M 48 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 252 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 7,080.00 SqFt Length: 100.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 253 of 11 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,662.00 SqFt Length: 50.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,500.00 SqFt
Sample Comments:
45 L 48 L 52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 254 of 11 From: - To: - Last Const.: 1/1/1979
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,256.00 SqFt Length: 90.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:44.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 2,125.00 SqFt
Sample Comments:
45 M 52 M 48 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 255 of 11 From: - To: - Last Const.: 1/1/1979
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,500.00 SqFt Length: 37.50 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/7/1998 Total Samples: 1 Surveyed: 1
Conditions: PCI:48.00 |
Inspection Comments:

Sample Number: 122 Type: R Area: 1,500.00 SqFt
Sample Comments:
48 L 52 H 52 M 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 132,965.00 SqFt

Section: 256 of 11 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,504.00 SqFt Length: 50.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,200.00 SqFt
Sample Comments:
52 L 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B1 Name: TAXIWAY B1 Use: TAXIWAY Area: 14,782.50 SqFt

Section: 150 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 5,130.00 SqFt Length: 140.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 6,750.00 SqFt
Sample Comments:
50 L 52 M 52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW B1 Name: TAXIWAY B1 Use: TAXIWAY Area: 14,782.50 SqFt

Section: 155 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,652.50 SqFt Length: 321.75 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,500.00 SqFt
Sample Comments:
52 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TW SOUTH CONNECTOR BETWEE Use: TAXIWAY Area: 128,600.00 SqFt

Section: 301 of 5 From: - To: - Last Const.: 1/1/1989
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 5,000.00 SqFt Length: 100.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L 43 M 52 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TW SOUTH CONNECTOR BETWEE Use: TAXIWAY Area: 128,600.00 SqFt

Section: 305 of 5 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 87,000.00 SqFt Length: 1,500.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 22 Surveyed: 3
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00 SqFt
Sample Comments:
43 L 52 L 48 L 48 M 52 M

Sample Number: 106 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 H 48 M 45 L 48 L 52 M 43 M 52 L

Sample Number: 109 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 56 L 52 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TW SOUTH CONNECTOR BETWEE Use: TAXIWAY Area: 128,600.00 SqFt

Section: 307 of 5 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 12,500.00 SqFt Length: 500.00 Ft Width: 25.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 350 Type: R Area: 3,000.00 SqFt
Sample Comments:
45 L 48 L 52 L 56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TW SOUTH CONNECTOR BETWEE Use: TAXIWAY Area: 128,600.00 SqFt

Section: 310 of 5 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 22,200.00 SqFt Length: 250.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00 SqFt
Sample Comments:
55 L 52 M 52 H 52 L 48 L

Sample Number: 150 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L 52 M 50 M 48 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW C Name: TW SOUTH CONNECTOR BETWEE Use: TAXIWAY Area: 128,600.00 SqFt

Section: 315 of 5 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 1,900.00 SqFt Length: 380.00 Ft Width: 5.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:13.00 |
Inspection Comments:

Sample Number: 198 Type: R Area: 1,900.00 SqFt
Sample Comments:
52 M 48 M 45 M 48 L 52 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW CONN C Name: TAXIWAY CENTER CONNECTOR Use: TAXIWAY Area: 35,370.00 SqFt

Section: 605 of 3 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 25,600.00 SqFt Length: 300.00 Ft Width: 75.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:24.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00 SqFt
Sample Comments:
52 L 45 H 45 M 50 L 52 M 43 L 41 L

Sample Number: 104 Type: R Area: 3,750.00 SqFt
Sample Comments:
48 L 41 L 45 L 41 M 50 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW CONN C Name: TAXIWAY CENTER CONNECTOR Use: TAXIWAY Area: 35,370.00 SqFt

Section: 609 of 3 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,370.00 SqFt Length: 120.00 Ft Width: 10.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 2,250.00 SqFt
Sample Comments:
50 L 52 M 52 L 48 L 45 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW CONN C Name: TAXIWAY CENTER CONNECTOR Use: TAXIWAY Area: 35,370.00 SqFt

Section: 610 of 3 From: - To: - Last Const.: 1/1/1987
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 8,400.00 SqFt Length: 100.00 Ft Width: 80.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:38.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,400.00 SqFt
Sample Comments:
52 L 52 H 43 L 52 M 48 L 48 M

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW CONN W Name: TAXIWAY WEST CONNECTOR Use: TAXIWAY Area: 3,963.00 SqFt

Section: 410 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,963.00 SqFt Length: 96.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,840.00 SqFt
Sample Comments:
52 L 50 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 99,000.00 SqFt

Section: 710 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 40,500.00 SqFt Length: 810.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00 SqFt
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 99,000.00 SqFt

Section: 720 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 13,500.00 SqFt Length: 450.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,000.00 SqFt
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 99,000.00 SqFt

Section: 730 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 13,800.00 SqFt Length: 460.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:99.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00 SqFt
Sample Comments:
56 L

Re-inspection Report

FDOT
Report Generated Date: 2/7/2008
Site Name:

Network: SPG Name: ALBERT WHITTED AIRPORT

Branch: TW N Name: NORTH TAXIWAY Use: TAXIWAY Area: 99,000.00 SqFt

Section: 740 of 4 From: To: Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 31,200.00 SqFt Length: 520.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 7/25/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt
Sample Comments:
48 L 50 L

APPENDIX C

2007 CONDITION MAP AND TABLES

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

- Good
- Satisfactory
- Fair
- Poor
- Very Poor
- Serious
- Failed

0 100 200

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

NUMBER	DATE	REVISIONS
1	Feb-07-08	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 2-15-2006

URS | ascendsciences ENGINEERING A BETTER WORLD | PLANNING TECHNOLOGY INC | PANTHER INTERNATIONAL, LLC

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

2007 Condition Map

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE | 2

IDENTIFIER: SPG
FDOT DISTRICT: 7

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4105	311	200	62,150	T	AC	1/1/1991	7/25/2007	93
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4110	700	200	140,000	P	AC	1/1/1993	7/25/2007	83
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4120	350	150	54,506	P	AAC	1/1/2002	7/25/2007	62
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4135	4,000	20	90,000	P	AAC	1/1/2002	7/25/2007	76
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4140	230	70	23,010	T	AC	1/1/2006	1/1/2006*	96
ALBERT WHITTED AIRPORT	SPG	APRON	AP	4145	200	77	14,777	P	AC	1/1/1965	1/1/1965*	38
ALBERT WHITTED AIRPORT	SPG	WEST APRON	AP W	4210	1,360	80	108,800	T	AC	11/1/2002	7/25/2007	97
ALBERT WHITTED AIRPORT	SPG	WEST APRON	AP W	4310	560	325	107,277	P	AC	1/1/2006	1/1/2006*	96
ALBERT WHITTED AIRPORT	SPG	RUNWAY 18-36	RW 18-36	6105	2,860	100	286,000	P	AAC	1/1/1992	7/25/2007	60
ALBERT WHITTED AIRPORT	SPG	RUNWAY 18-36	RW 18-36	6110	5,720	25	143,000	P	AAC	1/1/1992	7/25/2007	66
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6205	250	75	18,800	P	AC	1/1/1991	7/25/2007	67
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6207	320	75	24,450	P	AC	1/1/1965	7/25/2007	28
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6210	2,500	75	187,050	P	AC	1/1/1965	7/25/2007	59
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6212	30	140	6,400	P	AC	1/1/1985	7/25/2007	52
ALBERT WHITTED AIRPORT	SPG	RUNWAY 6-24	RW 6-24	6215	400	75	31,500	P	AC	1/1/1991	7/25/2007	71

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	105	360	40	15,000	P	AAC	1/1/1987	7/25/2007	60
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	110	475	40	19,000	P	AAC	1/1/1987	7/25/2007	60
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	115	1,520	40	60,800	P	AAC	1/1/1987	7/25/2007	66
ALBERT WHITTED AIRPORT	SPG	TAXIWAY A	TW A	160	60	30	2,214	P	AC	1/1/1991	7/25/2007	74
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	205	2,110	40	87,400	P	AAC	1/1/1988	7/25/2007	97
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	206	50	40	2,400	P	APC	1/1/1989	7/25/2007	68
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	210	425	40	17,000	P	AAC	1/1/1988	7/25/2007	88
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	215	45	70	3,704	P	AC	1/1/1965	7/25/2007	32
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	250	50	40	2,363	P	AAC	1/1/1984	7/25/2007	89
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	251	50	50	3,096	P	AAC	1/1/1989	7/25/2007	49
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	252	100	50	7,080	P	AAC	1/1/1989	7/25/2007	74
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	253	50	50	2,662	P	AAC	1/1/1987	7/25/2007	50
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	254	90	30	3,256	P	AC	1/1/1979	7/25/2007	44
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	255	37	40	1,500	P	AC	1/1/1979	11/7/1998*	37
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B	TW B	256	50	40	2,504	P	AAC	1/1/1989	7/25/2007	69

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B1	TW B1	150	140	35	5,130	P	AC	1/1/1991	7/25/2007	64
ALBERT WHITTED AIRPORT	SPG	TAXIWAY B1	TW B1	155	322	30	9,653	P	AC	1/1/1991	7/25/2007	72
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	301	100	50	5,000	P	AAC	1/1/1989	7/25/2007	50
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	305	1,500	50	87,000	P	AC	1/1/1950	7/25/2007	39
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	307	500	25	12,500	P	AAC	1/1/1991	7/25/2007	64
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	310	250	80	22,200	P	AAC	1/1/1987	7/25/2007	43
ALBERT WHITTED AIRPORT	SPG	TW SOUTH CONNECTOR BETWEEN TW A & B	TW C	315	380	5	1,900	P	AAC	1/1/1987	7/25/2007	13
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	605	300	75	25,600	P	AC	1/1/1960	7/25/2007	24
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	609	120	10	1,370	P	AC	1/1/1965	7/25/2007	41
ALBERT WHITTED AIRPORT	SPG	TAXIWAY CENTER CONNECTOR	TW CONN C	610	100	80	8,400	P	AAC	1/1/1987	7/25/2007	38
ALBERT WHITTED AIRPORT	SPG	TAXIWAY WEST CONNECTOR	TW CONN W	410	96	40	3,963	P	AC	1/1/1991	7/25/2007	82
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	710	810	50	40,500	P	AC	1/1/2002	7/25/2007	91
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	720	450	30	13,500	P	AC	1/1/2002	7/25/2007	100
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	730	460	30	13,800	P	AC	1/1/2002	7/25/2007	99
ALBERT WHITTED AIRPORT	SPG	NORTH TAXIWAY	TW N	740	520	60	31,200	P	AC	1/1/2002	7/25/2007	95

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
SPG	AP	4105	93	91	89	87	85	83	81	80	78	76	75
SPG	AP	4110	83	81	80	78	76	75	74	72	71	70	68
SPG	AP	4120	62	60	58	56	54	52	49	47	44	41	37
SPG	AP	4135	76	75	74	72	71	70	69	67	66	65	63
SPG	AP	4140	96	94	92	89	87	85	84	82	80	79	77
SPG	AP	4145	38	36	34	32	30	28	26	24	21	19	16
SPG	AP W	4210	97	95	92	90	88	86	84	82	81	79	78
SPG	AP W	4310	96	94	92	89	87	85	84	82	80	79	77
SPG	RW 18-36	6105	60	59	58	57	57	56	55	54	53	52	51
SPG	RW 18-36	6110	66	65	63	62	61	60	59	58	57	57	56
SPG	RW 6-24	6205	67	65	63	61	60	58	56	55	53	52	50
SPG	RW 6-24	6207	28	26	25	23	21	18	16	13	10	7	4
SPG	RW 6-24	6210	59	57	56	54	53	51	50	49	48	46	45
SPG	RW 6-24	6212	52	51	49	48	47	46	45	44	43	42	41
SPG	RW 6-24	6215	71	69	67	65	63	61	60	58	56	55	53
SPG	TW A	105	60	59	58	56	55	53	52	50	48	46	44
SPG	TW A	110	60	59	58	56	55	53	52	50	48	46	44
SPG	TW A	115	66	65	65	64	64	63	62	61	61	60	59
SPG	TW A	160	74	73	71	70	69	68	67	65	64	63	62
SPG	TW B	205	97	94	91	88	85	83	81	79	77	76	74
SPG	TW B	206	68	67	67	66	66	65	64	64	63	62	62
SPG	TW B	210	88	85	83	81	79	77	76	74	73	72	71
SPG	TW B	215	32	30	29	27	25	24	22	20	18	16	14
SPG	TW B	250	89	86	84	82	80	78	76	75	73	72	71
SPG	TW B	251	49	47	45	44	42	40	38	37	35	33	31
SPG	TW B	252	74	73	72	71	70	69	68	67	67	66	66
SPG	TW B	253	50	48	46	45	43	41	39	38	36	34	32
SPG	TW B	254	44	43	42	40	39	38	36	35	33	32	30
SPG	TW B	255	37	36	35	33	32	30	28	27	25	23	21
SPG	TW B	256	69	68	68	67	66	66	65	65	64	63	63
SPG	TW B1	150	64	63	62	61	60	59	58	57	56	55	54

See note at end of table.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
SPG	TW B1	155	72	71	69	68	67	66	65	64	63	62	61
SPG	TW C	301	50	48	46	45	43	41	39	38	36	34	32
SPG	TW C	305	39	38	36	35	33	32	30	29	27	25	23
SPG	TW C	307	64	63	63	62	61	60	59	58	57	55	54
SPG	TW C	310	43	41	39	38	36	34	32	31	29	27	25
SPG	TW C	315	13	11	9	8	6	4	2	1	0	0	0
SPG	TW CONN C	605	24	22	20	18	17	15	13	11	9	7	5
SPG	TW CONN C	609	41	40	38	37	36	34	33	31	30	28	26
SPG	TW CONN C	610	38	36	34	33	31	29	27	26	24	22	20
SPG	TW CONN W	410	82	80	79	77	76	75	73	72	71	69	68
SPG	TW N	710	91	89	87	85	84	82	80	79	77	76	75
SPG	TW N	720	100	98	96	94	91	90	88	86	84	82	81
SPG	TW N	730	99	97	95	93	91	89	87	85	83	82	80
SPG	TW N	740	95	93	91	89	87	85	84	82	80	79	77

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

APPENDIX D

AREA-WEIGHTED PCI RESULTS BY BRANCH

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
ALBERT WHITTED AIRPORT	APRON	79
ALBERT WHITTED AIRPORT	WEST APRON	97
ALBERT WHITTED AIRPORT	RUNWAY 18-36	62
ALBERT WHITTED AIRPORT	RUNWAY 6-24	58
ALBERT WHITTED AIRPORT	TAXIWAY A	64
ALBERT WHITTED AIRPORT	TAXIWAY B	88
ALBERT WHITTED AIRPORT	TAXIWAY B1	69
ALBERT WHITTED AIRPORT	TW SOUTH CONNECTOR BETWEEN TW A & B	42
ALBERT WHITTED AIRPORT	TAXIWAY CENTER CONNECTOR	28
ALBERT WHITTED AIRPORT	TAXIWAY WEST CONNECTOR	82
ALBERT WHITTED AIRPORT	NORTH TAXIWAY	95

APPENDIX E

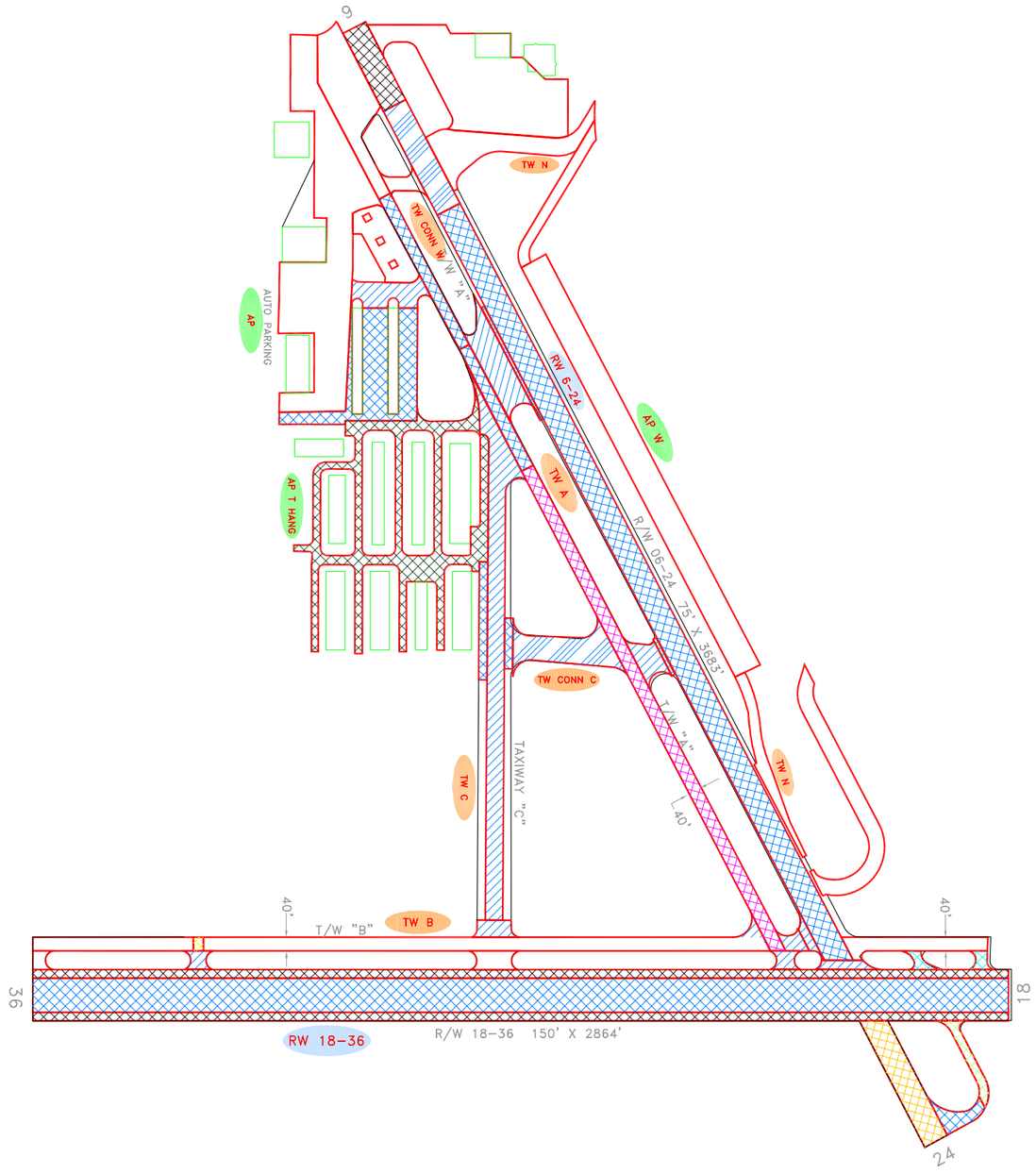
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
SPG	APRON	AP	4120	AAC	54,506	2008	61	Microsurfacing	100	$185,429
SPG	APRON	AP	4145	AC	14,777	2008	37	Mill & Overlay	100	$161,040
SPG	RUNWAY	RW 18-36	6105	AAC	286,000	2008	59	Microsurfacing	100	$1,164,878
SPG	RUNWAY	RW 6-24	6207	AC	24,450	2008	27	Reconstruction	100	$454,036
SPG	RUNWAY	RW 6-24	6210	AC	187,050	2008	58	Microsurfacing	100	$835,366
SPG	RUNWAY	RW 6-24	6212	AC	6,400	2008	51	Mill & Overlay	100	$46,189
SPG	TAXIWAY	TW A	105	AAC	15,000	2008	59	Microsurfacing	100	$61,095
SPG	TAXIWAY	TW A	110	AAC	19,000	2008	59	Microsurfacing	100	$77,387
SPG	TAXIWAY	TW B	215	AC	3,704	2008	31	Mill & Overlay	100	$64,724
SPG	TAXIWAY	TW B	251	AAC	3,096	2008	47	Mill & Overlay	100	$23,561
SPG	TAXIWAY	TW B	253	AAC	2,662	2008	48	Mill & Overlay	100	$20,258
SPG	TAXIWAY	TW B	254	AC	3,256	2008	43	Mill & Overlay	100	$24,778
SPG	TAXIWAY	TW B	255	AC	1,500	2008	36	Mill & Overlay	100	$17,991
SPG	TAXIWAY	TW B1	150	AC	5,130	2008	63	Microsurfacing	100	$14,600
SPG	TAXIWAY	TW C	301	AAC	5,000	2008	48	Mill & Overlay	100	$38,050
SPG	TAXIWAY	TW C	305	AC	87,000	2008	38	Mill & Overlay	100	$852,774
SPG	TAXIWAY	TW C	307	AAC	12,500	2008	63	Microsurfacing	100	$35,575
SPG	TAXIWAY	TW C	310	AAC	22,200	2008	41	Mill & Overlay	100	$168,942
SPG	TAXIWAY	TW C	315	AAC	1,900	2008	11	Reconstruction	100	$35,283
SPG	TAXIWAY	TW CONN C	605	AC	25,600	2008	22	Reconstruction	100	$475,392
SPG	TAXIWAY	TW CONN C	609	AC	1,370	2008	40	Mill & Overlay	100	$10,426
SPG	TAXIWAY	TW CONN C	610	AAC	8,400	2008	36	Mill & Overlay	100	$100,750
SPG	RUNWAY	RW 18-36	6110	AAC	143,000	2009	64	Microsurfacing	100	$378,241
SPG	RUNWAY	RW 6-24	6205	AC	18,800	2009	63	Microsurfacing	100	$55,110
SPG	TAXIWAY	TW A	115	AAC	60,800	2010	64	Microsurfacing	100	$165,643
SPG	RUNWAY	RW 6-24	6215	AC	31,500	2011	63	Microsurfacing	100	$97,962
SPG	TAXIWAY	TW B	206	APC	2,400	2013	64	Microsurfacing	100	$7,145
SPG	TAXIWAY	TW B1	155	AC	9,653	2014	64	Microsurfacing	100	$29,598
SPG	TAXIWAY	TW A	160	AC	2,214	2015	64	Microsurfacing	100	$6,993
SPG	TAXIWAY	TW B	256	AAC	2,504	2015	64	Microsurfacing	100	$7,908
SPG	APRON	AP	4135	AAC	90,000	2017	63	Microsurfacing	100	$334,205

APPENDIX F

10-YEAR M&R MAP



LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

Year	Activity
2008	Microsurfacing
2009	Mill & Overlay
2010	Reconstruction
2011	Concrete Pavement Restoration
2012	
2013	
2014	
2015	
2016	
2017	

0 100 200

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

NUMBER	DATE	REVISIONS
1	Feb-07-08	Draft Report
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: GB | CHECKED: | DATE: 2-15-2006

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

10-Year M&R Map

ALBERT WHITTED AIRPORT
PINELLAS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE | 2

IDENTIFIER: SPG
FDOT DISTRICT: 7

APPENDIX G

PHOTOGRAPHS

RW 18-36 Section 6105 SU 301: Low Severity L/T Cracking (July 25, 2007)

RW 18-36 Section 6110 SU 504: Low Severity L/T Cracking (July 25, 2007)

TW B Section 251 SU 100: Medium Severity L/T Cracking (July 25, 2007)

TW B1 Section 155 SU 101: Section Overview (July 25, 2007)

TW A Section 160 SU 100: Section Overview (July 25, 2007)

TW B Section 251 SU 100: Medium Severity L/T Cracking (July 25, 2007)

TW B Section 254 SU 122: Section Overview (July 25, 2007)

TW B Section 254 SU 122: Low Severity Weathering (July 25, 2007)

AP Section 4135 SU 302: Section Overview (July 25, 2007)

AP Section 4135 SU 200: Low Severity L/T Cracking (July 25, 2007)

TW C Section 310 SU 150: Medium Severity L/T Cracking (July 25, 2007)

TW C Section 310 SU 150: Medium Severity Weathering (July 25, 2007)

TW C Section 310 SU 150: Medium Severity Patching (July 25, 2007)

TW A Section 150 SU 100: Low Severity L/T Cracking (July 25, 2007)

TW A Section 110 SU 108: Section Overview (July 25, 2007)

TW CONN C Section 605 SU 104: Low Severity Alligator Cracking (July 25, 2007)

AP W Section 4210 SU 125: Section Overview (July 25, 2007)

TW N Section 710 SU 105: Section Overview (July 25, 2007)