STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Kendall-Tamiami Executive Airport– TMB
(Regional Reliever)
Miami, Florida
(District 6)

May 2012

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Kendall-Tamiami Executive Airport included:

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

During March 2012, the PCI survey was performed at Kendall-Tamiami Executive Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 86, representing a Good overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
North Apron	86	64 - 91	Good	65	65	X
Northeast Apron	86	81 - 95	Good	65	65	
South Apron	81	35 - 86	Satisfactory	65	65	X
Southeast Apron	65	65	Fair	65	65	
Runway 13-31	90	90 - 91	Good	75	65	
Runway 9L-27R	91	90 - 96	Good	75	65	
Runway 9R-27L	90	86 - 100	Good	75	65	
Taxiway 1	94	94	Good	65	65	
Taxiway 2	91	91	Good	65	65	
Taxiway 3	96	96	Good	65	65	
Taxiway 4	94	94	Good	65	65	
Taxiway 5	89	89	Good	65	65	
Taxiway 6	91	91	Good	65	65	
Taxiway 7	92	92	Good	65	65	
Taxiway Alpha	93	79 - 100	Good	65	65	
Taxiway A-1	97	97	Good	65	65	
Taxiway A-2	95	95	Good	65	65	
Taxiway A-3	92	92 - 93	Good	65	65	
Taxiway to Northeast Apron	78	78	Satisfactory	65	65	
Taxiway to Southeast Apron	89	89	Good	65	65	
Taxiway Charlie	86	86	Good	65	65	
Taxiway C-1	72	72	Satisfactory	65	65	
Taxiway C-2	78	78	Satisfactory	65	65	
Taxiway CC	78	78	Satisfactory	65	65	
Taxiway Delta	58	47 - 94	Fair	65	65	X
Taxiway D-1	56	56	Fair	65	65	X
Taxiway D-2	53	53	Poor	65	65	X
Taxiway Echo	96	91 - 100	Good	65	65	
Taxiway E-1	94	91 - 100	Good	65	65	
Taxiway E-2	83	83	Satisfactory	65	65	
Taxiway E-3	83	83	Satisfactory	65	65	
Taxiway E-4	87	87	Good	65	65	

Table I: Condition Summary by Branch (Continued)

Branch Name	Area Weighted PCI	PCI Range	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Taxiway E-5	92	92 - 93	Good	65	65	
Taxiway Foxtrot	93	93	Good	65	65	
Taxiway Golf	94	91 - 96	Good	65	65	
Taxiway Hotel	91	91	Good	65	65	
Taxiway H-1	91	91	Good	65	65	
Taxiway H-2	85	85	Satisfactory	65	65	
Taxiway H-3	88	88	Good	65	65	
Taxiway H-4	100	100	Good	65	65	
Taxiway H-5	91	91	Good	65	65	
Taxiway H-6	93	93	Good	65	65	
Taxiway H-7	94	94	Good	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	90	Good
Taxiway	86	Good
Apron	83	Satisfactory
All (Weighted)	**86**	**Good**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	86	Satisfactory
Tertiary	62	Fair
All (Weighted)	**86**	**Good**

*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 Kendall-Tamiami Executive Airport, include: Taxiway Delta and portions of the North and South Aprons within the T-Hangar areas. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4225	AC	69,490	$178,450.31	64	Mill and Overlay	100
South Apron	4125	AC	35,371	$110,498.16	62	Mill and Overlay	100
South Apron	4130	AC	19,714	$258,061.25	35	Reconstruction	100
South Apron	4135	AC	29,788	$121,327.74	59	Mill and Overlay	100
Taxiway Delta	405	AC	210,898	$1,604,932.90	47	Mill and Overlay	100
Taxiway D-1	415	AC	50,475	$265,094.71	56	Mill and Overlay	100
Taxiway D-2	420	AC	50,463	$324,527.06	53	Mill and Overlay	100
			Total	**$2,862,892.13**	**54**		**100**

* Costs are adjusted for inflation.

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$227,635.95	$2,862,892.13	$3,090,528.08
2013	$317,033.06	$119,608.70	$436,641.76
2014	$442,042.84	$189,216.97	$631,259.81
2015	$580,827.62	$0.00	$580,827.62
2016	$723,255.67	$0.00	$723,255.67
2017	$883,425.04	$0.00	$883,425.04
2018	$1,036,746.05	$0.00	$1,036,746.05
2019	$1,206,371.41	$0.00	$1,206,371.41
2020	$1,384,189.92	$0.00	$1,384,189.92
2021	$1,518,954.53	$366,896.97	$1,885,851.50
Total	**$8,320,482.09**	**$3,538,614.77**	**$11,859,096.86**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would only decrease from 86 in 2012 to 73 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 Kendall-Tamiami Executive Airport pavements in 2021 may remain near 73. 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 Kendall-Tamiami Executive Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time.

In order to support the planning, scheduling, and design of the M&R activities based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, the FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of an asphalt concrete (AC) surface, and
- Rigid pavement composed of a Portland Cement Concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying natural subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland Cement Concrete supports most of the load, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

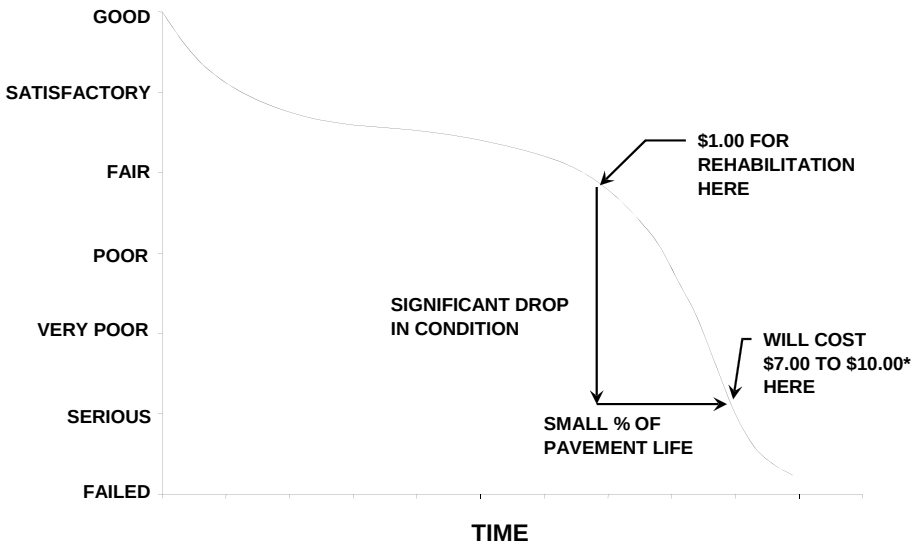
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of Branches, Sections, use patterns, construction types and history. The sampling rate used for the FDOT Statewide Airfield Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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

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

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

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

- GA – for general aviation or community airports;
- RL – for regional relievers or small hubs;
- PR – for primary (certified under Part 139 requirements).

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

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

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

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

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

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

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

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

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport is in Appendix A along with a table of inventory data.

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

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

Pavement Management System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

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

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

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

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons;
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons;
- T – for Tertiary pavements such as "T" hangars and slightly used aprons.

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Kendall-Tamiami Executive Airport (TMB) consists of three runways; Runway 9R-27L which is 150-ft wide by 5,999-ft long, Runway 9L-27R which is 150-ft wide by 5,003-ft long, and Runway 13-31 which is 150-ft wide by 4,001-ft long. The western 1,200-ft of Runway 9R-27L was not inspected due to recent construction. Parallel taxiways Alpha, Delta and Echo area all 50-ft in width and are used to navigate throughout the airfield along with their associated taxiway connectors. The aprons are situated between Runways 9R-27L and 9L-27R. All of the runways and taxiways are constructed out of asphalt concrete pavement, with the only portland cement concrete pavement sections being located within the aprons. This airport is designated as a Regional Reliever airport and is located in District 6 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.

Kendall-Tamiami Executive Airport was established in 1967. It is owned and operated by Miami-Dade County. The airport is one of the busiest general aviation airports in Florida. It acts as a reliever to Miami International Airport and serves corporate and recreational needs in South Florida.

2.1 Network Definition

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further divided into Sections with similar pavement construction and performance that may share other common attributes.

Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

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

2.1.2 *System Inventory and Network Definition Update*

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

construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

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

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

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

Construction Year	Location	Work Type/Pavement Section
2011	Runway 9R-27L & Taxiway Echo	1,000' Runway and Taxiway Extension

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 238 sample units.

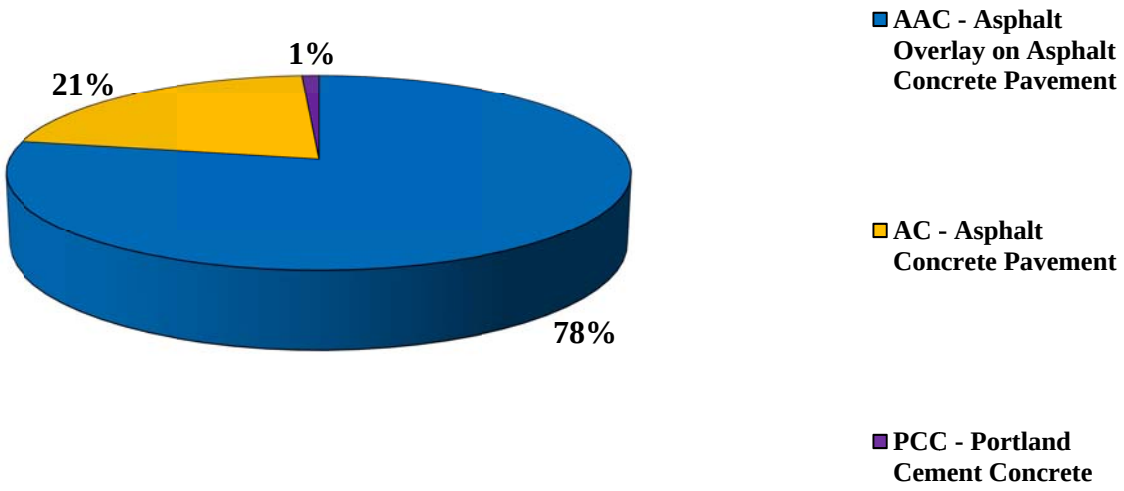
The total airfield pavement area in 2012 at Kendall-Tamiami Executive Airport is 7,217,438 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	2,250,750	31%
Taxiway	2,299,565	32%
Apron	2,667,123	37%
All (Weighted)	**7,217,438**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
North Apron	AP N	4205	840,000	P	AAC	1/1/2006	16	168
North Apron	AP N	4215	60,000	P	AAC	1/1/2006	2	12
North Apron	AP N	4220	109,500	P	AAC	1/1/1994	3	24
North Apron	AP N	4225	69,490	P	AC	12/25/1999	3	20
North Apron	AP N	4230	18,795	P	AC	12/25/1999	1	3
Northeast Apron	AP NE	4305	9,600	P	PCC	12/25/1999	1	3
Northeast Apron	AP NE	4310	19,797	P	AC	12/25/1999	1	5
Northeast Apron	AP NE	4315	21,176	P	AC	12/25/1999	1	5
Northeast Apron	AP NE	4320	9,216	P	PCC	12/25/1999	1	3
Northeast Apron	AP NE	4325	49,524	P	AC	12/25/1999	2	12
Northeast Apron	AP NE	4330	2,700	P	PCC	12/25/1999	1	1
South Apron	AP S	4105	210,000	P	AC	1/1/1998	5	42
South Apron	AP S	4110	240,843	P	AAC	1/1/1998	5	48
South Apron	AP S	4115	832,515	P	AAC	1/1/1998	10	168
South Apron	AP S	4125	35,371	T	AC	12/25/1999	1	7
South Apron	AP S	4130	19,714	P	AC	12/25/1999	1	6
South Apron	AP S	4135	29,788	P	AC	12/25/1999	1	8
South Apron	AP S	4140	43,874	P	AC	12/25/1999	3	16
Southeast Apron	AP SE	4410	45,220	P	AC	12/25/1999	2	8
Runway 13-31	RW 13-31	6205	400,200	P	AAC	1/1/2004	16	80
Runway 13-31	RW 13-31	6210	200,100	P	AAC	1/1/2004	7	40
Runway 9L-27R	RW 9L-27R	6104	20,000	P	AC	1/1/2001	1	4
Runway 9L-27R	RW 9L-27R	6105	460,000	P	AC	1/1/2001	19	92
Runway 9L-27R	RW 9L-27R	6109	10,000	P	AC	1/1/2001	1	2
Runway 9L-27R	RW 9L-27R	6110	230,000	P	AC	1/1/2001	8	46
Runway 9L-27R	RW 9L-27R	6126	10,100	P	AC	1/1/2001	1	2
Runway 9L-27R	RW 9L-27R	6131	20,200	P	AC	1/1/2001	1	4
Runway 9R-27L	RW 9R-27L	6302	100,000	P	AC	1/1/2012	5	20
Runway 9R-27L	RW 9R-27L	6304	20,000	P	AAC	1/1/2012	1	4
Runway 9R-27L	RW 9R-27L	6305	460,000	P	AAC	1/1/1997	19	92
Runway 9R-27L	RW 9R-27L	6306	20,100	P	AC	1/1/1997	1	4
Runway 9R-27L	RW 9R-27L	6307	50,000	P	AC	1/1/2012	2	10

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Runway 9R-27L	RW 9R-27L	6309	10,000	P	AAC	1/1/2012	1	2
Runway 9R-27L	RW 9R-27L	6310	230,000	P	AAC	1/1/1997	8	46
Runway 9R-27L	RW 9R-27L	6311	10,050	P	AC	1/1/1997	1	2
Taxiway 1	TW 1	270	12,843	P	AAC	1/1/2006	1	2
Taxiway 2	TW 2	260	19,697	P	AAC	1/1/2006	1	4
Taxiway 3	TW 3	250	19,697	P	AAC	1/1/2006	1	4
Taxiway 4	TW 4	240	19,697	P	AAC	1/1/2006	1	4
Taxiway 5	TW 5	230	19,697	P	AAC	1/1/2006	1	4
Taxiway 6	TW 6	220	19,697	P	AAC	1/1/2006	1	4
Taxiway 7	TW 7	210	18,557	P	AAC	1/1/2005	1	4
Taxiway Alpha	TW A	105	279,576	P	AAC	1/1/2005	10	56
Taxiway Alpha	TW A	108	18,500	P	AAC	1/1/2005	1	4
Taxiway Alpha	TW A	110	36,180	P	AC	1/1/2001	1	7
Taxiway Alpha	TW A	111	27,392	P	AC	12/25/1999	1	6
Taxiway A-1	TW A1	115	50,475	P	AC	1/1/2001	2	14
Taxiway A-2	TW A2	120	50,475	P	AC	1/1/2001	2	14
Taxiway A-3	TW A3	124	26,792	P	AC	12/25/1999	1	6
Taxiway A-3	TW A3	125	32,146	P	AC	1/1/2001	2	6
Taxiway to NE Apron	TW AP NE	1005	44,691	P	AC	12/25/1999	2	13
Taxiway to SE Apron	TW AP SE	1105	42,727	P	AC	12/25/1999	1	10
Taxiway Charlie	TW C	910	138,069	P	AC	1/1/1998	3	27
Taxiway C-1	TW C1	310	17,644	P	AAC	1/1/1997	1	5
Taxiway C-2	TW C2	320	17,567	P	AAC	1/1/1997	1	5
Taxiway CC	TW CC	905	7,838	P	AC	1/1/1998	1	2
Taxiway Delta	TW D	405	210,898	P	AC	1/1/2001	5	43
Taxiway Delta	TW D	410	36,142	P	AC	1/1/2001	1	7
Taxiway Delta	TW D	411	27,092	P	AC	1/1/2001	1	6
Taxiway Delta	TW D	412	10,004	P	AC	1/1/2001	1	2
Taxiway D-1	TW D1	415	50,475	P	AC	1/1/2001	2	14
Taxiway D-2	TW D2	420	50,463	P	AC	1/1/2001	2	14
Taxiway Echo	TW E	503	56,119	P	AC	1/1/2012	1	11
Taxiway Echo	TW E	505	238,386	P	AAC	1/1/2007	5	47

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
Taxiway Echo	TW E	507	30,930	P	AAC	1/1/2007	1	7
Taxiway Echo	TW E	510	32,263	P	AAC	1/1/2007	1	7
Taxiway Echo	TW E	513	54,092	P	AC	1/1/2012	2	12
Taxiway E-1	TW E1	515	21,049	P	AAC	1/1/2012	1	4
Taxiway E-1	TW E1	516	38,835	P	AC	12/25/1999	1	8
Taxiway E-2	TW E2	520	50,474	P	AAC	1/1/2007	3	14
Taxiway E-3	TW E3	525	41,823	P	AAC	1/1/2007	3	11
Taxiway E-4	TW E4	527	26,267	P	AC	1/1/1996	1	7
Taxiway E-5	TW E5	529	26,192	P	AC	12/25/1999	1	6
Taxiway E-5	TW E5	530	32,146	P	AAC	1/1/1999	2	6
Taxiway Foxtrot	TW F	605	57,730	P	AAC	1/1/1998	3	12
Taxiway Golf	TW G	705	51,622	P	AAC	1/1/2006	2	10
Taxiway Golf	TW G	710	17,106	P	AC	1/1/1997	1	3
Taxiway Hotel	TW H	815	119,042	P	AAC	1/1/2007	3	25
Taxiway H-1	TW H1	805	4,802	P	AC	1/1/1998	1	1
Taxiway H-2	TW H2	810	7,744	P	AC	1/1/1998	1	2
Taxiway H-3	TW H3	330	18,456	P	AAC	1/1/2007	1	4
Taxiway H-4	TW H4	340	17,255	P	AAC	1/1/2007	1	4
Taxiway H-5	TW H5	350	19,697	P	AAC	1/1/2007	1	4
Taxiway H-6	TW H6	360	19,697	P	AAC	1/1/2007	1	4
Taxiway H-7	TW H7	370	12,809	P	AAC	1/1/2007	1	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.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD at the centroid of each sample unit. The centroid is usually the geometric center of the area, but in cases where sample units are irregular in shape, this is the center of mass. These data are presented in a table on the updated Network Definition Map in Appendix A of this report.

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

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Kendall-Tamiami Executive Airport is 86, representing a Good overall network condition.

Overall, the Airport exhibited pavement distresses associated with climate and age. Asphalt concrete pavement distresses included: weathering and raveling, longitudinal and transverse cracking, block cracking, swelling, oil spillage, bleeding, and patching. Depressions, which are a structural distress caused by repeated traffic loading, inadequate subgrade, or poor construction methods, were observed in isolated areas. Portland cement concrete pavements, which are located only on the Northeast Apron, were in Good condition and exhibited only joint spalling pavement distresses.

Runways 13-31, 9L-27R, and 9R-27L are all surfaced with asphalt concrete and exhibited frequent occurrences of low severity weathering and raveling and longitudinal and transverse cracking. Medium severity weathering and raveling, low severity patching, bleeding, and oil spillage were also observed on the runways. The runways are in Good condition with PCI values ranging from 90 to 91, which is above the FDOT and FAA minimum PCI levels.

The taxiways are all surfaced with asphalt concrete and exhibited low to medium severity weathering and raveling; low severity longitudinal and transverse cracking; low severity swelling; low to medium severity patching; low severity block cracking; and oil spillage. One small low severity depression, located on Taxiway E-5, was also observed. The taxiways are typically in Good to Fair condition, although there are sections on Taxiways Delta and its connectors that are in Poor condition. This is mainly due to the large areas of medium severity weathering and raveling present on those sections, causing a greater FOD potential.

The majority of the apron pavements are surfaced with asphalt concrete; the only portland cement concrete pavements are located on the Northeast Apron. The asphalt concrete pavement distresses were typically of low severity and included weathering and raveling, longitudinal and transverse cracking, swelling, block cracking, patching, and oil spillage. Medium to high severity weathering and raveling were also observed on the North Apron and South Apron, and a relatively large low severity depression was identified on the North Apron. The only portland cement concrete pavement distress observed was low severity joint spalling.

The aprons are typically in Good to Fair condition, with one section on the South Apron located within an area of T-Hangars in Very Poor condition. This area exhibited large expanses of medium severity weathering and raveling as well as low severity block cracking.

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 Kendall-Tamiami Executive Airport.

Figure 3-1: Network PCI Distribution by Rating Category

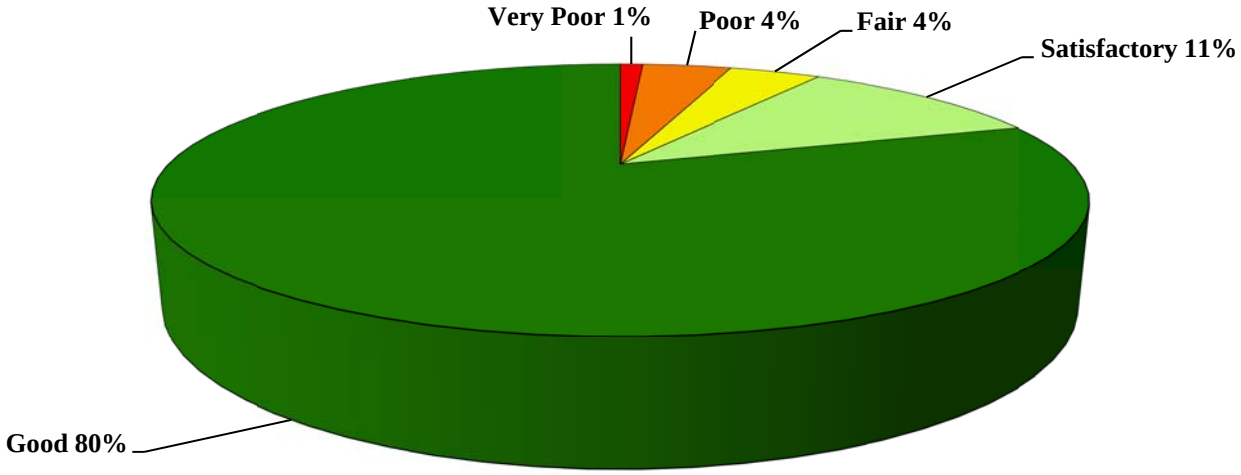


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	5,827,202	80%
Satisfactory	816,149	11%
Fair	293,012	4%
Poor	261,360	4%
Very Poor	19,714	1%
Serious	0	0%
Failed	0	0%

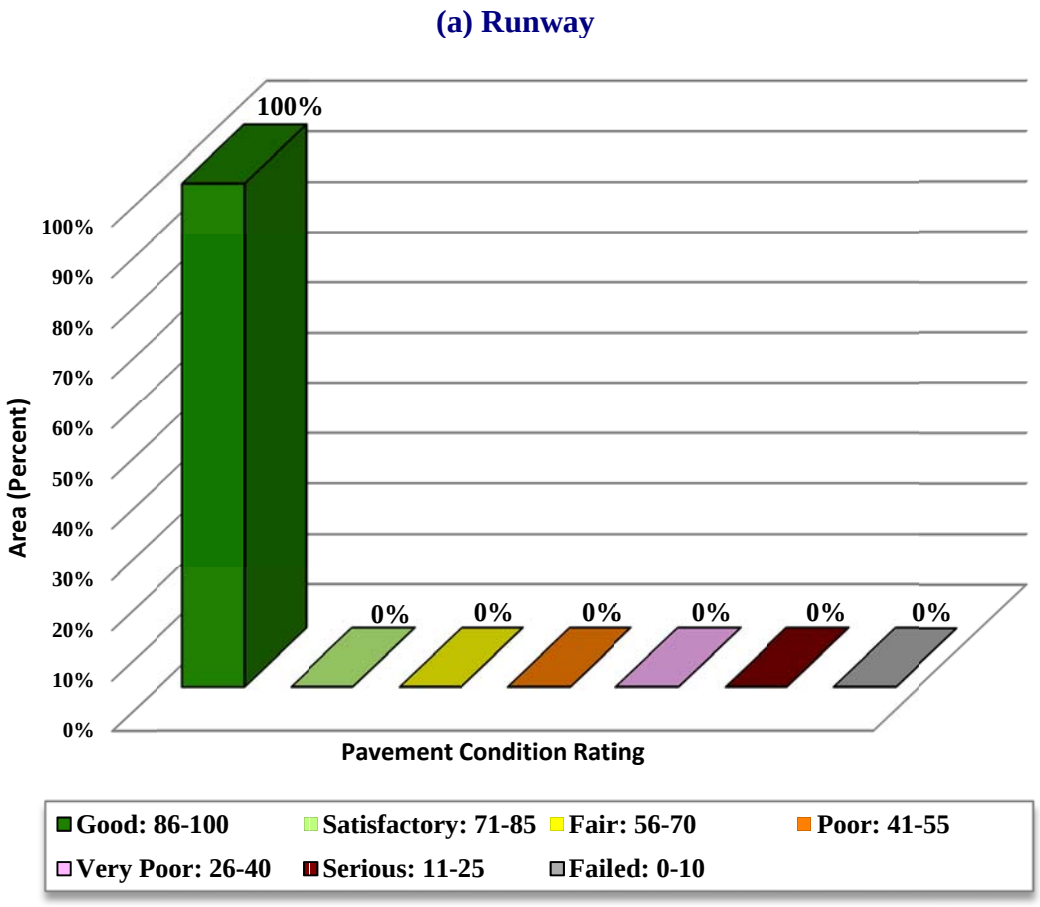
Approximately 91% of the network is in Good and Satisfactory condition while 5% of the network is in Poor and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

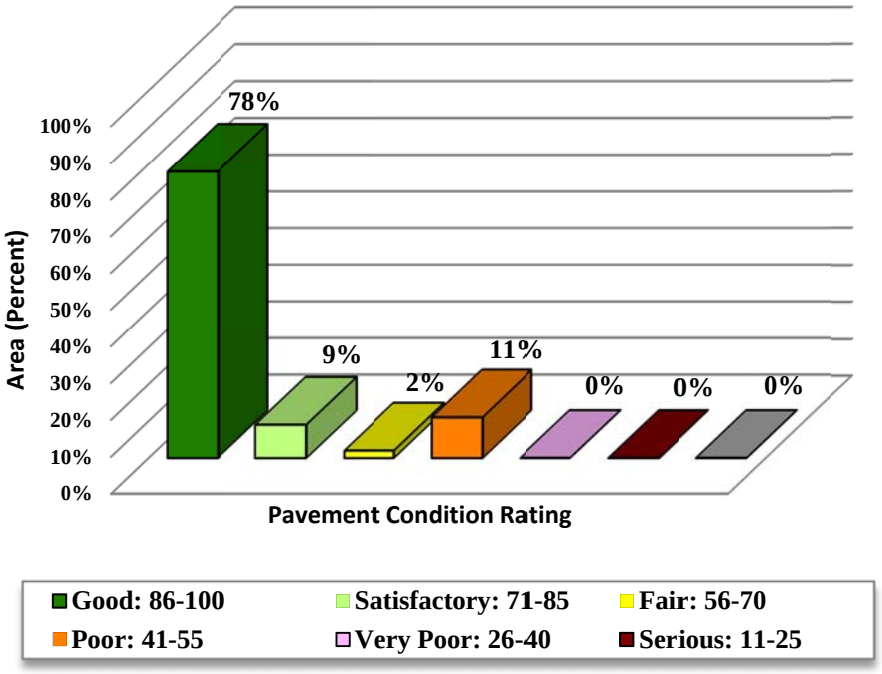
Use	Average Area-Weighted PCI	Condition Rating
Runway	90	Good
Taxiway	86	Good
Apron	83	Satisfactory
All (Weighted)	**86**	**Good**

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

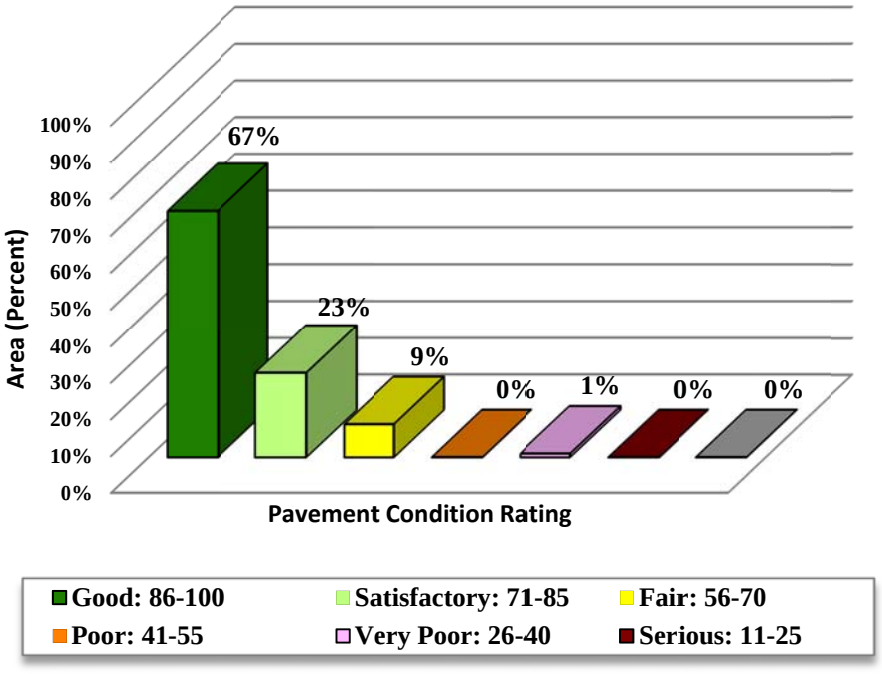
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



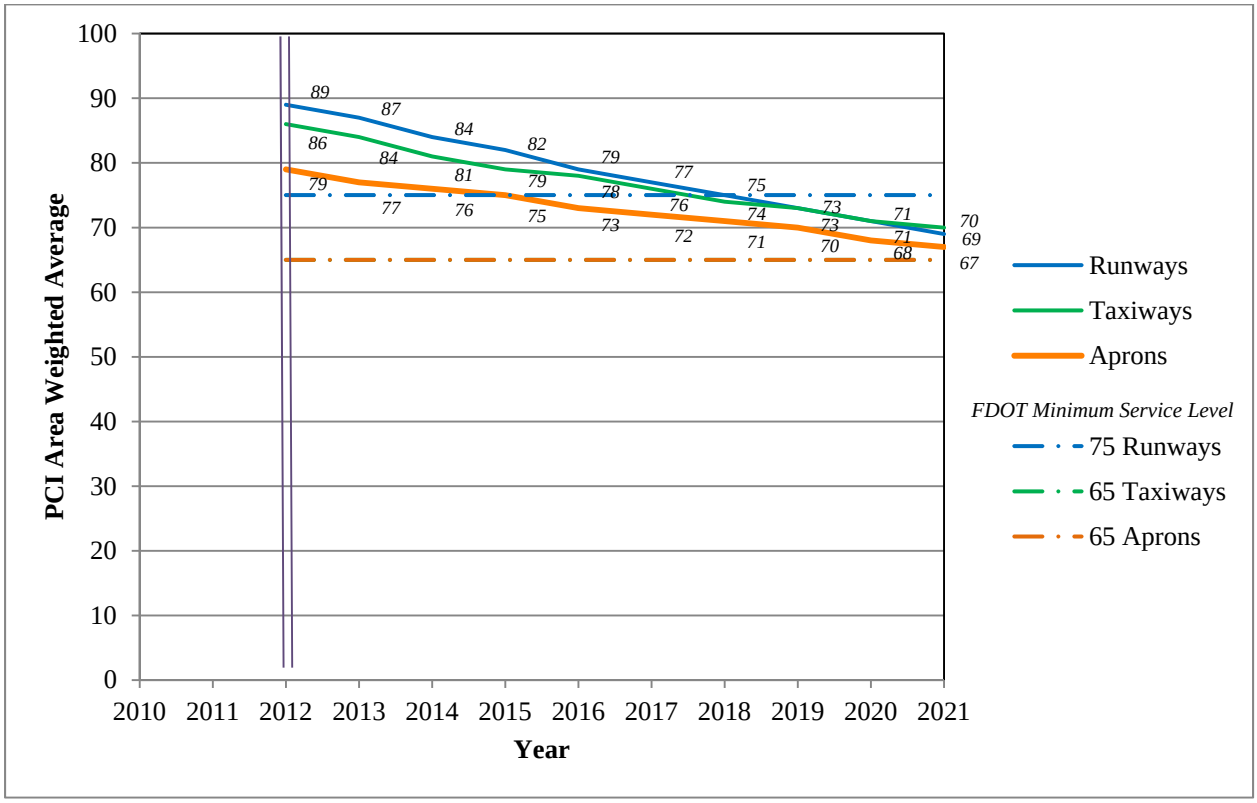
(c) Apron



4. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 4-1 illustrates the predicted performance of pavements at Kendall-Tamiami Executive Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum service level for Regional Reliever (RL) airports.

Figure 4-1: Predicted PCI by Pavement Use



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

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 5-2 gives the critical PCI levels for Regional Reliever Airports.

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

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

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

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 5-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

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

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently and only in the first year of the M&R analysis. In subsequent years, MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCIs. That is, for low PCI, it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly.

Using available unit cost data, the Major M&R Cost by Condition table was set up as shown in Table 5-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 5-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports

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

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2012. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 6-1 presents the M&R list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4225	AC	69,490	$178,450.31	64	Mill and Overlay	100
South Apron	4125	AC	35,371	$110,498.16	62	Mill and Overlay	100
South Apron	4130	AC	19,714	$258,061.25	35	Reconstruction	100
South Apron	4135	AC	29,788	$121,327.74	59	Mill and Overlay	100
Taxiway Delta	405	AC	210,898	$1,604,932.90	47	Mill and Overlay	100
Taxiway D-1	415	AC	50,475	$265,094.71	56	Mill and Overlay	100
Taxiway D-2	420	AC	50,463	$324,527.06	53	Mill and Overlay	100
			Total	**$2,862,892.13**	**54**		**100**

* Costs are adjusted for inflation.

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

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

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4225	AC	69,490	$45,168.50	64	Microsurfacing	100
South Apron	4125	AC	35,371	$22,990.97	62	Microsurfacing	100
South Apron	4130	AC	19,714	$258,061.25	35	Reconstruction	100
South Apron	4135	AC	29,788	$19,362.39	59	Microsurfacing	100
Taxiway Delta	405	AC	210,898	$137,083.56	47	Microsurfacing	100
Taxiway D-1	415	AC	50,475	$32,808.74	56	Microsurfacing	100
Taxiway D-2	420	AC	50,463	$32,800.89	53	Microsurfacing	100
			Total	**$548,276.29**	**54**		**100**

* Costs are adjusted for inflation.

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

Table 6-3: Summary of Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
North Apron	AP N	4205	OIL SPILLAGE	N	Patching - AC Shallow	1,782.80	SqFt	$2.90	$5,170.22
North Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,779.80	SqFt	$0.40	$9,912.00
North Apron	AP N	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	31.50	SqFt	$0.40	$12.60
North Apron	AP N	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,200.00	SqFt	$0.40	$480.00
North Apron	AP N	4220	OIL SPILLAGE	N	Patching - AC Shallow	36.90	SqFt	$2.90	$106.98
North Apron	AP N	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,437.70	SqFt	$0.40	$2,975.09
North Apron	AP N	4230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	628.30	SqFt	$0.40	$251.32
Northeast Apron	AP NE	4310	OIL SPILLAGE	N	Patching - AC Shallow	80.40	SqFt	$2.90	$233.14
Northeast Apron	AP NE	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	769.90	SqFt	$0.40	$307.96
Northeast Apron	AP NE	4315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	486.80	SqFt	$0.40	$194.73
Northeast Apron	AP NE	4315	OIL SPILLAGE	N	Patching - AC Shallow	55.00	SqFt	$2.90	$159.39
Northeast Apron	AP NE	4325	OIL SPILLAGE	N	Patching - AC Shallow	786.40	SqFt	$2.90	$2,280.52
Northeast Apron	AP NE	4325	WEATH/RAVEL	L	Surface Seal - Rejuvenating	15,266.90	SqFt	$0.40	$6,106.82
South Apron	AP S	4105	OIL SPILLAGE	N	Patching - AC Shallow	37.30	SqFt	$2.90	$108.16
South Apron	AP S	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	65,754.70	SqFt	$0.40	$26,302.08
South Apron	AP S	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,948.80	SqFt	$0.40	$779.52
South Apron	AP S	4110	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,234.60	SqFt	$0.40	$893.85
South Apron	AP S	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,805.80	SqFt	$0.40	$9,522.39
South Apron	AP S	4110	OIL SPILLAGE	N	Patching - AC Shallow	2,410.10	SqFt	$2.90	$6,989.23
South Apron	AP S	4115	OIL SPILLAGE	N	Patching - AC Shallow	12,653.20	SqFt	$2.90	$36,694.29
South Apron	AP S	4115	WEATH/RAVEL	H	Microsurfacing - AC	249.80	SqFt	$0.65	$162.34
South Apron	AP S	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,751.70	SqFt	$0.40	$19,500.83
South Apron	AP S	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,460.30	SqFt	$0.40	$2,584.13

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
South Apron	AP S	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,873.60	SqFt	$0.40	$17,549.58
Southeast Apron	AP SE	4410	OIL SPILLAGE	N	Patching - AC Shallow	346.90	SqFt	$2.90	$1,005.91
Southeast Apron	AP SE	4410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,219.60	SqFt	$0.40	$18,088.00
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,875.80	SqFt	$0.40	$4,750.37
Runway 13-31	RW 13-31	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,002.00	SqFt	$0.40	$1,600.80
Runway 9L-27R	RW 9L-27R	6104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	400.00	SqFt	$0.40	$160.00
Runway 9L-27R	RW 9L-27R	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,618.40	SqFt	$0.40	$5,047.41
Runway 9L-27R	RW 9L-27R	6109	WEATH/RAVEL	L	Surface Seal - Rejuvenating	200.00	SqFt	$0.40	$80.00
Runway 9L-27R	RW 9L-27R	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,600.00	SqFt	$0.40	$1,840.00
Runway 9L-27R	RW 9L-27R	6126	WEATH/RAVEL	L	Surface Seal - Rejuvenating	200.00	SqFt	$0.40	$80.00
Runway 9L-27R	RW 9L-27R	6131	WEATH/RAVEL	L	Surface Seal - Rejuvenating	404.00	SqFt	$0.40	$161.60
Runway 9R-27L	RW 9R-27L	6305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,217.00	SqFt	$0.40	$3,286.82
Runway 9R-27L	RW 9R-27L	6305	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,914.10	SqFt	$0.40	$3,965.68
Runway 9R-27L	RW 9R-27L	6310	OIL SPILLAGE	N	Patching - AC Shallow	46.30	SqFt	$2.90	$134.28
Runway 9R-27L	RW 9R-27L	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,571.20	SqFt	$0.40	$1,828.50
Runway 9R-27L	RW 9R-27L	6310	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,348.90	SqFt	$0.40	$3,339.60
Runway 9R-27L	RW 9R-27L	6311	WEATH/RAVEL	L	Surface Seal - Rejuvenating	336.00	SqFt	$0.40	$134.40
Taxiway 1	TW 1	270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	252.50	SqFt	$0.40	$101.00
Taxiway 2	TW 2	260	WEATH/RAVEL	M	Surface Seal - Coat Tar	41.40	SqFt	$0.40	$16.55
Taxiway 2	TW 2	260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway 3	TW 3	250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	359.90	SqFt	$0.40	$143.96
Taxiway 4	TW 4	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	865.30	SqFt	$0.40	$346.11
Taxiway 5	TW 5	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,585.50	SqFt	$0.40	$1,034.22

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

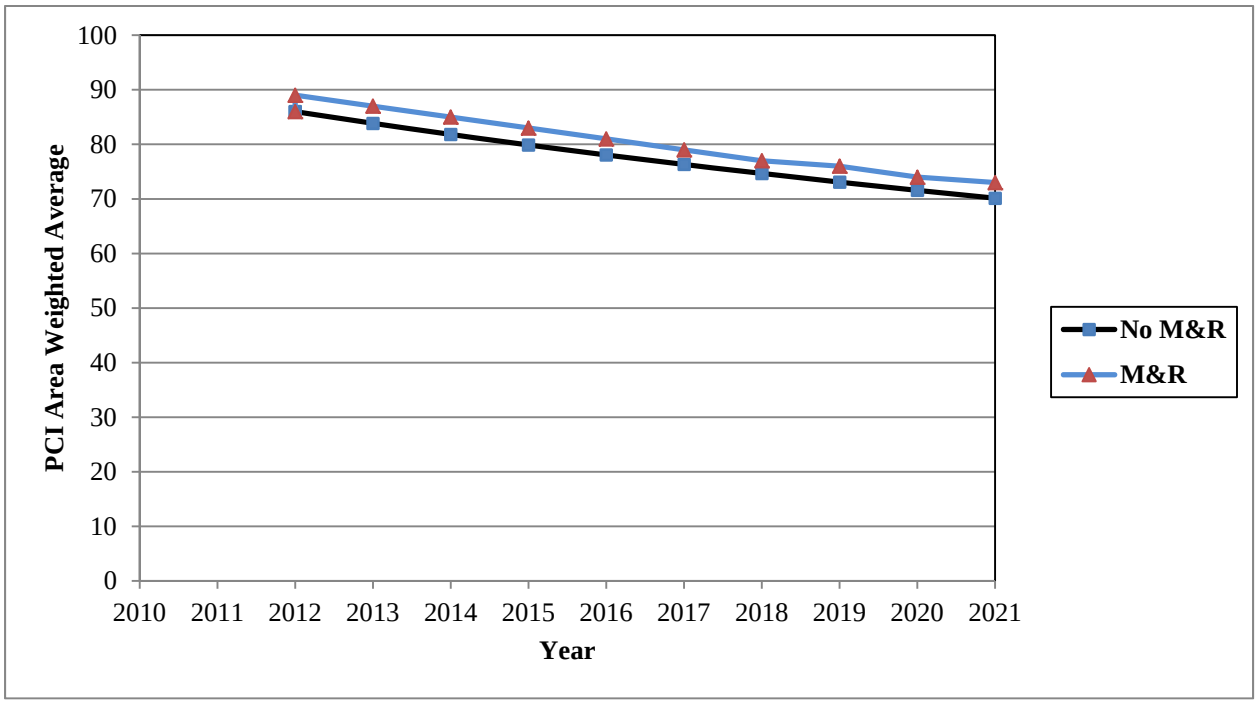
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway 6	TW 6	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,802.70	SqFt	$0.40	$721.09
Taxiway 7	TW 7	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,308.20	SqFt	$0.40	$523.26
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,684.90	SqFt	$0.40	$1,873.97
Taxiway Alpha	TW A	108	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,550.00	SqFt	$0.40	$2,220.00
Taxiway Alpha	TW A	110	WEATH/RAVEL	M	Surface Seal - Coat Tar	101.30	SqFt	$0.40	$40.52
Taxiway A-1	TW A1	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	857.10	SqFt	$0.40	$342.83
Taxiway A-2	TW A2	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	914.20	SqFt	$0.40	$365.68
Taxiway A-3	TW A3	124	WEATH/RAVEL	L	Surface Seal - Rejuvenating	810.50	SqFt	$0.40	$324.18
Taxiway A-3	TW A3	125	OIL SPILLAGE	N	Patching - AC Shallow	20.40	SqFt	$2.90	$59.13
Taxiway A-3	TW A3	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31.50	SqFt	$0.40	$12.59
Taxiway to NE Apron	TW AP NE	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,576.50	SqFt	$0.40	$3,830.65
Taxiway to SE Apron	TW AP SE	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	805.00	SqFt	$0.40	$322.02
Taxiway Charlie	TW C	910	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,761.30	SqFt	$0.40	$1,104.55
Taxiway C-1	TW C1	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,762.30	SqFt	$0.40	$704.93
Taxiway C-1	TW C1	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	65.90	SqFt	$0.40	$26.35
Taxiway C-2	TW C2	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,753.80	SqFt	$0.40	$701.53
Taxiway CC	TW CC	905	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,174.50	SqFt	$0.40	$469.79
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	289.10	SqFt	$0.40	$115.65
Taxiway Delta	TW D	411	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,425.90	SqFt	$0.40	$570.36
Taxiway Delta	TW D	412	WEATH/RAVEL	L	Surface Seal - Rejuvenating	199.10	SqFt	$0.40	$79.63
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	99.30	SqFt	$0.40	$39.70
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,893.10	SqFt	$0.40	$1,957.27
Taxiway Echo	TW E	507	WEATH/RAVEL	L	Surface Seal - Rejuvenating	618.60	SqFt	$0.40	$247.44

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Echo	TW E	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	806.60	SqFt	$0.40	$322.63
Taxiway E-1	TW E1	516	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,618.20	SqFt	$0.40	$647.29
Taxiway E-2	TW E2	520	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,613.30	SqFt	$0.40	$5,045.35
Taxiway E-3	TW E3	525	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,121.50	SqFt	$0.40	$3,648.61
Taxiway E-4	TW E4	527	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,101.30	SqFt	$0.40	$840.53
Taxiway E-5	TW E5	529	WEATH/RAVEL	L	Surface Seal - Rejuvenating	516.40	SqFt	$0.40	$206.57
Taxiway E-5	TW E5	530	WEATH/RAVEL	L	Surface Seal - Rejuvenating	742.50	SqFt	$0.40	$297.02
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	800.50	SqFt	$0.40	$320.22
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	244.40	SqFt	$0.40	$97.75
Taxiway Hotel	TW H	815	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,513.90	SqFt	$0.40	$2,205.59
Taxiway H-1	TW H1	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	70.00	SqFt	$0.40	$28.00
Taxiway H-2	TW H2	810	WEATH/RAVEL	L	Surface Seal - Rejuvenating	437.90	SqFt	$0.40	$175.16
Taxiway H-3	TW H3	330	WEATH/RAVEL	L	Surface Seal - Rejuvenating	324.40	SqFt	$0.40	$129.77
Taxiway H-5	TW H5	350	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway H-6	TW H6	360	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway H-7	TW H7	370	WEATH/RAVEL	L	Surface Seal - Rejuvenating	248.80	SqFt	$0.40	$99.53
								Total =	$227,635.93

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 86 in 2012 to an average of 70 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 73 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 73 with this scenario is 3 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $3.5 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2012	$227,635.95	$2,862,892.13	$3,090,528.08
2013	$317,033.06	$119,608.70	$436,641.76
2014	$442,042.84	$189,216.97	$631,259.81
2015	$580,827.62	$0.00	$580,827.62
2016	$723,255.67	$0.00	$723,255.67
2017	$883,425.04	$0.00	$883,425.04
2018	$1,036,746.05	$0.00	$1,036,746.05
2019	$1,206,371.41	$0.00	$1,206,371.41
2020	$1,384,189.92	$0.00	$1,384,189.92
2021	$1,518,954.53	$366,896.97	$1,885,851.50
Total	**$8,320,482.09**	**$3,538,614.77**	**$11,859,096.86**

Note: Costs are adjusted for inflation.

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

- **North Apron** – Asphalt pavement mill and overlay
- **South Apron** – Asphalt pavement mill and overlay or reconstruction
- **Taxiways Delta/D-1/D-2** – Asphalt pavement mill and overlay

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

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

- **North Apron** – Asphalt pavement mill and overlay
- **South Apron** – Asphalt pavement mill and overlay or reconstruction
- **Taxiways Delta/D-1/D-2** – Asphalt pavement mill and overlay

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

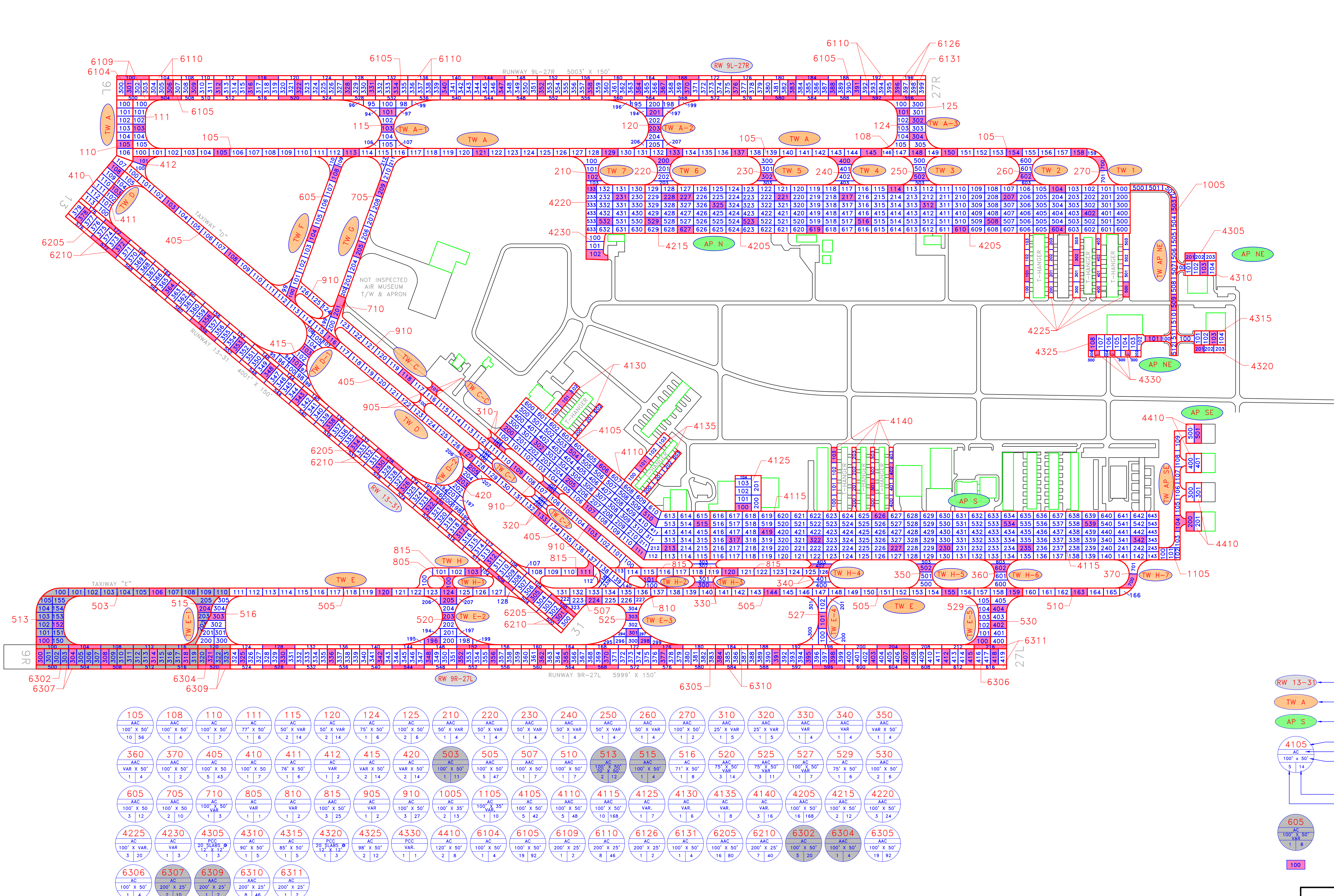
APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH, RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 (shaded) — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 (shaded) — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 238

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA DATE:

NETWORK DEFINITION MAP

KENDALL-TAMIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: TMB

FDOT DISTRICT: 6

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
RW 9R-27L	6311	216	25.64383376	-80.42321791
RW 9R-27L	6310	128	25.64327061	-80.43656063
RW 9R-27L	6310	152	25.64342430	-80.43292213
RW 9R-27L	6310	176	25.64357790	-80.42928362
RW 9R-27L	6310	204	25.64375698	-80.42503869
RW 9R-27L	6310	528	25.64292706	-80.43654296
RW 9R-27L	6310	544	25.64302953	-80.43411731
RW 9R-27L	6310	568	25.64318316	-80.43047881
RW 9R-27L	6310	596	25.64336228	-80.42623389
RW 9R-27L	6309	520	25.64287581	-80.43775579
RW 9R-27L	6307	104	25.64311683	-80.44019912
RW 9R-27L	6307	508	25.64279891	-80.43957503
RW 9R-27L	6306	418	25.64366512	-80.42313481
RW 9R-27L	6305	325	25.64307001	-80.43723401
RW 9R-27L	6305	336	25.64314047	-80.43556637
RW 9R-27L	6305	342	25.64317889	-80.43465675
RW 9R-27L	6305	348	25.64321731	-80.43374713
RW 9R-27L	6305	352	25.64324292	-80.43314071
RW 9R-27L	6305	356	25.64326853	-80.43253429
RW 9R-27L	6305	362	25.64330693	-80.43162467
RW 9R-27L	6305	365	25.64332613	-80.43116986
RW 9R-27L	6305	370	25.64335813	-80.43041183
RW 9R-27L	6305	377	25.64340292	-80.42935060
RW 9R-27L	6305	384	25.64344771	-80.42828937
RW 9R-27L	6305	391	25.64349248	-80.42722814
RW 9R-27L	6305	395	25.64351806	-80.42662172
RW 9R-27L	6305	398	25.64353725	-80.42616691
RW 9R-27L	6305	403	25.64356922	-80.42540888
RW 9R-27L	6305	407	25.64359480	-80.42480247
RW 9R-27L	6305	412	25.64362676	-80.42404444
RW 9R-27L	6305	415	25.64364594	-80.42358963
RW 9R-27L	6304	321	25.64304438	-80.43784043
RW 9R-27L	6302	300	25.64290980	-80.44102410
RW 9R-27L	6302	304	25.64293544	-80.44041769
RW 9R-27L	6302	308	25.64296107	-80.43981128
RW 9R-27L	6302	314	25.64299953	-80.43890166
RW 9R-27L	6302	318	25.64302516	-80.43829524

Branch	Section	Sample	Latitude	Longitude
RW 13-31	6210	100	25.64419743	-80.43126713
RW 13-31	6210	120	25.64586675	-80.43368003
RW 13-31	6210	128	25.64653447	-80.43464521
RW 13-31	6210	172	25.65020680	-80.43995389
RW 13-31	6210	508	25.64459177	-80.43246249
RW 13-31	6210	556	25.64859803	-80.43825362
RW 13-31	6210	572	25.64993340	-80.44018409
RW 13-31	6205	301	25.64401900	-80.43132191
RW 13-31	6205	305	25.64435287	-80.43180449
RW 13-31	6205	312	25.64493713	-80.43264900
RW 13-31	6205	317	25.64535446	-80.43325223
RW 13-31	6205	322	25.64577179	-80.43385546
RW 13-31	6205	326	25.64610565	-80.43433805
RW 13-31	6205	330	25.64643950	-80.43482064
RW 13-31	6205	334	25.64677336	-80.43530323
RW 13-31	6205	338	25.64710721	-80.43578583
RW 13-31	6205	343	25.64752453	-80.43638908
RW 13-31	6205	348	25.64794184	-80.43699233
RW 13-31	6205	353	25.64835915	-80.43759559
RW 13-31	6205	358	25.64877646	-80.43819885
RW 13-31	6205	364	25.64927723	-80.43892277
RW 13-31	6205	372	25.64994491	-80.43988801
RW 13-31	6205	378	25.65044567	-80.44061194
RW 9L-27R	6131	396	25.65325710	-80.42545576
RW 9L-27R	6126	596	25.65309504	-80.42521649
RW 9L-27R	6110	116	25.65292647	-80.43736649
RW 9L-27R	6110	144	25.65310578	-80.43312123
RW 9L-27R	6110	168	25.65325938	-80.42948243
RW 9L-27R	6110	184	25.65336173	-80.42705656
RW 9L-27R	6110	504	25.65250603	-80.43916821
RW 9L-27R	6110	520	25.65260854	-80.43674236
RW 9L-27R	6110	580	25.65299260	-80.42764538
RW 9L-27R	6110	592	25.65306934	-80.42582598
RW 9L-27R	6109	100	25.65282395	-80.43979235
RW 9L-27R	6105	306	25.65268101	-80.43910124
RW 9L-27R	6105	309	25.65270023	-80.43864639
RW 9L-27R	6105	312	25.65271946	-80.43819154

Sample Unit Centroid Coordinates

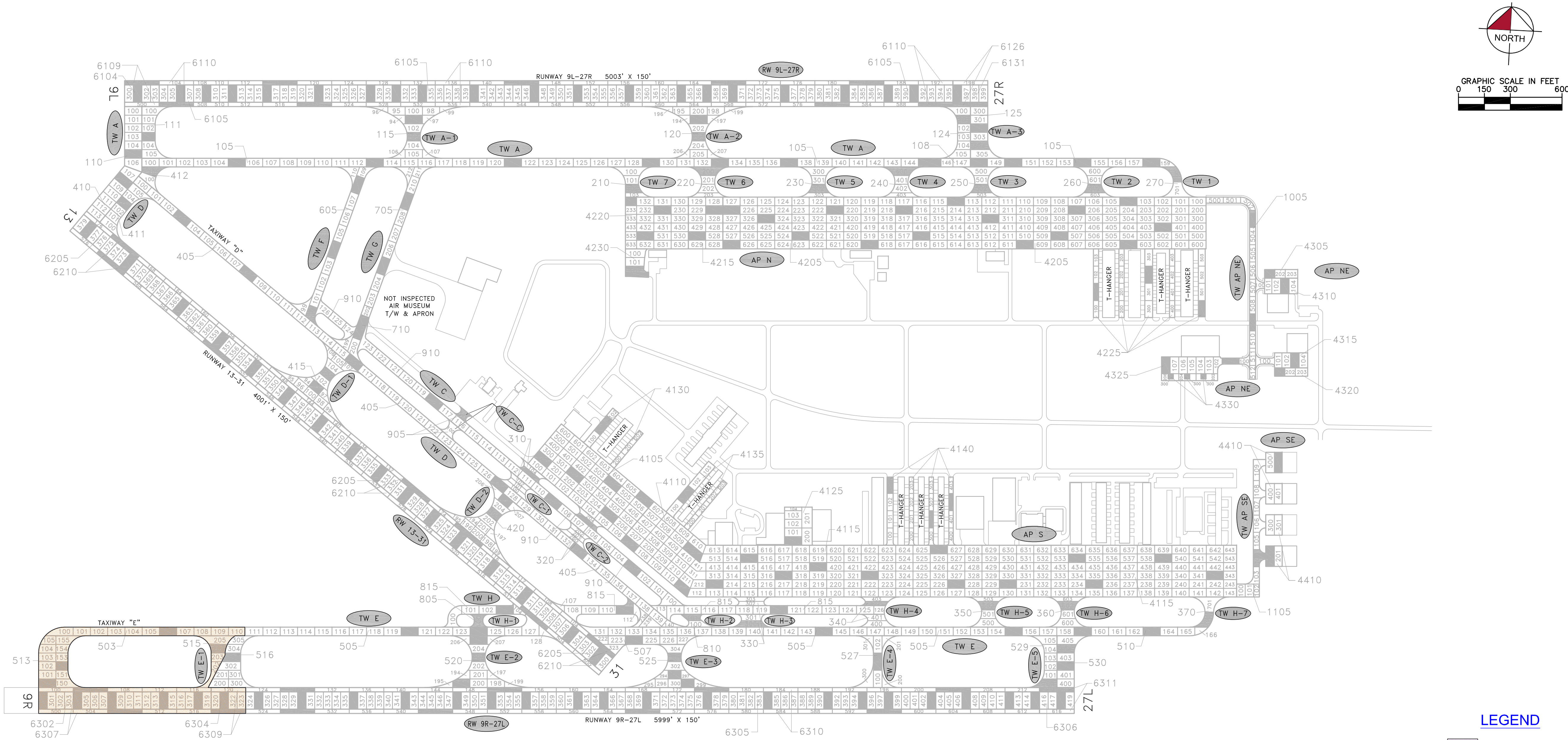
Branch	Section	Sample	Latitude	Longitude
RW 9L-27R	6105	316	25.65274508	-80.43758508
RW 9L-27R	6105	322	25.65278352	-80.43667538
RW 9L-27R	6105	328	25.65282195	-80.43576569
RW 9L-27R	6105	331	25.65284116	-80.43531084
RW 9L-27R	6105	334	25.65286038	-80.43485599
RW 9L-27R	6105	340	25.65289880	-80.43394629
RW 9L-27R	6105	347	25.65294361	-80.43288498
RW 9L-27R	6105	352	25.65297562	-80.43212690
RW 9L-27R	6105	358	25.65301402	-80.43121720
RW 9L-27R	6105	364	25.65305242	-80.43030750
RW 9L-27R	6105	367	25.65307161	-80.42985265
RW 9L-27R	6105	370	25.65309081	-80.42939780
RW 9L-27R	6105	376	25.65312919	-80.42848810
RW 9L-27R	6105	383	25.65317397	-80.42742678
RW 9L-27R	6105	388	25.65320594	-80.42666870
RW 9L-27R	6105	391	25.65322513	-80.42621385
RW 9L-27R	6104	301	25.65264897	-80.43985932
AP SE	4410	201	25.64612498	-80.41943734
AP SE	4410	501	25.64761737	-80.41951387
AP SE	4405	302	25.64662803	-80.41933019
AP NE	4325	10	25.64893486	-80.42089753
AP NE	4325	13	25.64892272	-80.42118559
AP NE	4325	14	25.64891058	-80.42147366
AP NE	4325	101	25.64919778	-80.42043482
AP NE	4325	108	25.64908290	-80.42156758
AP NE	4320	201	25.64906005	-80.41956081
AP NE	4315	103	25.64925668	-80.41930652
AP NE	4310	103	25.65043521	-80.41954321
AP NE	4305	201	25.65061649	-80.41981688
AP N	4230	101	25.65033930	-80.43098240
AP N	4225	101	25.65019922	-80.42285557
AP N	4225	302	25.65051311	-80.42194332
AP N	4225	500	25.65001097	-80.42098312
AP N	4220	133	25.65129748	-80.43110013
AP N	4220	231	25.65118342	-80.43053968
AP N	4220	532	25.65075836	-80.43082172
AP N	4215	228	25.65122181	-80.42962999
AP N	4215	529	25.65079675	-80.42991204
AP N	4205	104	25.65166617	-80.42235954
AP N	4205	114	25.65153832	-80.42539184
AP N	4205	207	25.65149040	-80.42326218
AP N	4205	217	25.65136253	-80.42629447
AP N	4205	221	25.65131137	-80.42750739
AP N	4205	227	25.65123460	-80.42932676
AP N	4205	312	25.65128905	-80.42477127
AP N	4205	325	25.65112277	-80.42871325
AP N	4205	402	25.65127946	-80.42173193
AP N	4205	508	25.65106535	-80.42354425
AP N	4205	516	25.65096306	-80.42597008
AP N	4205	523	25.65087352	-80.42809267
AP N	4205	604	25.65097906	-80.42232429
AP N	4205	610	25.65090236	-80.42414366
AP N	4205	619	25.65078727	-80.42687271
AP N	4205	627	25.65068492	-80.42929853
AP S	4140	103	25.64696709	-80.42631465
AP S	4140	301	25.64645472	-80.42556513
AP S	4140	402	25.64674426	-80.42523054
AP S	4135	101	25.64666519	-80.42989364
AP S	4130	101	25.64771046	-80.43140200
AP S	4125	103	25.64642116	-80.42799287
AP S	4115	227	25.64544253	-80.42507423
AP S	4115	230	25.64548089	-80.42416459
AP S	4115	235	25.64554481	-80.42264851
AP S	4115	317	25.64545205	-80.42811343
AP S	4115	322	25.64551601	-80.42659735
AP S	4115	342	25.64577169	-80.42053306
AP S	4115	534	25.64594429	-80.42297288
AP S	4115	539	25.64600820	-80.42145680
AP S	4115	619	25.64588990	-80.42752817
AP S	4115	626	25.64597943	-80.42540566
AP S	4110	107	25.64584752	-80.43083803
AP S	4110	111	25.64518026	-80.42988142
AP S	4110	213	25.64526345	-80.42931922
AP S	4110	510	25.64576248	-80.42972114

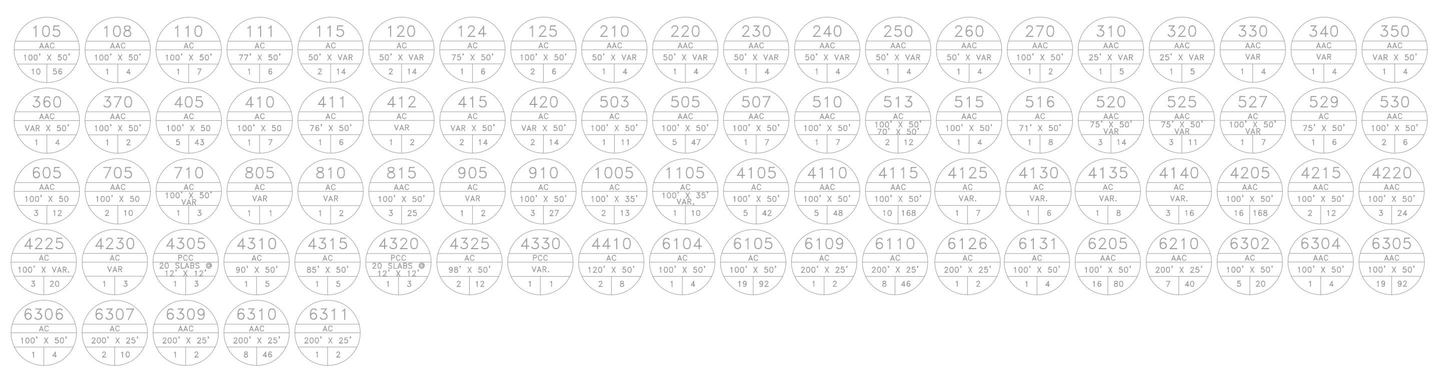
Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
AP S	4110	515	25.64570130	-80.42873397
AP S	4105	200	25.64712541	-80.43243499
AP S	4105	205	25.64629074	-80.43122853
AP S	4105	302	25.64690090	-80.43186032
AP S	4105	504	25.64678574	-80.43119357
AP S	4105	606	25.64656123	-80.43061890
TW AP SE	1105	104	25.64608408	-80.41978620
TW AP NE	1005	503	25.65148095	-80.42016434
TW AP NE	1005	509	25.64983147	-80.42007898
TW C	910	103	25.64545937	-80.43077729
TW C	910	109	25.64646097	-80.43222503
TW C	910	118	25.64796335	-80.43439670
TW C-C	905	101	25.64777223	-80.43387028
TW H	815	103	25.64470612	-80.43296895
TW H	815	111	25.64482689	-80.43086190
TW H	815	120	25.64489887	-80.42816797
TW H-2	810	101	25.64472487	-80.42966960
TW H-1	805	100	25.64450439	-80.43343497
TW G	710	201	25.64908749	-80.43574387
TW G	705	205	25.65008555	-80.43540024
TW G	705	209	25.65113614	-80.43503852
TW F	605	100	25.64923043	-80.43659331
TW F	605	104	25.65030730	-80.43627787
TW F	605	108	25.65135789	-80.43591615
TW E-4	530	402	25.64421812	-80.42308418
TW E-4	530	404	25.64449660	-80.42308776
TW E-4	529	100	25.64390735	-80.42345361
TW E-3	527	101	25.64414765	-80.42638816
TW E-2	525	298	25.64366311	-80.42971190
TW E-2	525	301	25.64379094	-80.42994636
TW E-2	525	303	25.64406625	-80.42996165
TW E-1	520	196	25.64349226	-80.43368127
TW E-1	520	203	25.64392036	-80.43340495
TW E-1	520	205	25.64419520	-80.43341907
TW E-0	516	303	25.64373923	-80.43769233
TW E-0	515	202	25.64359086	-80.43794451
TW E	513	100	25.64318784	-80.44096245
TW E	513	152	25.64347358	-80.44071886
TW E	510	163	25.64483159	-80.42159936
TW E	507	224	25.64431048	-80.43068866
TW E	505	120	25.64428146	-80.43463746
TW E	505	124	25.64433268	-80.43342462
TW E	505	144	25.64458865	-80.42736039
TW E	505	155	25.64472933	-80.42402506
TW E	505	159	25.64478046	-80.42281221
TW E	503	106	25.64410209	-80.43888241
TW D-2	420	203	25.64621674	-80.43324786
TW D-2	420	205	25.64643546	-80.43306369
TW D-1	415	101	25.64810466	-80.43647720
TW D-1	415	103	25.64832338	-80.43629304
TW D	412	101	25.65144737	-80.43948795
TW D	411	103	25.65089066	-80.44000434
TW D	410	108	25.65125627	-80.44003254
TW D	405	103	25.65069795	-80.43897521
TW D	405	108	25.64986333	-80.43776867
TW D	405	116	25.64852793	-80.43583823
TW D	405	127	25.64669171	-80.43318395
TW D	405	133	25.64569012	-80.43173619
TW H-7	370	700	25.64502882	-80.42069433
TW H-5	350	502	25.64513504	-80.42449409
TW H-4	340	402	25.64507053	-80.42649235
TW H-3	330	300	25.64463774	-80.42864454
TW C-3	320	203	25.64615751	-80.43160949
TW C-1	310	103	25.64687456	-80.43264622
TW 1	270	700	25.65215770	-80.42161913
TW 2	260	602	25.65183493	-80.42296382
TW 3	250	502	25.65175100	-80.42495452
TW 4	240	400	25.65200673	-80.42637465
TW 5	230	302	25.65163039	-80.42781398
TW 7	210	102	25.65149836	-80.43107122
TW A-3	125	302	25.65272366	-80.42504244
TW A-3	125	304	25.65244608	-80.42501747
TW A-3	124	101	25.65285323	-80.42532547
TW A-2	120	201	25.65265314	-80.42997854

Sample Unit Centroid Coordinates

Branch	Section	Sample	Latitude	Longitude
TW A-2	120	203	25.65237830	-80.42996442
TW A-1	115	101	25.65244177	-80.43498489
TW A-1	115	103	25.65216693	-80.43497076
TW A	111	103	25.65197001	-80.43963141
TW A	110	105	25.65168382	-80.43988563
TW A	108	148	25.65217372	-80.42502029
TW A	105	105	25.65162330	-80.43805918
TW A	105	113	25.65172579	-80.43563335
TW A	105	121	25.65182824	-80.43320751
TW A	105	129	25.65193065	-80.43078167
TW A	105	133	25.65198184	-80.42956875
TW A	105	137	25.65203303	-80.42835583
TW A	105	145	25.65213727	-80.42588450
TW A	105	150	25.65219929	-80.42441382
TW A	105	154	25.65225043	-80.42320090
TW A	105	158	25.65230139	-80.42198826
TW 6	22	200	25.65186207	-80.42977973





LEGEND

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

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	RUNWAY 9R-27L, TAXIWAY ECHO	1000' RUNWAY AND TAXIWAY EXTENSION

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

SYSTEM INVENTORY MAP

KENDALL-TAMIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **TMB**

FDOT DISTRICT 6

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
North Apron	AP N	APRON	4205	2800	300	840,000	P	AAC	1/1/2006	3/26/2012	168
North Apron	AP N	APRON	4215	200	300	60,000	P	AAC	1/1/2006	3/26/2012	12
North Apron	AP N	APRON	4220	365	300	109,500	P	AAC	1/1/1994	3/26/2012	24
North Apron	AP N	APRON	4225	2300	30	69,490	P	AC	12/25/1999	3/26/2012	20
North Apron	AP N	APRON	4230	150	100	18,795	P	AC	12/25/1999	3/26/2012	3
Northeast Apron	AP NE	APRON	4305	190	50	9,600	P	PCC	12/25/1999	3/26/2012	3
Northeast Apron	AP NE	APRON	4310	200	90	19,797	P	AC	12/25/1999	3/26/2012	5
Northeast Apron	AP NE	APRON	4315	200	85	21,176	P	AC	12/25/1999	3/26/2012	5
Northeast Apron	AP NE	APRON	4320	180	50	9,216	P	PCC	12/25/1999	3/26/2012	3
Northeast Apron	AP NE	APRON	4325	495	100	49,524	P	AC	12/25/1999	3/26/2012	12
Northeast Apron	AP NE	APRON	4330	60	45	2,700	P	PCC	12/25/1999	3/26/2012	1
South Apron	AP S	APRON	4105	700	300	210,000	P	AC	1/1/1998	3/26/2012	42
South Apron	AP S	APRON	4110	800	300	240,843	P	AAC	1/1/1998	3/26/2012	48
South Apron	AP S	APRON	4115	2775	300	832,515	P	AAC	1/1/1998	3/26/2012	168
South Apron	AP S	APRON	4125	230	150	35,371	T	AC	12/25/1999	3/26/2012	7
South Apron	AP S	APRON	4130	264	50	19,714	P	AC	12/25/1999	3/26/2012	6
South Apron	AP S	APRON	4135	750	36	29,788	P	AC	12/25/1999	3/26/2012	8
South Apron	AP S	APRON	4140	1400	30	43,874	P	AC	12/25/1999	3/26/2012	16
Southeast Apron	AP SE	APRON	4410	400	100	45,220	P	AC	12/25/1999	3/26/2012	8
Runway 13-31	RW 13-31	RUNWAY	6205	4002	100	400,200	P	AAC	1/1/2004	3/26/2012	80
Runway 13-31	RW 13-31	RUNWAY	6210	8004	25	200,100	P	AAC	1/1/2004	3/26/2012	40
Runway 9L-27R	RW 9L-27R	RUNWAY	6104	200	100	20,000	P	AC	1/1/2001	3/26/2012	4

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Runway 9L-27R	RW 9L-27R	RUNWAY	6105	4600	100	460,000	P	AC	1/1/2001	3/26/2012	92
Runway 9L-27R	RW 9L-27R	RUNWAY	6109	400	25	10,000	P	AC	1/1/2001	3/26/2012	2
Runway 9L-27R	RW 9L-27R	RUNWAY	6110	9200	25	230,000	P	AC	1/1/2001	3/26/2012	46
Runway 9L-27R	RW 9L-27R	RUNWAY	6126	404	25	10,100	P	AC	1/1/2001	3/26/2012	2
Runway 9L-27R	RW 9L-27R	RUNWAY	6131	202	100	20,200	P	AC	1/1/2001	3/26/2012	4
Runway 9R-27L	RW 9R-27L	RUNWAY	6302	1000	100	100,000	P	AC	1/1/2012	1/1/2012	20
Runway 9R-27L	RW 9R-27L	RUNWAY	6304	200	100	20,000	P	AAC	1/1/2012	1/1/2012	4
Runway 9R-27L	RW 9R-27L	RUNWAY	6305	4600	100	460,000	P	AAC	1/1/1997	3/26/2012	92
Runway 9R-27L	RW 9R-27L	RUNWAY	6306	201	100	20,100	P	AC	1/1/1997	3/26/2012	4
Runway 9R-27L	RW 9R-27L	RUNWAY	6307	2000	25	50,000	P	AC	1/1/2012	1/1/2012	10
Runway 9R-27L	RW 9R-27L	RUNWAY	6309	400	25	10,000	P	AAC	1/1/2012	1/1/2012	2
Runway 9R-27L	RW 9R-27L	RUNWAY	6310	9200	25	230,000	P	AAC	1/1/1997	3/26/2012	46
Runway 9R-27L	RW 9R-27L	RUNWAY	6311	402	25	10,050	P	AC	1/1/1997	3/26/2012	2
Taxiway 1	TW 1	TAXIWAY	270	200	50	12,843	P	AAC	1/1/2006	3/26/2012	2
Taxiway 2	TW 2	TAXIWAY	260	200	90	19,697	P	AAC	1/1/2006	3/26/2012	4
Taxiway 3	TW 3	TAXIWAY	250	200	90	19,697	P	AAC	1/1/2006	3/26/2012	4
Taxiway 4	TW 4	TAXIWAY	240	200	90	19,697	P	AAC	1/1/2006	3/26/2012	4
Taxiway 5	TW 5	TAXIWAY	230	200	90	19,697	P	AAC	1/1/2006	3/26/2012	4
Taxiway 6	TW 6	TAXIWAY	220	200	90	19,697	P	AAC	1/1/2006	3/26/2012	4
Taxiway 7	TW 7	TAXIWAY	210	200	90	18,557	P	AAC	1/1/2005	3/26/2012	4
Taxiway Alpha	TW A	TAXIWAY	105	5500	50	279,576	P	AAC	1/1/2005	3/26/2012	56
Taxiway Alpha	TW A	TAXIWAY	108	370	50	18,500	P	AAC	1/1/2005	3/26/2012	4

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Alpha	TW A	TAXIWAY	110	360	100	36,180	P	AC	1/1/2001	3/26/2012	7
Taxiway Alpha	TW A	TAXIWAY	111	300	75	27,392	P	AC	12/25/1999	3/26/2012	6
Taxiway A-1	TW A1	TAXIWAY	115	300	75	50,475	P	AC	1/1/2001	3/26/2012	14
Taxiway A-2	TW A2	TAXIWAY	120	300	75	50,475	P	AC	1/1/2001	3/26/2012	14
Taxiway A-3	TW A3	TAXIWAY	124	300	75	26,792	P	AC	12/25/1999	3/26/2012	6
Taxiway A-3	TW A3	TAXIWAY	125	320	100	32,146	P	AC	1/1/2001	3/26/2012	6
Taxiway to NE Apron	TW AP NE	TAXIWAY	1005	1200	35	44,691	P	AC	12/25/1999	3/26/2012	13
Taxiway to SE Apron	TW AP SE	TAXIWAY	1105	1400	30	42,727	P	AC	12/25/1999	3/26/2012	10
Taxiway Charlie	TW C	TAXIWAY	910	2600	50	138,069	P	AC	1/1/1998	3/26/2012	27
Taxiway C-1	TW C1	TAXIWAY	310	190	90	17,644	P	AAC	1/1/1997	3/26/2012	5
Taxiway C-2	TW C2	TAXIWAY	320	190	90	17,567	P	AAC	1/1/1997	3/26/2012	5
Taxiway CC	TW CC	TAXIWAY	905	125	50	7,838	P	AC	1/1/1998	3/26/2012	2
Taxiway Delta	TW D	TAXIWAY	405	4200	50	210,898	P	AC	1/1/2001	3/26/2012	43
Taxiway Delta	TW D	TAXIWAY	410	361	100	36,142	P	AC	1/1/2001	3/26/2012	7
Taxiway Delta	TW D	TAXIWAY	411	300	75	27,092	P	AC	1/1/2001	3/26/2012	6
Taxiway Delta	TW D	TAXIWAY	412	100	100	10,004	P	AC	1/1/2001	3/26/2012	2
Taxiway D-1	TW D1	TAXIWAY	415	500	100	50,475	P	AC	1/1/2001	3/26/2012	14
Taxiway D-2	TW D2	TAXIWAY	420	300	75	50,463	P	AC	1/1/2001	3/26/2012	14
Taxiway Echo	TW E	TAXIWAY	503	1120	50	56,119	P	AC	1/1/2012	1/1/2012	11
Taxiway Echo	TW E	TAXIWAY	505	4700	50	238,386	P	AAC	1/1/2007	3/26/2012	47
Taxiway Echo	TW E	TAXIWAY	507	200	150	30,930	P	AAC	1/1/2007	3/26/2012	7
Taxiway Echo	TW E	TAXIWAY	510	600	50	32,263	P	AAC	1/1/2007	3/26/2012	7

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Sample Units in Section
Taxiway Echo	TW E	TAXIWAY	513	300	170	54,092	P	AC	1/1/2012	1/1/2012	12
Taxiway E-1	TW E1	TAXIWAY	515	210	100	21,049	P	AAC	1/1/2012	1/1/2012	4
Taxiway E-1	TW E1	TAXIWAY	516	388	100	38,835	P	AC	12/25/1999	3/26/2012	8
Taxiway E-2	TW E2	TAXIWAY	520	300	75	50,474	P	AAC	1/1/2007	3/26/2012	14
Taxiway E-3	TW E3	TAXIWAY	525	300	75	41,823	P	AAC	1/1/2007	3/26/2012	11
Taxiway E-4	TW E4	TAXIWAY	527	300	50	26,267	P	AC	1/1/1996	3/26/2012	7
Taxiway E-5	TW E5	TAXIWAY	529	300	75	26,192	P	AC	12/25/1999	3/26/2012	6
Taxiway E-5	TW E5	TAXIWAY	530	300	90	32,146	P	AAC	1/1/1999	3/26/2012	6
Taxiway Foxtrot	TW F	TAXIWAY	605	1050	50	57,730	P	AAC	1/1/1998	3/26/2012	12
Taxiway Golf	TW G	TAXIWAY	705	1000	50	51,622	P	AAC	1/1/2006	3/26/2012	10
Taxiway Golf	TW G	TAXIWAY	710	340	50	17,106	P	AC	1/1/1997	3/26/2012	3
Taxiway Hotel	TW H	TAXIWAY	815	2200	50	119,042	P	AAC	1/1/2007	3/26/2012	25
Taxiway H-1	TW H1	TAXIWAY	805	90	50	4,802	P	AC	1/1/1998	3/26/2012	1
Taxiway H-2	TW H2	TAXIWAY	810	75	100	7,744	P	AC	1/1/1998	3/26/2012	2
Taxiway H-3	TW H3	TAXIWAY	330	200	90	18,456	P	AAC	1/1/2007	3/26/2012	4
Taxiway H-4	TW H4	TAXIWAY	340	190	90	17,255	P	AAC	1/1/2007	3/26/2012	4
Taxiway H-5	TW H5	TAXIWAY	350	200	90	19,697	P	AAC	1/1/2007	3/26/2012	4
Taxiway H-6	TW H6	TAXIWAY	360	200	90	19,697	P	AAC	1/1/2007	3/26/2012	4
Taxiway H-7	TW H7	TAXIWAY	370	190	50	12,809	P	AAC	1/1/2007	3/26/2012	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.

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4205 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** P **Length:** 2,800.00 Ft **Width:** 300.00 Ft **True Area:** 840,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401
01/01/1967	IMPORTED	OVERLAY			True	PART OF THIS FEATURE HAS AN EMULSION SEAL

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4215 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 300.00 Ft **True Area:** 60,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4220 **Surface:** AAC
L.C.D.: 01/01/1994 **Use:** APRON **Rank** P **Length:** 365.00 Ft **Width:** 300.00 Ft **True Area:** 109,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	OVERLAY			True	THIS FEATURE WAS <= 2 YRS OLD AT TIME OF SURVEY AND WAS NOT INSPECTED
01/01/1994	IMPORTED	OVERLAY		1.50	True	1994: 1.5" - 2" P-401 OVERLAY
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4225 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 2,300.00 Ft **Width:** 30.00 Ft **True Area:** 69,490.00 SqF

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

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 18,794.76 SqF

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

Network: TMB **Branch**: AP NE (NORTHEAST APRON) **Section:** 4305 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 190.00 Ft **Width:** 50.00 Ft **True Area:** 9,600.00 SqF

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

Network: TMB **Branch**: AP NE (NORTHEAST APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,797.46 SqF

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

Network: TMB **Branch**: AP NE (NORTHEAST APRON) **Section:** 4315 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 85.00 Ft **True Area:** 21,176.35 SqF

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

Network: TMB **Branch:** AP NE (NORTHEAST APRON) **Section:** 4320 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 180.00 Ft **Width:** 50.00 Ft **True Area:** 9,216.00 SqF

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

Network: TMB **Branch:** AP NE (NORTHEAST APRON) **Section:** 4325 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 495.00 Ft **Width:** 100.00 Ft **True Area:** 49,524.03 SqF

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

Network: TMB **Branch:** AP NE (NORTHEAST APRON) **Section:** 4330 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 60.00 Ft **Width:** 45.00 Ft **True Area:** 2,700.00 SqF

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

Network: TMB **Branch:** AP S (SOUTH APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 300.00 Ft **True Area:** 210,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT			True	1998 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch:** AP S (SOUTH APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:** 240,842.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY			True	1998 AC overlay
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch:** AP S (SOUTH APRON) **Section:** 4115 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 2,775.05 Ft **Width:** 300.00 Ft **True Area:** 832,515.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401
01/01/1967	IMPORTED	OVERLAY			True	THIS FEATURE HAS SAME PVT. SECTION AS 411O - HOWEVER THEY WERE BUILT U
01/01/1967	IMPORTED	OVERLAY			True	THIS FEATURE HAS AN EMULSION SEAL

Network: TMB **Branch:** AP S (SOUTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** T **Length:** 230.00 Ft **Width:** 150.00 Ft **True Area:** 35,370.73 SqF

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

Network: TMB **Branch:** AP S (SOUTH APRON) **Section:** 4130 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 264.00 Ft **Width:** 50.00 Ft **True Area:** 19,714.38 SqF

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

Network: TMB **Branch**: AP S (SOUTH APRON) **Section:** 4135 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 750.00 Ft **Width:** 36.00 Ft **True Area:** 29,788.29 SqF

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

Network: TMB **Branch**: AP S (SOUTH APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 1,400.00 Ft **Width:** 30.00 Ft **True Area:** 43,873.95 SqF

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

Network: TMB **Branch**: AP SE (SOUTHEAST APRON) **Section:** 4410 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 100.00 Ft **True Area:** 45,220.00 SqF

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

Network: TMB **Branch**: RW 13-31 (RUNWAY 13-31) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 4,002.00 Ft **Width:** 100.00 Ft **True Area:** 400,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: RW 13-31 (RUNWAY 13-31) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 8,004.00 Ft **Width:** 25.00 Ft **True Area:** 200,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6104 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1997	IMPORTED	BUILT			True	1997 AC construction (field observation)

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** RUNWAY **Rank** P **Length:** 4,600.00 Ft **Width:** 100.00 Ft **True Area:** 460,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6109 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1997	IMPORTED	BUILT			True	1997 AC CONSTRUCTION (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** RUNWAY **Rank** P **Length:** 9,200.00 Ft **Width:** 25.00 Ft **True Area:** 230,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6126 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 404.00 Ft **Width:** 25.00 Ft **True Area:** 10,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1997	IMPORTED	BUILT			True	1997 AC (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6131 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 202.00 Ft **Width:** 100.00 Ft **True Area:** 20,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6302 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 100.00 Ft **True Area:** 100,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	INITIAL	Initial Construction	$0	4.00	True	2012: 4" P-401, 10" P-211, 12" P-154, 8" P-152

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6304 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 4,600.00 Ft **Width:** 100.00 Ft **True Area:** 460,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6306 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 201.00 Ft **Width:** 100.00 Ft **True Area:** 20,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6307 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 25.00 Ft **True Area:** 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	INITIAL	Initial Construction	$0	4.00	True	2012: 4" P-401, 10" P-211, 12" P-154, 8" P-152

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6309 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 9,200.00 Ft **Width:** 25.00 Ft **True Area:** 230,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	2" P-401 ON 8" P-401

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6311 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** RUNWAY **Rank** P **Length:** 402.00 Ft **Width:** 25.00 Ft **True Area:** 10,050.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: TW 1 (TAXIWAY 1) **Section:** 270 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 12,842.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 2 (TAXIWAY 2) **Section:** 260 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 3 (TAXIWAY 3) **Section:** 250 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 4 (TAXIWAY 4) **Section:** 240 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 5 (TAXIWAY 5) **Section:** 230 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 6 (TAXIWAY 6) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,696.66 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW 7 (TAXIWAY 7) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 18,557.11 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 5,500.00 Ft **Width:** 50.00 Ft **True Area:** 279,575.51 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW A (TAXIWAY A) **Section:** 108 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 370.00 Ft **Width:** 50.00 Ft **True Area:** 18,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	INITIAL	Initial Construction	$0	0.00	True	

Network: TMB **Branch**: TW A (TAXIWAY A) **Section:** 110 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 360.00 Ft **Width:** 100.00 Ft **True Area:** 36,179.51 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW A (TAXIWAY A) **Section:** 111 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 27,392.04 SqF

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

Network: TMB **Branch**: TW A1 (TAXIWAY A1) **Section:** 115 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 50,474.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW A2 (TAXIWAY A2) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 50,474.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW A3 (TAXIWAY A3) **Section:** 124 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 26,792.04 SqF

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

Network: TMB **Branch**: TW A3 (TAXIWAY A3) **Section:** 125 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 320.00 Ft **Width:** 100.00 Ft **True Area:** 32,146.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW AP NE (TAXIWAY TO NE APRON) **Section:** 1005 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 44,690.90 SqF

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

Network: TMB **Branch**: TW AP SE (TAXIWAY TO SE APRON) **Section:** 1105 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 1,400.00 Ft **Width:** 30.00 Ft **True Area:** 42,726.72 SqF

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

Network: TMB **Branch**: TW C (TAXIWAY C) **Section:** 910 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 2,600.00 Ft **Width:** 50.00 Ft **True Area:** 138,068.51 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		2.00	True	1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: TMB **Branch**: TW C1 (TAXIWAY C1) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 90.00 Ft **True Area:** 17,643.88 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY			True	1997 AC SURFACE (FIELD OBSERVATION)
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW C2 (TAXIWAY C2) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 90.00 Ft **True Area:** 17,567.42 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY			True	1997 AC SURFACE
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW CC (TAXIWAY CC) **Section:** 905 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 125.00 Ft **Width:** 50.00 Ft **True Area:** 7,838.05 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		2.00	True	1998 2" P401 AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: TMB **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 4,200.00 Ft **Width:** 50.00 Ft **True Area:** 210,897.78 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 361.00 Ft **Width:** 100.00 Ft **True Area:** 36,141.84 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW D (TAXIWAY D) **Section:** 411 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 27,092.04 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: TMB **Branch**: TW D (TAXIWAY D) **Section:** 412 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 10,003.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: TMB **Branch**: TW D1 (TAXIWAY D1) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 100.00 Ft **True Area:** 50,474.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW D2 (TAXIWAY D2) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/1965 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 50,462.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	SS-RE	Surface Seal - Rejuvenating	$0	0.00	False	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 503 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 1,120.00 Ft **Width:** 50.00 Ft **True Area:** 56,118.63 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	INITIAL	Initial Construction	$0	4.00	True	2012: 4" P-401, 10" P-211 LIMEROCK BASE COURSE, 8" P-152 COMPACTED SUB

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 4,700.00 Ft **Width:** 50.00 Ft **True Area:** 238,386.04 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 507 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 150.00 Ft **True Area:** 30,930.07 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 32,263.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 513 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 170.00 Ft **True Area:** 54,091.64 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	INITIAL	Initial Construction	$0	4.00	True	2012: 4" P-401, 10" P-211 LIMEROCK BASE COURSE, 8" P-152 COMPACTED SUB

Network: TMB **Branch**: TW E1 (TAXIWAY E1) **Section:** 515 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 100.00 Ft **True Area:** 21,049.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1999	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	INITIAL	Initial Construction	$0	2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW E1 (TAXIWAY E1) **Section:** 516 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 388.00 Ft **Width:** 100.00 Ft **True Area:** 38,835.05 SqF

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

Network: TMB **Branch**: TW E2 (TAXIWAY E2) **Section:** 520 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 50,474.48 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW E3 (TAXIWAY E3) **Section:** 525 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 41,823.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW E4 (TAXIWAY E4) **Section:** 527 **Surface:** AC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 26,266.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT		2.00	True	1996: 2" P-401 ON 8" P-211 ON 8" P-154

Network: TMB **Branch**: TW E5 (TAXIWAY E5) **Section:** 529 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 75.00 Ft **True Area:** 26,192.04 SqF

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

Network: TMB **Branch**: TW E5 (TAXIWAY E5) **Section:** 530 **Surface:** AAC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 90.00 Ft **True Area:** 32,146.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW F (TAXIWAY F) **Section:** 605 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 1,050.00 Ft **Width:** 50.00 Ft **True Area:** 57,730.09 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW G (TAXIWAY G) **Section:** 705 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 51,621.67 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT		2.00	True	1965: 2" P-401 ON 8" P-211

Network: TMB **Branch**: TW G (TAXIWAY G) **Section:** 710 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank** P **Length:** 340.00 Ft **Width:** 50.00 Ft **True Area:** 17,106.11 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: TMB **Branch**: TW H (TAXIWAY H) **Section:** 815 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 2,200.00 Ft **Width:** 50.00 Ft **True Area:** 119,041.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1998	IMPORTED	BUILT		2.00	True	1998 2" P401 AC SURFACE ON 8' P211 BASE ON 8" P154 SUBBASE

Network: TMB **Branch**: TW H1 (TAXIWAY H1) **Section:** 805 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 90.00 Ft **Width:** 50.00 Ft **True Area:** 4,801.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		2.00	True	1998 2" P401 AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: TMB **Branch**: TW H2 (TAXIWAY H2) **Section:** 810 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 75.00 Ft **Width:** 100.00 Ft **True Area:** 7,744.33 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		2.00	True	1998 2" P401 AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: TMB **Branch**: TW H3 (TAXIWAY H3) **Section:** 330 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 18,456.28 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW H4 (TAXIWAY H4) **Section:** 340 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 90.00 Ft **True Area:** 17,255.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW H5 (TAXIWAY H5) **Section:** 350 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW H6 (TAXIWAY H6) **Section:** 360 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 19,697.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Network: TMB **Branch**: TW H7 (TAXIWAY H7) **Section:** 370 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 50.00 Ft **True Area:** 12,808.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

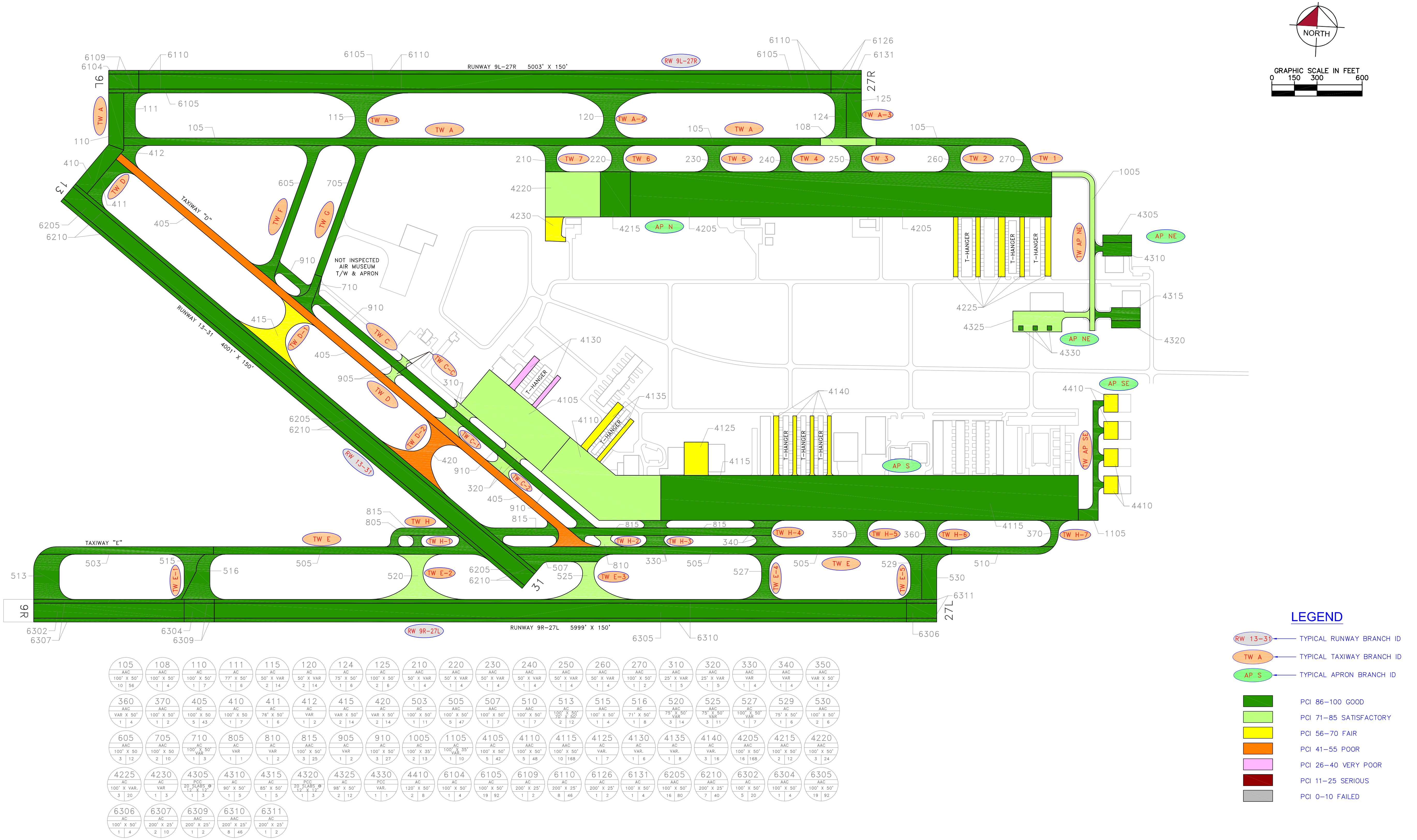
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	58	6,299,689.06	2.00	.00
Initial Construction	27	917,750.05	.67	1.47
Mill and Overlay	34	4,265,204.92	.00	.00
OVERLAY	8	3,000,084.16	1.50	
Surface Seal - Rejuvenating	16	1,304,649.01	.00	.00

STD = Standard Deviation

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

KENDALL-TAMIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **TMB**

FDOT DISTRICT: 6

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
North Apron	AP N	APRON	4205	840,000	P	AAC	16	168	90	Good
North Apron	AP N	APRON	4215	60,000	P	AAC	2	12	91	Good
North Apron	AP N	APRON	4220	109,500	P	AAC	3	24	76	Satisfactory
North Apron	AP N	APRON	4225	69,490	P	AC	3	20	64	Fair
North Apron	AP N	APRON	4230	18,795	P	AC	1	3	66	Fair
Northeast Apron	AP NE	APRON	4305	9,600	P	PCC	1	3	95	Good
Northeast Apron	AP NE	APRON	4310	19,797	P	AC	1	5	89	Good
Northeast Apron	AP NE	APRON	4315	21,176	P	AC	1	5	89	Good
Northeast Apron	AP NE	APRON	4320	9,216	P	PCC	1	3	92	Good
Northeast Apron	AP NE	APRON	4325	49,524	P	AC	2	12	81	Satisfactory
Northeast Apron	AP NE	APRON	4330	2,700	P	PCC	1	1	91	Good
South Apron	AP S	APRON	4105	210,000	P	AC	5	42	77	Satisfactory
South Apron	AP S	APRON	4110	240,843	P	AAC	5	48	83	Satisfactory
South Apron	AP S	APRON	4115	832,515	P	AAC	10	168	86	Good
South Apron	AP S	APRON	4125	35,371	T	AC	1	7	62	Fair
South Apron	AP S	APRON	4130	19,714	P	AC	1	6	35	Very Poor
South Apron	AP S	APRON	4135	29,788	P	AC	1	8	59	Fair
South Apron	AP S	APRON	4140	43,874	P	AC	3	16	66	Fair
Southeast Apron	AP SE	APRON	4410	45,220	P	AC	2	8	65	Fair
Runway 13-31	RW 13-31	RUNWAY	6205	400,200	P	AAC	16	80	90	Good
Runway 13-31	RW 13-31	RUNWAY	6210	200,100	P	AAC	7	40	91	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6104	20,000	P	AC	1	4	90	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
Runway 9L-27R	RW 9L-27R	RUNWAY	6105	460,000	P	AC	19	92	91	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6109	10,000	P	AC	1	2	91	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6110	230,000	P	AC	8	46	93	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6126	10,100	P	AC	1	2	96	Good
Runway 9L-27R	RW 9L-27R	RUNWAY	6131	20,200	P	AC	1	4	90	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6302	100,000	P	AC	5	20	100	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6304	20,000	P	AAC	1	4	100	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6305	460,000	P	AAC	19	92	88	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6306	20,100	P	AC	1	4	100	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6307	50,000	P	AC	2	10	100	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6309	10,000	P	AAC	1	2	100	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6310	230,000	P	AAC	8	46	86	Good
Runway 9R-27L	RW 9R-27L	RUNWAY	6311	10,050	P	AC	1	2	91	Good
Taxiway 1	TW 1	TAXIWAY	270	12,843	P	AAC	1	2	94	Good
Taxiway 2	TW 2	TAXIWAY	260	19,697	P	AAC	1	4	91	Good
Taxiway 3	TW 3	TAXIWAY	250	19,697	P	AAC	1	4	96	Good
Taxiway 4	TW 4	TAXIWAY	240	19,697	P	AAC	1	4	94	Good
Taxiway 5	TW 5	TAXIWAY	230	19,697	P	AAC	1	4	89	Good
Taxiway 6	TW 6	TAXIWAY	220	19,697	P	AAC	1	4	91	Good
Taxiway 7	TW 7	TAXIWAY	210	18,557	P	AAC	1	4	92	Good
Taxiway Alpha	TW A	TAXIWAY	105	279,576	P	AAC	10	56	94	Good
Taxiway Alpha	TW A	TAXIWAY	108	18,500	P	AAC	1	4	79	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 Alpha	TW A	TAXIWAY	110	36,180	P	AC	1	7	91	Good
Taxiway Alpha	TW A	TAXIWAY	111	27,392	P	AC	1	6	100	Good
Taxiway A-1	TW A1	TAXIWAY	115	50,475	P	AC	2	14	97	Good
Taxiway A-2	TW A2	TAXIWAY	120	50,475	P	AC	2	14	95	Good
Taxiway A-3	TW A3	TAXIWAY	124	26,792	P	AC	1	6	92	Good
Taxiway A-3	TW A3	TAXIWAY	125	32,146	P	AC	2	6	93	Good
Taxiway to NE Apron	TW AP NE	TAXIWAY	1005	44,691	P	AC	2	13	78	Satisfactory
Taxiway to SE Apron	TW AP SE	TAXIWAY	1105	42,727	P	AC	1	10	89	Good
Taxiway Charlie	TW C	TAXIWAY	910	138,069	P	AC	3	27	86	Good
Taxiway C-1	TW C1	TAXIWAY	310	17,644	P	AAC	1	5	72	Satisfactory
Taxiway C-2	TW C2	TAXIWAY	320	17,567	P	AAC	1	5	78	Satisfactory
Taxiway CC	TW CC	TAXIWAY	905	7,838	P	AC	1	2	78	Satisfactory
Taxiway Delta	TW D	TAXIWAY	405	210,898	P	AC	5	43	47	Poor
Taxiway Delta	TW D	TAXIWAY	410	36,142	P	AC	1	7	94	Good
Taxiway Delta	TW D	TAXIWAY	411	27,092	P	AC	1	6	88	Good
Taxiway Delta	TW D	TAXIWAY	412	10,004	P	AC	1	2	94	Good
Taxiway D-1	TW D1	TAXIWAY	415	50,475	P	AC	2	14	56	Fair
Taxiway D-2	TW D2	TAXIWAY	420	50,463	P	AC	2	14	53	Poor
Taxiway Echo	TW E	TAXIWAY	503	56,119	P	AC	1	11	100	Good
Taxiway Echo	TW E	TAXIWAY	505	238,386	P	AAC	5	47	95	Good
Taxiway Echo	TW E	TAXIWAY	507	30,930	P	AAC	1	7	91	Good
Taxiway Echo	TW E	TAXIWAY	510	32,263	P	AAC	1	7	95	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 Echo	TW E	TAXIWAY	513	54,092	P	AC	2	12	100	Good
Taxiway E-1	TW E1	TAXIWAY	515	21,049	P	AAC	1	4	100	Good
Taxiway E-1	TW E1	TAXIWAY	516	38,835	P	AC	1	8	91	Good
Taxiway E-2	TW E2	TAXIWAY	520	50,474	P	AAC	3	14	83	Satisfactory
Taxiway E-3	TW E3	TAXIWAY	525	41,823	P	AAC	3	11	83	Satisfactory
Taxiway E-4	TW E4	TAXIWAY	527	26,267	P	AC	1	7	87	Good
Taxiway E-5	TW E5	TAXIWAY	529	26,192	P	AC	1	6	93	Good
Taxiway E-5	TW E5	TAXIWAY	530	32,146	P	AAC	2	6	92	Good
Taxiway Foxtrot	TW F	TAXIWAY	605	57,730	P	AAC	3	12	93	Good
Taxiway Golf	TW G	TAXIWAY	705	51,622	P	AAC	2	10	96	Good
Taxiway Golf	TW G	TAXIWAY	710	17,106	P	AC	1	3	91	Good
Taxiway Hotel	TW H	TAXIWAY	815	119,042	P	AAC	3	25	91	Good
Taxiway H-1	TW H1	TAXIWAY	805	4,802	P	AC	1	1	91	Good
Taxiway H-2	TW H2	TAXIWAY	810	7,744	P	AC	1	2	85	Satisfactory
Taxiway H-3	TW H3	TAXIWAY	330	18,456	P	AAC	1	4	88	Good
Taxiway H-4	TW H4	TAXIWAY	340	17,255	P	AAC	1	4	100	Good
Taxiway H-5	TW H5	TAXIWAY	350	19,697	P	AAC	1	4	91	Good
Taxiway H-6	TW H6	TAXIWAY	360	19,697	P	AAC	1	4	93	Good
Taxiway H-7	TW H7	TAXIWAY	370	12,809	P	AAC	1	2	94	Good

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: 3 /29/2012

Branch Condition Report

Pavement Database: NetworkID: TMB

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 N (NORTH APRON)	5	5,815.00	206.00	1,097,784.76	APRON	77.40	11.45	86.60
AP NE (NORTHEAST APRON)	6	1,325.00	70.00	112,013.84	APRON	89.50	4.31	86.27
AP S (SOUTH APRON)	7	6,919.05	166.57	1,412,105.15	APRON	66.86	16.17	81.65
AP SE (SOUTHEAST APRON)	1	400.00	100.00	45,220.00	APRON	65.00	0.00	65.00
RW 13-31 (RUNWAY 13-31)	2	12,006.00	62.50	600,300.00	RUNWAY	90.50	0.50	90.33
RW 9L-27R (RUNWAY 9L-27R)	6	15,006.00	62.50	750,300.00	RUNWAY	91.83	2.11	91.63
RW 9R-27L (RUNWAY 9R-27L)	8	18,003.00	62.50	900,150.00	RUNWAY	95.63	5.79	90.19
TW 1 (TAXIWAY 1)	1	200.00	50.00	12,842.70	TAXIWAY	94.00	0.00	94.00
TW 2 (TAXIWAY 2)	1	200.00	90.00	19,697.18	TAXIWAY	91.00	0.00	91.00
TW 3 (TAXIWAY 3)	1	200.00	90.00	19,697.18	TAXIWAY	96.00	0.00	96.00
TW 4 (TAXIWAY 4)	1	200.00	90.00	19,697.18	TAXIWAY	94.00	0.00	94.00
TW 5 (TAXIWAY 5)	1	200.00	90.00	19,697.18	TAXIWAY	89.00	0.00	89.00
TW 6 (TAXIWAY 6)	1	200.00	90.00	19,696.66	TAXIWAY	91.00	0.00	91.00
TW 7 (TAXIWAY 7)	1	200.00	90.00	18,557.11	TAXIWAY	92.00	0.00	92.00
TW A (TAXIWAY A)	4	6,530.00	68.75	361,647.06	TAXIWAY	91.00	7.65	93.39
TW A1 (TAXIWAY A1)	1	300.00	75.00	50,474.98	TAXIWAY	97.00	0.00	97.00

Branch Condition Report

Pavement Database: NetworkID: TMB

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 A2 (TAXIWAY A2)	1	300.00	75.00	50,474.98	TAXIWAY	95.00	0.00	95.00
TW A3 (TAXIWAY A3)	2	620.00	87.50	58,938.06	TAXIWAY	92.50	0.50	92.55
TW AP NE (TAXIWAY TO NE APRON)	1	1,200.00	35.00	44,690.90	TAXIWAY	78.00	0.00	78.00
TW AP SE (TAXIWAY TO SE APRON)	1	1,400.00	30.00	42,726.72	TAXIWAY	89.00	0.00	89.00
TW C (TAXIWAY C)	1	2,600.00	50.00	138,068.51	TAXIWAY	86.00	0.00	86.00
TW C1 (TAXIWAY C1)	1	190.00	90.00	17,643.88	TAXIWAY	72.00	0.00	72.00
TW C2 (TAXIWAY C2)	1	190.00	90.00	17,567.42	TAXIWAY	78.00	0.00	78.00
TW CC (TAXIWAY CC)	1	125.00	50.00	7,838.05	TAXIWAY	78.00	0.00	78.00
TW D (TAXIWAY D)	4	4,961.00	81.25	284,135.64	TAXIWAY	80.75	19.64	58.54
TW D1 (TAXIWAY D1)	1	500.00	100.00	50,474.98	TAXIWAY	56.00	0.00	56.00
TW D2 (TAXIWAY D2)	1	300.00	75.00	50,462.90	TAXIWAY	53.00	0.00	53.00
TW E (TAXIWAY E)	5	6,920.00	94.00	411,789.40	TAXIWAY	96.20	3.43	96.04
TW E1 (TAXIWAY E1)	2	598.00	100.00	59,884.07	TAXIWAY	95.50	4.50	94.16
TW E2 (TAXIWAY E2)	1	300.00	75.00	50,474.48	TAXIWAY	83.00	0.00	83.00
TW E3 (TAXIWAY E3)	1	300.00	75.00	41,823.46	TAXIWAY	83.00	0.00	83.00
TW E4 (TAXIWAY E4)	1	300.00	50.00	26,266.60	TAXIWAY	87.00	0.00	87.00

Branch Condition Report

Pavement Database: NetworkID: TMB

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 E5 (TAXIWAY E5)	2	600.00	82.50	58,338.06	TAXIWAY	92.50	0.50	92.45
TW F (TAXIWAY F)	1	1,050.00	50.00	57,730.09	TAXIWAY	93.00	0.00	93.00
TW G (TAXIWAY G)	2	1,340.00	50.00	68,727.78	TAXIWAY	93.50	2.50	94.76
TW H (TAXIWAY H)	1	2,200.00	50.00	119,041.80	TAXIWAY	91.00	0.00	91.00
TW H1 (TAXIWAY H1)	1	90.00	50.00	4,801.55	TAXIWAY	91.00	0.00	91.00
TW H2 (TAXIWAY H2)	1	75.00	100.00	7,744.33	TAXIWAY	85.00	0.00	85.00
TW H3 (TAXIWAY H3)	1	200.00	90.00	18,456.28	TAXIWAY	88.00	0.00	88.00
TW H4 (TAXIWAY H4)	1	190.00	90.00	17,255.03	TAXIWAY	100.00	0.00	100.00
TW H5 (TAXIWAY H5)	1	200.00	90.00	19,697.18	TAXIWAY	91.00	0.00	91.00
TW H6 (TAXIWAY H6)	1	200.00	90.00	19,697.18	TAXIWAY	93.00	0.00	93.00
TW H7 (TAXIWAY H7)	1	190.00	50.00	12,808.80	TAXIWAY	94.00	0.00	94.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	19	2,667,123.75	76.68	15.21	83.60
RUNWAY	16	2,250,750.00	93.56	4.78	90.71
TAXIWAY	50	2,299,565.36	88.48	11.08	86.09
All	85	7,217,439.11	86.80	12.71	86.61

STD = Standard Deviation

Section Condition Report

Pavement Database: *NetworkID: TMB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4205	01/01/2006	AAC	APRON	P	0	840,000.00	03/26/2012	6	90.00
AP N (NORTH APRON)	4215	01/01/2006	AAC	APRON	P	0	60,000.00	03/26/2012	6	91.00
AP N (NORTH APRON)	4220	01/01/1994	AAC	APRON	P	0	109,500.00	03/26/2012	18	76.00
AP N (NORTH APRON)	4225	12/25/1999	AC	APRON	P	0	69,490.00	03/26/2012	13	64.00
AP N (NORTH APRON)	4230	12/25/1999	AC	APRON	P	0	18,794.76	03/26/2012	13	66.00
AP NE (NORTHEAST APRON)	4305	12/25/1999	PCC	APRON	P	0	9,600.00	03/26/2012	13	95.00
AP NE (NORTHEAST APRON)	4310	12/25/1999	AC	APRON	P	0	19,797.46	03/26/2012	13	89.00
AP NE (NORTHEAST APRON)	4315	12/25/1999	AC	APRON	P	0	21,176.35	03/26/2012	13	89.00
AP NE (NORTHEAST APRON)	4320	12/25/1999	PCC	APRON	P	0	9,216.00	03/26/2012	13	92.00
AP NE (NORTHEAST APRON)	4325	12/25/1999	AC	APRON	P	0	49,524.03	03/26/2012	13	81.00
AP NE (NORTHEAST APRON)	4330	12/25/1999	PCC	APRON	P	0	2,700.00	03/26/2012	13	91.00
AP S (SOUTH APRON)	4105	01/01/1998	AC	APRON	P	0	210,000.00	03/26/2012	14	77.00
AP S (SOUTH APRON)	4110	01/01/1998	AAC	APRON	P	0	240,842.74	03/26/2012	14	83.00
AP S (SOUTH APRON)	4115	01/01/1998	AAC	APRON	P	0	832,515.06	03/26/2012	14	86.00
AP S (SOUTH APRON)	4125	12/25/1999	AC	APRON	T	0	35,370.73	03/26/2012	13	62.00
AP S (SOUTH APRON)	4130	12/25/1999	AC	APRON	P	0	19,714.38	03/26/2012	13	35.00
AP S (SOUTH APRON)	4135	12/25/1999	AC	APRON	P	0	29,788.29	03/26/2012	13	59.00
AP S (SOUTH APRON)	4140	12/25/1999	AC	APRON	P	0	43,873.95	03/26/2012	13	66.00
AP SE (SOUTHEAST APRON)	4410	12/25/1999	AC	APRON	P	0	45,220.00	03/26/2012	13	65.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/2004	AAC	RUNWAY	P	0	400,200.00	03/26/2012	8	90.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/2004	AAC	RUNWAY	P	0	200,100.00	03/26/2012	8	91.00
RW 9L-27R (RUNWAY 9L-27R)	6104	01/01/1997	AC	RUNWAY	P	0	20,000.00	03/26/2012	15	90.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/1965	AC	RUNWAY	P	0	460,000.00	03/26/2012	47	91.00
RW 9L-27R (RUNWAY 9L-27R)	6109	01/01/1997	AC	RUNWAY	P	0	10,000.00	03/26/2012	15	91.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/1965	AC	RUNWAY	P	0	230,000.00	03/26/2012	47	93.00
RW 9L-27R (RUNWAY 9L-27R)	6126	01/01/1997	AC	RUNWAY	P	0	10,100.00	03/26/2012	15	96.00
RW 9L-27R (RUNWAY 9L-27R)	6131	01/01/1997	AC	RUNWAY	P	0	20,200.00	03/26/2012	15	90.00

Section Condition Report

Pavement Database: *NetworkID: TMB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9R-27L (RUNWAY 9R-27L)	6302	01/01/2012	AC	RUNWAY	P	0	100,000.00	01/01/2012	0	100.00
RW 9R-27L (RUNWAY 9R-27L)	6304	01/01/2012	AAC	RUNWAY	P	0	20,000.00	01/01/2012	0	100.00
RW 9R-27L (RUNWAY 9R-27L)	6305	01/01/1997	AAC	RUNWAY	P	0	460,000.00	03/26/2012	15	88.00
RW 9R-27L (RUNWAY 9R-27L)	6306	01/01/1997	AC	RUNWAY	P	0	20,100.00	03/26/2012	15	100.00
RW 9R-27L (RUNWAY 9R-27L)	6307	01/01/2012	AC	RUNWAY	P	0	50,000.00	01/01/2012	0	100.00
RW 9R-27L (RUNWAY 9R-27L)	6309	01/01/2012	AAC	RUNWAY	P	0	10,000.00	01/01/2012	0	100.00
RW 9R-27L (RUNWAY 9R-27L)	6310	01/01/1997	AAC	RUNWAY	P	0	230,000.00	03/26/2012	15	86.00
RW 9R-27L (RUNWAY 9R-27L)	6311	01/01/1997	AC	RUNWAY	P	0	10,050.00	03/26/2012	15	91.00
TW 1 (TAXIWAY 1)	270	01/01/2006	AAC	TAXIWAY	P	0	12,842.70	03/26/2012	6	94.00
TW 2 (TAXIWAY 2)	260	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	6	91.00
TW 3 (TAXIWAY 3)	250	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	6	96.00
TW 4 (TAXIWAY 4)	240	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	6	94.00
TW 5 (TAXIWAY 5)	230	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	6	89.00
TW 6 (TAXIWAY 6)	220	01/01/2006	AAC	TAXIWAY	P	0	19,696.66	03/26/2012	6	91.00
TW 7 (TAXIWAY 7)	210	01/01/2005	AAC	TAXIWAY	P	0	18,557.11	03/26/2012	7	92.00
TW A (TAXIWAY A)	105	01/01/2005	AAC	TAXIWAY	P	0	279,575.51	03/26/2012	7	94.00
TW A (TAXIWAY A)	108	01/01/2005	AAC	TAXIWAY	P	0	18,500.00	03/26/2012	7	79.00
TW A (TAXIWAY A)	110	01/01/1965	AC	TAXIWAY	P	0	36,179.51	03/26/2012	47	91.00
TW A (TAXIWAY A)	111	12/25/1999	AC	TAXIWAY	P	0	27,392.04	03/26/2012	13	100.00
TW A1 (TAXIWAY A1)	115	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/26/2012	47	97.00
TW A2 (TAXIWAY A2)	120	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/26/2012	47	95.00
TW A3 (TAXIWAY A3)	124	12/25/1999	AC	TAXIWAY	P	0	26,792.04	03/26/2012	13	92.00
TW A3 (TAXIWAY A3)	125	01/01/1965	AC	TAXIWAY	P	0	32,146.02	03/26/2012	47	93.00
TW AP NE (TAXIWAY TO NE APRON)	1005	12/25/1999	AC	TAXIWAY	P	0	44,690.90	03/26/2012	13	78.00
TW AP SE (TAXIWAY TO SE APRON)	1105	12/25/1999	AC	TAXIWAY	P	0	42,726.72	03/26/2012	13	89.00
TW C (TAXIWAY C)	910	01/01/1998	AC	TAXIWAY	P	0	138,068.51	03/26/2012	14	86.00

Section Condition Report

Pavement Database: *NetworkID: TMB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C1 (TAXIWAY C1)	310	01/01/1997	AAC	TAXIWAY	P	0	17,643.88	03/26/2012	15	72.00
TW C2 (TAXIWAY C2)	320	01/01/1997	AAC	TAXIWAY	P	0	17,567.42	03/26/2012	15	78.00
TW CC (TAXIWAY CC)	905	01/01/1998	AC	TAXIWAY	P	0	7,838.05	03/26/2012	14	78.00
TW D (TAXIWAY D)	405	01/01/1965	AC	TAXIWAY	P	0	210,897.78	03/26/2012	47	47.00
TW D (TAXIWAY D)	410	01/01/1965	AC	TAXIWAY	P	0	36,141.84	03/26/2012	47	94.00
TW D (TAXIWAY D)	411	12/25/1999	AC	TAXIWAY	P	0	27,092.04	03/26/2012	13	88.00
TW D (TAXIWAY D)	412	12/25/1999	AC	TAXIWAY	P	0	10,003.98	03/26/2012	13	94.00
TW D1 (TAXIWAY D1)	415	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/26/2012	47	56.00
TW D2 (TAXIWAY D2)	420	01/01/1965	AC	TAXIWAY	P	0	50,462.90	03/26/2012	47	53.00
TW E (TAXIWAY E)	503	01/01/2012	AC	TAXIWAY	P	0	56,118.63	01/01/2012	0	100.00
TW E (TAXIWAY E)	505	01/01/2007	AAC	TAXIWAY	P	0	238,386.04	03/26/2012	5	95.00
TW E (TAXIWAY E)	507	01/01/2007	AAC	TAXIWAY	P	0	30,930.07	03/26/2012	5	91.00
TW E (TAXIWAY E)	510	01/01/2007	AAC	TAXIWAY	P	0	32,263.02	03/26/2012	5	95.00
TW E (TAXIWAY E)	513	01/01/2012	AC	TAXIWAY	P	0	54,091.64	01/01/2012	0	100.00
TW E1 (TAXIWAY E1)	515	01/01/2012	AAC	TAXIWAY	P	0	21,049.02	01/01/2012	0	100.00
TW E1 (TAXIWAY E1)	516	12/25/1999	AC	TAXIWAY	P	0	38,835.05	03/26/2012	13	91.00
TW E2 (TAXIWAY E2)	520	01/01/2007	AAC	TAXIWAY	P	0	50,474.48	03/26/2012	5	83.00
TW E3 (TAXIWAY E3)	525	01/01/2007	AAC	TAXIWAY	P	0	41,823.46	03/26/2012	5	83.00
TW E4 (TAXIWAY E4)	527	01/01/1996	AC	TAXIWAY	P	0	26,266.60	03/26/2012	16	87.00
TW E5 (TAXIWAY E5)	529	12/25/1999	AC	TAXIWAY	P	0	26,192.04	03/26/2012	13	93.00
TW E5 (TAXIWAY E5)	530	01/01/1999	AAC	TAXIWAY	P	0	32,146.02	03/26/2012	13	92.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	P	0	57,730.09	03/26/2012	14	93.00
TW G (TAXIWAY G)	705	01/01/2006	AAC	TAXIWAY	P	0	51,621.67	03/26/2012	6	96.00
TW G (TAXIWAY G)	710	01/01/1997	AC	TAXIWAY	P	0	17,106.11	03/26/2012	15	91.00
TW H (TAXIWAY H)	815	01/01/2007	AAC	TAXIWAY	P	0	119,041.80	03/26/2012	5	91.00
TW H1 (TAXIWAY H1)	805	01/01/1998	AC	TAXIWAY	P	0	4,801.55	03/26/2012	14	91.00

Section Condition Report

Pavement Database: *NetworkID: TMB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW H2 (TAXIWAY H2)	810	01/01/1998	AC	TAXIWAY	P	0	7,744.33	03/26/2012	14	85.00
TW H3 (TAXIWAY H3)	330	01/01/2007	AAC	TAXIWAY	P	0	18,456.28	03/26/2012	5	88.00
TW H4 (TAXIWAY H4)	340	01/01/2007	AAC	TAXIWAY	P	0	17,255.03	03/26/2012	5	100.00
TW H5 (TAXIWAY H5)	350	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	5	91.00
TW H6 (TAXIWAY H6)	360	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/26/2012	5	93.00
TW H7 (TAXIWAY H7)	370	01/01/2007	AAC	TAXIWAY	P	0	12,808.80	03/26/2012	5	94.00

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**	**311,259.29**	**7**	**100.00**	**0.00**	**100.00**
03-05	**5.00**	**600,833.34**	**11**	**91.27**	**4.88**	**91.87**
06-10	**6.50**	**1,979,882.37**	**14**	**91.29**	**4.03**	**90.90**
11-15	**13.73**	**2,982,444.52**	**41**	**83.49**	**13.01**	**83.88**
16-20	**17.00**	**135,766.60**	**2**	**81.50**	**5.50**	**78.13**
over 40	**47.00**	**1,207,252.99**	**10**	**81.00**	**19.17**	**81.20**
All	**14.27**	**7,217,439.11**	**85**	**86.80**	**12.71**	**86.61**

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
North Apron	AP N	4205	90	89	88	86	84	83	81	80	79	77	76
North Apron	AP N	4215	91	90	89	87	85	84	82	81	79	78	77
North Apron	AP N	4220	76	76	75	73	72	71	70	68	67	66	64
North Apron	AP N	4225	64	64	63	62	60	59	58	57	56	55	54
North Apron	AP N	4230	66	66	65	63	62	61	60	59	58	57	56
Northeast Apron	AP NE	4305	95	95	94	93	92	91	90	89	88	87	86
Northeast Apron	AP NE	4310	89	88	86	85	83	81	79	78	76	75	73
Northeast Apron	AP NE	4315	89	88	86	85	83	81	79	78	76	75	73
Northeast Apron	AP NE	4320	92	92	91	90	89	88	87	86	85	84	83
Northeast Apron	AP NE	4325	81	81	79	77	76	74	73	72	70	69	68
Northeast Apron	AP NE	4330	91	91	90	89	88	87	86	85	84	83	82
South Apron	AP S	4105	77	77	75	74	72	71	70	69	67	66	65
South Apron	AP S	4110	83	83	81	80	79	77	76	75	74	73	71
South Apron	AP S	4115	86	86	84	82	81	80	78	77	76	75	74
South Apron	AP S	4125	62	62	61	60	59	57	56	55	54	53	52
South Apron	AP S	4130	35	35	33	31	28	26	24	21	19	16	13
South Apron	AP S	4135	59	59	58	57	55	54	53	52	51	50	48
South Apron	AP S	4140	66	66	65	63	62	61	60	59	58	57	56
Southeast Apron	AP SE	4410	65	65	64	63	61	60	59	58	57	56	55
Runway 13-31	RW 13-31	6205	90	89	86	83	80	78	75	73	71	69	68
Runway 13-31	RW 13-31	6210	91	90	87	84	81	78	76	74	72	70	68
Runway 9L-27R	RW 9L-27R	6104	90	89	87	85	83	81	79	77	75	72	70

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Runway 9L-27R	RW 9L-27R	6105	91	90	88	86	84	82	80	78	76	74	71
Runway 9L-27R	RW 9L-27R	6109	91	90	88	86	84	82	80	78	76	74	71
Runway 9L-27R	RW 9L-27R	6110	93	92	90	88	86	84	82	80	78	76	74
Runway 9L-27R	RW 9L-27R	6126	96	96	94	92	90	88	85	83	81	79	77
Runway 9L-27R	RW 9L-27R	6131	90	89	87	85	83	81	79	77	75	72	70
Runway 9R-27L	RW 9R-27L	6302	100	99	98	96	94	92	90	88	86	84	82
Runway 9R-27L	RW 9R-27L	6304	100	98	94	91	87	84	81	79	76	74	72
Runway 9R-27L	RW 9R-27L	6305	88	87	84	81	79	76	74	72	70	68	67
Runway 9R-27L	RW 9R-27L	6306	100	100	98	96	94	92	90	88	86	84	82
Runway 9R-27L	RW 9R-27L	6307	100	99	98	96	94	92	90	88	86	84	82
Runway 9R-27L	RW 9R-27L	6309	100	98	94	91	87	84	81	79	76	74	72
Runway 9R-27L	RW 9R-27L	6310	86	85	82	80	77	75	73	71	69	67	66
Runway 9R-27L	RW 9R-27L	6311	91	90	88	86	84	82	80	78	76	74	71
Taxiway 1	TW 1	270	94	93	90	87	85	83	80	79	77	75	74
Taxiway 2	TW 2	260	91	90	87	85	83	80	79	77	75	74	73
Taxiway 3	TW 3	250	96	95	92	89	86	84	82	80	78	76	75
Taxiway 4	TW 4	240	94	93	90	87	85	83	80	79	77	75	74
Taxiway 5	TW 5	230	89	88	86	83	81	79	77	76	74	73	72
Taxiway 6	TW 6	220	91	90	87	85	83	80	79	77	75	74	73
Taxiway 7	TW 7`	210	92	91	88	86	83	81	79	77	76	74	73
Taxiway Alpha	TW A	105	94	93	90	87	85	83	80	79	77	75	74
Taxiway Alpha	TW A	108	79	79	77	75	74	73	72	71	70	69	68

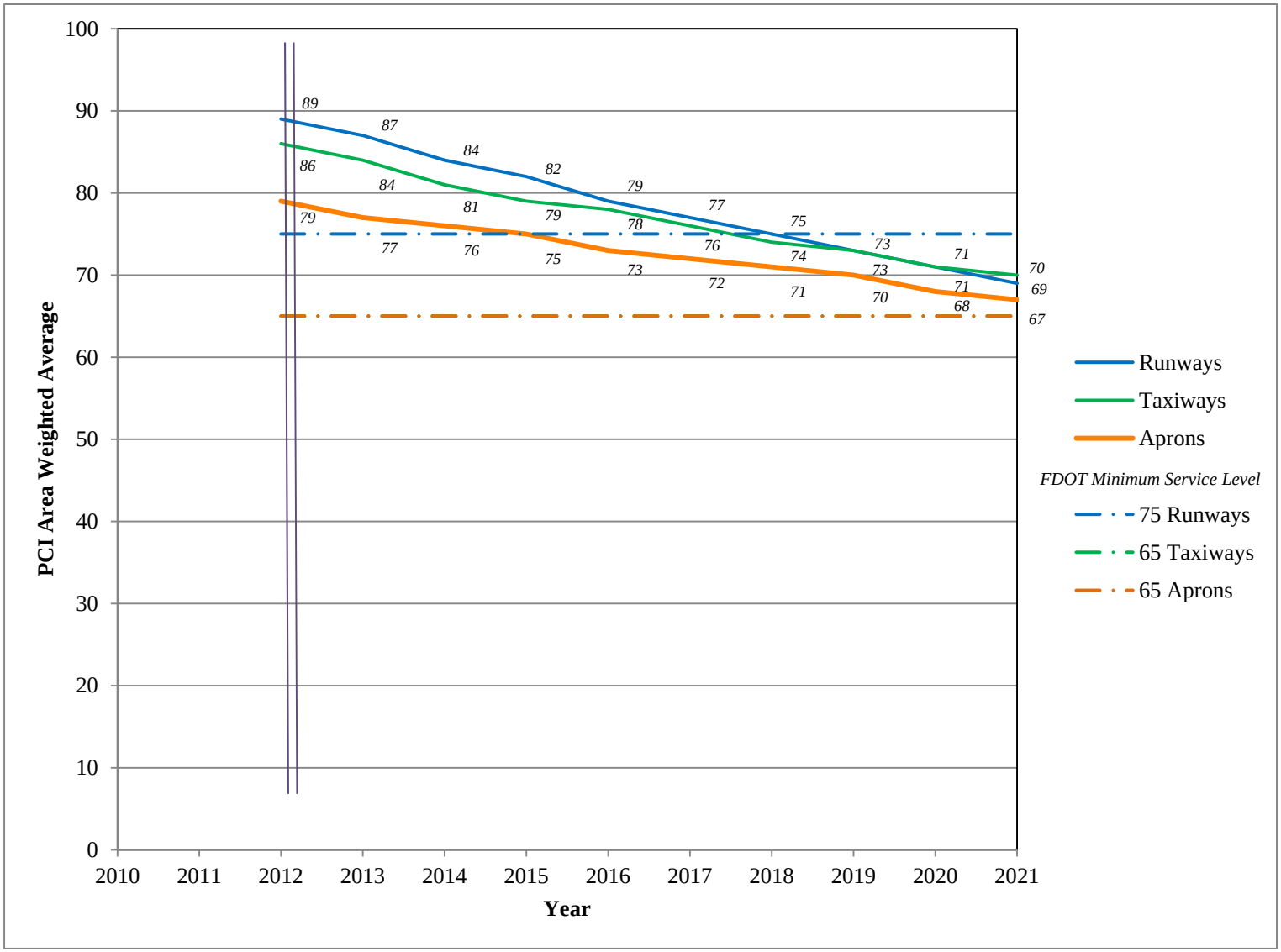
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Alpha	TW A	110	91	90	89	87	85	83	82	80	79	77	76
Taxiway Alpha	TW A	111	100	99	97	95	93	91	89	87	85	84	82
Taxiway A-1	TW A1	115	97	96	94	92	90	88	87	85	83	81	80
Taxiway A-2	TW A2	120	95	94	92	90	89	87	85	83	82	80	78
Taxiway A-3	TW A3	124	92	91	90	88	86	84	82	81	79	78	76
Taxiway A-3	TW A3	125	93	92	90	89	87	85	83	82	80	79	77
Taxiway to NE Apron	TW AP NE	1005	78	78	76	75	73	72	71	70	68	67	66
Taxiway to SE Apron	TW AP SE	1105	89	89	87	85	83	82	80	78	77	76	74
Taxiway Charlie	TW C	910	86	86	84	82	81	79	77	76	75	73	72
Taxiway C-1	TW C1	310	72	72	71	70	69	68	68	67	66	66	65
Taxiway C-2	TW C2	320	78	78	76	74	73	72	71	70	69	68	68
Taxiway CC	TW CC	905	78	78	76	75	73	72	71	70	68	67	66
Taxiway Delta	TW D	405	47	47	46	44	43	42	41	40	38	37	35
Taxiway Delta	TW D	410	94	93	91	90	88	86	84	82	81	79	78
Taxiway Delta	TW D	411	88	88	86	84	82	81	79	78	76	75	73
Taxiway Delta	TW D	412	94	93	91	90	88	86	84	82	81	79	78
Taxiway D-1	TW D1	415	56	56	55	54	53	52	51	50	49	47	46
Taxiway D-2	TW D2	420	53	53	52	51	50	49	47	46	45	44	43
Taxiway Echo	TW E	503	100	99	97	95	92	91	89	87	85	83	82
Taxiway Echo	TW E	505	95	94	91	88	86	83	81	79	77	76	74
Taxiway Echo	TW E	507	91	90	87	85	83	80	79	77	75	74	73
Taxiway Echo	TW E	510	95	94	91	88	86	83	81	79	77	76	74

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Echo	TW E	513	100	99	97	95	92	91	89	87	85	83	82
Taxiway E-1	TW E1	515	100	98	95	92	89	86	84	81	79	78	76
Taxiway E-1	TW E1	516	91	90	89	87	85	83	82	80	79	77	76
Taxiway E-2	TW E2	520	83	82	80	78	77	75	74	73	71	71	70
Taxiway E-3	TW E3	525	83	82	80	78	77	75	74	73	71	71	70
Taxiway E-4	TW E4	527	87	87	85	83	81	80	78	77	75	74	73
Taxiway E-5	TW E5	529	93	92	90	89	87	85	83	82	80	79	77
Taxiway E-5	TW E5	530	92	91	88	86	83	81	79	77	76	74	73
Taxiway Foxtrot	TW F	605	93	92	89	87	84	82	80	78	76	75	73
Taxiway Golf	TW G	705	96	95	92	89	86	84	82	80	78	76	75
Taxiway Golf	TW G	710	91	90	89	87	85	83	82	80	79	77	76
Taxiway Hotel	TW H	815	91	90	87	85	83	80	79	77	75	74	73
Taxiway H-1	TW H1	805	91	90	89	87	85	83	82	80	79	77	76
Taxiway H-2	TW H2	810	85	85	83	81	80	78	77	75	74	73	71
Taxiway H-3	TW H3	330	88	87	85	82	80	78	77	75	74	73	72
Taxiway H-4	TW H4	340	100	99	96	92	89	87	84	82	80	78	76
Taxiway H-5	TW H5	350	91	90	87	85	83	80	79	77	75	74	73
Taxiway H-6	TW H6	360	93	92	89	87	84	82	80	78	76	75	73
Taxiway H-7	TW H7	370	94	93	90	87	85	83	80	79	77	75	74

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
North Apron	AP N	4205	OIL SPILLAGE	N	Patching - AC Shallow	1,782.80	SqFt	$2.90	$5,170.22
North Apron	AP N	4205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	24,779.80	SqFt	$0.40	$9,912.00
North Apron	AP N	4205	WEATH/RAVEL	M	Surface Seal - Coat Tar	31.50	SqFt	$0.40	$12.60
North Apron	AP N	4215	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,200.00	SqFt	$0.40	$480.00
North Apron	AP N	4220	OIL SPILLAGE	N	Patching - AC Shallow	36.90	SqFt	$2.90	$106.98
North Apron	AP N	4220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,437.70	SqFt	$0.40	$2,975.09
North Apron	AP N	4230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	628.30	SqFt	$0.40	$251.32
Northeast Apron	AP NE	4310	OIL SPILLAGE	N	Patching - AC Shallow	80.40	SqFt	$2.90	$233.14
Northeast Apron	AP NE	4310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	769.90	SqFt	$0.40	$307.96
Northeast Apron	AP NE	4315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	486.80	SqFt	$0.40	$194.73
Northeast Apron	AP NE	4315	OIL SPILLAGE	N	Patching - AC Shallow	55.00	SqFt	$2.90	$159.39
Northeast Apron	AP NE	4325	OIL SPILLAGE	N	Patching - AC Shallow	786.40	SqFt	$2.90	$2,280.52
Northeast Apron	AP NE	4325	WEATH/RAVEL	L	Surface Seal - Rejuvenating	15,266.90	SqFt	$0.40	$6,106.82
South Apron	AP S	4105	OIL SPILLAGE	N	Patching - AC Shallow	37.30	SqFt	$2.90	$108.16
South Apron	AP S	4105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	65,754.70	SqFt	$0.40	$26,302.08
South Apron	AP S	4105	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,948.80	SqFt	$0.40	$779.52
South Apron	AP S	4110	WEATH/RAVEL	M	Surface Seal - Coat Tar	2,234.60	SqFt	$0.40	$893.85
South Apron	AP S	4110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	23,805.80	SqFt	$0.40	$9,522.39
South Apron	AP S	4110	OIL SPILLAGE	N	Patching - AC Shallow	2,410.10	SqFt	$2.90	$6,989.23
South Apron	AP S	4115	OIL SPILLAGE	N	Patching - AC Shallow	12,653.20	SqFt	$2.90	$36,694.29
South Apron	AP S	4115	WEATH/RAVEL	H	Microsurfacing - AC	249.80	SqFt	$0.65	$162.34
South Apron	AP S	4115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	48,751.70	SqFt	$0.40	$19,500.83
South Apron	AP S	4115	WEATH/RAVEL	M	Surface Seal - Coat Tar	6,460.30	SqFt	$0.40	$2,584.13

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
South Apron	AP S	4140	WEATH/RAVEL	L	Surface Seal - Rejuvenating	43,873.60	SqFt	$0.40	$17,549.58
Southeast Apron	AP SE	4410	OIL SPILLAGE	N	Patching - AC Shallow	346.90	SqFt	$2.90	$1,005.91
Southeast Apron	AP SE	4410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	45,219.60	SqFt	$0.40	$18,088.00
Runway 13-31	RW 13-31	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,875.80	SqFt	$0.40	$4,750.37
Runway 13-31	RW 13-31	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,002.00	SqFt	$0.40	$1,600.80
Runway 9L-27R	RW 9L-27R	6104	WEATH/RAVEL	L	Surface Seal - Rejuvenating	400.00	SqFt	$0.40	$160.00
Runway 9L-27R	RW 9L-27R	6105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,618.40	SqFt	$0.40	$5,047.41
Runway 9L-27R	RW 9L-27R	6109	WEATH/RAVEL	L	Surface Seal - Rejuvenating	200.00	SqFt	$0.40	$80.00
Runway 9L-27R	RW 9L-27R	6110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,600.00	SqFt	$0.40	$1,840.00
Runway 9L-27R	RW 9L-27R	6126	WEATH/RAVEL	L	Surface Seal - Rejuvenating	200.00	SqFt	$0.40	$80.00
Runway 9L-27R	RW 9L-27R	6131	WEATH/RAVEL	L	Surface Seal - Rejuvenating	404.00	SqFt	$0.40	$161.60
Runway 9R-27L	RW 9R-27L	6305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	8,217.00	SqFt	$0.40	$3,286.82
Runway 9R-27L	RW 9R-27L	6305	WEATH/RAVEL	M	Surface Seal - Coat Tar	9,914.10	SqFt	$0.40	$3,965.68
Runway 9R-27L	RW 9R-27L	6310	OIL SPILLAGE	N	Patching - AC Shallow	46.30	SqFt	$2.90	$134.28
Runway 9R-27L	RW 9R-27L	6310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,571.20	SqFt	$0.40	$1,828.50
Runway 9R-27L	RW 9R-27L	6310	WEATH/RAVEL	M	Surface Seal - Coat Tar	8,348.90	SqFt	$0.40	$3,339.60
Runway 9R-27L	RW 9R-27L	6311	WEATH/RAVEL	L	Surface Seal - Rejuvenating	336.00	SqFt	$0.40	$134.40
Taxiway 1	TW 1	270	WEATH/RAVEL	L	Surface Seal - Rejuvenating	252.50	SqFt	$0.40	$101.00
Taxiway 2	TW 2	260	WEATH/RAVEL	M	Surface Seal - Coat Tar	41.40	SqFt	$0.40	$16.55
Taxiway 2	TW 2	260	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway 3	TW 3	250	WEATH/RAVEL	L	Surface Seal - Rejuvenating	359.90	SqFt	$0.40	$143.96
Taxiway 4	TW 4	240	WEATH/RAVEL	L	Surface Seal - Rejuvenating	865.30	SqFt	$0.40	$346.11
Taxiway 5	TW 5	230	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,585.50	SqFt	$0.40	$1,034.22

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway 6	TW 6	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,802.70	SqFt	$0.40	$721.09
Taxiway 7	TW 7	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,308.20	SqFt	$0.40	$523.26
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,684.90	SqFt	$0.40	$1,873.97
Taxiway Alpha	TW A	108	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,550.00	SqFt	$0.40	$2,220.00
Taxiway Alpha	TW A	110	WEATH/RAVEL	M	Surface Seal - Coat Tar	101.30	SqFt	$0.40	$40.52
Taxiway A-1	TW A1	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	857.10	SqFt	$0.40	$342.83
Taxiway A-2	TW A2	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	914.20	SqFt	$0.40	$365.68
Taxiway A-3	TW A3	124	WEATH/RAVEL	L	Surface Seal - Rejuvenating	810.50	SqFt	$0.40	$324.18
Taxiway A-3	TW A3	125	OIL SPILLAGE	N	Patching - AC Shallow	20.40	SqFt	$2.90	$59.13
Taxiway A-3	TW A3	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	31.50	SqFt	$0.40	$12.59
Taxiway to NE Apron	TW AP NE	1005	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,576.50	SqFt	$0.40	$3,830.65
Taxiway to SE Apron	TW AP SE	1105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	805.00	SqFt	$0.40	$322.02
Taxiway Charlie	TW C	910	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,761.30	SqFt	$0.40	$1,104.55
Taxiway C-1	TW C1	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,762.30	SqFt	$0.40	$704.93
Taxiway C-1	TW C1	310	WEATH/RAVEL	M	Surface Seal - Coat Tar	65.90	SqFt	$0.40	$26.35
Taxiway C-2	TW C2	320	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,753.80	SqFt	$0.40	$701.53
Taxiway CC	TW CC	905	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,174.50	SqFt	$0.40	$469.79
Taxiway Delta	TW D	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	289.10	SqFt	$0.40	$115.65
Taxiway Delta	TW D	411	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,425.90	SqFt	$0.40	$570.36
Taxiway Delta	TW D	412	WEATH/RAVEL	L	Surface Seal - Rejuvenating	199.10	SqFt	$0.40	$79.63
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	99.30	SqFt	$0.40	$39.70
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,893.10	SqFt	$0.40	$1,957.27
Taxiway Echo	TW E	507	WEATH/RAVEL	L	Surface Seal - Rejuvenating	618.60	SqFt	$0.40	$247.44

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Echo	TW E	510	WEATH/RAVEL	L	Surface Seal - Rejuvenating	806.60	SqFt	$0.40	$322.63
Taxiway E-1	TW E1	516	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,618.20	SqFt	$0.40	$647.29
Taxiway E-2	TW E2	520	WEATH/RAVEL	L	Surface Seal - Rejuvenating	12,613.30	SqFt	$0.40	$5,045.35
Taxiway E-3	TW E3	525	WEATH/RAVEL	L	Surface Seal - Rejuvenating	9,121.50	SqFt	$0.40	$3,648.61
Taxiway E-4	TW E4	527	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,101.30	SqFt	$0.40	$840.53
Taxiway E-5	TW E5	529	WEATH/RAVEL	L	Surface Seal - Rejuvenating	516.40	SqFt	$0.40	$206.57
Taxiway E-5	TW E5	530	WEATH/RAVEL	L	Surface Seal - Rejuvenating	742.50	SqFt	$0.40	$297.02
Taxiway Foxtrot	TW F	605	WEATH/RAVEL	L	Surface Seal - Rejuvenating	800.50	SqFt	$0.40	$320.22
Taxiway Golf	TW G	710	WEATH/RAVEL	L	Surface Seal - Rejuvenating	244.40	SqFt	$0.40	$97.75
Taxiway Hotel	TW H	815	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,513.90	SqFt	$0.40	$2,205.59
Taxiway H-1	TW H1	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	70.00	SqFt	$0.40	$28.00
Taxiway H-2	TW H2	810	WEATH/RAVEL	L	Surface Seal - Rejuvenating	437.90	SqFt	$0.40	$175.16
Taxiway H-3	TW H3	330	WEATH/RAVEL	L	Surface Seal - Rejuvenating	324.40	SqFt	$0.40	$129.77
Taxiway H-5	TW H5	350	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway H-6	TW H6	360	WEATH/RAVEL	L	Surface Seal - Rejuvenating	413.70	SqFt	$0.40	$165.47
Taxiway H-7	TW H7	370	WEATH/RAVEL	L	Surface Seal - Rejuvenating	248.80	SqFt	$0.40	$99.53
								Total =	$227,635.93

APPENDIX F

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

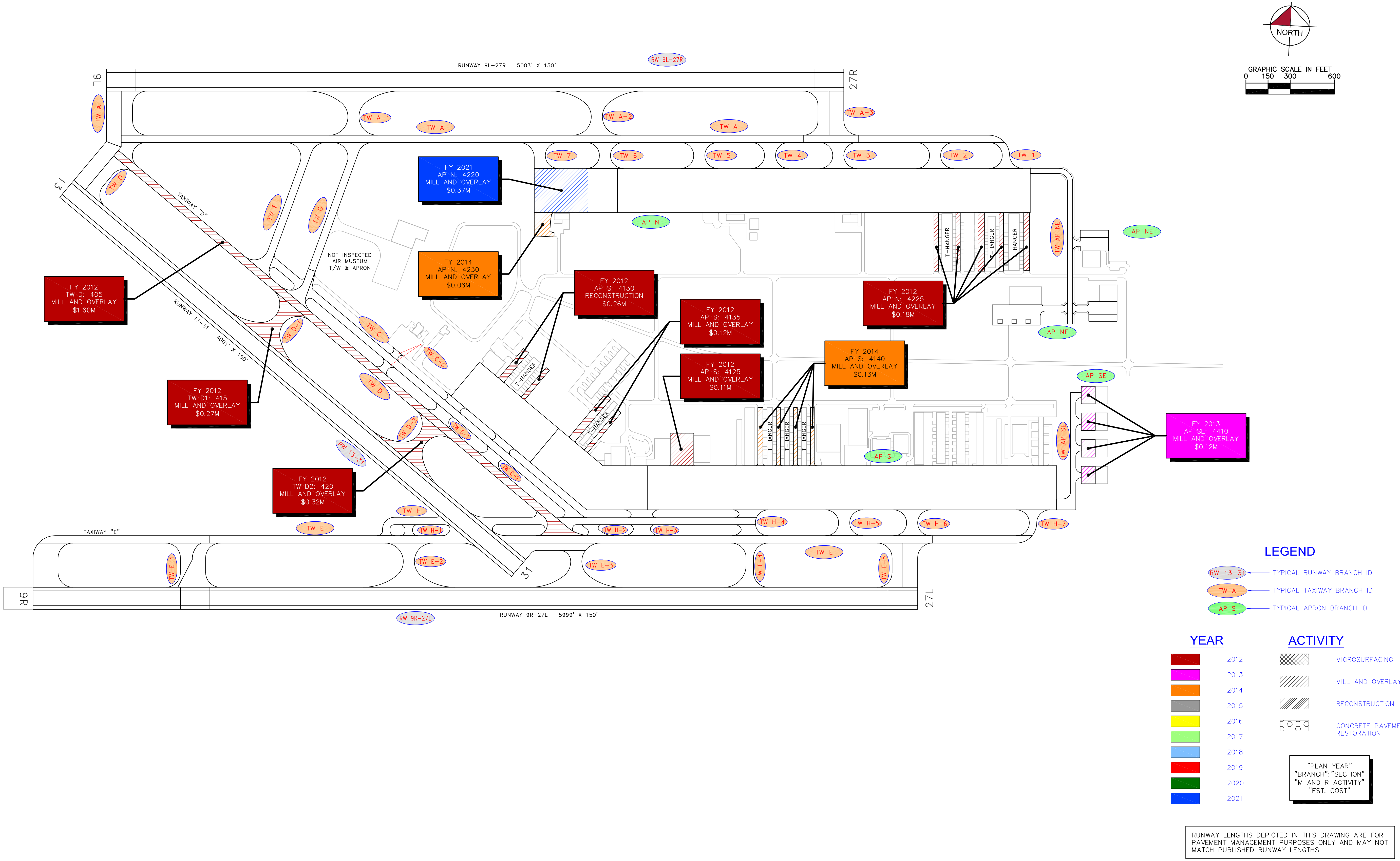
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

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	North Apron	4225	AC	69,490	$178,450.31	64	Mill and Overlay	100
2012	South Apron	4125	AC	35,371	$110,498.16	62	Mill and Overlay	100
2012	South Apron	4130	AC	19,714	$258,061.25	35	Reconstruction	100
2012	South Apron	4135	AC	29,788	$121,327.74	59	Mill and Overlay	100
2012	Taxiway Delta	405	AC	210,898	$1,604,932.90	47	Mill and Overlay	100
2012	Taxiway D-1	415	AC	50,475	$265,094.71	56	Mill and Overlay	100
2012	Taxiway D-2	420	AC	50,463	$324,527.06	53	Mill and Overlay	100
2013	Southeast Apron	4410	AC	45,220	$119,608.70	64	Mill and Overlay	100
2014	North Apron	4230	AC	18,795	$56,747.42	63	Mill and Overlay	100
2014	South Apron	4140	AC	43,874	$132,469.55	63	Mill and Overlay	100
2021	North Apron	4220	AAC	109,500	$366,896.97	64	Mill and Overlay	100
				Total	**$3,538,614.77**	**57**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

10-YEAR M&R MAP

KENDALL-TAMIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **TMB**
FDOT DISTRICT 6

APPENDIX H

PHOTOGRAPHS

Runway 13-31, Section 6210, Sample Unit 508 – Low severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking

Runway 9L-27R, Section 6131, Sample Unit 396 – Low severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking

Runway 9R-27L, Section 6310, Sample Unit 544 – Low to medium severity (52) Weathering and Raveling

Taxiway Alpha, Section 108, Sample Unit 148 – Low severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking

Taxiway D-1, Section 415, Sample Unit 101 – Low to medium severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking

Taxiway D-2, Section 420, Sample Unit 205 – Low to medium severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking

Taxiway Echo, Section 505, Sample Unit 159 – Medium severity (52) Weathering and Raveling

North Apron, Section 4205, Sample Unit 312 – Low severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking; low severity (56) Swelling; (49) Oil Spillage

North Apron, Section 4230, Sample Unit 102 – Low severity (52) Weathering and Raveling; low severity (45) Depression

Northeast Apron, Section 4305, Sample Unit 201 – Low severity (74) Joint Spalling

South Apron, Section 4140, Sample Unit 402 – Low severity (52) Weathering and Raveling; low severity (43) Block Cracking

Southeast Apron, Section 4410, Sample Unit 501 – Low severity (52) Weathering and Raveling; low severity (48) Longitudinal and Transverse Cracking; (49) Oil Spillage

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,097,784.76SqFt

Section: 4205 of 5 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 840,000.00SqFt Length: 2,800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 168 Surveyed: 16
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	M	3.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
49 OIL SPILLAGE	N	8.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	110.00	SqFt	Comments:

Sample Number: 217 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:
49 OIL SPILLAGE	N	12.00	SqFt	Comments:

Sample Number: 221 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01	Ft	Comments:
49 OIL SPILLAGE	N	98.00	SqFt	Comments:
49 OIL SPILLAGE	N	10.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.04	Ft	Comments:
49 OIL SPILLAGE	N	8.00	SqFt	Comments:
56 SWELLING	L	48.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 523 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 604 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.01	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 610 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 619 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01	Ft	Comments:
49 OIL SPILLAGE	N	18.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:
56 SWELLING	L	12.00	SqFt	Comments:

Sample Number: 627 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,097,784.76SqFt

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Section: 4215 of 5 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 60,000.00SqFt Length: 200.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 228 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 529 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,097,784.76SqFt

Section: 4220 of 5 From: - To: - Last Const.: 1/1/1994
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 109,500.00SqFt Length: 365.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 24 Surveyed: 3
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 133 Type: R Area: 3,250.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.04	Ft	Comments:
52 WEATHERING/RAVELING	L	500.00	SqFt	Comments:
56 SWELLING	L	136.00	SqFt	Comments:

Sample Number: 231 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.02	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:
56 SWELLING	L	26.00	SqFt	Comments:

Sample Number: 532 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	506.13	Ft	Comments:
56 SWELLING	L	639.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	250.00	SqFt	Comments:
49 OIL SPILLAGE	N	2.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,097,784.76SqFt

Section: 4225 of 5 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 69,490.00SqFt Length: 2,300.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 20 Surveyed: 3
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 68
Sample Comments:

52 WEATHERING/RAVELING	M	90.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,399.98	SqFt	Comments:
49 OIL SPILLAGE	N	7.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 4,500.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	172.04	Ft	Comments:
52 WEATHERING/RAVELING	L	3,599.97	SqFt	Comments:
50 PATCHING	L	20.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	4.00	SqFt	Comments:

Sample Number: 500 Type: R Area: 3,760.00SqFt PCI = 62
Sample Comments:

49 OIL SPILLAGE	N	16.00	SqFt	Comments:
49 OIL SPILLAGE	N	30.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.02	Ft	Comments:
52 WEATHERING/RAVELING	L	3,007.97	SqFt	Comments:
52 WEATHERING/RAVELING	H	4.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,097,784.76SqFt

Section: 4230 of 5 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 18,794.76SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 7,478.41SqFt PCI = 66
Sample Comments:

45 DEPRESSION	L	901.99 SqFt	Comments:
52 WEATHERING/RAVELING	L	250.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4305 of 6 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 9,600.00SqFt Length: 190.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 95
Sample Comments:

74 JOINT SPALLING	L	3.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4310 of 6 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 19,797.46SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 4,500.00SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	75.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
49 OIL SPILLAGE	N	11.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4315 of 6 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 21,176.35SqFt Length: 200.00Ft Width: 85.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 4,350.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	27.01 Ft	Comments:
49	OIL SPILLAGE	N	6.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4320 of 6 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 9,216.00SqFt Length: 180.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 92
Sample Comments:

74 JOINT SPALLING	L	6.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4325 of 6 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 49,524.03SqFt Length: 495.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 12 Surveyed: 2
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,504.82SqFt PCI = 80
Sample Comments:

49 OIL SPILLAGE	N	45.00 SqFt	Comments:
49 OIL SPILLAGE	N	70.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	875.99 SqFt	Comments:

Sample Number: 108 Type: R Area: 4,900.00SqFt PCI = 82
Sample Comments:

52 WEATHERING/RAVELING	L	1,714.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 112,013.84SqFt

Section: 4330 of 6 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: DEFAULT Zone: Category: Rank: P
Area: 2,700.00SqFt Length: 60.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 12.00Slabs PCI = 91
Sample Comments:

74 JOINT SPALLING	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4105 of 7 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 210,000.00SqFt Length: 700.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 42 Surveyed: 5
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	626.16	Ft	Comments:
52 WEATHERING/RAVELING	L	1,999.98	SqFt	Comments:
49 OIL SPILLAGE	N	2.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	8.00	SqFt	Comments:
56 SWELLING	L	260.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	19.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	336.09	Ft	Comments:
52 WEATHERING/RAVELING	M	110.00	SqFt	Comments:
52 WEATHERING/RAVELING	M	60.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	4,829.96	SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 WEATHERING/RAVELING	M	54.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	336.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	168.00	SqFt	Comments:

Sample Number: 606 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.02	Ft	Comments:
52 WEATHERING/RAVELING	L	290.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	185.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4110 of 7 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 240,842.74SqFt Length: 800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 48 Surveyed: 5
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 111 Type: R Area: 4,685.25SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	48.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	27.00 SqFt	Comments:

Sample Number: 213 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:
52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,151.99 SqFt	Comments:

Sample Number: 510 Type: R Area: 6,043.60SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	122.03 Ft	Comments:
49 OIL SPILLAGE	N	56.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	228.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	156.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	123.00 SqFt	Comments:

Sample Number: 515 Type: R Area: 6,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.02 Ft	Comments:
49 OIL SPILLAGE	N	190.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	164.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	971.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4115 of 7 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 832,515.06SqFt Length: 2,775.05Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 168 Surveyed: 10
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	26.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	288.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	80.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	90.00 SqFt	Comments:
49 OIL SPILLAGE	N	52.00 SqFt	Comments:
49 OIL SPILLAGE	N	32.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	58.00 SqFt	Comments:

Sample Number: 230 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	66.02 Ft	Comments:
52 WEATHERING/RAVELING	L	117.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	76.00 SqFt	Comments:

Sample Number: 235 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

52 WEATHERING/RAVELING	L	66.00 SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.02 Ft	Comments:
52 WEATHERING/RAVELING	M	12.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	867.99 SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
52 WEATHERING/RAVELING	M	312.00 SqFt	Comments:
49 OIL SPILLAGE	N	396.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	84.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	122.00 SqFt	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
49 OIL SPILLAGE	N	8.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	64.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

52 WEATHERING/RAVELING	L	611.99	SqFt	Comments:

Sample Number: 534 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

52 WEATHERING/RAVELING	L	220.00	SqFt	Comments:

Sample Number: 539 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

49 OIL SPILLAGE	N	195.00	SqFt	Comments:
49 OIL SPILLAGE	N	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00	SqFt	Comments:
52 WEATHERING/RAVELING	H	15.00	SqFt	Comments:
52 WEATHERING/RAVELING	L	120.00	SqFt	Comments:

Sample Number: 626 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.01	Ft	Comments:
52 WEATHERING/RAVELING	L	31.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4125 of 7 From: To: Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: T
Area: 35,370.73SqFt Length: 230.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
49 OIL SPILLAGE	N	174.00 SqFt	Comments:
49 OIL SPILLAGE	N	21.00 SqFt	Comments:
49 OIL SPILLAGE	N	12.00 SqFt	Comments:
56 SWELLING	L	16.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4130 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 19,714.38SqFt Length: 264.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,085.00SqFt PCI = 35
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.06 Ft	Comments:
52 WEATHERING/RAVELING	L	1,270.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	3,813.97 SqFt	Comments:
43 BLOCK CRACKING	L	418.00 SqFt	Comments:
43 BLOCK CRACKING	L	189.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4135 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 29,788.29SqFt Length: 750.00Ft Width: 36.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	167.04 Ft	Comments:
43 BLOCK CRACKING	L	2,999.98 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,499.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.15SqFt

Section: 4140 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 43,873.95SqFt Length: 1,400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,325.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.02 Ft	Comments:
52 WEATHERING/RAVELING	L	3,324.97 SqFt	Comments:

Sample Number: 301 Type: R Area: 2,500.00SqFt PCI = 69
Sample Comments:

52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:
43 BLOCK CRACKING	L	500.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 2,500.00SqFt PCI = 59
Sample Comments:

52 WEATHERING/RAVELING	L	2,499.98 SqFt	Comments:
43 BLOCK CRACKING	L	2,499.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 45,220.00SqFt

Section: 4410 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 45,220.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 8 Surveyed: 2
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 5,950.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.03	Ft	Comments:
52 WEATHERING/RAVELING	L	5,949.95	SqFt	Comments:
49 OIL SPILLAGE	N	40.00	SqFt	Comments:
49 OIL SPILLAGE	N	4.00	SqFt	Comments:

Sample Number: 501 Type: R Area: 5,355.00SqFt PCI = 66
Sample Comments:

52 WEATHERING/RAVELING	L	5,354.96	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.03	Ft	Comments:
49 OIL SPILLAGE	N	25.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 600,300.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 400,200.00SqFt Length: 4,002.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 80 Surveyed: 16
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02 Ft	Comments:
52 WEATHERING/RAVELING	L	250.00 SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.01 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	56.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

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

Sample Number: 334 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	22.01 Ft	Comments:
52 WEATHERING/RAVELING	L	320.00 SqFt	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Sample Number: 343 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.01	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	55.01	Ft	Comments:
52 WEATHERING/RAVELING	L	200.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	78.02	Ft	Comments:
52 WEATHERING/RAVELING	L	150.00	SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.01	Ft	Comments:
52 WEATHERING/RAVELING	L	154.00	SqFt	Comments:

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.03	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.02	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.02	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:
42 BLEEDING	N	8.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 600,300.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 200,100.00SqFt Length: 8,004.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 40 Surveyed: 7
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	261.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 556 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 572 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

Section: 6104 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.02 Ft	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

Section: 6105 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 460,000.00SqFt Length: 4,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 92 Surveyed: 19
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 309 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	71.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:

Sample Number: 331 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 334 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 340 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	49.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01 Ft	Comments:
52 WEATHERING/RAVELING	L	106.00 SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	59.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 383 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.01 Ft	Comments:
52 WEATHERING/RAVELING	L	500.00 SqFt	Comments:

Sample Number: 388 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	37.01 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	76.02 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

Section: 6109 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

Section: 6110 of 6 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 230,000.00SqFt Length: 9,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 46 Surveyed: 8
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 73.02 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 520 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 44.01 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 580 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 67.02 Ft Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

Section: 6126 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 10,100.00SqFt Length: 404.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 596 Type: R Area: 5,050.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 750,300.00SqFt

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Section: 6131 of 6 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 20,200.00SqFt Length: 202.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 396 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6302 of 8 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 100,000.00SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6304 of 8 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

50 PATCHING	L	0.40 SqFt	Comments:
52 WEATH/RAVEL	L	900.00 SqFt	Comments:
48 L & T CR	L	9.50 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6305 of 8 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 460,000.00SqFt Length: 4,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 92 Surveyed: 19
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

50 PATCHING	L	1,524.99 SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	M	56.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	196.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

52 WEATHERING/RAVELING	M	20.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.01 Ft	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

52 WEATHERING/RAVELING	M	1,359.99 SqFt	Comments:
52 WEATHERING/RAVELING	M	80.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.02 Ft	Comments:
52 WEATHERING/RAVELING	M	33.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.01 Ft	Comments:
52 WEATHERING/RAVELING	M	115.50 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 WEATHERING/RAVELING	M	187.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	18.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	120.00 SqFt	Comments:

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 398 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:
52 WEATHERING/RAVELING	L	80.00 SqFt	Comments:

Sample Number: 407 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.01 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 415 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	9.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

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Section: 6306 of 8 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 20,100.00SqFt Length: 201.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 418 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

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Section: 6307 of 8 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-RW-AC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 2,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6309 of 8 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date 9/17/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 WEATH/RAVEL	L	750.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6310 of 8 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 230,000.00SqFt Length: 9,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 46 Surveyed: 8
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

52 WEATHERING/RAVELING	M	546.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	70.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.03 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 528 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

52 WEATHERING/RAVELING	M	546.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	70.00 SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52 WEATHERING/RAVELING	M	220.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

49 OIL SPILLAGE	N	4.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	29.01 Ft	Comments:
52 WEATHERING/RAVELING	L	45.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 900,150.00SqFt

Section: 6311 of 8 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 10,050.00SqFt Length: 402.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 216 Type: R Area: 5,025.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	168.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 1 Name: TAXIWAY 1 Use: TAXIWAY Area: 12,842.70SqFt

Section: 270 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 12,842.70SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 5,086.41SqFt PCI = 94
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 2 Name: TAXIWAY 2 Use: TAXIWAY Area: 19,697.18SqFt

Section: 260 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 4,761.37SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	M	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 3 Name: TAXIWAY 3 Use: TAXIWAY Area: 19,697.18SqFt

Section: 250 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 4,761.37SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	75.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 4 Name: TAXIWAY 4 Use: TAXIWAY Area: 19,697.18SqFt

Section: 240 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 400 Type: R Area: 6,829.26SqFt PCI = 94
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 5 Name: TAXIWAY 5 Use: TAXIWAY Area: 19,697.18SqFt

Section: 230 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 4,761.37SqFt PCI = 89
Sample Comments:

52 WEATHERING/RAVELING	L	624.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 6 Name: TAXIWAY 6 Use: TAXIWAY Area: 19,696.66SqFt

Section: 220 of 1 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,696.66SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 6,828.74SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	624.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW 7 Name: TAXIWAY 7 Use: TAXIWAY Area: 18,557.11SqFt

Section: 210 of 1 From: - To: - Last Const.: 1/1/2005
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 18,557.11SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,255.69SqFt PCI = 92
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/2005
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 279,575.51SqFt Length: 5,500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 56 Surveyed: 10
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.02 Ft	Comments:
52 WEATHERING/RAVELING	L	25.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.02 Ft	Comments:
52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.01 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	32.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 145 Type: R Area: 6,500.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	27.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

52 WEATHERING/RAVELING	L	168.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	29.00 SqFt	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Sample Number: 158 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52	WEATHERING/RAVELING	L	32.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 108 of 4 From: - To: - Last Const.: 1/1/2005
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 18,500.00SqFt Length: 370.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.01 Ft	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 36,179.51SqFt Length: 360.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	M	14.00 SqFt	Comments:	
48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 111 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 27,392.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,850.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 50,474.98SqFt

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Section: 115 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 14 Surveyed: 2
Conditions: PCI:97.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	150.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,833.84SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 50,474.98SqFt

Section: 120 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 14 Surveyed: 2
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	110.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 3,833.84SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,938.06SqFt

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Section: 124 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 26,792.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,966.94SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	120.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,938.06SqFt

Section: 125 of 2 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 32,146.02SqFt Length: 320.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 WEATHERING/RAVELING	L	10.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,216.94SqFt PCI = 90
Sample Comments:

50 PATCHING	L	98.00 SqFt	Comments:
49 OIL SPILLAGE	N	2.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW AP NE Name: TAXIWAY TO NE APRON Use: TAXIWAY Area: 44,690.90SqFt

Section: 1005 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 44,690.90SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 503 Type: R Area: 3,500.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	89.02	Ft	Comments:
52 WEATHERING/RAVELING	L	1,399.99	SqFt	Comments:
56 SWELLING	L	36.00	SqFt	Comments:

Sample Number: 509 Type: R Area: 3,500.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	144.04	Ft	Comments:
52 WEATHERING/RAVELING	L	100.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW AP SE Name: TAXIWAY TO SE APRON Use: TAXIWAY Area: 42,726.72SqFt

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Section: 1105 of 1 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 42,726.72SqFt Length: 1,400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 10 Surveyed: 1
Conditions: PCI:89.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,307.37SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	108.03 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 138,068.51SqFt

Section: 910 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 138,068.51SqFt Length: 2,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 27 Surveyed: 3
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.02 Ft	Comments:
56 SWELLING	L	12.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	212.05 Ft	Comments:
43 BLOCK CRACKING	L	40.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 17,643.88SqFt

Section: 310 of 1 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 17,643.88SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,213.74SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	183.05 Ft	Comments:
56 SWELLING	L	18.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	321.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	12.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 17,567.42SqFt

Section: 320 of 1 From: - To: - Last Const.: 1/1/1997
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 17,567.42SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 3,555.89SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	171.04 Ft	Comments:
56 SWELLING	L	11.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	355.00 SqFt	Comments:
56 SWELLING	L	22.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW CC Name: TAXIWAY CC Use: TAXIWAY Area: 7,838.05SqFt

Section: 905 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 7,838.05SqFt Length: 125.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,036.50SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	26.01 Ft	Comments:
52 WEATHERING/RAVELING	L	455.00 SqFt	Comments:
50 PATCHING	L	65.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 405 of 4 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 210,897.78SqFt Length: 4,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 43 Surveyed: 5
Conditions: PCI:47.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	48.01 Ft	Comments:
50 PATCHING	M	4.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 33
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.02 Ft	Comments:
50 PATCHING	M	1.00 SqFt	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	231.06 Ft	Comments:
52 WEATHERING/RAVELING	M	4,999.96 SqFt	Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	291.07 Ft	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	293.08 Ft	Comments:
50 PATCHING	M	1.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	4,999.96 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 410 of 4 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 36,141.84SqFt Length: 361.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
52 WEATHERING/RAVELING	L	40.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

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Section: 411 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 27,092.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,800.00SqFt PCI = 88
Sample Comments:

52 WEATHERING/RAVELING	L	88.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.01 Ft	Comments:
52 WEATHERING/RAVELING	L	12.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

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Section: 412 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 10,003.98SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,025.07SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D1 Name: TAXIWAY D1 Use: TAXIWAY Area: 50,474.98SqFt

Section: 415 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 14 Surveyed: 2
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 55
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	327.08	Ft	Comments:
52 WEATHERING/RAVELING	M	937.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	1,874.98	SqFt	Comments:

Sample Number: 103 Type: R Area: 3,833.84SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.05	Ft	Comments:
52 WEATHERING/RAVELING	M	957.99	SqFt	Comments:
52 WEATHERING/RAVELING	L	2,874.98	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW D2 Name: TAXIWAY D2 Use: TAXIWAY Area: 50,462.90SqFt

Section: 420 of 1 From: - To: - Last Const.: 1/1/1965
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 50,462.90SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 14 Surveyed: 2
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 3,833.84SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	156.04 Ft	Comments:
52	WEATHERING/RAVELING	L	2,682.98 SqFt	Comments:
52	WEATHERING/RAVELING	M	1,148.99 SqFt	Comments:

Sample Number: 205 Type: R Area: 3,750.00SqFt PCI = 49
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	314.08 Ft	Comments:
52	WEATHERING/RAVELING	M	1,499.99 SqFt	Comments:
52	WEATHERING/RAVELING	L	2,249.98 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.40SqFt

Section: 503 of 5 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 56,118.63SqFt Length: 1,120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.40SqFt

Section: 505 of 5 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 238,386.04SqFt Length: 4,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 47 Surveyed: 5
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:
52 WEATHERING/RAVELING L 36.00 SqFt Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:
52 WEATHERING/RAVELING L 100.00 SqFt Comments:

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 17.00 Ft Comments:
52 WEATHERING/RAVELING L 9.00 SqFt Comments:

Sample Number: 159 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:
52 WEATHERING/RAVELING L 148.00 SqFt Comments:
52 WEATHERING/RAVELING L 200.00 SqFt Comments:
52 WEATHERING/RAVELING M 10.00 SqFt Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.40SqFt

Section: 507 of 5 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 30,930.07SqFt Length: 200.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 224 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.40SqFt

Section: 510 of 5 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 32,263.02SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:95.00 |
Inspection Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

52 WEATHERING/RAVELING	L	125.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.40SqFt

Section: 513 of 5 From: - To: - Last Const.: 1/1/2012
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 54,091.64SqFt Length: 300.00Ft Width: 170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 59,884.07SqFt

Section: 515 of 2 From: - To: - Last Const.: 1/1/2012
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 21,049.02SqFt Length: 210.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date1/1/2012 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

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

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 59,884.07SqFt

Section: 516 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 38,835.05SqFt Length: 388.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 303 Type: R Area: 4,895.72SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	204.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 50,474.48SqFt

Section: 520 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 50,474.48SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 14 Surveyed: 3
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 196 Type: R Area: 4,835.84SqFt PCI = 85
Sample Comments:

52 WEATHERING/RAVELING	L	1,207.99 SqFt	Comments:

Sample Number: 203 Type: R Area: 3,833.84SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
52 WEATHERING/RAVELING	L	957.99 SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52 WEATHERING/RAVELING	L	1,249.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 41,823.46SqFt

Section: 525 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 41,823.46SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 11 Surveyed: 3
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 298 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	216.06 Ft	Comments:
52 WEATHERING/RAVELING	L	1,874.98 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.02 Ft	Comments:

Sample Number: 301 Type: R Area: 3,750.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.01 Ft	Comments:
52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:

Sample Number: 303 Type: R Area: 3,848.21SqFt PCI = 87
Sample Comments:

52 WEATHERING/RAVELING	L	300.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	33.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 26,266.60SqFt

Section: 527 of 1 From: - To: - Last Const.: 1/1/1996
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 26,266.60SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 7 Surveyed: 1
Conditions: PCI:87.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.01 Ft	Comments:
52 WEATHERING/RAVELING	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 58,338.06SqFt

Section: 529 of 2 From: - To: - Last Const.: 12/25/199
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 26,192.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,579.08SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	10.00 SqFt	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
45 DEPRESSION	L	4.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 58,338.06SqFt

Section: 530 of 2 From: - To: - Last Const.: 1/1/1999
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 32,146.02SqFt Length: 300.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 6 Surveyed: 2
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 5,216.94SqFt PCI = 93
Sample Comments:

52 WEATHERING/RAVELING	L	136.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 57,730.09SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 57,730.09SqFt Length: 1,050.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 12 Surveyed: 3
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,422.75SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	144.04 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 97
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 68,727.78SqFt

Section: 705 of 2 From: - To: - Last Const.: 1/1/2006
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 51,621.67SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 10 Surveyed: 2
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 95
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.01 Ft	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 98
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 68,727.78SqFt

Section: 710 of 2 From: - To: - Last Const.: 1/1/1997
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 17,106.11SqFt Length: 340.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 7,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.02 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 119,041.80SqFt

Section: 815 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 119,041.80SqFt Length: 2,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 25 Surveyed: 3
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 96
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:

Sample Number: 111 Type: R Area: 6,191.84SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.01 Ft	Comments:
52 WEATHERING/RAVELING	L	649.99 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H1 Name: TAXIWAY H1 Use: TAXIWAY Area: 4,801.55SqFt

Section: 805 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 4,801.55SqFt Length: 90.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,801.55SqFt PCI = 91
Sample Comments:

52 WEATHERING/RAVELING	L	20.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.02 Ft	Comments:
52 WEATHERING/RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H2 Name: TAXIWAY H2 Use: TAXIWAY Area: 7,744.33SqFt

Section: 810 of 1 From: - To: - Last Const.: 1/1/1998
Surface: AC Family: DEFAULT Zone: Category: Rank: P
Area: 7,744.33SqFt Length: 75.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,537.07SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	89.02 Ft	Comments:
52 WEATHERING/RAVELING	L	200.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.01 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H3 Name: TAXIWAY H3 Use: TAXIWAY Area: 18,456.28SqFt

Section: 330 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 18,456.28SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 5,688.91SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.03 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H4 Name: TAXIWAY H4 Use: TAXIWAY Area: 17,255.03SqFt

Section: 340 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 17,255.03SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 3,295.40SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H5 Name: TAXIWAY H5 Use: TAXIWAY Area: 19,697.18SqFt

Section: 350 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 4,761.37SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	39.01 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H6 Name: TAXIWAY H6 Use: TAXIWAY Area: 19,697.18SqFt

Section: 360 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 4,761.37SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:	
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 3/29/2012
Site Name:

Network: TMB Name: KENDALL-TAMIAMI EXECUTIVE AIRPORT

Branch: TW H7 Name: TAXIWAY H7 Use: TAXIWAY Area: 12,808.80SqFt

Section: 370 of 1 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: DEFAULT Zone: Category: Rank: P
Area: 12,808.80SqFt Length: 190.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date3/26/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 5,147.71SqFt PCI = 94
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:
52 WEATHERING/RAVELING	L	100.00 SqFt	Comments: