FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

MELBOURNE INTERNATIONAL AIRPORT (MLB)

DISTRICT 5

PRIMARY AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FLP

Office of Freight, Logistics and Passenger Operations

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

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 March 2015, a PCI survey inspection was performed at Melbourne International 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 75, 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	84	70 - 92	SATISFACTORY	65	65	
EAST APRON	87	45 - 100	GOOD	65	65	X
NORTH GA APRON	77	59 - 100	SATISFACTORY	65	65	X
SOUTHWEST APRON	84	80 - 100	SATISFACTORY	65	65	
TERMINAL APRON	81	80 - 82	SATISFACTORY	65	65	
WEST APRON	50	0 - 94	POOR	65	65	X
THRESHOLD TO RW 27L	73	72 - 76	SATISFACTORY	75	65	X
RUNWAY 5-23	68	54 - 69	FAIR	75	65	X
RUNWAY 9L-27R	67	61 - 96	FAIR	75	65	X
RUNWAY 9R-27L	63	58 - 74	FAIR	75	65	X
TAXIWAY ALPHA	79	78 - 92	SATISFACTORY	70	65	
TAXIWAY BRAVO	81	81	SATISFACTORY	70	65	
TAXIWAY CHARLIE	78	71 - 91	SATISFACTORY	70	65	
CONNECTOR TAXIWAY TO TERMINAL APRON	86	86	GOOD	70	65	
TAXIWAY DELTA	74	63 - 94	SATISFACTORY	70	65	X
TAXIWAY FOXTROT	100	100	GOOD	70	65	
TAXIWAY GOLF	94	94	GOOD	70	65	
TAXIWAY KILO	80	70 - 100	SATISFACTORY	70	65	X
TAXIWAY LIMA	74	74 - 75	SATISFACTORY	70	65	
TAXIWAY MIKE	75	70 - 88	SATISFACTORY	70	65	X
TAXIWAY NOVEMBER	90	81 - 93	GOOD	70	65	
TAXIWAY QUEBEC	81	72 - 91	SATISFACTORY	70	65	
TAXIWAY ROMEO	85	69 - 90	SATISFACTORY	70	65	X
TAXIWAY SIERRA	65	55 - 87	FAIR	70	65	X
TAXIWAY S1	89	76 - 100	GOOD	70	65	
TAXIWAY TANGO	83	83 - 84	SATISFACTORY	70	65	
TAXIWAY VICTOR	90	70 - 100	GOOD	70	65	X
TAXIWAY V1	88	88	GOOD	70	65	
TAXIWAY V2	100	100	GOOD	70	65	

"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	65	FAIR
Taxiway	80	SATISFACTORY
Apron	79	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:

- Runway 5-23 – Sections 6310 and 6315
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 9L-27R – Section 6210
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Runway 9R-27L– Section 6105
  - Mill and Overlay attributed to structural, climate/age, and construction quality.

- East Apron – Sections 4406 and 4410
  - Mill and Overlay attributed to climate/age and construction quality.
- West Apron – Sections 4312, 4325, and 4330
  - Reconstruction attributed to structural, climate/age, and construction quality.
- West Apron – Section 4320
  - Mill and Overlay attributed to climate/age and construction quality.
- North General Aviation Apron – Section 4110
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway S – Sections 505 and 510
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway D – Sections 410 and 412
  - Mill and Overlay attributed to climate/age.

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 Melbourne International Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 5-23	6315	$ 124,200.00	54	Mill and Overlay	100
RW 5-23	6310	$ 124,200.00	57	Mill and Overlay	100
RW 9L-27R	6210	$10,172,369.00	61	Mill and Overlay	100
RW 9R-27L	6105	$17,100,001.00	58	Mill and Overlay	100
AP E	4410	$ 2,083,391.00	45	Mill and Overlay	100
AP E	4406	$ 235,672.00	50	Mill and Overlay	100
AP W	4330	$ 1,199,128.00	5	Reconstruction	100
AP W	4325	$ 1,043,050.00	0	Reconstruction	100
AP W	4320	$ 1,367,100.00	57	Mill and Overlay	100
AP W	4312	$ 196,581.00	13	Reconstruction	100
AP N GA	4110	$ 2,287,267.00	59	Mill and Overlay	100
TW S	510	$ 1,231,722.00	55	Mill and Overlay	100
TW S	505	$ 336,600.00	63	Mill and Overlay	100
TW D	412	$ 80,970.00	63	Mill and Overlay	100
TW D	410	$ 1,872,918.00	63	Mill and Overlay	100
	Total =	$39,455,169.00			

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

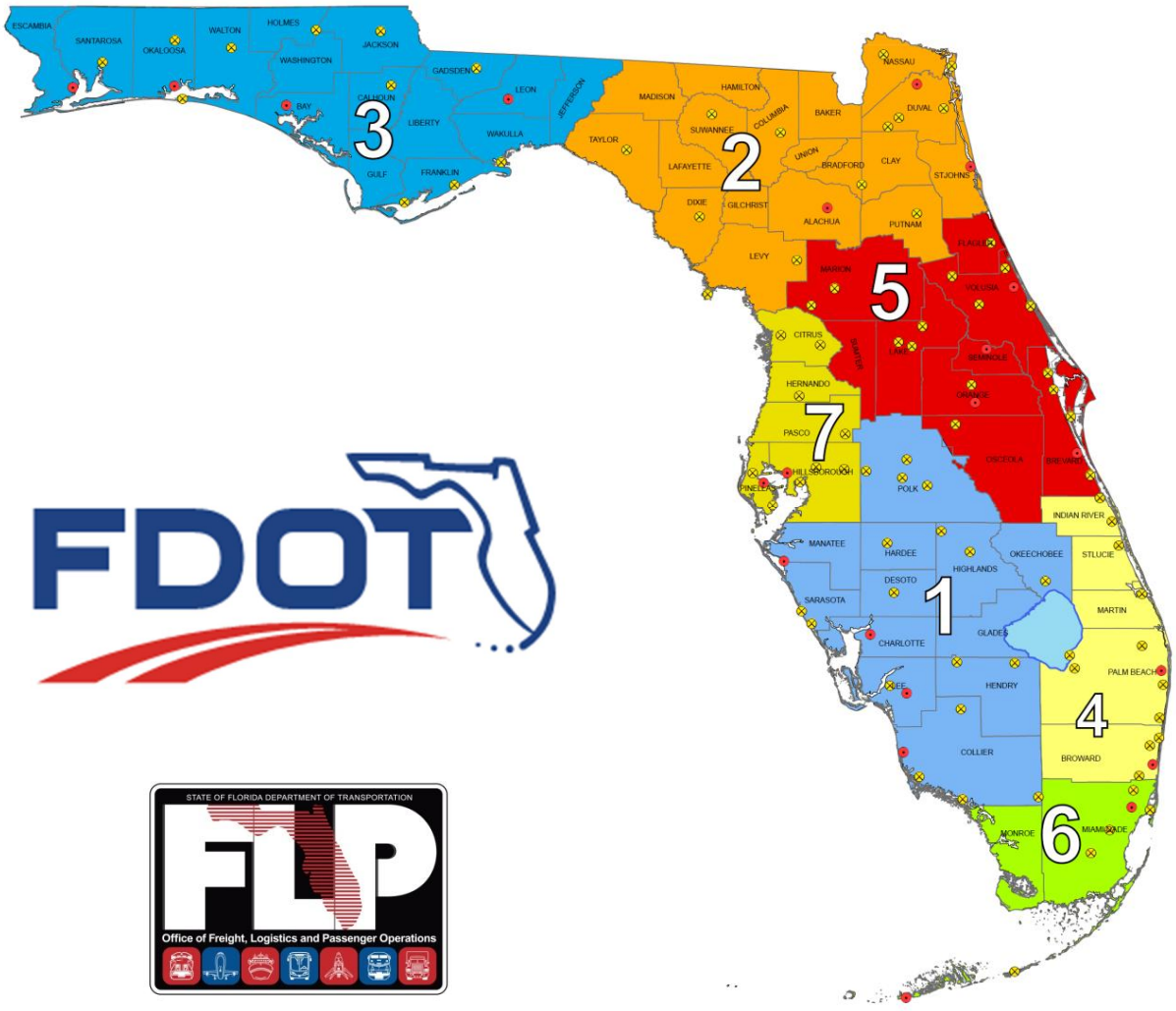
Year	Preventative	Major M&R	Total Year Cost
2015	$ 1,311,049.00	$ 39,455,168.43	$ 40,766,217.43
2016	$ 1,490,288.97	$ -	$ 1,490,288.97
2017	$ 1,629,990.71	$ 1,829,416.05	$ 3,459,406.75
2018	$ 1,646,657.58	$ 7,175,477.05	$ 8,822,134.63
2019	$ 1,786,906.98	$ 1,664,963.98	$ 3,451,870.96
2020	$ 1,735,877.72	$ 10,858,188.57	$ 12,594,066.29
2021	$ 1,969,713.43	$ 1,419,919.20	$ 3,389,632.63
2022	$ 2,029,814.42	$ 9,348,889.83	$ 11,378,704.25
2023	$ 2,232,549.55	$ 3,582,761.12	$ 5,815,310.68

Year	Preventative	Major M&R	Total Year Cost
2024	$ 2,229,689.80	$ 13,409,731.36	$ 15,639,421.16
Total	$ 18,062,538.16	$ 88,744,515.59	$ 106,807,053.75

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

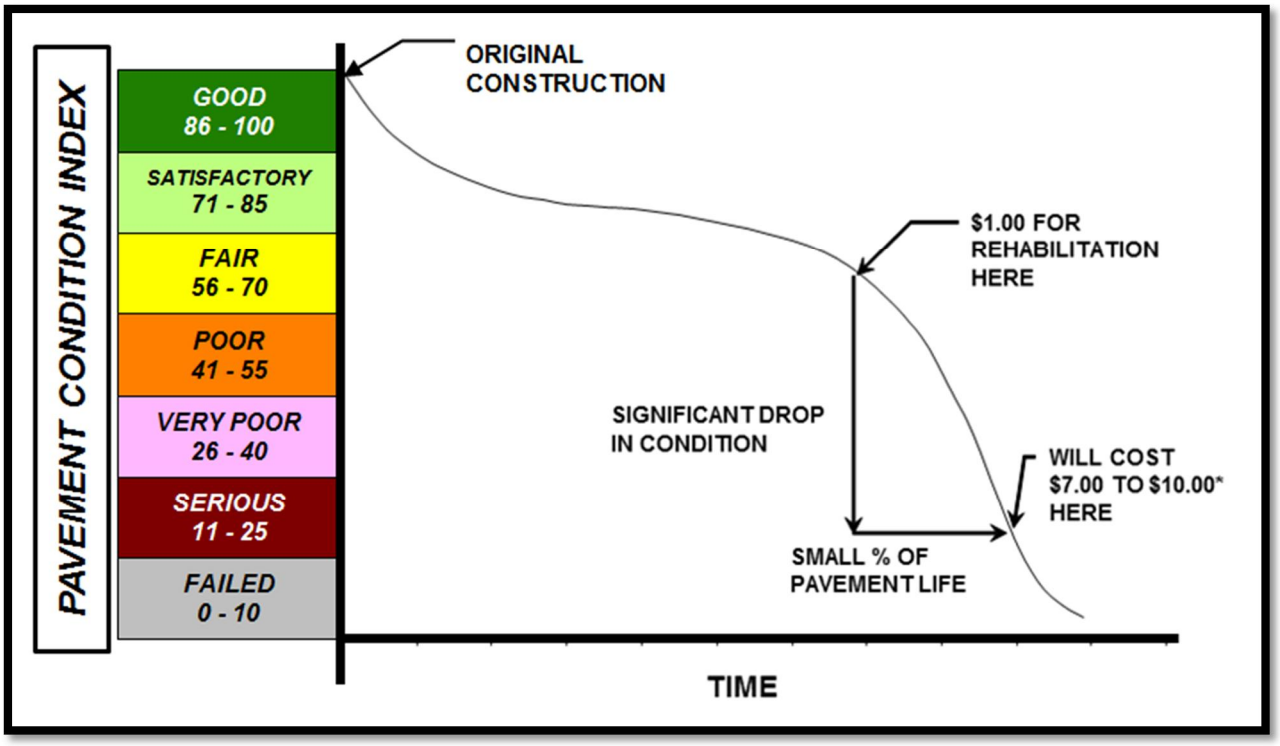
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to 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 Crazing. 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		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
≥ 51	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
≥ 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

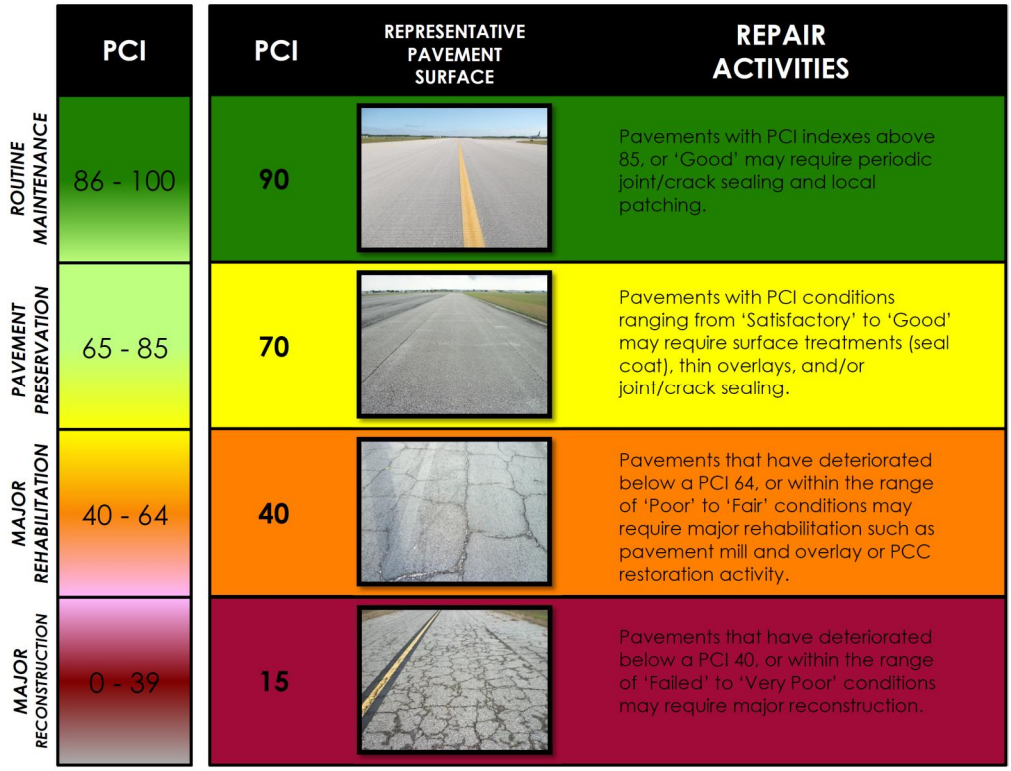
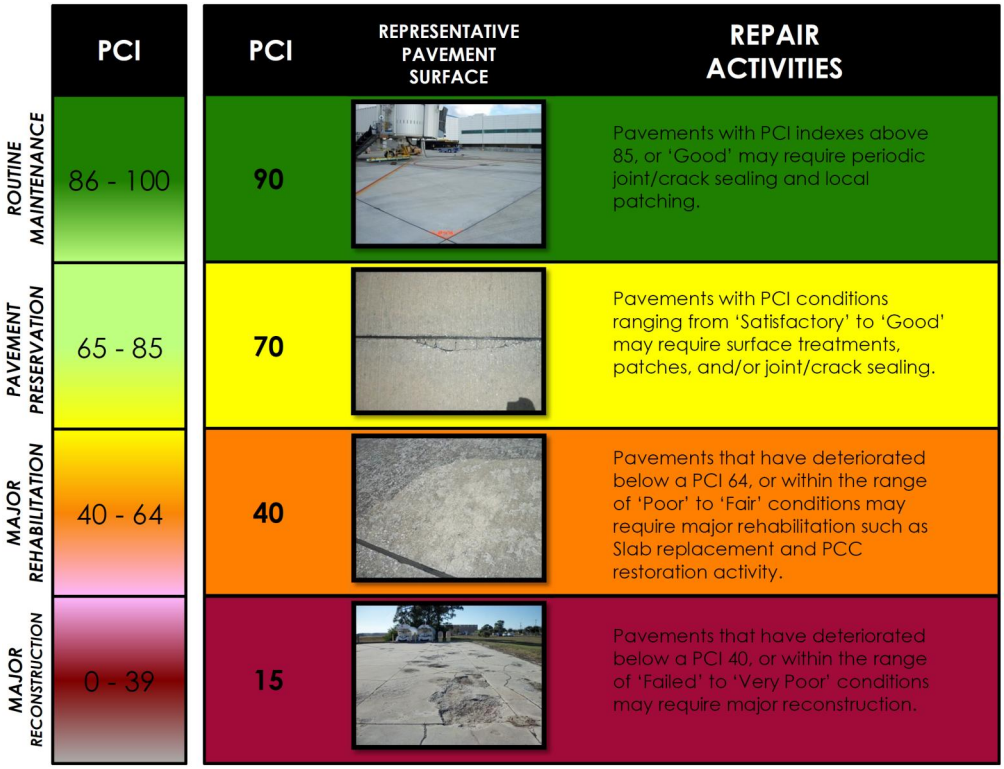


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

Melbourne International Airport (MLB) is a public commercial airport located in Melbourne, Florida in Brevard County. The Airport is owned by the City of Melbourne. It is managed and operated by the Melbourne Airport Authority. The Airport is served by three runways. Runway 9R-27L is the primary runway. It is 150-ft wide by 10,181-ft long. Runway 9L-27R is 150-ft wide by 6,000-ft long. Runway 5-23 is 75-ft wide by 3001-ft long. Runway 9R-27L is served by parallel Taxiway A. Runway 9L-27R is served by parallel Taxiway K. Runway 5-23 is served by parallel Taxiway D. The commercial terminal and associated aprons are located on the southeast side of the property. GA aprons are located on the north side of the property. This airport is designated as a Primary / Part 139 airport and is located in District 5 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric 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.

Melbourne International Airport started as a designated fueling stop for airmail service in 1928. The area was developed starting in 1933 and operated as a Naval Air Station during World War II. Afterwards, the airport was deeded to the city in 1947 and operated as a municipal airport until the Melbourne Airport Authority was created in 1967.

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

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
2010	TAXIWAYS G & S	NEW ASPHALT PAVEMENT SECTION
2011	AP N GA	NEW ASPHALT CONSTRUCTION IN FRONT OF NEW BUILDINGS
2013	TAXIWAY V AND T-HANGARS APRON	APRON: 2" P-401, 6" P-211, 8" WORK PLATFORM TAXIWAY: 2" P-401, 8" P-211, 8" WORK PLATFORM
2013	TAXIWAY F	TAXIWAY: 2" P-401, 8" P-211, 8" WORK PLATFORM
2014	TAXIWAY S1	TAXIWAY: 3" P-401, 8" P-211, 8" WORK PLATFORM
2014	TAXIWAY K	WIDENING OF TAXIWAY FROM 40' TO 50' TAXIWAY: 3" P-401, 8" P-211, 8" WORK PLATFORM
2014	AP E	APRON: 4" P-401, 12" P-211, 8" WORK PLATFORM
2014	AP E	NEW APRON: 14" P-501, 8" 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.

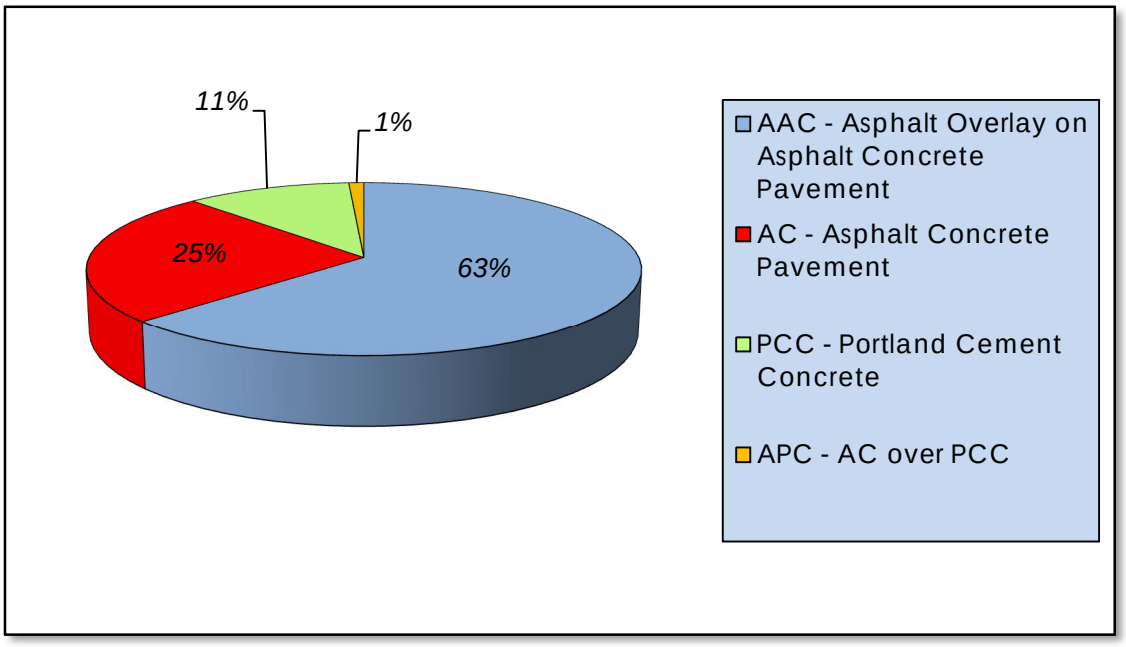
2.2 Pavement Inventory

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 Melbourne International Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	27	
Number of Sections	111	
Sample Units	293	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	2,652,396	31%
Taxiway	3,118,368	36%
Apron	2,903,985	33%
Total =	8,674,749	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	2,184,967	25%
Asphalt Overlay (AAC)	5,426,738	63%
Portland Cement Concrete (PCC)	934,760	11%
AC over PCC (APC)	128,284	1%

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	6315	6,900	S	AAC	1/1/1992	1	2
RUNWAY 5-23	RW 5-23	6310	6,900	S	AAC	1/1/1992	1	2
RUNWAY 5-23	RW 5-23	6305	211,297	S	AC	1/1/1992	12	56
RUNWAY 9L-27R	RW 9L-27R	6220	17,500	S	AAC	1/1/2011	1	3
RUNWAY 9L-27R	RW 9L-27R	6215	8,750	S	AAC	1/1/2011	1	2
RUNWAY 9L-27R	RW 9L-27R	6210	565,132	S	AAC	1/1/1991	20	114
RUNWAY 9L-27R	RW 9L-27R	6205	282,566	S	AAC	1/1/1991	12	56
RUNWAY 9L-27R	RW 9L-27R	6204	17,500	P	AAC	1/1/2011	1	3
RUNWAY 9L-27R	RW 9L-27R	6203	8,750	P	AAC	1/1/2011	1	2
RUNWAY 9R-27L	RW 9R-27L	6110	475,000	P	AAC	1/1/1998	20	96
RUNWAY 9R-27L	RW 9R-27L	6105	950,000	P	AAC	1/1/1998	21	190

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
CENTER APRON	AP CENTER	4998	48,745	P	PCC	1/1/1995	2	8
APRON SOUTHWEST	AP SW	4730	101,878	P	AC	1/1/2013	3	24
APRON SOUTHWEST	AP SW	4720	146,718	P	AC	1/1/2008	4	31
APRON SOUTHWEST	AP SW	4710	216,728	P	AC	1/1/2008	5	42
CENTER APRON	AP CENTER	4520	55,946	P	AC	1/1/2009	1	9
CENTER APRON	AP CENTER	4515	2,842	P	APC	1/1/2009	1	1
CENTER APRON	AP CENTER	4510	23,048	P	PCC	1/1/2009	1	3
EAST APRON	AP E	4425	253,400	P	PCC	1/1/2014	4	34
EAST APRON	AP E	4420	129,420	P	AC	1/1/2014	3	26
EAST APRON	AP E	4415	14,188	P	APC	1/1/2014	1	4
EAST APRON	AP E	4410	100,915	P	AC	12/25/1999	3	22
EAST APRON	AP E	4407	69,765	P	AAC	1/1/2004	3	18
EAST APRON	AP E	4406	12,949	P	APC	1/1/1998	1	2
EAST APRON	AP E	4404	76,125	P	APC	1/1/2004	2	12
WEST APRON	AP W	4330	52,136	P	PCC	1/1/1942	2	8
WEST APRON	AP W	4325	45,350	P	PCC	1/1/1942	2	7
WEST APRON	AP W	4320	75,950	P	AC	1/1/1979	2	15
WEST APRON	AP W	4315	57,374	P	AAC	1/1/2012	2	11
WEST APRON	AP W	4312	8,547	P	PCC	12/25/1994	1	1
WEST APRON	AP W	4310	47,311	P	AAC	1/1/2012	1	9
WEST APRON	AP W	4305	34,199	P	AAC	1/1/2012	1	6
TERMINAL APRON	AP TERM	4210	344,919	P	AAC	1/1/2009	8	74
TERMINAL APRON	AP TERM	4205	290,074	P	PCC	1/1/1989	4	37
NORTH GA APRON	AP N GA	4145	7,860	P	AAC	1/1/2013	1	2

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTH GA APRON	AP N GA	4140	23,711	P	AC	1/1/2010	1	4
NORTH GA APRON	AP N GA	4135	22,180	P	APC	1/1/2010	1	6
NORTH GA APRON	AP N GA	4130	97,785	P	AC	1/1/2006	2	15
NORTH GA APRON	AP N GA	4125	51,200	P	PCC	1/1/2003	2	10
NORTH GA APRON	AP N GA	4120	96,139	P	AC	1/1/2003	3	22
NORTH GA APRON	AP N GA	4115	162,260	P	PCC	1/1/2003	3	20
NORTH GA APRON	AP N GA	4110	127,070	P	AC	1/1/1982	3	26
NORTH GA APRON	AP N GA	4105	95,800	P	AC	1/1/1986	3	18
THRESHOLD TO RW 27L	RW 27L THR	3315	34,034	P	AAC	1/1/2001	2	8
THRESHOLD TO RW 27L	RW 27L THR	3310	68,068	P	AAC	1/1/2001	3	14
TAXIWAY V	TW V	2210	13,665	P	AAC	1/1/2012	1	3
TAXIWAY V	TW V	2205	14,782	P	AAC	1/1/2012	1	4
CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	2110	8,354	P	AC	1/1/1989	1	2
TAXIWAY T	TW T	2015	54,727	P	AC	1/1/2001	2	11
TAXIWAY T	TW T	2005	47,619	P	AAC	1/1/1986	2	9
TAXIWAY R	TW R	1820	49,954	P	AAC	1/1/2009	2	10
TAXIWAY R	TW R	1810	61,999	P	AAC	1/1/2009	3	13
TAXIWAY R	TW R	1807	14,115	P	AAC	1/1/1998	1	3
TAXIWAY R	TW R	1805	61,344	P	AAC	1/1/2009	2	13
TAXIWAY Q	TW Q	1735	15,616	P	AAC	1/1/2006	1	4
TAXIWAY Q	TW Q	1732	4,295	P	AAC	1/1/2006	1	1
TAXIWAY Q	TW Q	1725	106,628	P	AAC	1/1/2004	5	28
TAXIWAY Q	TW Q	1722	7,921	P	AAC	1/1/2004	1	2
TAXIWAY Q	TW Q	1720	54,194	P	AAC	1/1/2009	1	10

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY Q	TW Q	1710	12,104	P	AAC	1/1/2007	1	2
TAXIWAY Q	TW Q	1705	91,926	P	AAC	1/1/2007	3	19
TAXIWAY V	TW V	1610	36,715	P	AC	1/1/2013	1	9
TAXIWAY V	TW V	1605	61,171	P	AAC	1/1/2009	2	12
TAXIWAY V	TW V	1602	10,398	P	AAC	1/1/1998	1	3
TAXIWAY N	TW N	1405	34,529	P	AAC	1/1/2009	1	8
TAXIWAY N	TW N	1404	10,300	P	AAC	1/1/1998	1	2
TAXIWAY M	TW M	1325	5,526	P	AAC	1/1/2003	1	2
TAXIWAY M	TW M	1320	5,526	P	AAC	1/1/2003	1	2
TAXIWAY M	TW M	1315	50,873	P	AC	1/1/2003	2	13
TAXIWAY M	TW M	1312	16,404	P	AC	1/1/2003	1	4
TAXIWAY M	TW M	1305	8,625	P	AAC	1/1/2003	1	2
TAXIWAY L	TW L	1210	34,316	P	AAC	1/1/2009	1	7
TAXIWAY L	TW L	1204	10,453	P	AAC	1/1/1998	1	2
TAXIWAY K	TW K	1140	23,583	P	AC	1/1/2014	1	5
TAXIWAY K	TW K	1135	82,706	P	AAC	1/1/2006	5	20
TAXIWAY K	TW K	1132	21,084	P	AC	1/1/2011	1	4
TAXIWAY K	TW K	1130	76,184	P	AAC	1/1/2006	3	19
TAXIWAY K	TW K	1125	94,533	P	AAC	1/1/2006	4	23
TAXIWAY K	TW K	1120	9,926	P	AAC	1/1/2006	1	2
TAXIWAY K	TW K	1116	6,760	P	AAC	1/1/2006	1	2
TAXIWAY K	TW K	1115	145,056	P	AAC	1/1/2006	5	35
TAXIWAY K	TW K	1110	5,207	P	AAC	1/1/2006	1	1
TAXIWAY B	TW B	1105	101,687	P	AAC	1/1/2006	3	18

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY F	TW F	810	64,381	P	AC	1/1/2013	3	14
TAXIWAY V2	TW V2	720	8,446	P	AC	1/1/2013	1	2
TAXIWAY V1	TW V1	710	11,452	P	AC	1/1/2008	1	2
TAXIWAY G	TW G	605	40,977	P	AC	1/1/2010	1	8
TAXIWAY S1	TW S1	525	19,360	P	AC	1/1/2014	1	5
TAXIWAY S1	TW S1	520	14,644	P	AC	1/1/2009	1	4
TAXIWAY S	TW S	515	18,556	P	AC	1/1/2010	1	5
TAXIWAY S	TW S	510	68,429	P	AAC	1/1/2006	3	19
TAXIWAY S	TW S	505	18,700	P	AAC	1/1/2004	1	4
TAXIWAY D	TW D	455	32,702	P	AAC	1/1/2012	2	5
TAXIWAY D	TW D	450	23,692	P	AAC	1/1/2012	1	4
TAXIWAY D	TW D	416	8,423	P	AC	1/1/2001	1	2
TAXIWAY D	TW D	415	19,192	P	AC	1/1/2001	1	5
TAXIWAY D	TW D	412	4,498	P	AC	1/1/1979	1	1
TAXIWAY D	TW D	410	104,051	P	AC	1/1/1979	5	25
TAXIWAY D	TW D	408	7,930	P	AAC	1/1/2008	1	2
TAXIWAY D	TW D	405	8,073	P	AAC	1/1/2012	1	2
TAXIWAY C	TW C	350	71,723	P	AC	1/1/2003	3	19
TAXIWAY C	TW C	340	20,582	P	AAC	1/1/2003	1	5
TAXIWAY C	TW C	330	108,166	P	AC	1/1/1991	3	27
TAXIWAY C	TW C	320	41,105	P	AAC	1/1/2009	1	9
TAXIWAY C	TW C	315	63,222	P	AAC	1/1/2004	3	17
TAXIWAY C	TW C	310	13,011	P	AAC	1/1/2004	1	3
TAXIWAY C	TW C	305	43,008	P	AAC	1/1/2007	2	8

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A	TW A	132	58,319	P	AAC	1/1/2009	2	13
TAXIWAY A	TW A	130	36,222	P	AAC	1/1/2009	1	8
TAXIWAY A	TW A	120	691,660	P	AAC	1/1/2009	10	172
TAXIWAY A	TW A	105	38,493	P	AAC	1/1/2009	1	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.*

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 2015 at Melbourne International Airport, the overall weighted average PCI value is 75 representing a condition rating of Satisfactory.

The airport's airfield pavements exhibited distresses typically associated with climate and age, structural, and construction quality. The predominant AC and AAC pavement distresses observed include: longitudinal and transverse cracking, joint reflection cracking, block cracking, swelling, bleeding, oil spillage, depression, patching, alligator cracking, raveling, and weathering. The predominant PCC pavement distresses observed include: scaling/crazing, shrinkage cracking, joint spalling, corner spalling, linear cracking, small patch, faulting, large patch, corner break, joint seal damage, shattered slab.

Runway 9R-27L exhibited pavement distresses typically associated with fatigue loading, construction quality, and climate/age. Distresses exhibited by Runway 9R-27L include: longitudinal and transverse cracking, swelling, alligator cracking, depressions, patching, raveling, and weathering. Alligator cracking is considered a major structural distress and is caused by fatigue failure of the asphalt surface under repeated traffic loading. The observed alligator cracking was located near the touch down areas at both ends of the runway. Swelling was observed throughout the runway, and is caused by water within the pavement structure that heats due to warm temperatures, which builds up pressure. The pressure causes the pavement to swell and often crack.

Runway 9L-27R observed distresses include: longitudinal and transverse cracking, alligator cracking, patching, swelling, bleeding, raveling, and weathering. Alligator was observed near touch down areas on both ends of the runway. Longitudinal and transverse cracking was observed in large quantities down the keel of the runway indicative of the advanced age of the pavement. Bleeding was observed in isolated areas of the runway. Bleeding occurs when the pavement mix is to rich and/or lack of air voids, causing the asphalt binder to be released to the surface. Bleeding is irreversible and is typically associated with construction quality.

Runway 5-23 distresses are typically associated with climate/age and construction quality. The exhibited distresses include: longitudinal and transverse cracking, bleeding, block cracking, swelling, raveling, and weathering.

Taxiway Alpha is composed of AC pavement and services the primary Runway 9R-27L. Taxiway Alpha observed distresses include: longitudinal and transverse cracking, block cracking, swelling, bleeding, raveling, and weathering. These distresses are typically associated with climate/age and construction quality.

It is significant to note that slippage cracking was observed on Taxiway Alpha adjacent to Taxiway Lima. Slippage cracking occurs when braking or turning movements cause the pavement surface to slide and deform. This is typically a result of a poor bond between the surface pavement and the adjacent layer in the pavement structure.

Taxiway Kilo services Runway 9L-27R and exhibited distresses associated with climate/age, pavement repairs, and construction quality. Distresses observed include: longitudinal and transverse cracking, swelling, depression, patching,

raveling, and weathering. Taxiway Kilo from Runway 9R-27L to Taxiway G was widened from 40-ft to 50-ft via a 10-ft of new pavement.

The remaining AC and AAC taxiways exhibited distresses associated with climate/age, pavement repairs, and construction quality. The pavement condition indices range from 55-100. Notable new pavements include Taxiway Foxtrot and Taxiway Victor constructed in 2013.

Terminal Apron AC pavement distresses include: longitudinal and transverse cracking, swelling, bleeding, depression, and weathering. Terminal Apron PCC pavement distresses include: faulting, scaling/crazing, shrinkage cracking, small patch, large patch, joint spalling, corner spalling, and linear cracking. Faulting is described as a difference in elevation at a joint or crack caused by upheaval or consolidation.

West Apron is composed of PCC and AC pavement types. The PCC pavements exhibited distresses associated with structural failure. Observed distresses include shattered slab, linear cracking, joint spalling, corner spalling, shrinkage cracking, joint seal damage, faulting, and scaling/crazing. Shattered slabs are described as intersecting crack that break the slab into four or more pieces due to overloading and/or inadequate support. The AC pavements of West Apron vary in condition rating from Good to Fair with distresses common to climate and age such as longitudinal and transverse cracking, block cracking, raveling and weathering. A few isolated instances of depressions were exhibited. Depressions are caused by settlement of the foundation soil.

The remaining apron AC pavements vary in pavement condition with pavement condition indices ranging from 45 -100. The majority of distresses can be attributed to climate/age, along with isolated instances of construction quality issues. The remaining PCC pavements range in pavement condition indices from 74-100.

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 Melbourne International 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

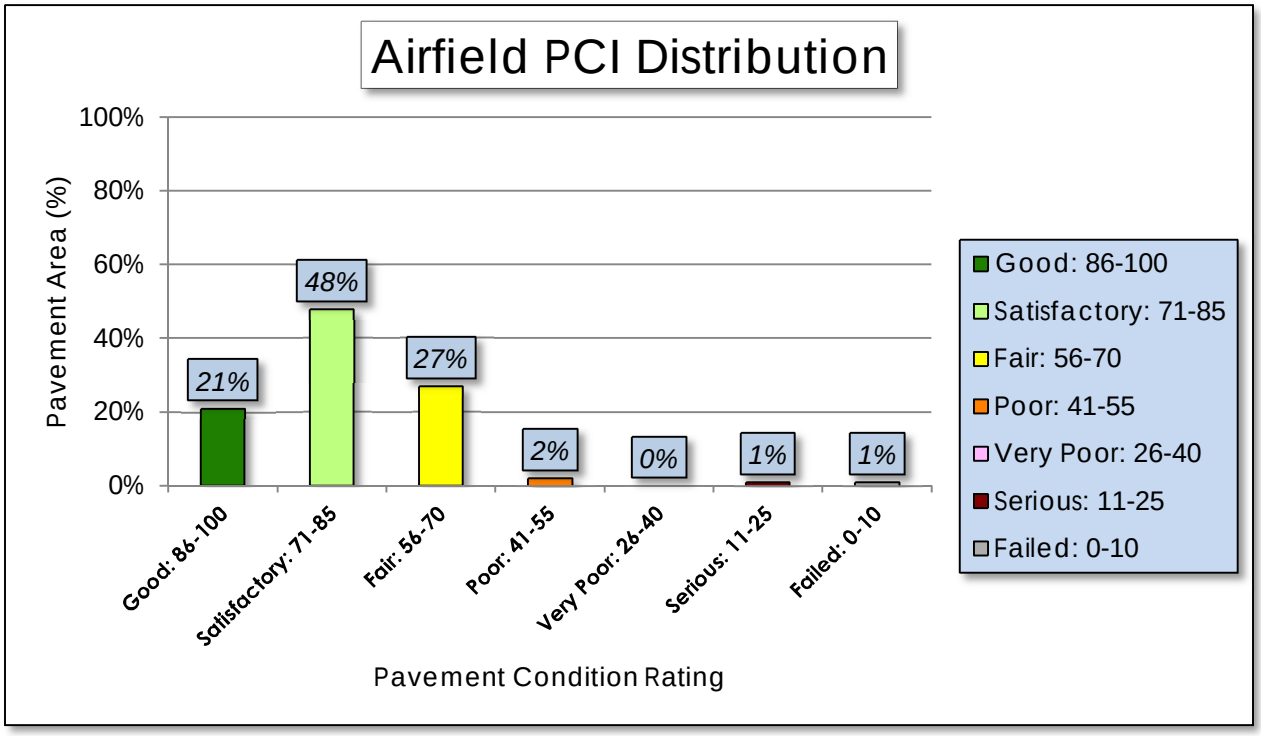


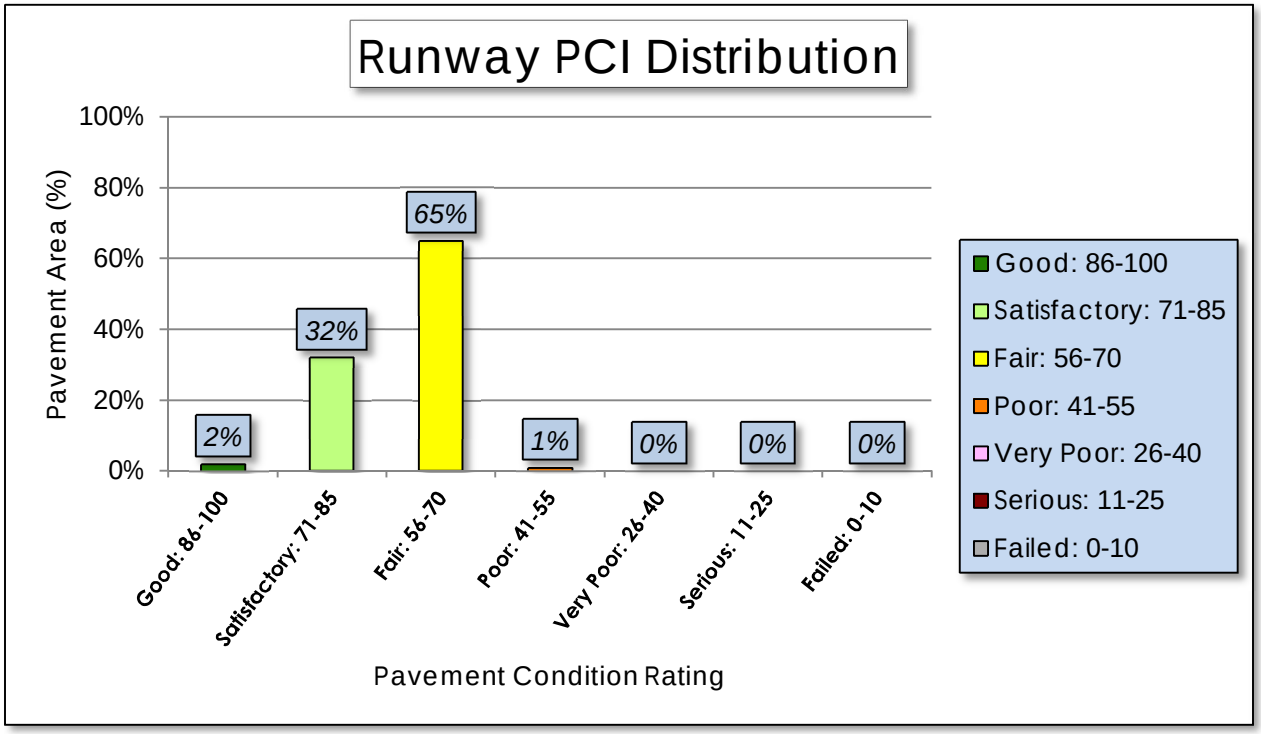
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	65	FAIR
Taxiway	80	SATISFACTORY
Apron	79	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	1,823,320	21%
Satisfactory	4,197,385	48%
Fair	2,358,818	27%
Poor	189,193	2%
Very Poor	-	0%
Serious	8,547	1%
Failed	97,486	1%

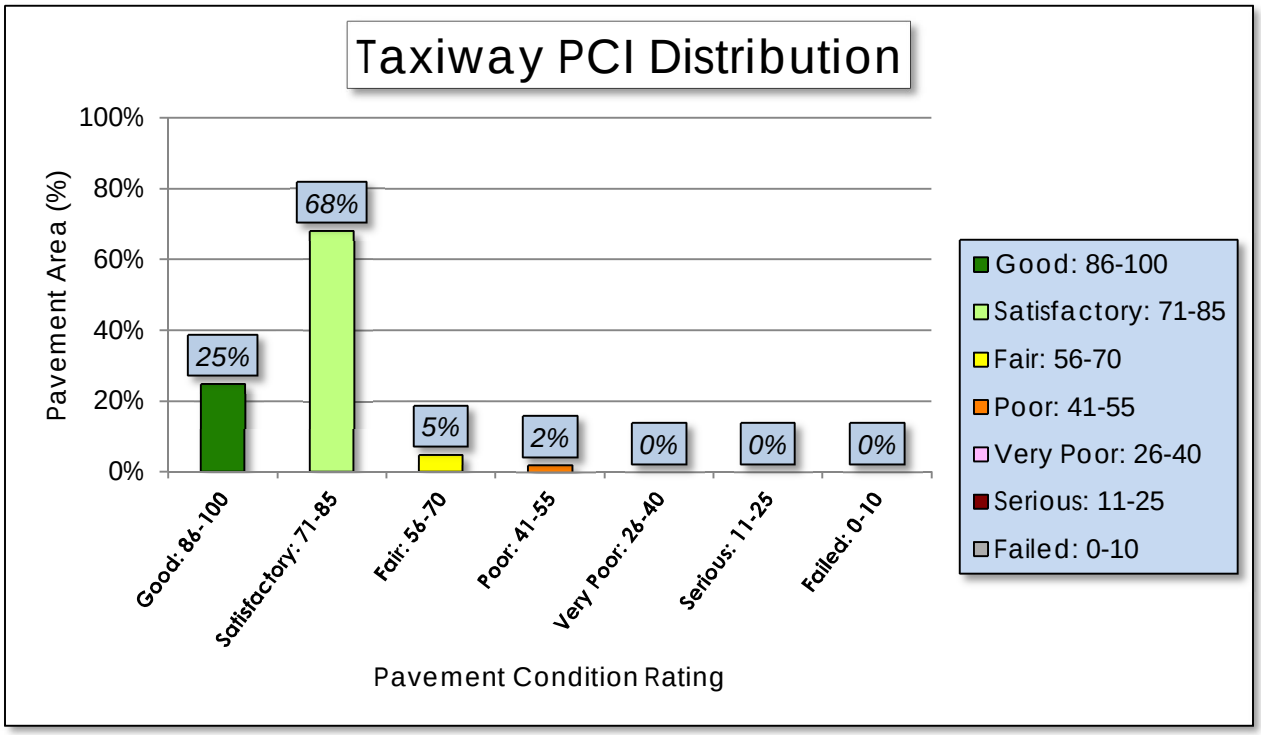
Approximately 69% of the airfield network is in Good and Satisfactory condition, while 4% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch 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

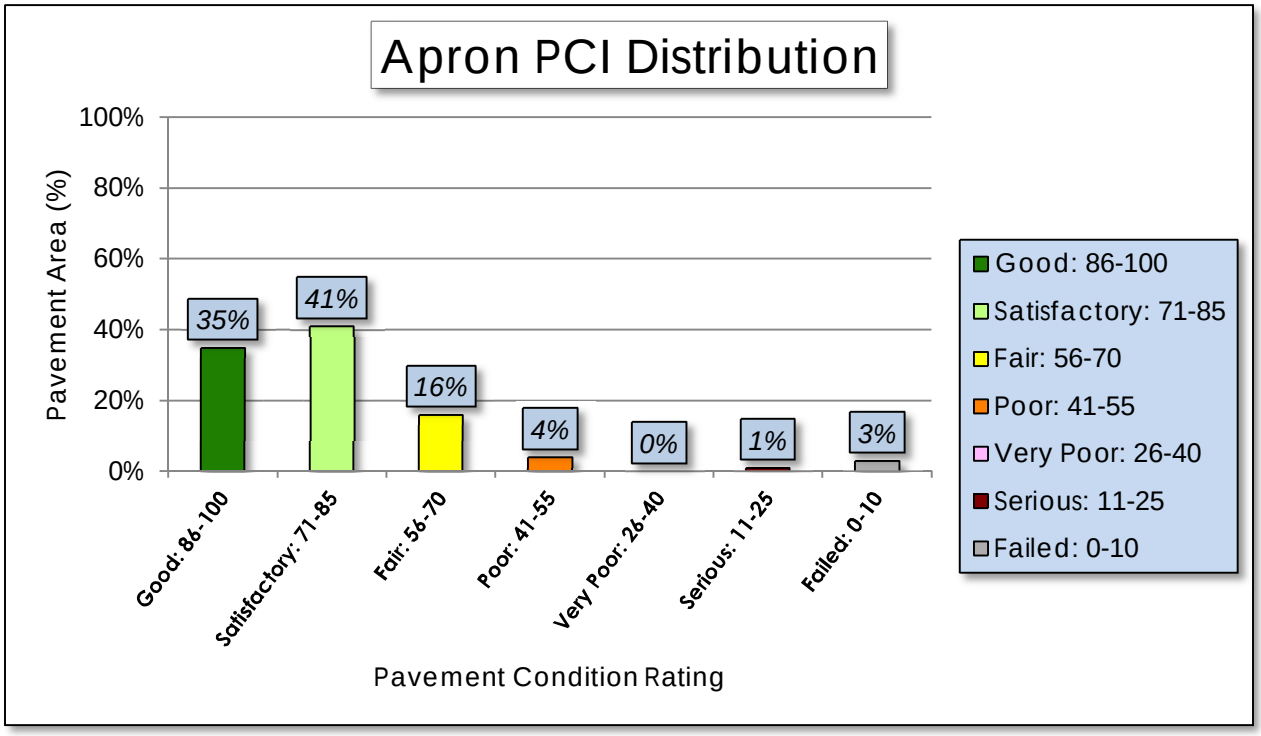
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
35%
41%
16%
4%
0%
1%
3%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

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 Melbourne International 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

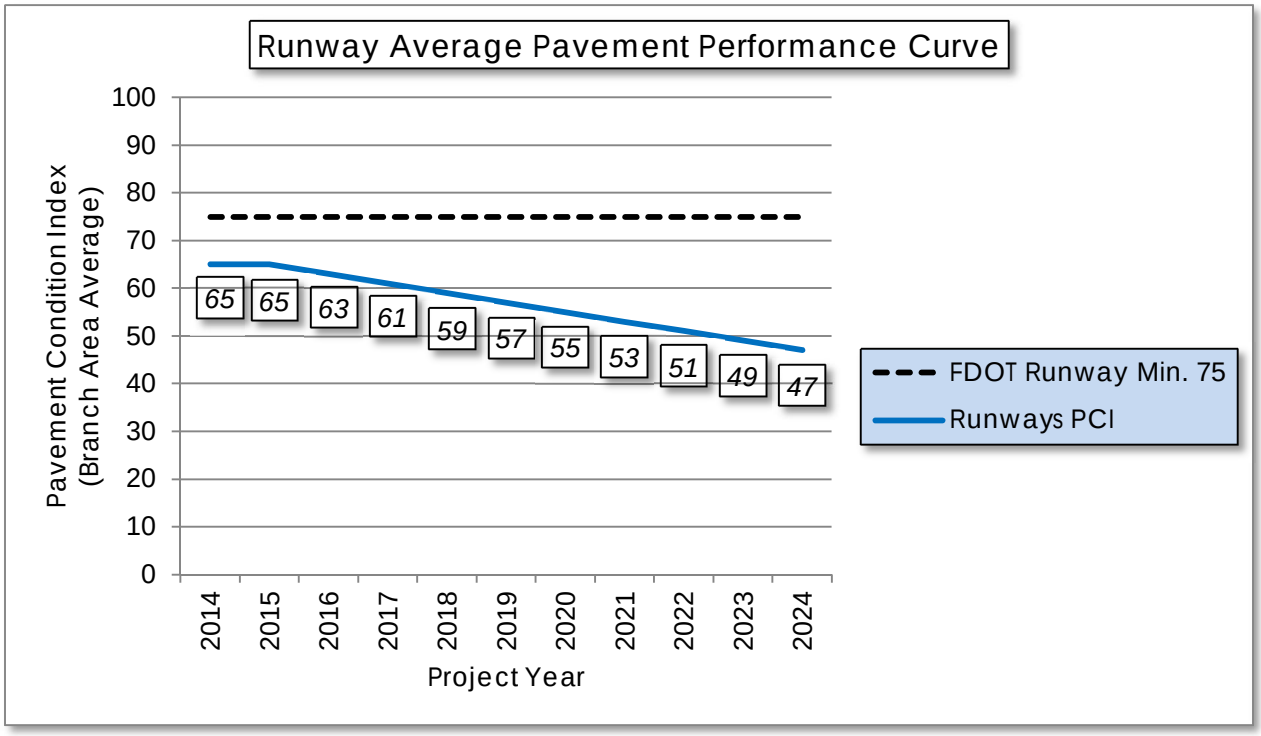


Figure 4-2: Taxiway Pavement Performance Prediction Summary

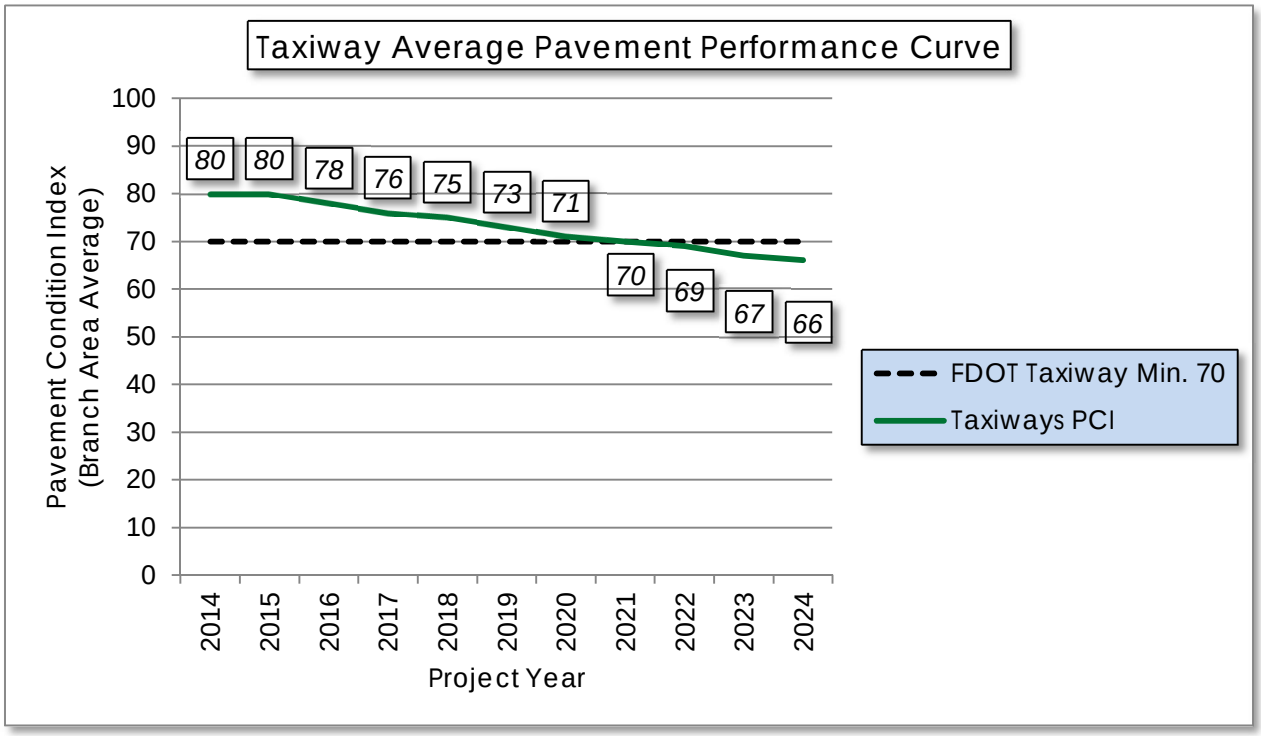
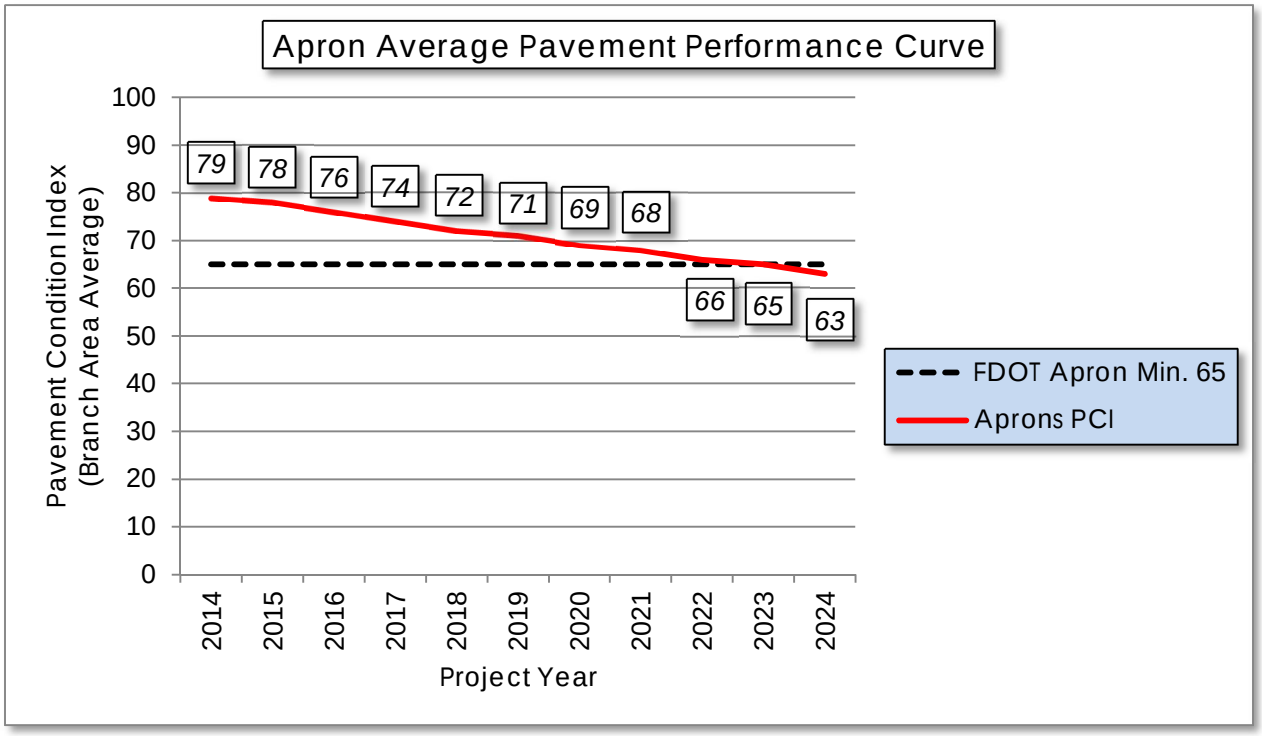


Figure 4-3: Apron Pavement Performance Prediction Summary



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 Primary Airports

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	70	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	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ 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 Primary Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00
	▪ Concrete Pavement Restoration (PCC)		$18.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00

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

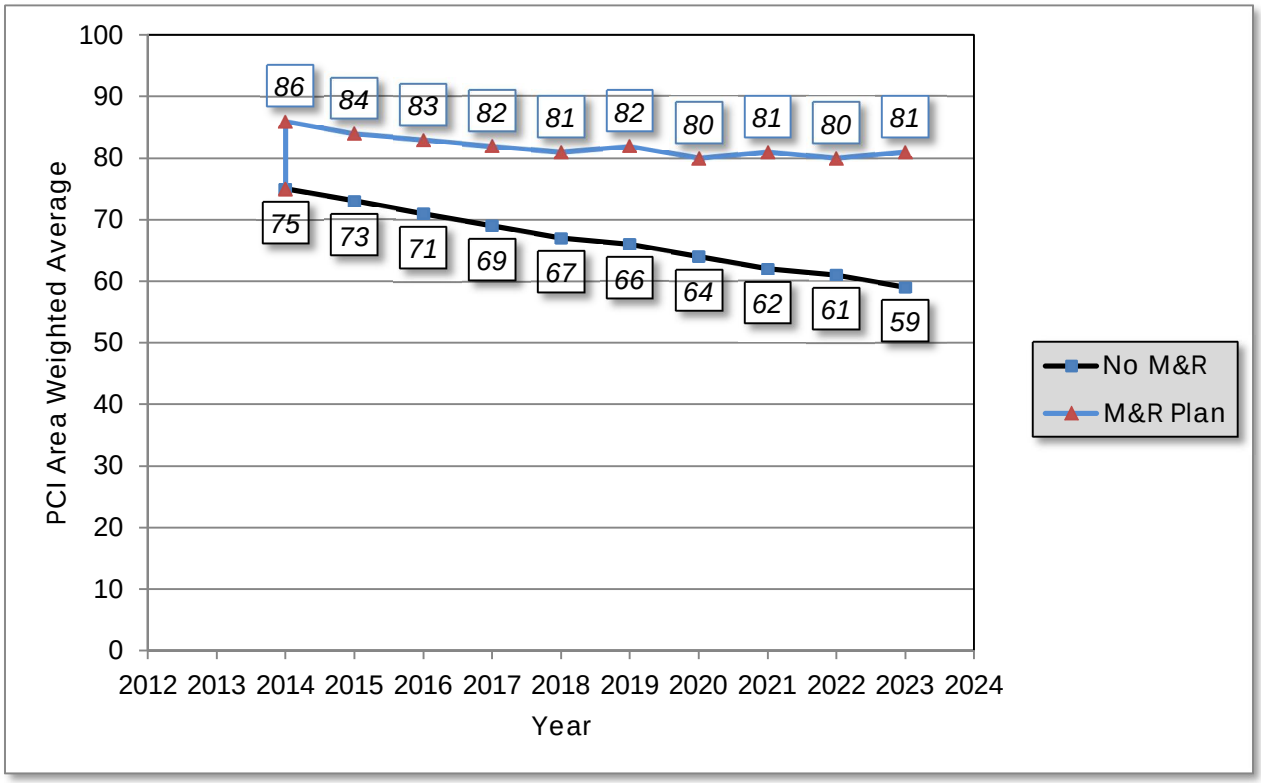
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4406	$ 235,672.00	50	Mill and Overlay	100
2015	AP E	4410	$ 2,083,391.00	45	Mill and Overlay	100
2015	AP N GA	4110	$ 2,287,267.00	59	Mill and Overlay	100
2015	AP W	4312	$ 196,581.00	13	Reconstruction	100
2015	AP W	4320	$ 1,367,100.00	57	Mill and Overlay	100
2015	AP W	4325	$ 1,043,050.00	0	Reconstruction	100
2015	AP W	4330	$ 1,199,128.00	5	Reconstruction	100
2015	RW 5-23	6310	$ 124,200.00	57	Mill and Overlay	100
2015	RW 5-23	6315	$ 124,200.00	54	Mill and Overlay	100
2015	RW 9L-27R	6210	$ 10,172,369.00	61	Mill and Overlay	100
2015	RW 9R-27L	6105	$ 17,100,001.00	58	Mill and Overlay	100
2015	TW D	410	$ 1,872,918.00	63	Mill and Overlay	100
2015	TW D	412	$ 80,970.00	63	Mill and Overlay	100
2015	TW S	505	$ 336,600.00	63	Mill and Overlay	100
2015	TW S	510	$ 1,231,722.00	55	Mill and Overlay	100
2017	AP N GA	4105	$ 1,829,416.00	63	Mill and Overlay	100
2018	AP N GA	4120	$ 1,890,970.00	64	Mill and Overlay	100
2018	AP W	4315	$ 1,128,494.00	64	Mill and Overlay	100
2018	RW 5-23	6305	$ 4,156,013.00	65	Mill and Overlay	100
2019	RW 27L THR	3310	$ 1,379,000.00	65	Mill and Overlay	100
2019	TW R	1807	$ 285,964.00	65	Mill and Overlay	100
2020	RW 9R-27L	6110	$ 9,911,794.00	65	Mill and Overlay	100
2020	TW K	1120	$ 207,133.00	65	Mill and Overlay	100
2020	TW M	1305	$ 179,977.00	65	Mill and Overlay	100
2020	TW M	1312	$ 342,308.00	64	Mill and Overlay	100
2020	TW V	1602	$ 216,977.00	65	Mill and Overlay	100
2021	AP CENTER	4515	$ 61,083.00	64	Mill and Overlay	100
2021	TW C	315	$ 1,358,836.00	65	Mill and Overlay	100
2022	AP N GA	4130	$ 2,164,738.00	64	Mill and Overlay	100
2022	RW 27L THR	3315	$ 753,436.00	63	Mill and Overlay	100
2022	RW 9L-27R	6205	$ 6,255,366.00	63	Mill and Overlay	100
2022	TW Q	1722	$ 175,351.00	65	Mill and Overlay	100
2023	TW C	330	$ 2,466,386.00	64	Mill and Overlay	100
2023	TW L	1210	$ 782,464.00	65	Mill and Overlay	100
2023	TW S1	520	$ 333,910.00	65	Mill and Overlay	100
2024	AP CENTER	4998	$ 1,144,821.00	64	PCC Restoration	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2024	AP SW	4710	$ 5,090,052.00	65	Mill and Overlay	100
2024	AP SW	4720	$ 3,445,807.00	65	Mill and Overlay	100
2024	TW L	1204	$ 245,507.00	65	Mill and Overlay	100
2024	TW M	1315	$ 1,194,799.00	65	Mill and Overlay	100
2024	TW M	1320	$ 129,778.00	65	Mill and Overlay	100
2024	TW Q	1705	$ 2,158,966.00	65	Mill and Overlay	100
		Total =	$ 88,744,515.00			

**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 22 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

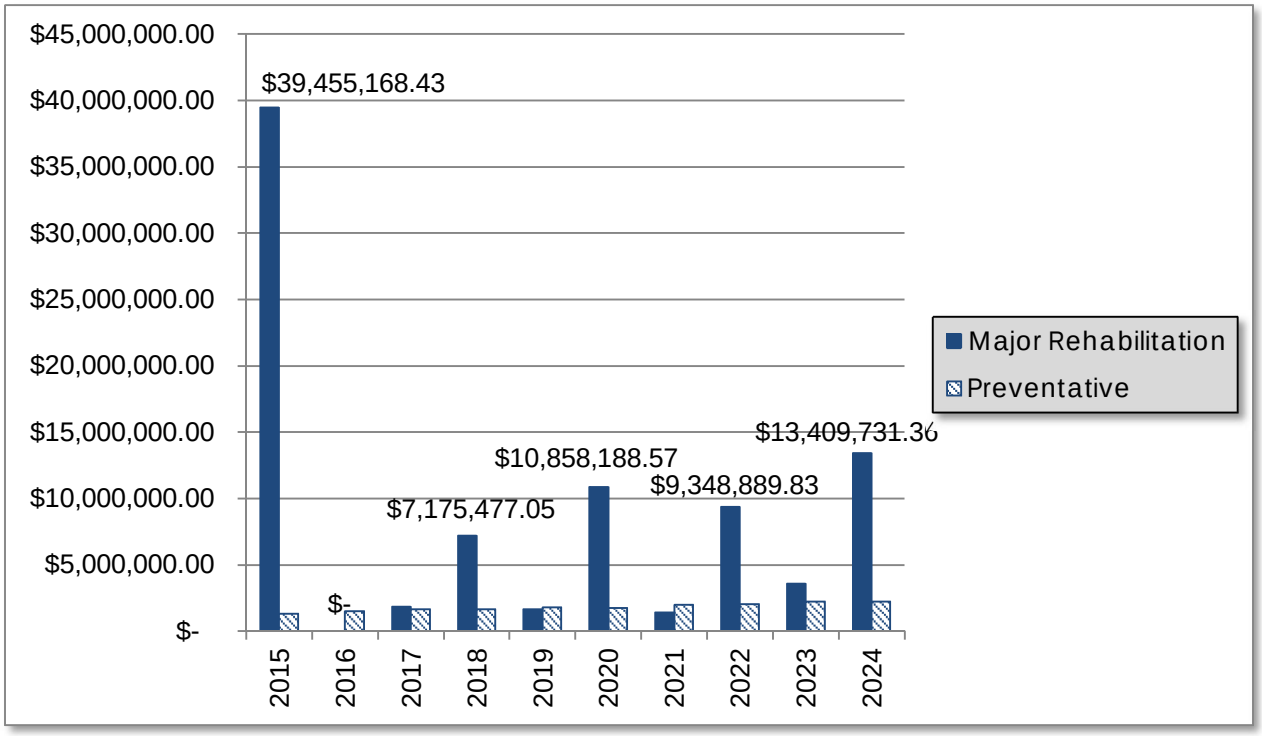
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 1,311,049.00	$ 39,455,168.43	$ 40,766,217.43
2016	$ 1,490,288.97	$ -	$ 1,490,288.97
2017	$ 1,629,990.71	$ 1,829,416.05	$ 3,459,406.75
2018	$ 1,646,657.58	$ 7,175,477.05	$ 8,822,134.63
2019	$ 1,786,906.98	$ 1,664,963.98	$ 3,451,870.96
2020	$ 1,735,877.72	$ 10,858,188.57	$ 12,594,066.29
2021	$ 1,969,713.43	$ 1,419,919.20	$ 3,389,632.63
2022	$ 2,029,814.42	$ 9,348,889.83	$ 11,378,704.25
2023	$ 2,232,549.55	$ 3,582,761.12	$ 5,815,310.68
2024	$ 2,229,689.80	$ 13,409,731.36	$ 15,639,421.16
		Total =	$ 106,807,053.75

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:

- Runway 5-23 – Sections 6310 and 6315
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 9L-27R – Section 6210
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Runway 9R-27L– Section 6105
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- East Apron – Sections 4406 and 4410
  - Mill and Overlay attributed to climate/age and construction quality.
- West Apron – Sections 4312, 4325, and 4330
  - Reconstruction attributed to structural, climate/age, and construction quality.
- West Apron – Section 4320
  - Mill and Overlay attributed to climate/age and construction quality.
- North General Aviation Apron – Section 4110
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway S – Sections 505 and 510

- Mill and Overlay attributed to climate/age and construction quality.

- Taxiway D – Sections 410 and 412
  - Mill and Overlay attributed to climate/age.

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.

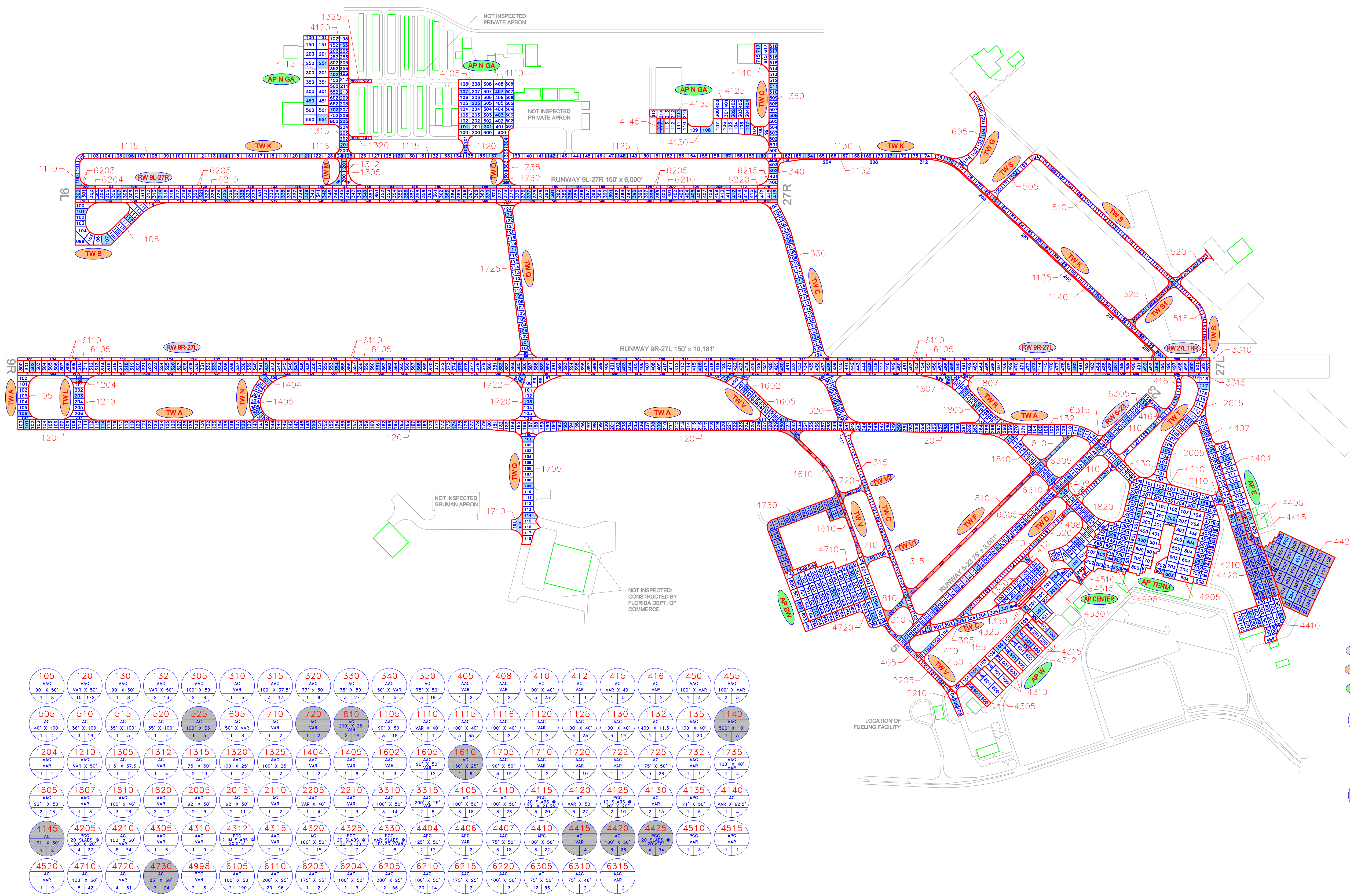
The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

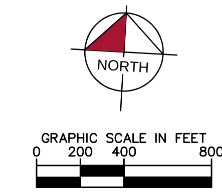
- Runway 5-23 – Sections 6305, 6310, and 6315
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 9L-27R – Sections 6205 and 6210
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Runway 9R-27L– Sections 6105 and 6110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- East Apron – Sections 4406 and 4410
  - Mill and Overlay attributed to climate/age and construction quality.
- West Apron – Sections 4312, 4325, and 4330
  - Reconstruction attributed to structural, climate/age, and construction quality.
- West Apron – Sections 4315 and 4320
  - Mill and Overlay attributed to climate/age and construction quality.
- North General Aviation Apron – Sections 4105, 4110, 4120, and 4130
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway S – Sections 505 and 510
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway D – Sections 410 and 412
  - Mill and Overlay attributed to climate/age.
- Runway 27L Threshold – Sections 3310 and 3315
  - Mill and Overlay attributed to climate/age.
- Taxiway R – Section 1807
  - Mill and Overlay attributed to climate/age.
- Taxiway K – Section 1120
  - Mill and Overlay attributed to climate/age.
- Taxiway M – Sections 1305, 1312, 1315, and 1320
  - Mill and Overlay attributed to climate/age and construction quality.

- Taxiway V – Section 1602
  - Mill and Overlay attributed to climate/age and construction quality.
- Center Apron – Section 4515
  - Mill and Overlay attributed to climate/age.
- Taxiway C – Sections 315 and 330
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway Q – Sections 1705 and 1722
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway L – Sections 1204 and 1210
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway S1 – Sections 520
  - Mill and Overlay attributed to climate/age.
- Center Apron – Section 4998
  - PCC Restoration attributed to structural and construction quality.
- Southwest Apron – Sections 4710 and 4720
  - Mill and Overlay attributed to climate/age and construction quality.

APPENDIX A

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





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 / AC / 100' x 50' / 5 | 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH, RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 / AC / 100' x 50' / VAR / 1 | 8 — 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 = 293

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 — OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

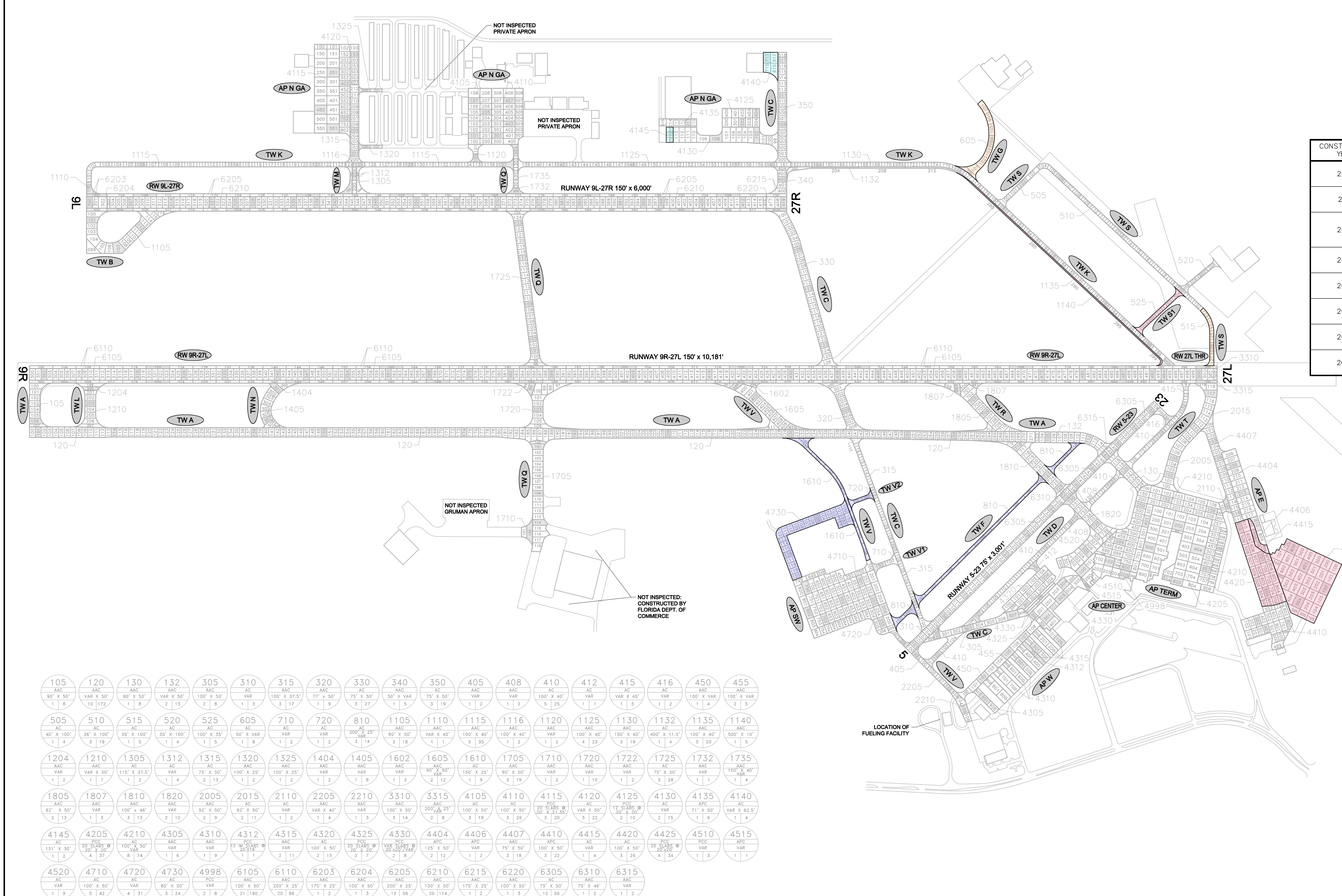
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB

FDOT DISTRICT: 5



GRAPHIC SCALE IN FEET
0 200 400 800

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	TAXIWAYS G & S	NEW ASPHALT PAVEMENT SECTION
2011	AP N GA	NEW ASPHALT CONSTRUCTION IN FRONT OF NEW BUILDINGS
2013	TAXIWAY V AND T-HANGARS APRON	APRON: 2" P-401, 6" P-211, 8" WORK PLATFORM TAXIWAY: 2" P-401, 8" P-211, 8" WORK PLATFORM
2013	TAXIWAY F	TAXIWAY: 2" P-401, 8" P-211, 8" WORK PLATFORM
2014	TAXIWAY S1	TAXIWAY: 3" P-401, 8" P-211, 8" WORK PLATFORM
2014	TAXIWAY K	WIDENING OF TAXIWAY FROM 40' TO 50' TAXIWAY: 3" P-401, 8" P-211, 8" WORK PLATFORM
2014	AP E	APRON: 4" P-401, 12" P-211, 8" WORK PLATFORM
2014	AP E	NEW APRON: 14" P-501, 8" 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.

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB
FDOT DISTRICT: 5

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	6315	92	75	6,900	S	AAC	1/1/1992	4/6/2015	2
RUNWAY 5-23	RW 5-23	RUNWAY	6310	75	45	6,900	S	AAC	1/1/1992	4/6/2015	2
RUNWAY 5-23	RW 5-23	RUNWAY	6305	2,800	75	211,297	S	AC	1/1/1992	4/6/2015	56
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6220	175	100	17,500	S	AAC	1/1/2011	4/6/2015	3
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6215	350	25	8,750	S	AAC	1/1/2011	4/6/2015	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6210	5,651	100	565,132	S	AAC	1/1/1991	4/6/2015	114
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6205	11,302	25	282,566	S	AAC	1/1/1991	4/6/2015	56
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6204	175	100	17,500	P	AAC	1/1/2011	4/6/2015	3
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6203	350	25	8,750	P	AAC	1/1/2011	4/6/2015	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6110	19,000	25	475,000	P	AAC	1/1/1998	4/6/2015	96
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6105	9,300	100	950,000	P	AAC	1/1/1998	4/6/2015	190
CENTER APRON	AP CENTER	APRON	4998	250	200	48,745	P	PCC	1/1/1995	4/6/2015	8
APRON SOUTHWEST	AP SW	APRON	4730	1,200	85	101,878	P	AC	1/1/2013	1/1/2013	24
APRON SOUTHWEST	AP SW	APRON	4720	1,500	100	146,718	P	AC	1/1/2008	4/6/2015	31
APRON SOUTHWEST	AP SW	APRON	4710	500	420	216,728	P	AC	1/1/2008	4/6/2015	42
CENTER APRON	AP CENTER	APRON	4520	559	100	55,946	P	AC	1/1/2009	4/6/2015	9
CENTER APRON	AP CENTER	APRON	4515	290	10	2,842	P	APC	1/1/2009	4/6/2015	1
CENTER APRON	AP CENTER	APRON	4510	230	100	23,048	P	PCC	1/1/2009	4/6/2015	3
EAST APRON	AP E	APRON	4425	650	550	253,400	P	PCC	1/1/2014	1/1/2014	34
EAST APRON	AP E	APRON	4420	800	200	129,420	P	AC	1/1/2014	1/1/2014	26
EAST APRON	AP E	APRON	4415	380	200	14,188	P	APC	1/1/2014	1/1/2014	4
EAST APRON	AP E	APRON	4410	700	300	100,915	P	AC	12/25/1999	4/6/2015	22
EAST APRON	AP E	APRON	4407	600	100	69,765	P	AAC	1/1/2004	4/6/2015	18

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
EAST APRON	AP E	APRON	4406	380	200	12,949	P	APC	1/1/1998	4/6/2015	2
EAST APRON	AP E	APRON	4404	380	200	76,125	P	APC	1/1/2004	4/6/2015	12
WEST APRON	AP W	APRON	4330	280	300	52,136	P	PCC	1/1/1942	4/6/2015	8
WEST APRON	AP W	APRON	4325	251	200	45,350	P	PCC	1/1/1942	4/6/2015	7
WEST APRON	AP W	APRON	4320	400	150	75,950	P	AC	1/1/1979	4/6/2015	15
WEST APRON	AP W	APRON	4315	325	200	57,374	P	AAC	1/1/2012	4/6/2015	11
WEST APRON	AP W	APRON	4312	260	32	8,547	P	PCC	12/25/1994	4/6/2015	1
WEST APRON	AP W	APRON	4310	235	200	47,311	P	AAC	1/1/2012	4/6/2015	9
WEST APRON	AP W	APRON	4305	170	200	34,199	P	AAC	1/1/2012	4/6/2015	6
TERMINAL APRON	AP TERM	APRON	4210	1,700	200	344,919	P	AAC	1/1/2009	4/6/2015	74
TERMINAL APRON	AP TERM	APRON	4205	580	500	290,074	P	PCC	1/1/1989	4/6/2015	37
NORTH GA APRON	AP N GA	APRON	4145	150	50	7,860	P	AAC	1/1/2013	1/1/2013	2
NORTH GA APRON	AP N GA	APRON	4140	185	125	23,711	P	AC	1/1/2010	4/6/2015	4
NORTH GA APRON	AP N GA	APRON	4135	350	100	22,180	P	APC	1/1/2010	4/6/2015	6
NORTH GA APRON	AP N GA	APRON	4130	650	170	97,785	P	AC	1/1/2006	4/6/2015	15
NORTH GA APRON	AP N GA	APRON	4125	642	160	51,200	P	PCC	1/1/2003	4/6/2015	10
NORTH GA APRON	AP N GA	APRON	4120	950	100	96,139	P	AC	1/1/2003	4/6/2015	22
NORTH GA APRON	AP N GA	APRON	4115	760	214	162,260	P	PCC	1/1/2003	4/6/2015	20
NORTH GA APRON	AP N GA	APRON	4110	480	250	127,070	P	AC	1/1/1982	4/6/2015	26

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
NORTH GA APRON	AP N GA	APRON	4105	479	200	95,800	P	AC	1/1/1986	4/6/2015	18
THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	3315	1,361	25	34,034	P	AAC	1/1/2001	4/6/2015	8
THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	3310	430	100	68,068	P	AAC	1/1/2001	4/6/2015	14
TAXIWAY V	TW V	TAXIWAY	2210	270	50	13,665	P	AAC	1/1/2012	4/6/2015	3
TAXIWAY V	TW V	TAXIWAY	2205	380	40	14,782	P	AAC	1/1/2012	4/6/2015	4
CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	2110	100	80	8,354	P	AC	1/1/1989	4/6/2015	2
TAXIWAY T	TW T	TAXIWAY	2015	540	100	54,727	P	AC	1/1/2001	4/6/2015	11
TAXIWAY T	TW T	TAXIWAY	2005	600	75	47,619	P	AAC	1/1/1986	4/6/2015	9
TAXIWAY R	TW R	TAXIWAY	1820	400	50	49,954	P	AAC	1/1/2009	4/6/2015	10
TAXIWAY R	TW R	TAXIWAY	1810	1,500	40	61,999	P	AAC	1/1/2009	4/6/2015	13
TAXIWAY R	TW R	TAXIWAY	1807	350	40	14,115	P	AAC	1/1/1998	4/6/2015	3
TAXIWAY R	TW R	TAXIWAY	1805	1,200	50	61,344	P	AAC	1/1/2009	4/6/2015	13
TAXIWAY Q	TW Q	TAXIWAY	1735	350	40	15,616	P	AAC	1/1/2006	4/6/2015	4
TAXIWAY Q	TW Q	TAXIWAY	1732	100	40	4,295	P	AAC	1/1/2006	4/6/2015	1
TAXIWAY Q	TW Q	TAXIWAY	1725	1,400	75	106,628	P	AAC	1/1/2004	4/6/2015	28
TAXIWAY Q	TW Q	TAXIWAY	1722	120	60	7,921	P	AAC	1/1/2004	4/6/2015	2
TAXIWAY Q	TW Q	TAXIWAY	1720	540	100	54,194	P	AAC	1/1/2009	4/6/2015	10
TAXIWAY Q	TW Q	TAXIWAY	1710	120	100	12,104	P	AAC	1/1/2007	4/6/2015	2
TAXIWAY Q	TW Q	TAXIWAY	1705	1,000	90	91,926	P	AAC	1/1/2007	4/6/2015	19
TAXIWAY V	TW V	TAXIWAY	1610	1,300	25	36,715	P	AC	1/1/2013	1/1/2013	9
TAXIWAY V	TW V	TAXIWAY	1605	611	100	61,171	P	AAC	1/1/2009	4/6/2015	12
TAXIWAY V	TW V	TAXIWAY	1602	115	90	10,398	P	AAC	1/1/1998	4/6/2015	3

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 N	TW N	TAXIWAY	1405	380	90	34,529	P	AAC	1/1/2009	4/6/2015	8
TAXIWAY N	TW N	TAXIWAY	1404	110	90	10,300	P	AAC	1/1/1998	4/6/2015	2
TAXIWAY M	TW M	TAXIWAY	1325	220	25	5,526	P	AAC	1/1/2003	4/6/2015	2
TAXIWAY M	TW M	TAXIWAY	1320	220	25	5,526	P	AAC	1/1/2003	4/6/2015	2
TAXIWAY M	TW M	TAXIWAY	1315	660	75	50,873	P	AC	1/1/2003	4/6/2015	13
TAXIWAY M	TW M	TAXIWAY	1312	800	20	16,404	P	AC	1/1/2003	4/6/2015	4
TAXIWAY M	TW M	TAXIWAY	1305	200	40	8,625	P	AAC	1/1/2003	4/6/2015	2
TAXIWAY L	TW L	TAXIWAY	1210	380	90	34,316	P	AAC	1/1/2009	4/6/2015	7
TAXIWAY L	TW L	TAXIWAY	1204	115	90	10,453	P	AAC	1/1/1998	4/6/2015	2
TAXIWAY K	TW K	TAXIWAY	1140	2,300	10	23,583	P	AC	1/1/2014	1/1/2014	5
TAXIWAY K	TW K	TAXIWAY	1135	1,900	40	82,706	P	AAC	1/1/2006	4/6/2015	20
TAXIWAY K	TW K	TAXIWAY	1132	1,700	12	21,084	P	AC	1/1/2011	4/6/2015	4
TAXIWAY K	TW K	TAXIWAY	1130	1,900	40	76,184	P	AAC	1/1/2006	4/6/2015	19
TAXIWAY K	TW K	TAXIWAY	1125	2,350	40	94,533	P	AAC	1/1/2006	4/6/2015	23
TAXIWAY K	TW K	TAXIWAY	1120	240	40	9,926	P	AAC	1/1/2006	4/6/2015	2
TAXIWAY K	TW K	TAXIWAY	1116	170	40	6,760	P	AAC	1/1/2006	4/6/2015	2
TAXIWAY K	TW K	TAXIWAY	1115	3,600	40	145,056	P	AAC	1/1/2006	4/6/2015	35
TAXIWAY K	TW K	TAXIWAY	1110	120	40	5,207	P	AAC	1/1/2006	4/6/2015	1
TAXIWAY B	TW B	TAXIWAY	1105	1,000	100	101,687	P	AAC	1/1/2006	4/6/2015	18
TAXIWAY F	TW F	TAXIWAY	810	2,225	25	64,381	P	AC	1/1/2013	1/1/2013	14
TAXIWAY V2	TW V2	TAXIWAY	720	250	30	8,446	P	AC	1/1/2013	1/1/2013	2
TAXIWAY V1	TW V1	APRON	710	225	40	11,452	P	AC	1/1/2008	4/6/2015	2
TAXIWAY G	TW G	TAXIWAY	605	700	50	40,977	P	AC	1/1/2010	4/6/2015	8
TAXIWAY S1	TW S1	TAXIWAY	525	525	35	19,360	P	AC	1/1/2014	1/1/2014	5
TAXIWAY S1	TW S1	TAXIWAY	520	375	38	14,644	P	AC	1/1/2009	4/6/2015	4
TAXIWAY S	TW S	TAXIWAY	515	520	40	18,556	P	AC	1/1/2010	4/6/2015	5

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	510	1,900	36	68,429	P	AAC	1/1/2006	4/6/2015	19
TAXIWAY S	TW S	TAXIWAY	505	485	40	18,700	P	AAC	1/1/2004	4/6/2015	4
TAXIWAY D	TW D	TAXIWAY	455	270	70	32,702	P	AAC	1/1/2012	4/6/2015	5
TAXIWAY D	TW D	TAXIWAY	450	370	60	23,692	P	AAC	1/1/2012	4/6/2015	4
TAXIWAY D	TW D	TAXIWAY	416	210	40	8,423	P	AC	1/1/2001	4/6/2015	2
TAXIWAY D	TW D	TAXIWAY	415	450	40	19,192	P	AC	1/1/2001	4/6/2015	5
TAXIWAY D	TW D	TAXIWAY	412	110	40	4,498	P	AC	1/1/1979	4/6/2015	1
TAXIWAY D	TW D	TAXIWAY	410	2,600	40	104,051	P	AC	1/1/1979	4/6/2015	25
TAXIWAY D	TW D	TAXIWAY	408	190	40	7,930	P	AAC	1/1/2008	4/6/2015	2
TAXIWAY D	TW D	TAXIWAY	405	95	40	8,073	P	AAC	1/1/2012	4/6/2015	2
TAXIWAY C	TW C	TAXIWAY	350	1,075	75	71,723	P	AC	1/1/2003	4/6/2015	19
TAXIWAY C	TW C	TAXIWAY	340	500	40	20,582	P	AAC	1/1/2003	4/6/2015	5
TAXIWAY C	TW C	TAXIWAY	330	1,200	35	108,166	P	AC	1/1/1991	4/6/2015	27
TAXIWAY C	TW C	TAXIWAY	320	450	80	41,105	P	AAC	1/1/2009	4/6/2015	9
TAXIWAY C	TW C	TAXIWAY	315	1,550	40	63,222	P	AAC	1/1/2004	4/6/2015	17
TAXIWAY C	TW C	TAXIWAY	310	250	50	13,011	P	AAC	1/1/2004	4/6/2015	3
TAXIWAY C	TW C	TAXIWAY	305	800	50	43,008	P	AAC	1/1/2007	4/6/2015	8
TAXIWAY A	TW A	TAXIWAY	132	600	90	58,319	P	AAC	1/1/2009	4/6/2015	13
TAXIWAY A	TW A	TAXIWAY	130	400	90	36,222	P	AAC	1/1/2009	4/6/2015	8
TAXIWAY A	TW A	TAXIWAY	120	9,000	75	691,660	P	AAC	1/1/2009	4/6/2015	172
TAXIWAY A	TW A	TAXIWAY	105	400	90	38,493	P	AAC	1/1/2009	4/6/2015	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.*

Network: MLB **Branch:** AP CENTER (CENTER APRON) **Section:** 4510 **Surface:** PCC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 230.00 Ft **Width:** 100.00 Ft **True Area:** 23,048.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch:** AP CENTER (CENTER APRON) **Section:** 4515 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 290.00 Ft **Width:** 10.00 Ft **True Area:** 2,842.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1942	INITIAL	Initial Construction	$0	6.00	True	6" CONCRETE ESTIMATE 1942
01/01/1942	NC-PC	New Construction - PCC	$0	0.00	True	

Network: MLB **Branch:** AP CENTER (CENTER APRON) **Section:** 4520 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 559.00 Ft **Width:** 100.00 Ft **True Area:** 55,946.19 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch:** AP CENTER (CENTER APRON) **Section:** 4998 **Surface:** PCC
L.C.D.: 01/01/1995 **Use:** APRON **Rank** P **Length:** 250.00 Ft **Width:** 200.00 Ft **True Area:** 48,745.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1995	IMPORTED	BUILT		14.00	True	1995 14" P501 ON 9" LIMEROCK

Network: MLB **Branch:** AP E (EAST APRON) **Section:** 4404 **Surface:** APC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** P **Length:** 380.00 Ft **Width:** 200.00 Ft **True Area:** 76,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	SR-AC	Surface Reconstruction - AC	$0	0.00	True	4"AC/12"P-211
01/01/1996	IMPORTED	OVERLAY		1.00	True	1996 1" P401
01/01/1947	IMPORTED	BUILT		6.00	True	1947 6" P501

Network: MLB **Branch:** AP E (EAST APRON) **Section:** 4406 **Surface:** APC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 380.00 Ft **Width:** 200.00 Ft **True Area:** 12,949.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY		1.00	True	1998 1" P401
01/01/1942	IMPORTED	BUILT		6.00	True	1942 6" P501

Network: MLB **Branch:** AP E (EAST APRON) **Section:** 4407 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 100.00 Ft **True Area:** 69,764.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	SR-AC	Surface Reconstruction - AC	$0	4.00	True	2004 4" AC/12" P-211
01/01/1996	OL-AS	Overlay - AC Structural	$0	1.00	True	1996 1" P401
01/01/1947	INITIAL	Initial Construction	$0	6.00	True	1947 6" P501

Network: MLB **Branch:** AP E (EAST APRON) **Section:** 4410 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 300.00 Ft **True Area:** 100,915.00 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: MLB **Branch**: AP E (EAST APRON) **Section:** 4415 **Surface:** APC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 380.00 Ft **Width:** 200.00 Ft **True Area:** 14,188.00 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: TRANSITIONAL ML&OL 2" P-401, ON VAR. THICKNESS LIMEROCK
01/01/1998	IMPORTED	OVERLAY	$0	1.00	True	1998 1" P401
01/01/1942	IMPORTED	BUILT	$0	6.00	True	1942 6" P501

Network: MLB **Branch**: AP E (EAST APRON) **Section:** 4420 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 200.00 Ft **True Area:** 129,420.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	4.00	True	2014: 4" P-401, 12" P-211, 8" WORK PLATFORM

Network: MLB **Branch**: AP E (EAST APRON) **Section:** 4425 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 650.00 Ft **Width:** 550.00 Ft **True Area:** 253,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	14.00	True	2014: 14" P-501, 8" P-211, COMPACTED SUBGRADE

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** APRON **Rank** P **Length:** 479.00 Ft **Width:** 200.00 Ft **True Area:** 95,800.00 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 ON 8" P-211

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1982 **Use:** APRON **Rank** P **Length:** 480.00 Ft **Width:** 250.00 Ft **True Area:** 127,070.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1982	IMPORTED	BUILT		1.00	True	1982: 1" P-401 ON 8" P-211

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4115 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 760.00 Ft **Width:** 213.50 Ft **True Area:** 162,260.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	14" PCC/EXISTING

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4120 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 950.00 Ft **Width:** 100.00 Ft **True Area:** 96,139.17 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	4" AC/16" P-211

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4125 **Surface:** PCC
L.C.D.: 01/01/2003 **Use:** APRON **Rank** P **Length:** 642.00 Ft **Width:** 160.00 Ft **True Area:** 51,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	14"PCC/EXISTING PAVEMENT

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4130 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** P **Length:** 650.00 Ft **Width:** 170.00 Ft **True Area:** 97,785.00 SqF

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

01/01/2006	NC-AC	New Construction - AC	$0	0.00	True	
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	4" AC/16" P-211

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4135 **Surface:** APC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 350.00 Ft **Width:** 100.00 Ft **True Area:** 22,180.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	OL-AS	Overlay - AC Structural	$0	0.00	True	
12/25/2004	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** APRON **Rank** P **Length:** 185.00 Ft **Width:** 125.00 Ft **True Area:** 23,711.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: AP N GA (NORTH GA APRON) **Section:** 4145 **Surface:** AAC
L.C.D.: 01/01/2013 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 7,860.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: AP SW (APRON SOUTHWEST) **Section:** 4710 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 500.00 Ft **Width:** 420.00 Ft **True Area:** 216,727.84 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: AP SW (APRON SOUTHWEST) **Section:** 4720 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 1,500.00 Ft **Width:** 100.00 Ft **True Area:** 146,718.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: AP SW (APRON SOUTHWEST) **Section:** 4730 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** APRON **Rank** P **Length:** 1,200.00 Ft **Width:** 85.00 Ft **True Area:** 101,878.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	2.00	True	2013: 2" P-401, 6" P-211, 8" WORK PLATFORM

Network: MLB **Branch**: AP TERM (TERMINAL APRON) **Section:** 4205 **Surface:** PCC
L.C.D.: 01/01/1989 **Use:** APRON **Rank** P **Length:** 580.00 Ft **Width:** 500.00 Ft **True Area:** 290,074.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		14.00	True	1989: 14" P-501

Network: MLB **Branch**: AP TERM (TERMINAL APRON) **Section:** 4210 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** APRON **Rank** P **Length:** 1,700.00 Ft **Width:** 200.00 Ft **True Area:** 344,919.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1989	IMPORTED	BUILT		4.00	True	1989: 4" P-401 ON 12" P-211

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4305 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 170.00 Ft **Width:** 200.00 Ft **True Area:** 34,199.31 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	OVERLAY			True	THIS PAVEMENT HAS AN EMULSION SEAL
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4310 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 235.00 Ft **Width:** 200.00 Ft **True Area:** 47,311.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT			True	ESTIMATE 1965 AC PAVEMENT

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4312 **Surface:** PCC
L.C.D.: 12/25/1994 **Use:** APRON **Rank** P **Length:** 260.00 Ft **Width:** 32.00 Ft **True Area:** 8,547.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1994	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4315 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** APRON **Rank** P **Length:** 325.00 Ft **Width:** 200.00 Ft **True Area:** 57,374.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT			True	ESTIMATE 1965 AC PAVEMENT
01/01/1965	IMPORTED	OVERLAY			True	THIS FEATURE HAS AN EMULSION SEAL

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4320 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 150.00 Ft **True Area:** 75,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4325 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 250.75 Ft **Width:** 200.00 Ft **True Area:** 45,350.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		6.00	True	6" CONCRETE - ESTIMATE 1942 CONSTRUCTION

Network: MLB **Branch**: AP W (WEST APRON) **Section:** 4330 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** APRON **Rank** P **Length:** 280.00 Ft **Width:** 300.00 Ft **True Area:** 52,136.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		6.00	True	6" CONCRETE PAVEMENT - ESTIMATE 1942 CONSTRUCTION

Network: MLB **Branch**: RW 27L THR (THRESHOLD TO RW 27L) **Section:** 3310 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 430.00 Ft **Width:** 100.00 Ft **True Area:** 68,068.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: RW 27L THR (THRESHOLD TO RW 27L) **Section:** 3315 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank** P **Length:** 1,361.00 Ft **Width:** 25.00 Ft **True Area:** 34,034.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6305 **Surface:** AC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** S **Length:** 2,800.00 Ft **Width:** 75.00 Ft **True Area:** 211,296.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	BUILT		2.00	True	1992: 2" P-401 ON 6" P-211

Network: MLB **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6310 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** S **Length:** 75.00 Ft **Width:** 45.00 Ft **True Area:** 6,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		0.00	True	1992: 0" - 11" P-401 OVERLAY
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN - 3" AVG P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		3.00	True	1978: 3" P-401 ON 12" P-211

Network: MLB **Branch**: RW 5-23 (RUNWAY 5-23) **Section:** 6315 **Surface:** AAC
L.C.D.: 01/01/1992 **Use:** RUNWAY **Rank** S **Length:** 92.00 Ft **Width:** 75.00 Ft **True Area:** 6,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	IMPORTED	OVERLAY		0.00	True	1992: 0" - 6" P-401 OVERLAY
01/01/1989	IMPORTED	BUILT		3.00	True	1989: 3" P-401 ON 12" P-211

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6203 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 350.00 Ft **Width:** 25.00 Ft **True Area:** 8,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6204 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 175.00 Ft **Width:** 100.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank** S **Length:** 11,302.00 Ft **Width:** 25.00 Ft **True Area:** 282,565.80 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1981	IMPORTED	BUILT		1.00	True	1981: 1" P-401 ON 8" P-211

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** RUNWAY **Rank** S **Length:** 5,651.00 Ft **Width:** 100.00 Ft **True Area:** 565,131.61 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1981	IMPORTED	BUILT		1.00	True	1981: 1" P-401 ON 8" P-211

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6215 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** S **Length:** 350.00 Ft **Width:** 25.00 Ft **True Area:** 8,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1985	IMPORTED	BUILT		1.00	True	1985: 1" P-401 ON 8" P-211

Network: MLB **Branch**: RW 9L-27R (RUNWAY 9L-27R) **Section:** 6220 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** S **Length:** 175.00 Ft **Width:** 100.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		3.00	True	1991: 3" P-401 ON 8" P-211

Network: MLB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank** P **Length:** 9,300.00 Ft **Width:** 100.00 Ft **True Area:** 950,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1998	IMPORTED	OVERLAY		1.50	True	ON 1.5" AC ON 9" SOIL CEMENT BASE COURSE
01/01/1998	IMPORTED	OVERLAY		2.00	True	EXISTING 2" AC ON 4" BITUMONOUS BASE COURSE
01/01/1998	IMPORTED	OVERLAY		2.00	True	1998 2" P401 OVERLAY
01/01/1983	IMPORTED	BUILT		2.25	True	1983 2.25" P401 OVERLAY

Network: MLB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** RUNWAY **Rank** P **Length:** 19,000.00 Ft **Width:** 25.00 Ft **True Area:** 475,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1998	IMPORTED	OVERLAY		1.50	True	ON 1.5" P401 ON 9" P301
01/01/1998	IMPORTED	OVERLAY		2.00	True	EXISTING 2"P401 ON 4" P201
01/01/1998	IMPORTED	OVERLAY		2.00	True	1998 2" P401 OVERLAY ON
01/01/1983	IMPORTED	BUILT		2.25	True	1983 2.25" P401 OVERLAY ON

Network: MLB **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 90.00 Ft **True Area:** 38,492.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		5.00	True	EXISTING: 5" P401 ON 9" SOIL-CEMENT BASE
01/01/1991	IMPORTED	BUILT		3.00	True	1991: 3" P401 OVERLAY

Network: MLB **Branch**: TW A (TAXIWAY A) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 9,000.00 Ft **Width:** 75.00 Ft **True Area:** 691,659.95 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		3.00	True	1978: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW A (TAXIWAY A) **Section:** 130 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 90.00 Ft **True Area:** 36,221.74 SqF

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

01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1989	IMPORTED	BUILT		3.00	True	1989: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW A (TAXIWAY A) **Section:** 132 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 90.00 Ft **True Area:** 58,318.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY			True	THIS PAVEMENT HAS AN EMULSION SEAL
01/01/1991	IMPORTED	BUILT		3.00	True	ESTIMATE 1991 CONSTR. AND ASSUME: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW B (TAXIWAY B) **Section:** 1105 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 100.00 Ft **True Area:** 101,687.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	INITIAL	Initial Construction	$0	3.00	True	1991: 3" P-401 ON 8" P-211

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 50.00 Ft **True Area:** 43,008.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2004	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2.5" AC
01/01/1987	IMPORTED	OVERLAY			True	ON EXISTING BASE COURSE
01/01/1987	IMPORTED	BUILT		1.50	True	1987: 1.5" P-401 AND 8" MIN. - 10" AVG. P-211 PLACED

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 50.00 Ft **True Area:** 13,011.46 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2.5" AC
01/01/1992	IMPORTED	BUILT		2.00	True	1992: 2" P-401 ON 6" P-211

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,550.00 Ft **Width:** 40.00 Ft **True Area:** 63,222.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2.5" AC
01/01/1987	IMPORTED	BUILT		1.50	True	1987: 1.5" P-401 ON 8" MIN. - 10" AVG. P-211 PLACED ON
01/01/1987	IMPORTED	OVERLAY			True	EXISTING BASE COURSE

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 80.00 Ft **True Area:** 41,105.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		3.00	True	1991: 3" P-401 ON 8" P-211

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 330 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 35.00 Ft **True Area:** 108,166.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	ASSUME: 1991 AC PAVEMENT

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 340 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 20,581.69 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	SR-AC	Surface Reconstruction - AC	$0	0.00	True	2" AC/8" P-211/EXISTING BASE
01/01/1991	IMPORTED	OVERLAY			True	1991: P-401 FEATHERED OVERLAY
01/01/1985	IMPORTED	BUILT		1.00	True	1985: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW C (TAXIWAY C) **Section:** 350 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 1,075.00 Ft **Width:** 75.00 Ft **True Area:** 71,723.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	4" AC/16" P-211

Network: MLB **Branch**: TW CONN AP (CONNECTOR TAXIWAY TO TERM) **Section:** 2110 **Surface:** AC
L.C.D.: 01/01/1989 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 80.00 Ft **True Area:** 8,353.54 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1989	IMPORTED	BUILT		1.50	True	1989: 1.5" P-401 ON 8" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 95.00 Ft **Width:** 40.00 Ft **True Area:** 8,073.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1992	IMPORTED	BUILT		2.00	True	1992: 2" P-401 ON 6" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 408 **Surface:** AAC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank** P **Length:** 190.00 Ft **Width:** 40.00 Ft **True Area:** 7,929.70 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	
01/01/1979	INITIAL	Initial Construction	$0	1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 2,600.00 Ft **Width:** 40.00 Ft **True Area:** 104,051.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 412 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** TAXIWAY **Rank** P **Length:** 110.00 Ft **Width:** 40.00 Ft **True Area:** 4,498.34 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 40.00 Ft **True Area:** 19,192.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	0.00	True	2" AC/8" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 416 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 40.00 Ft **True Area:** 8,422.93 SqF

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

01/01/2001	INITIAL	Initial Construction	$0	0.00	True	2" AC/8" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 450 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 370.00 Ft **Width:** 60.00 Ft **True Area:** 23,691.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: TW D (TAXIWAY D) **Section:** 455 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 270.00 Ft **Width:** 70.00 Ft **True Area:** 32,702.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1965	IMPORTED	BUILT			True	ESTIMATE 1965 AC PAVEMENT

Network: MLB **Branch**: TW F (TAXIWAY F) **Section:** 810 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 2,225.00 Ft **Width:** 25.00 Ft **True Area:** 64,381.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	2.00	True	2013: 2" P-401, 8" P-211, 8" WORK PLATFORM

Network: MLB **Branch**: TW G (TAXIWAY G) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 700.00 Ft **Width:** 50.00 Ft **True Area:** 40,977.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1110 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 40.00 Ft **True Area:** 5,207.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1981	IMPORTED	BUILT		1.00	True	1981: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1115 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 3,600.00 Ft **Width:** 40.00 Ft **True Area:** 145,056.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		1.00	True	1983: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1116 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 40.00 Ft **True Area:** 6,760.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1120 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 40.00 Ft **True Area:** 9,926.37 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT		1.00	True	1986: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1125 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 2,350.00 Ft **Width:** 40.00 Ft **True Area:** 94,533.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1985	IMPORTED	BUILT		1.00	True	1985: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1130 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,900.00 Ft **Width:** 40.00 Ft **True Area:** 76,184.15 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT		1.00	True	1986: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1132 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 1,700.00 Ft **Width:** 12.00 Ft **True Area:** 21,084.44 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: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1135 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,900.00 Ft **Width:** 40.00 Ft **True Area:** 82,706.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1983	IMPORTED	BUILT		1.00	True	1983: 1" P-401 AND 6" MIN. - 8" AVG. P-211 PLACED ON
01/01/1983	IMPORTED	OVERLAY			True	EXISTING BASE COURSE

Network: MLB **Branch**: TW K (TAXIWAY K) **Section:** 1140 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 2,300.00 Ft **Width:** 10.00 Ft **True Area:** 23,583.00 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: 3" P-401, 8" P-211, 8" WORK PLATFORM

Network: MLB **Branch**: TW L (TAXIWAY L) **Section:** 1204 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 115.00 Ft **Width:** 90.00 Ft **True Area:** 10,453.39 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	BUILT		2.00	True	1998 FEATHERED AC SURFACE ON 2" MILLED FOR BUTT JOINT
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1975	NU-IN	New Construction - Initial	$0	0.00	True	1975: 4" P-401ON 10" P-211

Network: MLB **Branch**: TW L (TAXIWAY L) **Section:** 1210 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 380.00 Ft **Width:** 90.00 Ft **True Area:** 34,315.81 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1975	IMPORTED	BUILT		4.00	True	1975: 4" P-401 ON 10" P-211

Network: MLB **Branch**: TW M (TAXIWAY M) **Section:** 1305 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 8,625.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	SR-AC	Surface Reconstruction - AC	$0	0.00	True	

01/01/1991	IMPORTED	OVERLAY		3.00	True	1991: 3" P-401 OVERLAY
01/01/1983	IMPORTED	BUILT		1.00	True	1983: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW M (TAXIWAY M) **Section:** 1312 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 800.00 Ft **Width:** 20.00 Ft **True Area:** 16,404.32 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	4" AC/12" P-211/6" SUBGRADE

Network: MLB **Branch**: TW M (TAXIWAY M) **Section:** 1315 **Surface:** AC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 660.00 Ft **Width:** 75.00 Ft **True Area:** 50,873.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW M (TAXIWAY M) **Section:** 1320 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 25.00 Ft **True Area:** 5,525.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	OL-AS	Overlay - AC Structural	$0	6.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW M (TAXIWAY M) **Section:** 1325 **Surface:** AAC
L.C.D.: 01/01/2003 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 25.00 Ft **True Area:** 5,525.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2003	OL-AS	Overlay - AC Structural	$0	6.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW N (TAXIWAY N) **Section:** 1404 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 110.00 Ft **Width:** 90.00 Ft **True Area:** 10,299.73 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1998	IMPORTED	OVERLAY		2.00	True	1998 2" AC PAVEMENT FEATHERED TO MATCH R/W AND T/W
01/01/1986	IMPORTED	BUILT		3.00	True	1986 3" P401 ON 12" P211

Network: MLB **Branch**: TW N (TAXIWAY N) **Section:** 1405 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 380.00 Ft **Width:** 90.00 Ft **True Area:** 34,528.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1986	IMPORTED	BUILT		3.00	True	1986: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1705 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 90.00 Ft **True Area:** 91,925.99 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	BUILT		3.00	True	1987: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1710 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 100.00 Ft **True Area:** 12,103.97 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	BUILT		3.00	True	1987: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1720 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 540.00 Ft **Width:** 100.00 Ft **True Area:** 54,193.57 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	OVERLAY		6.50	True	EXISTING 6.5" AC ON 10" LIME ROCK
01/01/1978	IMPORTED	BUILT		2.00	True	1978: 2" P-401 OVERLAY

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1722 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 120.00 Ft **Width:** 60.00 Ft **True Area:** 7,920.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1978	IMPORTED	BUILT		2.00	True	1978 2" P401 OVERLAY ON

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1725 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,400.00 Ft **Width:** 75.00 Ft **True Area:** 106,628.29 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	SR-AC	Surface Reconstruction - AC	$0	0.00	True	4" AC/12" P-211/EXISTING BASE
01/01/1981	IMPORTED	BUILT		1.00	True	1981: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1732 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,294.68 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		3.00	True	1991: 3" P-401 OVERLAY
01/01/1982	IMPORTED	BUILT		1.00	True	1982: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW Q (TAXIWAY Q) **Section:** 1735 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 350.00 Ft **Width:** 40.00 Ft **True Area:** 15,616.09 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1982	IMPORTED	BUILT		1.00	True	1982: 1" P-401 ON 8" P-211

Network: MLB **Branch**: TW R (TAXIWAY R) **Section:** 1805 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 50.00 Ft **True Area:** 61,343.65 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		6.50	True	EXISTING 6.5" AC ON 10" LIME ROCK
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN - 3" AVG. P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		2.00	True	1978: 2" P-401 OVERLAY

Network: MLB **Branch**: TW R (TAXIWAY R) **Section:** 1807 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 350.00 Ft **Width:** 40.00 Ft **True Area:** 14,115.27 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1998	IMPORTED	OVERLAY		2.00	True	1998 TAPERED AC ON 2" MILLED AC SURFACE
01/01/1981	IMPORTED	OVERLAY		3.00	True	1981 3" P401 OVERLAY
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P401 ON 12" P211

Network: MLB **Branch**: TW R (TAXIWAY R) **Section:** 1810 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 1,500.00 Ft **Width:** 40.00 Ft **True Area:** 61,999.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1978	IMPORTED	BUILT		3.00	True	1978: 3" P-401 ON 12" P-211

Network: MLB **Branch**: TW R (TAXIWAY R) **Section:** 1820 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 400.00 Ft **Width:** 50.00 Ft **True Area:** 49,954.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
01/01/1991	IMPORTED	OVERLAY		6.50	True	EXISTING 6.5" P-401 ON 10" P-211
01/01/1978	IMPORTED	BUILT		2.00	True	1978: 2" P-401 OVERLAY

Network: MLB **Branch**: TW S (TAXIWAY S) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 485.00 Ft **Width:** 40.00 Ft **True Area:** 18,700.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	MILL and OVERLAY	$0	0.00	True	
12/25/1951	NU-IN	New Construction - Initial	$0	0.00	True	EST. CONST. OF ABANDON RW

Network: MLB **Branch**: TW S (TAXIWAY S) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** TAXIWAY **Rank** P **Length:** 1,900.00 Ft **Width:** 36.00 Ft **True Area:** 68,429.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1983	ML-OV	MILL and OVERLAY	$0	0.00	True	EST. OVERLAY
12/25/1951	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: TW S (TAXIWAY S) **Section:** 515 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 520.00 Ft **Width:** 40.00 Ft **True Area:** 18,556.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	RECONAC	Reconstruct with AC	$0	0.00	True	
12/25/1951	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: TW S1 (TAXIWAY S1) **Section:** 520 **Surface:** AC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 375.00 Ft **Width:** 37.50 Ft **True Area:** 14,644.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	NU-IN	New Construction - Initial	$0	0.00	True	

Network: MLB **Branch**: TW S1 (TAXIWAY S1) **Section:** 525 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** TAXIWAY **Rank** P **Length:** 525.00 Ft **Width:** 35.00 Ft **True Area:** 19,360.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	3.00	True	2014: 3" P-401, 8" P-211

Network: MLB **Branch**: TW T (TAXIWAY T) **Section:** 2005 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 75.00 Ft **True Area:** 47,618.77 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	OVERLAY		7.00	True	EXISTING 7" AC ON 12" LIMEROCK
01/01/1986	IMPORTED	BUILT		2.00	True	1986: 2" MIN. - 3" AVG. P-401 OVERLAY

Network: MLB **Branch**: TW T (TAXIWAY T) **Section:** 2015 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank** P **Length:** 540.00 Ft **Width:** 100.00 Ft **True Area:** 54,726.76 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	$0	0.00	True	4" AC/12" P-211/6" P-152/20" SUBGRADE

Network: MLB **Branch**: TW V (TAXIWAY V) **Section:** 1602 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** TAXIWAY **Rank** P **Length:** 115.00 Ft **Width:** 90.00 Ft **True Area:** 10,398.11 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1998	IMPORTED	OVERLAY		2.00	True	1998 TAPERED AC PAVEMENT ON 2" MILLED AC SURFACE
01/01/1998	OL-AS	Overlay - AC Structural	$0	0.00	True	1.5-2" AC
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P401 ON 12" P211

Network: MLB **Branch**: TW V (TAXIWAY V) **Section:** 1605 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank** P **Length:** 611.00 Ft **Width:** 100.00 Ft **True Area:** 61,170.72 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2009	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1978	IMPORTED	BUILT		3.00	True	1978: 3" P-401 OVERLAY ON 12" P-211

Network: MLB **Branch**: TW V (TAXIWAY V) **Section:** 1610 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 1,300.00 Ft **Width:** 25.00 Ft **True Area:** 36,715.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	0.00	True	2013: 2" P-401, 8" P-211, 8" WORK PLATFORM

Network: MLB **Branch**: TW V (TAXIWAY V) **Section:** 2205 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 380.00 Ft **Width:** 40.00 Ft **True Area:** 14,782.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	IMPORTED	BUILT		1.00	True	1979: 1" P-401 ON 6" P-211

Network: MLB **Branch**: TW V (TAXIWAY V) **Section:** 2210 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** TAXIWAY **Rank** P **Length:** 270.00 Ft **Width:** 50.00 Ft **True Area:** 13,664.52 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1979	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW V1 (TAXIWAY V1) **Section:** 710 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank** P **Length:** 225.00 Ft **Width:** 40.00 Ft **True Area:** 11,452.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	INITIAL	Initial Construction	$0	0.00	True	

Network: MLB **Branch**: TW V2 (TAXIWAY V2) **Section:** 720 **Surface:** AC
L.C.D.: 01/01/2013 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 30.00 Ft **True Area:** 8,446.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	NU-IN	New Construction - Initial	$0	2.00	True	2013: 2" P-401, 8" P-211, 8" WORK PLATFORM

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	65	6,267,292.75	2.67	2.54
Initial Construction	29	1,546,669.59	.55	1.62
MILL and OVERLAY	45	2,781,319.19	.00	.00
New Construction - AC	1	97,785.00	.00	
New Construction - Initial	18	871,240.39	1.50	3.37
New Construction - PCC	1	2,842.00	.00	
OVERLAY	38	6,798,434.24	2.53	1.83
Overlay - AC Structural	17	1,805,369.42	.76	1.99
Reconstruct with AC	1	18,556.00	.00	
Surface Reconstruction - AC	5	281,724.56	.80	1.79

APPENDIX B

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

RUNWAYS

6105 PCI = 58	6110 PCI = 74	6203 PCI = 95	6204 PCI = 90	6205 PCI = 76	6210 PCI = 61
6215 PCI = 96	6220 PCI = 91	6305 PCI = 69	6310 PCI = 57	6315 PCI = 54	

TAXIWAYS

105 PCI = 78	120 PCI = 78	130 PCI = 88	132 PCI = 92	305 PCI = 84	310 PCI = 77	315 PCI = 71	320 PCI = 91	330 PCI = 75	340 PCI = 84	350 PCI = 79	405 PCI = 87	408 PCI = 84	410 PCI = 63
412 PCI = 63	415 PCI = 82	416 PCI = 80	450 PCI = 94	455 PCI = 90	505 PCI = 63	510 PCI = 55	515 PCI = 87	520 PCI = 76	525 PCI = 100	605 PCI = 94	710 PCI = 88	720 PCI = 100	810 PCI = 100
1105 PCI = 81	1110 PCI = 84	1115 PCI = 78	1116 PCI = 76	1120 PCI = 70	1125 PCI = 80	1130 PCI = 82	1132 PCI = 92	1135 PCI = 78	1140 PCI = 100	1204 PCI = 75	1210 PCI = 74	1305 PCI = 70	1312 PCI = 71
1315 PCI = 77	1320 PCI = 75	1325 PCI = 88	1404 PCI = 81	1405 PCI = 93	1602 PCI = 70	1605 PCI = 87	1610 PCI = 100	1705 PCI = 75	1710 PCI = 83	1720 PCI = 88	1722 PCI = 72	1725 PCI = 83	1732 PCI = 91
1735 PCI = 88	1805 PCI = 90	1807 PCI = 69	1810 PCI = 85	1820 PCI = 87	2005 PCI = 83	2015 PCI = 84	2110 PCI = 86	2205 PCI = 94	2210 PCI = 94				

OTHERS

3310 PCI = 72	3315 PCI = 76	4105 PCI = 67	4110 PCI = 59	4115 PCI = 96	4120 PCI = 69	4125 PCI = 91	4130 PCI = 76	4135 PCI = 86	4140 PCI = 94	4145 PCI = 100	4205 PCI = 80	4210 PCI = 82	4305 PCI = 94	4310 PCI = 91	4312 PCI = 13	4315 PCI = 67
4320 PCI = 57	4325 PCI = 0	4330 PCI = 5	4404 PCI = 88	4406 PCI = 50	4407 PCI = 85	4410 PCI = 45	4415 PCI = 100	4420 PCI = 100	4425 PCI = 100	4510 PCI = 91	4515 PCI = 70	4520 PCI = 92	4710 PCI = 80	4720 PCI = 80	4730 PCI = 100	4498 PCI = 74

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO." "PCI NO."

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT

BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB

FDOT DISTRICT: 5

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	6315	6,900	S	AAC	54	Poor	1	2
RUNWAY 5-23	RW 5-23	RUNWAY	6310	6,900	S	AAC	57	Fair	1	2
RUNWAY 5-23	RW 5-23	RUNWAY	6305	211,297	S	AC	69	Fair	12	56
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6220	17,500	S	AAC	91	Good	1	3
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6215	8,750	S	AAC	96	Good	1	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6210	565,132	S	AAC	61	Fair	20	114
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6205	282,566	S	AAC	76	Satisfactory	12	56
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6204	17,500	P	AAC	90	Good	1	3
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6203	8,750	P	AAC	95	Good	1	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6110	475,000	P	AAC	74	Satisfactory	20	96
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6105	950,000	P	AAC	58	Fair	21	190
CENTER APRON	AP CENTER	APRON	4998	48,745	P	PCC	74	Satisfactory	2	8
APRON SOUTHWEST	AP SW	APRON	4730	101,878	P	AC	100	Good	3	24
APRON SOUTHWEST	AP SW	APRON	4720	146,718	P	AC	80	Satisfactory	4	31
APRON SOUTHWEST	AP SW	APRON	4710	216,728	P	AC	80	Satisfactory	5	42
CENTER APRON	AP CENTER	APRON	4520	55,946	P	AC	92	Good	1	9
CENTER APRON	AP CENTER	APRON	4515	2,842	P	APC	70	Fair	1	1
CENTER APRON	AP CENTER	APRON	4510	23,048	P	PCC	91	Good	1	3
EAST APRON	AP E	APRON	4425	253,400	P	PCC	100	Good	4	34
EAST APRON	AP E	APRON	4420	129,420	P	AC	100	Good	3	26
EAST APRON	AP E	APRON	4415	14,188	P	APC	100	Good	1	4
EAST APRON	AP E	APRON	4410	100,915	P	AC	45	Poor	3	22
EAST APRON	AP E	APRON	4407	69,765	P	AAC	85	Satisfactory	3	18
EAST APRON	AP E	APRON	4406	12,949	P	APC	50	Poor	1	2
EAST APRON	AP E	APRON	4404	76,125	P	APC	88	Good	2	12

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
WEST APRON	AP W	APRON	4330	52,136	P	PCC	5	Failed	2	8
WEST APRON	AP W	APRON	4325	45,350	P	PCC	0	Failed	2	7
WEST APRON	AP W	APRON	4320	75,950	P	AC	57	Fair	2	15
WEST APRON	AP W	APRON	4315	57,374	P	AAC	67	Fair	2	11
WEST APRON	AP W	APRON	4312	8,547	P	PCC	13	Serious	1	1
WEST APRON	AP W	APRON	4310	47,311	P	AAC	91	Good	1	9
WEST APRON	AP W	APRON	4305	34,199	P	AAC	94	Good	1	6
TERMINAL APRON	AP TERM	APRON	4210	344,919	P	AAC	82	Satisfactory	8	74
TERMINAL APRON	AP TERM	APRON	4205	290,074	P	PCC	80	Satisfactory	4	37
NORTH GA APRON	AP N GA	APRON	4145	7,860	P	AAC	100	Good	1	2
NORTH GA APRON	AP N GA	APRON	4140	23,711	P	AC	94	Good	1	4
NORTH GA APRON	AP N GA	APRON	4135	22,180	P	APC	86	Good	1	6
NORTH GA APRON	AP N GA	APRON	4130	97,785	P	AC	76	Satisfactory	2	15
NORTH GA APRON	AP N GA	APRON	4125	51,200	P	PCC	91	Good	2	10
NORTH GA APRON	AP N GA	APRON	4120	96,139	P	AC	69	Fair	3	22
NORTH GA APRON	AP N GA	APRON	4115	162,260	P	PCC	96	Good	3	20
NORTH GA APRON	AP N GA	APRON	4110	127,070	P	AC	59	Fair	3	26
NORTH GA APRON	AP N GA	APRON	4105	95,800	P	AC	67	Fair	3	18
THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	3315	34,034	P	AAC	76	Satisfactory	2	8
THRESHOLD TO RW 27L	RW 27L THR	RUNWAY	3310	68,068	P	AAC	72	Satisfactory	3	14
TAXIWAY V	TW V	TAXIWAY	2210	13,665	P	AAC	94	Good	1	3
TAXIWAY V	TW V	TAXIWAY	2205	14,782	P	AAC	94	Good	1	4
CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	2110	8,354	P	AC	86	Good	1	2
TAXIWAY T	TW T	TAXIWAY	2015	54,727	P	AC	84	Satisfactory	2	11
TAXIWAY T	TW T	TAXIWAY	2005	47,619	P	AAC	83	Satisfactory	2	9

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 R	TW R	TAXIWAY	1820	49,954	P	AAC	87	Good	2	10
TAXIWAY R	TW R	TAXIWAY	1810	61,999	P	AAC	85	Satisfactory	3	13
TAXIWAY R	TW R	TAXIWAY	1807	14,115	P	AAC	69	Fair	1	3
TAXIWAY R	TW R	TAXIWAY	1805	61,344	P	AAC	90	Good	2	13
TAXIWAY Q	TW Q	TAXIWAY	1735	15,616	P	AAC	88	Good	1	4
TAXIWAY Q	TW Q	TAXIWAY	1732	4,295	P	AAC	91	Good	1	1
TAXIWAY Q	TW Q	TAXIWAY	1725	106,628	P	AAC	83	Satisfactory	5	28
TAXIWAY Q	TW Q	TAXIWAY	1722	7,921	P	AAC	72	Satisfactory	1	2
TAXIWAY Q	TW Q	TAXIWAY	1720	54,194	P	AAC	88	Good	1	10
TAXIWAY Q	TW Q	TAXIWAY	1710	12,104	P	AAC	83	Satisfactory	1	2
TAXIWAY Q	TW Q	TAXIWAY	1705	91,926	P	AAC	75	Satisfactory	3	19
TAXIWAY V	TW V	TAXIWAY	1610	36,715	P	AC	100	Good	1	9
TAXIWAY V	TW V	TAXIWAY	1605	61,171	P	AAC	87	Good	2	12
TAXIWAY V	TW V	TAXIWAY	1602	10,398	P	AAC	70	Fair	1	3
TAXIWAY N	TW N	TAXIWAY	1405	34,529	P	AAC	93	Good	1	8
TAXIWAY N	TW N	TAXIWAY	1404	10,300	P	AAC	81	Satisfactory	1	2
TAXIWAY M	TW M	TAXIWAY	1325	5,526	P	AAC	88	Good	1	2
TAXIWAY M	TW M	TAXIWAY	1320	5,526	P	AAC	75	Satisfactory	1	2
TAXIWAY M	TW M	TAXIWAY	1315	50,873	P	AC	77	Satisfactory	2	13
TAXIWAY M	TW M	TAXIWAY	1312	16,404	P	AC	71	Satisfactory	1	4
TAXIWAY M	TW M	TAXIWAY	1305	8,625	P	AAC	70	Fair	1	2
TAXIWAY L	TW L	TAXIWAY	1210	34,316	P	AAC	74	Satisfactory	1	7
TAXIWAY L	TW L	TAXIWAY	1204	10,453	P	AAC	75	Satisfactory	1	2
TAXIWAY K	TW K	TAXIWAY	1140	23,583	P	AC	100	Good	1	5
TAXIWAY K	TW K	TAXIWAY	1135	82,706	P	AAC	78	Satisfactory	5	20
TAXIWAY K	TW K	TAXIWAY	1132	21,084	P	AC	92	Good	1	4

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 K	TW K	TAXIWAY	1130	76,184	P	AAC	82	Satisfactory	3	19
TAXIWAY K	TW K	TAXIWAY	1125	94,533	P	AAC	80	Satisfactory	4	23
TAXIWAY K	TW K	TAXIWAY	1120	9,926	P	AAC	70	Fair	1	2
TAXIWAY K	TW K	TAXIWAY	1116	6,760	P	AAC	76	Satisfactory	1	2
TAXIWAY K	TW K	TAXIWAY	1115	145,056	P	AAC	78	Satisfactory	5	35
TAXIWAY K	TW K	TAXIWAY	1110	5,207	P	AAC	84	Satisfactory	1	1
TAXIWAY B	TW B	TAXIWAY	1105	101,687	P	AAC	81	Satisfactory	3	18
TAXIWAY F	TW F	TAXIWAY	810	64,381	P	AC	100	Good	3	14
TAXIWAY V2	TW V2	TAXIWAY	720	8,446	P	AC	100	Good	1	2
TAXIWAY V1	TW V1	APRON	710	11,452	P	AC	88	Good	1	2
TAXIWAY G	TW G	TAXIWAY	605	40,977	P	AC	94	Good	1	8
TAXIWAY S1	TW S1	TAXIWAY	525	19,360	P	AC	100	Good	1	5
TAXIWAY S1	TW S1	TAXIWAY	520	14,644	P	AC	76	Satisfactory	1	4
TAXIWAY S	TW S	TAXIWAY	515	18,556	P	AC	87	Good	1	5
TAXIWAY S	TW S	TAXIWAY	510	68,429	P	AAC	55	Poor	3	19
TAXIWAY S	TW S	TAXIWAY	505	18,700	P	AAC	63	Fair	1	4
TAXIWAY D	TW D	TAXIWAY	455	32,702	P	AAC	90	Good	2	5
TAXIWAY D	TW D	TAXIWAY	450	23,692	P	AAC	94	Good	1	4
TAXIWAY D	TW D	TAXIWAY	416	8,423	P	AC	80	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	415	19,192	P	AC	82	Satisfactory	1	5
TAXIWAY D	TW D	TAXIWAY	412	4,498	P	AC	63	Fair	1	1
TAXIWAY D	TW D	TAXIWAY	410	104,051	P	AC	63	Fair	5	25
TAXIWAY D	TW D	TAXIWAY	408	7,930	P	AAC	84	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	405	8,073	P	AAC	87	Good	1	2
TAXIWAY C	TW C	TAXIWAY	350	71,723	P	AC	79	Satisfactory	3	19
TAXIWAY C	TW C	TAXIWAY	340	20,582	P	AAC	84	Satisfactory	1	5

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 C	TW C	TAXIWAY	330	108,166	P	AC	75	Satisfactory	3	27
TAXIWAY C	TW C	TAXIWAY	320	41,105	P	AAC	91	Good	1	9
TAXIWAY C	TW C	TAXIWAY	315	63,222	P	AAC	71	Satisfactory	3	17
TAXIWAY C	TW C	TAXIWAY	310	13,011	P	AAC	77	Satisfactory	1	3
TAXIWAY C	TW C	TAXIWAY	305	43,008	P	AAC	84	Satisfactory	2	8
TAXIWAY A	TW A	TAXIWAY	132	58,319	P	AAC	92	Good	2	13
TAXIWAY A	TW A	TAXIWAY	130	36,222	P	AAC	88	Good	1	8
TAXIWAY A	TW A	TAXIWAY	120	691,660	P	AAC	78	Satisfactory	10	172
TAXIWAY A	TW A	TAXIWAY	105	38,493	P	AAC	78	Satisfactory	1	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.*

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /27/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: MLB

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	1,329.00	102.50	130,581.19	APRON	81.75	9.86	84.63
AP E (EAST APRON)	7	3,890.00	250.00	656,761.58	APRON	81.14	22.05	87.58
AP N GA (NORTH GA APRON)	9	4,646.00	152.06	684,005.53	APRON	82.00	13.82	77.69
AP SW (APRON SOUTHWEST)	3	3,200.00	201.67	465,323.84	APRON	86.67	9.43	84.38
AP TERM (TERMINAL APRON)	2	2,280.00	350.00	634,993.36	APRON	81.00	1.00	81.09
AP W (WEST APRON)	7	1,920.75	183.14	320,867.31	APRON	46.71	37.37	50.07
RW 27L THR (THRESHOLD TO RW 27L)	2	1,791.00	62.50	102,102.00	RUNWAY	74.00	2.00	73.33
RW 5-23 (RUNWAY 5-23)	3	2,967.00	65.00	225,096.70	RUNWAY	60.00	6.48	68.17
RW 9L-27R (RUNWAY 9L-27R)	6	18,003.00	62.50	900,197.41	RUNWAY	84.83	12.51	67.53
RW 9R-27L (RUNWAY 9R-27L)	2	28,300.00	62.50	1,425,000.00	RUNWAY	66.00	8.00	63.33
TW A (TAXIWAY A)	4	10,400.00	86.25	824,692.94	TAXIWAY	84.00	6.16	79.43
TW B (TAXIWAY B)	1	1,000.00	100.00	101,687.15	TAXIWAY	81.00	0.00	81.00
TW C (TAXIWAY C)	7	5,825.00	52.86	360,817.59	TAXIWAY	80.14	6.20	78.58
TW CONN AP (CONNECTOR TAXIWAY TO TERMINAL APRON)	1	100.00	80.00	8,353.54	TAXIWAY	86.00	0.00	86.00
TW D (TAXIWAY D)	8	4,295.00	46.25	208,561.01	TAXIWAY	80.38	10.85	74.92
TW F (TAXIWAY F)	1	2,225.00	25.00	64,381.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: MLB

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 G (TAXIWAY G)	1	700.00	50.00	40,977.00	TAXIWAY	94.00	0.00	94.00
TW K (TAXIWAY K)	9	14,280.00	33.56	465,040.17	TAXIWAY	82.22	8.46	80.68
TW L (TAXIWAY L)	2	495.00	90.00	44,769.20	TAXIWAY	74.50	0.50	74.23
TW M (TAXIWAY M)	5	2,100.00	37.00	86,953.87	TAXIWAY	76.20	6.43	75.75
TW N (TAXIWAY N)	2	490.00	90.00	44,828.31	TAXIWAY	87.00	6.00	90.24
TW Q (TAXIWAY Q)	7	3,630.00	72.14	292,683.49	TAXIWAY	82.86	6.53	81.50
TW R (TAXIWAY R)	4	3,450.00	45.00	187,412.27	TAXIWAY	82.75	8.14	85.96
TW S (TAXIWAY S)	3	2,905.00	38.67	105,685.00	TAXIWAY	68.33	13.60	62.03
TW S1 (TAXIWAY S1)	2	900.00	36.25	34,004.00	TAXIWAY	88.00	12.00	89.66
TW T (TAXIWAY T)	2	1,140.00	87.50	102,345.53	TAXIWAY	83.50	0.50	83.53
TW V (TAXIWAY V)	5	2,676.00	61.00	136,730.35	TAXIWAY	89.00	10.35	90.65
TW V1 (TAXIWAY V1)	1	225.00	40.00	11,452.00	APRON	88.00	0.00	88.00
TW V2 (TAXIWAY V2)	1	250.00	30.00	8,446.00	TAXIWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	33	2,903,984.81	74.85	26.22	79.04
RUNWAY	13	2,652,396.11	74.54	14.19	65.55
TAXIWAY	65	3,118,368.42	82.29	9.86	80.67
All	111	8,674,749.34	79.17	17.28	75.50

Date: 5 /27/2015

Section Condition Report

Pavement Database: FDOT NetworkID: MLB

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)	4510	01/01/2009	PCC	APRON	P	0	23,048.00	04/06/2015	6	91.00
AP CENTER (CENTER APRON)	4515	01/01/2009	APC	APRON	P	0	2,842.00	04/06/2015	6	70.00
AP CENTER (CENTER APRON)	4520	01/01/2009	AC	APRON	P	0	55,946.19	04/06/2015	6	92.00
AP CENTER (CENTER APRON)	4998	01/01/1995	PCC	APRON	P	0	48,745.00	04/06/2015	20	74.00
AP E (EAST APRON)	4404	01/01/2004	APC	APRON	P	0	76,125.00	04/06/2015	11	88.00
AP E (EAST APRON)	4406	01/01/1998	APC	APRON	P	0	12,949.00	04/06/2015	17	50.00
AP E (EAST APRON)	4407	01/01/2004	AAC	APRON	P	0	69,764.58	04/06/2015	11	85.00
AP E (EAST APRON)	4410	12/25/1999	AC	APRON	P	0	100,915.00	04/06/2015	16	45.00
AP E (EAST APRON)	4415	01/01/2014	APC	APRON	P	0	14,188.00	01/01/2014	0	100.00
AP E (EAST APRON)	4420	01/01/2014	AC	APRON	P	0	129,420.00	01/01/2014	0	100.00
AP E (EAST APRON)	4425	01/01/2014	PCC	APRON	P	0	253,400.00	01/01/2014	0	100.00
AP N GA (NORTH GA APRON)	4105	01/01/1986	AC	APRON	P	0	95,800.00	04/06/2015	29	67.00
AP N GA (NORTH GA APRON)	4110	01/01/1982	AC	APRON	P	0	127,070.36	04/06/2015	33	59.00
AP N GA (NORTH GA APRON)	4115	01/01/2003	PCC	APRON	P	0	162,260.00	04/06/2015	12	96.00
AP N GA (NORTH GA APRON)	4120	01/01/2003	AC	APRON	P	0	96,139.17	04/06/2015	12	69.00
AP N GA (NORTH GA APRON)	4125	01/01/2003	PCC	APRON	P	0	51,200.00	04/06/2015	12	91.00
AP N GA (NORTH GA APRON)	4130	01/01/2006	AC	APRON	P	0	97,785.00	04/06/2015	9	76.00
AP N GA (NORTH GA APRON)	4135	01/01/2010	APC	APRON	P	0	22,180.00	04/06/2015	5	86.00
AP N GA (NORTH GA APRON)	4140	01/01/2010	AC	APRON	P	0	23,711.00	04/06/2015	5	94.00
AP N GA (NORTH GA APRON)	4145	01/01/2013	AAC	APRON	P	0	7,860.00	01/01/2013	0	100.00
AP SW (APRON SOUTHWEST)	4710	01/01/2008	AC	APRON	P	0	216,727.84	04/06/2015	7	80.00
AP SW (APRON SOUTHWEST)	4720	01/01/2008	AC	APRON	P	0	146,718.00	04/06/2015	7	80.00
AP SW (APRON SOUTHWEST)	4730	01/01/2013	AC	APRON	P	0	101,878.00	01/01/2013	0	100.00
AP TERM (TERMINAL APRON)	4205	01/01/1989	PCC	APRON	P	0	290,074.00	04/06/2015	26	80.00
AP TERM (TERMINAL APRON)	4210	01/01/2009	AAC	APRON	P	0	344,919.36	04/06/2015	6	82.00
AP W (WEST APRON)	4305	01/01/2012	AAC	APRON	P	0	34,199.31	04/06/2015	3	94.00
AP W (WEST APRON)	4310	01/01/2012	AAC	APRON	P	0	47,311.00	04/06/2015	3	91.00

Section Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (WEST APRON)	4312	12/25/1994	PCC	APRON	P	0	8,547.00	04/06/2015	21	13.00
AP W (WEST APRON)	4315	01/01/2012	AAC	APRON	P	0	57,374.00	04/06/2015	3	67.00
AP W (WEST APRON)	4320	01/01/1979	AC	APRON	P	0	75,950.00	04/06/2015	36	57.00
AP W (WEST APRON)	4325	01/01/1942	PCC	APRON	P	0	45,350.00	04/06/2015	73	0.00
AP W (WEST APRON)	4330	01/01/1942	PCC	APRON	P	0	52,136.00	04/06/2015	73	5.00
RW 27L THR (THRESHOLD TO RW 27L)	3310	01/01/2001	AAC	RUNWAY	P	0	68,068.00	04/06/2015	14	72.00
RW 27L THR (THRESHOLD TO RW 27L)	3315	01/01/2001	AAC	RUNWAY	P	0	34,034.00	04/06/2015	14	76.00
RW 5-23 (RUNWAY 5-23)	6305	01/01/1992	AC	RUNWAY	S	0	211,296.70	04/06/2015	23	69.00
RW 5-23 (RUNWAY 5-23)	6310	01/01/1992	AAC	RUNWAY	S	0	6,900.00	04/06/2015	23	57.00
RW 5-23 (RUNWAY 5-23)	6315	01/01/1992	AAC	RUNWAY	S	0	6,900.00	04/06/2015	23	54.00
RW 9L-27R (RUNWAY 9L-27R)	6203	01/01/2011	AAC	RUNWAY	P	0	8,750.00	04/06/2015	4	95.00
RW 9L-27R (RUNWAY 9L-27R)	6204	01/01/2011	AAC	RUNWAY	P	0	17,500.00	04/06/2015	4	90.00
RW 9L-27R (RUNWAY 9L-27R)	6205	01/01/1991	AAC	RUNWAY	S	0	282,565.80	04/06/2015	24	76.00
RW 9L-27R (RUNWAY 9L-27R)	6210	01/01/1991	AAC	RUNWAY	S	0	565,131.61	04/06/2015	24	61.00
RW 9L-27R (RUNWAY 9L-27R)	6215	01/01/2011	AAC	RUNWAY	S	0	8,750.00	04/06/2015	4	96.00
RW 9L-27R (RUNWAY 9L-27R)	6220	01/01/2011	AAC	RUNWAY	S	0	17,500.00	04/06/2015	4	91.00
RW 9R-27L (RUNWAY 9R-27L)	6105	01/01/1998	AAC	RUNWAY	P	0	950,000.00	04/06/2015	17	58.00
RW 9R-27L (RUNWAY 9R-27L)	6110	01/01/1998	AAC	RUNWAY	P	0	475,000.00	04/06/2015	17	74.00
TW A (TAXIWAY A)	105	01/01/2009	AAC	TAXIWAY	P	0	38,492.70	04/06/2015	6	78.00
TW A (TAXIWAY A)	120	01/01/2009	AAC	TAXIWAY	P	0	691,659.95	04/06/2015	6	78.00
TW A (TAXIWAY A)	130	01/01/2009	AAC	TAXIWAY	P	0	36,221.74	04/06/2015	6	88.00
TW A (TAXIWAY A)	132	01/01/2009	AAC	TAXIWAY	P	0	58,318.55	04/06/2015	6	92.00
TW B (TAXIWAY B)	1105	01/01/2006	AAC	TAXIWAY	P	0	101,687.15	04/06/2015	9	81.00
TW C (TAXIWAY C)	305	01/01/2007	AAC	TAXIWAY	P	0	43,008.00	04/06/2015	8	84.00
TW C (TAXIWAY C)	310	01/01/2004	AAC	TAXIWAY	P	0	13,011.46	04/06/2015	11	77.00
TW C (TAXIWAY C)	315	01/01/2004	AAC	TAXIWAY	P	0	63,222.44	04/06/2015	11	71.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	320	01/01/2009	AAC	TAXIWAY	P	0	41,105.00	04/06/2015	6	91.00
TW C (TAXIWAY C)	330	01/01/1991	AC	TAXIWAY	P	0	108,166.00	04/06/2015	24	75.00
TW C (TAXIWAY C)	340	01/01/2003	AAC	TAXIWAY	P	0	20,581.69	04/06/2015	12	84.00
TW C (TAXIWAY C)	350	01/01/2003	AC	TAXIWAY	P	0	71,723.00	04/06/2015	12	79.00
TW CONN AP (CONNECTOR TAXIWAY TO TERMINAL APRON)	2110	01/01/1989	AC	TAXIWAY	P	0	8,353.54	04/06/2015	26	86.00
TW D (TAXIWAY D)	405	01/01/2012	AAC	TAXIWAY	P	0	8,073.00	04/06/2015	3	87.00
TW D (TAXIWAY D)	408	01/01/2008	AAC	TAXIWAY	P	0	7,929.70	04/06/2015	7	84.00
TW D (TAXIWAY D)	410	01/01/1979	AC	TAXIWAY	P	0	104,051.00	04/06/2015	36	63.00
TW D (TAXIWAY D)	412	01/01/1979	AC	TAXIWAY	P	0	4,498.34	04/06/2015	36	63.00
TW D (TAXIWAY D)	415	01/01/2001	AC	TAXIWAY	P	0	19,192.44	04/06/2015	14	82.00
TW D (TAXIWAY D)	416	01/01/2001	AC	TAXIWAY	P	0	8,422.93	04/06/2015	14	80.00
TW D (TAXIWAY D)	450	01/01/2012	AAC	TAXIWAY	P	0	23,691.60	04/06/2015	3	94.00
TW D (TAXIWAY D)	455	01/01/2012	AAC	TAXIWAY	P	0	32,702.00	04/06/2015	3	90.00
TW F (TAXIWAY F)	810	01/01/2013	AC	TAXIWAY	P	0	64,381.00	01/01/2013	0	100.00
TW G (TAXIWAY G)	605	01/01/2010	AC	TAXIWAY	P	0	40,977.00	04/06/2015	5	94.00
TW K (TAXIWAY K)	1110	01/01/2006	AAC	TAXIWAY	P	0	5,207.14	04/06/2015	9	84.00
TW K (TAXIWAY K)	1115	01/01/2006	AAC	TAXIWAY	P	0	145,056.06	04/06/2015	9	78.00
TW K (TAXIWAY K)	1116	01/01/2006	AAC	TAXIWAY	P	0	6,760.00	04/06/2015	9	76.00
TW K (TAXIWAY K)	1120	01/01/2006	AAC	TAXIWAY	P	0	9,926.37	04/06/2015	9	70.00
TW K (TAXIWAY K)	1125	01/01/2006	AAC	TAXIWAY	P	0	94,533.01	04/06/2015	9	80.00
TW K (TAXIWAY K)	1130	01/01/2006	AAC	TAXIWAY	P	0	76,184.15	04/06/2015	9	82.00
TW K (TAXIWAY K)	1132	01/01/2011	AC	TAXIWAY	P	0	21,084.44	04/06/2015	4	92.00
TW K (TAXIWAY K)	1135	01/01/2006	AAC	TAXIWAY	P	0	82,706.00	04/06/2015	9	78.00
TW K (TAXIWAY K)	1140	01/01/2014	AC	TAXIWAY	P	0	23,583.00	01/01/2014	0	100.00
TW L (TAXIWAY L)	1204	01/01/1998	AAC	TAXIWAY	P	0	10,453.39	04/06/2015	17	75.00
TW L (TAXIWAY L)	1210	01/01/2009	AAC	TAXIWAY	P	0	34,315.81	04/06/2015	6	74.00

Section Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW M (TAXIWAY M)	1305	01/01/2003	AAC	TAXIWAY	P	0	8,625.00	04/06/2015	12	70.00
TW M (TAXIWAY M)	1312	01/01/2003	AC	TAXIWAY	P	0	16,404.32	04/06/2015	12	71.00
TW M (TAXIWAY M)	1315	01/01/2003	AC	TAXIWAY	P	0	50,873.01	04/06/2015	12	77.00
TW M (TAXIWAY M)	1320	01/01/2003	AAC	TAXIWAY	P	0	5,525.77	04/06/2015	12	75.00
TW M (TAXIWAY M)	1325	01/01/2003	AAC	TAXIWAY	P	0	5,525.77	04/06/2015	12	88.00
TW N (TAXIWAY N)	1404	01/01/1998	AAC	TAXIWAY	P	0	10,299.73	04/06/2015	17	81.00
TW N (TAXIWAY N)	1405	01/01/2009	AAC	TAXIWAY	P	0	34,528.58	04/06/2015	6	93.00
TW Q (TAXIWAY Q)	1705	01/01/2007	AAC	TAXIWAY	P	0	91,925.99	04/06/2015	8	75.00
TW Q (TAXIWAY Q)	1710	01/01/2007	AAC	TAXIWAY	P	0	12,103.97	04/06/2015	8	83.00
TW Q (TAXIWAY Q)	1720	01/01/2009	AAC	TAXIWAY	P	0	54,193.57	04/06/2015	6	88.00
TW Q (TAXIWAY Q)	1722	01/01/2004	AAC	TAXIWAY	P	0	7,920.90	04/06/2015	11	72.00
TW Q (TAXIWAY Q)	1725	01/01/2004	AAC	TAXIWAY	P	0	106,628.29	04/06/2015	11	83.00
TW Q (TAXIWAY Q)	1732	01/01/2006	AAC	TAXIWAY	P	0	4,294.68	04/06/2015	9	91.00
TW Q (TAXIWAY Q)	1735	01/01/2006	AAC	TAXIWAY	P	0	15,616.09	04/06/2015	9	88.00
TW R (TAXIWAY R)	1805	01/01/2009	AAC	TAXIWAY	P	0	61,343.65	04/06/2015	6	90.00
TW R (TAXIWAY R)	1807	01/01/1998	AAC	TAXIWAY	P	0	14,115.27	04/06/2015	17	69.00
TW R (TAXIWAY R)	1810	01/01/2009	AAC	TAXIWAY	P	0	61,999.35	04/06/2015	6	85.00
TW R (TAXIWAY R)	1820	01/01/2009	AAC	TAXIWAY	P	0	49,954.00	04/06/2015	6	87.00
TW S (TAXIWAY S)	505	01/01/2004	AAC	TAXIWAY	P	0	18,700.00	04/06/2015	11	63.00
TW S (TAXIWAY S)	510	01/01/2006	AAC	TAXIWAY	P	0	68,429.00	04/06/2015	9	55.00
TW S (TAXIWAY S)	515	01/01/2010	AC	TAXIWAY	P	0	18,556.00	04/06/2015	5	87.00
TW S1 (TAXIWAY S1)	520	01/01/2009	AC	TAXIWAY	P	0	14,644.00	04/06/2015	6	76.00
TW S1 (TAXIWAY S1)	525	01/01/2014	AC	TAXIWAY	P	0	19,360.00	01/01/2014	0	100.00
TW T (TAXIWAY T)	2005	01/01/1986	AAC	TAXIWAY	P	0	47,618.77	04/06/2015	29	83.00
TW T (TAXIWAY T)	2015	01/01/2001	AC	TAXIWAY	P	0	54,726.76	04/06/2015	14	84.00
TW V (TAXIWAY V)	1602	01/01/1998	AAC	TAXIWAY	P	0	10,398.11	04/06/2015	17	70.00

Section Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW V (TAXIWAY V)	1605	01/01/2009	AAC	TAXIWAY	P	0	61,170.72	04/06/2015	6	87.00
TW V (TAXIWAY V)	1610	01/01/2013	AC	TAXIWAY	P	0	36,715.00	01/01/2013	0	100.00
TW V (TAXIWAY V)	2205	01/01/2012	AAC	TAXIWAY	P	0	14,782.00	04/06/2015	3	94.00
TW V (TAXIWAY V)	2210	01/01/2012	AAC	TAXIWAY	P	0	13,664.52	04/06/2015	3	94.00
TW V1 (TAXIWAY V1)	710	01/01/2008	AC	APRON	P	0	11,452.00	04/06/2015	7	88.00
TW V2 (TAXIWAY V2)	720	01/01/2013	AC	TAXIWAY	P	0	8,446.00	01/01/2013	0	100.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**659,231.00**	**10**	**100.00**	**0.00**	**100.00**
03-05	**3.76**	**410,805.87**	**17**	**90.35**	**6.73**	**88.34**
06-10	**7.28**	**2,902,753.32**	**36**	**82.08**	**7.85**	**80.52**
11-15	**12.14**	**1,028,674.53**	**22**	**78.77**	**8.17**	**81.56**
16-20	**17.22**	**1,632,875.50**	**9**	**66.22**	**12.35**	**62.69**
21-25	**23.14**	**1,189,507.11**	**7**	**57.86**	**21.54**	**66.85**
26-30	**27.50**	**441,846.31**	**4**	**79.00**	**8.37**	**77.62**
31-35	**33.00**	**127,070.36**	**1**	**59.00**	**0.00**	**59.00**
36-40	**36.00**	**184,499.34**	**3**	**61.00**	**3.46**	**60.53**
over 40	**73.00**	**97,486.00**	**2**	**2.50**	**3.54**	**2.67**
All	**11.77**	**8,674,749.34**	**111**	**79.17**	**17.36**	**75.50**

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	4510	91	91	90	88	87	86	85	84	83	81	80
AP CENTER	4515	70	70	69	67	66	65	65	64	63	62	60
AP CENTER	4520	92	92	90	88	86	84	82	80	78	77	75
AP CENTER	4998	74	74	73	71	70	69	68	67	66	64	63
AP E	4404	88	87	84	81	79	76	74	73	71	70	68
AP E	4406	50	50	47	44	40	36	32	27	22	16	11
AP E	4407	85	85	82	79	77	75	73	71	70	69	68
AP E	4410	45	45	43	41	39	37	35	33	31	30	28
AP E	4415	100	94	90	86	83	80	78	76	74	72	71
AP E	4420	100	97	95	94	92	90	88	86	84	82	80
AP E	4425	100	98	97	96	95	94	93	91	90	89	88
AP N GA	4105	67	67	65	63	61	59	57	55	53	52	50
AP N GA	4110	59	59	57	55	53	51	49	47	45	44	42
AP N GA	4115	96	96	95	93	92	91	90	89	88	86	85
AP N GA	4120	69	69	67	65	63	61	59	57	55	54	52
AP N GA	4125	91	91	90	88	87	86	85	84	83	81	80
AP N GA	4130	76	76	74	72	70	68	66	64	62	61	59
AP N GA	4135	86	85	82	80	77	75	73	72	70	69	68
AP N GA	4140	94	94	92	90	88	86	84	82	80	79	77
AP N GA	4145	100	90	86	83	80	78	76	74	72	71	69
AP SW	4710	80	80	78	76	74	72	70	68	66	65	63
AP SW	4720	80	80	78	76	74	72	70	68	66	65	63
AP SW	4730	100	95	94	92	90	88	86	84	82	80	78
AP TERM	4205	80	80	79	77	76	75	74	73	72	70	69
AP TERM	4210	82	82	79	77	75	73	71	70	69	68	66
AP W	4305	94	93	89	86	83	80	78	75	74	72	70
AP W	4310	91	90	87	84	81	78	76	74	72	71	69

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP W	4312	13	13	12	10	9	8	7	6	5	3	2
AP W	4315	67	67	66	65	64	63	62	61	60	58	57
AP W	4320	57	57	55	53	51	49	47	45	43	42	40
AP W	4325	0	0	0	0	0	0	0	0	0	0	0
AP W	4330	5	5	4	2	1	0	0	0	0	0	0
RW 27L THR	3310	72	72	70	68	66	64	61	59	57	55	53
RW 27L THR	3315	76	76	74	72	70	68	65	63	61	59	57
RW 5-23	6305	69	69	67	66	64	63	62	60	59	57	56
RW 5-23	6310	57	57	55	53	51	49	46	44	42	40	38
RW 5-23	6315	54	54	52	50	48	46	43	41	39	37	35
RW 9L-27R	6203	95	95	93	91	89	87	84	82	80	78	76
RW 9L-27R	6204	90	90	88	86	84	82	79	77	75	73	71
RW 9L-27R	6205	76	76	74	72	70	68	65	63	61	59	57
RW 9L-27R	6210	61	61	59	57	55	53	50	48	46	44	42
RW 9L-27R	6215	96	96	94	92	90	88	85	83	81	79	77
RW 9L-27R	6220	91	91	89	87	85	83	80	78	76	74	72
RW 9R-27L	6105	58	58	56	54	52	50	47	45	43	41	39
RW 9R-27L	6110	74	74	72	70	68	66	63	61	59	57	55
TW A	105	78	78	76	74	73	71	70	69	68	66	65
TW A	120	78	78	76	74	73	71	70	69	68	66	65
TW A	130	88	88	85	83	81	79	78	76	74	73	71
TW A	132	92	92	89	86	84	82	80	78	77	75	73
TW B	1105	81	81	79	77	75	74	72	71	70	68	67
TW C	305	84	84	82	80	78	76	75	73	72	70	69
TW C	310	77	77	75	73	72	71	69	68	67	66	65
TW C	315	71	71	69	68	67	66	65	64	63	62	61
TW C	320	91	91	88	86	84	82	80	78	76	74	73

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW C	330	75	75	73	72	70	69	67	66	64	63	61
TW C	340	84	84	82	80	78	76	75	73	72	70	69
TW C	350	79	79	77	76	74	73	71	70	68	67	65
TW CONN AP	2110	86	86	84	83	81	80	78	77	75	74	72
TW D	405	87	87	84	82	80	79	77	75	74	72	71
TW D	408	84	84	82	80	78	76	75	73	72	70	69
TW D	410	63	63	61	60	58	57	55	54	52	51	49
TW D	412	63	63	61	60	58	57	55	54	52	51	49
TW D	415	82	82	80	79	77	76	74	73	71	70	68
TW D	416	80	80	78	77	75	74	72	71	69	68	66
TW D	450	94	94	91	88	86	84	82	80	78	76	74
TW D	455	90	90	87	85	83	81	79	77	75	74	72
TW F	810	100	96	95	93	92	90	89	87	86	85	83
TW G	605	94	94	92	91	89	88	86	85	83	82	80
TW K	1110	84	84	82	80	78	76	75	73	72	70	69
TW K	1115	78	78	76	74	73	71	70	69	68	66	65
TW K	1116	76	76	74	73	71	70	69	67	66	65	64
TW K	1120	70	70	69	67	66	65	64	63	62	61	60
TW K	1125	80	80	78	76	75	73	71	70	69	68	67
TW K	1130	82	82	80	78	76	75	73	72	70	69	68
TW K	1132	92	92	90	89	87	86	84	83	81	80	78
TW K	1135	78	78	76	74	73	71	70	69	68	66	65
TW K	1140	100	98	96	95	93	92	90	89	87	86	85
TW L	1204	75	75	73	72	70	69	68	67	66	65	64
TW L	1210	74	74	72	71	70	68	67	66	65	64	63
TW M	1305	70	70	69	67	66	65	64	63	62	61	60
TW M	1312	71	71	69	68	66	65	63	62	60	59	57
TW M	1315	77	77	75	74	72	71	69	68	66	65	63

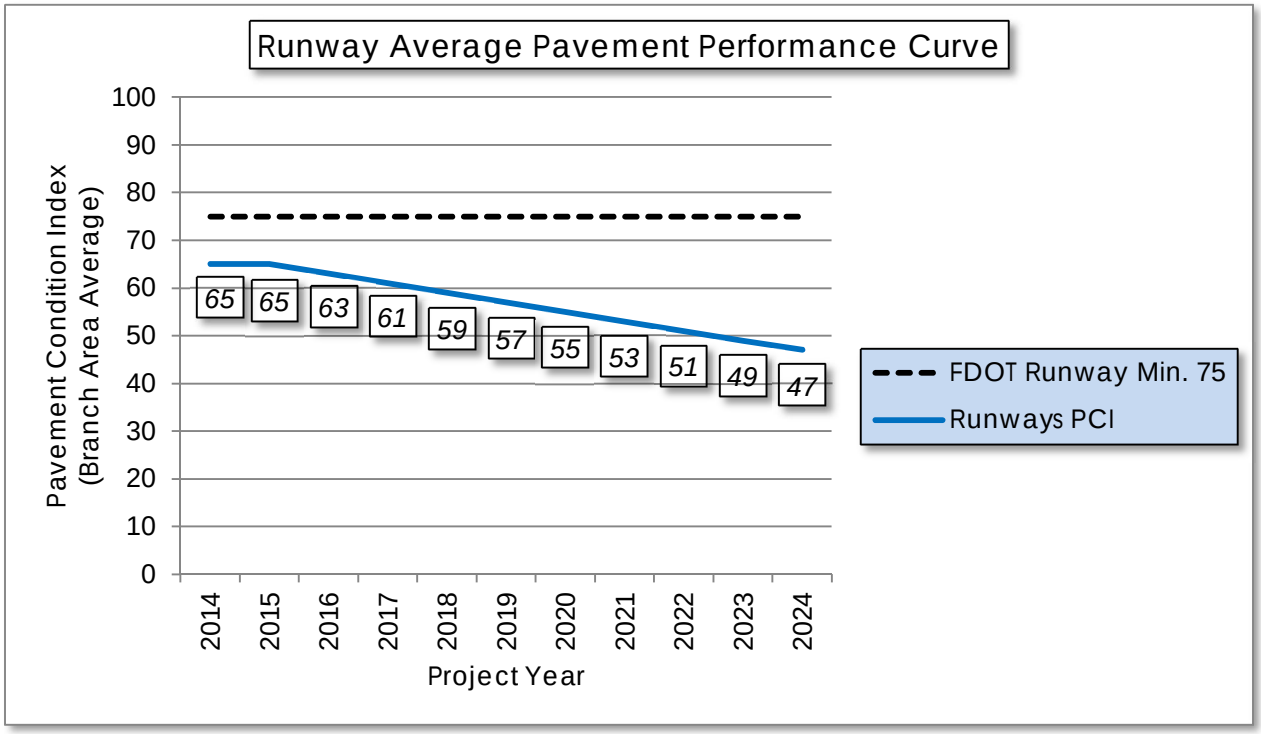
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW M	1320	75	75	73	72	70	69	68	67	66	65	64
TW M	1325	88	88	85	83	81	79	78	76	74	73	71
TW N	1404	81	81	79	77	75	74	72	71	70	68	67
TW N	1405	93	93	90	87	85	83	81	79	77	76	74
TW Q	1705	75	75	73	72	70	69	68	67	66	65	64
TW Q	1710	83	83	81	79	77	75	74	72	71	70	68
TW Q	1720	88	88	85	83	81	79	78	76	74	73	71
TW Q	1722	72	72	70	69	68	67	66	65	64	63	62
TW Q	1725	83	83	81	79	77	75	74	72	71	70	68
TW Q	1732	91	91	88	86	84	82	80	78	76	74	73
TW Q	1735	88	88	85	83	81	79	78	76	74	73	71
TW R	1805	90	90	87	85	83	81	79	77	75	74	72
TW R	1807	69	69	68	67	66	64	63	62	61	60	59
TW R	1810	85	85	83	81	79	77	75	74	72	71	69
TW R	1820	87	87	84	82	80	79	77	75	74	72	71
TW S	505	63	63	62	61	59	58	56	55	53	50	48
TW S	510	55	55	53	51	48	46	44	42	41	40	39
TW S	515	87	87	85	84	82	81	79	78	76	75	73
TW S1	520	76	76	74	73	71	70	68	67	65	64	62
TW S1	525	100	98	96	95	93	92	90	89	87	86	85
TW T	2005	83	83	81	79	77	75	74	72	71	70	68
TW T	2015	84	84	82	81	79	78	76	75	73	72	70
TW V	1602	70	70	69	67	66	65	64	63	62	61	60
TW V	1605	87	87	84	82	80	79	77	75	74	72	71
TW V	1610	100	96	95	93	92	90	89	87	86	85	83
TW V	2205	94	94	91	88	86	84	82	80	78	76	74
TW V	2210	94	94	91	88	86	84	82	80	78	76	74
TW V1	710	88	88	86	84	82	80	78	76	74	73	71
TW V2	720	100	96	95	93	92	90	89	87	86	85	83

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

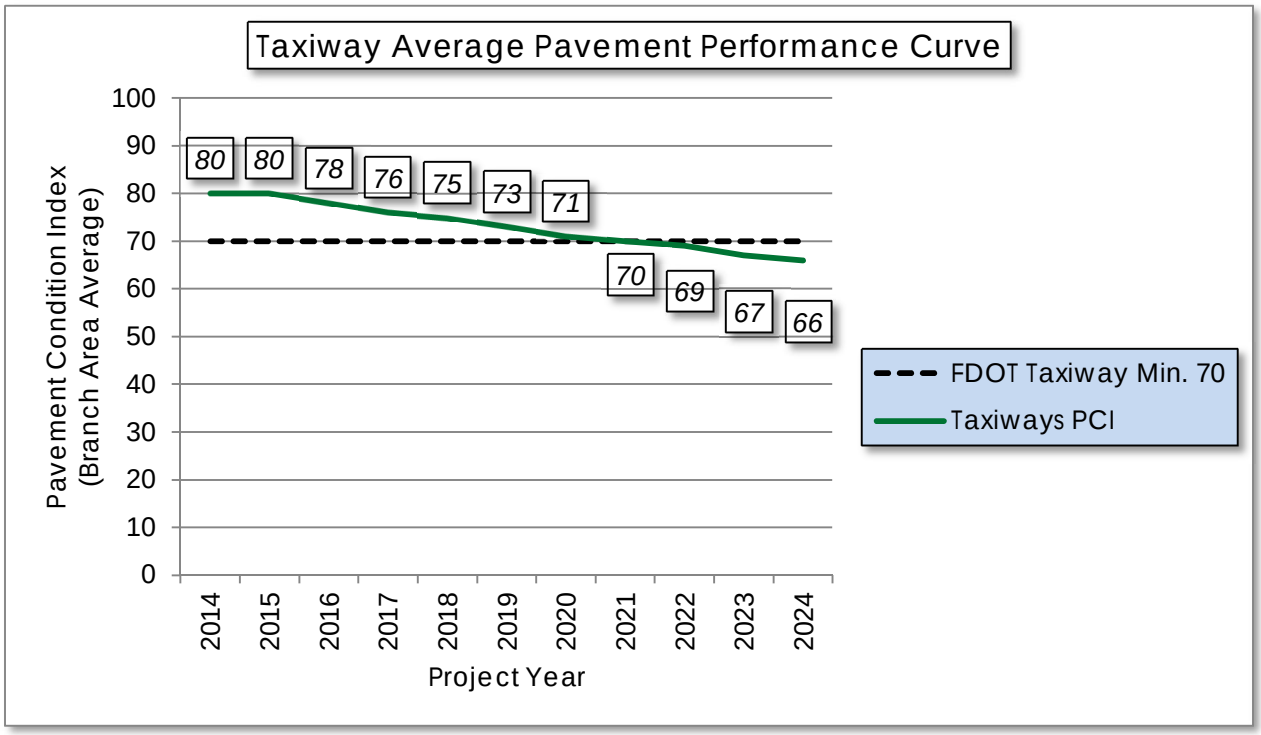
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

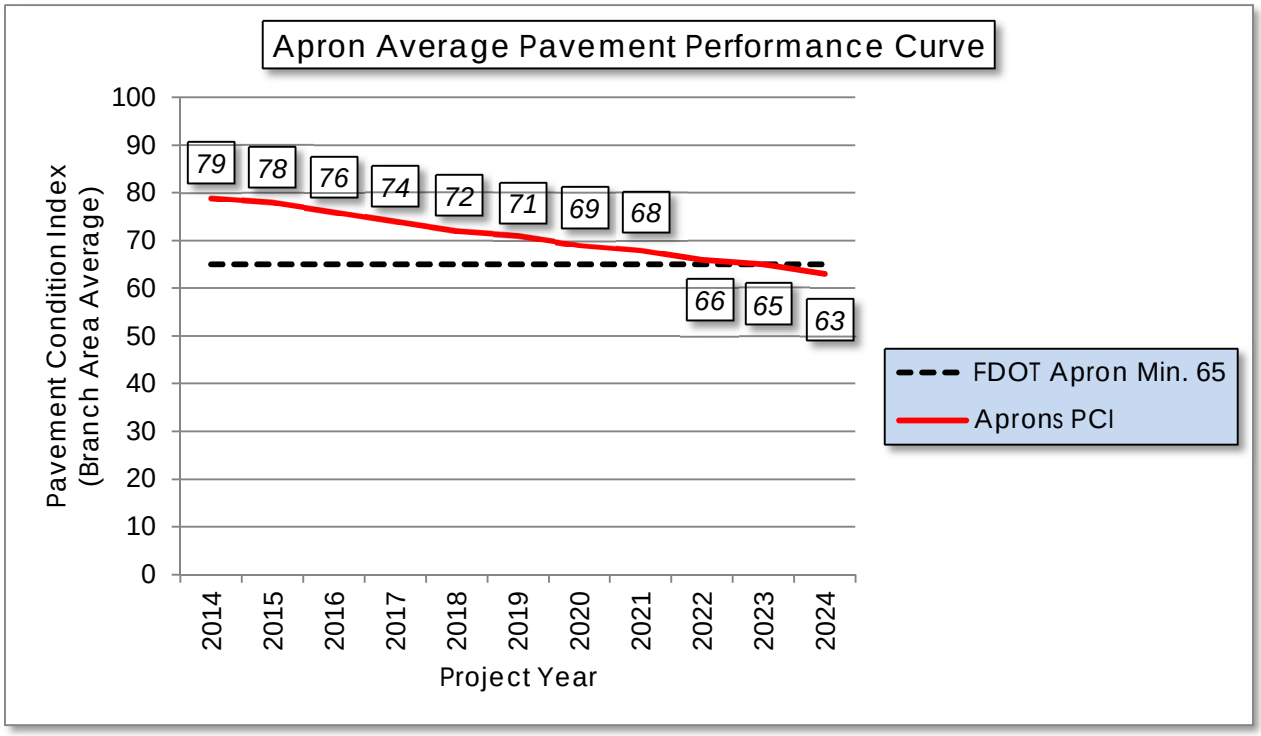
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
79
78
76
74
72
71
69
68
66
65
63
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 65
Aprons PCI

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
CENTER APRON	AP CENTER	4510	SCALING	L	Patching - PCC Partial Depth	3,092.20	SqFt	$19.10	$ 59,060.86
CENTER APRON	AP CENTER	4510	SHRINKAGE CR	N	Crack Sealing - PCC	14.30	Ft	$4.25	$ 60.65
CENTER APRON	AP CENTER	4510	JOINT SPALL	L	Patching - PCC Partial Depth	7.80	SqFt	$19.10	$ 149.05
CENTER APRON	AP CENTER	4510	CORNER SPALL	L	Patching - PCC Partial Depth	7.80	SqFt	$19.10	$ 149.05
CENTER APRON	AP CENTER	4515	JT REF. CR	L	Crack Sealing - AC	174.00	Ft	$2.75	$ 478.50
CENTER APRON	AP CENTER	4515	L & T CR	L	Crack Sealing - AC	168.00	Ft	$2.75	$ 462.00
CENTER APRON	AP CENTER	4515	RAVELING	L	Surface Seal	50.00	SqFt	$0.55	$ 27.50
CENTER APRON	AP CENTER	4520	RAVELING	L	Surface Seal	223.80	SqFt	$0.55	$ 123.08
CENTER APRON	AP CENTER	4998	SCALING	L	Patching - PCC Partial Depth	8,778.80	SqFt	$19.10	$ 167,675.28
CENTER APRON	AP CENTER	4998	SHRINKAGE CR	N	Crack Sealing - PCC	63.20	Ft	$4.25	$ 268.63
CENTER APRON	AP CENTER	4998	JOINT SPALL	M	Patching - PCC Partial Depth	110.60	SqFt	$19.10	$ 2,112.44
CENTER APRON	AP CENTER	4998	JOINT SPALL	L	Patching - PCC Partial Depth	126.70	SqFt	$19.10	$ 2,420.51
CENTER APRON	AP CENTER	4998	CORNER SPALL	L	Patching - PCC Partial Depth	23.00	SqFt	$19.10	$ 440.09
EAST APRON	AP E	4404	L & T CR	L	Crack Sealing - AC	2,874.50	Ft	$2.75	$ 7,904.81
EAST APRON	AP E	4406	BLOCK CR	M	Patching - AC Full Depth	480.60	SqFt	$5.00	$ 2,402.95

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
EAST APRON	AP E	4406	BLOCK CR	L	Surface Seal	12,468.40	SqFt	$0.55	$ 6,857.68
EAST APRON	AP E	4406	RAVELING	L	Surface Seal	961.20	SqFt	$0.55	$ 528.65
EAST APRON	AP E	4407	L & T CR	L	Crack Sealing - AC	1,767.40	Ft	$2.75	$ 4,860.26
EAST APRON	AP E	4410	BLOCK CR	H	Patching - AC Full Depth	10,131.20	SqFt	$5.00	$ 50,656.12
EAST APRON	AP E	4410	BLOCK CR	M	Patching - AC Full Depth	23,709.40	SqFt	$5.00	$ 118,547.32
EAST APRON	AP E	4410	L & T CR	L	Crack Sealing - AC	3,574.40	Ft	$2.75	$ 9,829.59
EAST APRON	AP E	4410	OIL SPILLAGE	N	Surface Seal	677.70	SqFt	$0.55	$ 372.73
EAST APRON	AP E	4410	RAVELING	L	Surface Seal	93,593.80	SqFt	$0.55	$ 51,477.04
EAST APRON	AP E	4410	RAVELING	M	Surface Seal	6,579.30	SqFt	$0.55	$ 3,618.64
NORTH GA APRON	AP N GA	4105	DEPRESSION	L	Patching - AC Full Depth	177.20	SqFt	$5.00	$ 886.11
NORTH GA APRON	AP N GA	4105	L & T CR	L	Crack Sealing - AC	2,356.70	Ft	$2.75	$ 6,480.86
NORTH GA APRON	AP N GA	4105	RAVELING	L	Surface Seal	92,606.70	SqFt	$0.55	$ 50,934.09
NORTH GA APRON	AP N GA	4105	RAVELING	M	Surface Seal	3,193.30	SqFt	$0.55	$ 1,756.35
NORTH GA APRON	AP N GA	4110	DEPRESSION	L	Patching - AC Full Depth	104.90	SqFt	$5.00	$ 524.53
NORTH GA APRON	AP N GA	4110	L & T CR	L	Crack Sealing - AC	53,064.60	Ft	$2.75	$ 145,927.44
NORTH GA APRON	AP N GA	4110	OIL SPILLAGE	N	Surface Seal	94.30	SqFt	$0.55	$ 51.86

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH GA APRON	AP N GA	4110	RAVELING	L	Surface Seal	84,713.60	SqFt	$0.55	$ 46,592.85
NORTH GA APRON	AP N GA	4115	SCALING	L	Patching - PCC Partial Depth	10,536.10	SqFt	$19.10	$ 201,239.05
NORTH GA APRON	AP N GA	4115	SHRINKAGE CR	N	Crack Sealing - PCC	218.20	Ft	$4.25	$ 927.25
NORTH GA APRON	AP N GA	4120	L & T CR	L	Crack Sealing - AC	8,525.80	Ft	$2.75	$ 23,446.01
NORTH GA APRON	AP N GA	4120	RAVELING	L	Surface Seal	2,511.50	SqFt	$0.55	$ 1,381.36
NORTH GA APRON	AP N GA	4120	RAVELING	M	Surface Seal	29.80	SqFt	$0.55	$ 16.40
NORTH GA APRON	AP N GA	4125	SCALING	L	Patching - PCC Partial Depth	8,783.10	SqFt	$19.10	$ 167,756.87
NORTH GA APRON	AP N GA	4125	SHRINKAGE CR	N	Crack Sealing - PCC	210.80	Ft	$4.25	$ 895.88
NORTH GA APRON	AP N GA	4125	JOINT SPALL	L	Patching - PCC Partial Depth	28.80	SqFt	$19.10	$ 550.38
NORTH GA APRON	AP N GA	4125	CORNER SPALL	L	Patching - PCC Partial Depth	28.80	SqFt	$19.10	$ 550.38
NORTH GA APRON	AP N GA	4130	BLEEDING	N	Patching - AC Partial Depth	174.00	SqFt	$3.00	$ 522.02
NORTH GA APRON	AP N GA	4130	DEPRESSION	L	Patching - AC Full Depth	190.70	SqFt	$5.00	$ 953.47
NORTH GA APRON	AP N GA	4130	L & T CR	L	Crack Sealing - AC	1,489.50	Ft	$2.75	$ 4,096.12
NORTH GA APRON	AP N GA	4130	PATCHING	M	Patching - AC Full Depth	115.80	SqFt	$5.00	$ 578.91
NORTH GA APRON	AP N GA	4130	RAVELING	L	Surface Seal	1,294.60	SqFt	$0.55	$ 712.04
NORTH GA APRON	AP N GA	4135	JT REF. CR	L	Crack Sealing - AC	818.50	Ft	$2.75	$ 2,250.80

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
APRON SOUTHWEST	AP SW	4710	DEPRESSION	L	Patching - AC Full Depth	101.30	SqFt	$5.00	$ 506.46
APRON SOUTHWEST	AP SW	4710	L & T CR	L	Crack Sealing - AC	5,944.10	Ft	$2.75	$ 16,346.20
APRON SOUTHWEST	AP SW	4710	OIL SPILLAGE	N	Surface Seal	59.40	SqFt	$0.55	$ 32.65
APRON SOUTHWEST	AP SW	4710	RAVELING	L	Surface Seal	7,590.30	SqFt	$0.55	$ 4,174.68
APRON SOUTHWEST	AP SW	4720	BLEEDING	N	Patching - AC Partial Depth	61.90	SqFt	$3.00	$ 185.68
APRON SOUTHWEST	AP SW	4720	L & T CR	L	Crack Sealing - AC	4,435.60	Ft	$2.75	$ 12,197.83
APRON SOUTHWEST	AP SW	4720	RAVELING	L	Surface Seal	5,054.50	SqFt	$0.55	$ 2,780.00
TERMINAL APRON	AP TERM	4205	CORNER BREAK	L	Patching - PCC Partial Depth	304.90	SqFt	$19.10	$ 5,823.29
TERMINAL APRON	AP TERM	4205	SCALING	L	Patching - PCC Partial Depth	44,141.10	SqFt	$19.10	$ 843,095.90
TERMINAL APRON	AP TERM	4205	FAULTING	L	Patching - PCC Partial Depth	3,097.60	SqFt	$19.10	$ 59,164.62
TERMINAL APRON	AP TERM	4205	SHRINKAGE CR	N	Crack Sealing - PCC	371.70	Ft	$4.25	$ 1,579.79
TERMINAL APRON	AP TERM	4205	JOINT SPALL	L	Patching - PCC Partial Depth	355.70	SqFt	$19.10	$ 6,793.84
TERMINAL APRON	AP TERM	4205	CORNER SPALL	L	Patching - PCC Partial Depth	25.40	SqFt	$19.10	$ 485.27
TERMINAL APRON	AP TERM	4210	BLEEDING	N	Patching - AC Partial Depth	457.10	SqFt	$3.00	$ 1,371.17
TERMINAL APRON	AP TERM	4210	DEPRESSION	L	Patching - AC Full Depth	1,328.70	SqFt	$5.00	$ 6,643.68
TERMINAL APRON	AP TERM	4210	L & T CR	L	Crack Sealing - AC	8,195.80	Ft	$2.75	$ 22,538.44

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
WEST APRON	AP W	4310	L & T CR	L	Crack Sealing - AC	84.50	Ft	$2.75	$ 232.33
WEST APRON	AP W	4312	JT SEAL DMG	L	Joint Seal - PCC	337.80	Ft	$3.00	$ 1,013.33
WEST APRON	AP W	4312	SCALING	L	Patching - PCC Partial Depth	738.20	SqFt	$19.10	$ 14,099.41
WEST APRON	AP W	4312	SHAT. SLAB	L	Slab Replacement - PCC	7,200.00	SqFt	$45.00	$ 324,000.02
WEST APRON	AP W	4312	SHAT. SLAB	M	Slab Replacement - PCC	1,440.00	SqFt	$45.00	$ 64,800.00
WEST APRON	AP W	4312	SHRINKAGE CR	N	Crack Sealing - PCC	49.20	Ft	$4.25	$ 209.15
WEST APRON	AP W	4312	JOINT SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
WEST APRON	AP W	4312	CORNER SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
WEST APRON	AP W	4315	BLOCK CR	L	Surface Seal	29,168.40	SqFt	$0.55	$ 16,042.73
WEST APRON	AP W	4315	DEPRESSION	L	Patching - AC Full Depth	2,009.40	SqFt	$5.00	$ 10,046.88
WEST APRON	AP W	4315	PATCHING	M	Patching - AC Full Depth	17.70	SqFt	$5.00	$ 88.69
WEST APRON	AP W	4315	RAVELING	L	Surface Seal	29,114.90	SqFt	$0.55	$ 16,013.31
WEST APRON	AP W	4315	RAVELING	H	Patching - AC Partial Depth	53.50	SqFt	$3.00	$ 160.45
WEST APRON	AP W	4320	BLOCK CR	L	Surface Seal	1,204.50	SqFt	$0.55	$ 662.47
WEST APRON	AP W	4320	DEPRESSION	L	Patching - AC Full Depth	238.80	SqFt	$5.00	$ 1,193.86
WEST APRON	AP W	4320	L & T CR	L	Crack Sealing - AC	11,954.50	Ft	$2.75	$ 32,874.74

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
WEST APRON	AP W	4320	RAVELING	L	Surface Seal	15,191.50	SqFt	$0.55	$ 8,355.40
WEST APRON	AP W	4320	WEATHERING	M	Surface Seal	59,930.40	SqFt	$0.55	$ 32,962.00
WEST APRON	AP W	4325	JT SEAL DMG	M	Joint Seal - PCC	4,565.80	Ft	$3.00	$ 13,697.44
WEST APRON	AP W	4325	SHAT. SLAB	M	Slab Replacement - PCC	42,900.00	SqFt	$45.00	$ 1,930,500.12
WEST APRON	AP W	4325	SHAT. SLAB	H	Slab Replacement - PCC	10,725.00	SqFt	$45.00	$ 482,625.03
WEST APRON	AP W	4325	CORNER SPALL	L	Patching - PCC Partial Depth	12.00	SqFt	$19.10	$ 229.68
WEST APRON	AP W	4330	JT SEAL DMG	M	Joint Seal - PCC	1,383.90	Ft	$3.00	$ 4,151.60
WEST APRON	AP W	4330	JT SEAL DMG	H	Joint Seal - PCC	1,476.10	Ft	$3.00	$ 4,428.38
WEST APRON	AP W	4330	SCALING	L	Patching - PCC Partial Depth	3,365.50	SqFt	$19.10	$ 64,281.18
WEST APRON	AP W	4330	FAULTING	L	Patching - PCC Partial Depth	448.70	SqFt	$19.10	$ 8,570.82
WEST APRON	AP W	4330	SHAT. SLAB	H	Slab Replacement - PCC	10,941.90	SqFt	$45.00	$ 492,387.13
WEST APRON	AP W	4330	SHAT. SLAB	M	Slab Replacement - PCC	35,561.30	SqFt	$45.00	$ 1,600,258.17
WEST APRON	AP W	4330	SHAT. SLAB	L	Slab Replacement - PCC	2,735.50	SqFt	$45.00	$ 123,096.78
WEST APRON	AP W	4330	SHRINKAGE CR	N	Crack Sealing - PCC	67.30	Ft	$4.25	$ 286.07
THRESHOLD TO RW 27L	RW 27L THR	3310	L & T CR	L	Crack Sealing - AC	4,365.40	Ft	$2.75	$ 12,004.91
THRESHOLD TO RW 27L	RW 27L THR	3310	RAVELING	L	Surface Seal	14,748.10	SqFt	$0.55	$ 8,111.50

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
THRESHOLD TO RW 27L	RW 27L THR	3315	L & T CR	L	Crack Sealing - AC	1,751.80	Ft	$2.75	$ 4,817.46
THRESHOLD TO RW 27L	RW 27L THR	3315	L & T CR	M	Crack Sealing - AC	18.80	Ft	$2.75	$ 51.80
THRESHOLD TO RW 27L	RW 27L THR	3315	RAVELING	L	Surface Seal	851.40	SqFt	$0.55	$ 468.28
RUNWAY 5-23	RW 5-23	6305	BLEEDING	N	Patching - AC Partial Depth	43.40	SqFt	$3.00	$ 130.30
RUNWAY 5-23	RW 5-23	6305	L & T CR	L	Crack Sealing - AC	18,284.20	Ft	$2.75	$ 50,281.52
RUNWAY 5-23	RW 5-23	6305	RAVELING	L	Surface Seal	30,145.00	SqFt	$0.55	$ 16,579.89
RUNWAY 5-23	RW 5-23	6310	L & T CR	L	Crack Sealing - AC	972.00	Ft	$2.75	$ 2,673.00
RUNWAY 5-23	RW 5-23	6310	RAVELING	L	Surface Seal	346.00	SqFt	$0.55	$ 190.30
RUNWAY 5-23	RW 5-23	6315	BLOCK CR	L	Surface Seal	296.00	SqFt	$0.55	$ 162.80
RUNWAY 5-23	RW 5-23	6315	L & T CR	L	Crack Sealing - AC	1,062.90	Ft	$2.75	$ 2,923.02
RUNWAY 5-23	RW 5-23	6315	RAVELING	L	Surface Seal	3,460.10	SqFt	$0.55	$ 1,903.07
RUNWAY 9L-27R	RW 9L-27R	6204	BLEEDING	N	Patching - AC Partial Depth	3.50	SqFt	$3.00	$ 10.50
RUNWAY 9L-27R	RW 9L-27R	6204	L & T CR	L	Crack Sealing - AC	182.00	Ft	$2.75	$ 500.50
RUNWAY 9L-27R	RW 9L-27R	6205	L & T CR	L	Crack Sealing - AC	10,240.00	Ft	$2.75	$ 28,159.84
RUNWAY 9L-27R	RW 9L-27R	6205	RAVELING	L	Surface Seal	45,713.90	SqFt	$0.55	$ 25,142.86
RUNWAY 9L-27R	RW 9L-27R	6210	ALLIGATOR CR	L	Patching - AC Full Depth	1,077.40	SqFt	$5.00	$ 5,387.20

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9L-27R	RW 9L-27R	6210	DEPRESSION	L	Patching - AC Full Depth	316.10	SqFt	$5.00	$ 1,580.63
RUNWAY 9L-27R	RW 9L-27R	6210	L & T CR	L	Crack Sealing - AC	67,358.00	Ft	$2.75	$ 185,234.40
RUNWAY 9L-27R	RW 9L-27R	6210	L & T CR	M	Crack Sealing - AC	282.60	Ft	$2.75	$ 777.06
RUNWAY 9L-27R	RW 9L-27R	6210	PATCHING	M	Patching - AC Full Depth	132.70	SqFt	$5.00	$ 663.47
RUNWAY 9L-27R	RW 9L-27R	6210	RAVELING	L	Surface Seal	102,814.40	SqFt	$0.55	$ 56,548.39
RUNWAY 9L-27R	RW 9L-27R	6215	BLEEDING	N	Patching - AC Partial Depth	4.00	SqFt	$3.00	$ 12.00
RUNWAY 9L-27R	RW 9L-27R	6220	BLEEDING	N	Patching - AC Partial Depth	3.50	SqFt	$3.00	$ 10.50
RUNWAY 9L-27R	RW 9L-27R	6220	L & T CR	L	Crack Sealing - AC	56.00	Ft	$2.75	$ 154.00
RUNWAY 9L-27R	RW 9R-27L	6105	ALLIGATOR CR	L	Patching - AC Full Depth	971.90	SqFt	$5.00	$ 4,859.28
RUNWAY 9L-27R	RW 9R-27L	6105	DEPRESSION	L	Patching - AC Full Depth	228.70	SqFt	$5.00	$ 1,143.38
RUNWAY 9L-27R	RW 9R-27L	6105	L & T CR	L	Crack Sealing - AC	112,317.10	Ft	$2.75	$ 308,871.81
RUNWAY 9L-27R	RW 9R-27L	6105	L & T CR	M	Crack Sealing - AC	3,637.10	Ft	$2.75	$ 10,002.13
RUNWAY 9L-27R	RW 9R-27L	6105	RAVELING	L	Surface Seal	336,879.00	SqFt	$0.55	$ 185,285.02
RUNWAY 9L-27R	RW 9R-27L	6105	RAVELING	M	Surface Seal	452.40	SqFt	$0.55	$ 248.81
RUNWAY 9L-27R	RW 9R-27L	6110	DEPRESSION	L	Patching - AC Full Depth	138.20	SqFt	$5.00	$ 691.15
RUNWAY 9L-27R	RW 9R-27L	6110	L & T CR	L	Crack Sealing - AC	22,277.50	Ft	$2.75	$ 61,263.06

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9L-27R	RW 9R-27L	6110	L & T CR	M	Crack Sealing - AC	194.80	Ft	$2.75	$ 535.56
RUNWAY 9L-27R	RW 9R-27L	6110	RAVELING	M	Surface Seal	608.00	SqFt	$0.55	$ 334.40
RUNWAY 9L-27R	RW 9R-27L	6110	RAVELING	L	Surface Seal	28,523.80	SqFt	$0.55	$ 15,688.19
RUNWAY 9L-27R	RW 9R-27L	6110	WEATHERING	M	Surface Seal	874.00	SqFt	$0.55	$ 480.70
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	1,465.60	Ft	$2.75	$ 4,030.26
TAXIWAY ALPHA	TW A	120	BLEEDING	N	Patching - AC Partial Depth	57.00	SqFt	$3.00	$ 170.99
TAXIWAY ALPHA	TW A	120	BLOCK CR	L	Surface Seal	5,471.80	SqFt	$0.55	$ 3,009.53
TAXIWAY ALPHA	TW A	120	L & T CR	L	Crack Sealing - AC	29,761.80	Ft	$2.75	$ 81,844.94
TAXIWAY ALPHA	TW A	120	RAVELING	L	Surface Seal	3,086.70	SqFt	$0.55	$ 1,697.68
TAXIWAY ALPHA	TW A	130	L & T CR	L	Crack Sealing - AC	56.30	Ft	$2.75	$ 154.95
TAXIWAY ALPHA	TW A	130	RAVELING	L	Surface Seal	611.70	SqFt	$0.55	$ 336.46
TAXIWAY ALPHA	TW A	132	BLEEDING	N	Patching - AC Partial Depth	1.60	SqFt	$3.00	$ 4.88
TAXIWAY ALPHA	TW A	132	L & T CR	L	Crack Sealing - AC	65.00	Ft	$2.75	$ 178.79
TAXIAWY BRAVO	TW B	1105	L & T CR	L	Crack Sealing - AC	860.80	Ft	$2.75	$ 2,367.27
TAXIAWY BRAVO	TW B	1105	RAVELING	L	Surface Seal	10,740.10	SqFt	$0.55	$ 5,907.10
TAXIWAY CHARLIE	TW C	305	BLEEDING	N	Patching - AC Partial Depth	111.10	SqFt	$3.00	$ 333.31

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	L & T CR	L	Crack Sealing - AC	548.40	Ft	$2.75	$ 1,507.97
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	458.80	SqFt	$0.55	$ 252.32
TAXIWAY CHARLIE	TW C	310	BLEEDING	N	Patching - AC Partial Depth	3.40	SqFt	$3.00	$ 10.13
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	418.50	Ft	$2.75	$ 1,150.95
TAXIWAY CHARLIE	TW C	310	OIL SPILLAGE	N	Surface Seal	21.20	SqFt	$0.55	$ 11.66
TAXIWAY CHARLIE	TW C	310	RAVELING	L	Surface Seal	651.40	SqFt	$0.55	$ 358.28
TAXIWAY CHARLIE	TW C	315	BLEEDING	N	Patching - AC Partial Depth	52.00	SqFt	$3.00	$ 155.95
TAXIWAY CHARLIE	TW C	315	DEPRESSION	L	Patching - AC Full Depth	185.60	SqFt	$5.00	$ 928.09
TAXIWAY CHARLIE	TW C	315	L & T CR	L	Crack Sealing - AC	2,483.90	Ft	$2.75	$ 6,830.83
TAXIWAY CHARLIE	TW C	315	RAVELING	L	Surface Seal	1,264.40	SqFt	$0.55	$ 695.45
TAXIWAY CHARLIE	TW C	320	L & T CR	L	Crack Sealing - AC	53.40	Ft	$2.75	$ 146.80
TAXIWAY CHARLIE	TW C	330	L & T CR	L	Crack Sealing - AC	5,740.00	Ft	$2.75	$ 15,785.01
TAXIWAY CHARLIE	TW C	330	RAVELING	L	Surface Seal	11,066.60	SqFt	$0.55	$ 6,086.67
TAXIWAY CHARLIE	TW C	340	L & T CR	L	Crack Sealing - AC	170.10	Ft	$2.75	$ 467.89
TAXIWAY CHARLIE	TW C	340	RAVELING	L	Surface Seal	1,031.80	SqFt	$0.55	$ 567.51
TAXIWAY CHARLIE	TW C	350	L & T CR	L	Crack Sealing - AC	1,511.00	Ft	$2.75	$ 4,155.15

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	350	RAVELING	L	Surface Seal	2,792.40	SqFt	$0.55	$ 1,535.84
CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	2110	L & T CR	L	Crack Sealing - AC	138.90	Ft	$2.75	$ 381.92
CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	2110	RAVELING	L	Surface Seal	97.20	SqFt	$0.55	$ 53.47
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	8.50	Ft	$2.75	$ 23.27
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	228.40	SqFt	$0.55	$ 125.63
TAXIWAY DELTA	TW D	408	BLEEDING	N	Patching - AC Partial Depth	10.30	SqFt	$3.00	$ 31.02
TAXIWAY DELTA	TW D	408	L & T CR	L	Crack Sealing - AC	189.60	Ft	$2.75	$ 521.35
TAXIWAY DELTA	TW D	408	RAVELING	L	Surface Seal	86.20	SqFt	$0.55	$ 47.40
TAXIWAY DELTA	TW D	410	BLEEDING	N	Patching - AC Partial Depth	24.80	SqFt	$3.00	$ 74.34
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	8,241.80	Ft	$2.75	$ 22,664.95
TAXIWAY DELTA	TW D	410	RAVELING	M	Surface Seal	6,938.40	SqFt	$0.55	$ 3,816.14
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	57,667.90	SqFt	$0.55	$ 31,717.61
TAXIWAY DELTA	TW D	412	BLEEDING	N	Patching - AC Partial Depth	4.00	SqFt	$3.00	$ 12.00
TAXIWAY DELTA	TW D	412	L & T CR	M	Crack Sealing - AC	3.00	Ft	$2.75	$ 8.25
TAXIWAY DELTA	TW D	412	L & T CR	L	Crack Sealing - AC	490.00	Ft	$2.75	$ 1,347.60

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	412	RAVELING	L	Surface Seal	3,598.30	SqFt	$0.55	$ 1,979.07
TAXIWAY DELTA	TW D	415	L & T CR	L	Crack Sealing - AC	254.30	Ft	$2.75	$ 699.32
TAXIWAY DELTA	TW D	415	RAVELING	L	Surface Seal	1,439.40	SqFt	$0.55	$ 791.69
TAXIWAY DELTA	TW D	416	L & T CR	L	Crack Sealing - AC	283.70	Ft	$2.75	$ 780.16
TAXIWAY DELTA	TW D	416	RAVELING	L	Surface Seal	167.80	SqFt	$0.55	$ 92.30
TAXIWAY DELTA	TW D	455	L & T CR	L	Crack Sealing - AC	204.10	Ft	$2.75	$ 561.17
TAXIAWY KILO	TW K	1110	L & T CR	L	Crack Sealing - AC	36.00	Ft	$2.75	$ 99.00
TAXIAWY KILO	TW K	1110	RAVELING	L	Surface Seal	260.00	SqFt	$0.55	$ 143.01
TAXIAWY KILO	TW K	1115	DEPRESSION	L	Patching - AC Full Depth	394.40	SqFt	$5.00	$ 1,972.21
TAXIAWY KILO	TW K	1115	L & T CR	L	Crack Sealing - AC	5,448.00	Ft	$2.75	$ 14,982.11
TAXIAWY KILO	TW K	1115	RAVELING	L	Surface Seal	3,237.00	SqFt	$0.55	$ 1,780.35
TAXIAWY KILO	TW K	1116	L & T CR	L	Crack Sealing - AC	256.90	Ft	$2.75	$ 706.42
TAXIAWY KILO	TW K	1116	RAVELING	L	Surface Seal	256.90	SqFt	$0.55	$ 141.29
TAXIAWY KILO	TW K	1120	L & T CR	L	Crack Sealing - AC	329.80	Ft	$2.75	$ 906.89
TAXIAWY KILO	TW K	1120	PATCHING	M	Patching - AC Full Depth	34.90	SqFt	$5.00	$ 174.62
TAXIAWY KILO	TW K	1120	RAVELING	L	Surface Seal	2,283.10	SqFt	$0.55	$ 1,255.71

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIAWY KILO	TW K	1125	L & T CR	L	Crack Sealing - AC	4,041.30	Ft	$2.75	$ 11,113.53
TAXIAWY KILO	TW K	1125	RAVELING	L	Surface Seal	1,654.30	SqFt	$0.55	$ 909.89
TAXIAWY KILO	TW K	1130	L & T CR	L	Crack Sealing - AC	1,545.90	Ft	$2.75	$ 4,251.10
TAXIAWY KILO	TW K	1130	RAVELING	L	Surface Seal	2,777.60	SqFt	$0.55	$ 1,527.70
TAXIAWY KILO	TW K	1132	L & T CR	L	Crack Sealing - AC	22.90	Ft	$2.75	$ 63.02
TAXIAWY KILO	TW K	1135	BLEEDING	N	Patching - AC Partial Depth	31.50	SqFt	$3.00	$ 94.36
TAXIAWY KILO	TW K	1135	DEPRESSION	L	Patching - AC Full Depth	108.60	SqFt	$5.00	$ 543.15
TAXIAWY KILO	TW K	1135	L & T CR	L	Crack Sealing - AC	2,956.60	Ft	$2.75	$ 8,130.62
TAXIAWY KILO	TW K	1135	L & T CR	M	Crack Sealing - AC	196.60	Ft	$2.75	$ 540.60
TAXIAWY KILO	TW K	1135	RAVELING	L	Surface Seal	3,341.90	SqFt	$0.55	$ 1,838.06
TAXIAWY LIMA	TW L	1204	DEPRESSION	L	Patching - AC Full Depth	84.90	SqFt	$5.00	$ 424.69
TAXIAWY LIMA	TW L	1204	L & T CR	L	Crack Sealing - AC	230.00	Ft	$2.75	$ 632.47
TAXIAWY LIMA	TW L	1204	RAVELING	L	Surface Seal	1,046.10	SqFt	$0.55	$ 575.35
TAXIAWY LIMA	TW L	1210	L & T CR	L	Crack Sealing - AC	1,119.00	Ft	$2.75	$ 3,077.23
TAXIAWY LIMA	TW L	1210	RAVELING	L	Surface Seal	1,715.80	SqFt	$0.55	$ 943.69
TAXIWAY MIKE	TW M	1305	L & T CR	M	Crack Sealing - AC	150.00	Ft	$2.75	$ 412.55

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY MIKE	TW M	1305	L & T CR	L	Crack Sealing - AC	272.00	Ft	$2.75	$ 748.09
TAXIWAY MIKE	TW M	1305	RAVELING	L	Surface Seal	432.10	SqFt	$0.55	$ 237.63
TAXIWAY MIKE	TW M	1312	L & T CR	L	Crack Sealing - AC	753.50	Ft	$2.75	$ 2,072.13
TAXIWAY MIKE	TW M	1312	RAVELING	L	Surface Seal	190.60	SqFt	$0.55	$ 104.84
TAXIWAY MIKE	TW M	1315	L & T CR	L	Crack Sealing - AC	1,695.80	Ft	$2.75	$ 4,663.35
TAXIWAY MIKE	TW M	1315	RAVELING	L	Surface Seal	1,187.00	SqFt	$0.55	$ 652.88
TAXIWAY MIKE	TW M	1320	L & T CR	L	Crack Sealing - AC	171.70	Ft	$2.75	$ 472.20
TAXIWAY MIKE	TW M	1320	PATCHING	M	Patching - AC Full Depth	15.30	SqFt	$5.00	$ 76.73
TAXIWAY MIKE	TW M	1320	RAVELING	L	Surface Seal	137.00	SqFt	$0.55	$ 75.35
TAXIWAY MIKE	TW M	1325	L & T CR	L	Crack Sealing - AC	18.30	Ft	$2.75	$ 50.22
TAXIWAY MIKE	TW M	1325	RAVELING	L	Surface Seal	32.90	SqFt	$0.55	$ 18.08
TAXIWAY NOVEMBER	TW N	1404	L & T CR	L	Crack Sealing - AC	50.80	Ft	$2.75	$ 139.69
TAXIWAY NOVEMBER	TW N	1404	RAVELING	L	Surface Seal	1,029.60	SqFt	$0.55	$ 566.28
TAXIWAY QUEBEC	TW Q	1705	BLEEDING	N	Patching - AC Partial Depth	29.50	SqFt	$3.00	$ 88.44
TAXIWAY QUEBEC	TW Q	1705	L & T CR	L	Crack Sealing - AC	4,339.20	Ft	$2.75	$ 11,932.91
TAXIWAY QUEBEC	TW Q	1705	RAVELING	L	Surface Seal	4,598.70	SqFt	$0.55	$ 2,529.28

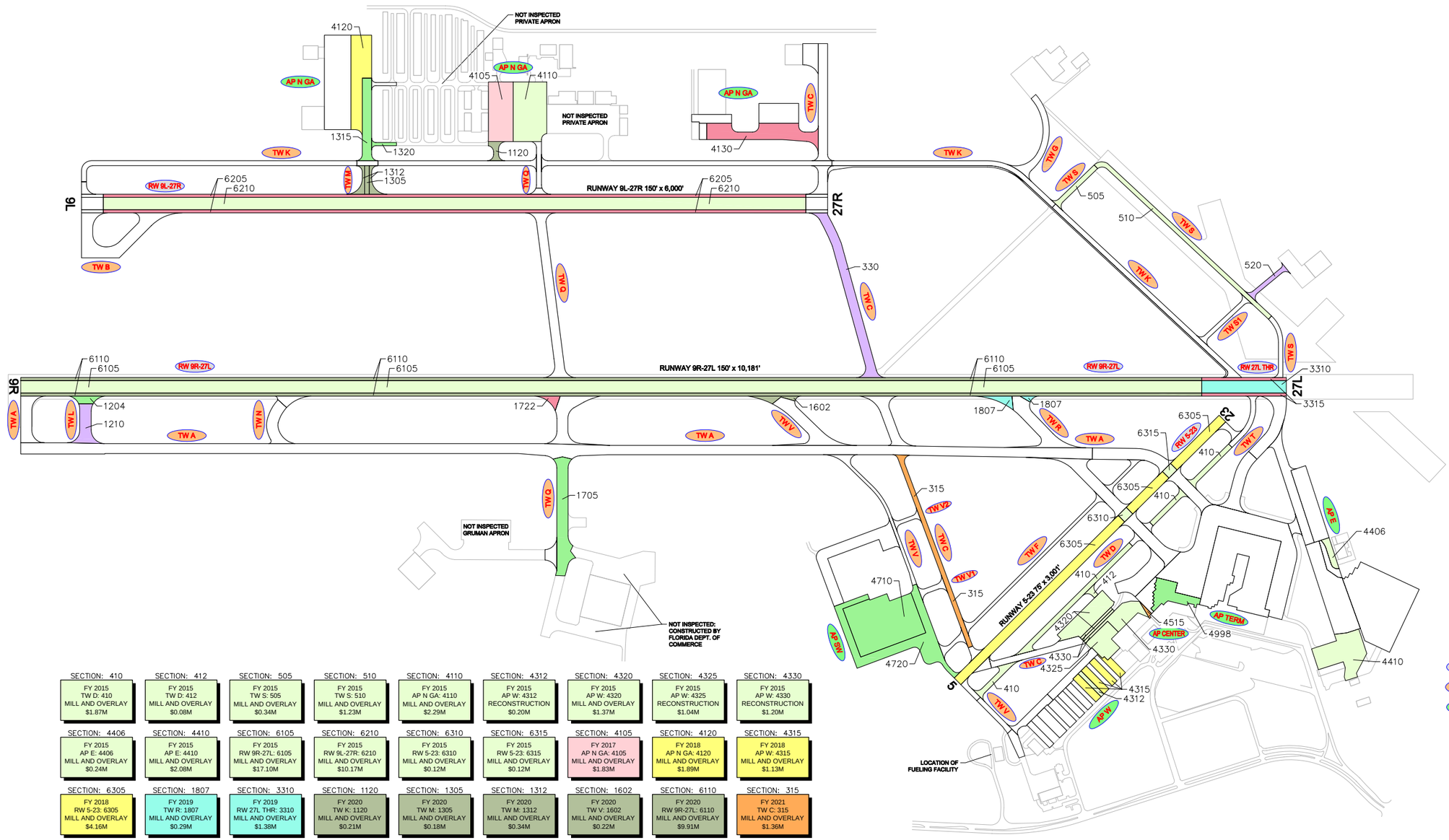
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY QUEBEC	TW Q	1710	BLEEDING	N	Patching - AC Partial Depth	7.60	SqFt	$3.00	$ 22.85
TAXIWAY QUEBEC	TW Q	1710	L & T CR	L	Crack Sealing - AC	196.50	Ft	$2.75	$ 540.31
TAXIWAY QUEBEC	TW Q	1710	RAVELING	L	Surface Seal	604.70	SqFt	$0.55	$ 332.57
TAXIWAY QUEBEC	TW Q	1720	L & T CR	L	Crack Sealing - AC	800.60	Ft	$2.75	$ 2,201.61
TAXIWAY QUEBEC	TW Q	1722	L & T CR	L	Crack Sealing - AC	94.70	Ft	$2.75	$ 260.56
TAXIWAY QUEBEC	TW Q	1722	RAVELING	L	Surface Seal	733.90	SqFt	$0.55	$ 403.63
TAXIWAY QUEBEC	TW Q	1725	L & T CR	L	Crack Sealing - AC	3,155.50	Ft	$2.75	$ 8,677.68
TAXIWAY QUEBEC	TW Q	1725	RAVELING	L	Surface Seal	926.80	SqFt	$0.55	$ 509.72
TAXIWAY QUEBEC	TW Q	1732	L & T CR	L	Crack Sealing - AC	7.00	Ft	$2.75	$ 19.25
TAXIWAY QUEBEC	TW Q	1735	L & T CR	L	Crack Sealing - AC	86.00	Ft	$2.75	$ 236.63
TAXIWAY QUEBEC	TW Q	1735	RAVELING	L	Surface Seal	51.60	SqFt	$0.55	$ 28.40
TAXIWAY ROMEO	TW R	1805	L & T CR	L	Crack Sealing - AC	332.40	Ft	$2.75	$ 914.19
TAXIWAY ROMEO	TW R	1807	L & T CR	L	Crack Sealing - AC	1,155.50	Ft	$2.75	$ 3,177.75
TAXIWAY ROMEO	TW R	1807	RAVELING	L	Surface Seal	1,228.30	SqFt	$0.55	$ 675.59
TAXIWAY ROMEO	TW R	1810	L & T CR	L	Crack Sealing - AC	712.90	Ft	$2.75	$ 1,960.44
TAXIWAY ROMEO	TW R	1810	RAVELING	L	Surface Seal	131.20	SqFt	$0.55	$ 72.16

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ROMEO	TW R	1820	BLEEDING	N	Patching - AC Partial Depth	1.20	SqFt	$3.00	$ 3.51
TAXIWAY ROMEO	TW R	1820	L & T CR	L	Crack Sealing - AC	613.30	Ft	$2.75	$ 1,686.59
TAXIWAY ROMEO	TW R	1820	RAVELING	L	Surface Seal	234.10	SqFt	$0.55	$ 128.75
TAXIWAY SIERRA	TW S	505	L & T CR	L	Crack Sealing - AC	4,995.30	Ft	$2.75	$ 13,737.11
TAXIWAY SIERRA	TW S	505	PATCHING	M	Patching - AC Full Depth	37.80	SqFt	$5.00	$ 188.77
TAXIWAY SIERRA	TW S	505	RAVELING	L	Surface Seal	54,726.10	SqFt	$0.55	$ 30,099.60
TAXIWAY SIERRA	TW S	510	BLOCK CR	L	Surface Seal	865.70	SqFt	$0.55	$ 476.16
TAXIWAY SIERRA	TW S	510	L & T CR	L	Crack Sealing - AC	1,000.80	Ft	$2.75	$ 2,752.19
TAXIWAY SIERRA	TW S	510	L & T CR	M	Crack Sealing - AC	929.80	Ft	$2.75	$ 2,556.96
TAXIWAY SIERRA	TW S	510	RAVELING	L	Surface Seal	18,613.40	SqFt	$0.55	$ 10,237.47
TAXIWAY SIERRA	TW S	515	RAVELING	L	Surface Seal	1,267.10	SqFt	$0.55	$ 696.92
TAXIWAY S1	TW S1	520	L & T CR	L	Crack Sealing - AC	25.10	Ft	$2.75	$ 69.04
TAXIWAY S1	TW S1	520	RAVELING	L	Surface Seal	4,393.20	SqFt	$0.55	$ 2,416.28
TAXIAWY TANGO	TW T	2005	L & T CR	L	Crack Sealing - AC	1,558.00	Ft	$2.75	$ 4,284.39
TAXIAWY TANGO	TW T	2015	L & T CR	L	Crack Sealing - AC	1,308.90	Ft	$2.75	$ 3,599.45
TAXIAWY TANGO	TW T	2015	RAVELING	L	Surface Seal	1,580.70	SqFt	$0.55	$ 869.41

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY VICTOR	TW V	1602	DEPRESSION	L	Patching - AC Full Depth	430.20	SqFt	$5.00	$ 2,151.02
TAXIWAY VICTOR	TW V	1602	L & T CR	L	Crack Sealing - AC	376.60	Ft	$2.75	$ 1,035.68
TAXIWAY VICTOR	TW V	1602	RAVELING	L	Surface Seal	288.90	SqFt	$0.55	$ 158.90
TAXIWAY VICTOR	TW V	1605	L & T CR	L	Crack Sealing - AC	836.70	Ft	$2.75	$ 2,301.01
TAXIAWY V1	TW V1	710	L & T CR	L	Crack Sealing - AC	87.20	Ft	$2.75	$ 239.92
TAXIAWY V1	TW V1	710	RAVELING	L	Surface Seal	58.20	SqFt	$0.55	$ 31.99
								Total =	$ 8,762,320.12

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE



SECTION: 410	SECTION: 412	SECTION: 505	SECTION: 510	SECTION: 4110	SECTION: 4312	SECTION: 4320	SECTION: 4325	SECTION: 4330
FY 2015 TW D: 410 MILL AND OVERLAY $1.87M	FY 2015 TW D: 412 MILL AND OVERLAY $0.08M	FY 2015 TW S: 505 MILL AND OVERLAY $0.34M	FY 2015 TW S: 510 MILL AND OVERLAY $1.23M	FY 2015 AP N GA: 4110 MILL AND OVERLAY $2.29M	FY 2015 AP W: 4312 RECONSTRUCTION $0.20M	FY 2015 AP W: 4320 MILL AND OVERLAY $1.37M	FY 2015 AP W: 4325 RECONSTRUCTION $1.04M	FY 2015 AP W: 4330 RECONSTRUCTION $1.20M

SECTION: 4406	SECTION: 4410	SECTION: 6105	SECTION: 6210	SECTION: 6310	SECTION: 6315	SECTION: 4105	SECTION: 4120	SECTION: 4315
FY 2015 AP E: 4406 MILL AND OVERLAY $0.24M	FY 2015 AP E: 4410 MILL AND OVERLAY $2.08M	FY 2015 RW 9R-27L: 6105 MILL AND OVERLAY $17.10M	FY 2015 RW 9L-27R: 6210 MILL AND OVERLAY $10.17M	FY 2015 RW 5-23: 6310 MILL AND OVERLAY $0.12M	FY 2015 RW 5-23: 6315 MILL AND OVERLAY $0.12M	FY 2017 AP N GA: 4105 MILL AND OVERLAY $1.83M	FY 2018 AP N GA: 4120 MILL AND OVERLAY $1.89M	FY 2018 AP W: 4315 MILL AND OVERLAY $1.13M

SECTION: 6305	SECTION: 1807	SECTION: 3310	SECTION: 1120	SECTION: 1305	SECTION: 1312	SECTION: 1602	SECTION: 6110	SECTION: 315
FY 2018 RW 5-23: 6305 MILL AND OVERLAY $4.16M	FY 2019 TW R: 1807 MILL AND OVERLAY $0.29M	FY 2019 RW 27L THR: 3310 MILL AND OVERLAY $1.38M	FY 2020 TW K: 1120 MILL AND OVERLAY $0.21M	FY 2020 TW M: 1305 MILL AND OVERLAY $0.18M	FY 2020 TW M: 1312 MILL AND OVERLAY $0.34M	FY 2020 TW V: 1602 MILL AND OVERLAY $0.22M	FY 2020 RW 9R-27L: 6110 MILL AND OVERLAY $9.91M	FY 2021 TW C: 315 MILL AND OVERLAY $1.36M

SECTION: 4515	SECTION: 1722	SECTION: 3315	SECTION: 4130	SECTION: 6205	SECTION: 330	SECTION: 520	SECTION: 1210	SECTION: 1204
FY 2021 AP CENTER: 4515 MILL AND OVERLAY $0.06M	FY 2022 TW Q: 1722 MILL AND OVERLAY $0.18M	FY 2022 RW 27L THR: 3315 MILL AND OVERLAY $0.75M	FY 2022 AP N GA: 4130 MILL AND OVERLAY $2.16M	FY 2022 RW 9L-27R: 6205 MILL AND OVERLAY $6.26M	FY 2023 TW C: 330 MILL AND OVERLAY $2.47M	FY 2023 TW S1: 520 MILL AND OVERLAY $0.33M	FY 2023 TW L: 1210 MILL AND OVERLAY $0.78M	FY 2024 TW L: 1204 MILL AND OVERLAY $0.25M

SECTION: 1315	SECTION: 1320	SECTION: 1705	SECTION: 4710	SECTION: 4720	SECTION: 4998
FY 2024 TW M: 1315 MILL AND OVERLAY $1.19M	FY 2024 TW M: 1320 MILL AND OVERLAY $0.13M	FY 2024 TW Q: 1705 MILL AND OVERLAY $2.16M	FY 2024 AP SW: 4710 MILL AND OVERLAY $5.09M	FY 2024 AP SW: 4720 MILL AND OVERLAY $3.45M	FY 2024 AP CENTER: 4998 PCC RESTORATION $1.14M

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2015	2020
2016	2021
2017	2022
2018	2023
2019	2024

"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

K:\MPB_Aviation\1427902\CADD\PLANSHEETS\MLB – MELBOURNE INTERNATIONAL AIRPORT EXHIBITS\2014-MLB-REHAB.dwg PLOTTED: May 26, 2015 – 1:51 PM, BY: Reh, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB
FDOT DISTRICT: 5

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 E	4406	$ 235,672.00	50	Mill and Overlay	100
2015	AP E	4410	$ 2,083,391.00	45	Mill and Overlay	100
2015	AP N GA	4110	$ 2,287,267.00	59	Mill and Overlay	100
2015	AP W	4312	$ 196,581.00	13	Reconstruction	100
2015	AP W	4320	$ 1,367,100.00	57	Mill and Overlay	100
2015	AP W	4325	$ 1,043,050.00	0	Reconstruction	100
2015	AP W	4330	$ 1,199,128.00	5	Reconstruction	100
2015	RW 5-23	6310	$ 124,200.00	57	Mill and Overlay	100
2015	RW 5-23	6315	$ 124,200.00	54	Mill and Overlay	100
2015	RW 9L-27R	6210	$ 10,172,369.00	61	Mill and Overlay	100
2015	RW 9R-27L	6105	$ 17,100,001.00	58	Mill and Overlay	100
2015	TW D	410	$ 1,872,918.00	63	Mill and Overlay	100
2015	TW D	412	$ 80,970.00	63	Mill and Overlay	100
2015	TW S	505	$ 336,600.00	63	Mill and Overlay	100
2015	TW S	510	$ 1,231,722.00	55	Mill and Overlay	100
2017	AP N GA	4105	$ 1,829,416.00	63	Mill and Overlay	100
2018	AP N GA	4120	$ 1,890,970.00	64	Mill and Overlay	100
2018	AP W	4315	$ 1,128,494.00	64	Mill and Overlay	100
2018	RW 5-23	6305	$ 4,156,013.00	65	Mill and Overlay	100
2019	RW 27L THR	3310	$ 1,379,000.00	65	Mill and Overlay	100
2019	TW R	1807	$ 285,964.00	65	Mill and Overlay	100
2020	RW 9R-27L	6110	$ 9,911,794.00	65	Mill and Overlay	100
2020	TW K	1120	$ 207,133.00	65	Mill and Overlay	100
2020	TW M	1305	$ 179,977.00	65	Mill and Overlay	100
2020	TW M	1312	$ 342,308.00	64	Mill and Overlay	100
2020	TW V	1602	$ 216,977.00	65	Mill and Overlay	100
2021	AP CENTER	4515	$ 61,083.00	64	Mill and Overlay	100
2021	TW C	315	$ 1,358,836.00	65	Mill and Overlay	100
2022	AP N GA	4130	$ 2,164,738.00	64	Mill and Overlay	100
2022	RW 27L THR	3315	$ 753,436.00	63	Mill and Overlay	100
2022	RW 9L-27R	6205	$ 6,255,366.00	63	Mill and Overlay	100
2022	TW Q	1722	$ 175,351.00	65	Mill and Overlay	100
2023	TW C	330	$ 2,466,386.00	64	Mill and Overlay	100
2023	TW L	1210	$ 782,464.00	65	Mill and Overlay	100
2023	TW S1	520	$ 333,910.00	65	Mill and Overlay	100
2024	AP CENTER	4998	$ 1,144,821.00	64	PCC Restoration	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2024	AP SW	4710	$ 5,090,052.00	65	Mill and Overlay	100
2024	AP SW	4720	$ 3,445,807.00	65	Mill and Overlay	100
2024	TW L	1204	$ 245,507.00	65	Mill and Overlay	100
2024	TW M	1315	$ 1,194,799.00	65	Mill and Overlay	100
2024	TW M	1320	$ 129,778.00	65	Mill and Overlay	100
2024	TW Q	1705	$ 2,158,966.00	65	Mill and Overlay	100
		Total =	$ 88,744,515.00			

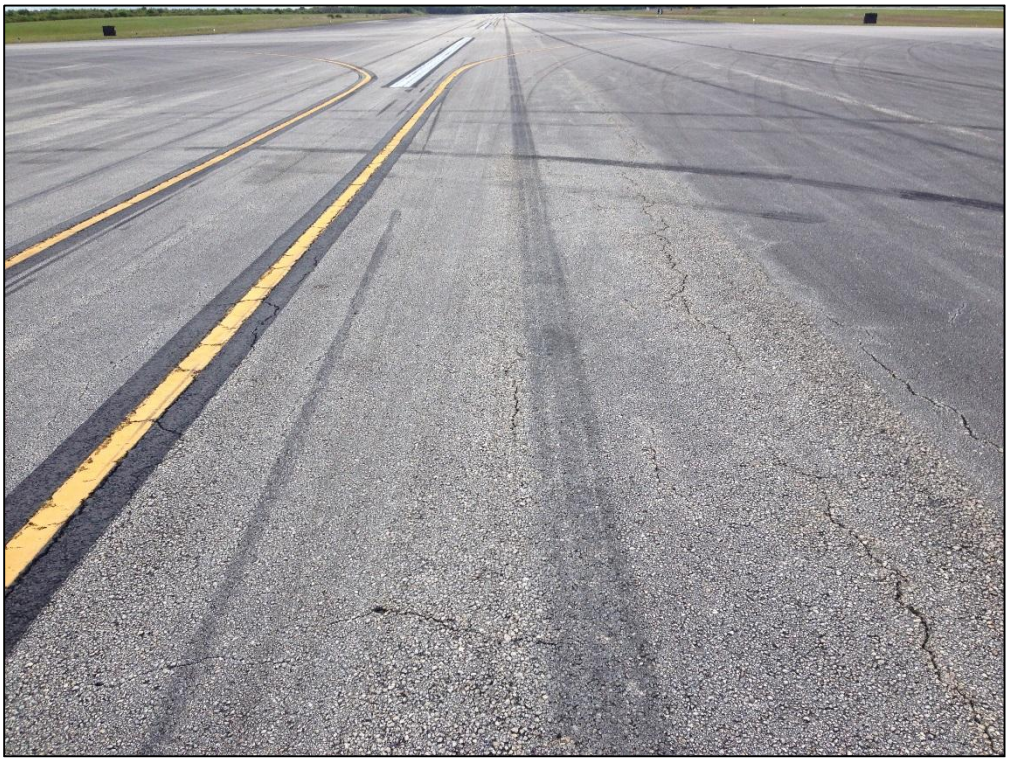
** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 9R-27L, Section 6105, Sample Unit 326 – Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 9R-27L, Section 6105, Sample Unit 382 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering



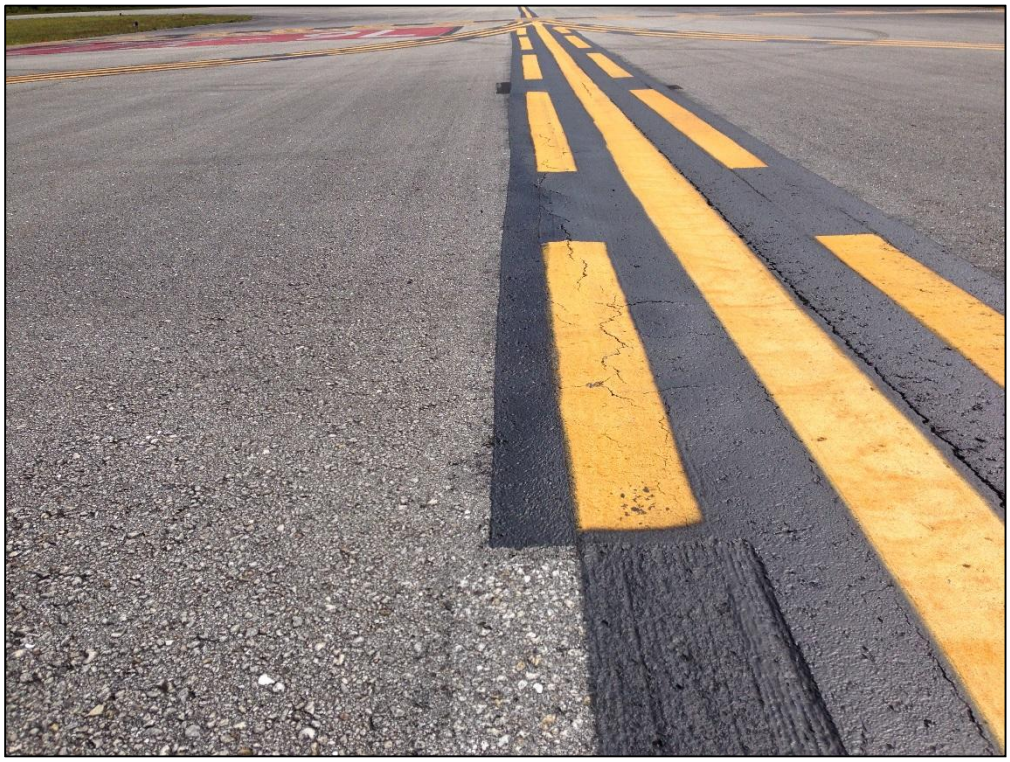
Runway 9L-27R, Section 6210, Sample Unit 377 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (52) Raveling, Low Severity (57) Weathering

Runway 5-23, Section 6310, Sample Unit 108 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Alpha, Section 120, Sample Unit 209 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway Charlie, Section 305, Sample Unit 310 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway Delta, Section 410, Sample Unit 102 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling



Taxiway Kilo, Section 1116, Sample Unit 125 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Taxiway Sierra, Section 510, Sample Unit 120 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

East Apron, Section 4410, Sample Unit 801 – Medium Severity (43) Block Cracking, High Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling

Terminal Apron, Section 4210, Sample Unit 250 – (42) Bleeding, Low Severity (57) Weathering

Terminal Apron, Section 4205, Sample Unit 202 – Low Severity (74) Joint Spalling

Center Apron, Section 4998, Sample Unit 103 – Low Severity (70) Scaling, Map Cracking, Crazing, Low Severity (74) Joint Spalling

West Apron, Section 4325, Sample Unit 301 – Medium Severity (65) Joint Seal Damage, Medium Severity (72) Shattered Slab

Taxiway Alpha, Section 120– (55) Slippage Cracking (*Not an inspected sample.)

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 130,581.19SqFt

Section: 4510 of 4 From: - To: - Last Const.: 01/01/2009
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 23,048.00SqFt Length: 230.00Ft Width: 100.00Ft
Slabs: 58 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,970.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 100 Type: R Area: 20.00Slabs PCI = 91
Sample Comments:

70 SCALING/CRAZING	L	13.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 130,581.19SqFt

Section: 4515 of 4 From: - To: - Last Const.: 01/01/2009
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 2,842.00SqFt Length: 290.00Ft Width: 10.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 406 Type: R Area: 2,842.00SqFt PCI = 70
Sample Comments:

47	JOINT REFLECTION CRACKING	L	174.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	168.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	2,792.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 130,581.19SqFt

Section: 4520 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 55,946.19SqFt Length: 559.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 92
Inspection Comments:

Sample Number: 305 Type: R Area: 6,250.00SqFt PCI = 92
Sample Comments:

52 RAVELING	L	25.00 SqFt	Comments:
57 WEATHERING	L	6,225.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 130,581.19SqFt

Section: 4998 of 4 From: - To: - Last Const.: 01/01/1995
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 48,745.00SqFt Length: 250.00Ft Width: 200.00Ft
Slabs: 137 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 4,550.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 74
Inspection Comments:

Sample Number: 103 Type: R Area: 16.00Slabs PCI = 62
Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:
74 JOINT SPALLING	L	10.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:

Sample Number: 205 Type: R Area: 16.00Slabs PCI = 86
Sample Comments:

70 SCALING/CRAZING	L	16.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4404 of 7 From: - To: - Last Const.: 01/01/2004
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 76,125.00SqFt Length: 380.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 88
Inspection Comments:

Sample Number: 208 Type: R Area: 6,250.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	275.00 Ft	Comments:	

Sample Number: 213 Type: R Area: 6,250.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	197.00 Ft	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4406 of 7 From: - To: - Last Const.: 01/01/1998
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 12,949.00SqFt Length: 380.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 50
Inspection Comments:

Sample Number: 810 Type: R Area: 6,736.00SqFt PCI = 50
Sample Comments:

52 RAVELING	L	500.00 SqFt	Comments:
43 BLOCK CRACKING	L	6,486.00 SqFt	Comments:
43 BLOCK CRACKING	M	250.00 SqFt	Comments:
57 WEATHERING	L	6,236.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4407 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 69,764.58SqFt Length: 600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 85
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	98.00	Ft	Comments:
56 SWELLING	L	6.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	Comments:
56 SWELLING	L	6.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 116 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
56 SWELLING	L	2.00	SqFt	Comments:
57 WEATHERING	L	3,650.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4410 of 7 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 100,915.00SqFt Length: 700.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 22 Surveyed: 3
Conditions: PCI : 45
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

52 RAVELING	M	250.00	SqFt	Comments:
49 OIL SPILLAGE	N	34.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	205.00	Ft	Comments:
52 RAVELING	L	4,750.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 3,862.00SqFt PCI = 55
Sample Comments:

52 RAVELING	M	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft	Comments:
49 OIL SPILLAGE	N	34.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
49 OIL SPILLAGE	N	9.00	SqFt	Comments:
52 RAVELING	M	12.00	SqFt	Comments:
43 BLOCK CRACKING	M	10.00	SqFt	Comments:
52 RAVELING	M	16.00	SqFt	Comments:
52 RAVELING	L	3,734.00	SqFt	Comments:

Sample Number: 801 Type: R Area: 4,605.00SqFt PCI = 18
Sample Comments:

52 RAVELING	M	500.00	SqFt	Comments:
43 BLOCK CRACKING	M	3,154.00	SqFt	Comments:
43 BLOCK CRACKING	H	1,352.00	SqFt	Comments:
52 RAVELING	L	4,006.00	SqFt	Comments:
50 PATCHING	L	63.00	SqFt	Comments:
50 PATCHING	L	36.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4415 of 7 From: - To: - Last Const.: 01/01/2014
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 14,188.00SqFt Length: 380.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 01/09/2012 Total Samples: 16 Surveyed: 4
Conditions: PCI : 43
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 39
Sample Comments:

43 BLOCK CRACKING	M	1,199.99 SqFt	Comments:
43 BLOCK CRACKING	L	3,799.97 SqFt	Comments:
45 DEPRESSION	L	16.00 SqFt	Comments:
52 RAVELING	M	196.00 SqFt	Comments:
52 RAVELING	L	4,803.96 SqFt	Comments:

Sample Number: 203 Type: R Area: 3,750.00SqFt PCI = 46
Sample Comments:

43 BLOCK CRACKING	L	3,749.97 SqFt	Comments:
52 RAVELING	H	6.00 SqFt	Comments:
52 RAVELING	M	344.00 SqFt	Comments:
52 RAVELING	L	3,399.97 SqFt	Comments:

Sample Number: 303 Type: R Area: 3,750.00SqFt PCI = 43
Sample Comments:

43 BLOCK CRACKING	L	2,324.98 SqFt	Comments:
43 BLOCK CRACKING	M	375.00 SqFt	Comments:
52 RAVELING	M	125.00 SqFt	Comments:
52 RAVELING	L	3,624.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	64.02 Ft	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

52 RAVELING	M	45.00 SqFt	Comments:
52 RAVELING	L	4,954.96 SqFt	Comments:
43 BLOCK CRACKING	M	125.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,099.98 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	456.12 Ft	Comments:
49 OIL SPILLAGE	N	75.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4420 of 7 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 129,420.00SqFt Length: 800.00Ft 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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 656,761.58SqFt

Section: 4425 of 7 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 253,400.00SqFt Length: 650.00Ft Width: 550.00Ft
Slabs: 894 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 34,550.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4105 of 9 From: - To: - Last Const.: 01/01/1986
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 95,800.00SqFt Length: 479.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 67
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00	Ft	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

52 RAVELING	M	500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	230.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
45 DEPRESSION	L	20.00	SqFt	Comments:
52 RAVELING	L	4,500.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4110 of 9 From: - To: - Last Const.: 01/01/1982
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 127,070.36SqFt Length: 480.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 26 Surveyed: 3
Conditions: PCI : 59
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	900.00	Ft	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:
45 DEPRESSION	L	8.00	SqFt	Comments:
49 OIL SPILLAGE	N	6.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	260.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5,000.00	Ft	Comments:

Sample Number: 407 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	104.00	Ft	Comments:
49 OIL SPILLAGE	N	1.00	SqFt	Comments:
52 RAVELING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4115 of 9 From: - To: - Last Const.: 01/01/2003
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 162,260.00SqFt Length: 760.00Ft Width: 213.50Ft
Slabs: 380 Slab Width: 21.35Ft Slab Length: 20.00Ft Joint Length: 14,739.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 20 Surveyed: 3
Conditions: PCI : 96
Inspection Comments:

Sample Number: 251 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:

Sample Number: 450 Type: R Area: 20.00Slabs PCI = 97
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:

Sample Number: 551 Type: R Area: 20.00Slabs PCI = 96
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4120 of 9 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 96,139.17SqFt Length: 950.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 22 Surveyed: 3
Conditions: PCI : 69
Inspection Comments:

Sample Number: 153 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00 Ft	Comments:
56	SWELLING	L	39.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 4,575.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	818.00 Ft	Comments:
56	SWELLING	L	100.00 SqFt	Comments:
52	RAVELING	L	137.00 SqFt	Comments:
52	RAVELING	M	4.00 SqFt	Comments:

Sample Number: 702 Type: R Area: 4,575.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	4,475.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4125 of 9 From: - To: - Last Const.: 01/01/2003
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 51,200.00SqFt Length: 642.00Ft Width: 160.00Ft
Slabs: 257 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 9,470.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 91
Inspection Comments:

Sample Number: 302 Type: R Area: 12.00Slabs PCI = 94
Sample Comments:

70 SCALING/CRAZING	L	6.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:

Sample Number: 404 Type: R Area: 12.00Slabs PCI = 89
Sample Comments:

70 SCALING/CRAZING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4130 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 97,785.00SqFt Length: 650.00Ft Width: 170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 15 Surveyed: 2
Conditions: PCI : 76
Inspection Comments:

Sample Number: 102 Type: R Area: 6,943.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:
56	SWELLING	L	52.00 SqFt	Comments:
50	PATCHING	L	120.00 SqFt	Comments:
45	DEPRESSION	L	20.00 SqFt	Comments:
52	RAVELING	L	136.00 SqFt	Comments:
57	WEATHERING	L	6,687.00 SqFt	Comments:

Sample Number: 108 Type: R Area: 7,106.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
50	PATCHING	M	11.00 SqFt	Comments:
42	BLEEDING	N	25.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	7,045.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4135 of 9 From: - To: - Last Const.: 01/01/2010
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 22,180.00SqFt Length: 350.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 211 Type: R Area: 3,550.00SqFt PCI = 86
Sample Comments:

47 JOINT REFLECTION CRACKING	L	81.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	50.00 Ft	Comments:
57 WEATHERING	L	3,550.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4140 of 9 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 23,711.00SqFt Length: 185.00Ft Width: 125.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 717 Type: R Area: 5,750.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,750.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA Name: NORTH GA APRON Use: APRON Area: 684,005.53SqFt

Section: 4145 of 9 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 7,860.00SqFt Length: 150.00Ft 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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW Name: APRON SOUTHWEST Use: APRON Area: 465,323.84SqFt

Section: 4710 of 3 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 216,727.84SqFt Length: 500.00Ft Width: 420.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 42 Surveyed: 5
Conditions: PCI : 80
Inspection Comments:

Sample Number: 253 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	246.00 Ft	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	4,850.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	285.00 Ft	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	4,850.00 SqFt	Comments:

Sample Number: 502 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	4,850.00 SqFt	Comments:
49	OIL SPILLAGE	N	4.00 SqFt	Comments:

Sample Number: 703 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00 Ft	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	4,850.00 SqFt	Comments:

Sample Number: 750 Type: R Area: 6,726.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	122.00 Ft	Comments:
52	RAVELING	L	336.00 SqFt	Comments:
57	WEATHERING	L	6,390.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW Name: APRON SOUTHWEST Use: APRON Area: 465,323.84SqFt

Section: 4720 of 3 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 146,718.00SqFt Length: 1,500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 31 Surveyed: 4
Conditions: PCI : 80
Inspection Comments:

Sample Number: 204 Type: R Area: 6,600.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.00	Ft	Comments:
52 RAVELING	L	204.00	SqFt	Comments:
52 RAVELING	L	128.00	SqFt	Comments:
57 WEATHERING	L	6,268.00	SqFt	Comments:

Sample Number: 208 Type: R Area: 3,835.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	56.00	Ft	Comments:
52 RAVELING	L	76.00	SqFt	Comments:
57 WEATHERING	L	3,759.00	SqFt	Comments:

Sample Number: 255 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	140.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Sample Number: 802 Type: R Area: 5,900.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft	Comments:
42 BLEEDING	N	9.00	SqFt	Comments:
52 RAVELING	L	177.00	SqFt	Comments:
57 WEATHERING	L	5,723.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW Name: APRON SOUTHWEST Use: APRON Area: 465,323.84SqFt

Section: 4730 of 3 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 101,878.00SqFt Length: 1,200.00Ft Width: 85.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 634,993.36SqFt

Section: 4205 of 2 From: - To: - Last Const.: 01/01/1989
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 290,074.00SqFt Length: 580.00Ft Width: 500.00Ft
Slabs: 727 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 27,920.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 37 Surveyed: 4
Conditions: PCI : 80
Inspection Comments:

Sample Number: 202 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

71 FAULTING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	17.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

Sample Number: 404 Type: R Area: 24.00Slabs PCI = 87
Sample Comments:

66 SMALL PATCH	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	8.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:

Sample Number: 500 Type: R Area: 20.00Slabs PCI = 73
Sample Comments:

71 FAULTING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	20.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:

Sample Number: 803 Type: R Area: 13.00Slabs PCI = 83
Sample Comments:

74 JOINT SPALLING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON Use: APRON Area: 634,993.36SqFt

Section: 4210 of 2 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 344,919.36SqFt Length: 1,700.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 74 Surveyed: 8
Conditions: PCI : 82
Inspection Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
42 BLEEDING	N	0.25	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft	Comments:
56 SWELLING	L	37.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:

Sample Number: 250 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
56 SWELLING	L	87.00	SqFt	Comments:
42 BLEEDING	N	42.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 5,500.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.00	Ft	Comments:
42 BLEEDING	N	3.00	SqFt	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
57 WEATHERING	L	5,500.00	SqFt	Comments:

Sample Number: 458 Type: R Area: 3,176.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
57 WEATHERING	L	3,176.00	SqFt	Comments:

Sample Number: 599 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:
56 SWELLING	L	45.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Sample Number: 657 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:
56	SWELLING	L	6.00	SqFt	Comments:

Sample Number: 800 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft	Comments:
45	DEPRESSION	L	48.00	SqFt	Comments:
45	DEPRESSION	L	85.00	SqFt	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
42	BLEEDING	N	1.00	SqFt	Comments:
56	SWELLING	L	13.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4305 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 34,199.31SqFt Length: 170.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 901 Type: R Area: 4,854.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,854.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4310 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 47,311.00SqFt Length: 235.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 501 Type: R Area: 5,600.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
57	WEATHERING	L	5,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4312 of 7 From: - To: - Last Const.: 12/25/1994
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 8,547.00SqFt Length: 260.00Ft Width: 32.00Ft
Slabs: 12 Slab Width: 22.50Ft Slab Length: 32.00Ft Joint Length: 337.78Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 13
Inspection Comments:

Sample Number: 351 Type: R Area: 12.00Slabs PCI = 13
Sample Comments:

72 SHATTERED SLAB	L	10.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	8.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	10.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	12.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4315 of 7 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 57,374.00SqFt Length: 325.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 67
Inspection Comments:

Sample Number: 100 Type: R Area: 6,000.00SqFt PCI = 41
Sample Comments:

45 DEPRESSION	L	90.00 SqFt	Comments:
45 DEPRESSION	L	36.00 SqFt	Comments:
45 DEPRESSION	L	66.00 SqFt	Comments:
45 DEPRESSION	L	30.00 SqFt	Comments:
45 DEPRESSION	L	144.00 SqFt	Comments:
50 PATCHING	M	1.00 SqFt	Comments:
52 RAVELING	H	11.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,999.00 SqFt	Comments:
52 RAVELING	L	5,988.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 5,800.00SqFt PCI = 93
Sample Comments:

45 DEPRESSION	L	11.00 SqFt	Comments:
57 WEATHERING	L	5,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4320 of 7 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 75,950.00SqFt Length: 400.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 15 Surveyed: 2
Conditions: PCI : 57
Inspection Comments:

Sample Number: 204 Type: R Area: 5,423.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	855.00 Ft	Comments:
52	RAVELING	L	1,085.00 SqFt	Comments:
57	WEATHERING	M	4,228.00 SqFt	Comments:

Sample Number: 301 Type: R Area: 4,666.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	733.00 Ft	Comments:
43	BLOCK CRACKING	L	160.00 SqFt	Comments:
45	DEPRESSION	L	24.00 SqFt	Comments:
52	RAVELING	L	933.00 SqFt	Comments:
57	WEATHERING	M	3,733.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4325 of 7 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 45,350.00SqFt Length: 250.75Ft Width: 200.00Ft
Slabs: 143 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 4,564.25Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 0
Inspection Comments:

Sample Number: 200 Type: R Area: 12.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	M	12.00 Slabs	Comments:
72 SHATTERED SLAB	H	4.00 Slabs	Comments:
72 SHATTERED SLAB	M	6.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 301 Type: R Area: 20.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
72 SHATTERED SLAB	M	18.00 Slabs	Comments:
72 SHATTERED SLAB	H	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 320,867.31SqFt

Section: 4330 of 7 From: - To: - Last Const.: 01/01/1942
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 52,136.00SqFt Length: 280.00Ft Width: 300.00Ft
Slabs: 212 Slab Width: 20.00Ft Slab Length: 40.00Ft Joint Length: 5,720.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 5
Inspection Comments:

Sample Number: 204 Type: R Area: 16.00Slabs PCI = 10
Sample Comments:

72 SHATTERED SLAB	H	1.00 Slabs	Comments:
71 FAULTING	L	2.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	16.00 Slabs	Comments:
72 SHATTERED SLAB	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	11.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:

Sample Number: 303 Type: R Area: 15.00Slabs PCI = 0
Sample Comments:

65 JOINT SEAL DAMAGE	M	15.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	9.00 Slabs	Comments:
72 SHATTERED SLAB	H	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 27L THR Name: THRESHOLD TO RW 27L Use: RUNWAY Area: 102,102.00SqFt

Section: 3310 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 68,068.00SqFt Length: 430.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 14 Surveyed: 3
Conditions: PCI : 72
Inspection Comments:

Sample Number: 492 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	389.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 494 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	294.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	279.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 27L THR Name: THRESHOLD TO RW 27L Use: RUNWAY Area: 102,102.00SqFt

Section: 3315 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 34,034.00SqFt Length: 1,361.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 76
Inspection Comments:

Sample Number: 300 Type: R Area: 4,517.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00 Ft	Comments:
57	WEATHERING	L	4,517.00 SqFt	Comments:

Sample Number: 700 Type: R Area: 4,517.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	442.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00 Ft	Comments:
52	RAVELING	L	226.00 SqFt	Comments:
57	WEATHERING	L	4,291.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 225,096.70SqFt

Section: 6305 of 3 From: - To: - Last Const.: 01/01/1992
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: S
Area: 211,296.70SqFt Length: 2,800.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 56 Surveyed: 12
Conditions: PCI : 69
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
52 RAVELING	L	160.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	3,340.00	SqFt	Comments:
42 BLEEDING	N	8.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	310.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 118 Type: R Area: 3,750.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 123 Type: R Area: 3,750.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	420.00	Ft	Comments:
52 RAVELING	L	113.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:
42 BLEEDING	N	0.25	SqFt	Comments:

Sample Number: 128 Type: R Area: 3,750.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	288.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 134 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	393.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

52 RAVELING	L	188.00	SqFt	Comments:
52 RAVELING	L	3,562.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	320.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
52 RAVELING	L	74.00	SqFt	Comments:
57 WEATHERING	L	3,626.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	263.00	Ft	Comments:
52 RAVELING	L	188.00	SqFt	Comments:
57 WEATHERING	L	3,562.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	3,675.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	313.00	Ft	Comments:
52 RAVELING	L	299.00	SqFt	Comments:
52 RAVELING	L	231.00	SqFt	Comments:
52 RAVELING	L	204.00	SqFt	Comments:
52 RAVELING	L	65.00	SqFt	Comments:
52 RAVELING	L	59.00	SqFt	Comments:
57 WEATHERING	L	2,892.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 225,096.70SqFt

Section: 6310 of 3 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 6,900.00SqFt Length: 75.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 57
Inspection Comments:

Sample Number: 137 Type: R Area: 3,450.00SqFt PCI = 57
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	486.00 Ft	Comments:
52	RAVELING	L	173.00 SqFt	Comments:
57	WEATHERING	L	3,277.00 SqFt	Comments:
56	SWELLING	L	92.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 225,096.70SqFt

Section: 6315 of 3 From: - To: - Last Const.: 01/01/1992
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 6,900.00SqFt Length: 92.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 54
Inspection Comments:

Sample Number: 147 Type: R Area: 3,077.00SqFt PCI = 54
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	474.00 Ft	Comments:
43	BLOCK CRACKING	L	132.00 SqFt	Comments:
56	SWELLING	L	12.00 SqFt	Comments:
52	RAVELING	L	1,543.00 SqFt	Comments:
57	WEATHERING	L	2,923.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6203 of 6 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 8,750.00SqFt Length: 350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 95
Inspection Comments:

Sample Number: 100 Type: R Area: 4,375.00SqFt PCI = 95
Sample Comments:

57 WEATHERING	L	1,969.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6204 of 6 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 17,500.00SqFt Length: 175.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.00 Ft	Comments:
42 BLEEDING	N	1.00 SqFt	Comments:
57 WEATHERING	L	2,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6205 of 6 From: - To: - Last Const.: 01/01/1991
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 282,565.80SqFt Length: 11,302.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 56 Surveyed: 12
Conditions: PCI : 76
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	320.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.00 Ft	Comments:
52	RAVELING	L	240.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	4,560.00 SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00 Ft	Comments:
56	SWELLING	L	11.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.00 Ft	Comments:
52	RAVELING	L	750.00 SqFt	Comments:
57	WEATHERING	L	4,250.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	339.00 Ft	Comments:
52	RAVELING	L	380.00 SqFt	Comments:
52	RAVELING	L	240.00 SqFt	Comments:
57	WEATHERING	L	4,380.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.00 Ft	Comments:
56	SWELLING	L	82.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.00 Ft	Comments:
52	RAVELING	L	4,750.00 SqFt	Comments:
57	WEATHERING	L	250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Sample Number: 504 Type: R Area: 5,625.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	155.00 Ft	Comments:
50	PATCHING	L	12.00 SqFt	Comments:
52	RAVELING	L	1,403.00 SqFt	Comments:
57	WEATHERING	L	4,210.00 SqFt	Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	188.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
52	RAVELING	L	245.00 SqFt	Comments:
57	WEATHERING	L	4,655.00 SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 564 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 576 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 600 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6210 of 6 From: - To: - Last Const.: 01/01/1991
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 565,131.61SqFt Length: 5,651.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 114 Surveyed: 20
Conditions: PCI : 61
Inspection Comments:

Sample Number: 307 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	520.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	33.00	SqFt	Comments:
50 PATCHING	L	150.00	SqFt	Comments:
52 RAVELING	L	970.00	SqFt	Comments:
57 WEATHERING	L	3,880.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	423.00	Ft	Comments:
52 RAVELING	L	44.00	SqFt	Comments:
52 RAVELING	L	991.00	SqFt	Comments:
57 WEATHERING	L	3,965.00	SqFt	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	308.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
50 PATCHING	L	1,700.00	SqFt	Comments:
52 RAVELING	L	640.00	SqFt	Comments:
57 WEATHERING	L	1,160.00	SqFt	Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	512.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
56 SWELLING	L	29.00	SqFt	Comments:
52 RAVELING	L	980.00	SqFt	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	526.00	Ft	Comments:
56 SWELLING	L	30.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
52 RAVELING	L	980.00	SqFt	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 339 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft	Comments:
50 PATCHING	M	15.00	SqFt	Comments:
52 RAVELING	L	748.00	SqFt	Comments:
57 WEATHERING	L	4,252.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	346.00	Ft	Comments:
52 RAVELING	L	54.00	SqFt	Comments:
52 RAVELING	L	336.00	SqFt	Comments:
52 RAVELING	L	922.00	SqFt	Comments:
57 WEATHERING	L	3,688.00	SqFt	Comments:

Sample Number: 349 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	428.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
52 RAVELING	L	980.00	SqFt	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	296.00	Ft	Comments:
52 RAVELING	L	88.00	SqFt	Comments:
52 RAVELING	L	982.00	SqFt	Comments:
57 WEATHERING	L	3,930.00	SqFt	Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	931.00	Ft	Comments:
56 SWELLING	L	36.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
52 RAVELING	L	980.00	SqFt	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	579.00	Ft	Comments:
52 RAVELING	L	88.00	SqFt	Comments:
52 RAVELING	L	491.00	SqFt	Comments:
57 WEATHERING	L	4,421.00	SqFt	Comments:
56 SWELLING	L	25.00	SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,068.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
56 SWELLING	L	62.00	SqFt	Comments:
45 DEPRESSION	L	40.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 381 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,218.00	Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 27, 2015

56 SWELLING	L	75.00	SqFt	Comments:
52 RAVELING	L	750.00	SqFt	Comments:
57 WEATHERING	L	4,250.00	SqFt	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,115.00	Ft	Comments:
56 SWELLING	L	100.00	SqFt	Comments:
52 RAVELING	L	987.00	SqFt	Comments:
57 WEATHERING	L	3,949.00	SqFt	Comments:
52 RAVELING	L	64.00	SqFt	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	447.00	Ft	Comments:
56 SWELLING	L	68.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
52 RAVELING	L	735.00	SqFt	Comments:
57 WEATHERING	L	4,165.00	SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	607.00	Ft	Comments:
56 SWELLING	L	63.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
52 RAVELING	L	735.00	SqFt	Comments:
57 WEATHERING	L	4,165.00	SqFt	Comments:

Sample Number: 398 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	526.00	Ft	Comments:
56 SWELLING	L	87.00	SqFt	Comments:
50 PATCHING	L	1,600.00	SqFt	Comments:
52 RAVELING	L	70.00	SqFt	Comments:
52 RAVELING	L	333.00	SqFt	Comments:
57 WEATHERING	L	2,997.00	SqFt	Comments:

Sample Number: 405 Type: R Area: 5,000.00SqFt PCI = 44

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	815.00	Ft	Comments:
56 SWELLING	L	104.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	135.00	SqFt	Comments:
50 PATCHING	M	1.00	SqFt	Comments:
52 RAVELING	L	749.00	SqFt	Comments:
57 WEATHERING	L	4,250.00	SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	665.00	Ft	Comments:
56 SWELLING	L	53.00	SqFt	Comments:
52 RAVELING	L	54.00	SqFt	Comments:
52 RAVELING	L	742.00	SqFt	Comments:
57 WEATHERING	L	4,204.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6215 of 6 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 8,750.00SqFt Length: 350.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 96
Inspection Comments:

Sample Number: 616 Type: R Area: 4,375.00SqFt PCI = 96
Sample Comments:

42 BLEEDING	N	2.00 SqFt	Comments:
57 WEATHERING	L	1,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 900,197.41SqFt

Section: 6220 of 6 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: S
Area: 17,500.00SqFt Length: 175.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:
42	BLEEDING	N	1.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 1,425,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 950,000.00SqFt Length: 9,300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 190 Surveyed: 21
Conditions: PCI : 58
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	721.00 Ft	Comments:
45	DEPRESSION	L	1.00 SqFt	Comments:
56	SWELLING	L	27.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	800.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	65.00 Ft	Comments:
56	SWELLING	L	73.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	7.00 SqFt	Comments:
52	RAVELING	L	1,750.00 SqFt	Comments:
57	WEATHERING	L	3,250.00 SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	665.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	14.00 Ft	Comments:
56	SWELLING	L	120.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	27.00 SqFt	Comments:
52	RAVELING	L	1,750.00 SqFt	Comments:
57	WEATHERING	L	3,250.00 SqFt	Comments:

Sample Number: 333 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	560.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	26.00 Ft	Comments:
56	SWELLING	L	151.00 SqFt	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
45	DEPRESSION	L	9.00 SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	466.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	58.00 Ft	Comments:
50	PATCHING	L	2.00 SqFt	Comments:
56	SWELLING	L	74.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	16.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

52 RAVELING	L	1,249.00	SqFt	Comments:
57 WEATHERING	L	3,749.00	SqFt	Comments:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft	Comments:
56 SWELLING	L	105.00	SqFt	Comments:
52 RAVELING	L	1,750.00	SqFt	Comments:
57 WEATHERING	L	3,250.00	SqFt	Comments:

Sample Number: 354 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	580.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
56 SWELLING	L	49.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	12.00	SqFt	Comments:
52 RAVELING	L	2,000.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	378.00	Ft	Comments:
56 SWELLING	L	40.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 368 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	398.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft	Comments:
56 SWELLING	L	18.00	SqFt	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 375 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	435.00	Ft	Comments:
52 RAVELING	M	50.00	SqFt	Comments:
52 RAVELING	L	1,485.00	SqFt	Comments:
57 WEATHERING	L	3,465.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:

Sample Number: 382 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	456.00	Ft	Comments:
56 SWELLING	L	65.00	SqFt	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 389 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	584.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:
52 RAVELING	L	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: May 27, 2015

48	LONGITUDINAL/TRANSVERSE CRACKING	L	468.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	409.00	Ft	Comments:
56	SWELLING	L	40.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 416 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	335.00	Ft	Comments:
56	SWELLING	L	10.00	SqFt	Comments:
52	RAVELING	L	2,000.00	SqFt	Comments:
57	WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 430 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	428.00	Ft	Comments:
56	SWELLING	L	16.00	SqFt	Comments:
52	RAVELING	L	2,000.00	SqFt	Comments:
57	WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 438 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	389.00	Ft	Comments:
56	SWELLING	L	29.00	SqFt	Comments:
52	RAVELING	L	2,250.00	SqFt	Comments:
57	WEATHERING	L	2,750.00	SqFt	Comments:

Sample Number: 445 Type: R Area: 5,000.00SqFt PCI = 58

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	725.00	Ft	Comments:
56	SWELLING	L	54.00	SqFt	Comments:
52	RAVELING	L	1,750.00	SqFt	Comments:
57	WEATHERING	L	3,250.00	SqFt	Comments:

Sample Number: 459 Type: R Area: 5,000.00SqFt PCI = 48

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	1,073.00	Ft	Comments:
56	SWELLING	L	58.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	23.00	SqFt	Comments:
45	DEPRESSION	L	1.00	SqFt	Comments:
52	RAVELING	L	2,000.00	SqFt	Comments:
57	WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 473 Type: R Area: 5,000.00SqFt PCI = 53

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	657.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	34.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	9.00	SqFt	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 480 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	739.00	Ft	Comments:
56	SWELLING	L	31.00	SqFt	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 27, 2015

Sample Number: 487 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	868.00	Ft	Comments:
56	SWELLING	L	50.00	SqFt	Comments:
52	RAVELING	L	1,500.00	SqFt	Comments:
57	WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 1,425,000.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 475,000.00SqFt Length: 19,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 96 Surveyed: 20
Conditions: PCI : 74
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00 Ft	Comments:
56	SWELLING	L	31.00 SqFt	Comments:
52	RAVELING	L	80.00 SqFt	Comments:
52	RAVELING	L	36.00 SqFt	Comments:
52	RAVELING	L	9.00 SqFt	Comments:
57	WEATHERING	L	4,875.00 SqFt	Comments:

Sample Number: 160 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00 Ft	Comments:
56	SWELLING	L	40.00 SqFt	Comments:
52	RAVELING	L	282.00 SqFt	Comments:
57	WEATHERING	L	4,718.00 SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	99.00 Ft	Comments:
52	RAVELING	L	52.00 SqFt	Comments:
45	DEPRESSION	L	2.00 SqFt	Comments:
52	RAVELING	L	247.00 SqFt	Comments:
57	WEATHERING	L	4,701.00 SqFt	Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00 Ft	Comments:
56	SWELLING	L	64.00 SqFt	Comments:
52	RAVELING	L	336.00 SqFt	Comments:
57	WEATHERING	L	4,231.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
52	RAVELING	L	223.00 SqFt	Comments:

Sample Number: 220 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.00 Ft	Comments:
56	SWELLING	L	11.00 SqFt	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 240 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

52 RAVELING	L	65.00	SqFt	Comments:
52 RAVELING	L	24.00	SqFt	Comments:
57 WEATHERING	L	4,911.00	SqFt	Comments:

Sample Number: 268 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	Comments:
57 WEATHERING	M	184.00	SqFt	Comments:
56 SWELLING	L	19.00	SqFt	Comments:
52 RAVELING	L	240.00	SqFt	Comments:
57 WEATHERING	L	4,576.00	SqFt	Comments:

Sample Number: 284 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.00	Ft	Comments:
56 SWELLING	L	12.00	SqFt	Comments:
52 RAVELING	L	72.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
57 WEATHERING	L	4,928.00	SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	274.00	Ft	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
56 SWELLING	L	17.00	SqFt	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	L	4,800.00	SqFt	Comments:

Sample Number: 520 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
52 RAVELING	L	117.00	SqFt	Comments:
57 WEATHERING	L	4,883.00	SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 584 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	41.00	Ft	Comments:
45 DEPRESSION	L	18.00	SqFt	Comments:
56 SWELLING	L	37.00	SqFt	Comments:
52 RAVELING	M	128.00	SqFt	Comments:
52 RAVELING	L	342.00	SqFt	Comments:
52 RAVELING	L	233.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

57 WEATHERING	L	4,425.00	SqFt	Comments:

Sample Number: 600 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	249.00	Ft	Comments:
52 RAVELING	L	487.00	SqFt	Comments:
56 SWELLING	L	30.00	SqFt	Comments:
52 RAVELING	L	128.00	SqFt	Comments:
57 WEATHERING	L	4,385.00	SqFt	Comments:

Sample Number: 620 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft	Comments:
56 SWELLING	L	34.00	SqFt	Comments:
56 SWELLING	L	19.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 624 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	37.00	Ft	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 636 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	469.00	Ft	Comments:
56 SWELLING	L	37.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,748.00	SqFt	Comments:
50 PATCHING	L	2.00	SqFt	Comments:

Sample Number: 648 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	378.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	163.00	Ft	Comments:
56 SWELLING	L	101.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 664 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft	Comments:
52 RAVELING	L	132.00	SqFt	Comments:
57 WEATHERING	L	4,868.00	SqFt	Comments:

Sample Number: 684 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	332.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
56 SWELLING	L	37.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 824,692.94SqFt

Section: 105 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 38,492.70SqFt Length: 400.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 106 Type: R Area: 5,253.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
56 SWELLING	L	127.00	SqFt	Comments:
57 WEATHERING	L	5,253.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 824,692.94SqFt

Section: 120 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 691,659.95SqFt Length: 9,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 172 Surveyed: 10
Conditions: PCI : 78
Inspection Comments:

Sample Number: 101 Type: R Area: 4,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	272.00	Ft	Comments:
56 SWELLING	L	61.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	278.00	Ft	Comments:
56 SWELLING	L	36.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 4,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft	Comments:
56 SWELLING	L	11.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 4,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	92.00	Ft	Comments:
56 SWELLING	L	5.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 174 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	73.00	Ft	Comments:
56 SWELLING	L	23.00	SqFt	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:
52 RAVELING	L	80.00	SqFt	Comments:

Sample Number: 193 Type: R Area: 3,927.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	301.00	Ft	Comments:
57 WEATHERING	L	3,915.00	SqFt	Comments:
52 RAVELING	L	12.00	SqFt	Comments:

Sample Number: 209 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
56 SWELLING	L	43.00	SqFt	Comments:
52 RAVELING	L	28.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

57 WEATHERING	L	3,722.00	SqFt	Comments:

Sample Number: 230 Type: R Area: 3,750.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
56 SWELLING	L	3.00	SqFt	Comments:
52 RAVELING	L	56.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:
57 WEATHERING	L	3,694.00	SqFt	Comments:

Sample Number: 250 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft	Comments:
43 BLOCK CRACKING	L	312.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 258 Type: R Area: 3,761.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft	Comments:
56 SWELLING	L	14.00	SqFt	Comments:
42 BLEEDING	N	0.25	SqFt	Comments:
57 WEATHERING	L	3,761.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 824,692.94SqFt

Section: 130 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 36,221.74SqFt Length: 400.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 120 Type: R Area: 4,500.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
52 RAVELING	L	76.00 SqFt	Comments:
57 WEATHERING	L	4,424.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 824,692.94SqFt

Section: 132 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 58,318.55SqFt Length: 600.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 13 Surveyed: 2
Conditions: PCI : 92
Inspection Comments:

Sample Number: 105 Type: R Area: 4,600.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,600.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 4,370.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
57 WEATHERING	L	4,370.00 SqFt	Comments:
42 BLEEDING	N	0.25 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 101,687.15SqFt

Section: 1105 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 101,687.15SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 81
Inspection Comments:

Sample Number: 101 Type: R Area: 4,993.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00 Ft	Comments:
52	RAVELING	L	748.00 SqFt	Comments:
57	WEATHERING	L	4,245.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 8,108.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00 Ft	Comments:
52	RAVELING	L	811.00 SqFt	Comments:
57	WEATHERING	L	7,297.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 4,500.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
52	RAVELING	L	300.00 SqFt	Comments:
57	WEATHERING	L	4,200.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 305 of 7 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 43,008.00SqFt Length: 800.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 84
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00 Ft	Comments:
52	RAVELING	L	88.00 SqFt	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
57	WEATHERING	L	4,912.00 SqFt	Comments:
42	BLEEDING	N	20.00 SqFt	Comments:

Sample Number: 307 Type: R Area: 7,000.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	83.00 Ft	Comments:
42	BLEEDING	N	11.00 SqFt	Comments:
52	RAVELING	L	40.00 SqFt	Comments:
57	WEATHERING	L	6,960.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 310 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 13,011.46SqFt Length: 250.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 300 Type: R Area: 3,855.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	124.00 Ft	Comments:
42	BLEEDING	N	1.00 SqFt	Comments:
52	RAVELING	L	193.00 SqFt	Comments:
49	OIL SPILLAGE	N	2.00 SqFt	Comments:
57	WEATHERING	L	3,662.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 315 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 63,222.44SqFt Length: 1,550.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 17 Surveyed: 3
Conditions: PCI : 71
Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	131.00	Ft	Comments:
50 PATCHING	L	1,071.00	SqFt	Comments:
42 BLEEDING	N	5.00	SqFt	Comments:
52 RAVELING	L	62.00	SqFt	Comments:
57 WEATHERING	L	2,617.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft	Comments:
42 BLEEDING	N	0.25	SqFt	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	3,700.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
52 RAVELING	L	113.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:
45 DEPRESSION	L	24.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 320 of 7 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 41,105.00SqFt Length: 450.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 9 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 505 Type: R Area: 3,850.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
57	WEATHERING	L	3,850.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 330 of 7 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 108,166.00SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 27 Surveyed: 3
Conditions: PCI : 75
Inspection Comments:

Sample Number: 106 Type: R Area: 3,750.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.00 Ft	Comments:
56	SWELLING	L	14.00 SqFt	Comments:
52	RAVELING	L	18.00 SqFt	Comments:
52	RAVELING	L	187.00 SqFt	Comments:
57	WEATHERING	L	3,545.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00 Ft	Comments:
56	SWELLING	L	4.00 SqFt	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 123 Type: R Area: 3,750.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	380.00 Ft	Comments:
56	SWELLING	L	145.00 SqFt	Comments:
52	RAVELING	L	600.00 SqFt	Comments:
52	RAVELING	L	158.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 340 of 7 From: - To: - Last Const.: 01/01/2003
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 20,581.69SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 402 Type: R Area: 3,750.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 360,817.59SqFt

Section: 350 of 7 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 71,723.00SqFt Length: 1,075.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 19 Surveyed: 3
Conditions: PCI : 79
Inspection Comments:

Sample Number: 506 Type: R Area: 3,750.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	170.00 Ft	Comments:
56	SWELLING	L	160.00 SqFt	Comments:
52	RAVELING	L	188.00 SqFt	Comments:
57	WEATHERING	L	3,562.00 SqFt	Comments:

Sample Number: 511 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:
56	SWELLING	L	14.00 SqFt	Comments:
52	RAVELING	L	150.00 SqFt	Comments:
57	WEATHERING	L	3,600.00 SqFt	Comments:

Sample Number: 517 Type: R Area: 3,750.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	41.00 Ft	Comments:
56	SWELLING	L	20.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW CONN AP Name: CONNECTOR TAXIWAY TO TERM Use: TAXIWAY Area: 8,353.54SqFt

Section: 2110 of 1 From: - To: - Last Const.: 01/01/1989
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,353.54SqFt Length: 100.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 100 Type: R Area: 4,812.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft	Comments:
52	RAVELING	L	56.00 SqFt	Comments:
57	WEATHERING	L	4,756.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 405 of 8 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,073.00SqFt Length: 95.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 100 Type: R Area: 3,817.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
52 RAVELING	L	108.00 SqFt	Comments:
57 WEATHERING	L	3,709.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 408 of 8 From: - To: - Last Const.: 01/01/2008
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,929.70SqFt Length: 190.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 119 Type: R Area: 4,601.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:
42	BLEEDING	N	6.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,551.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 410 of 8 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 104,051.00SqFt Length: 2,600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 25 Surveyed: 5
Conditions: PCI : 63
Inspection Comments:

Sample Number: 102 Type: R Area: 4,003.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	458.00	Ft	Comments:
52 RAVELING	M	400.00	SqFt	Comments:
52 RAVELING	L	36.00	SqFt	Comments:
57 WEATHERING	L	3,567.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 4,992.00SqFt PCI = 58
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	2,400.00	SqFt	Comments:
57 WEATHERING	L	1,592.00	SqFt	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 4,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	660.00	Ft	Comments:
52 RAVELING	L	3,200.00	SqFt	Comments:
57 WEATHERING	L	800.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:

Sample Number: 123 Type: R Area: 4,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	289.00	Ft	Comments:
52 RAVELING	L	2,800.00	SqFt	Comments:
57 WEATHERING	L	1,200.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 4,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
52 RAVELING	L	3,200.00	SqFt	Comments:
57 WEATHERING	L	800.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 412 of 8 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 4,498.34SqFt Length: 110.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 100 Type: R Area: 4,498.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	3.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	490.00 Ft	Comments:
42	BLEEDING	N	4.00 SqFt	Comments:
52	RAVELING	L	3,598.00 SqFt	Comments:
57	WEATHERING	L	900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 415 of 8 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 19,192.44SqFt Length: 450.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 132 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

52 RAVELING	L	300.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00 Ft	Comments:
57 WEATHERING	L	3,700.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 416 of 8 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,422.93SqFt Length: 210.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 201 Type: R Area: 4,216.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00 Ft	Comments:
52	RAVELING	L	84.00 SqFt	Comments:
57	WEATHERING	L	4,132.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 450 of 8 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 23,691.60SqFt Length: 370.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 102 Type: R Area: 6,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	6,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 208,561.01SqFt

Section: 455 of 8 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 32,702.00SqFt Length: 270.00Ft Width: 70.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 5 Surveyed: 2
Conditions: PCI : 90
Inspection Comments:

Sample Number: 105 Type: R Area: 6,700.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00 Ft	Comments:
57	WEATHERING	L	3,700.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 5,800.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:
57	WEATHERING	L	5,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 64,381.00SqFt

Section: 810 of 1 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 64,381.00SqFt Length: 2,225.00Ft Width: 25.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 40,977.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 40,977.00SqFt Length: 700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 104 Type: R Area: 4,904.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,904.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1110 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,207.14SqFt Length: 120.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 100 Type: R Area: 5,207.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,947.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1115 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 145,056.06SqFt Length: 3,600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 35 Surveyed: 5
Conditions: PCI : 78
Inspection Comments:

Sample Number: 106 Type: R Area: 4,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
57 WEATHERING	L	3,880.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 4,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
57 WEATHERING	L	3,900.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 4,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	3,944.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 4,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:
57 WEATHERING	L	3,920.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 6,764.67SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft	Comments:
50 PATCHING	L	9.00	SqFt	Comments:
45 DEPRESSION	L	50.00	SqFt	Comments:
52 RAVELING	L	338.00	SqFt	Comments:
57 WEATHERING	L	6,427.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1116 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 6,760.00SqFt Length: 170.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 125 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00 Ft	Comments:
56	SWELLING	L	16.00 SqFt	Comments:
52	RAVELING	L	52.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,848.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1120 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 9,926.37SqFt Length: 240.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 100 Type: R Area: 3,913.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft	Comments:
50	PATCHING	M	6.00 SqFt	Comments:
52	RAVELING	L	900.00 SqFt	Comments:
57	WEATHERING	L	3,007.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1125 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 94,533.01SqFt Length: 2,350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 23 Surveyed: 4
Conditions: PCI : 80
Inspection Comments:

Sample Number: 142 Type: R Area: 4,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00	Ft	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
57 WEATHERING	L	3,880.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 4,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	Comments:
52 RAVELING	L	160.00	SqFt	Comments:
57 WEATHERING	L	3,840.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	Comments:
57 WEATHERING	L	3,840.00	SqFt	Comments:

Sample Number: 160 Type: R Area: 4,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00	Ft	Comments:
50 PATCHING	L	36.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1130 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 76,184.15SqFt Length: 1,900.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 19 Surveyed: 3
Conditions: PCI : 82
Inspection Comments:

Sample Number: 164 Type: R Area: 4,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	L	3,800.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 4,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 RAVELING	L	120.00	SqFt	Comments:
57 WEATHERING	L	3,880.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 4,370.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.00	Ft	Comments:
52 RAVELING	L	131.00	SqFt	Comments:
57 WEATHERING	L	4,239.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1132 of 9 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 21,084.44SqFt Length: 1,700.00Ft Width: 12.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 92
Inspection Comments:

Sample Number: 204 Type: R Area: 4,600.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
57 WEATHERING	L	4,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1135 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 82,706.00SqFt Length: 1,900.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 20 Surveyed: 5
Conditions: PCI : 78
Inspection Comments:

Sample Number: 181 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00 Ft	Comments:
56	SWELLING	L	2.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
52	RAVELING	L	160.00 SqFt	Comments:
52	RAVELING	L	84.00 SqFt	Comments:
52	RAVELING	L	6.00 SqFt	Comments:
42	BLEEDING	N	8.00 SqFt	Comments:
57	WEATHERING	L	3,550.00 SqFt	Comments:

Sample Number: 187 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00 Ft	Comments:
56	SWELLING	L	9.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	3,800.00 SqFt	Comments:

Sample Number: 193 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	193.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	3,800.00 SqFt	Comments:

Sample Number: 198 Type: R Area: 4,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:

Sample Number: 200 Type: R Area: 5,036.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
45	DEPRESSION	L	18.00 SqFt	Comments:
57	WEATHERING	L	5,036.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 465,040.17SqFt

Section: 1140 of 9 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 23,583.00SqFt Length: 2,300.00Ft Width: 10.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 44,769.20SqFt

Section: 1204 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 10,453.39SqFt Length: 115.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 200 Type: R Area: 4,227.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft	Comments:
45	DEPRESSION	L	21.00 SqFt	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
52	RAVELING	L	423.00 SqFt	Comments:
57	WEATHERING	L	3,804.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 44,769.20SqFt

Section: 1210 of 2 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 34,315.81SqFt Length: 380.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 204 Type: R Area: 4,600.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00 Ft	Comments:
56	SWELLING	L	72.00 SqFt	Comments:
56	SWELLING	L	40.00 SqFt	Comments:
52	RAVELING	L	230.00 SqFt	Comments:
57	WEATHERING	L	4,370.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 86,953.87SqFt

Section: 1305 of 5 From: - To: - Last Const.: 01/01/2003
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 8,625.00SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 201 Type: R Area: 4,312.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00 Ft	Comments:
52	RAVELING	L	216.00 SqFt	Comments:
57	WEATHERING	L	4,096.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 86,953.87SqFt

Section: 1312 of 5 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 16,404.32SqFt Length: 800.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 100 Type: R Area: 5,508.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	253.00 Ft	Comments:
52	RAVELING	L	14.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
50	PATCHING	L	143.00 SqFt	Comments:
56	SWELLING	L	27.00 SqFt	Comments:
57	WEATHERING	L	5,301.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 86,953.87SqFt

Section: 1315 of 5 From: - To: - Last Const.: 01/01/2003
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 50,873.01SqFt Length: 660.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 13 Surveyed: 2
Conditions: PCI : 77
Inspection Comments:

Sample Number: 201 Type: R Area: 3,750.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00 Ft	Comments:
52	RAVELING	L	75.00 SqFt	Comments:
57	WEATHERING	L	3,675.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 3,750.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00 Ft	Comments:
56	SWELLING	L	97.00 SqFt	Comments:
57	WEATHERING	L	3,650.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 86,953.87SqFt

Section: 1320 of 5 From: - To: - Last Const.: 01/01/2003
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,525.77SqFt Length: 220.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 100 Type: R Area: 3,025.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft	Comments:
52 RAVELING	L	75.00	SqFt	Comments:
57 WEATHERING	L	2,948.00	SqFt	Comments:
50 PATCHING	M	2.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 86,953.87SqFt

Section: 1325 of 5 From: - To: - Last Const.: 01/01/2003
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 5,525.77SqFt Length: 220.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 200 Type: R Area: 3,026.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00 Ft	Comments:
52	RAVELING	L	18.00 SqFt	Comments:
57	WEATHERING	L	3,008.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW N Name: TAXIWAY N Use: TAXIWAY Area: 44,828.31SqFt

Section: 1404 of 2 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 10,299.73SqFt Length: 110.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 301 Type: R Area: 5,272.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:
52	RAVELING	L	527.00 SqFt	Comments:
57	WEATHERING	L	4,745.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW N Name: TAXIWAY N Use: TAXIWAY Area: 44,828.31SqFt

Section: 1405 of 2 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 34,528.58SqFt Length: 380.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 93
Inspection Comments:

Sample Number: 307 Type: R Area: 4,627.00SqFt PCI = 93
Sample Comments:

56 SWELLING	L	3.00 SqFt	Comments:
57 WEATHERING	L	4,627.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1705 of 7 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 91,925.99SqFt Length: 1,000.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 19 Surveyed: 3
Conditions: PCI : 75
Inspection Comments:

Sample Number: 101 Type: R Area: 5,260.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:
52 RAVELING	L	263.00	SqFt	Comments:
57 WEATHERING	L	4,997.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 4,500.00SqFt PCI = 75
Sample Comments:

42 BLEEDING	N	2.00	SqFt	Comments:
52 RAVELING	L	225.00	SqFt	Comments:
57 WEATHERING	L	4,275.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	239.00	Ft	Comments:

Sample Number: 114 Type: R Area: 5,832.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	327.00	Ft	Comments:
56 SWELLING	L	40.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:
52 RAVELING	L	292.00	SqFt	Comments:
57 WEATHERING	L	5,540.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1710 of 7 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 12,103.97SqFt Length: 120.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 100 Type: R Area: 7,947.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
52 RAVELING	L	397.00	SqFt	Comments:
57 WEATHERING	L	7,550.00	SqFt	Comments:
42 BLEEDING	N	5.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1720 of 7 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 54,193.57SqFt Length: 540.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 103 Type: R Area: 4,400.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00 Ft	Comments:
56	SWELLING	L	3.00 SqFt	Comments:
57	WEATHERING	L	4,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1722 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 7,920.90SqFt Length: 120.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 96 Type: R Area: 4,598.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00 Ft	Comments:
50	PATCHING	L	360.00 SqFt	Comments:
52	RAVELING	L	225.00 SqFt	Comments:
52	RAVELING	L	32.00 SqFt	Comments:
52	RAVELING	L	53.00 SqFt	Comments:
52	RAVELING	L	51.00 SqFt	Comments:
52	RAVELING	L	65.00 SqFt	Comments:
57	WEATHERING	L	3,812.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1725 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 106,628.29SqFt Length: 1,400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 28 Surveyed: 5
Conditions: PCI : 83
Inspection Comments:

Sample Number: 101 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 3,750.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
52 RAVELING	L	113.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft	Comments:
56 SWELLING	L	3.00	SqFt	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	L	3,700.00	SqFt	Comments:

Sample Number: 123 Type: R Area: 3,754.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	157.00	Ft	Comments:
57 WEATHERING	L	3,754.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1732 of 7 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 4,294.68SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 300 Type: R Area: 4,294.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
57	WEATHERING	L	4,294.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q Name: TAXIWAY Q Use: TAXIWAY Area: 292,683.49SqFt

Section: 1735 of 7 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 15,616.09SqFt Length: 350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 304 Type: R Area: 4,537.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:
57	WEATHERING	L	4,522.00 SqFt	Comments:
52	RAVELING	L	15.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 187,412.27SqFt

Section: 1805 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 61,343.65SqFt Length: 1,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 13 Surveyed: 2
Conditions: PCI : 90
Inspection Comments:

Sample Number: 703 Type: R Area: 4,811.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:
57 WEATHERING	L	4,811.00	SqFt	Comments:

Sample Number: 706 Type: R Area: 4,600.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 187,412.27SqFt

Section: 1807 of 4 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,115.27SqFt Length: 350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 699 Type: R Area: 4,654.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	351.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00 Ft	Comments:
52	RAVELING	L	112.00 SqFt	Comments:
52	RAVELING	L	69.00 SqFt	Comments:
52	RAVELING	L	224.00 SqFt	Comments:
57	WEATHERING	L	4,249.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 187,412.27SqFt

Section: 1810 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 61,999.35SqFt Length: 1,500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 13 Surveyed: 3
Conditions: PCI : 85
Inspection Comments:

Sample Number: 716 Type: R Area: 4,668.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	79.00	Ft	Comments:
57 WEATHERING	L	4,668.00	SqFt	Comments:

Sample Number: 723 Type: R Area: 4,600.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
50 PATCHING	L	285.00	SqFt	Comments:
57 WEATHERING	L	4,315.00	SqFt	Comments:

Sample Number: 726 Type: R Area: 4,908.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52 RAVELING	L	30.00	SqFt	Comments:
57 WEATHERING	L	4,878.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 187,412.27SqFt

Section: 1820 of 4 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 49,954.00SqFt Length: 400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 87
Inspection Comments:

Sample Number: 730 Type: R Area: 6,066.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	6,016.00 SqFt	Comments:

Sample Number: 736 Type: R Area: 4,604.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	99.00 Ft	Comments:
56	SWELLING	L	18.00 SqFt	Comments:
42	BLEEDING	N	0.25 SqFt	Comments:
57	WEATHERING	L	4,604.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 105,685.00SqFt

Section: 505 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 18,700.00SqFt Length: 485.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 63
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	292.00 Ft	Comments:
50	PATCHING	M	1.00 SqFt	Comments:
52	RAVELING	L	3,199.00 SqFt	Comments:
57	WEATHERING	L	800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 105,685.00SqFt

Section: 510 of 3 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 68,429.00SqFt Length: 1,900.00Ft Width: 36.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 19 Surveyed: 3
Conditions: PCI : 55
Inspection Comments:

Sample Number: 106 Type: R Area: 3,600.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	179.00	Ft	Comments:
43 BLOCK CRACKING	L	344.00	SqFt	Comments:
43 BLOCK CRACKING	L	156.00	SqFt	Comments:
52 RAVELING	L	3,600.00	SqFt	Comments:
56 SWELLING	L	25.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,600.00SqFt PCI = 61
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	257.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
52 RAVELING	L	3,600.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,600.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	258.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	166.00	Ft	Comments:
50 PATCHING	L	50.00	SqFt	Comments:
52 RAVELING	L	3,550.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 105,685.00SqFt

Section: 515 of 3 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 18,556.00SqFt Length: 520.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 126 Type: R Area: 3,500.00SqFt PCI = 87
Sample Comments:

52 RAVELING	L	50.00 SqFt	Comments:
52 RAVELING	L	189.00 SqFt	Comments:
57 WEATHERING	L	3,261.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S1 Name: TAXIWAY S1 Use: TAXIWAY Area: 34,004.00SqFt

Section: 520 of 2 From: - To: - Last Const.: 01/01/2009
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 14,644.00SqFt Length: 375.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 207 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
52 RAVELING	L	1,050.00 SqFt	Comments:
57 WEATHERING	L	2,450.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S1 Name: TAXIWAY S1 Use: TAXIWAY Area: 34,004.00SqFt

Section: 525 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 19,360.00SqFt Length: 525.00Ft Width: 35.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW T Name: TAXIWAY T Use: TAXIWAY Area: 102,345.53SqFt

Section: 2005 of 2 From: - To: - Last Const.: 01/01/1986
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 47,618.77SqFt Length: 600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 83
Inspection Comments:

Sample Number: 102 Type: R Area: 4,600.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	27.00	Ft	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 4,600.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	274.00	Ft	Comments:
56 SWELLING	L	25.00	SqFt	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW T Name: TAXIWAY T Use: TAXIWAY Area: 102,345.53SqFt

Section: 2015 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 54,726.76SqFt Length: 540.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 84
Inspection Comments:

Sample Number: 111 Type: R Area: 4,600.00SqFt PCI = 87
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	106.00	Ft	Comments:
57 WEATHERING	L	4,600.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 6,271.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft	Comments:
52 RAVELING	L	314.00	SqFt	Comments:
57 WEATHERING	L	5,903.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V Name: TAXIWAY V Use: TAXIWAY Area: 136,730.35SqFt

Section: 1602 of 5 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 10,398.11SqFt Length: 115.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 399 Type: R Area: 4,031.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00 Ft	Comments:
45	DEPRESSION	L	100.00 SqFt	Comments:
45	DEPRESSION	L	36.00 SqFt	Comments:
52	RAVELING	L	52.00 SqFt	Comments:
57	WEATHERING	L	3,919.00 SqFt	Comments:
52	RAVELING	L	60.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V Name: TAXIWAY V Use: TAXIWAY Area: 136,730.35SqFt

Section: 1605 of 5 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 61,170.72SqFt Length: 611.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 87
Inspection Comments:

Sample Number: 402 Type: R Area: 4,568.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00 Ft	Comments:
56	SWELLING	L	24.00 SqFt	Comments:
57	WEATHERING	L	4,568.00 SqFt	Comments:

Sample Number: 410 Type: R Area: 5,009.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
56	SWELLING	L	30.00 SqFt	Comments:
57	WEATHERING	L	5,009.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V Name: TAXIWAY V Use: TAXIWAY Area: 136,730.35SqFt

Section: 1610 of 5 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 36,715.00SqFt Length: 1,300.00Ft Width: 25.00Ft
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 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V Name: TAXIWAY V Use: TAXIWAY Area: 136,730.35SqFt

Section: 2205 of 5 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 14,782.00SqFt Length: 380.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 102 Type: R Area: 4,001.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,001.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V Name: TAXIWAY V Use: TAXIWAY Area: 136,730.35SqFt

Section: 2210 of 5 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 13,664.52SqFt Length: 270.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 94
Inspection Comments:

Sample Number: 105 Type: R Area: 4,727.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	4,727.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V1 Name: TAXIWAY V1 Use: APRON Area: 11,452.00SqFt

Section: 710 of 1 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 11,452.00SqFt Length: 225.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 04/06/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 150 Type: R Area: 5,907.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	L	5,877.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 27, 2015

Network: MLB Name: MELBOURNE INTERNATIONAL AIRPORT

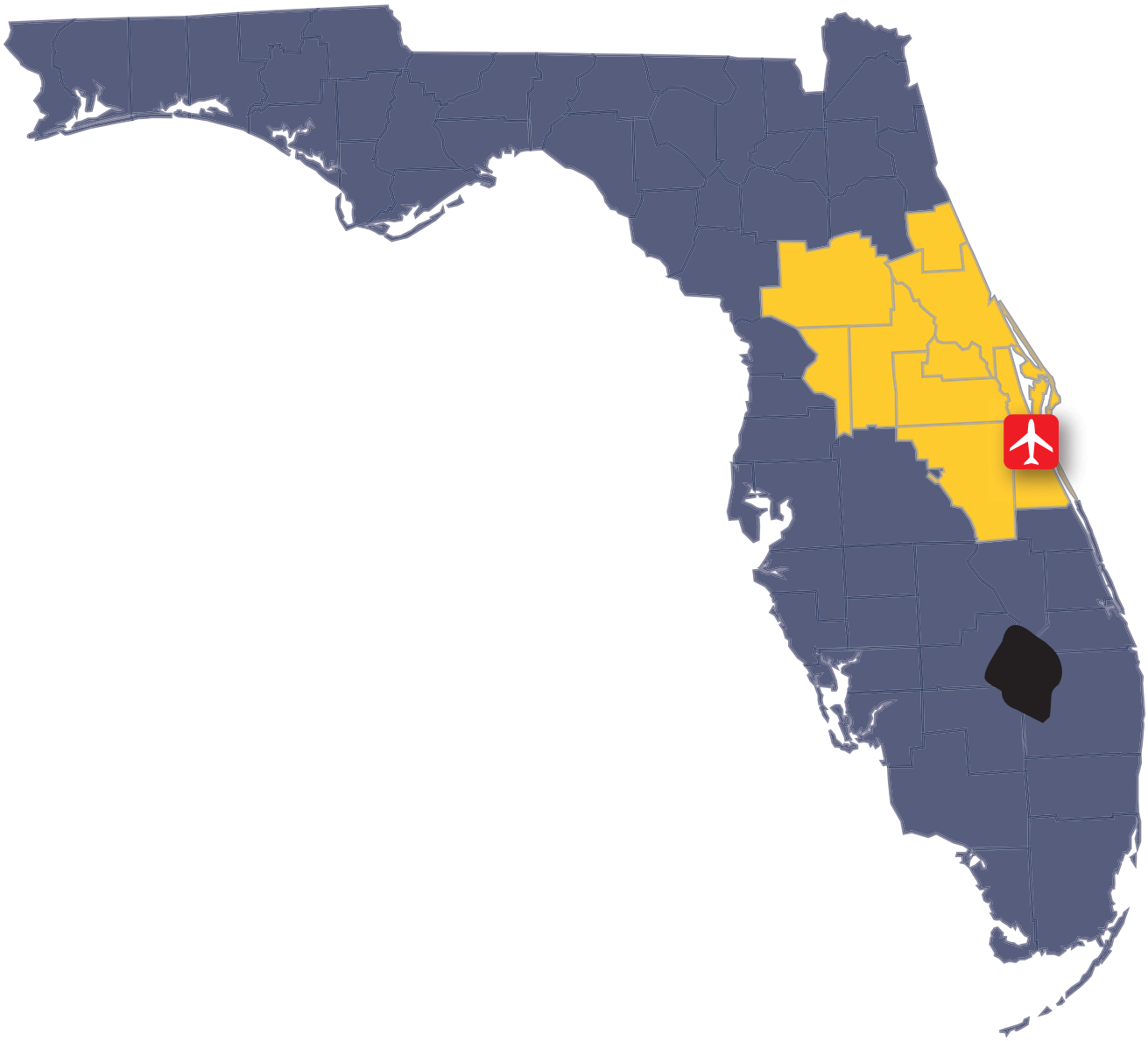
Branch: TW V2 Name: TAXIWAY V2 Use: TAXIWAY Area: 8,446.00SqFt

Section: 720 of 1 From: - To: - Last Const.: 01/01/2013
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 8,446.00SqFt Length: 250.00Ft Width: 30.00Ft
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>



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT