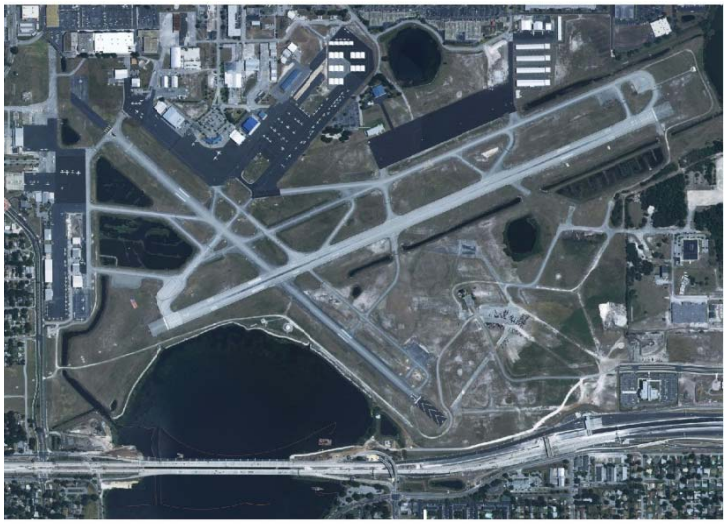
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Orlando Executive Airport– ORL
(Regional Reliever)
Orlando, Florida
(District 5)



May 2012

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EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal years 2011 and 2012.

The tasks required to achieve this objective at Orlando Executive Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Orlando Executive Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During February 2012, the PCI survey was performed at Orlando Executive Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 81, representing a Satisfactory overall network condition.

Table I below summarizes the overall condition summary by network branch.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
General Aviation Apron	63	63 - 76	Fair	65	65	X
North Apron	100	100	Good	65	65	
Northeast Apron	79	49 - 99	Satisfactory	65	65	X
Run-Up Aprons	95	91 - 97	Good	65	65	
West Apron	56	19 - 74	Fair	65	65	X
SE Segment of West Apron	81	74 - 100	Satisfactory	65	65	
Runway 13-31	93	93	Good	75	65	
Runway 7-25	88	86 - 93	Good	75	65	
Taxiway Alpha	84	69 - 100	Satisfactory	65	65	
Taxiway A-2	84	84	Satisfactory	65	65	
Taxiway A-3	90	82 - 92	Good	65	65	
Taxiway A-4	97	95 - 99	Good	65	65	
Taxiway A-5	91	84 - 93	Good	65	65	
Taxiway A-6	100	100	Good	65	65	
Taxiway Bravo	82	69 - 100	Satisfactory	65	65	
Taxiway Echo	61	53 - 75	Fair	65	65	X
Taxiway E-1	61	61	Fair	65	65	X
Taxiway E-2	63	57 - 87	Fair	65	65	X
Taxiway E-3	57	28 - 67	Fair	65	65	X
Taxiway E-4	62	57 - 79	Fair	65	65	X
Taxiway E-5	75	75	Satisfactory	65	65	
Taxiway E-6	64	53 - 78	Fair	65	65	X
Taxiway Foxtrot	67	67	Fair	65	65	
Taxiway Golf	67	64 - 79	Fair	65	65	X
Taxiway Hotel	58	58	Fair	65	65	X
Taxiway Kilo	82	82	Satisfactory	65	65	

Tables II and III below illustrate the area-weighted PCI computed individually for each pavement use and rank, respectively.

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	89	Good
Taxiway	75	Satisfactory
Apron	81	Satisfactory
All (Weighted)	**81**	Satisfactory

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	80	Satisfactory
Tertiary	88	Good
All (Weighted)	**81**	**Satisfactory**

*The pavement rank for the airport pavement network is listed on Table 2-3.

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Orlando Executive Airport, include: the West Apron and Taxiway Echo. Pavement distresses in these areas warrant full pavement reconstruction or asphalt pavement mill and overlay. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
General Aviation Apron	4205	AC	608,509	$1,731,816.30	63	Mill and Overlay	100
Northeast Apron	4305	AC	52,643	$400,611.30	49	Mill and Overlay	100
West Apron	4660	AC	35,372	$656,858.00	20	Reconstruction	100
West Apron	4640	AC	75,563	$307,768.18	59	Mill and Overlay	100
West Apron	4610	AC	260,825	$814,817.51	62	Mill and Overlay	100
West Apron	4650	APC	146,113	$709,964.89	57	Mill and Overlay	100
West Apron	4665	PCC	38,760	$719,773.15	19	Reconstruction	100
Taxiway Echo	550	AAC	52,982	$319,904.87	54	Mill and Overlay	100
Taxiway Echo	530	AC	45,391	$291,910.81	53	Mill and Overlay	100
Taxiway E-1	501	AC	5,073	$17,258.38	61	Mill and Overlay	100
Taxiway E-2	510	AC	9,644	$46,860.60	57	Mill and Overlay	100
Taxiway E-3	417	AC	8,311	$154,338.79	27	Reconstruction	100
Taxiway E-3	420	AC	36,384	$113,663.71	62	Mill and Overlay	100
Taxiway E-3	520	AC	8,273	$23,544.99	63	Mill and Overlay	100
Taxiway E-4	1085	AAC	4,112	$21,597.28	56	Mill and Overlay	100
Taxiway E-4	1070	AAC	130,837	$481,481.07	60	Mill and Overlay	100
Taxiway E-6	805	AC	17,742	$114,099.76	53	Mill and Overlay	100
Taxiway Golf	705	AC	30,099	$77,294.92	64	Mill and Overlay	100
Taxiway Hotel	806	AC	62,452	$278,911.84	58	Mill and Overlay	100
			Total	**$7,282,476.35**	**52**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

Table V: 10-Year M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$131,542.01	$7,282,476.36	$7,414,018.37
2013	$233,073.27	$8,225.70	$241,298.98
2014	$266,822.23	$369,955.51	$636,777.75
2015	$332,788.71	$0.00	$332,788.71
2016	$396,082.24	$66,221.54	$462,303.78
2017	$523,348.56	$0.00	$523,348.56
2018	$641,573.14	$138,209.53	$779,782.67
2019	$702,656.01	$802,481.66	$1,505,137.67
2020	$830,092.27	$171,355.83	$1,001,448.10
2021	$951,295.57	$197,103.29	$1,148,398.85
Total	**$5,009,274.01**	**$9,036,029.42**	**$14,045,303.44**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would only decrease from 81 in 2012 to 77 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

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 Orlando Executive Airport pavements in 2021 may remain near 77. 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 Orlando Executive 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. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports 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 based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, MACTEC Engineering and Consulting and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

This report discusses the work performed, a summary of the findings, results, and recommendations for M&R planning associated with the update to the SAPMP. It also describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented during the performance of the SAPMP.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the SAPMP and the roles and responsibilities of the program's participants;
- Provide background information on pavement management principles, objectives, and benefits to this airport;
- Outline the procedures used to collect, evaluate and report pavement inspection results at this airport;
- Present the findings from the pavement inspection;
- Analyze and discuss the needs for Maintenance and Rehabilitation (M&R) activities and associated costs for this airport.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP 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 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, 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, AIRPAV, was implemented, and initial condition surveys were performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

In 2004, the FDOT Aviation Office undertook a project to update the pavement management system software utilized for the SAPMP. This project involved a review of the AIRPAV software and other available pavement management system software. As a result of this review, MicroPAVER was selected as the software for the update project. Data from the 1998/1999 condition surveys were converted to the MicroPAVER system, and the inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999. The pavements were inspected between 2006 and 2008, and an updated M&R program was developed based on the new condition of the airfield pavements. As part of the update, procedures for the inspection and collection of pavement data were developed, and a website (www.floridaairportpavement.com) was created for the input of data under secure procedures.

Currently, airports using the AIP Grant Program are required by the Federal Aviation Administration (FAA) to develop a pavement maintenance program (FAA/AC 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements") using trained personnel to perform a detailed inspection of airfield pavements. The inspections are required to be performed at least once a year or every 3 years if pavement inspection is characterized in the form of a Pavement Condition Index (PCI) survey (such as ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys", (2004 edition)). The 2004 edition was utilized in lieu of the 2010 edition to maintain database integrity and benefit of pavement performance curves from the previous inspections.

In 2010, the FDOT Aviation Office selected a team consisting of the Consultant and their Subconsultants to provided services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

The Consultant (Kimley-Horn and Associates, Inc.) and their Subconsultants (AMEC Engineering and Consulting and All About Pavements, Inc.) provide technical and administrative assistance to the AO-PM during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the SAPMP based upon procedures outlined in FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

1.3.3 *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 AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

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 an asphalt concrete (AC) surface, and
- Rigid pavement composed of a 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 natural 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, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

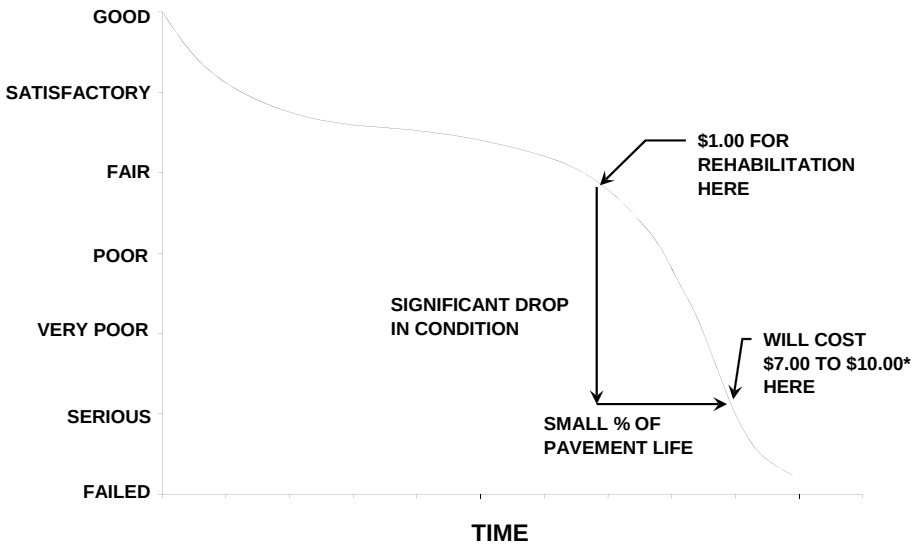
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the 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*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A 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 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, 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 “good” condition depends on how well it is maintained. As 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.

Figure 1-1: Pavement Life Cycle



Source: FAA/AC 150/5380-7A "Airport Pavement Management Program"
**Modified to reflect current construction costs.*

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 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.

1.4.3 *Pavement Inspection Methodology for the SAPMP*

Pavement condition assessment is one of the primary decision variables in any airport PMS. 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.

For the Statewide Aviation Pavement Management Program update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine the appropriate rehabilitation methods during the design process.

In preparation of the PCI surveys, the airfield pavements are divided into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Further discussion of how the airport pavements are divided and subdivided into units by construction and use can be found in Section 2 "Network Definition and Pavement Inventory" of this report.

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting 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 the FDOT Statewide Airfield 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

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. As Figure 1-2 below indicates, MicroPAVER provides a rating scale that relates PCI to pavement condition. A PCI between 0 and 10 is considered 'Failed' pavement, and a PCI between 86 and 100 is considered 'Good' pavement, with five other conditions for PCI values between 11 and 85.

Figure 1-2: PCI Rating Scale

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

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 Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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 - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Branch ID - A short form identification for the pavement Branch. In this report, Branch 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 (certified under Part 139 requirements).

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.

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.

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.

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.

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 program requirements described by the 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.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. 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 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 a specific point 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, 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 System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

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 - 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.

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities

necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

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 AND PAVEMENT INVENTORY

Orlando Executive Airport (ORL) is located in Orlando, Florida, in Orange County. It is owned and operated by the Greater Orlando Aviation Authority. The Airport is served by two runways. Runway 7-25 is the primary, which is 150-ft wide by 6,004-ft long. Runway 13-31 is 100-ft wide and 4,625-ft long. Runway 7-25 is served by parallel Taxiway Alpha. Runway 13-31 is served by parallel Taxiway Echo. An FBO apron is located on the west side of the property. There are aprons on the north side of the property serving general aviation and charter aircraft. T-Hangar taxiways are located on the northeast area of the property. This airport is designated as a Regional Reliever airport and is located in District 5 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M & R analysis based on field measurements.

Orlando Executive Airport was established in 1928 as Orlando Municipal Airport, the first commercial airport in Central Florida. The United States Army Air Corps took control of the airport in 1940 as a training facility under the name Orlando Army Air Base. In 1946, the airport was released to the City of Orlando and dubbed Orlando Municipal Airport. In 1961, it was renamed Herndon Airport and served primarily commercial air service to what is now Orlando International Airport. In 1976, the property was turned over to the Greater Orlando Aviation Authority and its current name was established in 1998.

2.1 Network Definition

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.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further 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. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

As discussed in Section 1.4.3 “Pavement Inspection Methodology for the SAPMP”, the sections are sub-divided into sample units, which are the smallest subdivision in a pavement network, only for the purpose of conducting the pavement condition survey.

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2012 survey. Prior to the field inspection process, the System

Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. 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 previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

The updated System Inventory and Network Definition drawings for Orlando Executive Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type / Pavement Section
2009	Taxiway A-1	New Asphalt Pavement
2012	North Apron and Taxiway Echo	Asphalt Pavement Rehabilitation
2012	Runway 13-31 Blast Pads	Asphalt Pavement Rehabilitation
2012	West Apron	Asphalt Pavement Rehabilitation

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 195 sample units.

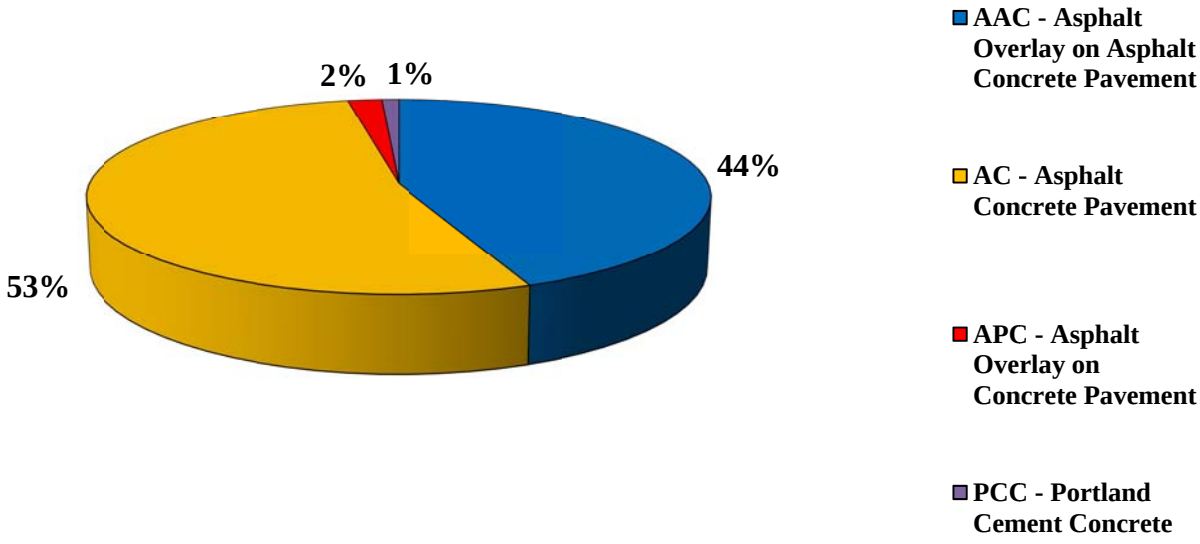
The total airfield pavement area in 2012 at Orlando Executive Airport is 5,864,031 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	1,346,586	23%
Taxiway	1,416,503	24%
Apron	3,100,942	53%
All (Weighted)	**5,864,031**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Orlando Executive Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



Details of pavement Branch and Section information including Branch name (which indicates pavement use), Branch ID, Section ID, section area, rank, surface type, last construction date, number of samples inspected, and number of samples in each Section are given in Table 2-3 below. A more detailed Pavement Inventory Table may be found in Appendix A of this report.

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
GA Apron	AP GA	4205	608,509	P	AC	4/1/2007	10	117
GA Apron	AP GA	4230	23,614	P	AC	4/1/2007	1	7
North Apron	AP N	4105	185,708	T	AC	1/1/2012	4	39
North Apron	AP N	4110	15,259	P	AC	1/1/2012	1	5
North Apron	AP N	4125	145,468	P	AC	1/1/2012	3	28
North Apron	AP N	4140	214,146	P	AC	1/1/2012	5	47
North Apron	AP N	4145	146,214	P	AC	1/1/2012	3	26
North Apron	AP N	4155	336,085	P	AC	1/1/2012	7	69
North Apron	AP N	4158	119,181	P	AAC	1/1/2012	3	29
North Apron	AP N	4162	3,391	P	AC	1/1/2012	1	1
North Apron	AP N	4165	44,189	P	AC	1/1/2012	2	11
North Apron	AP N	4167	29,191	P	AC	1/1/2012	1	5
North Apron	AP N	4170	88,377	P	AAC	1/1/2012	3	18
North Apron	AP N	4175	45,173	P	AC	1/1/2012	1	10
Northeast Apron	AP NE	4305	52,643	P	AC	1/1/1984	2	11
Northeast Apron	AP NE	4312	8,541	P	AC	12/25/1999	1	4
Northeast Apron	AP NE	4315	24,518	P	AAC	1/1/2007	1	7
Northeast Apron	AP NE	4320	53,040	P	AAC	1/1/2007	2	15
Run-Up Aprons	AP RU	5110	25,880	P	AC	1/1/2001	1	4
Run-Up Aprons	AP RU	5115	36,282	P	AC	1/1/2001	1	5
Run-Up Aprons	AP RU	5120	41,840	P	AC	1/1/2001	1	6
West Apron	AP W	4605	35,100	P	AC	1/1/2002	1	8
West Apron	AP W	4610	260,825	P	AC	1/1/1999	6	60
West Apron	AP W	4640	75,563	P	AC	12/1/1998	3	16
West Apron	AP W	4650	146,113	P	APC	12/1/1998	4	30
West Apron	AP W	4660	35,372	P	AC	1/1/1997	1	10
West Apron	AP W	4665	38,760	P	PCC	1/1/1997	1	8
SE Segment of AP W	AP W SEGM	4805	182,930	P	AAC	1/1/2001	4	36
SE Segment of AP W	AP W SEGM	4810	79,030	P	AAC	1/1/2012	3	17
Runway 13-31	RW 13-31	6205	445,836	P	AAC	1/1/1999	18	90
Runway 7-25	RW 7-25	6105	600,500	T	AAC	1/2/2001	20	120
Runway 7-25	RW 7-25	6110	300,250	P	AAC	1/2/2001	12	60

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Taxiway Alpha	TW A	104	12,155	P	AC	1/1/2001	1	2
Taxiway Alpha	TW A	111	15,536	P	AAC	1/1/1997	1	4
Taxiway Alpha	TW A	112	10,145	P	AC	1/1/2001	1	2
Taxiway Alpha	TW A	114	10,625	P	AC	1/1/1999	1	2
Taxiway Alpha	TW A	115	40,792	P	AC	1/1/1984	2	11
Taxiway Alpha	TW A	116	17,575	P	AC	1/1/1984	1	3
Taxiway Alpha	TW A	117	22,912	P	AC	1/1/1984	1	4
Taxiway Alpha	TW A	125	271,468	P	AAC	1/1/1997	7	73
Taxiway Alpha	TW A	150	50,766	P	AC	4/1/2007	1	10
Taxiway Alpha	TW A	160	9,592	P	AAC	1/1/1997	1	2
Taxiway A-2	TW A2	120	30,935	P	AAC	1/1/1997	1	8
Taxiway A-3	TW A3	130	49,381	P	AAC	1/1/1997	2	13
Taxiway A-3	TW A3	132	6,782	P	AC	1/1/1999	1	1
Taxiway A-4	TW A4	140	15,668	P	AC	1/1/1999	1	4
Taxiway A-4	TW A4	141	16,309	P	AC	1/1/1999	1	3
Taxiway A-5	TW A5	405	37,115	P	AAC	1/1/1997	1	8
Taxiway A-5	TW A5	425	9,443	P	AAC	1/1/1997	1	2
Taxiway A-6	TW A6	113	27,094	P	AC	1/1/2001	1	7
Taxiway Bravo	TW B	102	9,348	P	AC	1/1/2012	1	2
Taxiway Bravo	TW B	103	62,250	P	AAC	1/1/1999	3	17
Taxiway Bravo	TW B	105	20,389	P	AAC	1/1/1997	1	5
Taxiway Echo	TW E	505	78,110	P	AC	1/1/1983	3	20
Taxiway Echo	TW E	530	45,391	P	AC	1/1/1983	2	11
Taxiway Echo	TW E	540	21,996	P	AC	1/1/1991	1	5
Taxiway Echo	TW E	545	3,110	P	AC	1/1/1978	1	1
Taxiway Echo	TW E	550	52,982	P	AAC	1/1/1979	2	13
Taxiway E-1	TW E1	501	5,073	T	AC	1/1/1977	1	1
Taxiway E-2	TW E2	510	9,644	P	AC	1/1/1983	1	3
Taxiway E-2	TW E2	512	2,687	P	AC	1/1/1983	1	1
Taxiway E-3	TW E3	417	8,311	P	AC	1/1/1977	1	2
Taxiway E-3	TW E3	420	36,384	P	AC	1/1/1984	2	10
Taxiway E-3	TW E3	520	8,273	P	AC	1/1/1983	1	3

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Taxiway E-3	TW E3	522	2,869	P	AC	1/1/1983	1	1
Taxiway E-4	TW E4	1070	130,837	P	AAC	1/1/1977	3	29
Taxiway E-4	TW E4	1080	4,281	P	AAC	1/1/1977	1	1
Taxiway E-4	TW E4	1085	4,112	P	AAC	1/1/1991	1	1
Taxiway E-4	TW E4	1105	23,709	T	AC	1/1/1991	2	4
Taxiway E-5	TW E5	560	13,215	P	AC	1/1/1991	1	3
Taxiway E-6	TW E6	805	17,742	P	AC	1/1/1984	1	3
Taxiway E-6	TW E6	815	6,648	P	AAC	1/1/1999	1	1
Taxiway E-6	TW E6	820	10,401	P	AC	1/1/1999	1	3
Taxiway Foxtrot	TW F	605	54,815	P	AC	1/1/1984	2	13
Taxiway Golf	TW G	705	30,099	P	AC	1/1/1984	2	7
Taxiway Golf	TW G	710	9,812	P	AC	1/1/1988	1	2
Taxiway Hotel	TW H	806	62,452	P	AC	1/1/1983	3	16
Taxiway Kilo	TW K	610	27,266	P	AC	1/1/1999	1	6

Note: If a 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.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "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).

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Tables 3-1 and 3-2 below list the pavement distress types and related causes for asphalt concrete (AC) and Portland Cement Concrete (PCC), respectively.

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

Code	Distress	Mechanism
41	Alligator Cracking	Load
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Load
52	Weathering/Raveling	Climate / Load
53	Rutting	Load
54	Shoving	Pavement Growth
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual		

Table 3-2: Pavement Distresses for Portland Cement Concrete Surfaces

Code	Distress	Mechanism
61	Blow-up	Climate
62	Corner Break	Load
63	Linear Cracking	Load
64	Durability Cracking	Climate
65	Joint Seal Damage	Climate
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Climate
69	Pumping	Load
70	Scaling/Crazing	Construction Quality
71	Faulting	Subgrade Quality
72	Shattered Slab	Load
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load
75	Corner Spalling	Load
Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual		

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD 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 a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at Orlando Executive Airport were performed in February 2012. Data was recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Orlando Executive Airport is 81, representing a Satisfactory overall network condition.

The Airport exhibited overall pavement distresses associated with loading, subgrade quality, climate and age. Asphalt concrete pavement distresses include: weathering and raveling, block cracking, longitudinal and transverse cracking, depression, patching, and swelling. Portland cement concrete pavement distresses include: corner break; longitudinal, transverse, and diagonal cracking; joint seal damage; joint and corner spalling; and scaling, crazing, and map cracking.

Runways 13-31 and 7-25 pavements were in Good condition. The pavements exhibited distresses associated with climate and age. Distresses include low severity weathering and raveling, low severity longitudinal and transverse cracking, and low severity swelling.

Pavements on Taxiways Alpha and Bravo were in Good to Satisfactory condition. Typical distresses include low and medium severity longitudinal and transverse cracking, low and medium severity weathering and raveling, low severity swelling, low severity patching, and low severity depression. These are climate, subgrade quality, and age related distresses.

Pavements on Taxiways Echo, Foxtrot, Golf, Hotel and Kilo generally ranged from Good to Fair condition. Typical distresses include low, medium and high severity longitudinal and transverse cracking; low, medium, and high severity weathering and raveling; low severity swelling; low severity patching; low severity block cracking; and low and medium severity depression. These are climate, subgrade quality, and age related distresses.

Some areas of these taxiways exhibited more severe distresses. The west and central areas of Taxiway Echo, Taxiway E-6, and the north end of Taxiway E-3 were in Poor to Very Poor condition. These areas commonly exhibited medium severity weathering and raveling, high severity longitudinal and transverse cracking, and medium severity block cracking. These are typical distresses in pavements over twenty years old.

The General Aviation Apron, Northeast Apron, and West Apron pavements were generally in Good to Fair condition with similar distresses to those found on the taxiways. Two sections on the north end of the West Apron were in Serious condition. In these areas, block cracking, weathering, and depression were widespread distresses in the asphalt pavement. Longitudinal, transverse, and diagonal cracking; corner break; and joint spalling were widespread distresses in the PCC pavement.

The North Apron was in the planning/design phase for complete asphalt pavement rehabilitation at the time of our inspections. Due to this upcoming work, the PCI was set to a current value of 100.

A portion of the west apron recently underwent asphalt pavement rehabilitation and was not inspected. The PCI was set to a current value of 100 to reflect the new construction.

Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for Orlando Executive Airport.

Figure 3-1: Network PCI Distribution by Rating Category

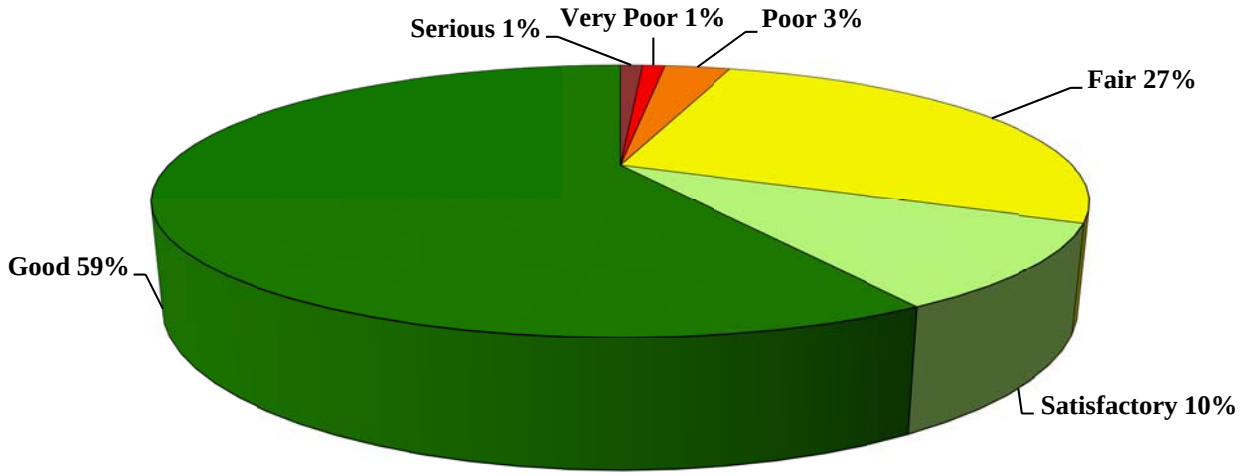


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	3,475,223	59%
Satisfactory	573,235	10%
Fair	1,564,371	27%
Poor	168,757	3%
Very Poor	8,311	1%
Serious	74,132	1%
Failed	0	0%

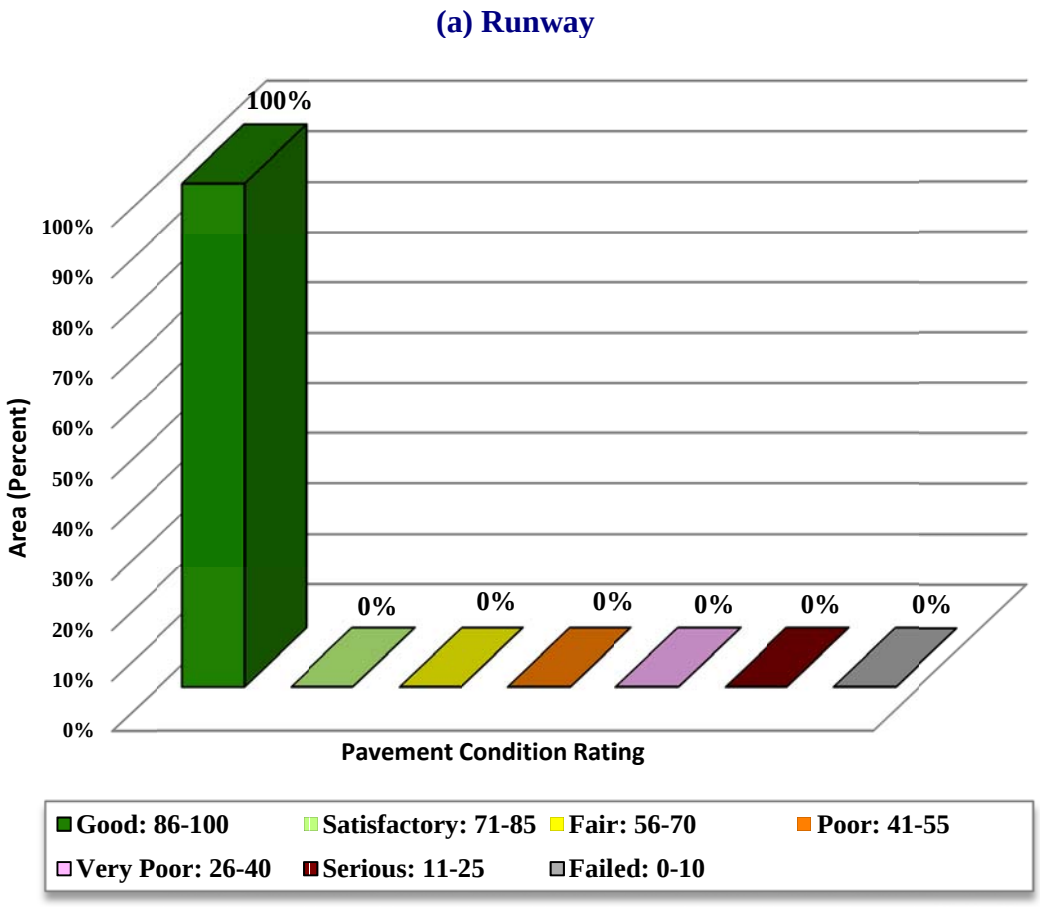
Approximately 69% of the network is in Good and Satisfactory condition while 2% of the network is in Serious and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

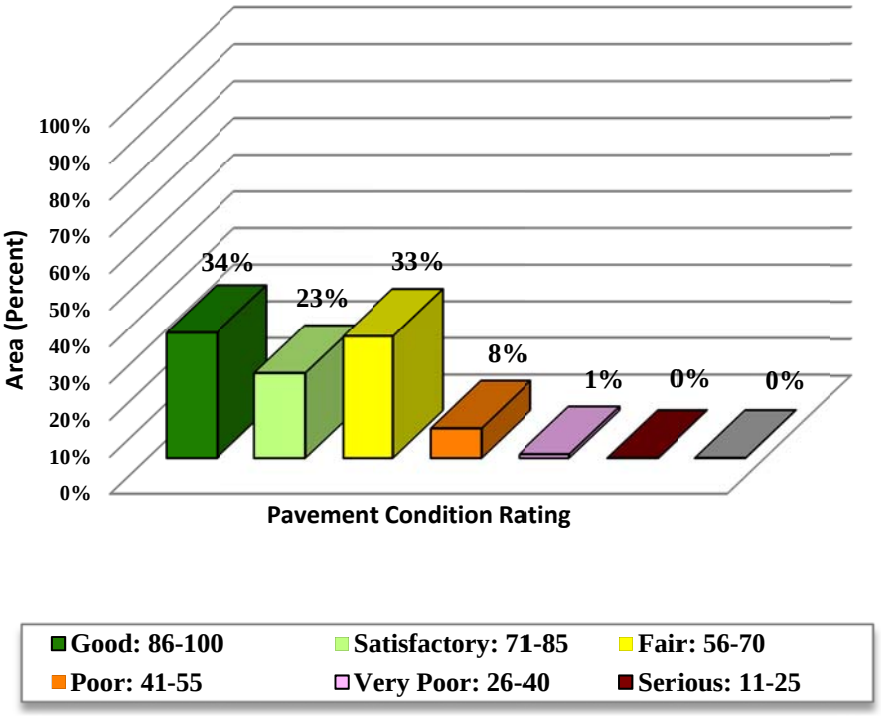
Use	Average Area-Weighted PCI	Condition Rating
Runway	89	Good
Taxiway	75	Satisfactory
Apron	81	Satisfactory
All (Weighted)	**81**	Satisfactory

Figure 3-2 presents the breakdown of PCI by range for each pavement use.

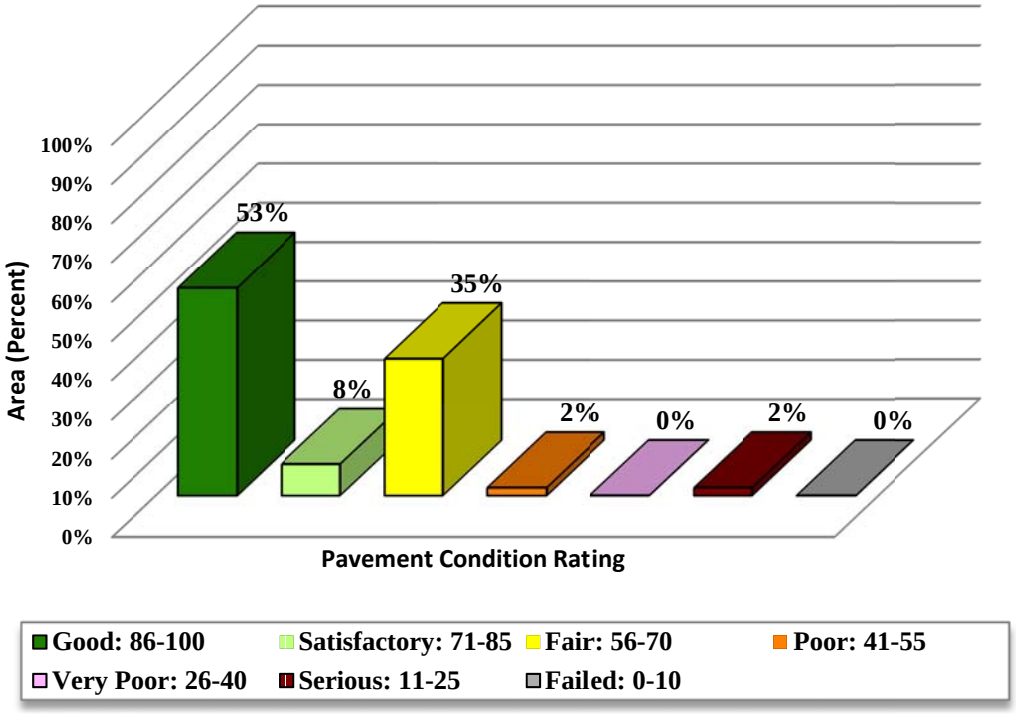
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



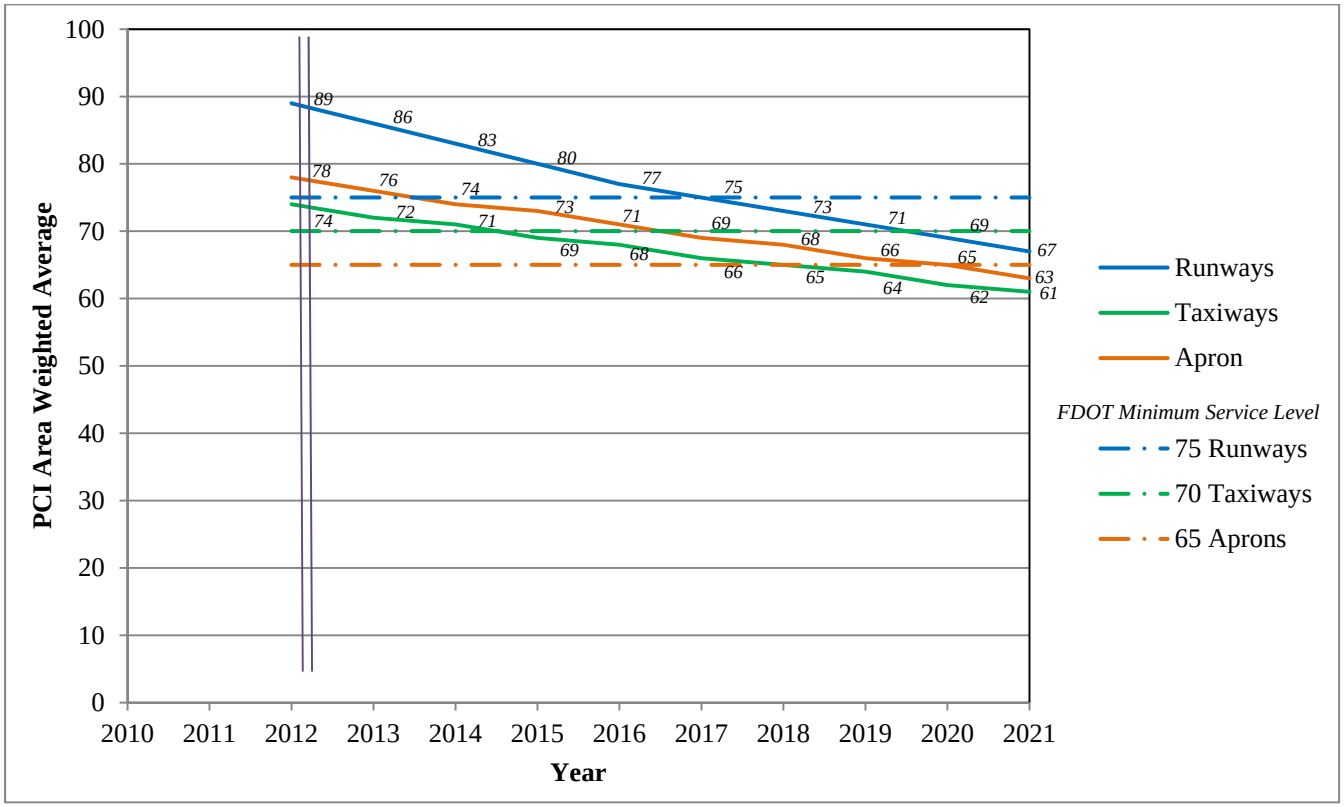
(c) Apron



4. 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 4-1 illustrates the predicted performance of pavements at Orlando Executive 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 service level for Regional Reliever (RL) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2012 to 2021.

5. MAINTENANCE POLICIES AND COSTS

5.1 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 5-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the 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 the previous SAPMP update were used in this update for the 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 5-2 gives the critical PCI levels for Regional Reliever Airports.

The maintenance rehabilitation policy and activity costs have been updated based on the study of readily available construction cost data at the time of this study. The costs depicted in this report are intended for planning purposes.

Table 5-1: 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	N/A
	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	N/A
	Raveling / Weathering	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	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	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	N/A
	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

Table 5-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports

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

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 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.

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 5-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 5-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	40 to 79
	Reconstruction	39 and less

5.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were updated from the previous SAPMP study based on current construction cost trends in order to determine meaningful costs for the program. Table 5-5 presents the unit costs summary.

5.3 M&R Activities

FDOT recognizes that although Mill and Overlay work is recommended for asphalt pavements within a PCI range from 40 to 79, it is conceivable that airports may not have adequate funding to perform this type of rehabilitation. Microsurfacing treatment is a maintenance/rehabilitation measure that can be used in lieu of asphalt pavement mill and overlay; however it should be understood that this measure is intended for short term pavement life extension. While the cost of microsurfacing is significantly lower than that of pavement mill and overlay, it is not intended to be a full rehabilitative measure for long term benefit.

Table 5-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
GR-LL	Grinding (Localized for AC)	$2.10	SqFt
PA-AL	Patching – AC Leveling	$2.30	SqFt
PA-AS	Patching – AC Shallow	$2.90	SqFt
PA-PF	Patching – PCC Full Depth	$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	$19.06	SqFt
SL-PC	Slab Replacement – PCC	$39.11	SqFt
CS-PC	Crack Sealing – PCC	$4.24	Ft
UN-PC	Undersealing – PCC	$3.40	Ft
CS-AC	Crack Sealing – AC	$2.25	Ft
GR-PP	Grinding (Localized for PCC)	$22.51	Ft
JS-LC	Joint Seal (Localized)	$2.00	Ft
SH-LE	Shoulder Leveling	$2.81	Ft
JS-SI	Joint Seal – Silicon	$2.81	Ft
PA-AD	Patching – AC Deep	$4.90	SqFt
OL-AT	Overlay – AC Thin	$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.28	SqFt
MI-AC	Microsurfacing - AC	$0.65	SqFt

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently 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 PCIs. 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 5-6. 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 5-6: 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	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
		50	$7.61
		40	$18.57
	Reconstruction	30	$18.57
		20	$18.57

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

6. 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, starting from 2012. 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 6-1 presents the M&R 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.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
GA Apron	4205	AC	608,509	$1,731,816.30	63	Mill and Overlay	100
Northeast Apron	4305	AC	52,643	$400,611.30	49	Mill and Overlay	100
West Apron	4660	AC	35,372	$656,858.00	20	Reconstruction	100
West Apron	4640	AC	75,563	$307,768.18	59	Mill and Overlay	100
West Apron	4610	AC	260,825	$814,817.51	62	Mill and Overlay	100
West Apron	4650	APC	146,113	$709,964.89	57	Mill and Overlay	100
West Apron	4665	PCC	38,760	$719,773.15	19	Reconstruction	100
Taxiway Echo	550	AAC	52,982	$319,904.87	54	Mill and Overlay	100
Taxiway Echo	530	AC	45,391	$291,910.81	53	Mill and Overlay	100
Taxiway E-1	501	AC	5,073	$17,258.38	61	Mill and Overlay	100
Taxiway E-2	510	AC	9,644	$46,860.60	57	Mill and Overlay	100
Taxiway E-3	417	AC	8,311	$154,338.79	27	Reconstruction	100
Taxiway E-3	420	AC	36,384	$113,663.71	62	Mill and Overlay	100
Taxiway E-3	520	AC	8,273	$23,544.99	63	Mill and Overlay	100
Taxiway E-4	1085	AAC	4,112	$21,597.28	56	Mill and Overlay	100
Taxiway E-4	1070	AAC	130,837	$481,481.07	60	Mill and Overlay	100
Taxiway E-6	805	AC	17,742	$114,099.76	53	Mill and Overlay	100
Taxiway Golf	705	AC	30,099	$77,294.92	64	Mill and Overlay	100
Taxiway Hotel	806	AC	62,452	$278,911.84	58	Mill and Overlay	100
			Total	**$7,282,476.35**	**52**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
GA Apron	4205	AC	608,509	$395,530.79	63	Microsurfacing	100
Northeast Apron	4305	AC	52,643	$34,217.77	49	Microsurfacing	100
West Apron	4660	AC	35,372	$656,858.00	20	Reconstruction	100
West Apron	4640	AC	75,563	$49,115.95	59	Microsurfacing	100
West Apron	4610	AC	260,825	$169,536.29	62	Microsurfacing	100
West Apron	4650	APC	146,113	$94,973.66	57	Microsurfacing	100
West Apron	4665	PCC	38,760	$719,773.15	19	Reconstruction	100
Taxiway Echo	550	AAC	52,982	$34,438.24	54	Microsurfacing	100
Taxiway Echo	530	AC	45,391	$29,504.27	53	Microsurfacing	100
Taxiway E-1	501	AC	5,073	$3,297.46	61	Microsurfacing	100
Taxiway E-2	510	AC	9,644	$6,268.65	57	Microsurfacing	100
Taxiway E-3	417	AC	8,311	$154,338.79	27	Reconstruction	100
Taxiway E-3	420	AC	36,384	$23,649.62	62	Microsurfacing	100
Taxiway E-3	520	AC	8,273	$5,377.46	63	Microsurfacing	100
Taxiway E-4	1085	AAC	4,112	$2,672.93	56	Microsurfacing	100
Taxiway E-4	1070	AAC	130,837	$85,044.19	60	Microsurfacing	100
Taxiway E-6	805	AC	17,742	$11,532.39	53	Microsurfacing	100
Taxiway Golf	705	AC	30,099	$19,564.53	64	Microsurfacing	100
Taxiway Hotel	806	AC	62,452	$40,593.96	58	Microsurfacing	100
			Total	**$2,536,288.08**	**52**		**100**

* Costs are adjusted for inflation.

In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Northeast Apron	AP NE	4312	WEATH/RAVEL	L	Surface Seal - Rejuvenating	102.50	SqFt	$0.40	$41.00
Northeast Apron	AP NE	4315	OIL SPILLAGE	N	Patching - AC Shallow	30.40	SqFt	$2.90	$88.02
Northeast Apron	AP NE	4320	OIL SPILLAGE	N	Patching - AC Shallow	90.80	SqFt	$2.90	$263.46
Run-Up Aprons	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	450.10	SqFt	$0.40	$180.04
West Apron	AP W	4605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,059.80	SqFt	$0.40	$8,424.00
West Apron	AP W	4605	OIL SPILLAGE	N	Patching - AC Shallow	72.20	SqFt	$2.90	$209.50
SE Segment AP W	AP W SEGM	4805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,133.80	SqFt	$0.40	$9,253.61
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,700.00	SqFt	$0.40	$4,280.03
Runway 7-25	RW 7-25	6105	L & T CR	M	Crack Sealing - AC	450.50	Ft	$2.25	$1,013.60
Runway 7-25	RW 7-25	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,894.80	SqFt	$0.40	$7,157.96
Runway 7-25	RW 7-25	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,007.40	SqFt	$0.40	$3,603.00
Taxiway Alpha	TW A	114	WEATH/RAVEL	L	Surface Seal - Rejuvenating	76.50	SqFt	$0.40	$30.60
Taxiway Alpha	TW A	115	WEATH/RAVEL	M	Surface Seal - Coat Tar	142.80	SqFt	$0.40	$57.11
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,197.90	SqFt	$0.40	$4,079.21
Taxiway Alpha	TW A	115	L & T CR	M	Crack Sealing - AC	45.90	Ft	$2.25	$103.28
Taxiway Alpha	TW A	116	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,229.90	SqFt	$0.40	$3,691.98
Taxiway Alpha	TW A	117	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,727.00	SqFt	$0.40	$2,290.83
Taxiway Alpha	TW A	117	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,287.00	SqFt	$0.40	$914.82
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,474.40	SqFt	$0.40	$10,589.85
Taxiway A-2	TW A2	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	396.00	SqFt	$0.40	$158.39
Taxiway A-3	TW A3	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	274.00	SqFt	$0.40	$109.59
Taxiway A-3	TW A3	132	WEATH/RAVEL	L	Surface Seal - Rejuvenating	135.00	SqFt	$0.40	$54.00
Taxiway A-4	TW A4	141	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45.80	SqFt	$0.40	$18.31

Table 6-3: Summary of Year 1 Maintenance Activities (Continued)

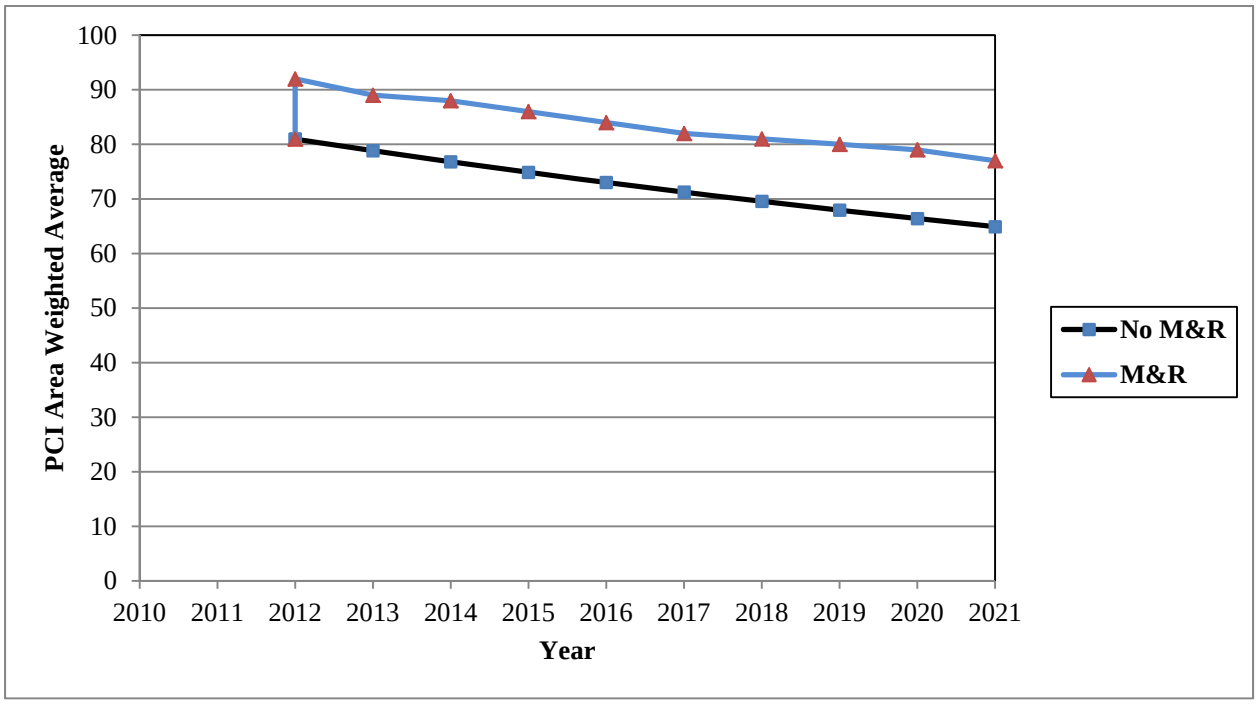
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway A-5	TW A5	425	WEATH/RAVEL	L	Surface Seal - Rejuvenating	313.80	SqFt	$0.40	$125.53
Taxiway Bravo	TW B	103	WEATH/RAVEL	L	Surface Seal - Rejuvenating	221.30	SqFt	$0.40	$88.53
Taxiway Bravo	TW B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,389.00	SqFt	$0.40	$8,155.66
Taxiway Echo	TW E	505	L & T CR	M	Crack Sealing - AC	65.10	Ft	$2.25	$146.49
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	78,108.90	SqFt	$0.40	$31,243.81
Taxiway Echo	TW E	540	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,998.00	SqFt	$0.40	$4,399.25
Taxiway Echo	TW E	545	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,488.00	SqFt	$0.40	$995.20
Taxiway Echo	TW E	545	WEATH/RAVEL	M	Surface Seal - Coat Tar	132.00	SqFt	$0.40	$52.80
Taxiway E-2	TW E2	512	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16.00	SqFt	$0.40	$6.40
Taxiway E-3	TW E3	522	L & T CR	M	Crack Sealing - AC	38.00	Ft	$2.25	$85.52
Taxiway E-3	TW E3	522	WEATH/RAVEL	L	Surface Seal - Rejuvenating	684.00	SqFt	$0.40	$273.60
Taxiway E-4	TW E4	1080	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,569.00	SqFt	$0.40	$1,027.60
Taxiway E-4	TW E4	1080	WEATH/RAVEL	M	Surface Seal - Coat Tar	30.00	SqFt	$0.40	$12.00
Taxiway E-4	TW E4	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,630.10	SqFt	$0.40	$3,852.08
Taxiway E-5	TW E5	560	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,196.00	SqFt	$0.40	$2,478.40
Taxiway E-5	TW E5	560	WEATH/RAVEL	M	Surface Seal - Coat Tar	743.50	SqFt	$0.40	$297.41
Taxiway E-6	TW E6	815	WEATH/RAVEL	L	Surface Seal - Rejuvenating	240.00	SqFt	$0.40	$96.00

Table 6-3: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway E-6	TW E6	820	WEATH/RAVEL	L	Surface Seal - Rejuvenating	362.40	SqFt	$0.40	$144.96
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	49,333.20	SqFt	$0.40	$19,733.46
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,732.70	SqFt	$0.40	$1,093.09
Taxiway Kilo	TW K	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,363.30	SqFt	$0.40	$545.32
Taxiway Kilo	TW K	610	L & T CR	H	Crack Sealing - AC	34.10	Ft	$2.25	$76.71
								Total =	$131,542.01

The 10 year forecast results are shown in Figure 6-1, 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.

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from an average of 81 in 2012 to an average of 64 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 77 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 77 with this scenario is 13 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9.0 million.

7. 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 PCIs 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 7-1 provides the summary results under the critical PCI unlimited funding scenario.

Table 7-1: M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$131,542.01	$7,282,476.36	$7,414,018.37
2013	$233,073.27	$8,225.70	$241,298.98
2014	$266,822.23	$369,955.51	$636,777.75
2015	$332,788.71	$0.00	$332,788.71
2016	$396,082.24	$66,221.54	$462,303.78
2017	$523,348.56	$0.00	$523,348.56
2018	$641,573.14	$138,209.53	$779,782.67
2019	$702,656.01	$802,481.66	$1,505,137.67
2020	$830,092.27	$171,355.83	$1,001,448.10
2021	$951,295.57	$197,103.29	$1,148,398.85
Total	**$5,009,274.01**	**$9,036,029.42**	**$14,045,303.44**

Note: Costs are adjusted for inflation.

Approximately 81% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **GA Apron** – Asphalt pavement mill and overlay
- **Northeast Apron** – Asphalt pavement mill and overlay
- **West Apron** – Asphalt pavement mill and overlay and full pavement reconstruction
- **Taxiway Echo and Connectors** – Asphalt pavement mill and overlay and full pavement reconstruction
- **Taxiway Golf** – Asphalt pavement mill and overlay
- **Taxiway Hotel** – Asphalt pavement mill and overlay

The unlimited budget scenario provides the basis for estimating the total repair cost.

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

The System Inventory and Network Definition CADD drawings, which show the airport pavement outline with Branch and Section boundaries and identify changes in the network pavement since the last inspection and the sampling plan, respectively, are included in Appendix A of this report.

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map 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.

8.3 10-Year M&R Map

A 10-Year M&R Map that shows the summary of the M&R plan is attached in Appendix G.

8.4 Photographs

Selected digital photographs taken during the pavement inspection are provided in Appendix H to provide visual support to special pavement conditions or distress observed during the inspection of the airport.

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **GA Apron** – Asphalt pavement mill and overlay
- **Northeast Apron** – Asphalt pavement mill and overlay
- **West Apron** – Asphalt pavement mill and overlay and full pavement reconstruction
- **Taxiway Echo and Connectors** – Asphalt pavement mill and overlay and full pavement reconstruction
- **Taxiway Golf** – Asphalt pavement mill and overlay
- **Taxiway Hotel** – Asphalt pavement mill and overlay

Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets since these needs cannot be addressed with typical annual expenditures.

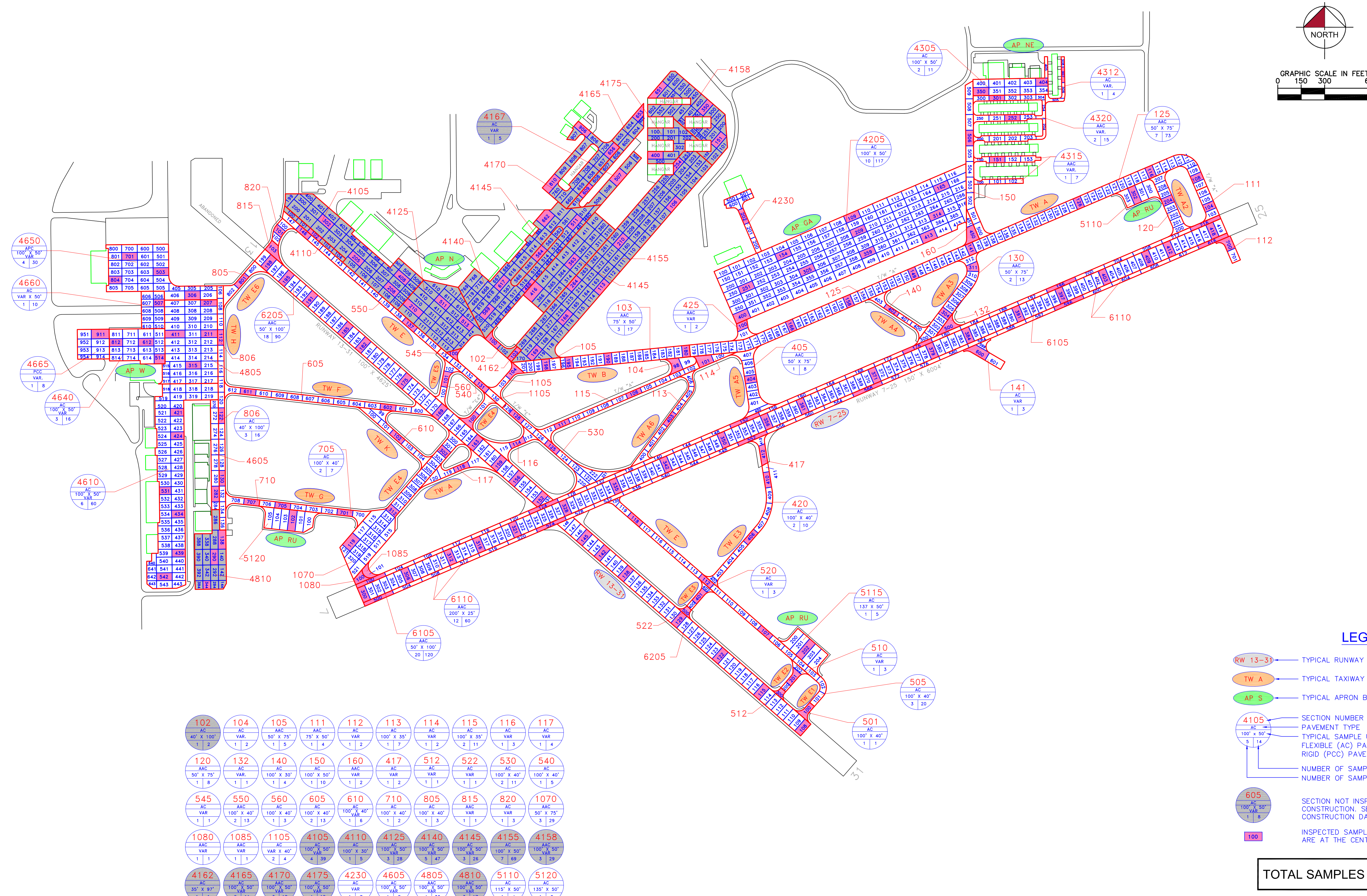
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



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
- 605 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 195

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

NETWORK DEFINITION MAP

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: ORL

FDOT DISTRICT: 5

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
RW 13-31	6205	108	28.5405313	-81.3304588
RW 13-31	6205	115	28.5411610	-81.3312834
RW 13-31	6205	122	28.5417906	-81.3321080
RW 13-31	6205	129	28.5424202	-81.3329326
RW 13-31	6205	138	28.5432298	-81.3339928
RW 13-31	6205	142	28.5435895	-81.3344640
RW 13-31	6205	145	28.5438594	-81.3348174
RW 13-31	6205	152	28.5445362	-81.3357004
RW 13-31	6205	156	28.5448937	-81.3361721
RW 13-31	6205	159	28.5451636	-81.3365256
RW 13-31	6205	163	28.5455233	-81.3369968
RW 13-31	6205	169	28.5460630	-81.3377036
RW 13-31	6205	175	28.5466026	-81.3384105
RW 13-31	6205	182	28.5472322	-81.3392351
RW 13-31	6205	185	28.5475021	-81.3395886
RW 13-31	6205	191	28.5480417	-81.3402955
RW 13-31	6205	195	28.5484015	-81.3407667
RW 13-31	6205	198	28.5486713	-81.3411201
RW 13-31	6202	102	28.5399916	-81.3297520
RW 13-31	6202	105	28.5402615	-81.3301054
RW 7-27	6110	100	28.5430965	-81.3390664
RW 7-27	6110	124	28.5444036	-81.3356344
RW 7-27	6110	152	28.5459284	-81.3316303
RW 7-27	6110	176	28.5472353	-81.3281981
RW 7-27	6110	196	28.5483243	-81.3253378
RW 7-27	6110	216	28.5494160	-81.3224704
RW 7-27	6110	500	28.5427808	-81.3389122
RW 7-27	6110	524	28.5440879	-81.3354802
RW 7-27	6110	552	28.5456127	-81.3314761
RW 7-27	6110	568	28.5464840	-81.3291880
RW 7-27	6110	596	28.5480086	-81.3251837
RW 7-27	6110	616	28.5491003	-81.3223162
RW 7-27	6105	300	28.5428569	-81.3392038
RW 7-27	6105	306	28.5431837	-81.3383458
RW 7-27	6105	312	28.5435105	-81.3374878
RW 7-27	6105	316	28.5437283	-81.3369158
RW 7-27	6105	321	28.5440006	-81.3362008

Branch	Section	Sample	Latitude	Longitude
RW 7-27	6105	328	28.5443819	-81.3351998
RW 7-27	6105	335	28.5447631	-81.3341988
RW 7-27	6105	342	28.5451443	-81.3331977
RW 7-27	6105	350	28.5455799	-81.3320537
RW 7-27	6105	356	28.5459067	-81.3311957
RW 7-27	6105	361	28.5461790	-81.3304806
RW 7-27	6105	371	28.5467235	-81.3290505
RW 7-27	6105	379	28.5471591	-81.3279065
RW 7-27	6105	384	28.5474314	-81.3271914
RW 7-27	6105	391	28.5478125	-81.3261903
RW 7-27	6105	397	28.5481392	-81.3253323
RW 7-27	6105	403	28.5484659	-81.3244742
RW 7-27	6105	409	28.5487926	-81.3236161
RW 7-27	6105	412	28.5489560	-81.3231871
RW 7-27	6105	418	28.5492826	-81.3223290
AP RU	5120	102	28.5441436	-81.3406357
AP RU	5115	202	28.5419044	-81.3304071
AP RU	5110	302	28.5499053	-81.3238796
AP W	4810	138	28.5438043	-81.3420335
AP W	4810	290	28.5434972	-81.3421844
AP W	4810	344	28.5430071	-81.3423324
AP W	4805	207	28.5479626	-81.3423099
AP W	4805	211	28.5474236	-81.3423014
AP W	4805	315	28.5468696	-81.3426152
AP W	4805	411	28.5474152	-81.3429819
AP W	4665	911	28.5474119	-81.3444693
AP W	4660	507	28.5479613	-81.3433020
AP W	4650	306	28.5480961	-81.3426347
AP W	4650	503	28.5485119	-81.3432648
AP W	4650	701	28.5487792	-81.3438915
AP W	4650	804	28.5483631	-81.3441731
AP W	4640	514	28.5469796	-81.3432865
AP W	4640	612	28.5472705	-81.3435561
AP W	4640	812	28.5472631	-81.3441554
AP W	4610	421	28.5460404	-81.3429352
AP W	4610	424	28.5456279	-81.3429286
AP W	4610	434	28.5442529	-81.3429068

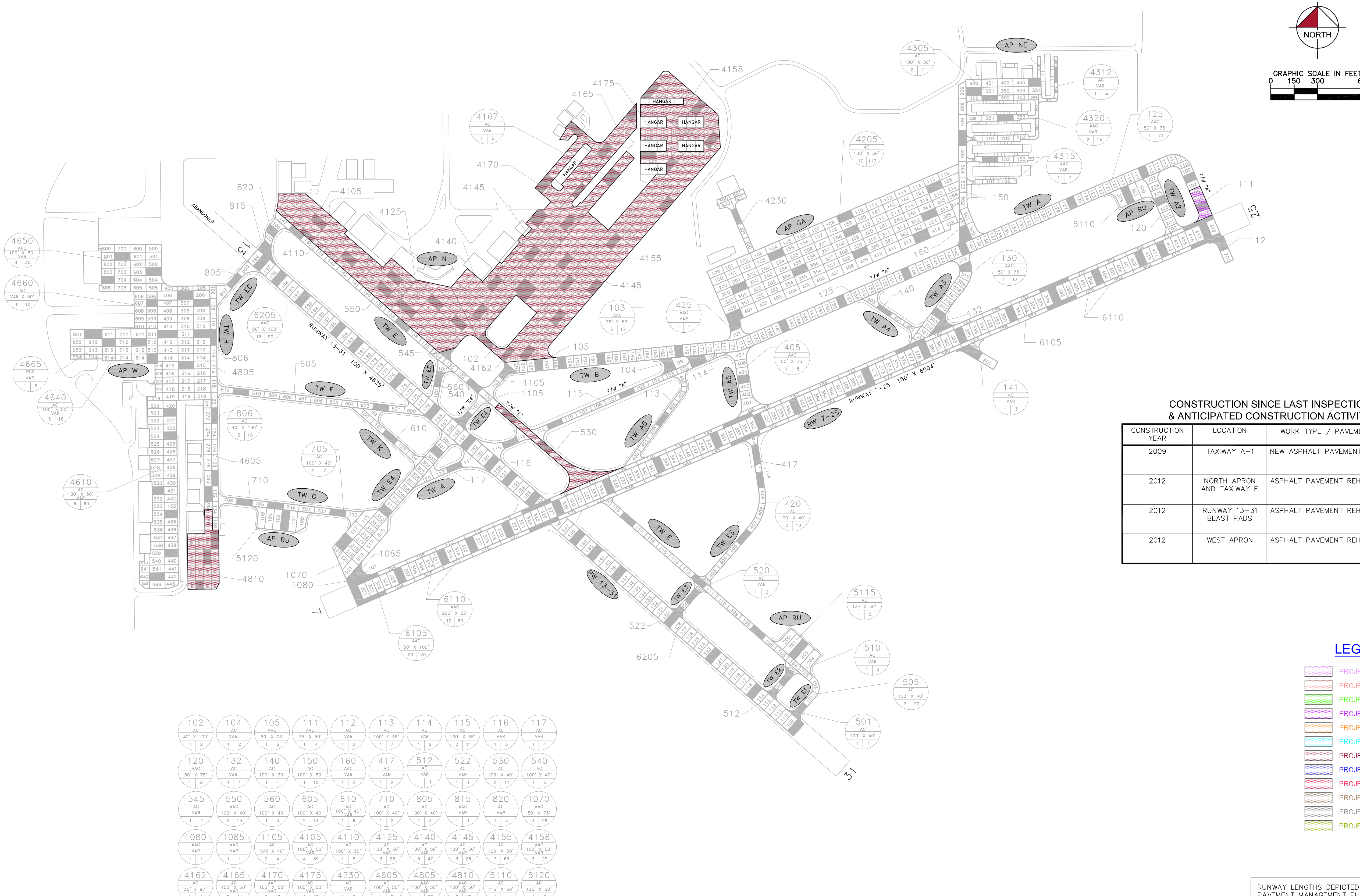
Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
AP W	4610	439	28.5435654	-81.3428959
AP W	4610	531	28.5446623	-81.3431656
AP W	4610	542	28.5431493	-81.3431792
AP W	4605	282	28.5446059	-81.3421677
AP NE	4320	252	28.5512573	-81.3263172
AP NE	4320	301	28.5516047	-81.3266294
AP NE	4315	151	28.5505224	-81.3266190
AP NE	4312	307	28.5520159	-81.3253113
AP NE	4305	350	28.5517181	-81.3269451
AP NE	4305	404	28.5518849	-81.3257339
AP GA	4230	202	28.5495124	-81.3316655
AP GA	4205	109	28.5495120	-81.3295027
AP GA	4205	154	28.5488412	-81.3308712
AP GA	4205	165	28.5500392	-81.3277249
AP GA	4205	209	28.5492595	-81.3293794
AP GA	4205	251	28.5482619	-81.3316059
AP GA	4205	305	28.5485713	-81.3304001
AP GA	4205	314	28.5495515	-81.3278259
AP GA	4205	359	28.5488807	-81.3291944
AP GA	4205	400	28.5477565	-81.3316982
AP GA	4205	413	28.5491723	-81.3279800
AP N	4175	400	28.5505815	-81.3334250
AP N	4170	656	28.5506588	-81.3342963
AP N	4170	810	28.5500776	-81.3354900
AP N	4170	906	28.5510333	-81.3348768
AP N	4165	609	28.5499570	-81.3348053
AP N	4165	653	28.5513227	-81.3337443
AP N	4162	103	28.5470791	-81.3362241
AP N	4158	151	28.5508552	-81.3321651
AP N	4158	350	28.5514220	-81.3324353
AP N	4158	651	28.5517143	-81.3333784
AP N	4155	106	28.5497226	-81.3330636
AP N	4155	113	28.5482630	-81.3344854
AP N	4155	166	28.5477271	-81.3352128
AP N	4155	169	28.5471044	-81.3358214
AP N	4155	210	28.5490679	-81.3341122
AP N	4155	254	28.5504123	-81.3329872
AP N	4155	264	28.5483208	-81.3350392
AP N	4145	363	28.5487114	-81.3350758
AP N	4145	416	28.5481777	-81.3358462
AP N	4145	564	28.5488472	-81.3357323
AP N	4125	210	28.5478826	-81.3382393
AP N	4125	511	28.5479833	-81.3376568
AP N	4125	513	28.5476236	-81.3371856
AP N	4110	102	28.5491654	-81.3402053
AP N	4105	205	28.5487506	-81.3393762
AP N	4105	208	28.5482109	-81.3386693
AP N	4105	302	28.5493942	-81.3399812
AP N	4105	408	28.5484190	-81.3384656
TW E4	1105	100	28.5459046	-81.3371125
TW E4	1105	104	28.5467960	-81.3362340
TW E4	1085	101	28.5432610	-81.3390865
TW E4	1080	100	28.5431393	-81.3392382
TW E4	1070	119	28.5437680	-81.3394594
TW E4	1070	302	28.5453627	-81.3376186
TW E4	1070	312	28.5443201	-81.3386340
TW E6	820	101	28.5492326	-81.3409106
TW E6	815	103	28.5488206	-81.3409690
TW H	806	112	28.5473577	-81.3420711
TW H	806	122	28.5459826	-81.3420493
TW H	806	130	28.5448826	-81.3420319
TW E6	805	801	28.5483536	-81.3416585
TW G	710	707	28.5444634	-81.3414450
TW G	705	701	28.5442845	-81.3395863
TW G	705	705	28.5444039	-81.3408257
TW F	610	102	28.5456187	-81.3385504
TW F	605	602	28.5461369	-81.3387353
TW F	605	611	28.5464047	-81.3415221
TW E5	560	101	28.5466458	-81.3375785
TW E	550	137	28.5475887	-81.3383067
TW E	550	146	28.5492076	-81.3404273
AP N	545	100	28.5471413	-81.3373907
TW E	540	131	28.5465239	-81.3368787
TW E	530	125	28.5454446	-81.3354650

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
TW E	530	128	28.5459843	-81.3361718
TW E3	522	500	28.5425542	-81.3327990
TW E3	520	401	28.5428386	-81.3325204
TW E2	512	300	28.5411209	-81.3309191
TW E2	510	201	28.5414242	-81.3306449
TW E	505	107	28.5421989	-81.3312141
TW E	505	112	28.5430983	-81.3323921
TW E	505	118	28.5441777	-81.3338057
TW E1	501	100	28.5407972	-81.3304125
TW A5	425	100	28.5475905	-81.3316858
TW E3	420	406	28.5438755	-81.3315051
TW E3	420	410	28.5448815	-81.3311787
TW E3	417	412	28.5453256	-81.3312604
TW A5	405	404	28.5466519	-81.3315156
AP NE	160	450	28.5491707	-81.3271488
AP NE	150	506	28.5509002	-81.3271691
TW A4	141	600	28.5471426	-81.3270110
TW A4	140	402	28.5478673	-81.3287152
TW A3	132	500	28.5476036	-81.3275605
TW A3	130	304	28.5478124	-81.3276447
TW A3	130	311	28.5486267	-81.3270931
TW A2	120	204	28.5498114	-81.3232215
TW A	117	118	28.5450903	-81.3372652
TW A	116	114	28.5455243	-81.3361540
TW A	115	106	28.5463973	-81.3338399
TW A	115	111	28.5458527	-81.3352700
TW A	114	101	28.5469848	-81.3324647
TW A6	113	403	28.5459440	-81.3331252
TW A	112	700	28.5490595	-81.3220506
TW A	111	104	28.5497077	-81.3223924
TW A	125	108	28.5502129	-81.3226390
TW A	125	116	28.5503108	-81.3235618
TW A	125	126	28.5497663	-81.3249920
TW A	125	141	28.5489496	-81.3271372
TW A	125	149	28.5485140	-81.3282813
TW A	125	158	28.5480239	-81.3295684
TW A	125	166	28.5475883	-81.3307125

Branch	Section	Sample	Latitude	Longitude
TW A	105	198	28.5468901	-81.3355943
TW A	104	98	28.5468809	-81.3330653
TW B	103	180	28.5471380	-81.3328051
TW B	103	190	28.5470003	-81.3343547
TW B	103	195	28.5469314	-81.3351295
AP N	102	100	28.5473403	-81.3366474



CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2009	TAXIWAY A-1	NEW ASPHALT PAVEMENT
2012	NORTH APRON AND TAXIWAY E	ASPHALT PAVEMENT REHABILITATION
2012	RUNWAY 13-31 BLAST PADS	ASPHALT PAVEMENT REHABILITATION
2012	WEST APRON	ASPHALT PAVEMENT REHABILITATION

LEGEND

- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

SYSTEM INVENTORY MAP

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **ORL**

FDOT DISTRICT 5

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
GA Apron	AP GA	APRON	4205	1,720	350	608,509	P	AC	4/1/2007	2/14/2012	117
GA Apron	AP GA	APRON	4230	500	40	23,614	P	AC	4/1/2007	2/14/2012	7
North Apron	AP N	APRON	4105	500	370	185,708	T	AC	1/1/2012	1/1/2012	39
North Apron	AP N	APRON	4110	500	30	15,259	P	AC	1/1/2012	1/1/2012	5
North Apron	AP N	APRON	4125	400	350	145,468	P	AC	1/1/2012	1/1/2012	28
North Apron	AP N	APRON	4140	1,000	200	214,146	P	AC	1/1/2012	1/1/2012	47
North Apron	AP N	APRON	4145	700	200	146,214	P	AC	1/1/2012	1/1/2012	26
North Apron	AP N	APRON	4155	1,500	200	336,085	P	AC	1/1/2012	1/1/2012	69
North Apron	AP N	APRON	4158	400	290	119,181	P	AAC	1/1/2012	1/1/2012	29
North Apron	AP N	APRON	4162	100	30	3,391	P	AC	1/1/2012	1/1/2012	1
North Apron	AP N	APRON	4165	441	100	44,189	P	AC	1/1/2012	1/1/2012	11
North Apron	AP N	APRON	4167	450	60	29,191	P	AC	1/1/2012	1/1/2012	5
North Apron	AP N	APRON	4170	883	100	88,377	P	AAC	1/1/2012	1/1/2012	18
North Apron	AP N	APRON	4175	450	100	45,173	P	AC	1/1/2012	1/1/2012	10
Northeast Apron	AP NE	APRON	4305	290	180	52,643	P	AC	1/1/1984	2/14/2012	11
Northeast Apron	AP NE	APRON	4312	400	20	8,541	P	AC	12/25/1999	2/14/2012	4
Northeast Apron	AP NE	APRON	4315	1,200	20	24,518	P	AAC	1/1/2007	2/14/2012	7
Northeast Apron	AP NE	APRON	4320	340	150	53,040	P	AAC	1/1/2007	2/14/2012	15
Run-Up Aprons	AP RU	APRON	5110	210	110	25,880	P	AC	1/1/2001	2/14/2012	4
Run-Up Aprons	AP RU	APRON	5115	255	130	36,282	P	AC	1/1/2001	2/14/2012	5
Run-Up Aprons	AP RU	APRON	5120	310	130	41,840	P	AC	1/1/2001	2/14/2012	6

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
West Apron	AP W	APRON	4605	700	50	35,100	P	AC	1/1/2002	2/14/2012	8
West Apron	AP W	APRON	4610	1,250	200	260,825	P	AC	1/1/1999	2/14/2012	60
West Apron	AP W	APRON	4640	400	185	75,563	P	AC	12/1/1998	2/14/2012	16
West Apron	AP W	APRON	4650	480	300	146,113	P	APC	12/1/1998	2/14/2012	30
West Apron	AP W	APRON	4660	235	150	35,372	P	AC	1/1/1997	2/14/2012	10
West Apron	AP W	APRON	4665	200	190	38,760	P	PCC	1/1/1997	2/14/2012	8
SE Segment of AP W	AP W SEGM	APRON	4805	550	330	182,930	P	AAC	1/1/2001	2/14/2012	36
SE Segment of AP W	AP W SEGM	APRON	4810	400	200	79,030	P	AAC	1/1/2012	1/1/2012	17
Runway 13-31	RW 13-31	RUNWAY	6205	4,450	100	445,836	P	AAC	1/1/1999	2/14/2012	90
Runway 7-25	RW 7-25	RUNWAY	6105	6,005	100	600,500	T	AAC	1/2/2001	2/14/2012	120
Runway 7-25	RW 7-25	RUNWAY	6110	12,010	25	300,250	P	AAC	1/2/2001	2/14/2012	60
Taxiway Alpha	TW A	TAXIWAY	104	160	75	12,155	P	AC	1/1/2001	2/14/2012	2
Taxiway Alpha	TW A	TAXIWAY	111	200	75	15,536	P	AAC	1/1/1997	2/14/2012	4
Taxiway Alpha	TW A	TAXIWAY	112	200	50	10,145	P	AC	1/1/2001	2/14/2012	2
Taxiway Alpha	TW A	TAXIWAY	114	250	40	10,625	P	AC	1/1/1999	2/14/2012	2
Taxiway Alpha	TW A	TAXIWAY	115	1,000	40	40,792	P	AC	1/1/1984	2/14/2012	11
Taxiway Alpha	TW A	TAXIWAY	116	400	40	17,575	P	AC	1/1/1984	2/14/2012	3
Taxiway Alpha	TW A	TAXIWAY	117	500	40	22,912	P	AC	1/1/1984	2/14/2012	4
Taxiway Alpha	TW A	TAXIWAY	125	3,600	75	271,468	P	AAC	1/1/1997	2/14/2012	73
Taxiway Alpha	TW A	TAXIWAY	150	1,000	50	50,766	P	AC	4/1/2007	2/14/2012	10
Taxiway Alpha	TW A	TAXIWAY	160	120	75	9,592	P	AAC	1/1/1997	2/14/2012	2

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway A-2	TW A2	TAXIWAY	120	400	75	30,935	P	AAC	1/1/1997	2/14/2012	8
Taxiway A-3	TW A3	TAXIWAY	130	600	75	49,381	P	AAC	1/1/1997	2/14/2012	13
Taxiway A-3	TW A3	TAXIWAY	132	100	60	6,782	P	AC	1/1/1999	2/14/2012	1
Taxiway A-4	TW A4	TAXIWAY	140	400	35	15,668	P	AC	1/1/1999	2/14/2012	4
Taxiway A-4	TW A4	TAXIWAY	141	290	56	16,309	P	AC	1/1/1999	2/14/2012	3
Taxiway A-5	TW A5	TAXIWAY	405	400	75	37,115	P	AAC	1/1/1997	2/14/2012	8
Taxiway A-5	TW A5	TAXIWAY	425	120	75	9,443	P	AAC	1/1/1997	2/14/2012	2
Taxiway A-6	TW A6	TAXIWAY	113	700	35	27,094	P	AC	1/1/2001	2/14/2012	7
Taxiway Bravo	TW B	TAXIWAY	102	200	40	9,348	P	AC	1/1/2012	1/1/2012	2
Taxiway Bravo	TW B	TAXIWAY	103	830	75	62,250	P	AAC	1/1/1999	2/14/2012	17
Taxiway Bravo	TW B	TAXIWAY	105	270	75	20,389	P	AAC	1/1/1997	2/14/2012	5
Taxiway Echo	TW E	TAXIWAY	505	1,950	40	78,110	P	AC	1/1/1983	2/14/2012	20
Taxiway Echo	TW E	TAXIWAY	530	750	40	45,391	P	AC	1/1/1983	2/14/2012	11
Taxiway Echo	TW E	TAXIWAY	540	550	40	21,996	P	AC	1/1/1991	2/14/2012	5
Taxiway Echo	TW E	TAXIWAY	545	75	40	3,110	P	AC	1/1/1978	2/14/2012	1
Taxiway Echo	TW E	TAXIWAY	550	1,300	40	52,982	P	AAC	1/1/1979	2/14/2012	13
Taxiway E-1	TW E1	TAXIWAY	501	120	40	5,073	T	AC	1/1/1977	2/14/2012	1
Taxiway E-2	TW E2	TAXIWAY	510	230	40	9,644	P	AC	1/1/1983	2/14/2012	3
Taxiway E-2	TW E2	TAXIWAY	512	50	40	2,687	P	AC	1/1/1983	2/14/2012	1
Taxiway E-3	TW E3	TAXIWAY	417	150	40	8,311	P	AC	1/1/1977	2/14/2012	2
Taxiway E-3	TW E3	TAXIWAY	420	875	40	36,384	P	AC	1/1/1984	2/14/2012	10

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway E-3	TW E3	TAXIWAY	520	200	40	8,273	P	AC	1/1/1983	2/14/2012	3
Taxiway E-3	TW E3	TAXIWAY	522	60	40	2,869	P	AC	1/1/1983	2/14/2012	1
Taxiway E-4	TW E4	TAXIWAY	1070	1,740	75	130,837	P	AAC	1/1/1977	2/14/2012	29
Taxiway E-4	TW E4	TAXIWAY	1080	80	50	4,281	P	AAC	1/1/1977	2/14/2012	1
Taxiway E-4	TW E4	TAXIWAY	1085	135	30	4,112	P	AAC	1/1/1991	2/14/2012	1
Taxiway E-4	TW E4	TAXIWAY	1105	590	40	23,709	T	AC	1/1/1991	2/14/2012	4
Taxiway E-5	TW E5	TAXIWAY	560	300	40	13,215	P	AC	1/1/1991	2/14/2012	3
Taxiway E-6	TW E6	TAXIWAY	805	430	40	17,742	P	AC	1/1/1984	2/14/2012	3
Taxiway E-6	TW E6	TAXIWAY	815	100	60	6,648	P	AAC	1/1/1999	2/14/2012	1
Taxiway E-6	TW E6	TAXIWAY	820	145	70	10,401	P	AC	1/1/1999	2/14/2012	3
Taxiway Foxtrot	TW F	TAXIWAY	605	1,350	40	54,815	P	AC	1/1/1984	2/14/2012	13
Taxiway Golf	TW G	TAXIWAY	705	750	40	30,099	P	AC	1/1/1984	2/14/2012	7
Taxiway Golf	TW G	TAXIWAY	710	200	40	9,812	P	AC	1/1/1988	2/14/2012	2
Taxiway Hotel	TW H	TAXIWAY	806	1,500	40	62,452	P	AC	1/1/1983	2/14/2012	16
Taxiway Kilo	TW K	TAXIWAY	610	600	40	27,266	P	AC	1/1/1999	2/14/2012	6

Note: If a 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.

Network: ORL **Branch:** AP GA (GA APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 1,720.00 Ft **Width:** 350.00 Ft **True Area:** 608,508.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE

Network: ORL **Branch:** AP GA (GA APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 23,614.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** T **Length:** 500.00 Ft **Width:** 370.00 Ft **True Area:** 185,707.83 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 30.00 Ft **True Area:** 15,258.66 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	BUILT			True	1984 SLURRY SEAL
01/01/1979	IMPORTED	OVERLAY			True	EST 1979 BIT

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 350.00 Ft **True Area:** 145,467.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 1,000.00 Ft **Width:** 200.00 Ft **True Area:** 214,146.43 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 200.00 Ft **True Area:** 146,213.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1968	IMPORTED	BUILT		1.50	True	1968 1.5" P-401 7" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4155 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 1,500.00 Ft **Width:** 200.00 Ft **True Area:** 336,085.33 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	BUILT		2.00	True	1984 SLURRY SEAL 2" P-401 6" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4158 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 290.00 Ft **True Area:** 119,181.38 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/2002	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4162 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 3,391.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1991	IMPORTED	BUILT			True	EST 1991 AC PAVEMENT

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4165 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 441.00 Ft **Width:** 100.00 Ft **True Area:** 44,189.29 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	IMPORTED	BUILT			True	1984 SLURRY SEAL EST 1984 BIT

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4167 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 450.00 Ft **Width:** 60.00 Ft **True Area:** 29,190.71 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4170 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 883.00 Ft **Width:** 100.00 Ft **True Area:** 88,376.82 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4175 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 450.00 Ft **Width:** 100.00 Ft **True Area:** 45,172.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1960	IMPORTED	BUILT			True	EST 1960 BIT

Network: ORL **Branch:** AP NE (NE APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank** P **Length:** 290.00 Ft **Width:** 180.00 Ft **True Area:** 52,642.72 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	EST 1984 BIT

Network: ORL **Branch:** AP NE (NE APRON) **Section:** 4312 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 8,540.87 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP NE (NE APRON) **Section:** 4315 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 1,200.00 Ft **Width:** 20.00 Ft **True Area:** 24,518.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP NE (NE APRON) **Section:** 4320 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 340.00 Ft **Width:** 150.00 Ft **True Area:** 53,040.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP RU (RUN-UP APRONS) **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 210.00 Ft **Width:** 110.00 Ft **True Area:** 25,880.12 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch:** AP RU (RUN-UP APRONS) **Section:** 5115 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 255.00 Ft **Width:** 130.00 Ft **True Area:** 36,282.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch:** AP RU (RUN-UP APRONS) **Section:** 5120 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 310.00 Ft **Width:** 130.00 Ft **True Area:** 41,839.54 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch:** AP W (W APRON) **Section:** 4605 **Surface:** AC
L.C.D.: 01/01/2002 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 50.00 Ft **True Area:** 35,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2002	SR-AC	Surface Reconstruction - AC	$0	4.00	True	4" AC/6" P-211/6" P-154
01/01/1942	IMPORTED	OVERLAY			True	NO HISTORY KNOWN FOR THIS SECTION. IT IS PLANNED FOR RECONSTRUCTION.
01/01/1942	IMPORTED	BUILT			True	ESTIMATE 1942 AC PAVEMENT

Network: ORL **Branch:** AP W (W APRON) **Section:** 4610 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank** P **Length:** 1,250.00 Ft **Width:** 200.00 Ft **True Area:** 260,825.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	BUILT			True	1999 RECONSTRUCTION OR OVERLAY PLANNED

Network: ORL **Branch:** AP W (W APRON) **Section:** 4640 **Surface:** AC
L.C.D.: 12/01/1998 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 185.00 Ft **True Area:** 75,563.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/1998	SR-AC	Surface Reconstruction - AC	$0	4.00	True	4" AC/6" P-211/6" P-154
01/01/1997	IMPORTED	BUILT		2.00	True	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASE

Network: ORL **Branch:** AP W (W APRON) **Section:** 4650 **Surface:** APC
L.C.D.: 12/01/1998 **Use:** APRON **Rank** P **Length:** 480.00 Ft **Width:** 300.00 Ft **True Area:** 146,113.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/01/1998	SR-AC	Surface Reconstruction - AC	$0	4.00	True	4" AC/6" P-211/6" P-154
01/01/1997	IMPORTED	OVERLAY			True	OLD PCC PAVEMENT
01/01/1997	IMPORTED	OVERLAY			True	UNKNOWN AGE AC OVERLAY
01/01/1997	IMPORTED	BUILT		2.00	True	1997 2" P401 AC OVERLAY

Network: ORL **Branch:** AP W (W APRON) **Section:** 4660 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** P **Length:** 235.00 Ft **Width:** 150.00 Ft **True Area:** 35,372.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT		2.00	True	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASEJ

Network: ORL **Branch:** AP W (W APRON) **Section:** 4665 **Surface:** PCC
L.C.D.: 01/01/1997 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 190.00 Ft **True Area:** 38,760.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP W SEGM (SE SEGMEN OF WEST APRON) **Section:** 4805 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** APRON **Rank** P **Length:** 550.00 Ft **Width:** 330.00 Ft **True Area:** 182,930.13 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SR-AC	Surface Reconstruction - AC	$0	4.00	True	4" AC/6" P-211/6" P-154
01/01/1960	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch:** AP W SEGM (SE SEGMEN OF WEST APRON) **Section:** 4810 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 200.00 Ft **True Area:** 79,030.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1960	IMPORTED	BUILT			True	EST 1960 AC OVERLAY OF 194Os PCC
01/01/1960	IMPORTED	OVERLAY			True	PAVEMENT IS SCHEDULED FOR REHABILITATION

Network: ORL **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1999 **Use:** RUNWAY **Rank** P **Length:** 4,450.00 Ft **Width:** 100.00 Ft **True Area:** 445,836.20 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/20/2005			$0	0.00	False	
01/01/1999	IMPORTED	BUILT			True	1999 RESURFACING PLANNED

Network: ORL **Branch:** RW 7-25 (RUNWAY 7-25) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/02/2001 **Use:** RUNWAY **Rank** T **Length:** 6,005.00 Ft **Width:** 100.00 Ft **True Area:** 600,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/02/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5 - 3"
01/01/2001	MI-CO	Cold Milling	$0	0.00	False	3" MAX
01/01/1977	IMPORTED	BUILT		2.00	True	UNKNOWN DATE 2" P401 AC SURFACE ON 8" P211 BASE

Network: ORL **Branch**: RW 7-25 (RUNWAY 7-25) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/02/2001 **Use:** RUNWAY **Rank** P **Length:** 12,010.00 Ft **Width:** 25.00 Ft **True Area:** 300,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/02/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-3"
01/01/2001	MI-CO	Cold Milling	$0	0.00	False	3" MAX
01/01/1977	IMPORTED	BUILT		3.00	True	1977 1.5-3" P-401 O ON 2" P-401 8" P-211

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 104 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 160.00 Ft **Width:** 75.00 Ft **True Area:** 12,155.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/6" P-154

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 111 **Surface:** AAC
L.C.D.: 01/01/1960 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 15,536.50 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	OL-AS	Overlay - AC Structural	$0	2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	INITIAL	Initial Construction	$0	3.00	True	1960: 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 112 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,145.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 114 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 40.00 Ft **True Area:** 10,624.83 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	BUILT			True	1999 RESURFACING OR RECONSTRUCTION PLANNED

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 115 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 40.00 Ft **True Area:** 40,792.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 116 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 40.00 Ft **True Area:** 17,575.19 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch**: TW A (TAXIWAY A) **Section:** 117 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 22,911.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch:** TW A (TAXIWAY A) **Section:** 125 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 3,600.00 Ft **Width:** 75.00 Ft **True Area:** 271,468.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	OL-AS	Overlay - AC Structural	$0	2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	INITIAL	Initial Construction	$0	3.00	True	1960: 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch:** TW A (TAXIWAY A) **Section:** 150 **Surface:** AC
L.C.D.: 01/01/1963 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 50,766.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Sea	$0	0.00	False	
01/01/1963	IMPORTED	BUILT		2.00	True	1963 2" P-401 8" P-211

Network: ORL **Branch:** TW A (TAXIWAY A) **Section:** 160 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 75.00 Ft **True Area:** 9,591.75 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 TAPERED AC OVERLAY
01/01/1977	IMPORTED	OVERLAY			True	EST 1977 ORIGINA AC PAVEMENT SECTION UNKNOWN

Network: ORL **Branch:** TW A2 (TAXIWAY A2) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 30,934.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch:** TW A3 (TAXIWAY A3) **Section:** 130 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 75.00 Ft **True Area:** 49,380.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC PAVEMENT ON 10-18" P211 BASE

Network: ORL **Branch:** TW A3 (TAXIWAY A3) **Section:** 132 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 60.00 Ft **True Area:** 6,781.92 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	4.00	True	4" AC/8" P-211/6" P-154

Network: ORL **Branch:** TW A4 (TAXIWAY A4) **Section:** 140 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 35.00 Ft **True Area:** 15,668.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	4.00	True	4" AC/8" P-211/6" P-154

Network: ORL **Branch:** TW A4 (TAXIWAY A4) **Section:** 141 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 290.00 Ft **Width:** 56.00 Ft **True Area:** 16,309.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	4.00	True	4" AC/8" P-211/6" P-154

Network: ORL **Branch**: TW A5 (TAXIWAY A5) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 37,115.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1960	IMPORTED	OVERLAY			True	EST 1960 AC PAVEMENT SECTION UNKNOWN

Network: ORL **Branch**: TW A5 (TAXIWAY A5) **Section:** 425 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 75.00 Ft **True Area:** 9,443.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY			True	1997 TAPERED AC OVERLAY
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE

Network: ORL **Branch**: TW A6 (TAXIWAY A6) **Section:** 113 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 700.00 Ft **Width:** 35.00 Ft **True Area:** 27,093.68 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	4.00	True	4" AC/6" P-211/6" P-154

Network: ORL **Branch**: TW B (TAXIWAY B) **Section:** 102 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 9,348.41 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	HI-AG	New Construction	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORL **Branch**: TW B (TAXIWAY B) **Section:** 103 **Surface:** AAC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 830.00 Ft **Width:** 75.00 Ft **True Area:** 62,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	OVERLAY			True	1999 RESURFACING OR RECONSTRUCTION PLANNED
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORL **Branch**: TW B (TAXIWAY B) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 270.00 Ft **Width:** 75.00 Ft **True Area:** 20,389.16 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 1,950.00 Ft **Width:** 40.00 Ft **True Area:** 78,109.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211

Network: ORL **Branch**: TW E (TAXIWAY E) **Section:** 530 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 750.00 Ft **Width:** 40.00 Ft **True Area:** 45,391.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211

Network: ORL **Branch**: TW E (TAXIWAY E) **Section:** 540 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 550.00 Ft **Width:** 40.00 Ft **True Area:** 21,996.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORL **Branch**: TW E (TAXIWAY E) **Section:** 545 **Surface:** AC
L.C.D.: 01/01/1978 **Use:** TAXIWAY **Rank** P **Length:** 75.00 Ft **Width:** 40.00 Ft **True Area:** 3,109.86 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 TRIPLE COAT P625 SURFACE TREATMENT
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P401 AC SURFACE ON 8" P211 BASE

Network: ORL **Branch**: TW E (TAXIWAY E) **Section:** 550 **Surface:** AAC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 1,300.00 Ft **Width:** 40.00 Ft **True Area:** 52,981.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211

Network: ORL **Branch**: TW E1 (TAXIWAY E1) **Section:** 501 **Surface:** AC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank** T **Length:** 120.00 Ft **Width:** 40.00 Ft **True Area:** 5,073.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT			True	EST 1977 AC PAVEMENT

Network: ORL **Branch**: TW E2 (TAXIWAY E2) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 230.00 Ft **Width:** 40.00 Ft **True Area:** 9,644.08 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211

Network: ORL **Branch**: TW E2 (TAXIWAY E2) **Section:** 512 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 2,686.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch**: TW E3 (TAXIWAY E3) **Section:** 417 **Surface:** AC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank** P **Length:** 150.00 Ft **Width:** 40.00 Ft **True Area:** 8,311.19 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT			True	EST 1977 AC PAVEMENT

Network: ORL **Branch**: TW E3 (TAXIWAY E3) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 875.00 Ft **Width:** 40.00 Ft **True Area:** 36,384.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		2.00	True	1984 2" P-401 6" P-211

Network: ORL **Branch**: TW E3 (TAXIWAY E3) **Section:** 520 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 8,273.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211

Network: ORL **Branch**: TW E3 (TAXIWAY E3) **Section:** 522 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 60.00 Ft **Width:** 40.00 Ft **True Area:** 2,869.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	INITIAL	Initial Construction	$0	0.00	True	

Network: ORL **Branch**: TW E4 (TAXIWAY E4) **Section:** 1070 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank** P **Length:** 1,740.00 Ft **Width:** 75.00 Ft **True Area:** 130,837.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		4.00	True	1977 4" P401 AC OVERLAY
01/01/1977	IMPORTED	OVERLAY		2.00	True	UNKNOWN DATE 2" P401 AC ON 6" P211 BASE

Network: ORL **Branch**: TW E4 (TAXIWAY E4) **Section:** 1080 **Surface:** AAC
L.C.D.: 01/01/1977 **Use:** TAXIWAY **Rank** P **Length:** 80.00 Ft **Width:** 50.00 Ft **True Area:** 4,281.27 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		4.00	True	1977 4" P401 AC OVERLAY
01/01/1977	IMPORTED	OVERLAY		6.00	True	UNKNOWN DATE 2' P401 SURFACE ON 6" P211 BASE

Network: ORL **Branch**: TW E4 (TAXIWAY E4) **Section:** 1085 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 135.00 Ft **Width:** 30.00 Ft **True Area:** 4,112.20 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	EST 1991 AC OVERLAY
01/01/1991	IMPORTED	OVERLAY			True	UNKNOWN PAVEMENT SECTION

Network: ORL **Branch**: TW E4 (TAXIWAY E4) **Section:** 1105 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** T **Length:** 590.00 Ft **Width:** 40.00 Ft **True Area:** 23,709.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" BASE

Network: ORL **Branch**: TW E5 (TAXIWAY E5) **Section:** 560 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 40.00 Ft **True Area:** 13,215.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORL **Branch**: TW E6 (TAXIWAY E6) **Section:** 805 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 430.00 Ft **Width:** 40.00 Ft **True Area:** 17,742.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		6.00	True	1984 4' P-401 6" P-211

Network: ORL **Branch**: TW E6 (TAXIWAY E6) **Section:** 815 **Surface:** AAC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 60.00 Ft **True Area:** 6,647.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1968	IMPORTED	BUILT			True	EST 1968 BIT

Network: ORL **Branch:** TW E6 (TAXIWAY E6) **Section:** 820 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 145.00 Ft **Width:** 70.00 Ft **True Area:** 10,401.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	BUILT			True	RECONSTRUCTION PLANNED IN 1999 SECTION UNKNOWN

Network: ORL **Branch:** TW F (TAXIWAY F) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 1,350.00 Ft **Width:** 40.00 Ft **True Area:** 54,815.17 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 6" P-211

Network: ORL **Branch:** TW G (TAXIWAY G) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 750.00 Ft **Width:** 40.00 Ft **True Area:** 30,099.27 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 6" P-211

Network: ORL **Branch:** TW G (TAXIWAY G) **Section:** 710 **Surface:** AC
L.C.D.: 01/01/1988 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 9,812.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT

Network: ORL **Branch:** TW H (TAXIWAY H) **Section:** 806 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 1,500.00 Ft **Width:** 40.00 Ft **True Area:** 62,452.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT			True	EST 1983 AC PAVEMENT

Network: ORL **Branch:** TW K (TAXIWAY K) **Section:** 610 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 40.00 Ft **True Area:** 27,266.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	$0	4.00	True	4" AC/ 8" P-211/ 6" P-154

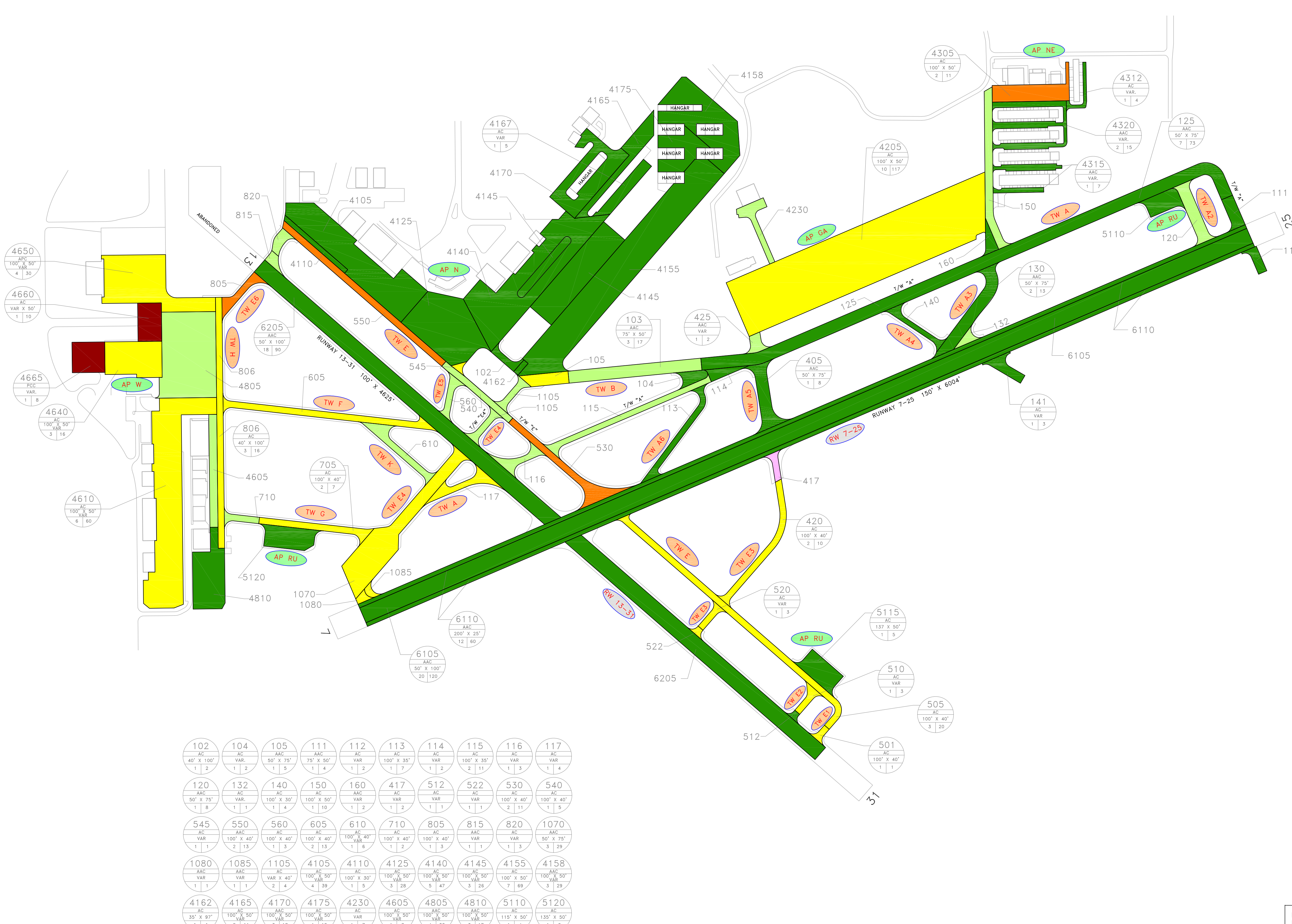
Summary:

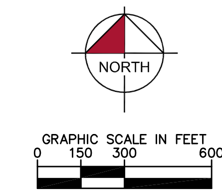
Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	445,836.20	.00	
BUILT	55	4,783,896.12	3.04	1.06
Cold Milling	2	900,750.00	.00	.00
Initial Construction	23	1,080,134.90	2.00	1.98
Mill and Overlay	5	282,417.88	.00	.00
New Construction	13	1,381,730.12	.00	.00
OVERLAY	15	779,950.73	2.80	1.79
Overlay - AC Structural	4	1,187,754.72	1.00	1.15
REPAIR	6	747,627.48		
Surface Reconstruction - AC	4	439,706.45	4.00	.00
Surface Treatment - Slurry Seal	3	682,888.93	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **ORL**

FDOT DISTRICT: 5

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
GA Apron	AP GA	APRON	4205	608,509	P	AC	10	117	63	Fair
GA Apron	AP GA	APRON	4230	23,614	P	AC	1	7	76	Satisfactory
North Apron	AP N	APRON	4105	185,708	T	AC	4	39	100	Good
North Apron	AP N	APRON	4110	15,259	P	AC	1	5	100	Good
North Apron	AP N	APRON	4125	145,468	P	AC	3	28	100	Good
North Apron	AP N	APRON	4140	214,146	P	AC	5	47	100	Good
North Apron	AP N	APRON	4145	146,214	P	AC	3	26	100	Good
North Apron	AP N	APRON	4155	336,085	P	AC	7	69	100	Good
North Apron	AP N	APRON	4158	119,181	P	AAC	3	29	100	Good
North Apron	AP N	APRON	4162	3,391	P	AC	1	1	100	Good
North Apron	AP N	APRON	4165	44,189	P	AC	2	11	100	Good
North Apron	AP N	APRON	4167	29,191	P	AC	1	5	100	Good
North Apron	AP N	APRON	4170	88,377	P	AAC	3	18	100	Good
North Apron	AP N	APRON	4175	45,173	P	AC	1	10	100	Good
Northeast Apron	AP NE	APRON	4305	52,643	P	AC	2	11	49	Poor
Northeast Apron	AP NE	APRON	4312	8,541	P	AC	1	4	89	Good
Northeast Apron	AP NE	APRON	4315	24,518	P	AAC	1	7	98	Good
Northeast Apron	AP NE	APRON	4320	53,040	P	AAC	2	15	99	Good
Run-Up Aprons	AP RU	APRON	5110	25,880	P	AC	1	4	91	Good
Run-Up Aprons	AP RU	APRON	5115	36,282	P	AC	1	5	97	Good
Run-Up Aprons	AP RU	APRON	5120	41,840	P	AC	1	6	96	Good
West Apron	AP W	APRON	4605	35,100	P	AC	1	8	74	Satisfactory

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
West Apron	AP W	APRON	4610	260,825	P	AC	6	60	62	Fair
West Apron	AP W	APRON	4640	75,563	P	AC	3	16	59	Fair
West Apron	AP W	APRON	4650	146,113	P	APC	4	30	58	Fair
West Apron	AP W	APRON	4660	35,372	P	AC	1	10	21	Serious
West Apron	AP W	APRON	4665	38,760	P	PCC	1	8	19	Serious
SE Segment of AP W	AP W SEGM	APRON	4805	182,930	P	AAC	4	36	74	Satisfactory
SE Segment of AP W	AP W SEGM	APRON	4810	79,030	P	AAC	3	17	100	Good
Runway 13-31	RW 13-31	RUNWAY	6205	445,836	P	AAC	18	90	93	Good
Runway 7-25	RW 7-25	RUNWAY	6105	600,500	T	AAC	20	120	86	Good
Runway 7-25	RW 7-25	RUNWAY	6110	300,250	P	AAC	12	60	93	Good
Taxiway Alpha	TW A	TAXIWAY	104	12,155	P	AC	1	2	86	Good
Taxiway Alpha	TW A	TAXIWAY	111	15,536	P	AAC	1	4	100	Good
Taxiway Alpha	TW A	TAXIWAY	112	10,145	P	AC	1	2	98	Good
Taxiway Alpha	TW A	TAXIWAY	114	10,625	P	AC	1	2	95	Good
Taxiway Alpha	TW A	TAXIWAY	115	40,792	P	AC	2	11	71	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	116	17,575	P	AC	1	3	74	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	117	22,912	P	AC	1	4	69	Fair
Taxiway Alpha	TW A	TAXIWAY	125	271,468	P	AAC	7	73	88	Good
Taxiway Alpha	TW A	TAXIWAY	150	50,766	P	AC	1	10	73	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	160	9,592	P	AAC	1	2	92	Good
Taxiway A-2	TW A2	TAXIWAY	120	30,935	P	AAC	1	8	84	Satisfactory
Taxiway A-3	TW A3	TAXIWAY	130	49,381	P	AAC	2	13	92	Good

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway A-3	TW A3	TAXIWAY	132	6,782	P	AC	1	1	82	Satisfactory
Taxiway A-4	TW A4	TAXIWAY	140	15,668	P	AC	1	4	95	Good
Taxiway A-4	TW A4	TAXIWAY	141	16,309	P	AC	1	3	99	Good
Taxiway A-5	TW A5	TAXIWAY	405	37,115	P	AAC	1	8	93	Good
Taxiway A-5	TW A5	TAXIWAY	425	9,443	P	AAC	1	2	84	Satisfactory
Taxiway A-6	TW A6	TAXIWAY	113	27,094	P	AC	1	7	100	Good
Taxiway Bravo	TW B	TAXIWAY	102	9,348	P	AC	1	2	100	Good
Taxiway Bravo	TW B	TAXIWAY	103	62,250	P	AAC	3	17	85	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	105	20,389	P	AAC	1	5	69	Fair
Taxiway Echo	TW E	TAXIWAY	505	78,110	P	AC	3	20	67	Fair
Taxiway Echo	TW E	TAXIWAY	530	45,391	P	AC	2	11	53	Poor
Taxiway Echo	TW E	TAXIWAY	540	21,996	P	AC	1	5	75	Satisfactory
Taxiway Echo	TW E	TAXIWAY	545	3,110	P	AC	1	1	66	Fair
Taxiway Echo	TW E	TAXIWAY	550	52,982	P	AAC	2	13	55	Poor
Taxiway E-1	TW E1	TAXIWAY	501	5,073	T	AC	1	1	61	Fair
Taxiway E-2	TW E2	TAXIWAY	510	9,644	P	AC	1	3	57	Fair
Taxiway E-2	TW E2	TAXIWAY	512	2,687	P	AC	1	1	87	Good
Taxiway E-3	TW E3	TAXIWAY	417	8,311	P	AC	1	2	28	Very Poor
Taxiway E-3	TW E3	TAXIWAY	420	36,384	P	AC	2	10	62	Fair
Taxiway E-3	TW E3	TAXIWAY	520	8,273	P	AC	1	3	63	Fair
Taxiway E-3	TW E3	TAXIWAY	522	2,869	P	AC	1	1	67	Fair
Taxiway E-4	TW E4	TAXIWAY	1070	130,837	P	AAC	3	29	60	Fair

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway E-4	TW E4	TAXIWAY	1080	4,281	P	AAC	1	1	68	Fair
Taxiway E-4	TW E4	TAXIWAY	1085	4,112	P	AAC	1	1	57	Fair
Taxiway E-4	TW E4	TAXIWAY	1105	23,709	T	AC	2	4	79	Satisfactory
Taxiway E-5	TW E5	TAXIWAY	560	13,215	P	AC	1	3	75	Satisfactory
Taxiway E-6	TW E6	TAXIWAY	805	17,742	P	AC	1	3	53	Poor
Taxiway E-6	TW E6	TAXIWAY	815	6,648	P	AAC	1	1	72	Satisfactory
Taxiway E-6	TW E6	TAXIWAY	820	10,401	P	AC	1	3	78	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	605	54,815	P	AC	2	13	67	Fair
Taxiway Golf	TW G	TAXIWAY	705	30,099	P	AC	2	7	64	Fair
Taxiway Golf	TW G	TAXIWAY	710	9,812	P	AC	1	2	79	Satisfactory
Taxiway Hotel	TW H	TAXIWAY	806	62,452	P	AC	3	16	58	Fair
Taxiway Kilo	TW K	TAXIWAY	610	27,266	P	AC	1	6	82	Satisfactory

Note: If a 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 C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 4 /11/2012

Branch Condition Report

Pavement Database: NetworkID: ORL

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP GA (GA APRON)	2	2,220.00	195.00	632,122.91	APRON	69.50	6.50	63.49
AP N (NORTH APRON)	12	7,324.00	169.17	1,372,381.71	APRON	100.00	0.00	100.00
AP NE (NE APRON)	4	2,230.00	92.50	138,742.13	APRON	83.75	20.44	79.24
AP RU (RUN-UP APRONS)	3	775.00	123.33	104,001.67	APRON	94.67	2.62	95.10
AP W (W APRON)	6	3,265.00	179.17	591,733.38	APRON	48.83	21.05	56.07
AP W SEGM (SE SEGMEN OF WEST APRON)	2	950.00	265.00	261,960.13	APRON	87.00	13.00	81.84
RW 13-31 (RUNWAY 13-31)	1	4,450.00	100.00	445,836.20	RUNWAY	93.00	0.00	93.00
RW 7-25 (RUNWAY 7-25)	2	18,015.00	62.50	900,750.00	RUNWAY	89.50	3.50	88.33
TW A (TAXIWAY A)	10	7,430.00	56.00	461,566.71	TAXIWAY	84.60	11.26	84.19
TW A2 (TAXIWAY A2)	1	400.00	75.00	30,934.90	TAXIWAY	84.00	0.00	84.00
TW A3 (TAXIWAY A3)	2	700.00	67.50	56,162.69	TAXIWAY	87.00	5.00	90.79
TW A4 (TAXIWAY A4)	2	690.00	45.50	31,977.82	TAXIWAY	97.00	2.00	97.04
TW A5 (TAXIWAY A5)	2	520.00	75.00	46,558.16	TAXIWAY	88.50	4.50	91.17
TW A6 (TAXIWAY A6)	1	700.00	35.00	27,093.68	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	3	1,300.00	63.33	91,987.57	TAXIWAY	84.67	12.66	82.98
TW E (TAXIWAY E)	5	4,625.00	40.00	201,588.72	TAXIWAY	63.20	8.16	61.55

Branch Condition Report

Pavement Database: NetworkID: ORL

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW E1 (TAXIWAY E1)	1	120.00	40.00	5,073.01	TAXIWAY	61.00	0.00	61.00
TW E2 (TAXIWAY E2)	2	280.00	40.00	12,330.81	TAXIWAY	72.00	15.00	63.54
TW E3 (TAXIWAY E3)	4	1,285.00	40.00	55,837.37	TAXIWAY	55.00	15.70	57.34
TW E4 (TAXIWAY E4)	4	2,545.00	48.75	162,939.70	TAXIWAY	66.00	8.51	62.90
TW E5 (TAXIWAY E5)	1	300.00	40.00	13,215.00	TAXIWAY	75.00	0.00	75.00
TW E6 (TAXIWAY E6)	3	675.00	56.67	34,791.54	TAXIWAY	67.67	10.66	64.10
TW F (TAXIWAY F)	1	1,350.00	40.00	54,815.17	TAXIWAY	67.00	0.00	67.00
TW G (TAXIWAY G)	2	950.00	40.00	39,911.57	TAXIWAY	71.50	7.50	67.69
TW H (TAXIWAY H)	1	1,500.00	40.00	62,452.25	TAXIWAY	58.00	0.00	58.00
TW K (TAXIWAY K)	1	600.00	40.00	27,266.22	TAXIWAY	82.00	0.00	82.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	29	3,100,941.93	83.62	23.52	81.55
RUNWAY	3	1,346,586.20	90.67	3.30	89.88
TAXIWAY	46	1,416,502.89	75.26	15.68	75.29
All	78	5,864,031.02	78.96	19.30	81.95

STD = Standard Deviation

Date: 4 /11/2012

Section Condition Report

Pavement Database: *NetworkID: ORL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA (GA APRON)	4205	01/01/1984	AC	APRON	P	0	608,508.90	02/14/2012	28	63.00
AP GA (GA APRON)	4230	12/25/1999	AC	APRON	P	0	23,614.01	02/14/2012	13	76.00
AP N (NORTH APRON)	4105	01/01/2012	AC	APRON	T	0	185,707.83	01/01/2012	0	100.00
AP N (NORTH APRON)	4110	01/01/2012	AC	APRON	P	0	15,258.66	01/01/2012	0	100.00
AP N (NORTH APRON)	4125	01/01/2012	AC	APRON	P	0	145,467.96	01/01/2012	0	100.00
AP N (NORTH APRON)	4140	01/01/2012	AC	APRON	P	0	214,146.43	01/01/2012	0	100.00
AP N (NORTH APRON)	4145	01/01/2012	AC	APRON	P	0	146,213.50	01/01/2012	0	100.00
AP N (NORTH APRON)	4155	01/01/2012	AC	APRON	P	0	336,085.33	01/01/2012	0	100.00
AP N (NORTH APRON)	4158	01/01/2012	AAC	APRON	P	0	119,181.38	01/01/2012	0	100.00
AP N (NORTH APRON)	4162	01/01/2012	AC	APRON	P	0	3,391.30	01/01/2012	0	100.00
AP N (NORTH APRON)	4165	01/01/2012	AC	APRON	P	0	44,189.29	01/01/2012	0	100.00
AP N (NORTH APRON)	4167	01/01/2012	AC	APRON	P	0	29,190.71	01/01/2012	0	100.00
AP N (NORTH APRON)	4170	01/01/2012	AAC	APRON	P	0	88,376.82	01/01/2012	0	100.00
AP N (NORTH APRON)	4175	01/01/2012	AC	APRON	P	0	45,172.50	01/01/2012	0	100.00
AP NE (NE APRON)	4305	01/01/1984	AC	APRON	P	0	52,642.72	02/14/2012	28	49.00
AP NE (NE APRON)	4312	12/25/1999	AC	APRON	P	0	8,540.87	02/14/2012	13	89.00
AP NE (NE APRON)	4315	01/01/2007	AAC	APRON	P	0	24,518.36	02/14/2012	5	98.00
AP NE (NE APRON)	4320	01/01/2007	AAC	APRON	P	0	53,040.18	02/14/2012	5	99.00
AP RU (RUN-UP APRONS)	5110	01/01/2001	AC	APRON	P	0	25,880.12	02/14/2012	11	91.00
AP RU (RUN-UP APRONS)	5115	01/01/2001	AC	APRON	P	0	36,282.01	02/14/2012	11	97.00
AP RU (RUN-UP APRONS)	5120	01/01/2001	AC	APRON	P	0	41,839.54	02/14/2012	11	96.00
AP W (W APRON)	4605	01/01/2002	AC	APRON	P	0	35,100.00	02/14/2012	10	74.00
AP W (W APRON)	4610	01/01/1999	AC	APRON	P	0	260,825.06	02/14/2012	13	62.00
AP W (W APRON)	4640	12/01/1998	AC	APRON	P	0	75,563.00	02/14/2012	14	59.00
AP W (W APRON)	4650	12/01/1998	APC	APRON	P	0	146,113.32	02/14/2012	14	58.00
AP W (W APRON)	4660	01/01/1997	AC	APRON	P	0	35,372.00	02/14/2012	15	21.00
AP W (W APRON)	4665	01/01/1997	PCC	APRON	P	0	38,760.00	02/14/2012	15	19.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W SEGM (SE SEGMEN OF WEST APRON)	4805	01/01/2001	AAC	APRON	P	0	182,930.13	02/14/2012	11	74.00
AP W SEGM (SE SEGMEN OF WEST APRON)	4810	01/01/2012	AAC	APRON	P	0	79,030.00	01/01/2012	0	100.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1999	AAC	RUNWAY	P	0	445,836.20	02/14/2012	13	93.00
RW 7-25 (RUNWAY 7-25)	6105	01/02/2001	AAC	RUNWAY	T	0	600,500.00	02/14/2012	11	86.00
RW 7-25 (RUNWAY 7-25)	6110	01/02/2001	AAC	RUNWAY	P	0	300,250.00	02/14/2012	11	93.00
TW A (TAXIWAY A)	104	01/01/2001	AC	TAXIWAY	P	0	12,155.18	02/14/2012	11	86.00
TW A (TAXIWAY A)	111	01/01/1960	AAC	TAXIWAY	P	0	15,536.50	02/14/2012	52	100.00
TW A (TAXIWAY A)	112	01/01/2001	AC	TAXIWAY	P	0	10,145.36	02/14/2012	11	98.00
TW A (TAXIWAY A)	114	01/01/1999	AC	TAXIWAY	P	0	10,624.83	02/14/2012	13	95.00
TW A (TAXIWAY A)	115	01/01/1984	AC	TAXIWAY	P	0	40,792.06	02/14/2012	28	71.00
TW A (TAXIWAY A)	116	01/01/1984	AC	TAXIWAY	P	0	17,575.19	02/14/2012	28	74.00
TW A (TAXIWAY A)	117	01/01/1984	AC	TAXIWAY	P	0	22,911.60	02/14/2012	28	69.00
TW A (TAXIWAY A)	125	01/01/1997	AAC	TAXIWAY	P	0	271,468.22	02/14/2012	15	88.00
TW A (TAXIWAY A)	150	01/01/1963	AC	TAXIWAY	P	0	50,766.02	02/14/2012	49	73.00
TW A (TAXIWAY A)	160	01/01/1997	AAC	TAXIWAY	P	0	9,591.75	02/14/2012	15	92.00
TW A2 (TAXIWAY A2)	120	01/01/1997	AAC	TAXIWAY	P	0	30,934.90	02/14/2012	15	84.00
TW A3 (TAXIWAY A3)	130	01/01/1997	AAC	TAXIWAY	P	0	49,380.77	02/14/2012	15	92.00
TW A3 (TAXIWAY A3)	132	01/01/1999	AC	TAXIWAY	P	0	6,781.92	02/14/2012	13	82.00
TW A4 (TAXIWAY A4)	140	01/01/1999	AC	TAXIWAY	P	0	15,668.36	02/14/2012	13	95.00
TW A4 (TAXIWAY A4)	141	01/01/1999	AC	TAXIWAY	P	0	16,309.46	02/14/2012	13	99.00
TW A5 (TAXIWAY A5)	405	01/01/1997	AAC	TAXIWAY	P	0	37,115.10	02/14/2012	15	93.00
TW A5 (TAXIWAY A5)	425	01/01/1997	AAC	TAXIWAY	P	0	9,443.06	02/14/2012	15	84.00
TW A6 (TAXIWAY A6)	113	01/01/2001	AC	TAXIWAY	P	0	27,093.68	02/14/2012	11	100.00
TW B (TAXIWAY B)	102	01/01/2012	AC	TAXIWAY	P	0	9,348.41	01/01/2012	0	100.00
TW B (TAXIWAY B)	103	01/01/1999	AAC	TAXIWAY	P	0	62,250.00	02/14/2012	13	85.00
TW B (TAXIWAY B)	105	01/01/1997	AAC	TAXIWAY	P	0	20,389.16	02/14/2012	15	69.00

Date: 4 /11/2012

Section Condition Report

Pavement Database: *NetworkID: ORL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	505	01/01/1983	AC	TAXIWAY	P	0	78,109.53	02/14/2012	29	67.00
TW E (TAXIWAY E)	530	01/01/1983	AC	TAXIWAY	P	0	45,391.18	02/14/2012	29	53.00
TW E (TAXIWAY E)	540	01/01/1991	AC	TAXIWAY	P	0	21,996.25	02/14/2012	21	75.00
TW E (TAXIWAY E)	545	01/01/1978	AC	TAXIWAY	P	0	3,109.86	02/14/2012	34	66.00
TW E (TAXIWAY E)	550	01/01/1979	AAC	TAXIWAY	P	0	52,981.90	02/14/2012	33	55.00
TW E1 (TAXIWAY E1)	501	01/01/1977	AC	TAXIWAY	T	0	5,073.01	02/14/2012	35	61.00
TW E2 (TAXIWAY E2)	510	01/01/1983	AC	TAXIWAY	P	0	9,644.08	02/14/2012	29	57.00
TW E2 (TAXIWAY E2)	512	01/01/1983	AC	TAXIWAY	P	0	2,686.73	02/14/2012	29	87.00
TW E3 (TAXIWAY E3)	417	01/01/1977	AC	TAXIWAY	P	0	8,311.19	02/14/2012	35	28.00
TW E3 (TAXIWAY E3)	420	01/01/1984	AC	TAXIWAY	P	0	36,384.03	02/14/2012	28	62.00
TW E3 (TAXIWAY E3)	520	01/01/1983	AC	TAXIWAY	P	0	8,273.01	02/14/2012	29	63.00
TW E3 (TAXIWAY E3)	522	01/01/1983	AC	TAXIWAY	P	0	2,869.14	02/14/2012	29	67.00
TW E4 (TAXIWAY E4)	1070	01/01/1977	AAC	TAXIWAY	P	0	130,837.22	02/14/2012	35	60.00
TW E4 (TAXIWAY E4)	1080	01/01/1977	AAC	TAXIWAY	P	0	4,281.27	02/14/2012	35	68.00
TW E4 (TAXIWAY E4)	1085	01/01/1991	AAC	TAXIWAY	P	0	4,112.20	02/14/2012	21	57.00
TW E4 (TAXIWAY E4)	1105	01/01/1991	AC	TAXIWAY	T	0	23,709.01	02/14/2012	21	79.00
TW E5 (TAXIWAY E5)	560	01/01/1991	AC	TAXIWAY	P	0	13,215.00	02/14/2012	21	75.00
TW E6 (TAXIWAY E6)	805	01/01/1984	AC	TAXIWAY	P	0	17,742.14	02/14/2012	28	53.00
TW E6 (TAXIWAY E6)	815	01/01/1999	AAC	TAXIWAY	P	0	6,647.96	02/14/2012	13	72.00
TW E6 (TAXIWAY E6)	820	01/01/1999	AC	TAXIWAY	P	0	10,401.44	02/14/2012	13	78.00
TW F (TAXIWAY F)	605	01/01/1984	AC	TAXIWAY	P	0	54,815.17	02/14/2012	28	67.00
TW G (TAXIWAY G)	705	01/01/1984	AC	TAXIWAY	P	0	30,099.27	02/14/2012	28	64.00
TW G (TAXIWAY G)	710	01/01/1988	AC	TAXIWAY	P	0	9,812.30	02/14/2012	24	79.00
TW H (TAXIWAY H)	806	01/01/1983	AC	TAXIWAY	P	0	62,452.25	02/14/2012	29	58.00
TW K (TAXIWAY K)	610	01/01/1999	AC	TAXIWAY	P	0	27,266.22	02/14/2012	13	82.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**1,460,760.12**	**14**	**100.00**	**0.00**	**100.00**
03-05	**5.00**	**77,558.54**	**2**	**98.50**	**0.50**	**98.68**
06-10	**10.00**	**35,100.00**	**1**	**74.00**	**0.00**	**74.00**
11-15	**13.06**	**2,855,973.63**	**32**	**80.88**	**19.32**	**81.72**
21-25	**21.60**	**72,844.76**	**5**	**73.00**	**8.20**	**75.82**
26-30	**28.44**	**1,090,897.00**	**16**	**64.00**	**8.97**	**62.56**
31-35	**34.50**	**204,594.45**	**6**	**56.33**	**13.35**	**57.69**
over 40	**50.50**	**66,302.52**	**2**	**86.50**	**13.50**	**79.33**
All	**16.78**	**5,864,031.02**	**78**	**78.96**	**19.30**	**81.95**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
GA Apron	AP GA	4205	63	63	62	60	59	58	57	56	55	54	53
GA Apron	AP GA	4230	76	75	74	73	71	70	69	68	66	65	64
North Apron	AP N	4105	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4110	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4125	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4140	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4145	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4155	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4158	100	99	96	94	92	90	88	86	85	83	82
North Apron	AP N	4162	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4165	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4167	100	99	96	94	92	90	88	86	84	82	80
North Apron	AP N	4170	100	99	96	94	92	90	88	86	85	83	82
North Apron	AP N	4175	100	99	96	94	92	90	88	86	84	82	80
Northeast Apron	AP NE	4305	49	49	47	46	44	43	41	40	38	36	34
Northeast Apron	AP NE	4312	89	88	86	84	83	81	79	78	76	75	73
Northeast Apron	AP NE	4315	98	97	95	92	90	89	87	85	84	82	81
Northeast Apron	AP NE	4320	99	98	96	93	91	89	87	86	84	83	81
Run-Up Aprons	AP RU	5110	91	90	88	86	84	82	81	79	78	76	75
Run-Up Aprons	AP RU	5115	97	96	94	92	89	87	85	84	82	80	79
Run-Up Aprons	AP RU	5120	96	95	93	91	89	87	85	83	81	79	78
West Apron	AP W	4605	74	73	72	71	70	68	67	66	65	64	63

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
West Apron	AP W	4610	62	62	61	59	58	57	56	55	54	53	52
West Apron	AP W	4640	59	59	58	56	55	54	53	52	51	49	48
West Apron	AP W	4650	58	57	55	53	50	48	45	42	39	35	32
West Apron	AP W	4660	21	20	17	15	12	9	6	2	0	0	0
West Apron	AP W	4665	19	19	18	17	16	15	14	12	11	10	9
SE Segment of AP W	AP W SEGM	4805	74	74	72	71	70	69	67	66	64	63	61
SE Segment of AP W	AP W SEGM	4810	100	99	96	94	92	90	88	86	85	83	82
Runway 13-31	RW 13-31	6205	93	92	88	85	82	80	77	75	73	71	69
Runway 7-25	RW 7-25	6105	86	85	82	79	77	75	72	71	69	67	66
Runway 7-25	RW 7-25	6110	93	92	88	85	82	80	77	75	73	71	69
Taxiway Alpha	TW A	104	86	85	84	82	80	79	77	76	74	73	72
Taxiway Alpha	TW A	111	100	99	95	92	89	86	84	82	80	78	76
Taxiway Alpha	TW A	112	98	97	95	93	91	89	87	85	84	82	80
Taxiway Alpha	TW A	114	95	94	92	90	88	86	85	83	81	80	78
Taxiway Alpha	TW A	115	71	71	69	68	67	66	65	64	63	61	60
Taxiway Alpha	TW A	116	74	73	72	71	70	68	67	66	65	64	63
Taxiway Alpha	TW A	117	69	69	67	66	65	64	63	62	61	60	59
Taxiway Alpha	TW A	125	88	87	84	82	80	78	77	75	74	72	71
Taxiway Alpha	TW A	150	73	73	71	70	69	68	66	65	64	63	62
Taxiway Alpha	TW A	160	92	91	88	85	83	81	79	77	76	74	73
Taxiway A-2	TW A2	120	84	83	81	79	77	76	74	73	72	71	70
Taxiway A-3	TW A3	130	92	91	88	85	83	81	79	77	76	74	73

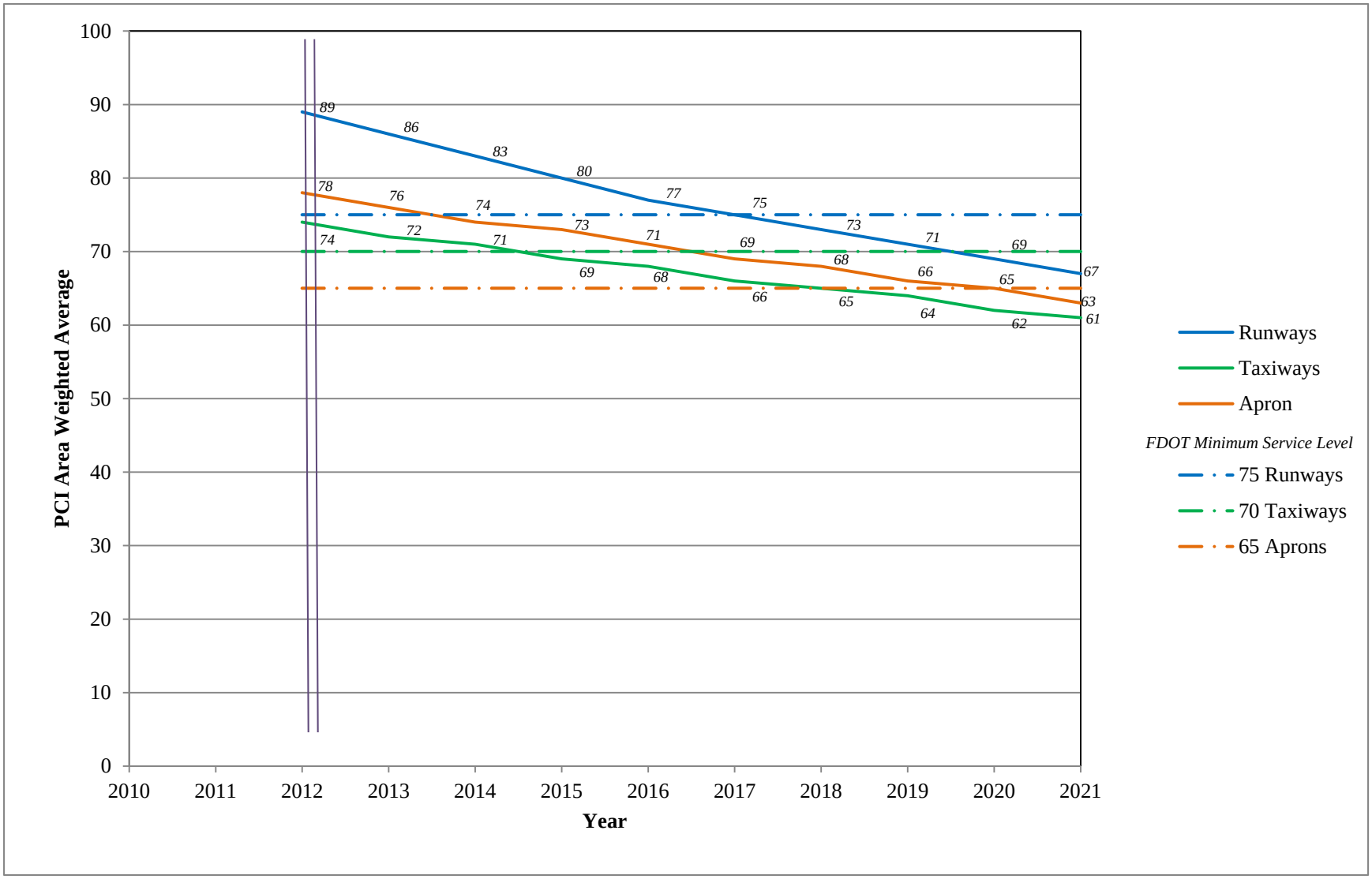
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway A-3	TW A3	132	82	81	80	78	77	75	74	73	71	70	69
Taxiway A-4	TW A4	140	95	94	92	90	88	86	85	83	81	80	78
Taxiway A-4	TW A4	141	99	98	96	94	92	90	88	86	84	83	81
Taxiway A-5	TW A5	405	93	92	89	86	84	82	80	78	76	75	73
Taxiway A-5	TW A5	425	84	83	81	79	77	76	74	73	72	71	70
Taxiway A-6	TW A6	113	100	99	97	95	93	91	89	87	85	84	82
Taxiway Bravo	TW B	102	100	99	97	95	92	91	89	87	85	83	82
Taxiway Bravo	TW B	103	85	84	82	80	78	76	75	74	72	71	70
Taxiway Bravo	TW B	105	69	69	68	67	67	66	66	65	64	64	63
Taxiway Echo	TW E	505	67	67	65	64	63	62	61	60	59	58	57
Taxiway Echo	TW E	530	53	53	52	51	50	48	47	46	45	44	43
Taxiway Echo	TW E	540	75	74	73	72	71	69	68	67	66	65	64
Taxiway Echo	TW E	545	66	66	64	63	62	61	60	59	58	57	56
Taxiway Echo	TW E	550	55	54	53	51	49	47	45	44	42	40	38
Taxiway E-1	TW E1	501	61	61	60	59	58	57	56	55	54	52	51
Taxiway E-2	TW E2	510	57	57	56	55	54	53	52	51	49	48	47
Taxiway E-2	TW E2	512	87	86	85	83	81	80	78	77	75	74	73
Taxiway E-3	TW E3	417	28	27	26	24	22	20	18	16	14	13	11
Taxiway E-3	TW E3	420	62	62	61	60	59	57	56	55	54	53	52
Taxiway E-3	TW E3	520	63	63	62	60	59	58	57	56	55	54	53
Taxiway E-3	TW E3	522	67	67	65	64	63	62	61	60	59	58	57
Taxiway E-4	TW E4	1070	60	60	59	57	56	54	53	51	49	47	46

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway E-4	TW E4	1080	68	68	67	66	66	65	65	64	64	63	62
Taxiway E-4	TW E4	1085	57	56	55	53	52	50	48	46	44	43	41
Taxiway E-4	TW E4	1105	79	78	77	76	74	73	71	70	69	68	67
Taxiway E-5	TW E5	560	75	74	73	72	71	69	68	67	66	65	64
Taxiway E-6	TW E6	805	53	53	52	51	50	48	47	46	45	44	43
Taxiway E-6	TW E6	815	72	72	71	70	69	68	67	67	66	66	65
Taxiway E-6	TW E6	820	78	77	76	75	73	72	71	69	68	67	66
Taxiway Foxtrot	TW F	605	67	67	65	64	63	62	61	60	59	58	57
Taxiway Golf	TW G	705	64	64	63	61	60	59	58	57	56	55	54
Taxiway Golf	TW G	710	79	78	77	76	74	73	71	70	69	68	67
Taxiway Hotel	TW H	806	58	58	57	56	55	54	53	52	50	49	48
Taxiway Kilo	TW K	610	82	81	80	78	77	75	74	73	71	70	69

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Northeast Apron	AP NE	4312	WEATH/RAVEL	L	Surface Seal - Rejuvenating	102.50	SqFt	$0.40	$41.00
Northeast Apron	AP NE	4315	OIL SPILLAGE	N	Patching - AC Shallow	30.40	SqFt	$2.90	$88.02
Northeast Apron	AP NE	4320	OIL SPILLAGE	N	Patching - AC Shallow	90.80	SqFt	$2.90	$263.46
Run-Up Aprons	AP RU	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	450.10	SqFt	$0.40	$180.04
West Apron	AP W	4605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	21,059.80	SqFt	$0.40	$8,424.00
West Apron	AP W	4605	OIL SPILLAGE	N	Patching - AC Shallow	72.20	SqFt	$2.90	$209.50
SE Segment of AP W	AP W SEGM	4805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,133.80	SqFt	$0.40	$9,253.61
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,700.00	SqFt	$0.40	$4,280.03
Runway 7-25	RW 7-25	6105	L & T CR	M	Crack Sealing - AC	450.50	Ft	$2.25	$1,013.60
Runway 7-25	RW 7-25	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	17,894.80	SqFt	$0.40	$7,157.96
Runway 7-25	RW 7-25	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,007.40	SqFt	$0.40	$3,603.00
Taxiway Alpha	TW A	114	WEATH/RAVEL	L	Surface Seal - Rejuvenating	76.50	SqFt	$0.40	$30.60
Taxiway Alpha	TW A	115	WEATH/RAVEL	M	Surface Seal - Coat Tar	142.80	SqFt	$0.40	$57.11
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,197.90	SqFt	$0.40	$4,079.21
Taxiway Alpha	TW A	115	L & T CR	M	Crack Sealing - AC	45.90	Ft	$2.25	$103.28
Taxiway Alpha	TW A	116	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,229.90	SqFt	$0.40	$3,691.98
Taxiway Alpha	TW A	117	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,727.00	SqFt	$0.40	$2,290.83
Taxiway Alpha	TW A	117	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,287.00	SqFt	$0.40	$914.82
Taxiway Alpha	TW A	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	26,474.40	SqFt	$0.40	$10,589.85
Taxiway A-2	TW A2	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	396.00	SqFt	$0.40	$158.39
Taxiway A-3	TW A3	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	274.00	SqFt	$0.40	$109.59
Taxiway A-3	TW A3	132	WEATH/RAVEL	L	Surface Seal - Rejuvenating	135.00	SqFt	$0.40	$54.00
Taxiway A-4	TW A4	141	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45.80	SqFt	$0.40	$18.31

Table E-1: Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway A-5	TW A5	425	WEATH/RAVEL	L	Surface Seal - Rejuvenating	313.80	SqFt	$0.40	$125.53
Taxiway Bravo	TW B	103	WEATH/RAVEL	L	Surface Seal - Rejuvenating	221.30	SqFt	$0.40	$88.53
Taxiway Bravo	TW B	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	20,389.00	SqFt	$0.40	$8,155.66
Taxiway Echo	TW E	505	L & T CR	M	Crack Sealing - AC	65.10	Ft	$2.25	$146.49
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	78,108.90	SqFt	$0.40	$31,243.81
Taxiway Echo	TW E	540	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,998.00	SqFt	$0.40	$4,399.25
Taxiway Echo	TW E	545	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,488.00	SqFt	$0.40	$995.20
Taxiway Echo	TW E	545	WEATH/RAVEL	M	Surface Seal - Coat Tar	132.00	SqFt	$0.40	$52.80
Taxiway E-2	TW E2	512	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16.00	SqFt	$0.40	$6.40
Taxiway E-3	TW E3	522	L & T CR	M	Crack Sealing - AC	38.00	Ft	$2.25	$85.52
Taxiway E-3	TW E3	522	WEATH/RAVEL	L	Surface Seal - Rejuvenating	684.00	SqFt	$0.40	$273.60
Taxiway E-4	TW E4	1080	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,569.00	SqFt	$0.40	$1,027.60
Taxiway E-4	TW E4	1080	WEATH/RAVEL	M	Surface Seal - Coat Tar	30.00	SqFt	$0.40	$12.00
Taxiway E-4	TW E4	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,630.10	SqFt	$0.40	$3,852.08
Taxiway E-5	TW E5	560	WEATH/RAVEL	L	Surface Seal - Rejuvenating	6,196.00	SqFt	$0.40	$2,478.40
Taxiway E-5	TW E5	560	WEATH/RAVEL	M	Surface Seal - Coat Tar	743.50	SqFt	$0.40	$297.41
Taxiway E-6	TW E6	815	WEATH/RAVEL	L	Surface Seal - Rejuvenating	240.00	SqFt	$0.40	$96.00
Taxiway E-6	TW E6	820	WEATH/RAVEL	L	Surface Seal - Rejuvenating	362.40	SqFt	$0.40	$144.96
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	49,333.20	SqFt	$0.40	$19,733.46
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,732.70	SqFt	$0.40	$1,093.09
Taxiway Kilo	TW K	610	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,363.30	SqFt	$0.40	$545.32
Taxiway Kilo	TW K	610	L & T CR	H	Crack Sealing - AC	34.10	Ft	$2.25	$76.71
								Total =	$131,542.01

APPENDIX F

MAJOR M&R PLAN BY YEAR UNDER UNLIMITED FUNDING SCENARIO TABLE

Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	General Aviation Apron	4205	AC	608,509	$1,731,816.30	63	Mill and Overlay	100
2012	Northeast Apron	4305	AC	52,643	$400,611.30	49	Mill and Overlay	100
2012	West Apron	4660	AC	35,372	$656,858.00	20	Reconstruction	100
2012	West Apron	4640	AC	75,563	$307,768.18	59	Mill and Overlay	100
2012	West Apron	4610	AC	260,825	$814,817.51	62	Mill and Overlay	100
2012	West Apron	4650	APC	146,113	$709,964.89	57	Mill and Overlay	100
2012	West Apron	4665	PCC	38,760	$719,773.15	19	Reconstruction	100
2012	Taxiway Echo	550	AAC	52,982	$319,904.87	54	Mill and Overlay	100
2012	Taxiway Echo	530	AC	45,391	$291,910.81	53	Mill and Overlay	100
2012	Taxiway E-1	501	AC	5,073	$17,258.38	61	Mill and Overlay	100
2012	Taxiway E-2	510	AC	9,644	$46,860.60	57	Mill and Overlay	100
2012	Taxiway E-3	417	AC	8,311	$154,338.79	27	Reconstruction	100
2012	Taxiway E-3	420	AC	36,384	$113,663.71	62	Mill and Overlay	100
2012	Taxiway E-3	520	AC	8,273	$23,544.99	63	Mill and Overlay	100
2012	Taxiway E-4	1085	AAC	4,112	$21,597.28	56	Mill and Overlay	100
2012	Taxiway E-4	1070	AAC	130,837	$481,481.07	60	Mill and Overlay	100
2012	Taxiway E-6	805	AC	17,742	$114,099.76	53	Mill and Overlay	100
2012	Taxiway Golf	705	AC	30,099	$77,294.92	64	Mill and Overlay	100
2012	Taxiway Hotel	806	AC	62,452	$278,911.84	58	Mill and Overlay	100
2013	Taxiway Echo	545	AC	3,110	$8,225.70	64	Mill and Overlay	100
2014	Taxiway Echo	505	AC	78,110	$212,800.90	64	Mill and Overlay	100
2014	Taxiway E-3	522	AC	2,869	$7,816.66	64	Mill and Overlay	100

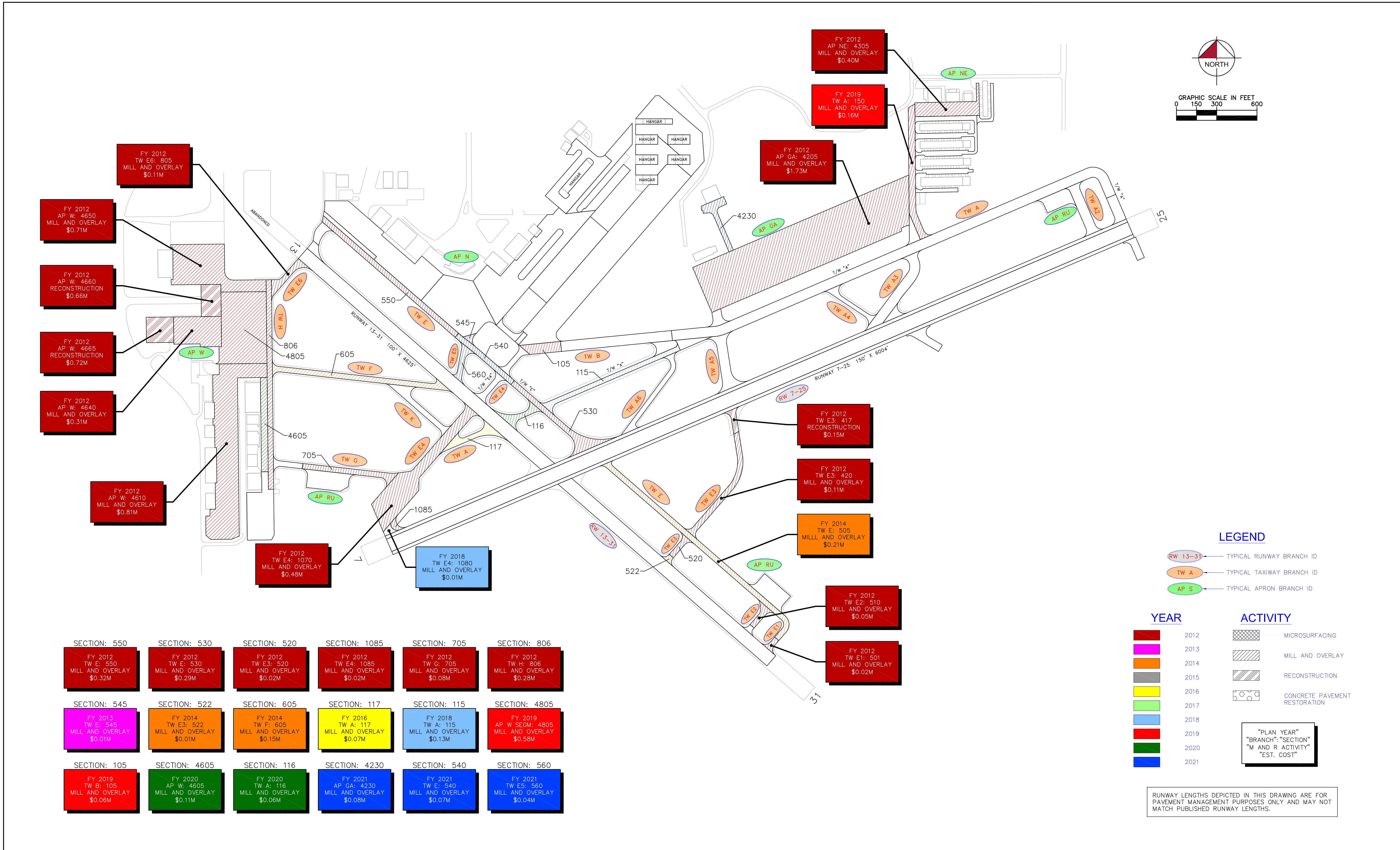
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	Taxiway Foxtrot	605	AC	54,815	$149,337.96	64	Mill and Overlay	100
2016	Taxiway Alpha	117	AC	22,912	$66,221.54	64	Mill and Overlay	100
2018	Taxiway Alpha	115	AC	40,792	$125,081.76	64	Mill and Overlay	100
2018	Taxiway E-4	1080	AAC	4,281	$13,127.77	64	Mill and Overlay	100
2019	SE Segment of West Apron	4805	AAC	182,930	$577,751.13	64	Mill and Overlay	100
2019	Taxiway Alpha	150	AC	50,766	$160,335.13	64	Mill and Overlay	100
2019	Taxiway Bravo	105	AAC	20,389	$64,395.41	64	Mill and Overlay	100
2020	West Apron	4605	AC	35,100	$114,182.59	64	Mill and Overlay	100
2020	Taxiway Alpha	116	AC	17,575	$57,173.24	64	Mill and Overlay	100
2021	General Aviation Apron	4230	AC	23,614	$79,122.45	64	Mill and Overlay	100
2021	Taxiway Echo	540	AC	21,996	$73,701.90	64	Mill and Overlay	100
2021	Taxiway E-5	560	AC	13,215	$44,278.94	64	Mill and Overlay	100
				Total	**$9,036,029.43**	**58**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

10-YEAR M&R MAP

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

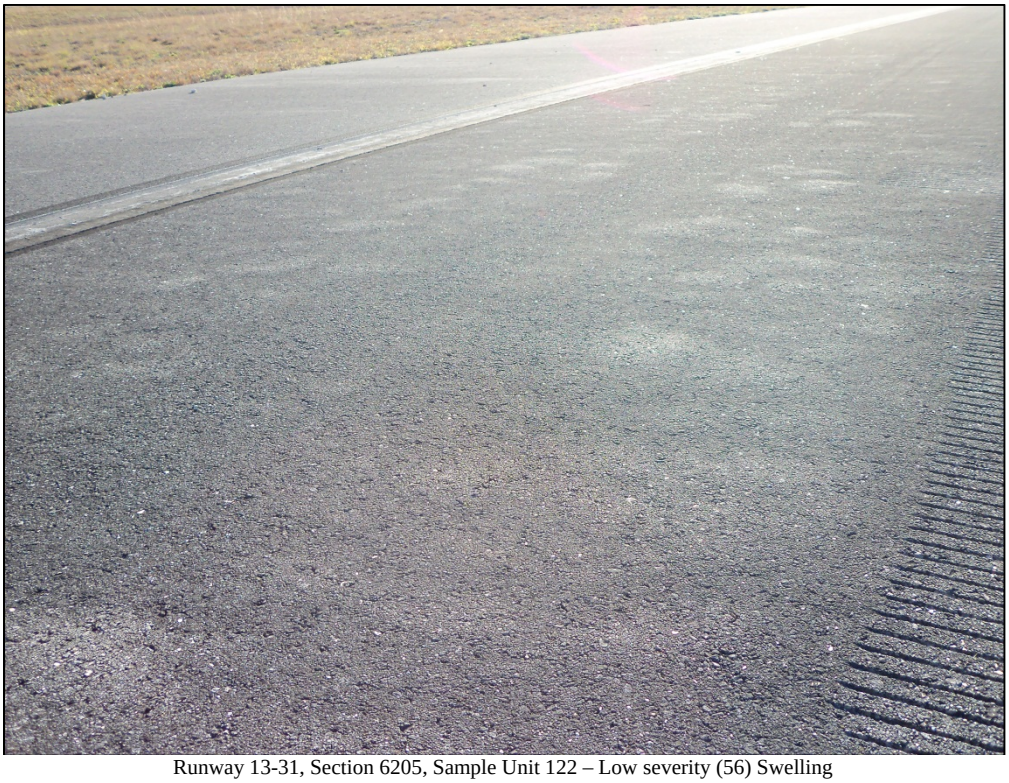
IDENTIFIER **ORL**

FDOT DISTRICT 5

APPENDIX H

PHOTOGRAPHS

Runway 13-31, Section 6205, Sample Unit 115 – Low severity (48) Longitudinal and Transverse Cracking



Runway 13-31, Section 6205, Sample Unit 122 – Low severity (56) Swelling

Runway 13-31, Section 6205, Sample Unit 198 – Low severity (48) Longitudinal and Transverse Cracking, low severity (56) Swelling, low severity (52) Weathering and Raveling

Taxiway Echo, Section 505, Sample Unit 118 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Taxiway E-3, Section 520, Sample Unit 412 – Low and medium severity (48) Longitudinal and Transverse Cracking, medium severity (52) Weathering and Raveling, medium severity (50) Patching

Taxiway E-4, Section 1105, Sample Unit 104 – Low severity (52) Weathering and Raveling, low severity (48) Longitudinal and Transverse Cracking

Taxiway Bravo, Section 103, Sample Unit 190 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling, low severity (56) Swelling

Northeast Apron, Section 4305, Sample Unit 404 – Medium severity (43) Block Cracking, medium severity (52) Weathering and Raveling

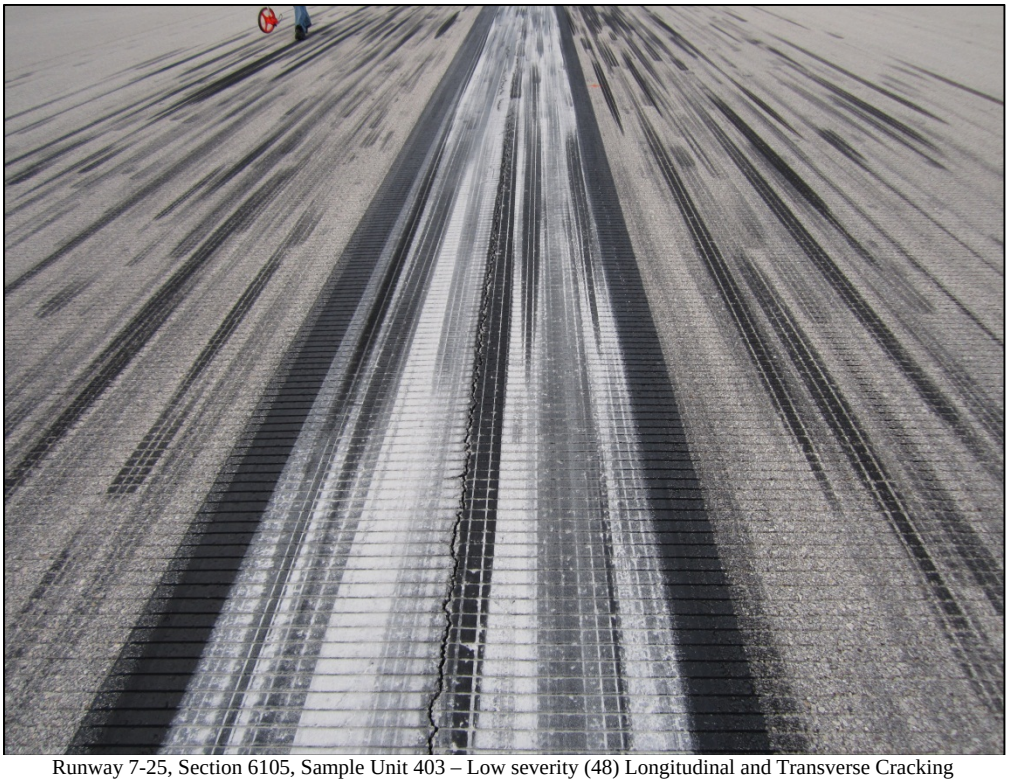
Northeast Apron, Section 4305, Sample Unit 350 – Low severity (43) Block Cracking

GA Apron, Section 4205, Sample Unit 165 – Low severity (48) Longitudinal and Transverse Cracking

GA Apron, Section 4205, Sample Unit 154 – Low and medium severity (48) Longitudinal and Transverse Cracking

Taxiway Echo, Section 815, Sample Unit 103 – Low severity (45) Depression, low severity (52) Weathering and Raveling

Taxiway Echo, Section 550, Sample Unit 146 – Medium severity (43) Block Cracking, low severity (52) Weathering and Raveling



Runway 7-25, Section 6105, Sample Unit 403 – Low severity (48) Longitudinal and Transverse Cracking

Runway 7-25, Section 6105, Sample Unit 391 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

Runway 7-25, Section 6105, Sample Unit 321 – Low severity (48) Longitudinal and Transverse Cracking

Taxiway E-4, Section 1085, Sample Unit 101 – Low severity (48) Longitudinal and Transverse Cracking; low, medium, and high severity (52) Weathering and Raveling

Taxiway Foxtrot, Section 605, Sample Unit 602 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling

West Apron, Section 4665, Sample Unit 911 – Low severity (65) Joint Seal Damage, low severity (63) Longitudinal, Transverse, and Diagonal Cracking; low and medium severity (74) Joint Spalling, low and medium severity (75) Corner Spalling

West Apron, Section 4660, Sample Unit 507 – Medium severity (43) Block Cracking; low and medium severity (52) Weathering and Raveling; low and medium severity (45) Depression

West Apron, Section 4610, Sample Unit 421 – Low severity (43) Block Cracking

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 632,122.91SqFt

Section: 4205 of 2 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 608,508.90SqFt Length: 1,720.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 117 Surveyed: 10
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

43 BLOCK CRACKING	L	2,599.98 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	492.13 Ft	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	411.11 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	349.09 Ft	Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	487.12 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	548.14 Ft	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

43 BLOCK CRACKING	L	1,199.99 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	738.19 Ft	Comments:
43 BLOCK CRACKING	L	1,199.99 SqFt	Comments:

Sample Number: 251 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:
56 SWELLING	L	148.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	120.03 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	379.10 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.02 Ft	Comments:
52 WEATHERING/RAVELING	L	1,199.99 SqFt	Comments:
50 PATCHING	L	42.25 SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	42.25 SqFt	Comments:
43 BLOCK CRACKING	L	1,199.99 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	381.10 Ft	Comments:
43 BLOCK CRACKING	L	799.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	208.00 SqFt	Comments:
56 SWELLING	L	68.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Sample Number: 359 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

43 BLOCK CRACKING	L	1,399.99 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	398.10 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.04 Ft	Comments:

Sample Number: 400 Type: R Area: 6,400.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	202.05 Ft	Comments:
43 BLOCK CRACKING	L	576.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	355.09 Ft	Comments:
43 BLOCK CRACKING	L	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	317.08 Ft	Comments:

Sample Number: 413 Type: R Area: 6,400.00SqFt PCI = 63
Sample Comments:

43 BLOCK CRACKING	L	4,499.96 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	264.07 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 632,122.91SqFt

Section: 4230 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 23,614.01SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.05 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4105 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 185,707.83SqFt Length: 500.00Ft Width: 370.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date6/13/2007 Total Samples: 50 Surveyed: 4
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	4,875.00 SqFt	Comments:
48 L & T CR	L	132.00 Ft	Comments:
52 WEATH/RAVEL	M	125.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

53 RUTTING	L	550.00 SqFt	Comments:
52 WEATH/RAVEL	M	117.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,883.00 SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

52 WEATH/RAVEL	L	3,580.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,420.00 SqFt	Comments:
43 BLOCK CR	L	1,400.00 SqFt	Comments:

Sample Number: 608 Type: R Area: 5,000.00SqFt PCI = 47
Sample Comments:

43 BLOCK CR	L	1,820.00 SqFt	Comments:
48 L & T CR	M	62.00 Ft	Comments:
48 L & T CR	L	130.00 Ft	Comments:
52 WEATH/RAVEL	M	640.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,360.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4110 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 15,258.66SqFt Length: 500.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,000.00SqFt PCI = 45
Sample Comments:

50 PATCHING	L	396.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,640.00 SqFt	Comments:
43 BLOCK CR	M	1,940.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4125 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 145,467.96SqFt Length: 400.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date6/13/2007 Total Samples: 36 Surveyed: 4
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 210 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

53 RUTTING	L	35.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43 BLOCK CR	L	255.00 SqFt	Comments:

Sample Number: 511 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	4,680.00 SqFt	Comments:
52 WEATH/RAVEL	M	320.00 SqFt	Comments:
48 L & T CR	L	82.00 Ft	Comments:

Sample Number: 513 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	78.00 Ft	Comments:
43 BLOCK CR	L	1,050.00 SqFt	Comments:

Sample Number: 710 Type: R Area: 2,500.00SqFt PCI = 41
Sample Comments:

43 BLOCK CR	L	420.00 SqFt	Comments:
48 L & T CR	L	47.00 Ft	Comments:
52 WEATH/RAVEL	L	1,450.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,050.00 SqFt	Comments:
48 L & T CR	M	20.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4140 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 214,146.43SqFt Length: 1,000.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 55 Surveyed: 5
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 466 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
43 BLOCK CR	M	2,100.00 SqFt	Comments:

Sample Number: 511 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 L & T CR	L	17.00 Ft	Comments:
52 WEATH/RAVEL	M	1,150.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,850.00 SqFt	Comments:

Sample Number: 569 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	400.00 Ft	Comments:

Sample Number: 617 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 662 Type: R Area: 5,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CR	M	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4145 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 146,213.50SqFt Length: 700.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 35 Surveyed: 3
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATH/RAVEL	M	213.00	SqFt	Comments:
52 WEATH/RAVEL	H	66.00	SqFt	Comments:
48 L & T CR	L	52.00	Ft	Comments:
52 WEATH/RAVEL	L	4,721.00	SqFt	Comments:

Sample Number: 416 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 564 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48 L & T CR	M	27.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:
43 BLOCK CR	L	2,300.00	SqFt	Comments:
50 PATCHING	L	60.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4155 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 336,085.33SqFt Length: 1,500.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date6/13/2007 Total Samples: 129 Surveyed: 7
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

52 WEATH/RAVEL	M	100.00 SqFt	Comments:
48 L & T CR	L	229.00 Ft	Comments:
52 WEATH/RAVEL	L	4,900.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	290.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 166 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	14.00 SqFt	Comments:
48 L & T CR	L	100.00 Ft	Comments:

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	70.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
56 SWELLING	L	29.00 SqFt	Comments:

Sample Number: 210 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	135.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 254 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 L & T CR	L	87.00 Ft	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 264 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:
48 L & T CR	L	104.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4158 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 119,181.38SqFt Length: 400.00Ft Width: 290.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

52 WEATH/RAVEL	M	510.00 SqFt	Comments:
52 WEATH/RAVEL	L	4,490.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4162 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 3,391.30SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,000.00SqFt PCI = 67
Sample Comments:

48 L & T CR	L	138.00 Ft	Comments:
50 PATCHING	L	0.20 SqFt	Comments:
52 WEATH/RAVEL	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4165 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 44,189.29SqFt Length: 441.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 20 Surveyed: 2
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 603 Type: R Area: 3,750.00SqFt PCI = 40
Sample Comments:

52 WEATH/RAVEL	M	1,900.00 SqFt	Comments:
52 WEATH/RAVEL	L	1,800.00 SqFt	Comments:
43 BLOCK CR	M	1,120.00 SqFt	Comments:

Sample Number: 609 Type: R Area: 2,700.00SqFt PCI = 12
Sample Comments:

50 PATCHING	M	6.00 SqFt	Comments:
48 L & T CR	H	225.00 Ft	Comments:
43 BLOCK CR	H	182.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,210.00 SqFt	Comments:
50 PATCHING	L	490.00 SqFt	Comments:
43 BLOCK CR	M	400.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4167 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 29,190.71SqFt Length: 450.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 11 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 507 Type: R Area: 7,000.00SqFt PCI = 23
Sample Comments:

43 BLOCK CR	H	1,400.00 SqFt	Comments:
43 BLOCK CR	M	3,300.00 SqFt	Comments:
52 WEATH/RAVEL	H	65.00 SqFt	Comments:
52 WEATH/RAVEL	L	6,935.00 SqFt	Comments:
45 DEPRESSION	M	70.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4170 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 88,376.82SqFt Length: 883.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,372,381.71SqFt

Section: 4175 of 12 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 45,172.50SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date10/24/1998 Total Samples: 2 Surveyed: 1
Conditions: PCI:25.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 102 Type: R Area: 4,625.00SqFt PCI = 25
Sample Comments:

48 L & T CR	L	360.00 Ft	Comments:
52 WEATH/RAVEL	H	4,625.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4305 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 52,642.72SqFt Length: 290.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 11 Surveyed: 2
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:

Sample Number: 404 Type: R Area: 4,127.08SqFt PCI = 31
Sample Comments:

43 BLOCK CRACKING	M	1,007.99 SqFt	Comments:
43 BLOCK CRACKING	M	2,132.98 SqFt	Comments:
43 BLOCK CRACKING	M	710.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,799.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4312 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 8,540.87SqFt Length: 400.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 307 Type: R Area: 2,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01 Ft	Comments:
52 WEATHERING/RAVELING	L	24.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4315 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 24,518.36SqFt Length: 1,200.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 151 Type: R Area: 4,000.00SqFt PCI = 98
Sample Comments:

49 OIL SPILLAGE	N	2.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4320 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 53,040.18SqFt Length: 340.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 15 Surveyed: 2
Conditions: PCI:99.00 |
Inspection Comments:

Sample Number: 252 Type: R Area: 4,000.00SqFt PCI = 98
Sample Comments:

49 OIL SPILLAGE	N	8.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 3,500.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5110 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 25,880.12SqFt Length: 210.00Ft Width: 110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	46.01 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5115 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 36,282.01SqFt Length: 255.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 6,850.00SqFt PCI = 97
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5120 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 41,839.54SqFt Length: 310.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 6,750.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4605 of 6 From: - To: - Last Const.: 1/1/2002
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 35,100.00SqFt Length: 700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 282 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

52 WEATHERING/RAVELING	L	2,999.98 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:	
49 OIL SPILLAGE	N	6.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4610 of 6 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 260,825.06SqFt Length: 1,250.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 60 Surveyed: 6
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 421 Type: R Area: 4,307.16SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,307.12 SqFt	Comments:
50 PATCHING	M	14.00 SqFt	Comments:

Sample Number: 424 Type: R Area: 4,307.16SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	4,307.12 SqFt	Comments:

Sample Number: 434 Type: R Area: 4,307.16SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	4,307.12 SqFt	Comments:

Sample Number: 439 Type: R Area: 4,307.16SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	4,307.12 SqFt	Comments:

Sample Number: 531 Type: R Area: 3,792.84SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	3,792.81 SqFt	Comments:

Sample Number: 542 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:
43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4640 of 6 From: - To: - Last Const.: 12/1/1998
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 75,563.00SqFt Length: 400.00Ft Width: 185.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 514 Type: R Area: 4,489.17SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,489.13 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,489.13 SqFt	Comments:

Sample Number: 612 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,999.96 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 812 Type: R Area: 4,242.84SqFt PCI = 60
Sample Comments:

43 BLOCK CRACKING	L	3,499.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,242.80 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4650 of 6 From: - To: - Last Const.: 12/1/1998
Surface: APC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 146,113.32SqFt Length: 480.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 30 Surveyed: 4
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 306 Type: R Area: 5,800.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,799.95 SqFt	Comments:
52 WEATHERING/RAVELING	L	5,799.95 SqFt	Comments:

Sample Number: 503 Type: R Area: 4,982.81SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	4,982.77 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,982.77 SqFt	Comments:

Sample Number: 701 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	699.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,299.96 SqFt	Comments:
43 BLOCK CRACKING	L	2,699.98 SqFt	Comments:

Sample Number: 804 Type: R Area: 4,250.00SqFt PCI = 57
Sample Comments:

52 WEATHERING/RAVELING	L	4,249.96 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,249.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4660 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 35,372.00SqFt Length: 235.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 10 Surveyed: 1
Conditions: PCI:21.00 |
Inspection Comments:

Sample Number: 507 Type: R Area: 3,507.16SqFt PCI = 21
Sample Comments:

43 BLOCK CRACKING	M	2,799.98 SqFt	Comments:
52 WEATHERING/RAVELING	M	2,799.98 SqFt	Comments:
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:
45 DEPRESSION	M	4.00 SqFt	Comments:
45 DEPRESSION	L	48.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 591,733.38SqFt

Section: 4665 of 6 From: - To: - Last Const.: 1/1/1997
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: P
Area: 38,760.00SqFt Length: 200.00Ft Width: 190.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:19.00 |
Inspection Comments:

Sample Number: 911 Type: R Area: 20.00Slabs PCI = 19
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	L	9.00 Slabs	Comments:
70 SCALING/CRAZING	L	11.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	13.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	8.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W SEGM Name: SE SEGMEN OF WEST APRON Use: APRON Area: 261,960.13SqFt

Section: 4805 of 2 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 182,930.13SqFt Length: 550.00Ft Width: 330.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 36 Surveyed: 4
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 207 Type: R Area: 4,500.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	109.03 Ft	Comments:
52 WEATHERING/RAVELING	L	899.99 SqFt	Comments:

Sample Number: 211 Type: R Area: 5,357.16SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:

Sample Number: 315 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.02 Ft	Comments:
52 WEATHERING/RAVELING	L	1,299.99 SqFt	Comments:
43 BLOCK CRACKING	L	1,299.99 SqFt	Comments:

Sample Number: 411 Type: R Area: 6,492.84SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	6,492.79 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W SEGM Name: SE SEGMEN OF WEST APRON Use: APRON Area: 261,960.13SqFt

Section: 4810 of 2 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 79,030.00SqFt Length: 400.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 6/13/2007 Total Samples: 34 Surveyed: 3
Conditions: PCI:12.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 6
Sample Comments:

43 BLOCK CR	H	4,350.00 SqFt	Comments:
52 WEATH/RAVEL	H	4,350.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 12
Sample Comments:

52 WEATH/RAVEL	L	2,800.00 SqFt	Comments:
52 WEATH/RAVEL	M	2,200.00 SqFt	Comments:
43 BLOCK CR	H	5,000.00 SqFt	Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 17
Sample Comments:

43 BLOCK CR	H	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 445,836.20SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1999
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 445,836.20SqFt Length: 4,450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 90 Surveyed: 18
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft	Comments:
52 WEATHERING/RAVELING	L	72.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	46.01	Ft	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 WEATHERING/RAVELING	L	20.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

52 WEATHERING/RAVELING	L	949.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	949.99	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

56 SWELLING	L	30.00	SqFt	Comments:
56 SWELLING	L	6.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	24.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	36.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 5,000.00SqFt PCI = 99
Sample Comments:

56 SWELLING	L	8.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	60.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01	Ft	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Sample Number: 159 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	79.02 Ft	Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.02 Ft	Comments:

Sample Number: 169 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.04 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 175 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	89.02 Ft	Comments:
56 SWELLING	L	12.00 SqFt	Comments:

Sample Number: 182 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.01 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.01 Ft	Comments:
56 SWELLING	L	1.00 SqFt	Comments:

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01 Ft	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.02 Ft	Comments:
52 WEATHERING/RAVELING	L	8.00 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 900,750.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/2/2001
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: T
Area: 600,500.00SqFt Length: 6,005.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 120 Surveyed: 20
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.02	Ft	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	127.03	Ft	Comments:
52 WEATHERING/RAVELING	L	20.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.03	Ft	Comments:
52 WEATHERING/RAVELING	L	849.99	SqFt	Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.04	Ft	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.02	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.03	Ft	Comments:
56 SWELLING	L	18.00	SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	161.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01	Ft	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.01	Ft	Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	184.05	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	313.08	Ft	Comments:
56 SWELLING	L	32.00	SqFt	Comments:
56 SWELLING	L	12.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	123.03	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	171.04	Ft	Comments:

Sample Number: 379 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	93.02	Ft	Comments:

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.03	Ft	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	101.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.02	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.03	Ft	Comments:
52 WEATHERING/RAVELING	L	600.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.03	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.03	Ft	Comments:
56 SWELLING	L	7.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	10.00	SqFt	Comments:

Sample Number: 409 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	214.05	Ft	Comments:
52 WEATHERING/RAVELING	L	400.00	SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.03	Ft	Comments:

Sample Number: 418 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.03	Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 900,750.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/2/2001
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 300,250.00SqFt Length: 12,010.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 60 Surveyed: 12
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 200.05 Ft Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 83.02 Ft Comments:
56 SWELLING L 12.00 SqFt Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 19.00 Ft Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 39.01 Ft Comments:

Sample Number: 216 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 75.02 Ft Comments:
56 SWELLING L 6.00 SqFt Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 24.01 Ft Comments:
56 SWELLING L 4.00 SqFt Comments:
52 WEATHERING/RAVELING L 1,799.99 SqFt Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 37.01 Ft Comments:
56 SWELLING L 44.00 SqFt Comments:

Sample Number: 552 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 1.00 Ft Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

56 SWELLING	L	28.00 SqFt	Comments:	
56 SWELLING	L	11.00 SqFt	Comments:	

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:

Sample Number: 616 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.02 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 104 of 10 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 12,155.18SqFt Length: 160.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 98 Type: R Area: 6,123.69SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.03 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.03 Ft	Comments:	
56 SWELLING	L	8.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 111 of 10 From: - To: - Last Const.: 1/1/1960
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 15,536.50SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 3,750.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 112 of 10 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,145.36SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 5,553.36SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 114 of 10 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,624.83SqFt Length: 250.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 6,665.77SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	48.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 115 of 10 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 40,792.06SqFt Length: 1,000.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 11 Surveyed: 2
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 4,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	247.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	9.00 Ft	Comments:
52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	28.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 4,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
50 PATCHING	L	84.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	111.03 Ft	Comments:
52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 116 of 10 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 17,575.19SqFt Length: 400.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 3,808.30SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.03 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 117 of 10 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 22,911.60SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 118 Type: R Area: 3,636.52SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	207.05 Ft	Comments:
52 WEATHERING/RAVELING	L	908.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	363.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 125 of 10 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 271,468.22SqFt Length: 3,600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 73 Surveyed: 7
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	203.05 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Sample Number: 116 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.02 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.02 Ft	Comments:
56 SWELLING	L	12.00 SqFt	Comments:

Sample Number: 126 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 141 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.03 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 149 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	116.03 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:

Sample Number: 166 Type: R Area: 3,750.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 150 of 10 From: - To: - Last Const.: 1/1/1963
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 50,766.02SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 10 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	300.08 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	369.09 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 461,566.71SqFt

Section: 160 of 10 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 9,591.75SqFt Length: 120.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 450 Type: R Area: 6,965.62SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.01 Ft	Comments:
56 SWELLING	L	96.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 30,934.90SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 30,934.90SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.04	Ft	Comments:
56 SWELLING	L	3.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	48.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 56,162.69SqFt

Section: 130 of 2 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 49,380.77SqFt Length: 600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 3,750.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.01 Ft	Comments:
52 WEATHERING/RAVELING	L	42.00 SqFt	Comments:

Sample Number: 311 Type: R Area: 3,819.72SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.02 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 56,162.69SqFt

Section: 132 of 2 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 6,781.92SqFt Length: 100.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 6,781.92SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	201.05 Ft	Comments:
52	WEATHERING/RAVELING	L	135.00 SqFt	Comments:
56	SWELLING	L	78.00 SqFt	Comments:
45	DEPRESSION	L	14.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 31,977.82SqFt

Section: 140 of 2 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 15,668.36SqFt Length: 400.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 3,011.58SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00 Ft	Comments:
56 SWELLING	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 31,977.82SqFt

Section: 141 of 2 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 16,309.46SqFt Length: 290.00Ft Width: 56.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:99.00 |
Inspection Comments:

Sample Number: 600 Type: R Area: 7,126.44SqFt PCI = 99
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 46,558.16SqFt

Section: 405 of 2 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 37,115.10SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 404 Type: R Area: 3,750.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	73.02 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 46,558.16SqFt

Section: 425 of 2 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 9,443.06SqFt Length: 120.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:84.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,610.79SqFt PCI = 84
Sample Comments:

52 WEATHERING/RAVELING	L	120.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	116.03 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A6 Name: TAXIWAY A6 Use: TAXIWAY Area: 27,093.68SqFt

Section: 113 of 1 From: - To: - Last Const.: 1/1/2001
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 27,093.68SqFt Length: 700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 403 Type: R Area: 3,500.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 102 of 3 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,348.41SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date6/13/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 103 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 62,250.00SqFt Length: 830.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 17 Surveyed: 3
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 180 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	157.04 Ft	Comments:
56 SWELLING	L	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 190 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	188.05 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
56 SWELLING	L	2.00 SqFt	Comments:

Sample Number: 195 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.04 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 105 of 3 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 20,389.16SqFt Length: 270.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 198 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,749.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 201,588.72SqFt

Section: 505 of 5 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 78,109.53SqFt Length: 1,950.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 20 Surveyed: 3
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.04 Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00 Ft	Comments:

Sample Number: 112 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	209.05 Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Sample Number: 118 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	222.06 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 201,588.72SqFt

Section: 530 of 5 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 45,391.18SqFt Length: 750.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 11 Surveyed: 2
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 125 Type: R Area: 4,000.00SqFt PCI = 48
Sample Comments:

50 PATCHING	L	481.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	3,518.97	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.04	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	258.07	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	61.02	Ft	Comments:

Sample Number: 128 Type: R Area: 4,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	15.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	304.08	Ft	Comments:
52 WEATHERING/RAVELING	L	3,799.97	SqFt	Comments:
52 WEATHERING/RAVELING	M	200.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 201,588.72SqFt

Section: 540 of 5 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 21,996.25SqFt Length: 550.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 131 Type: R Area: 4,000.00SqFt PCI = 75
Sample Comments:

50 PATCHING	L	1.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 201,588.72SqFt

Section: 545 of 5 From: - To: - Last Const.: 1/1/1978
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 3,109.86SqFt Length: 75.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,109.86SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	117.03 Ft	Comments:
52 WEATHERING/RAVELING	L	2,487.98 SqFt	Comments:
52 WEATHERING/RAVELING	M	132.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 201,588.72SqFt

Section: 550 of 5 From: - To: - Last Const.: 1/1/1979
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 52,981.90SqFt Length: 1,300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 137 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.02 Ft	Comments:

Sample Number: 146 Type: R Area: 4,000.00SqFt PCI = 42
Sample Comments:

43 BLOCK CRACKING	M	3,999.97 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 5,073.01SqFt

Section: 501 of 1 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: T
Area: 5,073.01SqFt Length: 120.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,073.01SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	493.13 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	22.01 Ft	Comments:
52 WEATHERING/RAVELING	L	3,399.97 SqFt	Comments:
52 WEATHERING/RAVELING	M	84.00 SqFt	Comments:
56 SWELLING	L	7.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 12,330.81SqFt

Section: 510 of 2 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,644.08SqFt Length: 230.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,531.13SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	405.10	Ft	Comments:
43 BLOCK CRACKING	L	500.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	69.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,462.09	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 12,330.81SqFt

Section: 512 of 2 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 2,686.73SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 2,686.73SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	92.02 Ft	Comments:
52 WEATHERING/RAVELING	L	16.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 417 of 4 From: - To: - Last Const.: 1/1/1977
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,311.19SqFt Length: 150.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 412 Type: R Area: 5,023.14SqFt PCI = 28
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	422.11 Ft	Comments:
52	WEATHERING/RAVELING	M	5,023.10 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.05 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	246.06 Ft	Comments:
50	PATCHING	M	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 420 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 36,384.03SqFt Length: 875.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 10 Surveyed: 2
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 406 Type: R Area: 4,000.00SqFt PCI = 58
Sample Comments:

45 DEPRESSION	M	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.04	Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97	SqFt	Comments:
45 DEPRESSION	L	90.00	SqFt	Comments:

Sample Number: 410 Type: R Area: 4,000.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.03	Ft	Comments:
52 WEATHERING/RAVELING	L	280.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,799.98	SqFt	Comments:
50 PATCHING	L	520.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 520 of 4 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,273.01SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 4,054.69SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	354.09 Ft	Comments:	
52 WEATHERING/RAVELING	M	168.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	3,886.66 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 522 of 4 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 2,869.14SqFt Length: 60.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 2,869.14SqFt PCI = 67
Sample Comments:

52	WEATHERING/RAVELING	L	683.99	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	211.05	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	38.01	Ft	Comments:
56	SWELLING	L	22.00	SqFt	Comments:
56	SWELLING	L	18.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.70SqFt

Section: 1070 of 4 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 130,837.22SqFt Length: 1,740.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 29 Surveyed: 3
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 119 Type: R Area: 6,500.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	332.09	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	317.08	Ft	Comments:
52 WEATHERING/RAVELING	L	4,874.96	SqFt	Comments:
52 WEATHERING/RAVELING	M	1,624.99	SqFt	Comments:

Sample Number: 302 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	287.07	Ft	Comments:
52 WEATHERING/RAVELING	L	400.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 3,750.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	51.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.01	Ft	Comments:
43 BLOCK CRACKING	L	120.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.02	Ft	Comments:
52 WEATHERING/RAVELING	L	2,811.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.70SqFt

Section: 1080 of 4 From: - To: - Last Const.: 1/1/1977
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,281.27SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,281.27SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	334.09 Ft	Comments:
52 WEATHERING/RAVELING	L	2,568.98 SqFt	Comments:
52 WEATHERING/RAVELING	M	30.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.70SqFt

Section: 1085 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,112.20SqFt Length: 135.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,112.20SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	176.05 Ft	Comments:
52 WEATHERING/RAVELING	M	576.00 SqFt	Comments:
52 WEATHERING/RAVELING	H	40.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	3,495.97 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.70SqFt

Section: 1105 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: T
Area: 23,709.01SqFt Length: 590.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 4 Surveyed: 2
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,703.22SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	58.01 Ft	Comments:
52 WEATHERING/RAVELING	L	555.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,122.04SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.02 Ft	Comments:
52 WEATHERING/RAVELING	L	3,842.01 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 13,215.00SqFt

Section: 560 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 13,215.00SqFt Length: 300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,265.65SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	L	1,999.98 SqFt	Comments:
52 WEATHERING/RAVELING	M	240.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 34,791.54SqFt

Section: 805 of 3 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 17,742.14SqFt Length: 430.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 801 Type: R Area: 4,010.05SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	40.01 Ft	Comments:
52	WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.02 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	13.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.04 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 34,791.54SqFt

Section: 815 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 6,647.96SqFt Length: 100.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 6,647.96SqFt PCI = 72
Sample Comments:

45	DEPRESSION	L	14.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	402.10 Ft	Comments:
52	WEATHERING/RAVELING	L	14.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	108.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	102.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	16.00 SqFt	Comments:
56	SWELLING	L	364.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 34,791.54SqFt

Section: 820 of 3 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 10,401.44SqFt Length: 145.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,444.28SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	184.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	36.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	84.00 SqFt	Comments:	
56 SWELLING	L	10.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 54,815.17SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 54,815.17SqFt Length: 1,350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 4,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	268.07 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.08 Ft	Comments:	
52 WEATHERING/RAVELING	L	3,199.97 SqFt	Comments:	

Sample Number: 611 Type: R Area: 4,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	348.09 Ft	Comments:	
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 39,911.57SqFt

Section: 705 of 2 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 30,099.27SqFt Length: 750.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 701 Type: R Area: 4,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	194.05	Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97	SqFt	Comments:
56 SWELLING	L	441.00	SqFt	Comments:

Sample Number: 705 Type: R Area: 4,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	409.10	Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97	SqFt	Comments:
56 SWELLING	L	32.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 39,911.57SqFt

Section: 710 of 2 From: - To: - Last Const.: 1/1/1988
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,812.30SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 707 Type: R Area: 4,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.04 Ft	Comments:
52 WEATHERING/RAVELING	L	804.99 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.02 Ft	Comments:
52 WEATHERING/RAVELING	L	252.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	57.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 62,452.25SqFt

Section: 806 of 1 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 62,452.25SqFt Length: 1,500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 4,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	271.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	51.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	73.02 Ft	Comments:
52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:

Sample Number: 122 Type: R Area: 4,000.00SqFt PCI = 58
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.09 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	230.06 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	70.02 Ft	Comments:

Sample Number: 130 Type: R Area: 4,000.00SqFt PCI = 63
Sample Comments:

52 WEATHERING/RAVELING	L	3,999.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	421.11 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 4/11/2012
Site Name:

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 27,266.22SqFt

Section: 610 of 1 From: - To: - Last Const.: 1/1/1999
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 27,266.22SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date2/14/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	5.00 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments: