

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE



**ORLANDO
SANFORD
INTERNATIONAL
AIRPORT (SFB)**

DISTRICT 5

PRIMARY AIRPORT

JUNE 2015

STATEWIDE
**Airfield
Pavement
Management**
PROGRAM



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EXECUTIVE SUMMARY

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

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

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

In January 2015, a PCI survey inspection was performed at Orlando Sanford 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 77, 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
EAST APRON	57	36 - 65	FAIR	65	65	X
NORTH APRON	83	83	SATISFACTORY	65	65	
APRON SOUTH EAST	85	85	SATISFACTORY	65	65	
SW APRON	82	36 - 100	SATISFACTORY	65	65	X
TERMINAL APRON - CENTRAL	82	72 - 94	SATISFACTORY	65	65	
WEST APRON	40	24 - 59	VERY POOR	65	65	X
FBO APRON	58	53 - 78	FAIR	65	65	X
FBO APRON CONN.	40	40	VERY POOR	65	65	X
RUNWAY 18-36	73	59 - 90	SATISFACTORY	75	65	X
RUNWAY 9C-27C	82	73 - 83	SATISFACTORY	75	65	X
RUNWAY 9L-27R	89	86 - 100	GOOD	75	65	
RUNWAY 9R-27L	73	66 - 83	SATISFACTORY	75	65	X
TAXIWAY ALPHA	75	75	SATISFACTORY	70	65	
TAXIWAY A3	68	60 - 81	FAIR	70	65	X
TAXIWAY BRAVO	71	63 - 100	SATISFACTORY	70	65	X
TAXIWAY B10	100	100	GOOD	70	65	
TAXIWAY B2	67	67	FAIR	70	65	X
TAXIWAY B3	63	58 - 75	FAIR	70	65	X
TAXIWAY B4	64	62 - 70	FAIR	70	65	X
TAXIWAY B7	73	73	SATISFACTORY	70	65	
TAXIWAY B8	84	68 - 100	SATISFACTORY	70	65	X
TAXIWAY CHARLIE	64	58 - 77	FAIR	70	65	X
TAXIWAY ECHO	74	59 - 94	SATISFACTORY	70	65	X
TAXIWAY KILO	64	49 - 77	FAIR	70	65	X
TAXIWAY K1	73	73	SATISFACTORY	70	65	
TAXIWAY LIMA	63	51 - 83	FAIR	70	65	X
TAXIWAY MIKE	72	62 - 85	SATISFACTORY	70	65	X
TAXIWAY PAPA	26	17 - 28	VERY POOR	70	65	X
TAXIWAY ROMEO	66	51 - 94	FAIR	70	65	X
TAXIWAY SIERRA	82	79 - 78	SATISFACTORY	70	65	
TAXIWAY S1	76	76	SATISFACTORY	70	65	
TAXIWAY S2	73	73	SATISFACTORY	70	65	
TAXIWAY S3	78	78	SATISFACTORY	70	65	
TAXIWAY S4	85	85	SATISFACTORY	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	82	SATISFACTORY
Taxiway	70	FAIR
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 18-36 – Sections 6210 and 6233
 - Mill and Overlay attributed to climate and age of pavement.
- East Apron – Sections 4505 and 4510

- Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ⊙ West Apron – Section 4405 and 4410
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ⊙ FBO Apron – Section 4305
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Southwest Apron – Sections 4250 and 4270
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- ⊙ Southwest Apron – Sections 4227 and 4240
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ⊙ Taxiway R – Sections 1805, 1810, and 1820
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway P – Sections 1505 and 1510
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway M – Section 1305
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway L – Section 1208
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway K – Section 1105
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Sections 204, 205, and 605
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E – Section 505
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway C – Sections 308, 315, 320, and 355
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B4 – Section 220
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B3 – Section 215
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A3 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ FBO Apron Connector – Section 105
 - Reconstruction attributed to load, climate, and age of pavement.

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

Table III: Year-1 Major Rehabilitation Needs for Orlando Sanford International Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 18-36	6233	\$ 184,716.00	58	Mill and Overlay	100
RW 18-36	6210	\$ 4,340,250.00	63	Mill and Overlay	100
AP E	4510	\$ 821,384.00	65	PCC Restoration	100
AP E	4505	\$ 360,281.00	36	Reconstruction	100
AP W	4410	\$ 503,742.00	59	PCC Restoration	100
AP W	4405	\$ 756,867.00	23	Reconstruction	100
FBO AP	4305	\$ 4,171,142.00	52	Mill and Overlay	100
AP SW	4270	\$ 5,031,954.00	58	Mill and Overlay	100
AP SW	4250	\$ 412,252.00	34	Reconstruction	100
AP SW	4240	\$ 2,994,473.00	46	PCC Restoration	100
AP SW	4227	\$ 5,889,816.00	63	PCC Restoration	100
TW R	1820	\$ 396,349.00	50	Mill and Overlay	100
TW R	1810	\$ 283,623.00	64	Mill and Overlay	100
TW R	1805	\$ 3,910,082.00	56	Mill and Overlay	100
TW P	1510	\$ 88,514.00	17	Reconstruction	100
TW P	1505	\$ 425,915.00	27	Reconstruction	100
TW M	1305	\$ 554,530.00	61	Mill and Overlay	100
TW L	1208	\$ 1,759,048.00	50	Mill and Overlay	100
TW K	1105	\$ 873,711.00	48	Mill and Overlay	100
TW B	605	\$ 3,562,308.00	63	Mill and Overlay	100
TW E	505	\$ 365,482.00	58	Mill and Overlay	100
TW C	355	\$ 570,750.00	64	Mill and Overlay	100
TW C	320	\$ 345,007.00	58	Mill and Overlay	100
TW C	315	\$ 3,936,431.00	57	Mill and Overlay	100
TW C	308	\$ 337,500.00	60	Mill and Overlay	100
TW B4	220	\$ 687,041.00	61	Mill and Overlay	100
TW B3	215	\$ 687,041.00	57	Mill and Overlay	100
TW B	205	\$ 7,356,402.00	65	Mill and Overlay	100
TW B	204	\$ 1,488,996.00	62	Mill and Overlay	100
TW A3	115	\$ 686,466.00	59	Mill and Overlay	100
FBO APCONN	105	\$ 1,658,293.00	39	Reconstruction	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
Total =		\$55,440,366.00			

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.

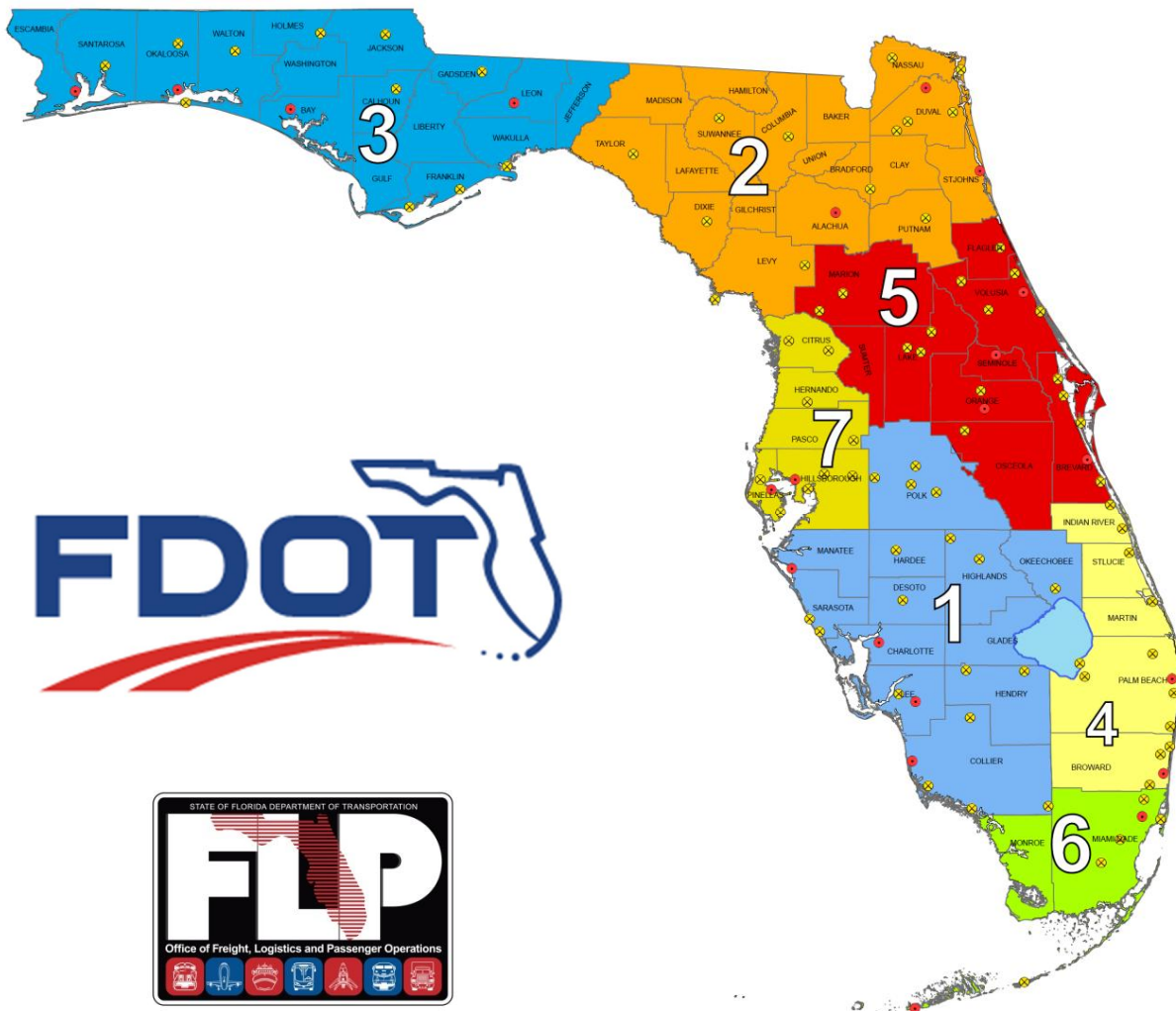
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	\$ 1,285,714.43	\$ 55,440,369.29	\$ 56,726,083.72
2016	\$ 1,352,227.18	\$ 5,585,381.62	\$ 6,937,608.80
2017	\$ 1,487,554.87	\$ 2,318,261.41	\$ 3,805,816.28
2018	\$ 1,515,364.97	\$ 7,131,427.14	\$ 8,646,792.11
2019	\$ 1,642,385.15	\$ 4,881,294.37	\$ 6,523,679.52
2020	\$ 1,829,240.89	\$ 1,897,003.82	\$ 3,726,244.71
2021	\$ 1,919,079.19	\$ 8,395,284.49	\$ 10,314,363.69
2022	\$ 2,000,271.81	\$ 10,259,291.60	\$ 12,259,563.41
2023	\$ 2,200,006.16	\$ 7,528,979.83	\$ 9,728,985.99
2024	\$ 2,475,624.58	\$ 4,544,542.36	\$ 7,020,166.94
Total	\$ 17,707,469.23	\$ 107,981,835.93	\$ 125,689,305.17

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

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



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

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

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

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

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

1.3 Organization

FDOT Central Aviation Office Program Manager

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

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

Consultant

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

Airport Role

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

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

FDOT District Offices

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

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

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

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

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

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

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

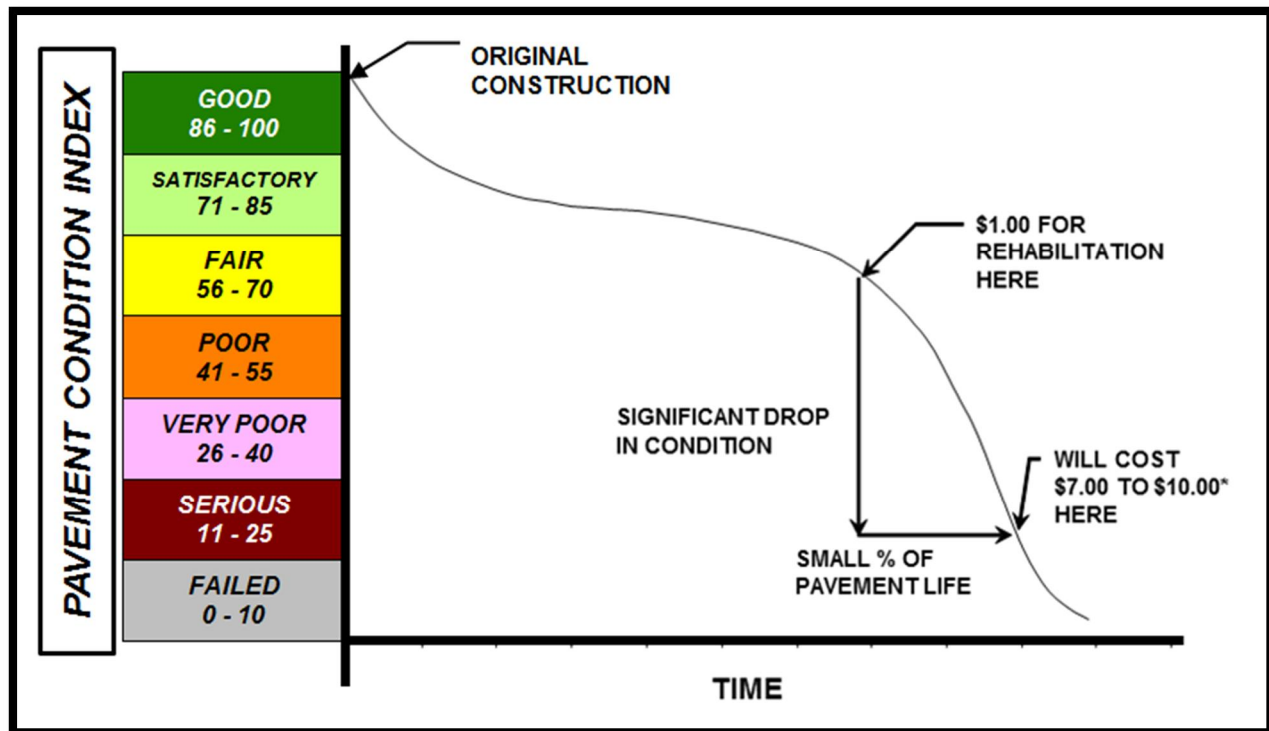
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

The Concept of an Airfield Pavement Management System

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

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

Figure 1-1: Pavement Life Cycle



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

Note that during approximately the first 75% of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in 'Good' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

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

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

Airfield Pavement Inspection Methodology for the SAPMP

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

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

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

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

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

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

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

Flexible Pavements Asphalt Concrete			Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect		Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	Taxiways, Aprons, Others		Runway	Taxiways, Aprons, Others
1 - 4	1	1	1 - 3	1	1
5 - 10	2	1	4 - 6	2	1
11 - 15	3	2	7 - 10	3	2
16 - 30	5	3	11 - 15	4	2
31 - 40	7	4	16 - 20	5	3
41 - 50	8	5	21 - 30	7	3
			31 - 40	8	4
			41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10	≥ 51	20% but ≤ 20	10% but ≤ 10

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

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

Figure 1-2: Flexible Pavement, Asphalt Concrete



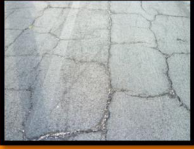
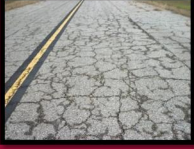

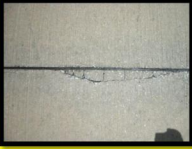


	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good'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

Figure 1-3: Rigid Pavement, Portland Cement Concrete

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

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

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Orlando Sanford International Airport (SFB) is an international commercial airport located in Sanford, Florida. The Airport is owned by the Sanford Airport Authority and operated through a public/private partnership between the Sanford Airport Authority and Airports Worldwide. The Airport is served by four runways, with the primary being Runway 9L-27R which is 150-ft wide by 11,002-ft long and served by parallel Taxiway Bravo. Runway 9C-27C is 75-ft wide by 3,578-ft long and is served by parallel Taxiway Charlie. Runway 9R-27L is 75-ft wide by 6,647-ft long and is served by parallel Taxiway Sierra. The crosswind, Runway 18-36, is 150-ft wide by 6,002-ft long and is served by parallel Taxiway Romeo. The commercial terminal apron is located in the center of the property, with private hangar aprons being located on the west side of the property. An FBO apron and private hangar apron is also located on the north side of Runway 9L-27R. 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.

Orlando Sanford International Airport was originally constructed as Naval Air Station Sanford in 1942, concentrating on advanced land-based patrol plane training. It was decommissioned in 1946 then re-commissioned as Naval Auxiliary Air Station Sanford (NAAS Sanford) in response to the Korean and Cold Wars. Shortly thereafter, the main runway was lengthened and new barracks and hangars were constructed to achieve full NAS status. NAS Sanford closed in 1968 due to funding constraints and the City of Sanford assumed control. The airport changed names several times over the years until settling on Orlando Sanford International Airport in the early 1990's. The airport currently serves commercial jet airlines and charter airlines with main international travel coming from Europe. Allegiant Air is the airports primary commercial airline. Due to flight training, the airport is consistently in the top 30 busiest airports in the world in terms of total flight operations (takeoff and landings).

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	RUNWAY 18-36	ASPHALT OVERLAY OF CENTER 75 FEET
2012	RUNWAY 9L-27R	RUNWAY EXTENSION 1,400 FEET EAST
2013	TAXIWAY B	TAXIWAY B EXTENSION AND NEW TAXIWAY B-8 AND B-10
2014	SOUTHWEST APRON	JOINT SEAL REPAIR AND JOINT SPALL REPAIR
2014	SOUTHWEST APRON	FULL RECONSTRUCTION OF CONCRETE PAVEMENT

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.

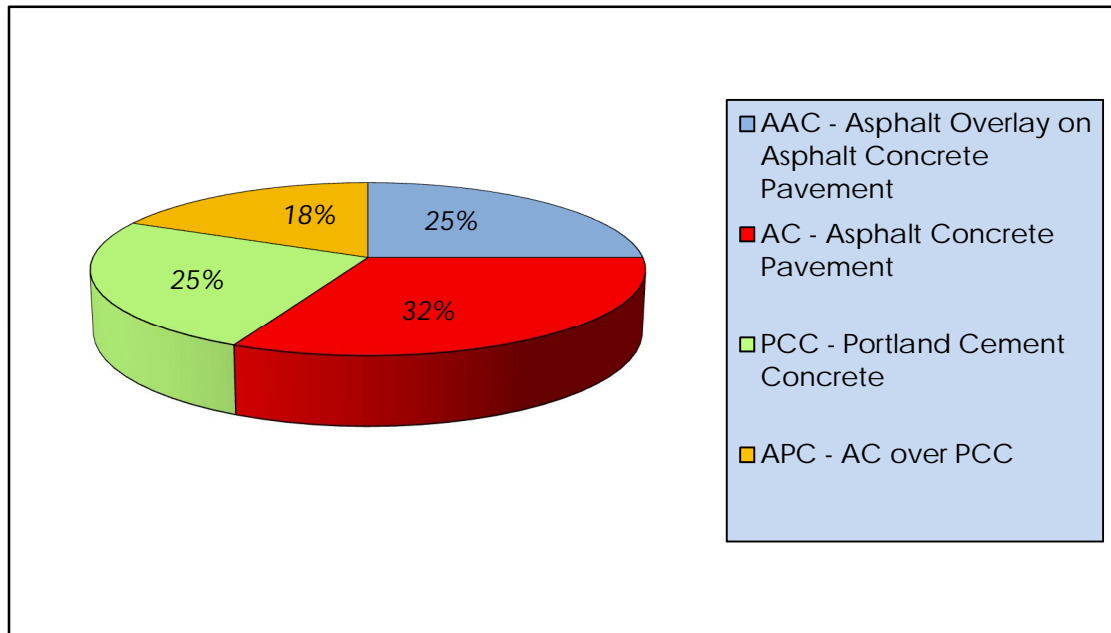
2.2 Pavement Inventory

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 Orlando Sanford International Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	34	
Number of Sections	118	
Sample Units	395	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	3,299,840	30%
Taxiway	3,413,996	31%
Apron	4,166,946	38%
Total =	10,880,781	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	3,476,567	32%
Asphalt Overlay (AAC)	2,743,538	25%
Portland Cement Concrete (PCC)	2,751,877	25%
AC over PCC (APC)	1,908,799	18%

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 9R-27L	RW 9R-27L	6410	217,575	P	AC	1/1/2008	12	58
RUNWAY 9R-27L	RW 9R-27L	6405	267,511	P	AC	1/1/1997	15	71
RUNWAY 9C-27C	RW 9C-27C	6305	268,321	P	AAC	1/1/1975	13	66
RUNWAY 9C-27C	RW 9C-27C	6304	8,514	P	AAC	1/1/1975	1	2
RUNWAY 18-36	RW 18-36	6295	20,500	P	AAC	1/1/2004	1	4
RUNWAY 18-36	RW 18-36	6290	41,000	P	AAC	1/1/2004	2	8
RUNWAY 18-36	RW 18-36	6285	27,000	P	AAC	1/1/1984	1	4
RUNWAY 18-36	RW 18-36	6280	70,125	P	AAC	1/1/2009	6	21
RUNWAY 18-36	RW 18-36	6255	20,153	P	AAC	1/1/1984	1	4
RUNWAY 18-36	RW 18-36	6250	40,200	P	AAC	1/1/2009	2	8
RUNWAY 18-36	RW 18-36	6245	7,989	P	APC	1/1/2009	1	2

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 18-36	RW 18-36	6240	7,500	P	APC	1/1/2009	1	2
RUNWAY 18-36	RW 18-36	6233	10,262	P	APC	1/1/2009	1	2
RUNWAY 18-36	RW 18-36	6232	11,500	P	APC	1/1/2009	1	3
RUNWAY 18-36	RW 18-36	6231	9,324	P	APC	1/1/2009	1	2
RUNWAY 18-36	RW 18-36	6230	16,000	P	APC	1/1/2009	1	4
RUNWAY 18-36	RW 18-36	6225	15,745	P	AAC	1/1/1984	1	2
RUNWAY 18-36	RW 18-36	6217	27,370	P	AAC	1/1/2004	1	4
RUNWAY 18-36	RW 18-36	6216	27,000	P	PCC	1/1/1943	1	6
RUNWAY 18-36	RW 18-36	6215	54,000	P	PCC	1/1/1943	2	12
RUNWAY 18-36	RW 18-36	6210	241,125	P	AAC	1/1/1984	7	32
RUNWAY 18-36	RW 18-36	6205	241,125	P	AAC	1/1/2009	13	64
RUNWAY 9L-27R	RW 9L-27R	6170	70,000	P	AC	1/1/2012	3	14
RUNWAY 9L-27R	RW 9L-27R	6165	140,000	P	AC	1/1/2012	5	28
RUNWAY 9L-27R	RW 9L-27R	6160	30,000	P	AAC	1/1/2012	2	6
RUNWAY 9L-27R	RW 9L-27R	6155	60,000	P	AAC	1/1/2012	3	12
RUNWAY 9L-27R	RW 9L-27R	6150	18,000	P	APC	1/1/2012	1	4
RUNWAY 9L-27R	RW 9L-27R	6145	36,000	P	APC	1/1/2012	2	7
RUNWAY 9L-27R	RW 9L-27R	6110	432,000	P	APC	1/1/2009	18	86
RUNWAY 9L-27R	RW 9L-27R	6105	864,000	P	APC	1/1/2009	20	173
TAXIWAY K	TW K	4610	15,598	P	AC	1/1/2000	1	4
APRON SOUTH EAST	AP SE	4605	20,623	P	AC	1/1/2008	1	5
EAST APRON	AP E	4510	45,632	P	PCC	12/25/1999	1	10
EAST APRON	AP E	4505	15,664	P	PCC	12/25/1999	1	4
WEST APRON	AP W	4410	27,986	P	PCC	1/1/2006	2	8



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
WEST APRON	AP W	4405	32,907	P	AC	12/25/1999	1	6
FBO APRON	FBO AP	4315	57,936	P	AC	1/1/2004	3	21
NORTH APRON	AP N	4310	244,780	P	AC	1/1/2005	7	55
FBO APRON	FBO AP	4305	231,730	P	AC	1/1/1994	6	47
SW APRON	AP SW	4290	371,774	P	PCC	1/1/2014	9	88
SW APRON	AP SW	4285	328,190	P	PCC	1/1/2014	5	41
SW APRON	AP SW	4280	150,479	P	PCC	1/1/2014	4	36
SW APRON	AP SW	4275	24,000	P	PCC	1/1/2014	1	5
SW APRON	AP SW	4270	279,553	P	AC	1/1/1943	8	48
SW APRON	AP SW	4250	17,924	P	AAC	1/1/1961	1	3
SW APRON	AP SW	4240	148,058	P	PCC	1/1/1953	4	39
SW APRON	AP SW	4227	327,212	P	PCC	1/1/1957	8	85
SW APRON	AP SW	4225	95,132	P	PCC	1/1/1957	3	26
SW APRON	AP SW	4215	403,062	P	PCC	1/1/2014	5	48
SW APRON	AP SW	4205	222,336	P	APC	1/1/1961	6	57
TERMINAL APRON - CENTER	AP TERM	4140	162,648	P	AC	1/1/1996	5	41
TERMINAL APRON - CENTER	AP TERM	4125	12,900	P	AC	1/1/2007	1	4
TERMINAL APRON - CENTER	AP TERM	4120	331,039	P	PCC	1/1/2007	7	63
TERMINAL APRON - CENTER	AP TERM	4115	169,731	P	AAC	1/1/1996	5	42
TERMINAL APRON - CENTER	AP TERM	4112	35,804	P	PCC	1/1/1996	1	5
TERMINAL APRON - CENTER	AP TERM	4111	84,441	P	PCC	1/1/1996	3	14
TERMINAL APRON - CENTER	AP TERM	4110	114,673	P	PCC	1/1/1996	3	14
TERMINAL APRON - CENTER	AP TERM	4105	138,631	P	PCC	1/1/1965	5	40
TAXIWAY S4	TW S4	1940	14,379	P	AC	1/1/2008	1	4

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY S3	TW S3	1930	13,494	P	AC	1/1/2008	1	3
TAXIWAY S	TW S	1925	115,395	P	AC	1/1/2008	4	32
TAXIWAY S2	TW S2	1920	23,285	P	AC	1/1/2004	1	6
TAXIWAY S1	TW S1	1915	22,553	P	AC	1/1/2004	1	6
TAXIWAY S	TW S	1910	117,287	P	AC	1/1/2004	4	32
TAXIWAY S	TW S	1905	23,187	P	AC	1/1/2004	1	4
TAXIWAY R	TW R	1826	17,896	P	AAC	1/1/2009	1	4
TAXIWAY R	TW R	1825	21,271	P	AAC	1/1/2004	1	5
TAXIWAY R	TW R	1820	22,019	P	AC	1/1/1977	1	4
TAXIWAY R	TW R	1818	8,265	P	AAC	1/1/2009	1	2
TAXIWAY R	TW R	1817	24,202	P	AAC	1/1/2009	2	5
TAXIWAY R	TW R	1815	54,955	P	AAC	1/1/2000	3	13
TAXIWAY R	TW R	1814	10,046	P	AAC	1/1/1992	1	1
TAXIWAY R	TW R	1812	22,615	P	AAC	1/1/2008	2	4
TAXIWAY R	TW R	1810	15,757	P	AC	1/1/2004	1	3
TAXIWAY R	TW R	1806	17,488	P	AAC	1/1/2009	1	4
TAXIWAY R	TW R	1805	217,227	P	AC	1/1/1977	6	44
TAXIWAY R	TW R	1804	14,001	P	AAC	1/1/2008	1	2
TAXIWAY P	TW P	1510	3,848	P	PCC	1/1/1955	1	1
TAXIWAY P	TW P	1505	18,518	P	AC	1/1/1955	1	4
TAXIWAY M	TW M	1305	30,807	P	AC	1/1/1975	1	6
TAXIWAY M	TW M	1304	27,969	P	AC	1/1/1975	1	6
TAXIWAY L	TW L	1220	46,072	P	AC	1/1/2004	3	10
TAXIWAY L	TW L	1209	24,382	P	AAC	1/1/1991	1	5



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY L	TW L	1208	97,725	P	AAC	1/1/1991	4	20
TAXIWAY L	TW L	1207	20,672	P	AAC	1/1/2009	2	5
TAXIWAY L	TW L	1205	16,841	P	AC	1/1/1975	1	4
TAXIWAY K	TW K	1110	57,970	P	AC	1/1/2000	5	14
TAXIWAY K	TW K	1107	59,520	P	AAC	1/1/2000	4	14
TAXIWAY K	TW K	1105	46,155	P	APC	1/1/2000	2	12
TAXIWAY K1	TW K1	1005	65,060	P	AC	1/1/2004	3	17
TAXIWAY B10	TW B10	620	25,251	P	PCC	1/1/2013	1	4
TAXIWAY B	TW B	615	150,303	P	AC	1/1/2013	4	33
TAXIWAY B8	TW B8	610	65,457	P	AAC	1/1/2004	2	13
TAXIWAY B	TW B	605	197,906	P	AAC	1/1/2004	5	45
TAXIWAY E	TW E	506	17,009	P	AAC	1/1/2009	1	4
TAXIWAY E	TW E	505	20,305	P	AC	1/1/1977	1	6
TAXIWAY C	TW C	355	31,708	P	APC	1/1/1975	2	9
TAXIWAY C	TW C	350	128,042	P	AC	1/1/2004	5	34
TAXIWAY C	TW C	320	19,167	P	AAC	1/1/2000	1	4
TAXIWAY C	TW C	315	218,691	P	AAC	1/1/2000	10	57
TAXIWAY C	TW C	308	18,750	P	AC	1/1/2000	1	5
TAXIWAY C	TW C	307	33,750	P	AC	1/1/2000	3	9
TAXIWAY B	TW B	252	19,042	P	AAC	1/1/2009	1	4
TAXIWAY B2	TW B2	250	85,247	P	APC	1/1/2009	5	22
TAXIWAY B8	TW B8	230	70,444	P	AAC	1/1/2013	2	14
TAXIWAY B7	TW B7	225	110,778	P	APC	1/1/2004	5	23
TAXIWAY B4	TW B4	220	38,169	P	AC	1/1/1990	2	8

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY B3	TW B3	217	18,604	P	AC	1/1/1990	1	4
TAXIWAY B4	TW B4	216	18,607	P	AC	1/1/1990	1	4
TAXIWAY B3	TW B3	215	38,169	P	AC	1/1/1990	2	8
TAXIWAY B	TW B	205	408,689	P	AAC	1/1/2004	13	107
TAXIWAY B	TW B	204	82,722	P	AC	1/1/1997	2	20
TAXIWAY B	TW B	203	16,975	P	AAC	1/1/2008	1	3
TAXIWAY B	TW B	202	18,286	P	AAC	1/1/2009	1	3
TAXIWAY A3	TW A3	116	26,430	P	AC	1/1/2004	1	9
TAXIWAY A3	TW A3	115	38,137	P	AC	1/1/2004	3	10
TAXIWAY A	TW A	110	190,899	P	AC	1/1/2004	6	45
FBO APRON CONN	FBO APCONN	105	72,100	P	AC	1/1/1994	4	14

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 Orlando Sanford International Airport, the overall weighted average PCI value is 77 representing a condition rating of Satisfactory.

The Airport exhibited overall pavement distresses associated with repeated aircraft traffic, climate, construction quality, load and age. Asphalt concrete pavement distresses primarily included: oil spillage, weathering, raveling, longitudinal and transverse cracking, block cracking, swelling and patching. Portland cement concrete pavement distresses primarily consisted of: joint seal damage, scaling/crazing, joint spalling, longitudinal, transverse and diagonal cracking, shrinkage cracking, corner spalling and patching.

Runway 9L-27R pavements were in Good overall condition, which was to be expected based on most of the runway being rehabilitated in 2009. These sections of pavement exhibited mostly low severity weathering and low severity longitudinal and transverse cracking throughout. It is important to note that in an isolated location, low severity slippage cracking was observed which occurs when braking or turning wheels cause the pavement surface to slide and deform. This is typically a result of a poor bond between the surface pavement and the next layer in the pavement structure. Low severity raveling was observed in isolated areas which was a result of water blasting for paint removal. The eastern end of the runway was extended in 2012 and was not included inspected due to the recent construction.

Runway 9C-27C pavements were in Satisfactory condition. Typical distresses include low and medium severity longitudinal and transverse cracking, low and medium severity weathering and isolated areas of low severity swelling. These distresses are associated with climate, age and construction quality.

Runway 9R-27L pavements were in Satisfactory to Fair condition. The western portion of the runway appeared to be the older pavement section and exhibited low severity longitudinal and transverse cracking, low and medium severity raveling, low severity swelling, low severity weathering and isolated areas of medium severity patching. The eastern portion of the runway exhibited low severity longitudinal and transverse cracking, raveling and weathering.

Runway 18-36 is made up of numerous different pavement sections, varying from asphalt concrete pavement, Portland cement concrete pavement, and asphalt concrete pavement over Portland cement concrete pavement. The condition of these pavement sections ranged from Good to Fair condition. The southern outboard section exhibited the most distresses. Typical asphalt concrete distresses include low and medium severity weathering and raveling, low and medium severity longitudinal and transverse cracking, low severity patching, bleeding, low severity swelling, low severity block cracking and low severity depression. Typical Portland cement concrete distresses include shrinkage cracking, low severity scaling/crazing, low severity joint seal damage, low severity corner break, low severity patching and low severity joint spalling. These distresses are associated with climate, age, construction quality, subgrade quality and load.

Taxiway Charlie, primarily in front of the terminal apron, exhibited significant low severity longitudinal and transverse cracking, swelling, weathering, raveling and

block cracking. Isolated instances of low severity depressions and alligator cracking were also observed.

Pavements on Taxiways Bravo, Romeo and Sierra ranged from Good to Fair condition. Typical distresses include low and medium severity longitudinal and transverse cracking, low and medium severity weathering and raveling, low severity depression, low severity patching, low severity block cracking, and low severity swelling. The southern half of Taxiway Romeo exhibited the most distresses of all the parallel taxiways. These distresses are associated with climate, age, construction quality, and load.

The terminal apron and north aprons ranged from Satisfactory to Good condition. Typical Portland cement concrete distresses were low severity corner spalling, low severity scaling/crazing, low severity joint seal damage, low severity joint spalling, low severity faulting, low, medium and high severity linear cracking and low severity corner break. Asphalt concrete distresses included low severity longitudinal/transverse cracking, low and medium severity weathering and raveling, low severity swelling, low severity patching, medium severity depression and oil spillage. These distresses are associated with climate, age, aircraft/vehicle operation, construction quality and load.

A large portion of the Portland cement concrete west apron was being reconstructed at the time of the inspections and the pavement condition for these sections has been reset to have a PCI of 100. Other portions of the west apron that surrounded these new pavement sections recently underwent significant spall and joint seal repair, which accounted for increase in the pavement PCI compared to the last inspections.

The FBO apron, east apron, and southwest apron were in Fair to Serious condition. Distresses included block cracking and joint reflection cracking in addition to medium and high severity instances of the distresses found on the terminal and north aprons. The taxiway connecting the FBO apron to the end of Taxiway Romeo exhibited significant quantities of low severity alligator cracking which is considered a significant structural distress due to repeated traffic loading.

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 Orlando Sanford 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

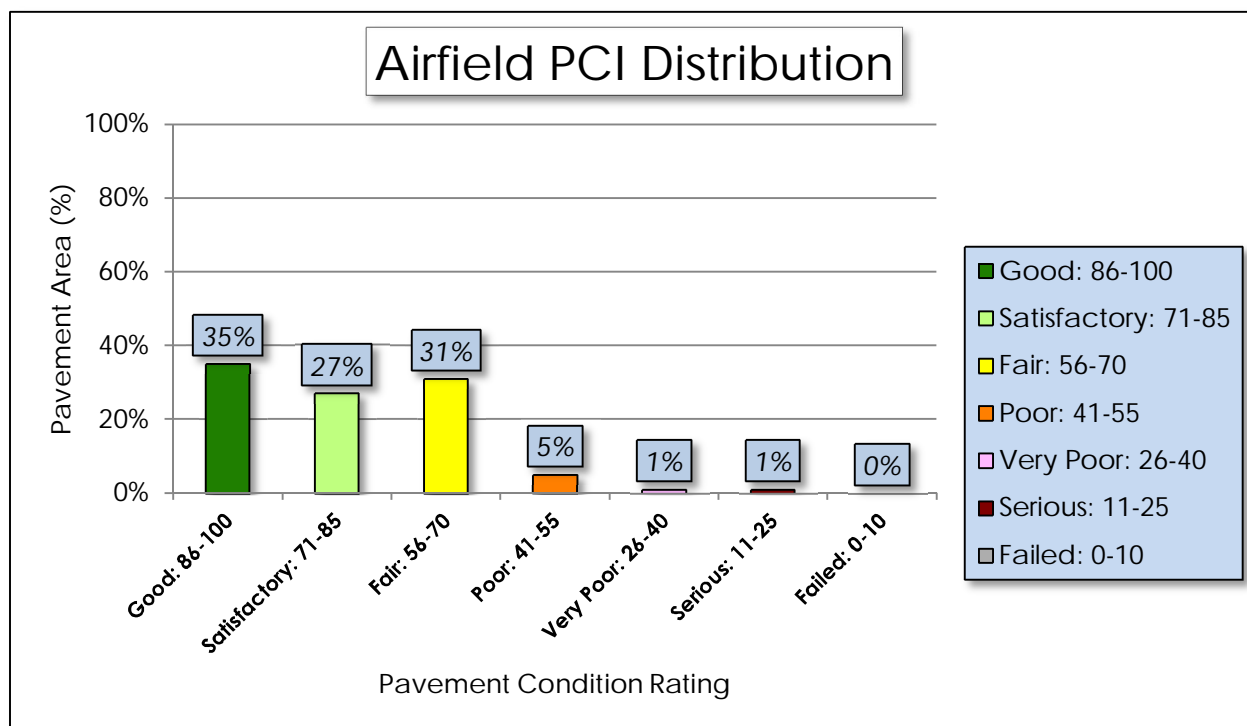


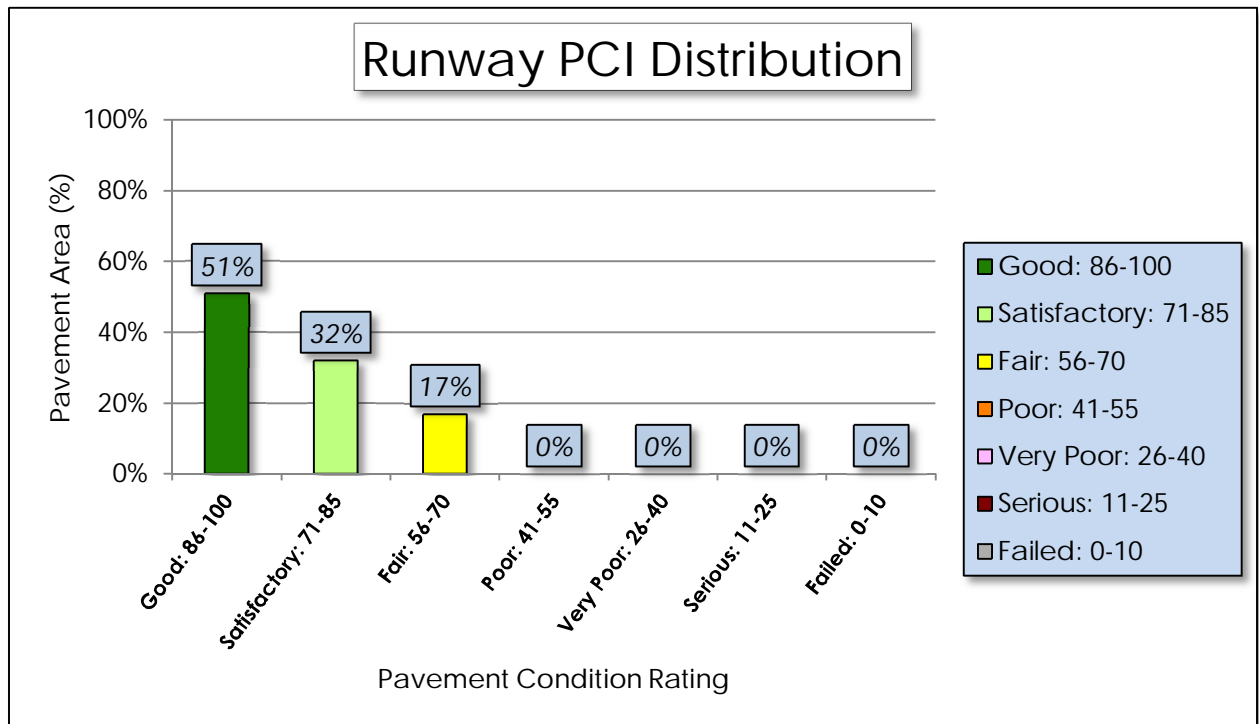
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	82	SATISFACTORY
Taxiway	70	FAIR
Apron	79	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	3,896,609	35%
Satisfactory	2,943,376	27%
Fair	3,334,147	31%
Poor	545,687	5%
Very Poor	124,206	1%
Serious	36,756	1%
Failed	-	0%

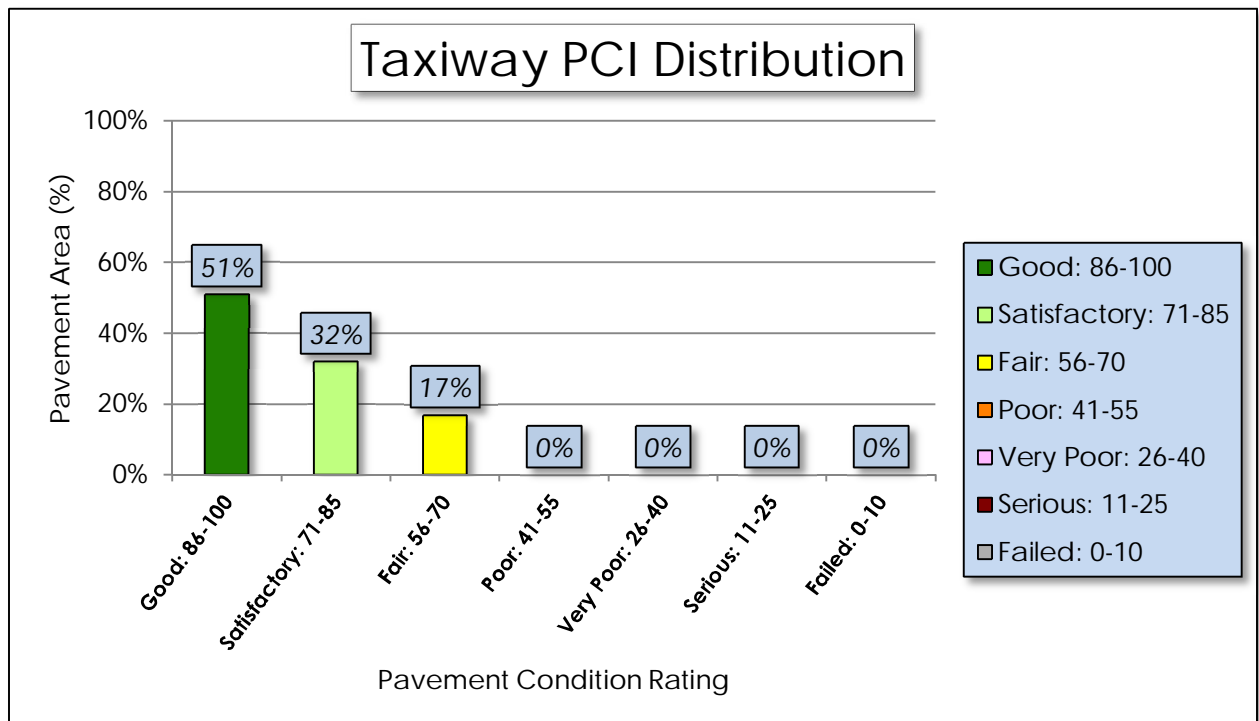
Approximately 62% of the airfield network is in Good and Satisfactory condition, while 7% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

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

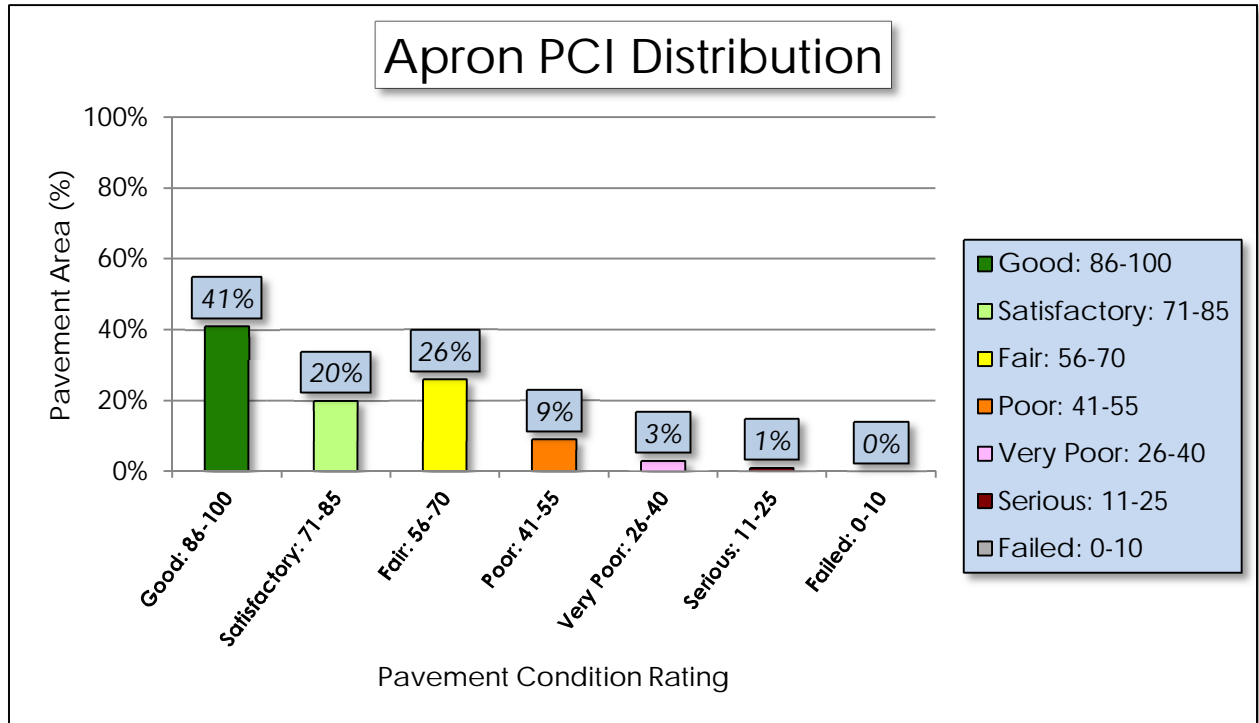
(a) Runway



(b) Taxiway



(c) Apron



4. PAVEMENT PERFORMANCE

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

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

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

>FACILITY USE (Runway, Taxiway, or Apron)

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

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

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Orlando Sanford 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

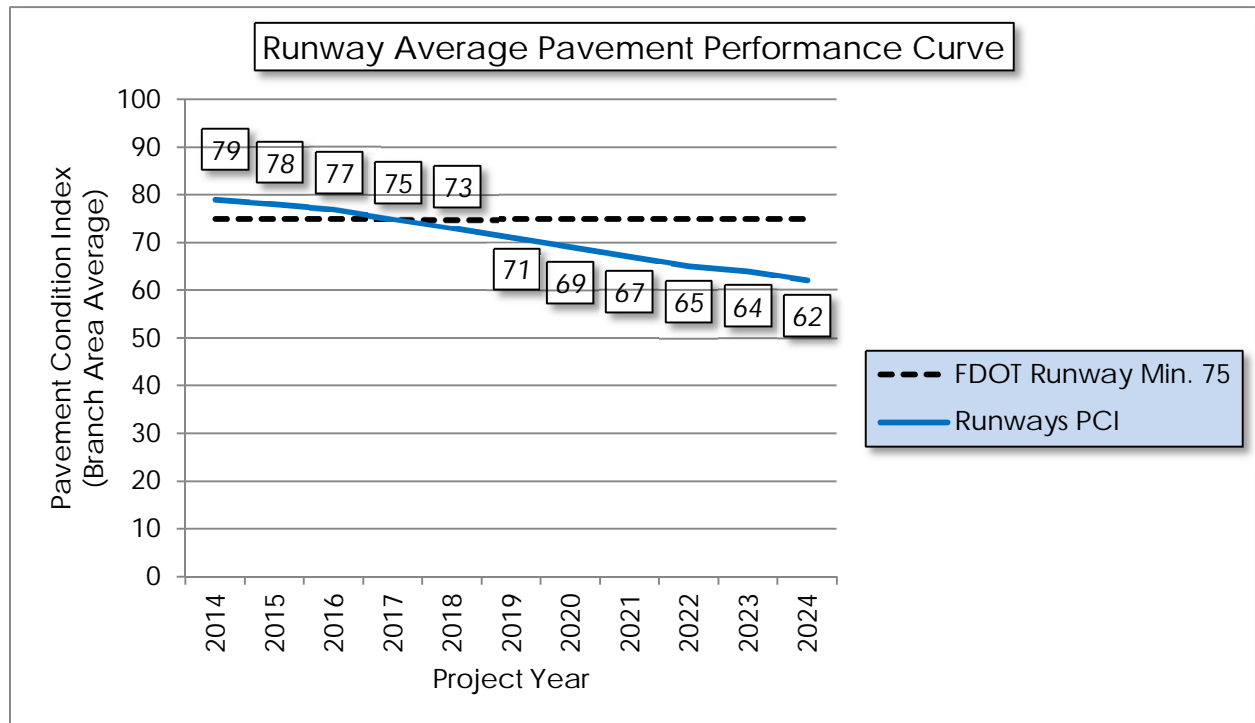


Figure 4-2: Taxiway Pavement Performance Prediction Summary

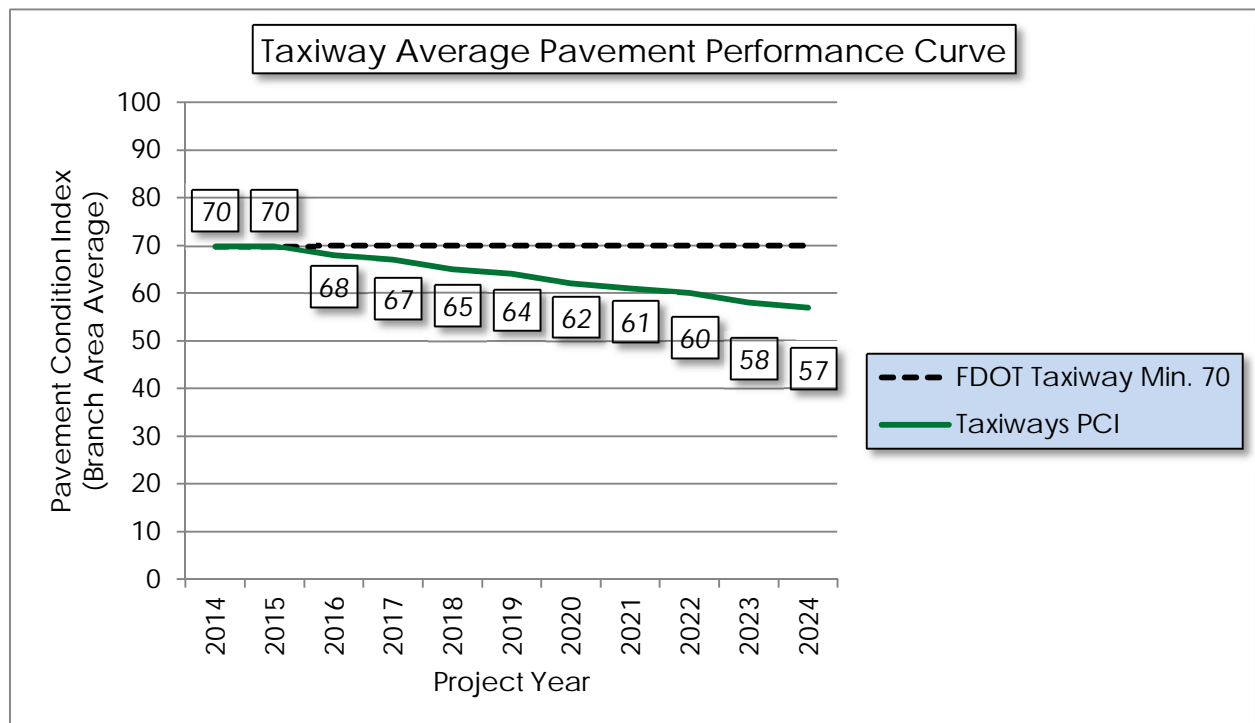
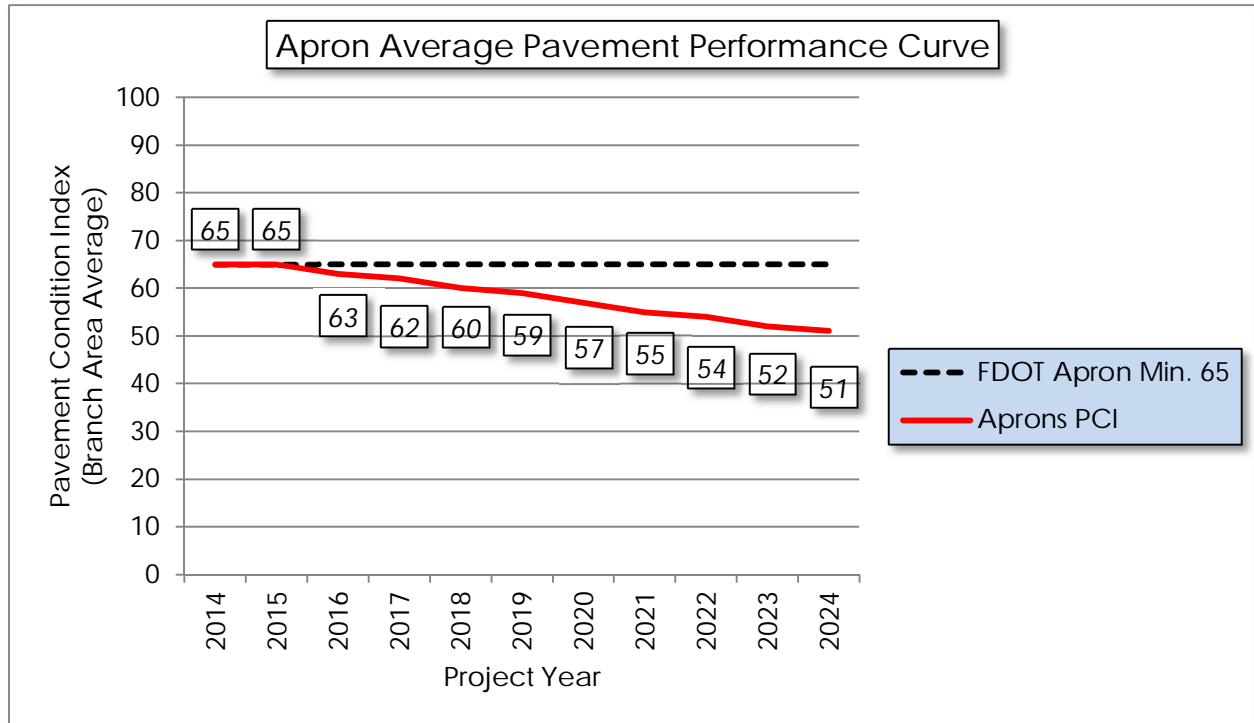


Figure 4-3: Apron Pavement Performance Prediction Summary



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

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

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

5.2 Unit Costs

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

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

5.3 Maintenance, Repair, and Major Rehabilitation

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

Table 5-5: AC Maintenance Unit Costs

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

Table 5-6: PCC Maintenance Unit Costs

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

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

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

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

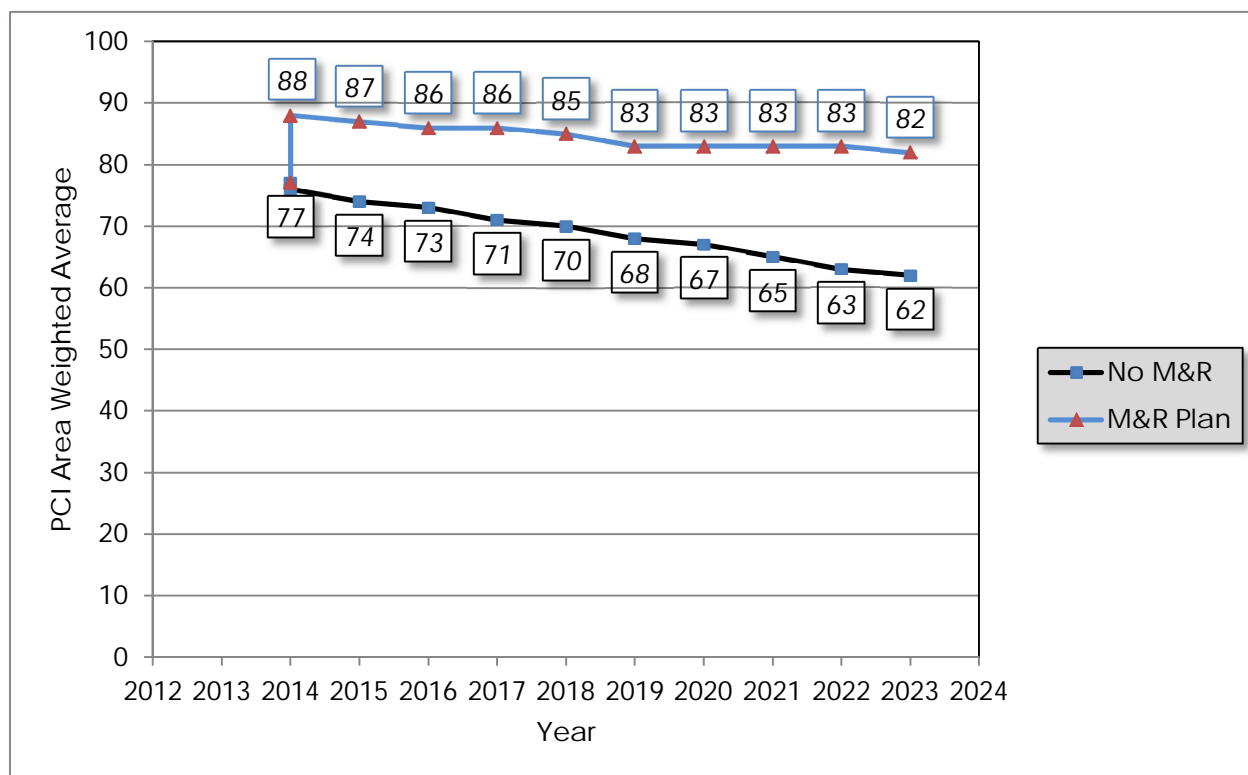
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4505	\$ 360,281.00	36	Reconstruction	100
2015	AP E	4510	\$ 821,384.00	65	PCC Restoration	100
2015	AP SW	4227	\$ 5,889,816.00	63	PCC Restoration	100
2015	AP SW	4240	\$ 2,994,473.00	46	PCC Restoration	100
2015	AP SW	4250	\$ 412,252.00	34	Reconstruction	100
2015	AP SW	4270	\$ 5,031,954.00	58	Mill and Overlay	100
2015	AP W	4405	\$ 756,867.00	23	Reconstruction	100
2015	AP W	4410	\$ 503,742.00	59	PCC Restoration	100
2015	FBO AP	4305	\$ 4,171,142.00	52	Mill and Overlay	100
2015	FBO APCONN	105	\$ 1,658,293.00	39	Reconstruction	100
2015	RW 18-36	6210	\$ 4,340,250.00	63	Mill and Overlay	100
2015	RW 18-36	6233	\$ 184,716.00	58	Mill and Overlay	100
2015	TW A3	115	\$ 686,466.00	59	Mill and Overlay	100
2015	TW B	204	\$ 1,488,996.00	62	Mill and Overlay	100
2015	TW B	205	\$ 7,356,402.00	65	Mill and Overlay	100
2015	TW B	605	\$ 3,562,308.00	63	Mill and Overlay	100
2015	TW B3	215	\$ 687,041.00	57	Mill and Overlay	100
2015	TW B4	220	\$ 687,041.00	61	Mill and Overlay	100
2015	TW C	308	\$ 337,500.00	60	Mill and Overlay	100
2015	TW C	315	\$ 3,936,431.00	57	Mill and Overlay	100
2015	TW C	320	\$ 345,007.00	58	Mill and Overlay	100
2015	TW C	355	\$ 570,750.00	64	Mill and Overlay	100
2015	TW E	505	\$ 365,482.00	58	Mill and Overlay	100
2015	TW K	1105	\$ 873,711.00	48	Mill and Overlay	100
2015	TW L	1208	\$ 1,759,048.00	50	Mill and Overlay	100
2015	TW M	1305	\$ 554,530.00	61	Mill and Overlay	100
2015	TW P	1505	\$ 425,915.00	27	Reconstruction	100
2015	TW P	1510	\$ 88,514.00	17	Reconstruction	100
2015	TW R	1805	\$ 3,910,082.00	56	Mill and Overlay	100
2015	TW R	1810	\$ 283,623.00	64	Mill and Overlay	100
2015	TW R	1820	\$ 396,349.00	50	Mill and Overlay	100
2016	RW 9R-27L	6405	\$ 4,959,657.00	64	Mill and Overlay	100
2016	TW C	307	\$ 625,725.00	64	Mill and Overlay	100
2017	RW 18-36	6230	\$ 305,539.00	65	Mill and Overlay	100
2017	RW 18-36	6255	\$ 384,838.00	64	Mill and Overlay	100
2017	TW B2	250	\$ 1,627,884.00	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	AP TERM	4140	\$ 3,199,138.00	64	Mill and Overlay	100
2018	TW B	203	\$ 333,881.00	65	Mill and Overlay	100
2018	TW B8	610	\$ 1,287,479.00	65	Mill and Overlay	100
2018	TW K	1107	\$ 1,170,708.00	65	Mill and Overlay	100
2018	TW K	1110	\$ 1,140,221.00	64	Mill and Overlay	100
2019	AP SW	4205	\$ 4,504,340.00	64	Mill and Overlay	100
2019	TW B4	216	\$ 376,954.00	64	Mill and Overlay	100
2020	RW 18-36	6231	\$ 194,563.00	64	Mill and Overlay	100
2020	RW 18-36	6285	\$ 563,407.00	64	Mill and Overlay	100
2020	RW 9C-27C	6304	\$ 177,652.00	63	Mill and Overlay	100
2020	TW L	1220	\$ 961,381.00	65	Mill and Overlay	100
2021	RW 18-36	6205	\$ 5,182,486.00	65	Mill and Overlay	100
2021	RW 18-36	6245	\$ 171,717.00	65	Mill and Overlay	100
2021	RW 18-36	6295	\$ 440,605.00	65	Mill and Overlay	100
2021	TW K1	1005	\$ 1,398,327.00	64	Mill and Overlay	100
2021	TW L	1209	\$ 524,046.00	64	Mill and Overlay	100
2021	TW R	1818	\$ 177,644.00	64	Mill and Overlay	100
2021	TW S2	1920	\$ 500,461.00	64	Mill and Overlay	100
2022	AP TERM	4115	\$ 3,757,465.00	65	Mill and Overlay	100
2022	RW 18-36	6280	\$ 1,552,408.00	65	Mill and Overlay	100
2022	RW 18-36	6290	\$ 907,647.00	65	Mill and Overlay	100
2022	TW B7	225	\$ 2,452,374.00	65	Mill and Overlay	100
2022	TW L	1205	\$ 372,826.00	64	Mill and Overlay	100
2022	TW R	1815	\$ 1,216,572.00	64	Mill and Overlay	100
2023	FBO AP	4315	\$ 1,321,049.00	64	Mill and Overlay	100
2023	RW 18-36	6250	\$ 916,635.00	64	Mill and Overlay	100
2023	TW A	110	\$ 4,352,853.00	64	Mill and Overlay	100
2023	TW B3	217	\$ 424,203.00	64	Mill and Overlay	100
2023	TW S1	1915	\$ 514,240.00	65	Mill and Overlay	100
2024	RW 18-36	6225	\$ 369,797.00	63	Mill and Overlay	100
2024	RW 18-36	6232	\$ 270,088.00	63	Mill and Overlay	100
2024	TW C	350	\$ 3,007,184.00	65	Mill and Overlay	100
2024	TW K	4610	\$ 366,334.00	65	Mill and Overlay	100
2024	TW R	1812	\$ 531,140.00	64	Mill and Overlay	100
Total =			\$ 107,981,834.00			

*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 20 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

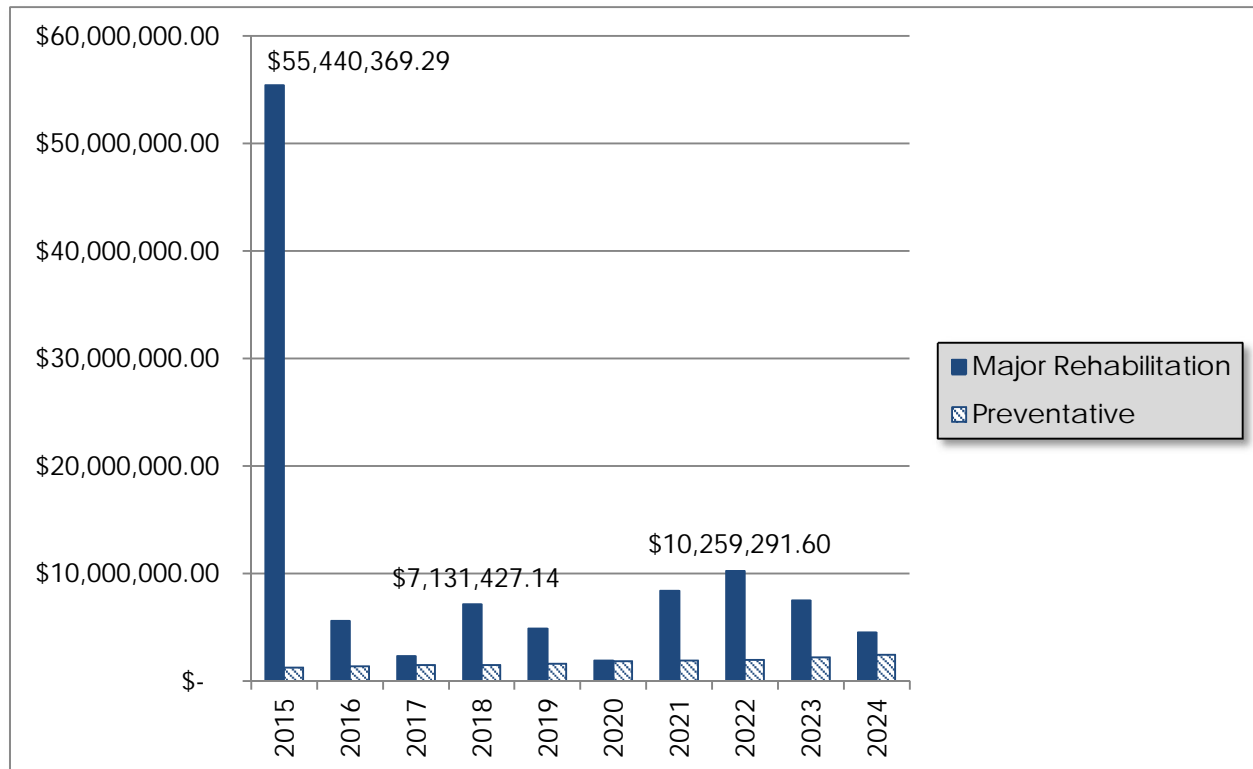
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	\$ 1,285,714.43	\$ 55,440,369.29	\$ 56,726,083.72
2016	\$ 1,352,227.18	\$ 5,585,381.62	\$ 6,937,608.80
2017	\$ 1,487,554.87	\$ 2,318,261.41	\$ 3,805,816.28
2018	\$ 1,515,364.97	\$ 7,131,427.14	\$ 8,646,792.11
2019	\$ 1,642,385.15	\$ 4,881,294.37	\$ 6,523,679.52
2020	\$ 1,829,240.89	\$ 1,897,003.82	\$ 3,726,244.71
2021	\$ 1,919,079.19	\$ 8,395,284.49	\$ 10,314,363.69
2022	\$ 2,000,271.81	\$ 10,259,291.60	\$ 12,259,563.41
2023	\$ 2,200,006.16	\$ 7,528,979.83	\$ 9,728,985.99
2024	\$ 2,475,624.58	\$ 4,544,542.36	\$ 7,020,166.94
Total =			\$ 125,689,305.17

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 18-36 – Sections 6210 and 6233
 - Mill and Overlay attributed to climate and age of pavement.
- East Apron – Sections 4505 and 4510
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- West Apron – Section 4405 and 4410
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- FBO Apron – Section 4305
 - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4250 and 4270
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Sections 4227 and 4240
 - PCC Restoration attributed to structural, climate, and age of pavement.
- Taxiway R – Sections 1805, 1810, and 1820

- Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway P – Sections 1505 and 1510
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Taxiway M – Section 1305
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway L – Section 1208
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway K – Section 1105
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Sections 204, 205, and 605
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E – Section 505
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway C – Sections 308, 315, 320, and 355
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B4 – Section 220
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B3 – Section 215
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A3 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ FBO Apron Connector – Section 105
 - Reconstruction attributed to load, climate, and age of pavement.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

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

8.2 Airfield Pavement System Inventory Exhibit

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

8.3 Airfield Pavement Condition Index Rating Exhibit

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

8.4 Airfield Pavement Major Rehabilitation Exhibit

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

8.5 Airfield Pavement Condition Survey Inspection Photographs

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

9. RECOMMENDATIONS

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

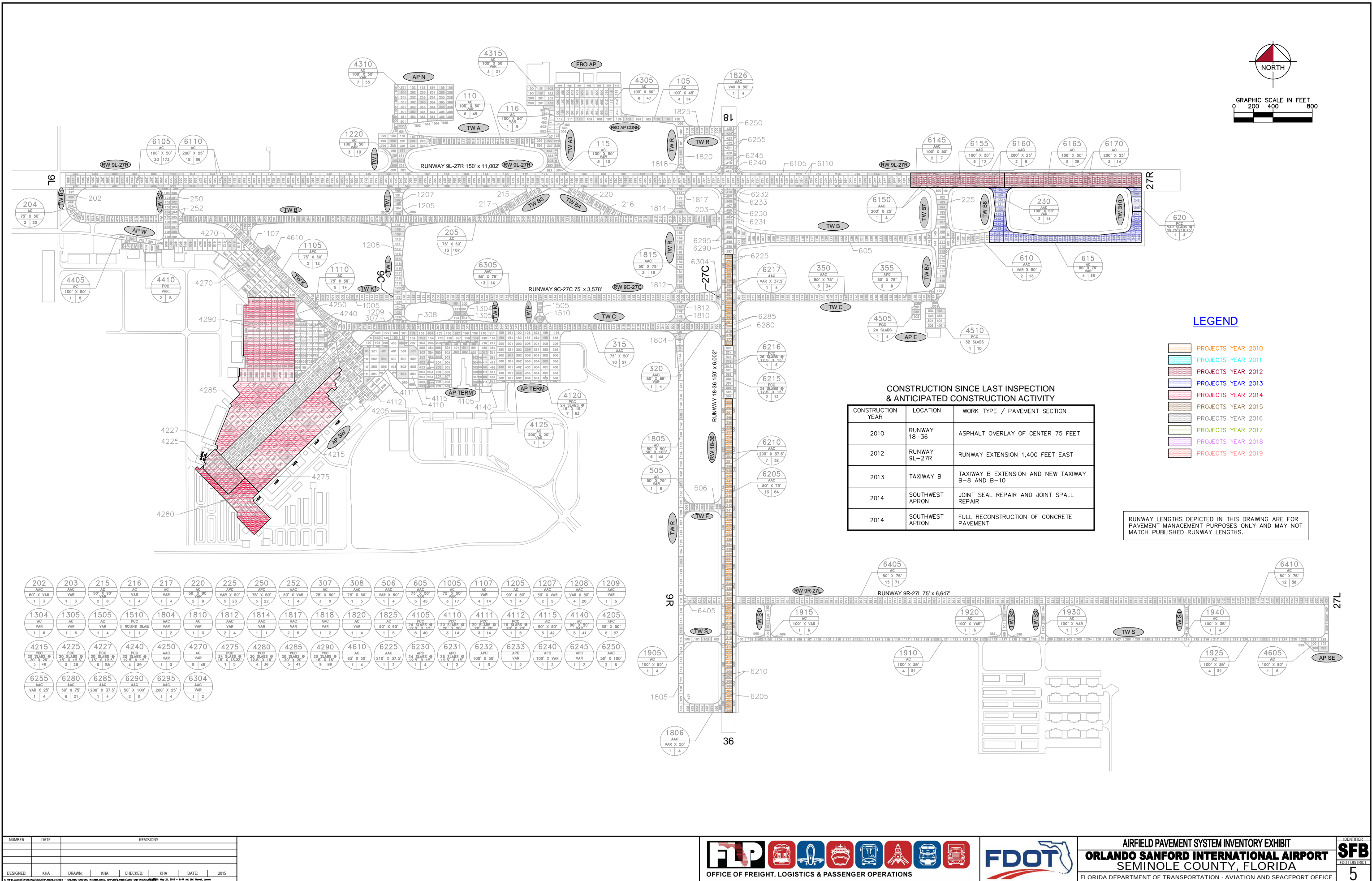
The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- ◎ Runway 18-36 – Sections 6205, 6210, 6225, 6230, 6231, 6232, 6233, 6245, 6250, 6255, 6280, 6285, 6290, and 6295
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ East Apron – Sections 4505 and 4510
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ◎ West Apron – Section 4405 and 4410
 - Reconstruction and PCC Restoration attributed to load, climate, and age of pavement.
- ◎ FBO Apron – Sections 4305 and 4315
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Southwest Apron – Sections 4205, 4250, and 4270
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- ◎ Southwest Apron – Sections 4227 and 4240
 - PCC Restoration attributed to structural, climate, and age of pavement.
- ◎ Taxiway R – Sections 1805, 1810, 1812, 1815, 1818, and 1820
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway P – Sections 1505 and 1510
 - Reconstruction attributed to load, climate, and age of pavement.
- ◎ Taxiway M – Section 1305
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway L – Sections 1205, 1208, 1209, and 1220
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway K – Sections 1105, 1107, 1110, and 4610
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway B – Sections 203, 204, 205, and 605
 - Mill and Overlay attributed to climate and age of pavement.

- ⊙ Taxiway E – Section 505
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway C – Sections 307, 308, 315, 320, 350, and 355
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B4 – Sections 216 and 220
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B3 – Sections 215 and 217
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A3 – Section 115
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ FBO Apron Connector – Section 105
 - Reconstruction attributed to load, climate, and age of pavement.
- ⊙ Runway 9R-27L – Section 6405
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B2 – Sections 250
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Terminal Apron – Sections 4115 and 4140
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B8– Section 610
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Runway 9C-27C – Section 6304
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway K1 – Section 1005
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway S2 – Section 1920
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B7 – Section 225
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A– Section 110
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway S1 – Section 1915
 - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

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



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



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
ORLANDO SANFORD INTERNATIONAL AIRPORT
SEMINOLE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

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 9R-27L	RW 9R-27L	RUNWAY	6410	2,898	75	217,575	P	AC	1/1/2008	1/12/2015	58
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6405	3,553	75	267,511	P	AC	1/1/1997	1/12/2015	71
RUNWAY 9C-27C	RW 9C-27C	RUNWAY	6305	3,200	75	268,321	P	AAC	1/1/1975	1/12/2015	66
RUNWAY 9C-27C	RW 9C-27C	RUNWAY	6304	50	120	8,514	P	AAC	1/1/1975	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6295	820	25	20,500	P	AAC	1/1/2004	1/12/2015	4
RUNWAY 18-36	RW 18-36	RUNWAY	6290	410	100	41,000	P	AAC	1/1/2004	1/12/2015	8
RUNWAY 18-36	RW 18-36	RUNWAY	6285	360	75	27,000	P	AAC	1/1/1984	1/12/2015	4
RUNWAY 18-36	RW 18-36	RUNWAY	6280	935	75	70,125	P	AAC	1/1/2009	1/12/2015	21
RUNWAY 18-36	RW 18-36	RUNWAY	6255	804	25	20,153	P	AAC	1/1/1984	1/12/2015	4
RUNWAY 18-36	RW 18-36	RUNWAY	6250	402	100	40,200	P	AAC	1/1/2009	1/12/2015	8
RUNWAY 18-36	RW 18-36	RUNWAY	6245	155	50	7,989	P	APC	1/1/2009	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6240	75	100	7,500	P	APC	1/1/2009	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6233	200	50	10,262	P	APC	1/1/2009	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6232	115	100	11,500	P	APC	1/1/2009	1/12/2015	3
RUNWAY 18-36	RW 18-36	RUNWAY	6231	500	25	9,324	P	APC	1/1/2009	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6230	160	100	16,000	P	APC	1/1/2009	1/12/2015	4
RUNWAY 18-36	RW 18-36	RUNWAY	6225	420	37	15,745	P	AAC	1/1/1984	1/12/2015	2
RUNWAY 18-36	RW 18-36	RUNWAY	6217	730	37	27,370	P	AAC	1/1/2004	1/12/2015	4
RUNWAY 18-36	RW 18-36	RUNWAY	6216	1,080	25	27,000	P	PCC	1/1/1943	1/12/2015	6
RUNWAY 18-36	RW 18-36	RUNWAY	6215	540	100	54,000	P	PCC	1/1/1943	1/12/2015	12
RUNWAY 18-36	RW 18-36	RUNWAY	6210	6,430	38	241,125	P	AAC	1/1/1984	1/12/2015	32
RUNWAY 18-36	RW 18-36	RUNWAY	6205	3,215	75	241,125	P	AAC	1/1/2009	1/12/2015	64
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6170	2,800	25	70,000	P	AC	1/1/2012	1/1/2013	14



Pavement Evaluation Report - Orlando Sanford International Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6165	1,400	100	140,000	P	AC	1/1/2012	1/1/2013	28
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6160	1,600	25	30,000	P	AAC	1/1/2012	1/1/2013	6
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6155	600	100	60,000	P	AAC	1/1/2012	1/1/2013	12
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6150	18,000	25	18,000	P	APC	1/1/2012	1/1/2013	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6145	9,000	100	36,000	P	APC	1/1/2012	1/1/2013	7
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	18,000	25	432,000	P	APC	1/1/2009	1/12/2015	86
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	9,000	100	864,000	P	APC	1/1/2009	1/12/2015	173
TAXIWAY K	TW K	TAXIWAY	4610	200	75	15,598	P	AC	1/1/2000	1/12/2015	4
APRON SOUTH EAST	AP SE	APRON	4605	205	100	20,623	P	AC	1/1/2008	1/12/2015	5
EAST APRON	AP E	APRON	4510	210	200	45,632	P	PCC	12/25/1999	1/12/2015	10
EAST APRON	AP E	APRON	4505	180	75	15,664	P	PCC	12/25/1999	1/12/2015	4
WEST APRON	AP W	APRON	4410	300	80	27,986	P	PCC	1/1/2006	1/12/2015	8
WEST APRON	AP W	APRON	4405	520	50	32,907	P	AC	12/25/1999	1/12/2015	6
FBO APRON	FBO AP	APRON	4315	280	205	57,936	P	AC	1/1/2004	1/12/2015	21
NORTH APRON	AP N	APRON	4310	600	400	244,780	P	AC	1/1/2005	1/12/2015	55
FBO APRON	FBO AP	APRON	4305	600	375	231,730	P	AC	1/1/1994	1/12/2015	47
SW APRON	AP SW	APRON	4290	1,000	330	371,774	P	PCC	1/1/2014	1/1/2014	88
SW APRON	AP SW	APRON	4285	1,000	330	328,190	P	PCC	1/1/2014	1/1/2014	41
SW APRON	AP SW	APRON	4280	600	250	150,479	P	PCC	1/1/2014	1/1/2014	36
SW APRON	AP SW	APRON	4275	250	96	24,000	P	PCC	1/1/2014	1/1/2014	5
SW APRON	AP SW	APRON	4270	1,400	200	279,553	P	AC	1/1/1943	1/12/2015	48
SW APRON	AP SW	APRON	4250	300	100	17,924	P	AAC	1/1/1961	1/12/2015	3
SW APRON	AP SW	APRON	4240	1,000	420	148,058	P	PCC	1/1/1953	1/12/2015	39
SW APRON	AP SW	APRON	4227	1,900	340	327,212	P	PCC	1/1/1957	1/12/2015	85
SW APRON	AP SW	APRON	4225	1,900	340	95,132	P	PCC	1/1/1957	1/12/2015	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
SW APRON	AP SW	APRON	4215	975	400	403,062	P	PCC	1/1/2014	1/1/2014	48
SW APRON	AP SW	APRON	4205	2,000	200	222,336	P	APC	1/1/1961	1/12/2015	57
TERMINAL APRON - CENTER	AP TERM	APRON	4140	166	582	162,648	P	AC	1/1/1996	1/12/2015	41
TERMINAL APRON - CENTER	AP TERM	APRON	4125	645	20	12,900	P	AC	1/1/2007	1/12/2015	4
TERMINAL APRON - CENTER	AP TERM	APRON	4120	750	508	331,039	P	PCC	1/1/2007	1/12/2015	63
TERMINAL APRON - CENTER	AP TERM	APRON	4115	1,000	100	169,731	P	AAC	1/1/1996	1/12/2015	42
TERMINAL APRON - CENTER	AP TERM	APRON	4112	200	150	35,804	P	PCC	1/1/1996	1/12/2015	5
TERMINAL APRON - CENTER	AP TERM	APRON	4111	400	200	84,441	P	PCC	1/1/1996	1/12/2015	14
TERMINAL APRON - CENTER	AP TERM	APRON	4110	605	200	114,673	P	PCC	1/1/1996	1/12/2015	14
TERMINAL APRON - CENTER	AP TERM	APRON	4105	500	400	138,631	P	PCC	1/1/1965	1/12/2015	40
TAXIWAY S4	TW S4	TAXIWAY	1940	350	35	14,379	P	AC	1/1/2008	1/12/2015	4
TAXIWAY S3	TW S3	TAXIWAY	1930	300	45	13,494	P	AC	1/1/2008	1/12/2015	3
TAXIWAY S	TW S	TAXIWAY	1925	2,200	35	115,395	P	AC	1/1/2008	1/12/2015	32
TAXIWAY S2	TW S2	TAXIWAY	1920	350	45	23,285	P	AC	1/1/2004	1/12/2015	6
TAXIWAY S1	TW S1	TAXIWAY	1915	350	45	22,553	P	AC	1/1/2004	1/12/2015	6



Pavement Evaluation Report - Orlando Sanford International Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY S	TW S	TAXIWAY	1910	3,300	35	117,287	P	AC	1/1/2004	1/12/2015	32
TAXIWAY S	TW S	TAXIWAY	1905	385	50	23,187	P	AC	1/1/2004	1/12/2015	4
TAXIWAY R	TW R	TAXIWAY	1826	200	75	17,896	P	AAC	1/1/2009	1/12/2015	4
TAXIWAY R	TW R	TAXIWAY	1825	250	75	21,271	P	AAC	1/1/2004	1/12/2015	5
TAXIWAY R	TW R	TAXIWAY	1820	400	50	22,019	P	AC	1/1/1977	1/12/2015	4
TAXIWAY R	TW R	TAXIWAY	1818	70	100	8,265	P	AAC	1/1/2009	1/12/2015	2
TAXIWAY R	TW R	TAXIWAY	1817	250	75	24,202	P	AAC	1/1/2009	1/12/2015	5
TAXIWAY R	TW R	TAXIWAY	1815	660	75	54,955	P	AAC	1/1/2000	1/12/2015	13
TAXIWAY R	TW R	TAXIWAY	1814	75	115	10,046	P	AAC	1/1/1992	1/12/2015	1
TAXIWAY R	TW R	TAXIWAY	1812	200	100	22,615	P	AAC	1/1/2008	1/12/2015	4
TAXIWAY R	TW R	TAXIWAY	1810	100	100	15,757	P	AC	1/1/2004	1/12/2015	3
TAXIWAY R	TW R	TAXIWAY	1806	175	75	17,488	P	AAC	1/1/2009	1/12/2015	4
TAXIWAY R	TW R	TAXIWAY	1805	4,300	50	217,227	P	AC	1/1/1977	1/12/2015	44
TAXIWAY R	TW R	TAXIWAY	1804	65	120	14,001	P	AAC	1/1/2008	1/12/2015	2
TAXIWAY P	TW P	TAXIWAY	1510	57	40	3,848	P	PCC	1/1/1955	1/12/2015	1
TAXIWAY P	TW P	TAXIWAY	1505	250	50	18,518	P	AC	1/1/1955	1/12/2015	4
TAXIWAY M	TW M	TAXIWAY	1305	150	200	30,807	P	AC	1/1/1975	1/12/2015	6
TAXIWAY M	TW M	TAXIWAY	1304	100	200	27,969	P	AC	1/1/1975	1/12/2015	6
TAXIWAY L	TW L	TAXIWAY	1220	325	200	46,072	P	AC	1/1/2004	1/12/2015	10
TAXIWAY L	TW L	TAXIWAY	1209	150	100	24,382	P	AAC	1/1/1991	1/12/2015	5
TAXIWAY L	TW L	TAXIWAY	1208	1,000	75	97,725	P	AAC	1/1/1991	1/12/2015	20
TAXIWAY L	TW L	TAXIWAY	1207	200	75	20,672	P	AAC	1/1/2009	1/12/2015	5
TAXIWAY L	TW L	TAXIWAY	1205	150	75	16,841	P	AC	1/1/1975	1/12/2015	4
TAXIWAY K	TW K	TAXIWAY	1110	700	75	57,970	P	AC	1/1/2000	1/12/2015	14
TAXIWAY K	TW K	TAXIWAY	1107	450	100	59,520	P	AAC	1/1/2000	1/12/2015	14
TAXIWAY K	TW K	TAXIWAY	1105	600	75	46,155	P	APC	1/1/2000	1/12/2015	12

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 K1	TW K1	TAXIWAY	1005	840	75	65,060	P	AC	1/1/2004	1/12/2015	17
TAXIWAY B10	TW B10	TAXIWAY	620	500	50	25,251	P	PCC	1/1/2013	1/1/2013	4
TAXIWAY B	TW B	TAXIWAY	615	1,400	100	150,303	P	AC	1/1/2013	1/1/2013	33
TAXIWAY B8	TW B8	TAXIWAY	610	1,156	90	65,457	P	AAC	1/1/2004	1/12/2015	13
TAXIWAY B	TW B	TAXIWAY	605	2,100	75	197,906	P	AAC	1/1/2004	1/12/2015	45
TAXIWAY E	TW E	TAXIWAY	506	175	75	17,009	P	AAC	1/1/2009	1/12/2015	4
TAXIWAY E	TW E	TAXIWAY	505	270	75	20,305	P	AC	1/1/1977	1/12/2015	6
TAXIWAY C	TW C	TAXIWAY	355	420	75	31,708	P	APC	1/1/1975	1/12/2015	9
TAXIWAY C	TW C	TAXIWAY	350	1,650	75	128,042	P	AC	1/1/2004	1/12/2015	34
TAXIWAY C	TW C	TAXIWAY	320	200	75	19,167	P	AAC	1/1/2000	1/12/2015	4
TAXIWAY C	TW C	TAXIWAY	315	2,850	75	218,691	P	AAC	1/1/2000	1/12/2015	57
TAXIWAY C	TW C	TAXIWAY	308	250	75	18,750	P	AC	1/1/2000	1/12/2015	5
TAXIWAY C	TW C	TAXIWAY	307	450	75	33,750	P	AC	1/1/2000	1/12/2015	9
TAXIWAY B	TW B	TAXIWAY	252	200	75	19,042	P	AAC	1/1/2009	1/12/2015	4
TAXIWAY B2	TW B2	TAXIWAY	250	525	150	85,247	P	APC	1/1/2009	1/12/2015	22
TAXIWAY B8	TW B8	TAXIWAY	230	1,156	90	70,444	P	AAC	1/1/2013	1/1/2013	14
TAXIWAY B7	TW B7	TAXIWAY	225	1,300	100	110,778	P	APC	1/1/2004	1/12/2015	23
TAXIWAY B4	TW B4	TAXIWAY	220	400	90	38,169	P	AC	1/1/1990	1/12/2015	8
TAXIWAY B3	TW B3	TAXIWAY	217	200	90	18,604	P	AC	1/1/1990	1/12/2015	4
TAXIWAY B4	TW B4	TAXIWAY	216	200	90	18,607	P	AC	1/1/1990	1/12/2015	4
TAXIWAY B3	TW B3	TAXIWAY	215	350	90	38,169	P	AC	1/1/1990	1/12/2015	8
TAXIWAY B	TW B	TAXIWAY	205	5,340	75	408,689	P	AAC	1/1/2004	1/12/2015	107
TAXIWAY B	TW B	TAXIWAY	204	1,000	75	82,722	P	AC	1/1/1997	1/12/2015	20
TAXIWAY B	TW B	TAXIWAY	203	135	115	16,975	P	AAC	1/1/2008	1/12/2015	3
TAXIWAY B	TW B	TAXIWAY	202	150	100	18,286	P	AAC	1/1/2009	1/12/2015	3
TAXIWAY A3	TW A3	TAXIWAY	116	300	88	26,430	P	AC	1/1/2004	1/12/2015	9



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Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY A3	TW A3	TAXIWAY	115	300	215	38,137	P	AC	1/1/2004	1/12/2015	10
TAXIWAY A	TW A	TAXIWAY	110	1,854	140	190,899	P	AC	1/1/2004	1/12/2015	45
FBO APRON CONN	FBO APCONN	APRON	105	1,400	50	72,100	P	AC	1/1/1994	1/12/2015	14

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

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

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

Network: SFB **Branch:** AP E (EAST APRON) **Section:** 4505 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 180.00 Ft **Width:** 75.00 Ft **True Area:** 15,664.40 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: SFB **Branch:** AP E (EAST APRON) **Section:** 4510 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 210.00 Ft **Width:** 200.00 Ft **True Area:** 45,632.44 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: SFB **Branch:** AP N (NORTH APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank P Length:** 600.00 Ft **Width:** 400.00 Ft **True Area:**244,780.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** AP SE (APRON SOUTH EAST) **Section:** 4605 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** APRON **Rank P Length:** 205.00 Ft **Width:** 100.00 Ft **True Area:** 20,623.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NU-IN	New Construction - Initial	\$0	0.00	True	

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4205 **Surface:** APC
L.C.D.: 01/01/1961 **Use:** APRON **Rank P Length:** 2,000.00 Ft **Width:** 200.00 Ft **True Area:**222,336.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1961	IMPORTED	OVERLAY		3.50	True	1961 3.5" BIT OL
01/01/1952	IMPORTED	OVERLAY		3.50	True	1952 3.5" BIT OL
01/01/1943	IMPORTED	BUILT		5.00	True	1943 5" PCC

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4215 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 975.00 Ft **Width:** 400.00 Ft **True Area:**403,062.00 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	17" (P-501), 8" ECONOCRETE OR 8" CTB, 10" SOIL-CEMENT OR 12" STAB SUB

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4225 **Surface:** PCC
L.C.D.: 01/01/1957 **Use:** APRON **Rank P Length:** 1,900.00 Ft **Width:** 340.00 Ft **True Area:** 95,132.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	JS-GL	Joint Seal	\$0	0.00	False	JOINT REPAIRS, CONER AND JOINT SPALL REPAIR
01/01/1957	IMPORTED	BUILT		10.00	True	1957 10" PCC

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4227 **Surface:** PCC
L.C.D.: 01/01/1957 **Use:** APRON **Rank P Length:** 1,900.00 Ft **Width:** 340.00 Ft **True Area:**327,212.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1957	IMPORTED	BUILT	\$0	10.00	True	1957 10" PCC

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4240 **Surface:** PCC
L.C.D.: 01/01/1953 **Use:** APRON **Rank P Length:** 1,000.00 Ft **Width:** 420.00 Ft **True Area:**148,058.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1953	IMPORTED	BUILT		10.00	True	1953 10" PCC

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4250 **Surface:** AAC
L.C.D.: 01/01/1961 **Use:** APRON **Rank P Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 17,924.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1961	IMPORTED	OVERLAY			True	1961 BIT OL
01/01/1953	IMPORTED	BUILT		6.00	True	1953 BIT ON 6" LIMEROCK

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4270 **Surface:** AC
L.C.D.: 01/01/1943 **Use:** APRON **Rank P Length:** 1,400.00 Ft **Width:** 200.00 Ft **True Area:**279,553.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1943	IMPORTED	BUILT		6.00	True	1943 6" PCC

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4275 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 250.00 Ft **Width:** 96.00 Ft **True Area:** 24,000.00 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	12" (P501), 8" (P306) OR 8" (P304), 10" SOIL-CEMENT OR 12" STAB SUB

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4280 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 600.00 Ft **Width:** 250.00 Ft **True Area:**150,479.00 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	9" (P501), 8" (P306) OR 8" (P304), 10" SOIL-CEMENT OR 12" STAB SUB

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4285 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 1,000.00 Ft **Width:** 330.00 Ft **True Area:**328,190.00 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	17" (P-501), 8" (P-306), 12" STAB SUB (P-160)

Network: SFB **Branch:** AP SW (SW APRON) **Section:** 4290 **Surface:** PCC
L.C.D.: 01/01/2014 **Use:** APRON **Rank P Length:** 1,000.00 Ft **Width:** 330.00 Ft **True Area:**371,774.00 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	12" (P-501), 8" (P-306), 12" STAB SUB (P-160)

Network: SFB **Branch:** AP TERM (TERMINAL APRON - CENTER) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1965 **Use:** APRON **Rank P Length:** 500.00 Ft **Width:** 400.00 Ft **True Area:**138,631.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1965	IMPORTED	BUILT		11.00	True	1965 11" PCC

Network: SFB **Branch:** AP TERM (TERMINAL APRON - CENTER) **Section:** 4110 **Surface:** PCC
L.C.D.: 01/01/1996 **Use:** APRON **Rank P Length:** 605.00 Ft **Width:** 200.00 Ft **True Area:**114,672.58 SqF

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

Date:05/05/2015

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Pavement Database:FDOT

01/01/1996	IMPORTED	OVERLAY		14.00	True	1996 14" P501
01/01/1989	IMPORTED	BUILT		1.50	True	1989 1.5" P401 ON 9" P211 ON 6" P154

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4111 Surface: PCC
 L.C.D.: 01/01/1996 Use: APRON Rank P Length: 400.00 Ft Width: 200.00 Ft True Area: 84.441.23 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4112 Surface: PCC
 L.C.D.: 01/01/1996 Use: APRON Rank P Length: 200.00 Ft Width: 150.00 Ft True Area: 35.804.25 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4115 Surface: AAC
 L.C.D.: 01/01/1996 Use: APRON Rank P Length: 1.000.00 Ft Width: 100.00 Ft True Area:169.731.26 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	BUILT		5.00	True	1996 5" P401 ON 6" P211 ON 9" EXISTING P211

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4120 Surface: PCC
 L.C.D.: 01/01/2007 Use: APRON Rank P Length: 750.00 Ft Width: 508.00 Ft True Area:331.039.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-PC	New Construction - PCC	\$0	0.00	True	

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4125 Surface: AC
 L.C.D.: 01/01/2007 Use: APRON Rank P Length: 645.00 Ft Width: 20.00 Ft True Area: 12.900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB Branch: AP TERM (TERMINAL APRON - CENTER) Section: 4140 Surface: AC
 L.C.D.: 01/01/1996 Use: APRON Rank P Length: 166.00 Ft Width: 582.00 Ft True Area:162.648.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB Branch: AP W (WEST APRON) Section: 4405 Surface: AC
 L.C.D.: 12/25/1999 Use: APRON Rank P Length: 520.00 Ft Width: 50.00 Ft True Area: 32.907.27 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: SFB Branch: AP W (WEST APRON) Section: 4410 Surface: PCC
 L.C.D.: 01/01/2006 Use: APRON Rank P Length: 300.00 Ft Width: 80.00 Ft True Area: 27.985.69 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	NC-PC	New Construction - PCC	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: FBO AP (FBO APRON) Section: 4305 Surface: AC
 L.C.D.: 01/01/1994 Use: APRON Rank P Length: 600.00 Ft Width: 375.00 Ft True Area:231.730.12 SqF

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

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

01/01/1994	IMPORTED	BUILT			True	ESTIMATE 1994 AC PAVEMENT
Network: SFB Branch: FBO AP (FBO APRON) Section: 4315 Surface: AC L.C.D.: 01/01/2004 Use: APRON Rank P Length: 280.00 Ft Width: 205.00 Ft True Area: 57,936.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	
Network: SFB Branch: FBO APCONN (FBO APRON CONN) Section: 105 Surface: AC L.C.D.: 01/01/1994 Use: APRON Rank P Length: 1,400.00 Ft Width: 50.00 Ft True Area: 72,099.72 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1994	IMPORTED	BUILT			True	ESTIMATE 1994 AC PAVEMENT
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6205 Surface: AAC L.C.D.: 01/01/2009 Use: RUNWAY Rank P Length: 3,215.00 Ft Width: 75.00 Ft True Area: 241,125.00 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	
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6210 Surface: AAC L.C.D.: 01/01/1984 Use: RUNWAY Rank P Length: 6,430.00 Ft Width: 37.50 Ft True Area: 241,125.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 1.5-3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6215 Surface: PCC L.C.D.: 01/01/1943 Use: RUNWAY Rank P Length: 540.00 Ft Width: 100.00 Ft True Area: 54,000.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1943	IMPORTED	BUILT		11.00	True	1943 11" PCC
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6216 Surface: PCC L.C.D.: 01/01/1943 Use: RUNWAY Rank P Length: 1,080.00 Ft Width: 25.00 Ft True Area: 27,000.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1943	IMPORTED	BUILT		11.00	True	1943 11" PCC
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6217 Surface: AAC L.C.D.: 01/01/2004 Use: RUNWAY Rank P Length: 730.00 Ft Width: 37.00 Ft True Area: 27,370.11 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	OL-AS	Overlay - AC Structural	\$0	4.00	True	4" P-401 OVERLAY
01/01/2004	MI-CO	Cold Milling	\$0	2.00	False	MILL 2" EXISTING ASPHALT
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211
Network: SFB Branch: RW 18-36 (RUNWAY 18-36) Section: 6225 Surface: AAC L.C.D.: 01/01/1984 Use: RUNWAY Rank P Length: 420.00 Ft Width: 37.00 Ft True Area: 15,745.46 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211

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Pavement Database:FDOT

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6230 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 160.00 Ft **Width:** 100.00 Ft **True Area:** 16,000.00 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	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1943	IMPORTED	BUILT		11.00	True	1943 11" PCC

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6231 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 500.00 Ft **Width:** 25.00 Ft **True Area:** 9,324.00 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	
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1943	IMPORTED	BUILT		11.00	True	1943 11" PCC

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6232 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 115.00 Ft **Width:** 100.00 Ft **True Area:** 11,500.00 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	
01/01/1992	IMPORTED	OVERLAY			True	EST 1992 BIT OL
01/01/1943	IMPORTED	BUILT		11.00	True	1943 11" PCC PAVEMENT

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6233 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,262.00 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	
01/01/1992	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6240 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 75.00 Ft **Width:** 100.00 Ft **True Area:** 7,500.00 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	
01/01/1983	IMPORTED	BUILT			True	1983 VAR BIT OL
01/01/1943	IMPORTED	OVERLAY			True	EST 1943 PCC

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6245 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 155.00 Ft **Width:** 50.00 Ft **True Area:** 7,989.45 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	
01/01/1983	IMPORTED	BUILT			True	1983 VAR BIT OL
01/01/1943	IMPORTED	OVERLAY			True	EST 1943 PCC

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6250 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 402.00 Ft **Width:** 100.00 Ft **True Area:** 40,200.00 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	
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211

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Pavement Database:FDOT

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6255 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** RUNWAY **Rank P Length:** 804.00 Ft **Width:** 25.00 Ft **True Area:** 20,152.58 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	OVERLAY		3.00	True	1984 1.5-3" P-401 OL
01/01/1943	IMPORTED	BUILT		3.00	True	1943 3" P-401 11" P-211

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6280 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 935.00 Ft **Width:** 75.00 Ft **True Area:** 70,125.00 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	
01/01/1984	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6285 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** RUNWAY **Rank P Length:** 360.00 Ft **Width:** 75.00 Ft **True Area:** 27,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6290 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank P Length:** 410.00 Ft **Width:** 100.00 Ft **True Area:** 41,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1984	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6295 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank P Length:** 820.00 Ft **Width:** 25.00 Ft **True Area:** 20,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1984	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1943	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 9C-27C (RUNWAY 9C-27C) **Section:** 6304 **Surface:** AAC
L.C.D.: 01/01/1975 **Use:** RUNWAY **Rank P Length:** 50.00 Ft **Width:** 120.00 Ft **True Area:** 8,513.56 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1952	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** RW 9C-27C (RUNWAY 9C-27C) **Section:** 6305 **Surface:** AAC
L.C.D.: 01/01/1975 **Use:** RUNWAY **Rank P Length:** 3,200.00 Ft **Width:** 75.00 Ft **True Area:**268,320.92 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	OVERLAY		3.00	True	1975 3" P-401 OL
01/01/1952	IMPORTED	BUILT		4.50	True	1952 4.5" P-401 6" P-211

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6105 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 9,000.00 Ft **Width:** 100.00 Ft **True Area:**864,000.00 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	

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01/01/1992	IMPORTED	OVERLAY		2.50	True	1992 2.5" P401 OVERLAY
01/01/1975	IMPORTED	OVERLAY		4.00	True	1975 4" P401 OVERLAY
01/01/1953	IMPORTED	BUILT		10.00	True	1953 10" PCC PAVEMENT

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6110 **Surface:** APC
L.C.D.: 01/01/2009 **Use:** RUNWAY **Rank P Length:** 18,000.00 Ft **Width:** 25.00 Ft **True Area:**432,000.00 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	
01/01/1992	IMPORTED	OVERLAY		2.50	True	1992 2.5" P401 OVERLAY
01/01/1975	IMPORTED	OVERLAY		4.00	True	1975 4" FEATHERED P401 OVERLAY
01/01/1953	IMPORTED	BUILT		10.00	True	1953 10" PCC PAVEMENT

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6145 **Surface:** APC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank P Length:** 9,000.00 Ft **Width:** 100.00 Ft **True Area:** 36,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	
01/01/2009	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1992	IMPORTED	OVERLAY	\$0	2.50	True	1992 2.5" P401 OVERLAY
01/01/1975	IMPORTED	OVERLAY	\$0	4.00	True	1975 4" P401 OVERLAY
01/01/1953	IMPORTED	BUILT	\$0	10.00	True	1953 10" PCC PAVEMENT

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6150 **Surface:** APC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank P Length:** 18,000.00 Ft **Width:** 25.00 Ft **True Area:** 18,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	
01/01/2009	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1992	IMPORTED	OVERLAY	\$0	2.50	True	1992 2.5" P401 OVERLAY
01/01/1975	IMPORTED	OVERLAY	\$0	4.00	True	1975 4" FEATHERED P401 OVERLAY
01/01/1953	IMPORTED	BUILT	\$0	10.00	True	1953 10" PCC PAVEMENT

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6155 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank P Length:** 600.00 Ft **Width:** 100.00 Ft **True Area:** 60,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	
01/01/1995	IMPORTED	OVERLAY			True	EXISTING AC PAVEMENT
01/01/1995	IMPORTED	BUILT		4.00	True	1995 4" P401 OVERLAY ON

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6160 **Surface:** AAC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank P Length:** 1,600.00 Ft **Width:** 25.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	
01/01/1995	IMPORTED	BUILT		4.00	True	1995 4" P401 OVERLAY
01/01/1995	IMPORTED	OVERLAY			True	ON EXISTING AC PAVEMENT

Network: SFB **Branch:** RW 9L-27R (RUNWAY 9L-27R) **Section:** 6165 **Surface:** AC
L.C.D.: 01/01/2012 **Use:** RUNWAY **Rank P Length:** 1,400.00 Ft **Width:** 100.00 Ft **True Area:**140,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	INITIAL	Initial Construction	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	

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Network: SFB Branch: RW 9L-27R (RUNWAY 9L-27R) Section: 6170 Surface: AC
 L.C.D.: 01/01/2012 Use: RUNWAY Rank P Length: 2,800.00 Ft Width: 25.00 Ft True Area: 70,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	INITIAL	Initial Construction	\$0	0.00	True	
01/01/2012	Unknown	Unknown Major - construction	\$0	0.00	True	

Network: SFB Branch: RW 9R-27L (RUNWAY 9R-27L) Section: 6405 Surface: AC
 L.C.D.: 01/01/1997 Use: RUNWAY Rank P Length: 3,553.00 Ft Width: 75.00 Ft True Area:267,511.13 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT		2.00	True	1997 2" P401 ON 6" P211 ON 6" P152

Network: SFB Branch: RW 9R-27L (RUNWAY 9R-27L) Section: 6410 Surface: AC
 L.C.D.: 01/01/2008 Use: RUNWAY Rank P Length: 2,898.00 Ft Width: 75.00 Ft True Area:217,575.39 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NU-IN	New Construction - Initial	\$0	0.00	True	

Network: SFB Branch: TW A (TAXIWAY A) Section: 110 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 1,854.00 Ft Width: 140.00 Ft True Area:190,899.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB Branch: TW A3 (TAXIWAY A3) Section: 115 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 300.00 Ft Width: 215.00 Ft True Area: 38,137.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB Branch: TW A3 (TAXIWAY A3) Section: 116 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 300.00 Ft Width: 88.00 Ft True Area: 26,430.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NU-IN	New Construction - Initial	\$0	0.00	True	

Network: SFB Branch: TW B (TAXIWAY B) Section: 202 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 150.00 Ft Width: 100.00 Ft True Area: 18,286.05 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	
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW B (TAXIWAY B) Section: 203 Surface: AAC
 L.C.D.: 01/01/2008 Use: TAXIWAY Rank P Length: 135.00 Ft Width: 115.00 Ft True Area: 16,974.92 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	
01/01/2004	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1990	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW B (TAXIWAY B) Section: 204 Surface: AC
 L.C.D.: 01/01/1997 Use: TAXIWAY Rank P Length: 1,000.00 Ft Width: 75.00 Ft True Area: 82,721.99 SqF

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

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Pavement Database:FDOT								
01/01/1997	IMPORTED	BUILT		5.00	True	1997 5" P401 ON 10" P211 ON 6" P154		
Network: SFB		Branch: TW B		(TAXIWAY B)		Section: 205 Surface: AAC		
L.C.D.: 01/01/2004		Use: TAXIWAY	Rank P	Length: 5,340.00 Ft	Width: 75.00 Ft	True Area:408,689.00 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
01/01/2004	OL-AS	Overlay - AC Structural	\$0	7.00	True	7" P-401 OVERLAY		
01/01/1990	IMPORTED	BUILT		2.00	True	1990 2" P-401 10" P-211 6" P-154		
Network: SFB		Branch: TW B		(TAXIWAY B)		Section: 252 Surface: AAC		
L.C.D.: 01/01/2009		Use: TAXIWAY	Rank P	Length: 200.00 Ft	Width: 75.00 Ft	True Area: 19,042.00 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			
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True			
Network: SFB		Branch: TW B		(TAXIWAY B)		Section: 605 Surface: AAC		
L.C.D.: 01/01/2004		Use: TAXIWAY	Rank P	Length: 2,100.00 Ft	Width: 75.00 Ft	True Area:197,906.00 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
01/01/2004	ML-OL	Mill and Overlay	\$0	0.00	True			
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True			
Network: SFB		Branch: TW B		(TAXIWAY B)		Section: 615 Surface: AC		
L.C.D.: 01/01/2013		Use: TAXIWAY	Rank P	Length: 1,400.00 Ft	Width: 100.00 Ft	True Area:150,303.00 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	5" P-401SP, 5" P-403, 12" P-211		
Network: SFB		Branch: TW B10		(TAXIWAY B10)		Section: 620 Surface: PCC		
L.C.D.: 01/01/2013		Use: TAXIWAY	Rank P	Length: 500.00 Ft	Width: 50.00 Ft	True Area: 25,251.00 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	15" P-501, 6" P-306 BASE, 6" P-211 LIMEROCK BASE		
Network: SFB		Branch: TW B2		(TAXIWAY B2)		Section: 250 Surface: APC		
L.C.D.: 01/01/2009		Use: TAXIWAY	Rank P	Length: 525.00 Ft	Width: 150.00 Ft	True Area: 85,246.51 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	OVERLAY		3.00	True	1975 3" P-401		
01/01/1943	IMPORTED	BUILT		10.00	True	1943 10" PCC		
Network: SFB		Branch: TW B3		(TAXIWAY B3)		Section: 215 Surface: AC		
L.C.D.: 01/01/1990		Use: TAXIWAY	Rank P	Length: 350.00 Ft	Width: 90.00 Ft	True Area: 38,168.93 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
01/01/1990	IMPORTED	BUILT		2.00	True	1990 2" P-401 10" P-211 6" P-154		
Network: SFB		Branch: TW B3		(TAXIWAY B3)		Section: 217 Surface: AC		
L.C.D.: 01/01/1990		Use: TAXIWAY	Rank P	Length: 200.00 Ft	Width: 90.00 Ft	True Area: 18,603.89 SqF		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
01/01/1990	INITIAL	Initial Construction	\$0	0.00	True			

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Network: SFB Branch: TW B4 (TAXIWAY B4) Section: 216 Surface: AC
 L.C.D.: 01/01/1990 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 90.00 Ft True Area: 18,606.59 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW B4 (TAXIWAY B4) Section: 220 Surface: AC
 L.C.D.: 01/01/1990 Use: TAXIWAY Rank P Length: 400.00 Ft Width: 90.00 Ft True Area: 38,168.93 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1990	IMPORTED	BUILT		2.00	True	1990 2" P-401 10" P-211 6" P-154

Network: SFB Branch: TW B7 (TAXIWAY B7) Section: 225 Surface: APC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 1,300.00 Ft Width: 100.00 Ft True Area: 110,778.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI-CO	Cold Milling	\$0	2.00	False	MILL 2" EXISTING ASPHALT
01/01/2004	OL-AS	Overlay - AC Structural	\$0	4.00	True	4" P-401 OVERLAY
01/01/1975	IMPORTED	OVERLAY		3.00	True	1975 3" P-401
01/01/1953	IMPORTED	BUILT		10.00	True	1953 10" PCC

Network: SFB Branch: TW B8 (TAXIWAY B8) Section: 230 Surface: AAC
 L.C.D.: 01/01/2013 Use: TAXIWAY Rank P Length: 1,156.00 Ft Width: 90.00 Ft True Area: 70,444.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2013	ML-OV	MILL and OVERLAY	\$0	0.00	True	5" NEW P401SP ON 5" P-403 BASE, 12" P-211
01/01/2004	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW B8 (TAXIWAY B8) Section: 610 Surface: AAC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 1,156.00 Ft Width: 90.00 Ft True Area: 65,457.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW C (TAXIWAY C) Section: 307 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 450.00 Ft Width: 75.00 Ft True Area: 33,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	5.00	True	5" P-401, 14" P-211, 16" P-154 6" P-152
01/01/1975	IMPORTED	BUILT		4.00	True	

Network: SFB Branch: TW C (TAXIWAY C) Section: 308 Surface: AC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 250.00 Ft Width: 75.00 Ft True Area: 18,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	5.00	True	5" P-401, 14" P-211, 8" P-154 6" P-152
01/01/1989	IMPORTED	REPAIR			False	
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P401 ON 9" P211 ON 6" P154

Network: SFB Branch: TW C (TAXIWAY C) Section: 315 Surface: AAC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 2,850.00 Ft Width: 75.00 Ft True Area: 218,690.62 SqF

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

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

01/01/2000	OL-AS	Overlay - AC Structural	\$0	5.00	True	5" P-401
01/01/1977	IMPORTED	BUILT		4.00	True	1977 4" P-401 9" P-211 6" P-154

Network: SFB Branch: TW C (TAXIWAY C) Section: 320 Surface: AAC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 75.00 Ft True Area: 19.167.04 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	OL-AS	Overlay - AC Structural	\$0	5.00	True	5" P-401
01/01/1977	INITIAL	Initial Construction	\$0	4.00	True	1977 4" P-401 9" P-211 6" P-154

Network: SFB Branch: TW C (TAXIWAY C) Section: 350 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 1.650.00 Ft Width: 75.00 Ft True Area:128.042.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	\$0	6.00	True	6" P-401, 13" P-211, 7" P-154, 8" P-152
01/01/1975	IMPORTED	OVERLAY		3.00	True	1975 3" P-401 OL
01/01/1953	IMPORTED	BUILT		6.50	True	1953 6.5" P-401 6" P-211

Network: SFB Branch: TW C (TAXIWAY C) Section: 355 Surface: APC
 L.C.D.: 01/01/1975 Use: TAXIWAY Rank P Length: 420.00 Ft Width: 75.00 Ft True Area: 31.708.35 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	OVERLAY		3.00	True	1975 3" P-401 OL
01/01/1953	IMPORTED	BUILT		10.00	True	1953 10" PCC

Network: SFB Branch: TW E (TAXIWAY E) Section: 505 Surface: AC
 L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 270.00 Ft Width: 75.00 Ft True Area: 20.304.54 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW E (TAXIWAY E) Section: 506 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 175.00 Ft Width: 75.00 Ft True Area: 17.009.22 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	
01/01/1977	INITIAL	Initial Construction	\$0	1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW K (TAXIWAY K) Section: 1105 Surface: APC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 600.00 Ft Width: 75.00 Ft True Area: 46.154.82 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	OL-AS	Overlay - AC Structural	\$0	0.00	True	2" P-401 OVERLAY
01/01/1975	IMPORTED	OVERLAY		3.00	True	1975 3" P-401 OL
01/01/1961	IMPORTED	OVERLAY		7.00	True	1961 7" P-401 OL
01/01/1953	IMPORTED	BUILT		6.00	True	1953 6" PCC

Network: SFB Branch: TW K (TAXIWAY K) Section: 1107 Surface: AAC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 450.00 Ft Width: 100.00 Ft True Area: 59.520.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	OL-AS	Overlay - AC Structural	\$0	0.00	True	TRANSITION PAVM'T FORM 7 TO 2" P-401 OVERLAY
01/01/1997	IMPORTED	BUILT			True	ESTIMATE 1997 AC PAVEMENT

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

Network: SFB **Branch:** TW K (TAXIWAY K) **Section:** 1110 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank P Length:** 700.00 Ft **Width:** 75.00 Ft **True Area:** 57,970.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	\$0	5.00	True	5" P-401, 14 P-211, 16" P-154 6" P-152
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P-401 9" P-211 6" P-154

Network: SFB **Branch:** TW K (TAXIWAY K) **Section:** 4610 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** TAXIWAY **Rank P Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 15,598.01 SqF

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

Network: SFB **Branch:** TW K1 (TAXIWAY K1) **Section:** 1005 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 840.00 Ft **Width:** 75.00 Ft **True Area:** 65,059.81 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** TW L (TAXIWAY L) **Section:** 1205 **Surface:** AC
L.C.D.: 01/01/1975 **Use:** TAXIWAY **Rank P Length:** 150.00 Ft **Width:** 75.00 Ft **True Area:** 16,841.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P-401 9" P-211 6" P-154

Network: SFB **Branch:** TW L (TAXIWAY L) **Section:** 1207 **Surface:** AAC
L.C.D.: 01/01/2009 **Use:** TAXIWAY **Rank P Length:** 200.00 Ft **Width:** 75.00 Ft **True Area:** 20,672.04 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	1991 P-401 OL FROM R/W
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P-401 9" P-211 6" P-154

Network: SFB **Branch:** TW L (TAXIWAY L) **Section:** 1208 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank P Length:** 1,000.00 Ft **Width:** 75.00 Ft **True Area:** 97,724.89 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1975	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** TW L (TAXIWAY L) **Section:** 1209 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank P Length:** 150.00 Ft **Width:** 100.00 Ft **True Area:** 24,382.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1975	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB **Branch:** TW L (TAXIWAY L) **Section:** 1220 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 325.00 Ft **Width:** 200.00 Ft **True Area:** 46,072.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

Network: SFB Branch: TW M (TAXIWAY M) Section: 1304 Surface: AC
 L.C.D.: 01/01/1975 Use: TAXIWAY Rank P Length: 100.00 Ft Width: 200.00 Ft True Area: 27,969.02 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW M (TAXIWAY M) Section: 1305 Surface: AC
 L.C.D.: 01/01/1975 Use: TAXIWAY Rank P Length: 150.00 Ft Width: 200.00 Ft True Area: 30,807.24 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P-401 9" P-211 6" P-154

Network: SFB Branch: TW P (TAXIWAY P) Section: 1505 Surface: AC
 L.C.D.: 01/01/1955 Use: TAXIWAY Rank P Length: 250.00 Ft Width: 50.00 Ft True Area: 18,518.05 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1955	IMPORTED	BUILT			True	EST 1955 BIT

Network: SFB Branch: TW P (TAXIWAY P) Section: 1510 Surface: PCC
 L.C.D.: 01/01/1955 Use: TAXIWAY Rank P Length: 57.00 Ft Width: 40.00 Ft True Area: 3,848.45 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1955	IMPORTED	BUILT			True	EST 1955 PCC

Network: SFB Branch: TW R (TAXIWAY R) Section: 1804 Surface: AAC
 L.C.D.: 01/01/2008 Use: TAXIWAY Rank P Length: 65.00 Ft Width: 120.00 Ft True Area: 14,000.68 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	
01/01/1977	INITIAL	Initial Construction	\$0	1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW R (TAXIWAY R) Section: 1805 Surface: AC
 L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 4,300.00 Ft Width: 50.00 Ft True Area: 217,226.78 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW R (TAXIWAY R) Section: 1806 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 175.00 Ft Width: 75.00 Ft True Area: 17,488.27 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	
01/01/1977	INITIAL	Initial Construction	\$0	1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW R (TAXIWAY R) Section: 1810 Surface: AC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 100.00 Ft Width: 100.00 Ft True Area: 15,756.83 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	\$0	6.00	True	6" P-401, 13" P-211, 7" P-154, 8" P-152
01/01/1975	IMPORTED	BUILT		4.00	True	1975 4" P-401 9" P-211 6" P-154

Network: SFB Branch: TW R (TAXIWAY R) Section: 1812 Surface: AAC
 L.C.D.: 01/01/2008 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 100.00 Ft True Area: 22,615.25 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	

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

01/01/2000	OL-AS	Overlay - AC Structural	\$0	0.00	True	1975 3" P-401 OL 1952 4" P-401 8" P-211
01/01/1975	OL-AT	Overlay - AC Thin (Global)	\$0	3.00	False	
01/01/1952	INITIAL	Initial Construction	\$0	4.00	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1814 Surface: AAC
 L.C.D.: 01/01/1992 Use: TAXIWAY Rank P Length: 75.00 Ft Width: 115.00 Ft True Area: 10,046.44 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1992	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1975	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1952	INITIAL	Initial Construction	\$0	0.00	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1815 Surface: AAC
 L.C.D.: 01/01/2000 Use: TAXIWAY Rank P Length: 660.00 Ft Width: 75.00 Ft True Area: 54,954.70 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	OL-AS	Overlay - AC Structural	\$0	0.00	True	TRANSITION PAV'T FROM 7 TO 1.5" P-401 OVERLAY 1975 3" P-401 OL 1952 4" P-401 8" P-211
01/01/1975	IMPORTED	OVERLAY		3.00	True	
01/01/1952	IMPORTED	BUILT		4.00	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1817 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 250.00 Ft Width: 75.00 Ft True Area: 24,202.46 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	1992 FEATHERED P401 OVERLAY 1975 3" P401 FEATHERED OVERLAY 1952 4" P401 ON 8" P211
01/01/1992	IMPORTED	OVERLAY			True	
01/01/1975	IMPORTED	OVERLAY		3.00	True	
01/01/1952	IMPORTED	BUILT		4.00	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1818 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 70.00 Ft Width: 100.00 Ft True Area: 8,265.21 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	1992 FEATHERED P401 OVERLAY 1977 1.5" P401 ON 9" P211 ON 6" P154
01/01/1992	IMPORTED	OVERLAY			True	
01/01/1977	IMPORTED	BUILT		1.50	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1820 Surface: AC
 L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 400.00 Ft Width: 50.00 Ft True Area: 22,019.40 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		1.50	True	1977 1.5" P-401 9" P-211 6" P-154

Network: SFB Branch: TW R (TAXIWAY R) Section: 1825 Surface: AAC
 L.C.D.: 01/01/2004 Use: TAXIWAY Rank P Length: 250.00 Ft Width: 75.00 Ft True Area: 21,271.02 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	1977 1.5" P-401 9" P-211 6" P-154
01/01/1977	IMPORTED	BUILT		1.50	True	

Network: SFB Branch: TW R (TAXIWAY R) Section: 1826 Surface: AAC
 L.C.D.: 01/01/2009 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 75.00 Ft True Area: 17,896.02 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	OL-AS	Overlay - AC Structural	\$0	0.00	True	
01/01/1977	INITIAL	Initial Construction	\$0	0.00	True	

Date:05/05/2015

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Pavement Database:FDOT

Network: SFB **Branch:** TW S **(TAXIWAY S)** **Section:** 1905 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 385.00 Ft **Width:** 50.00 Ft **True Area:** 23,186.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** TW S **(TAXIWAY S)** **Section:** 1910 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 3,300.00 Ft **Width:** 35.00 Ft **True Area:**117,287.13 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** TW S **(TAXIWAY S)** **Section:** 1925 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank P Length:** 2,200.00 Ft **Width:** 35.00 Ft **True Area:**115,394.65 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NU-IN	New Construction - Initial	\$0	0.00	True	

Network: SFB **Branch:** TW S1 **(TAXIWAY S1)** **Section:** 1915 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 350.00 Ft **Width:** 45.00 Ft **True Area:** 22,552.55 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** TW S2 **(TAXIWAY S2)** **Section:** 1920 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank P Length:** 350.00 Ft **Width:** 45.00 Ft **True Area:** 23,284.88 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	\$0	0.00	True	

Network: SFB **Branch:** TW S3 **(TAXIWAY S3)** **Section:** 1930 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank P Length:** 300.00 Ft **Width:** 45.00 Ft **True Area:** 13,493.96 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NU-IN	New Construction - Initial	\$0	0.00	True	

Network: SFB **Branch:** TW S4 **(TAXIWAY S4)** **Section:** 1940 **Surface:** AC
L.C.D.: 01/01/2008 **Use:** TAXIWAY **Rank P Length:** 350.00 Ft **Width:** 35.00 Ft **True Area:** 14,379.16 SqF

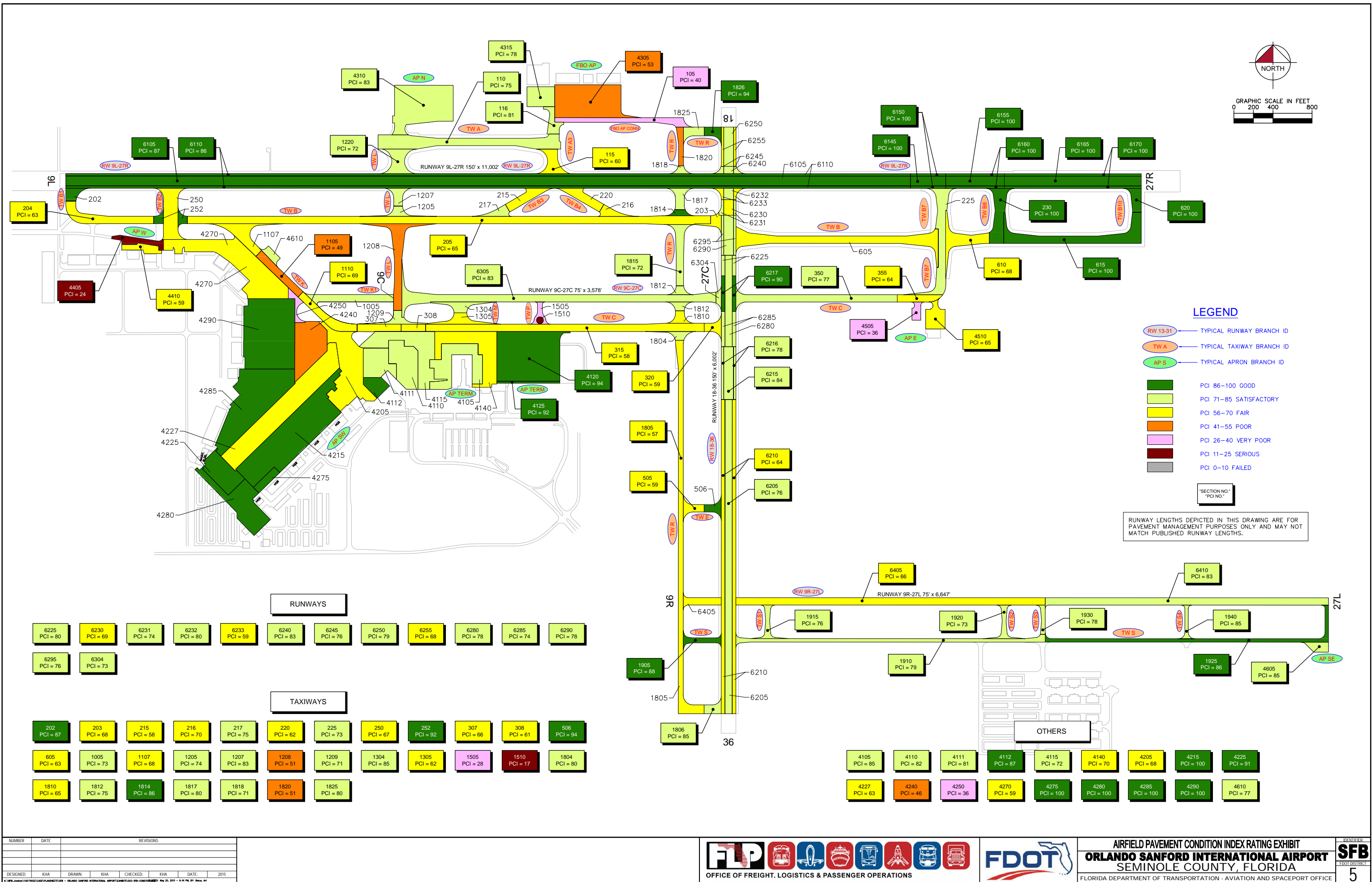
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	NU-IN	New Construction - Initial	\$0	0.00	True	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	59	6,344,990.79	5.63	3.42
Cold Milling	2	138,148.11	2.00	.00
Complete Reconstruction - AC	5	254,269.02	5.40	.55
Initial Construction	33	1,339,053.35	.38	1.03
Joint Seal	1	95,132.00	.00	
Mill and Overlay	24	1,124,651.08	.00	.00
New Construction - AC	12	1,004,742.90	.00	.00
New Construction - Initial	13	1,860,955.18	.00	.00
New Construction - PCC	2	359,024.69	.00	.00
OVERLAY	35	4,828,678.48	3.69	2.28
Overlay - AC Structural	33	2,874,506.27	.76	1.87
Overlay - AC Thin (Global)	1	22,615.25	3.00	
REPAIR	5	125,074.00		
Unknown Major - construction	6	354,000.00	.00	.00

APPENDIX B

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



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

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6410	217,575	P	AC	83	Satisfactory	12	58
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6405	267,511	P	AC	66	Fair	15	71
RUNWAY 9C-27C	RW 9C-27C	RUNWAY	6305	268,321	P	AAC	83	Satisfactory	13	66
RUNWAY 9C-27C	RW 9C-27C	RUNWAY	6304	8,514	P	AAC	73	Satisfactory	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6295	20,500	P	AAC	76	Satisfactory	1	4
RUNWAY 18-36	RW 18-36	RUNWAY	6290	41,000	P	AAC	78	Satisfactory	2	8
RUNWAY 18-36	RW 18-36	RUNWAY	6285	27,000	P	AAC	74	Satisfactory	1	4
RUNWAY 18-36	RW 18-36	RUNWAY	6280	70,125	P	AAC	78	Satisfactory	6	21
RUNWAY 18-36	RW 18-36	RUNWAY	6255	20,153	P	AAC	68	Fair	1	4
RUNWAY 18-36	RW 18-36	RUNWAY	6250	40,200	P	AAC	79	Satisfactory	2	8
RUNWAY 18-36	RW 18-36	RUNWAY	6245	7,989	P	APC	76	Satisfactory	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6240	7,500	P	APC	83	Satisfactory	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6233	10,262	P	APC	59	Fair	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6232	11,500	P	APC	80	Satisfactory	1	3
RUNWAY 18-36	RW 18-36	RUNWAY	6231	9,324	P	APC	74	Satisfactory	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6230	16,000	P	APC	69	Fair	1	4
RUNWAY 18-36	RW 18-36	RUNWAY	6225	15,745	P	AAC	80	Satisfactory	1	2
RUNWAY 18-36	RW 18-36	RUNWAY	6217	27,370	P	AAC	90	Good	1	4
RUNWAY 18-36	RW 18-36	RUNWAY	6216	27,000	P	PCC	78	Satisfactory	1	6
RUNWAY 18-36	RW 18-36	RUNWAY	6215	54,000	P	PCC	84	Satisfactory	2	12
RUNWAY 18-36	RW 18-36	RUNWAY	6210	241,125	P	AAC	64	Fair	7	32
RUNWAY 18-36	RW 18-36	RUNWAY	6205	241,125	P	AAC	76	Satisfactory	13	64
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6170	70,000	P	AC	100	Good	3	14
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6165	140,000	P	AC	100	Good	5	28
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6160	30,000	P	AAC	100	Good	2	6



Pavement Evaluation Report - Orlando Sanford International Airport

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 9L-27R	RW 9L-27R	RUNWAY	6155	60,000	P	AAC	100	Good	3	12
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6150	18,000	P	APC	100	Good	1	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6145	36,000	P	APC	100	Good	2	7
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	432,000	P	APC	86	Good	18	86
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	864,000	P	APC	87	Good	20	173
TAXIWAY K	TW K	TAXIWAY	4610	15,598	P	AC	77	Satisfactory	1	4
APRON SOUTH EAST	AP SE	APRON	4605	20,623	P	AC	85	Satisfactory	1	5
EAST APRON	AP E	APRON	4510	45,632	P	PCC	65	Fair	1	10
EAST APRON	AP E	APRON	4505	15,664	P	PCC	36	Very Poor	1	4
WEST APRON	AP W	APRON	4410	27,986	P	PCC	59	Fair	2	8
WEST APRON	AP W	APRON	4405	32,907	P	AC	24	Serious	1	6
FBO APRON	FBO AP	APRON	4315	57,936	P	AC	78	Satisfactory	3	21
NORTH APRON	AP N	APRON	4310	244,780	P	AC	83	Satisfactory	7	55
FBO APRON	FBO AP	APRON	4305	231,730	P	AC	53	Poor	6	47
SW APRON	AP SW	APRON	4290	371,774	P	PCC	100	Good	9	88
SW APRON	AP SW	APRON	4285	328,190	P	PCC	100	Good	5	41
SW APRON	AP SW	APRON	4280	150,479	P	PCC	100	Good	4	36
SW APRON	AP SW	APRON	4275	24,000	P	PCC	100	Good	1	5
SW APRON	AP SW	APRON	4270	279,553	P	AC	59	Fair	8	48
SW APRON	AP SW	APRON	4250	17,924	P	AAC	36	Very Poor	1	3
SW APRON	AP SW	APRON	4240	148,058	P	PCC	46	Poor	4	39
SW APRON	AP SW	APRON	4227	327,212	P	PCC	63	Fair	8	85
SW APRON	AP SW	APRON	4225	95,132	P	PCC	91	Good	3	26
SW APRON	AP SW	APRON	4215	403,062	P	PCC	100	Good	5	48
SW APRON	AP SW	APRON	4205	222,336	P	APC	68	Fair	6	57

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TERMINAL APRON - CENTER	AP TERM	APRON	4140	162,648	P	AC	70	Fair	5	41
TERMINAL APRON - CENTER	AP TERM	APRON	4125	12,900	P	AC	92	Good	1	4
TERMINAL APRON - CENTER	AP TERM	APRON	4120	331,039	P	PCC	94	Good	7	63
TERMINAL APRON - CENTER	AP TERM	APRON	4115	169,731	P	AAC	72	Satisfactory	5	42
TERMINAL APRON - CENTER	AP TERM	APRON	4112	35,804	P	PCC	87	Good	1	5
TERMINAL APRON - CENTER	AP TERM	APRON	4111	84,441	P	PCC	81	Satisfactory	3	14
TERMINAL APRON - CENTER	AP TERM	APRON	4110	114,673	P	PCC	82	Satisfactory	3	14
TERMINAL APRON - CENTER	AP TERM	APRON	4105	138,631	P	PCC	85	Satisfactory	5	40
TAXIWAY S4	TW S4	TAXIWAY	1940	14,379	P	AC	85	Satisfactory	1	4
TAXIWAY S3	TW S3	TAXIWAY	1930	13,494	P	AC	78	Satisfactory	1	3
TAXIWAY S	TW S	TAXIWAY	1925	115,395	P	AC	86	Good	4	32
TAXIWAY S2	TW S2	TAXIWAY	1920	23,285	P	AC	73	Satisfactory	1	6
TAXIWAY S1	TW S1	TAXIWAY	1915	22,553	P	AC	76	Satisfactory	1	6
TAXIWAY S	TW S	TAXIWAY	1910	117,287	P	AC	79	Satisfactory	4	32
TAXIWAY S	TW S	TAXIWAY	1905	23,187	P	AC	88	Good	1	4
TAXIWAY R	TW R	TAXIWAY	1826	17,896	P	AAC	94	Good	1	4
TAXIWAY R	TW R	TAXIWAY	1825	21,271	P	AAC	80	Satisfactory	1	5
TAXIWAY R	TW R	TAXIWAY	1820	22,019	P	AC	51	Poor	1	4
TAXIWAY R	TW R	TAXIWAY	1818	8,265	P	AAC	71	Satisfactory	1	2
TAXIWAY R	TW R	TAXIWAY	1817	24,202	P	AAC	80	Satisfactory	2	5



Pavement Evaluation Report - Orlando Sanford International Airport

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	1815	54,955	P	AAC	72	Satisfactory	3	13
TAXIWAY R	TW R	TAXIWAY	1814	10,046	P	AAC	86	Good	1	1
TAXIWAY R	TW R	TAXIWAY	1812	22,615	P	AAC	75	Satisfactory	2	4
TAXIWAY R	TW R	TAXIWAY	1810	15,757	P	AC	65	Fair	1	3
TAXIWAY R	TW R	TAXIWAY	1806	17,488	P	AAC	85	Satisfactory	1	4
TAXIWAY R	TW R	TAXIWAY	1805	217,227	P	AC	57	Fair	6	44
TAXIWAY R	TW R	TAXIWAY	1804	14,001	P	AAC	80	Satisfactory	1	2
TAXIWAY P	TW P	TAXIWAY	1510	3,848	P	PCC	17	Serious	1	1
TAXIWAY P	TW P	TAXIWAY	1505	18,518	P	AC	28	Very Poor	1	4
TAXIWAY M	TW M	TAXIWAY	1305	30,807	P	AC	62	Fair	1	6
TAXIWAY M	TW M	TAXIWAY	1304	27,969	P	AC	85	Satisfactory	1	6
TAXIWAY L	TW L	TAXIWAY	1220	46,072	P	AC	72	Satisfactory	3	10
TAXIWAY L	TW L	TAXIWAY	1209	24,382	P	AAC	71	Satisfactory	1	5
TAXIWAY L	TW L	TAXIWAY	1208	97,725	P	AAC	51	Poor	4	20
TAXIWAY L	TW L	TAXIWAY	1207	20,672	P	AAC	83	Satisfactory	2	5
TAXIWAY L	TW L	TAXIWAY	1205	16,841	P	AC	74	Satisfactory	1	4
TAXIWAY K	TW K	TAXIWAY	1110	57,970	P	AC	69	Fair	5	14
TAXIWAY K	TW K	TAXIWAY	1107	59,520	P	AAC	68	Fair	4	14
TAXIWAY K	TW K	TAXIWAY	1105	46,155	P	APC	49	Poor	2	12
TAXIWAY K1	TW K1	TAXIWAY	1005	65,060	P	AC	73	Satisfactory	3	17
TAXIWAY B10	TW B10	TAXIWAY	620	25,251	P	PCC	100	Good	1	4
TAXIWAY B	TW B	TAXIWAY	615	150,303	P	AC	100	Good	4	33
TAXIWAY B8	TW B8	TAXIWAY	610	65,457	P	AAC	68	Fair	2	13
TAXIWAY B	TW B	TAXIWAY	605	197,906	P	AAC	63	Fair	5	45
TAXIWAY E	TW E	TAXIWAY	506	17,009	P	AAC	94	Good	1	4
TAXIWAY E	TW E	TAXIWAY	505	20,305	P	AC	59	Fair	1	6

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	355	31,708	P	APC	64	Fair	2	9
TAXIWAY C	TW C	TAXIWAY	350	128,042	P	AC	77	Satisfactory	5	34
TAXIWAY C	TW C	TAXIWAY	320	19,167	P	AAC	59	Fair	1	4
TAXIWAY C	TW C	TAXIWAY	315	218,691	P	AAC	58	Fair	10	57
TAXIWAY C	TW C	TAXIWAY	308	18,750	P	AC	61	Fair	1	5
TAXIWAY C	TW C	TAXIWAY	307	33,750	P	AC	66	Fair	3	9
TAXIWAY B	TW B	TAXIWAY	252	19,042	P	AAC	92	Good	1	4
TAXIWAY B2	TW B2	TAXIWAY	250	85,247	P	APC	67	Fair	5	22
TAXIWAY B8	TW B8	TAXIWAY	230	70,444	P	AAC	100	Good	2	14
TAXIWAY B7	TW B7	TAXIWAY	225	110,778	P	APC	73	Satisfactory	5	23
TAXIWAY B4	TW B4	TAXIWAY	220	38,169	P	AC	62	Fair	2	8
TAXIWAY B3	TW B3	TAXIWAY	217	18,604	P	AC	75	Satisfactory	1	4
TAXIWAY B4	TW B4	TAXIWAY	216	18,607	P	AC	70	Fair	1	4
TAXIWAY B3	TW B3	TAXIWAY	215	38,169	P	AC	58	Fair	2	8
TAXIWAY B	TW B	TAXIWAY	205	408,689	P	AAC	65	Fair	13	107
TAXIWAY B	TW B	TAXIWAY	204	82,722	P	AC	63	Fair	2	20
TAXIWAY B	TW B	TAXIWAY	203	16,975	P	AAC	68	Fair	1	3
TAXIWAY B	TW B	TAXIWAY	202	18,286	P	AAC	87	Good	1	3
TAXIWAY A3	TW A3	TAXIWAY	116	26,430	P	AC	81	Satisfactory	1	9
TAXIWAY A3	TW A3	TAXIWAY	115	38,137	P	AC	60	Fair	3	10
TAXIWAY A	TW A	TAXIWAY	110	190,899	P	AC	75	Satisfactory	6	45
FBO APRON CONN	FBO APCONN	APRON	105	72,100	P	AC	40	Very Poor	4	14

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 /5/2015

Branch Condition Report

1 of 4

Pavement Database: FDOT NetworkID: SFB

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 E (EAST APRON)	2	390.00	137.50	61,296.84	APRON	50.50	14.50	57.59
AP N (NORTH APRON)	1	600.00	400.00	244,780.00	APRON	83.00	0.00	83.00
AP SE (APRON SOUTH EAST)	1	205.00	100.00	20,623.02	APRON	85.00	0.00	85.00
AP SW (SW APRON)	11	12,325.00	273.27	2,367,720.00	APRON	78.45	23.47	82.82
AP TERM (TERMINAL APRON - CENTER)	8	4,266.00	270.00	1,049,867.32	APRON	82.88	8.04	82.92
AP W (WEST APRON)	2	820.00	65.00	60,892.96	APRON	41.50	17.50	40.09
FBO AP (FBO APRON)	2	880.00	290.00	289,666.12	APRON	65.50	12.50	58.00
FBO APCONN (FBO APRON CONN)	1	1,400.00	50.00	72,099.72	APRON	40.00	0.00	40.00
RW 18-36 (RUNWAY 18-36)	18	17,351.00	63.14	887,918.60	RUNWAY	75.89	7.13	73.70
RW 9C-27C (RUNWAY 9C-27C)	2	3,250.00	97.50	276,834.48	RUNWAY	78.00	5.00	82.69
RW 9L-27R (RUNWAY 9L-27R)	8	60,400.00	62.50	1,650,000.00	RUNWAY	96.63	5.85	89.53
RW 9R-27L (RUNWAY 9R-27L)	2	6,451.00	75.00	485,086.52	RUNWAY	74.50	8.50	73.62
TW A (TAXIWAY A)	1	1,854.00	140.00	190,899.00	TAXIWAY	75.00	0.00	75.00
TW A3 (TAXIWAY A3)	2	600.00	151.50	64,567.00	TAXIWAY	70.50	10.50	68.60
TW B (TAXIWAY B)	7	10,325.00	87.86	893,922.96	TAXIWAY	76.86	14.50	71.34
TW B10 (TAXIWAY B10)	1	500.00	50.00	25,251.00	TAXIWAY	100.00	0.00	100.00

Date: 5 /5/2015

Branch Condition Report

2 of 4

Pavement Database: FDOT NetworkID: SFB

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 B2 (TAXIWAY B2)	1	525.00	150.00	85,246.51	TAXIWAY	67.00	0.00	67.00
TW B3 (TAXIWAY B3)	2	550.00	90.00	56,772.82	TAXIWAY	66.50	8.50	63.57
TW B4 (TAXIWAY B4)	2	600.00	90.00	56,775.52	TAXIWAY	66.00	4.00	64.62
TW B7 (TAXIWAY B7)	1	1,300.00	100.00	110,778.00	TAXIWAY	73.00	0.00	73.00
TW B8 (TAXIWAY B8)	2	2,312.00	90.00	135,901.00	TAXIWAY	84.00	16.00	84.59
TW C (TAXIWAY C)	6	5,820.00	75.00	450,108.02	TAXIWAY	64.17	6.36	64.60
TW E (TAXIWAY E)	2	445.00	75.00	37,313.76	TAXIWAY	76.50	17.50	74.95
TW K (TAXIWAY K)	4	1,950.00	81.25	179,243.23	TAXIWAY	65.75	10.28	64.21
TW K1 (TAXIWAY K1)	1	840.00	75.00	65,059.81	TAXIWAY	73.00	0.00	73.00
TW L (TAXIWAY L)	5	1,825.00	105.00	205,692.33	TAXIWAY	70.20	10.50	63.17
TW M (TAXIWAY M)	2	250.00	200.00	58,776.26	TAXIWAY	73.50	11.50	72.94
TW P (TAXIWAY P)	2	307.00	45.00	22,366.50	TAXIWAY	22.50	5.50	26.11
TW R (TAXIWAY R)	12	6,745.00	84.17	445,743.06	TAXIWAY	74.67	11.83	66.32
TW S (TAXIWAY S)	3	5,885.00	40.00	255,868.31	TAXIWAY	84.33	3.86	82.97
TW S1 (TAXIWAY S1)	1	350.00	45.00	22,552.55	TAXIWAY	76.00	0.00	76.00
TW S2 (TAXIWAY S2)	1	350.00	45.00	23,284.88	TAXIWAY	73.00	0.00	73.00

Date: 5 /5/2015

Branch Condition Report

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Pavement Database: FDOT NetworkID: SFB

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 S3 (TAXIWAY S3)	1	300.00	45.00	13,493.96	TAXIWAY	78.00	0.00	78.00
TW S4 (TAXIWAY S4)	1	350.00	35.00	14,379.16	TAXIWAY	85.00	0.00	85.00

Date: 5 /5/2015

Branch Condition Report

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Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	28	4,166,945.98	73.18	21.94	79.40
RUNWAY	30	3,299,839.60	81.47	11.41	82.36
TAXIWAY	60	3,413,995.64	71.75	15.23	70.33
All	118	10,880,781.22	74.56	16.79	77.45

Date: 5 /5/2015

Section Condition Report

1 of 6

Pavement Database: FDOT NetworkID: SFB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4505	12/25/1999	PCC	APRON	P	0	15,664.40	01/12/2015	16	36.00
AP E (EAST APRON)	4510	12/25/1999	PCC	APRON	P	0	45,632.44	01/12/2015	16	65.00
AP N (NORTH APRON)	4310	01/01/2005	AC	APRON	P	0	244,780.00	01/12/2015	10	83.00
AP SE (APRON SOUTH EAST)	4605	01/01/2008	AC	APRON	P	0	20,623.02	01/12/2015	7	85.00
AP SW (SW APRON)	4205	01/01/1961	APC	APRON	P	0	222,336.00	01/12/2015	54	68.00
AP SW (SW APRON)	4215	01/01/2014	PCC	APRON	P	0	403,062.00	01/01/2014	0	100.00
AP SW (SW APRON)	4225	01/01/1957	PCC	APRON	P	0	95,132.00	01/12/2015	58	91.00
AP SW (SW APRON)	4227	01/01/1957	PCC	APRON	P	0	327,212.00	01/12/2015	58	63.00
AP SW (SW APRON)	4240	01/01/1953	PCC	APRON	P	0	148,058.00	01/12/2015	62	46.00
AP SW (SW APRON)	4250	01/01/1961	AAC	APRON	P	0	17,924.00	01/12/2015	54	36.00
AP SW (SW APRON)	4270	01/01/1943	AC	APRON	P	0	279,553.00	01/12/2015	72	59.00
AP SW (SW APRON)	4275	01/01/2014	PCC	APRON	P	0	24,000.00	01/01/2014	0	100.00
AP SW (SW APRON)	4280	01/01/2014	PCC	APRON	P	0	150,479.00	01/01/2014	0	100.00
AP SW (SW APRON)	4285	01/01/2014	PCC	APRON	P	0	328,190.00	01/01/2014	0	100.00
AP SW (SW APRON)	4290	01/01/2014	PCC	APRON	P	0	371,774.00	01/01/2014	0	100.00
AP TERM (TERMINAL APRON - CENTER)	4105	01/01/1965	PCC	APRON	P	0	138,631.00	01/12/2015	50	85.00
AP TERM (TERMINAL APRON - CENTER)	4110	01/01/1996	PCC	APRON	P	0	114,672.58	01/12/2015	19	82.00
AP TERM (TERMINAL APRON - CENTER)	4111	01/01/1996	PCC	APRON	P	0	84,441.23	01/12/2015	19	81.00
AP TERM (TERMINAL APRON - CENTER)	4112	01/01/1996	PCC	APRON	P	0	35,804.25	01/12/2015	19	87.00
AP TERM (TERMINAL APRON - CENTER)	4115	01/01/1996	AAC	APRON	P	0	169,731.26	01/12/2015	19	72.00
AP TERM (TERMINAL APRON - CENTER)	4120	01/01/2007	PCC	APRON	P	0	331,039.00	01/12/2015	8	94.00
AP TERM (TERMINAL APRON - CENTER)	4125	01/01/2007	AC	APRON	P	0	12,900.00	01/12/2015	8	92.00
AP TERM (TERMINAL APRON - CENTER)	4140	01/01/1996	AC	APRON	P	0	162,648.00	01/12/2015	19	70.00
AP W (WEST APRON)	4405	12/25/1999	AC	APRON	P	0	32,907.27	01/12/2015	16	24.00
AP W (WEST APRON)	4410	01/01/2006	PCC	APRON	P	0	27,985.69	01/12/2015	9	59.00
FBO AP (FBO APRON)	4305	01/01/1994	AC	APRON	P	0	231,730.12	01/12/2015	21	53.00

Date: 5 /5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: SFB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
FBO AP (FBO APRON)	4315	01/01/2004	AC	APRON	P	0	57,936.00	01/12/2015	11	78.00
FBO APCONN (FBO APRON CONN)	105	01/01/1994	AC	APRON	P	0	72,099.72	01/12/2015	21	40.00
RW 18-36 (RUNWAY 18-36)	6205	01/01/2009	AAC	RUNWAY	P	0	241,125.00	01/12/2015	6	76.00
RW 18-36 (RUNWAY 18-36)	6210	01/01/1984	AAC	RUNWAY	P	0	241,125.00	01/12/2015	31	64.00
RW 18-36 (RUNWAY 18-36)	6215	01/01/1943	PCC	RUNWAY	P	0	54,000.00	01/12/2015	72	84.00
RW 18-36 (RUNWAY 18-36)	6216	01/01/1943	PCC	RUNWAY	P	0	27,000.00	01/12/2015	72	78.00
RW 18-36 (RUNWAY 18-36)	6217	01/01/2004	AAC	RUNWAY	P	0	27,370.11	01/12/2015	11	90.00
RW 18-36 (RUNWAY 18-36)	6225	01/01/1984	AAC	RUNWAY	P	0	15,745.46	01/12/2015	31	80.00
RW 18-36 (RUNWAY 18-36)	6230	01/01/2009	APC	RUNWAY	P	0	16,000.00	01/12/2015	6	69.00
RW 18-36 (RUNWAY 18-36)	6231	01/01/2009	APC	RUNWAY	P	0	9,324.00	01/12/2015	6	74.00
RW 18-36 (RUNWAY 18-36)	6232	01/01/2009	APC	RUNWAY	P	0	11,500.00	01/12/2015	6	80.00
RW 18-36 (RUNWAY 18-36)	6233	01/01/2009	APC	RUNWAY	P	0	10,262.00	01/12/2015	6	59.00
RW 18-36 (RUNWAY 18-36)	6240	01/01/2009	APC	RUNWAY	P	0	7,500.00	01/12/2015	6	83.00
RW 18-36 (RUNWAY 18-36)	6245	01/01/2009	APC	RUNWAY	P	0	7,989.45	01/12/2015	6	76.00
RW 18-36 (RUNWAY 18-36)	6250	01/01/2009	AAC	RUNWAY	P	0	40,200.00	01/12/2015	6	79.00
RW 18-36 (RUNWAY 18-36)	6255	01/01/1984	AAC	RUNWAY	P	0	20,152.58	01/12/2015	31	68.00
RW 18-36 (RUNWAY 18-36)	6280	01/01/2009	AAC	RUNWAY	P	0	70,125.00	01/12/2015	6	78.00
RW 18-36 (RUNWAY 18-36)	6285	01/01/1984	AAC	RUNWAY	P	0	27,000.00	01/12/2015	31	74.00
RW 18-36 (RUNWAY 18-36)	6290	01/01/2004	AAC	RUNWAY	P	0	41,000.00	01/12/2015	11	78.00
RW 18-36 (RUNWAY 18-36)	6295	01/01/2004	AAC	RUNWAY	P	0	20,500.00	01/12/2015	11	76.00
RW 9C-27C (RUNWAY 9C-27C)	6304	01/01/1975	AAC	RUNWAY	P	0	8,513.56	01/12/2015	40	73.00
RW 9C-27C (RUNWAY 9C-27C)	6305	01/01/1975	AAC	RUNWAY	P	0	268,320.92	01/12/2015	40	83.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/2009	APC	RUNWAY	P	0	864,000.00	01/12/2015	6	87.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/2009	APC	RUNWAY	P	0	432,000.00	01/12/2015	6	86.00
RW 9L-27R (RUNWAY 9L-27R)	6145	01/01/2012	APC	RUNWAY	P	0	36,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6150	01/01/2012	APC	RUNWAY	P	0	18,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6155	01/01/2012	AAC	RUNWAY	P	0	60,000.00	01/01/2013	1	100.00

Date: 5 /5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: SFB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9L-27R (RUNWAY 9L-27R)	6160	01/01/2012	AAC	RUNWAY	P	0	30,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6165	01/01/2012	AC	RUNWAY	P	0	140,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6170	01/01/2012	AC	RUNWAY	P	0	70,000.00	01/01/2013	1	100.00
RW 9R-27L (RUNWAY 9R-27L)	6405	01/01/1997	AC	RUNWAY	P	0	267,511.13	01/12/2015	18	66.00
RW 9R-27L (RUNWAY 9R-27L)	6410	01/01/2008	AC	RUNWAY	P	0	217,575.39	01/12/2015	7	83.00
TW A (TAXIWAY A)	110	01/01/2004	AC	TAXIWAY	P	0	190,899.00	01/12/2015	11	75.00
TW A3 (TAXIWAY A3)	115	01/01/2004	AC	TAXIWAY	P	0	38,137.00	01/12/2015	11	60.00
TW A3 (TAXIWAY A3)	116	01/01/2004	AC	TAXIWAY	P	0	26,430.00	01/12/2015	11	81.00
TW B (TAXIWAY B)	202	01/01/2009	AAC	TAXIWAY	P	0	18,286.05	01/12/2015	6	87.00
TW B (TAXIWAY B)	203	01/01/2008	AAC	TAXIWAY	P	0	16,974.92	01/12/2015	7	68.00
TW B (TAXIWAY B)	204	01/01/1997	AC	TAXIWAY	P	0	82,721.99	01/12/2015	18	63.00
TW B (TAXIWAY B)	205	01/01/2004	AAC	TAXIWAY	P	0	408,689.00	01/12/2015	11	65.00
TW B (TAXIWAY B)	252	01/01/2009	AAC	TAXIWAY	P	0	19,042.00	01/12/2015	6	92.00
TW B (TAXIWAY B)	605	01/01/2004	AAC	TAXIWAY	P	0	197,906.00	01/12/2015	11	63.00
TW B (TAXIWAY B)	615	01/01/2013	AC	TAXIWAY	P	0	150,303.00	01/01/2013	0	100.00
TW B10 (TAXIWAY B10)	620	01/01/2013	PCC	TAXIWAY	P	0	25,251.00	01/01/2013	0	100.00
TW B2 (TAXIWAY B2)	250	01/01/2009	APC	TAXIWAY	P	0	85,246.51	01/12/2015	6	67.00
TW B3 (TAXIWAY B3)	215	01/01/1990	AC	TAXIWAY	P	0	38,168.93	01/12/2015	25	58.00
TW B3 (TAXIWAY B3)	217	01/01/1990	AC	TAXIWAY	P	0	18,603.89	01/12/2015	25	75.00
TW B4 (TAXIWAY B4)	216	01/01/1990	AC	TAXIWAY	P	0	18,606.59	01/12/2015	25	70.00
TW B4 (TAXIWAY B4)	220	01/01/1990	AC	TAXIWAY	P	0	38,168.93	01/12/2015	25	62.00
TW B7 (TAXIWAY B7)	225	01/01/2004	APC	TAXIWAY	P	0	110,778.00	01/12/2015	11	73.00
TW B8 (TAXIWAY B8)	230	01/01/2013	AAC	TAXIWAY	P	0	70,444.00	01/01/2013	0	100.00
TW B8 (TAXIWAY B8)	610	01/01/2004	AAC	TAXIWAY	P	0	65,457.00	01/12/2015	11	68.00
TW C (TAXIWAY C)	307	01/01/2000	AC	TAXIWAY	P	0	33,750.00	01/12/2015	15	66.00
TW C (TAXIWAY C)	308	01/01/2000	AC	TAXIWAY	P	0	18,750.00	01/12/2015	15	61.00

Date: 5 /5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: SFB

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)	315	01/01/2000	AAC	TAXIWAY	P	0	218,690.62	01/12/2015	15	58.00
TW C (TAXIWAY C)	320	01/01/2000	AAC	TAXIWAY	P	0	19,167.04	01/12/2015	15	59.00
TW C (TAXIWAY C)	350	01/01/2004	AC	TAXIWAY	P	0	128,042.01	01/12/2015	11	77.00
TW C (TAXIWAY C)	355	01/01/1975	APC	TAXIWAY	P	0	31,708.35	01/12/2015	40	64.00
TW E (TAXIWAY E)	505	01/01/1977	AC	TAXIWAY	P	0	20,304.54	01/12/2015	38	59.00
TW E (TAXIWAY E)	506	01/01/2009	AAC	TAXIWAY	P	0	17,009.22	01/12/2015	6	94.00
TW K (TAXIWAY K)	1105	01/01/2000	APC	TAXIWAY	P	0	46,154.82	01/12/2015	15	49.00
TW K (TAXIWAY K)	1107	01/01/2000	AAC	TAXIWAY	P	0	59,520.22	01/12/2015	15	68.00
TW K (TAXIWAY K)	1110	01/01/2000	AC	TAXIWAY	P	0	57,970.18	01/12/2015	15	69.00
TW K (TAXIWAY K)	4610	01/01/2000	AC	TAXIWAY	P	0	15,598.01	01/12/2015	15	77.00
TW K1 (TAXIWAY K1)	1005	01/01/2004	AC	TAXIWAY	P	0	65,059.81	01/12/2015	11	73.00
TW L (TAXIWAY L)	1205	01/01/1975	AC	TAXIWAY	P	0	16,841.18	01/12/2015	40	74.00
TW L (TAXIWAY L)	1207	01/01/2009	AAC	TAXIWAY	P	0	20,672.04	01/12/2015	6	83.00
TW L (TAXIWAY L)	1208	01/01/1991	AAC	TAXIWAY	P	0	97,724.89	01/12/2015	24	51.00
TW L (TAXIWAY L)	1209	01/01/1991	AAC	TAXIWAY	P	0	24,382.22	01/12/2015	24	71.00
TW L (TAXIWAY L)	1220	01/01/2004	AC	TAXIWAY	P	0	46,072.00	01/12/2015	11	72.00
TW M (TAXIWAY M)	1304	01/01/1975	AC	TAXIWAY	P	0	27,969.02	01/12/2015	40	85.00
TW M (TAXIWAY M)	1305	01/01/1975	AC	TAXIWAY	P	0	30,807.24	01/12/2015	40	62.00
TW P (TAXIWAY P)	1505	01/01/1955	AC	TAXIWAY	P	0	18,518.05	01/12/2015	60	28.00
TW P (TAXIWAY P)	1510	01/01/1955	PCC	TAXIWAY	P	0	3,848.45	01/12/2015	60	17.00
TW R (TAXIWAY R)	1804	01/01/2008	AAC	TAXIWAY	P	0	14,000.68	01/12/2015	7	80.00
TW R (TAXIWAY R)	1805	01/01/1977	AC	TAXIWAY	P	0	217,226.78	01/12/2015	38	57.00
TW R (TAXIWAY R)	1806	01/01/2009	AAC	TAXIWAY	P	0	17,488.27	01/12/2015	6	85.00
TW R (TAXIWAY R)	1810	01/01/2004	AC	TAXIWAY	P	0	15,756.83	01/12/2015	11	65.00
TW R (TAXIWAY R)	1812	01/01/2008	AAC	TAXIWAY	P	0	22,615.25	01/12/2015	7	75.00
TW R (TAXIWAY R)	1814	01/01/1992	AAC	TAXIWAY	P	0	10,046.44	01/12/2015	23	86.00

Date: 5/5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: SFB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW R (TAXIWAY R)	1815	01/01/2000	AAC	TAXIWAY	P	0	54,954.70	01/12/2015	15	72.00
TW R (TAXIWAY R)	1817	01/01/2009	AAC	TAXIWAY	P	0	24,202.46	01/12/2015	6	80.00
TW R (TAXIWAY R)	1818	01/01/2009	AAC	TAXIWAY	P	0	8,265.21	01/12/2015	6	71.00
TW R (TAXIWAY R)	1820	01/01/1977	AC	TAXIWAY	P	0	22,019.40	01/12/2015	38	51.00
TW R (TAXIWAY R)	1825	01/01/2004	AAC	TAXIWAY	P	0	21,271.02	01/12/2015	11	80.00
TW R (TAXIWAY R)	1826	01/01/2009	AAC	TAXIWAY	P	0	17,896.02	01/12/2015	6	94.00
TW S (TAXIWAY S)	1905	01/01/2004	AC	TAXIWAY	P	0	23,186.53	01/12/2015	11	88.00
TW S (TAXIWAY S)	1910	01/01/2004	AC	TAXIWAY	P	0	117,287.13	01/12/2015	11	79.00
TW S (TAXIWAY S)	1925	01/01/2008	AC	TAXIWAY	P	0	115,394.65	01/12/2015	7	86.00
TW S1 (TAXIWAY S1)	1915	01/01/2004	AC	TAXIWAY	P	0	22,552.55	01/12/2015	11	76.00
TW S2 (TAXIWAY S2)	1920	01/01/2004	AC	TAXIWAY	P	0	23,284.88	01/12/2015	11	73.00
TW S3 (TAXIWAY S3)	1930	01/01/2008	AC	TAXIWAY	P	0	13,493.96	01/12/2015	7	78.00
TW S4 (TAXIWAY S4)	1940	01/01/2008	AC	TAXIWAY	P	0	14,379.16	01/12/2015	7	85.00

Section Condition Report*Pavement Database: FDOT*

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.43	1,877,503.00	14	100.00	0.00	100.00
06-10	6.59	2,989,894.95	32	80.25	9.25	84.34
11-15	12.24	2,172,170.46	29	71.34	9.15	69.09
16-20	17.90	1,011,734.55	10	64.60	20.08	69.34
21-25	23.67	549,531.73	9	62.89	14.08	54.63
31-35	31.00	304,023.04	4	71.50	7.00	65.98
36-40	39.33	643,710.99	9	67.56	11.81	70.15
over 40	61.09	1,332,212.50	11	59.55	24.91	65.57
All	17.92	10,880,781.22	118	74.56	16.86	77.45

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 E	4505	36	36	34	33	32	31	30	29	27	26	25
AP E	4510	65	65	63	62	61	60	59	58	56	55	54
AP N	4310	83	82	80	78	77	75	73	71	69	67	65
AP SE	4605	85	84	82	80	79	77	75	73	71	69	67
AP SW	4205	68	68	67	66	65	64	63	62	60	59	58
AP SW	4215	100	98	97	96	95	94	93	91	90	89	88
AP SW	4225	91	91	89	88	87	86	85	84	82	81	80
AP SW	4227	63	63	61	60	59	58	57	56	54	53	52
AP SW	4240	46	46	44	43	42	41	40	39	37	36	35
AP SW	4250	36	34	30	25	19	14	9	4	0	0	0
AP SW	4270	59	58	56	54	53	51	49	47	45	43	41
AP SW	4275	100	98	97	96	95	94	93	91	90	89	88
AP SW	4280	100	98	97	96	95	94	93	91	90	89	88
AP SW	4285	100	98	97	96	95	94	93	91	90	89	88
AP SW	4290	100	98	97	96	95	94	93	91	90	89	88
AP TERM	4105	85	85	83	82	81	80	79	78	76	75	74
AP TERM	4110	82	82	80	79	78	77	76	75	73	72	71
AP TERM	4111	81	81	79	78	77	76	75	74	72	71	70
AP TERM	4112	87	87	85	84	83	82	81	80	78	77	76
AP TERM	4115	72	71	70	69	68	67	66	65	64	63	62
AP TERM	4120	94	94	92	91	90	89	88	87	85	84	83
AP TERM	4125	92	91	89	87	86	84	82	80	78	76	74
AP TERM	4140	70	69	67	65	64	62	60	58	56	54	52
AP W	4405	24	23	21	19	18	16	14	12	10	8	6
AP W	4410	59	59	57	56	55	54	53	52	50	49	48
FBO AP	4305	53	52	50	48	47	45	43	41	39	37	35
FBO AP	4315	78	77	75	73	72	70	68	66	64	62	60
FBO APCONN	105	40	39	37	35	34	32	30	28	26	24	22



Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 18-36	6205	76	75	73	71	69	67	65	63	61	59	57
RW 18-36	6210	64	63	61	59	57	55	53	51	49	47	45
RW 18-36	6215	84	84	82	81	80	78	77	76	75	73	72
RW 18-36	6216	78	78	76	75	74	72	71	70	69	67	66
RW 18-36	6217	90	89	87	85	83	81	79	77	75	73	71
RW 18-36	6225	80	79	77	75	73	71	69	67	65	63	61
RW 18-36	6230	69	68	66	64	62	60	58	56	54	52	50
RW 18-36	6231	74	73	71	69	67	65	63	61	59	57	55
RW 18-36	6232	80	79	77	75	73	71	69	67	65	63	61
RW 18-36	6233	59	58	56	54	52	50	48	46	44	42	40
RW 18-36	6240	83	82	80	78	76	74	72	70	68	66	64
RW 18-36	6245	76	75	73	71	69	67	65	63	61	59	57
RW 18-36	6250	79	78	76	74	72	70	68	66	64	62	60
RW 18-36	6255	68	67	65	63	61	59	57	55	53	51	49
RW 18-36	6280	78	77	75	73	71	69	67	65	63	61	59
RW 18-36	6285	74	73	71	69	67	65	63	61	59	57	55
RW 18-36	6290	78	77	75	73	71	69	67	65	63	61	59
RW 18-36	6295	76	75	73	71	69	67	65	63	61	59	57
RW 9C-27C	6304	73	72	70	68	66	64	62	60	58	56	54
RW 9C-27C	6305	83	82	80	78	76	74	72	70	68	66	64
RW 9L-27R	6105	87	86	84	82	80	78	76	74	72	70	68
RW 9L-27R	6110	86	85	83	81	79	77	75	73	71	69	67
RW 9L-27R	6145	100	95	93	91	89	87	85	83	81	79	77
RW 9L-27R	6150	100	95	93	91	89	87	85	83	81	79	77
RW 9L-27R	6155	100	95	93	91	89	87	85	83	81	79	77
RW 9L-27R	6160	100	95	93	91	89	87	85	83	81	79	77
RW 9L-27R	6165	100	97	95	94	92	91	89	88	86	85	84

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 9L-27R	6170	100	97	95	94	92	91	89	88	86	85	84
RW 9R-27L	6405	66	65	64	63	61	60	58	57	55	54	52
RW 9R-27L	6410	83	82	81	80	78	77	75	74	72	71	69
TW A	110	75	74	73	71	70	68	67	66	64	63	61
TW A3	115	60	59	58	56	55	53	52	51	49	48	46
TW A3	116	81	80	79	77	76	74	73	72	70	69	67
TW B	202	87	86	84	82	80	78	76	75	73	72	70
TW B	203	68	68	66	65	64	63	62	61	60	59	57
TW B	204	63	62	61	59	58	56	55	54	52	51	49
TW B	205	65	65	64	63	62	60	59	58	56	54	52
TW B	252	92	91	88	86	84	82	80	78	76	75	73
TW B	605	63	63	62	60	59	58	56	54	52	50	48
TW B	615	100	96	95	93	92	90	89	87	86	85	83
TW B10	620	100	97	96	94	93	92	90	89	88	87	85
TW B2	250	67	67	66	65	64	63	61	60	59	57	56
TW B3	215	58	57	56	54	53	51	50	49	47	46	44
TW B3	217	75	74	73	71	70	68	67	66	64	63	61
TW B4	216	70	69	68	66	65	63	62	61	59	58	56
TW B4	220	62	61	60	58	57	55	54	53	51	50	48
TW B7	225	73	72	71	70	68	67	66	65	64	63	62
TW B8	230	100	92	89	87	84	82	80	78	77	75	73
TW B8	610	68	68	66	65	64	63	62	61	60	59	57
TW C	307	66	65	64	62	61	59	58	57	55	54	52
TW C	308	61	60	59	57	56	54	53	52	50	49	47
TW C	315	58	57	56	54	52	50	47	45	43	42	41
TW C	320	59	58	57	55	53	51	49	47	45	43	41
TW C	350	77	76	75	73	72	70	69	68	66	65	63
TW C	355	64	64	63	62	60	59	58	56	54	52	50
TW E	505	59	58	57	55	54	52	51	50	48	47	45



Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW E	506	94	93	90	87	85	83	81	79	77	76	74
TW K	1105	49	48	46	44	42	41	40	39	38	37	35
TW K	1107	68	68	66	65	64	63	62	61	60	59	57
TW K	1110	69	68	67	65	64	62	61	60	58	57	55
TW K	4610	77	76	75	73	72	70	69	68	66	65	63
TW K1	1005	73	72	71	69	68	66	65	64	62	61	59
TW L	1205	74	73	72	70	69	67	66	65	63	62	60
TW L	1207	83	82	80	78	77	75	73	72	71	69	68
TW L	1208	51	50	48	46	44	42	41	40	39	38	36
TW L	1209	71	70	69	68	67	66	65	64	63	62	61
TW L	1220	72	71	70	68	67	65	64	63	61	60	58
TW M	1304	85	84	83	81	80	78	77	76	74	73	71
TW M	1305	62	61	60	58	57	55	54	53	51	50	48
TW P	1505	28	27	26	24	23	21	20	19	17	16	14
TW P	1510	17	17	15	14	13	11	10	9	8	6	5
TW R	1804	80	79	77	76	74	73	71	70	69	67	66
TW R	1805	57	56	55	53	52	50	49	48	46	45	43
TW R	1806	85	84	82	80	78	77	75	73	72	70	69
TW R	1810	65	64	63	61	60	58	57	56	54	53	51
TW R	1812	75	74	73	71	70	69	68	66	65	64	63
TW R	1814	86	85	83	81	79	77	76	74	73	71	70
TW R	1815	72	71	70	69	68	67	66	65	64	62	61
TW R	1817	80	79	77	76	74	73	71	70	69	67	66
TW R	1818	71	70	69	68	67	66	65	64	63	62	61
TW R	1820	51	50	49	47	46	44	43	42	40	39	37
TW R	1825	80	79	77	76	74	73	71	70	69	67	66
TW R	1826	94	93	90	87	85	83	81	79	77	76	74
TW S	1905	88	87	86	84	83	81	80	79	77	76	74
TW S	1910	79	78	77	75	74	72	71	70	68	67	65

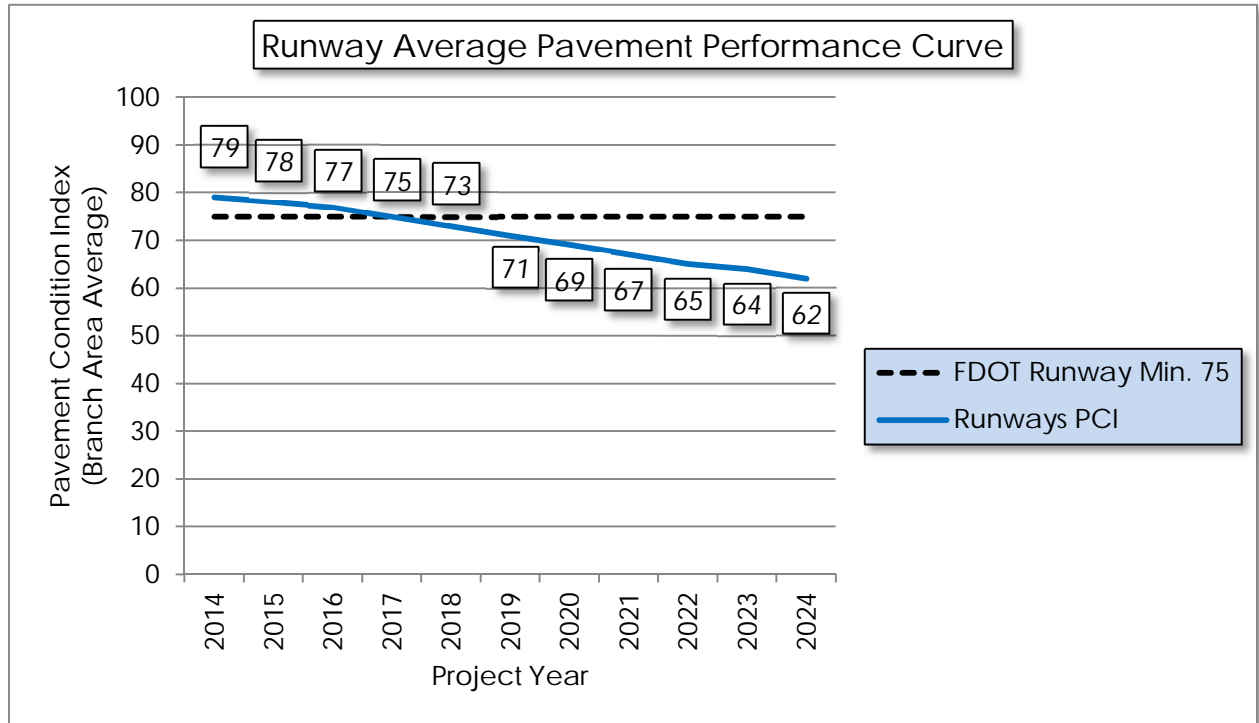
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW S	1925	86	85	84	82	81	79	78	77	75	74	72
TW S1	1915	76	75	74	72	71	69	68	67	65	64	62
TW S2	1920	73	72	71	69	68	66	65	64	62	61	59
TW S3	1930	78	77	76	74	73	71	70	69	67	66	64
TW S4	1940	85	84	83	81	80	78	77	76	74	73	71

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

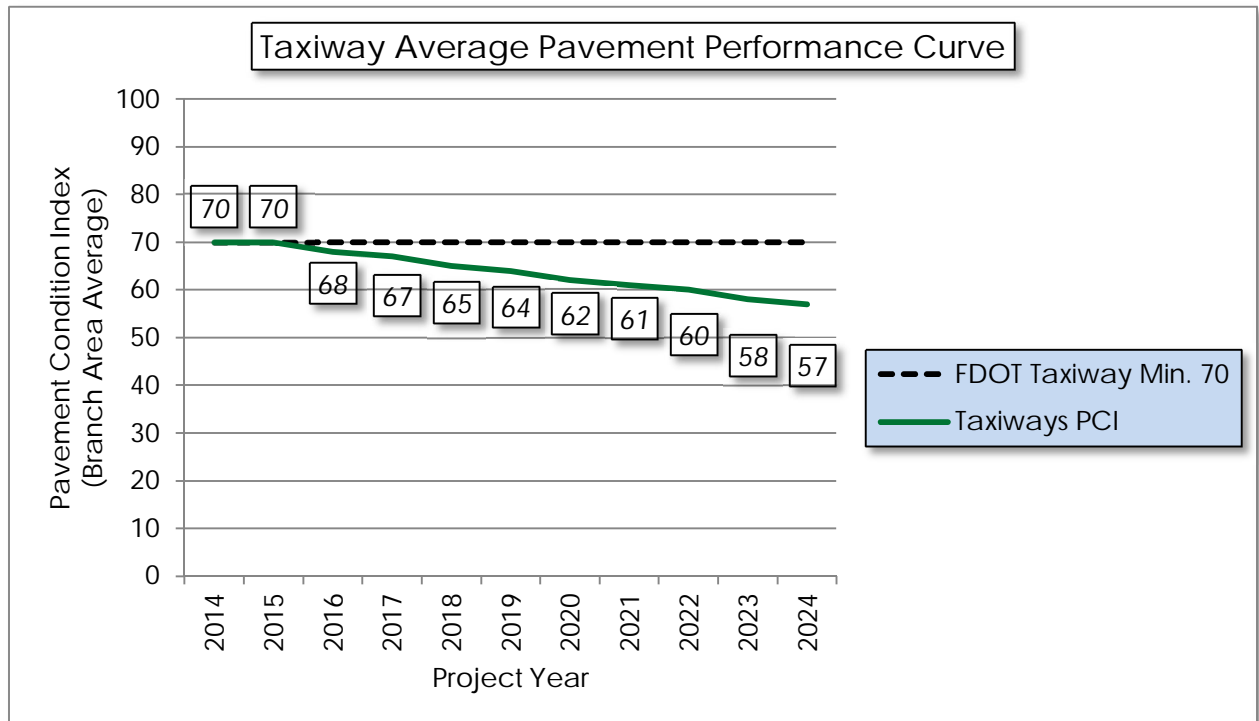
* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Figure D-1: Pavement Performance by Pavement Use

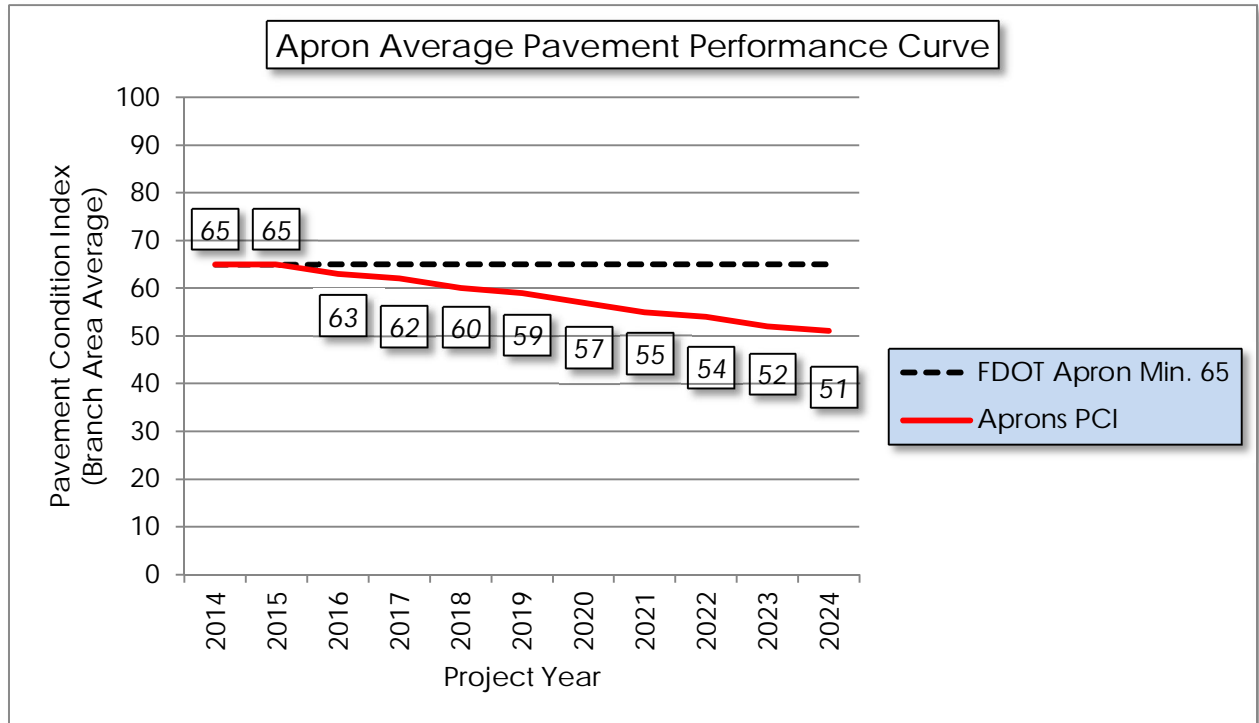
(a) Runway



(b) Taxiway



(c) Apron



APPENDIX E

● YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
EAST APRON	AP E	4505	LINEAR CR	H	Crack Sealing - PCC	99.20	Ft	\$4.25	\$ 421.68
EAST APRON	AP E	4505	JT SEAL DMG	H	Joint Seal - PCC	822.90	Ft	\$3.00	\$ 2,468.77
EAST APRON	AP E	4505	SCALING	L	Patching - PCC Partial Depth	1,922.40	SqFt	\$19.10	\$ 36,717.21
EAST APRON	AP E	4505	SHRINKAGE CR	N	Crack Sealing - PCC	15.40	Ft	\$4.25	\$ 65.36
EAST APRON	AP E	4505	JOINT SPALL	H	Patching - PCC Partial Depth	8.40	SqFt	\$19.10	\$ 160.62
EAST APRON	AP E	4505	CORNER SPALL	H	Patching - PCC Partial Depth	14.00	SqFt	\$19.10	\$ 267.70
EAST APRON	AP E	4505	CORNER SPALL	M	Patching - PCC Partial Depth	11.20	SqFt	\$19.10	\$ 214.16
EAST APRON	AP E	4510	JT SEAL DMG	H	Joint Seal - PCC	2,949.50	Ft	\$3.00	\$ 8,848.54
EAST APRON	AP E	4510	SCALING	L	Patching - PCC Partial Depth	233.90	SqFt	\$19.10	\$ 4,467.26
EAST APRON	AP E	4510	JOINT SPALL	M	Patching - PCC Partial Depth	14.70	SqFt	\$19.10	\$ 281.40
EAST APRON	AP E	4510	JOINT SPALL	H	Patching - PCC Partial Depth	18.40	SqFt	\$19.10	\$ 351.75
EAST APRON	AP E	4510	JOINT SPALL	L	Patching - PCC Partial Depth	18.40	SqFt	\$19.10	\$ 351.75
EAST APRON	AP E	4510	CORNER SPALL	L	Patching - PCC Partial Depth	12.30	SqFt	\$19.10	\$ 234.50
EAST APRON	AP E	4510	CORNER SPALL	M	Patching - PCC Partial Depth	18.40	SqFt	\$19.10	\$ 351.75
NORTH APRON	AP N	4310	BLEEDING	N	Patching - AC Partial Depth	226.90	SqFt	\$3.00	\$ 680.73



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4310	DEPRESSION	L	Patching - AC Full Depth	57.80	SqFt	\$5.00	\$ 289.07
NORTH APRON	AP N	4310	L & T CR	L	Crack Sealing - AC	4,546.00	Ft	\$2.75	\$ 12,501.50
NORTH APRON	AP N	4310	OIL SPILLAGE	N	Surface Seal	2,782.50	SqFt	\$0.55	\$ 1,530.36
APRON SOUTHEAST	AP SE	4605	RAVELING	L	Surface Seal	2,062.30	SqFt	\$0.55	\$ 1,134.28
SW APRON	AP SW	4205	DEPRESSION	L	Patching - AC Full Depth	210.70	SqFt	\$5.00	\$ 1,053.70
SW APRON	AP SW	4205	JT REF. CR	L	Crack Sealing - AC	2,337.40	Ft	\$2.75	\$ 6,427.73
SW APRON	AP SW	4205	L & T CR	L	Crack Sealing - AC	12,877.20	Ft	\$2.75	\$ 35,412.28
SW APRON	AP SW	4205	PATCHING	M	Patching - AC Full Depth	4,613.80	SqFt	\$5.00	\$ 23,069.18
SW APRON	AP SW	4205	RAVELING	L	Surface Seal	44,853.00	SqFt	\$0.55	\$ 24,669.35
SW APRON	AP SW	4225	SCALING	L	Patching - PCC Partial Depth	77,233.00	SqFt	\$19.10	\$ 1,475,150.79
SW APRON	AP SW	4225	JOINT SPALL	L	Patching - PCC Partial Depth	300.30	SqFt	\$19.10	\$ 5,735.98
SW APRON	AP SW	4227	JT SEAL DMG	L	Joint Seal - PCC	34,689.80	Ft	\$3.00	\$ 104,069.06
SW APRON	AP SW	4227	SCALING	L	Patching - PCC Partial Depth	156,611.40	SqFt	\$19.10	\$ 2,991,278.00
SW APRON	AP SW	4227	SCALING	M	Patching - PCC Partial Depth	2,145.40	SqFt	\$19.10	\$ 40,976.41
SW APRON	AP SW	4227	SHRINKAGE CR	N	Crack Sealing - PCC	9,885.80	Ft	\$4.25	\$ 42,014.86
SW APRON	AP SW	4227	JOINT SPALL	M	Patching - PCC Partial Depth	1,892.00	SqFt	\$19.10	\$ 36,136.68

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SW APRON	AP SW	4227	JOINT SPALL	L	Patching - PCC Partial Depth	675.70	SqFt	\$19.10	\$ 12,905.96
SW APRON	AP SW	4227	JOINT SPALL	H	Patching - PCC Partial Depth	1,351.40	SqFt	\$19.10	\$ 25,811.91
SW APRON	AP SW	4227	CORNER SPALL	L	Patching - PCC Partial Depth	450.50	SqFt	\$19.10	\$ 8,603.97
SW APRON	AP SW	4227	CORNER SPALL	H	Patching - PCC Partial Depth	168.90	SqFt	\$19.10	\$ 3,226.49
SW APRON	AP SW	4227	CORNER SPALL	M	Patching - PCC Partial Depth	394.20	SqFt	\$19.10	\$ 7,528.47
SW APRON	AP SW	4240	JT SEAL DMG	H	Joint Seal - PCC	60,353.50	Ft	\$3.00	\$ 181,060.18
SW APRON	AP SW	4240	SCALING	L	Patching - PCC Partial Depth	17,082.90	SqFt	\$19.10	\$ 326,282.73
SW APRON	AP SW	4240	JOINT SPALL	L	Patching - PCC Partial Depth	412.10	SqFt	\$19.10	\$ 7,871.19
SW APRON	AP SW	4240	JOINT SPALL	H	Patching - PCC Partial Depth	3,296.80	SqFt	\$19.10	\$ 62,969.49
SW APRON	AP SW	4240	JOINT SPALL	M	Patching - PCC Partial Depth	2,637.50	SqFt	\$19.10	\$ 50,375.60
SW APRON	AP SW	4240	CORNER SPALL	M	Patching - PCC Partial Depth	892.90	SqFt	\$19.10	\$ 17,054.24
SW APRON	AP SW	4240	CORNER SPALL	L	Patching - PCC Partial Depth	274.70	SqFt	\$19.10	\$ 5,247.46
SW APRON	AP SW	4240	CORNER SPALL	H	Patching - PCC Partial Depth	824.20	SqFt	\$19.10	\$ 15,742.37
SW APRON	AP SW	4250	L & T CR	L	Crack Sealing - AC	1,303.10	Ft	\$2.75	\$ 3,583.61
SW APRON	AP SW	4250	RAVELING	M	Surface Seal	12,545.60	SqFt	\$0.55	\$ 6,900.15
SW APRON	AP SW	4250	RAVELING	L	Surface Seal	5,378.40	SqFt	\$0.55	\$ 2,958.14



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SW APRON	AP SW	4270	BLEEDING	N	Patching - AC Partial Depth	39.60	SqFt	\$3.00	\$ 118.86
SW APRON	AP SW	4270	DEPRESSION	M	Patching - AC Full Depth	28.90	SqFt	\$5.00	\$ 144.31
SW APRON	AP SW	4270	DEPRESSION	L	Patching - AC Full Depth	417.80	SqFt	\$5.00	\$ 2,088.82
SW APRON	AP SW	4270	L & T CR	L	Crack Sealing - AC	28,429.60	Ft	\$2.75	\$ 78,181.31
SW APRON	AP SW	4270	L & T CR	M	Crack Sealing - AC	4,097.80	Ft	\$2.75	\$ 11,268.82
SW APRON	AP SW	4270	L & T CR	H	Crack Sealing - AC	158.50	Ft	\$2.75	\$ 435.81
SW APRON	AP SW	4270	OIL SPILLAGE	N	Surface Seal	146.50	SqFt	\$0.55	\$ 80.58
SW APRON	AP SW	4270	RAVELING	L	Surface Seal	157,480.60	SqFt	\$0.55	\$ 86,615.06
SW APRON	AP SW	4270	WEATHERING	M	Surface Seal	63,447.30	SqFt	\$0.55	\$ 34,896.31
TERMINAL APRON - CENTER	AP TERM	4105	JT SEAL DMG	L	Joint Seal - PCC	9,376.40	Ft	\$3.00	\$ 28,129.10
TERMINAL APRON - CENTER	AP TERM	4105	SCALING	L	Patching - PCC Partial Depth	58,847.70	SqFt	\$19.10	\$ 1,123,990.77
TERMINAL APRON - CENTER	AP TERM	4105	SHRINKAGE CR	N	Crack Sealing - PCC	2,353.90	Ft	\$4.25	\$ 10,004.13
TERMINAL APRON - CENTER	AP TERM	4105	JOINT SPALL	M	Patching - PCC Partial Depth	162.60	SqFt	\$19.10	\$ 3,105.38
TERMINAL APRON - CENTER	AP TERM	4105	JOINT SPALL	L	Patching - PCC Partial Depth	135.50	SqFt	\$19.10	\$ 2,587.81
TERMINAL APRON - CENTER	AP TERM	4105	CORNER SPALL	M	Patching - PCC Partial Depth	135.50	SqFt	\$19.10	\$ 2,587.81
TERMINAL APRON - CENTER	AP TERM	4105	CORNER SPALL	L	Patching - PCC Partial Depth	271.00	SqFt	\$19.10	\$ 5,175.63

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TERMINAL APRON - CENTER	AP TERM	4110	SCALING	L	Patching - PCC Partial Depth	12,947.00	SqFt	\$19.10	\$ 247,287.99
TERMINAL APRON - CENTER	AP TERM	4110	SHRINKAGE CR	N	Crack Sealing - PCC	141.20	Ft	\$4.25	\$ 600.27
TERMINAL APRON - CENTER	AP TERM	4110	JOINT SPALL	L	Patching - PCC Partial Depth	64.40	SqFt	\$19.10	\$ 1,229.26
TERMINAL APRON - CENTER	AP TERM	4110	JOINT SPALL	M	Patching - PCC Partial Depth	30.90	SqFt	\$19.10	\$ 590.05
TERMINAL APRON - CENTER	AP TERM	4110	CORNER SPALL	L	Patching - PCC Partial Depth	25.70	SqFt	\$19.10	\$ 491.70
TERMINAL APRON - CENTER	AP TERM	4111	SCALING	L	Patching - PCC Partial Depth	14,311.10	SqFt	\$19.10	\$ 273,341.77
TERMINAL APRON - CENTER	AP TERM	4111	FAULTING	L	Patching - PCC Partial Depth	532.50	SqFt	\$19.10	\$ 10,170.86
TERMINAL APRON - CENTER	AP TERM	4111	SHRINKAGE CR	N	Crack Sealing - PCC	79.90	Ft	\$4.25	\$ 339.47
TERMINAL APRON - CENTER	AP TERM	4111	JOINT SPALL	L	Patching - PCC Partial Depth	54.60	SqFt	\$19.10	\$ 1,042.78
TERMINAL APRON - CENTER	AP TERM	4111	CORNER SPALL	M	Patching - PCC Partial Depth	10.90	SqFt	\$19.10	\$ 208.56
TERMINAL APRON - CENTER	AP TERM	4111	CORNER SPALL	L	Patching - PCC Partial Depth	32.80	SqFt	\$19.10	\$ 625.67
TERMINAL APRON - CENTER	AP TERM	4112	CORNER BREAK	L	Patching - PCC Partial Depth	132.10	SqFt	\$19.10	\$ 2,523.16
TERMINAL APRON - CENTER	AP TERM	4112	SCALING	L	Patching - PCC Partial Depth	4,697.60	SqFt	\$19.10	\$ 89,723.52
TERMINAL APRON - CENTER	AP TERM	4112	SHRINKAGE CR	N	Crack Sealing - PCC	40.30	Ft	\$4.25	\$ 171.13
TERMINAL APRON - CENTER	AP TERM	4115	DEPRESSION	L	Patching - AC Full Depth	617.50	SqFt	\$5.00	\$ 3,087.30
TERMINAL APRON - CENTER	AP TERM	4115	JT REF. CR	L	Crack Sealing - AC	4,287.40	Ft	\$2.75	\$ 11,790.29



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TERMINAL APRON - CENTER	AP TERM	4115	L & T CR	L	Crack Sealing - AC	4,042.00	Ft	\$2.75	\$ 11,115.35
TERMINAL APRON - CENTER	AP TERM	4115	RAVELING	M	Surface Seal	759.30	SqFt	\$0.55	\$ 417.62
TERMINAL APRON - CENTER	AP TERM	4115	RAVELING	L	Surface Seal	33,792.90	SqFt	\$0.55	\$ 18,586.23
TERMINAL APRON - CENTER	AP TERM	4120	JT SEAL DMG	L	Joint Seal - PCC	16,180.90	Ft	\$3.00	\$ 48,542.68
TERMINAL APRON - CENTER	AP TERM	4120	SCALING	L	Patching - PCC Partial Depth	41,330.10	SqFt	\$19.10	\$ 789,404.99
TERMINAL APRON - CENTER	AP TERM	4120	SHRINKAGE CR	N	Crack Sealing - PCC	643.40	Ft	\$4.25	\$ 2,734.49
TERMINAL APRON - CENTER	AP TERM	4120	JOINT SPALL	L	Patching - PCC Partial Depth	29.30	SqFt	\$19.10	\$ 559.98
TERMINAL APRON - CENTER	AP TERM	4125	RAVELING	H	Patching - AC Partial Depth	32.20	SqFt	\$3.00	\$ 96.75
TERMINAL APRON - CENTER	AP TERM	4140	DEPRESSION	L	Patching - AC Full Depth	575.00	SqFt	\$5.00	\$ 2,875.02
TERMINAL APRON - CENTER	AP TERM	4140	L & T CR	L	Crack Sealing - AC	3,555.90	Ft	\$2.75	\$ 9,778.68
TERMINAL APRON - CENTER	AP TERM	4140	OIL SPILLAGE	N	Surface Seal	1,604.90	SqFt	\$0.55	\$ 882.70
TERMINAL APRON - CENTER	AP TERM	4140	RAVELING	L	Surface Seal	16,873.50	SqFt	\$0.55	\$ 9,280.52
TERMINAL APRON - CENTER	AP TERM	4140	WEATHERING	M	Surface Seal	69,280.50	SqFt	\$0.55	\$ 38,104.62
WEST APRON	AP W	4405	BLOCK CR	M	Patching - AC Full Depth	16,453.60	SqFt	\$5.00	\$ 82,268.25
WEST APRON	AP W	4405	BLOCK CR	L	Surface Seal	16,453.60	SqFt	\$0.55	\$ 9,049.57
WEST APRON	AP W	4405	RAVELING	L	Surface Seal	23,035.10	SqFt	\$0.55	\$ 12,669.40

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
WEST APRON	AP W	4405	RAVELING	M	Surface Seal	9,872.20	SqFt	\$0.55	\$ 5,429.74
WEST APRON	AP W	4405	RUTTING	L	Patching - AC Full Depth	5,133.50	SqFt	\$5.00	\$ 25,667.69
WEST APRON	AP W	4410	CORNER BREAK	M	Patching - PCC Partial Depth	110.10	SqFt	\$19.10	\$ 2,102.63
WEST APRON	AP W	4410	JT SEAL DMG	H	Joint Seal - PCC	2,190.90	Ft	\$3.00	\$ 6,572.54
WEST APRON	AP W	4410	SHAT. SLAB	H	Slab Replacement - PCC	639.20	SqFt	\$45.00	\$ 28,764.21
WEST APRON	AP W	4410	SHAT. SLAB	M	Slab Replacement - PCC	1,278.40	SqFt	\$45.00	\$ 57,528.41
WEST APRON	AP W	4410	SHRINKAGE CR	N	Crack Sealing - PCC	16.80	Ft	\$4.25	\$ 71.30
WEST APRON	AP W	4410	CORNER SPALL	L	Patching - PCC Partial Depth	4.60	SqFt	\$19.10	\$ 87.61
FBO APRON	FBO AP	4305	BLOCK CR	L	Surface Seal	96,523.30	SqFt	\$0.55	\$ 53,088.27
FBO APRON	FBO AP	4305	BLOCK CR	M	Patching - AC Full Depth	19,310.80	SqFt	\$5.00	\$ 96,554.30
FBO APRON	FBO AP	4305	L & T CR	M	Crack Sealing - AC	293.50	Ft	\$2.75	\$ 807.19
FBO APRON	FBO AP	4305	L & T CR	L	Crack Sealing - AC	25,606.20	Ft	\$2.75	\$ 70,416.91
FBO APRON	FBO AP	4305	PATCHING	M	Patching - AC Full Depth	57.30	SqFt	\$5.00	\$ 286.35
FBO APRON	FBO AP	4305	RAVELING	L	Surface Seal	198,870.80	SqFt	\$0.55	\$ 109,379.84
FBO APRON	FBO AP	4305	WEATHERING	M	Surface Seal	25,104.10	SqFt	\$0.55	\$ 13,807.37
FBO APRON	FBO AP	4315	BLEEDING	N	Patching - AC Partial Depth	180.60	SqFt	\$3.00	\$ 541.74



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
FBO APRON	FBO AP	4315	L & T CR	L	Crack Sealing - AC	346.10	Ft	\$2.75	\$ 951.80
FBO APRON	FBO AP	4315	RAVELING	L	Surface Seal	8,690.40	SqFt	\$0.55	\$ 4,779.76
FBO APRON CONN.	FBO APCONN	105	ALLIGATOR CR	L	Patching - AC Full Depth	3,749.70	SqFt	\$5.00	\$ 18,748.61
FBO APRON CONN.	FBO APCONN	105	L & T CR	L	Crack Sealing - AC	9,286.60	Ft	\$2.75	\$ 25,538.11
FBO APRON CONN.	FBO APCONN	105	L & T CR	H	Crack Sealing - AC	37.60	Ft	\$2.75	\$ 103.27
FBO APRON CONN.	FBO APCONN	105	L & T CR	M	Crack Sealing - AC	3,529.90	Ft	\$2.75	\$ 9,707.17
FBO APRON CONN.	FBO APCONN	105	OIL SPILLAGE	N	Surface Seal	104.70	SqFt	\$0.55	\$ 57.58
FBO APRON CONN.	FBO APCONN	105	RAVELING	L	Surface Seal	72,099.70	SqFt	\$0.55	\$ 39,655.18
RUNWAY 18-36	RW 18-36	6205	BLEEDING	N	Patching - AC Partial Depth	53.20	SqFt	\$3.00	\$ 159.54
RUNWAY 18-36	RW 18-36	6205	L & T CR	L	Crack Sealing - AC	8,789.30	Ft	\$2.75	\$ 24,170.49
RUNWAY 18-36	RW 18-36	6205	RAVELING	M	Surface Seal	352.90	SqFt	\$0.55	\$ 194.11
RUNWAY 18-36	RW 18-36	6205	RAVELING	L	Surface Seal	46,412.00	SqFt	\$0.55	\$ 25,526.83
RUNWAY 18-36	RW 18-36	6205	RAVELING	H	Patching - AC Partial Depth	154.70	SqFt	\$3.00	\$ 464.12
RUNWAY 18-36	RW 18-36	6210	BLOCK CR	L	Surface Seal	12,827.90	SqFt	\$0.55	\$ 7,055.38
RUNWAY 18-36	RW 18-36	6210	L & T CR	L	Crack Sealing - AC	22,486.60	Ft	\$2.75	\$ 61,838.16
RUNWAY 18-36	RW 18-36	6210	L & T CR	M	Crack Sealing - AC	229.60	Ft	\$2.75	\$ 631.52

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18-36	RW 18-36	6210	RAVELING	L	Surface Seal	158,453.60	SqFt	\$0.55	\$ 87,150.19
RUNWAY 18-36	RW 18-36	6215	SCALING	L	Patching - PCC Partial Depth	369.10	SqFt	\$19.10	\$ 7,049.71
RUNWAY 18-36	RW 18-36	6215	SHRINKAGE CR	N	Crack Sealing - PCC	1,387.80	Ft	\$4.25	\$ 5,898.14
RUNWAY 18-36	RW 18-36	6215	JOINT SPALL	L	Patching - PCC Partial Depth	16.10	SqFt	\$19.10	\$ 308.39
RUNWAY 18-36	RW 18-36	6216	JT SEAL DMG	M	Joint Seal - PCC	2,855.00	Ft	\$3.00	\$ 8,564.98
RUNWAY 18-36	RW 18-36	6216	SCALING	L	Patching - PCC Partial Depth	4,429.10	SqFt	\$19.10	\$ 84,596.46
RUNWAY 18-36	RW 18-36	6216	SHRINKAGE CR	N	Crack Sealing - PCC	59.10	Ft	\$4.25	\$ 250.98
RUNWAY 18-36	RW 18-36	6216	JOINT SPALL	L	Patching - PCC Partial Depth	64.60	SqFt	\$19.10	\$ 1,233.54
RUNWAY 18-36	RW 18-36	6216	JOINT SPALL	M	Patching - PCC Partial Depth	38.80	SqFt	\$19.10	\$ 740.13
RUNWAY 18-36	RW 18-36	6217	L & T CR	L	Crack Sealing - AC	177.60	Ft	\$2.75	\$ 488.40
RUNWAY 18-36	RW 18-36	6225	L & T CR	L	Crack Sealing - AC	410.10	Ft	\$2.75	\$ 1,127.89
RUNWAY 18-36	RW 18-36	6225	RAVELING	L	Surface Seal	1,574.50	SqFt	\$0.55	\$ 866.01
RUNWAY 18-36	RW 18-36	6230	DEPRESSION	L	Patching - AC Full Depth	139.40	SqFt	\$5.00	\$ 697.18
RUNWAY 18-36	RW 18-36	6230	JT REF. CR	L	Crack Sealing - AC	860.40	Ft	\$2.75	\$ 2,366.22
RUNWAY 18-36	RW 18-36	6230	JT REF. CR	M	Crack Sealing - AC	355.60	Ft	\$2.75	\$ 977.78
RUNWAY 18-36	RW 18-36	6231	JT REF. CR	L	Crack Sealing - AC	1,011.70	Ft	\$2.75	\$ 2,782.05



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18-36	RW 18-36	6231	RAVELING	L	Surface Seal	1,398.60	SqFt	\$0.55	\$ 769.24
RUNWAY 18-36	RW 18-36	6232	JT REF. CR	L	Crack Sealing - AC	523.90	Ft	\$2.75	\$ 1,440.69
RUNWAY 18-36	RW 18-36	6232	JT REF. CR	M	Crack Sealing - AC	71.60	Ft	\$2.75	\$ 196.78
RUNWAY 18-36	RW 18-36	6233	JT REF. CR	L	Crack Sealing - AC	429.20	Ft	\$2.75	\$ 1,180.30
RUNWAY 18-36	RW 18-36	6233	JT REF. CR	M	Crack Sealing - AC	445.60	Ft	\$2.75	\$ 1,225.27
RUNWAY 18-36	RW 18-36	6233	RAVELING	L	Surface Seal	1,539.00	SqFt	\$0.55	\$ 846.45
RUNWAY 18-36	RW 18-36	6240	JT REF. CR	L	Crack Sealing - AC	480.00	Ft	\$2.75	\$ 1,320.00
RUNWAY 18-36	RW 18-36	6245	JT REF. CR	L	Crack Sealing - AC	664.00	Ft	\$2.75	\$ 1,825.87
RUNWAY 18-36	RW 18-36	6245	RAVELING	L	Surface Seal	1,199.90	SqFt	\$0.55	\$ 659.96
RUNWAY 18-36	RW 18-36	6250	L & T CR	L	Crack Sealing - AC	1,250.20	Ft	\$2.75	\$ 3,438.10
RUNWAY 18-36	RW 18-36	6250	L & T CR	M	Crack Sealing - AC	92.50	Ft	\$2.75	\$ 254.26
RUNWAY 18-36	RW 18-36	6250	RAVELING	L	Surface Seal	3,087.40	SqFt	\$0.55	\$ 1,698.06
RUNWAY 18-36	RW 18-36	6255	DEPRESSION	L	Patching - AC Full Depth	35.60	SqFt	\$5.00	\$ 177.86
RUNWAY 18-36	RW 18-36	6255	L & T CR	L	Crack Sealing - AC	1,220.70	Ft	\$2.75	\$ 3,356.80
RUNWAY 18-36	RW 18-36	6255	RAVELING	L	Surface Seal	20,152.60	SqFt	\$0.55	\$ 11,084.01
RUNWAY 18-36	RW 18-36	6280	L & T CR	L	Crack Sealing - AC	488.80	Ft	\$2.75	\$ 1,344.27

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 18-36	RW 18-36	6280	RAVELING	L	Surface Seal	14,025.00	SqFt	\$0.55	\$ 7,713.81
RUNWAY 18-36	RW 18-36	6285	L & T CR	L	Crack Sealing - AC	2,360.00	Ft	\$2.75	\$ 6,489.99
RUNWAY 18-36	RW 18-36	6290	L & T CR	L	Crack Sealing - AC	1,480.10	Ft	\$2.75	\$ 4,070.27
RUNWAY 18-36	RW 18-36	6290	RAVELING	L	Surface Seal	4,100.00	SqFt	\$0.55	\$ 2,255.02
RUNWAY 18-36	RW 18-36	6295	L & T CR	L	Crack Sealing - AC	718.30	Ft	\$2.75	\$ 1,975.38
RUNWAY 18-36	RW 18-36	6295	RAVELING	L	Surface Seal	4,100.00	SqFt	\$0.55	\$ 2,255.02
RUNWAY 9C-27C	RW 9C-27C	6304	L & T CR	L	Crack Sealing - AC	86.50	Ft	\$2.75	\$ 237.97
RUNWAY 9C-27C	RW 9C-27C	6304	RAVELING	L	Surface Seal	46.60	SqFt	\$0.55	\$ 25.63
RUNWAY 9C-27C	RW 9C-27C	6304	WEATHERING	M	Surface Seal	4,257.90	SqFt	\$0.55	\$ 2,341.86
RUNWAY 9C-27C	RW 9C-27C	6305	L & T CR	M	Crack Sealing - AC	171.30	Ft	\$2.75	\$ 471.21
RUNWAY 9C-27C	RW 9C-27C	6305	L & T CR	L	Crack Sealing - AC	5,026.20	Ft	\$2.75	\$ 13,822.07
RUNWAY 9C-27C	RW 9C-27C	6305	RAVELING	L	Surface Seal	20.80	SqFt	\$0.55	\$ 11.42
RUNWAY 9C-27C	RW 9C-27C	6305	WEATHERING	M	Surface Seal	11,682.80	SqFt	\$0.55	\$ 6,425.61
RUNWAY 9L-27R	RW 9L-27R	6105	L & T CR	L	Crack Sealing - AC	11,430.70	Ft	\$2.75	\$ 31,434.45
RUNWAY 9L-27R	RW 9L-27R	6105	RAVELING	L	Surface Seal	12,873.60	SqFt	\$0.55	\$ 7,080.54
RUNWAY 9L-27R	RW 9L-27R	6105	SLIPPAGE CR	N	Patching - AC Full Depth	386.00	SqFt	\$5.00	\$ 1,930.13



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9L-27R	RW 9L-27R	6105	WEATHERING	H	Surface Seal	3,888.00	SqFt	\$0.55	\$ 2,138.42
RUNWAY 9L-27R	RW 9L-27R	6105	WEATHERING	M	Surface Seal	4,320.00	SqFt	\$0.55	\$ 2,376.02
RUNWAY 9L-27R	RW 9L-27R	6110	L & T CR	L	Crack Sealing - AC	7,068.70	Ft	\$2.75	\$ 19,438.79
RUNWAY 9L-27R	RW 9L-27R	6110	RAVELING	L	Surface Seal	10,909.20	SqFt	\$0.55	\$ 6,000.10
RUNWAY 9R-27L	RW 9R-27L	6405	L & T CR	L	Crack Sealing - AC	3,324.30	Ft	\$2.75	\$ 9,141.74
RUNWAY 9R-27L	RW 9R-27L	6405	PATCHING	M	Patching - AC Full Depth	60.50	SqFt	\$5.00	\$ 302.57
RUNWAY 9R-27L	RW 9R-27L	6405	RAVELING	M	Surface Seal	13,929.60	SqFt	\$0.55	\$ 7,661.34
RUNWAY 9R-27L	RW 9R-27L	6405	RAVELING	L	Surface Seal	144,261.00	SqFt	\$0.55	\$ 79,344.22
RUNWAY 9R-27L	RW 9R-27L	6405	WEATHERING	M	Surface Seal	475.60	SqFt	\$0.55	\$ 261.57
RUNWAY 9R-27L	RW 9R-27L	6410	L & T CR	L	Crack Sealing - AC	512.50	Ft	\$2.75	\$ 1,409.40
RUNWAY 9R-27L	RW 9R-27L	6410	RAVELING	L	Surface Seal	20,302.20	SqFt	\$0.55	\$ 11,166.30
TAXIWAY ALPHA	TW A	110	DEPRESSION	L	Patching - AC Full Depth	441.40	SqFt	\$5.00	\$ 2,207.24
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	6,634.80	Ft	\$2.75	\$ 18,245.56
TAXIWAY ALPHA	TW A	110	WEATHERING	M	Surface Seal	190,899.00	SqFt	\$0.55	\$ 104,995.32
TAXIWAY A3	TW A3	115	DEPRESSION	L	Patching - AC Full Depth	129.60	SqFt	\$5.00	\$ 648.06
TAXIWAY A3	TW A3	115	L & T CR	M	Crack Sealing - AC	484.90	Ft	\$2.75	\$ 1,333.35

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A3	TW A3	115	L & T CR	L	Crack Sealing - AC	3,548.50	Ft	\$2.75	\$ 9,758.49
TAXIWAY A3	TW A3	115	RAVELING	L	Surface Seal	5,721.30	SqFt	\$0.55	\$ 3,146.75
TAXIWAY A3	TW A3	116	L & T CR	L	Crack Sealing - AC	107.50	Ft	\$2.75	\$ 295.72
TAXIWAY A3	TW A3	116	RAVELING	L	Surface Seal	2,640.60	SqFt	\$0.55	\$ 1,452.35
TAXIWAY BRAVO	TW B	202	L & T CR	L	Crack Sealing - AC	21.60	Ft	\$2.75	\$ 59.39
TAXIWAY BRAVO	TW B	202	WEATHERING	M	Surface Seal	1,827.50	SqFt	\$0.55	\$ 1,005.15
TAXIWAY BRAVO	TW B	203	L & T CR	L	Crack Sealing - AC	533.00	Ft	\$2.75	\$ 1,465.63
TAXIWAY BRAVO	TW B	203	L & T CR	M	Crack Sealing - AC	124.50	Ft	\$2.75	\$ 342.44
TAXIWAY BRAVO	TW B	203	WEATHERING	M	Surface Seal	12,731.20	SqFt	\$0.55	\$ 7,002.21
TAXIWAY BRAVO	TW B	204	L & T CR	L	Crack Sealing - AC	1,625.10	Ft	\$2.75	\$ 4,469.04
TAXIWAY BRAVO	TW B	204	PATCHING	M	Patching - AC Full Depth	69.00	SqFt	\$5.00	\$ 344.88
TAXIWAY BRAVO	TW B	204	WEATHERING	M	Surface Seal	63,954.00	SqFt	\$0.55	\$ 35,174.98
TAXIWAY BRAVO	TW B	205	BLOCK CR	L	Surface Seal	10,361.70	SqFt	\$0.55	\$ 5,698.97
TAXIWAY BRAVO	TW B	205	L & T CR	M	Crack Sealing - AC	204.60	Ft	\$2.75	\$ 562.69
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	11,998.60	Ft	\$2.75	\$ 32,996.11
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	3,142.90	SqFt	\$0.55	\$ 1,728.60



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	205	WEATHERING	M	Surface Seal	166,580.80	SqFt	\$0.55	\$ 91,620.22
TAXIWAY BRAVO	TW B	252	WEATHERING	M	Surface Seal	235.80	SqFt	\$0.55	\$ 129.68
TAXIWAY BRAVO	TW B	605	ALLIGATOR CR	L	Patching - AC Full Depth	1,088.30	SqFt	\$5.00	\$ 5,441.61
TAXIWAY BRAVO	TW B	605	BLOCK CR	L	Surface Seal	12,056.10	SqFt	\$0.55	\$ 6,630.93
TAXIWAY BRAVO	TW B	605	DEPRESSION	L	Patching - AC Full Depth	2,479.60	SqFt	\$5.00	\$ 12,398.02
TAXIWAY BRAVO	TW B	605	L & T CR	L	Crack Sealing - AC	10,511.90	Ft	\$2.75	\$ 28,907.68
TAXIWAY BRAVO	TW B	605	WEATHERING	M	Surface Seal	37,701.60	SqFt	\$0.55	\$ 20,736.07
TAXIWAY B2	TW B2	250	JT REF. CR	M	Crack Sealing - AC	73.90	Ft	\$2.75	\$ 203.12
TAXIWAY B2	TW B2	250	JT REF. CR	L	Crack Sealing - AC	4,450.20	Ft	\$2.75	\$ 12,238.07
TAXIWAY B2	TW B2	250	L & T CR	L	Crack Sealing - AC	2,280.50	Ft	\$2.75	\$ 6,271.38
TAXIWAY B2	TW B2	250	L & T CR	M	Crack Sealing - AC	2,082.00	Ft	\$2.75	\$ 5,725.49
TAXIWAY B2	TW B2	250	WEATHERING	M	Surface Seal	1,154.10	SqFt	\$0.55	\$ 634.76
TAXIWAY B3	TW B3	215	BLOCK CR	L	Surface Seal	3,044.70	SqFt	\$0.55	\$ 1,674.61
TAXIWAY B3	TW B3	215	L & T CR	L	Crack Sealing - AC	5,159.10	Ft	\$2.75	\$ 14,187.53
TAXIWAY B3	TW B3	215	RAVELING	L	Surface Seal	27,402.50	SqFt	\$0.55	\$ 15,071.48
TAXIWAY B3	TW B3	217	L & T CR	L	Crack Sealing - AC	198.40	Ft	\$2.75	\$ 545.47

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY B3	TW B3	217	WEATHERING	M	Surface Seal	9,303.80	SqFt	\$0.55	\$ 5,117.14
TAXIWAY B4	TW B4	216	L & T CR	L	Crack Sealing - AC	284.50	Ft	\$2.75	\$ 782.29
TAXIWAY B4	TW B4	216	WEATHERING	M	Surface Seal	9,305.20	SqFt	\$0.55	\$ 5,117.88
TAXIWAY B4	TW B4	220	L & T CR	L	Crack Sealing - AC	5,171.80	Ft	\$2.75	\$ 14,222.41
TAXIWAY B4	TW B4	220	RAVELING	L	Surface Seal	33,424.20	SqFt	\$0.55	\$ 18,383.49
TAXIWAY B7	TW B7	225	DEPRESSION	L	Patching - AC Full Depth	177.10	SqFt	\$5.00	\$ 885.50
TAXIWAY B7	TW B7	225	JT REF. CR	M	Crack Sealing - AC	82.00	Ft	\$2.75	\$ 225.63
TAXIWAY B7	TW B7	225	JT REF. CR	L	Crack Sealing - AC	4,029.50	Ft	\$2.75	\$ 11,080.98
TAXIWAY B7	TW B7	225	L & T CR	M	Crack Sealing - AC	237.00	Ft	\$2.75	\$ 651.82
TAXIWAY B7	TW B7	225	L & T CR	L	Crack Sealing - AC	2,083.10	Ft	\$2.75	\$ 5,728.52
TAXIWAY B7	TW B7	225	RAVELING	L	Surface Seal	3,081.30	SqFt	\$0.55	\$ 1,694.75
TAXIWAY B7	TW B7	225	WEATHERING	M	Surface Seal	11,582.40	SqFt	\$0.55	\$ 6,370.37
TAXIWAY B8	TW B8	610	BLOCK CR	L	Surface Seal	796.50	SqFt	\$0.55	\$ 438.08
TAXIWAY B8	TW B8	610	L & T CR	M	Crack Sealing - AC	758.60	Ft	\$2.75	\$ 2,086.07
TAXIWAY B8	TW B8	610	L & T CR	L	Crack Sealing - AC	3,861.10	Ft	\$2.75	\$ 10,618.07
TAXIWAY B8	TW B8	610	WEATHERING	M	Surface Seal	16,362.40	SqFt	\$0.55	\$ 8,999.37



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	307	L & T CR	L	Crack Sealing - AC	3,093.00	Ft	\$2.75	\$ 8,505.74
TAXIWAY CHARLIE	TW C	307	L & T CR	M	Crack Sealing - AC	30.00	Ft	\$2.75	\$ 82.50
TAXIWAY CHARLIE	TW C	307	RAVELING	L	Surface Seal	4,500.00	SqFt	\$0.55	\$ 2,475.02
TAXIWAY CHARLIE	TW C	308	BLOCK CR	L	Surface Seal	805.00	SqFt	\$0.55	\$ 442.75
TAXIWAY CHARLIE	TW C	308	L & T CR	L	Crack Sealing - AC	2,040.00	Ft	\$2.75	\$ 5,609.99
TAXIWAY CHARLIE	TW C	308	RAVELING	L	Surface Seal	1,875.00	SqFt	\$0.55	\$ 1,031.26
TAXIWAY CHARLIE	TW C	315	ALLIGATOR CR	L	Patching - AC Full Depth	131.40	SqFt	\$5.00	\$ 656.76
TAXIWAY CHARLIE	TW C	315	BLOCK CR	L	Surface Seal	24,003.10	SqFt	\$0.55	\$ 13,201.82
TAXIWAY CHARLIE	TW C	315	DEPRESSION	L	Patching - AC Full Depth	210.60	SqFt	\$5.00	\$ 1,053.09
TAXIWAY CHARLIE	TW C	315	L & T CR	M	Crack Sealing - AC	558.20	Ft	\$2.75	\$ 1,535.08
TAXIWAY CHARLIE	TW C	315	L & T CR	L	Crack Sealing - AC	20,028.60	Ft	\$2.75	\$ 55,078.69
TAXIWAY CHARLIE	TW C	315	PATCHING	M	Patching - AC Full Depth	5,886.80	SqFt	\$5.00	\$ 29,434.20
TAXIWAY CHARLIE	TW C	315	RAVELING	L	Surface Seal	29,529.40	SqFt	\$0.55	\$ 16,241.31
TAXIWAY CHARLIE	TW C	315	WEATHERING	M	Surface Seal	35,591.60	SqFt	\$0.55	\$ 19,575.53
TAXIWAY CHARLIE	TW C	320	BLOCK CR	L	Surface Seal	4,464.80	SqFt	\$0.55	\$ 2,455.66
TAXIWAY CHARLIE	TW C	320	L & T CR	L	Crack Sealing - AC	302.20	Ft	\$2.75	\$ 830.95

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	320	WEATHERING	M	Surface Seal	14,377.50	SqFt	\$0.55	\$ 7,907.71
TAXIWAY CHARLIE	TW C	350	L & T CR	L	Crack Sealing - AC	1,755.00	Ft	\$2.75	\$ 4,826.33
TAXIWAY CHARLIE	TW C	350	RAVELING	L	Surface Seal	81.90	SqFt	\$0.55	\$ 45.07
TAXIWAY CHARLIE	TW C	350	WEATHERING	M	Surface Seal	38,426.30	SqFt	\$0.55	\$ 21,134.62
TAXIWAY CHARLIE	TW C	355	JT REF. CR	M	Crack Sealing - AC	411.20	Ft	\$2.75	\$ 1,130.93
TAXIWAY CHARLIE	TW C	355	JT REF. CR	L	Crack Sealing - AC	1,199.80	Ft	\$2.75	\$ 3,299.50
TAXIWAY CHARLIE	TW C	355	L & T CR	L	Crack Sealing - AC	703.80	Ft	\$2.75	\$ 1,935.40
TAXIWAY CHARLIE	TW C	355	WEATHERING	M	Surface Seal	11,900.70	SqFt	\$0.55	\$ 6,545.44
TAXIWAY ECHO	TW E	505	BLOCK CR	L	Surface Seal	5,003.00	SqFt	\$0.55	\$ 2,751.69
TAXIWAY ECHO	TW E	505	L & T CR	L	Crack Sealing - AC	1,142.50	Ft	\$2.75	\$ 3,141.79
TAXIWAY ECHO	TW E	505	RAVELING	L	Surface Seal	15,231.10	SqFt	\$0.55	\$ 8,377.18
TAXIWAY ECHO	TW E	505	WEATHERING	M	Surface Seal	5,073.40	SqFt	\$0.55	\$ 2,790.41
TAXIWAY KILO	TW K	1105	BLOCK CR	L	Surface Seal	2,543.30	SqFt	\$0.55	\$ 1,398.81
TAXIWAY KILO	TW K	1105	L & T CR	L	Crack Sealing - AC	6,620.80	Ft	\$2.75	\$ 18,207.28
TAXIWAY KILO	TW K	1105	L & T CR	M	Crack Sealing - AC	573.10	Ft	\$2.75	\$ 1,576.10
TAXIWAY KILO	TW K	1105	RAVELING	L	Surface Seal	11,468.60	SqFt	\$0.55	\$ 6,307.76



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY KILO	TW K	1107	L & T CR	M	Crack Sealing - AC	402.10	Ft	\$2.75	\$ 1,105.88
TAXIWAY KILO	TW K	1107	L & T CR	L	Crack Sealing - AC	3,776.60	Ft	\$2.75	\$ 10,385.69
TAXIWAY KILO	TW K	1107	PATCHING	M	Patching - AC Full Depth	21.60	SqFt	\$5.00	\$ 108.19
TAXIWAY KILO	TW K	1107	RAVELING	L	Surface Seal	7,707.10	SqFt	\$0.55	\$ 4,238.94
TAXIWAY KILO	TW K	1107	WEATHERING	M	Surface Seal	1,311.30	SqFt	\$0.55	\$ 721.24
TAXIWAY KILO	TW K	1110	L & T CR	L	Crack Sealing - AC	3,510.30	Ft	\$2.75	\$ 9,653.26
TAXIWAY KILO	TW K	1110	L & T CR	M	Crack Sealing - AC	61.80	Ft	\$2.75	\$ 169.90
TAXIWAY KILO	TW K	1110	PATCHING	M	Patching - AC Full Depth	142.20	SqFt	\$5.00	\$ 710.96
TAXIWAY KILO	TW K	1110	RAVELING	M	Surface Seal	140.40	SqFt	\$0.55	\$ 77.23
TAXIWAY KILO	TW K	1110	RAVELING	L	Surface Seal	14,560.60	SqFt	\$0.55	\$ 8,008.42
TAXIWAY KILO	TW K	4610	L & T CR	L	Crack Sealing - AC	661.00	Ft	\$2.75	\$ 1,817.83
TAXIWAY KILO	TW K	4610	WEATHERING	M	Surface Seal	3,898.60	SqFt	\$0.55	\$ 2,144.23
TAXIWAY K1	TW K1	1005	L & T CR	L	Crack Sealing - AC	2,087.70	Ft	\$2.75	\$ 5,741.16
TAXIWAY K1	TW K1	1005	WEATHERING	M	Surface Seal	2,602.40	SqFt	\$0.55	\$ 1,431.33
TAXIWAY LIMA	TW L	1205	L & T CR	L	Crack Sealing - AC	583.80	Ft	\$2.75	\$ 1,605.52
TAXIWAY LIMA	TW L	1205	WEATHERING	M	Surface Seal	1,686.60	SqFt	\$0.55	\$ 927.64

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY LIMA	TW L	1207	DEPRESSION	L	Patching - AC Full Depth	360.00	SqFt	\$5.00	\$ 1,800.11
TAXIWAY LIMA	TW L	1207	L & T CR	L	Crack Sealing - AC	174.40	Ft	\$2.75	\$ 479.58
TAXIWAY LIMA	TW L	1208	BLOCK CR	L	Surface Seal	8,909.80	SqFt	\$0.55	\$ 4,900.41
TAXIWAY LIMA	TW L	1208	DEPRESSION	M	Patching - AC Full Depth	8,921.20	SqFt	\$5.00	\$ 44,606.23
TAXIWAY LIMA	TW L	1208	L & T CR	L	Crack Sealing - AC	3,974.10	Ft	\$2.75	\$ 10,928.70
TAXIWAY LIMA	TW L	1208	WEATHERING	M	Surface Seal	73,237.80	SqFt	\$0.55	\$ 40,281.15
TAXIWAY LIMA	TW L	1209	L & T CR	L	Crack Sealing - AC	1,235.00	Ft	\$2.75	\$ 3,396.19
TAXIWAY LIMA	TW L	1209	WEATHERING	M	Surface Seal	18,293.90	SqFt	\$0.55	\$ 10,061.72
TAXIWAY LIMA	TW L	1220	DEPRESSION	L	Patching - AC Full Depth	32.40	SqFt	\$5.00	\$ 162.02
TAXIWAY LIMA	TW L	1220	L & T CR	M	Crack Sealing - AC	441.20	Ft	\$2.75	\$ 1,213.22
TAXIWAY LIMA	TW L	1220	L & T CR	L	Crack Sealing - AC	2,165.10	Ft	\$2.75	\$ 5,954.13
TAXIWAY LIMA	TW L	1220	RAVELING	L	Surface Seal	5,704.70	SqFt	\$0.55	\$ 3,137.61
TAXIWAY MIKE	TW M	1304	L & T CR	L	Crack Sealing - AC	541.40	Ft	\$2.75	\$ 1,488.91
TAXIWAY MIKE	TW M	1304	WEATHERING	M	Surface Seal	660.30	SqFt	\$0.55	\$ 363.15
TAXIWAY MIKE	TW M	1305	L & T CR	L	Crack Sealing - AC	2,117.60	Ft	\$2.75	\$ 5,823.46
TAXIWAY MIKE	TW M	1305	RAVELING	L	Surface Seal	1,794.60	SqFt	\$0.55	\$ 987.04



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TAXIWAY MIKE	TW M	1305	WEATHERING	M	Surface Seal	14,512.30	SqFt	\$0.55	\$ 7,981.83
TAXIWAY PAPA	TW P	1505	BLOCK CR	M	Patching - AC Full Depth	1,866.30	SqFt	\$5.00	\$ 9,331.75
TAXIWAY PAPA	TW P	1505	L & T CR	M	Crack Sealing - AC	981.70	Ft	\$2.75	\$ 2,699.54
TAXIWAY PAPA	TW P	1505	RAVELING	H	Patching - AC Partial Depth	84.80	SqFt	\$3.00	\$ 254.50
TAXIWAY PAPA	TW P	1505	RAVELING	M	Surface Seal	18,433.20	SqFt	\$0.55	\$ 10,138.35
TAXIWAY PAPA	TW P	1510	SHAT. SLAB	M	Slab Replacement - PCC	4,800.00	SqFt	\$45.00	\$ 216,000.01
TAXIWAY ROMEO	TW R	1804	L & T CR	L	Crack Sealing - AC	263.80	Ft	\$2.75	\$ 725.39
TAXIWAY ROMEO	TW R	1804	WEATHERING	M	Surface Seal	3,500.70	SqFt	\$0.55	\$ 1,925.39
TAXIWAY ROMEO	TW R	1805	BLOCK CR	L	Surface Seal	21,433.10	SqFt	\$0.55	\$ 11,788.33
TAXIWAY ROMEO	TW R	1805	L & T CR	L	Crack Sealing - AC	16,710.30	Ft	\$2.75	\$ 45,953.36
TAXIWAY ROMEO	TW R	1805	L & T CR	M	Crack Sealing - AC	1,880.10	Ft	\$2.75	\$ 5,170.27
TAXIWAY ROMEO	TW R	1805	RAVELING	L	Surface Seal	128,440.90	SqFt	\$0.55	\$ 70,643.10
TAXIWAY ROMEO	TW R	1805	RAVELING	M	Surface Seal	18,958.90	SqFt	\$0.55	\$ 10,427.50
TAXIWAY ROMEO	TW R	1805	WEATHERING	M	Surface Seal	69,826.90	SqFt	\$0.55	\$ 38,405.13
TAXIWAY ROMEO	TW R	1806	WEATHERING	M	Surface Seal	4,374.00	SqFt	\$0.55	\$ 2,405.72
TAXIWAY ROMEO	TW R	1810	DEPRESSION	L	Patching - AC Full Depth	206.30	SqFt	\$5.00	\$ 1,031.29

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ROMEO	TW R	1810	L & T CR	L	Crack Sealing - AC	788.20	Ft	\$2.75	\$ 2,167.44
TAXIWAY ROMEO	TW R	1810	RAVELING	L	Surface Seal	173.70	SqFt	\$0.55	\$ 95.55
TAXIWAY ROMEO	TW R	1810	WEATHERING	M	Surface Seal	7,792.60	SqFt	\$0.55	\$ 4,285.97
TAXIWAY ROMEO	TW R	1812	L & T CR	L	Crack Sealing - AC	148.30	Ft	\$2.75	\$ 407.76
TAXIWAY ROMEO	TW R	1812	L & T CR	M	Crack Sealing - AC	96.70	Ft	\$2.75	\$ 265.93
TAXIWAY ROMEO	TW R	1812	RAVELING	L	Surface Seal	429.80	SqFt	\$0.55	\$ 236.38
TAXIWAY ROMEO	TW R	1812	WEATHERING	M	Surface Seal	2,082.30	SqFt	\$0.55	\$ 1,145.28
TAXIWAY ROMEO	TW R	1814	L & T CR	L	Crack Sealing - AC	243.00	Ft	\$2.75	\$ 668.28
TAXIWAY ROMEO	TW R	1815	DEPRESSION	L	Patching - AC Full Depth	688.70	SqFt	\$5.00	\$ 3,443.56
TAXIWAY ROMEO	TW R	1815	L & T CR	L	Crack Sealing - AC	61.00	Ft	\$2.75	\$ 167.77
TAXIWAY ROMEO	TW R	1815	WEATHERING	M	Surface Seal	10,260.40	SqFt	\$0.55	\$ 5,643.27
TAXIWAY ROMEO	TW R	1817	BLOCK CR	L	Surface Seal	235.60	SqFt	\$0.55	\$ 129.57
TAXIWAY ROMEO	TW R	1817	L & T CR	M	Crack Sealing - AC	68.50	Ft	\$2.75	\$ 188.46
TAXIWAY ROMEO	TW R	1817	L & T CR	L	Crack Sealing - AC	629.60	Ft	\$2.75	\$ 1,731.50
TAXIWAY ROMEO	TW R	1818	L & T CR	M	Crack Sealing - AC	228.30	Ft	\$2.75	\$ 627.72
TAXIWAY ROMEO	TW R	1818	L & T CR	L	Crack Sealing - AC	114.10	Ft	\$2.75	\$ 313.86



Pavement Evaluation Report - Orlando Sanford International Airport

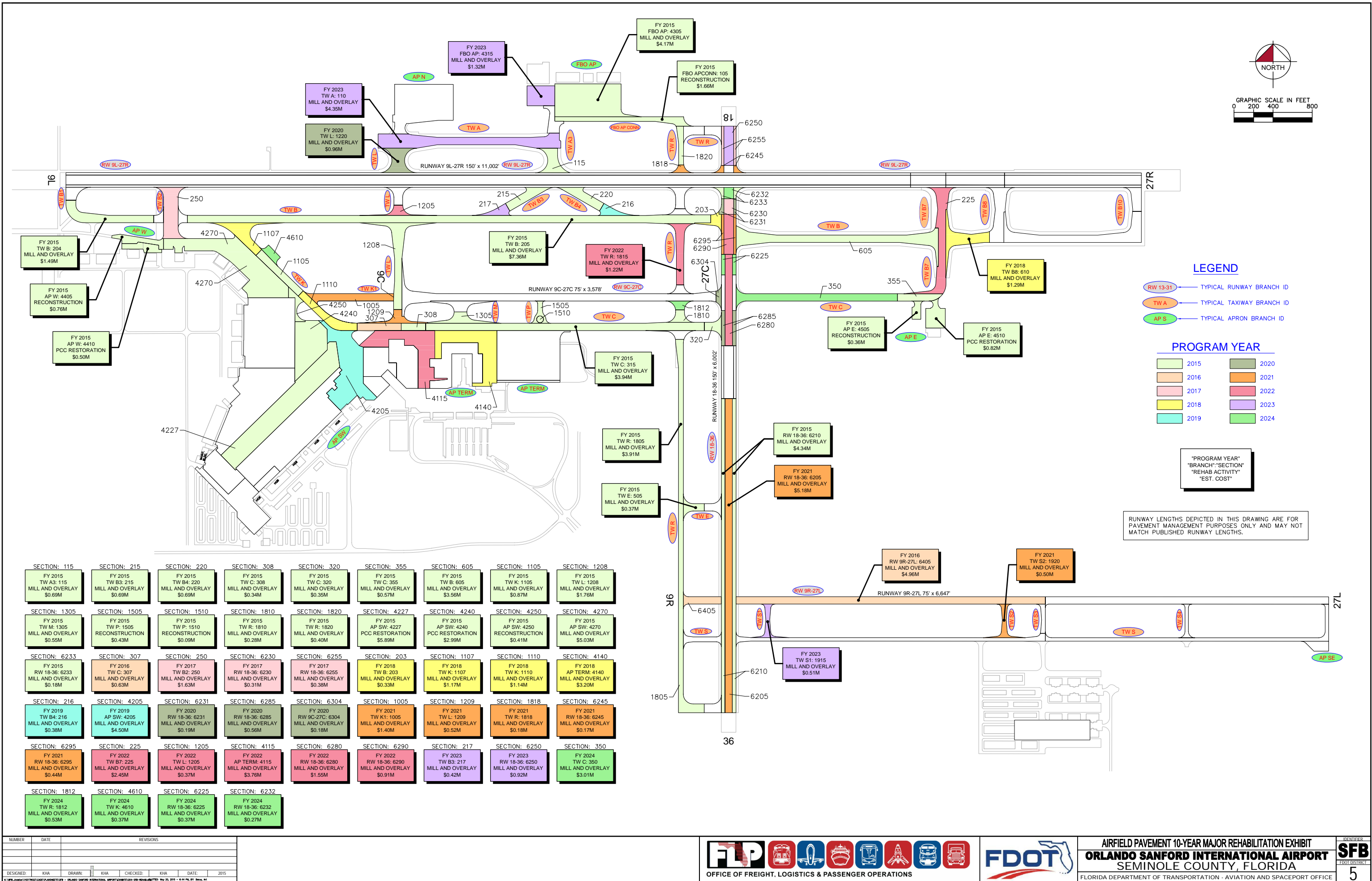
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ROMEO	TW R	1820	L & T CR	L	Crack Sealing - AC	1,263.90	Ft	\$2.75	\$ 3,475.76
TAXIWAY ROMEO	TW R	1820	RAVELING	L	Surface Seal	22,019.40	SqFt	\$0.55	\$ 12,110.77
TAXIWAY ROMEO	TW R	1820	RUTTING	L	Patching - AC Full Depth	4,095.60	SqFt	\$5.00	\$ 20,478.06
TAXIWAY ROMEO	TW R	1825	L & T CR	L	Crack Sealing - AC	496.30	Ft	\$2.75	\$ 1,364.89
TAXIWAY ROMEO	TW R	1825	RAVELING	L	Surface Seal	2,127.10	SqFt	\$0.55	\$ 1,169.92
TAXIWAY SIERRA	TW S	1905	L & T CR	L	Crack Sealing - AC	46.40	Ft	\$2.75	\$ 127.53
TAXIWAY SIERRA	TW S	1905	RAVELING	L	Surface Seal	41.70	SqFt	\$0.55	\$ 22.95
TAXIWAY SIERRA	TW S	1905	WEATHERING	M	Surface Seal	463.70	SqFt	\$0.55	\$ 255.05
TAXIWAY SIERRA	TW S	1910	L & T CR	L	Crack Sealing - AC	1,038.80	Ft	\$2.75	\$ 2,856.78
TAXIWAY SIERRA	TW S	1910	RAVELING	L	Surface Seal	17,593.10	SqFt	\$0.55	\$ 9,676.27
TAXIWAY SIERRA	TW S	1925	L & T CR	L	Crack Sealing - AC	131.90	Ft	\$2.75	\$ 362.67
TAXIWAY SIERRA	TW S	1925	RAVELING	L	Surface Seal	8,654.60	SqFt	\$0.55	\$ 4,760.07
TAXIWAY S1	TW S1	1915	L & T CR	L	Crack Sealing - AC	563.40	Ft	\$2.75	\$ 1,549.25
TAXIWAY S1	TW S1	1915	RAVELING	L	Surface Seal	4,506.90	SqFt	\$0.55	\$ 2,478.82
TAXIWAY S2	TW S2	1920	L & T CR	L	Crack Sealing - AC	1,429.80	Ft	\$2.75	\$ 3,931.87
TAXIWAY S2	TW S2	1920	RAVELING	L	Surface Seal	5,983.10	SqFt	\$0.55	\$ 3,290.75

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY S3	TW S3	1930	L & T CR	L	Crack Sealing - AC	340.10	Ft	\$2.75	\$ 935.19
TAXIWAY S3	TW S3	1930	RAVELING	L	Surface Seal	2,023.40	SqFt	\$0.55	\$ 1,112.89
TAXIWAY S4	TW S4	1940	RAVELING	L	Surface Seal	1,437.90	SqFt	\$0.55	\$ 790.86
Total =									\$ 11,327,759.01

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
EXHIBIT

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
TABLE



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.

SECTION: 115 FY 2015 TW A3: 115 MILL AND OVERLAY \$0.69M	SECTION: 215 FY 2015 TW B3: 215 MILL AND OVERLAY \$0.69M	SECTION: 220 FY 2015 TW B4: 220 MILL AND OVERLAY \$0.69M	SECTION: 308 FY 2015 TW C: 308 MILL AND OVERLAY \$0.34M	SECTION: 320 FY 2015 TW C: 320 MILL AND OVERLAY \$0.35M	SECTION: 355 FY 2015 TW C: 355 MILL AND OVERLAY \$0.57M	SECTION: 605 FY 2015 TW B: 605 MILL AND OVERLAY \$3.56M	SECTION: 1105 FY 2015 TW K: 1105 MILL AND OVERLAY \$0.87M	SECTION: 1208 FY 2015 TW L: 1208 MILL AND OVERLAY \$1.76M
SECTION: 1305 FY 2015 TW M: 1305 MILL AND OVERLAY \$0.55M	SECTION: 1505 FY 2015 TW P: 1505 RECONSTRUCTION \$0.43M	SECTION: 1510 FY 2015 TW P: 1510 RECONSTRUCTION \$0.09M	SECTION: 1810 FY 2015 TW R: 1810 MILL AND OVERLAY \$0.28M	SECTION: 1820 FY 2015 TW R: 1820 MILL AND OVERLAY \$0.40M	SECTION: 4227 FY 2015 AP SW: 4227 PCC RESTORATION \$5.89M	SECTION: 4240 FY 2015 AP SW: 4240 PCC RESTORATION \$2.99M	SECTION: 4250 FY 2015 AP SW: 4250 RECONSTRUCTION \$0.41M	SECTION: 4270 FY 2015 AP SW: 4270 MILL AND OVERLAY \$5.03M
SECTION: 6233 FY 2015 RW 18-36: 6233 MILL AND OVERLAY \$0.18M	SECTION: 307 FY 2016 TW C: 307 MILL AND OVERLAY \$0.63M	SECTION: 250 FY 2017 TW B2: 250 MILL AND OVERLAY \$1.63M	SECTION: 6230 FY 2017 RW 18-36: 6230 MILL AND OVERLAY \$0.31M	SECTION: 6255 FY 2017 RW 18-36: 6255 MILL AND OVERLAY \$0.38M	SECTION: 203 FY 2018 TW B: 203 MILL AND OVERLAY \$0.33M	SECTION: 1107 FY 2018 TW K: 1107 MILL AND OVERLAY \$1.17M	SECTION: 1110 FY 2018 TW K: 1110 MILL AND OVERLAY \$1.14M	SECTION: 4140 FY 2018 AP TERM: 4140 MILL AND OVERLAY \$3.20M
SECTION: 216 FY 2019 TW B4: 216 MILL AND OVERLAY \$0.38M	SECTION: 4205 FY 2019 AP SW: 4205 MILL AND OVERLAY \$4.50M	SECTION: 6231 FY 2020 RW 18-36: 6231 MILL AND OVERLAY \$0.19M	SECTION: 6285 FY 2020 RW 18-36: 6285 MILL AND OVERLAY \$0.56M	SECTION: 6304 FY 2020 RW 9C-27C: 6304 MILL AND OVERLAY \$0.18M	SECTION: 1005 FY 2021 RW 18-36: 1005 MILL AND OVERLAY \$1.40M	SECTION: 1209 FY 2021 TW L: 1209 MILL AND OVERLAY \$0.52M	SECTION: 1818 FY 2021 TW R: 1818 MILL AND OVERLAY \$0.18M	SECTION: 6245 FY 2021 RW 18-36: 6245 MILL AND OVERLAY \$0.17M
SECTION: 6295 FY 2021 RW 18-36: 6295 MILL AND OVERLAY \$0.44M	SECTION: 225 FY 2022 TW B7: 225 MILL AND OVERLAY \$2.45M	SECTION: 1205 FY 2022 TW L: 1205 MILL AND OVERLAY \$0.37M	SECTION: 4115 FY 2022 AP TERM: 4115 MILL AND OVERLAY \$3.76M	SECTION: 6280 FY 2022 RW 18-36: 6280 MILL AND OVERLAY \$1.55M	SECTION: 6290 FY 2022 RW 18-36: 6290 MILL AND OVERLAY \$0.91M	SECTION: 217 FY 2023 TW B3: 217 MILL AND OVERLAY \$0.42M	SECTION: 6250 FY 2023 RW 18-36: 6250 MILL AND OVERLAY \$0.92M	SECTION: 350 FY 2024 TW C: 350 MILL AND OVERLAY \$3.01M
SECTION: 1812 FY 2024 TW R: 1812 MILL AND OVERLAY \$0.53M	SECTION: 4610 FY 2024 TW K: 4610 MILL AND OVERLAY \$0.37M	SECTION: 6225 FY 2024 RW 18-36: 6225 MILL AND OVERLAY \$0.37M	SECTION: 6232 FY 2024 RW 18-36: 6232 MILL AND OVERLAY \$0.27M					

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



AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
ORLANDO SANFORD INTERNATIONAL AIRPORT
SEMINOLE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

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

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP E	4505	\$ 360,281.00	36	Reconstruction	100
2015	AP E	4510	\$ 821,384.00	65	PCC Restoration	100
2015	AP SW	4227	\$ 5,889,816.00	63	PCC Restoration	100
2015	AP SW	4240	\$ 2,994,473.00	46	PCC Restoration	100
2015	AP SW	4250	\$ 412,252.00	34	Reconstruction	100
2015	AP SW	4270	\$ 5,031,954.00	58	Mill and Overlay	100
2015	AP W	4405	\$ 756,867.00	23	Reconstruction	100
2015	AP W	4410	\$ 503,742.00	59	PCC Restoration	100
2015	FBO AP	4305	\$ 4,171,142.00	52	Mill and Overlay	100
2015	FBO APCONN	105	\$ 1,658,293.00	39	Reconstruction	100
2015	RW 18-36	6210	\$ 4,340,250.00	63	Mill and Overlay	100
2015	RW 18-36	6233	\$ 184,716.00	58	Mill and Overlay	100
2015	TW A3	115	\$ 686,466.00	59	Mill and Overlay	100
2015	TW B	204	\$ 1,488,996.00	62	Mill and Overlay	100
2015	TW B	205	\$ 7,356,402.00	65	Mill and Overlay	100
2015	TW B	605	\$ 3,562,308.00	63	Mill and Overlay	100
2015	TW B3	215	\$ 687,041.00	57	Mill and Overlay	100
2015	TW B4	220	\$ 687,041.00	61	Mill and Overlay	100
2015	TW C	308	\$ 337,500.00	60	Mill and Overlay	100
2015	TW C	315	\$ 3,936,431.00	57	Mill and Overlay	100
2015	TW C	320	\$ 345,007.00	58	Mill and Overlay	100
2015	TW C	355	\$ 570,750.00	64	Mill and Overlay	100
2015	TW E	505	\$ 365,482.00	58	Mill and Overlay	100
2015	TW K	1105	\$ 873,711.00	48	Mill and Overlay	100
2015	TW L	1208	\$ 1,759,048.00	50	Mill and Overlay	100
2015	TW M	1305	\$ 554,530.00	61	Mill and Overlay	100
2015	TW P	1505	\$ 425,915.00	27	Reconstruction	100
2015	TW P	1510	\$ 88,514.00	17	Reconstruction	100
2015	TW R	1805	\$ 3,910,082.00	56	Mill and Overlay	100
2015	TW R	1810	\$ 283,623.00	64	Mill and Overlay	100
2015	TW R	1820	\$ 396,349.00	50	Mill and Overlay	100
2016	RW 9R-27L	6405	\$ 4,959,657.00	64	Mill and Overlay	100
2016	TW C	307	\$ 625,725.00	64	Mill and Overlay	100
2017	RW 18-36	6230	\$ 305,539.00	65	Mill and Overlay	100
2017	RW 18-36	6255	\$ 384,838.00	64	Mill and Overlay	100
2017	TW B2	250	\$ 1,627,884.00	65	Mill and Overlay	100



Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	AP TERM	4140	\$ 3,199,138.00	64	Mill and Overlay	100
2018	TW B	203	\$ 333,881.00	65	Mill and Overlay	100
2018	TW B8	610	\$ 1,287,479.00	65	Mill and Overlay	100
2018	TW K	1107	\$ 1,170,708.00	65	Mill and Overlay	100
2018	TW K	1110	\$ 1,140,221.00	64	Mill and Overlay	100
2019	AP SW	4205	\$ 4,504,340.00	64	Mill and Overlay	100
2019	TW B4	216	\$ 376,954.00	64	Mill and Overlay	100
2020	RW 18-36	6231	\$ 194,563.00	64	Mill and Overlay	100
2020	RW 18-36	6285	\$ 563,407.00	64	Mill and Overlay	100
2020	RW 9C-27C	6304	\$ 177,652.00	63	Mill and Overlay	100
2020	TW L	1220	\$ 961,381.00	65	Mill and Overlay	100
2021	RW 18-36	6205	\$ 5,182,486.00	65	Mill and Overlay	100
2021	RW 18-36	6245	\$ 171,717.00	65	Mill and Overlay	100
2021	RW 18-36	6295	\$ 440,605.00	65	Mill and Overlay	100
2021	TW K1	1005	\$ 1,398,327.00	64	Mill and Overlay	100
2021	TW L	1209	\$ 524,046.00	64	Mill and Overlay	100
2021	TW R	1818	\$ 177,644.00	64	Mill and Overlay	100
2021	TW S2	1920	\$ 500,461.00	64	Mill and Overlay	100
2022	AP TERM	4115	\$ 3,757,465.00	65	Mill and Overlay	100
2022	RW 18-36	6280	\$ 1,552,408.00	65	Mill and Overlay	100
2022	RW 18-36	6290	\$ 907,647.00	65	Mill and Overlay	100
2022	TW B7	225	\$ 2,452,374.00	65	Mill and Overlay	100
2022	TW L	1205	\$ 372,826.00	64	Mill and Overlay	100
2022	TW R	1815	\$ 1,216,572.00	64	Mill and Overlay	100
2023	FBO AP	4315	\$ 1,321,049.00	64	Mill and Overlay	100
2023	RW 18-36	6250	\$ 916,635.00	64	Mill and Overlay	100
2023	TW A	110	\$ 4,352,853.00	64	Mill and Overlay	100
2023	TW B3	217	\$ 424,203.00	64	Mill and Overlay	100
2023	TW S1	1915	\$ 514,240.00	65	Mill and Overlay	100
2024	RW 18-36	6225	\$ 369,797.00	63	Mill and Overlay	100
2024	RW 18-36	6232	\$ 270,088.00	63	Mill and Overlay	100
2024	TW C	350	\$ 3,007,184.00	65	Mill and Overlay	100
2024	TW K	4610	\$ 366,334.00	65	Mill and Overlay	100
2024	TW R	1812	\$ 531,140.00	64	Mill and Overlay	100
Total =			\$ 107,981,834.00			

* Costs are adjusted for inflation AT 3%

APPENDIX G

● PHOTOGRAPHS



Runway 9R-27L, Section 6405, Sample Unit 172 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling, Low Severity (57) Weathering



Runway 9R-27L, Section 6410, Sample Unit 221 – Low Severity (52) Raveling, Low Severity (57) Weathering



Runway 18-36, Section 6205, Sample Unit 312 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, High Severity (52) Raveling



Runway 18-36, Section 6210, Sample Unit 104 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering



Runway 9L-27R, Section 6105, Sample Unit 352 – Low Severity (57) Weathering, High Severity (57) Weathering



Runway 9L-27R, Section 6105, Sample Unit 448 – Low Severity (52) Raveling, Low Severity (57) Weathering



Taxiway Romeo, Section 1820, Sample Unit 180 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (53) Rutting, Low Severity (56) Swelling



Taxiway Charlie, Section 315, Sample Unit 308 – Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



FBO Apron, Section 4305, Sample Unit 305 – Low Severity (43) Block Cracking, Low Severity (52) Raveling



Apron SW, Section 4227, Sample Unit 510 – Low Severity (65) Joint Seal Damage, Low Severity (70) Scaling, Map Cracking, Cracking, Medium Severity (74) Joint Spalling, High Severity (74) Joint Spalling, High Severity (75) Corner Spalling



Taxiway Bravo, Section 204, Sample Unit 317 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Runway 9C-27C, Section 6305, Sample Unit 104 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering



Apron North, Section 4310, Sample Unit 355 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, Low Severity (57) Weathering



Apron Southwest, Section 4270, Sample Unit 100 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 61,296.84SqFt

Section: 4505 of 2 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 15,664.40SqFt Length: 180.00Ft Width: 75.00Ft
Slabs: 25 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 825.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 36

Inspection Comments:

Sample Number: 202 Type: R Area: 24.00Slabs PCI = 36

Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
75 CORNER SPALLING	H	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	18.00 Slabs	Comments:
75 CORNER SPALLING	M	4.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP E Name: EAST APRON Use: APRON Area: 61,296.84SqFt

Section: 4510 of 2 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 45,632.44SqFt Length: 210.00Ft Width: 200.00Ft
Slabs: 73 Slab Width: 25.00Ft Slab Length: 25.00Ft Joint Length: 2,950.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 10 Surveyed: 1

Conditions: PCI : 65

Inspection Comments:

Sample Number: 402 Type: R Area: 32.00Slabs PCI = 65

Sample Comments:

65 JOINT SEAL DAMAGE	H	32.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 244,780.00SqFt

Section: 4310 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 244,780.00SqFt Length: 600.00Ft Width: 400.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 55 Surveyed: 7

Conditions: PCI : 83

Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 16.00 Ft Comments:
49 OIL SPILLAGE N 36.00 SqFt Comments:
49 OIL SPILLAGE N 9.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

49 OIL SPILLAGE N 12.00 SqFt Comments:
45 DEPRESSION L 4.00 SqFt Comments:
42 BLEEDING N 1.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 57.00 Ft Comments:
49 OIL SPILLAGE N 28.00 SqFt Comments:
49 OIL SPILLAGE N 12.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 32.00 Ft Comments:
49 OIL SPILLAGE N 56.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:
49 OIL SPILLAGE N 16.00 SqFt Comments:

Sample Number: 355 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 179.00 Ft Comments:
42 BLEEDING N 28.00 SqFt Comments:
49 OIL SPILLAGE N 39.00 SqFt Comments:
49 OIL SPILLAGE N 45.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 167.00 Ft Comments:
49 OIL SPILLAGE N 24.00 SqFt Comments:
49 OIL SPILLAGE N 28.00 SqFt Comments:
49 OIL SPILLAGE N 24.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 504 Type: R Area: 2,489.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 62.00 Ft Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

57	WEATHERING	L	2,489.00	SqFt	Comments:
Sample Number:	551	Type: R	Area:	3,795.00SqFt	PCI = 88
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:
57	WEATHERING	L	3,795.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SE Name: APRON SOUTH EAST Use: APRON Area: 20,623.02SqFt

Section: 4605 of 1 From: - To: - Last Const.: 01/01/2008

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

Area: 20,623.02SqFt Length: 205.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 85

Inspection Comments:

Sample Number: 201 Type: R Area: 5,200.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 520.00 SqFt Comments:

57 WEATHERING L 4,680.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4205 of 11 From: - To: - Last Const.: 01/01/1961
Surface: APC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 222,336.00SqFt Length: 2,000.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 57 Surveyed: 6

Conditions: PCI : 68

Inspection Comments:

Sample Number: 119 Type: R Area: 4,500.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 249.00 Ft Comments:
52 RAVELING L 900.00 SqFt Comments:
57 WEATHERING L 3,600.00 SqFt Comments:

Sample Number: 269 Type: R Area: 3,554.00SqFt PCI = 49

Sample Comments:

50 PATCHING M 500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 131.00 Ft Comments:
52 RAVELING L 611.00 SqFt Comments:
57 WEATHERING L 2,443.00 SqFt Comments:
45 DEPRESSION L 18.00 SqFt Comments:

Sample Number: 502 Type: R Area: 4,034.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 299.00 Ft Comments:
52 RAVELING L 807.00 SqFt Comments:
57 WEATHERING L 3,227.00 SqFt Comments:

Sample Number: 505 Type: R Area: 4,500.00SqFt PCI = 69

Sample Comments:

47 JOINT REFLECTION CRACKING L 269.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 234.00 Ft Comments:
52 RAVELING L 1,350.00 SqFt Comments:
57 WEATHERING L 3,150.00 SqFt Comments:

Sample Number: 509 Type: R Area: 4,500.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 242.00 Ft Comments:
52 RAVELING L 144.00 SqFt Comments:
56 SWELLING L 22.00 SqFt Comments:
57 WEATHERING L 3,906.00 SqFt Comments:
52 RAVELING L 450.00 SqFt Comments:

Sample Number: 558 Type: R Area: 4,500.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 327.00 Ft Comments:
52 RAVELING L 900.00 SqFt Comments:
57 WEATHERING L 3,600.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4215 of 11 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 403,062.00SqFt Length: 975.00Ft Width: 400.00Ft
Slabs: 1,008 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 37,625.00Ft
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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4225 of 11 From: - To: - Last Const.: 01/01/1957
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 95,132.00SqFt Length: 1,900.00Ft Width: 340.00Ft
Slabs: 3,348 Slab Width: 12.50Ft Slab Length: 15.00Ft Joint Length: 92,506.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 26 Surveyed: 3

Conditions: PCI : 91

Inspection Comments:

Sample Number: 353 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:

66 SMALL PATCH L 8.00 Slabs Comments:
70 SCALING/CRAZING L 12.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 451 Type: R Area: 20.00Slabs PCI = 88

Sample Comments:

66 SMALL PATCH L 7.00 Slabs Comments:
70 SCALING/CRAZING L 15.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 554 Type: R Area: 20.00Slabs PCI = 96

Sample Comments:

66 SMALL PATCH L 5.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4227 of 11 From: - To: - Last Const.: 01/01/1957
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 327,212.00SqFt Length: 1,900.00Ft Width: 340.00Ft
Slabs: 3,348 Slab Width: 12.50Ft Slab Length: 15.00Ft Joint Length: 92,506.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 85 Surveyed: 8

Conditions: PCI : 63

Inspection Comments:

Sample Number: 409 Type: R Area: 20.00Slabs PCI = 76

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:
70 SCALING/CRAZING	L	20.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 414 Type: R Area: 20.00Slabs PCI = 73

Sample Comments:

70 SCALING/CRAZING	L	20.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	20.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Sample Number: 422 Type: R Area: 20.00Slabs PCI = 64

Sample Comments:

73 SHRINKAGE CRACKING	N	12.00	Slabs	Comments:
70 SCALING/CRAZING	L	11.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:

Sample Number: 457 Type: R Area: 20.00Slabs PCI = 77

Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:
70 SCALING/CRAZING	L	17.00	Slabs	Comments:
70 SCALING/CRAZING	M	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
66 SMALL PATCH	M	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 467 Type: R Area: 20.00Slabs PCI = 69

Sample Comments:

66 SMALL PATCH	L	3.00	Slabs	Comments:
70 SCALING/CRAZING	L	20.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	20.00	Slabs	Comments:

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FDOT

Report Generated Date: May 05, 2015

75	CORNER SPALLING	L	1.00	Slabs	Comments:
74	JOINT SPALLING	H	1.00	Slabs	Comments:
74	JOINT SPALLING	L	1.00	Slabs	Comments:

Sample Number: 469 Type: R Area: 20.00Slabs PCI = 39

Sample Comments:

70	SCALING/CRAZING	L	20.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	20.00	Slabs	Comments:
74	JOINT SPALLING	M	3.00	Slabs	Comments:
75	CORNER SPALLING	M	3.00	Slabs	Comments:
74	JOINT SPALLING	L	1.00	Slabs	Comments:
75	CORNER SPALLING	L	2.00	Slabs	Comments:
74	JOINT SPALLING	H	4.00	Slabs	Comments:
67	LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
75	CORNER SPALLING	H	1.00	Slabs	Comments:

Sample Number: 474 Type: R Area: 20.00Slabs PCI = 53

Sample Comments:

73	SHRINKAGE CRACKING	N	20.00	Slabs	Comments:
70	SCALING/CRAZING	L	19.00	Slabs	Comments:
74	JOINT SPALLING	M	3.00	Slabs	Comments:
74	JOINT SPALLING	H	1.00	Slabs	Comments:
74	JOINT SPALLING	L	1.00	Slabs	Comments:
66	SMALL PATCH	M	2.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:
75	CORNER SPALLING	M	1.00	Slabs	Comments:
67	LARGE PATCH/UTILITY	M	1.00	Slabs	Comments:

Sample Number: 510 Type: R Area: 20.00Slabs PCI = 54

Sample Comments:

65	JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:
70	SCALING/CRAZING	L	19.00	Slabs	Comments:
74	JOINT SPALLING	L	4.00	Slabs	Comments:
74	JOINT SPALLING	M	5.00	Slabs	Comments:
74	JOINT SPALLING	H	1.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:
75	CORNER SPALLING	M	2.00	Slabs	Comments:
75	CORNER SPALLING	H	1.00	Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4240 of 11 From: - To: - Last Const.: 01/01/1953
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 148,058.00SqFt Length: 1,000.00Ft Width: 420.00Ft
Slabs: 2,144 Slab Width: 13.60Ft Slab Length: 13.60Ft Joint Length: 60,344.71Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 39 Surveyed: 4

Conditions: PCI : 46

Inspection Comments:

Sample Number: 653 Type: R Area: 20.00Slabs PCI = 45

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	M	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	5.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	M	3.00 Slabs	Comments:

Sample Number: 655 Type: R Area: 20.00Slabs PCI = 41

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
74 JOINT SPALLING	M	5.00 Slabs	Comments:
75 CORNER SPALLING	H	4.00 Slabs	Comments:
75 CORNER SPALLING	M	4.00 Slabs	Comments:
74 JOINT SPALLING	H	4.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 658 Type: R Area: 24.00Slabs PCI = 73

Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	9.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 806 Type: R Area: 20.00Slabs PCI = 21

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:
75 CORNER SPALLING	H	8.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	H	10.00 Slabs	Comments:
66 SMALL PATCH	M	5.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4250 of 11 From: - To: - Last Const.: 01/01/1961

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

Area: 17,924.00SqFt Length: 300.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 36

Inspection Comments:

Sample Number: 561 Type: R Area: 6,052.00SqFt PCI = 36

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	440.00 Ft	Comments:
52	RAVELING	L	1,816.00 SqFt	Comments:
52	RAVELING	M	4,236.00 SqFt	Comments:
56	SWELLING	L	615.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4270 of 11 From: - To: - Last Const.: 01/01/1943
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 279,553.00SqFt Length: 1,400.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 48 Surveyed: 8

Conditions: PCI : 59

Inspection Comments:

Sample Number: 100 Type: R Area: 6,400.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	162.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	502.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	114.00	Ft	Comments:
45	DEPRESSION	M	2.00	SqFt	Comments:
52	RAVELING	L	2,560.00	SqFt	Comments:
57	WEATHERING	L	3,840.00	SqFt	Comments:
49	OIL SPILLAGE	N	9.00	SqFt	Comments:
49	OIL SPILLAGE	N	9.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 6,400.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	451.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	Comments:
52	RAVELING	L	6,400.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
42	BLEEDING	N	2.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	71.00	Ft	Comments:

Sample Number: 304 Type: R Area: 5,160.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	222.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	Comments:
42	BLEEDING	N	1.00	SqFt	Comments:
52	RAVELING	L	5,160.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	311.00	Ft	Comments:

Sample Number: 402 Type: R Area: 6,400.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	572.00	Ft	Comments:
52	RAVELING	L	6,400.00	SqFt	Comments:
45	DEPRESSION	L	48.00	SqFt	Comments:
42	BLEEDING	N	4.00	SqFt	Comments:

Sample Number: 601 Type: R Area: 5,525.00SqFt PCI = 50

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	360.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	239.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	28.00	Ft	Comments:
56	SWELLING	L	78.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

52	RAVELING	L	276.00	SqFt	Comments:
57	WEATHERING	M	5,249.00	SqFt	Comments:

Sample Number: 605 Type: R Area: 6,275.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	490.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	88.00	Ft	Comments:
52	RAVELING	L	314.00	SqFt	Comments:
57	WEATHERING	M	5,961.00	SqFt	Comments:
56	SWELLING	L	50.00	SqFt	Comments:

Sample Number: 613 Type: R Area: 6,275.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	479.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	278.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:
45	DEPRESSION	L	12.00	SqFt	Comments:
56	SWELLING	L	42.00	SqFt	Comments:
52	RAVELING	L	2,540.00	SqFt	Comments:
57	WEATHERING	L	3,765.00	SqFt	Comments:

Sample Number: 614 Type: R Area: 6,957.00SqFt PCI = 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	824.00	Ft	Comments:
52	RAVELING	L	4,174.00	SqFt	Comments:
57	WEATHERING	L	2,783.00	SqFt	Comments:
56	SWELLING	L	217.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT		
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Branch:	AP SW	Name:	SW APRON	Use:	APRON	Area:	2,367,720.00SqFt
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Section:	4275	of	11	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	PCC	Family:				FDOT-SAPMP-PR-AP-PCC	Zone:	Category:	Rank: P
Area:	24,000.00SqFt	Length:		250.00Ft	Width:		96.00Ft		
Slabs:	120	Slab Width:		13.33Ft	Slab Length:		15.00Ft	Joint Length:	3,054.45Ft
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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4280 of 11 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 150,479.00SqFt Length: 600.00Ft Width: 250.00Ft
Slabs: 803 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 21,150.00Ft
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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP SW Name: SW APRON Use: APRON Area: 2,367,720.00SqFt

Section: 4285 of 11 From: - To: - Last Const.: 01/01/2014
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 328,190.00SqFt Length: 1,000.00Ft Width: 330.00Ft
Slabs: 820 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 31,670.00Ft
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 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT		
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Branch:	AP SW	Name:	SW APRON	Use:	APRON	Area:	2,367,720.00SqFt
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Section:	4290	of	11	From:	-	To:	-	Last Const.:	01/01/2014
Surface:	PCC	Family:	FDOT-SAPMP-PR-AP-PCC			Zone:		Category:	Rank: P
Area:	371,774.00SqFt	Length:	1,000.00Ft	Width:	330.00Ft				
Slabs:	1,652	Slab Width:	15.00Ft	Slab Length:	15.00Ft	Joint Length:	42,670.00Ft		
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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4105 of 8 From: - To: - Last Const.: 01/01/1965
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 138,631.00SqFt Length: 500.00Ft Width: 400.00Ft
Slabs: 2,165 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 57,606.67Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 40 Surveyed: 5

Conditions: PCI : 85

Inspection Comments:

Sample Number: 205 Type: R Area: 24.00Slabs PCI = 90

Sample Comments:

70 SCALING/CRAZING	L	13.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:

Sample Number: 300 Type: R Area: 14.00Slabs PCI = 77

Sample Comments:

65 JOINT SEAL DAMAGE	L	14.00 Slabs	Comments:
66 SMALL PATCH	L	8.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Sample Number: 501 Type: R Area: 24.00Slabs PCI = 88

Sample Comments:

70 SCALING/CRAZING	L	10.00 Slabs	Comments:
66 SMALL PATCH	L	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Sample Number: 600 Type: R Area: 12.00Slabs PCI = 73

Sample Comments:

70 SCALING/CRAZING	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	12.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 706 Type: R Area: 12.00Slabs PCI = 87

Sample Comments:

73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4110 of 8 From: - To: - Last Const.: 01/01/1996
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 114,672.58SqFt Length: 605.00Ft Width: 200.00Ft
Slabs: 287 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 11,295.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 14 Surveyed: 3

Conditions: PCI : 82

Inspection Comments:

Sample Number: 500 Type: R Area: 14.00Slabs PCI = 97
Sample Comments:
70 SCALING/CRAZING L 5.00 Slabs Comments:

Sample Number: 504 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:
70 SCALING/CRAZING L 12.00 Slabs Comments:
67 LARGE PATCH/UTILITY M 3.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Sample Number: 601 Type: R Area: 22.00Slabs PCI = 80
Sample Comments:
70 SCALING/CRAZING L 16.00 Slabs Comments:
73 SHRINKAGE CRACKING N 6.00 Slabs Comments:
74 JOINT SPALLING L 4.00 Slabs Comments:
74 JOINT SPALLING M 1.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4111 of 8 From: - To: - Last Const.: 01/01/1996
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 84,441.23SqFt Length: 400.00Ft Width: 200.00Ft
Slabs: 211 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 7,400.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 14 Surveyed: 3

Conditions: PCI : 81

Inspection Comments:

Sample Number: 101 Type: R Area: 12.00Slabs PCI = 73

Sample Comments:

70 SCALING/CRAZING	L	8.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:

Sample Number: 301 Type: R Area: 20.00Slabs PCI = 84

Sample Comments:

70 SCALING/CRAZING	L	20.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 302 Type: R Area: 20.00Slabs PCI = 84

Sample Comments:

70 SCALING/CRAZING	L	15.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
71 FAULTING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4112 of 8 From: - To: - Last Const.: 01/01/1996
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 35,804.25SqFt Length: 200.00Ft Width: 150.00Ft
Slabs: 90 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 2,650.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 87

Inspection Comments:

Sample Number: 105 Type: R Area: 22.00Slabs PCI = 87

Sample Comments:

70	SCALING/CRAZING	L	14.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
62	CORNER BREAK	L	1.00	Slabs	Comments:
66	SMALL PATCH	M	1.00	Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4115 of 8 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-PR-AP-AAC Zone: Category: Rank: P
Area: 169,731.26SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 42 Surveyed: 5

Conditions: PCI : 72

Inspection Comments:

Sample Number: 102 Type: R Area: 4,517.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	223.00	Ft	Comments:
45	DEPRESSION	L	12.00	SqFt	Comments:
45	DEPRESSION	L	16.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft	Comments:
52	RAVELING	L	903.00	SqFt	Comments:
57	WEATHERING	L	3,614.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 4,513.00SqFt PCI = 74

Sample Comments:

47	JOINT REFLECTION CRACKING	L	160.00	Ft	Comments:
47	JOINT REFLECTION CRACKING	L	120.00	Ft	Comments:
47	JOINT REFLECTION CRACKING	L	169.00	Ft	Comments:
52	RAVELING	L	903.00	SqFt	Comments:
57	WEATHERING	L	3,610.00	SqFt	Comments:

Sample Number: 148 Type: R Area: 4,500.00SqFt PCI = 70

Sample Comments:

56	SWELLING	L	66.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft	Comments:
45	DEPRESSION	L	18.00	SqFt	Comments:
52	RAVELING	L	900.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 153 Type: R Area: 4,500.00SqFt PCI = 78

Sample Comments:

45	DEPRESSION	L	18.00	SqFt	Comments:
52	RAVELING	L	900.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:
45	DEPRESSION	L	4.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 4,100.00SqFt PCI = 74

Sample Comments:

47	JOINT REFLECTION CRACKING	L	110.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:
52	RAVELING	M	99.00	SqFt	Comments:
52	RAVELING	L	800.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4120 of 8 From: - To: - Last Const.: 01/01/2007
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 331,039.00SqFt Length: 750.00Ft Width: 508.00Ft
Slabs: 1,765 Slab Width: 12.50Ft Slab Length: 15.00Ft Joint Length: 54,622.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 63 Surveyed: 7

Conditions: PCI : 94

Inspection Comments:

Sample Number: 150 Type: R Area: 24.00Slabs PCI = 96

Sample Comments:

70 SCALING/CRAZING L 8.00 Slabs Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:

Sample Number: 155 Type: R Area: 24.00Slabs PCI = 89

Sample Comments:

70 SCALING/CRAZING L 21.00 Slabs Comments:
73 SHRINKAGE CRACKING N 8.00 Slabs Comments:

Sample Number: 253 Type: R Area: 18.00Slabs PCI = 98

Sample Comments:

70 SCALING/CRAZING L 2.00 Slabs Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 96

Sample Comments:

70 SCALING/CRAZING L 3.00 Slabs Comments:
74 JOINT SPALLING L 1.00 Slabs Comments:

Sample Number: 355 Type: R Area: 24.00Slabs PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:
70 SCALING/CRAZING L 12.00 Slabs Comments:
73 SHRINKAGE CRACKING N 2.00 Slabs Comments:

Sample Number: 400 Type: R Area: 24.00Slabs PCI = 93

Sample Comments:

65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:
70 SCALING/CRAZING L 15.00 Slabs Comments:
73 SHRINKAGE CRACKING N 1.00 Slabs Comments:

Sample Number: 452 Type: R Area: 24.00Slabs PCI = 96

Sample Comments:

70 SCALING/CRAZING L 13.00 Slabs Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network: SFB		Name: ORLANDO SANFORD INTERNATIONAL AIRPORT	
Branch: AP TERM	Name: TERMINAL APRON - CENTER	Use: APRON	Area: 1,049,867.32SqFt
Section: 4125	of 8	From: -	To: -
Surface: AC	Family: FDOT-SAPMP-PR-AP-AC		Zone: Last Const.: 01/01/2007
Area: 12,900.00SqFt	Length: 645.00Ft	Width: 20.00Ft	Category: Rank: P
Shoulder:	Street Type:	Grade: 0.00	Lanes: 0
Section Comments:			

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 92

Inspection Comments:

Sample Number:	101	Type: R	Area:	4,000.00SqFt	PCI = 92
Sample Comments:					
52	RAVELING		H	5.00 SqFt	Comments:
52	RAVELING		H	5.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP TERM Name: TERMINAL APRON - CENTER Use: APRON Area: 1,049,867.32SqFt

Section: 4140 of 8 From: - To: - Last Const.: 01/01/1996
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 162,648.00SqFt Length: 166.00Ft Width: 582.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 41 Surveyed: 5

Conditions: PCI : 70

Inspection Comments:

Sample Number: 107 Type: R Area: 4,500.00SqFt PCI = 72

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 311.00 Ft Comments:
52 RAVELING L 675.00 SqFt Comments:
57 WEATHERING L 3,825.00 SqFt Comments:

Sample Number: 159 Type: R Area: 4,500.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 35.00 Ft Comments:
52 RAVELING L 675.00 SqFt Comments:
57 WEATHERING L 3,825.00 SqFt Comments:

Sample Number: 310 Type: R Area: 4,536.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 28.00 Ft Comments:
50 PATCHING L 252.00 SqFt Comments:
45 DEPRESSION L 9.00 SqFt Comments:
45 DEPRESSION L 48.00 SqFt Comments:
52 RAVELING L 454.00 SqFt Comments:
57 WEATHERING M 3,830.00 SqFt Comments:

Sample Number: 460 Type: R Area: 2,850.00SqFt PCI = 74

Sample Comments:

52 RAVELING L 48.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:
57 WEATHERING M 2,802.00 SqFt Comments:

Sample Number: 560 Type: R Area: 2,825.00SqFt PCI = 63

Sample Comments:

52 RAVELING L 141.00 SqFt Comments:
57 WEATHERING L 1,130.00 SqFt Comments:
57 WEATHERING M 1,551.00 SqFt Comments:
50 PATCHING L 3.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 44.00 Ft Comments:
49 OIL SPILLAGE N 81.00 SqFt Comments:
49 OIL SPILLAGE N 50.00 SqFt Comments:
49 OIL SPILLAGE N 40.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 60,892.96SqFt

Section: 4405 of 2 From: - To: - Last Const.: 12/25/1999

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

Area: 32,907.27SqFt Length: 520.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 24

Inspection Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt PCI = 24

Sample Comments:

53 RUTTING	L	780.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,500.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,500.00 SqFt	Comments:
52 RAVELING	M	1,500.00 SqFt	Comments:
52 RAVELING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: AP W Name: WEST APRON Use: APRON Area: 60,892.96SqFt

Section: 4410 of 2 From: - To: - Last Const.: 01/01/2006
Surface: PCC Family: FDOT-SAPMP-PR-AP-PCC Zone: Category: Rank: P
Area: 27,985.69SqFt Length: 300.00Ft Width: 80.00Ft
Slabs: 75 Slab Width: 25.00Ft Slab Length: 15.00Ft Joint Length: 2,180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 8 Surveyed: 2

Conditions: PCI : 59

Inspection Comments:

Sample Number: 404 Type: R Area: 20.00Slabs PCI = 83

Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
66 SMALL PATCH	M	1.00 Slabs	Comments:

Sample Number: 407 Type: R Area: 24.00Slabs PCI = 40

Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	2.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: FBO AP Name: FBO APRON Use: APRON Area: 289,666.12SqFt

Section: 4305 of 2 From: - To: - Last Const.: 01/01/1994
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 231,730.12SqFt Length: 600.00Ft Width: 375.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 47 Surveyed: 6

Conditions: PCI : 53

Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 602.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 38.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 710.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:
52 RAVELING L 1,750.00 SqFt Comments:
57 WEATHERING M 3,250.00 SqFt Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 60

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 500.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 187.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 180.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 221.00 Ft Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 56

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 915.00 Ft Comments:
52 RAVELING L 4,000.00 SqFt Comments:
57 WEATHERING L 1,000.00 SqFt Comments:
56 SWELLING L 351.00 SqFt Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

43 BLOCK CRACKING L 4,996.00 SqFt Comments:
52 RAVELING L 4,996.00 SqFt Comments:
50 PATCHING M 4.00 SqFt Comments:

Sample Number: 311 Type: R Area: 5,000.00SqFt PCI = 39

Sample Comments:

43 BLOCK CRACKING M 2,500.00 SqFt Comments:
43 BLOCK CRACKING L 2,500.00 SqFt Comments:
56 SWELLING L 30.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: FBO AP Name: FBO APRON Use: APRON Area: 289,666.12SqFt

Section: 4315 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 57,936.00SqFt Length: 280.00Ft Width: 205.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 21 Surveyed: 3

Conditions: PCI : 78

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 4,250.00 SqFt Comments:

Sample Number: 151 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

42 BLEEDING N 48.00 SqFt Comments:
57 WEATHERING L 4,250.00 SqFt Comments:
56 SWELLING L 30.00 SqFt Comments:
52 RAVELING L 750.00 SqFt Comments:

Sample Number: 252 Type: R Area: 5,400.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 53.00 Ft Comments:
52 RAVELING L 810.00 SqFt Comments:
57 WEATHERING L 4,590.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: FBO APCONN Name: FBO APRON CONN Use: APRON Area: 72,099.72SqFt

Section: 105 of 1 From: - To: - Last Const.: 01/01/1994
Surface: AC Family: FDOT-SAPMP-PR-AP-AC Zone: Category: Rank: P
Area: 72,099.72SqFt Length: 1,400.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 14 Surveyed: 4

Conditions: PCI : 40

Inspection Comments:

Sample Number: 101 Type: R Area: 4,800.00SqFt PCI = 39

Sample Comments:

41 ALLIGATOR CRACKING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	45.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	90.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	319.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	54.00	Ft	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:

Sample Number: 102 Type: R Area: 4,800.00SqFt PCI = 37

Sample Comments:

41 ALLIGATOR CRACKING	L	168.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	233.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	293.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	304.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	188.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:

Sample Number: 105 Type: R Area: 4,800.00SqFt PCI = 33

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	10.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	357.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	110.00	Ft	Comments:
41 ALLIGATOR CRACKING	L	93.00	SqFt	Comments:
41 ALLIGATOR CRACKING	L	195.00	SqFt	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	250.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft	Comments:

Sample Number: 110 Type: R Area: 4,800.00SqFt PCI = 51

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	78.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	110.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	445.00	Ft	Comments:
52 RAVELING	L	4,800.00	SqFt	Comments:
49 OIL SPILLAGE	N	9.00	SqFt	Comments:
49 OIL SPILLAGE	N	9.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6205 of 18 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 241,125.00SqFt Length: 3,215.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 64 Surveyed: 13

Conditions: PCI : 76

Inspection Comments:

Sample Number: 301 Type: R Area: 3,750.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 113.00 Ft Comments:
57 WEATHERING L 3,375.00 SqFt Comments:
52 RAVELING L 375.00 SqFt Comments:

Sample Number: 307 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 54.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 312 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 141.00 Ft Comments:
52 RAVELING H 32.00 SqFt Comments:
52 RAVELING L 750.00 SqFt Comments:

Sample Number: 317 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 131.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 321 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 102.00 Ft Comments:
42 BLEEDING N 1.00 SqFt Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:

Sample Number: 327 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 109.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 331 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 141.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

42	BLEEDING		N	3.00	SqFt	Comments:
Sample Number:	340	Type: R	Area:	3,750.00	SqFt	PCI = 76
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	159.00	Ft	Comments:
52	RAVELING		L	750.00	SqFt	Comments:
52	RAVELING		M	28.00	SqFt	Comments:
42	BLEEDING		N	3.00	SqFt	Comments:
Sample Number:	346	Type: R	Area:	3,750.00	SqFt	PCI = 75
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	196.00	Ft	Comments:
52	RAVELING		L	750.00	SqFt	Comments:
57	WEATHERING		L	3,000.00	SqFt	Comments:
42	BLEEDING		N	4.00	SqFt	Comments:
Sample Number:	349	Type: R	Area:	3,750.00	SqFt	PCI = 76
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	157.00	Ft	Comments:
52	RAVELING		L	750.00	SqFt	Comments:
57	WEATHERING		L	3,000.00	SqFt	Comments:
Sample Number:	353	Type: R	Area:	3,750.00	SqFt	PCI = 76
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	153.00	Ft	Comments:
52	RAVELING		L	750.00	SqFt	Comments:
57	WEATHERING		L	3,000.00	SqFt	Comments:
Sample Number:	358	Type: R	Area:	3,750.00	SqFt	PCI = 76
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	155.00	Ft	Comments:
52	RAVELING		L	750.00	SqFt	Comments:
52	RAVELING		M	41.00	SqFt	Comments:
Sample Number:	363	Type: R	Area:	4,875.00	SqFt	PCI = 77
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	157.00	Ft	Comments:
52	RAVELING		L	975.00	SqFt	Comments:
52	RAVELING		M	4.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6210 of 18 From: - To: - Last Const.: 01/01/1984
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 241,125.00SqFt Length: 6,430.00Ft Width: 37.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 32 Surveyed: 7

Conditions: PCI : 64

Inspection Comments:

Sample Number: 100 Type: R Area: 7,500.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.00	Ft	Comments:
56	SWELLING	L	5.00	SqFt	Comments:
52	RAVELING	L	750.00	SqFt	Comments:
52	RAVELING	L	1,500.00	SqFt	Comments:
57	WEATHERING	L	5,250.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 7,500.00SqFt PCI = 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	277.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	296.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
52	RAVELING	L	1,500.00	SqFt	Comments:
57	WEATHERING	L	6,000.00	SqFt	Comments:
56	SWELLING	L	40.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 7,500.00SqFt PCI = 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	328.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
56	SWELLING	L	165.00	SqFt	Comments:
56	SWELLING	L	70.00	SqFt	Comments:
52	RAVELING	L	7,500.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	337.00	Ft	Comments:
43	BLOCK CRACKING	L	1,800.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 7,500.00SqFt PCI = 85

Sample Comments:

52	RAVELING	L	750.00	SqFt	Comments:
57	WEATHERING	L	6,750.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 7,500.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft	Comments:
56	SWELLING	L	165.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
56	SWELLING	L	24.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	216.00	Ft	Comments:
52	RAVELING	L	7,500.00	SqFt	Comments:
43	BLOCK CRACKING	L	860.00	SqFt	Comments:
43	BLOCK CRACKING	L	133.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Sample Number:	516	Type:	R	Area:	7,500.00SqFt	PCI = 63
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	170.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	200.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	286.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	100.00	Ft	Comments:
56	SWELLING		L	50.00	SqFt	Comments:
56	SWELLING		L	270.00	SqFt	Comments:
52	RAVELING		L	7,500.00	SqFt	Comments:

Sample Number:	540	Type:	R	Area:	7,500.00SqFt	PCI = 57
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	551.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	400.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	483.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	229.00	Ft	Comments:
52	RAVELING		L	7,500.00	SqFt	Comments:
56	SWELLING		L	80.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6215 of 18 From: - To: - Last Const.: 01/01/1943
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 54,000.00SqFt Length: 540.00Ft Width: 100.00Ft
Slabs: 288 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 7,280.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 12 Surveyed: 2

Conditions: PCI : 84

Inspection Comments:

Sample Number: 366 Type: R Area: 24.00Slabs PCI = 82

Sample Comments:

73 SHRINKAGE CRACKING	N	23.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 372 Type: R Area: 24.00Slabs PCI = 86

Sample Comments:

73 SHRINKAGE CRACKING	N	24.00 Slabs	Comments:
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Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6216 of 18 From: - To: - Last Const.: 01/01/1943
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 27,000.00SqFt Length: 1,080.00Ft Width: 25.00Ft
Slabs: 144 Slab Width: 15.00Ft Slab Length: 12.50Ft Joint Length: 2,855.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 78

Inspection Comments:

Sample Number: 572 Type: R Area: 24.00Slabs PCI = 78

Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
66 SMALL PATCH	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6217 of 18 From: - To: - Last Const.: 01/01/2004

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 27,370.11SqFt Length: 730.00Ft Width: 37.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 90

Inspection Comments:

Sample Number: 584 Type: R Area: 6,935.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 45.00 Ft Comments:

57 WEATHERING L 6,935.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6225 of 18 From: - To: - Last Const.: 01/01/1984

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 15,745.46SqFt Length: 420.00Ft Width: 37.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 588 Type: R Area: 7,870.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 205.00 Ft Comments:

52 RAVELING L 787.00 SqFt Comments:

57 WEATHERING L 7,083.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6230 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 16,000.00SqFt Length: 160.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 408 Type: R Area: 4,500.00SqFt PCI = 69

Sample Comments:

47 JOINT REFLECTION CRACKING	L	242.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	100.00 Ft	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:
45 DEPRESSION	L	27.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6231 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 9,324.00SqFt Length: 500.00Ft Width: 25.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 74

Inspection Comments:

Sample Number: 600 Type: R Area: 4,000.00SqFt PCI = 74

Sample Comments:

47 JOINT REFLECTION CRACKING L 100.00 Ft Comments:

47 JOINT REFLECTION CRACKING L 134.00 Ft Comments:

47 JOINT REFLECTION CRACKING L 200.00 Ft Comments:

52 RAVELING L 600.00 SqFt Comments:

57 WEATHERING L 3,400.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6232 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 11,500.00SqFt Length: 115.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 410 Type: R Area: 4,500.00SqFt PCI = 80

Sample Comments:

47 JOINT REFLECTION CRACKING L 205.00 Ft Comments:

47 JOINT REFLECTION CRACKING M 28.00 Ft Comments:

57 WEATHERING L 4,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6233 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 10,262.00SqFt Length: 200.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 604 Type: R Area: 5,021.00SqFt PCI = 59

Sample Comments:

47	JOINT REFLECTION CRACKING	M	56.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	L	37.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	M	162.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	L	173.00 Ft	Comments:
52	RAVELING	L	753.00 SqFt	Comments:
57	WEATHERING	L	4,268.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6240 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 7,500.00SqFt Length: 75.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 83

Inspection Comments:

Sample Number: 417 Type: R Area: 3,500.00SqFt PCI = 83

Sample Comments:

47 JOINT REFLECTION CRACKING L 224.00 Ft Comments:

57 WEATHERING L 3,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6245 of 18 From: - To: - Last Const.: 01/01/2009

Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 7,989.45SqFt Length: 155.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 76

Inspection Comments:

Sample Number: 608 Type: R Area: 3,995.00SqFt PCI = 76

Sample Comments:

47 JOINT REFLECTION CRACKING	L	100.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	232.00 Ft	Comments:
52 RAVELING	L	600.00 SqFt	Comments:
57 WEATHERING	L	3,395.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6250 of 18 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 40,200.00SqFt Length: 402.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 8 Surveyed: 2

Conditions: PCI : 79

Inspection Comments:

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:
52 RAVELING L 168.00 SqFt Comments:
57 WEATHERING L 4,832.00 SqFt Comments:

Sample Number: 424 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 72.00 Ft Comments:
52 RAVELING L 600.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 179.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 23.00 Ft Comments:
56 SWELLING L 17.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6255 of 18 From: - To: - Last Const.: 01/01/1984

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 20,152.58SqFt Length: 804.00Ft Width: 25.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 68

Inspection Comments:

Sample Number: 212 Type: R Area: 5,151.00SqFt PCI = 68

Sample Comments:

45 DEPRESSION L 4.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 4.00 Ft Comments:

52 RAVELING L 5,151.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 158.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6280 of 18 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 70,125.00SqFt Length: 935.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 21 Surveyed: 6

Conditions: PCI : 78

Inspection Comments:

Sample Number: 376 Type: R Area: 3,375.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 79.00 Ft Comments:
52 RAVELING L 675.00 SqFt Comments:
57 WEATHERING L 2,700.00 SqFt Comments:

Sample Number: 384 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 44.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 385 Type: R Area: 3,750.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 390 Type: R Area: 3,750.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 394 Type: R Area: 3,750.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 396 Type: R Area: 3,000.00SqFt PCI = 81

Sample Comments:

52 RAVELING L 600.00 SqFt Comments:
57 WEATHERING L 2,400.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6285 of 18 From: - To: - Last Const.: 01/01/1984

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 27,000.00SqFt Length: 360.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 74

Inspection Comments:

Sample Number: 576 Type: R Area: 6,750.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 114.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 476.00 Ft Comments:

57 WEATHERING L 6,750.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6290 of 18 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 41,000.00SqFt Length: 410.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 8 Surveyed: 2

Conditions: PCI : 78

Inspection Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 215.00 Ft Comments:
52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 146.00 Ft Comments:
52 RAVELING L 500.00 SqFt Comments:
57 WEATHERING L 4,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 887,918.60SqFt

Section: 6295 of 18 From: - To: - Last Const.: 01/01/2004

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 20,500.00SqFt Length: 820.00Ft Width: 25.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 76

Inspection Comments:

Sample Number: 196 Type: R Area: 6,250.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 219.00 Ft Comments:

52 RAVELING L 1,250.00 SqFt Comments:

57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9C-27C Name: RUNWAY 9C-27C Use: RUNWAY Area: 276,834.48SqFt

Section: 6304 of 2 From: - To: - Last Const.: 01/01/1975

Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P

Area: 8,513.56SqFt Length: 50.00Ft Width: 120.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 73

Inspection Comments:

Sample Number: 101 Type: R Area: 3,837.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:

57 WEATHERING M 1,919.00 SqFt Comments:

52 RAVELING L 21.00 SqFt Comments:

57 WEATHERING L 1,897.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9C-27C Name: RUNWAY 9C-27C Use: RUNWAY Area: 276,834.48SqFt

Section: 6305 of 2 From: - To: - Last Const.: 01/01/1975
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 268,320.92SqFt Length: 3,200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 66 Surveyed: 13

Conditions: PCI : 83

Inspection Comments:

Sample Number: 104 Type: R Area: 4,232.00SqFt PCI = 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	117.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	17.00	Ft	Comments:
56	SWELLING	L	21.00	SqFt	Comments:
57	WEATHERING	M	250.00	SqFt	Comments:
57	WEATHERING	L	3,982.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:
56	SWELLING	L	150.00	SqFt	Comments:
57	WEATHERING	M	200.00	SqFt	Comments:
57	WEATHERING	L	3,550.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,750.00SqFt PCI = 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 3,750.00SqFt PCI = 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
52	RAVELING	L	4.00	SqFt	Comments:
56	SWELLING	L	25.00	SqFt	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 131 Type: R Area: 3,750.00SqFt PCI = 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 3,750.00SqFt PCI = 84

Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 142 Type: R Area: 3,750.00SqFt PCI = 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 147 Type: R Area: 3,750.00SqFt PCI = 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 151 Type: R Area: 3,750.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft	Comments:
57	WEATHERING	M	250.00	SqFt	Comments:
57	WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 3,750.00SqFt PCI = 79

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	16.00	Ft	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 3,750.00SqFt PCI = 86

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:
57	WEATHERING	M	100.00	SqFt	Comments:
57	WEATHERING	L	3,650.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 6,194.00SqFt PCI = 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	22.00	Ft	Comments:
57	WEATHERING	M	250.00	SqFt	Comments:
57	WEATHERING	L	5,944.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6105 of 8 From: - To: - Last Const.: 01/01/2009
 Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
 Area: 864,000.00SqFt Length: 9,000.00Ft Width: 100.00Ft
 Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 173 Surveyed: 20

Conditions: PCI : 87

Inspection Comments:

Sample Number: 281 Type: R Area: 5,000.00SqFt PCI = 94
 Sample Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 291 Type: R Area: 5,000.00SqFt PCI = 94
 Sample Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 95
 Sample Comments:
 57 WEATHERING L 2,500.00 SqFt Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 89
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 72.00 Ft Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 89
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 51.00 Ft Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 81
 Sample Comments:
 55 SLIPPAGE CRACKING N 36.00 SqFt Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 137.00 Ft Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 344 Type: R Area: 5,000.00SqFt PCI = 81
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 242.00 Ft Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 69
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:
 57 WEATHERING H 450.00 SqFt Comments:
 57 WEATHERING L 4,550.00 SqFt Comments:

Sample Number: 361 Type: R Area: 5,000.00SqFt PCI = 90
 Sample Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 29.00 Ft Comments:
 57 WEATHERING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Sample Number:	370	Type:	R	Area:	5,000.00SqFt	PCI = 91
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	7.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	376	Type:	R	Area:	5,000.00SqFt	PCI = 88
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	88.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	388	Type:	R	Area:	5,000.00SqFt	PCI = 92
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	6.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	394	Type:	R	Area:	5,000.00SqFt	PCI = 89
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	52.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	400	Type:	R	Area:	5,000.00SqFt	PCI = 90
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	20.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	407	Type:	R	Area:	5,000.00SqFt	PCI = 85
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	140.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	417	Type:	R	Area:	5,000.00SqFt	PCI = 86
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	129.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	424	Type:	R	Area:	5,000.00SqFt	PCI = 90
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	29.00 Ft	Comments:
57	WEATHERING			L	5,000.00 SqFt	Comments:

Sample Number:	431	Type:	R	Area:	5,000.00SqFt	PCI = 82
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	109.00 Ft	Comments:
57	WEATHERING			M	500.00 SqFt	Comments:
57	WEATHERING			L	4,500.00 SqFt	Comments:

Sample Number:	443	Type:	R	Area:	5,000.00SqFt	PCI = 82
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	84.00 Ft	Comments:
52	RAVELING			L	324.00 SqFt	Comments:
57	WEATHERING			L	4,676.00 SqFt	Comments:

Sample Number:	448	Type:	R	Area:	5,000.00SqFt	PCI = 76
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	28.00 Ft	Comments:
52	RAVELING			L	140.00 SqFt	Comments:
52	RAVELING			L	546.00 SqFt	Comments:
57	WEATHERING			L	3,834.00 SqFt	Comments:

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FDOT
Report Generated Date: May 05, 2015

52	RAVELING	L	480.00	SqFt	Comments:
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Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6110 of 8 From: - To: - Last Const.: 01/01/2009
Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 432,000.00SqFt Length: 18,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 86 Surveyed: 18

Conditions: PCI : 86

Inspection Comments:

Sample Number: 88 Type: R Area: 5,000.00SqFt PCI = 92

Sample Comments:

52 RAVELING L 20.00 SqFt Comments:
57 WEATHERING L 4,980.00 SqFt Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 109.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 112.00 Ft Comments:
52 RAVELING L 10.00 SqFt Comments:
57 WEATHERING L 4,990.00 SqFt Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 70.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 114.00 Ft Comments:
52 RAVELING L 10.00 SqFt Comments:
57 WEATHERING L 4,990.00 SqFt Comments:

Sample Number: 220 Type: R Area: 5,000.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 83.00 Ft Comments:
52 RAVELING L 10.00 SqFt Comments:
57 WEATHERING L 4,990.00 SqFt Comments:

Sample Number: 244 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

52 RAVELING L 63.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 360.00 Ft Comments:
52 RAVELING L 135.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

57	WEATHERING	L	4,802.00	SqFt	Comments:
Sample Number:	496	Type: R	Area:	5,000.00SqFt	PCI = 89
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	49.00	Ft	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
Sample Number:	504	Type: R	Area:	5,000.00SqFt	PCI = 90
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
Sample Number:	512	Type: R	Area:	5,000.00SqFt	PCI = 90
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	39.00	Ft	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
Sample Number:	532	Type: R	Area:	5,000.00SqFt	PCI = 87
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52	RAVELING	L	8.00	SqFt	Comments:
56	SWELLING	L	2.00	SqFt	Comments:
57	WEATHERING	L	4,992.00	SqFt	Comments:
Sample Number:	564	Type: R	Area:	5,000.00SqFt	PCI = 88
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:
52	RAVELING	L	20.00	SqFt	Comments:
57	WEATHERING	L	4,980.00	SqFt	Comments:
Sample Number:	588	Type: R	Area:	5,000.00SqFt	PCI = 94
Sample Comments:					
57	WEATHERING	L	5,000.00	SqFt	Comments:
Sample Number:	608	Type: R	Area:	5,000.00SqFt	PCI = 87
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	76.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
57	WEATHERING	L	5,000.00	SqFt	Comments:
Sample Number:	628	Type: R	Area:	5,000.00SqFt	PCI = 80
Sample Comments:					
52	RAVELING	L	332.00	SqFt	Comments:
52	RAVELING	L	10.00	SqFt	Comments:
57	WEATHERING	L	4,658.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
Sample Number:	640	Type: R	Area:	5,000.00SqFt	PCI = 85
Sample Comments:					
52	RAVELING	L	54.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
52	RAVELING	L	111.00	SqFt	Comments:
52	RAVELING	L	42.00	SqFt	Comments:
57	WEATHERING	L	4,793.00	SqFt	Comments:
Sample Number:	648	Type: R	Area:	6,000.00SqFt	PCI = 75
Sample Comments:					
52	RAVELING	L	42.00	SqFt	Comments:
52	RAVELING	L	1,320.00	SqFt	Comments:

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52	RAVELING	L	111.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	132.00	Ft	Comments:
57	WEATHERING	L	4,527.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6145 of 8 From: - To: - Last Const.: 01/01/2012
Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 36,000.00SqFt Length: 9,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 11/14/2007 Total Samples: 12 Surveyed: 2

Conditions: PCI : 55

Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 56

Sample Comments:

48 L & T CR	M	177.00 Ft	Comments:
56 SWELLING	L	650.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
48 L & T CR	L	38.00 Ft	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 54

Sample Comments:

52 RAVELING	M	700.00 SqFt	Comments:
48 L & T CR	M	162.00 Ft	Comments:
48 L & T CR	L	249.00 Ft	Comments:
52 RAVELING	L	4,300.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6150 of 8 From: - To: - Last Const.: 01/01/2012
Surface: APC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 18,000.00SqFt Length: 18,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 11/14/2007 Total Samples: 6 Surveyed: 2

Conditions: PCI : 52

Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

52	RAVELING	L	5,000.00	SqFt	Comments:
48	L & T CR	L	124.00	Ft	Comments:
50	PATCHING	M	2.00	SqFt	Comments:
48	L & T CR	M	133.00	Ft	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 46

Sample Comments:

56	SWELLING	L	1,250.00	SqFt	Comments:
48	L & T CR	M	37.00	Ft	Comments:
48	L & T CR	L	680.00	Ft	Comments:
52	RAVELING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6155 of 8 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 60,000.00SqFt Length: 600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 11/14/2007 Total Samples: 15 Surveyed: 2

Conditions: PCI : 47

Inspection Comments:

Sample Number: 461 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48 L & T CR	L	235.00 Ft	Comments:
56 SWELLING	L	28.00 SqFt	Comments:
52 RAVELING	L	2,800.00 SqFt	Comments:
48 L & T CR	M	167.00 Ft	Comments:

Sample Number: 469 Type: R Area: 5,000.00SqFt PCI = 28

Sample Comments:

41 ALLIGATOR CR	M	108.00 SqFt	Comments:
52 RAVELING	M	760.00 SqFt	Comments:
41 ALLIGATOR CR	L	124.00 SqFt	Comments:
48 L & T CR	L	650.00 Ft	Comments:
52 RAVELING	L	4,240.00 SqFt	Comments:
56 SWELLING	L	56.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9L-27R Name: RUNWAY 9L-27R Use: RUNWAY Area: 1,650,000.00SqFt

Section: 6160 of 8 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-PR-RW-AAC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 1,600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 11/14/2007 Total Samples: 10 Surveyed: 2

Conditions: PCI : 59

Inspection Comments:

Sample Number: 264 Type: R Area: 5,000.00SqFt PCI = 45

Sample Comments:

52 RAVELING	L	5,000.00 SqFt	Comments:
50 PATCHING	L	0.30 SqFt	Comments:
50 PATCHING	M	0.20 SqFt	Comments:
48 L & T CR	L	488.00 Ft	Comments:
56 SWELLING	L	324.00 SqFt	Comments:
48 L & T CR	M	243.00 Ft	Comments:

Sample Number: 564 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48 L & T CR	L	260.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
56 SWELLING	L	88.00 SqFt	Comments:
52 RAVELING	L	137.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT						
Branch:	RW 9L-27R	Name:	RUNWAY 9L-27R		Use:	RUNWAY	Area:	1,650,000.00SqFt	
Section:	6165	of	8	From:	-	To:	-	Last Const.:	01/01/2012
Surface:	AC	Family:	FDOT-SAPMP-PR-RW-AC				Zone:	Category:	Rank: P
Area:	140,000.00SqFt	Length:	1,400.00Ft	Width:	100.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									
Last Insp. Date: Total Samples: 0 Surveyed: 0									
Conditions:									

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

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT						
Branch:	RW 9L-27R	Name:	RUNWAY 9L-27R		Use:	RUNWAY	Area:	1,650,000.00SqFt	
Section:	6170	of	8	From:	-	To:	-	Last Const.:	01/01/2012
Surface:	AC	Family:	FDOT-SAPMP-PR-RW-AC				Zone:	Category:	Rank: P
Area:	70,000.00SqFt	Length:	2,800.00Ft	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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 485,086.52SqFt

Section: 6405 of 2 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 267,511.13SqFt Length: 3,553.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 71 Surveyed: 15

Conditions: PCI : 66

Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 24.00 Ft Comments:
57 WEATHERING M 100.00 SqFt Comments:
57 WEATHERING L 3,650.00 SqFt Comments:

Sample Number: 104 Type: R Area: 3,750.00SqFt PCI = 80

Sample Comments:

52 RAVELING L 60.00 SqFt Comments:
52 RAVELING L 825.00 SqFt Comments:
52 RAVELING L 24.00 SqFt Comments:
52 RAVELING L 55.00 SqFt Comments:
52 RAVELING L 5.00 SqFt Comments:
57 WEATHERING L 2,781.00 SqFt Comments:

Sample Number: 112 Type: R Area: 3,750.00SqFt PCI = 71

Sample Comments:

52 RAVELING L 1,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 39.00 Ft Comments:
57 WEATHERING L 2,250.00 SqFt Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 62

Sample Comments:

52 RAVELING M 36.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 43.00 Ft Comments:
56 SWELLING L 22.00 SqFt Comments:
52 RAVELING L 2,250.00 SqFt Comments:
57 WEATHERING L 1,500.00 SqFt Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 68

Sample Comments:

52 RAVELING L 2,625.00 SqFt Comments:
57 WEATHERING L 1,125.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:

Sample Number: 122 Type: R Area: 3,750.00SqFt PCI = 68

Sample Comments:

56 SWELLING L 5.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:
52 RAVELING L 2,625.00 SqFt Comments:
57 WEATHERING L 1,125.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Sample Number:	127	Type:	R	Area:	3,750.00SqFt	PCI = 54
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft	Comments:	
52	RAVELING	M	900.00	SqFt	Comments:	
52	RAVELING	L	1,425.00	SqFt	Comments:	
56	SWELLING	L	93.00	SqFt	Comments:	
56	SWELLING	L	36.00	SqFt	Comments:	

Sample Number:	134	Type:	R	Area:	3,750.00SqFt	PCI = 68
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:	
56	SWELLING	L	144.00	SqFt	Comments:	
52	RAVELING	L	2,250.00	SqFt	Comments:	

Sample Number:	140	Type:	R	Area:	3,750.00SqFt	PCI = 64
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft	Comments:	
52	RAVELING	L	3,000.00	SqFt	Comments:	
57	WEATHERING	L	750.00	SqFt	Comments:	
56	SWELLING	L	50.00	SqFt	Comments:	

Sample Number:	145	Type:	R	Area:	3,750.00SqFt	PCI = 57
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:	
56	SWELLING	L	140.00	SqFt	Comments:	
50	PATCHING	M	1.00	SqFt	Comments:	
50	PATCHING	M	4.00	SqFt	Comments:	
50	PATCHING	M	1.00	SqFt	Comments:	
50	PATCHING	L	2.00	SqFt	Comments:	
50	PATCHING	M	1.00	SqFt	Comments:	
52	RAVELING	L	2,245.00	SqFt	Comments:	
57	WEATHERING	L	1,496.00	SqFt	Comments:	

Sample Number:	151	Type:	R	Area:	3,750.00SqFt	PCI = 56
Sample Comments:						
52	RAVELING	M	1,550.00	SqFt	Comments:	
52	RAVELING	L	1,320.00	SqFt	Comments:	

Sample Number:	158	Type:	R	Area:	3,750.00SqFt	PCI = 67
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	37.00	Ft	Comments:	
52	RAVELING	L	2,625.00	SqFt	Comments:	
57	WEATHERING	L	1,125.00	SqFt	Comments:	
56	SWELLING	L	8.00	SqFt	Comments:	

Sample Number:	162	Type:	R	Area:	3,750.00SqFt	PCI = 64
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft	Comments:	
52	RAVELING	L	3,000.00	SqFt	Comments:	
57	WEATHERING	L	750.00	SqFt	Comments:	
56	SWELLING	L	105.00	SqFt	Comments:	

Sample Number:	167	Type:	R	Area:	3,750.00SqFt	PCI = 63
Sample Comments:						
48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft	Comments:	
52	RAVELING	L	3,000.00	SqFt	Comments:	
57	WEATHERING	L	750.00	SqFt	Comments:	
56	SWELLING	L	309.00	SqFt	Comments:	

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Sample Number:	172	Type:	R	Area:	3,750.00SqFt	PCI =	60
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	129.00	Ft	Comments:	
56	SWELLING		L	29.00	SqFt	Comments:	
52	RAVELING		L	1,500.00	SqFt	Comments:	
57	WEATHERING		L	2,250.00	SqFt	Comments:	
52	RAVELING		M	105.00	SqFt	Comments:	
52	RAVELING		M	231.00	SqFt	Comments:	
52	RAVELING		M	42.00	SqFt	Comments:	
52	RAVELING		M	65.00	SqFt	Comments:	

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: RW 9R-27L Name: RUNWAY 9R-27L Use: RUNWAY Area: 485,086.52SqFt

Section: 6410 of 2 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-RW-AC Zone: Category: Rank: P
Area: 217,575.39SqFt Length: 2,898.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 58 Surveyed: 12

Conditions: PCI : 83

Inspection Comments:

Sample Number: 176 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
52 RAVELING L 188.00 SqFt Comments:
57 WEATHERING L 3,562.00 SqFt Comments:

Sample Number: 181 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 186 Type: R Area: 3,750.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 13.00 Ft Comments:
52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 191 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 7.00 Ft Comments:
52 RAVELING L 188.00 SqFt Comments:
57 WEATHERING L 3,562.00 SqFt Comments:

Sample Number: 196 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 201 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 52.00 SqFt Comments:
52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,323.00 SqFt Comments:

Sample Number: 206 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 211 Type: R Area: 3,750.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
52 RAVELING L 375.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

57	WEATHERING	L	2,655.00	SqFt	Comments:
Sample Number:	216	Type: R	Area:	3,750.00SqFt	PCI = 83
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:
Sample Number:	221	Type: R	Area:	3,750.00SqFt	PCI = 85
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:
52	RAVELING	L	52.00	SqFt	Comments:
52	RAVELING	L	188.00	SqFt	Comments:
57	WEATHERING	L	3,510.00	SqFt	Comments:
Sample Number:	226	Type: R	Area:	3,750.00SqFt	PCI = 78
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	Comments:
52	RAVELING	L	200.00	SqFt	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
57	WEATHERING	L	3,175.00	SqFt	Comments:
Sample Number:	231	Type: R	Area:	3,750.00SqFt	PCI = 81
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
52	RAVELING	L	132.00	SqFt	Comments:
52	RAVELING	L	19.00	SqFt	Comments:
57	WEATHERING	L	3,419.00	SqFt	Comments:
52	RAVELING	L	180.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 190,899.00SqFt

Section: 110 of 1 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 190,899.00SqFt Length: 1,854.00Ft Width: 140.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 45 Surveyed: 6

Conditions: PCI : 75

Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 345.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 245.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 206 Type: R Area: 3,755.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:
45 DEPRESSION L 50.00 SqFt Comments:
57 WEATHERING M 3,755.00 SqFt Comments:

Sample Number: 212 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 164.00 Ft Comments:
57 WEATHERING M 3,750.00 SqFt Comments:

Sample Number: 222 Type: R Area: 3,937.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:
57 WEATHERING M 3,937.00 SqFt Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 64,567.00SqFt

Section: 115 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 38,137.00SqFt Length: 300.00Ft Width: 215.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 10 Surveyed: 3

Conditions: PCI : 60

Inspection Comments:

Sample Number: 103 Type: R Area: 6,012.00SqFt PCI = 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	431.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	86.00	Ft	Comments:
52	RAVELING	L	902.00	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:
45	DEPRESSION	L	4.00	SqFt	Comments:
45	DEPRESSION	L	3.00	SqFt	Comments:
57	WEATHERING	L	5,110.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 3,311.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	281.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	18.00	Ft	Comments:
52	RAVELING	L	497.00	SqFt	Comments:
56	SWELLING	L	20.00	SqFt	Comments:
57	WEATHERING	L	2,814.00	SqFt	Comments:

Sample Number: 254 Type: R Area: 3,262.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	459.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	56.00	Ft	Comments:
52	RAVELING	L	489.00	SqFt	Comments:
45	DEPRESSION	L	18.00	SqFt	Comments:
45	DEPRESSION	L	4.00	SqFt	Comments:
57	WEATHERING	L	2,773.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 64,567.00SqFt

Section: 116 of 2 From: - To: - Last Const.: 01/01/2004

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 26,430.00SqFt Length: 300.00Ft Width: 88.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 9 Surveyed: 1

Conditions: PCI : 81

Inspection Comments:

Sample Number: 302 Type: R Area: 4,424.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:

52 RAVELING L 442.00 SqFt Comments:

57 WEATHERING L 3,982.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 893,922.96SqFt

Section: 202 of 7 From: - To: - Last Const.: 01/01/2009

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 18,286.05SqFt Length: 150.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 87

Inspection Comments:

Sample Number: 336 Type: R Area: 6,774.00SqFt PCI = 87

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:

57 WEATHERING M 677.00 SqFt Comments:

57 WEATHERING L 6,097.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 893,922.96SqFt

Section: 203 of 7 From: - To: - Last Const.: 01/01/2008

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 16,974.92SqFt Length: 135.00Ft Width: 115.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 68

Inspection Comments:

Sample Number: 201 Type: R Area: 6,816.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 214.00 Ft Comments:

57 WEATHERING M 5,112.00 SqFt Comments:

57 WEATHERING L 1,704.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 893,922.96SqFt

Section: 204 of 7 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 82,721.99SqFt Length: 1,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 20 Surveyed: 2

Conditions: PCI : 63

Inspection Comments:

Sample Number: 317 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

50 PATCHING	M	4.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	97.00 Ft	Comments:
57 WEATHERING	M	3,746.00 SqFt	Comments:

Sample Number: 331 Type: R Area: 4,598.00SqFt PCI = 57

Sample Comments:

50 PATCHING	L	1,890.00 SqFt	Comments:
56 SWELLING	L	114.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
57 WEATHERING	M	2,708.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 893,922.96SqFt

Section: 205 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 408,689.00SqFt Length: 5,340.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 107 Surveyed: 13

Conditions: PCI : 65

Inspection Comments:

Sample Number: 202 Type: R Area: 3,280.00SqFt PCI = 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
56	SWELLING	L	650.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
57	WEATHERING	M	750.00	SqFt	Comments:
57	WEATHERING	L	2,530.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 4,300.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	144.00	Ft	Comments:
56	SWELLING	L	500.00	SqFt	Comments:
57	WEATHERING	M	750.00	SqFt	Comments:
57	WEATHERING	L	3,550.00	SqFt	Comments:

Sample Number: 214 Type: R Area: 3,954.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	Comments:
56	SWELLING	L	500.00	SqFt	Comments:
57	WEATHERING	M	1,977.00	SqFt	Comments:
57	WEATHERING	L	1,977.00	SqFt	Comments:

Sample Number: 229 Type: R Area: 3,750.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.00	Ft	Comments:
56	SWELLING	L	750.00	SqFt	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:

Sample Number: 243 Type: R Area: 3,750.00SqFt PCI = 52

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft	Comments:
56	SWELLING	L	1,500.00	SqFt	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:

Sample Number: 255 Type: R Area: 3,750.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft	Comments:
56	SWELLING	L	650.00	SqFt	Comments:
52	RAVELING	L	20.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

57	WEATHERING	L	1,855.00	SqFt	Comments:
<hr/>					
Sample Number:	273	Type: R	Area:	3,750.00SqFt	PCI = 58
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00	Ft	Comments:
56	SWELLING	L	100.00	SqFt	Comments:
43	BLOCK CRACKING	L	850.00	SqFt	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:
<hr/>					
Sample Number:	280	Type: R	Area:	3,750.00SqFt	PCI = 62
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	252.00	Ft	Comments:
43	BLOCK CRACKING	L	100.00	SqFt	Comments:
56	SWELLING	L	100.00	SqFt	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:
<hr/>					
Sample Number:	286	Type: R	Area:	3,750.00SqFt	PCI = 64
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
43	BLOCK CRACKING	L	316.00	SqFt	Comments:
56	SWELLING	L	150.00	SqFt	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:
<hr/>					
Sample Number:	290	Type: R	Area:	3,750.00SqFt	PCI = 70
Sample Comments:					
56	SWELLING	L	100.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
57	WEATHERING	M	1,875.00	SqFt	Comments:
57	WEATHERING	L	1,875.00	SqFt	Comments:
<hr/>					
Sample Number:	296	Type: R	Area:	3,750.00SqFt	PCI = 68
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft	Comments:
56	SWELLING	L	100.00	SqFt	Comments:
57	WEATHERING	M	2,813.00	SqFt	Comments:
57	WEATHERING	L	937.00	SqFt	Comments:
<hr/>					
Sample Number:	302	Type: R	Area:	3,750.00SqFt	PCI = 68
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft	Comments:
56	SWELLING	L	100.00	SqFt	Comments:
57	WEATHERING	M	2,813.00	SqFt	Comments:
57	WEATHERING	L	937.00	SqFt	Comments:
<hr/>					
Sample Number:	308	Type: R	Area:	4,650.00SqFt	PCI = 82
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:
52	RAVELING	L	364.00	SqFt	Comments:
57	WEATHERING	L	2,325.00	SqFt	Comments:
57	WEATHERING	L	1,961.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT						
Branch:	TW B	Name:	TAXIWAY B		Use:	TAXIWAY	Area:	893,922.96SqFt	
Section:	252	of	7	From:	-	To:	-	Last Const.:	01/01/2009
Surface:	AAC	Family:	FDOT-SAPMP-PR-TW-AAC				Zone:	Category:	Rank: P
Area:	19,042.00SqFt	Length:	200.00Ft	Width:	75.00Ft				
Shoulder:	Street Type:	Grade:	0.00	Lanes:	0				
Section Comments:									

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 92

Inspection Comments:

Sample Number:	309	Type:	R	Area:	4,038.00SqFt	PCI =	92
Sample Comments:							
57	WEATHERING	M	50.00	SqFt	Comments:		
57	WEATHERING	L	3,988.00	SqFt	Comments:		

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 893,922.96SqFt

Section: 605 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 197,906.00SqFt Length: 2,100.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 45 Surveyed: 5

Conditions: PCI : 63

Inspection Comments:

Sample Number: 103 Type: R Area: 3,374.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.00 Ft	Comments:
41 ALLIGATOR CRACKING	L	33.00 SqFt	Comments:
45 DEPRESSION	L	207.00 SqFt	Comments:
57 WEATHERING	M	337.00 SqFt	Comments:
57 WEATHERING	L	3,037.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:
41 ALLIGATOR CRACKING	L	54.00 SqFt	Comments:
56 SWELLING	L	15.00 SqFt	Comments:
57 WEATHERING	M	375.00 SqFt	Comments:
57 WEATHERING	L	3,375.00 SqFt	Comments:

Sample Number: 122 Type: R Area: 3,750.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.00 Ft	Comments:
43 BLOCK CRACKING	L	385.00 SqFt	Comments:
43 BLOCK CRACKING	L	350.00 SqFt	Comments:
57 WEATHERING	M	938.00 SqFt	Comments:
57 WEATHERING	L	2,812.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 3,750.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	187.00 Ft	Comments:
43 BLOCK CRACKING	L	288.00 SqFt	Comments:
43 BLOCK CRACKING	L	70.00 SqFt	Comments:
57 WEATHERING	M	938.00 SqFt	Comments:
57 WEATHERING	L	2,812.00 SqFt	Comments:

Sample Number: 141 Type: R Area: 3,318.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00 Ft	Comments:
56 SWELLING	L	25.00 SqFt	Comments:
57 WEATHERING	M	830.00 SqFt	Comments:
57 WEATHERING	L	2,488.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT						
Branch:	TW B	Name:	TAXIWAY B		Use:	TAXIWAY	Area:	893,922.96SqFt	
Section:	615	of	7	From:	-		To:	-	
Surface:	AC	Family:	FDOT-SAPMP-PR-TW-AC				Zone:	Last Const.:	01/01/2013
Area:	150,303.00SqFt	Length:	1,400.00Ft	Width:	100.00Ft		Category:	Rank: P	
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 05, 2015

Network:	SFB	Name:	ORLANDO SANFORD INTERNATIONAL AIRPORT		
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Branch:	TW B10	Name:	TAXIWAY B10	Use:	TAXIWAY	Area:	25,251.00SqFt
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Section:	620	of	1	From:	-	To:	-	Last Const.:	01/01/2013
Surface:	PCC	Family:	FDOT-SAPMP-PR-RW-TW-PCC			Zone:		Category:	Rank: P
Area:	25,251.00SqFt	Length:	500.00Ft	Width:	50.00Ft				
Slabs:	71	Slab Width:	18.75Ft	Slab Length:	18.75Ft	Joint Length:	2,116.67Ft		
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 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 85,246.51SqFt

Section: 250 of 1 From: - To: - Last Const.: 01/01/2009
Surface: APC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 85,246.51SqFt Length: 525.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 22 Surveyed: 5

Conditions: PCI : 67

Inspection Comments:

Sample Number: 99 Type: R Area: 3,242.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57 WEATHERING	L	3,242.00 SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	664.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	16.00 Ft	Comments:

Sample Number: 104 Type: R Area: 3,750.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	125.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00 Ft	Comments:
57 WEATHERING	M	150.00 SqFt	Comments:
57 WEATHERING	L	3,600.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 3,750.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	176.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
56 SWELLING	L	15.00 SqFt	Comments:
57 WEATHERING	M	50.00 SqFt	Comments:
57 WEATHERING	L	3,700.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 3,750.00SqFt PCI = 74

Sample Comments:

47 JOINT REFLECTION CRACKING	L	300.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00 Ft	Comments:
56 SWELLING	L	26.00 SqFt	Comments:
57 WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 208 Type: R Area: 3,974.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	150.00 Ft	Comments:
56 SWELLING	L	5.00 SqFt	Comments:
57 WEATHERING	M	50.00 SqFt	Comments:
57 WEATHERING	L	3,924.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 56,772.82SqFt

Section: 215 of 2 From: - To: - Last Const.: 01/01/1990
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 38,168.93SqFt Length: 350.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 8 Surveyed: 2

Conditions: PCI : 58

Inspection Comments:

Sample Number: 203 Type: R Area: 4,526.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	218.00 Ft	Comments:
52	RAVELING	L	2,160.00 SqFt	Comments:
43	BLOCK CRACKING	L	432.00 SqFt	Comments:
57	WEATHERING	L	2,366.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	189.00 Ft	Comments:

Sample Number: 207 Type: R Area: 4,500.00SqFt PCI = 56

Sample Comments:

52	RAVELING	L	4,320.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	474.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	339.00 Ft	Comments:
43	BLOCK CRACKING	L	288.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 56,772.82SqFt

Section: 217 of 2 From: - To: - Last Const.: 01/01/1990

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 18,603.89SqFt Length: 200.00Ft Width: 90.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 75

Inspection Comments:

Sample Number: 209 Type: R Area: 4,971.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 53.00 Ft Comments:

57 WEATHERING M 2,486.00 SqFt Comments:

57 WEATHERING L 2,485.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 56,775.52SqFt

Section: 216 of 2 From: - To: - Last Const.: 01/01/1990

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 18,606.59SqFt Length: 200.00Ft Width: 90.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 70

Inspection Comments:

Sample Number: 309 Type: R Area: 4,971.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 76.00 Ft Comments:

56 SWELLING L 90.00 SqFt Comments:

56 SWELLING L 100.00 SqFt Comments:

57 WEATHERING M 2,486.00 SqFt Comments:

57 WEATHERING L 2,485.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 56,775.52SqFt

Section: 220 of 2 From: - To: - Last Const.: 01/01/1990
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 38,168.93SqFt Length: 400.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 8 Surveyed: 2

Conditions: PCI : 62

Inspection Comments:

Sample Number: 303 Type: R Area: 4,526.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
52	RAVELING	L	3,404.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	222.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	241.00 Ft	Comments:
57	WEATHERING	L	1,122.00 SqFt	Comments:

Sample Number: 305 Type: R Area: 4,500.00SqFt PCI = 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	673.00 Ft	Comments:
52	RAVELING	L	4,500.00 SqFt	Comments:
56	SWELLING	L	204.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B7 Name: TAXIWAY B7 Use: TAXIWAY Area: 110,778.00SqFt

Section: 225 of 1 From: - To: - Last Const.: 01/01/2004
Surface: APC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 110,778.00SqFt Length: 1,300.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 23 Surveyed: 5

Conditions: PCI : 73

Inspection Comments:

Sample Number: 103 Type: R Area: 5,618.00SqFt PCI = 83

Sample Comments:

47 JOINT REFLECTION CRACKING	L	254.00 Ft	Comments:
52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	L	5,588.00 SqFt	Comments:

Sample Number: 104 Type: R Area: 5,012.00SqFt PCI = 80

Sample Comments:

47 JOINT REFLECTION CRACKING	L	216.00 Ft	Comments:
52 RAVELING	L	540.00 SqFt	Comments:
57 WEATHERING	L	4,472.00 SqFt	Comments:

Sample Number: 107 Type: R Area: 4,841.00SqFt PCI = 77

Sample Comments:

47 JOINT REFLECTION CRACKING	L	200.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	75.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.00 Ft	Comments:
52 RAVELING	L	30.00 SqFt	Comments:
57 WEATHERING	L	4,811.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,750.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	151.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	35.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	34.00 Ft	Comments:
52 RAVELING	L	76.00 SqFt	Comments:
57 WEATHERING	L	3,674.00 SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	62.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	12.00 Ft	Comments:

Sample Number: 119 Type: R Area: 5,082.00SqFt PCI = 60

Sample Comments:

56 SWELLING	L	6.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	231.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	17.00 Ft	Comments:
45 DEPRESSION	L	28.00 SqFt	Comments:
57 WEATHERING	M	2,541.00 SqFt	Comments:
57 WEATHERING	L	2,541.00 SqFt	Comments:
47 JOINT REFLECTION CRACKING	L	77.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	6.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B8 Name: TAXIWAY B8 Use: TAXIWAY Area: 135,901.00SqFt

Section: 230 of 2 From: - To: - Last Const.: 01/01/2013
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 70,444.00SqFt Length: 1,156.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

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

Last Insp. Date: 11/14/2011 Total Samples: 25 Surveyed: 3

Conditions: PCI : 80

Inspection Comments:

Sample Number: 109 Type: R Area: 4,869.48SqFt PCI = 82

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 300.08 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 26.01 Ft Comments:

Sample Number: 114 Type: R Area: 5,625.00SqFt PCI = 84

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 224.06 Ft Comments:
52 RAVELING L 100.00 SqFt Comments:

Sample Number: 120 Type: R Area: 4,450.73SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 153.04 Ft Comments:
50 PATCHING L 286.00 SqFt Comments:
52 RAVELING L 200.00 SqFt Comments:
55 SLIPPAGE CRACKING N 40.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW B8 Name: TAXIWAY B8 Use: TAXIWAY Area: 135,901.00SqFt

Section: 610 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 65,457.00SqFt Length: 1,156.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 13 Surveyed: 2

Conditions: PCI : 68

Inspection Comments:

Sample Number: 104 Type: R Area: 3,760.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	198.00 Ft	Comments:
43	BLOCK CRACKING	L	105.00 SqFt	Comments:
57	WEATHERING	M	940.00 SqFt	Comments:
57	WEATHERING	L	2,820.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 4,869.00SqFt PCI = 72

Sample Comments:

57	WEATHERING	L	3,652.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	311.00 Ft	Comments:
57	WEATHERING	M	1,217.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 307 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 33,750.00SqFt Length: 450.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 9 Surveyed: 3

Conditions: PCI : 66

Inspection Comments:

Sample Number: 365 Type: R Area: 3,750.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 427.00 Ft Comments:
52 RAVELING L 750.00 SqFt Comments:
57 WEATHERING L 3,000.00 SqFt Comments:

Sample Number: 368 Type: R Area: 3,750.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 257.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 10.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 40.00 Ft Comments:
52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 369 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 234.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 73.00 Ft Comments:
52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 308 of 6 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 18,750.00SqFt Length: 250.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 61

Inspection Comments:

Sample Number: 362 Type: R Area: 3,750.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	408.00 Ft	Comments:
43	BLOCK CRACKING	L	161.00 SqFt	Comments:
52	RAVELING	L	375.00 SqFt	Comments:
57	WEATHERING	L	3,375.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 315 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 218,690.62SqFt Length: 2,850.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 57 Surveyed: 10

Conditions: PCI : 58

Inspection Comments:

Sample Number: 304 Type: R Area: 4,250.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 199.00 Ft Comments:
56 SWELLING L 150.00 SqFt Comments:
57 WEATHERING M 2,125.00 SqFt Comments:
57 WEATHERING L 2,125.00 SqFt Comments:

Sample Number: 306 Type: R Area: 4,250.00SqFt PCI = 65

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 151.00 Ft Comments:
56 SWELLING L 50.00 SqFt Comments:
57 WEATHERING M 2,125.00 SqFt Comments:
57 WEATHERING L 2,125.00 SqFt Comments:

Sample Number: 308 Type: R Area: 4,251.00SqFt PCI = 58

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 395.00 Ft Comments:
41 ALLIGATOR CRACKING L 8.00 SqFt Comments:
57 WEATHERING M 2,126.00 SqFt Comments:
56 SWELLING L 150.00 SqFt Comments:
57 WEATHERING L 2,125.00 SqFt Comments:

Sample Number: 313 Type: R Area: 3,926.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 370.00 Ft Comments:
52 RAVELING L 589.00 SqFt Comments:
57 WEATHERING L 3,337.00 SqFt Comments:
56 SWELLING L 20.00 SqFt Comments:

Sample Number: 325 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 267.00 Ft Comments:
52 RAVELING L 563.00 SqFt Comments:
57 WEATHERING L 3,187.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:

Sample Number: 332 Type: R Area: 3,750.00SqFt PCI = 53

Sample Comments:

50 PATCHING M 500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 296.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:
52 RAVELING L 488.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

57	WEATHERING	L	2,762.00	SqFt	Comments:
<hr/>					
Sample Number:	337	Type: R	Area:	3,750.00SqFt	PCI = 48
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	188.00	Ft	Comments:
50	PATCHING	M	500.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	8.00	SqFt	Comments:
52	RAVELING	L	650.00	SqFt	Comments:
57	WEATHERING	L	2,600.00	SqFt	Comments:
<hr/>					
Sample Number:	347	Type: R	Area:	3,750.00SqFt	PCI = 47
Sample Comments:					
45	DEPRESSION	L	28.00	SqFt	Comments:
56	SWELLING	L	150.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	409.00	Ft	Comments:
43	BLOCK CRACKING	L	1,700.00	SqFt	Comments:
52	RAVELING	L	750.00	SqFt	Comments:
57	WEATHERING	L	3,000.00	SqFt	Comments:
56	SWELLING	L	200.00	SqFt	Comments:
<hr/>					
Sample Number:	350	Type: R	Area:	3,750.00SqFt	PCI = 50
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE CRACKING	L	509.00	Ft	Comments:
43	BLOCK CRACKING	L	1,400.00	SqFt	Comments:
52	RAVELING	L	1,125.00	SqFt	Comments:
57	WEATHERING	L	2,625.00	SqFt	Comments:
56	SWELLING	L	357.00	SqFt	Comments:
<hr/>					
Sample Number:	354	Type: R	Area:	3,750.00SqFt	PCI = 50
Sample Comments:					
56	SWELLING	L	200.00	SqFt	Comments:
56	SWELLING	L	210.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	504.00	Ft	Comments:
43	BLOCK CRACKING	L	1,200.00	SqFt	Comments:
52	RAVELING	L	1,125.00	SqFt	Comments:
57	WEATHERING	L	2,625.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 320 of 6 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 19,167.04SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 302 Type: R Area: 4,250.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
56	SWELLING	L	100.00 SqFt	Comments:
43	BLOCK CRACKING	L	400.00 SqFt	Comments:
43	BLOCK CRACKING	L	40.00 SqFt	Comments:
43	BLOCK CRACKING	L	550.00 SqFt	Comments:
57	WEATHERING	M	3,188.00 SqFt	Comments:
57	WEATHERING	L	1,062.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 350 of 6 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 128,042.01SqFt Length: 1,650.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 34 Surveyed: 5

Conditions: PCI : 77

Inspection Comments:

Sample Number: 134 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 168.00 Ft Comments:
56 SWELLING L 250.00 SqFt Comments:
57 WEATHERING M 1,875.00 SqFt Comments:
57 WEATHERING L 1,875.00 SqFt Comments:

Sample Number: 138 Type: R Area: 3,750.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 54.00 Ft Comments:
56 SWELLING L 200.00 SqFt Comments:
57 WEATHERING M 938.00 SqFt Comments:
57 WEATHERING L 2,812.00 SqFt Comments:

Sample Number: 142 Type: R Area: 3,750.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 11.00 Ft Comments:
57 WEATHERING M 938.00 SqFt Comments:
57 WEATHERING L 2,812.00 SqFt Comments:

Sample Number: 150 Type: R Area: 3,750.00SqFt PCI = 79

Sample Comments:

52 RAVELING L 10.00 SqFt Comments:
57 WEATHERING M 938.00 SqFt Comments:
57 WEATHERING L 2,802.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:

Sample Number: 157 Type: R Area: 3,750.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:
52 RAVELING L 2.00 SqFt Comments:
57 WEATHERING M 938.00 SqFt Comments:
57 WEATHERING L 2,810.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 450,108.02SqFt

Section: 355 of 6 From: - To: - Last Const.: 01/01/1975
Surface: APC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 31,708.35SqFt Length: 420.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 9 Surveyed: 2

Conditions: PCI : 64

Inspection Comments:

Sample Number: 125 Type: R Area: 3,729.00SqFt PCI = 59

Sample Comments:

56 SWELLING	L	20.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	78.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	M	97.00 Ft	Comments:
57 WEATHERING	M	932.00 SqFt	Comments:
57 WEATHERING	L	2,797.00 SqFt	Comments:

Sample Number: 129 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	18.00 Ft	Comments:
47 JOINT REFLECTION CRACKING	L	205.00 Ft	Comments:
56 SWELLING	L	25.00 SqFt	Comments:
57 WEATHERING	M	1,875.00 SqFt	Comments:
57 WEATHERING	L	1,875.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 37,313.76SqFt

Section: 505 of 2 From: - To: - Last Const.: 01/01/1977

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 20,304.54SqFt Length: 270.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 505 Type: R Area: 3,750.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	211.00 Ft	Comments:
43	BLOCK CRACKING	L	924.00 SqFt	Comments:
52	RAVELING	L	2,813.00 SqFt	Comments:
57	WEATHERING	M	937.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 37,313.76SqFt

Section: 506 of 2 From: - To: - Last Const.: 01/01/2009

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 17,009.22SqFt Length: 175.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 94

Inspection Comments:

Sample Number: 501 Type: R Area: 3,783.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,783.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 179,243.23SqFt

Section: 1105 of 4 From: - To: - Last Const.: 01/01/2000
Surface: APC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 46,154.82SqFt Length: 600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 12 Surveyed: 2

Conditions: PCI : 49

Inspection Comments:

Sample Number: 111 Type: R Area: 3,981.00SqFt PCI = 53

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	533.00	Ft	Comments:
56	SWELLING	L	195.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	66.00	Ft	Comments:
52	RAVELING	L	796.00	SqFt	Comments:
57	WEATHERING	L	3,185.00	SqFt	Comments:

Sample Number: 117 Type: R Area: 3,750.00SqFt PCI = 46

Sample Comments:

43	BLOCK CRACKING	L	270.00	SqFt	Comments:
43	BLOCK CRACKING	L	156.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	220.00	Ft	Comments:
52	RAVELING	L	1,125.00	SqFt	Comments:
56	SWELLING	L	202.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	356.00	Ft	Comments:
57	WEATHERING	L	2,625.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 179,243.23SqFt

Section: 1107 of 4 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 59,520.22SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 14 Surveyed: 4

Conditions: PCI : 68

Inspection Comments:

Sample Number: 103 Type: R Area: 4,500.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 83.00 Ft Comments:
52 RAVELING L 675.00 SqFt Comments:
57 WEATHERING L 3,825.00 SqFt Comments:

Sample Number: 105 Type: R Area: 4,500.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 292.00 Ft Comments:
56 SWELLING L 8.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 38.00 Ft Comments:
52 RAVELING L 675.00 SqFt Comments:
57 WEATHERING L 3,825.00 SqFt Comments:

Sample Number: 108 Type: R Area: 4,271.00SqFt PCI = 52

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 140.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:
56 SWELLING L 8.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 356.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 77.00 Ft Comments:
52 RAVELING L 854.00 SqFt Comments:
56 SWELLING L 125.00 SqFt Comments:
57 WEATHERING L 3,417.00 SqFt Comments:

Sample Number: 197 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

50 PATCHING M 2.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 84.00 Ft Comments:
56 SWELLING L 10.00 SqFt Comments:
57 WEATHERING M 375.00 SqFt Comments:
57 WEATHERING L 3,373.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 179,243.23SqFt

Section: 1110 of 4 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 57,970.18SqFt Length: 700.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 14 Surveyed: 5

Conditions: PCI : 69

Inspection Comments:

Sample Number: 121 Type: R Area: 3,750.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft	Comments:
56	SWELLING	L	7.00	SqFt	Comments:
52	RAVELING	L	1,500.00	SqFt	Comments:
57	WEATHERING	L	2,250.00	SqFt	Comments:

Sample Number: 124 Type: R Area: 3,750.00SqFt PCI = 68

Sample Comments:

56	SWELLING	L	49.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	260.00	Ft	Comments:
52	RAVELING	M	18.00	SqFt	Comments:
52	RAVELING	L	750.00	SqFt	Comments:
52	RAVELING	M	12.00	SqFt	Comments:

Sample Number: 127 Type: R Area: 3,878.00SqFt PCI = 62

Sample Comments:

50	PATCHING	M	35.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	22.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52	RAVELING	M	20.00	SqFt	Comments:
52	RAVELING	L	1,537.00	SqFt	Comments:

Sample Number: 130 Type: R Area: 4,713.00SqFt PCI = 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:
52	RAVELING	L	943.00	SqFt	Comments:
57	WEATHERING	L	3,770.00	SqFt	Comments:
56	SWELLING	L	18.00	SqFt	Comments:

Sample Number: 134 Type: R Area: 4,552.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	282.00	Ft	Comments:
52	RAVELING	L	455.00	SqFt	Comments:
57	WEATHERING	L	4,097.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 179,243.23SqFt

Section: 4610 of 4 From: - To: - Last Const.: 01/01/2000

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 15,598.01SqFt Length: 200.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 77

Inspection Comments:

Sample Number: 210 Type: R Area: 4,153.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 176.00 Ft Comments:

57 WEATHERING M 1,038.00 SqFt Comments:

57 WEATHERING L 3,115.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW K1 Name: TAXIWAY K1 Use: TAXIWAY Area: 65,059.81SqFt

Section: 1005 of 1 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 65,059.81SqFt Length: 840.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 17 Surveyed: 3

Conditions: PCI : 73

Inspection Comments:

Sample Number: 102 Type: R Area: 3,750.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	69.00	Ft	Comments:
56	SWELLING	L	150.00	SqFt	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,450.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	Comments:
56	SWELLING	L	95.00	SqFt	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 3,750.00SqFt PCI = 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
56	SWELLING	L	350.00	SqFt	Comments:
57	WEATHERING	M	150.00	SqFt	Comments:
57	WEATHERING	L	3,600.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 205,692.33SqFt

Section: 1205 of 5 From: - To: - Last Const.: 01/01/1975

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 16,841.18SqFt Length: 150.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 74

Inspection Comments:

Sample Number: 105 Type: R Area: 3,375.00SqFt PCI = 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	117.00 Ft	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
56	SWELLING	L	50.00 SqFt	Comments:
57	WEATHERING	M	338.00 SqFt	Comments:
57	WEATHERING	L	3,037.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 205,692.33SqFt

Section: 1207 of 5 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 20,672.04SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 2

Conditions: PCI : 83

Inspection Comments:

Sample Number: 99 Type: R Area: 4,983.00SqFt PCI = 90

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 24.00 Ft Comments:
57 WEATHERING L 4,983.00 SqFt Comments:

Sample Number: 102 Type: R Area: 4,500.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 56.00 Ft Comments:
57 WEATHERING L 4,500.00 SqFt Comments:
56 SWELLING L 8.00 SqFt Comments:
45 DEPRESSION L 132.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 205,692.33SqFt

Section: 1208 of 5 From: - To: - Last Const.: 01/01/1991
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 97,724.89SqFt Length: 1,000.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 20 Surveyed: 4

Conditions: PCI : 51

Inspection Comments:

Sample Number: 108 Type: R Area: 6,815.00SqFt PCI = 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft	Comments:
43	BLOCK CRACKING	L	800.00	SqFt	Comments:
56	SWELLING	L	341.00	SqFt	Comments:
57	WEATHERING	M	5,111.00	SqFt	Comments:
57	WEATHERING	L	1,704.00	SqFt	Comments:

Sample Number: 109 Type: R Area: 6,634.00SqFt PCI = 23

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
43	BLOCK CRACKING	L	455.00	SqFt	Comments:
56	SWELLING	L	750.00	SqFt	Comments:
57	WEATHERING	M	4,975.00	SqFt	Comments:
57	WEATHERING	L	1,659.00	SqFt	Comments:
45	DEPRESSION	M	1,875.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 3,822.00SqFt PCI = 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	173.00	Ft	Comments:
43	BLOCK CRACKING	L	150.00	SqFt	Comments:
56	SWELLING	L	100.00	SqFt	Comments:
57	WEATHERING	M	2,867.00	SqFt	Comments:
57	WEATHERING	L	955.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 4,172.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.00	Ft	Comments:
50	PATCHING	L	16.00	SqFt	Comments:
43	BLOCK CRACKING	L	550.00	SqFt	Comments:
57	WEATHERING	M	3,117.00	SqFt	Comments:
57	WEATHERING	L	1,039.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 205,692.33SqFt

Section: 1209 of 5 From: - To: - Last Const.: 01/01/1991

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 24,382.22SqFt Length: 150.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 71

Inspection Comments:

Sample Number: 125 Type: R Area: 4,225.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 214.00 Ft Comments:

56 SWELLING L 25.00 SqFt Comments:

57 WEATHERING M 3,170.00 SqFt Comments:

57 WEATHERING L 1,055.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW L Name: TAXIWAY L Use: TAXIWAY Area: 205,692.33SqFt

Section: 1220 of 5 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 46,072.00SqFt Length: 325.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 10 Surveyed: 3

Conditions: PCI : 72

Inspection Comments:

Sample Number: 101 Type: R Area: 6,467.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	330.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00 Ft	Comments:
52	RAVELING	L	970.00 SqFt	Comments:
57	WEATHERING	L	5,497.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 3,576.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00 Ft	Comments:
52	RAVELING	L	358.00 SqFt	Comments:
57	WEATHERING	L	3,218.00 SqFt	Comments:

Sample Number: 250 Type: R Area: 3,533.00SqFt PCI = 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:
52	RAVELING	L	353.00 SqFt	Comments:
57	WEATHERING	L	3,180.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 58,776.26SqFt

Section: 1304 of 2 From: - To: - Last Const.: 01/01/1975

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 27,969.02SqFt Length: 100.00Ft Width: 200.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 85

Inspection Comments:

Sample Number: 100 Type: R Area: 6,354.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 123.00 Ft Comments:

57 WEATHERING M 150.00 SqFt Comments:

57 WEATHERING L 6,204.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW M Name: TAXIWAY M Use: TAXIWAY Area: 58,776.26SqFt

Section: 1305 of 2 From: - To: - Last Const.: 01/01/1975

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 30,807.24SqFt Length: 150.00Ft Width: 200.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 62

Inspection Comments:

Sample Number: 102 Type: R Area: 2,575.00SqFt PCI = 62

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 177.00 Ft Comments:

56 SWELLING L 91.00 SqFt Comments:

52 RAVELING L 150.00 SqFt Comments:

57 WEATHERING M 1,213.00 SqFt Comments:

57 WEATHERING L 1,212.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 22,366.50SqFt

Section: 1505 of 2 From: - To: - Last Const.: 01/01/1955

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 18,518.05SqFt Length: 250.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 28

Inspection Comments:

Sample Number: 101 Type: R Area: 3,056.00SqFt PCI = 28

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 162.00 Ft Comments:

43 BLOCK CRACKING M 308.00 SqFt Comments:

52 RAVELING H 14.00 SqFt Comments:

52 RAVELING M 3,042.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW P Name: TAXIWAY P Use: TAXIWAY Area: 22,366.50SqFt

Section: 1510 of 2 From: - To: - Last Const.: 01/01/1955
Surface: PCC Family: FDOT-SAPMP-PR-RW-TW-PCC Zone: Category: Rank: P
Area: 3,848.45SqFt Length: 57.00Ft Width: 40.00Ft
Slabs: 8 Slab Width: 30.00Ft Slab Length: 20.00Ft Joint Length: 93.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 17
Inspection Comments:

Sample Number: 105 Type: R Area: 2.00Slabs PCI = 17
Sample Comments:
72 SHATTERED SLAB M 2.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1804 of 12 From: - To: - Last Const.: 01/01/2008

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 14,000.68SqFt Length: 65.00Ft Width: 120.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 147 Type: R Area: 6,847.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 129.00 Ft Comments:

57 WEATHERING M 1,712.00 SqFt Comments:

57 WEATHERING L 5,135.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1805 of 12 From: - To: - Last Const.: 01/01/1977
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 217,226.78SqFt Length: 4,300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 44 Surveyed: 6

Conditions: PCI : 57

Inspection Comments:

Sample Number: 104 Type: R Area: 4,500.00SqFt PCI = 54

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 90.00 Ft Comments:
43 BLOCK CRACKING L 2,850.00 SqFt Comments:
52 RAVELING L 850.00 SqFt Comments:
57 WEATHERING M 3,650.00 SqFt Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 45

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 528.00 Ft Comments:
52 RAVELING M 2,500.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 123 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 367.00 Ft Comments:
52 RAVELING L 4,000.00 SqFt Comments:
57 WEATHERING M 1,000.00 SqFt Comments:

Sample Number: 131 Type: R Area: 5,000.00SqFt PCI = 58

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 227.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 100.00 Ft Comments:
52 RAVELING M 21.00 SqFt Comments:
52 RAVELING L 4,979.00 SqFt Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 181.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 50.00 Ft Comments:
52 RAVELING L 3,700.00 SqFt Comments:
57 WEATHERING M 1,300.00 SqFt Comments:

Sample Number: 145 Type: R Area: 4,385.00SqFt PCI = 64

Sample Comments:

56 SWELLING L 400.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 250.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 129.00 Ft Comments:
52 RAVELING L 1,050.00 SqFt Comments:
57 WEATHERING M 3,335.00 SqFt Comments:

Re-inspection Report

FDOT
Report Generated Date: May 05, 2015

Network: SFB		Name: ORLANDO SANFORD INTERNATIONAL AIRPORT	
Branch: TW R	Name: TAXIWAY R	Use: TAXIWAY	Area: 445,743.06SqFt
Section: 1806	of 12	From: -	To: -
Surface: AAC	Family: FDOT-SAPMP-PR-TW-AAC		Zone: Last Const.: 01/01/2009
Area: 17,488.27SqFt	Length: 175.00Ft	Width: 75.00Ft	Category: Rank: P
Shoulder:	Street Type:	Grade: 0.00	Lanes: 0
Section Comments:			

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 85

Inspection Comments:

Sample Number: 101	Type: R	Area: 4,506.00SqFt	PCI = 85
Sample Comments:			
57 WEATHERING	M	1,127.00 SqFt	Comments:
57 WEATHERING	L	3,379.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1810 of 12 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 15,756.83SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 65

Inspection Comments:

Sample Number: 147 Type: R Area: 7,437.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	372.00	Ft	Comments:
45	DEPRESSION	L	64.00	SqFt	Comments:
45	DEPRESSION	L	8.00	SqFt	Comments:
52	RAVELING	L	32.00	SqFt	Comments:
52	RAVELING	L	50.00	SqFt	Comments:
57	WEATHERING	M	3,678.00	SqFt	Comments:
57	WEATHERING	L	3,677.00	SqFt	Comments:
56	SWELLING	L	35.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1812 of 12 From: - To: - Last Const.: 01/01/2008

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 22,615.25SqFt Length: 200.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 2

Conditions: PCI : 75

Inspection Comments:

Sample Number: 150 Type: R Area: 7,186.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	45.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	719.00 SqFt	Comments:
56	SWELLING	L	20.00 SqFt	Comments:
57	WEATHERING	L	6,367.00 SqFt	Comments:

Sample Number: 154 Type: R Area: 3,338.00SqFt PCI = 79

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	250.00 SqFt	Comments:
57	WEATHERING	L	2,988.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1814 of 12 From: - To: - Last Const.: 01/01/1992

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 10,046.44SqFt Length: 75.00Ft Width: 115.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI : 86

Inspection Comments:

Sample Number: 169 Type: R Area: 10,046.00SqFt PCI = 86

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 143.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:

57 WEATHERING L 10,046.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1815 of 12 From: - To: - Last Const.: 01/01/2000
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 54,954.70SqFt Length: 660.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 13 Surveyed: 3

Conditions: PCI : 72

Inspection Comments:

Sample Number: 156 Type: R Area: 3,750.00SqFt PCI = 75

Sample Comments:

56 SWELLING	L	300.00 SqFt	Comments:
57 WEATHERING	M	1,000.00 SqFt	Comments:
57 WEATHERING	L	2,750.00 SqFt	Comments:

Sample Number: 160 Type: R Area: 3,750.00SqFt PCI = 82

Sample Comments:

56 SWELLING	L	25.00 SqFt	Comments:
57 WEATHERING	M	1,000.00 SqFt	Comments:
57 WEATHERING	L	2,750.00 SqFt	Comments:

Sample Number: 166 Type: R Area: 6,913.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
45 DEPRESSION	L	81.00 SqFt	Comments:
45 DEPRESSION	L	48.00 SqFt	Comments:
45 DEPRESSION	L	25.00 SqFt	Comments:
56 SWELLING	L	650.00 SqFt	Comments:
57 WEATHERING	M	691.00 SqFt	Comments:
57 WEATHERING	L	6,222.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1817 of 12 From: - To: - Last Const.: 01/01/2009
Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P
Area: 24,202.46SqFt Length: 250.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 2

Conditions: PCI : 80

Inspection Comments:

Sample Number: 171 Type: R Area: 4,504.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 86.00 Ft Comments:
43 BLOCK CRACKING L 110.00 SqFt Comments:
57 WEATHERING L 4,504.00 SqFt Comments:

Sample Number: 174 Type: R Area: 6,797.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 208.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING M 32.00 Ft Comments:
57 WEATHERING L 6,797.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1818 of 12 From: - To: - Last Const.: 01/01/2009

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 8,265.21SqFt Length: 70.00Ft Width: 100.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 71

Inspection Comments:

Sample Number: 177 Type: R Area: 3,983.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 110.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 55.00 Ft Comments:

57 WEATHERING L 3,983.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1820 of 12 From: - To: - Last Const.: 01/01/1977

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 22,019.40SqFt Length: 400.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 51

Inspection Comments:

Sample Number: 180 Type: R Area: 5,000.00SqFt PCI = 51

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 287.00 Ft Comments:

53 RUTTING L 445.00 SqFt Comments:

53 RUTTING L 485.00 SqFt Comments:

56 SWELLING L 41.00 SqFt Comments:

52 RAVELING L 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1825 of 12 From: - To: - Last Const.: 01/01/2004

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 21,271.02SqFt Length: 250.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 104 Type: R Area: 4,500.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 105.00 Ft Comments:

52 RAVELING L 450.00 SqFt Comments:

57 WEATHERING L 4,050.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW R Name: TAXIWAY R Use: TAXIWAY Area: 445,743.06SqFt

Section: 1826 of 12 From: - To: - Last Const.: 01/01/2009

Surface: AAC Family: FDOT-SAPMP-PR-TW-AAC Zone: Category: Rank: P

Area: 17,896.02SqFt Length: 200.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 94

Inspection Comments:

Sample Number: 102 Type: R Area: 4,500.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 4,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 255,868.31SqFt

Section: 1905 of 3 From: - To: - Last Const.: 01/01/2004

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 23,186.53SqFt Length: 385.00Ft Width: 50.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 88

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 88

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:

52 RAVELING L 9.00 SqFt Comments:

57 WEATHERING M 100.00 SqFt Comments:

57 WEATHERING L 4,891.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 255,868.31SqFt

Section: 1910 of 3 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 117,287.13SqFt Length: 3,300.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 32 Surveyed: 4

Conditions: PCI : 79

Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 34.00 Ft Comments:
52 RAVELING L 525.00 SqFt Comments:
57 WEATHERING L 2,975.00 SqFt Comments:

Sample Number: 112 Type: R Area: 3,500.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 28.00 Ft Comments:
52 RAVELING L 525.00 SqFt Comments:
57 WEATHERING L 2,975.00 SqFt Comments:

Sample Number: 120 Type: R Area: 3,500.00SqFt PCI = 81

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
52 RAVELING L 525.00 SqFt Comments:
57 WEATHERING L 2,975.00 SqFt Comments:

Sample Number: 125 Type: R Area: 3,500.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 59.00 Ft Comments:
52 RAVELING L 525.00 SqFt Comments:
57 WEATHERING L 2,975.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S Name: TAXIWAY S Use: TAXIWAY Area: 255,868.31SqFt

Section: 1925 of 3 From: - To: - Last Const.: 01/01/2008
Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P
Area: 115,394.65SqFt Length: 2,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 32 Surveyed: 4

Conditions: PCI : 86

Inspection Comments:

Sample Number: 201 Type: R Area: 3,500.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 14.00 Ft Comments:
56 SWELLING L 3.00 SqFt Comments:
52 RAVELING L 350.00 SqFt Comments:
57 WEATHERING L 3,150.00 SqFt Comments:

Sample Number: 210 Type: R Area: 3,500.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 350.00 SqFt Comments:
57 WEATHERING L 3,150.00 SqFt Comments:

Sample Number: 222 Type: R Area: 3,500.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 2.00 Ft Comments:
57 WEATHERING L 3,150.00 SqFt Comments:
52 RAVELING L 350.00 SqFt Comments:

Sample Number: 230 Type: R Area: 3,500.00SqFt PCI = 94

Sample Comments:

57 WEATHERING L 3,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S1 Name: TAXIWAY S1 Use: TAXIWAY Area: 22,552.55SqFt

Section: 1915 of 1 From: - To: - Last Const.: 01/01/2004

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 22,552.55SqFt Length: 350.00Ft Width: 45.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 76

Inspection Comments:

Sample Number: 101 Type: R Area: 5,004.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 125.00 Ft Comments:

52 RAVELING L 1,000.00 SqFt Comments:

57 WEATHERING L 4,004.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S2 Name: TAXIWAY S2 Use: TAXIWAY Area: 23,284.88SqFt

Section: 1920 of 1 From: - To: - Last Const.: 01/01/2004

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 23,284.88SqFt Length: 350.00Ft Width: 45.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 73

Inspection Comments:

Sample Number: 102 Type: R Area: 4,674.00SqFt PCI = 73

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 231.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 56.00 Ft Comments:

52 RAVELING L 500.00 SqFt Comments:

52 RAVELING L 701.00 SqFt Comments:

57 WEATHERING L 3,473.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S3 Name: TAXIWAY S3 Use: TAXIWAY Area: 13,493.96SqFt

Section: 1930 of 1 From: - To: - Last Const.: 01/01/2008

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 13,493.96SqFt Length: 300.00Ft Width: 45.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 78

Inspection Comments:

Sample Number: 133 Type: R Area: 3,968.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 100.00 Ft Comments:

52 RAVELING L 595.00 SqFt Comments:

57 WEATHERING L 3,373.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: SFB Name: ORLANDO SANFORD INTERNATIONAL AIRPORT

Branch: TW S4 Name: TAXIWAY S4 Use: TAXIWAY Area: 14,379.16SqFt

Section: 1940 of 1 From: - To: - Last Const.: 01/01/2008

Surface: AC Family: FDOT-SAPMP-PR-TW-AC Zone: Category: Rank: P

Area: 14,379.16SqFt Length: 350.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/12/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 85

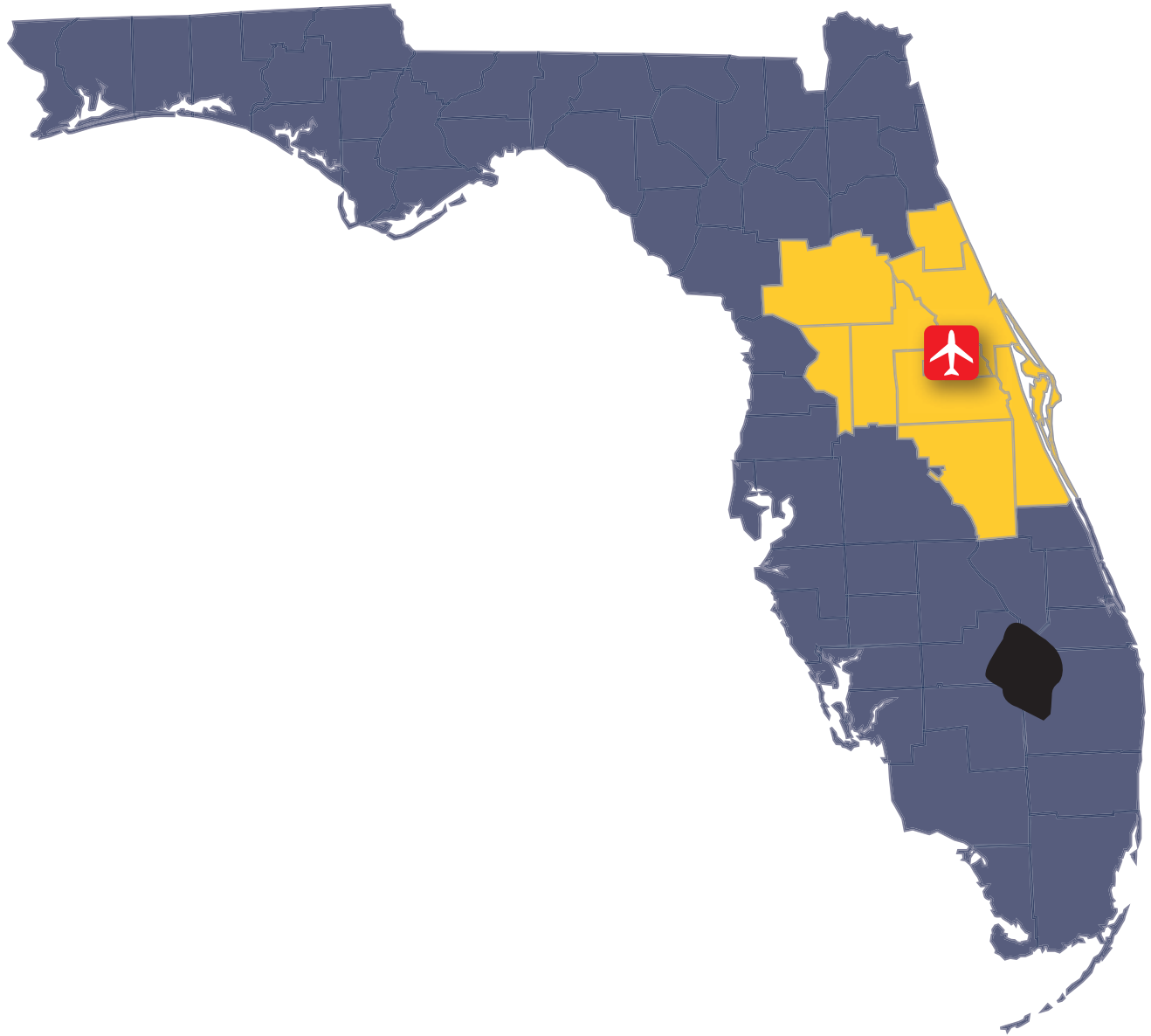
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 85

Sample Comments:

52 RAVELING L 350.00 SqFt Comments:

57 WEATHERING L 3,150.00 SqFt Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

