



**LAKELAND
LINDER REGIONAL
AIRPORT (LAL)**

DISTRICT 1
REGIONAL RELIEVER
AIRPORT
JUNE 2015

STATEWIDE
**Airfield
Pavement
Management**
PROGRAM



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EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 through 2015.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport provided information.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

In December 2014, a PCI survey inspection was performed at Lakeland Linder Regional Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 74, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
CENTER APRON	100	100	GOOD	65	65	
NORTH APRON	83	22 - 100	SATISFACTORY	65	65	X
NORTHEAST APRON	39	39	VERY POOR	65	65	X
NORTHWEST APRON	71	0 - 100	SATISFACTORY	65	65	X
APRON RUN-UP SOUTHWEST	59	59	FAIR	65	65	X
SOUTH APRON	98	51 - 100	GOOD	65	65	X
SOUTHEAST APRON	50	8 - 88	POOR	65	65	X
SOUTHWEST APRON	30	13 - 52	VERY POOR	65	65	X
RUNWAY 5-23	73	69 - 100	SATISFACTORY	75	65	X
RUNWAY 9-27	83	67 - 100	SATISFACTORY	75	65	X
TAXIWAY ALPHA	72	70 - 74	SATISFACTORY	65	65	
TAXIWAY A1	68	68	FAIR	65	65	
TAXIWAY A2	65	65	FAIR	65	65	
TAXIWAY A3	72	72	SATISFACTORY	65	65	
TAXIWAY A4	82	82	SATISFACTORY	65	65	
TAXIWAY A5	71	71	SATISFACTORY	65	65	
TAXIWAY BRAVO	74	60 - 100	SATISFACTORY	65	65	X
TAXIWAY B3	100	100	GOOD	65	65	
TAXIWAY CHARLIE	77	67 - 90	SATISFACTORY	65	65	
TAXIWAY DELTA	69	26 - 100	FAIR	65	65	X
TAXIWAY ECHO	54	6 - 69	POOR	65	65	X
TAXIWAY E1	100	100	GOOD	65	65	
TAXIWAY FOXTROT	54	16 - 58	POOR	65	65	X
TAXIWAY GOLF	65	56 - 100	FAIR	65	65	X
TAXIWAY HOTEL	63	33 - 100	FAIR	65	65	X
TAXIWAY JULIET	81	62 - 96	SATISFACTORY	65	65	X
TAXIWAY KILO	63	55 - 80	FAIR	65	65	X
TAXIWAY LIMA	66	31 - 72	FAIR	65	65	X
TAXIWAY PAPA	73	73	SATISFACTORY	65	65	
TAXIWAY P2	70	70	FAIR	65	65	
TAXIWAY SIERRA	49	9 - 58	POOR	65	65	X

“Action Required” in Table I is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in Table III when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also

triggered in Table III when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	79	SATISFACTORY
Taxiway	68	FAIR
Apron	78	SATISFACTORY

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- Southwest Apron Run-Up – Section 5105
 - Mill and Overlay attributed to climate and age of pavement.
- Northwest Apron – Sections 4620, 4615, 4612, 602, and 601
 - Reconstruction attributed to loading, climate, and age of pavement.
- Northwest Apron – Section 4610
 - Mill and Overlay attributed to climate and age of pavement.

- ◎ South Apron – Section 4507
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ◎ Southwest Apron – Sections 4412 and 4407
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ◎ Southwest Apron – Sections 4405 and 4410
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Southeast Apron – Sections 4315 and 4307
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Southeast Apron – Sections 4317 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Northeast Apron – Section 4215
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ North Apron – Sections 4130 and 4125
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway L – Section 1203
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway S – Sections 925, 920, and 905
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway S – Sections 927, 922, 917, and 915
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway H – Section 822
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway H – Sections 820 and 805
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway F – Sections 619 and 617
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway F – Section 615
 - Mill and Overlay attributed to climate, and age of pavement.
- ◎ Taxiway G – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway E – Sections 537 and 520
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway E – Sections 545, 540, 530, 525, and 515
 - Mill and Overlay attributed to load, climate, and age of pavement.
- ◎ Taxiway D – Sections 422 and 417
 - Reconstruction attributed to load, climate, and age of pavement.

- Taxiway D – Sections 420, 415, and 405
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway J – Section 245
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway K – Section 240
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Section 207
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A2 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Lakeland Linder Regional Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP RU SW	5105	\$ 116,025.00	58	Mill and Overlay	100
AP NW	4620	\$ 363,800.00	35	Reconstruction	100
AP NW	4615	\$ 666,500.00	0	Reconstruction	100
AP NW	4612	\$ 145,772.00	12	Reconstruction	100
AP NW	4610	\$ 149,240.00	63	Mill and Overlay	100
AP S	4507	\$ 77,828.00	46	PCC Restoration	100
AP SW	4412	\$ 70,542.00	51	PCC Restoration	100
AP SW	4410	\$ 294,842.00	12	Reconstruction	100
AP SW	4407	\$ 769,428.00	31	Reconstruction	100
AP SW	4405	\$ 255,267.00	39	Reconstruction	100
AP SE	4317	\$ 92,946.00	45	Mill and Overlay	100
AP SE	4315	\$ 2,414,174.00	7	Reconstruction	100
AP SE	4312	\$ 195,500.00	50	Mill and Overlay	100
AP SE	4307	\$ 103,979.00	30	Reconstruction	100
AP NE	4215	\$ 211,472.00	38	Reconstruction	100
AP N	4130	\$ 327,187.00	24	Reconstruction	100
AP N	4125	\$ 1,260,900.00	21	Reconstruction	100
TW L	1203	\$ 197,282.00	30	Reconstruction	100
TW S	927	\$ 96,473.00	18	Reconstruction	100
TW S	925	\$ 286,178.00	40	Mill and Overlay	100
TW S	922	\$ 91,441.00	8	Reconstruction	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
TW S	920	\$ 74,440.00	56	Mill and Overlay	100
TW S	917	\$ 90,664.00	10	Reconstruction	100
TW S	915	\$ 229,975.00	16	Reconstruction	100
TW S	905	\$ 1,582,714.00	57	Mill and Overlay	100
TW H	822	\$ 96,924.00	32	Reconstruction	100
TW H	820	\$ 134,844.00	50	Mill and Overlay	100
TW H	805	\$ 1,664,687.00	52	Mill and Overlay	100
TW F	619	\$ 91,817.00	23	Reconstruction	100
TW F	617	\$ 102,152.00	15	Reconstruction	100
TW F	615	\$ 1,666,050.00	57	Mill and Overlay	100
TW G	605	\$ 1,023,307.00	55	Mill and Overlay	100
AP NW	602	\$ 65,457.00	11	Reconstruction	100
AP NW	601	\$ 75,236.00	11	Reconstruction	100
TW E	545	\$ 127,518.00	62	Mill and Overlay	100
TW E	540	\$ 169,228.00	61	Mill and Overlay	100
TW E	537	\$ 70,895.00	6	Reconstruction	100
TW E	530	\$ 139,901.00	63	Mill and Overlay	100
TW E	525	\$ 1,739,961.00	47	Mill and Overlay	100
TW E	520	\$ 570,982.00	5	Reconstruction	100
TW E	515	\$ 511,018.00	48	Mill and Overlay	100
TW D	422	\$ 91,699.00	32	Reconstruction	100
TW D	420	\$ 112,065.00	54	Mill and Overlay	100
TW D	417	\$ 92,651.00	25	Reconstruction	100
TW D	415	\$ 117,103.00	41	Mill and Overlay	100
TW D	405	\$ 954,300.00	58	Mill and Overlay	100
TW J	245	\$ 547,898.00	61	Mill and Overlay	100
TW K	240	\$ 537,840.00	54	Mill and Overlay	100
TW B	207	\$ 296,908.00	59	Mill and Overlay	100
TW A2	115	\$ 457,299.00	64	Mill and Overlay	100
Total =		\$ 21,622,309.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and

current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for a 10-year duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

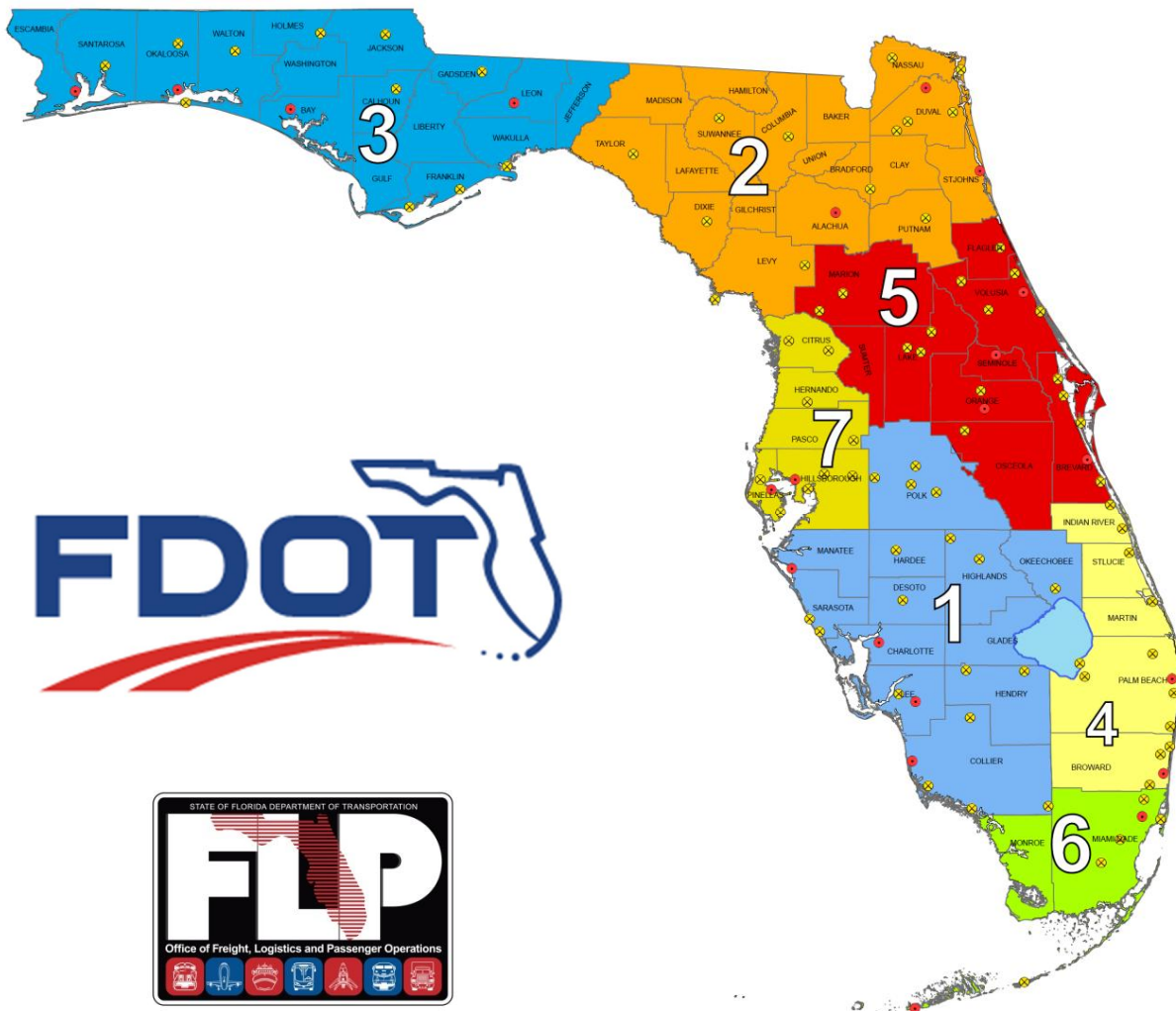
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	\$ 1,232,907.29	\$ 21,622,311.12	\$ 22,855,218.41
2016	\$ 1,270,077.20	\$ 2,050,207.61	\$ 3,320,284.81
2017	\$ 1,137,778.69	\$ 8,348,913.77	\$ 9,486,692.46
2018	\$ 1,204,878.56	\$ 718,670.38	\$ 1,923,548.94
2019	\$ 944,835.01	\$ 13,907,714.08	\$ 14,852,549.09
2020	\$ 783,772.25	\$ 10,950,190.70	\$ 11,733,962.95
2021	\$ 679,448.83	\$ 9,360,400.62	\$ 10,039,849.45
2022	\$ 637,210.74	\$ 7,561,260.29	\$ 8,198,471.02
2023	\$ 725,839.53	\$ 3,797,650.17	\$ 4,523,489.70
2024	\$ 908,542.91	\$ 386,930.58	\$ 1,295,473.49
Total	\$ 9,525,291.01	\$ 78,704,249.32	\$ 88,229,540.32

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

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. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

The Florida Department of Transportation (FDOT) Central Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, to provide services in support of the Central Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 through 2015.

This individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance repair and major rehabilitation planning associated with the SAPMP update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Briefly describe the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

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 Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (<http://www.dot.state.fl.us/aviation/pavement.shtm>) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

The FDOT Central Office Airport Engineering Manager serves as the Aviation and Spaceport Office Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the Consultant. The ASO-PM has review and approval authority for each program task and manages the day-to-day details of the SAPMP and the pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceport Manager and Development Administrator.

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a

current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections.

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and

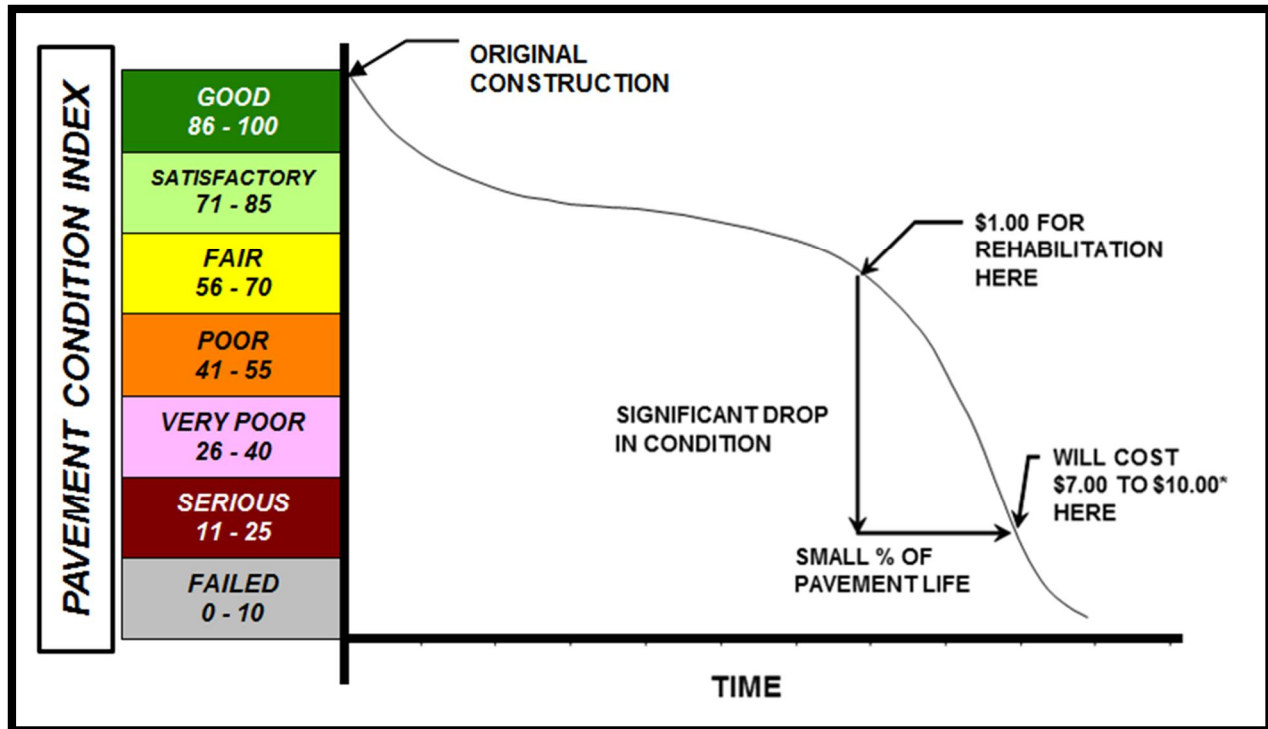
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7B *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle



Source: FAA Advisory Circular 150 5380-7B Airport Pavement Management Program

Note that during approximately the first 75% 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' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport owner, manager, and agency responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-12. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-12. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazeing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified

using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6C and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use, composition, and history can be found in SECTION 2 AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

Flexible Pavements Asphalt Concrete			Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect		Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	Taxiways, Aprons, Others		Runway	Taxiways, Aprons, 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
			31 - 40	8	4
			41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10	≥ 51	20% but ≤ 20	10% but ≤ 10

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 and MicroPAVER (also known currently as PAVER) software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete



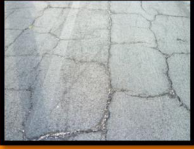
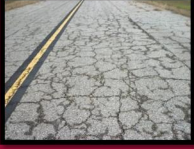

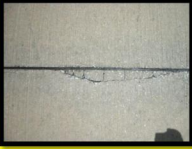


	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as pavement mill and overlay or PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Figure 1-3: Rigid Pavement, Portland Cement Concrete

	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments, patches, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as Slab replacement and PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Using the ASTM D 5340-12 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Lakeland Linder Regional Airport (LAL) is a public airport located southwest of Lakeland, in Polk County, Florida. It is owned and operated by the City of Lakeland. The Airport is served by two runways. Runway 9-27 is the primary runway and is 150-ft wide by 8,499-ft long. Runway 5-23 is 150-ft wide by 5,005-ft long. Runway 9-27 is served by parallel Taxiways A and P. Runway 5-23 is served by parallel Taxiway B. The commercial terminal and its apron are located on the north side of the property. GA aprons are located east of the terminal apron. An FBO facility is located on the south side of the property. The Sun n' Fun facility is located on the southwest side of the property. This airport is designated as a Regional Reliever airport and is located in District 1 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 attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

Lakeland Linder Regional Airport was first constructed in the early 1940s as Drane Field, an auxiliary United States Army Air Forces airfield to MacDill Field. In 1942, Lakeland Army Airfield opened as a training base for medium bombardment groups. After World War II, ownership was taken by the City of Lakeland. The Airport received its current name in the late 1980's.

2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning

process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history of which is factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network

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Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Section Location	Work Type/Pavement Section
2011	TAXIWAY H, J, & TERMINAL RAMP	ASPHALT PAVEMENT TAXIWAY REALIGNMENT, RAMP EXTENSION
2013	TAXIWAY B	EXTENSION OF TAXIWAY / NEW PAVEMENT SECTION: 4" P-401, 18" P-211, 18"-24" COMPACTED EXIST. SUBGRADE
2013/2014	RUNWAY 9-27	4" MILL AND OVERLAY
2014	TAXIWAY E1	NEW PAVEMENT SECTION: 4" P-401, 18" P-211, 12" SUBGRADE
2014	APRON CENTER	REHABILITATION OF RAMP: 2" MILL AND OVERLAY
2014	APRON CENTER	NEW PAVEMENT: 4" P-401, 8" BITUMINOUS BASE COURSE
2015	APRON SOUTH	NEW PAVEMENT: 4" P-401, 12" P-211, COMPACTED SUBGRADE

Construction Year	Section Location	Work Type/Pavement Section
2015	APRON SOUTH	NEW PAVEMENT: 4" P-401, 12" P-211, COMPACTED SUBGRADE

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

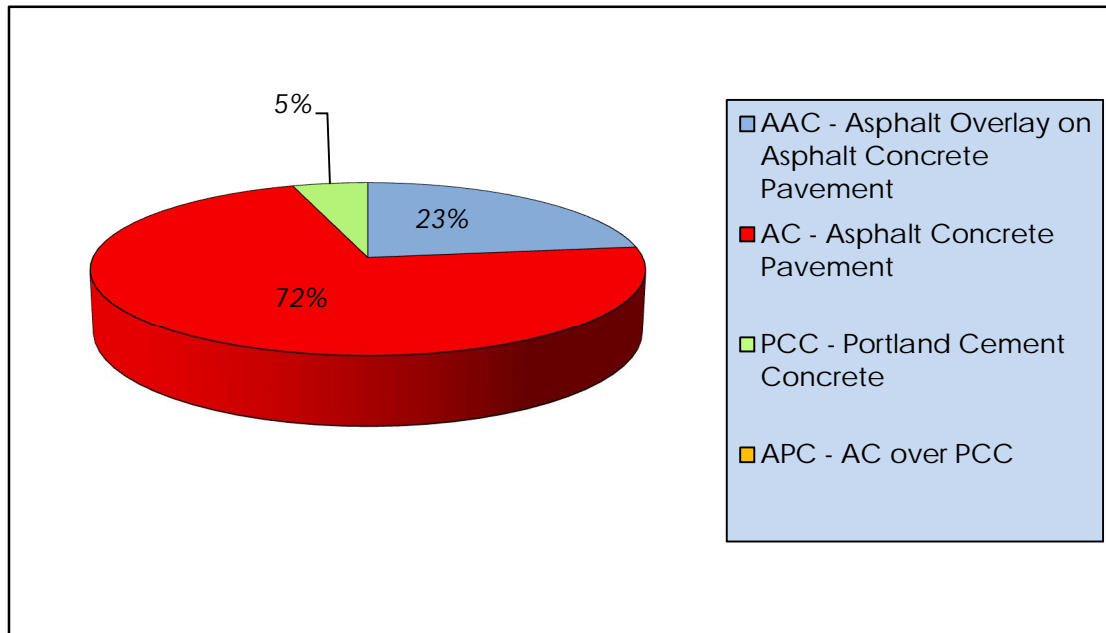
2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Lakeland Linder Regional Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	31	
Number of Sections	126	
Sample Units	280	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	2,002,923	28%
Taxiway	3,179,121	45%
Apron	1,874,588	27%
Total =	7,056,631	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	5,101,971	72%
Asphalt Overlay (AAC)	1,622,447	23%
Portland Cement Concrete (PCC)	332,213	5%
AC over PCC (APC)	0	0%

Figure 2-1: Airfield Pavement Type



Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 5-23	RW 5-23	6270	21,114	P	AAC	1/1/2014	2	5
RUNWAY 5-23	RW 5-23	6265	42,228	P	AAC	1/1/2014	2	8
RUNWAY 5-23	RW 5-23	6260	19,770	P	AC	1/1/2000	1	4
RUNWAY 5-23	RW 5-23	6255	39,540	P	AC	1/1/2000	2	8
RUNWAY 5-23	RW 5-23	6250	83,118	P	AC	1/1/2005	5	17
RUNWAY 5-23	RW 5-23	6245	166,236	P	AC	1/1/2005	7	34
RUNWAY 5-23	RW 5-23	6220	126,245	P	AC	1/1/2005	5	26
RUNWAY 5-23	RW 5-23	6215	252,489	P	AC	1/1/2005	11	51
RUNWAY 9-27	RW 9-27	6180	11,957	P	AAC	1/1/2014	1	3
RUNWAY 9-27	RW 9-27	6175	17,790	P	AAC	1/1/2014	2	5
RUNWAY 9-27	RW 9-27	6170	20,000	P	AAC	1/1/2014	1	4

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 9-27	RW 9-27	6165	40,000	P	AAC	1/1/2014	3	8
RUNWAY 9-27	RW 9-27	6160	10,145	P	AC	1/1/2000	1	2
RUNWAY 9-27	RW 9-27	6155	15,667	P	AC	1/1/2000	1	3
RUNWAY 9-27	RW 9-27	6150	379,333	P	AC	1/1/2000	15	74
RUNWAY 9-27	RW 9-27	6145	180,000	P	AC	1/1/2000	7	36
RUNWAY 9-27	RW 9-27	6140	7,292	P	AC	1/1/2000	1	2
RUNWAY 9-27	RW 9-27	6135	15,000	P	AC	1/1/2000	1	4
RUNWAY 9-27	RW 9-27	6130	30,000	P	AC	1/1/2000	2	6
RUNWAY 9-27	RW 9-27	6125	50,000	P	AC	1/1/2000	3	12
RUNWAY 9-27	RW 9-27	6115	100,000	P	AC	1/1/2000	5	20
RUNWAY 9-27	RW 9-27	6110	125,000	P	AAC	1/1/2014	5	26
RUNWAY 9-27	RW 9-27	6105	250,000	T	AAC	1/1/2014	11	50
SOUTHWEST APRON RUN-UP	AP RU SW	5105	7,735	P	AC	12/25/1999	1	2
CENTER APRON	AP CENTER	4715	27,388	P	AC	1/1/2014	1	5
CENTER APRON	AP CENTER	4710	47,866	P	AAC	1/1/2014	1	9
CENTER APRON	AP CENTER	4705	226,994	P	AAC	1/1/2014	5	47
NORTHWEST APRON	AP NW	4645	17,956	P	AAC	1/1/2015	1	4
NORTHWEST APRON	AP NW	4640	127,170	P	AAC	1/1/2015	3	28
NORTHWEST APRON	AP NW	4630	1,780	P	PCC	12/25/1999	1	1
NORTHWEST APRON	AP NW	4625	26,470	P	AC	12/25/1999	1	6
NORTHWEST APRON	AP NW	4620	18,190	P	PCC	12/25/1999	1	4
NORTHWEST APRON	AP NW	4615	33,325	P	PCC	12/25/1999	1	9
NORTHWEST APRON	AP NW	4612	7,289	P	PCC	1/1/1944	1	1
NORTHWEST APRON	AP NW	4610	9,949	P	AC	12/25/1999	1	2



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTHWEST APRON	AP NW	4605	40,952	P	AC	12/25/1999	1	9
SOUTH APRON	AP S	4512	14,760	P	AC	1/1/2015	1	3
SOUTH APRON	AP S	4510	201,818	P	AC	1/1/2015	5	41
SOUTH APRON	AP S	4507	4,612	P	PCC	1/1/1944	1	1
SOUTHWEST APRON	AP SW	4412	4,703	P	PCC	1/1/1944	1	1
SOUTHWEST APRON	AP SW	4410	14,742	P	AC	12/25/1999	1	2
SOUTHWEST APRON	AP SW	4407	38,471	P	PCC	1/1/1944	2	7
SOUTHWEST APRON	AP SW	4405	12,763	P	AC	12/25/1999	1	2
SOUTHEAST APRON	AP SE	4317	5,323	P	AC	12/25/1999	1	1
SOUTHEAST APRON	AP SE	4315	120,709	P	PCC	12/25/1999	2	13
SOUTHEAST APRON	AP SE	4312	13,033	P	AC	12/25/1999	1	5
SOUTHEAST APRON	AP SE	4310	142,874	P	AAC	1/1/2005	4	30
SOUTHEAST APRON	AP SE	4307	5,199	P	PCC	1/1/1944	1	1
NORTHEAST APRON	AP NE	4215	10,574	P	AC	12/25/1999	1	2
NORTH APRON	AP N	4150	61,106	P	AAC	1/1/2015	2	14
NORTH APRON	AP N	4145	37,818	P	AC	1/1/2011	1	9
NORTH APRON	AP N	4140	132,699	P	AC	12/25/1999	3	29
NORTH APRON	AP N	4130	16,359	P	PCC	1/1/1944	1	2
NORTH APRON	AP N	4125	63,045	P	AC	1/1/1962	2	12
NORTH APRON	AP N	4123	83,610	P	AC	1/1/2011	3	17
NORTH APRON	AP N	4115	138,049	P	AC	1/1/2015	3	29
NORTH APRON	AP N	4105	73,769	P	AAC	1/1/2015	2	15
TAXIWAY P2	TW P2	1610	29,680	P	AAC	1/1/2008	1	6
TAXIWAY P	TW P	1605	254,931	P	AAC	1/1/2008	6	50

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY D	TW D	1220	68,854	P	AC	12/25/1999	2	17
TAXIWAY L	TW L	1205	66,332	P	AC	12/25/1999	2	13
TAXIWAY L	TW L	1203	9,864	P	PCC	1/1/1944	1	2
TAXIWAY L	TW L	1201	3,693	P	AC	12/25/1999	1	1
TAXIWAY J	TW J	1105	48,759	P	AC	1/1/2011	1	9
TAXIWAY S	TW S	927	4,824	P	PCC	1/1/1944	1	1
TAXIWAY S	TW S	925	14,432	P	AC	12/25/1999	1	3
TAXIWAY S	TW S	922	4,572	P	PCC	1/1/1944	1	1
TAXIWAY S	TW S	920	4,963	P	AC	12/25/1999	1	1
TAXIWAY S	TW S	917	4,533	P	PCC	1/1/1944	1	1
TAXIWAY S	TW S	915	11,499	P	AC	12/25/1999	1	2
TAXIWAY S	TW S	905	105,514	T	AC	1/1/1992	3	20
TAXIWAY H	TW H	822	4,846	P	PCC	1/1/1944	1	1
TAXIWAY H	TW H	820	8,990	P	AC	12/25/1999	1	2
TAXIWAY H	TW H	810	40,350	P	AC	1/1/2011	1	9
TAXIWAY H	TW H	805	110,979	P	AC	12/25/1999	3	23
CENTER APRON	AP CENTER	715	18,480	P	AAC	1/1/2014	1	6
TAXIWAY G	TW G	625	18,308	P	AC	1/1/2011	1	1
TAXIWAY G	TW G	620	42,899	P	AC	1/1/1998	1	8
TAXIWAY F	TW F	619	4,591	P	PCC	1/1/1944	1	1
TAXIWAY F	TW F	617	5,108	P	AC	1/1/1986	1	1
TAXIWAY F	TW F	615	111,070	P	AC	1/1/1986	3	22
TAXIWAY G	TW G	605	68,220	T	AC	1/1/2003	3	14
NORTHWEST APRON	AP NW	602	3,273	P	PCC	12/25/1999	1	3



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTHWEST APRON	AP NW	601	3,762	P	PCC	12/25/1999	1	3
TAXIWAY E1	TW E1	550	101,859	P	AC	3/1/2014	3	20
TAXIWAY E	TW E	545	8,501	P	AC	12/25/1999	1	2
TAXIWAY E	TW E	540	11,282	P	AC	12/25/1999	1	3
TAXIWAY E	TW E	537	3,545	P	PCC	1/1/1944	1	1
TAXIWAY E	TW E	535	10,473	P	AC	12/25/1999	1	2
TAXIWAY E	TW E	530	9,327	P	AC	12/25/1999	1	2
TAXIWAY E	TW E	525	106,550	P	AC	1/1/1964	4	21
TAXIWAY E	TW E	520	28,549	P	PCC	1/1/1944	1	6
TAXIWAY E	TW E	515	32,282	P	AC	1/1/1962	2	6
TAXIWAY E	TW E	510	157,402	P	AC	1/1/1992	5	32
TAXIWAY D	TW D	440	40,789	P	AAC	1/1/2013	3	16
TAXIWAY D	TW D	430	6,072	P	AC	12/25/1999	1	1
TAXIWAY D	TW D	425	18,725	P	AC	12/25/1999	1	4
TAXIWAY D	TW D	422	4,585	P	PCC	1/1/1944	1	1
TAXIWAY D	TW D	420	7,471	P	AC	12/25/1999	1	1
TAXIWAY D	TW D	417	4,633	P	PCC	1/1/1944	1	1
TAXIWAY D	TW D	415	6,058	P	AC	12/25/1999	1	1
TAXIWAY D	TW D	410	46,311	P	AC	12/25/1999	2	10
TAXIWAY D	TW D	405	63,620	P	AC	12/25/1999	2	13
TAXIWAY C	TW C	310	79,391	P	AC	1/1/2004	3	19
TAXIWAY C	TW C	307	33,901	P	AC	1/1/2000	1	8
TAXIWAY C	TW C	305	99,742	T	AC	1/1/2000	3	23
NORTH APRON	AP N	250	32,500	P	AC	1/1/2015	2	7

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY J	TW J	245	36,527	P	AC	12/25/1999	1	7
TAXIWAY K	TW K	240	35,856	P	AC	12/25/1999	2	8
TAXIWAY K	TW K	238	18,155	P	AC	1/1/2003	1	5
TAXIWAY B3	TW B3	230	25,462	P	AC	9/1/2012	1	5
NORTH APRON	AP N	225	27,471	P	AAC	1/1/2015	2	7
TAXIWAY B	TW B	215	15,351	P	AC	1/1/2013	3	29
TAXIWAY B	TW B	210	199,860	P	AC	1/1/2003	5	41
TAXIWAY B	TW B	207	19,794	P	AC	12/25/1999	1	4
TAXIWAY B	TW B	205	49,987	T	AC	12/25/1999	2	15
TAXIWAY A5	TW A5	155	65,575	P	AC	1/1/1999	2	12
TAXIWAY A	TW A	151	10,105	P	AC	1/1/2000	1	3
TAXIWAY A	TW A	150	107,625	P	AC	1/1/2000	3	29
TAXIWAY A4	TW A4	133	25,272	P	AAC	1/1/1986	1	6
TAXIWAY A	TW A	131	57,957	P	AC	12/25/1999	2	14
TAXIWAY A	TW A	130	283,622	P	AC	1/1/1998	8	76
TAXIWAY A3	TW A3	120	25,137	P	AC	1/1/1993	1	6
TAXIWAY A2	TW A2	115	30,487	P	AC	1/1/1993	1	7
TAXIWAY A	TW A	110	56,513	P	AC	1/1/1998	2	12
TAXIWAY A1	TW A1	105	186,961	T	AC	1/1/1999	5	37

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

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-12, released in 2013, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analysis.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

- a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.
- b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction

contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Distress Updates to Reflect ASTM 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction – Low	New
	N/A	(76) Alkali Silica Reaction – Medium	New
	N/A	(76) Alkali Silica Reaction – High	New

3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-12 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
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	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

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

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

Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

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

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2014 at Lakeland Linder Regional Airport, the overall weighted average PCI value is 74 representing a condition rating of Satisfactory.

The Airport exhibited overall pavement distresses associated with climate and age. Structural distresses, which are a result of repeat traffic loading or inadequate pavement strength, were noted in isolated locations. The predominant AC and AAC pavement distresses observed include: weathering, raveling, longitudinal and transverse cracking, and block cracking. In some areas, swelling, depressions, rutting, shoving, alligator cracking, and patching were observed. The predominate PCC pavement distresses observed include: joint seal

damage, patching, corner breaks, linear cracking, joint and corner spall, scaling/crazing, shrinkage cracking, faulting, and shattered slabs.

Runway 9-27 is surfaced with Asphalt Concrete. Typical distresses include low severity weathering, low and medium severity raveling, and low severity longitudinal and transverse cracking. Instances of medium severity patching were also observed. Runway 9-27 has PCI values ranging from 67-100. The recently rehabilitated areas of the runway were not inspected and are assumed to have a PCI of 100.

Runway 5-23 is also surfaced with Asphalt Concrete and exhibited low and medium severity weathering, low severity raveling, and low severity longitudinal and transverse cracking. Relatively large areas of low severity patching were also observed on the runway. Runway 5-23 has PCI values ranging from 69-100.

The majority of the taxiways exhibited very similar distresses, with low and medium severity weathering, low severity raveling, and low severity longitudinal and transverse cracking. Block cracking, depressions, and swelling of mostly low severity were found in several taxiways. Taxiways E, F, and S had some of the lowest PCI values of the taxiway system. Typical distresses including low severity alligator cracking, block cracking, longitudinal and transverse cracking, and depressions, medium severity weathering, and low to high severity raveling.

Taxiways D, E, F, H, L, and S, contained portland cement concrete sections that haven't been rehabilitated in over 70 years. These sections exhibited major climate and structural distresses such as joint seal damage, linear cracking, faulting, shattered slabs, joint and corner spall, corner break, scaling/crazing, and shrinkage cracking.

The aprons were surfaced with both asphalt concrete and portland cement concrete pavements. Many of the aprons which have not been recently rehabilitated exhibited large quantities of severe weather, age, and loading related distresses. PCC pavements in particular were in Failed to Poor condition. Many PCC pavements had few if any joints, which has led to shattered slabs over many of the samples. Typical asphalt concrete distresses include weathering, raveling, longitudinal and transverse cracking, block cracking, swelling, joint reflection cracking, depressions, shoving, and rutting.

Appendix B contains Table B-1 which summarizes the Section Condition Values and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section. Appendix C contains MicroPAVER reports of PCI results

by Branch and Section. Appendix H includes the most current detailed distress data generated by MicroPAVER for each inspected sample unit for this update.

The pavement condition at Lakeland Linder Regional Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport's airfield conditions according to area and use.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

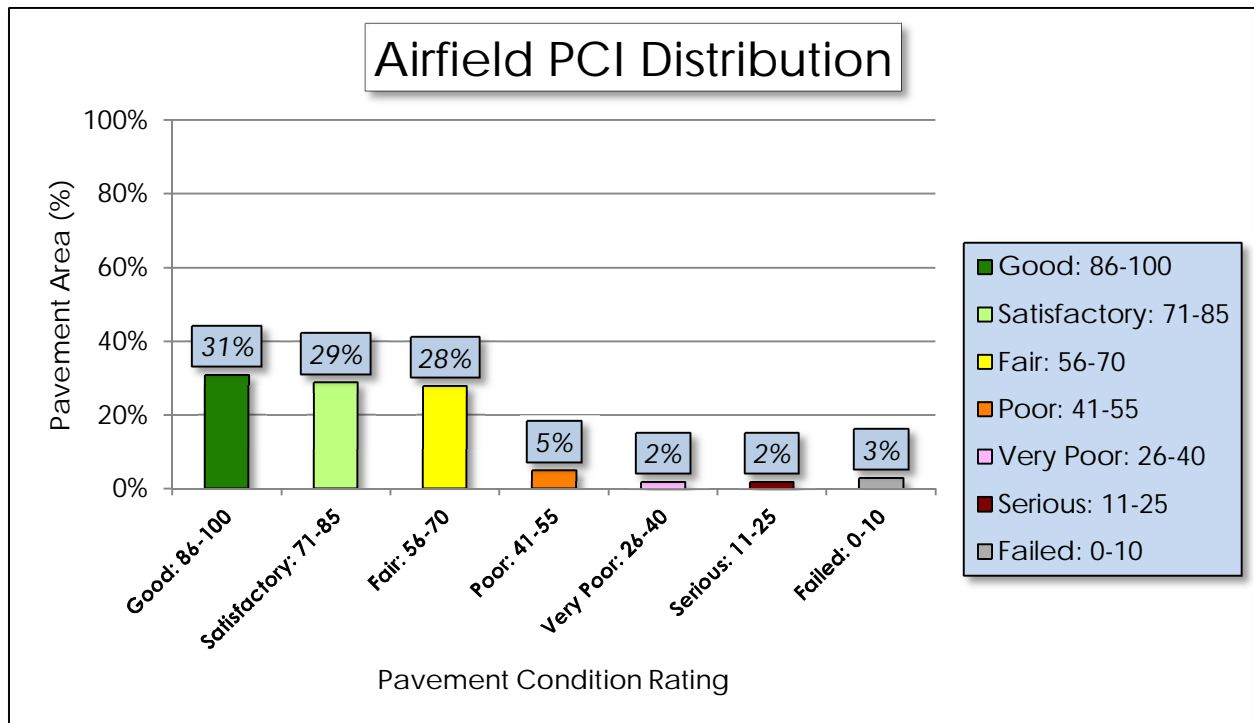


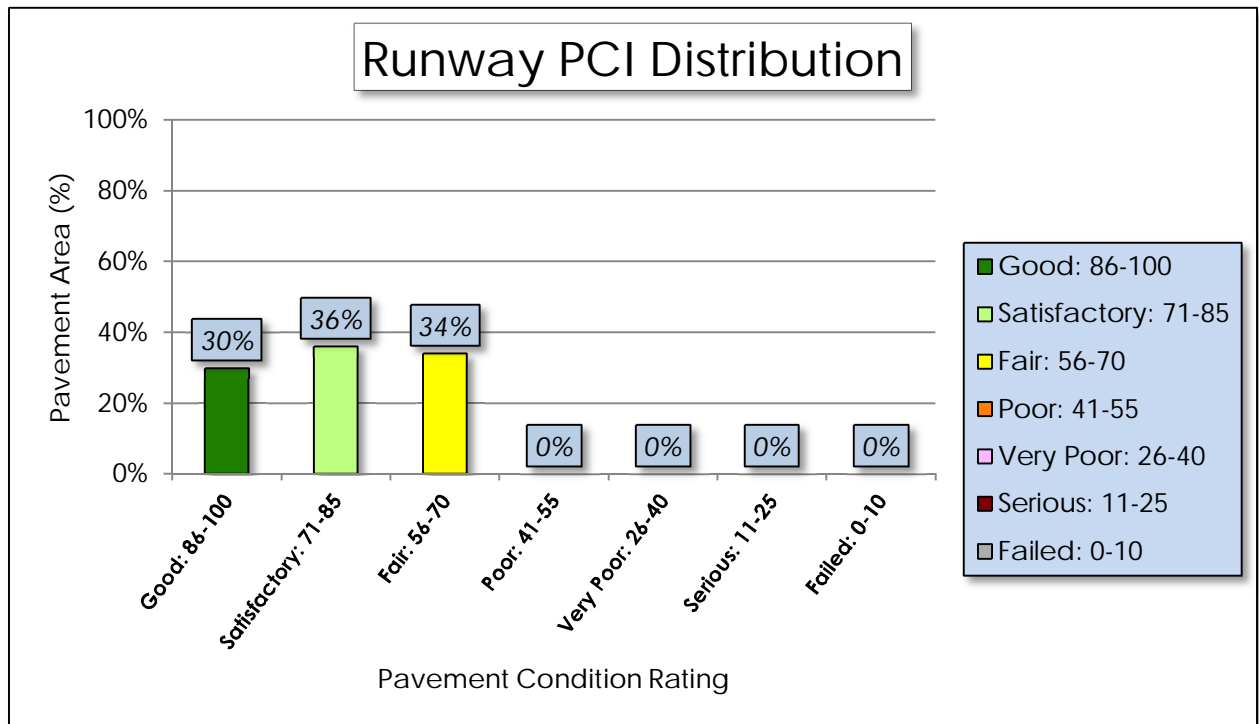
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	79	SATISFACTORY
Taxiway	69	FAIR
Apron	78	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	2,242,987	31%
Satisfactory	2,039,013	29%
Fair	1,985,495	28%
Poor	350,288	5%
Very Poor	109,125	2%
Serious	139,024	2%
Failed	190,700	3%

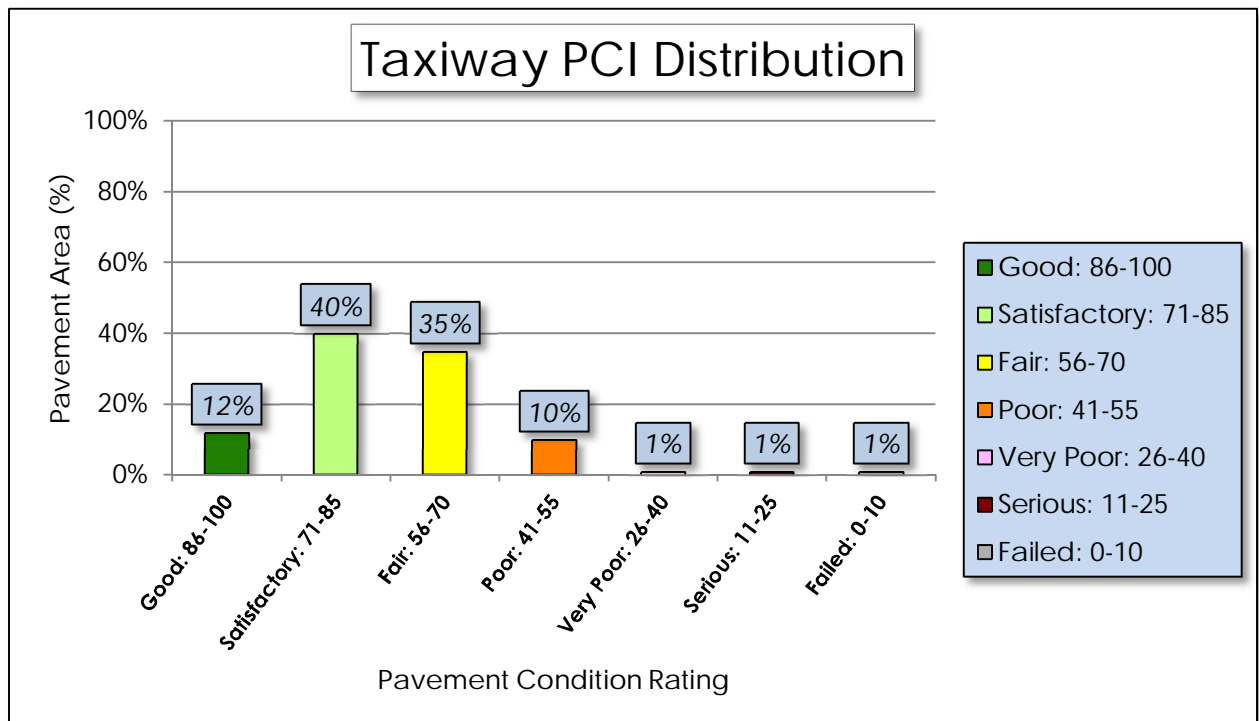
Approximately 60% of the airfield network is in Good and Satisfactory condition, while 12% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

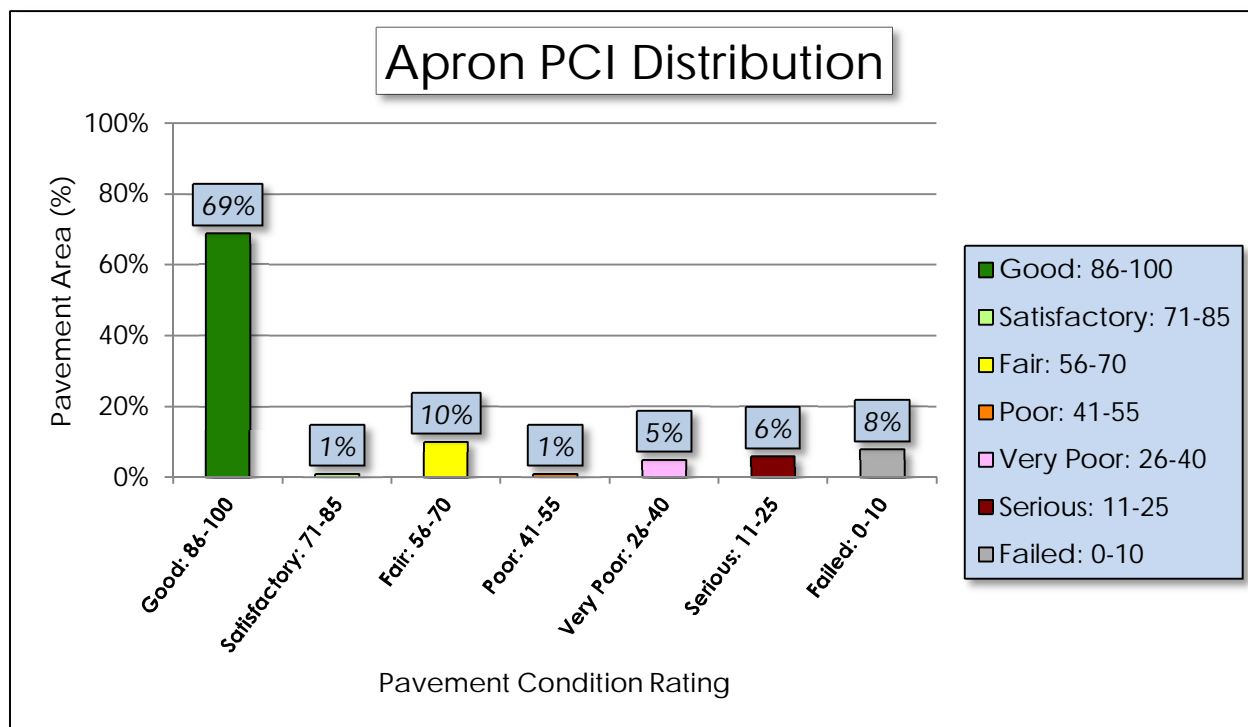
(a) Runway



(b) Taxiway



(c) Apron



4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Lakeland Linder Regional Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

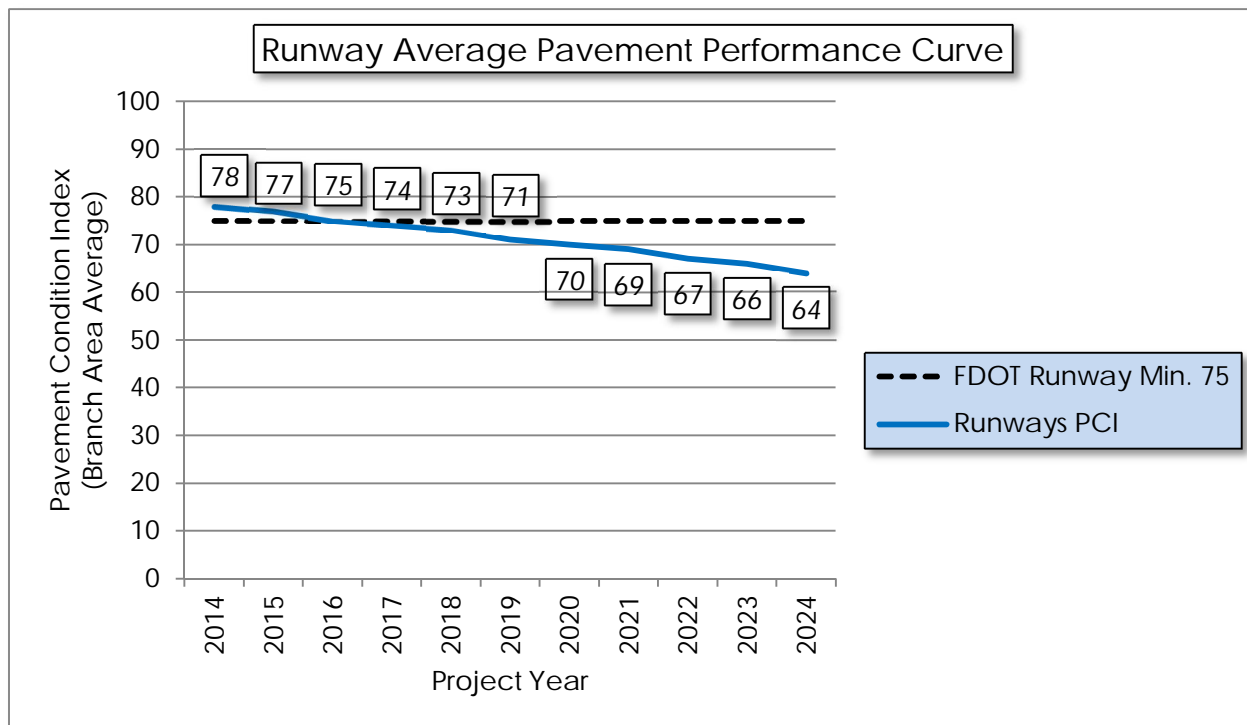


Figure 4-2: Taxiway Pavement Performance Prediction Summary

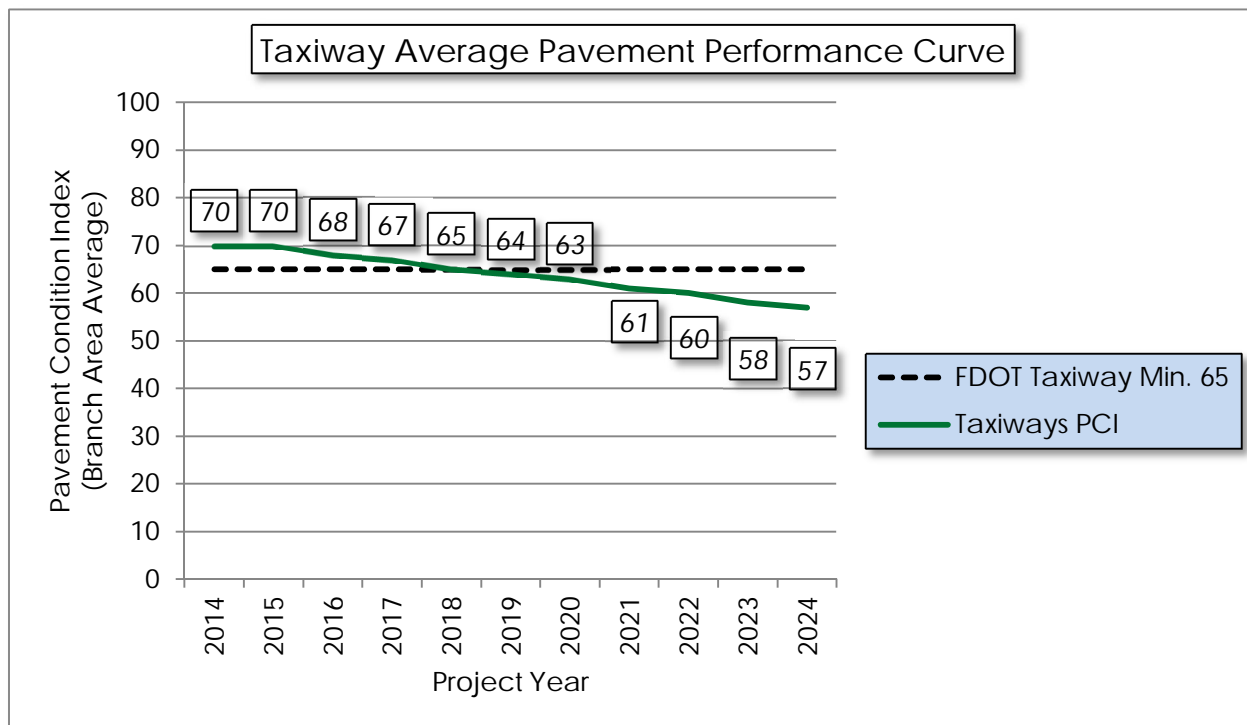
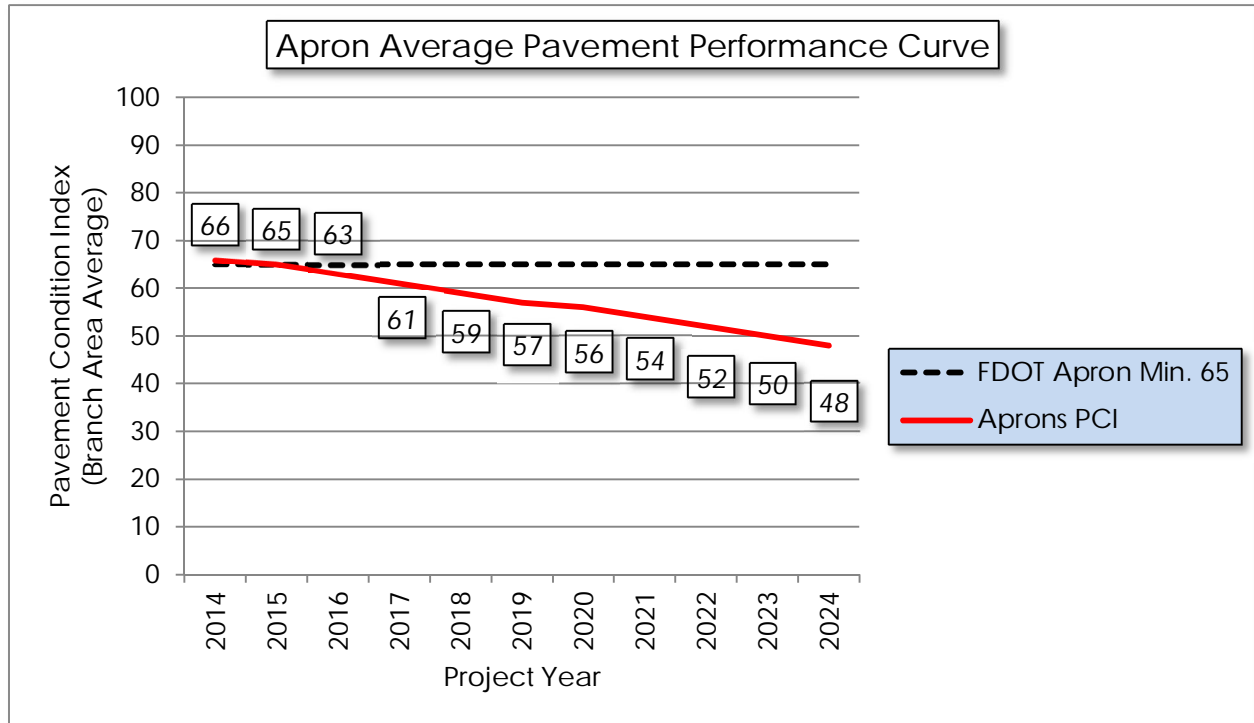


Figure 4-3: Apron Pavement Performance Prediction Summary



Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport's airfield pavement infrastructure.

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of

pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing “worst first” major rehabilitation may cost much more over the life of a pavement.

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

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	65	65
Apron	65	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	<ul style="list-style-type: none"> ▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC) 	75 - 90
Rehabilitation	<ul style="list-style-type: none"> ▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC) 	40 - 74
	<ul style="list-style-type: none"> ▪ Full Depth Pavement Reconstruction 	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement

reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; per the treatments described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	\$5.00	Square Feet
	Partial Depth Pavement Patch	\$3.00	Square Feet
	Seal Coat Treatment	\$0.55	Square Feet
	Crack Sealing	\$2.75	Linear Feet
	Slurry Seal Coat Treatment	\$0.55	Square Feet
	Grinding / Removal	\$2.10	Square Feet

Table 5-6: PCC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	\$45.00	Square Feet
	Partial Patch - PCC	\$19.10	Square Feet
	Crack Sealing - PCC	\$4.25	Linear Feet
	Joint Seal Repair (Local)	\$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	\$45.00	Square Feet
	Micro-mill and Seal - PCC	\$1.00	Square Feet
	Seal Coat Treatment	\$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan

future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for Regional Reliever Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	\$10.00
	▪ Concrete Pavement Restoration (PCC)		\$15.00
	▪ Full Depth Pavement Reconstruction	0 - 39	\$20.00

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

Airports should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning level classifications only. Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it.

Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4125	\$ 1,260,900.00	21	Reconstruction	100
2015	AP N	4130	\$ 327,187.00	24	Reconstruction	100
2015	AP NE	4215	\$ 211,472.00	38	Reconstruction	100
2015	AP NW	4610	\$ 149,240.00	63	Mill and Overlay	100
2015	AP NW	4612	\$ 145,772.00	12	Reconstruction	100
2015	AP NW	4615	\$ 666,500.00	0	Reconstruction	100
2015	AP NW	4620	\$ 363,800.00	35	Reconstruction	100
2015	AP NW	601	\$ 75,236.00	11	Reconstruction	100
2015	AP NW	602	\$ 65,457.00	11	Reconstruction	100
2015	AP RU SW	5105	\$ 116,025.00	58	Mill and Overlay	100
2015	AP S	4507	\$ 77,828.00	46	PCC Restoration	100
2015	AP SE	4307	\$ 103,979.00	30	Reconstruction	100
2015	AP SE	4312	\$ 195,500.00	50	Mill and Overlay	100
2015	AP SE	4315	\$ 2,414,174.00	7	Reconstruction	100
2015	AP SE	4317	\$ 92,946.00	45	Mill and Overlay	100
2015	AP SW	4405	\$ 255,267.00	39	Reconstruction	100
2015	AP SW	4407	\$ 769,428.00	31	Reconstruction	100
2015	AP SW	4410	\$ 294,842.00	12	Reconstruction	100
2015	AP SW	4412	\$ 70,542.00	51	PCC Restoration	100
2015	TW A2	115	\$ 457,299.00	64	Mill and Overlay	100
2015	TW B	207	\$ 296,908.00	59	Mill and Overlay	100
2015	TW D	405	\$ 954,300.00	58	Mill and Overlay	100
2015	TW D	415	\$ 117,103.00	41	Mill and Overlay	100
2015	TW D	417	\$ 92,651.00	25	Reconstruction	100
2015	TW D	420	\$ 112,065.00	54	Mill and Overlay	100
2015	TW D	422	\$ 91,699.00	32	Reconstruction	100
2015	TW E	515	\$ 511,018.00	48	Mill and Overlay	100
2015	TW E	520	\$ 570,982.00	5	Reconstruction	100
2015	TW E	525	\$ 1,739,961.00	47	Mill and Overlay	100
2015	TW E	530	\$ 139,901.00	63	Mill and Overlay	100
2015	TW E	537	\$ 70,895.00	6	Reconstruction	100
2015	TW E	540	\$ 169,228.00	61	Mill and Overlay	100
2015	TW E	545	\$ 127,518.00	62	Mill and Overlay	100
2015	TW F	615	\$ 1,666,050.00	57	Mill and Overlay	100
2015	TW F	617	\$ 102,152.00	15	Reconstruction	100
2015	TW F	619	\$ 91,817.00	23	Reconstruction	100

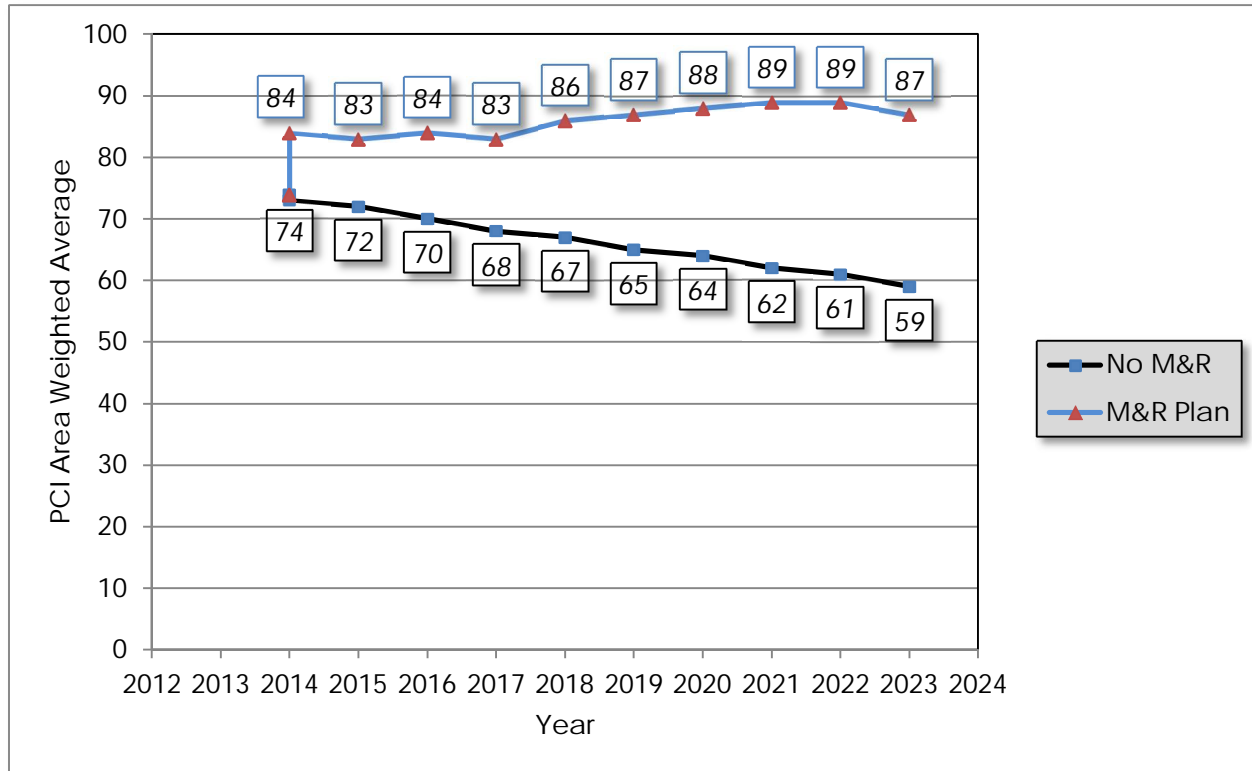
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW G	605	\$ 1,023,307.00	55	Mill and Overlay	100
2015	TW H	805	\$ 1,664,687.00	52	Mill and Overlay	100
2015	TW H	820	\$ 134,844.00	50	Mill and Overlay	100
2015	TW H	822	\$ 96,924.00	32	Reconstruction	100
2015	TW J	245	\$ 547,898.00	61	Mill and Overlay	100
2015	TW K	240	\$ 537,840.00	54	Mill and Overlay	100
2015	TW L	1203	\$ 197,282.00	30	Reconstruction	100
2015	TW S	905	\$ 1,582,714.00	57	Mill and Overlay	100
2015	TW S	915	\$ 229,975.00	16	Reconstruction	100
2015	TW S	917	\$ 90,664.00	10	Reconstruction	100
2015	TW S	920	\$ 74,440.00	56	Mill and Overlay	100
2015	TW S	922	\$ 91,441.00	8	Reconstruction	100
2015	TW S	925	\$ 286,178.00	40	Mill and Overlay	100
2015	TW S	927	\$ 96,473.00	18	Reconstruction	100
2016	AP N	4140	\$ 2,050,208.00	63	Mill and Overlay	100
2017	AP NW	4605	\$ 651,695.00	65	Mill and Overlay	100
2017	RW 9-27	6160	\$ 161,442.00	64	Mill and Overlay	100
2017	TW A1	105	\$ 2,975,208.00	65	Mill and Overlay	100
2017	TW C	307	\$ 539,483.00	64	Mill and Overlay	100
2017	TW D	410	\$ 736,977.00	65	Mill and Overlay	100
2017	TW D	430	\$ 96,621.00	65	Mill and Overlay	100
2017	TW E	510	\$ 2,504,816.00	64	Mill and Overlay	100
2017	TW G	620	\$ 682,672.00	64	Mill and Overlay	100
2018	TW E	535	\$ 171,664.00	65	Mill and Overlay	100
2018	TW L	1201	\$ 60,532.00	65	Mill and Overlay	100
2018	TW P2	1610	\$ 486,475.00	64	Mill and Overlay	100
2019	AP NW	4625	\$ 446,884.00	64	Mill and Overlay	100
2019	AP NW	4630	\$ 30,054.00	64	PCC Restoration	100
2019	RW 5-23	6215	\$ 4,262,683.00	64	Mill and Overlay	100
2019	RW 9-27	6130	\$ 506,479.00	65	Mill and Overlay	100
2019	RW 9-27	6150	\$ 6,404,147.00	64	Mill and Overlay	100
2019	RW 9-27	6155	\$ 264,500.00	64	Mill and Overlay	100
2019	TW A	131	\$ 978,459.00	64	Mill and Overlay	100
2019	TW A	151	\$ 170,595.00	64	Mill and Overlay	100
2019	TW B	205	\$ 843,912.00	64	Mill and Overlay	100
2020	RW 5-23	6250	\$ 1,445,342.00	65	Mill and Overlay	100
2020	TW A	150	\$ 1,871,504.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2020	TW A5	155	\$ 1,140,283.00	64	Mill and Overlay	100
2020	TW C	305	\$ 1,734,429.00	64	Mill and Overlay	100
2020	TW D	425	\$ 325,609.00	64	Mill and Overlay	100
2020	TW P	1605	\$ 4,433,024.00	64	Mill and Overlay	100
2021	RW 5-23	6245	\$ 2,977,409.00	65	Mill and Overlay	100
2021	RW 5-23	6255	\$ 708,193.00	65	Mill and Overlay	100
2021	RW 9-27	6115	\$ 1,791,079.00	65	Mill and Overlay	100
2021	TW A	110	\$ 1,012,201.00	65	Mill and Overlay	100
2021	TW A3	120	\$ 450,231.00	64	Mill and Overlay	100
2021	TW D	1220	\$ 1,233,236.00	64	Mill and Overlay	100
2021	TW L	1205	\$ 1,188,053.00	64	Mill and Overlay	100
2022	RW 5-23	6220	\$ 2,328,975.00	65	Mill and Overlay	100
2022	TW A	130	\$ 5,232,286.00	65	Mill and Overlay	100
2023	TW B	210	\$ 3,797,650.00	64	Mill and Overlay	100
2024	RW 5-23	6260	\$ 386,931.00	64	Mill and Overlay	100
Total =			\$ 78,704,250.00			

*Costs are adjusted for inflation at 3%.

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or “unlimited budget” Major Rehabilitation Program is compared to a “No Major Rehabilitation Program” scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 28 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

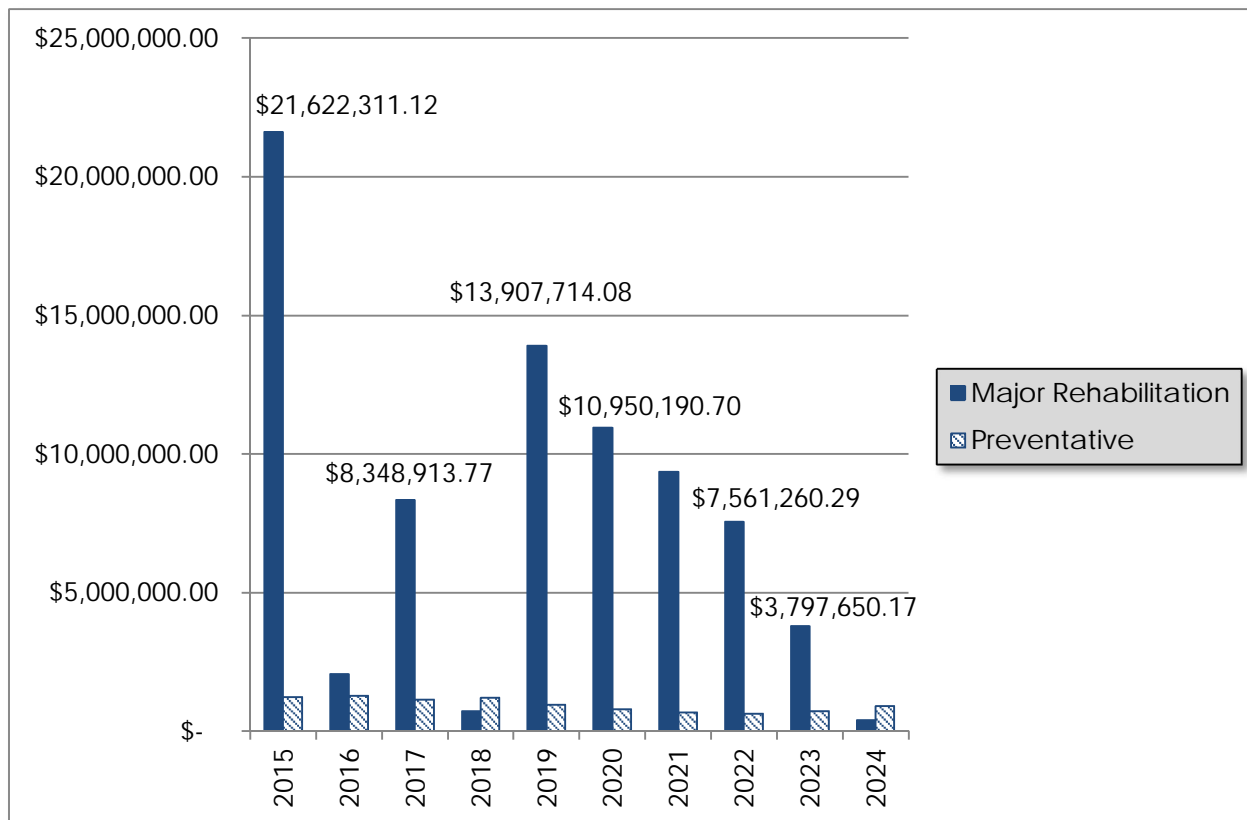
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project's feasibility and desirability based on the airport's future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1 provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	\$ 1,232,907.29	\$ 21,622,311.12	\$ 22,855,218.41
2016	\$ 1,270,077.20	\$ 2,050,207.61	\$ 3,320,284.81
2017	\$ 1,137,778.69	\$ 8,348,913.77	\$ 9,486,692.46
2018	\$ 1,204,878.56	\$ 718,670.38	\$ 1,923,548.94
2019	\$ 944,835.01	\$ 13,907,714.08	\$ 14,852,549.09
2020	\$ 783,772.25	\$ 10,950,190.70	\$ 11,733,962.95
2021	\$ 679,448.83	\$ 9,360,400.62	\$ 10,039,849.45
2022	\$ 637,210.74	\$ 7,561,260.29	\$ 8,198,471.02
2023	\$ 725,839.53	\$ 3,797,650.17	\$ 4,523,489.70
2024	\$ 908,542.91	\$ 386,930.58	\$ 1,295,473.49
Total =			\$ 88,229,540.32

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary



According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- ⦿ Southwest Apron Run-Up – Section 5105
 - Mill and Overlay attributed to climate and age of pavement.
- ⦿ Northwest Apron – Sections 4620, 4615, 4612, 602, and 601
 - Reconstruction attributed to loading, climate, and age of pavement.
- ⦿ Northwest Apron – Section 4610
 - Mill and Overlay attributed to climate and age of pavement.
- ⦿ South Apron – Section 4507
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ⦿ Southwest Apron – Sections 4412 and 4407
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ⦿ Southwest Apron – Sections 4405 and 4410
 - Reconstruction attributed to load, climate, and age of pavement.

- ◎ Southeast Apron – Sections 4315 and 4307
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Southeast Apron – Sections 4317 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Northeast Apron – Section 4215
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ North Apron – Sections 4130 and 4125
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway L – Section 1203
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway S – Sections 925, 920, and 905
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway S – Sections 927, 922, 917, and 915
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway H – Section 822
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway H – Sections 820 and 805
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway F – Sections 619 and 617
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway F – Section 615
 - Mill and Overlay attributed to climate, and age of pavement.
- ◎ Taxiway G – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway E – Sections 537 and 520
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway E – Sections 545, 540, 530, 525, and 515
 - Mill and Overlay attributed to load, climate, and age of pavement.
- ◎ Taxiway D – Sections 422 and 417
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway D – Sections 420, 415, and 405
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway J – Section 245
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway K – Section 240
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway B – Section 207
 - Mill and Overlay attributed to climate and age of pavement.

- ◎ Taxiway A2 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-12. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

9. RECOMMENDATIONS

The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

The following recommendations were made based on the 2014 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

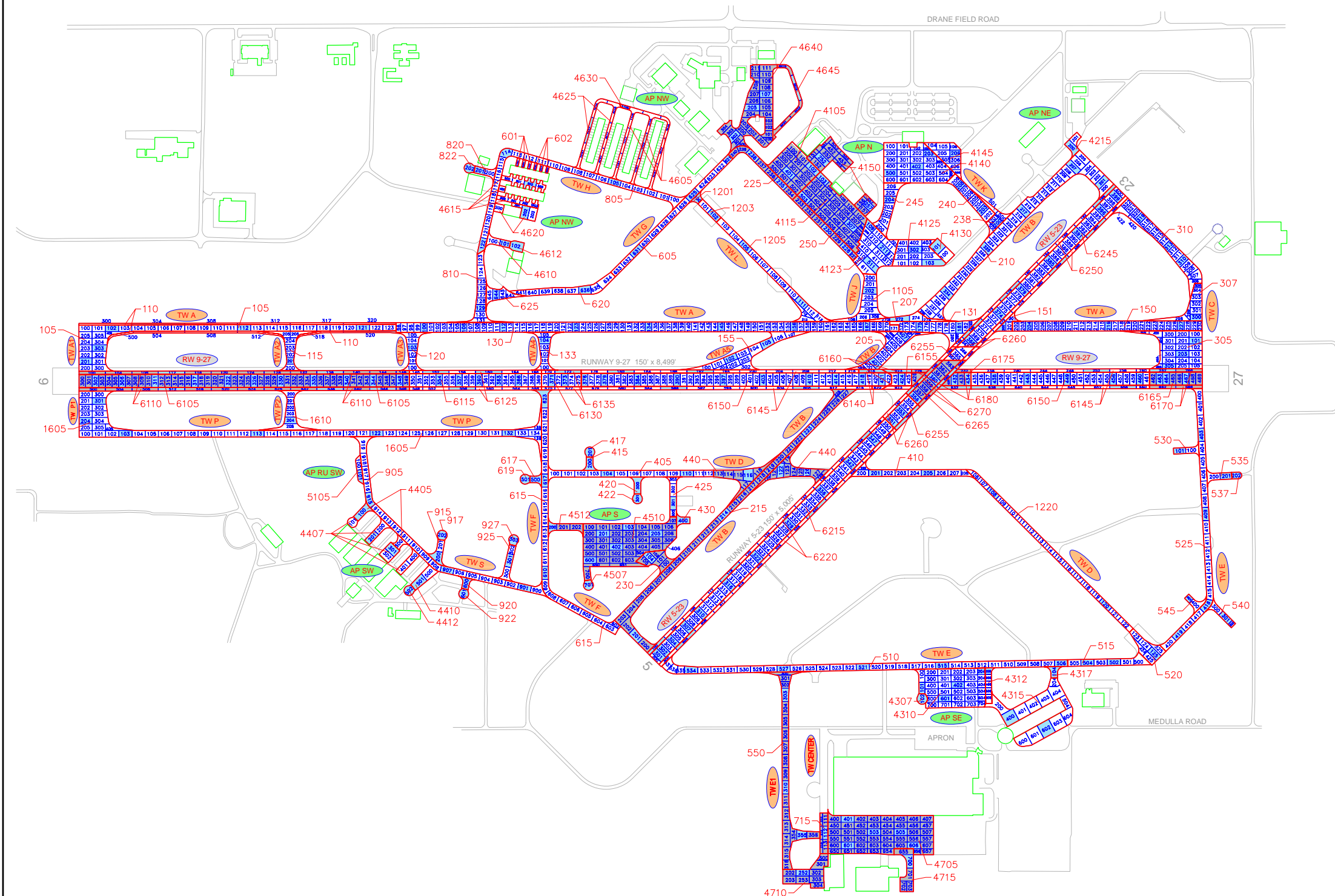
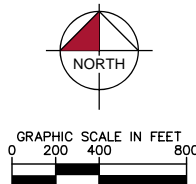
- ◎ Southwest Apron Run-Up – Section 5105
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Northwest Apron – Sections 4620, 4615, 4612, 602, and 601
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Northwest Apron – Sections 4605, 4610, and 4625
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Northwest Apron – Section 4630
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ◎ South Apron – Section 4507
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ◎ Southwest Apron – Sections 4412 and 4407
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ◎ Southwest Apron – Sections 4405 and 4410
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Southeast Apron – Sections 4315 and 4307
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Southeast Apron – Sections 4317 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Northeast Apron – Section 4215
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ North Apron – Sections 4130 and 4125
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ North Apron – Section 4140
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway L – Section 1203
 - Reconstruction attributed to load, climate, and age of pavement.

- ⊙ Taxiway L – Sections 1201 and 1205
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway S – Sections 925, 920, and 905
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway S – Sections 927, 922, 917, and 915
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway H – Section 822
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway H – Sections 820 and 805
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway F – Sections 619 and 617
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway F – Section 615
 - Mill and Overlay attributed to climate, and age of pavement.
- ⊙ Taxiway G – Sections 605 and 620
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E – Sections 537 and 520
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway E – Sections 510, 535, 545, 540, 530, 525, and 515
 - Mill and Overlay attributed to load, climate, and age of pavement.
- ⊙ Taxiway D – Sections 422 and 417
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway D – Sections 405, 410, 415, 420, 425, 430, and 1220
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway J – Section 245
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway K – Section 240
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Section 207
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A2 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Runway 9-27 – Sections 6160, 6155, 6150, 6130, and 6115
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway P2 – Section 1610
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Sections 210 and 205

- Mill and Overlay attributed to climate and age of pavement.
- ⊙ Runway 5-23 – Sections 6260, 6255, 6250, 6245, 6220, and 6215
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway P – Section 1605
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A – Sections 151, 150, 131, 130, and 110
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A1 – Section 105
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A3 – Section 120
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A5 – Section 155
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway C – Sections 307 and 305
 - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

- ◉ AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- ◉ AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- ◉ PAVEMENT GEOMETRY INVENTORY
- ◉ WORK HISTORY REPORT



105	110	115	120	130	131	133	150	151	155
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	125' X 400'	VAR X 50'	VAR X 50'	75' X 50'	VAR	VAR X 50'	75' X 50'	VAR	VAR
5	2	1	1	8	2	1	3	1	2
12	1	7	1	7	1	6	3	2	12
205	207	210	215	225	230	238	240	245	250
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
90' X 90'	VAR	VAR X 50'	50' X 100'	100' X 50'	50' X 50'	VAR	VAR	VAR X 50'	50' X 100'
2	1	4	3	2	2	1	5	2	7
13	1	4	3	2	2	1	5	2	7
305	307	310	405	410	415	417	420	422	425
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 90'	VAR X 50'	VAR	100' X 50'	100' X 50'	VAR	VAR	VAR	VAR	50' X 100'
3	1	8	3	1	1	1	1	1	1
23	1	8	3	1	1	1	1	1	1
430	440	510	515	520	525	530	535	537	540
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 50'	VAR	VAR	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
545	550	601	602	605	615	617	619	620	625
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 50'	VAR	VAR	VAR	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	50' X 100'
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
715	805	810	820	822	905	915	917	920	922
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
40' X 100'	VAR X 50'	VAR	VAR	VAR	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
925	927	1105	1201	1203	1205	1220	1605	1610	4105
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	VAR	VAR X 50'	VAR	VAR	100' X 50'	100' X 50'	50' X 100'	100' X 50'	100' X 50'
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
4115	4123	4125	4130	4140	4145	4150	4215	4307	4310
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
3	3	3	3	3	3	3	3	3	3
28	17	12	12	28	15	14	12	11	30
4312	4315	4317	4405	4407	4410	4412	4507	4510	4512
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
4605	4610	4612	4615	4620	4625	4630	4640	4645	4705
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
200' X 30'	VAR X 50'	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
4710	4715	5105	6105	6110	6115	6125	6130	6135	6140
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1
6145	6150	6155	6160	6165	6170	6175	6180	6215	6220
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
200' X 25'	50' X 100'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	50' X 100'	25' X 100'	50' X 100'	200' X 25'
7	15	7	1	3	1	2	2	11	51
38	74	1	1	3	1	4	5	51	26
6245	6250	6255	6260	6265	6270				
AC	AC	AC	AC	AC	AC				
100' X 50'	200' X 25'	100' X 50'	200' X 25'	100' X 50'	200' X 25'				
7	5	2	1	2	2				
34	17	6	4	8	5				

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TWA TYPICAL TAXIWAY BRANCH ID
- APS TYPICAL APRON BRANCH ID
- 4105 SECTION NUMBER
- 100' X 50' PAYMENT TYPE
- 5 14 TYPICAL SAMPLE UNIT INFORMATION
- 5 14 FLEXIBLE (AC) PAYMENT LENGTH & WIDTH
- 5 14 RIGID (PCC) PAYMENT NO. OF SLABS AND SLAB SIZE
- 605 NUMBER OF SAMPLE UNITS IN SECTION
- 605 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 280

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:
		2015

FLP **FDOT**

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

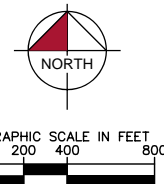
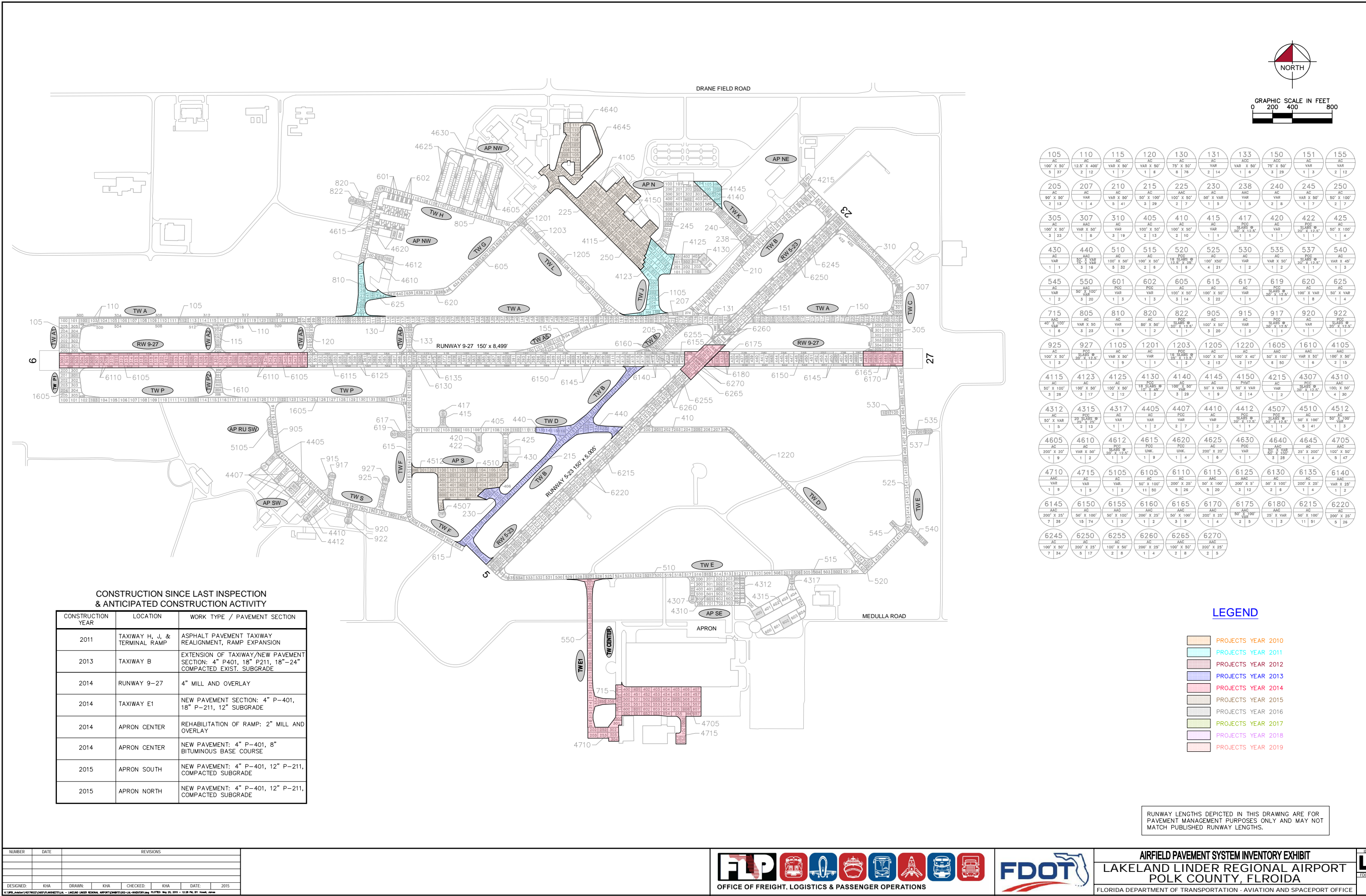
LAKELAND LINDER REGIONAL AIRPORT

POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

LAL

1



105	110	115	120	130	131	133	150	151	155
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	125' X 400'	VAR X 50'	VAR X 50'	75' X 50'	VAR	VAR X 50'	75' X 50'	VAR	VAR
5 37	2 12	1 7	1 8	8 76	2 14	1 6	1 3	2 12	
205	207	210	215	225	230	238	240	245	250
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
90' X 90'	VAR	VAR X 50'	50' X 100'	100' X 50'	50' X 100'	VAR	VAR	VAR X 50'	50' X 100'
2 13	1 4	5 41	3 28	2 7	1 5	1 5	2 8	1 7	2 7
305	307	310	405	410	415	417	420	422	425
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	VAR X 50'	VAR	100' X 50'	100' X 50'	VAR	VAR	VAR	VAR	50' X 100'
3 23	1 8	3 19	2 13	2 10	1 1	1 1	1 1	1 1	1 4
430	440	510	515	520	525	530	535	537	540
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'
1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
545	550	601	602	605	615	617	619	620	625
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'
1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2	1 2
715	805	810	820	822	905	915	917	920	922
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
40' X 50'	VAR X 50'	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1 6	3 23	1 9	1 2	1 1	3 20	1 1	1 1	1 1	1 1
925	927	1105	1203	1205	1220	1605	1610	4105	
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'
1 3	1 1	1 9	1 1	1 2	2 13	2 17	6 50	1 6	2 15
4115	4123	4125	4130	4140	4145	4150	4215	4307	4310
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'
3 28	3 17	2 12	1 2	3 28	1 9	2 14	1 2	1 1	4 30
4312	4315	4317	4405	4407	4410	4412	4507	4510	4512
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'	50' X 50'
1 5	2 13	1 1	1 2	2 7	1 2	1 1	1 1	5 41	5 13
4605	4610	4612	4615	4620	4625	4630	4640	4645	4705
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
200' X 20'	VAR X 50'	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1 9	1 2	1 1	1 9	1 4	1 6	1 1	1 3	1 4	5 47
4710	4715	5105	6105	6110	6115	6125	6130	6135	6140
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	VAR	VAR	50' X 100'	200' X 25'	50' X 100'	200' X 5'	50' X 100'	200' X 25'	VAR X 25'
1 9	1 5	1 2	11 50	6 28	6 20	9 12	2 5	1 4	1 2
6145	6150	6155	6160	6165	6170	6175	6180	6215	6220
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
200' X 25'	50' X 100'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	50' X 100'	50' X 100'	50' X 100'	200' X 25'
7 38	18 74	1 3	1 2	3 8	1 4	2 5	1 3	11 51	5 26
6245	6250	6255	6260	6265	6270				
AC	AC	AC	AC	AC	AC				
100' X 50'	200' X 25'	100' X 50'	200' X 25'	100' X 50'	200' X 25'				
7 34	5 17	2 8	1 4	2 8	2 5				

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY		
CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	TAXIWAY H, J, & TERMINAL RAMP	ASPHALT PAVEMENT TAXIWAY REALIGNMENT, RAMP EXPANSION
2013	TAXIWAY B	EXTENSION OF TAXIWAY/NEW PAVEMENT SECTION: 4" P401, 18" P211, 18"-24" COMPACTED EXIST. SUBGRADE
2014	RUNWAY 9-27	4" MILL AND OVERLAY
2014	TAXIWAY E1	NEW PAVEMENT SECTION: 4" P-401, 18" P-211, 12" SUBGRADE
2014	APRON CENTER	REHABILITATION OF RAMP: 2" MILL AND OVERLAY
2014	APRON CENTER	NEW PAVEMENT: 4" P-401, 8" BITUMINOUS BASE COURSE
2015	APRON SOUTH	NEW PAVEMENT: 4" P-401, 12" P-211, COMPACTED SUBGRADE
2015	APRON NORTH	NEW PAVEMENT: 4" P-401, 12" P-211, COMPACTED SUBGRADE

LEGEND	
	PROJECTS YEAR 2010
	PROJECTS YEAR 2011
	PROJECTS YEAR 2012
	PROJECTS YEAR 2013
	PROJECTS YEAR 2014
	PROJECTS YEAR 2015
	PROJECTS YEAR 2016
	PROJECTS YEAR 2017
	PROJECTS YEAR 2018
	PROJECTS YEAR 2019

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

Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 5-23	RW 5-23	RUNWAY	6270	800	50	21,114	P	AAC	1/1/2014	1/1/2014	5
RUNWAY 5-23	RW 5-23	RUNWAY	6265	800	100	42,228	P	AAC	1/1/2014	1/1/2014	8
RUNWAY 5-23	RW 5-23	RUNWAY	6260	800	50	19,770	P	AC	1/1/2000	12/8/2014	4
RUNWAY 5-23	RW 5-23	RUNWAY	6255	800	100	39,540	P	AC	1/1/2000	12/8/2014	8
RUNWAY 5-23	RW 5-23	RUNWAY	6250	1,600	50	83,118	P	AC	1/1/2005	12/8/2014	17
RUNWAY 5-23	RW 5-23	RUNWAY	6245	1,600	100	166,236	P	AC	1/1/2005	12/8/2014	34
RUNWAY 5-23	RW 5-23	RUNWAY	6220	2,500	50	126,245	P	AC	1/1/2005	12/8/2014	26
RUNWAY 5-23	RW 5-23	RUNWAY	6215	2,500	100	252,489	P	AC	1/1/2005	12/8/2014	51
RUNWAY 9-27	RW 9-27	RUNWAY	6180	400	50	11,957	P	AAC	1/1/2014	1/1/2014	3
RUNWAY 9-27	RW 9-27	RUNWAY	6175	394	100	17,790	P	AAC	1/1/2014	1/1/2014	5
RUNWAY 9-27	RW 9-27	RUNWAY	6170	300	50	20,000	P	AAC	1/1/2014	1/1/2014	4
RUNWAY 9-27	RW 9-27	RUNWAY	6165	300	100	40,000	P	AAC	1/1/2014	1/1/2014	8
RUNWAY 9-27	RW 9-27	RUNWAY	6160	400	50	10,145	P	AC	1/1/2000	12/8/2014	2
RUNWAY 9-27	RW 9-27	RUNWAY	6155	394	100	15,667	P	AC	1/1/2000	12/8/2014	3
RUNWAY 9-27	RW 9-27	RUNWAY	6150	3,793	100	379,333	P	AC	1/1/2000	12/8/2014	74
RUNWAY 9-27	RW 9-27	RUNWAY	6145	3,600	50	180,000	P	AC	1/1/2000	12/8/2014	36
RUNWAY 9-27	RW 9-27	RUNWAY	6140	140	50	7,292	P	AC	1/1/2000	12/8/2014	2
RUNWAY 9-27	RW 9-27	RUNWAY	6135	300	50	15,000	P	AC	1/1/2000	12/8/2014	4
RUNWAY 9-27	RW 9-27	RUNWAY	6130	300	100	30,000	P	AC	1/1/2000	12/8/2014	6
RUNWAY 9-27	RW 9-27	RUNWAY	6125	950	50	50,000	P	AC	1/1/2000	12/8/2014	12
RUNWAY 9-27	RW 9-27	RUNWAY	6115	950	100	100,000	P	AC	1/1/2000	12/8/2014	20
RUNWAY 9-27	RW 9-27	RUNWAY	6110	2,550	50	125,000	P	AAC	1/1/2014	1/1/2014	26
RUNWAY 9-27	RW 9-27	RUNWAY	6105	2,550	100	250,000	T	AAC	1/1/2014	1/1/2014	50
SOUTHWEST APRON RUN-UP	AP RU SW	APRON	5105	200	50	7,735	P	AC	12/25/1999	12/8/2014	2



Pavement Evaluation Report - Lakeland Linder Regional Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
CENTER APRON	AP CENTER	APRON	4715	300	100	27,388	P	AC	1/1/2014	1/1/2014	5
CENTER APRON	AP CENTER	APRON	4710	300	175	47,866	P	AAC	1/1/2014	1/1/2014	9
CENTER APRON	AP CENTER	APRON	4705	800	300	226,994	P	AAC	1/1/2014	1/1/2014	47
NORTHWEST APRON	AP NW	APRON	4645	180	100	17,956	P	AAC	1/1/2015	1/1/2015	4
NORTHWEST APRON	AP NW	APRON	4640	700	200	127,170	P	AAC	1/1/2015	1/1/2015	28
NORTHWEST APRON	AP NW	APRON	4630	75	20	1,780	P	PCC	12/25/1999	12/8/2014	1
NORTHWEST APRON	AP NW	APRON	4625	1,300	20	26,470	P	AC	12/25/1999	12/8/2014	6
NORTHWEST APRON	AP NW	APRON	4620	180	100	18,190	P	PCC	12/25/1999	12/8/2014	4
NORTHWEST APRON	AP NW	APRON	4615	1,200	25	33,325	P	PCC	12/25/1999	12/8/2014	9
NORTHWEST APRON	AP NW	APRON	4612	90	75	7,289	P	PCC	1/1/1944	12/8/2014	1
NORTHWEST APRON	AP NW	APRON	4610	180	50	9,949	P	AC	12/25/1999	12/8/2014	2
NORTHWEST APRON	AP NW	APRON	4605	2,000	20	40,952	P	AC	12/25/1999	12/8/2014	9
SOUTH APRON	AP S	APRON	4512	300	55	14,760	P	AC	1/1/2015	1/1/2015	3
SOUTH APRON	AP S	APRON	4510	700	450	201,818	P	AC	1/1/2015	1/1/2015	41
SOUTH APRON	AP S	APRON	4507	90	150	4,612	P	PCC	1/1/1944	12/8/2014	1
SOUTHWEST APRON	AP SW	APRON	4412	50	80	4,703	P	PCC	1/1/1944	12/8/2014	1
SOUTHWEST APRON	AP SW	APRON	4410	290	50	14,742	P	AC	12/25/1999	12/8/2014	2

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
SOUTHWEST APRON	AP SW	APRON	4407	150	200	38,471	P	PCC	1/1/1944	12/8/2014	7
SOUTHWEST APRON	AP SW	APRON	4405	250	50	12,763	P	AC	12/25/1999	12/8/2014	2
SOUTHEAST APRON	AP SE	APRON	4317	100	50	5,323	P	AC	12/25/1999	12/8/2014	1
SOUTHEAST APRON	AP SE	APRON	4315	500	240	120,709	P	PCC	12/25/1999	12/8/2014	13
SOUTHEAST APRON	AP SE	APRON	4312	260	50	13,033	P	AC	12/25/1999	12/8/2014	5
SOUTHEAST APRON	AP SE	APRON	4310	475	300	142,874	P	AAC	1/1/2005	12/8/2014	30
SOUTHEAST APRON	AP SE	APRON	4307	90	50	5,199	P	PCC	1/1/1944	12/8/2014	1
NORTHEAST APRON	AP NE	APRON	4215	200	50	10,574	P	AC	12/25/1999	12/8/2014	2
NORTH APRON	AP N	APRON	4150	350	200	61,106	P	AAC	1/1/2015	1/1/2015	14
NORTH APRON	AP N	APRON	4145	200	150	37,818	P	AC	1/1/2011	12/8/2014	9
NORTH APRON	AP N	APRON	4140	400	300	132,699	P	AC	12/25/1999	12/8/2014	29
NORTH APRON	AP N	APRON	4130	81	200	16,359	P	PCC	1/1/1944	12/8/2014	2
NORTH APRON	AP N	APRON	4125	325	200	63,045	P	AC	1/1/1962	12/8/2014	12
NORTH APRON	AP N	APRON	4123	270	300	83,610	P	AC	1/1/2011	12/8/2014	17
NORTH APRON	AP N	APRON	4115	525	250	138,049	P	AC	1/1/2015	1/1/2015	29
NORTH APRON	AP N	APRON	4105	365	200	73,769	P	AAC	1/1/2015	1/1/2015	15
TAXIWAY P2	TW P2	TAXIWAY	1610	500	50	29,680	P	AAC	1/1/2008	12/8/2014	6
TAXIWAY P	TW P	TAXIWAY	1605	5,000	50	254,931	P	AAC	1/1/2008	12/8/2014	50
TAXIWAY D	TW D	TAXIWAY	1220	1,700	40	68,854	P	AC	12/25/1999	12/8/2014	17
TAXIWAY L	TW L	TAXIWAY	1205	1,600	40	66,332	P	AC	12/25/1999	12/8/2014	13
TAXIWAY L	TW L	TAXIWAY	1203	190	50	9,864	P	PCC	1/1/1944	12/8/2014	2
TAXIWAY L	TW L	TAXIWAY	1201	70	50	3,693	P	AC	12/25/1999	12/8/2014	1
TAXIWAY J	TW J	TAXIWAY	1105	480	100	48,759	P	AC	1/1/2011	12/8/2014	9
TAXIWAY S	TW S	TAXIWAY	927	50	90	4,824	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY S	TW S	TAXIWAY	925	280	50	14,432	P	AC	12/25/1999	12/8/2014	3



Pavement Evaluation Report - Lakeland Linder Regional Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY S	TW S	TAXIWAY	922	50	90	4,572	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY S	TW S	TAXIWAY	920	90	50	4,963	P	AC	12/25/1999	12/8/2014	1
TAXIWAY S	TW S	TAXIWAY	917	50	90	4,533	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY S	TW S	TAXIWAY	915	230	50	11,499	P	AC	12/25/1999	12/8/2014	2
TAXIWAY S	TW S	TAXIWAY	905	2,100	50	105,514	T	AC	1/1/1992	12/8/2014	20
TAXIWAY H	TW H	TAXIWAY	822	90	50	4,846	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY H	TW H	TAXIWAY	820	170	50	8,990	P	AC	12/25/1999	12/8/2014	2
TAXIWAY H	TW H	TAXIWAY	810	800	50	40,350	P	AC	1/1/2011	12/8/2014	9
TAXIWAY H	TW H	TAXIWAY	805	2,200	50	110,979	P	AC	12/25/1999	12/8/2014	23
CENTER APRON	AP CENTER	APRON	715	300	80	18,480	P	AAC	1/1/2014	1/1/2014	6
TAXIWAY G	TW G	TAXIWAY	625	200	80	18,308	P	AC	1/1/2011	12/8/2014	1
TAXIWAY G	TW G	TAXIWAY	620	840	50	42,899	P	AC	1/1/1998	12/8/2014	8
TAXIWAY F	TW F	TAXIWAY	619	90	50	4,591	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY F	TW F	TAXIWAY	617	100	50	5,108	P	AC	1/1/1986	12/8/2014	1
TAXIWAY F	TW F	TAXIWAY	615	2,430	50	111,070	P	AC	1/1/1986	12/8/2014	22
TAXIWAY G	TW G	TAXIWAY	605	1,300	50	68,220	T	AC	1/1/2003	12/8/2014	14
NORTHWEST APRON	AP NW	APRON	602	160	20	3,273	P	PCC	12/25/1999	12/8/2014	3
NORTHWEST APRON	AP NW	APRON	601	185	20	3,762	P	PCC	12/25/1999	12/8/2014	3
TAXIWAY E1	TW E1	TAXIWAY	550	2,000	50	101,859	P	AC	3/1/2014	3/1/2014	20
TAXIWAY E	TW E	TAXIWAY	545	160	50	8,501	P	AC	12/25/1999	12/8/2014	2
TAXIWAY E	TW E	TAXIWAY	540	225	50	11,282	P	AC	12/25/1999	12/8/2014	3
TAXIWAY E	TW E	TAXIWAY	537	70	50	3,545	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY E	TW E	TAXIWAY	535	200	50	10,473	P	AC	12/25/1999	12/8/2014	2
TAXIWAY E	TW E	TAXIWAY	530	200	45	9,327	P	AC	12/25/1999	12/8/2014	2
TAXIWAY E	TW E	TAXIWAY	525	2,600	40	106,550	P	AC	1/1/1964	12/8/2014	21

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY E	TW E	TAXIWAY	520	280	100	28,549	P	PCC	1/1/1944	12/8/2014	6
TAXIWAY E	TW E	TAXIWAY	515	600	50	32,282	P	AC	1/1/1962	12/8/2014	6
TAXIWAY E	TW E	TAXIWAY	510	3,000	50	157,402	P	AC	1/1/1992	12/8/2014	32
TAXIWAY D	TW D	TAXIWAY	440	2,100	50	40,789	P	AAC	1/1/2013	1/1/2013	16
TAXIWAY D	TW D	TAXIWAY	430	120	50	6,072	P	AC	12/25/1999	12/8/2014	1
TAXIWAY D	TW D	TAXIWAY	425	360	50	18,725	P	AC	12/25/1999	12/8/2014	4
TAXIWAY D	TW D	TAXIWAY	422	90	50	4,585	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY D	TW D	TAXIWAY	420	145	50	7,471	P	AC	12/25/1999	12/8/2014	1
TAXIWAY D	TW D	TAXIWAY	417	90	50	4,633	P	PCC	1/1/1944	12/8/2014	1
TAXIWAY D	TW D	TAXIWAY	415	120	50	6,058	P	AC	12/25/1999	12/8/2014	1
TAXIWAY D	TW D	TAXIWAY	410	900	50	46,311	P	AC	12/25/1999	12/8/2014	10
TAXIWAY D	TW D	TAXIWAY	405	2,100	50	63,620	P	AC	12/25/1999	12/8/2014	13
TAXIWAY C	TW C	TAXIWAY	310	900	80	79,391	P	AC	1/1/2004	12/8/2014	19
TAXIWAY C	TW C	TAXIWAY	307	330	100	33,901	P	AC	1/1/2000	12/8/2014	8
TAXIWAY C	TW C	TAXIWAY	305	330	300	99,742	T	AC	1/1/2000	12/8/2014	23
NORTH APRON	AP N	APRON	250	650	50	32,500	P	AC	1/1/2015	1/1/2015	7
TAXIWAY J	TW J	TAXIWAY	245	400	75	36,527	P	AC	12/25/1999	12/8/2014	7
TAXIWAY K	TW K	TAXIWAY	240	400	75	35,856	P	AC	12/25/1999	12/8/2014	8
TAXIWAY K	TW K	TAXIWAY	238	200	75	18,155	P	AC	1/1/2003	12/8/2014	5
TAXIWAY B3	TW B3	TAXIWAY	230	100	300	25,462	P	AC	9/1/2012	9/1/2012	5
NORTH APRON	AP N	APRON	225	500	50	27,471	P	AAC	1/1/2015	1/1/2015	7
TAXIWAY B	TW B	TAXIWAY	215	50	300	15,351	P	AC	1/1/2013	1/1/2013	29
TAXIWAY B	TW B	TAXIWAY	210	2,600	75	199,860	P	AC	1/1/2003	12/8/2014	41
TAXIWAY B	TW B	TAXIWAY	207	320	60	19,794	P	AC	12/25/1999	12/8/2014	4
TAXIWAY B	TW B	TAXIWAY	205	450	90	49,987	T	AC	12/25/1999	12/8/2014	15
TAXIWAY A5	TW A5	TAXIWAY	155	1,300	50	65,575	P	AC	1/1/1999	12/8/2014	12
TAXIWAY A	TW A	TAXIWAY	151	91	75	10,105	P	AC	1/1/2000	12/8/2014	3



Pavement Evaluation Report - Lakeland Linder Regional Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY A	TW A	TAXIWAY	150	2,000	50	107,625	P	AC	1/1/2000	12/8/2014	29
TAXIWAY A4	TW A4	TAXIWAY	133	500	50	25,272	P	AAC	1/1/1986	12/8/2014	6
TAXIWAY A	TW A	TAXIWAY	131	650	75	57,957	P	AC	12/25/1999	12/8/2014	14
TAXIWAY A	TW A	TAXIWAY	130	3,700	75	283,622	P	AC	1/1/1998	12/8/2014	76
TAXIWAY A3	TW A3	TAXIWAY	120	500	50	25,137	P	AC	1/1/1993	12/8/2014	6
TAXIWAY A2	TW A2	TAXIWAY	115	400	60	30,487	P	AC	1/1/1993	12/8/2014	7
TAXIWAY A	TW A	TAXIWAY	110	4,500	12	56,513	P	AC	1/1/1998	12/8/2014	12
TAXIWAY A1	TW A1	TAXIWAY	105	3,700	50	186,961	T	AC	1/1/1999	12/8/2014	37

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

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL **Branch:** AP CENTER (CENTER APRON) **Section:** 4705 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:**226,994.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	\$0	0.00	True	1-2" AC UNKNOWN SECTION

Network: LAL **Branch:** AP CENTER (CENTER APRON) **Section:** 4710 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 300.00 Ft **Width:** 175.00 Ft **True Area:** 47,866.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	\$0	0.00	True	1-2" UNKNOWN SECTION

Network: LAL **Branch:** AP CENTER (CENTER APRON) **Section:** 4715 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 27,388.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	\$0	0.00	True	2014:4" P-401, 8" FDOT 334 SP 9.5, COMPACTED SUBGRADE

Network: LAL **Branch:** AP CENTER (CENTER APRON) **Section:** 715 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 300.00 Ft **Width:** 80.00 Ft **True Area:** 18,480.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	\$0	0.00	True	1-2" AC UNKNOWN SECTION

Network: LAL **Branch:** AP N (NORTH APRON) **Section:** 225 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 27,470.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" P-401 MILL AND OVERLAY
01/01/1986	OL-AS	Overlay - AC Structural	\$0	1.00	True	1986 1" P-401 OL
01/01/1964	INITIAL	Initial Construction	\$0	1.25	True	1964 1.25" P-401 ON EXISTING

Network: LAL **Branch:** AP N (NORTH APRON) **Section:** 250 **Surface:** AC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 650.00 Ft **Width:** 50.00 Ft **True Area:** 32,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	NU-IN	New Construction - Initial	\$0	4.00	True	2015: 4" P-401, 8" P-211, COMPACTED SUBGRADE

Network: LAL **Branch:** AP N (NORTH APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 365.00 Ft **Width:** 200.00 Ft **True Area:** 73,769.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" P-401 MILL AND OVERLAY
01/01/1986	IMPORTED	OVERLAY		2.00	True	1986 2" P-401 OL
01/01/1961	IMPORTED	BUILT		2.00	True	1961 2" P-401 8" P-211

Network: LAL **Branch:** AP N (NORTH APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 525.00 Ft **Width:** 250.00 Ft **True Area:**138,049.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	NU-IN	New Construction - Initial	\$0	0.00	True	2015: 4" P-401, 8" P-211, COMPACTED SUBGRADE

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL Branch: AP N (NORTH APRON) Section: 4123 Surface: AC
 L.C.D.: 01/01/2011 Use: APRON Rank P Length: 270.00 Ft Width: 300.00 Ft True Area: 83,610.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: AP N (NORTH APRON) Section: 4125 Surface: AC
 L.C.D.: 01/01/1962 Use: APRON Rank P Length: 325.00 Ft Width: 200.00 Ft True Area: 63,045.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1962	IMPORTED	BUILT			True	1962 P-401 ON P-211

Network: LAL Branch: AP N (NORTH APRON) Section: 4130 Surface: PCC
 L.C.D.: 01/01/1944 Use: APRON Rank P Length: 81.00 Ft Width: 200.00 Ft True Area: 16,359.37 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	IMPORTED	BUILT			True	1944 PCC

Network: LAL Branch: AP N (NORTH APRON) Section: 4140 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 400.00 Ft Width: 300.00 Ft True Area:132,699.49 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	5" P-401, 8" P-211, 12" P-160, 20" P-152

Network: LAL Branch: AP N (NORTH APRON) Section: 4145 Surface: AC
 L.C.D.: 01/01/2011 Use: APRON Rank P Length: 200.00 Ft Width: 150.00 Ft True Area: 37,817.79 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: AP N (NORTH APRON) Section: 4150 Surface: AAC
 L.C.D.: 01/01/2015 Use: APRON Rank P Length: 350.00 Ft Width: 200.00 Ft True Area: 61,106.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" P-401 MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	\$0	0.00	True	EST. UNKNOWN SECTION

Network: LAL Branch: AP NE (NORTHEAST APRON) Section: 4215 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 200.00 Ft Width: 50.00 Ft True Area: 10,573.60 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: LAL Branch: AP NW (NORTHWEST APRON) Section: 4605 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 2,000.00 Ft Width: 20.00 Ft True Area: 40,952.35 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: LAL Branch: AP NW (NORTHWEST APRON) Section: 4610 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 180.00 Ft Width: 50.00 Ft True Area: 9,949.36 SqF

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

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4612 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** APRON **Rank P Length:** 90.00 Ft **Width:** 75.00 Ft **True Area:** 7,288.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4615 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 1,200.00 Ft **Width:** 25.00 Ft **True Area:** 33,325.00 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: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4620 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 180.00 Ft **Width:** 100.00 Ft **True Area:** 18,190.00 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: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4625 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 1,300.00 Ft **Width:** 20.00 Ft **True Area:** 26,470.06 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: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4630 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 75.00 Ft **Width:** 20.00 Ft **True Area:** 1,780.18 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: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4640 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 700.00 Ft **Width:** 200.00 Ft **True Area:**127,170.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: MILL AND OVERLAY
12/25/1999	NU-IN	New Construction - Initial	\$0	0.00	True	EST. CONST. SECTION UNKNOWN

Network: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 4645 **Surface:** AAC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 180.00 Ft **Width:** 100.00 Ft **True Area:** 17,956.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: MILL AND OVERLAY
12/25/1999	NU-IN	New Construction - Initial	\$0	0.00	True	EST. CONST. SECT UNKNOWN

Network: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 601 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 185.00 Ft **Width:** 20.00 Ft **True Area:** 3,761.78 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: LAL **Branch:** AP NW **(NORTHWEST APRON)** **Section:** 602 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 160.00 Ft **Width:** 20.00 Ft **True Area:** 3,272.84 SqF

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

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL **Branch:** AP RU SW (SOUTHWEST APRON RUN-UP) **Section:** 5105 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 7,735.00 SqF

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

Network: LAL **Branch:** AP S (SOUTH APRON) **Section:** 4507 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** APRON **Rank P Length:** 90.00 Ft **Width:** 150.00 Ft **True Area:** 4,612.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** AP S (SOUTH APRON) **Section:** 4510 **Surface:** AC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 700.00 Ft **Width:** 450.00 Ft **True Area:**201,818.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	NU-IN	New Construction - Initial	\$0	4.00	True	2015: 4" P-401, 12" P-211, COMPACTED SUBGRADE

Network: LAL **Branch:** AP S (SOUTH APRON) **Section:** 4512 **Surface:** AC
L.C.D.: 01/01/2015 **Use:** APRON **Rank P Length:** 300.00 Ft **Width:** 55.00 Ft **True Area:** 14,760.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	NU-IN	New Construction - Initial	\$0	4.00	True	2015: 4" P-401, 12" P-211, COMPACTED SUBGRADE

Network: LAL **Branch:** AP SE (SOUTHEAST APRON) **Section:** 4307 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** APRON **Rank P Length:** 90.00 Ft **Width:** 50.00 Ft **True Area:** 5,198.95 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** AP SE (SOUTHEAST APRON) **Section:** 4310 **Surface:** AAC
L.C.D.: 01/01/2005 **Use:** APRON **Rank P Length:** 475.00 Ft **Width:** 300.00 Ft **True Area:**142,874.10 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	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** AP SE (SOUTHEAST APRON) **Section:** 4312 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 260.00 Ft **Width:** 50.00 Ft **True Area:** 13,033.36 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: LAL **Branch:** AP SE (SOUTHEAST APRON) **Section:** 4315 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 500.00 Ft **Width:** 240.00 Ft **True Area:**120,708.73 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: LAL **Branch:** AP SE (SOUTHEAST APRON) **Section:** 4317 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 100.00 Ft **Width:** 50.00 Ft **True Area:** 5,323.38 SqF

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

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL Branch: AP SW (SOUTHWEST APRON) Section: 4405 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 250.00 Ft Width: 50.00 Ft True Area: 12,763.37 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: LAL Branch: AP SW (SOUTHWEST APRON) Section: 4407 Surface: PCC
 L.C.D.: 01/01/1944 Use: APRON Rank P Length: 150.00 Ft Width: 200.00 Ft True Area: 38,471.42 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: AP SW (SOUTHWEST APRON) Section: 4410 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 290.00 Ft Width: 50.00 Ft True Area: 14,742.11 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: LAL Branch: AP SW (SOUTHWEST APRON) Section: 4412 Surface: PCC
 L.C.D.: 01/01/1944 Use: APRON Rank P Length: 50.00 Ft Width: 80.00 Ft True Area: 4,702.79 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6215 Surface: AC
 L.C.D.: 01/01/2005 Use: RUNWAY Rank P Length: 2,500.00 Ft Width: 100.00 Ft True Area:252,489.21 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 8" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY		1.00	True	1984 1" MIN P-401 OL
01/01/1966	IMPORTED	OVERLAY		1.50	True	1966 1.5" P-401 OL
01/01/1944	IMPORTED	BUILT		1.50	True	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6220 Surface: AC
 L.C.D.: 01/01/2005 Use: RUNWAY Rank P Length: 2,500.00 Ft Width: 50.00 Ft True Area:126,244.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 8" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY		1.00	True	1984 1" MIN P-401 OL
01/01/1966	IMPORTED	OVERLAY		1.50	True	1966 1.5" P-401 OL
01/01/1944	IMPORTED	BUILT		1.50	True	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6245 Surface: AC
 L.C.D.: 01/01/2005 Use: RUNWAY Rank P Length: 1,600.00 Ft Width: 100.00 Ft True Area:166,235.52 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 8" P-211, 12" P-160
01/01/1944	IMPORTED	BUILT			True	1944 PCC

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6250 Surface: AC
 L.C.D.: 01/01/2005 Use: RUNWAY Rank P Length: 1,600.00 Ft Width: 50.00 Ft True Area: 83,117.61 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 8" P-211, 12" P-160
01/01/1944	IMPORTED	BUILT			True	1944 PCC

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6255 Surface: AC
 L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 800.00 Ft Width: 100.00 Ft True Area: 39,540.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6260 Surface: AC
 L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 800.00 Ft Width: 50.00 Ft True Area: 19,770.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6265 Surface: AAC
 L.C.D.: 01/01/2014 Use: RUNWAY Rank P Length: 800.00 Ft Width: 100.00 Ft True Area: 42,228.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	4" MILL AND OVERLAY
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: RW 5-23 (RUNWAY 5-23) Section: 6270 Surface: AAC
 L.C.D.: 01/01/2014 Use: RUNWAY Rank P Length: 800.00 Ft Width: 50.00 Ft True Area: 21,114.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	4" MILL AND OVERLAY
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6105 Surface: AAC
 L.C.D.: 01/01/2014 Use: RUNWAY Rank T Length: 2,550.00 Ft Width: 100.00 Ft True Area:250,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 4" P401 Mill and Overlay
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 ON 12" P211

Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6110 Surface: AAC
 L.C.D.: 01/01/2014 Use: RUNWAY Rank P Length: 2,550.00 Ft Width: 50.00 Ft True Area:125,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 ON 12" P211

Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6115 Surface: AC
 L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 950.00 Ft Width: 100.00 Ft True Area:100,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	OVERLAY		2.00	True	1989 1.5-2" P-401 1" P-211
01/01/1967	IMPORTED	BUILT		2.00	True	1967 2" P-401 ON P-211

Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6125 Surface: AC
 L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 950.00 Ft Width: 50.00 Ft True Area: 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160

Date:05/14/2015

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Pavement Database:FDOT

01/01/1989	IMPORTED	OVERLAY		1.50	True	1989 1.5" P-401 OL
01/01/1967	IMPORTED	BUILT		2.00	True	1967 2" P-401 ON P-211
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6130 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 300.00 Ft Width: 100.00 Ft True Area: 30.000.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 8" P-211 8" LIMEROCK
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6135 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 300.00 Ft Width: 50.00 Ft True Area: 15.000.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 8" P-211 8" LIMEROCK
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6140 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 140.00 Ft Width: 50.00 Ft True Area: 7.291.86 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 4" P-211
01/01/1989	IMPORTED	OVERLAY			True	EXISTING LIMEROCK
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6145 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 3.600.00 Ft Width: 50.00 Ft True Area: 180.000.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	BUILT		1.50	True	1989 1.5" P-401 OL ON EXISTING PAV'T
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6150 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 3.793.00 Ft Width: 100.00 Ft True Area: 379.333.33 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1989	IMPORTED	BUILT		2.00	True	1989 1.5-2" P-401 4" P-211 ON LIMEROCK
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6155 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 394.00 Ft Width: 100.00 Ft True Area: 15.667.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY			True	1984 P-401 WEDGE
01/01/1964	IMPORTED	BUILT		1.50	True	1964 1.5" P-401 ON EXISTING PAV'T
Network: LAL Branch: RW 9-27 (RUNWAY 9-27) Section: 6160 Surface: AC L.C.D.: 01/01/2000 Use: RUNWAY Rank P Length: 400.00 Ft Width: 50.00 Ft True Area: 10.145.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY			True	1984 P-401 WEDGE
01/01/1964	IMPORTED	BUILT		1.50	True	1964 1.5" P-401 ON EXISTING PAV'T

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL **Branch:** RW 9-27 **(RUNWAY 9-27)** **Section:** 6165 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank P Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 40,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 4" P-401 MILL AND OVERLAY
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 8" P-211 8" STAB LIMEROCK

Network: LAL **Branch:** RW 9-27 **(RUNWAY 9-27)** **Section:** 6170 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank P Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 4" P-401 MILL AND OVERLAY
01/01/2000	SR-AC	Surface Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1989	IMPORTED	BUILT		2.00	True	1989 2" P-401 8" P-211 8" LIMEROCK

Network: LAL **Branch:** RW 9-27 **(RUNWAY 9-27)** **Section:** 6175 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank P Length:** 394.00 Ft **Width:** 100.00 Ft **True Area:** 17,790.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 4" MILL AND OVERLAY
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY	\$0	0.00	True	1984 P-401 WEDGE
01/01/1964	IMPORTED	BUILT	\$0	1.50	True	1964 1.5" P-401 ON EXISTING PAV'T

Network: LAL **Branch:** RW 9-27 **(RUNWAY 9-27)** **Section:** 6180 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank P Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 11,957.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	\$0	0.00	True	2014: 4" P-401 MILL AND OVERLAY
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1984	IMPORTED	OVERLAY	\$0	0.00	True	1984 P-401 WEDGE
01/01/1964	IMPORTED	BUILT	\$0	1.50	True	1964 1.5" P-401 ON EXISTING PAV'T

Network: LAL **Branch:** TW A **(TAXIWAY A)** **Section:** 110 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank P Length:** 4,500.00 Ft **Width:** 12.50 Ft **True Area:** 56,513.47 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		12.00	True	12" P211 ON 12" P160
01/01/1998	IMPORTED	OVERLAY		3.00	True	1998 3" P401 ON

Network: LAL **Branch:** TW A **(TAXIWAY A)** **Section:** 130 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank P Length:** 3,700.00 Ft **Width:** 75.00 Ft **True Area:**283,621.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		3.00	True	1998 3" P401 ON 12" P211 ON 12" P160

Network: LAL **Branch:** TW A **(TAXIWAY A)** **Section:** 131 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank P Length:** 650.00 Ft **Width:** 75.00 Ft **True Area:** 57,956.51 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	3" P-401, 8" P-211, 12" P-160

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: TW A (TAXIWAY A) Section: 150 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 2,000.00 Ft Width: 50.00 Ft True Area:107,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1984	IMPORTED	OVERLAY			True	1984 P-401 WEDGE
01/01/1972	IMPORTED	BUILT		2.00	True	1972 2" P-401 8" P-211

Network: LAL Branch: TW A (TAXIWAY A) Section: 151 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 91.00 Ft Width: 75.00 Ft True Area: 10,104.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1984	OL-AS	Overlay - AC Structural	\$0	0.00	True	1984 P-401 WEDGE
01/01/1972	INITIAL	Initial Construction	\$0	2.00	True	1972 2" P-401 8" P-211

Network: LAL Branch: TW A1 (TAXIWAY A1) Section: 105 Surface: AC
 L.C.D.: 01/01/1999 Use: TAXIWAY Rank T Length: 3,700.00 Ft Width: 50.00 Ft True Area:186,961.21 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	3" P-401, 8" P-211, 12" P-160
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAL Branch: TW A2 (TAXIWAY A2) Section: 115 Surface: AC
 L.C.D.: 01/01/1993 Use: TAXIWAY Rank P Length: 400.00 Ft Width: 60.00 Ft True Area: 30,486.61 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAL Branch: TW A3 (TAXIWAY A3) Section: 120 Surface: AC
 L.C.D.: 01/01/1993 Use: TAXIWAY Rank P Length: 500.00 Ft Width: 50.00 Ft True Area: 25,137.41 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT		3.00	True	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAL Branch: TW A4 (TAXIWAY A4) Section: 133 Surface: AAC
 L.C.D.: 01/01/1986 Use: TAXIWAY Rank P Length: 500.00 Ft Width: 50.00 Ft True Area: 25,272.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		3.00	True	3" BIT 8" LIMEROCK
01/01/1986	IMPORTED	BUILT		1.00	True	1986 1" P-401 OL

Network: LAL Branch: TW A5 (TAXIWAY A5) Section: 155 Surface: AC
 L.C.D.: 01/01/1999 Use: TAXIWAY Rank P Length: 1,300.00 Ft Width: 50.00 Ft True Area: 65,574.52 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	3" P-401, 10" P-211, 12" P-160
01/01/1962	IMPORTED	BUILT			True	EST 1962 BIT

Network: LAL Branch: TW B (TAXIWAY B) Section: 205 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank T Length: 450.00 Ft Width: 90.00 Ft True Area: 49,987.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	
01/01/1999	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	3" P-401, 8" P-211, 12" P-160

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: TW B (TAXIWAY B) Section: 207 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 320.00 Ft Width: 60.00 Ft True Area: 19,793.83 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	
01/01/1999	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	3" P-401, 8" P-211, 12" P-160

Network: LAL Branch: TW B (TAXIWAY B) Section: 210 Surface: AC
 L.C.D.: 01/01/2003 Use: TAXIWAY Rank P Length: 2,600.00 Ft Width: 75.00 Ft True Area: 199,859.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 20" P-154, 14" P-152
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW B (TAXIWAY B) Section: 215 Surface: AC
 L.C.D.: 01/01/2013 Use: TAXIWAY Rank P Length: 50.00 Ft Width: 300.00 Ft True Area: 15,351.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	\$0	4.00	True	2013: 4" P-401, 18" P-211

Network: LAL Branch: TW B3 (TAXIWAY B3) Section: 230 Surface: AC
 L.C.D.: 09/01/2012 Use: TAXIWAY Rank P Length: 100.00 Ft Width: 300.00 Ft True Area: 25,462.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
09/01/2012	NU-IN	New Construction - Initial	\$0	0.00	True	2012: 4" P-401, 18" P-211

Network: LAL Branch: TW C (TAXIWAY C) Section: 305 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank T Length: 330.00 Ft Width: 300.00 Ft True Area: 99,742.24 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1972	IMPORTED	BUILT		2.00	True	1972 2" P-401 8" LIMEROCK

Network: LAL Branch: TW C (TAXIWAY C) Section: 307 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 330.00 Ft Width: 100.00 Ft True Area: 33,900.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	NC-AC	New Construction - AC	\$0	3.00	True	2000 3" P-401, 10" P-211, 12" P-160, 8" P-152
01/01/1972	INITIAL	Initial Construction	\$0	2.00	True	1972 2" P-401, 8" LIMEROCK

Network: LAL Branch: TW C (TAXIWAY C) Section: 310 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 900.00 Ft Width: 80.00 Ft True Area: 79,390.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 20" P-154, 14" P-152
01/01/1992	IMPORTED	BUILT		1.50	True	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAL Branch: TW D (TAXIWAY D) Section: 1220 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 1,700.00 Ft Width: 40.00 Ft True Area: 68,854.35 SqF

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

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: TW D (TAXIWAY D) Section: 405 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 2,100.00 Ft Width: 50.00 Ft True Area: 63,620.00 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: LAL Branch: TW D (TAXIWAY D) Section: 410 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 900.00 Ft Width: 50.00 Ft True Area: 46,311.41 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: LAL Branch: TW D (TAXIWAY D) Section: 415 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 120.00 Ft Width: 50.00 Ft True Area: 6,058.11 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: LAL Branch: TW D (TAXIWAY D) Section: 417 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 90.00 Ft Width: 50.00 Ft True Area: 4,632.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW D (TAXIWAY D) Section: 420 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 145.00 Ft Width: 50.00 Ft True Area: 7,471.00 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: LAL Branch: TW D (TAXIWAY D) Section: 422 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 90.00 Ft Width: 50.00 Ft True Area: 4,584.93 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW D (TAXIWAY D) Section: 425 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 360.00 Ft Width: 50.00 Ft True Area: 18,724.88 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: LAL Branch: TW D (TAXIWAY D) Section: 430 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 120.00 Ft Width: 50.00 Ft True Area: 6,071.61 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: LAL Branch: TW D (TAXIWAY D) Section: 440 Surface: AAC
 L.C.D.: 01/01/2013 Use: TAXIWAY Rank P Length: 2,100.00 Ft Width: 50.00 Ft True Area: 40,789.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	\$0	0.00	True	2013: 2" P-401 Mill and Overlay
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: TW E (TAXIWAY E) Section: 510 Surface: AC
 L.C.D.: 01/01/1992 Use: TAXIWAY Rank P Length: 3,000.00 Ft Width: 50.00 Ft True Area:157,401.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		1.50	True	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAL Branch: TW E (TAXIWAY E) Section: 515 Surface: AC
 L.C.D.: 01/01/1962 Use: TAXIWAY Rank P Length: 600.00 Ft Width: 50.00 Ft True Area: 32.281.62 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	ST-ST	Surface Treatment - Sand Tar			False	1992 CHIP SEAL
01/01/1962	IMPORTED	OVERLAY			True	EST 1962 BIT

Network: LAL Branch: TW E (TAXIWAY E) Section: 520 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 280.00 Ft Width: 100.00 Ft True Area: 28,549.08 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	IMPORTED	BUILT			True	1944 PCC

Network: LAL Branch: TW E (TAXIWAY E) Section: 525 Surface: AC
 L.C.D.: 01/01/1964 Use: TAXIWAY Rank P Length: 2,600.00 Ft Width: 40.00 Ft True Area:106,549.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	REPAIR			False	1992 CHIP SEAL
01/01/1964	IMPORTED	BUILT			True	1964 BIT SECTION UNKNOWN

Network: LAL Branch: TW E (TAXIWAY E) Section: 530 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 45.00 Ft True Area: 9,326.75 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: LAL Branch: TW E (TAXIWAY E) Section: 535 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 50.00 Ft True Area: 10,473.10 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: LAL Branch: TW E (TAXIWAY E) Section: 537 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 70.00 Ft Width: 50.00 Ft True Area: 3,544.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW E (TAXIWAY E) Section: 540 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 225.00 Ft Width: 50.00 Ft True Area: 11,281.87 SqF

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

Network: LAL Branch: TW E (TAXIWAY E) Section: 545 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 160.00 Ft Width: 50.00 Ft True Area: 8,501.23 SqF

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

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL Branch: TW E1 (TAXIWAY E1) Section: 550 Surface: AC
 L.C.D.: 03/01/2014 Use: TAXIWAY Rank P Length: 2,000.00 Ft Width: 50.00 Ft True Area:101,859.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2014	NU-IN	New Construction - Initial	\$0	4.00	True	2014: 4" P-401, 18" P-211, 12" COMPACTED SUBGRADE (P-152)

Network: LAL Branch: TW F (TAXIWAY F) Section: 615 Surface: AC
 L.C.D.: 01/01/1986 Use: TAXIWAY Rank P Length: 2,430.00 Ft Width: 50.00 Ft True Area:111,070.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT		1.00	True	1986 1" P-401
01/01/1986	IMPORTED	OVERLAY		3.00	True	3" BIT 8" LIMEROCK

Network: LAL Branch: TW F (TAXIWAY F) Section: 617 Surface: AC
 L.C.D.: 01/01/1986 Use: TAXIWAY Rank P Length: 100.00 Ft Width: 50.00 Ft True Area: 5,107.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW F (TAXIWAY F) Section: 619 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 90.00 Ft Width: 50.00 Ft True Area: 4,590.87 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW G (TAXIWAY G) Section: 605 Surface: AC
 L.C.D.: 01/01/2003 Use: TAXIWAY Rank T Length: 1,300.00 Ft Width: 50.00 Ft True Area: 68,220.47 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	CR-AC	Complete Reconstruction - AC	\$0	3.00	True	3" P-401, 10" P-211, 12" P-154
01/01/2003	SS-FS	Surface Seal - Fog Seal	\$0	0.00	False	SEAL COAT APPLIED
01/01/1986	IMPORTED	OVERLAY		1.00	True	1986 1" P-401 OL
01/01/1962	IMPORTED	BUILT		1.25	True	1962 1.25" P-401 OL ON EXISTING

Network: LAL Branch: TW G (TAXIWAY G) Section: 620 Surface: AC
 L.C.D.: 01/01/1998 Use: TAXIWAY Rank P Length: 840.00 Ft Width: 50.00 Ft True Area: 42,898.89 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		3.00	True	1998 3" P401 ON 8" P211 ON 12" P160

Network: LAL Branch: TW G (TAXIWAY G) Section: 625 Surface: AC
 L.C.D.: 01/01/2011 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 80.00 Ft True Area: 18,308.47 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	NC-AC	New Construction - AC	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW H (TAXIWAY H) Section: 805 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 2,200.00 Ft Width: 50.00 Ft True Area:110,979.10 SqF

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

Date:05/14/2015

Work History Report

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Pavement Database:FDOT

Network: LAL **Branch:** TW H **(TAXIWAY H)** **Section:** 810 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank P Length:** 800.00 Ft **Width:** 50.00 Ft **True Area:** 40,349.95 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	NC-AC	New Construction - AC	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** TW H **(TAXIWAY H)** **Section:** 820 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank P Length:** 170.00 Ft **Width:** 50.00 Ft **True Area:** 8,989.59 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: LAL **Branch:** TW H **(TAXIWAY H)** **Section:** 822 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** TAXIWAY **Rank P Length:** 90.00 Ft **Width:** 50.00 Ft **True Area:** 4,846.21 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** TW J **(TAXIWAY J)** **Section:** 1105 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank P Length:** 480.00 Ft **Width:** 100.00 Ft **True Area:** 48,758.74 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL **Branch:** TW J **(TAXIWAY J)** **Section:** 245 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 36,526.51 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: LAL **Branch:** TW K **(TAXIWAY K)** **Section:** 238 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank P Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 18,154.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	HI-AG	New Construction	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	5" P-401, 8" P-211, 12" P-160, 20" P-152

Network: LAL **Branch:** TW K **(TAXIWAY K)** **Section:** 240 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 35,856.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	5" P401, 8" P-211, 12" P-160, 20" P-152

Network: LAL **Branch:** TW L **(TAXIWAY L)** **Section:** 1201 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** TAXIWAY **Rank P Length:** 70.00 Ft **Width:** 50.00 Ft **True Area:** 3,693.00 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: LAL **Branch:** TW L **(TAXIWAY L)** **Section:** 1203 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** TAXIWAY **Rank P Length:** 190.00 Ft **Width:** 50.00 Ft **True Area:** 9,864.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Date:05/14/2015

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Pavement Database:FDOT

Network: LAL Branch: TW L (TAXIWAY L) Section: 1205 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 1,600.00 Ft Width: 40.00 Ft True Area: 66,331.67 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: LAL Branch: TW P (TAXIWAY P) Section: 1605 Surface: AAC
 L.C.D.: 01/01/2008 Use: TAXIWAY Rank P Length: 5,000.00 Ft Width: 50.00 Ft True Area: 254,930.98 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1996	IMPORTED	BUILT		12.00	True	1996 12" P211 ON 12" P160
01/01/1996	IMPORTED	OVERLAY		3.00	True	1996 3" P401

Network: LAL Branch: TW P2 (TAXIWAY P2) Section: 1610 Surface: AAC
 L.C.D.: 01/01/2008 Use: TAXIWAY Rank P Length: 500.00 Ft Width: 50.00 Ft True Area: 29,679.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1996	IMPORTED	BUILT		12.00	True	1996 12" P211 ON 12" P160
01/01/1996	IMPORTED	OVERLAY		3.00	True	1996 3" P401 ON

Network: LAL Branch: TW S (TAXIWAY S) Section: 905 Surface: AC
 L.C.D.: 01/01/1992 Use: TAXIWAY Rank T Length: 2,100.00 Ft Width: 50.00 Ft True Area: 105,514.24 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		1.50	True	1992 1.5" P-401 EXISTING LIMEROCK

Network: LAL Branch: TW S (TAXIWAY S) Section: 915 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 230.00 Ft Width: 50.00 Ft True Area: 11,498.76 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: LAL Branch: TW S (TAXIWAY S) Section: 917 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 50.00 Ft Width: 90.00 Ft True Area: 4,533.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW S (TAXIWAY S) Section: 920 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 90.00 Ft Width: 50.00 Ft True Area: 4,962.69 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: LAL Branch: TW S (TAXIWAY S) Section: 922 Surface: PCC
 L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 50.00 Ft Width: 90.00 Ft True Area: 4,572.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Network: LAL Branch: TW S (TAXIWAY S) Section: 925 Surface: AC
 L.C.D.: 12/25/1999 Use: TAXIWAY Rank P Length: 280.00 Ft Width: 50.00 Ft True Area: 14,431.54 SqF

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

Date:05/14/2015		Work History Report			16 of 17	
Pavement Database:FDOT						
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	
Network: LAL Branch: TW S (TAXIWAY S) Section: 927 Surface: PCC L.C.D.: 01/01/1944 Use: TAXIWAY Rank P Length: 50.00 Ft Width: 90.00 Ft True Area: 4,823.65 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	INITIAL	Initial Construction	\$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	41	3,898,584.77	2.86	2.95
Complete Reconstruction - AC	30	2,495,182.66	2.20	1.35
Initial Construction	69	2,061,271.00	.08	.37
MILL and OVERLAY	20	1,597,174.71	.00	.00
New Construction	1	18,154.55	.00	
New Construction - AC	3	92,559.39	1.00	1.73
New Construction - Initial	15	1,064,494.00	1.33	1.95
OVERLAY	20	1,729,681.04	1.77	1.07
Overlay - AC Structural	2	37,575.73	.50	.71
REPAIR	1	106,549.96		
Surface Reconstruction - AC	1	20,000.00	3.00	
Surface Seal - Fog Seal	1	68,220.47	.00	
Surface Treatment - Sand Tar	1	32,281.62		
Surface Treatment - Slurry Seal	1	132,699.49	.00	

APPENDIX B

- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY

NUMBER	DATE	REVISIONS					
DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2015

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 5-23	RW 5-23	RUNWAY	6270	21,114	P	AAC	100	Good	2	5
RUNWAY 5-23	RW 5-23	RUNWAY	6265	42,228	P	AAC	100	Good	2	8
RUNWAY 5-23	RW 5-23	RUNWAY	6260	19,770	P	AC	75	Satisfactory	1	4
RUNWAY 5-23	RW 5-23	RUNWAY	6255	39,540	P	AC	72	Satisfactory	2	8
RUNWAY 5-23	RW 5-23	RUNWAY	6250	83,118	P	AC	71	Satisfactory	5	17
RUNWAY 5-23	RW 5-23	RUNWAY	6245	166,236	P	AC	72	Satisfactory	7	34
RUNWAY 5-23	RW 5-23	RUNWAY	6220	126,245	P	AC	73	Satisfactory	5	26
RUNWAY 5-23	RW 5-23	RUNWAY	6215	252,489	P	AC	69	Fair	11	51
RUNWAY 9-27	RW 9-27	RUNWAY	6180	11,957	P	AAC	100	Good	1	3
RUNWAY 9-27	RW 9-27	RUNWAY	6175	17,790	P	AAC	100	Good	2	5
RUNWAY 9-27	RW 9-27	RUNWAY	6170	20,000	P	AAC	100	Good	1	4
RUNWAY 9-27	RW 9-27	RUNWAY	6165	40,000	P	AAC	100	Good	3	8
RUNWAY 9-27	RW 9-27	RUNWAY	6160	10,145	P	AC	67	Fair	1	2
RUNWAY 9-27	RW 9-27	RUNWAY	6155	15,667	P	AC	69	Fair	1	3
RUNWAY 9-27	RW 9-27	RUNWAY	6150	379,333	P	AC	69	Fair	15	74
RUNWAY 9-27	RW 9-27	RUNWAY	6145	180,000	P	AC	80	Satisfactory	7	36
RUNWAY 9-27	RW 9-27	RUNWAY	6140	7,292	P	AC	77	Satisfactory	1	2
RUNWAY 9-27	RW 9-27	RUNWAY	6135	15,000	P	AC	86	Good	1	4
RUNWAY 9-27	RW 9-27	RUNWAY	6130	30,000	P	AC	70	Fair	2	6
RUNWAY 9-27	RW 9-27	RUNWAY	6125	50,000	P	AC	86	Good	3	12
RUNWAY 9-27	RW 9-27	RUNWAY	6115	100,000	P	AC	72	Satisfactory	5	20
RUNWAY 9-27	RW 9-27	RUNWAY	6110	125,000	P	AAC	100	Good	5	26
RUNWAY 9-27	RW 9-27	RUNWAY	6105	250,000	T	AAC	100	Good	11	50
SOUTHWEST APRON RUN-UP	AP RU SW	APRON	5105	7,735	P	AC	59	Fair	1	2
CENTER APRON	AP CENTER	APRON	4715	27,388	P	AC	100	Good	1	5



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Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
CENTER APRON	AP CENTER	APRON	4710	47,866	P	AAC	100	Good	1	9
CENTER APRON	AP CENTER	APRON	4705	226,994	P	AAC	100	Good	5	47
NORTHWEST APRON	AP NW	APRON	4645	17,956	P	AAC	100	Good	1	4
NORTHWEST APRON	AP NW	APRON	4640	127,170	P	AAC	100	Good	3	28
NORTHWEST APRON	AP NW	APRON	4630	1,780	P	PCC	70	Fair	1	1
NORTHWEST APRON	AP NW	APRON	4625	26,470	P	AC	72	Satisfactory	1	6
NORTHWEST APRON	AP NW	APRON	4620	18,190	P	PCC	36	Very Poor	1	4
NORTHWEST APRON	AP NW	APRON	4615	33,325	P	PCC	0	Failed	1	9
NORTHWEST APRON	AP NW	APRON	4612	7,289	P	PCC	13	Serious	1	1
NORTHWEST APRON	AP NW	APRON	4610	9,949	P	AC	64	Fair	1	2
NORTHWEST APRON	AP NW	APRON	4605	40,952	P	AC	69	Fair	1	9
SOUTH APRON	AP S	APRON	4512	14,760	P	AC	100	Good	1	3
SOUTH APRON	AP S	APRON	4510	201,818	P	AC	100	Good	5	41
SOUTH APRON	AP S	APRON	4507	4,612	P	PCC	47	Poor	1	1
SOUTHWEST APRON	AP SW	APRON	4412	4,703	P	PCC	52	Poor	1	1
SOUTHWEST APRON	AP SW	APRON	4410	14,742	P	AC	13	Serious	1	2
SOUTHWEST APRON	AP SW	APRON	4407	38,471	P	PCC	32	Very Poor	2	7
SOUTHWEST APRON	AP SW	APRON	4405	12,763	P	AC	40	Very Poor	1	2
SOUTHEAST APRON	AP SE	APRON	4317	5,323	P	AC	46	Poor	1	1
SOUTHEAST APRON	AP SE	APRON	4315	120,709	P	PCC	8	Failed	2	13
SOUTHEAST APRON	AP SE	APRON	4312	13,033	P	AC	51	Poor	1	5
SOUTHEAST APRON	AP SE	APRON	4310	142,874	P	AAC	88	Good	4	30
SOUTHEAST APRON	AP SE	APRON	4307	5,199	P	PCC	31	Very Poor	1	1
NORTHEAST APRON	AP NE	APRON	4215	10,574	P	AC	39	Very Poor	1	2
NORTH APRON	AP N	APRON	4150	61,106	P	AAC	100	Good	2	14
NORTH APRON	AP N	APRON	4145	37,818	P	AC	96	Good	1	9
NORTH APRON	AP N	APRON	4140	132,699	P	AC	66	Fair	3	29

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRON	AP N	APRON	4130	16,359	P	PCC	25	Serious	1	2
NORTH APRON	AP N	APRON	4125	63,045	P	AC	22	Serious	2	12
NORTH APRON	AP N	APRON	4123	83,610	P	AC	96	Good	3	17
NORTH APRON	AP N	APRON	4115	138,049	P	AC	100	Good	3	29
NORTH APRON	AP N	APRON	4105	73,769	P	AAC	100	Good	2	15
TAXIWAY P2	TW P2	TAXIWAY	1610	29,680	P	AAC	70	Fair	1	6
TAXIWAY P	TW P	TAXIWAY	1605	254,931	P	AAC	73	Satisfactory	6	50
TAXIWAY D	TW D	TAXIWAY	1220	68,854	P	AC	72	Satisfactory	2	17
TAXIWAY L	TW L	TAXIWAY	1205	66,332	P	AC	72	Satisfactory	2	13
TAXIWAY L	TW L	TAXIWAY	1203	9,864	P	PCC	31	Very Poor	1	2
TAXIWAY L	TW L	TAXIWAY	1201	3,693	P	AC	69	Fair	1	1
TAXIWAY J	TW J	TAXIWAY	1105	48,759	P	AC	96	Good	1	9
TAXIWAY S	TW S	TAXIWAY	927	4,824	P	PCC	19	Serious	1	1
TAXIWAY S	TW S	TAXIWAY	925	14,432	P	AC	41	Poor	1	3
TAXIWAY S	TW S	TAXIWAY	922	4,572	P	PCC	9	Failed	1	1
TAXIWAY S	TW S	TAXIWAY	920	4,963	P	AC	57	Fair	1	1
TAXIWAY S	TW S	TAXIWAY	917	4,533	P	PCC	11	Serious	1	1
TAXIWAY S	TW S	TAXIWAY	915	11,499	P	AC	17	Serious	1	2
TAXIWAY S	TW S	TAXIWAY	905	105,514	T	AC	58	Fair	3	20
TAXIWAY H	TW H	TAXIWAY	822	4,846	P	PCC	33	Very Poor	1	1
TAXIWAY H	TW H	TAXIWAY	820	8,990	P	AC	51	Poor	1	2
TAXIWAY H	TW H	TAXIWAY	810	40,350	P	AC	100	Good	1	9
TAXIWAY H	TW H	TAXIWAY	805	110,979	P	AC	53	Poor	3	23
CENTER APRON	AP CENTER	APRON	715	18,480	P	AAC	100	Good	1	6
TAXIWAY G	TW G	TAXIWAY	625	18,308	P	AC	100	Good	1	1
TAXIWAY G	TW G	TAXIWAY	620	42,899	P	AC	67	Fair	1	8
TAXIWAY F	TW F	TAXIWAY	619	4,591	P	PCC	24	Serious	1	1



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Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY F	TW F	TAXIWAY	617	5,108	P	AC	16	Serious	1	1
TAXIWAY F	TW F	TAXIWAY	615	111,070	P	AC	58	Fair	3	22
TAXIWAY G	TW G	TAXIWAY	605	68,220	T	AC	56	Fair	3	14
NORTHWEST APRON	AP NW	APRON	602	3,273	P	PCC	12	Serious	1	3
NORTHWEST APRON	AP NW	APRON	601	3,762	P	PCC	12	Serious	1	3
TAXIWAY E1	TW E1	TAXIWAY	550	101,859	P	AC	100	Good	3	20
TAXIWAY E	TW E	TAXIWAY	545	8,501	P	AC	63	Fair	1	2
TAXIWAY E	TW E	TAXIWAY	540	11,282	P	AC	62	Fair	1	3
TAXIWAY E	TW E	TAXIWAY	537	3,545	P	PCC	7	Failed	1	1
TAXIWAY E	TW E	TAXIWAY	535	10,473	P	AC	69	Fair	1	2
TAXIWAY E	TW E	TAXIWAY	530	9,327	P	AC	64	Fair	1	2
TAXIWAY E	TW E	TAXIWAY	525	106,550	P	AC	48	Poor	4	21
TAXIWAY E	TW E	TAXIWAY	520	28,549	P	PCC	6	Failed	1	6
TAXIWAY E	TW E	TAXIWAY	515	32,282	P	AC	49	Poor	2	6
TAXIWAY E	TW E	TAXIWAY	510	157,402	P	AC	67	Fair	5	32
TAXIWAY D	TW D	TAXIWAY	440	40,789	P	AAC	100	Good	3	16
TAXIWAY D	TW D	TAXIWAY	430	6,072	P	AC	68	Fair	1	1
TAXIWAY D	TW D	TAXIWAY	425	18,725	P	AC	71	Satisfactory	1	4
TAXIWAY D	TW D	TAXIWAY	422	4,585	P	PCC	33	Very Poor	1	1
TAXIWAY D	TW D	TAXIWAY	420	7,471	P	AC	55	Poor	1	1
TAXIWAY D	TW D	TAXIWAY	417	4,633	P	PCC	26	Very Poor	1	1
TAXIWAY D	TW D	TAXIWAY	415	6,058	P	AC	42	Poor	1	1
TAXIWAY D	TW D	TAXIWAY	410	46,311	P	AC	68	Fair	2	10
TAXIWAY D	TW D	TAXIWAY	405	63,620	P	AC	59	Fair	2	13
TAXIWAY C	TW C	TAXIWAY	310	79,391	P	AC	90	Good	3	19
TAXIWAY C	TW C	TAXIWAY	307	33,901	P	AC	67	Fair	1	8
TAXIWAY C	TW C	TAXIWAY	305	99,742	T	AC	71	Satisfactory	3	23

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRON	AP N	APRON	250	32,500	P	AC	100	Good	2	7
TAXIWAY J	TW J	TAXIWAY	245	36,527	P	AC	62	Fair	1	7
TAXIWAY K	TW K	TAXIWAY	240	35,856	P	AC	55	Poor	2	8
TAXIWAY K	TW K	TAXIWAY	238	18,155	P	AC	80	Satisfactory	1	5
TAXIWAY B3	TW B3	TAXIWAY	230	25,462	P	AC	100	Good	1	5
NORTH APRON	AP N	APRON	225	27,471	P	AAC	100	Good	2	7
TAXIWAY B	TW B	TAXIWAY	215	15,351	P	AC	100	Good	3	29
TAXIWAY B	TW B	TAXIWAY	210	199,860	P	AC	75	Satisfactory	5	41
TAXIWAY B	TW B	TAXIWAY	207	19,794	P	AC	60	Fair	1	4
TAXIWAY B	TW B	TAXIWAY	205	49,987	T	AC	70	Fair	2	15
TAXIWAY A5	TW A5	TAXIWAY	155	65,575	P	AC	71	Satisfactory	2	12
TAXIWAY A	TW A	TAXIWAY	151	10,105	P	AC	70	Fair	1	3
TAXIWAY A	TW A	TAXIWAY	150	107,625	P	AC	71	Satisfactory	3	29
TAXIWAY A4	TW A4	TAXIWAY	133	25,272	P	AAC	82	Satisfactory	1	6
TAXIWAY A	TW A	TAXIWAY	131	57,957	P	AC	70	Fair	2	14
TAXIWAY A	TW A	TAXIWAY	130	283,622	P	AC	74	Satisfactory	8	76
TAXIWAY A3	TW A3	TAXIWAY	120	25,137	P	AC	72	Satisfactory	1	6
TAXIWAY A2	TW A2	TAXIWAY	115	30,487	P	AC	65	Fair	1	7
TAXIWAY A	TW A	TAXIWAY	110	56,513	P	AC	73	Satisfactory	2	12
TAXIWAY A1	TW A1	TAXIWAY	105	186,961	T	AC	68	Fair	5	37

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

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /14/2015

Branch Condition Report

1 of 3

Pavement Database: FDOT NetworkID: LAL

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 CENTER (CENTER APRON)	4	1,700.00	163.75	320,728.00	APRON	100.00	0.00	100.00
AP N (NORTH APRON)	10	3,666.00	190.00	666,426.71	APRON	80.50	30.16	83.28
AP NE (NORTHEAST APRON)	1	200.00	50.00	10,573.60	APRON	39.00	0.00	39.00
AP NW (NORTHWEST APRON)	11	6,250.00	59.09	290,116.17	APRON	49.82	34.89	71.83
AP RU SW (SOUTHWEST APRON RUN-UP)	1	200.00	50.00	7,735.00	APRON	59.00	0.00	59.00
AP S (SOUTH APRON)	3	1,090.00	218.33	221,190.00	APRON	82.33	24.98	98.89
AP SE (SOUTHEAST APRON)	5	1,425.00	138.00	287,138.52	APRON	44.80	26.27	50.88
AP SW (SOUTHWEST APRON)	4	740.00	95.00	70,679.69	APRON	34.25	14.18	30.81
RW 5-23 (RUNWAY 5-23)	8	11,400.00	75.00	750,738.94	RUNWAY	79.00	12.23	73.49
RW 9-27 (RUNWAY 9-27)	15	17,321.00	73.33	1,252,184.19	RUNWAY	85.07	13.34	83.26
TW A (TAXIWAY A)	5	10,941.00	57.50	515,821.49	TAXIWAY	71.60	1.62	72.74
TW A1 (TAXIWAY A1)	1	3,700.00	50.00	186,961.21	TAXIWAY	68.00	0.00	68.00
TW A2 (TAXIWAY A2)	1	400.00	60.00	30,486.61	TAXIWAY	65.00	0.00	65.00
TW A3 (TAXIWAY A3)	1	500.00	50.00	25,137.41	TAXIWAY	72.00	0.00	72.00
TW A4 (TAXIWAY A4)	1	500.00	50.00	25,272.35	TAXIWAY	82.00	0.00	82.00
TW A5 (TAXIWAY A5)	1	1,300.00	50.00	65,574.52	TAXIWAY	71.00	0.00	71.00

Date: 5 /14/2015

Branch Condition Report

2 of 3

Pavement Database: FDOT NetworkID: LAL

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 B (TAXIWAY B)	4	3,420.00	131.25	284,991.79	TAXIWAY	76.25	14.74	74.43
TW B3 (TAXIWAY B3)	1	100.00	300.00	25,462.00	TAXIWAY	100.00	0.00	100.00
TW C (TAXIWAY C)	3	1,560.00	160.00	213,033.74	TAXIWAY	76.00	10.03	77.44
TW D (TAXIWAY D)	10	7,725.00	49.00	267,117.84	TAXIWAY	59.40	20.55	69.70
TW E (TAXIWAY E)	9	7,335.00	53.89	367,910.25	TAXIWAY	48.33	23.39	54.34
TW E1 (TAXIWAY E1)	1	2,000.00	50.00	101,859.00	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F)	3	2,620.00	50.00	120,768.45	TAXIWAY	32.67	18.21	54.93
TW G (TAXIWAY G)	3	2,340.00	60.00	129,427.83	TAXIWAY	74.33	18.70	65.87
TW H (TAXIWAY H)	4	3,260.00	50.00	165,164.85	TAXIWAY	59.25	24.78	63.79
TW J (TAXIWAY J)	2	880.00	87.50	85,285.25	TAXIWAY	79.00	17.00	81.44
TW K (TAXIWAY K)	2	600.00	75.00	54,010.57	TAXIWAY	67.50	12.50	63.40
TW L (TAXIWAY L)	3	1,860.00	46.67	79,888.77	TAXIWAY	57.33	18.66	66.80
TW P (TAXIWAY P)	1	5,000.00	50.00	254,930.98	TAXIWAY	73.00	0.00	73.00
TW P2 (TAXIWAY P2)	1	500.00	50.00	29,679.57	TAXIWAY	70.00	0.00	70.00
TW S (TAXIWAY S)	7	2,850.00	67.14	150,336.09	TAXIWAY	30.29	19.73	49.04

Date: 5 /14/2015

Branch Condition Report

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Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	39	1,874,587.69	63.05	34.25	78.92
RUNWAY	23	2,002,923.13	82.96	13.28	79.60
TAXIWAY	64	3,179,120.57	60.25	24.18	68.97
All	126	7,056,631.39	65.26	27.63	74.63

<div> <div>Date: 5 /14/2015</div> <div> <div>Section Condition Report</div> <div> <div>Pavement Database: FDOT</div> <div>NetworkID: LAL</div> </div> </div> <div>1 of 6</div> </div>										
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4705	01/01/2014	AAC	APRON	P	0	226,994.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	4710	01/01/2014	AAC	APRON	P	0	47,866.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	4715	01/01/2014	AC	APRON	P	0	27,388.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	715	01/01/2014	AAC	APRON	P	0	18,480.00	01/01/2014	0	100.00
AP N (NORTH APRON)	225	01/01/2015	AAC	APRON	P	0	27,470.96	01/01/2015	0	100.00
AP N (NORTH APRON)	250	01/01/2015	AC	APRON	P	0	32,500.00	01/01/2015	0	100.00
AP N (NORTH APRON)	4105	01/01/2015	AAC	APRON	P	0	73,769.10	01/01/2015	0	100.00
AP N (NORTH APRON)	4115	01/01/2015	AC	APRON	P	0	138,049.00	01/01/2015	0	100.00
AP N (NORTH APRON)	4123	01/01/2011	AC	APRON	P	0	83,610.00	12/08/2014	3	96.00
AP N (NORTH APRON)	4125	01/01/1962	AC	APRON	P	0	63,045.00	12/08/2014	52	22.00
AP N (NORTH APRON)	4130	01/01/1944	PCC	APRON	P	0	16,359.37	12/08/2014	70	25.00
AP N (NORTH APRON)	4140	12/25/1999	AC	APRON	P	0	132,699.49	12/08/2014	15	66.00
AP N (NORTH APRON)	4145	01/01/2011	AC	APRON	P	0	37,817.79	12/08/2014	3	96.00
AP N (NORTH APRON)	4150	01/01/2015	AAC	APRON	P	0	61,106.00	01/01/2015	0	100.00
AP NE (NORTHEAST APRON)	4215	12/25/1999	AC	APRON	P	0	10,573.60	12/08/2014	15	39.00
AP NW (NORTHWEST APRON)	4605	12/25/1999	AC	APRON	P	0	40,952.35	12/08/2014	15	69.00
AP NW (NORTHWEST APRON)	4610	12/25/1999	AC	APRON	P	0	9,949.36	12/08/2014	15	64.00
AP NW (NORTHWEST APRON)	4612	01/01/1944	PCC	APRON	P	0	7,288.60	12/08/2014	70	13.00
AP NW (NORTHWEST APRON)	4615	12/25/1999	PCC	APRON	P	0	33,325.00	12/08/2014	15	0.00
AP NW (NORTHWEST APRON)	4620	12/25/1999	PCC	APRON	P	0	18,190.00	12/08/2014	15	36.00
AP NW (NORTHWEST APRON)	4625	12/25/1999	AC	APRON	P	0	26,470.06	12/08/2014	15	72.00
AP NW (NORTHWEST APRON)	4630	12/25/1999	PCC	APRON	P	0	1,780.18	12/08/2014	15	70.00
AP NW (NORTHWEST APRON)	4640	01/01/2015	AAC	APRON	P	0	127,170.00	01/01/2015	0	100.00
AP NW (NORTHWEST APRON)	4645	01/01/2015	AAC	APRON	P	0	17,956.00	01/01/2015	0	100.00
AP NW (NORTHWEST APRON)	601	12/25/1999	PCC	APRON	P	0	3,761.78	12/08/2014	15	12.00
AP NW (NORTHWEST APRON)	602	12/25/1999	PCC	APRON	P	0	3,272.84	12/08/2014	15	12.00
AP RU SW (SOUTHWEST APRON RUN-UP)	5105	12/25/1999	AC	APRON	P	0	7,735.00	12/08/2014	15	59.00

<div> <div>Date: 5 /14/2015</div> <div>Section Condition Report</div> <div>2 of 6</div> </div> <div> <div>Pavement Database: FDOT</div> <div>NetworkID: LAL</div> </div>										
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP S (SOUTH APRON)	4507	01/01/1944	PCC	APRON	P	0	4,612.00	12/08/2014	70	47.00
AP S (SOUTH APRON)	4510	01/01/2015	AC	APRON	P	0	201,818.00	01/01/2015	0	100.00
AP S (SOUTH APRON)	4512	01/01/2015	AC	APRON	P	0	14,760.00	01/01/2015	0	100.00
AP SE (SOUTHEAST APRON)	4307	01/01/1944	PCC	APRON	P	0	5,198.95	12/08/2014	70	31.00
AP SE (SOUTHEAST APRON)	4310	01/01/2005	AAC	APRON	P	0	142,874.10	12/08/2014	9	88.00
AP SE (SOUTHEAST APRON)	4312	12/25/1999	AC	APRON	P	0	13,033.36	12/08/2014	15	51.00
AP SE (SOUTHEAST APRON)	4315	12/25/1999	PCC	APRON	P	0	120,708.73	12/08/2014	15	8.00
AP SE (SOUTHEAST APRON)	4317	12/25/1999	AC	APRON	P	0	5,323.38	12/08/2014	15	46.00
AP SW (SOUTHWEST APRON)	4405	12/25/1999	AC	APRON	P	0	12,763.37	12/08/2014	15	40.00
AP SW (SOUTHWEST APRON)	4407	01/01/1944	PCC	APRON	P	0	38,471.42	12/08/2014	70	32.00
AP SW (SOUTHWEST APRON)	4410	12/25/1999	AC	APRON	P	0	14,742.11	12/08/2014	15	13.00
AP SW (SOUTHWEST APRON)	4412	01/01/1944	PCC	APRON	P	0	4,702.79	12/08/2014	70	52.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/2005	AC	RUNWAY	P	0	252,489.21	12/08/2014	9	69.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/2005	AC	RUNWAY	P	0	126,244.60	12/08/2014	9	73.00
RW 5-23 (RUNWAY 5-23)	6245	01/01/2005	AC	RUNWAY	P	0	166,235.52	12/08/2014	9	72.00
RW 5-23 (RUNWAY 5-23)	6250	01/01/2005	AC	RUNWAY	P	0	83,117.61	12/08/2014	9	71.00
RW 5-23 (RUNWAY 5-23)	6255	01/01/2000	AC	RUNWAY	P	0	39,540.00	12/08/2014	14	72.00
RW 5-23 (RUNWAY 5-23)	6260	01/01/2000	AC	RUNWAY	P	0	19,770.00	12/08/2014	14	75.00
RW 5-23 (RUNWAY 5-23)	6265	01/01/2014	AAC	RUNWAY	P	0	42,228.00	01/01/2014	0	100.00
RW 5-23 (RUNWAY 5-23)	6270	01/01/2014	AAC	RUNWAY	P	0	21,114.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/2014	AAC	RUNWAY	T	0	250,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/2014	AAC	RUNWAY	P	0	125,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6115	01/01/2000	AC	RUNWAY	P	0	100,000.00	12/08/2014	14	72.00
RW 9-27 (RUNWAY 9-27)	6125	01/01/2000	AC	RUNWAY	P	0	50,000.00	12/08/2014	14	86.00
RW 9-27 (RUNWAY 9-27)	6130	01/01/2000	AC	RUNWAY	P	0	30,000.00	12/08/2014	14	70.00
RW 9-27 (RUNWAY 9-27)	6135	01/01/2000	AC	RUNWAY	P	0	15,000.00	12/08/2014	14	86.00
RW 9-27 (RUNWAY 9-27)	6140	01/01/2000	AC	RUNWAY	P	0	7,291.86	12/08/2014	14	77.00

<div> <div>Date: 5 /14/2015</div> <div>Section Condition Report</div> <div>3 of 6</div> </div> <div> <div>Pavement Database: FDOT</div> <div>NetworkID: LAL</div> </div>										
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9-27 (RUNWAY 9-27)	6145	01/01/2000	AC	RUNWAY	P	0	180,000.00	12/08/2014	14	80.00
RW 9-27 (RUNWAY 9-27)	6150	01/01/2000	AC	RUNWAY	P	0	379,333.33	12/08/2014	14	69.00
RW 9-27 (RUNWAY 9-27)	6155	01/01/2000	AC	RUNWAY	P	0	15,667.00	12/08/2014	14	69.00
RW 9-27 (RUNWAY 9-27)	6160	01/01/2000	AC	RUNWAY	P	0	10,145.00	12/08/2014	14	67.00
RW 9-27 (RUNWAY 9-27)	6165	01/01/2014	AAC	RUNWAY	P	0	40,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6170	01/01/2014	AAC	RUNWAY	P	0	20,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6175	01/01/2014	AAC	RUNWAY	P	0	17,790.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6180	01/01/2014	AAC	RUNWAY	P	0	11,957.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	110	01/01/1998	AC	TAXIWAY	P	0	56,513.47	12/08/2014	16	73.00
TW A (TAXIWAY A)	130	01/01/1998	AC	TAXIWAY	P	0	283,621.74	12/08/2014	16	74.00
TW A (TAXIWAY A)	131	12/25/1999	AC	TAXIWAY	P	0	57,956.51	12/08/2014	15	70.00
TW A (TAXIWAY A)	150	01/01/2000	AC	TAXIWAY	P	0	107,625.00	12/08/2014	14	71.00
TW A (TAXIWAY A)	151	01/01/2000	AC	TAXIWAY	P	0	10,104.77	12/08/2014	14	70.00
TW A1 (TAXIWAY A1)	105	01/01/1999	AC	TAXIWAY	T	0	186,961.21	12/08/2014	15	68.00
TW A2 (TAXIWAY A2)	115	01/01/1993	AC	TAXIWAY	P	0	30,486.61	12/08/2014	21	65.00
TW A3 (TAXIWAY A3)	120	01/01/1993	AC	TAXIWAY	P	0	25,137.41	12/08/2014	21	72.00
TW A4 (TAXIWAY A4)	133	01/01/1986	AAC	TAXIWAY	P	0	25,272.35	12/08/2014	28	82.00
TW A5 (TAXIWAY A5)	155	01/01/1999	AC	TAXIWAY	P	0	65,574.52	12/08/2014	15	71.00
TW B (TAXIWAY B)	205	12/25/1999	AC	TAXIWAY	T	0	49,987.00	12/08/2014	15	70.00
TW B (TAXIWAY B)	207	12/25/1999	AC	TAXIWAY	P	0	19,793.83	12/08/2014	15	60.00
TW B (TAXIWAY B)	210	01/01/2003	AC	TAXIWAY	P	0	199,859.96	12/08/2014	11	75.00
TW B (TAXIWAY B)	215	01/01/2013	AC	TAXIWAY	P	0	15,351.00	01/01/2013	0	100.00
TW B3 (TAXIWAY B3)	230	09/01/2012	AC	TAXIWAY	P	0	25,462.00	09/01/2012	0	100.00
TW C (TAXIWAY C)	305	01/01/2000	AC	TAXIWAY	T	0	99,742.24	12/08/2014	14	71.00
TW C (TAXIWAY C)	307	01/01/2000	AC	TAXIWAY	P	0	33,900.97	12/08/2014	14	67.00
TW C (TAXIWAY C)	310	01/01/2004	AC	TAXIWAY	P	0	79,390.53	12/08/2014	10	90.00

Date: 5 /14/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: LAL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	1220	12/25/1999	AC	TAXIWAY	P	0	68,854.35	12/08/2014	15	72.00
TW D (TAXIWAY D)	405	12/25/1999	AC	TAXIWAY	P	0	63,620.00	12/08/2014	15	59.00
TW D (TAXIWAY D)	410	12/25/1999	AC	TAXIWAY	P	0	46,311.41	12/08/2014	15	68.00
TW D (TAXIWAY D)	415	12/25/1999	AC	TAXIWAY	P	0	6,058.11	12/08/2014	15	42.00
TW D (TAXIWAY D)	417	01/01/1944	PCC	TAXIWAY	P	0	4,632.55	12/08/2014	70	26.00
TW D (TAXIWAY D)	420	12/25/1999	AC	TAXIWAY	P	0	7,471.00	12/08/2014	15	55.00
TW D (TAXIWAY D)	422	01/01/1944	PCC	TAXIWAY	P	0	4,584.93	12/08/2014	70	33.00
TW D (TAXIWAY D)	425	12/25/1999	AC	TAXIWAY	P	0	18,724.88	12/08/2014	15	71.00
TW D (TAXIWAY D)	430	12/25/1999	AC	TAXIWAY	P	0	6,071.61	12/08/2014	15	68.00
TW D (TAXIWAY D)	440	01/01/2013	AAC	TAXIWAY	P	0	40,789.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	510	01/01/1992	AC	TAXIWAY	P	0	157,401.90	12/08/2014	22	67.00
TW E (TAXIWAY E)	515	01/01/1962	AC	TAXIWAY	P	0	32,281.62	12/08/2014	52	49.00
TW E (TAXIWAY E)	520	01/01/1944	PCC	TAXIWAY	P	0	28,549.08	12/08/2014	70	6.00
TW E (TAXIWAY E)	525	01/01/1964	AC	TAXIWAY	P	0	106,549.96	12/08/2014	50	48.00
TW E (TAXIWAY E)	530	12/25/1999	AC	TAXIWAY	P	0	9,326.75	12/08/2014	15	64.00
TW E (TAXIWAY E)	535	12/25/1999	AC	TAXIWAY	P	0	10,473.10	12/08/2014	15	69.00
TW E (TAXIWAY E)	537	01/01/1944	PCC	TAXIWAY	P	0	3,544.74	12/08/2014	70	7.00
TW E (TAXIWAY E)	540	12/25/1999	AC	TAXIWAY	P	0	11,281.87	12/08/2014	15	62.00
TW E (TAXIWAY E)	545	12/25/1999	AC	TAXIWAY	P	0	8,501.23	12/08/2014	15	63.00
TW E1 (TAXIWAY E1)	550	03/01/2014	AC	TAXIWAY	P	0	101,859.00	03/01/2014	0	100.00
TW F (TAXIWAY F)	615	01/01/1986	AC	TAXIWAY	P	0	111,070.00	12/08/2014	28	58.00
TW F (TAXIWAY F)	617	01/01/1986	AC	TAXIWAY	P	0	5,107.58	12/08/2014	28	16.00
TW F (TAXIWAY F)	619	01/01/1944	PCC	TAXIWAY	P	0	4,590.87	12/08/2014	70	24.00
TW G (TAXIWAY G)	605	01/01/2003	AC	TAXIWAY	T	0	68,220.47	12/08/2014	11	56.00
TW G (TAXIWAY G)	620	01/01/1998	AC	TAXIWAY	P	0	42,898.89	12/08/2014	16	67.00
TW G (TAXIWAY G)	625	01/01/2011	AC	TAXIWAY	P	0	18,308.47	12/08/2014	3	100.00
TW H (TAXIWAY H)	805	12/25/1999	AC	TAXIWAY	P	0	110,979.10	12/08/2014	15	53.00

Date: 5 /14/2015

Section Condition Report

5 of 6

Pavement Database: FDOT NetworkID: LAL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW H (TAXIWAY H)	810	01/01/2011	AC	TAXIWAY	P	0	40,349.95	12/08/2014	3	100.00
TW H (TAXIWAY H)	820	12/25/1999	AC	TAXIWAY	P	0	8,989.59	12/08/2014	15	51.00
TW H (TAXIWAY H)	822	01/01/1944	PCC	TAXIWAY	P	0	4,846.21	12/08/2014	70	33.00
TW J (TAXIWAY J)	1105	01/01/2011	AC	TAXIWAY	P	0	48,758.74	12/08/2014	3	96.00
TW J (TAXIWAY J)	245	12/25/1999	AC	TAXIWAY	P	0	36,526.51	12/08/2014	15	62.00
TW K (TAXIWAY K)	238	01/01/2003	AC	TAXIWAY	P	0	18,154.55	12/08/2014	11	80.00
TW K (TAXIWAY K)	240	12/25/1999	AC	TAXIWAY	P	0	35,856.02	12/08/2014	15	55.00
TW L (TAXIWAY L)	1201	12/25/1999	AC	TAXIWAY	P	0	3,693.00	12/08/2014	15	69.00
TW L (TAXIWAY L)	1203	01/01/1944	PCC	TAXIWAY	P	0	9,864.10	12/08/2014	70	31.00
TW L (TAXIWAY L)	1205	12/25/1999	AC	TAXIWAY	P	0	66,331.67	12/08/2014	15	72.00
TW P (TAXIWAY P)	1605	01/01/2008	AAC	TAXIWAY	P	0	254,930.98	12/08/2014	6	73.00
TW P2 (TAXIWAY P2)	1610	01/01/2008	AAC	TAXIWAY	P	0	29,679.57	12/08/2014	6	70.00
TW S (TAXIWAY S)	905	01/01/1992	AC	TAXIWAY	T	0	105,514.24	12/08/2014	22	58.00
TW S (TAXIWAY S)	915	12/25/1999	AC	TAXIWAY	P	0	11,498.76	12/08/2014	15	17.00
TW S (TAXIWAY S)	917	01/01/1944	PCC	TAXIWAY	P	0	4,533.18	12/08/2014	70	11.00
TW S (TAXIWAY S)	920	12/25/1999	AC	TAXIWAY	P	0	4,962.69	12/08/2014	15	57.00
TW S (TAXIWAY S)	922	01/01/1944	PCC	TAXIWAY	P	0	4,572.03	12/08/2014	70	9.00
TW S (TAXIWAY S)	925	12/25/1999	AC	TAXIWAY	P	0	14,431.54	12/08/2014	15	41.00
TW S (TAXIWAY S)	927	01/01/1944	PCC	TAXIWAY	P	0	4,823.65	12/08/2014	70	19.00

Section Condition Report*Pavement Database: FDOT*

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	1,726,877.06	25	100.00	0.00	100.00
03-05	3.00	228,844.95	5	97.60	2.19	97.03
06-10	8.38	1,134,962.12	8	75.75	8.31	74.82
11-15	14.54	2,769,872.02	59	58.97	19.86	64.31
16-20	16.00	383,034.10	3	71.33	3.79	73.07
21-25	21.50	318,540.16	4	65.50	5.80	64.22
26-30	28.00	141,449.93	3	52.00	33.41	60.77
over 40	67.05	353,051.05	19	27.26	14.53	33.05
All	19.30	7,056,631.39	126	65.26	27.74	74.63

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP CENTER	715	100	97	95	93	90	88	86	84	82	80	77
AP CENTER	4705	100	97	95	93	90	88	86	84	82	80	77
AP CENTER	4710	100	97	95	93	90	88	86	84	82	80	77
AP CENTER	4715	100	97	95	93	92	90	88	86	84	82	80
AP N	225	100	99	97	95	93	90	88	86	84	82	80
AP N	250	100	99	97	95	93	92	90	88	86	84	82
AP N	4105	100	99	97	95	93	90	88	86	84	82	80
AP N	4115	100	99	97	95	93	92	90	88	86	84	82
AP N	4123	96	95	93	91	89	87	85	84	82	80	78
AP N	4125	22	21	19	17	15	13	11	10	8	6	4
AP N	4130	25	24	23	21	20	18	16	15	13	12	10
AP N	4140	66	65	63	61	59	57	55	54	52	50	48
AP N	4145	96	95	93	91	89	87	85	84	82	80	78
AP N	4150	100	99	97	95	93	90	88	86	84	82	80
AP NE	4215	39	38	36	34	32	30	28	27	25	23	21
AP NW	601	12	11	10	8	7	5	3	2	0	0	0
AP NW	602	12	11	10	8	7	5	3	2	0	0	0
AP NW	4605	69	68	66	64	62	60	58	57	55	53	51
AP NW	4610	64	63	61	59	57	55	53	52	50	48	46
AP NW	4612	13	12	11	9	8	6	4	3	1	0	0
AP NW	4615	0	0	0	0	0	0	0	0	0	0	0
AP NW	4620	36	35	34	32	31	29	27	26	24	23	21
AP NW	4625	72	71	69	67	65	63	61	60	58	56	54
AP NW	4630	70	69	68	66	65	63	61	60	58	57	55
AP NW	4640	100	99	97	95	93	90	88	86	84	82	80
AP NW	4645	100	99	97	95	93	90	88	86	84	82	80
AP RU SW	5105	59	58	56	54	52	50	48	47	45	43	41



Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP S	4507	47	46	45	43	42	40	38	37	35	34	32
AP S	4510	100	99	97	95	93	92	90	88	86	84	82
AP S	4512	100	99	97	95	93	92	90	88	86	84	82
AP SE	4307	31	30	29	27	26	24	22	21	19	18	16
AP SE	4310	88	87	85	83	80	78	76	74	72	70	68
AP SE	4312	51	50	48	46	44	42	40	39	37	35	33
AP SE	4315	8	7	6	4	3	1	0	0	0	0	0
AP SE	4317	46	45	43	41	39	37	35	34	32	30	28
AP SW	4405	40	39	37	35	33	31	29	28	26	24	22
AP SW	4407	32	31	30	28	27	25	23	22	20	19	17
AP SW	4410	13	12	10	8	6	4	2	1	0	0	0
AP SW	4412	52	51	50	48	47	45	43	42	40	39	37
RW 5-23	6215	69	68	67	66	65	64	62	61	60	59	57
RW 5-23	6220	73	72	71	70	69	68	66	65	64	63	61
RW 5-23	6245	72	71	70	69	68	67	65	64	63	62	60
RW 5-23	6250	71	70	69	68	67	66	64	63	62	61	59
RW 5-23	6255	72	71	70	69	68	67	65	64	63	62	60
RW 5-23	6260	75	74	73	72	71	70	68	67	66	65	63
RW 5-23	6265	100	98	97	96	95	93	92	91	90	88	87
RW 5-23	6270	100	98	97	96	95	93	92	91	90	88	87
RW 9-27	6105	100	97	95	93	91	89	87	85	83	81	79
RW 9-27	6110	100	97	95	93	91	89	87	85	83	81	79
RW 9-27	6115	72	71	70	69	68	67	65	64	63	62	60
RW 9-27	6125	86	85	84	83	82	81	79	78	77	76	74
RW 9-27	6130	70	69	68	67	66	65	63	62	61	60	58
RW 9-27	6135	86	85	84	83	82	81	79	78	77	76	74
RW 9-27	6140	77	76	75	74	73	72	70	69	68	67	65
RW 9-27	6145	80	79	78	77	76	75	73	72	71	70	68
RW 9-27	6150	69	68	67	66	65	64	62	61	60	59	57

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 9-27	6155	69	68	67	66	65	64	62	61	60	59	57
RW 9-27	6160	67	66	65	64	63	62	60	59	58	57	55
RW 9-27	6165	100	97	95	93	91	89	87	85	83	81	79
RW 9-27	6170	100	97	95	93	91	89	87	85	83	81	79
RW 9-27	6175	100	97	95	93	91	89	87	85	83	81	79
RW 9-27	6180	100	97	95	93	91	89	87	85	83	81	79
TW A	110	73	72	71	70	68	67	65	64	63	61	60
TW A	130	74	73	72	71	69	68	66	65	64	62	61
TW A	131	70	69	68	67	65	64	62	61	60	58	57
TW A	150	71	70	69	68	66	65	63	62	61	59	58
TW A	151	70	69	68	67	65	64	62	61	60	58	57
TW A1	105	69	67	66	65	63	62	60	59	58	56	55
TW A2	115	65	64	63	62	60	59	57	56	55	53	52
TW A3	120	72	71	70	69	67	66	64	63	62	60	59
TW A4	133	82	81	79	77	76	74	72	70	68	67	65
TW A5	155	71	70	69	68	66	65	63	62	61	59	58
TW B	205	70	69	68	67	65	64	62	61	60	58	57
TW B	207	60	59	58	57	55	54	52	51	50	48	47
TW B	210	75	74	73	72	70	69	67	66	65	63	62
TW B	215	100	97	95	94	93	91	90	88	87	86	84
TW B3	230	100	96	95	93	92	91	89	88	87	85	84
TW C	305	71	70	69	68	66	65	63	62	61	59	58
TW C	307	67	66	65	64	62	61	59	58	57	55	54
TW C	310	90	89	88	87	85	84	82	81	80	78	77
TW D	405	59	58	57	56	54	53	51	50	49	47	46
TW D	410	68	67	66	65	63	62	60	59	58	56	55
TW D	415	42	41	40	39	37	36	34	33	32	30	29
TW D	417	26	25	24	23	22	21	20	19	17	16	15
TW D	420	55	54	53	52	50	49	47	46	45	43	42



Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW D	422	33	32	31	30	29	28	27	26	24	23	22
TW D	425	71	70	69	68	66	65	63	62	61	59	58
TW D	430	68	67	66	65	63	62	60	59	58	56	55
TW D	440	100	96	94	92	90	88	86	85	83	81	79
TW D	1220	72	71	70	69	67	66	64	63	62	60	59
TW E	510	67	66	65	64	62	61	59	58	57	55	54
TW E	515	49	48	47	46	44	43	41	40	39	37	36
TW E	520	6	5	4	3	2	1	0	0	0	0	0
TW E	525	48	47	46	45	43	42	40	39	38	36	35
TW E	530	64	63	62	61	59	58	56	55	54	52	51
TW E	535	69	68	67	66	64	63	61	60	59	57	56
TW E	537	7	6	5	4	3	2	1	0	0	0	0
TW E	540	62	61	60	59	57	56	54	53	52	50	49
TW E	545	63	62	61	60	58	57	55	54	53	51	50
TW E1	550	100	98	97	96	94	93	91	90	89	87	86
TW F	615	58	57	56	55	53	52	50	49	48	46	45
TW F	617	16	15	14	13	11	10	8	7	6	4	3
TW F	619	24	23	22	21	20	19	18	17	15	14	13
TW G	605	56	55	54	53	51	50	48	47	46	44	43
TW G	620	67	66	65	64	62	61	59	58	57	55	54
TW G	625	100	99	98	97	95	94	92	91	90	88	87
TW H	805	53	52	51	50	48	47	45	44	43	41	40
TW H	810	100	99	98	97	95	94	92	91	90	88	87
TW H	820	51	50	49	48	46	45	43	42	41	39	38
TW H	822	33	32	31	30	29	28	27	26	24	23	22
TW J	245	96	61	60	59	57	56	54	53	52	50	49
TW J	1105	62	95	94	93	91	90	88	87	86	84	83
TW K	238	80	79	78	77	75	74	72	71	70	68	67
TW K	240	55	54	53	52	50	49	47	46	45	43	42

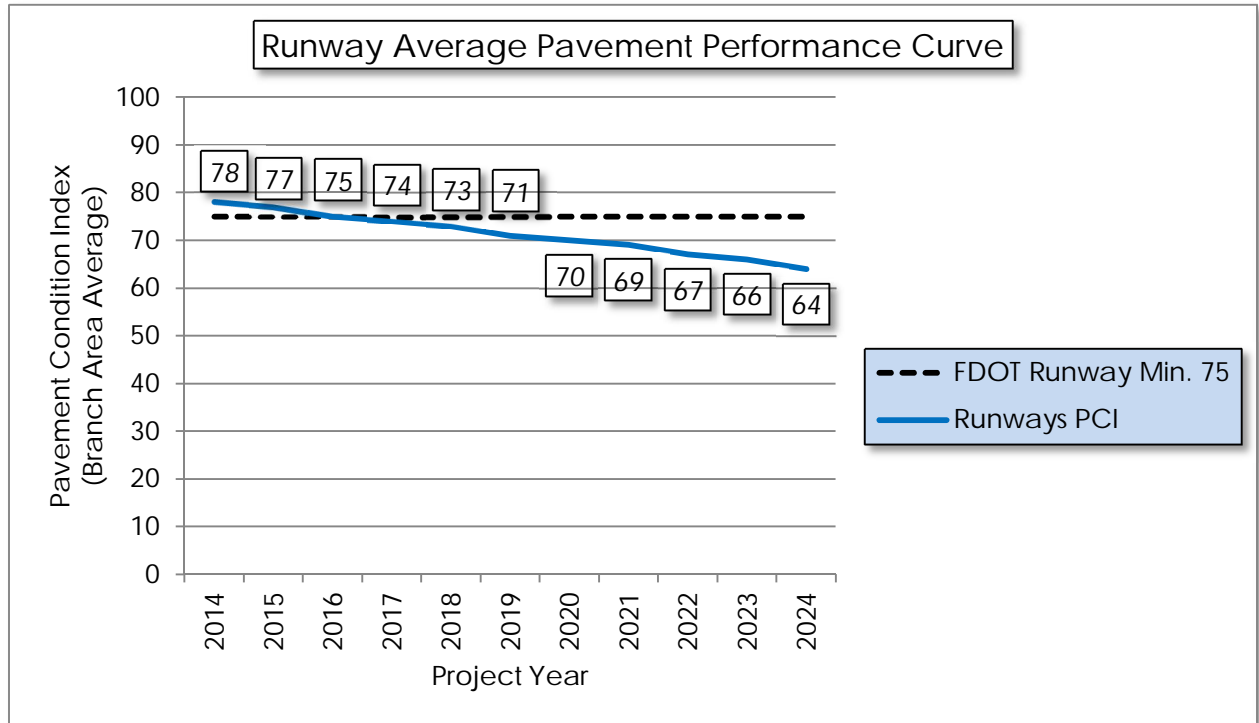
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW L	1201	69	68	67	66	64	63	61	60	59	57	56
TW L	1203	31	30	29	28	27	26	25	24	22	21	20
TW L	1205	72	71	70	69	67	66	64	63	62	60	59
TW P	1605	73	72	70	68	67	65	63	61	59	58	56
TW P2	1610	70	69	67	65	64	62	60	58	56	55	53
TW S	905	58	57	56	55	53	52	50	49	48	46	45
TW S	915	17	16	15	14	12	11	9	8	7	5	4
TW S	917	11	10	9	8	7	6	5	4	2	1	0
TW S	920	57	56	55	54	52	51	49	48	47	45	44
TW S	922	9	8	7	6	5	4	3	2	0	0	0
TW S	925	41	40	39	38	36	35	33	32	31	29	28
TW S	927	19	18	17	16	15	14	13	12	10	9	8

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

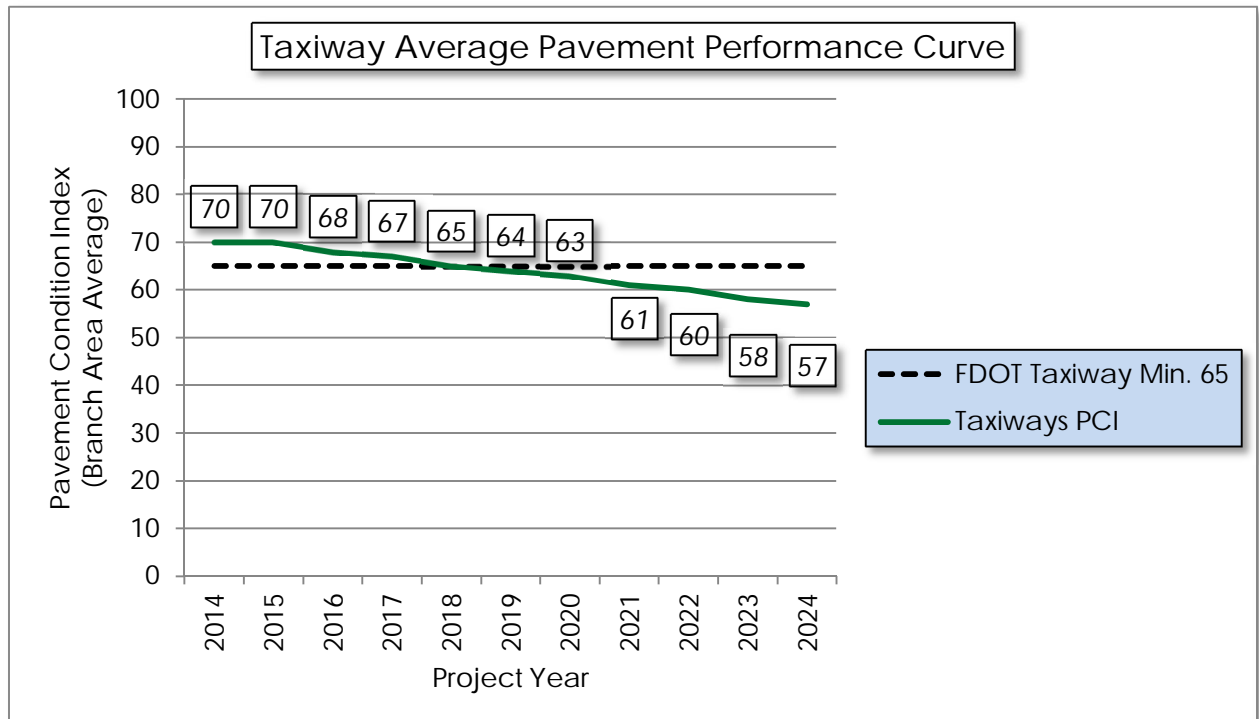
* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Figure D-1: Pavement Performance by Pavement Use

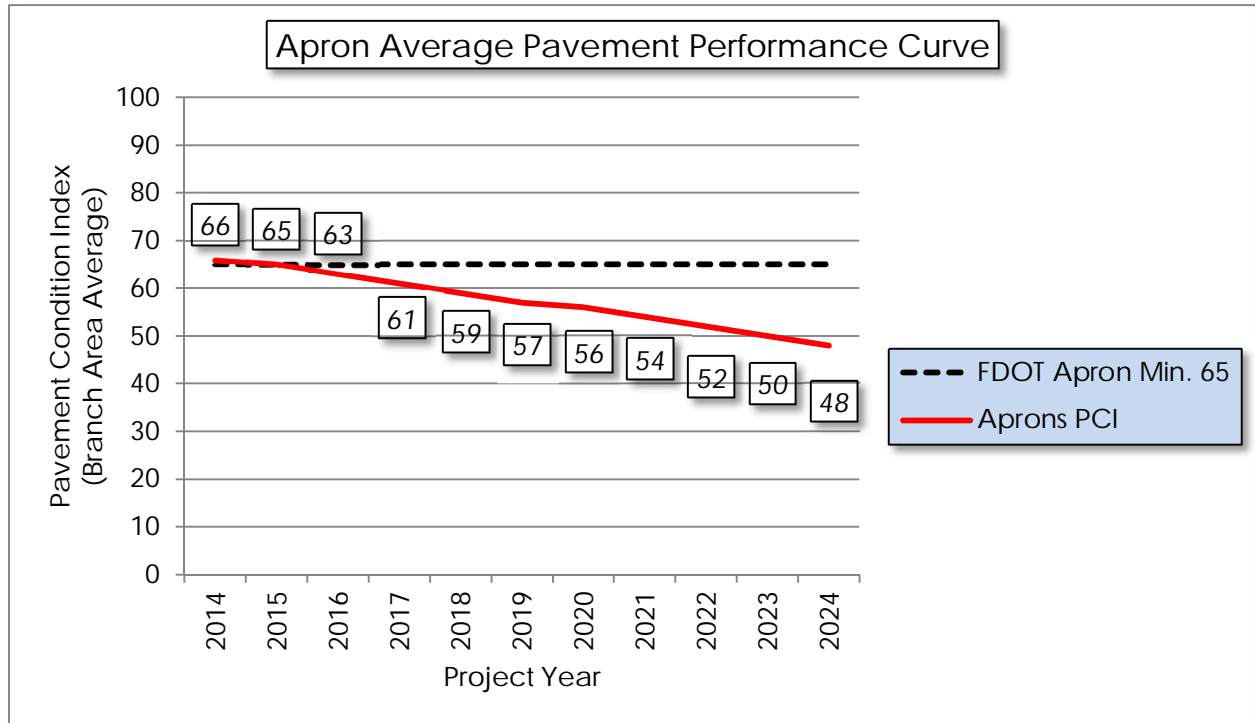
(a) Runway



(b) Taxiway



(c) Apron



APPENDIX E

● YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative 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	4123	L & T CR	L	Crack Sealing - AC	307.50	Ft	\$2.75	\$ 845.58
NORTH APRON	AP N	4125	BLOCK CR	L	Surface Seal	23,896.70	SqFt	\$0.55	\$ 13,143.31
NORTH APRON	AP N	4125	L & T CR	L	Crack Sealing - AC	544.00	Ft	\$2.75	\$ 1,495.87
NORTH APRON	AP N	4125	RAVELING	H	Patching - AC Partial Depth	63,042.70	SqFt	\$3.00	\$ 189,127.98
NORTH APRON	AP N	4130	CORNER BREAK	L	Patching - PCC Partial Depth	129.20	SqFt	\$19.10	\$ 2,467.09
NORTH APRON	AP N	4130	JT SEAL DMG	M	Joint Seal - PCC	1,682.40	Ft	\$3.00	\$ 5,047.34
NORTH APRON	AP N	4130	SHAT. SLAB	L	Slab Replacement - PCC	900.00	SqFt	\$45.00	\$ 40,500.00
NORTH APRON	AP N	4130	SHAT. SLAB	M	Slab Replacement - PCC	2,700.00	SqFt	\$45.00	\$ 121,500.01
NORTH APRON	AP N	4130	SHRINKAGE CR	N	Crack Sealing - PCC	19.70	Ft	\$4.25	\$ 83.66
NORTH APRON	AP N	4140	BLOCK CR	L	Surface Seal	26,980.20	SqFt	\$0.55	\$ 14,839.23
NORTH APRON	AP N	4140	L & T CR	L	Crack Sealing - AC	7,710.00	Ft	\$2.75	\$ 21,202.39
NORTH APRON	AP N	4140	WEATHERING	M	Surface Seal	132,699.50	SqFt	\$0.55	\$ 72,985.33
NORTH APRON	AP N	4145	DEPRESSION	L	Patching - AC Full Depth	165.70	SqFt	\$5.00	\$ 828.50
NORTH APRON	AP N	4145	L & T CR	L	Crack Sealing - AC	36.30	Ft	\$2.75	\$ 99.83
NORTHEAST APRON	AP NE	4215	BLOCK CR	L	Surface Seal	3,381.70	SqFt	\$0.55	\$ 1,859.98



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTHEAST APRON	AP NE	4215	DEPRESSION	L	Patching - AC Full Depth	128.20	SqFt	\$5.00	\$ 640.96
NORTHEAST APRON	AP NE	4215	L & T CR	L	Crack Sealing - AC	26.00	Ft	\$2.75	\$ 71.54
NORTHEAST APRON	AP NE	4215	RAVELING	L	Surface Seal	2,514.60	SqFt	\$0.55	\$ 1,383.06
NORTHEAST APRON	AP NE	4215	RUTTING	M	Patching - AC Full Depth	607.00	SqFt	\$5.00	\$ 3,034.91
NORTHWEST APRON	AP NW	4605	L & T CR	L	Crack Sealing - AC	2,805.20	Ft	\$2.75	\$ 7,714.39
NORTHWEST APRON	AP NW	4605	RAVELING	L	Surface Seal	40,952.40	SqFt	\$0.55	\$ 22,523.98
NORTHWEST APRON	AP NW	4610	DEPRESSION	L	Patching - AC Full Depth	97.20	SqFt	\$5.00	\$ 485.99
NORTHWEST APRON	AP NW	4610	L & T CR	L	Crack Sealing - AC	164.30	Ft	\$2.75	\$ 451.78
NORTHWEST APRON	AP NW	4610	RAVELING	L	Surface Seal	9,949.40	SqFt	\$0.55	\$ 5,472.19
NORTHWEST APRON	AP NW	4612	JT SEAL DMG	H	Joint Seal - PCC	909.10	Ft	\$3.00	\$ 2,727.15
NORTHWEST APRON	AP NW	4612	SHAT. SLAB	L	Slab Replacement - PCC	3,000.00	SqFt	\$45.00	\$ 135,000.01
NORTHWEST APRON	AP NW	4612	SHAT. SLAB	M	Slab Replacement - PCC	2,250.00	SqFt	\$45.00	\$ 101,250.01
NORTHWEST APRON	AP NW	4612	SHAT. SLAB	H	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
NORTHWEST APRON	AP NW	4612	SHRINKAGE CR	N	Crack Sealing - PCC	34.40	Ft	\$4.25	\$ 146.41
NORTHWEST APRON	AP NW	4612	JOINT SPALL	H	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
NORTHWEST APRON	AP NW	4612	CORNER SPALL	M	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTHWEST APRON	AP NW	4612	CORNER SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
NORTHWEST APRON	AP NW	4615	JT SEAL DMG	H	Joint Seal - PCC	1,167.90	Ft	\$3.00	\$ 3,503.84
NORTHWEST APRON	AP NW	4615	SHAT. SLAB	L	Slab Replacement - PCC	13,250.00	SqFt	\$45.00	\$ 596,250.04
NORTHWEST APRON	AP NW	4615	SHAT. SLAB	H	Slab Replacement - PCC	13,250.00	SqFt	\$45.00	\$ 596,250.04
NORTHWEST APRON	AP NW	4615	SHAT. SLAB	M	Slab Replacement - PCC	6,625.00	SqFt	\$45.00	\$ 298,125.02
NORTHWEST APRON	AP NW	4620	JT SEAL DMG	L	Joint Seal - PCC	1,636.10	Ft	\$3.00	\$ 4,908.35
NORTHWEST APRON	AP NW	4620	SHAT. SLAB	L	Slab Replacement - PCC	17,279.80	SqFt	\$45.00	\$ 777,590.68
NORTHWEST APRON	AP NW	4620	SHRINKAGE CR	N	Crack Sealing - PCC	13.90	Ft	\$4.25	\$ 59.26
NORTHWEST APRON	AP NW	4625	L & T CR	L	Crack Sealing - AC	311.00	Ft	\$2.75	\$ 855.31
NORTHWEST APRON	AP NW	4625	RAVELING	L	Surface Seal	264.70	SqFt	\$0.55	\$ 145.59
NORTHWEST APRON	AP NW	4625	WEATHERING	M	Surface Seal	26,205.40	SqFt	\$0.55	\$ 14,413.07
NORTHWEST APRON	AP NW	4630	JT SEAL DMG	H	Joint Seal - PCC	146.60	Ft	\$3.00	\$ 439.81
NORTHWEST APRON	AP NW	4630	SCALING	L	Patching - PCC Partial Depth	113.90	SqFt	\$19.10	\$ 2,175.83
NORTHWEST APRON	AP NW	4630	CORNER SPALL	L	Patching - PCC Partial Depth	3.00	SqFt	\$19.10	\$ 57.11
NORTHWEST APRON	AP NW	601	JT SEAL DMG	H	Joint Seal - PCC	103.30	Ft	\$3.00	\$ 310.00
NORTHWEST APRON	AP NW	601	SHAT. SLAB	M	Slab Replacement - PCC	3,600.00	SqFt	\$45.00	\$ 162,000.01



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTHWEST APRON	AP NW	602	JT SEAL DMG	H	Joint Seal - PCC	104.00	Ft	\$3.00	\$ 312.00
NORTHWEST APRON	AP NW	602	SHAT. SLAB	M	Slab Replacement - PCC	3,600.00	SqFt	\$45.00	\$ 162,000.01
AP RUN-UP SOUTHWEST	AP RU SW	5105	DEPRESSION	L	Patching - AC Full Depth	807.10	SqFt	\$5.00	\$ 4,035.48
AP RUN-UP SOUTHWEST	AP RU SW	5105	L & T CR	L	Crack Sealing - AC	231.00	Ft	\$2.75	\$ 635.13
AP RUN-UP SOUTHWEST	AP RU SW	5105	RAVELING	L	Surface Seal	756.60	SqFt	\$0.55	\$ 416.12
AP RUN-UP SOUTHWEST	AP RU SW	5105	WEATHERING	M	Surface Seal	6,978.40	SqFt	\$0.55	\$ 3,838.16
SOUTH APRON	AP S	4507	JT SEAL DMG	H	Joint Seal - PCC	5,050.00	Ft	\$3.00	\$ 15,149.97
SOUTH APRON	AP S	4507	SHRINKAGE CR	N	Crack Sealing - PCC	73.80	Ft	\$4.25	\$ 313.73
SOUTHEAST APRON	AP SE	4307	CORNER BREAK	M	Patching - PCC Partial Depth	32.30	SqFt	\$19.10	\$ 616.77
SOUTHEAST APRON	AP SE	4307	SCALING	L	Patching - PCC Partial Depth	461.40	SqFt	\$19.10	\$ 8,812.13
SOUTHEAST APRON	AP SE	4307	SCALING	M	Patching - PCC Partial Depth	51.30	SqFt	\$19.10	\$ 979.13
SOUTHEAST APRON	AP SE	4307	SHAT. SLAB	L	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
SOUTHEAST APRON	AP SE	4307	SHAT. SLAB	M	Slab Replacement - PCC	500.00	SqFt	\$45.00	\$ 22,500.00
SOUTHEAST APRON	AP SE	4307	SHRINKAGE CR	N	Crack Sealing - PCC	4.90	Ft	\$4.25	\$ 20.92
SOUTHEAST APRON	AP SE	4307	JOINT SPALL	L	Patching - PCC Partial Depth	10.80	SqFt	\$19.10	\$ 205.59
SOUTHEAST APRON	AP SE	4307	JOINT SPALL	M	Patching - PCC Partial Depth	38.80	SqFt	\$19.10	\$ 740.13

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHEAST APRON	AP SE	4307	JOINT SPALL	H	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
SOUTHEAST APRON	AP SE	4307	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
SOUTHEAST APRON	AP SE	4307	CORNER SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
SOUTHEAST APRON	AP SE	4310	DEPRESSION	L	Patching - AC Full Depth	295.20	SqFt	\$5.00	\$ 1,476.00
SOUTHEAST APRON	AP SE	4310	L & T CR	L	Crack Sealing - AC	801.20	Ft	\$2.75	\$ 2,203.37
SOUTHEAST APRON	AP SE	4310	OIL SPILLAGE	N	Surface Seal	362.30	SqFt	\$0.55	\$ 199.28
SOUTHEAST APRON	AP SE	4312	DEPRESSION	M	Patching - AC Full Depth	395.30	SqFt	\$5.00	\$ 1,976.54
SOUTHEAST APRON	AP SE	4312	L & T CR	L	Crack Sealing - AC	1,277.50	Ft	\$2.75	\$ 3,513.16
SOUTHEAST APRON	AP SE	4312	RAVELING	M	Surface Seal	174.20	SqFt	\$0.55	\$ 95.81
SOUTHEAST APRON	AP SE	4312	RAVELING	L	Surface Seal	12,857.40	SqFt	\$0.55	\$ 7,071.64
SOUTHEAST APRON	AP SE	4315	JT SEAL DMG	M	Joint Seal - PCC	2,813.40	Ft	\$3.00	\$ 8,440.13
SOUTHEAST APRON	AP SE	4315	JT SEAL DMG	H	Joint Seal - PCC	2,813.40	Ft	\$3.00	\$ 8,440.13
SOUTHEAST APRON	AP SE	4315	SHAT. SLAB	H	Slab Replacement - PCC	7,500.00	SqFt	\$45.00	\$ 337,500.02
SOUTHEAST APRON	AP SE	4315	SHAT. SLAB	M	Slab Replacement - PCC	45,000.00	SqFt	\$45.00	\$ 2,025,000.13
SOUTHEAST APRON	AP SE	4315	SHAT. SLAB	L	Slab Replacement - PCC	67,500.00	SqFt	\$45.00	\$ 3,037,500.20
SOUTHEAST APRON	AP SE	4317	DEPRESSION	M	Patching - AC Full Depth	138.20	SqFt	\$5.00	\$ 691.15



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHEAST APRON	AP SE	4317	DEPRESSION	L	Patching - AC Full Depth	92.70	SqFt	\$5.00	\$ 463.26
SOUTHEAST APRON	AP SE	4317	L & T CR	L	Crack Sealing - AC	132.00	Ft	\$2.75	\$ 363.00
SOUTHEAST APRON	AP SE	4317	RAVELING	L	Surface Seal	5,111.00	SqFt	\$0.55	\$ 2,811.07
SOUTHEAST APRON	AP SE	4317	RAVELING	M	Surface Seal	212.00	SqFt	\$0.55	\$ 116.60
SOUTHEAST APRON	AP SE	4317	SHOVING	H	Grinding (Localized)	24.00	Ft	\$2.10	\$ 50.31
SOUTHWEST APRON	AP SW	4405	L & T CR	L	Crack Sealing - AC	1,651.10	Ft	\$2.75	\$ 4,540.46
SOUTHWEST APRON	AP SW	4405	RAVELING	L	Surface Seal	3,190.90	SqFt	\$0.55	\$ 1,754.98
SOUTHWEST APRON	AP SW	4405	RAVELING	M	Surface Seal	9,572.60	SqFt	\$0.55	\$ 5,264.95
SOUTHWEST APRON	AP SW	4407	CORNER BREAK	L	Patching - PCC Partial Depth	123.10	SqFt	\$19.10	\$ 2,350.40
SOUTHWEST APRON	AP SW	4407	CORNER BREAK	M	Patching - PCC Partial Depth	123.10	SqFt	\$19.10	\$ 2,350.40
SOUTHWEST APRON	AP SW	4407	JT SEAL DMG	M	Joint Seal - PCC	1,861.30	Ft	\$3.00	\$ 5,583.99
SOUTHWEST APRON	AP SW	4407	JT SEAL DMG	H	Joint Seal - PCC	1,418.20	Ft	\$3.00	\$ 4,254.47
SOUTHWEST APRON	AP SW	4407	SCALING	L	Patching - PCC Partial Depth	4,516.60	SqFt	\$19.10	\$ 86,266.80
SOUTHWEST APRON	AP SW	4407	SHAT. SLAB	L	Slab Replacement - PCC	2,073.10	SqFt	\$45.00	\$ 93,288.65
SOUTHWEST APRON	AP SW	4407	SHAT. SLAB	M	Slab Replacement - PCC	4,146.20	SqFt	\$45.00	\$ 186,577.31
SOUTHWEST APRON	AP SW	4407	SHRINKAGE CR	N	Crack Sealing - PCC	56.30	Ft	\$4.25	\$ 239.11

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHWEST APRON	AP SW	4407	JOINT SPALL	M	Patching - PCC Partial Depth	24.60	SqFt	\$19.10	\$ 470.08
SOUTHWEST APRON	AP SW	4407	JOINT SPALL	H	Patching - PCC Partial Depth	30.80	SqFt	\$19.10	\$ 587.60
SOUTHWEST APRON	AP SW	4407	JOINT SPALL	L	Patching - PCC Partial Depth	20.50	SqFt	\$19.10	\$ 391.73
SOUTHWEST APRON	AP SW	4407	CORNER SPALL	L	Patching - PCC Partial Depth	30.80	SqFt	\$19.10	\$ 587.60
SOUTHWEST APRON	AP SW	4407	CORNER SPALL	M	Patching - PCC Partial Depth	10.30	SqFt	\$19.10	\$ 195.87
SOUTHWEST APRON	AP SW	4410	ALLIGATOR CR	L	Patching - AC Full Depth	682.60	SqFt	\$5.00	\$ 3,413.00
SOUTHWEST APRON	AP SW	4410	BLOCK CR	L	Surface Seal	514.90	SqFt	\$0.55	\$ 283.20
SOUTHWEST APRON	AP SW	4410	L & T CR	L	Crack Sealing - AC	1,488.20	Ft	\$2.75	\$ 4,092.47
SOUTHWEST APRON	AP SW	4410	RAVELING	M	Surface Seal	13,268.40	SqFt	\$0.55	\$ 7,297.66
SOUTHWEST APRON	AP SW	4410	RAVELING	H	Patching - AC Partial Depth	1,474.00	SqFt	\$3.00	\$ 4,422.11
SOUTHWEST APRON	AP SW	4412	CORNER BREAK	L	Patching - PCC Partial Depth	32.30	SqFt	\$19.10	\$ 616.77
SOUTHWEST APRON	AP SW	4412	JT SEAL DMG	L	Joint Seal - PCC	410.50	Ft	\$3.00	\$ 1,231.58
SOUTHWEST APRON	AP SW	4412	SHRINKAGE CR	N	Crack Sealing - PCC	4.90	Ft	\$4.25	\$ 20.92
SOUTHWEST APRON	AP SW	4412	JOINT SPALL	M	Patching - PCC Partial Depth	6.50	SqFt	\$19.10	\$ 123.35
RUNWAY 5-23	RW 5-23	6215	L & T CR	L	Crack Sealing - AC	2,648.80	Ft	\$2.75	\$ 7,284.31
RUNWAY 5-23	RW 5-23	6215	L & T CR	M	Crack Sealing - AC	128.50	Ft	\$2.75	\$ 353.48



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 5-23	RW 5-23	6215	RAVELING	L	Surface Seal	146,902.80	SqFt	\$0.55	\$ 80,797.22
RUNWAY 5-23	RW 5-23	6215	WEATHERING	M	Surface Seal	89,702.50	SqFt	\$0.55	\$ 49,336.80
RUNWAY 5-23	RW 5-23	6220	L & T CR	L	Crack Sealing - AC	497.30	Ft	\$2.75	\$ 1,367.48
RUNWAY 5-23	RW 5-23	6220	RAVELING	L	Surface Seal	51,145.70	SqFt	\$0.55	\$ 28,130.39
RUNWAY 5-23	RW 5-23	6220	WEATHERING	M	Surface Seal	75,097.30	SqFt	\$0.55	\$ 41,303.87
RUNWAY 5-23	RW 5-23	6245	L & T CR	L	Crack Sealing - AC	532.00	Ft	\$2.75	\$ 1,462.87
RUNWAY 5-23	RW 5-23	6245	RAVELING	L	Surface Seal	112,432.20	SqFt	\$0.55	\$ 61,838.23
RUNWAY 5-23	RW 5-23	6245	WEATHERING	M	Surface Seal	53,062.40	SqFt	\$0.55	\$ 29,184.55
RUNWAY 5-23	RW 5-23	6250	L & T CR	L	Crack Sealing - AC	77.50	Ft	\$2.75	\$ 213.02
RUNWAY 5-23	RW 5-23	6250	RAVELING	L	Surface Seal	57,696.90	SqFt	\$0.55	\$ 31,733.56
RUNWAY 5-23	RW 5-23	6250	WEATHERING	M	Surface Seal	25,420.70	SqFt	\$0.55	\$ 13,981.51
RUNWAY 5-23	RW 5-23	6255	L & T CR	L	Crack Sealing - AC	162.10	Ft	\$2.75	\$ 445.81
RUNWAY 5-23	RW 5-23	6255	RAVELING	L	Surface Seal	19,770.00	SqFt	\$0.55	\$ 10,873.59
RUNWAY 5-23	RW 5-23	6255	WEATHERING	M	Surface Seal	19,770.00	SqFt	\$0.55	\$ 10,873.59
RUNWAY 5-23	RW 5-23	6260	RAVELING	L	Surface Seal	9,885.00	SqFt	\$0.55	\$ 5,436.80
RUNWAY 5-23	RW 5-23	6260	WEATHERING	M	Surface Seal	9,885.00	SqFt	\$0.55	\$ 5,436.80

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9-27	RW 9-27	6115	L & T CR	L	Crack Sealing - AC	4,484.00	Ft	\$2.75	\$ 12,330.99
RUNWAY 9-27	RW 9-27	6115	RAVELING	L	Surface Seal	29,760.00	SqFt	\$0.55	\$ 16,368.14
RUNWAY 9-27	RW 9-27	6115	RAVELING	M	Surface Seal	3,060.00	SqFt	\$0.55	\$ 1,683.01
RUNWAY 9-27	RW 9-27	6125	L & T CR	L	Crack Sealing - AC	146.70	Ft	\$2.75	\$ 403.33
RUNWAY 9-27	RW 9-27	6125	PATCHING	M	Patching - AC Full Depth	14.70	SqFt	\$5.00	\$ 73.41
RUNWAY 9-27	RW 9-27	6125	RAVELING	L	Surface Seal	2,000.00	SqFt	\$0.55	\$ 1,100.01
RUNWAY 9-27	RW 9-27	6130	L & T CR	L	Crack Sealing - AC	1,656.00	Ft	\$2.75	\$ 4,554.00
RUNWAY 9-27	RW 9-27	6130	RAVELING	L	Surface Seal	15,000.00	SqFt	\$0.55	\$ 8,250.07
RUNWAY 9-27	RW 9-27	6135	RAVELING	L	Surface Seal	1,200.00	SqFt	\$0.55	\$ 660.01
RUNWAY 9-27	RW 9-27	6140	L & T CR	L	Crack Sealing - AC	162.30	Ft	\$2.75	\$ 446.43
RUNWAY 9-27	RW 9-27	6140	RAVELING	L	Surface Seal	1,254.00	SqFt	\$0.55	\$ 689.72
RUNWAY 9-27	RW 9-27	6145	L & T CR	L	Crack Sealing - AC	670.30	Ft	\$2.75	\$ 1,843.45
RUNWAY 9-27	RW 9-27	6145	RAVELING	L	Surface Seal	32,275.90	SqFt	\$0.55	\$ 17,751.87
RUNWAY 9-27	RW 9-27	6150	DEPRESSION	L	Patching - AC Full Depth	26.90	SqFt	\$5.00	\$ 134.58
RUNWAY 9-27	RW 9-27	6150	L & T CR	L	Crack Sealing - AC	21,697.90	Ft	\$2.75	\$ 59,669.07
RUNWAY 9-27	RW 9-27	6150	PATCHING	M	Patching - AC Full Depth	49.50	SqFt	\$5.00	\$ 247.65



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9-27	RW 9-27	6150	RAVELING	M	Surface Seal	1,851.10	SqFt	\$0.55	\$ 1,018.14
RUNWAY 9-27	RW 9-27	6150	RAVELING	L	Surface Seal	212,831.30	SqFt	\$0.55	\$ 117,058.18
RUNWAY 9-27	RW 9-27	6155	L & T CR	L	Crack Sealing - AC	1,378.70	Ft	\$2.75	\$ 3,791.41
RUNWAY 9-27	RW 9-27	6155	RAVELING	L	Surface Seal	15,667.00	SqFt	\$0.55	\$ 8,616.92
RUNWAY 9-27	RW 9-27	6160	L & T CR	L	Crack Sealing - AC	184.90	Ft	\$2.75	\$ 508.34
RUNWAY 9-27	RW 9-27	6160	RAVELING	L	Surface Seal	7,101.90	SqFt	\$0.55	\$ 3,906.08
RUNWAY 9-27	RW 9-27	6160	RAVELING	M	Surface Seal	107.30	SqFt	\$0.55	\$ 59.03
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	4,051.10	Ft	\$2.75	\$ 11,140.42
TAXIWAY ALPHA	TW A	110	RAVELING	L	Surface Seal	229.40	SqFt	\$0.55	\$ 126.18
TAXIWAY ALPHA	TW A	110	WEATHERING	M	Surface Seal	56,278.50	SqFt	\$0.55	\$ 30,953.41
TAXIWAY ALPHA	TW A	130	L & T CR	L	Crack Sealing - AC	3,923.40	Ft	\$2.75	\$ 10,789.43
TAXIWAY ALPHA	TW A	130	RAVELING	M	Surface Seal	170.20	SqFt	\$0.55	\$ 93.60
TAXIWAY ALPHA	TW A	130	RAVELING	L	Surface Seal	5,199.70	SqFt	\$0.55	\$ 2,859.88
TAXIWAY ALPHA	TW A	130	WEATHERING	M	Surface Seal	243,442.00	SqFt	\$0.55	\$ 133,894.21
TAXIWAY ALPHA	TW A	131	L & T CR	L	Crack Sealing - AC	1,878.50	Ft	\$2.75	\$ 5,165.78
TAXIWAY ALPHA	TW A	131	RAVELING	L	Surface Seal	2,365.00	SqFt	\$0.55	\$ 1,300.75

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	131	WEATHERING	M	Surface Seal	55,590.50	SqFt	\$0.55	\$ 30,575.00
TAXIWAY ALPHA	TW A	150	L & T CR	L	Crack Sealing - AC	3,654.50	Ft	\$2.75	\$ 10,049.77
TAXIWAY ALPHA	TW A	150	RAVELING	L	Surface Seal	2,870.00	SqFt	\$0.55	\$ 1,578.51
TAXIWAY ALPHA	TW A	150	WEATHERING	M	Surface Seal	104,755.00	SqFt	\$0.55	\$ 57,615.73
TAXIWAY ALPHA	TW A	151	L & T CR	L	Crack Sealing - AC	145.40	Ft	\$2.75	\$ 399.89
TAXIWAY ALPHA	TW A	151	RAVELING	L	Surface Seal	352.70	SqFt	\$0.55	\$ 193.99
TAXIWAY ALPHA	TW A	151	WEATHERING	M	Surface Seal	9,752.10	SqFt	\$0.55	\$ 5,363.68
TAXIWAY A1	TW A1	105	L & T CR	L	Crack Sealing - AC	16,295.50	Ft	\$2.75	\$ 44,812.68
TAXIWAY A1	TW A1	105	RAVELING	L	Surface Seal	13,461.20	SqFt	\$0.55	\$ 7,403.73
TAXIWAY A1	TW A1	105	RAVELING	M	Surface Seal	553.40	SqFt	\$0.55	\$ 304.38
TAXIWAY A1	TW A1	105	WEATHERING	M	Surface Seal	104,698.30	SqFt	\$0.55	\$ 57,584.53
TAXIWAY A2	TW A2	115	L & T CR	L	Crack Sealing - AC	2,627.80	Ft	\$2.75	\$ 7,226.37
TAXIWAY A2	TW A2	115	RAVELING	L	Surface Seal	556.70	SqFt	\$0.55	\$ 306.20
TAXIWAY A2	TW A2	115	RAVELING	M	Surface Seal	189.30	SqFt	\$0.55	\$ 104.11
TAXIWAY A3	TW A3	120	L & T CR	L	Crack Sealing - AC	239.20	Ft	\$2.75	\$ 657.85
TAXIWAY A3	TW A3	120	RAVELING	L	Surface Seal	323.30	SqFt	\$0.55	\$ 177.80



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A3	TW A3	120	WEATHERING	M	Surface Seal	24,814.10	SqFt	\$0.55	\$ 13,647.89
TAXIWAY A4	TW A4	133	L & T CR	L	Crack Sealing - AC	449.20	Ft	\$2.75	\$ 1,235.42
TAXIWAY A4	TW A4	133	RAVELING	M	Surface Seal	93.10	SqFt	\$0.55	\$ 51.23
TAXIWAY A4	TW A4	133	RAVELING	L	Surface Seal	1,643.60	SqFt	\$0.55	\$ 903.97
TAXIWAY A5	TW A5	155	L & T CR	L	Crack Sealing - AC	377.30	Ft	\$2.75	\$ 1,037.70
TAXIWAY A5	TW A5	155	RAVELING	L	Surface Seal	3,671.60	SqFt	\$0.55	\$ 2,019.42
TAXIWAY A5	TW A5	155	WEATHERING	M	Surface Seal	61,902.90	SqFt	\$0.55	\$ 34,046.86
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	523.30	Ft	\$2.75	\$ 1,438.96
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	1,277.20	SqFt	\$0.55	\$ 702.47
TAXIWAY BRAVO	TW B	205	WEATHERING	M	Surface Seal	48,708.10	SqFt	\$0.55	\$ 26,789.65
TAXIWAY BRAVO	TW B	207	L & T CR	L	Crack Sealing - AC	1,474.80	Ft	\$2.75	\$ 4,055.64
TAXIWAY BRAVO	TW B	207	RAVELING	M	Surface Seal	1,979.00	SqFt	\$0.55	\$ 1,088.48
TAXIWAY BRAVO	TW B	207	RAVELING	L	Surface Seal	17,814.80	SqFt	\$0.55	\$ 9,798.22
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	1,142.40	Ft	\$2.75	\$ 3,141.61
TAXIWAY BRAVO	TW B	210	RAVELING	L	Surface Seal	70,000.90	SqFt	\$0.55	\$ 38,500.84
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	2,041.40	Ft	\$2.75	\$ 5,613.82

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	42,290.70	SqFt	\$0.55	\$ 23,260.08
TAXIWAY CHARLIE	TW C	305	WEATHERING	M	Surface Seal	32,582.50	SqFt	\$0.55	\$ 17,920.50
TAXIWAY CHARLIE	TW C	307	L & T CR	L	Crack Sealing - AC	120.50	Ft	\$2.75	\$ 331.48
TAXIWAY CHARLIE	TW C	307	RAVELING	L	Surface Seal	33,901.00	SqFt	\$0.55	\$ 18,645.69
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	215.00	Ft	\$2.75	\$ 591.37
TAXIWAY CHARLIE	TW C	310	RAVELING	L	Surface Seal	573.40	SqFt	\$0.55	\$ 315.40
TAXIWAY DELTA	TW D	1220	L & T CR	L	Crack Sealing - AC	2,237.80	Ft	\$2.75	\$ 6,153.85
TAXIWAY DELTA	TW D	1220	RAVELING	L	Surface Seal	17,213.60	SqFt	\$0.55	\$ 9,467.55
TAXIWAY DELTA	TW D	1220	WEATHERING	M	Surface Seal	51,640.80	SqFt	\$0.55	\$ 28,402.66
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	8,830.50	Ft	\$2.75	\$ 24,283.73
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	61,495.10	SqFt	\$0.55	\$ 33,822.58
TAXIWAY DELTA	TW D	405	RAVELING	M	Surface Seal	2,124.90	SqFt	\$0.55	\$ 1,168.71
TAXIWAY DELTA	TW D	410	BLOCK CR	L	Surface Seal	240.80	SqFt	\$0.55	\$ 132.45
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	1,505.10	Ft	\$2.75	\$ 4,139.08
TAXIWAY DELTA	TW D	410	RAVELING	M	Surface Seal	2,084.00	SqFt	\$0.55	\$ 1,146.22
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	17,366.80	SqFt	\$0.55	\$ 9,551.81



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	410	WEATHERING	M	Surface Seal	17,366.80	SqFt	\$0.55	\$ 9,551.81
TAXIWAY DELTA	TW D	415	DEPRESSION	H	Patching - AC Full Depth	272.30	SqFt	\$5.00	\$ 1,361.66
TAXIWAY DELTA	TW D	415	L & T CR	L	Crack Sealing - AC	257.00	Ft	\$2.75	\$ 706.76
TAXIWAY DELTA	TW D	415	RAVELING	L	Surface Seal	5,993.10	SqFt	\$0.55	\$ 3,296.24
TAXIWAY DELTA	TW D	415	RAVELING	H	Patching - AC Partial Depth	49.00	SqFt	\$3.00	\$ 147.00
TAXIWAY DELTA	TW D	415	RAVELING	M	Surface Seal	16.00	SqFt	\$0.55	\$ 8.80
TAXIWAY DELTA	TW D	417	JT SEAL DMG	H	Joint Seal - PCC	468.40	Ft	\$3.00	\$ 1,405.26
TAXIWAY DELTA	TW D	417	SCALING	L	Patching - PCC Partial Depth	615.20	SqFt	\$19.10	\$ 11,749.51
TAXIWAY DELTA	TW D	417	FAULTING	L	Patching - PCC Partial Depth	82.00	SqFt	\$19.10	\$ 1,566.60
TAXIWAY DELTA	TW D	417	SHRINKAGE CR	N	Crack Sealing - PCC	68.90	Ft	\$4.25	\$ 292.82
TAXIWAY DELTA	TW D	417	JOINT SPALL	L	Patching - PCC Partial Depth	18.80	SqFt	\$19.10	\$ 359.78
TAXIWAY DELTA	TW D	417	CORNER SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY DELTA	TW D	420	DEPRESSION	L	Patching - AC Full Depth	133.40	SqFt	\$5.00	\$ 666.98
TAXIWAY DELTA	TW D	420	L & T CR	L	Crack Sealing - AC	293.00	Ft	\$2.75	\$ 805.75
TAXIWAY DELTA	TW D	420	RAVELING	H	Patching - AC Partial Depth	48.00	SqFt	\$3.00	\$ 144.00
TAXIWAY DELTA	TW D	420	RAVELING	L	Surface Seal	6,527.00	SqFt	\$0.55	\$ 3,589.88

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	420	RAVELING	M	Surface Seal	896.00	SqFt	\$0.55	\$ 492.80
TAXIWAY DELTA	TW D	422	JT SEAL DMG	H	Joint Seal - PCC	494.40	Ft	\$3.00	\$ 1,483.33
TAXIWAY DELTA	TW D	422	SCALING	L	Patching - PCC Partial Depth	871.50	SqFt	\$19.10	\$ 16,645.14
TAXIWAY DELTA	TW D	422	SHAT. SLAB	L	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
TAXIWAY DELTA	TW D	422	SHAT. SLAB	M	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
TAXIWAY DELTA	TW D	422	SHRINKAGE CR	N	Crack Sealing - PCC	34.40	Ft	\$4.25	\$ 146.41
TAXIWAY DELTA	TW D	422	JOINT SPALL	M	Patching - PCC Partial Depth	6.50	SqFt	\$19.10	\$ 123.35
TAXIWAY DELTA	TW D	422	JOINT SPALL	L	Patching - PCC Partial Depth	16.10	SqFt	\$19.10	\$ 308.39
TAXIWAY DELTA	TW D	422	CORNER SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY DELTA	TW D	425	L & T CR	L	Crack Sealing - AC	1,142.20	Ft	\$2.75	\$ 3,141.10
TAXIWAY DELTA	TW D	425	RAVELING	L	Surface Seal	7,490.00	SqFt	\$0.55	\$ 4,119.51
TAXIWAY DELTA	TW D	430	L & T CR	L	Crack Sealing - AC	200.00	Ft	\$2.75	\$ 550.00
TAXIWAY DELTA	TW D	430	RAVELING	L	Surface Seal	4,000.00	SqFt	\$0.55	\$ 2,200.02
TAXIWAY ECHO	TW E	510	BLOCK CR	L	Surface Seal	1,731.90	SqFt	\$0.55	\$ 952.56
TAXIWAY ECHO	TW E	510	L & T CR	L	Crack Sealing - AC	10,960.50	Ft	\$2.75	\$ 30,141.48
TAXIWAY ECHO	TW E	510	RAVELING	L	Surface Seal	111,009.60	SqFt	\$0.55	\$ 61,055.78



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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	RAVELING	M	Surface Seal	7,731.80	SqFt	\$0.55	\$ 4,252.51
TAXIWAY ECHO	TW E	515	BLOCK CR	L	Surface Seal	18,639.40	SqFt	\$0.55	\$ 10,251.76
TAXIWAY ECHO	TW E	515	L & T CR	L	Crack Sealing - AC	768.30	Ft	\$2.75	\$ 2,112.83
TAXIWAY ECHO	TW E	515	PATCHING	M	Patching - AC Full Depth	124.80	SqFt	\$5.00	\$ 624.03
TAXIWAY ECHO	TW E	515	RAVELING	L	Surface Seal	28,130.20	SqFt	\$0.55	\$ 15,471.74
TAXIWAY ECHO	TW E	515	RAVELING	M	Surface Seal	4,067.50	SqFt	\$0.55	\$ 2,237.13
TAXIWAY ECHO	TW E	520	CORNER BREAK	H	Patching - PCC Partial Depth	183.70	SqFt	\$19.10	\$ 3,507.89
TAXIWAY ECHO	TW E	520	LINEAR CR	H	Crack Sealing - PCC	270.90	Ft	\$4.25	\$ 1,151.19
TAXIWAY ECHO	TW E	520	JT SEAL DMG	H	Joint Seal - PCC	2,968.40	Ft	\$3.00	\$ 8,905.04
TAXIWAY ECHO	TW E	520	SCALING	L	Patching - PCC Partial Depth	2,915.60	SqFt	\$19.10	\$ 55,687.77
TAXIWAY ECHO	TW E	520	SHAT. SLAB	H	Slab Replacement - PCC	1,777.30	SqFt	\$45.00	\$ 79,980.47
TAXIWAY ECHO	TW E	520	SHAT. SLAB	M	Slab Replacement - PCC	3,554.70	SqFt	\$45.00	\$ 159,960.95
TAXIWAY ECHO	TW E	520	SHRINKAGE CR	N	Crack Sealing - PCC	84.00	Ft	\$4.25	\$ 356.87
TAXIWAY ECHO	TW E	520	JOINT SPALL	M	Patching - PCC Partial Depth	36.70	SqFt	\$19.10	\$ 701.58
TAXIWAY ECHO	TW E	520	JOINT SPALL	L	Patching - PCC Partial Depth	45.90	SqFt	\$19.10	\$ 876.97
TAXIWAY ECHO	TW E	520	CORNER SPALL	M	Patching - PCC Partial Depth	15.30	SqFt	\$19.10	\$ 292.32

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ECHO	TW E	520	CORNER SPALL	L	Patching - PCC Partial Depth	30.60	SqFt	\$19.10	\$ 584.65
TAXIWAY ECHO	TW E	520	CORNER SPALL	H	Patching - PCC Partial Depth	15.30	SqFt	\$19.10	\$ 292.32
TAXIWAY ECHO	TW E	525	BLOCK CR	M	Patching - AC Full Depth	3,007.50	SqFt	\$5.00	\$ 15,037.31
TAXIWAY ECHO	TW E	525	BLOCK CR	L	Surface Seal	2,275.50	SqFt	\$0.55	\$ 1,251.53
TAXIWAY ECHO	TW E	525	L & T CR	M	Crack Sealing - AC	811.50	Ft	\$2.75	\$ 2,231.72
TAXIWAY ECHO	TW E	525	L & T CR	L	Crack Sealing - AC	8,210.80	Ft	\$2.75	\$ 22,579.78
TAXIWAY ECHO	TW E	525	RAVELING	M	Surface Seal	26,892.10	SqFt	\$0.55	\$ 14,790.77
TAXIWAY ECHO	TW E	525	RAVELING	L	Surface Seal	79,355.50	SqFt	\$0.55	\$ 43,645.91
TAXIWAY ECHO	TW E	525	RAVELING	H	Patching - AC Partial Depth	302.30	SqFt	\$3.00	\$ 907.01
TAXIWAY ECHO	TW E	530	DEPRESSION	L	Patching - AC Full Depth	143.20	SqFt	\$5.00	\$ 715.99
TAXIWAY ECHO	TW E	530	L & T CR	L	Crack Sealing - AC	144.20	Ft	\$2.75	\$ 396.50
TAXIWAY ECHO	TW E	530	RAVELING	L	Surface Seal	5,596.10	SqFt	\$0.55	\$ 3,077.85
TAXIWAY ECHO	TW E	535	L & T CR	L	Crack Sealing - AC	349.90	Ft	\$2.75	\$ 962.22
TAXIWAY ECHO	TW E	535	RAVELING	L	Surface Seal	10,473.10	SqFt	\$0.55	\$ 5,760.25
TAXIWAY ECHO	TW E	537	JT SEAL DMG	H	Joint Seal - PCC	382.90	Ft	\$3.00	\$ 1,148.57
TAXIWAY ECHO	TW E	537	SCALING	L	Patching - PCC Partial Depth	615.20	SqFt	\$19.10	\$ 11,749.51



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ECHO	TW E	537	SHAT. SLAB	M	Slab Replacement - PCC	750.00	SqFt	\$45.00	\$ 33,750.00
TAXIWAY ECHO	TW E	537	SHRINKAGE CR	N	Crack Sealing - PCC	9.80	Ft	\$4.25	\$ 41.83
TAXIWAY ECHO	TW E	537	JOINT SPALL	H	Patching - PCC Partial Depth	24.20	SqFt	\$19.10	\$ 462.58
TAXIWAY ECHO	TW E	537	JOINT SPALL	L	Patching - PCC Partial Depth	13.50	SqFt	\$19.10	\$ 256.99
TAXIWAY ECHO	TW E	537	CORNER SPALL	H	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY ECHO	TW E	537	CORNER SPALL	L	Patching - PCC Partial Depth	13.50	SqFt	\$19.10	\$ 256.99
TAXIWAY ECHO	TW E	537	CORNER SPALL	M	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY ECHO	TW E	540	L & T CR	L	Crack Sealing - AC	240.70	Ft	\$2.75	\$ 661.87
TAXIWAY ECHO	TW E	540	OIL SPILLAGE	N	Surface Seal	76.20	SqFt	\$0.55	\$ 41.89
TAXIWAY ECHO	TW E	540	RAVELING	L	Surface Seal	10,108.60	SqFt	\$0.55	\$ 5,559.75
TAXIWAY ECHO	TW E	540	RAVELING	M	Surface Seal	1,173.30	SqFt	\$0.55	\$ 645.33
TAXIWAY ECHO	TW E	545	DEPRESSION	L	Patching - AC Full Depth	34.80	SqFt	\$5.00	\$ 173.80
TAXIWAY ECHO	TW E	545	L & T CR	L	Crack Sealing - AC	98.20	Ft	\$2.75	\$ 270.15
TAXIWAY ECHO	TW E	545	PATCHING	M	Patching - AC Full Depth	34.80	SqFt	\$5.00	\$ 173.80
TAXIWAY ECHO	TW E	545	RAVELING	L	Surface Seal	8,486.10	SqFt	\$0.55	\$ 4,667.40
TAXIWAY FOXTROT	TW F	615	BLOCK CR	L	Surface Seal	111,070.00	SqFt	\$0.55	\$ 61,089.01

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY FOXTROT	TW F	615	DEPRESSION	L	Patching - AC Full Depth	169.70	SqFt	\$5.00	\$ 848.67
TAXIWAY FOXTROT	TW F	615	RAVELING	L	Surface Seal	111,070.00	SqFt	\$0.55	\$ 61,089.01
TAXIWAY FOXTROT	TW F	617	DEPRESSION	H	Patching - AC Full Depth	36.10	SqFt	\$5.00	\$ 180.50
TAXIWAY FOXTROT	TW F	617	L & T CR	L	Crack Sealing - AC	214.00	Ft	\$2.75	\$ 588.50
TAXIWAY FOXTROT	TW F	617	RAVELING	H	Patching - AC Partial Depth	3,820.00	SqFt	\$3.00	\$ 11,459.99
TAXIWAY FOXTROT	TW F	617	RAVELING	L	Surface Seal	1,288.00	SqFt	\$0.55	\$ 708.41
TAXIWAY FOXTROT	TW F	619	CORNER BREAK	L	Patching - PCC Partial Depth	96.90	SqFt	\$19.10	\$ 1,850.32
TAXIWAY FOXTROT	TW F	619	JT SEAL DMG	H	Joint Seal - PCC	494.40	Ft	\$3.00	\$ 1,483.33
TAXIWAY FOXTROT	TW F	619	SCALING	L	Patching - PCC Partial Depth	563.90	SqFt	\$19.10	\$ 10,770.38
TAXIWAY FOXTROT	TW F	619	SHAT. SLAB	L	Slab Replacement - PCC	1,250.00	SqFt	\$45.00	\$ 56,250.00
TAXIWAY FOXTROT	TW F	619	SHRINKAGE CR	N	Crack Sealing - PCC	44.30	Ft	\$4.25	\$ 188.24
TAXIWAY FOXTROT	TW F	619	JOINT SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY FOXTROT	TW F	619	JOINT SPALL	M	Patching - PCC Partial Depth	6.50	SqFt	\$19.10	\$ 123.35
TAXIWAY FOXTROT	TW F	619	JOINT SPALL	H	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY FOXTROT	TW F	619	CORNER SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY GOLF	TW G	605	ALLIGATOR CR	L	Patching - AC Full Depth	144.30	SqFt	\$5.00	\$ 721.59



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY GOLF	TW G	605	BLOCK CR	M	Patching - AC Full Depth	22,740.20	SqFt	\$5.00	\$ 113,700.88
TAXIWAY GOLF	TW G	605	BLOCK CR	L	Surface Seal	22,640.10	SqFt	\$0.55	\$ 12,452.16
TAXIWAY GOLF	TW G	605	RAVELING	L	Surface Seal	68,220.50	SqFt	\$0.55	\$ 37,521.57
TAXIWAY GOLF	TW G	620	L & T CR	L	Crack Sealing - AC	1,066.40	Ft	\$2.75	\$ 2,932.61
TAXIWAY GOLF	TW G	620	RAVELING	L	Surface Seal	10,722.90	SqFt	\$0.55	\$ 5,897.64
TAXIWAY GOLF	TW G	620	WEATHERING	M	Surface Seal	32,176.00	SqFt	\$0.55	\$ 17,696.95
TAXIWAY HOTEL	TW H	805	BLOCK CR	L	Surface Seal	106,756.30	SqFt	\$0.55	\$ 58,716.47
TAXIWAY HOTEL	TW H	805	RAVELING	M	Surface Seal	3,805.40	SqFt	\$0.55	\$ 2,093.01
TAXIWAY HOTEL	TW H	805	RAVELING	L	Surface Seal	94,601.40	SqFt	\$0.55	\$ 52,031.22
TAXIWAY HOTEL	TW H	805	WEATHERING	M	Surface Seal	8,356.50	SqFt	\$0.55	\$ 4,596.11
TAXIWAY HOTEL	TW H	820	BLOCK CR	L	Surface Seal	458.20	SqFt	\$0.55	\$ 251.99
TAXIWAY HOTEL	TW H	820	BLOCK CR	M	Patching - AC Full Depth	405.80	SqFt	\$5.00	\$ 2,028.98
TAXIWAY HOTEL	TW H	820	L & T CR	L	Crack Sealing - AC	1,271.90	Ft	\$2.75	\$ 3,497.80
TAXIWAY HOTEL	TW H	820	RAVELING	L	Surface Seal	2,247.10	SqFt	\$0.55	\$ 1,235.94
TAXIWAY HOTEL	TW H	820	WEATHERING	M	Surface Seal	6,741.40	SqFt	\$0.55	\$ 3,707.82
TAXIWAY HOTEL	TW H	822	JT SEAL DMG	H	Joint Seal - PCC	468.40	Ft	\$3.00	\$ 1,405.26

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY HOTEL	TW H	822	SHAT. SLAB	L	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
TAXIWAY HOTEL	TW H	822	SHRINKAGE CR	N	Crack Sealing - PCC	4.90	Ft	\$4.25	\$ 20.92
TAXIWAY HOTEL	TW H	822	JOINT SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY HOTEL	TW H	822	JOINT SPALL	M	Patching - PCC Partial Depth	12.90	SqFt	\$19.10	\$ 246.71
TAXIWAY HOTEL	TW H	822	CORNER SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY HOTEL	TW H	822	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY JULIET	TW J	1105	L & T CR	L	Crack Sealing - AC	251.40	Ft	\$2.75	\$ 691.42
TAXIWAY JULIET	TW J	245	L & T CR	L	Crack Sealing - AC	2,973.80	Ft	\$2.75	\$ 8,178.05
TAXIWAY JULIET	TW J	245	RAVELING	H	Patching - AC Partial Depth	161.60	SqFt	\$3.00	\$ 484.86
TAXIWAY JULIET	TW J	245	RAVELING	L	Surface Seal	36,364.90	SqFt	\$0.55	\$ 20,000.86
TAXIWAY KILO	TW K	238	WEATHERING	M	Surface Seal	18,154.60	SqFt	\$0.55	\$ 9,985.09
TAXIWAY KILO	TW K	240	L & T CR	L	Crack Sealing - AC	1,939.10	Ft	\$2.75	\$ 5,332.39
TAXIWAY KILO	TW K	240	RAVELING	L	Surface Seal	29,103.30	SqFt	\$0.55	\$ 16,006.97
TAXIWAY KILO	TW K	240	WEATHERING	M	Surface Seal	6,751.60	SqFt	\$0.55	\$ 3,713.40
TAXIWAY LIMA	TW L	1201	L & T CR	L	Crack Sealing - AC	29.00	Ft	\$2.75	\$ 79.75
TAXIWAY LIMA	TW L	1201	RAVELING	L	Surface Seal	3,693.00	SqFt	\$0.55	\$ 2,031.17



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY LIMA	TW L	1203	JT SEAL DMG	H	Joint Seal - PCC	912.40	Ft	\$3.00	\$ 2,737.19
TAXIWAY LIMA	TW L	1203	SCALING	L	Patching - PCC Partial Depth	102.50	SqFt	\$19.10	\$ 1,958.25
TAXIWAY LIMA	TW L	1203	JOINT SPALL	M	Patching - PCC Partial Depth	12.90	SqFt	\$19.10	\$ 246.71
TAXIWAY LIMA	TW L	1205	L & T CR	L	Crack Sealing - AC	2,746.10	Ft	\$2.75	\$ 7,551.85
TAXIWAY LIMA	TW L	1205	RAVELING	L	Surface Seal	41,457.30	SqFt	\$0.55	\$ 22,801.70
TAXIWAY PAPA	TW P	1605	L & T CR	L	Crack Sealing - AC	3,381.70	Ft	\$2.75	\$ 9,299.53
TAXIWAY PAPA	TW P	1605	RAVELING	L	Surface Seal	42,586.90	SqFt	\$0.55	\$ 23,422.98
TAXIWAY PAPA	TW P	1605	WEATHERING	M	Surface Seal	212,344.10	SqFt	\$0.55	\$ 116,790.23
TAXIWAY P2	TW P2	1610	L & T CR	L	Crack Sealing - AC	1,329.80	Ft	\$2.75	\$ 3,656.87
TAXIWAY P2	TW P2	1610	WEATHERING	M	Surface Seal	29,678.70	SqFt	\$0.55	\$ 16,323.43
TAXIWAY SIERRA	TW S	905	L & T CR	L	Crack Sealing - AC	5,361.60	Ft	\$2.75	\$ 14,744.32
TAXIWAY SIERRA	TW S	905	RAVELING	M	Surface Seal	4,408.30	SqFt	\$0.55	\$ 2,424.56
TAXIWAY SIERRA	TW S	905	RAVELING	H	Patching - AC Partial Depth	2,028.30	SqFt	\$3.00	\$ 6,085.01
TAXIWAY SIERRA	TW S	905	RAVELING	L	Surface Seal	99,077.60	SqFt	\$0.55	\$ 54,493.16
TAXIWAY SIERRA	TW S	915	DEPRESSION	L	Patching - AC Full Depth	318.70	SqFt	\$5.00	\$ 1,593.41
TAXIWAY SIERRA	TW S	915	L & T CR	L	Crack Sealing - AC	1,074.70	Ft	\$2.75	\$ 2,955.39

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY SIERRA	TW S	915	RAVELING	M	Surface Seal	8,623.90	SqFt	\$0.55	\$ 4,743.19
TAXIWAY SIERRA	TW S	915	RAVELING	H	Patching - AC Partial Depth	2,874.10	SqFt	\$3.00	\$ 8,622.25
TAXIWAY SIERRA	TW S	917	CORNER BREAK	L	Patching - PCC Partial Depth	32.30	SqFt	\$19.10	\$ 616.77
TAXIWAY SIERRA	TW S	917	JT SEAL DMG	H	Joint Seal - PCC	494.40	Ft	\$3.00	\$ 1,483.33
TAXIWAY SIERRA	TW S	917	SCALING	L	Patching - PCC Partial Depth	153.80	SqFt	\$19.10	\$ 2,937.38
TAXIWAY SIERRA	TW S	917	SHAT. SLAB	M	Slab Replacement - PCC	1,750.00	SqFt	\$45.00	\$ 78,750.01
TAXIWAY SIERRA	TW S	917	JOINT SPALL	M	Patching - PCC Partial Depth	12.90	SqFt	\$19.10	\$ 246.71
TAXIWAY SIERRA	TW S	917	JOINT SPALL	H	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY SIERRA	TW S	917	JOINT SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY SIERRA	TW S	917	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY SIERRA	TW S	920	L & T CR	L	Crack Sealing - AC	373.00	Ft	\$2.75	\$ 1,025.75
TAXIWAY SIERRA	TW S	920	RAVELING	L	Surface Seal	4,213.00	SqFt	\$0.55	\$ 2,317.17
TAXIWAY SIERRA	TW S	920	RAVELING	M	Surface Seal	750.00	SqFt	\$0.55	\$ 412.50
TAXIWAY SIERRA	TW S	922	JT SEAL DMG	H	Joint Seal - PCC	445.00	Ft	\$3.00	\$ 1,335.00
TAXIWAY SIERRA	TW S	922	SCALING	L	Patching - PCC Partial Depth	461.40	SqFt	\$19.10	\$ 8,812.13
TAXIWAY SIERRA	TW S	922	FAULTING	H	Restoration - PCC/CRCP	12.50	Ft	\$45.00	\$ 562.50



Pavement Evaluation Report - Lakeland Linder Regional Airport

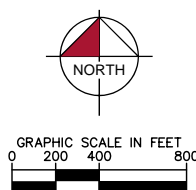
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY SIERRA	TW S	922	FAULTING	L	Patching - PCC Partial Depth	123.00	SqFt	\$19.10	\$ 2,349.90
TAXIWAY SIERRA	TW S	922	SHAT. SLAB	L	Slab Replacement - PCC	500.00	SqFt	\$45.00	\$ 22,500.00
TAXIWAY SIERRA	TW S	922	SHAT. SLAB	H	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
TAXIWAY SIERRA	TW S	922	SHAT. SLAB	M	Slab Replacement - PCC	500.00	SqFt	\$45.00	\$ 22,500.00
TAXIWAY SIERRA	TW S	922	SHRINKAGE CR	N	Crack Sealing - PCC	9.80	Ft	\$4.25	\$ 41.83
TAXIWAY SIERRA	TW S	922	JOINT SPALL	M	Patching - PCC Partial Depth	12.90	SqFt	\$19.10	\$ 246.71
TAXIWAY SIERRA	TW S	922	JOINT SPALL	H	Patching - PCC Partial Depth	16.10	SqFt	\$19.10	\$ 308.39
TAXIWAY SIERRA	TW S	922	JOINT SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY SIERRA	TW S	922	CORNER SPALL	H	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY SIERRA	TW S	922	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY SIERRA	TW S	922	CORNER SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
TAXIWAY SIERRA	TW S	925	L & T CR	L	Crack Sealing - AC	1,203.60	Ft	\$2.75	\$ 3,309.87
TAXIWAY SIERRA	TW S	925	RAVELING	L	Surface Seal	4,329.50	SqFt	\$0.55	\$ 2,381.22
TAXIWAY SIERRA	TW S	925	RAVELING	M	Surface Seal	10,102.10	SqFt	\$0.55	\$ 5,556.19
TAXIWAY SIERRA	TW S	927	CORNER BREAK	L	Patching - PCC Partial Depth	32.30	SqFt	\$19.10	\$ 616.77
TAXIWAY SIERRA	TW S	927	JT SEAL DMG	H	Joint Seal - PCC	468.40	Ft	\$3.00	\$ 1,405.26

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY SIERRA	TW S	927	SCALING	L	Patching - PCC Partial Depth	666.40	SqFt	\$19.10	\$ 12,728.63
TAXIWAY SIERRA	TW S	927	FAULTING	L	Patching - PCC Partial Depth	164.00	SqFt	\$19.10	\$ 3,133.20
TAXIWAY SIERRA	TW S	927	SHAT. SLAB	L	Slab Replacement - PCC	500.00	SqFt	\$45.00	\$ 22,500.00
TAXIWAY SIERRA	TW S	927	SHAT. SLAB	M	Slab Replacement - PCC	250.00	SqFt	\$45.00	\$ 11,250.00
TAXIWAY SIERRA	TW S	927	SHRINKAGE CR	N	Crack Sealing - PCC	9.80	Ft	\$4.25	\$ 41.83
TAXIWAY SIERRA	TW S	927	JOINT SPALL	M	Patching - PCC Partial Depth	19.40	SqFt	\$19.10	\$ 370.06
TAXIWAY SIERRA	TW S	927	JOINT SPALL	L	Patching - PCC Partial Depth	5.40	SqFt	\$19.10	\$ 102.80
TAXIWAY SIERRA	TW S	927	JOINT SPALL	H	Patching - PCC Partial Depth	24.20	SqFt	\$19.10	\$ 462.58
TAXIWAY SIERRA	TW S	927	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	\$19.10	\$ 51.40
TAXIWAY SIERRA	TW S	927	CORNER SPALL	L	Patching - PCC Partial Depth	8.10	SqFt	\$19.10	\$ 154.19
								Total =	\$ 12,534,249.07

APPENDIX F











- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
EXHIBIT

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
TABLE



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROGRAM YEAR	
	2015
	2016
	2017
	2018
	2019
	2020
	2021
	2022
	2023
	2024

"PROGRAM YEAR"	"BRANCH": "SECTION"	"REHAB ACTIVITY"	"EST. COST"
2000	01	01	1000000
2001	01	01	1000000
2002	01	01	1000000
2003	01	01	1000000
2004	01	01	1000000
2005	01	01	1000000
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2079	01	01	1000000
2080	01	01	1000000
2081	01	01	1000000
2082	01	01	1000000
2083	01	01	1000000
2084	01	01	1000000
2085	01	01	1000000
2086	01	01	1000000
2087	01	01	1

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:	2015		
C:\Users\andrea\Documents\CAD\PLANSHEET1 - LAKESIDE UNDER REPAIR\REPORT\DWG07T004-LA-REV04.dwg PLOTTED: May 28, 2015 - 12:35 PM BY: Rowell, James									

FLP  **OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS**



AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
LAKELAND LINDER REGIONAL AIRPORT POLK COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4125	\$ 1,260,900.00	21	Reconstruction	100
2015	AP N	4130	\$ 327,187.00	24	Reconstruction	100
2015	AP NE	4215	\$ 211,472.00	38	Reconstruction	100
2015	AP NW	4610	\$ 149,240.00	63	Mill and Overlay	100
2015	AP NW	4612	\$ 145,772.00	12	Reconstruction	100
2015	AP NW	4615	\$ 666,500.00	0	Reconstruction	100
2015	AP NW	4620	\$ 363,800.00	35	Reconstruction	100
2015	AP NW	601	\$ 75,236.00	11	Reconstruction	100
2015	AP NW	602	\$ 65,457.00	11	Reconstruction	100
2015	AP RU SW	5105	\$ 116,025.00	58	Mill and Overlay	100
2015	AP S	4507	\$ 77,828.00	46	PCC Restoration	100
2015	AP SE	4307	\$ 103,979.00	30	Reconstruction	100
2015	AP SE	4312	\$ 195,500.00	50	Mill and Overlay	100
2015	AP SE	4315	\$ 2,414,174.00	7	Reconstruction	100
2015	AP SE	4317	\$ 92,946.00	45	Mill and Overlay	100
2015	AP SW	4405	\$ 255,267.00	39	Reconstruction	100
2015	AP SW	4407	\$ 769,428.00	31	Reconstruction	100
2015	AP SW	4410	\$ 294,842.00	12	Reconstruction	100
2015	AP SW	4412	\$ 70,542.00	51	PCC Restoration	100
2015	TW A2	115	\$ 457,299.00	64	Mill and Overlay	100
2015	TW B	207	\$ 296,908.00	59	Mill and Overlay	100
2015	TW D	405	\$ 954,300.00	58	Mill and Overlay	100
2015	TW D	415	\$ 117,103.00	41	Mill and Overlay	100
2015	TW D	417	\$ 92,651.00	25	Reconstruction	100
2015	TW D	420	\$ 112,065.00	54	Mill and Overlay	100
2015	TW D	422	\$ 91,699.00	32	Reconstruction	100
2015	TW E	515	\$ 511,018.00	48	Mill and Overlay	100
2015	TW E	520	\$ 570,982.00	5	Reconstruction	100
2015	TW E	525	\$ 1,739,961.00	47	Mill and Overlay	100
2015	TW E	530	\$ 139,901.00	63	Mill and Overlay	100
2015	TW E	537	\$ 70,895.00	6	Reconstruction	100
2015	TW E	540	\$ 169,228.00	61	Mill and Overlay	100
2015	TW E	545	\$ 127,518.00	62	Mill and Overlay	100
2015	TW F	615	\$ 1,666,050.00	57	Mill and Overlay	100
2015	TW F	617	\$ 102,152.00	15	Reconstruction	100
2015	TW F	619	\$ 91,817.00	23	Reconstruction	100



Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW G	605	\$ 1,023,307.00	55	Mill and Overlay	100
2015	TW H	805	\$ 1,664,687.00	52	Mill and Overlay	100
2015	TW H	820	\$ 134,844.00	50	Mill and Overlay	100
2015	TW H	822	\$ 96,924.00	32	Reconstruction	100
2015	TW J	245	\$ 547,898.00	61	Mill and Overlay	100
2015	TW K	240	\$ 537,840.00	54	Mill and Overlay	100
2015	TW L	1203	\$ 197,282.00	30	Reconstruction	100
2015	TW S	905	\$ 1,582,714.00	57	Mill and Overlay	100
2015	TW S	915	\$ 229,975.00	16	Reconstruction	100
2015	TW S	917	\$ 90,664.00	10	Reconstruction	100
2015	TW S	920	\$ 74,440.00	56	Mill and Overlay	100
2015	TW S	922	\$ 91,441.00	8	Reconstruction	100
2015	TW S	925	\$ 286,178.00	40	Mill and Overlay	100
2015	TW S	927	\$ 96,473.00	18	Reconstruction	100
2016	AP N	4140	\$ 2,050,208.00	63	Mill and Overlay	100
2017	AP NW	4605	\$ 651,695.00	65	Mill and Overlay	100
2017	RW 9-27	6160	\$ 161,442.00	64	Mill and Overlay	100
2017	TW A1	105	\$ 2,975,208.00	65	Mill and Overlay	100
2017	TW C	307	\$ 539,483.00	64	Mill and Overlay	100
2017	TW D	410	\$ 736,977.00	65	Mill and Overlay	100
2017	TW D	430	\$ 96,621.00	65	Mill and Overlay	100
2017	TW E	510	\$ 2,504,816.00	64	Mill and Overlay	100
2017	TW G	620	\$ 682,672.00	64	Mill and Overlay	100
2018	TW E	535	\$ 171,664.00	65	Mill and Overlay	100
2018	TW L	1201	\$ 60,532.00	65	Mill and Overlay	100
2018	TW P2	1610	\$ 486,475.00	64	Mill and Overlay	100
2019	AP NW	4625	\$ 446,884.00	64	Mill and Overlay	100
2019	AP NW	4630	\$ 30,054.00	64	PCC Restoration	100
2019	RW 5-23	6215	\$ 4,262,683.00	64	Mill and Overlay	100
2019	RW 9-27	6130	\$ 506,479.00	65	Mill and Overlay	100
2019	RW 9-27	6150	\$ 6,404,147.00	64	Mill and Overlay	100
2019	RW 9-27	6155	\$ 264,500.00	64	Mill and Overlay	100
2019	TW A	131	\$ 978,459.00	64	Mill and Overlay	100
2019	TW A	151	\$ 170,595.00	64	Mill and Overlay	100
2019	TW B	205	\$ 843,912.00	64	Mill and Overlay	100
2020	RW 5-23	6250	\$ 1,445,342.00	65	Mill and Overlay	100
2020	TW A	150	\$ 1,871,504.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2020	TW A5	155	\$ 1,140,283.00	64	Mill and Overlay	100
2020	TW C	305	\$ 1,734,429.00	64	Mill and Overlay	100
2020	TW D	425	\$ 325,609.00	64	Mill and Overlay	100
2020	TW P	1605	\$ 4,433,024.00	64	Mill and Overlay	100
2021	RW 5-23	6245	\$ 2,977,409.00	65	Mill and Overlay	100
2021	RW 5-23	6255	\$ 708,193.00	65	Mill and Overlay	100
2021	RW 9-27	6115	\$ 1,791,079.00	65	Mill and Overlay	100
2021	TW A	110	\$ 1,012,201.00	65	Mill and Overlay	100
2021	TW A3	120	\$ 450,231.00	64	Mill and Overlay	100
2021	TW D	1220	\$ 1,233,236.00	64	Mill and Overlay	100
2021	TW L	1205	\$ 1,188,053.00	64	Mill and Overlay	100
2022	RW 5-23	6220	\$ 2,328,975.00	65	Mill and Overlay	100
2022	TW A	130	\$ 5,232,286.00	65	Mill and Overlay	100
2023	TW B	210	\$ 3,797,650.00	64	Mill and Overlay	100
2024	RW 5-23	6260	\$ 386,931.00	64	Mill and Overlay	100
Total =			\$ 78,704,250.00			

* Costs are adjusted for inflation AT 3%

APPENDIX G

● PHOTOGRAPHS



Runway 9-27, Section 6115, Sample Unit 360 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering



Runway 9-27, Section 6150, Sample Unit 414 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering



Runway 5-23, Section 6215, Sample Unit 322 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering



Runway 5-23, Section 6245, Sample Unit 379 – Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (57) Weathering



Taxiway Alpha, Section 105, Sample Unit 121 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering



Taxiway Echo, Section 520, Sample Unit 125 – Medium Severity (63) Longitudinal, Transverse, and Diagonal Cracking, High Severity (65) Joint Seal Damage, High Severity (72) Shattered Slab



Taxiway Hotel, Section 805, Sample Unit 122 – Low Severity (43) Block Cracking, Low Severity (50) Patching, Low Severity (52) Raveling



Taxiway Delta, Section 415, Sample Unit 200 – High Severity (45) Depression, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, High Severity (52) Raveling



Apron NE, Section 4215, Sample Unit 200 – Low Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (53) Rutting, Low Severity (57) Weathering



Apron North, Section 4125, Sample Unit 103 – High Severity (52) Raveling



Taxiway Sierra, Section 905, Sample Unit 901 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling



Taxiway Sierra, Section 922, Sample Unit 601 – Medium Severity (63) Longitudinal, Transverse, and Diagonal Cracking, High Severity (71) Faulting, Medium Severity (75) Corner Spalling

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP CENTER	Name:	CENTER APRON	Use:	APRON	Area:	320,728.00SqFt		
Section:	4705	of	4	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	AAC	Family:	FDOT-SAPMP-RL-AP-AAC			Zone:		Category:	Rank: P
Area:	226,994.00SqFt	Length:	800.00Ft	Width:	300.00Ft				
Shoulder:		Street Type:		Grade:	0.00	Lanes:	0		
Section Comments:									
Last Insp. Date:									
		Total Samples:	0	Surveyed:	0				
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP CENTER	Name:	CENTER APRON	Use:	APRON	Area:	320,728.00SqFt		
Section:	4710	of	4	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	AAC	Family:	FDOT-SAPMP-RL-AP-AAC			Zone:		Category:	Rank: P
Area:	47,866.00SqFt	Length:	300.00Ft	Width:	175.00Ft				
Shoulder:		Street Type:		Grade:	0.00	Lanes:	0		
Section Comments:									
Last Insp. Date:									
		Total Samples:	0	Surveyed:	0				
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP CENTER	Name:	CENTER APRON	Use:	APRON	Area:	320,728.00SqFt		
Section:	4715	of	4	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	27,388.00SqFt	Length:	300.00Ft	Width:	100.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP CENTER	Name:	CENTER APRON	Use:	APRON	Area:	320,728.00SqFt		
Section:	715	of	4	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	AAC	Family:	FDOT-SAPMP-RL-AP-AAC			Zone:		Category:	Rank: P
Area:	18,480.00SqFt	Length:	300.00Ft	Width:	80.00Ft				
Shoulder:		Street Type:		Grade:	0.00	Lanes:	0		
Section Comments:									
Last Insp. Date:									
		Total Samples:	0	Surveyed:	0				
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 225 of 10 From: - To: - Last Const.: 01/01/2015
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 27,470.96SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 6 Surveyed: 2

Conditions: PCI : 56

Inspection Comments:

Sample Number: 235 Type: R Area: 5,000.00SqFt PCI = 53

Sample Comments:

52	RAVELING	L	400.00	SqFt	Comments:
43	BLOCK CRACKING	L	4,999.96	SqFt	Comments:
50	PATCHING	L	100.00	SqFt	Comments:
56	SWELLING	L	14.00	SqFt	Comments:

Sample Number: 238 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43	BLOCK CRACKING	L	2,499.98	SqFt	Comments:
43	BLOCK CRACKING	L	2,499.98	SqFt	Comments:
52	RAVELING	L	300.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	666,426.71SqFt	
Section:	250	of	10	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	32,500.00SqFt	Length:	650.00Ft	Width:	50.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4105 of 10 From: - To: - Last Const.: 01/01/2015

Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P

Area: 73,769.10SqFt Length: 365.00Ft Width: 200.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 15 Surveyed: 2

Conditions: PCI : 55

Inspection Comments:

Sample Number: 102 Type: R Area: 5,661.88SqFt PCI = 41

Sample Comments:

43 BLOCK CRACKING	L	1,249.99 SqFt	Comments:
52 RAVELING	H	160.00 SqFt	Comments:
52 RAVELING	M	408.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	321.08 Ft	Comments:
43 BLOCK CRACKING	L	949.99 SqFt	Comments:
52 RAVELING	L	949.99 SqFt	Comments:
52 RAVELING	L	1,499.99 SqFt	Comments:
49 OIL SPILLAGE	N	3.00 SqFt	Comments:
49 OIL SPILLAGE	N	4.00 SqFt	Comments:

Sample Number: 401 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	372.10 Ft	Comments:
52 RAVELING	L	500.00 SqFt	Comments:
56 SWELLING	L	276.00 SqFt	Comments:
52 RAVELING	L	550.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	666,426.71SqFt	
Section:	4115	of	10	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	138,049.00SqFt	Length:	525.00Ft	Width:	250.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4123 of 10 From: - To: - Last Const.: 01/01/2011

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 83,610.00SqFt Length: 270.00Ft Width: 300.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 17 Surveyed: 3

Conditions: PCI : 96

Inspection Comments:

Sample Number: 109 Type: R Area: 4,370.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 13.00 Ft Comments:

Sample Number: 211 Type: R Area: 5,000.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 33.00 Ft Comments:

Sample Number: 511 Type: R Area: 6,673.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 13.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4125 of 10 From: - To: - Last Const.: 01/01/1962
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 63,045.00SqFt Length: 325.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 12 Surveyed: 2

Conditions: PCI : 22

Inspection Comments:

Sample Number: 103 Type: R Area: 8,560.49SqFt PCI = 20

Sample Comments:

43 BLOCK CRACKING L 140.00 SqFt Comments:
52 RAVELING H 8,560.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 117.00 Ft Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 25

Sample Comments:

52 RAVELING H 5,000.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4130 of 10 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 16,359.37SqFt Length: 81.00Ft Width: 200.00Ft
Slabs: 36 Slab Width: 45.00Ft Slab Length: 10.00Ft Joint Length: 1,699.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 25

Inspection Comments:

Sample Number: 101 Type: R Area: 18.00Slabs PCI = 25

Sample Comments:

65 JOINT SEAL DAMAGE	M	18.00 Slabs	Comments:
72 SHATTERED SLAB	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	11.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4140 of 10 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 132,699.49SqFt Length: 400.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 29 Surveyed: 3

Conditions: PCI : 66

Inspection Comments:

Sample Number: 203 Type: R Area: 4,165.00SqFt PCI = 60

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 68.00 Ft Comments:
57 WEATHERING M 4,165.00 SqFt Comments:
43 BLOCK CRACKING L 2,430.00 SqFt Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

57 WEATHERING M 5,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 229.00 Ft Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

43 BLOCK CRACKING L 450.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 526.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 666,426.71SqFt

Section: 4145 of 10 From: - To: - Last Const.: 01/01/2011

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 37,817.79SqFt Length: 200.00Ft Width: 150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 9 Surveyed: 1

Conditions: PCI : 96

Inspection Comments:

Sample Number: 206 Type: R Area: 4,167.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:

45 DEPRESSION L 9.00 SqFt Comments:

45 DEPRESSION L 4.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	666,426.71SqFt	
Section:	4150	of	10	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AAC	Family:	FDOT-SAPMP-RL-AP-AAC				Zone:	Category:	Rank: P
Area:	61,106.00SqFt	Length:	350.00Ft	Width:	200.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NE Name: NORTHEAST APRON Use: APRON Area: 10,573.60SqFt

Section: 4215 of 1 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 10,573.60SqFt Length: 200.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 39

Inspection Comments:

Sample Number: 200 Type: R Area: 6,097.00SqFt PCI = 39

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
45	DEPRESSION	L	50.00 SqFt	Comments:
53	RUTTING	M	350.00 SqFt	Comments:
43	BLOCK CRACKING	L	1,950.00 SqFt	Comments:
52	RAVELING	L	1,450.00 SqFt	Comments:
57	WEATHERING	L	4,647.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4605 of 11 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 40,952.35SqFt Length: 2,000.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 9 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 202 Type: R Area: 4,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 274.00 Ft Comments:

52 RAVELING L 4,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4610 of 11 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 9,949.36SqFt Length: 180.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 64

Inspection Comments:

Sample Number: 101 Type: R Area: 3,876.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 64.00 Ft Comments:

45 DEPRESSION L 24.00 SqFt Comments:

52 RAVELING L 3,876.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4612 of 11 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 7,288.60SqFt Length: 90.00Ft Width: 75.00Ft
Slabs: 37 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 13

Inspection Comments:

Sample Number: 102 Type: R Area: 37.00Slabs PCI = 13

Sample Comments:

65 JOINT SEAL DAMAGE	H	37.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
72 SHATTERED SLAB	L	12.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:
72 SHATTERED SLAB	M	9.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4615 of 11 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 33,325.00SqFt Length: 1,200.00Ft Width: 25.00Ft
Slabs: 53 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 1,175.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 9 Surveyed: 1

Conditions: PCI : 0

Inspection Comments:

Sample Number: 502 Type: R Area: 10.00Slabs PCI = 0

Sample Comments:

65 JOINT SEAL DAMAGE	H	10.00 Slabs	Comments:
72 SHATTERED SLAB	L	4.00 Slabs	Comments:
72 SHATTERED SLAB	H	4.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4620 of 11 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 18,190.00SqFt Length: 180.00Ft Width: 100.00Ft
Slabs: 51 Slab Width: 20.50Ft Slab Length: 17.50Ft Joint Length: 1,626.62Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 4 Surveyed: 1

Conditions: PCI : 36

Inspection Comments:

Sample Number: 202 Type: R Area: 18.00Slabs PCI = 36

Sample Comments:

65 JOINT SEAL DAMAGE	L	18.00 Slabs	Comments:
72 SHATTERED SLAB	L	17.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4625 of 11 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 26,470.06SqFt Length: 1,300.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 1

Conditions: PCI : 72

Inspection Comments:

Sample Number: 502 Type: R Area: 4,000.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 47.00 Ft Comments:

52 RAVELING L 40.00 SqFt Comments:

57 WEATHERING M 3,960.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4630 of 11 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 1,780.18SqFt Length: 75.00Ft Width: 20.00Ft
Slabs: 9 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 70

Inspection Comments:

Sample Number: 106 Type: R Area: 9.00Slabs PCI = 70

Sample Comments:

65 JOINT SEAL DAMAGE	H	10.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP NW	Name:	NORTHWEST APRON		Use:	APRON	Area:	290,116.17SqFt	
Section:	4640	of	11	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AAC	Family:	FDOT-SAPMP-RL-AP-AAC				Zone:	Category:	Rank: P
Area:	127,170.00SqFt	Length:	700.00Ft	Width:	200.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 4645 of 11 From: - To: - Last Const.: 01/01/2015

Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P

Area: 17,956.00SqFt Length: 180.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0

Conditions:

Sample Number: Type: Area: 0.00

<NO VALID INSPECTIONS>

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 601 of 11 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 3,761.78SqFt Length: 185.00Ft Width: 20.00Ft
Slabs: 6 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 12

Inspection Comments:

Sample Number: 101 Type: R Area: 1.00Slabs PCI = 12

Sample Comments:

65 JOINT SEAL DAMAGE H 1.00 Slabs Comments:
72 SHATTERED SLAB M 1.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 290,116.17SqFt

Section: 602 of 11 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 3,272.84SqFt Length: 160.00Ft Width: 20.00Ft
Slabs: 6 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 12

Inspection Comments:

Sample Number: 201 Type: R Area: 1.00Slabs PCI = 12

Sample Comments:

72 SHATTERED SLAB M 1.00 Slabs Comments:

65 JOINT SEAL DAMAGE H 1.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP RU SW Name: SOUTHWEST APRON RUN-UP Use: APRON Area: 7,735.00SqFt

Section: 5105 of 1 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 7,735.00SqFt Length: 200.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 101 Type: R Area: 3,885.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 116.00 Ft Comments:

45 DEPRESSION L 350.00 SqFt Comments:

52 RAVELING L 380.00 SqFt Comments:

57 WEATHERING M 3,505.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 221,190.00SqFt

Section: 4507 of 3 From: - To: - Last Const.: 01/01/1944

Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P

Area: 4,612.00SqFt Length: 90.00Ft Width: 150.00Ft

Slabs: 60 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 47

Inspection Comments:

Sample Number: 701 Type: R Area: 20.00Slabs PCI = 47

Sample Comments:

65 JOINT SEAL DAMAGE H 20.00 Slabs Comments:

63 LINEAR CRACKING L 8.00 Slabs Comments:

63 LINEAR CRACKING M 6.00 Slabs Comments:

73 SHRINKAGE CRACKING N 5.00 Slabs Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP S	Name:	SOUTH APRON		Use:	APRON	Area:	221,190.00SqFt	
Section:	4510	of	3	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	201,818.00SqFt	Length:	700.00Ft	Width:	450.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	AP S	Name:	SOUTH APRON		Use:	APRON	Area:	221,190.00SqFt	
Section:	4512	of	3	From:	-	To:	-	Last Const.:	01/01/2015
Surface:	AC	Family:	FDOT-SAPMP-RL-AP-AC				Zone:	Category:	Rank: P
Area:	14,760.00SqFt	Length:	300.00Ft	Width:	55.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 287,138.52SqFt

Section: 4307 of 5 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 5,198.95SqFt Length: 90.00Ft Width: 50.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 31

Inspection Comments:

Sample Number: 102 Type: R Area: 20.00Slabs PCI = 31

Sample Comments:

75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:
74 JOINT SPALLING	M	6.00 Slabs	Comments:
63 LINEAR CRACKING	L	9.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 287,138.52SqFt

Section: 4310 of 5 From: - To: - Last Const.: 01/01/2005

Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P

Area: 142,874.10SqFt Length: 475.00Ft Width: 300.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 30 Surveyed: 4

Conditions: PCI : 88

Inspection Comments:

Sample Number: 101 Type: R Area: 3,862.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 71.00 Ft Comments:

57 WEATHERING L 3,862.00 SqFt Comments:

Sample Number: 204 Type: R Area: 2,900.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 13.00 Ft Comments:

57 WEATHERING L 2,900.00 SqFt Comments:

45 DEPRESSION L 27.00 SqFt Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 88

Sample Comments:

49 OIL SPILLAGE N 9.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

49 OIL SPILLAGE N 16.00 SqFt Comments:

Sample Number: 601 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

49 OIL SPILLAGE N 9.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 287,138.52SqFt

Section: 4312 of 5 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 13,033.36SqFt Length: 260.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 5 Surveyed: 1

Conditions: PCI : 51

Inspection Comments:

Sample Number: 205 Type: R Area: 2,693.36SqFt PCI = 51

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 264.00 Ft Comments:

52 RAVELING L 2,657.00 SqFt Comments:

45 DEPRESSION M 66.00 SqFt Comments:

52 RAVELING M 36.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 287,138.52SqFt

Section: 4315 of 5 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 120,708.73SqFt Length: 500.00Ft Width: 240.00Ft
Slabs: 64 Slab Width: 75.00Ft Slab Length: 25.00Ft Joint Length: 5,660.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 13 Surveyed: 2

Conditions: PCI : 8

Inspection Comments:

Sample Number: 400 Type: R Area: 8.00Slabs PCI = 12

Sample Comments:

65 JOINT SEAL DAMAGE	M	8.00 Slabs	Comments:
72 SHATTERED SLAB	L	4.00 Slabs	Comments:
72 SHATTERED SLAB	M	4.00 Slabs	Comments:

Sample Number: 602 Type: R Area: 8.00Slabs PCI = 3

Sample Comments:

65 JOINT SEAL DAMAGE	H	8.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SE Name: SOUTHEAST APRON Use: APRON Area: 287,138.52SqFt

Section: 4317 of 5 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 5,323.38SqFt Length: 100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 46

Inspection Comments:

Sample Number: 104 Type: R Area: 5,323.38SqFt PCI = 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft	Comments:
54	SHOVING	H	47.00	SqFt	Comments:
45	DEPRESSION	L	45.00	SqFt	Comments:
45	DEPRESSION	M	95.00	SqFt	Comments:
45	DEPRESSION	L	9.00	SqFt	Comments:
45	DEPRESSION	L	4.00	SqFt	Comments:
52	RAVELING	L	5,111.00	SqFt	Comments:
52	RAVELING	M	212.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 70,679.69SqFt

Section: 4405 of 4 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 12,763.37SqFt Length: 250.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 40

Inspection Comments:

Sample Number: 100 Type: R Area: 7,567.98SqFt PCI = 40

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 979.00 Ft Comments:

52 RAVELING L 1,892.00 SqFt Comments:

52 RAVELING M 5,676.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 70,679.69SqFt

Section: 4407 of 4 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 38,471.42SqFt Length: 150.00Ft Width: 200.00Ft
Slabs: 141 Slab Width: 17.00Ft Slab Length: 16.00Ft Joint Length: 3,289.71Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 7 Surveyed: 2

Conditions: PCI : 32

Inspection Comments:

Sample Number: 201 Type: R Area: 21.00Slabs PCI = 39

Sample Comments:

65 JOINT SEAL DAMAGE	M	21.00 Slabs	Comments:
63 LINEAR CRACKING	L	11.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	16.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	M	3.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 301 Type: R Area: 16.00Slabs PCI = 23

Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
72 SHATTERED SLAB	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	9.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 70,679.69SqFt

Section: 4410 of 4 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 14,742.11SqFt Length: 290.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 13

Inspection Comments:

Sample Number: 501 Type: R Area: 7,300.86SqFt PCI = 13

Sample Comments:

41 ALLIGATOR CRACKING L 288.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 737.00 Ft Comments:

43 BLOCK CRACKING L 255.00 SqFt Comments:

52 RAVELING H 730.00 SqFt Comments:

52 RAVELING M 6,571.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 70,679.69SqFt

Section: 4412 of 4 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 4,702.79SqFt Length: 50.00Ft Width: 80.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 52

Inspection Comments:

Sample Number: 502 Type: R Area: 20.00Slabs PCI = 52

Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	12.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6215 of 8 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 252,489.21SqFt Length: 2,500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 51 Surveyed: 11

Conditions: PCI : 69

Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 153.00 Ft Comments:
52 RAVELING L 3,000.00 SqFt Comments:
57 WEATHERING M 2,000.00 SqFt Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 30.00 Ft Comments:
52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 43.00 Ft Comments:
52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:

Sample Number: 310 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 38.00 Ft Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

50 PATCHING L 800.00 SqFt Comments:
50 PATCHING L 160.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 22.00 Ft Comments:
52 RAVELING L 1,500.00 SqFt Comments:
57 WEATHERING M 2,540.00 SqFt Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 63

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 157.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 28.00 Ft Comments:
52 RAVELING L 3,000.00 SqFt Comments:
57 WEATHERING M 2,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Sample Number:	329	Type:	R	Area:	5,000.00SqFt	PCI = 71
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING			L	18.00 Ft	Comments:
52	RAVELING			L	2,500.00 SqFt	Comments:
57	WEATHERING			M	2,500.00 SqFt	Comments:

Sample Number:	336	Type:	R	Area:	5,000.00SqFt	PCI = 73
Sample Comments:						
52	RAVELING			L	3,000.00 SqFt	Comments:
57	WEATHERING			M	2,000.00 SqFt	Comments:

Sample Number:	342	Type:	R	Area:	5,000.00SqFt	PCI = 70
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING			L	15.00 Ft	Comments:
52	RAVELING			L	3,000.00 SqFt	Comments:
57	WEATHERING			M	2,000.00 SqFt	Comments:

Sample Number:	347	Type:	R	Area:	5,000.00SqFt	PCI = 67
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING			L	56.00 Ft	Comments:
52	RAVELING			L	3,500.00 SqFt	Comments:
57	WEATHERING			M	1,500.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6220 of 8 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 126,244.60SqFt Length: 2,500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 26 Surveyed: 5

Conditions: PCI : 73

Inspection Comments:

Sample Number: 100 Type: R Area: 4,372.30SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 32.00 Ft Comments:
52 RAVELING L 874.00 SqFt Comments:
57 WEATHERING M 3,498.00 SqFt Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 61.00 Ft Comments:
52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING M 4,000.00 SqFt Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

52 RAVELING L 2,000.00 SqFt Comments:
57 WEATHERING M 3,000.00 SqFt Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
52 RAVELING L 3,000.00 SqFt Comments:
57 WEATHERING M 2,000.00 SqFt Comments:

Sample Number: 532 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

52 RAVELING L 3,000.00 SqFt Comments:
57 WEATHERING M 2,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6245 of 8 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 166,235.52SqFt Length: 1,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 34 Surveyed: 7

Conditions: PCI : 72

Inspection Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:
57 WEATHERING M 2,422.00 SqFt Comments:
52 RAVELING L 2,422.00 SqFt Comments:

Sample Number: 374 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 379 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 385 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 396 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:
52 RAVELING L 3,750.00 SqFt Comments:
57 WEATHERING M 1,250.00 SqFt Comments:

Sample Number: 399 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6250 of 8 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 83,117.61SqFt Length: 1,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 17 Surveyed: 5

Conditions: PCI : 71

Inspection Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

57 WEATHERING M 1,250.00 SqFt Comments:
52 RAVELING L 3,750.00 SqFt Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 14.00 Ft Comments:
52 RAVELING L 3,750.00 SqFt Comments:
57 WEATHERING M 1,250.00 SqFt Comments:

Sample Number: 196 Type: R Area: 5,752.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
52 RAVELING L 2,876.00 SqFt Comments:
57 WEATHERING M 2,876.00 SqFt Comments:

Sample Number: 584 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

52 RAVELING L 3,750.00 SqFt Comments:
57 WEATHERING M 1,250.00 SqFt Comments:

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

52 RAVELING L 3,750.00 SqFt Comments:
57 WEATHERING M 1,250.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6255 of 8 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 39,540.00SqFt Length: 800.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 8 Surveyed: 2

Conditions: PCI : 72

Inspection Comments:

Sample Number: 351 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

52 RAVELING L 2,500.00 SqFt Comments:

57 WEATHERING M 2,500.00 SqFt Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 41.00 Ft Comments:

57 WEATHERING M 2,500.00 SqFt Comments:

52 RAVELING L 2,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6260 of 8 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 19,770.00SqFt Length: 800.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 4 Surveyed: 1

Conditions: PCI : 75

Inspection Comments:

Sample Number: 552 Type: R Area: 6,250.00SqFt PCI = 75

Sample Comments:

57 WEATHERING M 3,125.00 SqFt Comments:

52 RAVELING L 3,125.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6265 of 8 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 42,228.00SqFt Length: 800.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 16 Surveyed: 5

Conditions: PCI : 83

Inspection Comments:

Sample Number: 351 Type: R Area: 3,400.00SqFt PCI = 89

Sample Comments:

52 RAVELING L 68.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 45.01 Ft Comments:
52 RAVELING L 68.00 SqFt Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 81

Sample Comments:

52 RAVELING L 232.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 78.02 Ft Comments:
52 RAVELING L 749.99 SqFt Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

52 RAVELING L 707.99 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 26.01 Ft Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 196.05 Ft Comments:
52 RAVELING L 1,349.99 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.01 Ft Comments:

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 71.02 Ft Comments:
52 RAVELING L 1,019.99 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 750,738.94SqFt

Section: 6270 of 8 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 21,114.00SqFt Length: 800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 8 Surveyed: 3

Conditions: PCI : 85

Inspection Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 117.03 Ft Comments:

52 RAVELING L 250.00 SqFt Comments:

Sample Number: 552 Type: R Area: 4,600.00SqFt PCI = 95

Sample Comments:

52 RAVELING L 52.00 SqFt Comments:

52 RAVELING L 102.00 SqFt Comments:

Sample Number: 560 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 134.03 Ft Comments:

52 RAVELING L 1,249.99 SqFt Comments:

52 RAVELING M 119.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6105 of 15 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: T
Area: 250,000.00SqFt Length: 2,550.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 51 Surveyed: 11

Conditions: PCI : 74

Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 67.02 Ft Comments:
52 RAVELING L 3,999.97 SqFt Comments:
52 RAVELING M 150.00 SqFt Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 171.04 Ft Comments:
52 RAVELING L 749.99 SqFt Comments:
52 RAVELING L 100.00 SqFt Comments:
52 RAVELING L 50.00 SqFt Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 102.03 Ft Comments:
52 RAVELING L 1,499.99 SqFt Comments:
52 RAVELING L 300.00 SqFt Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 195.05 Ft Comments:
52 RAVELING L 1,499.99 SqFt Comments:
52 RAVELING L 120.00 SqFt Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 176.05 Ft Comments:
52 RAVELING L 2,249.98 SqFt Comments:
52 RAVELING L 100.00 SqFt Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 167.04 Ft Comments:
52 RAVELING L 1,499.99 SqFt Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 184.05 Ft Comments:
52 RAVELING L 2,999.98 SqFt Comments:
52 RAVELING M 273.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Sample Number:	335	Type:	R	Area:	5,000.00SqFt	PCI = 77
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	151.04	Ft	Comments:	
52	RAVELING	L	1,499.99	SqFt	Comments:	
52	RAVELING	L	350.00	SqFt	Comments:	

Sample Number:	340	Type:	R	Area:	5,000.00SqFt	PCI = 69
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	243.06	Ft	Comments:	
52	RAVELING	M	518.00	SqFt	Comments:	
52	RAVELING	L	100.00	SqFt	Comments:	
52	RAVELING	L	1,499.99	SqFt	Comments:	
52	RAVELING	L	495.00	SqFt	Comments:	

Sample Number:	344	Type:	R	Area:	5,000.00SqFt	PCI = 70
Sample Comments:						
52	RAVELING	L	749.99	SqFt	Comments:	
48	LONGITUDINAL/TRANSVERSE CRACKING	L	169.04	Ft	Comments:	
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.01	Ft	Comments:	
48	LONGITUDINAL/TRANSVERSE CRACKING	M	14.00	Ft	Comments:	
52	RAVELING	L	250.00	SqFt	Comments:	
52	RAVELING	L	1,499.99	SqFt	Comments:	

Sample Number:	348	Type:	R	Area:	5,000.00SqFt	PCI = 75
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	233.06	Ft	Comments:	
52	RAVELING	L	250.00	SqFt	Comments:	
52	RAVELING	L	1,899.98	SqFt	Comments:	
52	RAVELING	L	180.00	SqFt	Comments:	

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6110 of 15 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 125,000.00SqFt Length: 2,550.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 26 Surveyed: 5

Conditions: PCI : 81

Inspection Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 46.01 Ft Comments:
52 RAVELING L 400.00 SqFt Comments:
52 RAVELING L 600.00 SqFt Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 84.02 Ft Comments:
52 RAVELING L 288.00 SqFt Comments:
56 SWELLING L 22.00 SqFt Comments:

Sample Number: 148 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 120.03 Ft Comments:
52 RAVELING L 1,279.99 SqFt Comments:
56 SWELLING L 14.00 SqFt Comments:

Sample Number: 512 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 167.04 Ft Comments:
52 RAVELING L 600.00 SqFt Comments:

Sample Number: 536 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 237.06 Ft Comments:
52 RAVELING L 2,399.98 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6115 of 15 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 100,000.00SqFt Length: 950.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 20 Surveyed: 5

Conditions: PCI : 72

Inspection Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 249.00 Ft Comments:
52 RAVELING L 1,450.00 SqFt Comments:
57 WEATHERING L 3,550.00 SqFt Comments:

Sample Number: 357 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 201.00 Ft Comments:
52 RAVELING L 1,500.00 SqFt Comments:
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 360 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 234.00 Ft Comments:
52 RAVELING L 1,500.00 SqFt Comments:
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 260.00 Ft Comments:
52 RAVELING L 2,000.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 366 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 177.00 Ft Comments:
52 RAVELING M 765.00 SqFt Comments:
52 RAVELING L 990.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6125 of 15 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 950.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 12 Surveyed: 3

Conditions: PCI : 86

Inspection Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 17.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 1.00 Ft Comments:
50 PATCHING M 1.00 SqFt Comments:
52 RAVELING L 600.00 SqFt Comments:
57 WEATHERING L 4,399.00 SqFt Comments:

Sample Number: 556 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 26.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6130 of 15 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 2

Conditions: PCI : 70

Inspection Comments:

Sample Number: 371 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 215.00 Ft Comments:
52 RAVELING L 2,000.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 373 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 337.00 Ft Comments:
52 RAVELING L 3,000.00 SqFt Comments:
57 WEATHERING L 2,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6135 of 15 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 15,000.00SqFt Length: 300.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 4 Surveyed: 1

Conditions: PCI : 86

Inspection Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

52 RAVELING L 400.00 SqFt Comments:

57 WEATHERING L 4,600.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6140 of 15 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 7,291.86SqFt Length: 140.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 77

Inspection Comments:

Sample Number: 218 Type: R Area: 4,896.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 109.00 Ft Comments:

52 RAVELING L 126.00 SqFt Comments:

57 WEATHERING L 4,054.00 SqFt Comments:

52 RAVELING L 716.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6145 of 15 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 180,000.00SqFt Length: 3,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 36 Surveyed: 7

Conditions: PCI : 80

Inspection Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 192 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 252 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:
52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING L 4,000.00 SqFt Comments:

Sample Number: 588 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft Comments:
52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 608 Type: R Area: 5,000.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 23.00 Ft Comments:
52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 636 Type: R Area: 6,250.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:
52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING L 3,750.00 SqFt Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 81

Sample Comments:

52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING L 4,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6150 of 15 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 379,333.33SqFt Length: 3,793.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 74 Surveyed: 15

Conditions: PCI : 69

Inspection Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 382.00 Ft Comments:
52 RAVELING L 3,500.00 SqFt Comments:
57 WEATHERING L 1,500.00 SqFt Comments:

Sample Number: 379 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 362.00 Ft Comments:
52 RAVELING M 50.00 SqFt Comments:
52 RAVELING L 1,750.00 SqFt Comments:

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 328.00 Ft Comments:
52 RAVELING M 50.00 SqFt Comments:
52 RAVELING L 2,000.00 SqFt Comments:

Sample Number: 390 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 309.00 Ft Comments:
52 RAVELING M 50.00 SqFt Comments:
52 RAVELING L 3,000.00 SqFt Comments:

Sample Number: 397 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

52 RAVELING L 4,000.00 SqFt Comments:
57 WEATHERING L 1,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 344.00 Ft Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 307.00 Ft Comments:
52 RAVELING L 650.00 SqFt Comments:
52 RAVELING L 400.00 SqFt Comments:
50 PATCHING M 1.00 SqFt Comments:

Sample Number: 410 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 299.00 Ft Comments:
52 RAVELING L 3,500.00 SqFt Comments:
57 WEATHERING L 1,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Sample Number:	414	Type:	R	Area:	5,000.00SqFt	PCI = 69
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	374.00 Ft	Comments:
52	RAVELING			L	3,000.00 SqFt	Comments:
57	WEATHERING			L	2,000.00 SqFt	Comments:

Sample Number:	418	Type:	R	Area:	5,000.00SqFt	PCI = 68
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	401.00 Ft	Comments:
52	RAVELING			L	3,500.00 SqFt	Comments:
57	WEATHERING			L	1,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	50.00 Ft	Comments:

Sample Number:	421	Type:	R	Area:	5,000.00SqFt	PCI = 59
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	342.00 Ft	Comments:
52	RAVELING			L	4,780.00 SqFt	Comments:
52	RAVELING			M	126.00 SqFt	Comments:
50	PATCHING			M	4.00 SqFt	Comments:
52	RAVELING			M	90.00 SqFt	Comments:
45	DEPRESSION			L	2.00 SqFt	Comments:

Sample Number:	438	Type:	R	Area:	5,000.00SqFt	PCI = 69
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	233.00 Ft	Comments:
52	RAVELING			L	3,000.00 SqFt	Comments:
57	WEATHERING			L	2,000.00 SqFt	Comments:

Sample Number:	443	Type:	R	Area:	5,000.00SqFt	PCI = 70
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	121.00 Ft	Comments:
52	RAVELING			L	2,500.00 SqFt	Comments:
57	WEATHERING			L	2,500.00 SqFt	Comments:

Sample Number:	449	Type:	R	Area:	5,000.00SqFt	PCI = 71
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	244.00 Ft	Comments:
52	RAVELING			L	2,000.00 SqFt	Comments:
57	WEATHERING			L	3,000.00 SqFt	Comments:

Sample Number:	456	Type:	R	Area:	5,000.00SqFt	PCI = 70
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	119.00 Ft	Comments:
52	RAVELING			L	2,500.00 SqFt	Comments:
57	WEATHERING			L	2,500.00 SqFt	Comments:

Sample Number:	460	Type:	R	Area:	5,000.00SqFt	PCI = 71
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	75.00 Ft	Comments:
52	RAVELING			L	2,000.00 SqFt	Comments:
57	WEATHERING			L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6155 of 15 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 15,667.00SqFt Length: 394.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 424 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 440.00 Ft Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6160 of 15 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P

Area: 10,145.00SqFt Length: 400.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 67

Inspection Comments:

Sample Number: 223 Type: R Area: 5,104.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 93.00 Ft Comments:

52 RAVELING M 54.00 SqFt Comments:

52 RAVELING L 3,573.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6165 of 15 From: - To: - Last Const.: 01/01/2014

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 40,000.00SqFt Length: 300.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 6 Surveyed: 2

Conditions: PCI : 75

Inspection Comments:

Sample Number: 464 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

52 RAVELING L 105.00 SqFt Comments:

52 RAVELING L 2,300.98 SqFt Comments:

Sample Number: 467 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 63.02 Ft Comments:

52 RAVELING L 3,999.97 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6170 of 15 From: - To: - Last Const.: 01/01/2014

Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P

Area: 20,000.00SqFt Length: 300.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 4 Surveyed: 1

Conditions: PCI : 79

Inspection Comments:

Sample Number: 264 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

52 RAVELING L 1,547.99 SqFt Comments:

52 RAVELING L 1,169.99 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6175 of 15 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 17,790.00SqFt Length: 394.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 9 Surveyed: 2

Conditions: PCI : 78

Inspection Comments:

Sample Number: 424 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 113.03 Ft Comments:
52 RAVELING L 2,999.98 SqFt Comments:

Sample Number: 433 Type: R Area: 5,000.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 145.04 Ft Comments:
52 RAVELING L 749.99 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 1,252,184.19SqFt

Section: 6180 of 15 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 11,957.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 6 Surveyed: 2

Conditions: PCI : 87

Inspection Comments:

Sample Number: 224 Type: R Area: 5,562.09SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 12.00 Ft Comments:
52 RAVELING L 799.99 SqFt Comments:

Sample Number: 632 Type: R Area: 6,009.46SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 9.00 Ft Comments:
52 RAVELING L 525.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 515,821.49SqFt

Section: 110 of 5 From: - To: - Last Const.: 01/01/1998

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 56,513.47SqFt Length: 4,500.00Ft Width: 12.50Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 12 Surveyed: 2

Conditions: PCI : 73

Inspection Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 400.00 Ft Comments:

52 RAVELING L 36.00 SqFt Comments:

57 WEATHERING M 4,964.00 SqFt Comments:

Sample Number: 520 Type: R Area: 5,100.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 324.00 Ft Comments:

52 RAVELING L 5.00 SqFt Comments:

57 WEATHERING M 5,094.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 515,821.49SqFt

Section: 130 of 5 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 283,621.74SqFt Length: 3,700.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 76 Surveyed: 8

Conditions: PCI : 74

Inspection Comments:

Sample Number: 100 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 62.00 Ft Comments:
52 RAVELING M 18.00 SqFt Comments:
52 RAVELING L 50.00 SqFt Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING M 3,700.00 SqFt Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 73.00 Ft Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING M 3,650.00 SqFt Comments:

Sample Number: 123 Type: R Area: 3,750.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 61.00 Ft Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING M 3,700.00 SqFt Comments:

Sample Number: 134 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 13.00 Ft Comments:
57 WEATHERING M 3,750.00 SqFt Comments:

Sample Number: 145 Type: R Area: 3,750.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING M 3,700.00 SqFt Comments:

Sample Number: 156 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 95.00 Ft Comments:
57 WEATHERING M 3,750.00 SqFt Comments:

Sample Number: 167 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 53.00 Ft Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	M	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 515,821.49SqFt

Section: 131 of 5 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 57,956.51SqFt Length: 650.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 14 Surveyed: 2

Conditions: PCI : 70

Inspection Comments:

Sample Number: 175 Type: R Area: 4,047.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:
52 RAVELING L 200.00 SqFt Comments:
57 WEATHERING M 3,847.00 SqFt Comments:

Sample Number: 181 Type: R Area: 4,530.16SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 166.00 Ft Comments:
52 RAVELING L 150.00 SqFt Comments:
57 WEATHERING M 4,380.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 515,821.49SqFt

Section: 150 of 5 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 107,625.00SqFt Length: 2,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 29 Surveyed: 3

Conditions: PCI : 71

Inspection Comments:

Sample Number: 204 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:
52 RAVELING L 150.00 SqFt Comments:
57 WEATHERING M 3,600.00 SqFt Comments:

Sample Number: 216 Type: R Area: 3,750.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 177.00 Ft Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING M 3,700.00 SqFt Comments:

Sample Number: 227 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 160.00 Ft Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING M 3,650.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 515,821.49SqFt

Section: 151 of 5 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 10,104.77SqFt Length: 91.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 70

Inspection Comments:

Sample Number: 200 Type: R Area: 3,266.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 47.00 Ft Comments:

52 RAVELING L 114.00 SqFt Comments:

57 WEATHERING M 3,152.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 186,961.21SqFt

Section: 105 of 1 From: - To: - Last Const.: 01/01/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T
Area: 186,961.21SqFt Length: 3,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 37 Surveyed: 5

Conditions: PCI : 68

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 770.00 Ft Comments:
52 RAVELING L 500.00 SqFt Comments:
52 RAVELING M 22.00 SqFt Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 391.00 Ft Comments:
52 RAVELING L 200.00 SqFt Comments:
57 WEATHERING M 4,800.00 SqFt Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 564.00 Ft Comments:
56 SWELLING L 50.00 SqFt Comments:
52 RAVELING L 200.00 SqFt Comments:
57 WEATHERING M 4,800.00 SqFt Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 228.00 Ft Comments:
52 RAVELING L 600.00 SqFt Comments:
57 WEATHERING M 4,400.00 SqFt Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 93.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 133.00 Ft Comments:
52 RAVELING M 52.00 SqFt Comments:
52 RAVELING L 300.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 30,486.61SqFt

Section: 115 of 1 From: - To: - Last Const.: 01/01/1993

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 30,486.61SqFt Length: 400.00Ft Width: 60.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 7 Surveyed: 1

Conditions: PCI : 65

Inspection Comments:

Sample Number: 201 Type: R Area: 2,738.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	236.00 Ft	Comments:
50	PATCHING	L	50.00 SqFt	Comments:
52	RAVELING	M	17.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 25,137.41SqFt

Section: 120 of 1 From: - To: - Last Const.: 01/01/1993

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 25,137.41SqFt Length: 500.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 1

Conditions: PCI : 72

Inspection Comments:

Sample Number: 103 Type: R Area: 3,888.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 37.00 Ft Comments:

52 RAVELING L 50.00 SqFt Comments:

57 WEATHERING M 3,838.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 25,272.35SqFt

Section: 133 of 1 From: - To: - Last Const.: 01/01/1986

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 25,272.35SqFt Length: 500.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 1

Conditions: PCI : 82

Inspection Comments:

Sample Number: 104 Type: R Area: 4,612.94SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 82.00 Ft Comments:

52 RAVELING M 17.00 SqFt Comments:

52 RAVELING L 300.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 65,574.52SqFt

Section: 155 of 1 From: - To: - Last Const.: 01/01/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 65,574.52SqFt Length: 1,300.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 12 Surveyed: 2

Conditions: PCI : 71

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 42.00 Ft Comments:

52 RAVELING L 100.00 SqFt Comments:

57 WEATHERING M 4,900.00 SqFt Comments:

Sample Number: 105 Type: R Area: 5,948.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 21.00 Ft Comments:

52 RAVELING L 513.00 SqFt Comments:

57 WEATHERING M 5,435.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 284,991.79SqFt

Section: 205 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T
Area: 49,987.00SqFt Length: 450.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 15 Surveyed: 2

Conditions: PCI : 70

Inspection Comments:

Sample Number: 401 Type: R Area: 4,751.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 48.00 Ft Comments:
52 RAVELING L 101.00 SqFt Comments:
57 WEATHERING M 4,650.00 SqFt Comments:

Sample Number: 407 Type: R Area: 4,133.31SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:
52 RAVELING L 126.00 SqFt Comments:
57 WEATHERING M 4,007.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 284,991.79SqFt

Section: 207 of 4 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 19,793.83SqFt Length: 320.00Ft Width: 60.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 4 Surveyed: 1

Conditions: PCI : 60

Inspection Comments:

Sample Number: 272 Type: R Area: 5,731.00SqFt PCI = 60

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 427.00 Ft Comments:

52 RAVELING L 5,158.00 SqFt Comments:

52 RAVELING M 573.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 284,991.79SqFt

Section: 210 of 4 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 199,859.96SqFt Length: 2,600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 41 Surveyed: 5

Conditions: PCI : 75

Inspection Comments:

Sample Number: 201 Type: R Area: 5,308.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 47.00 Ft Comments:
52 RAVELING L 1,900.00 SqFt Comments:
57 WEATHERING L 3,408.00 SqFt Comments:

Sample Number: 207 Type: R Area: 5,772.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 81.00 Ft Comments:
50 PATCHING L 12.00 SqFt Comments:
52 RAVELING L 4,618.00 SqFt Comments:
57 WEATHERING L 1,154.00 SqFt Comments:

Sample Number: 217 Type: R Area: 5,107.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:
52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING L 4,107.00 SqFt Comments:

Sample Number: 225 Type: R Area: 4,820.43SqFt PCI = 84

Sample Comments:

52 RAVELING L 600.00 SqFt Comments:
57 WEATHERING L 4,220.00 SqFt Comments:

Sample Number: 234 Type: R Area: 5,059.67SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:
52 RAVELING L 1,012.00 SqFt Comments:
57 WEATHERING L 4,048.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	TW B	Name:	TAXIWAY B		Use:	TAXIWAY	Area:	284,991.79SqFt	
Section:	215	of	4	From:	-	To:	-	Last Const.:	01/01/2013
Surface:	AC	Family:	FDOT-SAPMP-RL-TW-AC				Zone:	Category:	Rank: P
Area:	15,351.00SqFt	Length:	50.00Ft	Width:	300.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	TW B3	Name:	TAXIWAY B3		Use:	TAXIWAY	Area:	25,462.00SqFt	
Section:	230	of	1	From:	-	To:	-	Last Const.:	09/01/2012
Surface:	AC	Family:	FDOT-SAPMP-RL-TW-AC				Zone:	Category:	Rank: P
Area:	25,462.00SqFt	Length:	100.00Ft	Width:	300.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 213,033.74SqFt

Section: 305 of 3 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T
Area: 99,742.24SqFt Length: 330.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: This section was modified on 07/26/05

Last Insp. Date: 12/08/2014 Total Samples: 23 Surveyed: 3

Conditions: PCI : 71

Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 69.00 Ft Comments:
52 RAVELING L 100.00 SqFt Comments:
57 WEATHERING M 4,900.00 SqFt Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 238.00 Ft Comments:
52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:
56 SWELLING L 228.00 SqFt Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

52 RAVELING L 3,760.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 213,033.74SqFt

Section: 307 of 3 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 33,900.97SqFt Length: 330.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 8 Surveyed: 1

Conditions: PCI : 67

Inspection Comments:

Sample Number: 300 Type: R Area: 4,500.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:

52 RAVELING L 4,500.00 SqFt Comments:

56 SWELLING L 46.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 213,033.74SqFt

Section: 310 of 3 From: - To: - Last Const.: 01/01/2004

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 79,390.53SqFt Length: 900.00Ft Width: 80.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 19 Surveyed: 3

Conditions: PCI : 90

Inspection Comments:

Sample Number: 310 Type: R Area: 4,615.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:

57 WEATHERING L 4,615.00 SqFt Comments:

Sample Number: 313 Type: R Area: 3,818.05SqFt PCI = 91

Sample Comments:

52 RAVELING L 60.00 SqFt Comments:

57 WEATHERING L 3,758.00 SqFt Comments:

Sample Number: 319 Type: R Area: 3,750.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:

52 RAVELING L 28.00 SqFt Comments:

57 WEATHERING L 3,717.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 1220 of 10 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 68,854.35SqFt Length: 1,700.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 17 Surveyed: 2

Conditions: PCI : 72

Inspection Comments:

Sample Number: 108 Type: R Area: 4,000.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 152.00 Ft Comments:
52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING M 3,000.00 SqFt Comments:

Sample Number: 120 Type: R Area: 4,000.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 108.00 Ft Comments:
52 RAVELING L 1,000.00 SqFt Comments:
57 WEATHERING M 3,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 405 of 10 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 63,620.00SqFt Length: 2,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 13 Surveyed: 2

Conditions: PCI : 59

Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 953.00 Ft Comments:
52 RAVELING L 4,748.00 SqFt Comments:
52 RAVELING M 252.00 SqFt Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 435.00 Ft Comments:
52 RAVELING L 4,918.00 SqFt Comments:
52 RAVELING M 82.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 410 of 10 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 46,311.41SqFt Length: 900.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 10 Surveyed: 2

Conditions: PCI : 68

Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00 Ft	Comments:
43	BLOCK CRACKING	L	52.00 SqFt	Comments:
52	RAVELING	M	450.00 SqFt	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 72

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00 Ft	Comments:
52	RAVELING	L	1,250.00 SqFt	Comments:
57	WEATHERING	M	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 415 of 10 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 6,058.11SqFt Length: 120.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 42

Inspection Comments:

Sample Number: 200 Type: R Area: 6,058.00SqFt PCI = 42

Sample Comments:

45 DEPRESSION	H	210.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	232.00 Ft	Comments:
52 RAVELING	H	49.00 SqFt	Comments:
52 RAVELING	L	5,993.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:
52 RAVELING	M	16.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 417 of 10 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,632.55SqFt Length: 90.00Ft Width: 50.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 26

Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 26

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
74 JOINT SPALLING	L	7.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	14.00 Slabs	Comments:
63 LINEAR CRACKING	L	10.00 Slabs	Comments:
63 LINEAR CRACKING	M	10.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 420 of 10 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 7,471.00SqFt Length: 145.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 55

Inspection Comments:

Sample Number: 300 Type: R Area: 7,471.00SqFt PCI = 55

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	293.00 Ft	Comments:
52	RAVELING	M	896.00 SqFt	Comments:
52	RAVELING	H	48.00 SqFt	Comments:
52	RAVELING	L	6,527.00 SqFt	Comments:
45	DEPRESSION	L	91.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 422 of 10 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,584.93SqFt Length: 90.00Ft Width: 50.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 33

Inspection Comments:

Sample Number: 301 Type: R Area: 20.00Slabs PCI = 33

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	17.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	9.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	7.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 425 of 10 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 18,724.88SqFt Length: 360.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 4 Surveyed: 1

Conditions: PCI : 71

Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 305.00 Ft Comments:

52 RAVELING L 2,000.00 SqFt Comments:

57 WEATHERING L 3,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 430 of 10 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 6,071.61SqFt Length: 120.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 68

Inspection Comments:

Sample Number: 400 Type: R Area: 6,071.61SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

52 RAVELING L 4,000.00 SqFt Comments:

57 WEATHERING L 2,071.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 267,117.84SqFt

Section: 440 of 10 From: - To: - Last Const.: 01/01/2013

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 40,789.00SqFt Length: 2,100.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/16/2012 Total Samples: 21 Surveyed: 3

Conditions: PCI : 81

Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 510.13 Ft Comments:

52 RAVELING L 2,499.98 SqFt Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 110.03 Ft Comments:

52 RAVELING L 2,499.98 SqFt Comments:

Sample Number: 117 Type: R Area: 5,000.00SqFt PCI = 97

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TWE Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 510 of 9 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 157,401.90SqFt Length: 3,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 32 Surveyed: 5

Conditions: PCI : 67

Inspection Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	348.00 Ft	Comments:
43	BLOCK CRACKING	L	280.00 SqFt	Comments:
52	RAVELING	M	1,250.00 SqFt	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 515 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	388.00 Ft	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 521 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	352.00 Ft	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 527 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	283.00 Ft	Comments:
52	RAVELING	L	2,500.00 SqFt	Comments:

Sample Number: 534 Type: R Area: 5,447.28SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	301.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
52	RAVELING	L	5,447.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 515 of 9 From: - To: - Last Const.: 01/01/1962
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 32,281.62SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 2

Conditions: PCI : 49

Inspection Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

50 PATCHING	M	8.00 SqFt	Comments:
50 PATCHING	M	18.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	238.00 Ft	Comments:
43 BLOCK CRACKING	L	490.00 SqFt	Comments:
43 BLOCK CRACKING	L	284.00 SqFt	Comments:
43 BLOCK CRACKING	L	500.00 SqFt	Comments:
52 RAVELING	M	10.00 SqFt	Comments:
52 RAVELING	L	4,964.00 SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 44

Sample Comments:

43 BLOCK CRACKING	L	4,500.00 SqFt	Comments:
52 RAVELING	M	1,250.00 SqFt	Comments:
52 RAVELING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 520 of 9 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 28,549.08SqFt Length: 280.00Ft Width: 100.00Ft
Slabs: 91 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 2,980.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 1

Conditions: PCI : 6

Inspection Comments:

Sample Number: 125 Type: R Area: 16.00Slabs PCI = 6

Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	11.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 525 of 9 From: - To: - Last Const.: 01/01/1964
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 106,549.96SqFt Length: 2,600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: THIS SECTION WAS RENAMED FROM 405 TO 525.

Last Insp. Date: 12/08/2014 Total Samples: 21 Surveyed: 4

Conditions: PCI : 48

Inspection Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 49

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	26.00	Ft	Comments:
52	RAVELING	L	3,843.00	SqFt	Comments:
52	RAVELING	M	1,100.00	SqFt	Comments:
52	RAVELING	H	57.00	SqFt	Comments:

Sample Number: 409 Type: R Area: 5,000.00SqFt PCI = 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	307.00	Ft	Comments:
43	BLOCK CRACKING	L	429.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft	Comments:
52	RAVELING	L	4,600.00	SqFt	Comments:
52	RAVELING	M	400.00	SqFt	Comments:

Sample Number: 416 Type: R Area: 5,088.00SqFt PCI = 40

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	457.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	51.00	Ft	Comments:
43	BLOCK CRACKING	M	567.00	SqFt	Comments:
52	RAVELING	L	3,342.00	SqFt	Comments:
52	RAVELING	M	1,746.00	SqFt	Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 47

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	395.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	76.00	Ft	Comments:
52	RAVELING	L	3,176.00	SqFt	Comments:
52	RAVELING	M	1,824.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 530 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,326.75SqFt Length: 200.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 64

Inspection Comments:

Sample Number: 101 Type: R Area: 4,140.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:
52	RAVELING	L	2,484.00 SqFt	Comments:
57	WEATHERING	L	1,656.00 SqFt	Comments:
45	DEPRESSION	L	39.00 SqFt	Comments:
45	DEPRESSION	L	1.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 535 of 9 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 10,473.10SqFt Length: 200.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 201 Type: R Area: 4,400.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 147.00 Ft Comments:

52 RAVELING L 4,400.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 537 of 9 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 3,544.74SqFt Length: 70.00Ft Width: 50.00Ft
Slabs: 16 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 7

Inspection Comments:

Sample Number: 202 Type: R Area: 16.00Slabs PCI = 7

Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
75 CORNER SPALLING	L	5.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	H	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	9.00 Slabs	Comments:
72 SHATTERED SLAB	M	3.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 540 of 9 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 11,281.87SqFt Length: 225.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 62

Inspection Comments:

Sample Number: 301 Type: R Area: 4,500.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 96.00 Ft Comments:

52 RAVELING L 4,032.00 SqFt Comments:

52 RAVELING M 168.00 SqFt Comments:

49 OIL SPILLAGE N 18.00 SqFt Comments:

52 RAVELING M 300.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 367,910.25SqFt

Section: 545 of 9 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 8,501.23SqFt Length: 160.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 63

Inspection Comments:

Sample Number: 401 Type: R Area: 2,250.00SqFt PCI = 63

Sample Comments:

50 PATCHING M 4.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 26.00 Ft Comments:

45 DEPRESSION L 4.00 SqFt Comments:

52 RAVELING L 2,246.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 14, 2015

Network:	LAL	Name:	LAKELAND LINDER REGIONAL AIRPORT						
Branch:	TW E1	Name:	TAXIWAY E1		Use:	TAXIWAY	Area:	101,859.00SqFt	
Section:	550	of	1	From:	-	To:	-	Last Const.:	03/01/2014
Surface:	AC	Family:	FDOT-SAPMP-RL-TW-AC				Zone:	Category:	Rank: P
Area:	101,859.00SqFt	Length:	2,000.00Ft	Width:	50.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

Sample Number:	Type:	Area:	0.00
<NO VALID INSPECTIONS>			

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 120,768.45SqFt

Section: 615 of 3 From: - To: - Last Const.: 01/01/1986

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 111,070.00SqFt Length: 2,430.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 22 Surveyed: 3

Conditions: PCI : 58

Inspection Comments:

Sample Number: 610 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 617 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 623 Type: R Area: 8,300.00SqFt PCI = 58

Sample Comments:

45 DEPRESSION L 20.00 SqFt Comments:

52 RAVELING L 8,300.00 SqFt Comments:

43 BLOCK CRACKING L 8,300.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 120,768.45SqFt

Section: 617 of 3 From: - To: - Last Const.: 01/01/1986

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 5,107.58SqFt Length: 100.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 16

Inspection Comments:

Sample Number: 500 Type: R Area: 5,107.58SqFt PCI = 16

Sample Comments:

52 RAVELING L 1,288.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 214.00 Ft Comments:

52 RAVELING H 3,820.00 SqFt Comments:

45 DEPRESSION H 16.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 120,768.45SqFt

Section: 619 of 3 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,590.87SqFt Length: 90.00Ft Width: 50.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 24

Inspection Comments:

Sample Number: 501 Type: R Area: 20.00Slabs PCI = 24

Sample Comments:

65	JOINT SEAL DAMAGE	H	20.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	9.00	Slabs	Comments:
63	LINEAR CRACKING	L	9.00	Slabs	Comments:
70	SCALING/CRAZING	L	11.00	Slabs	Comments:
63	LINEAR CRACKING	M	4.00	Slabs	Comments:
72	SHATTERED SLAB	L	5.00	Slabs	Comments:
62	CORNER BREAK	L	3.00	Slabs	Comments:
74	JOINT SPALLING	L	2.00	Slabs	Comments:
74	JOINT SPALLING	M	1.00	Slabs	Comments:
74	JOINT SPALLING	H	1.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 129,427.83SqFt

Section: 605 of 3 From: - To: - Last Const.: 01/01/2003

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T

Area: 68,220.47SqFt Length: 1,300.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 14 Surveyed: 3

Conditions: PCI : 56

Inspection Comments:

Sample Number: 621 Type: R Area: 5,000.00SqFt PCI = 53

Sample Comments:

41 ALLIGATOR CRACKING L 22.00 SqFt Comments:

43 BLOCK CRACKING L 4,978.00 SqFt Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 625 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 631 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 129,427.83SqFt

Section: 620 of 3 From: - To: - Last Const.: 01/01/1998

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 42,898.89SqFt Length: 840.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: THIS SECTION WAS MODIFIED ON 07/26/05

Last Insp. Date: 12/08/2014 Total Samples: 8 Surveyed: 1

Conditions: PCI : 67

Inspection Comments:

Sample Number: 636 Type: R Area: 5,833.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
56	SWELLING	L	225.00 SqFt	Comments:
52	RAVELING	L	1,458.00 SqFt	Comments:
57	WEATHERING	M	4,375.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 129,427.83SqFt

Section: 625 of 3 From: - To: - Last Const.: 01/01/2011

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 18,308.47SqFt Length: 200.00Ft Width: 80.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 100

Inspection Comments:

Sample Number: 644 Type: R Area: 4,149.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 165,164.85SqFt

Section: 805 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 110,979.10SqFt Length: 2,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 23 Surveyed: 3

Conditions: PCI : 53

Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

43 BLOCK CRACKING	L	4,750.00 SqFt	Comments:
52 RAVELING	L	3,563.00 SqFt	Comments:
57 WEATHERING	M	1,188.00 SqFt	Comments:

Sample Number: 114 Type: R Area: 5,408.02SqFt PCI = 49

Sample Comments:

43 BLOCK CRACKING	L	5,408.00 SqFt	Comments:
52 RAVELING	M	541.00 SqFt	Comments:
52 RAVELING	L	4,867.00 SqFt	Comments:

Sample Number: 122 Type: R Area: 5,369.31SqFt PCI = 55

Sample Comments:

43 BLOCK CRACKING	L	5,019.00 SqFt	Comments:
52 RAVELING	L	5,019.00 SqFt	Comments:
50 PATCHING	L	350.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 165,164.85SqFt

Section: 810 of 4 From: - To: - Last Const.: 01/01/2011

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 40,349.95SqFt Length: 800.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 9 Surveyed: 1

Conditions: PCI : 100

Inspection Comments:

Sample Number: 129 Type: R Area: 4,026.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 165,164.85SqFt

Section: 820 of 4 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 8,989.59SqFt Length: 170.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 51

Inspection Comments:

Sample Number: 201 Type: R Area: 4,120.46SqFt PCI = 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	583.00 Ft	Comments:
43	BLOCK CRACKING	L	210.00 SqFt	Comments:
43	BLOCK CRACKING	M	186.00 SqFt	Comments:
52	RAVELING	L	1,030.00 SqFt	Comments:
57	WEATHERING	M	3,090.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 165,164.85SqFt

Section: 822 of 4 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,846.21SqFt Length: 90.00Ft Width: 50.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 33

Inspection Comments:

Sample Number: 202 Type: R Area: 20.00Slabs PCI = 33

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
63 LINEAR CRACKING	M	8.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 85,285.25SqFt

Section: 1105 of 2 From: - To: - Last Const.: 01/01/2011

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 48,758.74SqFt Length: 480.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 9 Surveyed: 1

Conditions: PCI : 96

Inspection Comments:

Sample Number: 202 Type: R Area: 5,430.00SqFt PCI = 96

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 28.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW J Name: TAXIWAY J Use: TAXIWAY Area: 85,285.25SqFt

Section: 245 of 2 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 36,526.51SqFt Length: 400.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 7 Surveyed: 1

Conditions: PCI : 62

Inspection Comments:

Sample Number: 204 Type: R Area: 4,520.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 368.00 Ft Comments:

52 RAVELING L 4,500.00 SqFt Comments:

56 SWELLING L 21.00 SqFt Comments:

52 RAVELING H 20.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 54,010.57SqFt

Section: 238 of 2 From: - To: - Last Const.: 01/01/2003

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 18,154.55SqFt Length: 200.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 5 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 200 Type: R Area: 3,742.00SqFt PCI = 80

Sample Comments:

57 WEATHERING M 3,742.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 54,010.57SqFt

Section: 240 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 35,856.02SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 8 Surveyed: 2

Conditions: PCI : 55

Inspection Comments:

Sample Number: 203 Type: R Area: 4,422.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00 Ft	Comments:
52	RAVELING	L	4,422.00 SqFt	Comments:
56	SWELLING	L	49.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 3,751.25SqFt PCI = 43

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	394.00 Ft	Comments:
52	RAVELING	L	2,212.00 SqFt	Comments:
56	SWELLING	L	2,212.00 SqFt	Comments:
57	WEATHERING	M	1,539.00 SqFt	Comments:
56	SWELLING	L	128.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 79,888.77SqFt

Section: 1201 of 3 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 3,693.00SqFt Length: 70.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 100 Type: R Area: 3,693.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 29.00 Ft Comments:

52 RAVELING L 3,693.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 79,888.77SqFt

Section: 1203 of 3 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 9,864.10SqFt Length: 190.00Ft Width: 50.00Ft
Slabs: 32 Slab Width: 12.50Ft Slab Length: 25.00Ft Joint Length: 900.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 31

Inspection Comments:

Sample Number: 102 Type: R Area: 16.00Slabs PCI = 31

Sample Comments:

65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
63 LINEAR CRACKING	M	16.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 79,888.77SqFt

Section: 1205 of 3 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 66,331.67SqFt Length: 1,600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 13 Surveyed: 2

Conditions: PCI : 72

Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 410.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

50 PATCHING L 24.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:
52 RAVELING L 1,250.00 SqFt Comments:
57 WEATHERING L 3,726.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 254,930.98SqFt

Section: 1605 of 1 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 254,930.98SqFt Length: 5,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 50 Surveyed: 6

Conditions: PCI : 73

Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 61.00 Ft Comments:
52 RAVELING L 50.00 SqFt Comments:
57 WEATHERING M 4,950.00 SqFt Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 175.00 Ft Comments:
56 SWELLING L 80.00 SqFt Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 15.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 122.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 301 Type: R Area: 5,230.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 28.00 Ft Comments:
56 SWELLING L 36.00 SqFt Comments:
57 WEATHERING M 5,230.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW P2 Name: TAXIWAY P2 Use: TAXIWAY Area: 29,679.57SqFt

Section: 1610 of 1 From: - To: - Last Const.: 01/01/2008

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 29,679.57SqFt Length: 500.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 6 Surveyed: 1

Conditions: PCI : 70

Inspection Comments:

Sample Number: 204 Type: R Area: 4,553.13SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 204.00 Ft Comments:

57 WEATHERING M 4,553.00 SqFt Comments:

56 SWELLING L 147.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 905 of 7 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T
Area: 105,514.24SqFt Length: 2,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 20 Surveyed: 3

Conditions: PCI : 58

Inspection Comments:

Sample Number: 901 Type: R Area: 5,000.00SqFt PCI = 40

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 320.00 Ft Comments:
52 RAVELING H 300.00 SqFt Comments:
52 RAVELING M 552.00 SqFt Comments:
52 RAVELING L 4,148.00 SqFt Comments:

Sample Number: 907 Type: R Area: 4,988.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 330.00 Ft Comments:
52 RAVELING M 100.00 SqFt Comments:
52 RAVELING L 4,888.00 SqFt Comments:

Sample Number: 915 Type: R Area: 5,618.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 143.00 Ft Comments:
56 SWELLING L 5.00 SqFt Comments:
52 RAVELING L 5,618.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 915 of 7 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 11,498.76SqFt Length: 230.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 2 Surveyed: 1

Conditions: PCI : 17

Inspection Comments:

Sample Number: 200 Type: R Area: 6,965.46SqFt PCI = 17

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 651.00 Ft Comments:

45 DEPRESSION L 152.00 SqFt Comments:

52 RAVELING M 5,224.00 SqFt Comments:

52 RAVELING H 1,741.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 917 of 7 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,533.18SqFt Length: 50.00Ft Width: 90.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 11

Inspection Comments:

Sample Number: 202 Type: R Area: 20.00Slabs PCI = 11

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
63 LINEAR CRACKING	M	8.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	7.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 920 of 7 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 4,962.69SqFt Length: 90.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 57

Inspection Comments:

Sample Number: 600 Type: R Area: 4,962.69SqFt PCI = 57

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 373.00 Ft Comments:

52 RAVELING L 4,213.00 SqFt Comments:

52 RAVELING M 750.00 SqFt Comments:

56 SWELLING L 8.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 922 of 7 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,572.03SqFt Length: 50.00Ft Width: 90.00Ft
Slabs: 18 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

Conditions: PCI : 9

Inspection Comments:

Sample Number: 601 Type: R Area: 18.00Slabs PCI = 9

Sample Comments:

65 JOINT SEAL DAMAGE	H	18.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	6.00 Slabs	Comments:
72 SHATTERED SLAB	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	6.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	H	2.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
71 FAULTING	L	3.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
71 FAULTING	H	1.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 925 of 7 From: - To: - Last Const.: 12/25/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 14,431.54SqFt Length: 280.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 3 Surveyed: 1

Conditions: PCI : 41

Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 41

Sample Comments:

52 RAVELING L 1,500.00 SqFt Comments:

52 RAVELING M 3,500.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 417.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 14, 2015

Network: LAL Name: LAKELAND LINDER REGIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 150,336.09SqFt

Section: 927 of 7 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-RL-RW-TW-PCC Zone: Category: Rank: P
Area: 4,823.65SqFt Length: 50.00Ft Width: 90.00Ft
Slabs: 20 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 12/08/2014 Total Samples: 1 Surveyed: 1

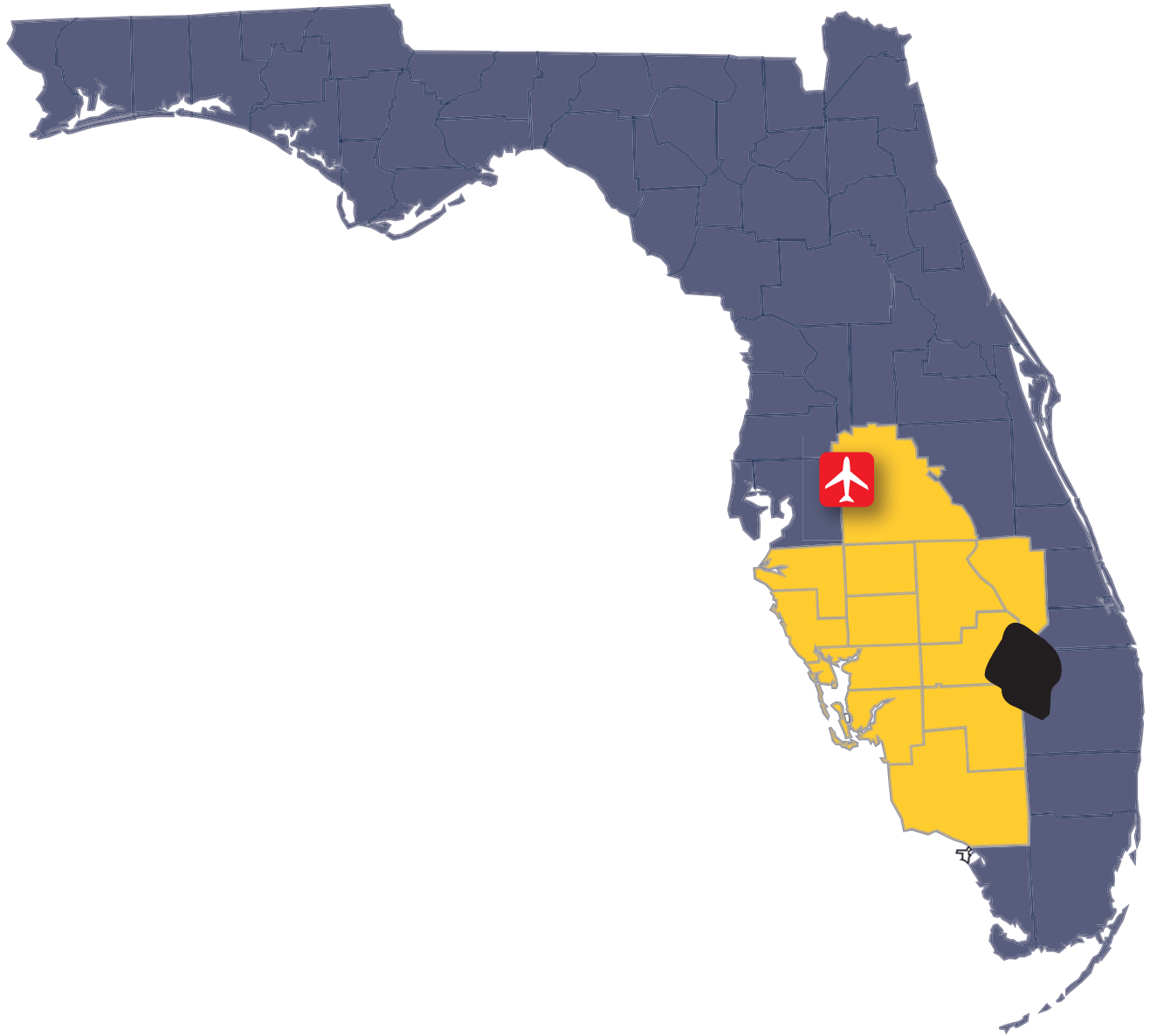
Conditions: PCI : 19

Inspection Comments:

Sample Number: 303 Type: R Area: 20.00Slabs PCI = 19

Sample Comments:

65	JOINT SEAL DAMAGE	H	20.00	Slabs	Comments:
70	SCALING/CRAZING	L	13.00	Slabs	Comments:
75	CORNER SPALLING	L	3.00	Slabs	Comments:
74	JOINT SPALLING	H	3.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
63	LINEAR CRACKING	M	4.00	Slabs	Comments:
63	LINEAR CRACKING	L	6.00	Slabs	Comments:
62	CORNER BREAK	L	1.00	Slabs	Comments:
72	SHATTERED SLAB	L	2.00	Slabs	Comments:
72	SHATTERED SLAB	M	1.00	Slabs	Comments:
74	JOINT SPALLING	M	3.00	Slabs	Comments:
71	FAULTING	L	4.00	Slabs	Comments:
74	JOINT SPALLING	L	2.00	Slabs	Comments:
75	CORNER SPALLING	M	1.00	Slabs	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

