

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION OFFICE

Statewide Airfield Pavement Management Program

Jacksonville International Airport– JAX (Primary Airport) Jacksonville, Florida (District 2)



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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 Jacksonville International 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 Jacksonville International Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During April 2011, the PCI survey was performed at Jacksonville International 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 2011 is 86, representing a Good overall network condition.

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

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Cargo and Air Cargo Aprons	74	30 - 89	Satisfactory	65	65	Х
GA Apron	76	58 - 90	Satisfactory	65	65	Х
Holding Apron, RW 4 & 13	95	95	Good	65	65	
Terminal Apron	87	65 - 100	Good	65	65	Х
Runway 13-31	92	81 - 100	Good	75	65	
Runway 7-25	92	92 - 93	Good	75	65	
Taxiway Alpha	85	76 - 93	Satisfactory	70	65	
Taxiways within Apron	76	42 - 96	Satisfactory	70	65	Х
Taxiway Bravo	87	71 - 90	Satisfactory	70	65	
Taxiway Charlie	84	74 - 90	Satisfactory	70	65	
Taxiway Echo	84	80 - 86	Satisfactory	70	65	
Taxiway Foxtrot	69	52 - 93	Fair	70	65	Х
Taxiway Golf	79	44 - 95	Satisfactory	70	65	Х
Taxiways Hotel & Romeo	86	81 - 91	Good	70	65	
Taxiway Juliet	83	63 - 91	Satisfactory	70	65	Х
Taxiway Kilo	94	94	Good	70	65	
Taxiway Lima	79	71 - 82	Satisfactory	70	65	
Taxiways November & Uniform	92	88 - 98	Good	70	65	
Taxiway Papa	89	64 - 97	Good	70	65	Х
Taxiway Quebec	87	84	Good	70	65	
Taxiways Sierra & Tango	73	54 - 91	Satisfactory	70	65	Х

Table I: Condition Summary by Branch

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	92	Good	
Taxiway	84	Satisfactory	
Apron	83	Satisfactory	
All (Weighted)	86	Good	

Rank*	Average Area- Weighted PCI	Condition Rating	
Primary	86	Good	
Secondary	N/A	N/A	
Tertiary	N/A	N/A	
All (Weighted)	86	Good	

Table III: Condition Summary by Pavement Rank

*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 Jacksonville International Airport, include: the Terminal Apron, GA Apron, Cargo Aprons, Apron Taxiways and Taxiways Sierra, Tango, Foxtrot, Golf, Juliet and Papa. The pavement distresses in these areas justify either mill and overlay, PCC restoration or full reconstruction. The immediate needs are summarized in Table IV below.

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
Terminal Apron	4430	PCC	361,365	\$1,119,508.30	64	PCC Restoration	100
GA Apron	4205	AC	76,140	\$453,641.85	56	Mill and Overlay	100
Cargo Aprons	4135	PCC	32,380	\$136,967.29	60	PCC Restoration	100
Cargo Aprons	4125	PCC	70,500	\$602,774.79	47	PCC Restoration	100
Cargo Aprons	4120	PCC	227,020	\$703,307.67	64	PCC Restoration	100
Cargo Aprons	4115	AC	22,360	\$466,876.69	30	Reconstruction	100
Cargo Aprons	4110	AC	27,040	\$297,872.53	38	Reconstruction	100
Apron Taxiways	2775	PCC	38,595	\$329,987.14	45	PCC Restoration	100
Apron Taxiways	2715	AC	8,530	\$72,931.47	40	Mill and Overlay	100
Taxiway Sierra, Tango	1280	PCC	86,930	\$630,589.97	53	PCC Restoration	100
Taxiway Foxtrot	1155	AC	98,960	\$846,107.71	50	Mill and Overlay	100
Taxiway Foxtrot	1150	PCC	18,725	\$95,385.08	58	PCC Restoration	100

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
Taxiway Golf	1040	AC	12,185	\$104,181.71	42	Mill and Overlay	100
Taxiway Golf	1035	AC	7,930	\$67,801.48	45	Mill and Overlay	100
Taxiway Golf	1030	AC	35,020	\$299,420.90	50	Mill and Overlay	100
Taxiway Juliet	750	PCC	21,670	\$79,398.82	62	PCC Restoration	100
Taxiway Papa640PCC		60,825	\$205,649.21	63	PCC Restoration	100	
Total \$6,512,402.61					51		100

Table IV: Immediate Major M&R Needs (Continued)

* 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.

Year	Preventative	Major M&R	Total Year Cost
2012	\$68,298.34	\$6,512,402.61	\$6,580,700.95
2013	\$487,334.05	\$0.00	\$487,334.05
2014	\$564,693.23	\$43,137.50	\$607,830.73
2015	\$651,552.70	\$150,475.11	\$802,027.81
2016	\$760,817.06	\$0.00	\$760,817.06
2017	\$889,462.12	\$0.00	\$889,462.12
2018	\$933,721.09	\$1,210,770.16	\$2,144,491.25
2019	\$1,073,486.93	\$0.00	\$1,073,486.93
2020	\$1,123,721.07	\$1,312,415.26	\$2,436,136.33
2021	\$1,263,215.87	\$114,757.65	\$1,377,973.52
Total	\$7,816,302.46	\$9,343,958.29	\$17,160,260.75

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

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 decrease from 86 in 2011 to 82 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 Jacksonville International Airport pavements in 2021 may remain near 82. 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 Jacksonville International 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 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.

	AC Pavemen	ts		PCC Paveme	ents	
N	n	1	N	n		
IN	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	
<u>></u> 51	20% but <u><</u> 20	10% but <u><</u> 10	31-40	8	4	
			41-50	10	5	
			<u>></u> 51	20% but <u><</u> 20	10% but <u><</u> 10	

Table 1-1: Sampling Rate for FDOT Condition Surveys

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.

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

Figure 1-2: PCI Rating Scale

1.5 Definitions

<u>Aviation Office</u> - 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.

<u>Base Course</u> - 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.

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

<u>Branch ID</u> - A short form identification for the pavement Branch. In this report, Branch includes the common designation for the item e.g. RW 18-36.

<u>Category</u> - 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).

<u>Critical PCI</u> - 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.

<u>Distress Type</u> - 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.

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

<u>Global M&R</u> - 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.

<u>Major M&R (e.g. Rehabilitation)</u> - 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.

<u>MicroPAVER</u> - 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.

<u>Minimum Condition Level</u> - 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.

<u>Network Definition</u> - 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.

<u>Pavement Condition Index (PCI)</u> - 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.

<u>Pavement Evaluation</u> - 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.

<u>Pavement Management System (PMS)</u> - 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.

<u>Pavement Surface Type</u> - 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.

<u>Rank</u> - 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.

<u>Reconstruction</u> - 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.

<u>Rehabilitation</u> - 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.

<u>Sample Unit</u> - 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 $5,000 \pm 2,000$ square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

<u>Section</u> - 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.

<u>Section ID</u> - 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.

<u>Statewide Airfield Pavement Management Program (SAPMP)</u> – 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.

<u>System Inventory</u> - 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.

<u>Use</u> - 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

Jacksonville International Airport (JAX) consists of two runways, Runway 7-25 at 150-ft wide by 10,000-ft long, and Runway 13-31 at 150-ft wide by 7,700-ft long. The airport terminal is located in the center of the airfield with the cargo ramps located to the south and the general aviation ramps located to the north. Runways 7-25 and 13-31 are served by parallel taxiways Alpha and November respectively, which are both 75-ft wide. The runways, parallel taxiways and terminal ramp are all constructed of Portland Cement Concrete. The general aviation apron and portions of taxiway Golf and Foxtrot are constructed of Asphalt Concrete. This airport is designated as a Primary / Part 139 airport and is located in District 2 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.

Construction of the airport started in 1965 as a way for the city to accommodate a more cosmopolitan populace with the large naval bases in the region. Jacksonville International Airport was dedicated in 1968, which replaced Imeson Field. In the late 1980's and early 1990's additional airline service came to the airport and increased the need for space in the complex. The expansion plan was approved in 2000, with the rebuilding of the landside terminal and additional parking capacity construction being completed in 2004-2005.

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 2011 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 Jacksonville International 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
2005 - 2010	Air Carrier Ramp	Ramp Expansion / Replacement with Terminal Expansion
2011	Taxiways Hotel and Tango	Panel Replacement / Reconstruction

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 219 sample units.

The total airfield pavement area in 2011 at Jacksonville International Airport is 11,644,195 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	2,692,500	23%
Taxiway	4,642,460	40%
Apron	4,309,235	37%
All (Weighted)	11,644,195	100%

Figure 2-1 presents the breakdown of the pavement area at Jacksonville International 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.

Branch Name	Branch ID	Section ID	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Cargo Aprons	AP CARGO	4125	70,500	Р	PCC	1/1/1968	1	6
Cargo Aprons	AP CARGO	4120	227,020	Р	PCC	1/1/1981	3	20
Cargo Aprons	AP CARGO	4105	296,070	Р	PCC	1/1/1989	3	24
Cargo Aprons	AP CARGO	4115	22,360	Р	AC	1/1/1992	1	4
Cargo Aprons	AP CARGO	4110	27,040	Р	AC	1/1/1994	1	6
Cargo Aprons	AP CARGO	4118	198,060	Р	PCC	1/1/2000	2	9
Cargo Aprons	AP CARGO	4135	32,380	Р	PCC	5/1/2007	2	7
GA Apron	AP GA	4205	76,140	Р	AC	1/1/1968	2	15
GA Apron	AP GA	5105	95,220	Р	AC	1/1/2006	3	18
GA Apron	AP GA	5110	257,675	Р	AC	1/1/2006	5	45
GA Apron	AP GA	5115	28,390	Р	AC	1/1/2006	2	7
Holding Apron	AP HOLD	4405	150,030	Р	PCC	1/1/1992	2	24
Terminal Apron	AP TERM	4305	37,525	Р	PCC	1/1/1985	1	3
Terminal Apron	AP TERM	4310	148,645	Р	PCC	1/1/1985	2	12
Terminal Apron	AP TERM	4315	151,145	Р	PCC	1/1/1985	2	12
Terminal Apron	AP TERM	4445	312,670	Р	PCC	1/1/1991	4	29
Terminal Apron	AP TERM	4410	95,565	Р	PCC	12/11/2007	2	14
Terminal Apron	AP TERM	4412	22,735	Р	PCC	12/11/2007	1	3
Terminal Apron	AP TERM	4415	102,560	Р	PCC	12/11/2007	2	14
Terminal Apron	AP TERM	4420	205,740	Р	PCC	12/11/2007	4	20
Terminal Apron	AP TERM	4425	643,220	Р	PCC	12/11/2007	9	94
Terminal Apron	AP TERM	4430	361,365	Р	PCC	12/11/2007	4	38
Terminal Apron	AP TERM	4435	625,550	Р	PCC	12/11/2007	10	92
Terminal Apron	AP TERM	4440	121,630	Р	PCC	12/11/2007	2	10
Runway 13-31	RW 13-31	6230	37,500	Р	PCC	1/1/1996	1	3
Runway 13-31	RW 13-31	6205	25,000	Р	PCC	1/1/1996	1	2
Runway 13-31	RW 13-31	6207	50,000	Р	PCC	1/1/1996	2	4
Runway 13-31	RW 13-31	6220	30,000	Р	PCC	1/1/1996	1	3
Runway 13-31	RW 13-31	6225	60,000	Р	PCC	1/1/1996	2	6
Runway 13-31	RW 13-31	6210	330,000	Р	PCC	1/1/2000	5	27
Runway 13-31	RW 13-31	6215	660,000	Р	PCC	1/1/2000	12	51
Runway 7-25	RW 7-25	6105	1,000,000	Р	PCC	1/1/1994	15	80

Table 2-3: Branch and Section Inventory

Table 2-3: Branch and Section	Inventory	(Continued)
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Branch Name	Branch ID	Section ID	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Runway 7-25	RW 7-25	6110	500,000	Р	PCC	1/1/1994	7	40
Taxiway Alpha	TW A	105	65,700	Р	PCC	1/1/1983	2	5
Taxiway Alpha	TW A	120	275,250	Р	PCC	1/1/1985	4	21
Taxiway Alpha	TW A	110	157,500	Р	PCC	1/1/1989	3	12
Taxiway Alpha	TW A	125	133,500	Р	PCC	1/1/1994	2	10
Taxiway Alpha	TW A	115	118,125	Р	PCC	1/1/2000	2	9
Taxiways within Aprons	TW AP	2775	38,595	Р	PCC	1/1/1968	1	3
Taxiways within Aprons	TW AP	2772	33,940	Р	PCC	1/1/1981	1	4
Taxiways within Aprons	TW AP	2774	50,905	Р	PCC	1/1/1981	2	6
Taxiways within Aprons	TW AP	2720	10,050	Р	AC	1/1/1992	1	3
Taxiways within Aprons	TW AP	2715	8,530	Р	AC	1/1/1994	1	2
Taxiways within Aprons	TW AP	910	167,455	Р	AC	1/1/2006	3	27
Taxiway Bravo	TW B	805	258,570	Р	PCC	1/1/1985	3	19
Taxiway Bravo	TW B	810	131,625	Р	PCC	1/1/1994	2	10
Taxiway Bravo	TW B	890	16,350	Р	PCC	1/1/1994	1	2
Taxiway Charlie	TW C	1480	24,260	Р	PCC	1/1/1994	1	2
Taxiway Charlie	TW C	1490	50,660	Р	PCC	1/1/1994	2	6
Taxiway Echo	TW E	1680	59,400	Р	PCC	1/1/1985	2	8
Taxiway Echo	TW E	1670	29,145	Р	PCC	1/1/1994	1	2
Taxiway Foxtrot	TW F	1155	98,960	Р	AC	1/1/1968	3	13
Taxiway Foxtrot	TW F	1145	30,320	Р	PCC	1/1/1985	1	2
Taxiway Foxtrot	TW F	1150	18,725	Р	PCC	1/1/1985	1	1
Taxiway Foxtrot	TW F	1175	37,095	Р	PCC	1/1/1985	1	4
Taxiway Foxtrot	TW F	1170	29,415	Р	PCC	1/1/1994	1	4
Taxiway Golf	TW G	1025	19,140	Р	PCC	1/1/1985	1	1
Taxiway Golf	TW G	1020	29,480	Р	PCC	1/1/1985	1	2
Taxiway Golf	TW G	1060	133,820	Р	PCC	1/1/1994	1	9
Taxiway Golf	TW G	1035	7,930	Р	AC	1/1/2001	1	2
Taxiway Golf	TW G	1030	35,020	Р	AC	1/2/2001	2	7
Taxiway Golf	TW G	1032	44,450	Р	AC	1/2/2001	2	9
Taxiway Golf	TW G	1040	12,185	Р	AC	1/2/2001	1	2
Taxiway Golf	TW G	1045	14,480	Р	AC	1/2/2001	1	2

Branch Name	Branch ID	Section ID	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiways Hotel & Romeo	TW H, R	555	127,295	Р	PCC	1/1/1985	2	9
Taxiways Hotel & Romeo	TW H, R	576	29,715	Р	PCC	1/1/1991	1	3
Taxiways Hotel & Romeo	TW H, R	550	208,460	Р	PCC	1/1/1994	3	13
Taxiways Hotel & Romeo	TW H, R	570	43,765	Р	PCC	1/1/1996	1	4
Taxiways Hotel & Romeo	TW H, R	575	111,625	Р	PCC	1/1/1996	2	7
Taxiways Hotel & Romeo	TW H, R	557	38,685	Р	PCC	1/1/2007	1	4
Taxiway Juliet	TW J	755	13,125	Р	PCC	1/1/1968	1	1
Taxiway Juliet	TW J	750	21,670	Р	PCC	1/1/1982	1	2
Taxiway Juliet	TW J	760	21,750	Р	PCC	1/1/1984	1	2
Taxiway Juliet	TW J	745	151,520	Р	PCC	1/1/1989	3	12
Taxiway Juliet	TW J	740	136,240	Р	PCC	1/1/1994	2	10
Taxiway Kilo	TW K	1320	107,335	Р	PCC	1/1/1992	3	18
Taxiway Lima	TW L	210	26,640	Р	PCC	1/1/1983	1	3
Taxiway Lima	TW L	215	19,695	Р	PCC	1/1/1983	1	2
Taxiway Lima	TW L	220	23,805	Р	PCC	1/1/1992	1	3
Taxiway Lima	TW L	225	52,305	Р	PCC	1/1/1992	2	7
Taxiway Lima	TW L	205	27,240	Р	PCC	1/1/1994	1	3
Taxiways November, Uniform	TW N, U	305	221,250	Р	PCC	1/1/1992	5	36
Taxiways November, Uniform	TW N, U	315	39,375	Р	PCC	1/1/1996	1	3
Taxiways November, Uniform	TW N, U	310	183,825	Р	PCC	1/1/1998	2	14
Taxiways November, Uniform	TW N, U	390	52,555	Р	PCC	1/1/1998	1	5
Taxiways November, Uniform	TW N, U	312	133,125	Р	PCC	1/1/2000	2	10
Taxiway Papa	TW P	640	60,825	Р	PCC	1/1/1982	1	5
Taxiway Papa	TW P	650	133,320	Р	PCC	1/1/1992	3	19
Taxiway Papa	TW P	655	126,640	Р	PCC	1/1/1992	3	20
Taxiway Papa	TW P	641	18,750	Р	PCC	1/1/1994	1	3
Taxiway Quebec	TW Q	560	115,700	Р	PCC	1/1/1996	2	9
Taxiways Sierra & Tango	TW S, T	1280	86,930	Р	PCC	1/1/1968	2	7
Taxiways Sierra & Tango	TW S, T	1285	140,345	Р	PCC	1/1/1989	3	12
Taxiways Sierra & Tango	TW S, T	1290	28,370	Р	PCC	1/1/1989	1	2

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

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 Co	oncrete Surfaces
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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	Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual				

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.	Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual				

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

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 Jacksonville International Airport were performed in April 2011. 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 2011 survey, the overall area-weighted PCI at Jacksonville International Airport is 86, representing a Good overall network condition.

Overall the airport was in great overall shape, and the distresses observed were to be expected due to the age of the pavement and climate. Asphalt Concrete pavement distresses include; weathering, raveling, block cracking, swelling, oil spillage and longitudinal and transverse cracking. Portland Cement Concrete distresses include; longitudinal, transverse and diagonal cracking, patching, shrinkage cracking, corner and joint spalling. The maintenance staff is very proactive in repairing pavement distresses, which was unmistakable based on the well maintained pavement facilities at the airport.

Runways 13-31 and 7-25 exhibited low severity joint spalling, patching, corner spalling and shrinkage cracking. These distresses were observed in low quantities due to the good overall condition of the runway pavement.

The taxiways and taxiway connectors exhibited very similar distresses to both runways, with low quantities of low severity joint spalling, patching, corner spalling and shrinkage cracking. Taxiway Tango exhibited the worst overall distresses, which included; map cracking, shrinkage cracking, joint spalling, patching and corner breaks. These distresses varied from low to medium severities.

The main terminal apron which is constructed of Portland Cement Concrete exhibited distresses such as joint spalling, patching, corner spalling and shrinkage cracking which were all low severities. These distresses were in low quantities due to the good overall pavement condition. The other Asphalt Concrete pavement aprons throughout the airport exhibited distresses such as longitudinal and transverse cracking, block cracking, patching, oil spillage, swelling, weathering and raveling.

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 Jacksonville International Airport.



Figure 3-1: Network PCI Distribution by Rating Category

Condition Rating	Total Area (ft ²)	Percent
Good	7,635,435	65%
Satisfactory	2,789,460	24%
Fair	811,250	7%
Poor	358,650	3%
Very Poor	49,400	1%
Serious	0	0%
Failed	0	0%

Figure 3-1a: Condition Rating Summary

Approximately 89% of the network is in Good and Satisfactory condition while 4% of the network is in Poor 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	92	Good
Taxiway	84	Satisfactory
Apron	83	Satisfactory
All (Weighted)	86	Good

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



(a) Runway

□ Very Poor: 26-40

(b) Taxiway



(c) Apron

□Failed: 0-10

■ Serious: 11-25



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 Jacksonville International 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 Primary / Part 139 (PR) 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 Primary / Part 139 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.

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

L = Low, M = Medium, H = High

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

Table 5-2: Critical PCI for Primary / Part 139 Airports

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 Primary / Part 139 Airports.

Table 5-3: FDOT Minimum Service Level PCI for Primary / Part 139Airports

Minimum PCI			
Runway	Taxiway	Apron	
75	70	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 Primary / Part 139 Airports based on PCI value.

	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

Table 5-4: M&R Activities for Primary / Part 139 Airports

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.

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

Table 5-5: Maintenance Unit Costs for FDOT

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 forPrimary / Part 139 Airports

	Activity	PCI Trigger	Cost/SqFt
Maintananca	Creek Seeling and Full Donth Patching	90	\$0.20
Maintenance	Clack Sealing and Full-Deput Fatching	80	\$0.80
		70	\$1.40
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	60	\$4.23
Dahabilitation		50	\$8.55
Renabilitation		40	\$8.55
	Reconstruction	30	\$20.88
		20	\$20.88

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.

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
Terminal Apron	4430	PCC	361,365	\$1,119,508.30	64	PCC Restoration	100
GA Apron	4205	AC	76,140	\$453,641.85	56	Mill and Overlay	100
Cargo and Air Cargo Aprons	4135	PCC	32,380	\$136,967.29	60	PCC Restoration	100
Cargo and Air Cargo Aprons	4125	PCC	70,500	\$602,774.79	47	PCC Restoration	100
Cargo and Air Cargo Aprons	4120	PCC	227,020	\$703,307.67	64	PCC Restoration	100
Cargo and Air Cargo Aprons	4115	AC	22,360	\$466,876.69	30	Reconstruction	100
Cargo and Air Cargo Aprons	4110	AC	27,040	\$297,872.53	38	Reconstruction	100
Apron Taxiways	2775	PCC	38,595	\$329,987.14	45	PCC Restoration	100
Apron Taxiways	2715	AC	8,530	\$72,931.47	40	Mill and Overlay	100
Taxiways Sierra, Tango	1280	PCC	86,930	\$630,589.97	53	PCC Restoration	100
Taxiway Foxtrot	1155	AC	98,960	\$846,107.71	50	Mill and Overlay	100
Taxiway Foxtrot	1150	PCC	18,725	\$95,385.08	58	PCC Restoration	100
Taxiway Golf	1040	AC	12,185	\$104,181.71	42	Mill and Overlay	100
Taxiway Golf	1035	AC	7,930	\$67,801.48	45	Mill and Overlay	100
Taxiway Golf	1030	AC	35,020	\$299,420.90	50	Mill and Overlay	100
Taxiway Juliet	750	PCC	21,670	\$79,398.82	62	PCC Restoration	100
Taxiway Papa	640	PCC	60,825	\$205,649.21	63	PCC Restoration	100
			Total	\$6,512,402.61	51		100

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

* 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.

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
Terminal Apron	4430	PCC	361,365	\$1,119,508.30	64	PCC Restoration	100
GA Apron	4205	AC	76,140	\$49,491.00	56	Microsurfacing	100
Cargo and Air Cargo Aprons	4135	PCC	32,380	\$136,967.29	60	PCC Restoration	100
Cargo and Air Cargo Aprons	4125	PCC	70,500	\$602,774.79	47	PCC Restoration	100
Cargo and Air Cargo Aprons	4120	PCC	227,020	\$703,307.67	64	PCC Restoration	100
Cargo and Air Cargo Aprons	4115	AC	22,360	\$466,876.69	30	Reconstruction	100
Cargo and Air Cargo Aprons	4110	AC	27,040	\$297,872.53	38	Reconstruction	100
Apron Taxiways	2775	PCC	38,595	\$329,987.14	45	PCC Restoration	100
Apron Taxiways	2715	AC	8,530	\$5,544.50	40	Microsurfacing	100
Taxiways Sierra, Tango	1280	PCC	86,930	\$630,589.97	53	PCC Restoration	100
Taxiway Foxtrot	1155	AC	98,960	\$64,324.00	50	Microsurfacing	100
Taxiway Foxtrot	1150	PCC	18,725	\$95,385.08	58	PCC Restoration	100
Taxiway Golf	1040	AC	12,185	\$7,920.25	42	Microsurfacing	100
Taxiway Golf	1035	AC	7,930	\$5,154.50	45	Microsurfacing	100
Taxiway Golf	1030	AC	35,020	\$22,763.00	50	Microsurfacing	100
Taxiway Juliet	750	PCC	21,670	\$79,398.82	62	PCC Restoration	100
Taxiway Papa	640	PCC	60,825	\$205,649.21	63	PCC Restoration	100
			Total	\$4,823,514.74	51		100

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

* 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.

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
GA Apron	AP GA	5115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	596.40	SqFt	\$0.40	\$238.57
GA Apron	AP GA	5110	OIL SPILLAGE	Ν	Patching - AC Shallow	242.10	SqFt	\$2.90	\$702.22
GA Apron	AP GA	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	70,734.30	SqFt	\$0.40	\$28,293.94
GA Apron	AP GA	5110	WEATH/RAVEL	М	Surface Seal - Coat Tar	3213.1	SqFt	\$0.40	\$1,285.25
GA Apron	AP GA	5105	OIL SPILLAGE	Ν	Patching - AC Shallow	843.2	SqFt	\$2.90	\$2,445.29
GA Apron	AP GA	5105	WEATH/RAVEL	L Surface Seal - Rejuvenating		1292.3	SqFt	\$0.40	\$516.92
Terminal Apron	AP TERM	4445	SMALL PATCH	М	Patching - PCC Partial Depth	16.8	SqFt	\$19.06	\$320.56
Terminal Apron	AP TERM	4445	JOINT SPALL	М	Patching - PCC Partial Depth	363.3	SqFt	\$19.06	\$6,924.15
Terminal Apron	AP TERM	4425	JOINT SPALL	М	Patching - PCC Partial Depth	56.10	SqFt	\$19.06	\$1,069.94
Terminal Apron	AP TERM	4310	JOINT SPALL	М	Patching - PCC Partial Depth	38.40	SqFt	\$19.06	\$732.42
Apron Taxiways	TW AP	2774	JOINT SPALL	М	Patching - PCC Partial Depth	29.10	SqFt	\$19.06	\$553.93
Apron Taxiways	TW AP	2774	CORNER SPALL	М	Patching - PCC Partial Depth	6.10	SqFt	\$19.06	\$115.40
Taxiway Charlie	TW C	1480	JOINT SPALL	М	Patching - PCC Partial Depth	9.3	SqFt	\$19.06	\$177.81
Taxiways Sierra, Tango	TW S, T	1285	JOINT SPALL	М	Patching - PCC Partial Depth	19.10	SqFt	\$19.06	\$363.61
Taxiway Golf	TW G	1060	JOINT SPALL	М	Patching - PCC Partial Depth	45.20	SqFt	\$19.06	\$861.67
Taxiway Golf	TW G	1045	WEATH/RAVEL	L	Surface Seal - Rejuvenating	105.00	SqFt	\$0.40	\$42.00
Taxiway Golf	TW G	1032	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,115.70	SqFt	\$0.40	\$15,646.40
Apron Taxiways	TW AP	910	WEATH/RAVEL	М	Surface Seal - Coat Tar	148.6	SqFt	\$0.40	\$59.42
Apron Taxiways	TW AP	910	L & T CR	М	Crack Sealing - AC	743.00	Ft	\$2.25	\$1,671.71
Apron Taxiways	TW AP	910	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4345.3	SqFt	\$0.40	\$1,738.13
Taxiway Bravo	TW B	890	LINEAR CR	М	Crack Sealing - PCC	28.80	Ft	\$4.24	\$121.90
Taxiway Bravo	TW B	890	JOINT SPALL	М	Patching - PCC Partial Depth	14.90	SqFt	\$19.06	\$283.12
Taxiway Juliet	TW J	760	JOINT SPALL	М	Patching - PCC Partial Depth	21.50	SqFt	\$19.06	\$410.32
Taxiways Hotel, Romeo	TW H, R	570	JOINT SPALL	М	Patching - PCC Partial Depth	22.90	SqFt	\$19.06	\$436.43

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
Taxiways Hotel, Romeo	TW H, R	550	JOINT SPALL	М	Patching - PCC Partial Depth	33.70	SqFt	\$19.06	\$642.41
Taxiways November, Uniform	TW N, U	310	JOINT SPALL	М	Patching - PCC Partial Depth	45.20	SqFt	\$19.06	\$861.67
Taxiway Lima	TW L	215	JOINT SPALL	М	Patching - PCC Partial Depth	15.10	SqFt	\$19.06	\$287.22
Taxiway Lima	TW L	210	JOINT SPALL	М	Patching - PCC Partial Depth	20.7	SqFt	\$19.06	\$393.91
Taxiway Alpha	TW A	110	JOINT SPALL	М	Patching - PCC Partial Depth	26.40	SqFt	\$19.06	\$504.11
Taxiway Alpha	TW A	105	JOINT SPALL	М	Patching - PCC Partial Depth	31.40	SqFt	\$19.06	\$597.90
								Total =	\$68,298.33

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

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 85 in 2012 to an average of 76 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 82 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 82 with this scenario is 6 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about \$9.3 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.

Year	Preventative	Major M&R	Total Year Cost
2012	\$68,298.34	\$6,512,402.61	\$6,580,700.95
2013	\$487,334.05	\$0.00	\$487,334.05
2014	\$564,693.23	\$43,137.50	\$607,830.73
2015	\$651,552.70	\$150,475.11	\$802,027.81
2016	\$760,817.06	\$0.00	\$760,817.06
2017	\$889,462.12	\$0.00	\$889,462.12
2018	\$933,721.09	\$1,210,770.16	\$2,144,491.25
2019	\$1,073,486.93	\$0.00	\$1,073,486.93
2020	\$1,123,721.07	\$1,312,415.26	\$2,436,136.33
2021	\$1,263,215.87	\$114,757.65	\$1,377,973.52
Total	\$7,816,302.46	\$9,343,958.29	\$17,160,260.75

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

Note: Costs are adjusted for inflation.

Approximately 70% of the total Major M&R cost is required in the first year (2012). According to the 2011 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Terminal Apron** PCC restoration
- **GA Apron** Asphalt pavement mill and overlay
- Cargo and Air Cargo Aprons PCC restoration and reconstruction
- Apron Taxiways PCC restoration and reconstruction
- Taxiways Sierra & Tango PCC restoration
- **Taxiway Foxtrot** PCC restoration and asphalt pavement mill and overlay
- **Taxiway Golf** Asphalt pavement mill and overlay

- **Taxiway Juliet** PCC restoration
- **Taxiway Papa** PCC restoration

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 Jacksonville International Airport, and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on the 2011 condition inspection and M&R analysis results:

- **Terminal Apron** PCC restoration
- **GA Apron** Asphalt pavement mill and overlay
- Cargo and Air Cargo Aprons PCC restoration and reconstruction
- Apron Taxiways PCC restoration and reconstruction
- Taxiways Sierra & Tango PCC restoration
- **Taxiway Foxtrot** PCC restoration and asphalt pavement mill and overlay
- **Taxiway Golf** Asphalt pavement mill and overlay
- **Taxiway Juliet** PCC restoration
- **Taxiway Papa** PCC restoration

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



NETWORK DEFINITION MAP	
JACKSONVILLE INTERNATIONAL AIRPORT	JAA FDOT DISTRICT
DUVAL COUNTY, FLORIDA	5
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE	Ι Ζ

Branch	Section	Sample	Latitude	Longitude	Branch	Section	Sample	Latitude	Longitude
RW 13-31	6225	101	30.49152433	-81.70021899	RW 7-25	6105	346	30.50154264	-81.68256848
RW 13-31	6225	501	30.49173326	-81.70001261	RW 7-25	6105	356	30.50268701	-81.67882605
RW 13-31	6220	302	30.49198624	-81.70059831	RW 7-25	6105	361	30.50325916	-81.67695481
RW 13-31	6215	102	30.47941492	-81.68387613	RW 7-25	6105	365	30.50371686	-81.6754578
RW 13-31	6215	107	30.48164929	-81.68689111	RW 7-25	6105	369	30.50417454	-81.67396077
RW 13-31	6215	113	30.48433044	-81.69050928	RW 7-25	6105	373	30.5046322	-81.67246373
RW 13-31	6215	119	30.48701148	-81.69412764	RW 7-25	6105	377	30.50508985	-81.67096667
RW 13-31	6215	123	30.48879878	-81.69653998	AP NORTH	5110	108	30.49835211	-81.6805243
RW 13-31	6215	127	30.49058604	-81.69895242	AP NORTH	5110	200	30.49748109	-81.68288726
RW 13-31	6215	505	30.48096445	-81.68547872	AP NORTH	5110	305	30.49779368	-81.68133116
RW 13-31	6215	510	30.48319879	-81.68849379	AP NORTH	5110	402	30.49737384	-81.68217009
RW 13-31	6215	515	30.48543304	-81.691509	AP NORTH	5110	507	30.49768642	-81.68061399
RW 13-31	6215	521	30.48811406	-81.69512742	AP NORTH	5105	89	30.49768207	-81.68330747
RW 13-31	6215	525	30.48990134	-81.69753982	AP NORTH	5105	198	30.49729798	-81.68348601
RW 13-31	6210	308	30.48220061	-81.68739094	AP NORTH	5105	499	30.496954	-81.68300901
RW 13-31	6210	312	30.48398804	-81.68980305	AP TERM	4445	92	30.48798839	-81.68537398
RW 13-31	6210	320	30.48756277	-81.69462753	AP TERM	4445	104	30.48813849	-81.68457072
RW 13-31	6210	324	30.48935007	-81.6970399	AP TERM	4445	403	30.48900664	-81.68475131
RW 13-31	6210	328	30.49100327	-81.69927142	AP TERM	4445	804	30.49002247	-81.68417448
RW 13-31	6207	100	30.47852115	-81.68267018	AP TERM	4440	103	30.48924259	-81.68737648
RW 13-31	6207	500	30.47873005	-81.68246379	AP TERM	4440	107	30.49000019	-81.687893
RW 13-31	6205	301	30.47907248	-81.68316996	AP TERM	4435	507	30.48926432	-81.68658342
RW 7-25	6110	104	30.49706887	-81.69779048	AP TERM	4435	560	30.48922292	-81.68575938
RW 7-25	6110	120	30.49890051	-81.69180313	AP TERM	4435	602	30.49024441	-81.68745839
RW 7-25	6110	128	30.49981622	-81.68880937	AP TERM	4435	604	30.49005198	-81.68700161
RW 7-25	6110	148	30.50210522	-81.68132472	AP TERM	4435	609	30.48956638	-81.6858489
RW 7-25	6110	172	30.50485145	-81.67234267	AP TERM	4435	661	30.48962119	-81.68525325
RW 7-25	6110	524	30.49903432	-81.69017407	AP TERM	4435	702	30.4907389	-81.68718066
RW 7-25	6110	564	30.50361203	-81.6752046	AP TERM	4435	754	30.49079371	-81.686585
RW 7-25	6105	301	30.49639165	-81.69940827	AP TERM	4435	761	30.49009949	-81.68494459
RW 7-25	6105	304	30.49673512	-81.69828568	AP TERM	4435	858	30.49089881	-81.68538293
RW 7-25	6105	308	30.49719306	-81.69678887	AP TERM	4430	302	30.49161142	-81.68778418
RW 7-25	6105	313	30.49776546	-81.69491784	AP TERM	4430	405	30.49168351	-81.6865584
RW 7-25	6105	318	30.49833783	-81.69304679	AP TERM	4430	505	30.49221975	-81.68644294
RW 7-25	6105	324	30.49902465	-81.69080149	AP TERM	4430	604	30.49254479	-81.6867772
RW 7-25	6105	329	30.49959696	-81.68893039	AP TERM	4425	458	30.49460292	-81.68527447
RW 7-25	6105	336	30.50039816	-81.68631081	AP TERM	4425	511	30.49438498	-81.68448701

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude	Branch	Section	Sample	Latitude	Longitude
AP TERM	4425	555	30.49399832	-81.68599049	AP CARGO	4110	201	30.48475066	-81.68052913
AP TERM	4425	558	30.49405502	-81.68522067	AP CARGO	4105	101	30.48533233	-81.68123066
AP TERM	4425	602	30.49366845	-81.68672281	AP CARGO	4105	205	30.48663954	-81.68127236
AP TERM	4425	610	30.49381844	-81.68468629	AP CARGO	4105	402	30.48584133	-81.68213191
AP TERM	4425	704	30.49315782	-81.68616286	TW AP	2775	102	30.48729778	-81.68564365
AP TERM	4425	759	30.49297794	-81.68485868	TW AP	2774	100	30.48581449	-81.68685073
AP TERM	4425	811	30.49274611	-81.68430877	TW AP	2774	102	30.48566344	-81.68591445
AP TERM	4425	859	30.49243003	-81.68480488	TW AP	2772	101	30.48721354	-81.68623595
AP TERM	4420	201	30.49430077	-81.68353978	TW AP	2715	100	30.48435427	-81.68107658
AP TERM	4420	302	30.49399135	-81.68324706	TW E	1680	100	30.50456104	-81.67139393
AP TERM	4420	500	30.49356531	-81.68402771	TW E	1680	102	30.50391406	-81.67111698
AP TERM	4420	602	30.49318048	-81.68342151	TW E	1670	100	30.50314279	-81.67111695
AP TERM	4415	200	30.49512658	-81.68419874	TW C	1490	100	30.50497703	-81.67003311
AP TERM	4415	401	30.49472612	-81.6838446	TW C	1490	102	30.50433005	-81.66975616
AP TERM	4412	207	30.49557294	-81.68495483	TW C	1480	101	30.50317994	-81.66967054
AP TERM	4410	108	30.49419534	-81.68720424	TW K	1320	101	30.49304646	-81.69848437
AP TERM	4410	205	30.49454603	-81.68630988	TW K	1320	104	30.49358722	-81.69836846
AP HOLD	4405	105	30.49398736	-81.69737787	TW K	1320	107	30.49412797	-81.69825255
AP HOLD	4405	301	30.49336044	-81.6981177	TW S-T	1290	101	30.48475412	-81.6815083
AP HOLD	4405	307	30.49444195	-81.69788588	TW S-T	1285	101	30.48307586	-81.68472482
AP TERM	4325	401	30.49204946	-81.6880813	TW S-T	1285	105	30.48363517	-81.68297344
AP TERM	4315	102	30.49143592	-81.6884571	TW S-T	1285	108	30.48411418	-81.68140967
AP TERM	4315	204	30.49078768	-81.68847598	TW S-T	1280	101	30.48159994	-81.68580776
AP TERM	4310	102	30.49303885	-81.68812277	TW S-T	1280	105	30.48202443	-81.68466439
AP TERM	4310	204	30.49364974	-81.68787163	TW F	1175	103	30.50214805	-81.67557743
AP TERM	4305	101	30.49243561	-81.68913231	TW F	1170	101	30.5028308	-81.67588108
AP GA	4205	100	30.49518481	-81.67902483	TW F	1155	101	30.50049316	-81.67490097
AP GA	4205	203	30.4948162	-81.67942706	TW F	1155	104	30.49971539	-81.67458385
AP CARGO	4135	250	30.48468035	-81.68186984	TW F	1155	111	30.49785584	-81.67423889
AP CARGO	4135	451	30.48491164	-81.68239326	TW F	1150	100	30.50115264	-81.67519295
AP CARGO	4125	201	30.48703127	-81.68464178	TW G	1060	104	30.50102573	-81.68000686
AP CARGO	4120	301	30.48580634	-81.68506672	TW G	1045	301	30.49682114	-81.67980321
AP CARGO	4120	303	30.48648207	-81.68492138	TW G	1040	200	30.49665443	-81.67906513
AP CARGO	4120	405	30.48718771	-81.68517809	TW G	1035	400	30.49834691	-81.67879116
AP CARGO	4118	102	30.48372991	-81.68047748	TW G	1032	108	30.49728535	-81.67908652
AP CARGO	4118	300	30.48306872	-81.68156201	TW G	1032	112	30.49620418	-81.67931907
AP CARGO	4115	100	30.48537182	-81.68022757	TW G	1030	101	30.49915436	-81.67927956

Sample Unit Centroid Coordinates

105

103

555

550

TW H-R

30.49651238

30.50047468

Branch

TW G TW G TW AP TW AP TW AP TW B TW B TW B TW B TW B TW B TW J TW P TW H-R TW H-R

Section	Sample	Latitude	Longitude	Branch	Section	Sample	Latitude	Longitude
1030	105	30.49809959	-81.67894287	TW H-R	550	110	30.49995619	-81.68465737
1020	100	30.50048311	-81.67982317	TW H-R	550	112	30.49937935	-81.68442242
910	102	30.49797736	-81.68309847	TW U	390	101	30.47913205	-81.68172822
910	113	30.49823181	-81.68150983	TW N	315	115	30.48450419	-81.68756975
910	124	30.49849131	-81.67953501	TW N	312	119	30.4857554	-81.68925826
890	100	30.50288006	-81.66917743	TW N	312	124	30.48731937	-81.69136896
810	119	30.50164202	-81.67412354	TW N	310	102	30.48043762	-81.68208239
810	127	30.50292344	-81.6699319	TW N	310	108	30.48231453	-81.68461496
805	102	30.49892313	-81.68301544	TW N	305	128	30.48834046	-81.69274705
805	108	30.49988442	-81.67987189	TW N	305	134	30.48923431	-81.69395346
805	114	30.50084564	-81.67672829	TW N	305	141	30.49026818	-81.6953489
760	113	30.49125017	-81.68796177	TW N	305	149	30.49145994	-81.69695752
755	112	30.49166449	-81.68824425	TW N	305	159	30.49295252	-81.69897225
750	111	30.4920855	-81.68848381	TW L	225	101	30.49248396	-81.70033502
745	101	30.49621481	-81.69134686	TW L	225	105	30.49304891	-81.69976777
745	105	30.49455758	-81.69021684	TW L	220	102	30.49394397	-81.69928279
745	109	30.49288376	-81.68907556	TW L	215	101	30.49454845	-81.69906667
740	102	30.49773916	-81.69199786	TW L	210	102	30.49527992	-81.69943453
740	104	30.49719591	-81.69207168	TW L	205	100	30.49591409	-81.69967813
655	101	30.48923858	-81.69313635	TW A	125	149	30.50261312	-81.67334096
655	108	30.49024331	-81.69168465	TW A	125	155	30.50357418	-81.6701972
655	115	30.4912397	-81.69023299	TW A	120	128	30.49923051	-81.6844035
650	105	30.48824294	-81.69404531	TW A	120	135	30.50035205	-81.68073603
650	107	30.48850868	-81.69395891	TW A	120	141	30.50131328	-81.67759242
650	109	30.48877469	-81.69388142	TW A	120	145	30.50195407	-81.67549665
641	120	30.49194817	-81.68920076	TW A	115	118	30.49762814	-81.68964259
640	122	30.49233241	-81.68864093	TW A	115	123	30.49842935	-81.68702306
576	107	30.48801799	-81.6867886	TW A	110	106	30.49570502	-81.69592926
575	101	30.48527449	-81.68738655	TW A	110	110	30.49634609	-81.69383373
575	104	30.48670315	-81.68706324	TW A	110	115	30.49714739	-81.69121428
570	100	30.48296516	-81.68778797	TW A	105	100	30.49474335	-81.6990725
560	100	30.48418471	-81.68936474	TW A	105	103	30.49522419	-81.69750089
560	104	30.48438088	-81.68795269	AP NORTH	0	409	30.49803758	-81.67999958
557	101	30.4951978	-81.68555512	AP NORTH	0	510	30.49797022	-81.67968591
555	101	30.49838688	-81.68455522					

Sample Unit Centroid Coordinates

-81.68495328

-81.68486884



SYSTEM INVENTORY MAP	IDENTIFIER
JACKSONVILLE INTERNATIONAL AIRPORT	JAX
DUVAL COUNTY, FLORIDA	FDOT DISTRICT
	2
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE	<u> </u>

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Cargo And Air Cargo Aprons	AP CARGO	APRON	4125	300	235	70,500	Р	PCC	1/1/1968	4/25/2011	6
Cargo And Air Cargo Aprons	AP CARGO	APRON	4120	675.00	335	227,020	Р	PCC	1/1/1981	4/25/2011	20
Cargo And Air Cargo Aprons	AP CARGO	APRON	4105	695.00	426	296,070	Р	PCC	1/1/1989	4/25/2011	24
Cargo And Air Cargo Aprons	AP CARGO	APRON	4115	215	104	22,360	Р	AC	1/1/1992	4/25/2011	4
Cargo And Air Cargo Aprons	AP CARGO	APRON	4110	260	104	27,040	Р	AC	1/1/1994	4/25/2011	6
Cargo And Air Cargo Aprons	AP CARGO	APRON	4118	429.00	425	198,060	Р	PCC	1/1/2000	4/25/2011	9
Cargo And Air Cargo Aprons	AP CARGO	APRON	4135	265	120	32,380	Р	PCC	5/1/2007	4/25/2011	7
GA Apron	AP GA	APRON	4205	282	270	76,140	Р	AC	1/1/1968	4/25/2011	15
GA Apron	AP GA	APRON	5105	420	225	95,220	Р	AC	1/1/2006	4/25/2011	18
GA Apron	AP GA	APRON	5110	925	280	257,675	Р	AC	1/1/2006	4/25/2011	45
GA Apron	AP GA	APRON	5115	165.00	170	28,390	Р	AC	1/1/2006	4/25/2011	7
Holding Apron b/w RWs 4&13	AP HOLD	APRON	4405	533.00	281	150,030	Р	PCC	1/1/1992	4/25/2011	24
Terminal Apron	AP TERM	APRON	4305	210.00	180	37,525	Р	PCC	1/1/1985	4/25/2011	3
Terminal Apron	AP TERM	APRON	4310	580	250	148,645	Р	PCC	1/1/1985	4/25/2011	12
Terminal Apron	AP TERM	APRON	4315	570	250	151,145	Р	PCC	1/1/1985	4/25/2011	12
Terminal Apron	AP TERM	APRON	4445	875	355	312,670	Р	PCC	1/1/1991	4/25/2011	29
Terminal Apron	AP TERM	APRON	4410	642	150	95,565	Р	PCC	12/11/2007	4/25/2011	14
Terminal Apron	AP TERM	APRON	4412	125	105	22,735	Р	PCC	12/11/2007	4/25/2011	3
Terminal Apron	AP TERM	APRON	4415	360	285	102,560	Р	PCC	12/11/2007	4/25/2011	14
Terminal Apron	AP TERM	APRON	4420	660	310	205,740	Р	PCC	12/11/2007	4/25/2011	20
Terminal Apron	AP TERM	APRON	4425	1020	630	643,220	Р	PCC	12/11/2007	4/25/2011	94
Terminal Apron	AP TERM	APRON	4430	820	440	361,365	Р	PCC	12/11/2007	4/25/2011	38

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Terminal Apron	AP TERM	APRON	4435	1,040.00	600	625,550	Р	PCC	12/11/2007	4/25/2011	92
Terminal Apron	AP TERM	APRON	4440	810	150	121,630	Р	PCC	12/11/2007	4/25/2011	10
Runway 13-31	RW 13-31	RUNWAY	6230	750	50	37,500	Р	PCC	1/1/1996	1/1/1996	3
Runway 13-31	RW 13-31	RUNWAY	6205	500.00	50	25,000	Р	PCC	1/1/1996	4/25/2011	2
Runway 13-31	RW 13-31	RUNWAY	6207	1000	50	50,000	Р	PCC	1/1/1996	4/25/2011	4
Runway 13-31	RW 13-31	RUNWAY	6220	600	50	30,000	Р	PCC	1/1/1996	4/25/2011	3
Runway 13-31	RW 13-31	RUNWAY	6225	1,200.00	50	60,000	Р	PCC	1/1/1996	4/25/2011	6
Runway 13-31	RW 13-31	RUNWAY	6210	6600	50	330,000	Р	PCC	1/1/2000	4/25/2011	27
Runway 13-31	RW 13-31	RUNWAY	6215	13200	50	660,000	Р	PCC	1/1/2000	4/25/2011	51
Runway 7-25	RW 7-25	RUNWAY	6105	10000	100	1,000,000	Р	PCC	1/1/1994	4/25/2011	80
Runway 7-25	RW 7-25	RUNWAY	6110	20000	25	500,000	Р	PCC	1/1/1994	4/25/2011	40
Taxiway Alpha	TW A	TAXIWAY	105	875.00	75	65,700	Р	PCC	1/1/1983	4/25/2011	5
Taxiway Alpha	TW A	TAXIWAY	120	3,670.00	75	275,250	Р	PCC	1/1/1985	4/25/2011	21
Taxiway Alpha	TW A	TAXIWAY	110	2,100.00	75	157,500	Р	PCC	1/1/1989	4/25/2011	12
Taxiway Alpha	TW A	TAXIWAY	125	1780	75	133,500	Р	PCC	1/1/1994	4/25/2011	10
Taxiway Alpha	TW A	TAXIWAY	115	1575	75	118,125	Р	PCC	1/1/2000	4/25/2011	9
Taxiways within Aprons	TW AP	TAXIWAY	2775	450	75	38,595	Р	PCC	1/1/1968	4/25/2011	3
Taxiways within Aprons	TW AP	TAXIWAY	2772	450	50	33,940	Р	PCC	1/1/1981	4/25/2011	4
Taxiways within Aprons	TW AP	TAXIWAY	2774	450	75	50,905	Р	PCC	1/1/1981	4/25/2011	6
Taxiways within Aprons	TW AP	TAXIWAY	2720	180	50	10,050	Р	AC	1/1/1992	9/16/1998	3
Taxiways within Aprons	TW AP	TAXIWAY	2715	160	45	8,530	Р	AC	1/1/1994	4/25/2011	2
Taxiways within Aprons	TW AP	TAXIWAY	910	1645	108	167,455	Р	AC	1/1/2006	4/25/2011	27

TW H, R

TW H, R

Taxiways Hotel & Romeo

Taxiways Hotel & Romeo

TAXIWAY

TAXIWAY

555

576

		1			1					1	
Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Bravo	TW B	TAXIWAY	805	3340	75	258,570	Р	PCC	1/1/1985	4/25/2011	19
Taxiway Bravo	TW B	TAXIWAY	810	1,755.00	75	131,625	Р	PCC	1/1/1994	4/25/2011	10
Taxiway Bravo	TW B	TAXIWAY	890	115.00	92	16,350	Р	PCC	1/1/1994	4/25/2011	2
Taxiway Charlie	TW C	TAXIWAY	1480	176.00	90	24,260	Р	PCC	1/1/1994	4/25/2011	2
Taxiway Charlie	TW C	TAXIWAY	1490	488	90	50,660	Р	PCC	1/1/1994	4/25/2011	6
Taxiway Echo	TW E	TAXIWAY	1680	488	90	59,400	Р	PCC	1/1/1985	4/25/2011	8
Taxiway Echo	TW E	TAXIWAY	1670	176.00	90	29,145	Р	PCC	1/1/1994	4/25/2011	2
Taxiway Foxtrot	TW F	TAXIWAY	1155	1320	75	98,960	Р	AC	1/1/1968	4/25/2011	13
Taxiway Foxtrot	TW F	TAXIWAY	1145	176	94	30,320	Р	PCC	1/1/1985	5/14/2007	2
Taxiway Foxtrot	TW F	TAXIWAY	1150	125	75	18,725	Р	PCC	1/1/1985	4/25/2011	1
Taxiway Foxtrot	TW F	TAXIWAY	1175	244	90	37,095	Р	PCC	1/1/1985	4/25/2011	4
Taxiway Foxtrot	TW F	TAXIWAY	1170	244.00	90	29,415	Р	PCC	1/1/1994	4/25/2011	4
Taxiway Golf	TW G	TAXIWAY	1025	125.00	75	19,140	Р	PCC	1/1/1985	9/16/1998	1
Taxiway Golf	TW G	TAXIWAY	1020	176.00	90	29,480	Р	PCC	1/1/1985	4/25/2011	2
Taxiway Golf	TW G	TAXIWAY	1060	515	150	133,820	Р	PCC	1/1/1994	4/25/2011	9
Taxiway Golf	TW G	TAXIWAY	1035	190	35	7,930	Р	AC	1/1/2001	4/25/2011	2
Taxiway Golf	TW G	TAXIWAY	1030	700	50	35,020	Р	AC	1/2/2001	4/25/2011	7
Taxiway Golf	TW G	TAXIWAY	1032	870	50	44,450	Р	AC	1/2/2001	4/25/2011	9
Taxiway Golf	TW G	TAXIWAY	1040	150	60	12,185	Р	AC	1/2/2001	4/25/2011	2
Taxiway Golf	TW G	TAXIWAY	1045	223	60	14,480	Р	AC	1/2/2001	4/25/2011	2

Table A-1: Pavement Inventory (Continued)

9

3

75

115

127,295

29,715

PCC

PCC

Р

Р

1/1/1985

1/1/1991

4/25/2011

4/25/2011

1540

240

Table A-1	: Pavement	Inventory	(Continued)
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Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	550	488	160	208,460	Р	PCC	1/1/1994	4/25/2011	13
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	570	380.00	90	43,765	Р	PCC	1/1/1996	4/25/2011	4
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	575	1210	75	111,625	Р	PCC	1/1/1996	4/25/2011	7
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	557	615	60	38,685	Р	PCC	1/1/2007	4/25/2011	4
Taxiway Juliet	TW J	TAXIWAY	755	175.00	75	13,125	Р	PCC	1/1/1968	4/25/2011	1
Taxiway Juliet	TW J	TAXIWAY	750	265	75	21,670	Р	PCC	1/1/1982	4/25/2011	2
Taxiway Juliet	TW J	TAXIWAY	760	290	75	21,750	Р	PCC	1/1/1984	4/25/2011	2
Taxiway Juliet	TW J	TAXIWAY	745	1,760.00	75	151,520	Р	PCC	1/1/1989	4/25/2011	12
Taxiway Juliet	TW J	TAXIWAY	740	550	150	136,240	Р	PCC	1/1/1994	4/25/2011	10
Taxiway Kilo	TW K	TAXIWAY	1320	795	92	107,335	Р	PCC	1/1/1992	4/25/2011	18
Taxiway Lima	TW L	TAXIWAY	210	244	90	26,640	Р	PCC	1/1/1983	4/25/2011	3
Taxiway Lima	TW L	TAXIWAY	215	206	90	19,695	Р	PCC	1/1/1983	4/25/2011	2
Taxiway Lima	TW L	TAXIWAY	220	240.00	90	23,805	Р	PCC	1/1/1992	4/25/2011	3
Taxiway Lima	TW L	TAXIWAY	225	488.00	90	52,305	Р	PCC	1/1/1992	4/25/2011	7
Taxiway Lima	TW L	TAXIWAY	205	244.00	90	27,240	Р	PCC	1/1/1994	4/25/2011	3
Taxiways November, Uniform	TW N, U	TAXIWAY	305	2950	75	221,250	Р	PCC	1/1/1992	4/25/2011	36
Taxiways November, Uniform	TW N, U	TAXIWAY	315	525	75	39,375	Р	PCC	1/1/1996	4/25/2011	3
Taxiways November, Uniform	TW N, U	TAXIWAY	310	2451	75	183,825	Р	PCC	1/1/1998	4/25/2011	14
Taxiways November, Uniform	TW N, U	TAXIWAY	390	488	90	52,555	Р	PCC	1/1/1998	4/25/2011	5
Taxiways November, Uniform	TW N, U	TAXIWAY	312	1775	75	133,125	Р	PCC	1/1/2000	4/25/2011	10
Taxiway Papa	TW P	TAXIWAY	640	811	75	60,825	Р	PCC	1/1/1982	4/25/2011	5
Taxiway Papa	TW P	TAXIWAY	650	550	140	133,320	Р	PCC	1/1/1992	4/25/2011	19

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Papa	TW P	TAXIWAY	655	1500	75	126,640	Р	PCC	1/1/1992	4/25/2011	20
Taxiway Papa	TW P	TAXIWAY	641	250	75	18,750	Р	PCC	1/1/1994	4/25/2011	3
Taxiway Quebec	TW Q	TAXIWAY	560	690.00	90	115,700	Р	PCC	1/1/1996	4/25/2011	9
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1280	560	150	86,930	Р	PCC	1/1/1968	4/25/2011	7
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1285	1385	75	140,345	Р	PCC	1/1/1989	4/25/2011	12
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1290	220.00	100	28,370	Р	PCC	1/1/1989	4/25/2011	2

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.

Date:07/	05/2011	Work Hi Pavem	story Re	port	1 of 14
Network : JA	X Bra	anch: AP CARGO (CARGO	AND AIR CARGO	D APRONS)	Section: 4105 Surface: PCC
L.C.D.: 01/07	1/1989 Use: AF	PRON Rank PLength:	695.00 Ft	Width:	426.00 Ft True Area:296,070.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1989	IMPORTED	BUILT		16.00	True 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/LINDERDRA
01/01/1989	IMPORTED	OVERLAY			True SOIL: SP
Network: JA	AX Bra	anch:APCARGO (CARGO	AND AIR CARGO	O APRONS)	Section: 4110 Surface: AC
L.C.D.: 01/07	1/1994 Use: AF	PRON Rank PLength:	260.00 Ft	Width:	104.00 Ft True Area: 27.040.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1994 01/01/1994	IMPORTED IMPORTED	BUILT OVERLAY		3.00	True 1994: 3" P-401 ON 11" P-211 True SOIL: SP
Network : JA	X Bra	anch: AP CARGO (CARGO	AND AIR CARGO	D APRONS)	Section: 4115 Surface: AC
L.C.D.: 01/01	1/1992 Use: AF	PRON Rank PLength:	215.00 Ft	Width:	104.00 Ft True Area: 22,360.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1992 01/01/1992	IMPORTED IMPORTED	OVERLAY BUILT		3.00	True SOIL: SP True 1992: 3" P-401 ON 11" P-211
Network : JA	X Bra	anch:APCARGO (CARGO	AND AIR CARGO	D APRONS)	Section: 4118 Surface: PCC
L.C.D. : 01/07	1/2000 Use: AF	PRON RankPLength:	429.00 Ft	Width:	425.00 Ft True Area:198,060.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/2000	INITIAL	Initial Construction	\$0	0.00	True 16" PCC/6" ECONOCONCR. BASE/6: CRUSHED AGGREGA & BLANKET
Network : JA	X Bra	anch: AP CARGO (CARGO	AND AIR CARGO	O APRONS)	Section: 4120 Surface: PCC
L.C.D. : 01/0 ⁴	1/1981 Use: AF	PRON Rank P Length:	675.00 Ft	Width:	335.00 Ft True Area: 227.020.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1981	IMPORTED	BUILT		16.00	True 1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND
01/01/1981	IMPORTED	OVERLAY			True SOIL: SP
Network: JA	AX Bra	anch: AP CARGO (CARGO	AND AIR CARGO	O APRONS)	Section: 4125 Surface: PCC
L.C.D.: 01/01	1/1968 Use: AF	PRON Rank P Length:	300.00 Ft	Width:	235.00 Ft True Area: 70,500.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1968 01/01/1968	IMPORTED IMPORTED	OVERLAY BUILT		13.00	True SOIL: SP True 1968: 13" PCC ON 6" STABILIZED
Network: JA	X Br	anch: AP CARGO (CARGO	AND AIR CARGO) APRONS)	Subbase Surface: PCC
L.C.D.: 05/07	1/2007 Use: AF	RON Rank P Length:	265.00 Ft	Width:	120.00 Ft True Area: 32.380.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
05/01/2007	INITIAL	Initial Construction	\$0	0.00	True
Network: JA L.C.D.: 01/07	AX Bra 1/1968 Use: AF	anch: AP GA (GA APR) PRON Rank P Length:	ON) 282.00 Ft	Width:	Section: 4205 Surface: AC 270.00 Ft True Area: 76,140.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1968	IMPORTED	BUILT		1.00	True 1968: 1" P-401 ON 7.5" P-211

Date:07/	/05/2011	Work Hi	2 of 14						
01/01/1968	IMPORTED	OVERLAY	ieni Dalabase.		True SOIL: SP				
Network : JA	AX Br	anch: AP GA (GA APR	ON)	Width:	Section: 5105 Surface: AC				
L.C.D.: 01/07	1/2006 Use: AF	PRON Rank P Length:	420.00 Ft		225.00 Ft True Area: 95,220.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2006 NC-AC New Construction - AC \$0 0.00 True									
Network : JA L.C.D.: 01/01	AX Br 1/2006 Use: AF	anch: AP GA (GA APR PRON Rank P Length:	ON) 925.00 Ft	Width:	Section: 5110 Surface: AC 280.00 Ft True Area:257.675.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True				
Network : JA	AX Br	anch: AP GA (GA APR	ON)	Width:	Section: 5115 Surface: AC				
L.C.D.: 01/07	1/2006 Use: AF	PRON Rank P Length:	165.00 Ft		170.00 Ft True Area: 28,390.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2006	NC-AC	New Construction - AC	\$0	0.00	True				
Network : JA	AX Br	anch:APHOLD (HOLDIN	G APRON BETW	EEN RWS	4, Section: 4405 Surface: PCC				
L.C.D.: 01/07	1/1992 Use: AF	PRON Rank P1Bength:	533.00 Ft	Width:	281.00 Ft True Area: 150.030.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1992	IMPORTED	BUILT		16.00	True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				
01/01/1992	IMPORTED	OVERLAY			True SOIL: SP				
Network : JA	AX Br	anch:APTERM (TERMIN	AL APRON)	Width:	Section: 4305 Surface: PCC				
L.C.D. : 01/07	1/1985 Use: AF	PRON Rank PLength:	210.00 Ft		180.00 Ft True Area: 37.525.00 SαF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985				16.00	True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				
01/01/1985	IMPORIED	OVERLAT							
Network: JA	AX Br	anch: APTERM (TERMIN	AL APRON)	Width:	Section: 4310 Surface: PCC				
L.C.D.: 01/07	1/1985 Use: AF	PRON Rank PLength:	580.00 Ft		250.00 Ft True Area:148,645.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985	IMPORTED	BUILT		16.00	True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND				
01/01/1985	IMPORTED	OVERLAY			True SOIL: SP				
Network : JA	AX Br	anch:APTERM (TERMIN.	AL APRON)	Width:	Section: 4315 Surface: PCC				
L.C.D. : 01/07	1/1985 Use: AF	PRON Rank PLength:	570.00 Ft		250.00 Ft True Area: 151.145.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985 01/01/1985	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				

Date:07/	05/2011	Work Hi Pavem	port	3 of 14	
Network: JA	X Br	anch: AP TERM (TERMIN/	AL APRON)	Width:	Section: 4410 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank P Length:	642.00 Ft		150.00 Ft True Area: 95,565.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch: AP TERM (TERMIN/	AL APRON)	Width:	Section: 4412 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank PLength:	125.00 Ft		105.00 Ft True Area: 22.735.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch: AP TERM (TERMIN/	AL APRON)	Width:	Section: 4415 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank PLength:	360.00 Ft		285.00 Ft True Area:102,560.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch: AP TERM (TERMIN/	AL APRON)	Width:	Section: 4420 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank P Length:	660.00 Ft		310.00 Ft True Area:205.740.00 SaF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch:APTERM (TERMIN/	AL APRON)	Width:	Section: 4425 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank PLength:	1.020.00 Ft		630.00 Ft True Area: 643.220.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch: AP TERM (TERMIN/	AL APRON)	Width:	Section: 4430 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON Rank P Length:	820.00 Ft		440.00 Ft True Area:361,365.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA L.C.D.: 12/11	X Br /2007 Use: AF	anch:APTERM (TERMIN/ PRON RankPLength:	AL APRON) 1.040.00 Ft	Width:	Section: 4435 Surface: PCC 600.00 Ft True Area:625.550.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA	X Br	anch:APTERM (TERMIN/	AL APRON)	Width:	Section: 4440 Surface: PCC
L.C.D.: 12/11	/2007 Use: AF	PRON RankPLength:	810.00 Ft		150.00 Ft True Area: 121,630.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
12/11/2007	NC-PC	New Construction - PCC	\$0	0.00	True
Network: JA L.C.D.: 01/01	X Br 1/1991 Use: AF	anch: AP TERM (TERMIN/ PRON Rank P Length:	AL APRON) 875.00 Ft	Width:	Section: 4445 Surface: PCC 355.00 Ft True Area:312.670.00 SqF
Work	Work	Work	Cost	Thickness	Major
Date	Code	Description		(in)	M&R Comments
01/01/1991	NC-PC	New Construction - PCC	\$0	16.00	True Original Construction of Previous Section 4360
01/01/1983	NC-PC	New Construction - PCC	\$0	16.00	True Original Construction of Previous Section 4355

Date:07/	05/2011	Work Hi	story Re	port	4 of 14
01/01/1979	NC-PC	New Construction - PCC	\$0	16.00	True Original Construction of Previous Section 4340
Network: JA L.C.D.: 01/01	X Br 1/1996 Use: RL	anch:RW13-31 (RUNWA) JNWAY RankPLength:	Y 13-31) 500.00 Ft	Width:	Section: 6205 Surface: PCC 50.00 Ft True Area: 25.000.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/1996 01/01/1996	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1996: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP
Network: JA L.C.D.: 01/01	X Br 1/1996 Use: RL	anch:RW13-31 (RUNWA) JNWAY RankPLength:	Y 13-31) 1.000.00 Ft	Width:	Section: 6207 Surface: PCC 50.00 Ft True Area: 50.000.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/1996 01/01/1996	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1996: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP
Network : JA L.C.D. : 01/0 ²	X Br: /2000 Use: RL	an ch:RW 13-31 (RUNWA) JNWAY Rank PLength:	Y 13-31) 6.600.00 Ft	Width:	Section: 6210 Surface: PCC 50.00 Ft True Area: 330.000.00 SgF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/2000	SR-PC	Surface Reconstruction - PCC	\$0	0.00	True 16" PCC/6" ECONOCONCR. BASE/6: CRUSHED AGGREGA & BLANKET
01/01/1977	IMPORTED	BUILT		16.00	(UNDERDRAIN) True 1977: 16" PCC ON 6" ECONOCRETE ON 5" CRUSHED AGGREGATE
01/01/1977	IMPORTED	OVERLAY			True SOIL: SP
Network: JA L.C.D.: 01/01	X Br	anch:RW13-31 (RUNWA) JNWAY RankPLength:	Y 13-31) 13.200.00 Ft	Width:	Section: 6215 Surface: PCC 50.00 Ft True Area: 660.000.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/2000	SR-PC	Surface Reconstruction - PCC	\$0	0.00	True 16" PCC/6" ECONOCONCR. BASE/6: CRUSHED AGGREGA & BLANKET
01/01/1968	IMPORTED	OVERLAY			True SOIL: SP
01/01/1968	IMPORTED	BUILT		13.00	True 1968: 13" PCC ON 6" STABILIZED SUB-BASE
Network: JA L.C.D.: 01/0 ²	X Br	an ch:RW 13-31 (RUNWA) JNWAY Rank PLength:	Y 13-31) 600.00 Ft	Width:	Section: 6220 Surface: PCC 50.00 Ft True Area: 30.000.00 SgF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/1996	IMPORTED	BUILT		16.00	True 1996: 16" P-501 ON 6" P-306 ON 6" P-154
Network : JA L.C.D. : 01/0 ⁴	X Br /1996 Use: RL	anch: RW 13-31 (RUNWA) JNWAY Rank PLength:	Y 13-31) 1,200.00 Ft	Width:	Section: 6225 Surface: PCC 50.00 Ft True Area: 60.000.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/1996 01/01/1996	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1996: 16" P-501 ON 6" P-306 ON 6" P-154
Network: JA L.C.D.: 01/01	X Bra 1/1996 Use: RL	anch:RW13-31 (RUNWA) JNWAY Rank P Length:	Y 13-31) 750.00 Ft	Width:	Section: 6230 Surface: PCC 50.00 Ft True Area: 37.500.00 SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments
01/01/1996 01/01/1996	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1996: 16" P-501 ON 6" P-306 ON 6" P-154

Date:07/	Date:07/05/2011 Work History Report 5 of 14								
Network : JA	X Bra	anch:RW 7-25 (RUNWA	Y 7-25)	Width:	Section: 6105 Surface: PCC				
L.C.D. : 01/01	1/1994 Use: RL	INWAY Rank PLength:	10,000.00 Ft		100.00 Ft True Area: 000,000.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGGREGATE				
Network: JA	AX Bra	anch:RW 7-25 (RUNWA	Y 7-25)	Width:	Section: 6110 Surface: PCC				
L.C.D.: 01/07	1/1994 Use: RL	JNWAY Rank PLength:	20,000.00 Ft		25.00 Ft True Area: 500,000.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGGREGATE				
Network: JA	AX Bra	anch:TWA (TAXIWA	Y A)	Width:	Section: 105 Surface: PCC				
L.C.D.: 01/0 ⁴	1/1983 Use: TA	XIWAY Rank P Length:	875.00 Ft		75.00 Ft True Area: 65.700.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1983				16.00	True 1983: 16" PCC ON 6" ECONOCRETE BASE ON 6" CRUSHED AGGREGATE & BLANKET/				
Network: JA L.C.D.: 01/01	AX Bra 1/1989 Use: TA	anch: TWA (TAXIWA XIWAY Rank PLength:	Y A) 2,100.00 Ft	Width:	Section: 110 Surface: PCC 75.00 Ft True Area:157,500.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1989 01/01/1989	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				
Network: JA	AX Bra	anch:TWA (TAXIWA	Y A)	Width:	Section: 115 Surface: PCC				
L.C.D.: 01/01	1/2000 Use: TA	XIWAY Rank PLength:	1,575.00 Ft		75.00 Ft True Area: 118.125.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/2000	SR-PC	Surface Reconstruction - PCC BUILT	\$0	0.00	True16" PCC/6" ECONOCONCR. BASE/6: CRUSHED AGGREGA & BLANKET (UNDERDRAIN)TrueRECONSTRUCTION SCHEDULED IN				
Network: JA L.C.D.: 01/01	AX Bra 1/1985 Use: TA	anch:TWA (TAXIWA XIWAY RankPLength:	Y A) 3,670.00 Ft	Width:	1999. NEW SECTION UNKNOWN Section: 120 Surface: PCC 75.00 Ft True Area:275,250.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985 01/01/1985	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				
Network: JA L.C.D.: 01/01	X Br 1/1994 Use: TA	anch: TWA (TAXIWA XIWAY Rank PLength:	Y A) 1.780.00 Ft	Width:	Section: 125 Surface: PCC 75.00 Ft True Area: 133.500.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994	IMPORTED	BUILT		16.00	True 1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGGREAGATE				

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01/01/1994	IMPORTED	OVERLAY	1 avon	ioni Dalabaoo.		True	SOIL: SP	
Network: JA L.C.D.: 01/01	X Br //1994 Use: TA	anch: TW AP XIWAY	(TAXIWA Rank P Length:	YS WITHIN APRO 160.00 Ft	ONS) Width:	Se 45.	ction: 2715 Surface: AC 00 Ft True Area: 8,530.00 SqF	
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT			3.00	True True	SOIL: SP 1994: 3" P-401 ON 11" P-211	
Network: JA L.C.D.: 01/01	X Br //1992 Use: TA	anch: TW AP XIWAY	(TAXIWA Rank P Length:	YS WITHIN APRO 180.00 Ft	ONS) Width:	Se 50.	ction: 2720 Surface: AC 00 Ft True Area: 10,050.00 SqF	
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/1992 01/01/1992	IMPORTED IMPORTED	OVERLAY BUILT			3.00	True True	SOIL: SP 1992: 3" P-401 ON 11" P-211	
Network: JA L.C.D.: 01/01	X Bra 1/1981 Use: TA	anch: TW AP XIWAY	(TAXIWA Rank P Length:	YS WITHIN APRO 450.00 Ft	ONS) Width:	Se 50.	ction: 2772 Surface: PCC 00 Ft True Area: 33,940.00 SqF	
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/1981 01/01/1981	IMPORTED IMPORTED	OVERLAY BUILT			16.00	True True	SOIL: SP 1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network:JAXBranch: TW AP(TAXIWAYS WITHIN APRONS)Section: 2774Surface: PCCL.C.D.:01/01/1981Use: TAXIWAYRank P Length:450.00FtWidth:75.00FtTrue Area: 50,905.00SqF								
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/1981 01/01/1981	IMPORTED IMPORTED	OVERLAY BUILT			16.00	True True	SOIL: SP 1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA	X Br	anch: TW AP XIWAY	(TAXIWA Rank P Length:	YS WITHIN APRO	ONS) Width	Se 75	ction: 2775 Surface: PCC	
Work Date	Work Code	W Desc	ork ription	Cost	Thickness (in)	Major M&R	Comments	
01/01/1968 01/01/1968	IMPORTED IMPORTED	OVERLAY BUILT			16.00	True True	SOIL: SP 1968: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGGREGATE	
Network: JA L.C.D.: 01/01	X Bra 1/2006 Use: TA	anch: TW AP XIWAY	(TAXIWA Rank PLength:	YS WITHIN APRO 1.645.00 Ft	ONS) Width:	Se 108.	ction: 910 Surface: AC 00 Ft True Area:167.455.00 SqF	
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/2006	INITIAL	Initial Construc	ction	\$0	0.00	True		
Network: JA L.C.D.: 01/01	X Bra 1/1985 Use: TA	anch: TW B XIWAY	(TAXIWA Rank P Length:	Y B) 3,340.00 Ft	Width:	Se 75.	ction: 805 Surface: PCC 00 Ft True Area: 258,570.00 SqF	
Work Date	Work Code	W Desc	ork riptio n	Cost	Thickness (in)	Major M&R	Comments	
01/01/1985					16.00	True	1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA SOIL: SP	
01/01/1000		OVERLAT				iiue	501E. 01	

Date:07/	Date:07/05/2011 Work History Report 7 of 14								
Network: JA	AX Bra	anch: TW B (TAXIWA	Y B)	Width:	Section: 810 Surface: PCC				
L.C.D.: 01/01	1/1994 Use: TA	XIWAY Rank PLength:	1,755.00 Ft		75.00 Ft True Area: 131,625.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1994: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP				
Network: JA	X Br	anch:TWB (TAXIWA	YB)	Width:	Section: 890 Surface: PCC				
L.C.D.: 01/01	1/1994 Use: TA	XIWAY RankPLength:	115.00 Ft		92.00 Ft True Area: 16,350.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994		BUILT		16.00	True EST 1994 16" P-501 ON 6" P-306 ON 6" P-154				
Network : JA L.C.D.: 01/01	AX Br: 1/1994 Use: TA	anch:TWC (TAXIWA) XIWAY Rank P Length:	Y C) 176.00 Ft	Width:	Section: 1480 Surface: PCC 90.00 Ft True Area: 24,260.00 SgF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1994: 16" P-501 ON 6" P-306 ON P-154				
Network : JA	AX Bra	anch:TWC (TAXIWA	Y C)	Width:	Section: 1490 Surface: PCC				
L.C.D. : 01/07	1/1994 Use: TA	XIWAY Rank PLength:	488.00 Ft		90.00 Ft True Area: 50.660.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1994: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP				
Network: JA	X Br	anch: TWE (TAXIWA	YE)	Width:	Section: 1670 Surface: PCC				
L.C.D.: 01/07	1/1994 Use: TA	XIWAY Rank PLength:	176.00 Ft		90.00 Ft True Area: 29.145.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1994: 16" P-501 ON 6" P-306 ON 6" P-154				
Network: JA	AX Bra	anch:TWE (TAXIWA	YE)	Width:	Section: 1680 Surface: PCC				
L.C.D.: 01/07	1/1985 Use: TA	XIWAY Rank PLength:	488.00 Ft		90.00 Ft True Area: 59.400.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985	INITIAL	Initial Construction	\$0	0.00	True				
Network: JA	AX Bra	anch:TWF (TAXIWA	YF)	Width:	Section: 1145 Surface: PCC				
L.C.D.: 01/01	1/1985 Use: TA	XIWAY RankPLength:	176.00 Ft		94.00 Ft True Area: 30.320.00 SaF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985 01/01/1985	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1985: 16" PCC ON 6" ECONOCRETE ON 5" CRUSHED AGG AND BLANKET/UNDERDRAI				
Network: JA	AX Bra	anch: TWF (TAXIWA	Y F)	Width:	Section: 1150 Surface: PCC				
L.C.D.: 01/01	1/1985 Use: TA	XIWAY Rank PLength:	125.00 Ft		75.00 Ft True Area: 18,725.00 SqF				
Work	Work	Work	Cost	Thickness	Major				
Date	Code	Description		(in)	M&R Comments				
01/01/1985	IMPORTED	BUILT		16.00	True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA				

Date:07/05/2011 Work History Report 8 of 14						
01/01/1985	IMPORTED	OVERLAY			True SOIL: SP	
Network : JA	X Bra	anch: TWF (TAXIWA	Y F)	Width:	Section: 1155 Surface: AC	
L.C.D. : 01/01	1/1968 Use: TA	XIWAY Rank PLength:	1,320.00 Ft		75.00 Ft True Area: 98,960.00 SqF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1968	IMPORTED	BUILT			True ESTIMATE 1968 AC PAVEMENT	
Network : JA	AX Bra	anch: TW F (TAXIWA	Y F)	Width:	Section: 1170 Surface: PCC	
L.C.D. : 01/07	1/1994 Use: TA	XIWAY Rank PLength:	244.00 Ft		90.00 Ft True Area: 29.415.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1994	IMPORTED	BUILT		16.00	True 1994: 1994: 16" P-501 ON 6" P-306 ON 6" P-154	
01/01/1994	IMPORTED	OVERLAY			True SOIL: SP	
Network: JA	X Bra	anch: TWF (TAXIWA	Y F)	Width:	Section: 1175 Surface: PCC	
L.C.D.: 01/07	1/1985 Use: TA	XIWAY Rank PLength:	244.00 Ft		90.00 Ft True Area: 37.095.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1985 01/01/1985	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDER DR	
Network : JA	X Bra	anch:TWG (TAXIWA	Y G)	Width:	Section: 1020 Surface: PCC	
L.C.D. : 01/07	1/1985 Use: TA	XIWAY Rank P Length:	176.00 Ft		90.00 Ft True Area: 29.480.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1985	IMPORTED	BUILT		16.00	True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
01/01/1985	IMPORTED	OVERLAY			True SOIL: SP	
Network: JA	XX Bra	anch: TWG (TAXIWA	Y G)	Width:	Section: 1025 Surface: PCC	
L.C.D.: 01/01	1/1985 Use: TA	XIWAY Rank PLength:	125.00 Ft		75.00 Ft True Area: 19.140.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1985	IMPORTED	BUILT		16.00	True 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA True SOIL: SP	
Network : JA	X Bra	anch:TWG (TAXIWA	Y G)	Width:	Section: 1030 Surface: AC	
L.C.D. : 01/01	1/2001 Use: TA	XIWAY RankPLength:	700.00 Ft		50.00 Ft True Area: 35.020.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/02/2001	ST-SS	Surface Treatment - Slurry Sea	\$0	0.00	False	
01/01/2001	OL-AS	Overlay - AC Structural	\$0	2.00	True 1968: 3" P-401 ON 8 5" P-211	
01/01/1968	IMPORTED	OVERLAY		5.00	True SOIL: SP	
Network : JA	X Bra	anch:TWG (TAXIWA	Y G)	Width:	Section: 1032 Surface: AC	
L.C.D. : 01/07	1/2001 Use: TA	XIWAY RankPLength:	870.00 Ft		50.00 Ft True Area: 44.450.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/02/2001	ST-SS	Surface Treatment - Slurry Sea	\$0	0.00	False	
01/01/2001	OL-AS	Overlay - AC Structural	\$0	2.00	True	
01/01/1968	IMPORTED	BUILT		1.00	True 1968: 1" P-401 ON 7.5" P-211	

Date:07/05/2011 Work History Report 9 of 14							
Network: JA L.C.D.: 12/28	AX Br 5/1999 Use: TA	anch: TWG (TAXIWA XIWAY Rank PLength:	Y G) 190.00 Ft	Width:	Sec 35.0	ction: 1035 Surface: AC 00 Ft True Area: 7,930.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/01/2001 12/25/1999	ST-SS INITIAL	Surface Treatment - Slurry Sea Initial Construction	\$0 \$0	0.00 0.00	False True		
Network: JAX Branch: TW G (TAXIWAY G) Section: 1040 Surface: AC L.C.D.: 01/01/2001 Use: TAXIWAY Rank P Length: 150.00 Ft Width: 60.00 Ft True Area: 12,185.00 SqF						ction: 1040 Surface: AC 00 Ft True Area: 12,185.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/02/2001 01/01/2001 12/25/1999	ST-SS OL-AS INITIAL	Surface Treatment - Slurry Sea Overlay - AC Structural Initial Construction	\$0 \$0 \$0	0.00 2.00 0.00	False True True		
Network: JA L.C.D.: 01/01	Network: JAX Branch: TW G (TAXIWAY G) Section: 1045 Surface: AC L.C.D.: 01/01/2001 Use: TAXIWAY Rank P Length: 223.00 Ft Width: 60.00 Ft True Area: 14,480.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/02/2001 01/01/2001 12/25/1999	ST-SS OL-AS INITIAL	Surface Treatment - Slurry Sea Overlay - AC Structural Initial Construction	\$0 \$0 \$0	0.00 2.00 0.00	False True True		
Network : JA L.C.D. : 01/07	AX Br 1/1994 Use: TA	anch: TWG (TAXIWA XIWAY Rank PLength:	Y G) 515.00 Ft	Width:	Sec 150.0	ction: 1060 Surface: PCC 00 Ft True Area: 133,820.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/01/1994 01/01/1994	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True True	1994: 16" P-501 ON 6" P306 ON 6" P154 SOIL: SP	
Network : JA L.C.D. : 01/01	X Br 1/1994 Use: TA	anch: TW H, R (TAXIWA XIWAY Rank PLength:	YSH&R) 488.00 Ft	Width:	Sec 160.0	ction: 550 Surface: PCC 00 Ft True Area: 208.460.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True True	SOIL: SP 1994: 16" P-501 ON 6" P-306 ON 6" P-154	
Network : JA L.C.D. : 01/01	AX Br 1/1985 Use: TA	anch: TW H, R (TAXIWA XIWAY Rank PLength:	YSH&R) 1.540.00 Ft	Width:	Sec 75.0	ction: 555 Surface: PCC 00 Ft True Area: 127.295.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/01/1985 01/01/1985	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True True	SOIL: SP 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG AND BLANKET/UNDERDRAI	
Network: JA L.C.D.: 01/01	X Br 1/2007 Use: TA	anch: TW H, R (TAXIWA XIWAY Rank P Length:	YSH&R) 615.00 Ft	Width:	Sec 60.0	ction: 557 Surface: PCC 00 Ft True Area: 38.685.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
01/01/2007 01/01/1985 01/01/1985	SR-PC IMPORTED IMPORTED	Surface Reconstruction - PCC OVERLAY BUILT	\$0	0.00 16.00	True True True	SOIL: SP 1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	

Date:07/05/2011 Work History Report 10 of 14						
L.C.D.: 01/01	1/1996 Use: TA	XIWAY Rank P Length:	380.00 Ft	Width:	90.00 Ft True Area: 43,765.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1996	IMPORTED	BUILT		16.00	True 1996: 16" P-501 ON 6" P-306 ON 6" P-154	
Network : JA L.C.D. : 01/01	AX Bra 1/1996 Use: TA	anch: TW H, R (TAXIWA XIWAY Rank PLength:	YSH&R) 1.210.00 Ft	Width:	Section: 575 Surface: PCC 75.00 Ft True Area: 111.625.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1996 01/01/1996	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1996: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP	
Network: JA	X Br	anch: TW H, R (TAXIWA	YSH&R)	\ N/: d4b.	Section: 576 Surface: PCC	
Work	Work	Work	240.00 Fl	Thicknoss	Maior	
Date	Code	Description	Cost	(in)	Magor M&R Comments	
01/01/1991	IMPORTED	BUILT		16.00	True 1991: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
01/01/1991	IMPORTED	OVERLAY			True SOIL: SP	
Network: JAX Branch: TW J (TAXIWAY J) Section: 740 Surface: PCC L.C.D.: 01/01/1994 Use: TAXIWAY Rank P Length: 550.00 Ft Width: 150.00 Ft True Area: 136.240.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1994	IMPORTED	BUILT		16.00	True 1994: PCC 16" P-501 ON 6" P-306 ON 6"	
01/01/1994	IMPORTED	OVERLAY			True SOIL : SP	
Network: JA L.C.D.: 01/07	AX Bra 1/1989 Use: TA	anch:TWJ (TAXIWA XIWAY Rank PLength:	Y J) 1.760.00 Ft	Width:	Section: 745 Surface: PCC 75.00 Ft True Area: 151.520.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1989 01/01/1989	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1989: 16" PCC ON 6" ECONOCRETE ON	
					6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network : JA L.C.D. : 01/0 ⁻	AX Bra 1/1982 Use: TA	anch:TWJ (TAXIWA XIWAY Rank PLength:	Y J) 265.00 Ft	Width:	Section: 750 Surface: PCC 75.00 Ft True Area: 21,670.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1982	IMPORTED	OVERLAY		. ,	True SOIL: SP	
01/01/1982	IMPORTED	BUILT		16.00	True 1982: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA L.C.D.: 01/07	X Bra 1/1968 Use: TA	anch:TWJ (TAXIWA XIWAY RankPLength:	Y J) 175.00 Ft	Width:	Section: 755 Surface: PCC 75.00 Ft True Area: 13.125.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1968 01/01/1968	IMPORTED IMPORTED	OVERLAY BUILT		13.00	True SOIL: SP True 1968: 13" PCC ON 6" STABILIZED	
					PORRA2E	

Date:07/05/2011 Work History Report 11 of 14						
Network : JA L.C.D. : 01/07	X Br 1/1984 Use: TA	anch:TWJ (TAXIWA XIWAY Rank PLength:	Y J) 290.00 Ft	Width:	Section: 760 Surface: PCC 75.00 Ft True Area: 21,750.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1984	IMPORTED	BUILT		16.00	True 1984: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. ON BLANKET/UNDERDRAI	
01/01/1984	IMPORTED	OVERLAY			True SOIL: SP	
L.C.D.: 01/07	1/1992 Use: TA	ANCH: TWK (TAXIWA XIWAY Rank P Length:	795.00 Ft	Width:	Section: 1320 Surface: PCC 92.00 Ft True Area:107.335.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1992 01/01/1992	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA L.C.D.: 01/07	AX Bra 1/1994 Use: TA	anch:TWL (TAXIWA XIWAY Rank PLength:	YL) 244.00 Ft	Width:	Section: 205 Surface: PCC 90.00 Ft True Area: 27,240.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1994 01/01/1994	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1994: 16" P-501 ON 6" P-306 ON 6" P-154	
Network: JA L.C.D.: 01/01	X Br 1/1983 Use: TA	anch:TWL (TAXIWA XIWAY RankPLength:	YL) 244.00 Ft	Width:	Section: 210 Surface: PCC 90.00 Ft True Area: 26.640.00 SaF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1983 01/01/1983	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1983: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA L.C.D.: 01/01	AX Bra 1/1983 Use: TA	anch:TWL (TAXIWA XIWAY RankPLength:	YL) 206.00 Ft	Width:	Section: 215 Surface: PCC 90.00 Ft True Area: 19,695.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1983 01/01/1983	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1983: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA L.C.D.: 01/01	AX Bra 1/1992 Use: TA	anch:TWL (TAXIWA XIWAY Rank PLength:	YL) 240.00 Ft	Width:	Section: 220 Surface: PCC 90.00 Ft True Area: 23.805.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1992 01/01/1992	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Network: JA L.C.D.: 01/07	AX Bra 1/1992 Use: TA	anch:TWL (TAXIWA XIWAY Rank PLength:	Y L) 488.00 Ft	Width:	Section: 225 Surface: PCC 90.00 Ft True Area: 52,305.00 SqF	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments	
01/01/1992	IMPORTED	BUILT		16.00	True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	

Date:07/05/2011 Work History Report 12 of 14						
01/01/1992	IMPORTED	OVERLAY			True SOIL: SP	
Network: JA	AX Bra	anch: TW N, U (TAXIWA	YSN,U)	Width:	Section: 305 Surface: PCC	
L.C.D.: 01/01	1/1992 Use: TA	XIWAY Rank P Length:	2,950.00 Ft		75.00 Ft True Area:221,250.00 SqF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1992				16.00	True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA	
Offort/1992 IMPORTED OVERLAY True SOIL: SP Network: JAX Branch: TW N, U (TAXIWAYS N, U) Section: 310 Surface: PCC L.C.D.: 01/01/1998 Use: TAXIWAY Rank P Length: 2.451.00 Et Width: 75.00 Et True Area: 183.825.00 Soft						
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1998 01/01/1998	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1998: 16" PCC ON 6" ECONOCRETE True SOIL: SP	
Network : JA	AX Bra	anch:TWN,U (TAXIWA	YSN,U)	Width:	Section: 312 Surface: PCC	
L.C.D. : 01/07	1/2000 Use: TA	XIWAY RankPLength:	1,775.00 Ft		75.00 Ft True Area: 133.125.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/2000	SR-PC	Surface Reconstruction - PCC	\$0	0.00	True 16" PCC/6" ECONOCONCR. BASE/6: CRUSHED AGGREGA & BLANKET	
01/01/1995 01/01/1995	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1995: 16" P-501 ON 6" P-306 ON 6" P-154 True SOIL: SP	
Network: JA	AX Bra	anch:TWN,U (TAXIWA	YSN,U)	Width:	Section: 315 Surface: PCC	
L.C.D.: 01/07	1/1996 Use: TA	XIWAY RankPLength:	525.00 Ft		75.00 Ft True Area: 39.375.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1996	IMPORTED	BUILT		13.00	True 13" P501 PCC PAVEMENT ON 6" P306 STABILIZED SUBBASE ON 6" P154 SAND	
Network : JA	AX Bra	anch: TW N, U (TAXIWA	YSN,U)	Width:	Section: 390 Surface: PCC	
L.C.D. : 01/07	1/1998 Use: TA	XIWAY Rank PLength:	488.00 Ft		90.00 Ft True Area: 52,555.00 SqF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1998 01/01/1998	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1998: 16" P-501 ON 6" P-306 ON 6" P-152	
Network : JA	AX Bra	anch: TW P (TAXIWA	Y P)	Width:	Section: 640 Surface: PCC	
L.C.D. : 01/01	1/1982 Use: TA	XIWAY Rank P Length:	811.00 Ft		75.00 Ft True Area: 60,825.00 SqF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1982	IMPORTED	BUILT		16.00	True 1982: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/LINDERDRA	
01/01/1982	IMPORTED	OVERLAY			True SOIL: SP	
Network: JA	AX Bra	anch: TWP (TAXIWA	Y P)	Width:	Section: 641 Surface: PCC	
L.C.D.: 01/07	1/1994 Use: TA	XIWAY Rank PLength:	250.00 Ft		75.00 Ft True Area: 18.750.00 SaF	
Work	Work	Work	Cost	Thickness	Major	
Date	Code	Description		(in)	M&R Comments	
01/01/1994	IMPORTED	BUILT		16.00	True EST 1994: 16" P-501 ON 6" P-306 ON 6" P-154	
01/01/1994	IMPORTED	OVERLAY			I rue SOIL: SP	

Date:07/05/2011 Work History Report 13 of 14							
Network : JA L.C.D. : 01/07	X Bra 1/1992 Use: TA	anch: TWP (TAXIWA XIWAY Rank PLength:	Y P) 550.00 Ft	Width:	Section: 650 Surface: PCC 140.00 Ft True Area:133,320.00 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1992 01/01/1992	IMPORTED IMPORTED	BUILT OVERLAY		16.00	True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG AND BLANKET/UNDERDRAI True SOIL: SP		
Network: JAX Branch: TW P (TAXIWAY P) Section: 655 Surface: PCC L.C.D.: 01/01/1992 Use: TAXIWAY Rank P Length: 1,500.00 Ft Width: 75.00 Ft True Area: 126.640.00 SqF							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1992 01/01/1992	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA		
Network: JAX Branch: TW Q (TAXIWAY Q) Section: 560 Surface: PCC L.C.D.: 01/01/1996 Use: TAXIWAY Rank P Length: 690.00 Ft Width: 90.00 Ft True Area: 115,700.00 SqF							
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1996	INITIAL	Initial Construction	\$0	13.00	True 1996: 13" P-501 on 6" P-306 on 6" P-154. Soil: SP		
Network: JA L.C.D.: 01/07	AX Bra 1/1968 Use: TA	anch: TW S, T (TAXIWA XIWAY Rank PLength:	YSS&T) 560.00 Ft	Width:	Section: 1280 Surface: PCC 150.00 Ft True Area: 86.930.00 SaF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1968 01/01/1968	IMPORTED IMPORTED	OVERLAY BUILT		13.00	True SOIL: SP True 1968: 13" PCC ON 6" STABILIZED SUBBASE		
Network : JA L.C.D.: 01/0 ⁷	X Br 1/1989 Use: TA	anch:TWS,T (TAXIWA XIWAY RankPLength:	YSS&T) 1,385.00 Ft	Width:	Section: 1285 Surface: PCC 75.00 Ft True Area:140,345.00 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1989 01/01/1989	IMPORTED	BUILT		16.00	True 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA True SOIL: SP		
Network : JA L.C.D.: 01/07	Network: JAX Branch: TW S, T (TAXIWAYS S & T) Section: 1290 Surface: PCC L.C.D.: 01/01/1989 Use: TAXIWAY Rank P Length: 220.00 Ft Width: 100.00 Ft True Area: 28.370.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R Comments		
01/01/1989 01/01/1989	IMPORTED IMPORTED	OVERLAY BUILT		16.00	True SOIL: SP True 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED AGG. AND BLANKET/UNDERDRA		

Work History Report

Pavement Database:

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	74	8,164,285.00	14.47	4.06
Initial Construction	8	607,590.00	1.63	4.60
New Construction - AC	3	381,285.00	.00	.00
New Construction - PCC	11	3,116,375.00	4.36	7.47
OVERLAY	68	7,789,610.00		
Overlay - AC Structural	4	106,135.00	2.00	.00
Surface Reconstruction - PCC	5	1,279,935.00	.00	.00
Surface Treatment - Slurry Seal	5	114,065.00	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP PAVEMENT CONDITION INDEX TABLE



2012 CONDITION MAP										
JACKSONVILLE INTERNATIONAL AIRPORT	JAA FDOT DISTRICT									
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE	2									
Branch Name	Branch ID	Branch Use	Section ID	True Area (ft ²)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
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Cargo And Air Cargo Aprons	AP CARGO	APRON	4125	70,500	Р	PCC	1	6	48	Poor
Cargo And Air Cargo Aprons	AP CARGO	APRON	4120	227,020	Р	PCC	3	20	65	Fair
Cargo And Air Cargo Aprons	AP CARGO	APRON	4105	296,070	Р	PCC	3	24	85	Satisfactory
Cargo And Air Cargo Aprons	AP CARGO	APRON	4115	22,360	Р	AC	1	4	30	Very Poor
Cargo And Air Cargo Aprons	AP CARGO	APRON	4110	27,040	Р	AC	1	6	39	Very Poor
Cargo And Air Cargo Aprons	AP CARGO	APRON	4118	198,060	Р	PCC	2	9	89	Good
Cargo And Air Cargo Aprons	AP CARGO	APRON	4135	32,380	Р	PCC	2	7	61	Fair
GA Apron	AP GA	APRON	4205	76,140	Р	AC	2	15	58	Fair
GA Apron	AP GA	APRON	5105	95,220	Р	AC	3	18	90	Good
GA Apron	AP GA	APRON	5110	257,675	Р	AC	5	45	76	Satisfactory
GA Apron	AP GA	APRON	5115	28,390	Р	AC	2	7	84	Satisfactory
Holding Apron b/w RWs 4&13	AP HOLD	APRON	4405	150,030	Р	PCC	2	24	95	Good
Terminal Apron	AP TERM	APRON	4305	37,525	Р	PCC	1	3	83	Satisfactory
Terminal Apron	AP TERM	APRON	4310	148,645	Р	PCC	2	12	75	Satisfactory
Terminal Apron	AP TERM	APRON	4315	151,145	Р	PCC	2	12	78	Satisfactory
Terminal Apron	AP TERM	APRON	4445	312,670	Р	PCC	4	29	72	Satisfactory
Terminal Apron	AP TERM	APRON	4410	95,565	Р	PCC	2	14	97	Good
					_				4.0.0	

Table B-1: Pavement Condition Index

Terminal Apron	AP TERM	APRON	4305	37,525	Р	PCC	1	3	83	Satisfactory
Terminal Apron	AP TERM	APRON	4310	148,645	Р	PCC	2	12	75	Satisfactory
Terminal Apron	AP TERM	APRON	4315	151,145	Р	PCC	2	12	78	Satisfactory
Terminal Apron	AP TERM	APRON	4445	312,670	Р	PCC	4	29	72	Satisfactory
Terminal Apron	AP TERM	APRON	4410	95,565	Р	PCC	2	14	97	Good
Terminal Apron	AP TERM	APRON	4412	22,735	Р	PCC	1	3	100	Good
Terminal Apron	AP TERM	APRON	4415	102,560	Р	PCC	2	14	99	Good
Terminal Apron	AP TERM	APRON	4420	205,740	Р	PCC	4	20	99	Good
Terminal Apron	AP TERM	APRON	4425	643,220	Р	PCC	9	94	97	Good
Terminal Apron	AP TERM	APRON	4430	361,365	Р	PCC	4	38	65	Fair
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Branch Name	Branch ID	Branch Use	Section ID	True Area (ft ²)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Terminal Apron	AP TERM	APRON	4435	625,550	Р	PCC	10	92	95	Good
Terminal Apron	AP TERM	APRON	4440	121,630	Р	PCC	2	10	97	Good
Runway 13-31	RW 13-31	RUNWAY	6230	37,500	Р	PCC	1	3	100	Good
Runway 13-31	RW 13-31	RUNWAY	6205	25,000	Р	PCC	1	2	81	Satisfactory
Runway 13-31	RW 13-31	RUNWAY	6207	50,000	Р	PCC	2	4	92	Good
Runway 13-31	RW 13-31	RUNWAY	6220	30,000	Р	PCC	1	3	93	Good
Runway 13-31	RW 13-31	RUNWAY	6225	60,000	Р	PCC	2	6	94	Good
Runway 13-31	RW 13-31	RUNWAY	6210	330,000	Р	PCC	5	27	91	Good
Runway 13-31	RW 13-31	RUNWAY	6215	660,000	Р	PCC	12	51	94	Good
Runway 7-25	RW 7-25	RUNWAY	6105	1,000,000	Р	PCC	15	80	93	Good
Runway 7-25	RW 7-25	RUNWAY	6110	500,000	Р	PCC	7	40	92	Good
Taxiway Alpha	TW A	TAXIWAY	105	65,700	Р	PCC	2	5	79	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	120	275,250	Р	PCC	4	21	88	Good
Taxiway Alpha	TW A	TAXIWAY	110	157,500	Р	PCC	3	12	85	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	125	133,500	Р	PCC	2	10	76	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	115	118,125	Р	PCC	2	9	93	Good
Taxiways within Aprons	TW AP	TAXIWAY	2775	38,595	Р	PCC	1	3	46	Poor
Taxiways within Aprons	TW AP	TAXIWAY	2772	33,940	Р	PCC	1	4	74	Satisfactory
Taxiways within Aprons	TW AP	TAXIWAY	2774	50,905	Р	PCC	2	6	79	Satisfactory
Taxiways within Aprons	TW AP	TAXIWAY	2720	10,050	Р	AC	1	3	96	Good
Taxiways within Aprons	TW AP	TAXIWAY	2715	8,530	Р	AC	1	2	42	Poor
Taxiways within Aprons	TW AP	TAXIWAY	910	167,455	Р	AC	3	27	83	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
Taxiway Bravo	TW B	TAXIWAY	805	258,570	Р	PCC	3	19	90	Good
Taxiway Bravo	TW B	TAXIWAY	810	131,625	Р	PCC	2	10	84	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	890	16,350	Р	PCC	1	2	71	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	1480	24,260	Р	PCC	1	2	74	Satisfactory
Taxiway Charlie	TW C	TAXIWAY	1490	50,660	Р	PCC	2	6	90	Good
Taxiway Echo	TW E	TAXIWAY	1680	59,400	Р	PCC	2	8	86	Good
Taxiway Echo	TW E	TAXIWAY	1670	29,145	Р	PCC	1	2	80	Satisfactory
Taxiway Foxtrot	TW F	TAXIWAY	1155	98,960	Р	AC	3	13	52	Poor
Taxiway Foxtrot	TW F	TAXIWAY	1145	30,320	Р	PCC	1	2	86	Good
Taxiway Foxtrot	TW F	TAXIWAY	1150	18,725	Р	PCC	1	1	59	Fair
Taxiway Foxtrot	TW F	TAXIWAY	1175	37,095	Р	PCC	1	4	93	Good
Taxiway Foxtrot	TW F	TAXIWAY	1170	29,415	Р	PCC	1	4	87	Good
Taxiway Golf	TW G	TAXIWAY	1025	19,140	Р	PCC	1	1	95	Good
Taxiway Golf	TW G	TAXIWAY	1020	29,480	Р	PCC	1	2	85	Satisfactory
Taxiway Golf	TW G	TAXIWAY	1060	133,820	Р	PCC	1	9	89	Good
Taxiway Golf	TW G	TAXIWAY	1035	7,930	Р	AC	1	2	47	Poor
Taxiway Golf	TW G	TAXIWAY	1030	35,020	Р	AC	2	7	52	Poor
Taxiway Golf	TW G	TAXIWAY	1032	44,450	Р	AC	2	9	71	Satisfactory
Taxiway Golf	TW G	TAXIWAY	1040	12,185	Р	AC	1	2	44	Poor
Taxiway Golf	TW G	TAXIWAY	1045	14,480	Р	AC	1	2	90	Good
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	555	127,295	Р	PCC	2	9	81	Satisfactory
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	576	29,715	Р	PCC	1	3	91	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
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	550	208,460	Р	PCC	3	13	87	Good
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	570	43,765	Р	PCC	1	4	87	Good
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	575	111,625	Р	PCC	2	7	91	Good
Taxiways Hotel & Romeo	TW H, R	TAXIWAY	557	38,685	Р	PCC	1	4	84	Satisfactory
Taxiway Juliet	TW J	TAXIWAY	755	13,125	Р	PCC	1	1	67	Fair
Taxiway Juliet	TW J	TAXIWAY	750	21,670	Р	PCC	1	2	63	Fair
Taxiway Juliet	TW J	TAXIWAY	760	21,750	Р	PCC	1	2	72	Satisfactory
Taxiway Juliet	TW J	TAXIWAY	745	151,520	Р	PCC	3	12	83	Satisfactory
Taxiway Juliet	TW J	TAXIWAY	740	136,240	Р	PCC	2	10	91	Good
Taxiway Kilo	TW K	TAXIWAY	1320	107,335	Р	PCC	3	18	94	Good
Taxiway Lima	TW L	TAXIWAY	210	26,640	Р	PCC	1	3	76	Satisfactory
Taxiway Lima	TW L	TAXIWAY	215	19,695	Р	PCC	1	2	71	Satisfactory
Taxiway Lima	TW L	TAXIWAY	220	23,805	Р	PCC	1	3	81	Satisfactory
Taxiway Lima	TW L	TAXIWAY	225	52,305	Р	PCC	2	7	82	Satisfactory
Taxiway Lima	TW L	TAXIWAY	205	27,240	Р	PCC	1	3	82	Satisfactory
Taxiways November, Uniform	TW N, U	TAXIWAY	305	221,250	Р	PCC	5	36	88	Good
Taxiways November, Uniform	TW N, U	TAXIWAY	315	39,375	Р	PCC	1	3	95	Good
Taxiways November, Uniform	TW N, U	TAXIWAY	310	183,825	Р	PCC	2	14	95	Good
Taxiways November, Uniform	TW N, U	TAXIWAY	390	52,555	Р	PCC	1	5	91	Good
Taxiways November, Uniform	TW N, U	TAXIWAY	312	133,125	Р	PCC	2	10	98	Good
Taxiway Papa	TW P	TAXIWAY	640	60,825	Р	PCC	1	5	64	Fair
Taxiway Papa	TW P	TAXIWAY	650	133,320	Р	PCC	3	19	97	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 Papa	TW P	TAXIWAY	655	126,640	Р	PCC	3	20	95	Good
Taxiway Papa	TW P	TAXIWAY	641	18,750	Р	PCC	1	3	85	Satisfactory
Taxiway Quebec	TW Q	TAXIWAY	560	115,700	Р	PCC	2	9	87	Good
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1280	86,930	Р	PCC	2	7	54	Poor
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1285	140,345	Р	PCC	3	12	82	Satisfactory
Taxiways Sierra & Tango	TW S, T	TAXIWAY	1290	28,370	Р	PCC	1	2	91	Good

Table B-1: Pavement Condition Index (Continued)

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: 7 /5/2011		Bra Paven	1 of 3					
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 CARGO (CARGO AND AIR CARGO APRONS)	7	2,839.00	249.86	873,430.00	APRON	59.57	20.62	74.00
AP GA (GA APRON)	4	1,792.00	236.25	457,425.00	APRON	77.00	12.04	76.41
AP HOLD (HOLDING APRON BETWEEN RWS 4, 13)	1	533.00	281.00	150,030.00	APRON	95.00	0.00	95.00
AP TERM (TERMINAL APRON)	12	7,712.00	308.75	2,828,350.00	APRON	88.08	12.10	87.59
RW 13-31 (RUNWAY 13-31)	7	23,850.00	50.00	1,192,500.00	RUNWAY	92.14	5.28	92.98
RW 7-25 (RUNWAY 7-25)	2	30,000.00	62.50	1,500,000.00	RUNWAY	92.50	0.50	92.67
TW A (TAXIWAY A)	5	10,000.00	75.00	750,075.00	TAXIWAY	84.20	6.11	85.23
TW AP (TAXIWAYS WITHIN APRONS)	6	3,335.00	67.17	309,475.00	TAXIWAY	70.00	19.59	76.03
TW B (TAXIWAY B)	3	5,210.00	80.67	406,545.00	TAXIWAY	81.67	7.93	87.29
TW C (TAXIWAY C)	2	664.00	90.00	74,920.00	TAXIWAY	82.00	8.00	84.82
TW E (TAXIWAY E)	2	664.00	90.00	88,545.00	TAXIWAY	83.00	3.00	84.03
TW F (TAXIWAY F)	5	2,109.00	84.80	214,515.00	TAXIWAY	75.40	16.57	69.31
TW G (TAXIWAY G)	8	2,949.00	71.25	296,505.00	TAXIWAY	71.63	19.75	79.00
TW H, R (TAXIWAYS H & R)	6	4,473.00	95.83	559,545.00	TAXIWAY	86.83	3.58	86.44
TW J (TAXIWAY J)	5	3,040.00	90.00	344,305.00	TAXIWAY	75.20	10.36	83.60
TW K (TAXIWAY K)	1	795.00	92.00	107,335.00	TAXIWAY	94.00	0.00	94.00

Date: 7 /5/2011		Bra Paven		2 of				
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 L (TAXIWAY L)	5	1,422.00	90.00	149,685.00	TAXIWAY	78.40	4.32	79.33
TW N, U (TAXIWAYS N, U)	5	8,189.00	78.00	630,130.00	TAXIWAY	93.40	3.50	92.84
TW P (TAXIWAY P)	4	3,111.00	91.25	339,535.00	TAXIWAY	85.25	13.08	89.68
TW Q (TAXIWAY Q)	1	690.00	90.00	115,700.00	TAXIWAY	87.00	0.00	87.00
TW S, T (TAXIWAYS S & T)	3	2,165.00	108.33	255,645.00	TAXIWAY	75.67	15.76	73.48

Date: 7 /5/2011

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	24	4,309,235.00	78.21	19.58	83.91
RUNWAY	9	2,692,500.00	92.22	4.66	92.80
TAXIWAY	61	4,642,460.00	79.85	14.38	84.43
All	94	11,644,195.00	80.62	15.78	86.17

STD = Standard Deviation

3 of 3

Date: 7 /5/2011		S Pavem	Sectic ent Data	b n Conc base: N	ditio Ietwor	n Re	eport _{AX}		1 of	5
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO AND AIR CARGO APRONS)	4105	01/01/1989	PCC	APRON	Р	0	296,070.00	04/25/2011	22	85.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4110	01/01/1994	AC	APRON	Р	0	27,040.00	04/25/2011	17	39.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4115	01/01/1992	AC	APRON	Р	0	22,360.00	04/25/2011	19	30.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4118	01/01/2000	PCC	APRON	Р	0	198,060.00	04/25/2011	11	89.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4120	01/01/1981	PCC	APRON	Р	0	227,020.00	04/25/2011	30	65.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4125	01/01/1968	PCC	APRON	Р	0	70,500.00	04/25/2011	43	48.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4135	05/01/2007	PCC	APRON	Р	0	32,380.00	04/25/2011	4	61.00
AP GA (GA APRON)	4205	01/01/1968	AC	APRON	Р	0	76,140.00	04/25/2011	43	58.00
AP GA (GA APRON)	5105	01/01/2006	AC	APRON	Р	0	95,220.00	04/25/2011	5	90.00
AP GA (GA APRON)	5110	01/01/2006	AC	APRON	Р	0	257,675.00	04/25/2011	5	76.00
AP GA (GA APRON)	5115	01/01/2006	AC	APRON	Р	0	28,390.00	04/25/2011	5	84.00
AP HOLD (HOLDING APRON BETWEEN RWS 4, 13)	4405	01/01/1992	PCC	APRON	Ρ	0	150,030.00	04/25/2011	19	95.00
AP TERM (TERMINAL APRON)	4305	01/01/1985	PCC	APRON	Р	0	37,525.00	04/25/2011	26	83.00
AP TERM (TERMINAL APRON)	4310	01/01/1985	PCC	APRON	Р	0	148,645.00	04/25/2011	26	75.00
AP TERM (TERMINAL APRON)	4315	01/01/1985	PCC	APRON	Р	0	151,145.00	04/25/2011	26	78.00
AP TERM (TERMINAL APRON)	4410	12/11/2007	PCC	APRON	Ρ	0	95,565.00	04/25/2011	4	97.00
AP TERM (TERMINAL APRON)	4412	12/11/2007	PCC	APRON	Р	0	22,735.00	04/25/2011	4	100.00
AP TERM (TERMINAL APRON)	4415	12/11/2007	PCC	APRON	Р	0	102,560.00	04/25/2011	4	99.00
AP TERM (TERMINAL APRON)	4420	12/11/2007	PCC	APRON	Р	0	205,740.00	04/25/2011	4	99.00
AP TERM (TERMINAL APRON)	4425	12/11/2007	PCC	APRON	Р	0	643,220.00	04/25/2011	4	97.00
AP TERM (TERMINAL APRON)	4430	12/11/2007	PCC	APRON	Р	0	361,365.00	04/25/2011	4	65.00
AP TERM (TERMINAL APRON)	4435	12/11/2007	PCC	APRON	Р	0	625,550.00	04/25/2011	4	95.00
AP TERM (TERMINAL APRON)	4440	12/11/2007	PCC	APRON	Р	0	121,630.00	04/25/2011	4	97.00
AP TERM (TERMINAL APRON)	4445	01/01/1991	PCC	APRON	Р	0	312,670.00	04/25/2011	20	72.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1996	PCC	RUNWAY	Р	0	25,000.00	04/25/2011	15	81.00

Date: 7 /5/2011	Section Condition Report Pavement Database: NetworkID: JAX									5
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 13-31 (RUNWAY 13-31)	6207	01/01/1996	PCC	RUNWAY	Р	0	50,000.00	04/25/2011	15	92.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/2000	PCC	RUNWAY	Р	0	330,000.00	04/25/2011	11	91.00
RW 13-31 (RUNWAY 13-31)	6215	01/01/2000	PCC	RUNWAY	Р	0	660,000.00	04/25/2011	11	94.00
RW 13-31 (RUNWAY 13-31)	6220	01/01/1996	PCC	RUNWAY	Р	0	30,000.00	04/25/2011	15	93.00
RW 13-31 (RUNWAY 13-31)	6225	01/01/1996	PCC	RUNWAY	Р	0	60,000.00	04/25/2011	15	94.00
RW 13-31 (RUNWAY 13-31)	6230	01/01/1996	PCC	RUNWAY	Р	0	37,500.00	01/01/1996	0	100.00
RW 7-25 (RUNWAY 7-25)	6105	01/01/1994	PCC	RUNWAY	Ρ	0	1,000,000.00	04/25/2011	17	93.00
RW 7-25 (RUNWAY 7-25)	6110	01/01/1994	PCC	RUNWAY	Р	0	500,000.00	04/25/2011	17	92.00
TW A (TAXIWAY A)	105	01/01/1983	PCC	TAXIWAY	Ρ	0	65,700.00	04/25/2011	28	79.00
TW A (TAXIWAY A)	110	01/01/1989	PCC	TAXIWAY	Р	0	157,500.00	04/25/2011	22	85.00
TW A (TAXIWAY A)	115	01/01/2000	PCC	TAXIWAY	Р	0	118,125.00	04/25/2011	11	93.00
TW A (TAXIWAY A)	120	01/01/1985	PCC	TAXIWAY	Ρ	0	275,250.00	04/25/2011	26	88.00
TW A (TAXIWAY A)	125	01/01/1994	PCC	TAXIWAY	Ρ	0	133,500.00	04/25/2011	17	76.00
TW AP (TAXIWAYS WITHIN APRONS)	2715	01/01/1994	AC	TAXIWAY	Р	0	8,530.00	04/25/2011	17	42.00
TW AP (TAXIWAYS WITHIN APRONS)	2720	01/01/1992	AC	TAXIWAY	Р	0	10,050.00	09/16/1998	6	96.00
TW AP (TAXIWAYS WITHIN APRONS)	2772	01/01/1981	PCC	TAXIWAY	Р	0	33,940.00	04/25/2011	30	74.00
TW AP (TAXIWAYS WITHIN APRONS)	2774	01/01/1981	PCC	TAXIWAY	Р	0	50,905.00	04/25/2011	30	79.00
TW AP (TAXIWAYS WITHIN	2775	01/01/1968	PCC	TAXIWAY	Р	0	38,595.00	04/25/2011	43	46.00
TW AP (TAXIWAYS WITHIN APRONS)	910	01/01/2006	AC	TAXIWAY	Р	0	167,455.00	04/25/2011	5	83.00
TW B (TAXIWAY B)	805	01/01/1985	PCC	TAXIWAY	Р	0	258,570.00	04/25/2011	26	90.00
TW B (TAXIWAY B)	810	01/01/1994	PCC	TAXIWAY	Р	0	131,625.00	04/25/2011	17	84.00
TW B (TAXIWAY B)	890	01/01/1994	PCC	TAXIWAY	Р	0	16,350.00	04/25/2011	17	71.00
TW C (TAXIWAY C)	1480	01/01/1994	PCC	TAXIWAY	Ρ	0	24,260.00	04/25/2011	17	74.00
TW C (TAXIWAY C)	1490	01/01/1994	PCC	TAXIWAY	Р	0	50,660.00	04/25/2011	17	90.00
TW E (TAXIWAY E)	1670	01/01/1994	PCC	TAXIWAY	Ρ	0	29,145.00	04/25/2011	17	80.00
TW E (TAXIWAY E)	1680	01/01/1985	PCC	TAXIWAY	Р	0	59,400.00	04/25/2011	26	86.00

Date: 7 /5/2011	Section Condition Report Pavement Database: NetworkID: JAX									5
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW F (TAXIWAY F)	1145	01/01/1985	PCC	TAXIWAY	Ρ	0	30,320.00	05/14/2007	22	86.00
TW F (TAXIWAY F)	1150	01/01/1985	PCC	TAXIWAY	Р	0	18,725.00	04/25/2011	26	59.00
TW F (TAXIWAY F)	1155	01/01/1968	AC	TAXIWAY	Р	0	98,960.00	04/25/2011	43	52.00
TW F (TAXIWAY F)	1170	01/01/1994	PCC	TAXIWAY	Ρ	0	29,415.00	04/25/2011	17	87.00
TW F (TAXIWAY F)	1175	01/01/1985	PCC	TAXIWAY	Р	0	37,095.00	04/25/2011	26	93.00
TW G (TAXIWAY G)	1020	01/01/1985	PCC	TAXIWAY	Ρ	0	29,480.00	04/25/2011	26	85.00
TW G (TAXIWAY G)	1025	01/01/1985	PCC	TAXIWAY	Ρ	0	19,140.00	09/16/1998	13	95.00
TW G (TAXIWAY G)	1030	01/01/2001	AC	TAXIWAY	Ρ	0	35,020.00	04/25/2011	10	52.00
TW G (TAXIWAY G)	1032	01/01/2001	AC	TAXIWAY	Ρ	0	44,450.00	04/25/2011	10	71.00
TW G (TAXIWAY G)	1035	12/25/1999	AC	TAXIWAY	Ρ	0	7,930.00	04/25/2011	12	47.00
TW G (TAXIWAY G)	1040	01/01/2001	AC	TAXIWAY	Ρ	0	12,185.00	04/25/2011	10	44.00
TW G (TAXIWAY G)	1045	01/01/2001	AC	TAXIWAY	Ρ	0	14,480.00	04/25/2011	10	90.00
TW G (TAXIWAY G)	1060	01/01/1994	PCC	TAXIWAY	Ρ	0	133,820.00	04/25/2011	17	89.00
TW H, R (TAXIWAYS H & R)	550	01/01/1994	PCC	TAXIWAY	Ρ	0	208,460.00	04/25/2011	17	87.00
TW H, R (TAXIWAYS H & R)	555	01/01/1985	PCC	TAXIWAY	Ρ	0	127,295.00	04/25/2011	26	81.00
TW H, R (TAXIWAYS H & R)	557	01/01/2007	PCC	TAXIWAY	Ρ	0	38,685.00	04/25/2011	4	84.00
TW H, R (TAXIWAYS H & R)	570	01/01/1996	PCC	TAXIWAY	Ρ	0	43,765.00	04/25/2011	15	87.00
TW H, R (TAXIWAYS H & R)	575	01/01/1996	PCC	TAXIWAY	Ρ	0	111,625.00	04/25/2011	15	91.00
TW H, R (TAXIWAYS H & R)	576	01/01/1991	PCC	TAXIWAY	Ρ	0	29,715.00	04/25/2011	20	91.00
TW J (TAXIWAY J)	740	01/01/1994	PCC	TAXIWAY	Ρ	0	136,240.00	04/25/2011	17	91.00
TW J (TAXIWAY J)	745	01/01/1989	PCC	TAXIWAY	Р	0	151,520.00	04/25/2011	22	83.00
TW J (TAXIWAY J)	750	01/01/1982	PCC	TAXIWAY	Ρ	0	21,670.00	04/25/2011	29	63.00
TW J (TAXIWAY J)	755	01/01/1968	PCC	TAXIWAY	Ρ	0	13,125.00	04/25/2011	43	67.00
TW J (TAXIWAY J)	760	01/01/1984	PCC	TAXIWAY	Ρ	0	21,750.00	04/25/2011	27	72.00
ΤΨ Κ (ΤΑΧΙΨΑΥ Κ)	1320	01/01/1992	PCC	TAXIWAY	Ρ	0	107,335.00	04/25/2011	19	94.00
TW L (TAXIWAY L)	205	01/01/1994	PCC	TAXIWAY	Ρ	0	27,240.00	04/25/2011	17	82.00
TW L (TAXIWAY L)	210	01/01/1983	PCC	TAXIWAY	Р	0	26,640.00	04/25/2011	28	76.00

Date: 7 /5/2011			4 of 5							
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW L (TAXIWAY L)	215	01/01/1983	PCC	TAXIWAY	Р	0	19,695.00	04/25/2011	28	71.00
TW L (TAXIWAY L)	220	01/01/1992	PCC	TAXIWAY	Р	0	23,805.00	04/25/2011	19	81.00
TW L (TAXIWAY L)	225	01/01/1992	PCC	TAXIWAY	Ρ	0	52,305.00	04/25/2011	19	82.00
TW N, U (TAXIWAYS N, U)	305	01/01/1992	PCC	TAXIWAY	Р	0	221,250.00	04/25/2011	19	88.00
TW N, U (TAXIWAYS N, U)	310	01/01/1998	PCC	TAXIWAY	Р	0	183,825.00	04/25/2011	13	95.00
TW N, U (TAXIWAYS N, U)	312	01/01/2000	PCC	TAXIWAY	Р	0	133,125.00	04/25/2011	11	98.00
TW N, U (TAXIWAYS N, U)	315	01/01/1996	PCC	TAXIWAY	Р	0	39,375.00	04/25/2011	15	95.00
TW N, U (TAXIWAYS N, U)	390	01/01/1998	PCC	TAXIWAY	Ρ	0	52,555.00	04/25/2011	13	91.00
TW P (TAXIWAY P)	640	01/01/1982	PCC	TAXIWAY	Р	0	60,825.00	04/25/2011	29	64.00
TW P (TAXIWAY P)	641	01/01/1994	PCC	TAXIWAY	Р	0	18,750.00	04/25/2011	17	85.00
TW P (TAXIWAY P)	650	01/01/1992	PCC	TAXIWAY	Р	0	133,320.00	04/25/2011	19	97.00
TW P (TAXIWAY P)	655	01/01/1992	PCC	TAXIWAY	Ρ	0	126,640.00	04/25/2011	19	95.00
TW Q (TAXIWAY Q)	560	01/01/1996	PCC	TAXIWAY	Р	0	115,700.00	04/25/2011	15	87.00
TW S, T (TAXIWAYS S & T)	1280	01/01/1968	PCC	TAXIWAY	Р	0	86,930.00	04/25/2011	43	54.00
TW S, T (TAXIWAYS S & T)	1285	01/01/1989	PCC	TAXIWAY	Р	0	140,345.00	04/25/2011	22	82.00
TW S, T (TAXIWAYS S & T)	1290	01/01/1989	PCC	TAXIWAY	Р	0	28,370.00	04/25/2011	22	91.00

Date: 7 /5/2011

Section Condition Report

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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	37,500.00	1	100.00	0.00	100.00
03-05	4.29	2,798,170.00	14	87.64	12.36	88.93
06-10	9.20	116,185.00	5	70.60	20.37	66.97
11-15	13.29	2,178,225.00	17	89.00	11.19	92.27
16-20	17.85	3,654,465.00	26	80.27	17.21	87.88
21-25	22.00	804,125.00	6	85.33	2.87	84.35
26-30	27.32	1,671,275.00	19	76.89	9.35	79.43
over 40	43.00	384,250.00	6	54.17	6.94	52.82
All	18.14	11,644,195.00	94	80.62	15.78	86.17

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE PREDICTED PCI BY PAVEMENT USE GRAPH

	1		1										
Dronch Nome	Dranch ID	Section	Current					PCI Fo	recast				
Dranch Maine	Dranch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Cargo And Air Cargo Aprons	AP CARGO	4105	85	84	83	82	81	80	79	78	77	76	76
Cargo And Air Cargo Aprons	AP CARGO	4110	39	38	38	37	37	37	36	36	36	36	36
Cargo And Air Cargo Aprons	AP CARGO	4115	30	30	30	30	30	30	29	29	29	29	29
Cargo And Air Cargo Aprons	AP CARGO	4118	89	88	87	86	85	84	83	82	81	80	79
Cargo And Air Cargo Aprons	AP CARGO	4120	65	64	63	62	61	60	59	59	58	57	56
Cargo And Air Cargo Aprons	AP CARGO	4125	48	47	46	45	44	44	43	42	41	40	39
Cargo And Air Cargo Aprons	AP CARGO	4135	61	60	59	58	57	56	56	55	54	53	52
GA Apron	AP GA	4205	58	56	55	54	52	51	50	49	48	46	45
GA Apron	AP GA	5105	90	87	85	83	81	79	77	75	73	71	69
GA Apron	AP GA	5110	76	74	72	70	68	66	65	63	61	60	58
GA Apron	AP GA	5115	84	81	79	77	75	73	71	70	68	66	64
Holding Apron b/w RWs 4&13	AP HOLD	4405	95	94	93	92	91	90	89	88	87	86	85
Terminal Apron	AP TERM	4305	83	82	81	80	79	78	77	76	75	74	74
Terminal Apron	AP TERM	4310	75	74	73	72	71	70	69	68	68	67	66
Terminal Apron	AP TERM	4315	78	77	76	75	74	73	72	71	70	70	69
Terminal Apron	AP TERM	4410	97	96	95	94	93	92	91	90	89	88	87
Terminal Apron	AP TERM	4412	100	99	98	97	96	95	94	93	92	91	90
Terminal Apron	AP TERM	4415	99	98	97	96	95	94	93	92	91	90	89
Terminal Apron	AP TERM	4420	99	98	97	96	95	94	93	92	91	90	89
Terminal Apron	AP TERM	4425	97	96	95	94	93	92	91	90	89	88	87
Terminal Apron	AP TERM	4430	65	64	63	62	61	60	59	59	58	57	56
Terminal Apron	AP TERM	4435	95	94	93	92	91	90	89	88	87	86	85

Table D-1: Pavement Condition Prediction

Daran de Marina	Dava ak ID	Section	Current					PCI Fo	recast				
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Terminal Apron	AP TERM	4440	97	96	95	94	93	92	91	90	89	88	87
Terminal Apron	AP TERM	4445	72	71	70	69	68	67	66	65	65	64	63
Runway 13-31	RW 13-31	6205	81	80	79	78	77	76	75	74	73	73	72
Runway 13-31	RW 13-31	6207	92	91	90	89	88	87	86	85	84	83	82
Runway 13-31	RW 13-31	6210	91	90	89	88	87	86	85	84	83	82	81
Runway 13-31	RW 13-31	6215	94	93	92	91	90	89	88	87	86	85	84
Runway 13-31	RW 13-31	6220	93	92	91	90	89	88	87	86	85	84	83
Runway 13-31	RW 13-31	6225	94	93	92	91	90	89	88	87	86	85	84
Runway 13-31	RW 13-31	6230	100	84	83	82	81	81	80	79	78	77	76
Runway 7-25	RW 7-25	6105	93	92	91	90	89	88	87	86	85	84	83
Runway 7-25	RW 7-25	6110	92	91	90	89	88	87	86	85	84	83	82
Taxiway Alpha	TW A	105	79	78	77	76	75	74	73	72	71	71	70
Taxiway Alpha	TW A	110	85	84	83	82	81	80	79	78	77	76	76
Taxiway Alpha	TW A	115	93	92	91	90	89	88	87	86	85	84	83
Taxiway Alpha	TW A	120	88	87	86	85	84	83	82	81	80	79	78
Taxiway Alpha	TW A	125	76	75	74	73	72	71	70	69	69	68	67
Taxiways within Aprons	TW AP	2715	42	40	38	37	35	34	32	30	29	27	26
Taxiways within Aprons	TW AP	2720	755	74	72	71	69	67	66	64	63	61	59
Taxiways within Aprons	TW AP	2772	74	73	72	71	70	69	68	67	67	66	65
Taxiways within Aprons	TW AP	2774	79	78	77	76	75	74	73	72	71	71	70
Taxiways within Aprons	TW AP	2775	46	45	44	43	42	42	41	40	39	38	37
Taxiways within Aprons	TW AP	910	83	81	79	78	76	75	73	71	70	68	67

Deven ek Menne	Dava ak ID	Section	Current					PCI Fo	recast				
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Bravo	TW B	805	90	89	88	87	86	85	84	83	82	81	80
Taxiway Bravo	TW B	810	84	83	82	81	80	79	78	77	76	75	75
Taxiway Bravo	TW B	890	71	70	69	68	67	66	65	64	64	63	62
Taxiway Charlie	TW C	1480	74	73	72	71	70	69	68	67	67	66	65
Taxiway Charlie	TW C	1490	90	89	88	87	86	85	84	83	82	81	80
Taxiway Echo	TW E	1670	80	79	78	77	76	75	74	73	72	72	71
Taxiway Echo	TW E	1680	86	85	84	83	82	81	80	79	78	77	76
Taxiway Foxtrot	TW F	1145	86	81	80	79	78	77	77	76	75	74	73
Taxiway Foxtrot	TW F	1150	59	58	57	56	55	54	54	53	52	51	50
Taxiway Foxtrot	TW F	1155	52	50	48	47	45	44	42	40	39	37	36
Taxiway Foxtrot	TW F	1170	87	86	85	84	83	82	81	80	79	78	77
Taxiway Foxtrot	TW F	1175	93	92	91	90	89	88	87	86	85	84	83
Taxiway Golf	TW G	1020	85	84	83	82	81	80	79	78	77	76	76
Taxiway Golf	TW G	1025	95	82	81	80	79	78	77	76	75	75	74
Taxiway Golf	TW G	1030	52	50	48	47	45	44	42	40	39	37	36
Taxiway Golf	TW G	1032	71	69	67	66	64	63	61	59	58	56	55
Taxiway Golf	TW G	1035	47	45	43	42	40	39	37	35	34	32	31
Taxiway Golf	TW G	1040	44	42	40	39	37	36	34	32	31	29	28
Taxiway Golf	TW G	1045	90	88	86	85	83	82	80	78	77	75	74
Taxiway Golf	TW G	1060	89	88	87	86	85	84	83	82	81	80	79
Taxiways Hotel & Romeo	TW H, R	550	87	86	85	84	83	82	81	80	79	78	77
Taxiways Hotel & Romeo	TW H, R	555	81	80	79	78	77	76	75	74	73	73	72

Dava de Marca	Dava al ID	Section	Current					PCI Fo	recast				
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiways Hotel & Romeo	TW H, R	557	84	83	82	81	80	79	78	77	76	75	75
Taxiways Hotel & Romeo	TW H, R	570	87	86	85	84	83	82	81	80	79	78	77
Taxiways Hotel & Romeo	TW H, R	575	91	90	89	88	87	86	85	84	83	82	81
Taxiways Hotel & Romeo	TW H, R	576	91	90	89	88	87	86	85	84	83	82	81
Taxiway Juliet	TW J	740	91	90	89	88	87	86	85	84	83	82	81
Taxiway Juliet	TW J	745	83	82	81	80	79	78	77	76	75	74	74
Taxiway Juliet	TW J	750	63	62	61	60	59	58	57	57	56	55	54
Taxiway Juliet	TW J	755	67	66	65	64	63	62	61	61	60	59	58
Taxiway Juliet	TW J	760	72	71	70	69	68	67	66	65	65	64	63
Taxiway Kilo	TW K	1320	94	93	92	91	90	89	88	87	86	85	84
Taxiway Lima	TW L	205	82	81	80	79	78	77	76	75	74	73	73
Taxiway Lima	TW L	210	76	75	74	73	72	71	70	69	69	68	67
Taxiway Lima	TW L	215	71	70	69	68	67	66	65	64	64	63	62
Taxiway Lima	TW L	220	81	80	79	78	77	76	75	74	73	73	72
Taxiway Lima	TW L	225	82	81	80	79	78	77	76	75	74	73	73
Taxiways November, Uniform	TW N, U	305	88	87	86	85	84	83	82	81	80	79	78
Taxiways November, Uniform	TW N, U	310	95	94	93	92	91	90	89	88	87	86	85
Taxiways November, Uniform	TW N, U	312	98	97	96	95	94	93	92	91	90	89	88
Taxiways November, Uniform	TW N, U	315	95	94	93	92	91	90	89	88	87	86	85
Taxiways November, Uniform	TW N, U	390	91	90	89	88	87	86	85	84	83	82	81
Taxiway Papa	TW P	640	64	63	62	61	60	59	58	58	57	56	55
Taxiway Papa	TW P	641	85	84	83	82	81	80	79	78	77	76	76

Buonch Nome	Duonah ID	Section	Current	PCI Forecast										
Branch Name	Branch ID	ID	PCI	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
Taxiway Papa	TW P	650	97	96	95	94	93	92	91	90	89	88	87	
Taxiway Papa	TW P	655	95	94	93	92	91	90	89	88	87	86	85	
Taxiway Quebec	TW Q	560	87	86	85	84	83	82	81	80	79	78	77	
Taxiways Sierra & Tango	TW S, T	1280	54	53	52	51	50	49	49	48	47	46	45	
Taxiways Sierra & Tango	TW S, T	1285	82	81	80	79	78	77	76	75	74	73	73	
Taxiways Sierra & Tango	TW S, T	1290	91	90	89	88	87	86	85	84	83	82	81	

APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
GA Apron	AP GA	5115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	596.40	SqFt	\$0.40	\$238.57
GA Apron	AP GA	5110	OIL SPILLAGE	Ν	Patching - AC Shallow	242.10	SqFt	\$2.90	\$702.22
GA Apron	AP GA	5110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	70,734.30	SqFt	\$0.40	\$28,293.94
GA Apron	AP GA	5110	WEATH/RAVEL	М	Surface Seal - Coat Tar	3213.1	SqFt	\$0.40	\$1,285.25
GA Apron	AP GA	5105	OIL SPILLAGE	Ν	Patching - AC Shallow	843.2	SqFt	\$2.90	\$2,445.29
GA Apron	AP GA	5105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1292.3	SqFt	\$0.40	\$516.92
Terminal Apron	AP TERM	4445	SMALL PATCH	М	Patching - PCC Partial Depth	16.8	SqFt	\$19.06	\$320.56
Terminal Apron	AP TERM	4445	JOINT SPALL	М	Patching - PCC Partial Depth	363.3	SqFt	\$19.06	\$6,924.15
Terminal Apron	AP TERM	4425	JOINT SPALL	М	Patching - PCC Partial Depth	56.10	SqFt	\$19.06	\$1,069.94
Terminal Apron	AP TERM	4310	JOINT SPALL	М	Patching - PCC Partial Depth	38.40	SqFt	\$19.06	\$732.42
Taxiways within Aprons	TW AP	2774	JOINT SPALL	М	Patching - PCC Partial Depth	29.10	SqFt	\$19.06	\$553.93
Taxiways within Aprons	TW AP	2774	CORNER SPALL	М	Patching - PCC Partial Depth	6.10	SqFt	\$19.06	\$115.40
Taxiway Charlie	TW C	1480	JOINT SPALL	М	Patching - PCC Partial Depth	9.3	SqFt	\$19.06	\$177.81
Taxiways Sierra, Tango	TW S, T	1285	JOINT SPALL	М	Patching - PCC Partial Depth	19.10	SqFt	\$19.06	\$363.61
Taxiway Golf	TW G	1060	JOINT SPALL	М	Patching - PCC Partial Depth	45.20	SqFt	\$19.06	\$861.67
Taxiway Golf	TW G	1045	WEATH/RAVEL	L	Surface Seal - Rejuvenating	105.00	SqFt	\$0.40	\$42.00
Taxiway Golf	TW G	1032	WEATH/RAVEL	L	Surface Seal - Rejuvenating	39,115.70	SqFt	\$0.40	\$15,646.40
Taxiways within Aprons	TW AP	910	WEATH/RAVEL	М	Surface Seal - Coat Tar	148.6	SqFt	\$0.40	\$59.42
Taxiways within Aprons	TW AP	910	L & T CR	М	Crack Sealing - AC	743.00	Ft	\$2.25	\$1,671.71
Taxiways within Aprons	TW AP	910	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4345.3	SqFt	\$0.40	\$1,738.13
Taxiway Bravo	TW B	890	LINEAR CR	М	Crack Sealing - PCC	28.80	Ft	\$4.24	\$121.90
Taxiway Bravo	TW B	890	JOINT SPALL	М	Patching - PCC Partial Depth	14.90	SqFt	\$19.06	\$283.12
Taxiway Juliet	TW J	760	JOINT SPALL	М	Patching - PCC Partial Depth	21.50	SqFt	\$19.06	\$410.32

Table E-1: Year 1 Maintenance Activities Table

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiways Hotel, Romeo	TW H, R	570	JOINT SPALL	М	Patching - PCC Partial Depth	22.90	SqFt	\$19.06	\$436.43
Taxiways Hotel, Romeo	TW H, R	550	JOINT SPALL	М	Patching - PCC Partial Depth	33.70	SqFt	\$19.06	\$642.41
Taxiways November, Uniform	TW N, U	310	JOINT SPALL	М	Patching - PCC Partial Depth	45.20	SqFt	\$19.06	\$861.67
Taxiway Lima	TW L	215	JOINT SPALL	М	Patching - PCC Partial Depth	15.10	SqFt	\$19.06	\$287.22
Taxiway Lima	TW L	210	JOINT SPALL	М	Patching - PCC Partial Depth	20.7	SqFt	\$19.06	\$393.91
Taxiway Alpha	TW A	110	JOINT SPALL	М	Patching - PCC Partial Depth	26.40	SqFt	\$19.06	\$504.11
Taxiway Alpha	TW A	105	JOINT SPALL	М	Patching - PCC Partial Depth	31.40	SqFt	\$19.06	\$597.90
								Total =	\$68,298.33

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

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	Terminal Apron	4430	PCC	361,365	\$1,119,508.30	64	PCC Restoration	100
2012	GA Apron	4205	AC	76,140	\$453,641.85	56	Mill and Overlay	100
2012	Cargo And Air Cargo Aprons	4135	PCC	32,380	\$136,967.29	60	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4125	PCC	70,500	\$602,774.79	47	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4120	PCC	227,020	\$703,307.67	64	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4115	AC	22,360	\$466,876.69	30	Reconstruction	100
2012	Cargo And Air Cargo Aprons	4110	AC	27,040	\$297,872.53	38	Reconstruction	100
2012	Taxiways within Aprons	2775	PCC	38,595	\$329,987.14	45	PCC Restoration	100
2012	Taxiways within Aprons	2715	AC	8,530	\$72,931.47	40	Mill and Overlay	100
2012	Taxiways Sierra, Tango	1280	PCC	86,930	\$630,589.97	53	PCC Restoration	100
2012	Taxiway Foxtrot	1155	AC	98,960	\$846,107.71	50	Mill and Overlay	100
2012	Taxiway Foxtrot	1150	PCC	18,725	\$95,385.08	58	PCC Restoration	100
2012	Taxiway Golf	1040	AC	12,185	\$104,181.71	42	Mill and Overlay	100
2012	Taxiway Golf	1035	AC	7,930	\$67,801.48	45	Mill and Overlay	100
2012	Taxiway Golf	1030	AC	35,020	\$299,420.90	50	Mill and Overlay	100
2012	Taxiway Juliet	750	PCC	21,670	\$79,398.82	62	PCC Restoration	100
2012	Taxiway Papa	640	PCC	60,825	\$205,649.21	63	PCC Restoration	100
2014	Taxiway Juliet	755	PCC	13,125	\$43,137.50	64	PCC Restoration	100
2015	Taxiway Golf	1032	AC	44,450	\$150,475.11	64	Mill and Overlay	100
2018	GA Apron	5110	AC	257,675	\$1,040,256.81	63	Mill and Overlay	100
2018	Taxiways within Aprons	2720	AC	10,050	\$37,176.68	64	Mill and Overlay	100
2018	Taxiway Bravo	890	PCC	16,350	\$60,481.47	64	PCC Restoration	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
2018	Taxiway Lima	215	PCC	19,695	\$72,855.20	64	PCC Restoration	100
2020	Terminal Apron	4445	PCC	312,670	\$1,227,058.43	64	PCC Restoration	100
2020	Taxiway Juliet	760	PCC	21,750	\$85,356.83	64	PCC Restoration	100
2021	GA Apron	5115	AC	28,390	\$114,757.65	64	PCC Restoration	100
				Total	\$9,343,958.29	55		100

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



APPENDIX H

PHOTOGRAPHS



Terminal Apron, Section 4445, Sample Unit 92 – Low severity (66) Patching, low and medium severity (70) Map Cracking, (73) Shrinkage Cracking, low severity (74) Joint Spalling, low severity (75) Corner Spalling



Terminal Apron, Section 4445, Sample Unit 92 - Medium severity (70) Map Cracking



Terminal Apron, Section 4310, Sample Unit 102 - Medium severity (74) Joint Spalling



Terminal Apron, Section 4125, Sample Unit 201 - Low severity (66) Patch, low severity (70) Map Cracking



Cargo Apron 2, Section 4135, Sample Unit 451 – Low severity (63) Longitudinal, Transverse and Diagonal Cracking, low severity (70) Map Cracking, (73) Shrinkage Cracking, low severity (74) Joint Spalling, low severity (74) Corner Spalling



Cargo Apron 2, Section 4115, Sample Unit 100 – Low severity (43) Block Cracking, low and medium severity (45) Depressions, medium severity (52) Weathering and Raveling



Cargo Apron 2, Section 4115, Sample Unit 100 – Low severity (43) Block Cracking, low and medium severity (45) Depressions, medium severity (52) Weathering and Raveling



GA Apron, Section 5110, Sample Unit 507 – Low severity (48) Longitudinal and Transverse Cracking, low severity (52) Weathering and Raveling



Taxiway November, Section 305, Sample Unit 141 - Low severity (66) Patch, low severity (74) Joint Spalling



Taxiway Juliet, Section 745, Sample Unit 101 – Low severity (63) Longitudinal, Transverse and Diagonal Cracking, low severity (72) Shattered Slab



Taxiway Foxtrot, Section 1155, Sample Unit 111 – Low severity (43) Block Cracking, low and medium severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, low severity (52) Weathering and Raveling, low severity (56) Swelling



Runway 7-25, Section 6105, Sample Unit 308 - (68) Popouts



Runway 13-31, Section 6210, Sample Unit 324 - Low severity (74) Joint Spalling, low severity (75) Corner Spalling



Runway 13-31, Section 6210, Sample Unit 324 - Low severity (74) Joint Spalling, low severity (75) Corner Spalling
APPENDIX I

PCI RE-INSPECTION REPORT

Network: JAX	Name: JACKSONVILLE INTI	ERNATIONAL AIRI	PORT			
Branch: AP CARGO	Name: CARGO AND AIR CA	RGO APRON	Use: APR	RON	Area: 87	3,430.00SqFt
Section: 4105 of Surface: PCC Area: 296,070.00SqFt Shoulder: Street Typ Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 695.00F De: Grade: 0.00	Zone St Wid Lanes: 0	To: - Catego dth: 426.00F	ory: ït	Rank: P	Last Const.: 1/1/1989
Last Insp. Date4/25/2011 Conditions: PCI:85.00 Inspection Comments:	Total Samples: 24 S	Surveyed: 3				
Sample Number: 101	Type: R	Area:	20.00Slabs		PCI = 89	
Sample Comments:		Ŧ	0 00		0	
66 SMALL PATCH		L	1.00	Slabs	Comments:	
Sample Number: 205	Type: R	Area:	16.00Slabs		PCI = 79	
70 SCALING/CRAZING		L	2.00	Slabs	Comments:	
74 JOINT SPALLING		\mathbf{L}	5.00	Slabs	Comments:	
66 SMALL PATCH		\mathbf{L}	1.00	Slabs	Comments:	
63 LINEAR CRACKING	3	L	2.00	Slabs	Comments:	
Sample Number: 402 Sample Comments:	Туре: к	Area:	25.00Slabs		PCI = 86	
74 JOINT SPALLING		L	19.00	Slabs	Comments:	
66 SMALL PATCH		\mathbf{L}	1.00	Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTERN	NATIONAL AIR	PORT		
Branch: AP CARGO Name: CARGO AND AIR CARG	O APRON	Use: APR	ON Area:	873,430.00SqFt
Section:4110of7From: -Surface:ACFamily:FDOT-PR-AP-ACArea:27,040.00SqFtLength:260.00FtShoulder:Street Type:Grade:0.00Section Comments:	Zor Wi Lanes: 0	To: - ne: Catego adth: 104.00Ft	ory: Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Total Samples: 6 Surr Conditions: PCI:39.00 Inspection Comments:	veyed: 1			
Sample Number: 201 Type: R Sample Comments:	Area:	5,200.00SqFt	PCI = 39	
50 PATCHING	L	12.00 \$	SqFt Comment	s:
52 WEATHERING/RAVELING	\mathbf{L}	3,119.97 §	SqFt Comment	s:
52 WEATHERING/RAVELING	М	2,079.98 \$	SqFt Comment	s:
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	76.02 E	Ft Comment	s:
43 BLOCK CRACKING	L	3,199.97 S	SqFt Comment	s:

Network: JAX	Name: JACKSONVILLE IN	TERNATIONAL AIR	PORT			
Branch: AP CARGO	Name: CARGO AND AIR C	CARGO APRON	Use: AP	RON	Area:	873,430.00SqFt
Section: 4115 Surface: AC Area: 22,360.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-AP-A0 Length: 215.0 ype: Grade: 0.00	C Zor 0Ft Wi Lanes: 0	To: - Categ dth: 104.003	g ory: Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Conditions: PCI:30.00 Inspection Comments:	Total Samples: 4	Surveyed: 1				
Sample Number: 100 Sample Comments:	Type: R	Area:	5,980.00SqFt		PCI = 30	
52 WEATHERING/RAV	'ELING	М	5,979.95	SqFt	Comments	:
43 BLOCK CRACKING	1	L	5,979.95	SqFt	Comments	:
45 DEPRESSION		М	16.00	SqFt	Comments	:
45 DEPRESSION		\mathbf{L}	32.00	SqFt	Comments	:

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPO	RT		
Branch: AP CARGO	Name: CARGO AND AIR CARC	GO APRON	Use: APRON	Area: 87	73,430.00SqFt
Section: 4118 Surface: PCC Area: 198,060.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 429.00Ft pe: Grade: 0.00	Zone: Width Lanes: 0	To: - Category: 1: 425.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/25/2011 Conditions: PCI:89.00 Inspection Comments:	Total Samples: 9 Sur	veyed: 2			
Sample Number: 102	Type: R	Area:	16.00Slabs	PCI = 86	
74 JOINT SPALLING		L	3.00 Slabs	Comments:	
70 SCALING/CRAZIN	G	L	4.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	
Sample Number: 300 Sample Comments:	Туре: к	Area:	48.00Slabs	PCI = 90	
70 SCALING/CRAZIN	G	L	11.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	
74 JOINT SPALLING		L	2.00 Slabs	Comments:	

Network: JAX Nat	me: JACKSONVILLE INTER	RNATIONAL AIRI	PORT			
Branch: AP CARGO Nat	me: CARGO AND AIR CAR	GO APRON	Use: AP	RON	Area: 873	3,430.00SqFt
Section: 4120 of Surface: PCC F Area: 227,020.00SqFt Shoulder: Street Type: Section Comments:	7 From: - Family: FDOT-PR-PCC Length: 675.00Ft Grade: 0.00	Zone Wie Lanes: 0	To: - Categ Ith: 335.00F	ory: ^{Ft}	Rank: P	Last Const.: 1/1/1981
Last Insp. Date4/25/2011 To Conditions: PCI:65.00 Inspection Comments:	tal Samples: 20 Su	rveyed: 3				
Sample Number: 301	Туре: к	Area:	25.00Slabs		PCI = 88	
74 JOINT SDALLING		т.	7 00	Glabe	Commente	
75 CORNER SPALLING		Т.	2 00	Slabs	Comments:	
66 SMALL PATCH		L	3.00	Slabs	Comments:	
Sample Number: 303 Sample Comments:	Туре: R	Area:	25.00Slabs		PCI = 71	
70 SCALING/CRAZING		\mathbf{L}	9.00	Slabs	Comments:	
73 SHRINKAGE CRACKIN	IG	N	5.00	Slabs	Comments:	
74 JOINT SPALLING		М	5.00	Slabs	Comments:	
74 JOINT SPALLING		L	5.00	Slabs	Comments:	
66 SMALL PATCH		Ц	4.00	Slabs	Comments:	
Sample Number: 405 Sample Comments:	Type: R	Area:	25.00Slabs		PCI = 36	
65 JOINT SEAL DAMAGE	3	${\tt L}$	25.00	Slabs	Comments:	
70 SCALING/CRAZING		L	20.00	Slabs	Comments:	
73 SHRINKAGE CRACKIN	IG	N	13.00	Slabs	Comments:	
74 JOINT SPALLING		\mathbf{L}	17.00	Slabs	Comments:	
62 CORNER BREAK		М	1.00	Slabs	Comments:	
66 SMALL PATCH		${ m L}$	10.00	Slabs	Comments:	
63 LINEAR CRACKING		М	7.00	Slabs	Comments:	
70 SCALING/CRAZING		M	2.00	Slabs	Comments:	
74 JOINT SPALLING		М	1.00	Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTER	NATIONAL AIRPO	RT		
Branch: AP CARGO Name: CARGO AND AIR CARG	GO APRON	Use: APRON	Area:	873,430.00SqFt
Section:4125of7From: -Surface:PCCFamily:FDOT-PR-PCCArea:70,500.00SqFtLength:300.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width Lanes: 0	To: - Category: 235.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Total Samples: 6 Sur Conditions: PCI:48.00 Inspection Comments:	rveyed: 1			
Sample Number: 201 Type: R Sample Comments:	Area:	25.00Slabs	PCI = 48	
74 JOINT SPALLING	L	10.00 Sla	bs Comments	3:
66 SMALL PATCH	L	17.00 Sla	bs Comments	3:
70 SCALING/CRAZING	\mathbf{L}	20.00 Sla	bs Comments	3:
74 JOINT SPALLING	М	2.00 Sla	bs Comments	3:
72 SHATTERED SLAB	L	1.00 Sla	bs Comments	3:
67 LARGE PATCH/UTILITY	L	2.00 Sla	bs Comments	3:
63 LINEAR CRACKING	M	1.00 Sla	bs Comments	3:
75 CORNER SPALLING 65 JOINT SEAL DAMAGE	L L	5.00 Sla 25.00 Sla	bs Comments bs Comments	3:

Network: JAX	Name: JACKSONVILLE IN	TERNATIONAL AIRP	ORT		
Branch: AP CARGO	Name: CARGO AND AIR C	ARGO APRON	Use: APRON	Area:	873,430.00SqFt
Section: 4135 Surface: PCC Area: 32,380.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 265.00 pe: Grade: 0.00	Zone DFt Wid Lanes: 0	To: - Category: th: 120.00Ft	: Rank: P	Last Const.: 5/1/2007
Last Insp. Date4/25/2011 Conditions: PCI:61.00 Inspection Comments:	Total Samples: 7	Surveyed: 2			
Sample Number: 250	Type: R	Area:	15.00Slabs	PCI = 85	
Sample Comments:					
65 JOINT SEAL DAM	AGE	L	15.00 Sla	abs Comment	s:
70 SCALING/CRAZIN	G	L	8.00 Sla	abs Comment	28:
Sample Number: 451 Sample Comments:	Type: R	Area:	24.00Slabs	PCI = 45	
65 JOINT SEAL DAM	AGE	\mathbf{L}	24.00 Sla	abs Comment	s:
67 LARGE PATCH/UT	ILITY	М	1.00 Sla	abs Comment	s:
73 SHRINKAGE CRAC	KING	N	7.00 Sla	abs Comment	s:
72 SHATTERED SLAB		\mathbf{L}	1.00 Sla	abs Comment	s:
66 SMALL PATCH		М	1.00 Sla	abs Comment	s:
66 SMALL PATCH		\mathbf{L}	3.00 Sla	abs Comment	s:
70 SCALING/CRAZIN	G	\mathbf{L}	9.00 Sla	abs Comment	s:
74 JOINT SPALLING		\mathbf{L}	10.00 Sla	abs Comment	s:
75 CORNER SPALLIN	G	\mathbf{L}	3.00 Sla	abs Comment	s:
63 LINEAR CRACKIN	G	\mathbf{L}	7.00 Sla	abs Comment	s:
70 SCALING/CRAZIN	G	М	1.00 Sla	abs Comment	s:
62 CORNER BREAK		\mathbf{L}	2.00 Sla	abs Comment	s:
74 JOINT SPALLING		М	1.00 Sla	abs Comment	s:

Network: JAX Name: JACKSONVILLE INTER	RNATIONAL AIR	PORT		
Branch: AP GA Name: GA APRON		Use: APRON	Area: 4	57,425.00SqFt
Section:4205of4From: -Surface:ACFamily:FDOT-PR-AP-ACArea:76,140.00SqFtLength:282.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zon Wi Lanes: 0	To: - Category: dth: 270.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Total Samples: 15 Su Conditions: PCI:58.00 Inspection Comments:	irveyed: 2			
Sample Number: 100 Type: R Sample Comments:	Area:	6,000.00SqFt	PCI = 53	
43 BLOCK CRACKING	L	1,499.99 SqFt	Comments:	
52 WEATHERING/RAVELING	L	5,999.95 SqFt	Comments:	
50 PATCHING	М	450.00 SqFt	Comments:	
50 PATCHING	L	4.00 SqFt	Comments:	
Sample Number: 203 Type: R Sample Comments:	Area:	6,000.00SqFt	PCI = 62	
52 WEATHERING/RAVELING	\mathbf{L}	5,999.95 SqFt	Comments:	
43 BLOCK CRACKING	\mathbf{L}	959.99 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	212.05 Ft	Comments:	
50 PATCHING	L	1.00 SqFt	Comments:	

Network: JAX Nar	ne: JACKSONVILLE INTERN	ATIONAL A	IRPORT			
Branch: AP GA Nar	ne: GA APRON		Use: AF	PRON	Area: 457,4	25.00SqFt
Section: 5105 of Surface: AC F Area: 95,220.00SqFt Shoulder: Street Type: Section Comments:	4 From: - amily: FDOT-PR-AP-AC Length: 420.00Ft Grade: 0.00	Zo V Lanes: 0	To: - one: Categ Vidth: 225.00	gory: Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/25/2011 To Conditions: PCI:90.00 Inspection Comments:	tal Samples: 18 Surv	veyed: 3				
Sample Number: 89	Туре: к	Area:	5,747.00SqFt		PCI = 91	
48 LONGITUDINAL/TRAN	SVERSE CRACKING	\mathbf{L}	59.02	Ft	Comments:	
52 WEATHERING/RAVELI	NG	L	100.00	SqFt	Comments:	
Sample Number: 198 Sample Comments:	Туре: R	Area:	5,600.00SqFt		PCI = 89	
48 LONGITUDINAL/TRAN	SVERSE CRACKING	L	6.00	Ft	Comments:	
52 WEATHERING/RAVELI	NG	L	100.00	SqFt	Comments:	
49 OIL SPILLAGE		N	40.00	SqFt	Comments:	
49 OIL SPILLAGE		N	20.00	SqFt	Comments:	
49 OIL SPILLAGE		N	40.00	Sdrt	Comments:	
Sample Number: 499 Sample Comments:	Туре: к	Area:	5,600.00SqFt		PCI = 90	
48 LONGITUDINAL/TRAN	SVERSE CRACKING	\mathbf{L}	50.01	Ft	Comments:	
52 WEATHERING/RAVELI	NG	\mathbf{L}	30.00	SqFt	Comments:	
49 OIL SPILLAGE		N	30.00	SqFt	Comments:	

Network: JAX Name: JACKSONVILLE INTE	RNATIONAL AIR	PORT		
Branch: AP GA Name: GA APRON		Use: APRON	Area: 45	7,425.00SqFt
Section:5110of4From: -Surface:ACFamily:FDOT-PR-AP-ACArea:257,675.00SqFtLength:925.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zon Wi Lanes: 0	To: - e: Category: dth: 280.00Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/25/2011 Total Samples: 45 Su Conditions: PCI:76.00 Inspection Comments:	rveyed: 5			
Sample Number: 108 Type: R	Area:	5,668.00SqFt	PCI = 71	
 Sample Comments: 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 52 WEATHERING/RAVELING 50 PATCHING 	L L M L	360.00 SqFt 40.01 Ft 105.00 SqFt 350.00 SqFt 28.00 SqFt	Comments: Comments: Comments: Comments: Comments:	
Sample Number: 200 Type: R Sample Comments:	Area:	5,600.00SqFt	PCI = 77	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING	L L	378.10 Ft 1,679.99 SqFt	Comments: Comments:	
Sample Number: 305 Type: R Sample Comments:	Area:	5,600.00SqFt	PCI = 79	
48 LONGITUDINAL/TRANSVERSE CRACKING48 LONGITUDINAL/TRANSVERSE CRACKING52 WEATHERING/RAVELING	L L L	200.05 Ft 12.00 Ft 1,679.99 SqFt	Comments: Comments: Comments:	
Sample Number: 402 Type: R Sample Comments:	Area:	5,600.00SqFt	PCI = 76	
 48 LONGITUDINAL/TRANSVERSE CRACKING 48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 49 OIL SPILLAGE 	L L L N	280.07 Ft 20.01 Ft 1,679.99 SqFt 20.00 SqFt	Comments: Comments: Comments: Comments:	
Sample Number: 507 Type: R Sample Comments:	Area:	5,600.00SqFt	PCI = 77	
<pre>48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING</pre>	L L	203.05 Ft 2,199.98 SqFt	Comments: Comments:	

Network: JAX Name: JACKSONVILLE INTERI	NATIONAL AIRPO	DRT		
Branch: AP GA Name: GA APRON		Use: APRON	Area: 457	7,425.00SqFt
Section:5115of4From: -Surface:ACFamily:FDOT-PR-AP-ACArea:28,390.00SqFtLength:165.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Widt Lanes: 0	To: - Category: h: 170.00Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/25/2011 Total Samples: 7 Sur Conditions: PCI:84.00 Inspection Comments:	veyed: 2			
Sample Number: 409 Type: R	Area: 5	,600.00SqFt	PCI = 79	
43 BLOCK CRACKING	T,	45.00 Saft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
43 BLOCK CRACKING	\mathbf{L}	30.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	152.04 Ft	Comments:	
56 SWELLING	L	60.00 SqFt	Comments:	
Sample Number: 510 Type: R Sample Comments:	Area: 3	,920.00SqFt	PCI = 92	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Network: JAX	Name: JACKSONVILLE INTE	ERNATIONAL AIRPO	RT		
Branch: AP HOLD	Name: HOLDING APRON BE	TWEEN RWS	Use: APRON	Area:	150,030.00SqFt
Section: 4405 Surface: PCC Area: 150,030.00SqFt Shoulder: Street Ty Section Comments:	of 1 From: - Family: FDOT-PR-PCC Length: 533.00F pe: Grade: 0.00	Zone: t Width Lanes: 0	To: - Category: 281.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 24 S	urveyed: 2			
Sample Number: 301	Туре: R	Area:	20.00Slabs	PCI = 94	
74 JOINT SPALLING		L	2.00 Slabs	Comments	3:
66 SMALL PATCH		L	2.00 Slabs	Comments	5:
75 CORNER SPALLIN	G	L	1.00 Slabs	Comments	3:
Sample Number: 307 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 97	
66 [°] SMALL PATCH		L	1.00 Slabs	Comments	3:
70 SCALING/CRAZIN	G	L	1.00 Slabs	Comments	5:

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPOR	T		
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area: 2,8	828,350.00SqFt
Section: 4305 Surface: PCC Area: 37,525.00SqFt Shoulder: Street Ty Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 210.00Ft rpe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 180.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:83.00 Inspection Comments:	Total Samples: 3 Sur	veyed: 1			
Sample Number: 101 Sample Comments: 70 SCALING/CRAZIN 74 JOINT SPALLING	Type: R G	Area: L L	15.00Slabs 7.00 Slabs 5.00 Slabs	PCI = 83 Comments Comments	:

Network: JAX	Name: JACKSONVILLE I	NTERNATIONAL AIRPO	RT			
Branch: AP TERM	Name: TERMINAL APRO	N	Use: APR	ON	Area: 2,828	,350.00SqFt
Section: 4310 G Surface: PCC Area: 148,645.00SqFt Shoulder: Street Ty Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 580. pe: Grade: 0.00	Zone: 00Ft Width Lanes: 0	To: - Catego 1: 250.00Ft	ry:	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:75.00 Inspection Comments:	Total Samples: 12	Surveyed: 2				
Sample Number: 102	Type: R	Area:	20.00Slabs		PCI = 66	
Sample Comments:	a	т	14 00 0	ilaba	Commontai	
70 SCALING/CRAZING	J	Li T.	8 00 9	laba	Comments:	
66 SMALL PATCH		т.	1 00 5	Slabs	Comments:	
73 SHRINKAGE CRAC	KING	N	3.00 5	Slabs	Comments:	
75 CORNER SPALLIN	G	L	1.00 5	Slabs	Comments:	
62 CORNER BREAK		L	1.00 5	Slabs	Comments:	
74 JOINT SPALLING		М	1.00 5	Slabs	Comments:	
65 JOINT SEAL DAM	AGE	L	20.00 \$	Slabs	Comments:	
Sample Number: 204 Sample Comments:	Type: R	Area:	20.00Slabs		PCI = 85	
74 JOINT SPALLING		L	10.00 5	Slabs	Comments:	
70 SCALING/CRAZIN	G	${ m L}$	2.00 5	Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL AIRPOR	Т		
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area:	2,828,350.00SqFt
Section: 4315 Surface: PCC Area: 151,145.00SqFt Shoulder: Street Ty Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 570.00Ft /pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 250.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:78.00 Inspection Comments:	Total Samples: 12 Sur	veyed: 2			
Sample Number: 102	Type: R	Area:	20.00Slabs	PCI = 71	
70 SCALING/CRAZIN	IG	т.	11 00 Sla	abs Comment	g :
73 SHRINKAGE CRAC	KING	N	7.00 Sla	abs Comment	s:
74 JOINT SPALLING	}	L	8.00 Sla	abs Comment	s:
66 SMALL PATCH		L	1.00 Sla	abs Comment	s:
62 CORNER BREAK		L	1.00 Sla	abs Comment	s:
75 CORNER SPALLIN	IG	L	1.00 Sla	abs Comment	s:
Sample Number: 204	Туре: к	Area:	20.00Slabs	PCI = 86	
70 SCALING/CRAZIN	IG	L	6.00 Sla	abs Comment	s:
74 JOINT SPALLING	ł	L	2.00 Sla	abs Comment	s:
66 SMALL PATCH		L	1.00 Sla	abs Comment	s:
73 SHRINKAGE CRAC	KING	N	1.00 Sla	abs Comment	s:

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPORT			
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area: 2,828	350.00SqFt
Section: 4410 of Surface: PCC Area: 95,565.00SqFt Shoulder: Street Typ Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 642.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 150.00Ft	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 Conditions: PCI:97.00 Inspection Comments:	Total Samples: 14 Su	irveyed: 2			
Sample Number: 108 Sample Comments: 66 SMALL PATCH 70 SCALING/CRAZING	Type: R	Area: 2 L L	0.00Slabs 1.00 Slabs 2.00 Slabs	PCI = 95 Comments: Comments:	
Sample Number: 205 Sample Comments: 75 CORNER SPALLING	Туре: к G	Area: 2 L	0.00Slabs 1.00 Slabs	PCI = 98 Comments:	

Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL AIRPORT			
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area:	2,828,350.00SqFt
Section: 4412 Surface: PCC Area: 22,735.00SqFt Shoulder: Street T Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 125.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 105.00Ft	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 Conditions: PCI:100.00 Inspection Comments:	Total Samples: 3 Sur	veyed: 1			
Sample Number: 207 Sample Comments: <no distresses=""></no>	Туре: к	Area: 25.0	0Slabs	PCI = 100	

Jetwork: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT							
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area:	2,828,350.00SqFt		
Section: 4415 G Surface: PCC Area: 102,560.00SqFt Shoulder: Street Ty Section Comments: Last Insp. Date4/25/2011 Conditions: PCI:99.00 Inspection Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 360.00Ft pe: Grade: 0.00 Total Samples: 14 Sur	Zone: Width: Lanes: 0 veyed: 2	To: - Category: : 285.00Ft	Rank: P	Last Const.: 12/11/200		
Sample Number: 200 Sample Comments: 75 CORNER SPALLING	Type: R G	Area:	17.00Slabs	PCI = 98 Comment	s:		
Sample Number: 401 Sample Comments: <no distresses=""></no>	Туре: R	Area:	23.00Slabs	PCI = 100			

Network: JAX	Name: JACKSONVILLE INTERN	ATIONAL AIRPOR	Т		
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area: 2,828,	350.00SqFt
Section: 4420 G Surface: PCC Area: 205,740.00SqFt Shoulder: Street Ty Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 660.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 310.00Ft	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 Conditions: PCI:99.00 Inspection Comments:	Total Samples: 20 Surv	veyed: 4			
Sample Number: 201	Туре: к	Area:	25.00Slabs	PCI = 98	
Sample Comments: 66 SMALL PATCH 75 CORNER SPALLING	G	L L	2.00 Slabs 1.00 Slabs	Comments: Comments:	
Sample Number: 302	Туре: к	Area:	16.00Slabs	PCI = 99	
Sample Comments: 66 SMALL PATCH		L	1.00 Slabs	Comments:	
Sample Number: 500	Туре: к	Area:	20.00Slabs	PCI = 99	
Sample Comments: 66 SMALL PATCH		L	2.00 Slabs	Comments:	
Sample Number: 602 Sample Comments:	Туре: к	Area:	16.00Slabs	PCI = 99	

Network: JAX N	ame: JACKSONVILLE INTERI	NATIONAL	AIRPOR	Т			
Branch: AP TERM N	ame: TERMINAL APRON			Use: APRO	N	Area:	2,828,350.00SqFt
Section: 4425 of Surface: PCC Area: 643,220.00SqFt Shoulder: Street Type Section Comments:	12 From: - Family: FDOT-PR-PCC Length: 1,020.00Ft : Grade: 0.00	Lanes:	Zone: Width: 0	To: - Category 630.00Ft	y:]	Rank: P	Last Const.: 12/11/200'
Last Insp. Date4/25/2011 T Conditions: PCI:97.00 Inspection Comments:	Total Samples: 94 Sur	veyed: 9					
Sample Number: 458 Sample Comments:	Туре: к	Area:		20.00Slabs	_	PCI = 99	
66 SMALL PATCH			L	1.00 S1	labs	Comment	ts:
Sample Number: 511 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 97	
74 JOINT SPALLING 66 SMALL PATCH			L L	1.00 Sl 2.00 Sl	labs labs	Comment	5: 5:
Sample Number: 555 Sample Comments:	Туре: к	Area:		20.00Slabs		PCI = 99	
66 SMALL PATCH			L	1.00 Sl	labs	Comment	ts:
Sample Number: 558 Sample Comments:	Туре: к	Area:		20.00Slabs		PCI = 88	
75 CORNER SPALLING			L т.	2.00 Sl 2 00 Sl	labs	Comment	:s: -s:
74 JOINT SPALLING			M	1.00 Sl	labs	Comment	55:
Sample Number: 602 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 97	
66 SMALL PATCH			L	2.00 Sl	labs	Comment	ts:
74 JOINT SPALLING			Ц	1.00 SI	Labs	Comment	55:
Sample Number: 610 Sample Comments:	Туре: R	Area:		20.00Slabs		PCI = 97	
67 LARGE PATCH/UTII	JTY		L	1.00 Sl	labs	Comment	ts:
Sample Number: 704 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 97	
66 SMALL PATCH			L	2.00 Sl	labs	Comment	cs:
74 JOINT SPALLING			L	1.00 S1	labs	Comment	ts:
Sample Number: 759 Sample Comments: <no distresses=""></no>	Type: R	Area:		20.00S1abs		PCI = 100	
Sample Number: 811 Sample Comments:	Туре: к	Area:		25.00Slabs		PCI = 97	
74 JOINT SPALLING 66 SMALL PATCH			L L	2.00 Sl 1.00 Sl	labs labs	Comment Comment	58: 58:

Network: JAX Nat	me: JACKSONVILLE INTERN	ATIONAL AIRI	PORT			
Branch: AP TERM Nai	me: TERMINAL APRON		Use: AP	RON	Area: 2,8	828,350.00SqFt
Section: 4430 of Surface: PCC F Area: 361,365.00SqFt Shoulder: Street Type: Section Comments:	12 From: - Family: FDOT-PR-PCC Length: 820.00Ft Grade: 0.00	Zon Wie Lanes: 0	To: - e: Categ dth: 440.001	ory: ^F t	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 To Conditions: PCI:65.00 Inspection Comments:	tal Samples: 38 Surv	veyed: 4				
Sample Number: 302 Sample Comments:	Туре: к	Area:	20.00Slabs		PCI = 72	
 74 JOINT SPALLING 70 SCALING/CRAZING 66 SMALL PATCH 75 CORNER SPALLING 73 SHRINKAGE CRACKING 	īG	L L L N	17.00 6.00 4.00 6.00 1.00	Slabs Slabs Slabs Slabs Slabs	Comments Comments Comments Comments Comments	: : : :
Sample Number: 405 Sample Comments:	Туре: R	Area:	20.00Slabs		PCI = 58	
65 JOINT SEAL DAMAGE 75 CORNER SPALLING 66 SMALL PATCH 74 JOINT SPALLING 75 CORNER SPALLING 74 JOINT SPALLING 70 SCALING/CRAZING 67 LARGE PATCH/UTILI 73 SHRINKAGE CRACKIN Sample Number: 505	TY IG Type: R	L L M M L L L N Area:	20.00 5.00 7.00 2.00 1.00 12.00 7.00 1.00 1.00 20.00Slabs	Slabs Slabs Slabs Slabs Slabs Slabs Slabs Slabs	Comments Comments Comments Comments Comments Comments Comments PCI = 59	: : : : : :
 Sample Comments: 70 SCALING/CRAZING 75 CORNER SPALLING 66 SMALL PATCH 73 SHRINKAGE CRACKIN 74 JOINT SPALLING 74 JOINT SPALLING 	īG	L L N L M	13.00 7.00 2.00 1.00 11.00 7.00	Slabs Slabs Slabs Slabs Slabs Slabs	Comments Comments Comments Comments Comments	: : : :
Sample Number: 604 Sample Comments: 74 JOINT SPALLING 70 SCALING/CRAZING 75 CORNER SPALLING	Туре: R	Area: L L L	20.00Slabs 17.00 19.00 2.00	Slabs Slabs Slabs	PCI = 72 Comments Comments Comments	:

Network: JAX Nam	e: JACKSONVILLE INTERN	ATIONAI	L AIRPOR	Г			
Branch: AP TERM Nam	e: TERMINAL APRON			Use: AF	PRON	Area:	2,828,350.00SqFt
Section: 4435 of Surface: PCC Fa Area: 625,550.00SqFt Shoulder: Street Type: Section Comments:	12 From: - mily: FDOT-PR-PCC Length: 1,040.00Ft Grade: 0.00	Lanes:	Zone: Width:	To: - Categ 600.00	gory: Ft	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 Tota Conditions: PCI:95.00 Inspection Comments:	al Samples: 92 Surv	eyed: 1	10				
Sample Number: 507 Sample Comments:	Туре: R	Area:	2	20.00Slabs		PCI = 89	
74 JOINT SPALLING 75 CORNER SPALLING			L L	5.00 2.00	Slabs Slabs	Comment Comment	s: s:
Sample Number: 560 Sample Comments:	Туре: к	Area:	2	20.00Slabs		PCI = 94	
74 JOINT SPALLING			L	1.00	Slabs	Comment	s:
67 LARGE PATCH/UTILIT	Ϋ́		L	1.00	Slabs	Comment	s:
66 SMALL PATCH			L	1.00	Slabs	Comment	s:
Sample Number: 602 Sample Comments:	Туре: R	Area:	2	20.00Slabs		PCI = 94	
66 SMALL PATCH			L	4.00	Slabs	Comment	s:
67 LARGE PATCH/UTILIT	Ϋ́		L	1.00	Slabs	Comment	s:
Sample Number: 604 Sample Comments:	Туре: R	Area:	2	20.00Slabs		PCI = 94	
74 JOINT SPALLING			L	2.00	Slabs	Comment	:::::::::::::::::::::::::::::::::::::::
75 CORNER SPALLING			L	1.00	Slabs	Comment	s:
66 SMALL PATCH			L	2.00	Slabs	Comment	s:
Sample Number: 609 Sample Comments:	Туре: R	Area:	2	20.00Slabs		PCI = 96	
66 SMALL PATCH			L	1.00	Slabs	Comment	s:
74 JOINT SPALLING			L	1.00	Slabs	Comment	s:
75 CORNER SPALLING			L	1.00	Slabs	Comment	s:
Sample Number: 661 Sample Comments: <no distresses=""></no>	Туре: R	Area:	2	20.00Slabs		PCI = 100	
Sample Number: 702 Sample Comments:	Туре: R	Area:	2	20.00Slabs		PCI = 96	
66 SMALL PATCH			L	2.00	Slabs	Comment	s:
67 LARGE PATCH/UTILII	Y		L	1.00	Slabs	Comment	s:
Sample Number: 754 Sample Comments:	Type: R	Area:	2	20.00Slabs	glaba	PCI = 97	
UU SMALL PAICH			Ц	4.00	STADS	connient	.o.
Sample Number: 761 Sample Comments:	Туре: R	Area:	2	25.00Slabs		PCI = 97	
74 JOINT SPALLING			L	2.00	Slabs	Comment	s:

Sample Num	iber: 858	Туре: к	Area:	20.00Slabs		PCI = 88
Sample Comme	ents:					
66 SMALL	PATCH		\mathbf{L}	2.00	Slabs	Comments:
74 JOINT	SPALLING		L	3.00	Slabs	Comments:
67 LARGE	PATCH/UTIL	ITY	L	2.00	Slabs	Comments:
66 SMALL	PATCH		L	1.00	Slabs	Comments:

Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL AIRPOR	T		
Branch: AP TERM	Name: TERMINAL APRON		Use: APRON	Area: 2,823	8,350.00SqFt
Section: 4440 G Surface: PCC Area: 121,630.00SqFt Shoulder: Street Ty Section Comments:	of 12 From: - Family: FDOT-PR-PCC Length: 810.00Ft pe: Grade: 0.00	Zone: Width Lanes: 0	To: - Category: 150.00Ft	Rank: P	Last Const.: 12/11/200
Last Insp. Date4/25/2011 Conditions: PCI:97.00 Inspection Comments:	Total Samples: 10 Sur	veyed: 2			
Sample Number: 103 Sample Comments: 66 SMALL PATCH 74 JOINT SPALLING	Туре: к	Area:	32.00Slabs 2.00 Slabs 2.00 Slabs	PCI = 97 Comments:	
Sample Number: 107 Sample Comments: 74 JOINT SPALLING 66 SMALL PATCH	Type: R	Area:	32.00 Slabs 2.00 Slabs 3.00 Slabs	PCI = 97 Comments: Comments:	

Network: JAX Na	ame: JACKSONVILLE INTERN	NATIONAL AI	RPORT			
Branch: AP TERM Na	ame: TERMINAL APRON		Use: AF	RON	Area: 2,828,3	50.00SqFt
Section: 4445 of Surface: PCC Area: 312,670.00SqFt Shoulder: Street Type: Section Comments:	12 From: - Family: FDOT-PR-PCC Length: 875.00Ft Grade: 0.00	Zo W Lanes: 0	To: - one: Categ 7idth: 355.00	gory: Ft	Rank: P	Last Const.: 1/1/1991
Last Insp. Date4/25/2011 T Conditions: PCI:72.00 Inspection Comments:	otal Samples: 29 Sur	veyed: 4				
Sample Number: 92	Type: R	Area:	20.00Slabs		PCI = 78	
Sample Comments: 74 JOINT SPALLING 70 SCALING/CRAZING 66 SMALL PATCH 73 SHRINKAGE CRACKI 75 CORNER SPALLING	NG	L L N L	6.00 7.00 2.00 6.00 1.00	Slabs Slabs Slabs Slabs Slabs	Comments: Comments: Comments: Comments: Comments:	
Sample Number: 104	Туре: R	Area:	20.00Slabs		PCI = 64	
 74 JOINT SPALLING 70 SCALING/CRAZING 66 SMALL PATCH 73 SHRINKAGE CRACKI 74 JOINT SPALLING 	NG	M L L N L	9.00 6.00 1.00 1.00 4.00	Slabs Slabs Slabs Slabs Slabs	Comments: Comments: Comments: Comments: Comments:	
Sample Number: 403 Sample Comments:	Туре: R	Area:	20.00Slabs		PCI = 76	
74 JOINT SPALLING 75 CORNER SPALLING 70 SCALING/CRAZING		L L L	19.00 5.00 4.00	Slabs Slabs Slabs	Comments: Comments: Comments:	
Sample Number: 804 Sample Comments:	Туре: к	Area:	20.00Slabs		PCI = 71	
74 JOINT SPALLING70 SCALING/CRAZING67 LARGE PATCH/UTIL	ITY	L L L	8.00 2.00 9.00	Slabs Slabs Slabs	Comments: Comments: Comments:	
66 SMALL PATCH		М	1.00	Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPORT			
Branch: RW 13-31	Name: RUNWAY 13-31		Use: RUNWAY	Area:	1,192,500.00SqFt
Section: 6205 Surface: PCC Area: 25,000.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 500.00Ft 7pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:81.00 Inspection Comments:	Total Samples: 2 Sur	veyed: 1			
Sample Number: 301 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLIN 73 SHRINKAGE CRAC	Type: R G KING	Area: 20 L L N	0.00Slabs 13.00 Slabs 3.00 Slabs 1.00 Slabs	PCI = 81 Comment Comment Comment	s: s: s:

Network: JAX	Name: JACKSONVILLE INTERN	ATIONAL AIRPORT			
Branch: RW 13-31	Name: RUNWAY 13-31		Use: RUNWAY	Area: 1,1	92,500.00SqFt
Section: 6207 Surface: PCC Area: 50,000.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 1,000.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:92.00 Inspection Comments:	Total Samples: 4 Surv	veyed: 2			
Sample Number: 100 Sample Comments: 74 JOINT SPALLING	Туре: к	Area: 20.4 L	00Slabs 3.00 Slabs	PCI = 95 Comments	:
Sample Number: 500 Sample Comments: 74 JOINT SPALLING	Туре: к	Area: 20.	00Slabs 11.00 Slabs	PCI = 89 Comments	:

Network: JAX N	ame: JACKSONVILLE INTER	NATIONAL A	AIRPORT			
Branch: RW 13-31 N	ame: RUNWAY 13-31			Use: RUNWAY	Area: 1,192	.500.00SqFt
Section: 6210 of Surface: PCC Area: 330,000.00SqFt Shoulder: Street Type Section Comments:	7 From: - Family: FDOT-PR-PCC Length: 6,600.00Ft : Grade: 0.00	Z Lanes: (Zone: Width:	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/25/2011 T Conditions: PCI:91.00 Inspection Comments:	Total Samples: 27 Sur	rveyed: 5				
Sample Number: 308 Sample Comments: <no distresses=""></no>	Туре: R	Area:	20.00	Slabs	PCI = 100	
Sample Number: 312 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: R	Area:	20.00	Slabs 4.00 Slak 1.00 Slak	PCI = 92 ps Comments: ps Comments:	
Sample Number: 320 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: к	Area:	20.00	Slabs 7.00 Slak 1.00 Slak	PCI = 89 os Comments: Comments:	
Sample Number: 324 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Туре: к	Area:	20.00	Slabs 9.00 Slab 2.00 Slab	PCI = 86 os Comments: comments:	
Sample Number: 328 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING	Type: R	Area:	8.00	Slabs 5.00 Slak 2.00 Slak	PCI = 83 os Comments: os Comments:	

Network: JAX N	ame: JACKSONVILLE INTERN	ATIONAL	L AIRPOR	T			
Branch: RW 13-31 N	ame: RUNWAY 13-31			Use: RU	NWAY	Area: 1,19	92,500.00SqFt
Section: 6215 of Surface: PCC Area: 660,000.00SqFt Shoulder: Street Type Section Comments:	7 From: - Family: FDOT-PR-PCC Length: 13,200.00Ft : Grade: 0.00	Lanes:	Zone: Width: 0	To: - Categ	g ory: Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/25/2011 T Conditions: PCI:94.00 Inspection Comments:	otal Samples: 51 Surv	eyed: 1	2				
Sample Number: 102	Type: R	Area:		20.00Slabs		PCI = 90	
74 JOINT SPALLING 75 CORNER SPALLING			L L	4.00 2.00	Slabs Slabs	Comments: Comments:	
Sample Number: 107	Type: R	Area:		20.00Slabs		PCI = 97	
74 JOINT SPALLING			L	2.00	Slabs	Comments:	
Sample Number: 113 Sample Comments:	Туре: R	Area:	т	20.00Slabs	glaba	PCI = 95	
			Ц	3.00	STADS	Comments	
Sample Number: 119 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	L	20.00Slabs 2.00	Slabs	PCI = 97 Comments:	
Sample Number: 123	Туре: к	Area:		20.00Slabs		PCI = 95	
Sample Comments: 75 CORNER SPALLING			т.	1 00	Slabs	Comments:	
74 JOINT SPALLING			L	2.00	Slabs	Comments:	
Sample Number: 127	Type: R	Area:		20.00Slabs		PCI = 93	
74 JOINT SPALLING			L	5.00	Slabs	Comments:	
Sample Number: 505	Type: R	Area:		20.00Slabs		PCI = 98	
74 JOINT SPALLING			L	1.00	Slabs	Comments:	
Sample Number: 510 Sample Comments: <no distresses=""></no>	Type: R	Area:		20.00Slabs	_	PCI = 100	
Sample Number: 515 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 91	
74 JOINT SPALLING			L	3.00	Slabs	Comments:	
75 CORNER SPALLING			L	2.00	Slabs	Comments:	
Sample Number: 517 Sample Comments:	Type: R	Area:		20.00Slabs		PCI = 98	
74 JOINT SPALLING			L	1.00	Slabs	Comments:	

Sample Number: 521 Sample Comments:	Туре: R	Area:	20	0.00Slabs		PCI = 92	
74 JOINT SPALLING		1	<u>.</u>	6.00	Slabs	Comments:	
Sample Number: 525	Type: R	Area:	20	0.00Slabs		PCI = 84	
Sample Comments:	• •						
74 JOINT SPALLING]	5	9.00	Slabs	Comments:	
70 SCALING/CRAZING		1		2 00	Slabs	Comments:	
		-	-	4.00	0 - 0.00	00111101	

Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL AIRPORT			
Branch: RW 13-31	Name: RUNWAY 13-31		Use: RUNWAY	Area:	1,192,500.00SqFt
Section: 6220 Surface: PCC Area: 30,000.00SqFt Shoulder: Street Ty Section Comments:	of 7 From: - Family: FDOT-PR-PCC Length: 600.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 3 Sur	veyed: 1			
Sample Number: 302 Sample Comments: 74 JOINT SPALLING	Type: R	Area: 16.0 L	00Slabs 4.00 Slabs	PCI = 93 Comment	ts:

Network: JAX N	lame: JACKSONVILLE INTER	NATIONAL AIRPORT			
Branch: RW 13-31 N	lame: RUNWAY 13-31		Use: RUNWAY	Area: 1,192,5	00.00SqFt
Section: 6225 of Surface: PCC Area: 60,000.00SqFt Shoulder: Street Type	7 From: - Family: FDOT-PR-PCC Length: 1,200.00Ft Crade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1996
Section Comments: Last Insp. Date4/25/2011	Fotal Samples: 6 Sur	veyed: 2			
Inspection Comments:					
Sample Number: 101 Sample Comments:	Туре: к	Area: 16.	00Slabs	PCI = 93	
74 JOINT SPALLING		L	1.00 Slabs	Comments:	
/5 CORNER SPALLING		Ц	2.00 Slabs	Comments:	
Sample Number: 501 Sample Comments:	Туре: к	Area: 16.	00Slabs	PCI = 94	
74 JOINT SPALLING		L	3.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL AIRPORT			
Branch: RW 13-31	Name: RUNWAY 13-31		Use: RUNWAY	Area:	1,192,500.00SqFt
Section: 6230 Surface: PCC Area: 37,500.00SqI Shoulder: Stree Section Comments:	of 7 From: - Family: FDOT-PR-PCC Ft Length: 750.00Ft et Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date1/1/199 Conditions: PCI:100.0 Inspection Comments: BU	06 Total Samples: 0 Sur 0 JILT	veyed: 0			
Sample Number:	Type:	Area: 0.0	00		

Network: JAX	Name: JACKSONVILLE INTER	NATIONA	L AIRPORT				
Branch: RW 7-25	Name: RUNWAY 7-25			Use: RI	JNWAY	Area:	1,500,000.00SqFt
Section: 6105 of Surface: PCC Area: 1,000,000.00SqFt Shoulder: Street Typ Section Comments:	f 2 From: - Family: FDOT-PR-PCC Length: 10,000.00Ft e: Grade: 0.00	Lanes	Zone: Width:	To: - Categ 100.00	gory: Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 80 Sur	veyed: 1	15				
Sample Number: 301 Sample Comments: 74 JOINT SPALLING	Туре: к	Area:	20 L	0.00Slabs 9.00	Slabs	PCI = 88 Commen	ts:
75 CORNER SPALLING			L	1.00	Slabs	Commen	ts:
Sample Number: 304 Sample Comments:	Туре: к	Area:	20	0.00Slabs		PCI = 91	
74 JOINT SPALLING			L	7.00	Slabs	Commen	ts:
Sample Number: 308 Sample Comments:	Туре: к	Area:	20 T	0.00Slabs	glaba	PCI = 91	ta.
68 POPOUTS			N	1.00	Slabs	Commen	ts:
Sample Number: 313 Sample Comments:	Туре: R	Area:	20	0.00Slabs		PCI = 93	
74 JOINT SPALLING			L	5.00	Slabs	Commen	ts:
Sample Number: 318	Туре: к	Area:	20	0.00Slabs		PCI = 93	
74 JOINT SPALLING			L	5.00	Slabs	Commen	ts:
Sample Number: 324	Туре: к	Area:	20	0.00Slabs		PCI = 90	
Sample Comments: 74 JOINT SPALLING			L	8.00	Slabs	Commen	ts:
Sample Number: 329	Туре: R	Area:	20	0.00Slabs		PCI = 90	
74 JOINT SPALLING			L	8.00	Slabs	Commen	ts:
Sample Number: 336	Туре: к	Area:	20	0.00Slabs		PCI = 93	
74 JOINT SPALLING			L	5.00	Slabs	Commen	ts:
Sample Number: 346	Туре: R	Area:	20	0.00Slabs		PCI = 94	
74 JOINT SPALLING			L	4.00	Slabs	Commen	ts:
Sample Number: 356	Туре: к	Area:	20	0.00Slabs		PCI = 93	
Sample Comments: 74 JOINT SPALLING			L	5.00	Slabs	Commen	ts:
Sample Number: 361 Sample Comments:	Туре: к	Area:	20	0.00Slabs		PCI = 98	

74 JOINT SPALLING			L	1.00	Slabs	Comments:
Sample Number: 365	Туре: R	Area:		20.00Slabs		PCI = 97
74 JOINT SPALLING			L	2.00	Slabs	Comments:
Sample Number: 369	Type: R	Area:		20.00Slabs		PCI = 97
74 JOINT SPALLING			L	2.00	Slabs	Comments:
Sample Number: 373	Type: R	Area:		20.00Slabs		PCI = 98
74 JOINT SPALLING			L	1.00	Slabs	Comments:
Sample Number: 377	Туре: R	Area:		20.00Slabs		PCI = 95
Sample Comments: 74 JOINT SPALLING			L	3.00	Slabs	Comments:
Network: JAX	Name: JACKSONVILLE INTERN	NATIONAL A	IRPORT			
--	---	---------------------	-----------------------------	-----------------	----------	-----------------------
Branch: RW 7-25 N	Jame: RUNWAY 7-25		Use:	RUNWAY	Area: 1	,500,000.00SqFt
Section: 6110 of Surface: PCC Area: 500,000.00SqFt Shoulder: Street Type Section Comments:	f 2 From: - Family: FDOT-PR-PCC Length: 20,000.00Ft e: Grade: 0.00	Zo V Lanes: 0	To one: Ca Vidth: 25.	tegory: 00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 ' Conditions: PCI:92.00 Inspection Comments:	Total Samples: 40 Sur	veyed: 7				
Sample Number: 104	Туре: к	Area:	20.00Slabs		PCI = 98	
74 JOINT SPALLING		L	1.0	0 Slabs	Comments	3:
Sample Number: 120	Туре: к	Area:	20.00Slabs		PCI = 89	
74 JOINT SPALLING		L	5.0	0 Slabs	Comments	3:
75 CORNER SPALLING		L	2.0	0 Slabs	Comments	3:
Sample Number: 128 Sample Comments:	Type: R	Area:	20.00Slabs		PCI = 90	
74 JOINT SPALLING		L	4.0	0 Slabs	Comments	3:
75 CORNER SPALLING		L	2.0	0 Slabs	Comments	3:
Sample Number: 148 Sample Comments:	Туре: к	Area:	20.00Slabs		PCI = 98	
74 JOINT SPALLING		L	1.0	0 Slabs	Comments	3:
Sample Number: 172 Sample Comments:	Туре: к	Area:	20.00Slabs		PCI = 91	
74 JOINT SPALLING		L	7.0	0 Slabs	Comments	3:
Sample Number: 524 Sample Comments:	Type: R	Area:	20.00Slabs		PCI = 95	
75 CORNER SPALLING		\mathbf{L}	1.0	0 Slabs	Comments	3:
74 JOINT SPALLING		L	2.0	0 Slabs	Comments	3:
Sample Number: 564 Sample Comments:	Туре: к	Area:	20.00Slabs		PCI = 85	
74 JOINT SPALLING		L	14.0	0 Slabs	Comments	3:
75 CORNER SPALLING		L	1.0	U Slabs	Comments	3:

Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT						
Branch: TW A	Name: TAXIWAY A		Use: TAXIWAY	Area: 750	0,075.00SqFt	
Section: 105 Surface: PCC Area: 65,700.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 875.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1983	
Last Insp. Date4/25/2011 Conditions: PCI:79.00 Inspection Comments:	Total Samples: 5 Sur	veyed: 2				
Sample Number: 100	Type: R	Area: 2	1.00Slabs	PCI = 74		
Sample Comments: 70 SCALING/CRAZING 74 JOINT SPALLING 74 JOINT SPALLING 75 CORNER SPALLING	69	L L M L	8.00 Slabs 14.00 Slabs 2.00 Slabs 2.00 Slabs	Comments: Comments: Comments: Comments:		
Sample Number: 103 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING 70 SCALING/CRAZING	Type: R G	Area: 2 L L L L	1.00Slabs 11.00 Slabs 1.00 Slabs 2.00 Slabs	PCI = 83 Comments: Comments: Comments:		

FDOT	
Report Generated Date:	7/5/2011
Site Name:	

Network: JAX Nar	me: JACKSONVILLE INTE	RNATIONAL AIRP	ORT		
Branch: TW A Nat	me: TAXIWAY A		Use: TAXIWAY	Area: 750,	075.00SqFt
Section: 110 of Surface: PCC F Area: 157,500.00SqFt Shoulder: Street Type: Section Comments:	5 From: - Family: FDOT-PR-PCC Length: 2,100.00Ft Grade: 0.00	Zone Wid Lanes: 0	To: - : Category: th: 75.00Ft	Rank: P	Last Const.: 1/1/1989
Last Insp. Date4/25/2011 To Conditions: PCI:85.00 Inspection Comments:	tal Samples: 12 St	urveyed: 3			
Sample Number: 106	Туре: к	Area:	21.00Slabs	PCI = 82	
74 JOINT SDALLING		т.	7 00 Slabs	Comments:	
70 SCALING/CRAZING		L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKIN	IG	N	1.00 Slabs	Comments:	
66 SMALL PATCH		\mathbf{L}	1.00 Slabs	Comments:	
75 CORNER SPALLING		\mathbf{L}	1.00 Slabs	Comments:	
74 JOINT SPALLING		М	1.00 Slabs	Comments:	
Sample Number: 110 Sample Comments:	Туре: R	Area:	21.00Slabs	PCI = 86	
74 JOINT SPALLING		\mathbf{L}	7.00 Slabs	Comments:	
73 SHRINKAGE CRACKIN	IG	N	1.00 Slabs	Comments:	
70 SCALING/CRAZING		L	1.00 Slabs	Comments:	
75 CORNER SPALLING		L	1.00 Slabs	Comments:	
66 SMALL PATCH		L	2.00 Slabs	Comments:	
Sample Number: 115 Sample Comments:	Туре: R	Area:	21.00Slabs	PCI = 86	
74 JOINT SPALLING		L	8.00 Slabs	Comments:	
66 SMALL PATCH		L	2.00 Slabs	Comments:	
75 CORNER SPALLING		L	2.00 Slabs	Comments:	

Network: JAX N	Jame: JACKSONVILLE INTERN	ATIONAL AIRPOR	RT		
Branch: TW A N	Jame: TAXIWAY A		Use: TAXIWAY	Area: 750	0,075.00SqFt
Section: 115 of Surface: PCC Area: 118,125.00SqFt Shoulder: Street Type Section Comments:	5 From: - Family: FDOT-PR-PCC Length: 1,575.00Ft e: Grade: 0.00	Zone: Width Lanes: 0	To: - Category: : 75.00Ft	Rank: P	Last Const.: 1/1/2000
Last Insp. Date4/25/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 9 Surv	veyed: 2			
Sample Number: 118	Туре: к	Area:	21.00Slabs	PCI = 94	
74 JOINT SPALLING 66 SMALL PATCH 75 CORNER SPALLING		L L L	2.00 Slabs 1.00 Slabs 1.00 Slabs	Comments: Comments: Comments:	
	-	A	21 0051 1	$\mathbf{DCI} = 0.1$	

Network: JAX Na	me: JACKSONVILLE INTER	RNATIONAL AIR	PORT		
Branch: TW A Na	me: TAXIWAY A		Use: TAXIWAY	Area: 750),075.00SqFt
Section: 120 of Surface: PCC I Area: 275,250.00SqFt Shoulder: Street Type: Section Comments:	5 From: - Family: FDOT-PR-PCC Length: 3,670.00Ft Grade: 0.00	Zon Wie Lanes: 0	To: - e: Category: dth: 75.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 To Conditions: PCI:88.00 Inspection Comments:	otal Samples: 21 Su	rveyed: 4			
Sample Number: 128 Sample Comments:	Туре: к	Area:	21.00Slabs	PCI = 93	
74 JOINT SPALLING		L	5.00 Slabs	Comments:	
Sample Number: 135 Sample Comments:	Туре: R	Area:	21.00Slabs	PCI = 80	
73 SHRINKAGE CRACKI	NG	N	1.00 Slabs	Comments:	
62 CORNER BREAK		\mathbf{L}	1.00 Slabs	Comments:	
74 JOINT SPALLING		L	5.00 Slabs	Comments:	
63 LINEAR CRACKING		L	2.00 Slabs	Comments:	
75 CORNER SPALLING		L	1.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	
Sample Number: 141 Sample Comments:	Туре: R	Area:	21.00Slabs	PCI = 95	
74 JOINT SPALLING		\mathbf{L}	2.00 Slabs	Comments:	
75 CORNER SPALLING		L	1.00 Slabs	Comments:	
Sample Number: 145 Sample Comments:	Туре: R	Area:	21.00Slabs	PCI = 85	
66 ^{SMALL} PATCH		L	5.00 Slabs	Comments:	
74 JOINT SPALLING		L	5.00 Slabs	Comments:	
73 SHRINKAGE CRACKI	NG	N	1.00 Slabs	Comments:	
75 CORNER SPALLING		\mathbf{L}	1.00 Slabs	Comments:	
70 SCALING/CRAZING		\mathbf{L}	1.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT						
Branch: TW A	Name: TAXIWAY A		Use: TAXIWAY	Area: 750	,075.00SqFt	
Section: 125 C Surface: PCC Area: 133,500.00SqFt Shoulder: Street Typ Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 1,780.00Ft pe: Grade: 0.00	Zone: Width Lanes: 0	To: - Category: : 75.00Ft	Rank: P	Last Const.: 1/1/1994	
Last Insp. Date4/25/2011 Conditions: PCI:76.00 Inspection Comments:	Total Samples: 10 Sur	veyed: 2				
Sample Number: 149	Туре: к	Area:	21.00Slabs	PCI = 79		
73 SHRINKAGE CRACH63 LINEAR CRACKING74 JOINT SPALLING	KING G	N L L	1.00 Slabs 5.00 Slabs 3.00 Slabs	Comments: Comments: Comments:		
Sample Number: 155	Туре: к	Area:	21.00Slabs	PCI = 72		
 70 SCALING/CRAZING 74 JOINT SPALLING 75 CORNER SPALLING 73 SHRINKAGE CRACH 	G G KING	L L L N	14.00 Slabs 7.00 Slabs 2.00 Slabs 10.00 Slabs	Comments: Comments: Comments: Comments:		

Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT						
Branch: TW AP Name: TAXIWAYS WITHIN APP	RONS	Use: TA	AXIWAY	Area:	309,475.00SqFt	
Section: 2715 of 6 From: - To: - Last Const.: 1/1/199 Surface: AC Family: FDOT-PR-TW-AC Zone: Category: Rank: P Area: 8,530.00SqFt Length: 160.00Ft Width: 45.00Ft Shoulder: Street Type: Grade: 0.00 Lanes: 0 Section Comments: Category: Rank: P						
Last Insp. Date4/25/2011 Total Samples: 2 Sur Conditions: PCI:42.00 Inspection Comments:	veyed: 1					
Sample Number: 100 Type: R Sample Comments:	Area:	4,775.00SqFt	Р	CI = 42		
43 BLOCK CRACKING	М	240.00	SqFt	Comment	s:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.03	Ft	Comment	cs:	
43 BLOCK CRACKING	L	799.99	SqFt	Comment	s:	
52 WEATHERING/RAVELING	L	2,864.98	SqFt	Comment	s:	
52 WEATHERING/RAVELING	М	1,909.98	SqFt	Comment	s:	

FDOT Report Generated Date: 7/5/2011 Site Name:

Network: JAX	Name: JACKSONVILLE INTERNATION	AL AIRPORT			
Branch: TW AP	Name: TAXIWAYS WITHIN APRONS		Use: TAXIWAY	Area:	309,475.00SqFt
Section: 2720 Surface: AC Area: 10,050.00SqFt Shoulder: Street T Section Comments:	of 6 From: - Family: FDOT-PR-TW-AC Length: 180.00Ft Fype: Grade: 0.00 Lane	Zone: Width: es: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date9/16/1998 Conditions: PCI:96.00 Inspection Comments: IMPO	Total Samples: 3 Surveyed: RTED FROM AIRPAV	1			
Sample Number: 101 Sample Comments: 48 L & T CR	Type: R Area	L 4,376.0	0SqFt 21.00 Ft	PCI = 96 Comments	:

Comments:

Network: JAX	Name: JACKSONVILLE	E INTERNATIONAL AIR	PORT		
Branch: TW AP	Name: TAXIWAYS WIT	THIN APRONS	Use: TAXIWAY	Area:	309,475.00SqFt
Section: 2772 Surface: PCC Area: 33,940.00SqFt Shoulder: Street Section Comments:	of 6 From: - Family: FDOT-PR-PC Length: 45 Type: Grade: 0.0	C Zon 0.00Ft Wi 0 Lanes: 0	To: - e: Category: dth: 50.00Ft	Rank: P	Last Const.: 1/1/1981
Last Insp. Date4/25/2011 Conditions: PCI:74.00 Inspection Comments:	Total Samples: 4	Surveyed: 1			
Sample Number: 101 Sample Comments:	Type: R	Area:	14.00Slabs	PCI = 74	
74 JOINT SPALLIN	1G	L	11.00 Slab	s Comments	3:
70 SCALING/CRAZI	ING	L	6.00 Slab	s Comments	3:
73 SHRINKAGE CRA	ACKING	N	1.00 Slab	s Comments	3:
75 CORNER SPALLI	ING	L	3.00 Slab	s Comments	3:

Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT						
Branch: TW AP Nan	ne: TAXIWAYS WITHIN APP	RONS	Use: TAXIWA	AY Area:	309,475.00SqFt	
Section: 2774 of Surface: PCC Fa Area: 50,905.00SqFt Shoulder: Street Type: Section Comments:	6 From: - amily: FDOT-PR-PCC Length: 450.00Ft Grade: 0.00	Zone: Width Lanes: 0	To: - Category: : 75.00Ft	: Rank: P	Last Const.: 1/1/1981	
Last Insp. Date4/25/2011 Tot Conditions: PCI:79.00 Inspection Comments:	tal Samples: 6 Surv	veyed: 2				
Sample Number: 100 Sample Comments:	Type: R	Area:	21.00Slabs	PCI = 79		
74 JOINT SPALLING		L	11.00 Sla	abs Comments	:	
74 JOINT SPALLING		М	2.00 Sla	abs Comments	:	
75 CORNER SPALLING		М	1.00 Sla	abs Comments	:	
75 CORNER SPALLING		L	1.00 Sla	abs Comments	:	
Sample Number: 102	Type: R	Area:	15.00Slabs	PCI = 79		
74 JOINT SPALLING		L	10.00 Sla	abs Comments	:	
66 SMALL PATCH		L	6.00 Sla	abs Comments	:	
73 SHRINKAGE CRACKIN	G	N	1.00 Sla	abs Comments	:	
75 CORNER SPALLING		L	1.00 Sla	abs Comments	:	

Network: JAX Name: JACKSONVILLE INTR	ERNATIONAL AIRPORT	[
Branch: TW AP Name: TAXIWAYS WITHIN	APRONS	Use: TAXIWAY	Area: 3	09,475.00SqFt
Section:2775of6From: -Surface:PCCFamily:FDOT-PR-PCCArea:38,595.00SqFtLength:450.00FShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: t Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Total Samples: 3 S Conditions: PCI:46.00 Inspection Comments:	urveyed: 1			
Sample Number: 102 Type: R Sample Comments:	Area: 2	8.00Slabs	PCI = 46	
63 LINEAR CRACKING	М	1.00 Slabs	Comments:	:
66 SMALL PATCH	М	3.00 Slabs	Comments:	:
70 SCALING/CRAZING	L	24.00 Slabs	Comments:	:
66 SMALL PATCH	L	7.00 Slabs	Comments:	:
74 JOINT SPALLING	L	4.00 Slabs	Comments:	:
73 SHRINKAGE CRACKING	N	11.00 Slabs	Comments:	:
74 JOINT SPALLING	М	1.00 Slabs	Comments:	:
63 LINEAR CRACKING	L	8.00 Slabs	Comments:	:
67 LARGE PATCH/UTILITY	L	4.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTER	NATIONAL AIRPO	RT		
Branch: TW AP Name: TAXIWAYS WITHIN AF	PRONS	Use: TAXIWAY	Area: 309,	475.00SqFt
Section:910of6From: -Surface:ACFamily:FDOT-PR-TW-ACArea:167,455.00SqFtLength:1,645.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zone: Width Lanes: 0	To: - Category: : 108.00Ft	Rank: P	Last Const.: 1/1/2006
Last Insp. Date4/25/2011 Total Samples: 27 Sur Conditions: PCI:83.00 Inspection Comments:	rveyed: 3			
Sample Number: 102 Type: R	Area: 10,	230.00SqFt	PCI = 80	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	152.04 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	100.03 Ft	Comments:	
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:	
Sample Number: 113 Type: R	Area: 5,	800.00SqFt	PCI = 76	
50 PATCHING	L	35.00 SaFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft	Comments:	
50 PATCHING	\mathbf{L}	3.00 SqFt	Comments:	
52 WEATHERING/RAVELING	М	20.00 SqFt	Comments:	
52 WEATHERING/RAVELING	L	360.00 SqFt	Comments:	
Sample Number: 124 Type: R Sample Comments:	Area: 6,	514.00SqFt	PCI = 94	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:	
52 WEATHERING/RAVELING	L	25.00 SqFt	Comments:	

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRP	PORT		
Branch: TW B	Name: TAXIWAY B		Use: TAXIWAY	Area: 406	,545.00SqFt
Section: 805 c Surface: PCC Area: 258,570.00SqFt Shoulder: Street Typ Section Comments:	of 3 From: - Family: FDOT-PR-PCC Length: 3,340.00Ft be: Grade: 0.00	Zone Wid Lanes: 0	To: - Category: Ith: 75.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:90.00 Inspection Comments:	Total Samples: 19 Su	rveyed: 3			
Sample Number: 102	Туре: к	Area:	21.00Slabs	PCI = 91	
Sample Comments:		-	2 00 01-1-	C	
74 JOINT SPALLING		Ц т	3.00 Slabs	Comments:	
75 CORNER SPALLING	3	L	2.00 Slabs	Comments:	
Sample Number: 108	Туре: к	Area:	21.00Slabs	PCI = 88	
74 JOINT SPALLING		L	4.00 Slabs	Comments:	
75 CORNER SPALLING		L	1.00 Slabs	Comments:	
63 LINEAR CRACKING		L	1.00 Slabs	Comments:	
Sample Number: 114 Sample Comments:	Туре: к	Area:	21.00Slabs	PCI = 91	
66 SMALL PATCH		\mathbf{L}	10.00 Slabs	Comments:	
74 JOINT SPALLING		\mathbf{L}	1.00 Slabs	Comments:	

Network: JAX Na	ame: JACKSONVILLE INTERN	ATIONAL AIRPOR	Т		
Branch: TW B Na	ame: TAXIWAY B		Use: TAXIWAY	Area: 406,5	545.00SqFt
Section: 810 of Surface: PCC Area: 131,625.00SqFt Shoulder: Street Type: Section Comments:	3 From: - Family: FDOT-PR-PCC Length: 1,755.00Ft Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Te Conditions: PCI:84.00 Inspection Comments:	otal Samples: 10 Surv	veyed: 2			
Sample Number: 119	Туре: к	Area:	21.00Slabs	PCI = 87	
54 JOINT SPALLING 75 CORNER SPALLING 66 SMALL PATCH 73 SHRINKAGE CRACKI	NG	L L L N	9.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	Comments: Comments: Comments: Comments:	
Sample Number: 127 Sample Comments: 74 JOINT SPALLING	Туре: к	Area: 2	21.00Slabs	PCI = 80 Comments:	
73 SHRINKAGE CRACKI	NG	L N	6.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTE	RNATIONAL AIRPORT			
Branch: TW B Name: TAXIWAY B		Use: TAXIWAY	Area: 4	06,545.00SqFt
Section:890of3From: -Surface:PCCFamily:FDOT-PR-PCCArea:16,350.00SqFtLength:115.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 92.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Total Samples: 2 S Conditions: PCI:71.00 Inspection Comments:	urveyed: 1			
Sample Number: 100 Type: R	Area: 2	0.00Slabs	PCI = 71	
74 JOINT SPALLING 63 LINEAR CRACKING 73 SHRINKAGE CRACKING	M M N	2.00 Slabs 1.00 Slabs 1.00 Slabs	Comments: Comments:	
74 JOINT SPALLING 75 CORNER SPALLING 70 SCALING/CRAZING	L L L	8.00 Slabs 1.00 Slabs 2.00 Slabs	Comments: Comments: Comments:	
66 SMALL PATCH	L	1.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTE	RNATIONAL AIRPORT	[
Branch: TW C Name: TAXIWAY C		Use: TAXIWAY	Area:	74,920.00SqFt
Section: 1480 of 2 From: - Surface: PCC Family: FDOT-PR-PCC Area: 24,260.00SqFt Length: 176.00Ft Shoulder: Street Type: Grade: 0.00 Section Comments: Itele 4/25/2011 Total Samples: 2 Street Type: Last Insp. Date4/25/2011 Total Samples: 2 Street Type:	Zone: Width: Lanes: 0 urveyed: 1	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1994
Sample Number: 101 Type: R	Area: 2	7.00Slabs	PCI = 74	
74 JOINT SPALLING	L	14.00 Slabs	Comments	
75 CORNER SPALLING	L	4.00 Slabs	Comments	:
74 JOINT SPALLING	М	1.00 Slabs	Comments	:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments	:
70 SCALING/CRAZING	${ m L}$	6.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPOR	T		
Branch: TW C	Name: TAXIWAY C		Use: TAXIWAY	Area:	74,920.00SqFt
Section: 1490 co Surface: PCC Area: 50,660.00SqFt Shoulder: Street Typ Section Comments:	of 2 From: - Family: FDOT-PR-PCC Length: 488.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:90.00 Inspection Comments:	Total Samples: 6 Su	irveyed: 2			
Sample Number: 100	Type: R	Area:	20.00Slabs	PCI = 89	
73 SHRINKAGE CRACK	TNG	N	1 00 Slabs	Comments	:
74 JOINT SPALLING		L	8.00 Slabs	Comments	•
66 SMALL PATCH		L	1.00 Slabs	Comments	:
Sample Number: 102 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 90	
73 SHRINKAGE CRACH	KING	Ν	2.00 Slabs	Comments	:
74 JOINT SPALLING		L	6.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILL	E INTERNATIONAL AIRP	ORT		
Branch: TW E	Name: TAXIWAY E		Use: TAXIWAY	Area: 8	88,545.00SqFt
Section: 1670 Surface: PCC Area: 29,145.00SqFt Shoulder: Street T Section Comments:	of 2 From: - Family: FDOT-PR-PC Length: 1 ⁴ Sype: Grade: 0.0	CC Zone 76.00Ft Wid 00 Lanes: 0	To: - : Category: th: 90.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:80.00 Inspection Comments:	Total Samples: 2	Surveyed: 1			
Sample Number: 100 Sample Comments:	Type: R	Area:	16.00Slabs	PCI = 80	
75 CORNER SPALLI	NG	L	2.00 Slabs	Comments:	
74 JOINT SPALLIN	G	${ m L}$	10.00 Slabs	Comments:	
70 SCALING/CRAZI	NG	${ m L}$	1.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	

Network: JAX N	ame: JACKSONVILLE INTERN	NATIONAL AIRPOR	RT		
Branch: TW E N	lame: TAXIWAY E		Use: TAXIWAY	Area: 8	38,545.00SqFt
Section: 1680 of Surface: PCC Area: 59,400.00SqFt Shoulder: Street Type Section Comments:	2 From: - Family: FDOT-PR-PCC Length: 488.00Ft e: Grade: 0.00	Zone: Width Lanes: 0	To: - Category: : 90.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:86.00 Inspection Comments:	Fotal Samples: 8 Sur	veyed: 2			
Sample Number: 100 Sample Comments:	Type: R	Area:	20.00Slabs	PCI = 85	
74 JOINT SPALLING		L	4.00 Slabs	Comments:	
70 SCALING/CRAZING		\mathbf{L}	5.00 Slabs	Comments:	
73 SHRINKAGE CRACK	ING	N	3.00 Slabs	Comments:	
Sample Number: 102 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 88	
74 JOINT SPALLING		L	3.00 Slabs	Comments:	
73 SHRINKAGE CRACK	ING	N	3.00 Slabs	Comments:	
70 SCALING/CRAZING		L	3.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPORT	Γ		
Branch: TW F	Name: TAXIWAY F		Use: TAXIWAY	Area:	214,515.00SqFt
Section: 1145 Surface: PCC Area: 30,320.00SqFt Shoulder: Street ' Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 176.00Ft Type: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 94.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date5/14/2007 Conditions: PCI:86.00 Inspection Comments:	Total Samples: 2 So	urveyed: 1			
Sample Number: 100	Туре: к	Area: 2	0.00Slabs	PCI = 86	
70 SCALING		М	1.00 Slabs	Comments	s:
66 SMALL PATCH		\mathbf{L}	1.00 Slabs	Comments	3:
70 SCALING		L	5.00 Slabs	Comments	3:

Network: JAX Name: JACKSONVILLE INT	ERNATIONAL AIRPORT			
Branch: TWF Name: TAXIWAY F		Use: TAXIWAY	Area:	214,515.00SqFt
Section:1150of5From: -Surface:PCCFamily:FDOT-PR-PCCArea:18,725.00SqFtLength:125.00IShoulder:Street Type:Grade:0.00Section Comments:Comments:Comments:	Zone: Ft Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Total Samples: 1 S Conditions: PCI:59.00 Inspection Comments:	Surveyed: 1			
Sample Number: 100 Type: R Sample Comments:	Area: 40	00Slabs	PCI = 59	
74 JOINT SPALLING	М	5.00 Slabs	Comments	:
	т.	$17 \ 00 \ \text{Slabe}$	Comments	•
/U SCALING/CRAZING		17.00 Stabs	conmicrico	•
/U SCALING/CRAZING 74 JOINT SPALLING	L	11.00 Slabs	Comments	:
70 SCALING/CRAZING 74 JOINT SPALLING 73 SHRINKAGE CRACKING	L N	11.00 Slabs 7.00 Slabs	Comments	:
70 SCALING/CRAZING 74 JOINT SPALLING 73 SHRINKAGE CRACKING 75 CORNER SPALLING	L N H	11.00 Slabs 11.00 Slabs 7.00 Slabs 1.00 Slabs	Comments Comments Comments	:
70 SCALING/CRAZING 74 JOINT SPALLING 73 SHRINKAGE CRACKING 75 CORNER SPALLING 75 CORNER SPALLING	L N H L	11.00 Slabs 7.00 Slabs 1.00 Slabs 2.00 Slabs	Comments Comments Comments Comments	- - - - - -
70 SCALING/CRAZING 74 JOINT SPALLING 73 SHRINKAGE CRACKING 75 CORNER SPALLING 75 CORNER SPALLING 75 CORNER SPALLING	L L N H L M	11.00 Slabs 7.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs	Comments Comments Comments Comments Comments	: : : :
 70 SCALING/CRAZING 74 JOINT SPALLING 73 SHRINKAGE CRACKING 75 CORNER SPALLING 75 CORNER SPALLING 75 CORNER SPALLING 63 LINEAR CRACKING 	L N H L M M	11.00 Slabs 7.00 Slabs 1.00 Slabs 2.00 Slabs 1.00 Slabs 1.00 Slabs 1.00 Slabs	Comments Comments Comments Comments Comments Comments	· · · · ·

Network: JAX Name: JACKSONVILLE INTER	NATIONAL AIF	RPORT		
Branch: TWF Name: TAXIWAY F		Use: TAXIWAY	Area: 214	4,515.00SqFt
Section:1155of5From: -Surface:ACFamily:FDOT-PR-TW-ACArea:98,960.00SqFtLength:1,320.00FtShoulder:Street Type:Grade:0.00Section Comments:Grade:0.00	Zor W Lanes: 0	To: - ne: Category: idth: 75.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Total Samples: 13 Sur Conditions: PCI:52.00 Inspection Comments:	eveyed: 3			
Sample Number: 101 Type: R	Area:	7,500.00SqFt	PCI = 68	
43 BLOCK CRACKING	T,	2,249,98 Saft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	400.10 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	
Sample Number: 104 Type: R Sample Comments:	Area:	7,500.00SqFt	PCI = 54	
48 LONGITUDINAL/TRANSVERSE CRACKING	\mathbf{L}	97.02 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	100.03 Ft	Comments:	
43 BLOCK CRACKING	L	3,699.97 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	100.03 Ft	Comments:	
43 BLOCK CRACKING	L	1,299.99 SqFt	Comments:	
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:	
Sample Number: 111 Type: R Sample Comments:	Area:	7,500.00SqFt	PCI = 34	
48 LONGITUDINAL/TRANSVERSE CRACKING	М	84.02 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3,800.97 Ft	Comments:	
56 SWELLING	L	120.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.03 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.05 Ft	Comments:	
52 WEATHERING/RAVELING	L	799.99 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:	
43 BLOCK CRACKING	L	779.99 SqFt	Comments:	
43 BLOCK CRACKING	L	911.99 SqFt	Comments:	
49 OIL SPILLAGE	N	6.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01 Ft	Comments:	

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPORT			
Branch: TW F	Name: TAXIWAY F		Use: TAXIWAY	Area:	214,515.00SqFt
Section: 1170 Surface: PCC Area: 29,415.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 244.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:87.00 Inspection Comments:	Total Samples: 4 Sur	veyed: 1			
Sample Number: 101 Sample Comments: 74 JOINT SPALLING 66 SMALL PATCH	Туре: к	Area: 20. L L	00Slabs 6.00 Slabs 8.00 Slabs	PCI = 87 Comments Comments	;: ;:

Network: JAX	Name: JACKSONVILLE INTE	ERNATIONAL AIRPOR	Г		
Branch: TW F	Name: TAXIWAY F		Use: TAXIWAY	Area:	214,515.00SqFt
Section: 1175 Surface: PCC Area: 37,095.00SqFt Shoulder: Street ' Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 244.00F Fype: Grade: 0.00	Zone: t Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:93.00 Inspection Comments:	Total Samples: 4 S	urveyed: 1			
Sample Number: 103	Type: R	Area:	15.00Slabs	PCI = 93	
70 SCALING/CRAZI	ING	L	1.00 Slabs	Comments	3:
73 SHRINKAGE CRA	ACKING	N	1.00 Slabs	Comments	3:
74 JOINT SPALLIN	IG	\mathbf{L}	1.00 Slabs	Comments	3:

Network: JAX	Name: JACKSONVILLE IN	VTERNATIONAL AIRPOR	Г		
Branch: TW G	Name: TAXIWAY G		Use: TAXIWAY	Area:	296,505.00SqFt
Section: 1020 Surface: PCC Area: 29,480.00SqFt Shoulder: Street Ty Section Comments:	of 8 From: - Family: FDOT-PR-PCC Length: 176.0 ype: Grade: 0.00	Zone: 00Ft Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Conditions: PCI:85.00 Inspection Comments:	Total Samples: 2	Surveyed: 1			
Sample Number: 100 Sample Comments:	Type: R	Area:	47.00Slabs	PCI = 85	
75 CORNER SPALLIN	IG	L	1.00 Slabs	Comments	3:
74 JOINT SPALLING	3	${ m L}$	4.00 Slabs	Comments	3:
70 SCALING/CRAZIN	IG	L	5.00 Slabs	Comments	5:
70 SCALING/CRAZIN	IG	М	2.00 Slabs	Comments	5:
73 SHRINKAGE CRAC	CKING	N	2.00 Slabs	Comments	5:

Network: JAX	Name: JACKSONVILLE INTERI	NATIONAL AIRPORT			
Branch: TW G	Name: TAXIWAY G		Use: TAXIWAY	Area:	296,505.00SqFt
Section: 1025 Surface: PCC Area: 19,140.00SqFt Shoulder: Street Ty Section Comments:	of 8 From: - Family: FDOT-PR-PCC Length: 125.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date9/16/1998 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 1 Sur	veyed: 1			
Sample Number: 100 Sample Comments: 63 LINEAR CRACKIN	Type: R IG	Area: 38.	00Slabs 2.00 Slabs	PCI = 95 Comments	:

Network: JAX Name: JACKSONVIL	LE INTERNATIONAL AIRPC	DRT		
Branch: TW G Name: TAXIWAY G		Use: TAXIWAY	Area: 296,	505.00SqFt
Section:1030of8From: -Surface:ACFamily:FDOT-PR-TArea:35,020.00SqFtLength:Shoulder:Street Type:Grade:Grade:Section Comments:Grade:Grade:	TW-AC Zone: 700.00Ft Widt 0.00 Lanes: 0	To: - Category: h: 50.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/25/2011 Total Samples: 7 Conditions: PCI:52.00 Inspection Comments:	Surveyed: 2			
Sample Number: 101 Type: R	Area: 5	,000.00SqFt	PCI = 47	
A3 BLOCK CRACKING	Т.	2 200 08 SaFt	Comments:	
52 WEATHERING/RAVELING	ш Т.	2,277.70 Sqrt 2 299 98 SaFt	Comments:	
48 LONGTTUDINAL/TRANSVERSE CRACI	KING I.	112 03 Ft	Comments:	
52 WEATHERING/RAVELING	M	999.99 SaFt	Comments:	
52 WEATHERING/RAVELING	L	999.99 SqFt	Comments:	
43 BLOCK CRACKING	L	40.00 SqFt	Comments:	
Sample Number: 105 Type: R Sample Comments:	Area: 5	,000.00SqFt	PCI = 57	
43 BLOCK CRACKING	L	4,463.96 SqFt	Comments:	
52 WEATHERING/RAVELING	L	4,463.96 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACI	KING L	12.00 Ft	Comments:	

Network: JAX Name: JACKSONVILLE INTERN	ATIONAL AIRPORT			
Branch: TW G Name: TAXIWAY G		Use: TAXIWAY	Area: 296,50	5.00SqFt
Section:1032of8From: -Surface:ACFamily:FDOT-PR-TW-ACArea:44,450.00SqFtLength:870.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 50.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/25/2011 Total Samples: 9 Surv Conditions: PCI:71.00 Inspection Comments:	veyed: 2			
Sample Number: 108 Type: R	Area: 5,000	.00SqFt	PCI = 71	
48 LONGITUDINAL/TRANSVERSE CRACKING 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING	L L 3	100.03 Ft ,999.97 SqFt 25.01 Ft	Comments: Comments: Comments:	
Sample Number: 112 Type: R	Area: 5,000	.00SqFt	PCI = 71	
Sample Comments: 52 WEATHERING/RAVELING 48 LONGITUDINAL/TRANSVERSE CRACKING	L 4 L	,799.96 SqFt 11.00 Ft	Comments: Comments:	

Network:	Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT								
Branch:	TW G	Name: T.	AXIWAY G			Use: TA	XIWAY	Area:	296,505.00SqFt
Section: 1035 of 8 From: - To: - Last Const.: 12/25/199 Surface: AC Family: FDOT-PR-TW-AC Zone: Category: Rank: P Area: 7,930.00SqFt Length: 190.00Ft Width: 35.00Ft Shoulder: Street Type: Grade: 0.00 Lanes: 0 Section Comments: Comments: 0 Section Comments: 0									
Last Insp. Condition Inspection C	Date4/25/2011 as: PCI:47.00 Comments:	Total Sa	nples: 2 S	urveyed:	1				
Sample N Sample Con 43 BLOC 52 WEAT	lumber: 400 nments: CK CRACKING THERING/RAV	Type ; YELING	e: R	Area:	L L	5,000.00SqFt 320.00 500.00	SqFt SqFt	PCI = 47 Comment Comment	s: s:
52 WEAT 48 LONG	THERING/RAV GITUDINAL/I	'ELING 'RANSVER	SE CRACKING		M L	1,999.98 36.01	SqFt Ft	Comment Comment	s: s:

JACKSONVILLE INTERNA	TIONAL AIRPO	DRT		
TAXIWAY G		Use: TAXIWAY	Area:	296,505.00SqFt
From: - y: FDOT-PR-TW-AC .ngth: 150.00Ft Grade: 0.00	Zone: Widt Lanes: 0	To: - Category: h: 60.00Ft	Rank: P	Last Const.: 1/1/2001
amples: 2 Surve	yed: 1			
pe: R	Area: 5	,625.00SqFt	PCI = 44	
	M L	3,937.97 SqFt 1,687.99 SqFt	Comments Comments	5:
	JACKSONVILLE INTERNA TAXIWAY G From: - y: FDOT-PR-TW-AC ength: 150.00Ft Grade: 0.00 amples: 2 Surve pe: R	JACKSONVILLE INTERNATIONAL AIRPO TAXIWAY G From: - y: FDOT-PR-TW-AC Zone: ength: 150.00Ft Widt Grade: 0.00 Lanes: 0 amples: 2 Surveyed: 1 pe: R Area: 5 M L	JACKSONVILLE INTERNATIONAL AIRPORT TAXIWAY G Use: TAXIWAY From: - To: - y: FDOT-PR-TW-AC Zone: Category: ength: 150.00Ft Width: 60.00Ft Grade: 0.00 Lanes: 0 amples: 2 Surveyed: 1 pe: R Area: 5,625.00SqFt M 3,937.97 SqFt L 1,687.99 SqFt	JACKSONVILLE INTERNATIONAL AIRPORT TAXIWAY G Use: TAXIWAY Area: From: - To: - y: FDOT-PR-TW-AC Zone: Category: Rank: P ength: 150.00Ft Width: 60.00Ft Grade: 0.00 Lanes: 0 amples: 2 Surveyed: 1 pe: R Area: 5,625.00SqFt PCI = 44 M 3,937.97 SqFt Comments L 1,687.99 SqFt Comments

Network: JAX Name: JACKSONVILLE INTERN	NATIONAL AIRPORT			
Branch: TWG Name: TAXIWAY G		Use: TAXIWAY	Area:	296,505.00SqFt
Section:1045of8From: -Surface:ACFamily:FDOT-PR-TW-ACArea:14,480.00SqFtLength:223.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 60.00Ft	Rank: P	Last Const.: 1/1/2001
Last Insp. Date4/25/2011 Total Samples: 2 Sur Conditions: PCI:90.00 Inspection Comments:	veyed: 1			
Sample Number: 301 Type: R	Area: 5,000	.00SqFt	PCI = 90	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	40.01 Ft	Comments	:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.01 Ft	Comments	:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments	:

Network: JAX N	ame: JACKSONVILLE INTH	ERNATIONAL AIRPO	RT		
Branch: TWG N	ame: TAXIWAY G		Use: TAXIWAY	Area:	296,505.00SqFt
Section: 1060 of Surface: PCC Area: 133,820.00SqFt Shoulder: Street Type Section Comments:	8 From: - Family: FDOT-PR-PCC Length: 515.00F : Grade: 0.00	Zone: t Width Lanes: 0	To: - Category: : 150.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 T Conditions: PCI:89.00 Inspection Comments:	'otal Samples: 9 S	urveyed: 1			
Sample Number: 104 Sample Comments:	Туре: R	Area:	24.00Slabs	PCI = 89	
73 SHRINKAGE CRACKI	ING	Ν	2.00 Slabs	Comments	5:
74 JOINT SPALLING		М	1.00 Slabs	Comments	3:
66 SMALL PATCH		\mathbf{L}	4.00 Slabs	Comments	5:
74 JOINT SPALLING		\mathbf{L}	1.00 Slabs	Comments	5:
70 SCALING/CRAZING		${ m L}$	1.00 Slabs	Comments	3:

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRF	PORT		
Branch: TW H, R	Name: TAXIWAYS H & R		Use: TAXIWAY	Area: 5	559,545.00SqFt
Section: 550 o Surface: PCC Area: 208,460.00SqFt Shoulder: Street Typ Section Comments:	f 6 From: - Family: FDOT-PR-PCC Length: 488.00Ft e: Grade: 0.00	Zone Wic Lanes: 0	To: - Category: ht: 160.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:87.00 Inspection Comments:	Total Samples: 13 S	urveyed: 3			
Sample Number: 103	Type: R	Area:	20.00Slabs	PCI = 93	
Sample Comments:		-		- Commont a	
75 CORNER SPALLING	ł	L	2.00 Slab 2.00 Slab	s Comments	:
Sample Number: 110	Туре: к	Area:	20.00Slabs	PCI = 78	
66 SMALL PATCH		L	6.00 Slab	s Comments	:
67 LARGE PATCH/UTI	LITY	L	6.00 Slab	s Comments	:
74 JOINT SPALLING		М	1.00 Slab	s Comments	:
Sample Number: 112 Sample Comments:	Type: R	Area:	24.00Slabs	PCI = 88	
66 ^{SMALL} PATCH		L	7.00 Slab	s Comments	:
74 JOINT SPALLING		L	3.00 Slab	s Comments	:
70 SCALING/CRAZING	ł	L	2.00 Slab	s Comments	:

Network: JAX Name: JA	CKSONVILLE INTERNATION	AL AIRPORT			
Branch: TW H, R Name: TA	AXIWAYS H & R		Use: TAXIWA	AY Area: 55	9,545.00SqFt
Section: 555 of 6 Surface: PCC Family: Area: 127,295.00SqFt Leng Shoulder: Street Type: Section Comments:	From: - FDOT-PR-PCC gth: 1,540.00Ft Grade: 0.00 Lane	Zone: Width: es: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1985
Last Insp. Date4/25/2011 Total San Conditions: PCI:81.00 Inspection Comments:	nples: 9 Surveyed:	2			
Sample Number: 101 Type	: R Area	.: 28.0	0Slabs	PCI = 80	
73 SHRINKAGE CRACKING		N	3.00 Sla	bs Comments:	
74 JOINT SPALLING		L	15.00 Sla	abs Comments:	
66 SMALL PATCH		L	5.00 Sla	bs Comments:	
63 LINEAR CRACKING		L	2.00 Sla	abs Comments:	
Sample Number: 105 Type	: R Area	: 21.0	0Slabs	PCI = 82	
74 JOINT SPALLING		L	6.00 Sla	bs Comments:	
73 SHRINKAGE CRACKING		N	3.00 Sla	abs Comments:	
66 SMALL PATCH		L	3.00 Sla	abs Comments:	
62 CORNER BREAK		L	2.00 Sla	abs Comments:	
75 CORNER SPALLING		L	1.00 Sla	abs Comments:	

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPORT	Г		
Branch: TW H, R	Name: TAXIWAYS H & R		Use: TAXIWAY	Area:	559,545.00SqFt
Section: 557 Surface: PCC Area: 38,685.00SqFt Shoulder: Street Ty Section Comments:	of 6 From: - Family: FDOT-PR-PCC Length: 615.00Ft 7pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 60.00Ft	Rank: P	Last Const.: 1/1/2007
Last Insp. Date4/25/2011 Conditions: PCI:84.00 Inspection Comments:	Total Samples: 4 Sur	rveyed: 1			
Sample Number: 101 Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLIN 73 SHRINKAGE CRAC	Type: R G KING	Area: 2 L L N	28.00Slabs 18.00 Slabs 2.00 Slabs 1.00 Slabs	PCI = 84 Comments Comments Comments	5: 5: 5:

Network: JAX Name: JACKSONVILLE INTERNATIONAL AIRPORT					
Branch: TW H, R	Name: TAXIWAYS H &	R	Use: TAXIWAY	Area:	559,545.00SqFt
Section: 570 Surface: PCC Area: 43,765.00SqFt Shoulder: Street Ty Section Comments:	of 6 From: - Family: FDOT-PR-PC0 Length: 380 ype: Grade: 0.00	C Zone 0.00Ft Widt 0 Lanes: 0	To: - Category: th: 90.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:87.00 Inspection Comments:	Total Samples: 4	Surveyed: 1			
Sample Number: 100 Sample Comments:	Type: R	Area:	22.00Slabs	PCI = 87	
74 JOINT SPALLING	ł	М	1.00 Slabs	Comments	:
74 JOINT SPALLING	ł	\mathbf{L}	5.00 Slabs	Comments	:
66 SMALL PATCH		\mathbf{L}	3.00 Slabs	Comments	:
73 SHRINKAGE CRACKING		N	1.00 Slabs	Comments	:
Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPOR	Т		
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Branch: TW H, R	Name: TAXIWAYS H & R		Use: TAXIWAY	Area: 5	559,545.00SqFt
Section: 575 Surface: PCC Area: 111,625.00SqFt Shoulder: Street Ty Section Comments:	of 6 From: - Family: FDOT-PR-PCC Length: 1,210.00Ft pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 7 Su	arveyed: 2			
Sample Number: 101	Туре: к	Area:	32.00Slabs	PCI = 90	
75 CORNER SPALLIN	G	L	2.00 Slabs	Comments	:
74 JOINT SPALLING	-	L	6.00 Slabs	Comments	:
70 SCALING/CRAZIN	G	L	1.00 Slabs	Comments	:
66 SMALL PATCH		L	2.00 Slabs	Comments	:
Sample Number: 104 Sample Comments:	Type: R	Area:	21.00Slabs	PCI = 93	
74 JOINT SPALLING		L	5.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPOR	Г		
Branch: TW H, R	Name: TAXIWAYS H & R		Use: TAXIWAY	Area:	559,545.00SqFt
Section: 576 Surface: PCC Area: 29,715.00SqFt Shoulder: Street Ty Section Comments:	of 6 From: - Family: FDOT-PR-PCC Length: 240.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 115.00Ft	Rank: P	Last Const.: 1/1/1991
Last Insp. Date4/25/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 3 Sur	veyed: 1			
Sample Number: 107 Sample Comments: 74 JOINT SPALLING 66 SMALL PATCH	Туре: к	Area: 2 L L	23.00Slabs 7.00 Slabs 2.00 Slabs	PCI = 91 Comments Comments	ş : ş :

Network: JAX	Name: JACKSONVILLE INTE	ERNATIONAL AIRPOR	Т		
Branch: TW J	Name: TAXIWAY J		Use: TAXIWAY	Area: 3	44,305.00SqFt
Section: 740 C Surface: PCC Area: 136,240.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 550.00Fo pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 150.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 10 S	urveyed: 2			
Sample Number: 102 Sample Comments:	Type: R	Area:	24.00Slabs	PCI = 87	
67 LARGE PATCH/UT	ILITY	L	6.00 Slabs	Comments	
Sample Number: 104 Sample Comments:	Type: R	Area:	24.00Slabs	PCI = 94	
66 [°] SMALL PATCH 74 JOINT SPALLING		L L	3.00 Slabs 3.00 Slabs	Comments: Comments:	:

Network: JAX Na	ame: JACKSONVILLE INTER	NATIONAL AIRPO	RT		
Branch: TW J Na	ame: TAXIWAY J		Use: TAXIWAY	Area: 344,3	05.00SqFt
Section: 745 of Surface: PCC Area: 151,520.00SqFt Shoulder: Street Type: Section Comments:	5 From: - Family: FDOT-PR-PCC Length: 1,760.00Ft Grade: 0.00	Zone: Width Lanes: 0	To: - Category: a: 75.00Ft	Rank: P	Last Const.: 1/1/1989
Last Insp. Date4/25/2011 Te Conditions: PCI:83.00 Inspection Comments:	otal Samples: 12 Sur	veyed: 3			
Sample Number: 101	Туре: к	Area:	21.00Slabs	PCI = 78	
75 CORNER SDALLING		т.	2 00 Slabe	Commente	
66 SMALL PATCH		Т.	2.00 Slabs	Comments:	
73 SHRINKAGE CRACKI	NG	N	2.00 Slabs	Comments:	
72 SHATTERED SLAB		L	1.00 Slabs	Comments:	
74 JOINT SPALLING		L	6.00 Slabs	Comments:	
Sample Number: 105 Sample Comments:	Type: R	Area:	21.00Slabs	PCI = 88	
75 CORNER SPALLING		L	2.00 Slabs	Comments:	
66 SMALL PATCH		\mathbf{L}	8.00 Slabs	Comments:	
74 JOINT SPALLING		L	2.00 Slabs	Comments:	
Sample Number: 109 Sample Comments:	Туре: к	Area:	21.00Slabs	PCI = 84	
75 CORNER SPALLING		L	2.00 Slabs	Comments:	
73 SHRINKAGE CRACKI	NG	N	2.00 Slabs	Comments:	
74 JOINT SPALLING		L	8.00 Slabs	Comments:	
70 SCALING/CRAZING		L	1.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTERN	ATIONAL AIRPORT			
Branch: TW J Name: TAXIWAY J		Use: TAXIWAY	Area: 34	44,305.00SqFt
Section:750of5From: -Surface:PCCFamily:FDOT-PR-PCCArea:21,670.00SqFtLength:265.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1982
Last Insp. Date4/25/2011 Total Samples: 2 Surv Conditions: PCI:63.00 Inspection Comments:	veyed: 1			
Sample Number: 111 Type: R Sample Comments:	Area: 20.	00Slabs	PCI = 63	
74 JOINT SPALLING	L	13.00 Slabs	Comments:	
70 SCALING/CRAZING	\mathbf{L}	18.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:	
66 SMALL PATCH	L	3.00 Slabs	Comments:	
62 CORNER BREAK	L	1.00 Slabs	Comments:	
70 SCALING/CRAZING	М	1.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE	INTERNATIONAL AIRPO	RT		
Branch: TW J	Name: TAXIWAY J		Use: TAXIWAY	Area:	344,305.00SqFt
Section: 755 Surface: PCC Area: 13,125.00SqFt Shoulder: Street T Section Comments:	of 5 From: - Family: FDOT-PR-PC Length: 17 Type: Grade: 0.0	C Zone: 5.00Ft Width 0 Lanes: 0	To: - Category: n: 75.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Conditions: PCI:67.00 Inspection Comments:	Total Samples: 1	Surveyed: 1			
Sample Number: 112 Sample Comments:	Туре: к	Area:	21.00Slabs	PCI = 67	
70 SCALING/CRAZI	NG	\mathbf{L}	21.00 Slabs	Comments	:
74 JOINT SPALLIN	IG	\mathbf{L}	17.00 Slabs	Comments	:
73 SHRINKAGE CRA	CKING	N	15.00 Slabs	Comments	:
66 SMALL PATCH		L	4.00 Slabs	Comments	:

Network: JAX Name: JACKSONVILLE INTE	RNATIONAL AIRPORT	[
Branch: TW J Name: TAXIWAY J		Use: TAXIWAY	Area:	344,305.00SqFt
Section:760of5From: -Surface:PCCFamily:FDOT-PR-PCCArea:21,750.00SqFtLength:290.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1984
Last Insp. Date4/25/2011 Total Samples: 2 St Conditions: PCI:72.00 Inspection Comments:	urveyed: 1			
Sample Number: 113 Type: R	Area: 2	1.00Slabs	PCI = 72	
74 JOINT SPALLING	L	10.00 Slabs	Comments	:
74 JOINT SPALLING	М	2.00 Slabs	Comments	:
75 CORNER SPALLING	L	1.00 Slabs	Comments	:
66 SMALL PATCH	L	2.00 Slabs	Comments	:
70 SCALING/CRAZING	L	8.00 Slabs	Comments	:
73 SHRINKAGE CRACKING	Ν	3.00 Slabs	Comments	:
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILLE INT	ERNATIONAL AIRF	PORT		
Branch: TW K	Name: TAXIWAY K		Use: TAXIWAY	Area: 107,	335.00SqFt
Section: 1320 Surface: PCC Area: 107,335.00SqFt Shoulder: Street Ty Section Comments:	of 1 From: - Family: FDOT-PR-PCC Length: 795.001 pe: Grade: 0.00	Zone ^{Ft} Wic Lanes: 0	To: - Category: Ith: 92.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Conditions: PCI:94.00 Inspection Comments:	Total Samples: 18 S	Surveyed: 3			
Sample Number: 101	Туре: к	Area:	20.00Slabs	PCI = 94	
74 JOINT SPALLING		т.	1 00 Slabs	Comments:	
70 SCALING/CRAZIN	G	L	1.00 Slabs	Comments:	
75 CORNER SPALLIN	G	L	1.00 Slabs	Comments:	
Sample Number: 104 Sample Comments: <no distresses=""></no>	Type: R	Area:	20.00Slabs	PCI = 100	
Sample Number: 107	Туре: к	Area:	20.00Slabs	PCI = 87	
Sample Comments:	<u>c</u>	т.	3 NN Slahe	Comments:	
74 JOINT SPALLING	5	Т.	5.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLI	E INTERNATIONAL AIRPO	RT		
Branch: TW L	Name: TAXIWAY L		Use: TAXIWAY	Area:	149,685.00SqFt
Section: 205 Surface: PCC Area: 27,240.00SqFt Shoulder: Street T Section Comments:	of 5 From: - Family: FDOT-PR-PC Length: 2 ² Ype: Grade: 0.0	CC Zone: 14.00Ft Width 10 Lanes: 0	To: - Category: 1: 90.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:82.00 Inspection Comments:	Total Samples: 3	Surveyed: 1			
Sample Number: 100	Type: R	Area:	20.00Slabs	PCI = 82	
70 SCALING/CRAZI	NG	L	5.00 Slabs	Comments	:
74 JOINT SPALLIN	G	\mathbf{L}	9.00 Slabs	Comments	:
66 SMALL PATCH		L	1.00 Slabs	Comments	:
75 CORNER SPALLI	NG	L	1.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILLE	NTERNATIONAL AIRPORT	2		
Branch: TW L	Name: TAXIWAY L		Use: TAXIWAY	Area:	149,685.00SqFt
Section: 210 Surface: PCC Area: 26,640.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 244. /pe: Grade: 0.00	Zone: 00Ft Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1983
Last Insp. Date4/25/2011 Conditions: PCI:76.00 Inspection Comments:	Total Samples: 3	Surveyed: 1			
Sample Number: 102 Sample Comments:	Туре: к	Area: 1	5.00Slabs	PCI = 76	
74 JOINT SPALLING	ł	L	11.00 Slabs	Comments	:
74 JOINT SPALLING	ł	М	1.00 Slabs	Comments	:
75 CORNER SPALLIN	IG	L	2.00 Slabs	Comments	:
66 SMALL PATCH		L	1.00 Slabs	Comments	:

Network: JAX	Name: JACKSONVILLE I	INTERNATIONAL	AIRPORT			
Branch: TW L	Name: TAXIWAY L			Use: TAXIWAY	Area:	149,685.00SqFt
Section: 215 C Surface: PCC Area: 19,695.00SqFt Shoulder: Street Typ Section Comments: Last Insp. Date4/25/2011 Conditions: PCI-71.00	of 5 From: - Family: FDOT-PR-PCC Length: 206. pe: Grade: 0.00 Total Samples: 2	.00Ft Lanes: Surveyed: 1	Zone: Width: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1983
Inspection Comments:						
Sample Number: 101	Type: R	Area:	15.00	Slabs	PCI = 71	
74 JOINT SPALLING			L	9.00 Slabs	Comment	s:
75 CORNER SPALLING	5	:	L	3.00 Slabs	Comment	s:
70 SCALING/CRAZING	G		L	7.00 Slabs	Comment	s:
74 JOINT SPALLING]	M	1.00 Slabs	Comment	s:
73 SHRINKAGE CRACI	KING	1	N	1.00 Slabs	Comment	s:

Network: JAX Name: JACKSONVILLE IN	TERNATIONAL AIRPOR	Г		
Branch: TWL Name: TAXIWAYL		Use: TAXIWAY	Area:	149,685.00SqFt
Section:220of5From: -Surface:PCCFamily:FDOT-PR-PCCArea:23,805.00SqFtLength:240.0Shoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: 0Ft Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Total Samples: 3 Conditions: PCI:81.00 Inspection Comments:	Surveyed: 1			
Sample Number: 102 Type: R Sample Comments:	Area:	20.00Slabs	PCI = 81	
70 SCALING/CRAZING	L	7.00 Slabs	Comments	5:
75 CORNER SPALLING	${ m L}$	1.00 Slabs	Comments	3:
74 JOINT SPALLING	${ m L}$	4.00 Slabs	Comments	5:
66 SMALL PATCH	${ m L}$	1.00 Slabs	Comments	5:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments	3:

Network: JAX Na	me: JACKSONVILLE INTERN	ATIONAL AIRPOR	Г		
Branch: TW L Na	me: TAXIWAY L		Use: TAXIWAY	Area: 14	9,685.00SqFt
Section: 225 of Surface: PCC l Area: 52,305.00SqFt Shoulder: Street Type: Section Comments:	5 From: - Family: FDOT-PR-PCC Length: 488.00Ft Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Te Conditions: PCI:82.00 Inspection Comments:	otal Samples: 7 Surv	veyed: 2			
Sample Number: 101	Туре: к	Area:	20.00S1abs	PCI = 76	
Sample Comments: 70 SCALING/CRAZING 75 CORNER SPALLING 74 JOINT SPALLING 73 SHRINKAGE CRACKIN	NG	L L L N	8.00 Slabs 3.00 Slabs 12.00 Slabs 1.00 Slabs	Comments: Comments: Comments: Comments:	
Sample Number: 105 Sample Comments: 74 JOINT SPALLING 70 SCALING/CRAZING 73 SHRINKAGE CRACKIN	Туре: R NG	Area: 2 L L N	20.00Slabs 5.00 Slabs 3.00 Slabs 1.00 Slabs	PCI = 87 Comments: Comments: Comments:	

Network: JAX Nam	e: JACKSONVILLE INTER	RNATIONAL AII	RPORT			
Branch: TW N, U Nam	e: TAXIWAYS N, U		Use: TAXI	IWAY At	rea: 630,1	30.00SqFt
Section: 305 of Surface: PCC Fa Area: 221,250.00SqFt Shoulder: Street Type: Section Comments:	5 From: - mily: FDOT-PR-PCC Length: 2,950.00Ft Grade: 0.00	Zor W Lanes: 0	To: - ne: Categor idth: 75.00Ft	ry: Rank: P		Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Tota Conditions: PCI:88.00 Inspection Comments:	al Samples: 36 Su	rveyed: 5				
Sample Number: 128	Type: R	Area:	20.00Slabs	PCI = 8	8	
Sample Comments: 74 JOINT SPALLING 75 CORNER SPALLING 70 SCALING/CRAZING		L L L	4.00 S 2.00 S 1.00 S	labs Cor labs Cor labs Cor	nments: nments: nments:	
Sample Number: 134 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 8	35	
74 JOINT SPALLING 75 CORNER SPALLING 66 SMALL PATCH		L L L	6.00 S 5.00 S 3.00 S	labs Cor labs Cor labs Cor	nments: nments: nments:	
Sample Number: 141 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 9	7	
66 SMALL PATCH 74 JOINT SPALLING		L L	1.00 S 1.00 S	labs Cor labs Cor	nments: nments:	
Sample Number: 149 Sample Comments:	Туре: R	Area:	20.00Slabs	PCI = 8	6	
74 JOINT SPALLING 75 CORNER SPALLING		L L	13.00 S 1.00 S	labs Cor labs Cor	nments: nments:	
Sample Number: 159 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 8	32	
66 SMALL PATCH		L	5.00 S	labs Cor	mments:	
74 JOINT SPALLING		L -	8.00 S	Labs Cor	mments:	
70 SCALING/CRAZING 73 SHRINKAGE CRACKING	Ţ	L N	2.00 S 1 00 S	labs Cor	nments:	

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPOR	Т		
Branch: TW N, U	Name: TAXIWAYS N, U		Use: TAXIWAY	Area: 63	0,130.00SqFt
Section: 310 of Surface: PCC Area: 183,825.00SqFt Shoulder: Street Typ Section Comments:	f 5 From: - Family: FDOT-PR-PCC Length: 2,451.00Ft e: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1998
Last Insp. Date4/25/2011 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 14 St	urveyed: 2			
Sample Number: 102	Туре: к	Area:	21.00Slabs	PCI = 90	
66 SMALL PATCH		L	2.00 Slabs	Comments:	
74 JOINT SPALLING		L	2.00 Slabs	Comments:	
75 CORNER SPALLING		L	1.00 Slabs	Comments:	
74 JOINT SPALLING		М	1.00 Slabs	Comments:	
Sample Number: 108 Sample Comments: <no distresses=""></no>	Type: R	Area:	21.00Slabs	PCI = 100	

Network: JAX	Name: JACKSONVILLE INTER	RNATIONAL AIRPORT			
Branch: TW N, U	Name: TAXIWAYS N, U		Use: TAXIWAY	Area: 630,	130.00SqFt
Section: 312	of 5 From: - Family: EDOT-PR-PCC	Zone	To: - Category:	Rank: P	Last Const.: 1/1/2000
Area: 133,125.00SqFt Shoulder: Street Ty Section Comments:	Length: 1,775.00Ft pe: Grade: 0.00	Width: Lanes: 0	75.00Ft	Kulik. I	
Last Insp. Date4/25/2011 Conditions: PCI:98.00 Inspection Comments:	Total Samples: 10 Su	rveyed: 2			
Sample Number: 119 Sample Comments:	Type: R	Area: 21.	00Slabs	PCI = 97	
66 SMALL PATCH		L	1.00 Slabs	Comments:	
74 JOINT SPALLING		L	1.00 Slabs	Comments:	
Sample Number: 124 Sample Comments:	Type: R	Area: 21.	00Slabs	PCI = 99	
66 ^{SMALL} PATCH		L	1.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTER	NATIONAL AIRPORT			
Branch: TW N, U	Name: TAXIWAYS N, U		Use: TAXIWAY	Area:	630,130.00SqFt
Section: 315 Surface: PCC Area: 39,375.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 525.00Ft /pe: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 3 Su	rveyed: 1			
Sample Number: 115 Sample Comments: 66 SMALL PATCH 74 JOINT SPALLING	Туре: к	Area: 21 L L	1.00Slabs 4.00 Slabs 1.00 Slabs	PCI = 95 Comments Comments	; : ; :

Network: JAX	Name: JACKSONVILLE INTER	RNATIONAL AIRPORT	ſ		
Branch: TW N, U	Name: TAXIWAYS N, U		Use: TAXIWAY	Area:	630,130.00SqFt
Section: 390 Surface: PCC Area: 52,555.00SqFt Shoulder: Street Ty Section Comments:	of 5 From: - Family: FDOT-PR-PCC Length: 488.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1998
Last Insp. Date4/25/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 5 Su	rveyed: 1			
Sample Number: 101 Sample Comments: 74 JOINT SPALLING 73 SHRINKAGE CRAC 66 SMALL PATCH	Type: R G CKING	Area: 2 L N L	8.00Slabs 7.00 Slabs 1.00 Slabs 2.00 Slabs	PCI = 91 Comments Comments	5: 5: a:

Network: JAX Name: JACKSONVILLE INTERN	JATIONAL AIRPORT			
Branch: TW P Name: TAXIWAY P		Use: TAXIWAY	Area: 339	9,535.00SqFt
Section:640of4From: -Surface:PCCFamily:FDOT-PR-PCCArea:60,825.00SqFtLength:811.00FtShoulder:Street Type:Grade:0.00Section Comments:Section Comments:Section Comments	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1982
Last Insp. Date4/25/2011 Total Samples: 5 Surr Conditions: PCI:64.00 Inspection Comments:	veyed: 1			
Sample Number: 122 Type: R Sample Comments:	Area: 21	.00Slabs	PCI = 64	
65 JOINT SEAL DAMAGE	L	21.00 Slabs	Comments:	
70 SCALING/CRAZING	L	21.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:	
75 CORNER SPALLING	L	3.00 Slabs	Comments:	
74 JOINT SPALLING	L	13.00 Slabs	Comments:	
66 SMALL PATCH	L	4.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPORT			
Branch: TW P	Name: TAXIWAY P		Use: TAXIWAY	Area:	339,535.00SqFt
Section: 641 Surface: PCC Area: 18,750.00SqFt Shoulder: Street Ty Section Comments:	of 4 From: - Family: FDOT-PR-PCC Length: 250.00Ft ype: Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1994
Last Insp. Date4/25/2011 Conditions: PCI:85.00 Inspection Comments:	Total Samples: 3 Su	ırveyed: 1			
Sample Number: 120 Sample Comments: 74 JOINT SPALLING 73 SHRINKAGE CRAC	Type: R KING	Area: S	9.00Slabs 5.00 Slabs 2.00 Slabs	PCI = 85 Comments Comments	3:

Network: JAX	Name: JACKSONVILLE INTERN	VATIONAL AIRPOR	Т		
Branch: TW P	Name: TAXIWAY P		Use: TAXIWAY	Area: 339	9,535.00SqFt
Section: 650 o Surface: PCC	f 4 From: - Family: FDOT-PR-PCC	Zone:	To: - Category:	Rank: P	Last Const.: 1/1/1992
Area: 133,320.00SqFt Shoulder: Street Typ Section Comments:	Length: 550.00Ft e: Grade: 0.00	Width: Lanes: 0	140.00Ft		
Last Insp. Date4/25/2011 Conditions: PCI:97.00 Inspection Comments:	Total Samples: 19 Surv	veyed: 3			
Sample Number: 105	Туре: R	Area:	24.00Slabs	PCI = 98	
74 JOINT SPALLING		L	1.00 Slabs	Comments:	
Sample Number: 107 Sample Comments:	Type: R	Area:	24.00Slabs	PCI = 95	
74 JOINT SPALLING		L	2.00 Slabs	Comments:	
75 CORNER SPALLING	ł	L	1.00 Slabs	Comments:	
Sample Number: 109	Туре: к	Area:	24.00Slabs	PCI = 98	
74 JOINT SPALLING		L	1.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INTE	RNATIONAL AIRPO	DRT		
Branch: TW P	Name: TAXIWAY P		Use: TAXIWAY	Area: 339,	535.00SqFt
Section: 655 Surface: PCC Area: 126,640.00SqFt Shoulder: Street Ty Section Comments:	of 4 From: - Family: FDOT-PR-PCC Length: 1,500.00Ft pe: Grade: 0.00	Zone: Widt Lanes: 0	To: - Category: h: 75.00Ft	Rank: P	Last Const.: 1/1/1992
Last Insp. Date4/25/2011 Conditions: PCI:95.00 Inspection Comments:	Total Samples: 20 Su	urveyed: 3			
Sample Number: 101	Туре: к	Area:	30.00Slabs	PCI = 90	
74 JOINT SPALLING		т.	6 00 Slabs	Comments:	
66 SMALL PATCH			1.00 Slabs	Comments:	
75 CORNER SPALLIN	G	L	2.00 Slabs	Comments:	
70 SCALING/CRAZIN	G	L	1.00 Slabs	Comments:	
Sample Number: 108	Туре: к	Area:	20.00Slabs	PCI = 97	
70 SCALING/CRAZIN	G	L	1.00 Slabs	Comments:	
66 SMALL PATCH		L	1.00 Slabs	Comments:	
Sample Number: 115 Sample Comments:	Туре: к	Area:	20.00Slabs	PCI = 99	
66 SMALL PATCH		\mathbf{L}	1.00 Slabs	Comments:	

Network: JAX Na	ame: JACKSONVILLE INTERN	ATIONAL AIRPOR	Т		
Branch: TW Q Na	ame: TAXIWAY Q		Use: TAXIWAY	Area: 115,7	700.00SqFt
Section: 560 of Surface: PCC Area: 115,700.00SqFt Shoulder: Street Type: Section Comments:	1 From: - Family: FDOT-PR-PCC Length: 690.00Ft Grade: 0.00	Zone: Width: Lanes: 0	To: - Category: 90.00Ft	Rank: P	Last Const.: 1/1/1996
Last Insp. Date4/25/2011 Te Conditions: PCI:87.00 Inspection Comments:	otal Samples: 9 Surv	veyed: 2			
Sample Number: 100 Sample Comments:	Туре: к	Area:	21.00Slabs	PCI = 78	
74 JOINT SPALLING		L	14.00 Slabs	Comments:	
75 CORNER SPALLING		L	3.00 Slabs	Comments:	
66 SMALL PATCH		L	3.00 Slabs	Comments:	
67 LARGE PATCH/UTIL	ITY	L	1.00 Slabs	Comments:	
Sample Number: 104 Sample Comments:	Туре: к	Area:	24.00Slabs	PCI = 96	
74 JOINT SPALLING		L	2.00 Slabs	Comments:	
66 SMALL PATCH		L	2.00 Slabs	Comments:	

Network: JAX Name: JACKSONVILLE INTERN	ATIONAL AIRPO	RT		
Branch: TW S, T Name: TAXIWAYS S & T		Use: TAXIWAY	Area: 255,0	545.00SqFt
Section:1280of3From: -Surface:PCCFamily:FDOT-PR-PCCArea:86,930.00SqFtLength:560.00FtShoulder:Street Type:Grade:0.00Section Comments:	Zone: Width Lanes: 0	To: - Category: a: 150.00Ft	Rank: P	Last Const.: 1/1/1968
Last Insp. Date4/25/2011 Total Samples: 7 Surv Conditions: PCI:54.00 Inspection Comments:	reyed: 2			
Sample Number: 101 Type: R	Area:	24.00Slabs	PCI = 45	
Sample Comments:	-		G	
70 SCALING/CRAZING	L	24.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	IN T	15.00 Slabs	Comments.	
66 CMALL DATCH	ц т	14.00 Slabs	Commontai	
60 SMALL PAICH 62 CODNED DDEAK	ш М	1 00 Slabs	Commonta:	
74 JOINT SDALLING	M	2 00 Slabs	Comments:	
62 CORNER BREAK	т.	2.00 Slabs	Comments:	
72 SHATTERED SLAB	M	1 00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	
Sample Number: 105 Type: R	Area:	24.00Slabs	PCI = 64	
74 JOINT SPALLING	L	14.00 Slabs	Comments:	
66 SMALL PATCH	_ L	7.00 Slabs	Comments:	
63 LINEAR CRACKING	_ L	7.00 Slabs	Comments:	
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:	
70 SCALING/CRAZING	_ L	3.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	Ν	1.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE INT	ERNATIONAL AIRPORT			
Branch: TW S, T	Name: TAXIWAYS S & T		Use: TAXIWAY	Area: 255,	645.00SqFt
Section: 1285 C Surface: PCC Area: 140,345.00SqFt Shoulder: Street Ty Section Comments:	of 3 From: - Family: FDOT-PR-PCC Length: 1,385.00 pe: Grade: 0.00	Zone: Ft Width: Lanes: 0	To: - Category: 75.00Ft	Rank: P	Last Const.: 1/1/1989
Last Insp. Date4/25/2011 Conditions: PCI:82.00 Inspection Comments:	Total Samples: 12	Surveyed: 3			
Sample Number: 101	Type: R	Area: 20	.00Slabs	PCI = 83	
Sample Comments:	-				
70 SCALING/CRAZING	5	L	7.00 Slabs	Comments:	
70 SCALING/CRAZING	5	L	1.00 Slabs	Comments:	
66 SMALL PATCH		L	2.00 Slabs	Comments:	
74 JOINT SPALLING	X1NG	N M	1.00 Slabs 1.00 Slabs	Comments: Comments:	
Sample Number: 105	Туре: к	Area: 21	.00Slabs	PCI = 83	
74 JOINT SPALLING		Τ.	6 00 Slabs	Comments:	
70 SCALING/CRAZING	3	L	7.00 Slabs	Comments:	
75 CORNER SPALLING	- - -	_ L	1.00 Slabs	Comments:	
Sample Number: 108 Sample Comments:	Type: R	Area: 24	.00Slabs	PCI = 80	
70 SCALING/CRAZING	G	L	13.00 Slabs	Comments:	
74 JOINT SPALLING		L	8.00 Slabs	Comments:	
73 SHRINKAGE CRAC	KING	N	3.00 Slabs	Comments:	

Network: JAX	Name: JACKSONVILLE	INTERNATIONAL AIRPO	DRT		
Branch: TW S, T	Name: TAXIWAYS S &	Т	Use: TAXIWAY	Area:	255,645.00SqFt
Section: 1290 Surface: PCC Area: 28,370.00SqFt Shoulder: Street Ty Section Comments:	of 3 From: - Family: FDOT-PR-PC Length: 22 ype: Grade: 0.0	C Zone 0.00Ft Widt 0 Lanes: 0	To: - Category: h: 100.00Ft	Rank: P	Last Const.: 1/1/1989
Last Insp. Date4/25/2011 Conditions: PCI:91.00 Inspection Comments:	Total Samples: 2	Surveyed: 1			
Sample Number: 101 Sample Comments:	Туре: к	Area:	27.00Slabs	PCI = 91	
66 SMALL PATCH		L	3.00 Slabs	Comments	:
70 SCALING/CRAZIN	IG	\mathbf{L}	1.00 Slabs	Comments	:
62 CORNER BREAK		\mathbf{L}	1.00 Slabs	Comments	:
74 JOINT SPALLING	1	\mathbf{L}	2.00 Slabs	Comments	: