FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

MIAMI EXECUTIVE AIRPORT (TMB)

DISTRICT 6

REGIONAL RELIEVER AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

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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 March 2015, a PCI survey inspection was performed at Miami Executive Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 74, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
NORTH APRON	76	48 - 100	SATISFACTORY	65	65	X
NORTHEAST APRON	74	68 - 91	SATISFACTORY	65	65	
SOUTH APRON	72	35 - 77	SATISFACTORY	65	65	X
SOUTHEAST APRON	60	60	FAIR	65	65	X
RUNWAY 13-31	73	72 - 75	SATISFACTORY	75	65	X
RUNWAY 9L-27R	74	64 - 78	SATISFACTORY	75	65	X
RUNWAY 9R-27L	74	72 - 81	SATISFACTORY	75	65	X
TAXIWAY 1	81	81	SATISFACTORY	65	65	
TAXIWAY 2	77	77	SATISFACTORY	65	65	
TAXIWAY 3	80	80	SATISFACTORY	65	65	
TAXIWAY 4	80	80	SATISFACTORY	65	65	
TAXIWAY 5	84	84	SATISFACTORY	65	65	
TAXIWAY 6	80	80	SATISFACTORY	65	65	
TAXIWAY 7	79	79	SATISFACTORY	65	65	
TAXIWAY ALPHA	81	78 - 88	SATISFACTORY	65	65	
TAXIWAY A1	85	85	SATISFACTORY	65	65	
TAXIWAY A2	85	85	SATISFACTORY	65	65	
TAXIWAY A3	74	71 - 78	SATISFACTORY	65	65	
TAXIWAY TO NE APRON	65	65	FAIR	65	65	X
TAXIWAY TO SE APRON	60	60	FAIR	65	65	X
TAXIWAY CHARLIE	76	76	SATISFACTORY	65	65	
TAXIWAY C1	68	68	FAIR	65	65	
TAXIWAY C2	66	66	FAIR	65	65	
TAXIWAY CC	70	70	FAIR	65	65	
TAXIWAY DELTA	58	54 - 74	FAIR	65	65	X
TAXIWAY D1	66	66	FAIR	65	65	
TAXIWAY D2	52	52	POOR	65	65	X
TAXIWAY ECHO	82	76 - 93	SATISFACTORY	65	65	
TAXIWAY E1	80	76 - 78	SATISFACTORY	65	65	
TAXIWAY E2	73	73	SATISFACTORY	65	65	
TAXIWAY E3	71	71	SATISFACTORY	65	65	
TAXIWAY E4	69	69	FAIR	65	65	
TAXIWAY E5	75	73 - 77	SATISFACTORY	65	65	
TAXIWAY FOXTROT	81	81	SATISFACTORY	65	65	
TAXIWAY GOLF	78	78 - 79	SATISFACTORY	65	65	
TAXIWAY HOTEL	71	71	SATISFACTORY	65	65	

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
TAXIWAY H1	78	78	SATISFACTORY	65	65	
TAXIWAY H2	72	72	SATISFACTORY	65	65	
TAXIWAY H3	79	79	SATISFACTORY	65	65	
TAXIWAY H4	85	85	SATISFACTORY	65	65	
TAXIWAY H5	82	82	SATISFACTORY	65	65	
TAXIWAY H6	87	87	GOOD	65	65	
TAXIWAY H7	83	83	SATISFACTORY	65	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	73	SATISFACTORY
Taxiway	75	SATISFACTORY
Apron	74	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 9L-27R – Section 6104
  - Mill and Overlay attributed to climate/age.
- Southeast Apron – Section 4410
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4220, 4225, and 4230
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Sections 4125, 4135, and 4140
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Section 4130
  - Reconstruction attributed to climate/age and structural.
- Taxiway SE Apron – Section 1105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway NE Apron – Section 1005
  - Mill and Overlay attributed to climate/age.
- Taxiway D2 – Section 420
  - Mill and Overlay attributed to climate/age.
- Taxiway D – Section 405
  - Mill and Overlay attributed to climate/age.

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

Table III: Year-1 Major Rehabilitation Needs for Miami Executive Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 9L-27R	6104	$ 300,000.00	64	Mill and Overlay	100
AP SE	4410	$ 678,300.00	60	Mill and Overlay	100
AP N	4230	$ 305,227.00	48	Mill and Overlay	100
AP N	4225	$ 1,042,350.00	58	Mill and Overlay	100
AP N	4220	$ 1,642,500.00	58	Mill and Overlay	100
AP S	4140	$ 658,109.00	52	Mill and Overlay	100
AP S	4135	$ 446,824.00	58	Mill and Overlay	100
AP S	4130	$ 394,288.00	35	Reconstruction	100
AP S	4125	$ 530,561.00	61	Mill and Overlay	100
TW AP SE	1105	$ 640,901.00	60	Mill and Overlay	100
TW AP NE	1005	$ 670,364.00	65	Mill and Overlay	100
TW D2	420	$ 756,944.00	52	Mill and Overlay	100
TW D	405	$ 3,163,467.00	54	Mill and Overlay	100
	Total =	$11,229,835.00			

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.

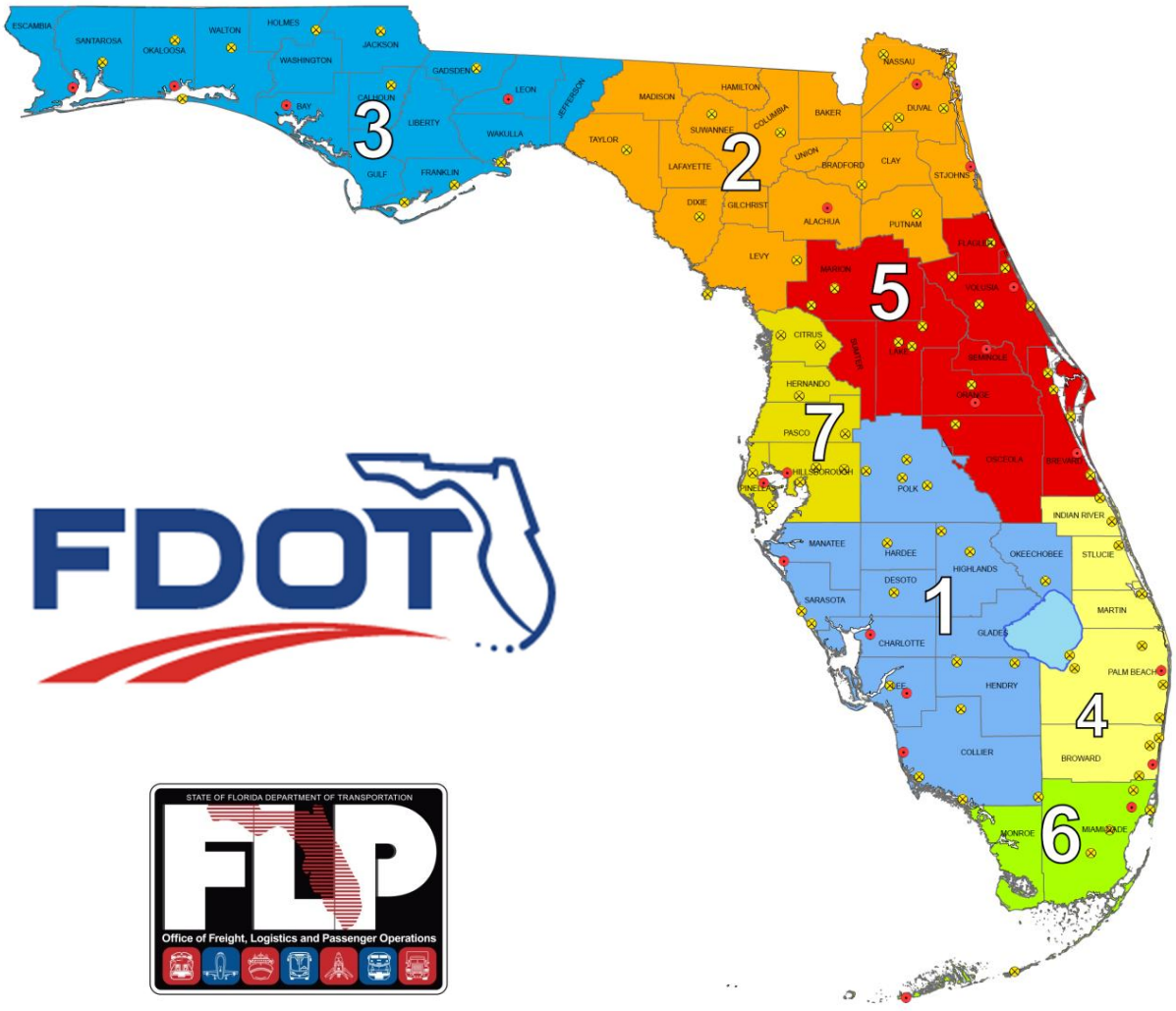
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 1,845,041.39	$ 11,229,836.19	$ 13,074,877.58
2016	$ 1,914,019.58	$ 4,017,656.03	$ 5,931,675.61
2017	$ 2,055,985.03	$ 932,812.83	$ 2,988,797.86
2018	$ 2,214,717.39	$ 596,081.63	$ 2,810,799.01
2019	$ 1,795,901.45	$ 22,197,937.45	$ 23,993,838.90
2020	$ 1,857,079.38	$ 3,175,678.13	$ 5,032,757.50
2021	$ 1,870,247.50	$ 5,511,478.52	$ 7,381,726.02
2022	$ 1,306,096.51	$ 26,927,550.50	$ 28,233,647.00
2023	$ 1,281,569.61	$ 6,042,210.45	$ 7,323,780.06
2024	$ 840,622.39	$ 21,690,005.62	$ 22,530,628.01
Total	$ 16,981,280.23	$ 102,321,247.35	$ 119,302,527.55

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

1. INTRODUCTION

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



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

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

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

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

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

1.3 Organization

FDOT Central Aviation Office Program Manager

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

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

Consultant

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

Airport Role

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

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

FDOT District Offices

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

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

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

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

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

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

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

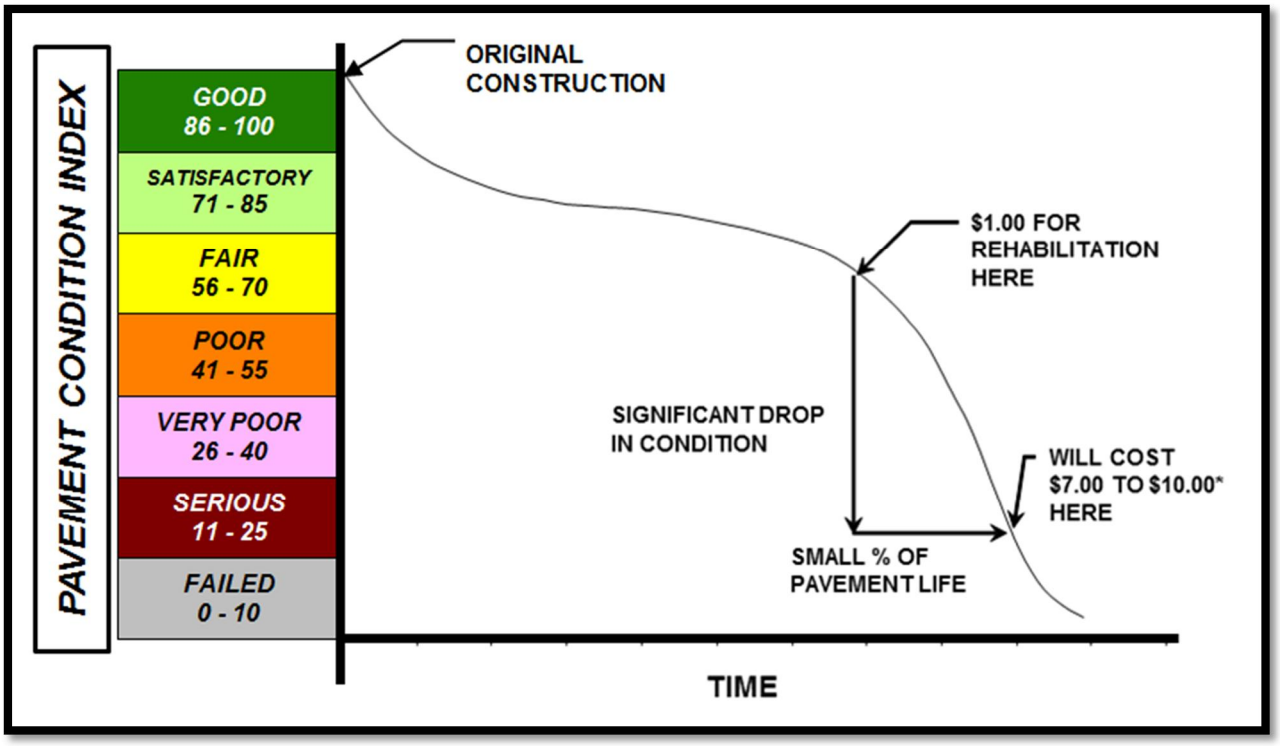
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

The Concept of an Airfield Pavement Management System

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

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

Figure 1-1: Pavement Life Cycle



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

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

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

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

Airfield Pavement Inspection Methodology for the SAPMP

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

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

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

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

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

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

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

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

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

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

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

Figure 1-2: Flexible Pavement, Asphalt Concrete

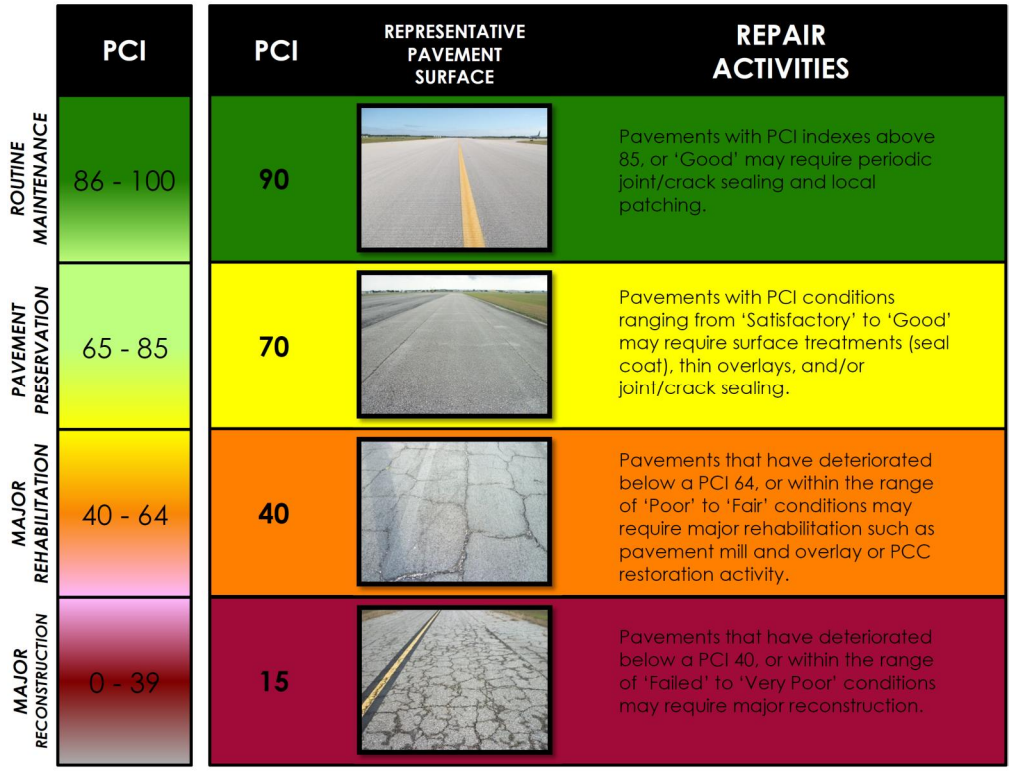
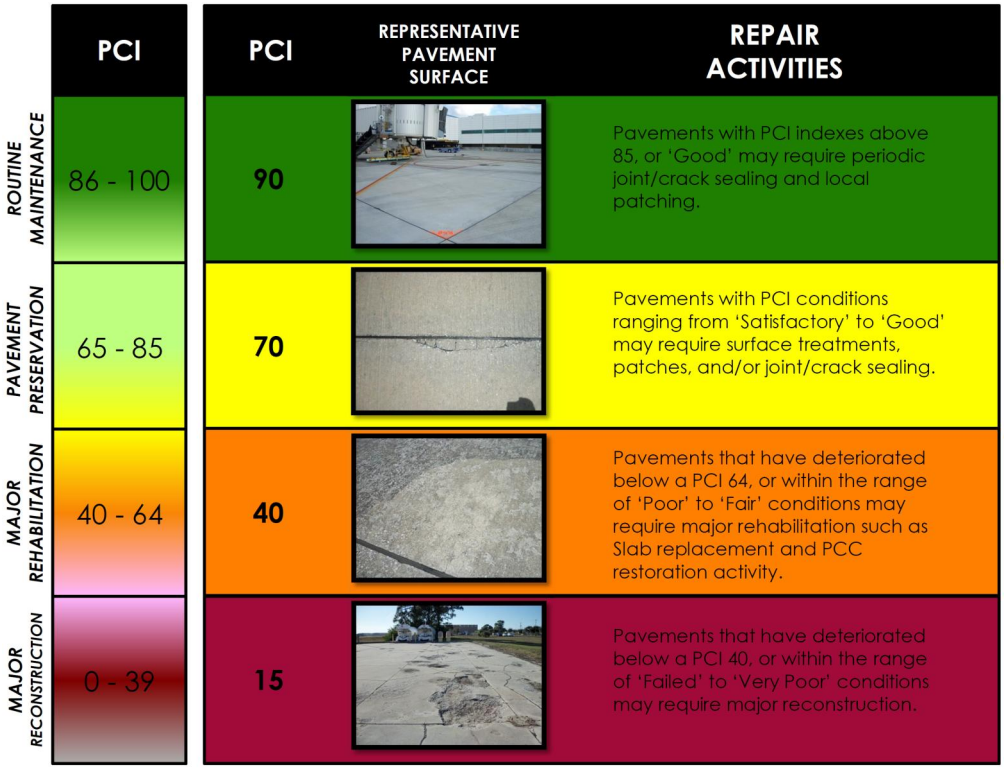


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Miami Executive Airport (TMB) consists of three runways; Runway 9R-27L which is 150-ft wide by 6,000-ft long, Runway 9L-27R which is 150-ft wide by 5,003-ft long, and Runway 13-31 which is 150-ft wide by 4,001-ft long. Parallel Taxiways Alpha, Delta and Echo area all 50-ft in width and are used to navigate throughout the airfield along with their associated taxiway connectors. The aprons are situated between Runways 9R-27L and 9L-27R. All of the runways and taxiways are constructed out of asphalt concrete pavement, with the only Portland cement concrete pavement sections being located within the aprons. This airport is designated as a Regional Reliever airport and is located in District 6 of the Florida Department of Transportation.

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

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

2.1 Network Definition

The 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
2011	RUNWAY 9R-27L, TAXIWAY E	1,000 FEET RUNWAY AND TAXIWAY EXTENSION
2014	NORTH APRON	NEW AC 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.

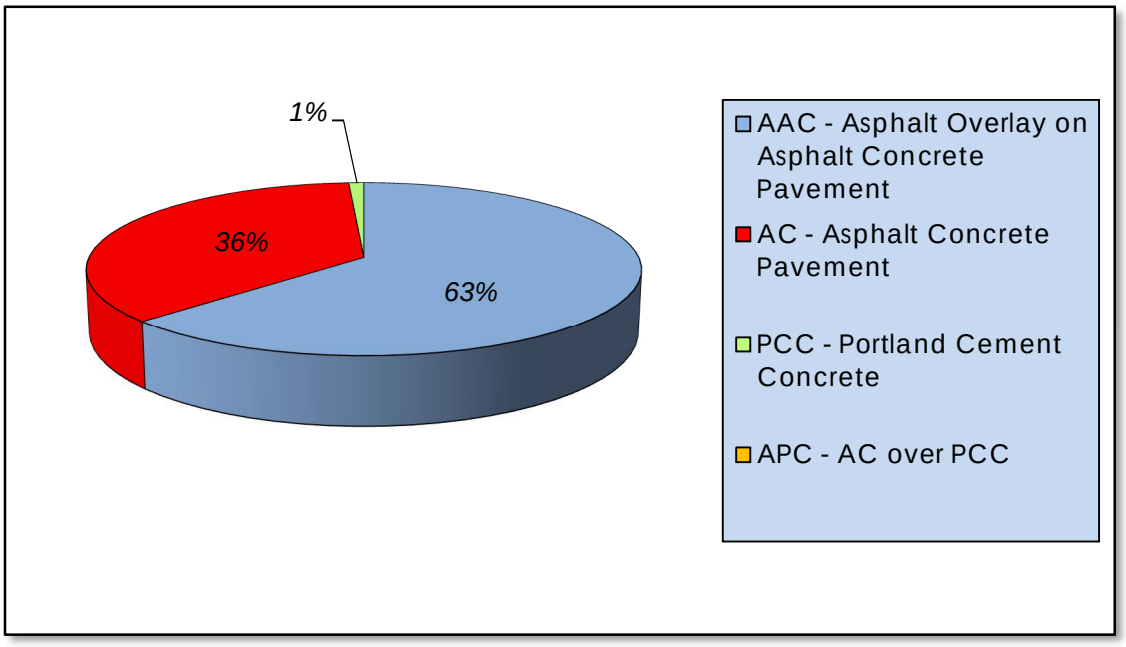
2.2 Pavement Inventory

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 Miami Executive Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	43	
Number of Sections	86	
Sample Units	238	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,090,199	24%
Taxiway	1,229,626	27%
Apron	2,184,310	48%
Total =	4,504,135	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	2,584,981	36%
Asphalt Overlay (AAC)	4,630,143	63%
Portland Cement Concrete (PCC)	21,516	1%
AC over PCC (APC)	0	0%

Figure 2-1: Airfield Pavement Type



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

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 9R-27L	RW 9R-27L	6311	10,050	P	AC	1/1/1997	1	2
RUNWAY 9R-27L	RW 9R-27L	6310	230,000	P	AAC	1/1/1997	8	46
RUNWAY 9R-27L	RW 9R-27L	6309	10,000	P	AAC	1/1/2011	1	2
RUNWAY 9R-27L	RW 9R-27L	6307	50,000	P	AC	1/1/2011	2	10
RUNWAY 9R-27L	RW 9R-27L	6306	20,100	P	AC	1/1/1997	1	4
RUNWAY 9R-27L	RW 9R-27L	6305	460,000	P	AAC	1/1/1997	19	92
RUNWAY 9R-27L	RW 9R-27L	6304	20,000	P	AAC	1/1/2011	1	4
RUNWAY 9R-27L	RW 9R-27L	6302	100,000	P	AC	1/1/2011	5	20
RUNWAY 13-31	RW 13-31	6210	200,100	P	AAC	1/1/2004	7	40
RUNWAY 13-31	RW 13-31	6205	400,200	P	AAC	1/1/2004	16	80
RUNWAY 9L-27R	RW 9L-27R	6131	20,200	P	AC	1/1/1997	1	4

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 9L-27R	RW 9L-27R	6126	10,100	P	AC	1/1/1997	1	2
RUNWAY 9L-27R	RW 9L-27R	6110	230,000	P	AC	1/1/1965	8	46
RUNWAY 9L-27R	RW 9L-27R	6109	10,000	P	AC	1/1/1997	1	2
RUNWAY 9L-27R	RW 9L-27R	6105	460,000	P	AC	1/1/1965	19	92
RUNWAY 9L-27R	RW 9L-27R	6104	20,000	P	AC	1/1/1997	1	4
SOUTHEAST APRON	AP SE	4410	45,220	P	AC	12/25/1999	2	8
NORTHEAST APRON	AP NE	4330	2,700	P	PCC	12/25/1999	1	1
NORTHEAST APRON	AP NE	4325	49,524	P	AC	12/25/1999	2	12
NORTHEAST APRON	AP NE	4320	9,216	P	PCC	12/25/1999	1	3
NORTHEAST APRON	AP NE	4315	21,176	P	AC	12/25/1999	1	5
NORTHEAST APRON	AP NE	4310	19,797	P	AC	12/25/1999	1	5
NORTHEAST APRON	AP NE	4305	9,600	P	PCC	12/25/1999	1	3
NORTH APRON	AP N	4235	19,200	P	AC	1/1/2014	1	4
NORTH APRON	AP N	4230	18,795	P	AC	12/25/1999	1	3
NORTH APRON	AP N	4225	69,490	P	AC	12/25/1999	3	20
NORTH APRON	AP N	4220	109,500	P	AAC	1/1/1994	3	24
NORTH APRON	AP N	4215	60,000	P	AAC	1/1/2006	2	12
NORTH APRON	AP N	4205	840,000	P	AAC	1/1/2006	16	168
SOUTH APRON	AP S	4140	43,874	P	AC	12/25/1999	2	10
SOUTH APRON	AP S	4135	29,788	P	AC	12/25/1999	1	7
SOUTH APRON	AP S	4130	19,714	P	AC	12/25/1999	1	4
SOUTH APRON	AP S	4125	35,371	T	AC	12/25/1999	1	7
SOUTH APRON	AP S	4115	832,515	P	AAC	1/1/1998	10	168
SOUTH APRON	AP S	4110	258,843	P	AAC	1/1/1998	5	51

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
SOUTH APRON	AP S	4105	192,000	P	AC	1/1/1998	5	39
TAXIWAY TO SE APRON	TW AP SE	1105	42,727	P	AC	12/25/1999	1	10
TAXIWAY TO NE APRON	TW AP NE	1005	44,691	P	AC	12/25/1999	2	13
TAXIWAY C	TW C	910	138,069	P	AC	1/1/1998	3	27
TAXIWAY CC	TW CC	905	7,838	P	AC	1/1/1998	1	2
TAXIWAY H	TW H	815	119,042	P	AAC	1/1/2007	3	25
TAXIWAY H2	TW H2	810	7,744	P	AC	1/1/1998	1	2
TAXIWAY H1	TW H1	805	4,802	P	AC	1/1/1998	1	1
TAXIWAY G	TW G	710	17,106	P	AC	1/1/1997	1	3
TAXIWAY G	TW G	705	51,622	P	AAC	1/1/2006	2	11
TAXIWAY F	TW F	605	57,730	P	AAC	1/1/1998	3	12
TAXIWAY E5	TW E5	530	32,146	P	AAC	1/1/1999	2	6
TAXIWAY E5	TW E5	529	26,192	P	AC	12/25/1999	1	6
TAXIWAY E4	TW E4	527	26,267	P	AC	1/1/1996	1	5
TAXIWAY E3	TW E3	525	41,823	P	AAC	1/1/2007	2	9
TAXIWAY E2	TW E2	520	50,474	P	AAC	1/1/2007	3	14
TAXIWAY E1	TW E1	516	38,835	P	AC	12/25/1999	1	8
TAXIWAY E1	TW E1	515	21,049	P	AAC	1/1/2012	1	4
TAXIWAY E	TW E	513	54,092	P	AC	1/1/2011	2	12
TAXIWAY E	TW E	510	32,963	P	AAC	1/1/2007	1	7
TAXIWAY E	TW E	507	30,930	P	AAC	1/1/2007	1	7
TAXIWAY E	TW E	505	237,686	P	AAC	1/1/2007	5	47
TAXIWAY E	TW E	503	56,119	P	AC	1/1/2011	2	11
TAXIWAY D2	TW D2	420	50,463	P	AC	1/1/1965	2	14

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY D1	TW D1	415	50,475	P	AC	1/1/1965	2	11
TAXIWAY D	TW D	412	10,004	P	AC	12/25/1999	1	2
TAXIWAY D	TW D	411	27,092	P	AC	12/25/1999	1	6
TAXIWAY D	TW D	410	36,142	P	AC	1/1/1965	1	7
TAXIWAY D	TW D	405	210,898	P	AC	1/1/1965	5	43
TAXIWAY H7	TW H7	370	12,809	P	AAC	1/1/2007	1	2
TAXIWAY H6	TW H6	360	19,697	P	AAC	1/1/2007	1	4
TAXIWAY H5	TW H5	350	19,697	P	AAC	1/1/2007	1	4
TAXIWAY H4	TW H4	340	17,255	P	AAC	1/1/2007	1	4
TAXIWAY H3	TW H3	330	18,456	P	AAC	1/1/2007	1	4
TAXIWAY C2	TW C2	320	17,567	P	AC	1/1/1997	1	5
TAXIWAY C1	TW C1	310	17,644	P	AAC	1/1/1997	1	5
TAXIWAY 1	TW 1	270	12,843	P	AAC	1/1/2006	1	2
TAXIWAY 2	TW 2	260	19,697	P	AAC	1/1/2006	1	4
TAXIWAY 3	TW 3	250	19,697	P	AAC	1/1/2006	1	4
TAXIWAY 4	TW 4	240	19,697	P	AAC	1/1/2006	1	4
TAXIWAY 5	TW 5	230	19,697	P	AAC	1/1/2006	1	4
TAXIWAY 6	TW 6	220	19,697	P	AAC	1/1/2006	1	4
TAXIWAY 7	TW 7	210	18,557	P	AAC	1/1/2005	1	4
TAXIWAY A3	TW A3	125	32,146	P	AC	1/1/1965	2	6
TAXIWAY A3	TW A3	124	26,792	P	AC	12/25/1999	1	6
TAXIWAY A2	TW A2	120	50,475	P	AC	1/1/1965	2	11
TAXIWAY A1	TW A1	115	50,475	P	AC	1/1/1965	2	11
TAXIWAY A	TW A	111	27,392	P	AC	12/25/1999	1	6

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A	TW A	110	36,180	P	AC	1/1/1965	1	7
TAXIWAY A	TW A	108	18,500	P	AAC	1/1/2005	1	4
TAXIWAY A	TW A	105	279,576	P	AAC	1/1/2005	10	56

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 Miami Executive Airport, the overall weighted average PCI value is 74 representing a condition rating of Satisfactory.

Overall, the Airport exhibited pavement distresses associated with climate and age. The predominant AC and AAC pavement distresses observed include: weathering, raveling, longitudinal/transverse cracking, block cracking, swelling, bleeding, and patching. Depressions, which are a structural distress caused by repeated traffic loading, inadequate subgrade, or poor construction methods, were observed in isolated areas. The predominant PCC pavement distresses observed include: joint seal damage, corner spalling, joint spalling, and shrinkage cracking.

Runways 13-31, 9L-27R, and 9R-27L are all surfaced with asphalt concrete and exhibited distresses related to climate and age of pavement. Typical distresses observed include: low to medium severity weathering, low severity raveling, and low severity longitudinal/transverse cracking. Isolated instances of depressions and bleeding were also observed. The runways are in Fair to Satisfactory condition with PCI values ranging from 64-81.

The taxiways are all surfaced with asphalt concrete and exhibited distresses mostly related to climate and age. Typical distresses observed were low to medium severity weathering; low to medium severity raveling; low severity longitudinal/transverse cracking; low severity swelling; low to medium severity patching; and low severity block cracking. Isolated areas of low severity depression and swelling were also observed. The taxiways are typically in Fair to Good condition. However, most of Taxiway Delta was in Poor condition, exhibiting low severity longitudinal/transverse cracking, medium severity patching, and significant quantities of low to medium severity raveling.

The majority of the apron pavements are surfaced with asphalt concrete; the only Portland Cement Concrete pavements are located on the Northeast Apron. The asphalt concrete pavement distresses were typically of low severity and included weathering, raveling, longitudinal/transverse cracking, swelling, block cracking, patching, oil spillage, and depression. A significant size medium severity depression was identified on the North Apron, which suggests a subgrade quality issue. The typical Portland Cement Concrete pavement distress observed were low severity joint seal damage, low to medium severity corner spalling, low to medium severity joint spalling, and shrinkage cracking.

The pavement with the lowest PCI value was located on the South Apron near the T-Hangars. This pavement section was in Very Poor condition with a PCI value of 35. This area exhibited low severity longitudinal/transverse cracking, low severity block cracking, low severity raveling, low severity rutting, and low to medium severity alligator cracking. Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Alligator cracking and rutting are both considered significant structural distresses 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 Miami Executive 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

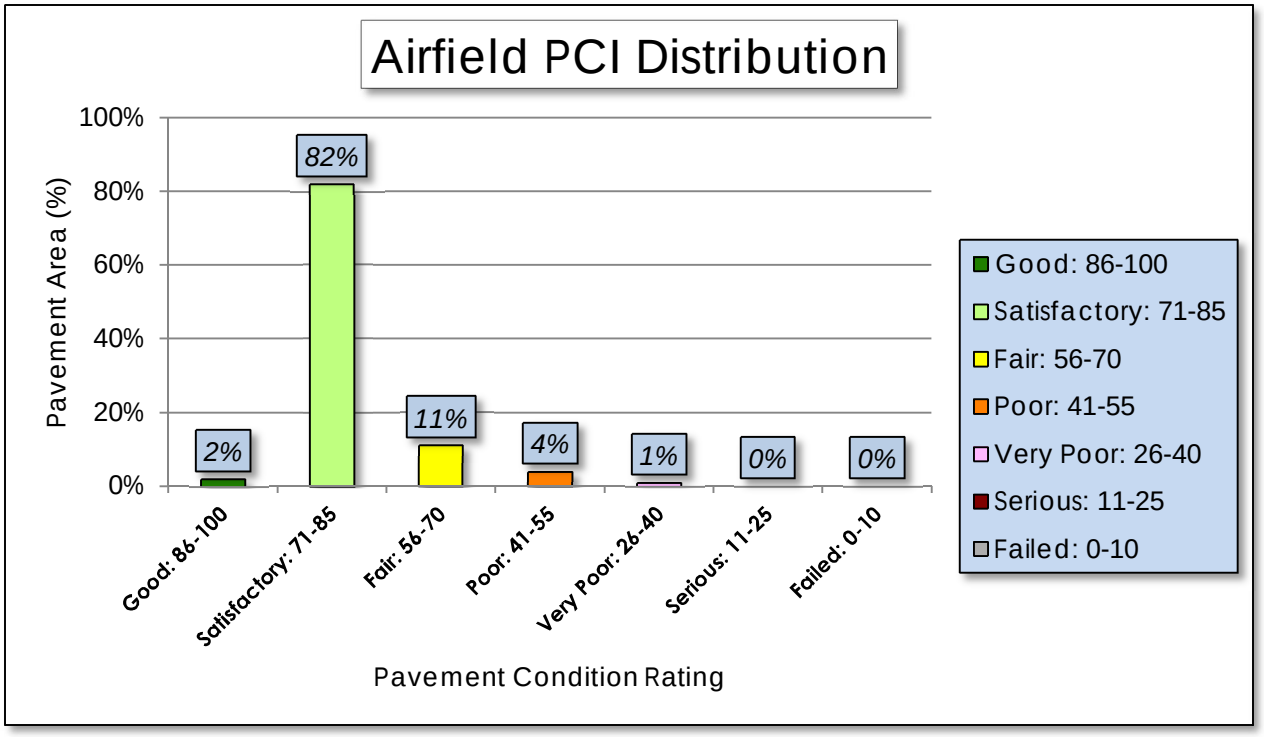


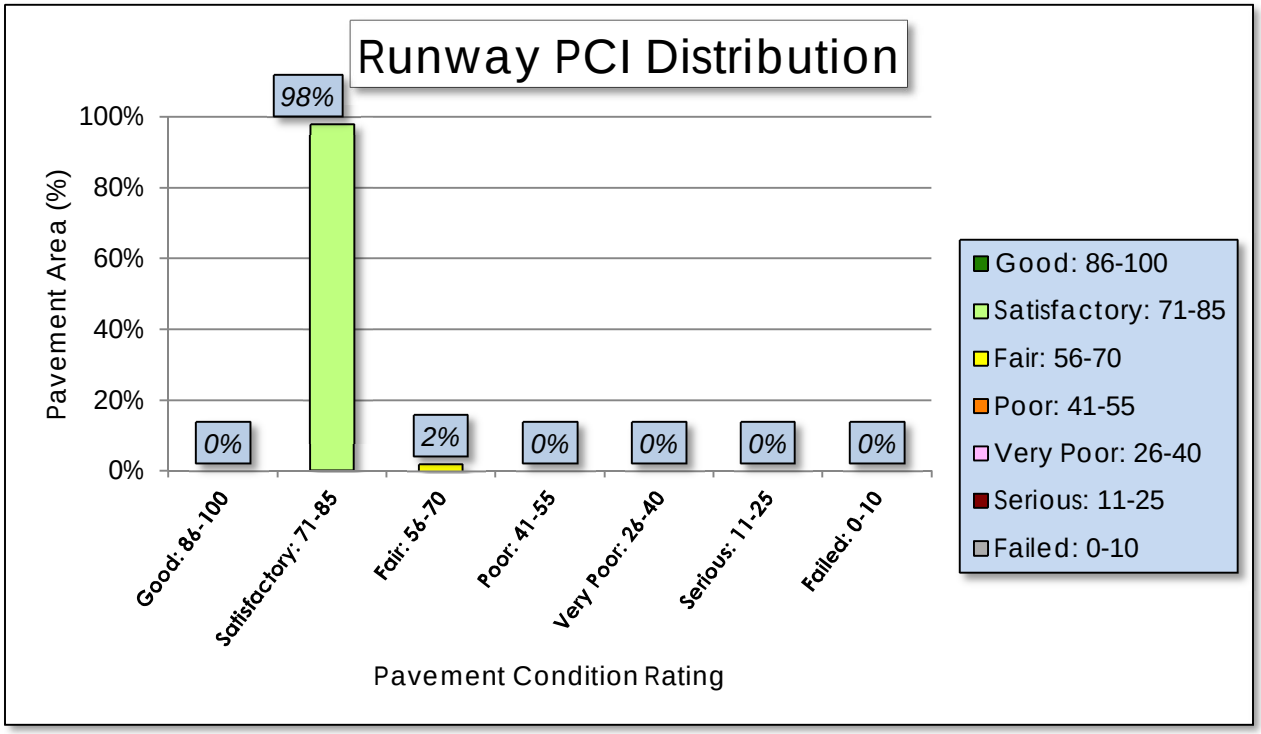
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	73	SATISFACTORY
Taxiway	75	SATISFACTORY
Apron	74	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	162,273	2%
Satisfactory	5,933,879	82%
Fair	796,743	11%
Poor	324,029	4%
Very Poor	19,714	1%
Serious	-	0%
Failed	-	0%

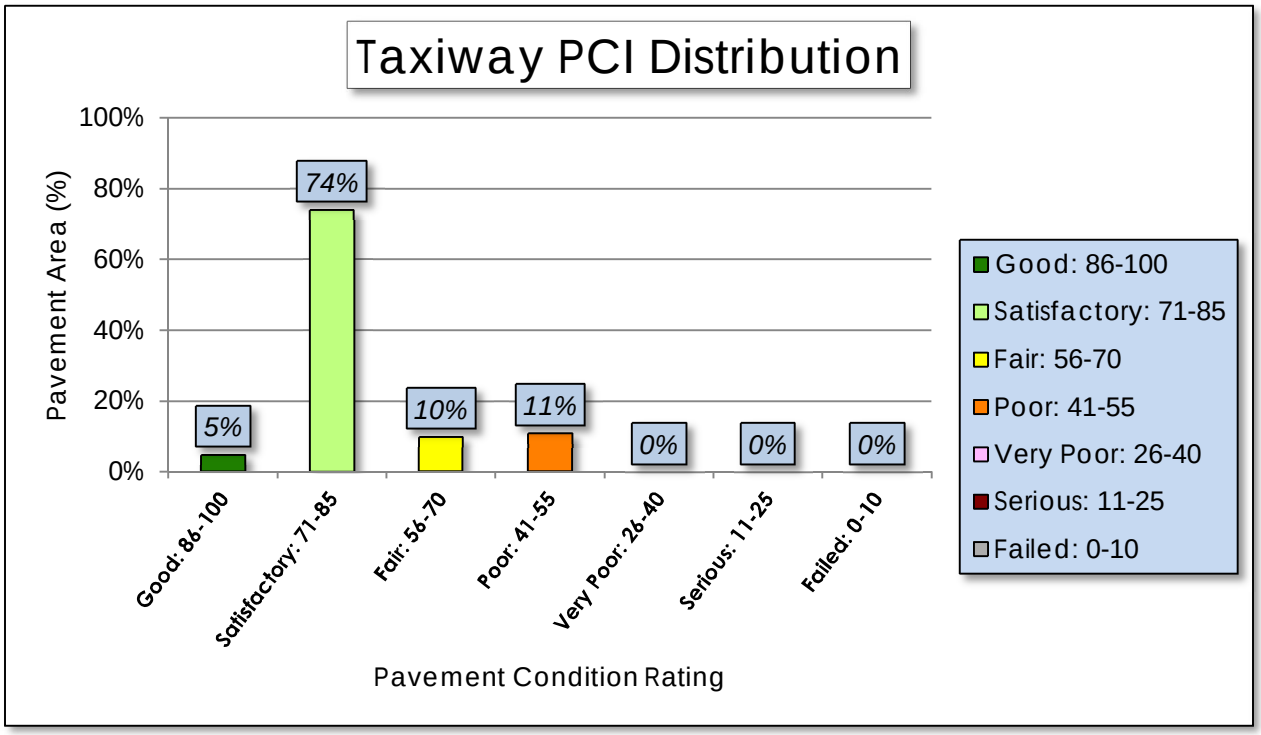
Approximately 84% of the airfield network is in Good and Satisfactory condition, while 5% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

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

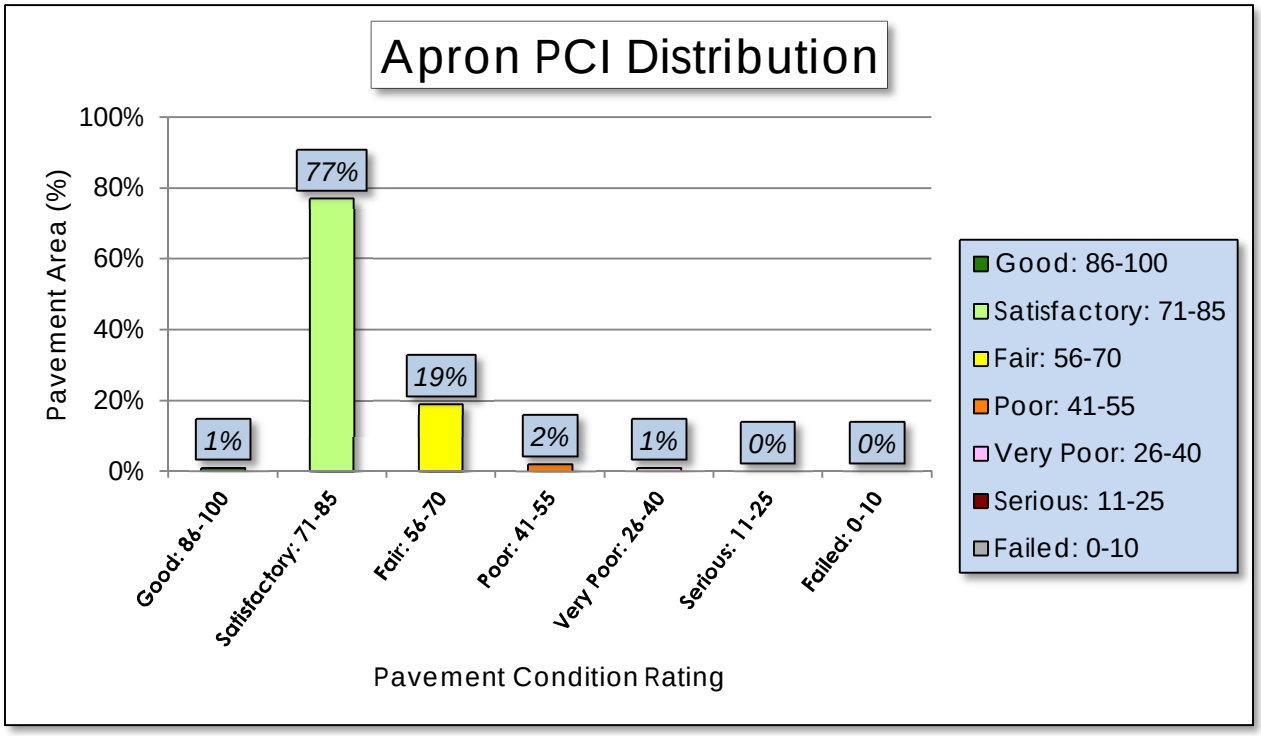
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
Pavement Area (%)
100%
80%
60%
40%
20%
0%
1%
77%
19%
2%
1%
0%
0%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

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

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

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

>FACILITY USE (Runway, Taxiway, or Apron)

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

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

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

Figure 4-1: Runway Pavement Performance Prediction Summary

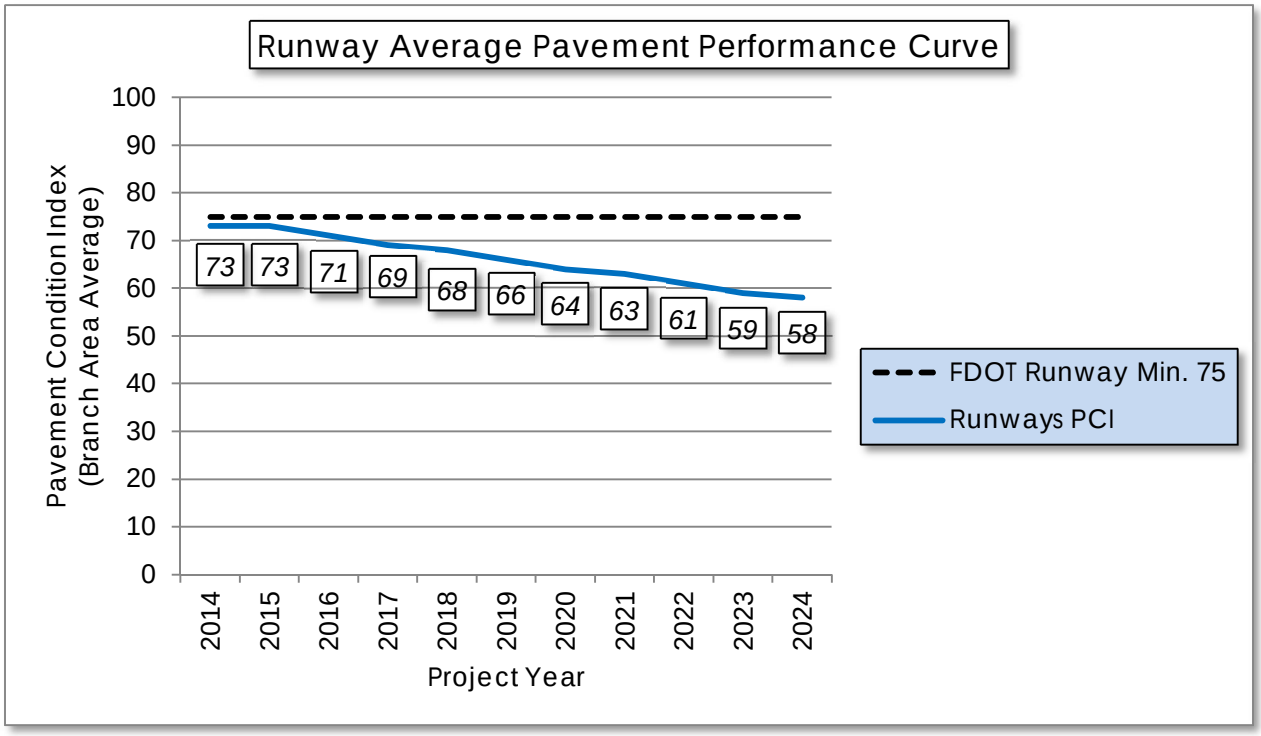


Figure 4-2: Taxiway Pavement Performance Prediction Summary

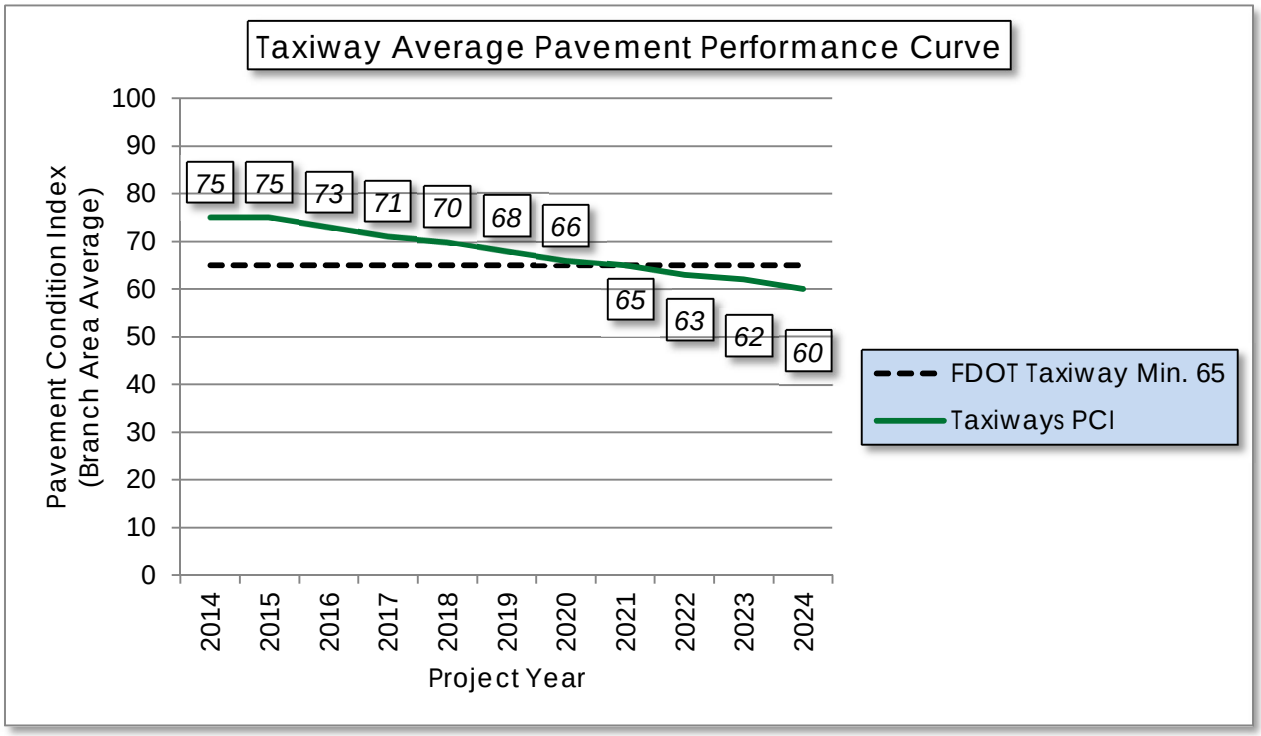
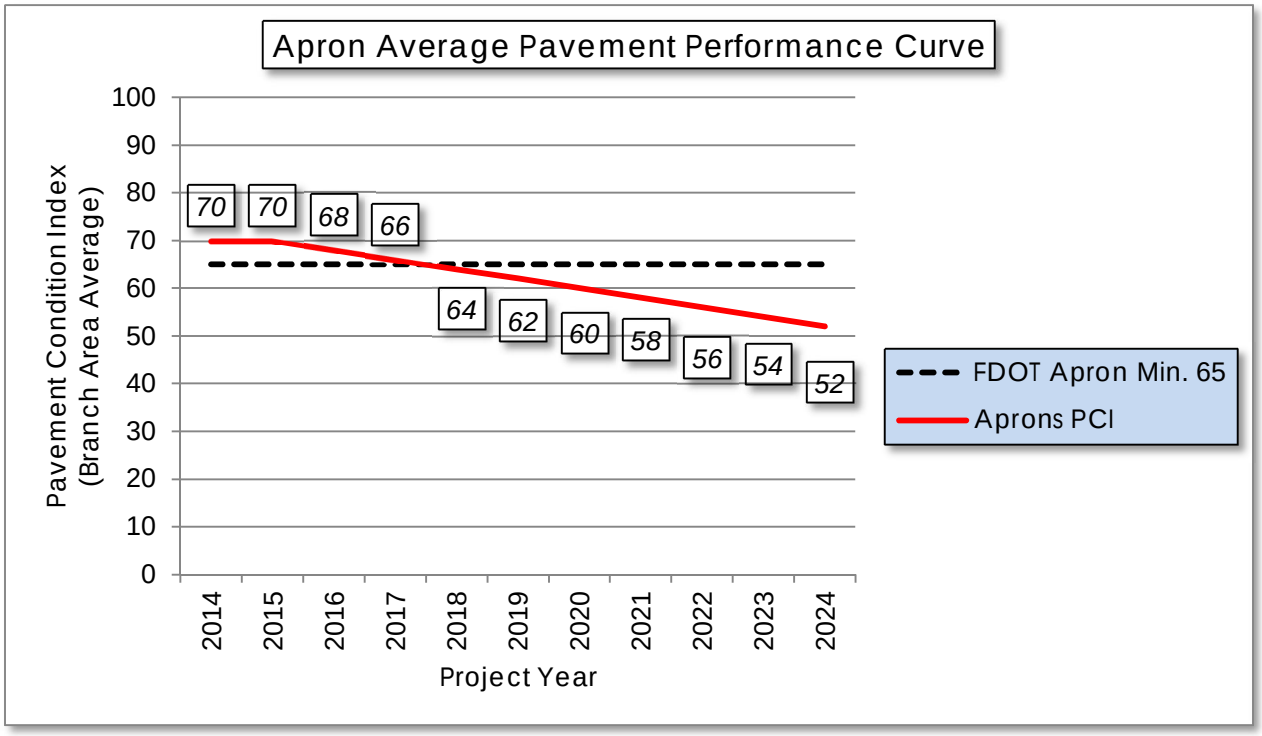


Figure 4-3: Apron Pavement Performance Prediction Summary



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

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-2: Recommended PCC Maintenance and Repair Policy

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

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

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

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

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

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

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

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

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

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ Full Depth Pavement Reconstruction	0 - 39

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

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

5.2 Unit Costs

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

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

5.3 Maintenance, Repair, and Major Rehabilitation

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

Table 5-5: AC Maintenance Unit Costs

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

Table 5-6: PCC Maintenance Unit Costs

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

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

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

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

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

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

6. MAJOR PAVEMENT REHABILITATION NEEDS

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

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

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

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

Table 6-1: Summary of Major Rehabilitation

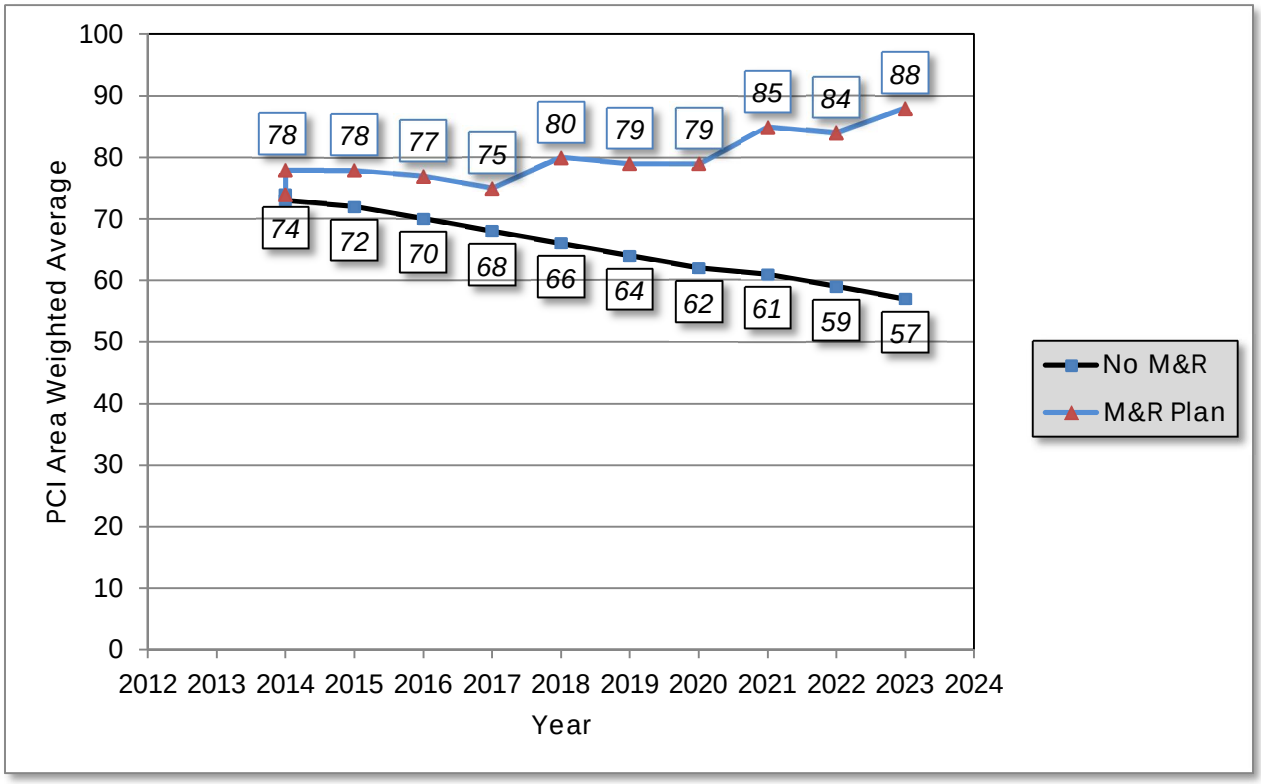
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 1,642,500.00	58	Mill and Overlay	100
2015	AP N	4225	$ 1,042,350.00	58	Mill and Overlay	100
2015	AP N	4230	$ 305,227.00	48	Mill and Overlay	100
2015	AP S	4125	$ 530,561.00	61	Mill and Overlay	100
2015	AP S	4130	$ 394,288.00	35	Reconstruction	100
2015	AP S	4135	$ 446,824.00	58	Mill and Overlay	100
2015	AP S	4140	$ 658,109.00	52	Mill and Overlay	100
2015	AP SE	4410	$ 678,300.00	60	Mill and Overlay	100
2015	RW 9L-27R	6104	$ 300,000.00	64	Mill and Overlay	100
2015	TW AP NE	1005	$ 670,364.00	65	Mill and Overlay	100
2015	TW AP SE	1105	$ 640,901.00	60	Mill and Overlay	100
2015	TW D	405	$ 3,163,467.00	54	Mill and Overlay	100
2015	TW D2	420	$ 756,944.00	52	Mill and Overlay	100
2016	AP S	4105	$ 2,966,401.00	64	Mill and Overlay	100
2016	TW C2	320	$ 271,417.00	64	Mill and Overlay	100
2016	TW D1	415	$ 779,839.00	64	Mill and Overlay	100
2017	AP NE	4310	$ 315,047.00	64	Mill and Overlay	100
2017	AP NE	4315	$ 336,990.00	64	Mill and Overlay	100
2017	TW C1	310	$ 280,776.00	64	Mill and Overlay	100
2018	RW 9L-27R	6126	$ 165,548.00	64	Mill and Overlay	100
2018	TW E4	527	$ 430,533.00	65	Mill and Overlay	100
2019	AP S	4110	$ 4,369,952.00	64	Mill and Overlay	100
2019	RW 13-31	6205	$ 6,756,431.00	65	Mill and Overlay	100
2019	RW 9R-27L	6305	$ 7,766,013.00	65	Mill and Overlay	100
2019	TW CC	905	$ 132,327.00	65	Mill and Overlay	100
2019	TW D	411	$ 457,385.00	65	Mill and Overlay	100
2019	TW E3	525	$ 706,090.00	64	Mill and Overlay	100
2019	TW H	815	$ 2,009,739.00	64	Mill and Overlay	100
2020	AP N	4215	$ 1,043,347.00	64	Mill and Overlay	100
2020	RW 9L-27R	6109	$ 173,891.00	64	Mill and Overlay	100
2020	RW 9R-27L	6304	$ 347,782.00	64	Mill and Overlay	100
2020	TW A3	125	$ 558,991.00	64	Mill and Overlay	100
2020	TW D	412	$ 173,960.00	64	Mill and Overlay	100
2020	TW E2	520	$ 877,707.00	65	Mill and Overlay	100
2021	AP NE	4325	$ 887,014.00	65	Mill and Overlay	100
2021	RW 13-31	6210	$ 3,583,949.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2021	RW 9L-27R	6131	$ 361,798.00	64	Mill and Overlay	100
2021	RW 9R-27L	6306	$ 360,007.00	65	Mill and Overlay	100
2021	RW 9R-27L	6311	$ 180,003.00	65	Mill and Overlay	100
2021	TW H2	810	$ 138,707.00	64	Mill and Overlay	100
2022	AP S	4115	$ 15,358,331.00	64	Mill and Overlay	100
2022	RW 9L-27R	6105	$ 8,486,132.00	65	Mill and Overlay	100
2022	RW 9R-27L	6302	$ 1,844,811.00	65	Mill and Overlay	100
2022	RW 9R-27L	6309	$ 184,481.00	63	Mill and Overlay	100
2022	TW E	507	$ 570,601.00	64	Mill and Overlay	100
2022	TW E5	529	$ 483,194.00	64	Mill and Overlay	100
2023	RW 9R-27L	6310	$ 4,370,358.00	64	Mill and Overlay	100
2023	TW 2	260	$ 374,277.00	64	Mill and Overlay	100
2023	TW D	410	$ 686,751.00	64	Mill and Overlay	100
2023	TW E5	530	$ 610,824.00	64	Mill and Overlay	100
2024	AP N	4205	$ 16,440,146.00	64	Mill and Overlay	100
2024	AP NE	4330	$ 52,843.00	64	PCC Restoration	100
2024	TW 7	210	$ 363,192.00	64	Mill and Overlay	100
2024	TW C	910	$ 2,702,222.00	65	Mill and Overlay	100
2024	TW E1	516	$ 760,064.00	65	Mill and Overlay	100
2024	TW G	705	$ 1,010,319.00	64	Mill and Overlay	100
2024	TW H3	330	$ 361,219.00	64	Mill and Overlay	100
		Total =	$ 102,321,244.00			

**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 31 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

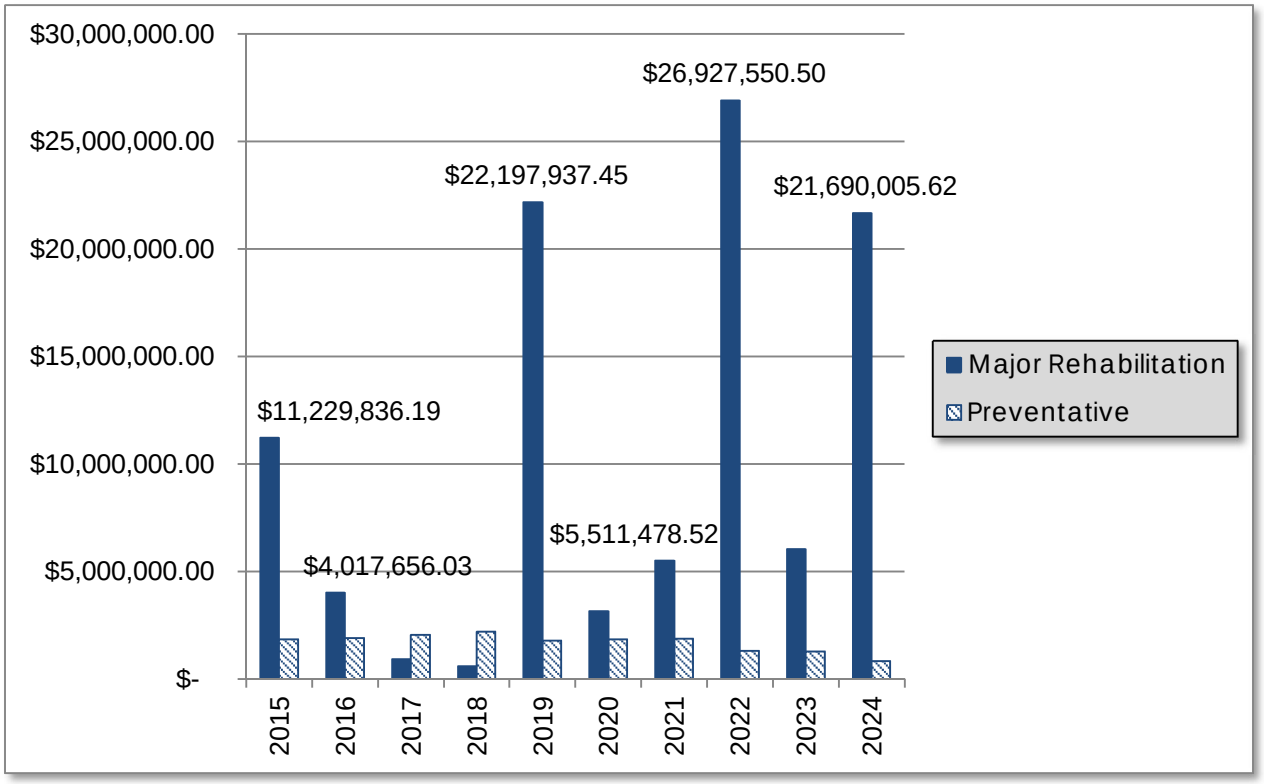
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each 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	$ 1,845,041.39	$ 11,229,836.19	$ 13,074,877.58
2016	$ 1,914,019.58	$ 4,017,656.03	$ 5,931,675.61
2017	$ 2,055,985.03	$ 932,812.83	$ 2,988,797.86
2018	$ 2,214,717.39	$ 596,081.63	$ 2,810,799.01
2019	$ 1,795,901.45	$ 22,197,937.45	$ 23,993,838.90
2020	$ 1,857,079.38	$ 3,175,678.13	$ 5,032,757.50
2021	$ 1,870,247.50	$ 5,511,478.52	$ 7,381,726.02
2022	$ 1,306,096.51	$ 26,927,550.50	$ 28,233,647.00
2023	$ 1,281,569.61	$ 6,042,210.45	$ 7,323,780.06
2024	$ 840,622.39	$ 21,690,005.62	$ 22,530,628.01
		Total =	$ 119,302,527.55

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 9L-27R – Section 6104
  - Mill and Overlay attributed to climate/age.
- Southeast Apron – Section 4410
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4220, 4225, and 4230
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Sections 4125, 4135, and 4140
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Section 4130
  - Reconstruction attributed to climate/age and structural.
- Taxiway SE Apron – Section 1105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway NE Apron – Section 1005
  - Mill and Overlay attributed to climate/age.
- Taxiway D2 – Section 420
  - Mill and Overlay attributed to climate/age.
- Taxiway D – Section 405

- Mill and Overlay attributed to climate/age.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

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

8.2 Airfield Pavement System Inventory Exhibit

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

8.3 Airfield Pavement Condition Index Rating Exhibit

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

8.4 Airfield Pavement Major Rehabilitation Exhibit

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

8.5 Airfield Pavement Condition Survey Inspection Photographs

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

9. RECOMMENDATIONS

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

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

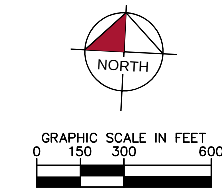
- Runway 9L-27R – Sections 6104, 6105, 6109, 6126, and 6131
  - Mill and Overlay attributed to climate/age.
- Southeast Apron – Section 4410
  - Mill and Overlay attributed to climate/age.
- North Apron – Sections 4205, 4215, 4220, 4225, and 4230
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Sections 4105, 4110, 4115, 4125, 4135, and 4140
  - Mill and Overlay attributed to climate/age and construction quality.
- South Apron – Section 4130
  - Reconstruction attributed to climate/age and structural.
- Taxiway SE Apron – Section 1105
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway NE Apron – Section 1005
  - Mill and Overlay attributed to climate/age.
- Taxiway D2 – Section 420
  - Mill and Overlay attributed to climate/age.
- Taxiway D – Sections 405, 410, 411, and 412
  - Mill and Overlay attributed to climate/age.
- Taxiway C2 – Section 320
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway D1 – Section 415
  - Mill and Overlay attributed to climate/age.
- Northeast Apron – Sections 4310, 4315, and 4325
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway C1 – Section 310
  - Mill and Overlay attributed to climate/age.
- Taxiway E4 – Section 527
  - Mill and Overlay attributed to climate/age.
- Runway 13-31 – Sections 6205 and 6210

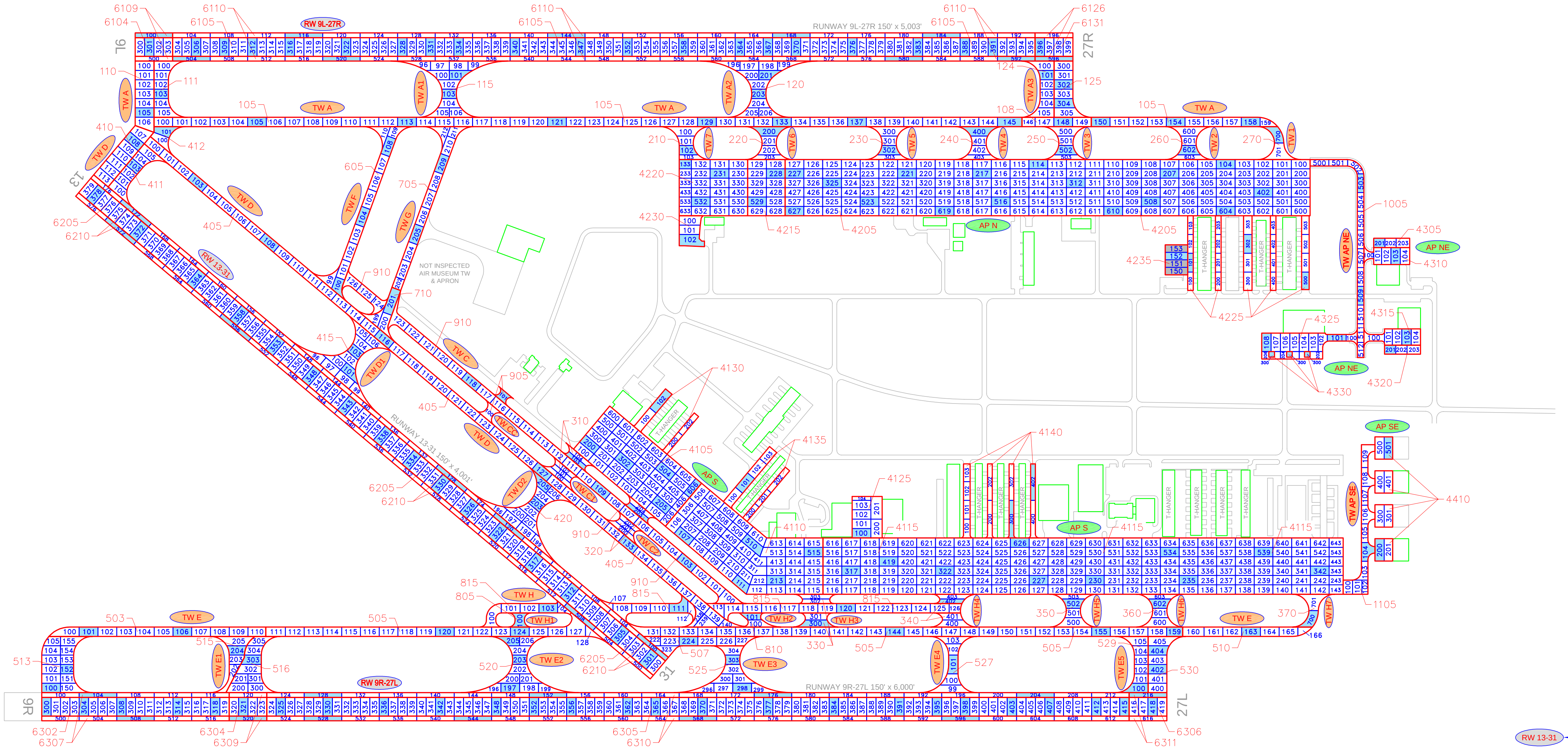
- Mill and Overlay attributed to climate/age and construction quality.

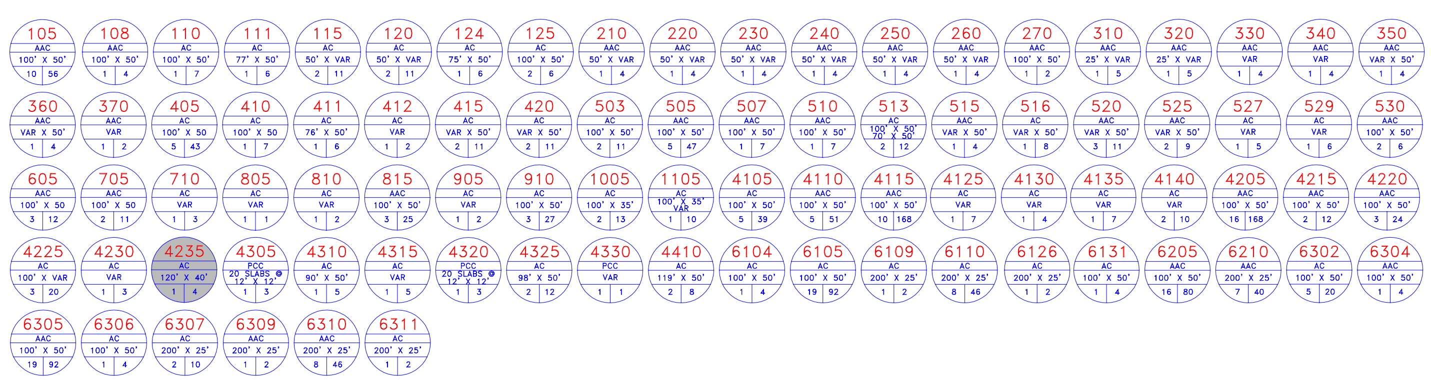
- Runway 9R-27L – Sections 6302, 6304, 6305, 6306, 6309, 6310, and 6311
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway CC – Section 905
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway E3 – Section 525
  - Mill and Overlay attributed to climate/age.
- Taxiway H– Section 815
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway A3 – Section 125
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway E2 – Section 520
  - Mill and Overlay attributed to climate/age.
- Taxiway H2 – Section 810
  - Mill and Overlay attributed to climate/age.
- Taxiway E – Section 507
  - Mill and Overlay attributed to climate/age.
- Taxiway E5 – Sections 529 and 530
  - Mill and Overlay attributed to climate/age.
- Taxiway 2– Section 260
  - Mill and Overlay attributed to climate/age.
- Northeast Apron – Section 4330
  - PCC Restoration attributed to construction quality.
- Taxiway 7 – Section 210
  - Mill and Overlay attributed to climate/age.
- Taxiway C– Section 910
  - Mill and Overlay attributed to climate/age.
- Taxiway E1 – Section 516
  - Mill and Overlay attributed to climate/age.
- Taxiway G – Section 705
  - Mill and Overlay attributed to climate/age.
- Taxiway H3 – Section 330
  - Mill and Overlay attributed to climate/age.

APPENDIX A

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







LEGEND

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

TOTAL SAMPLES INSPECTED = 238

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

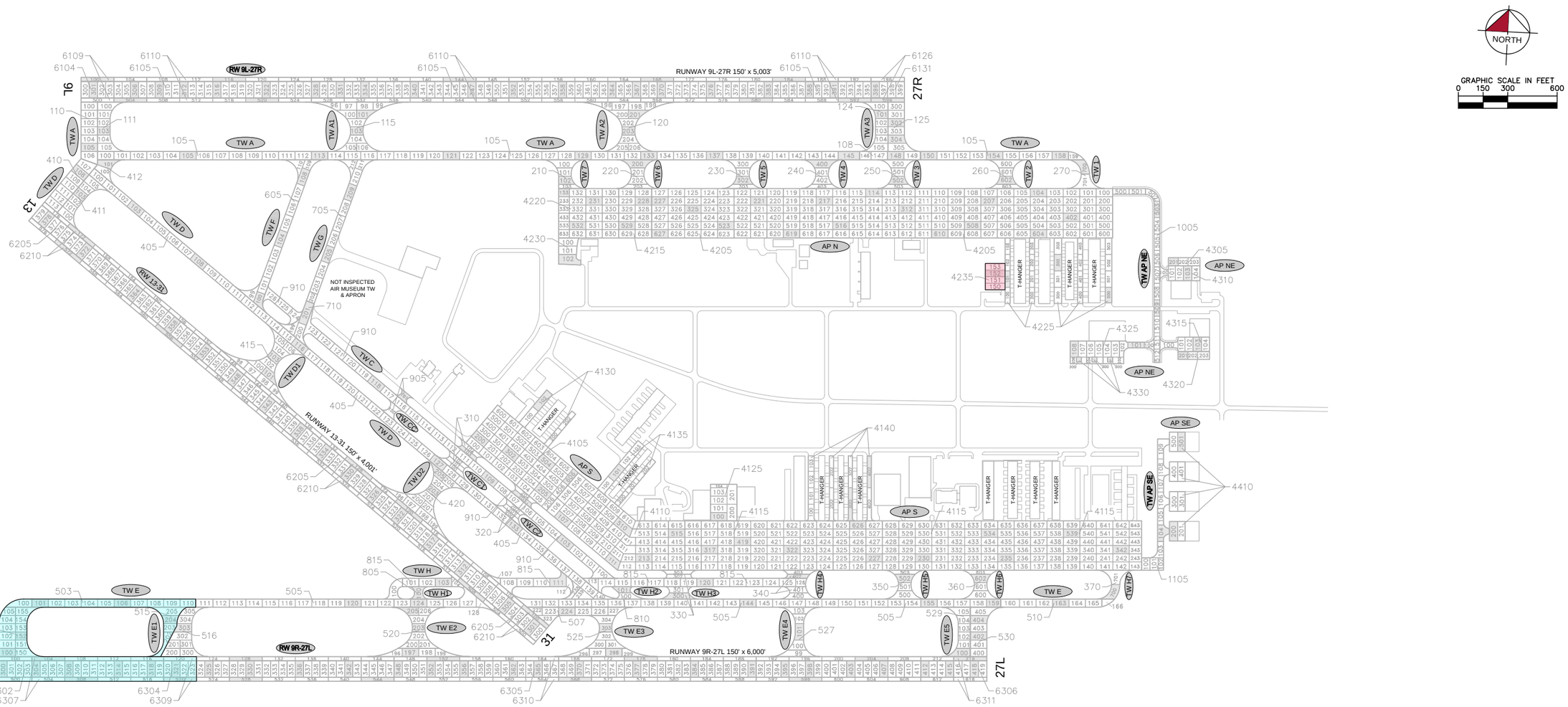
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

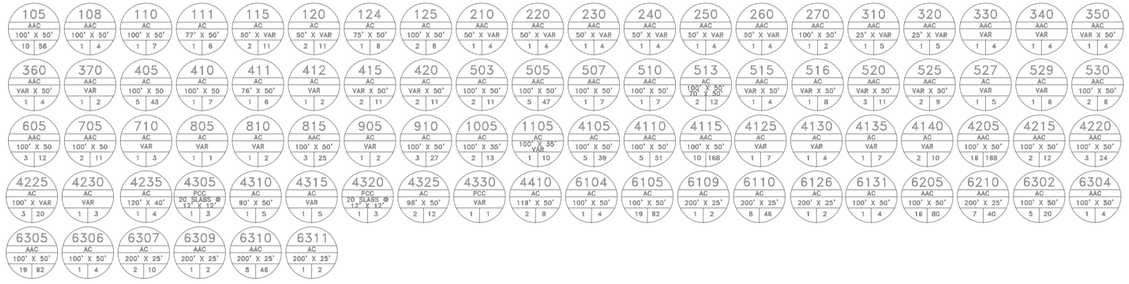
MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TMB

FDOT DISTRICT: 6





LEGEND

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

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	RUNWAY 9R–27L, TAXIWAY E	1,000 FEET RUNWAY AND TAXIWAY EXTENSION
2014	NORTH APRON	NEW AC PAVEMENT

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

NUMBER	DATE	REVISIONS

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

K:\MPB_Aviation\142179027\CADD\PLANSHEET\TMB – MIAMI EXECUTIVE AIRPORT\EXHIBIT\3D–TMB–INVENTORY.dwg PLOTTED: May 27, 2015 – 8:57 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TMB
FDOT DISTRICT: 6

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	6311	402	25	10,050	P	AC	1/1/1997	3/2/2015	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6310	9,200	25	230,000	P	AAC	1/1/1997	3/2/2015	46
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6309	400	25	10,000	P	AAC	1/1/2011	3/2/2015	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6307	2,000	25	50,000	P	AC	1/1/2011	3/2/2015	10
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6306	201	100	20,100	P	AC	1/1/1997	3/2/2015	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6305	4,600	100	460,000	P	AAC	1/1/1997	3/2/2015	92
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6304	200	100	20,000	P	AAC	1/1/2011	3/2/2015	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6302	1,000	100	100,000	P	AC	1/1/2011	3/2/2015	20
RUNWAY 13-31	RW 13-31	RUNWAY	6210	8,004	25	200,100	P	AAC	1/1/2004	3/2/2015	40
RUNWAY 13-31	RW 13-31	RUNWAY	6205	4,002	100	400,200	P	AAC	1/1/2004	3/2/2015	80
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6131	202	100	20,200	P	AC	1/1/1997	3/2/2015	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6126	404	25	10,100	P	AC	1/1/1997	3/2/2015	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	9,200	25	230,000	P	AC	1/1/1965	3/2/2015	46
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6109	400	25	10,000	P	AC	1/1/1997	3/2/2015	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	4,600	100	460,000	P	AC	1/1/1965	3/2/2015	92
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6104	200	100	20,000	P	AC	1/1/1997	3/2/2015	4
SOUTHEAST APRON	AP SE	APRON	4410	400	100	45,220	P	AC	12/25/1999	3/2/2015	8
NORTHEAST APRON	AP NE	APRON	4330	60	45	2,700	P	PCC	12/25/1999	3/2/2015	1
NORTHEAST APRON	AP NE	APRON	4325	495	100	49,524	P	AC	12/25/1999	3/2/2015	12
NORTHEAST APRON	AP NE	APRON	4320	180	50	9,216	P	PCC	12/25/1999	3/2/2015	3
NORTHEAST APRON	AP NE	APRON	4315	200	85	21,176	P	AC	12/25/1999	3/2/2015	5

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
NORTHEAST APRON	AP NE	APRON	4310	200	90	19,797	P	AC	12/25/1999	3/2/2015	5
NORTHEAST APRON	AP NE	APRON	4305	190	50	9,600	P	PCC	12/25/1999	3/2/2015	3
NORTH APRON	AP N	APRON	4235	120	160	19,200	P	AC	1/1/2014	1/1/2014	4
NORTH APRON	AP N	APRON	4230	150	100	18,795	P	AC	12/25/1999	3/2/2015	3
NORTH APRON	AP N	APRON	4225	2,300	30	69,490	P	AC	12/25/1999	3/2/2015	20
NORTH APRON	AP N	APRON	4220	365	300	109,500	P	AAC	1/1/1994	3/2/2015	24
NORTH APRON	AP N	APRON	4215	200	300	60,000	P	AAC	1/1/2006	3/2/2015	12
NORTH APRON	AP N	APRON	4205	2,800	300	840,000	P	AAC	1/1/2006	3/2/2015	168
SOUTH APRON	AP S	APRON	4140	1,400	30	43,874	P	AC	12/25/1999	3/2/2015	10
SOUTH APRON	AP S	APRON	4135	750	36	29,788	P	AC	12/25/1999	3/2/2015	7
SOUTH APRON	AP S	APRON	4130	264	50	19,714	P	AC	12/25/1999	3/2/2015	4
SOUTH APRON	AP S	APRON	4125	230	150	35,371	T	AC	12/25/1999	3/2/2015	7
SOUTH APRON	AP S	APRON	4115	2,775	300	832,515	P	AAC	1/1/1998	3/2/2015	168
SOUTH APRON	AP S	APRON	4110	800	300	258,843	P	AAC	1/1/1998	3/2/2015	51
SOUTH APRON	AP S	APRON	4105	700	300	192,000	P	AC	1/1/1998	3/2/2015	39
TAXIWAY TO SE APRON	TW AP SE	TAXIWAY	1105	1,400	30	42,727	P	AC	12/25/1999	3/2/2015	10
TAXIWAY TO NE APRON	TW AP NE	TAXIWAY	1005	1,200	35	44,691	P	AC	12/25/1999	3/2/2015	13
TAXIWAY C	TW C	TAXIWAY	910	2,600	50	138,069	P	AC	1/1/1998	3/2/2015	27
TAXIWAY CC	TW CC	TAXIWAY	905	125	50	7,838	P	AC	1/1/1998	3/2/2015	2
TAXIWAY H	TW H	TAXIWAY	815	2,200	50	119,042	P	AAC	1/1/2007	3/2/2015	25
TAXIWAY H2	TW H2	TAXIWAY	810	75	100	7,744	P	AC	1/1/1998	3/2/2015	2
TAXIWAY H1	TW H1	TAXIWAY	805	90	50	4,802	P	AC	1/1/1998	3/2/2015	1
TAXIWAY G	TW G	TAXIWAY	710	340	50	17,106	P	AC	1/1/1997	3/2/2015	3

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY G	TW G	TAXIWAY	705	1,000	50	51,622	P	AAC	1/1/2006	3/2/2015	11
TAXIWAY F	TW F	TAXIWAY	605	1,050	50	57,730	P	AAC	1/1/1998	3/2/2015	12
TAXIWAY E5	TW E5	TAXIWAY	530	300	90	32,146	P	AAC	1/1/1999	3/2/2015	6
TAXIWAY E5	TW E5	TAXIWAY	529	300	75	26,192	P	AC	12/25/1999	3/2/2015	6
TAXIWAY E4	TW E4	TAXIWAY	527	300	50	26,267	P	AC	1/1/1996	3/2/2015	5
TAXIWAY E3	TW E3	TAXIWAY	525	300	75	41,823	P	AAC	1/1/2007	3/2/2015	9
TAXIWAY E2	TW E2	TAXIWAY	520	300	75	50,474	P	AAC	1/1/2007	3/2/2015	14
TAXIWAY E1	TW E1	TAXIWAY	516	388	100	38,835	P	AC	12/25/1999	3/2/2015	8
TAXIWAY E1	TW E1	TAXIWAY	515	210	100	21,049	P	AAC	1/1/2012	3/2/2015	4
TAXIWAY E	TW E	TAXIWAY	513	300	170	54,092	P	AC	1/1/2011	3/2/2015	12
TAXIWAY E	TW E	TAXIWAY	510	600	50	32,963	P	AAC	1/1/2007	3/2/2015	7
TAXIWAY E	TW E	TAXIWAY	507	200	150	30,930	P	AAC	1/1/2007	3/2/2015	7
TAXIWAY E	TW E	TAXIWAY	505	4,700	50	237,686	P	AAC	1/1/2007	3/2/2015	47
TAXIWAY E	TW E	TAXIWAY	503	1,120	50	56,119	P	AC	1/1/2011	3/2/2015	11
TAXIWAY D2	TW D2	TAXIWAY	420	300	75	50,463	P	AC	1/1/1965	3/2/2015	14
TAXIWAY D1	TW D1	TAXIWAY	415	500	100	50,475	P	AC	1/1/1965	3/2/2015	11
TAXIWAY D	TW D	TAXIWAY	412	100	100	10,004	P	AC	12/25/1999	3/2/2015	2
TAXIWAY D	TW D	TAXIWAY	411	300	75	27,092	P	AC	12/25/1999	3/2/2015	6
TAXIWAY D	TW D	TAXIWAY	410	361	100	36,142	P	AC	1/1/1965	3/2/2015	7
TAXIWAY D	TW D	TAXIWAY	405	4,200	50	210,898	P	AC	1/1/1965	3/2/2015	43
TAXIWAY H7	TW H7	TAXIWAY	370	190	50	12,809	P	AAC	1/1/2007	3/2/2015	2
TAXIWAY H6	TW H6	TAXIWAY	360	200	90	19,697	P	AAC	1/1/2007	3/2/2015	4
TAXIWAY H5	TW H5	TAXIWAY	350	200	90	19,697	P	AAC	1/1/2007	3/2/2015	4
TAXIWAY H4	TW H4	TAXIWAY	340	190	90	17,255	P	AAC	1/1/2007	3/2/2015	4
TAXIWAY H3	TW H3	TAXIWAY	330	200	90	18,456	P	AAC	1/1/2007	3/2/2015	4
TAXIWAY C2	TW C2	TAXIWAY	320	190	90	17,567	P	AC	1/1/1997	3/2/2015	5

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY C1	TW C1	TAXIWAY	310	190	90	17,644	P	AAC	1/1/1997	3/2/2015	5
TAXIWAY 1	TW 1	TAXIWAY	270	200	50	12,843	P	AAC	1/1/2006	3/2/2015	2
TAXIWAY 2	TW 2	TAXIWAY	260	200	90	19,697	P	AAC	1/1/2006	3/2/2015	4
TAXIWAY 3	TW 3	TAXIWAY	250	200	90	19,697	P	AAC	1/1/2006	3/2/2015	4
TAXIWAY 4	TW 4	TAXIWAY	240	200	90	19,697	P	AAC	1/1/2006	3/2/2015	4
TAXIWAY 5	TW 5	TAXIWAY	230	200	90	19,697	P	AAC	1/1/2006	3/2/2015	4
TAXIWAY 6	TW 6	TAXIWAY	220	200	90	19,697	P	AAC	1/1/2006	3/2/2015	4
TAXIWAY 7	TW 7	TAXIWAY	210	200	90	18,557	P	AAC	1/1/2005	3/2/2015	4
TAXIWAY A3	TW A3	TAXIWAY	125	320	100	32,146	P	AC	1/1/1965	3/2/2015	6
TAXIWAY A3	TW A3	TAXIWAY	124	300	75	26,792	P	AC	12/25/1999	3/2/2015	6
TAXIWAY A2	TW A2	TAXIWAY	120	300	75	50,475	P	AC	1/1/1965	3/2/2015	11
TAXIWAY A1	TW A1	TAXIWAY	115	300	75	50,475	P	AC	1/1/1965	3/2/2015	11
TAXIWAY A	TW A	TAXIWAY	111	300	75	27,392	P	AC	12/25/1999	3/2/2015	6
TAXIWAY A	TW A	TAXIWAY	110	360	100	36,180	P	AC	1/1/1965	3/2/2015	7
TAXIWAY A	TW A	TAXIWAY	108	370	50	18,500	P	AAC	1/1/2005	3/2/2015	4
TAXIWAY A	TW A	TAXIWAY	105	5,500	50	279,576	P	AAC	1/1/2005	3/2/2015	56

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

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

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

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4215 **Surface:** AAC
L.C.D.: 01/01/2006 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 300.00 Ft **True Area:** 60.000.00 SqF

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

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

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

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

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

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

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

Network: TMB **Branch**: AP N (NORTH APRON) **Section:** 4235 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 120.00 Ft **Width:** 160.00 Ft **True Area:** 19,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	NU-IN	New Construction - Initial	$0	0.00	True	2014: 2" BITUMINOUS, 8" LIMEROCK, 12" STABILIZED SUBGRADE

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

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

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

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

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

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

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

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

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

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

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

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

Network: TMB **Branch**: AP S (SOUTH APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 700.00 Ft **Width:** 300.00 Ft **True Area:** 192,000.00 SqF

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

Network: TMB **Branch**: AP S (SOUTH APRON) **Section:** 4110 **Surface:** AAC
L.C.D.: 01/01/1998 **Use:** APRON **Rank** P **Length:** 800.00 Ft **Width:** 300.00 Ft **True Area:** 258,843.00 SqF

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

01/01/2001 01/01/1997	SS-RE IMPORTED	Surface Seal - Rejuvenating BUILT	$0	0.00	False True	 1997 AC CONSTRUCTION (FIELD OBSERVATION)

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

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

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

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

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

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

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6302 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 1,000.00 Ft **Width:** 100.00 Ft **True Area:** 100,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	$0	4.00	True	2011: 4" P-401, 10" P-211, 12" P-154, 8" P-152

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6304 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 200.00 Ft **Width:** 100.00 Ft **True Area:** 20,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012 01/01/2011 01/01/1997	Unknown ML-OL IMPORTED	Unknown Major - construction Mill and Overlay BUILT	$0 $0	0.00 0.00	True True True	 1997 AC PAVEMENT (FIELD OBSERVATION)

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

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

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

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

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6307 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 2,000.00 Ft **Width:** 25.00 Ft **True Area:** 50,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/2011	INITIAL	Initial Construction	$0	4.00	True	2012: 4" P-401, 10" P-211, 12" P-154, 8" P-152

Network: TMB **Branch**: RW 9R-27L (RUNWAY 9R-27L) **Section:** 6309 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank** P **Length:** 400.00 Ft **Width:** 25.00 Ft **True Area:** 10,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2012	Unknown	Unknown Major - construction	$0	0.00	True	
01/01/2011	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1997	IMPORTED	BUILT			True	1997 AC PAVEMENT (FIELD OBSERVATION)

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

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

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

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

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

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

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

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

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

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

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

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

01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 503 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 1,120.00 Ft **Width:** 50.00 Ft **True Area:** 56,118.63 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	$0	4.00	True	2011: 4" P-401, 10" P-211 LIMEROCK BASE COURSE, 8" P-152 COMPACTED SUB

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 505 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 4,700.00 Ft **Width:** 50.00 Ft **True Area:** 237,686.00 SqF

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

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

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

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 32,963.00 SqF

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

Network: TMB **Branch**: TW E (TAXIWAY E) **Section:** 513 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 170.00 Ft **True Area:** 54,091.64 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	INITIAL	Initial Construction	$0	4.00	True	2011: 4" P-401, 10" P-211 LIMEROCK BASE COURSE, 8" P-152 COMPACTED SUB

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

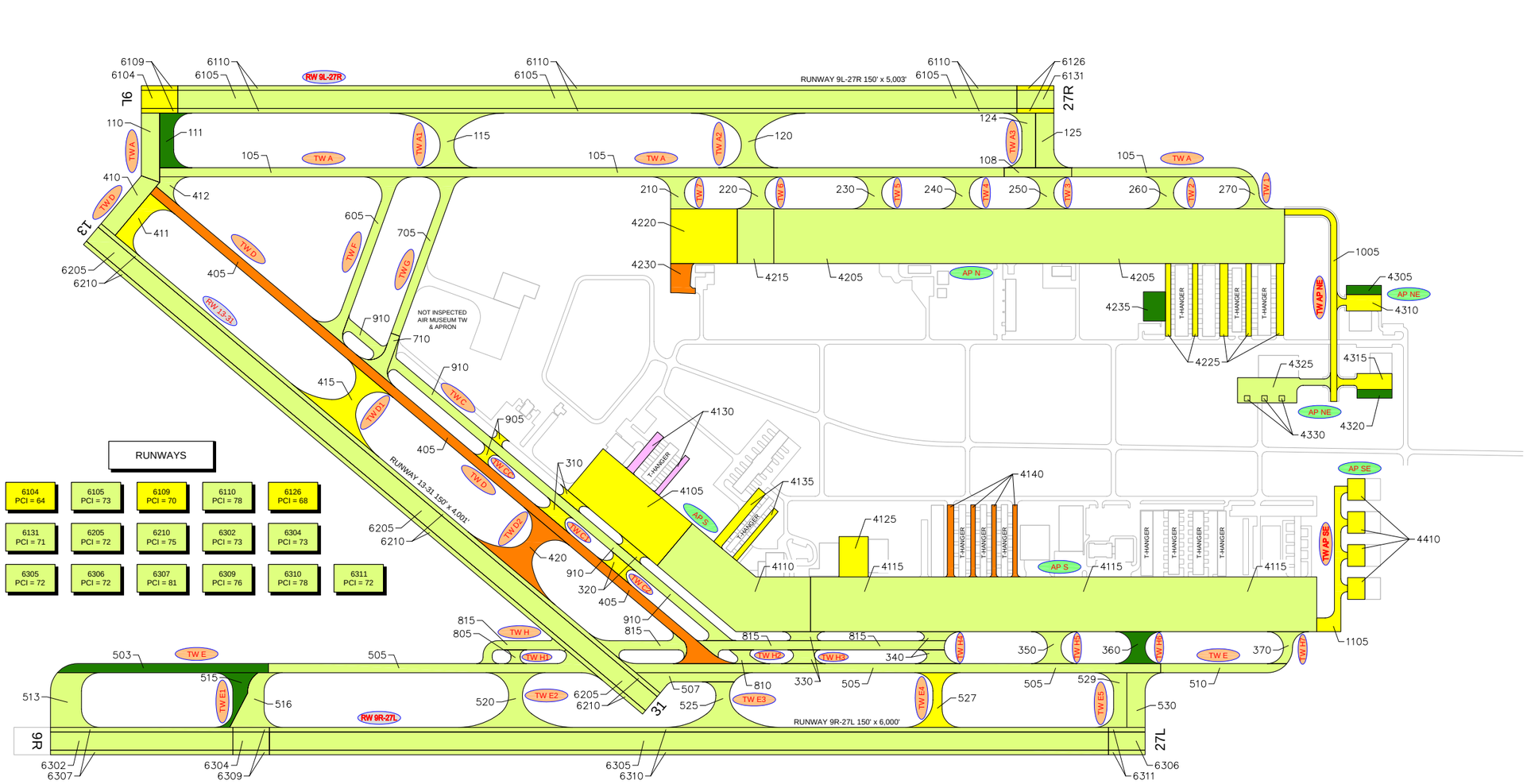
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1967	IMPORTED	BUILT		2.00	True	1967: 2" P-401 ON 8" P-401

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	58	6,299,689.26	2.00	.00
Initial Construction	27	917,750.05	.67	1.47
Mill and Overlay	34	4,265,204.86	.00	.00
New Construction - Initial	1	19,200.00	.00	
OVERLAY	8	3,018,084.42	1.50	
Surface Seal - Rejuvenating	16	1,304,649.01	.00	.00
Unknown Major - construction	3	80,000.00	.00	.00

APPENDIX B

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



RUNWAYS

6104 PCI = 64	6105 PCI = 73	6109 PCI = 70	6110 PCI = 78	6126 PCI = 68
6131 PCI = 71	6205 PCI = 72	6210 PCI = 75	6302 PCI = 73	6304 PCI = 73
6305 PCI = 72	6306 PCI = 72	6307 PCI = 81	6309 PCI = 76	6310 PCI = 78	6311 PCI = 72

TAXIWAYS

105 PCI = 81	108 PCI = 80	110 PCI = 78	111 PCI = 88	115 PCI = 85	120 PCI = 85	124 PCI = 78	125 PCI = 71	210 PCI = 79	220 PCI = 80	230 PCI = 84	240 PCI = 80	250 PCI = 80	260 PCI = 77	270 PCI = 81	310 PCI = 68	320 PCI = 66	330 PCI = 79	340 PCI = 85	350 PCI = 82
360 PCI = 87	370 PCI = 83	405 PCI = 54	410 PCI = 74	411 PCI = 70	412 PCI = 71	415 PCI = 66	420 PCI = 52	503 PCI = 93	505 PCI = 81	507 PCI = 76	510 PCI = 85	513 PCI = 81	515 PCI = 88	516 PCI = 76	520 PCI = 73	525 PCI = 71	527 PCI = 69	529 PCI = 73	530 PCI = 77
605 PCI = 81	705 PCI = 79	710 PCI = 78	805 PCI = 78	810 PCI = 72	815 PCI = 71	905 PCI = 70	910 PCI = 76	1005 PCI = 65	1105 PCI = 60										

OTHERS

4105 PCI = 66	4110 PCI = 72	4115 PCI = 77	4125 PCI = 61	4130 PCI = 35	4135 PCI = 58	4140 PCI = 52	4205 PCI = 81	4215 PCI = 74	4220 PCI = 59	4225 PCI = 58	4230 PCI = 48	4235 PCI = 100	4305 PCI = 91	4310 PCI = 68	4315 PCI = 68	4320 PCI = 88	4325 PCI = 75	4330 PCI = 77	4410 PCI = 60

LEGEND

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

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

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\SPB_Aviation\145179027\CADD\PLANSHEETS\TAB – MIAMI EXECUTIVE AIRPORT\EXHIBITS\03-TAB-CONDITION.dwg PLOTTED: May 27, 2015 – 8:56 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TMB
FDOT DISTRICT: 6

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	6311	10,050	P	AC	72	Satisfactory	1	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6310	230,000	P	AAC	78	Satisfactory	8	46
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6309	10,000	P	AAC	76	Satisfactory	1	2
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6307	50,000	P	AC	81	Satisfactory	2	10
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6306	20,100	P	AC	72	Satisfactory	1	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6305	460,000	P	AAC	72	Satisfactory	19	92
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6304	20,000	P	AAC	73	Satisfactory	1	4
RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6302	100,000	P	AC	73	Satisfactory	5	20
RUNWAY 13-31	RW 13-31	RUNWAY	6210	200,100	P	AAC	75	Satisfactory	7	40
RUNWAY 13-31	RW 13-31	RUNWAY	6205	400,200	P	AAC	72	Satisfactory	16	80
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6131	20,200	P	AC	71	Satisfactory	1	4
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6126	10,100	P	AC	68	Fair	1	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6110	230,000	P	AC	78	Satisfactory	8	46
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6109	10,000	P	AC	70	Fair	1	2
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6105	460,000	P	AC	73	Satisfactory	19	92
RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6104	20,000	P	AC	64	Fair	1	4
SOUTHEAST APRON	AP SE	APRON	4410	45,220	P	AC	60	Fair	2	8
NORTHEAST APRON	AP NE	APRON	4330	2,700	P	PCC	77	Satisfactory	1	1
NORTHEAST APRON	AP NE	APRON	4325	49,524	P	AC	75	Satisfactory	2	12
NORTHEAST APRON	AP NE	APRON	4320	9,216	P	PCC	88	Good	1	3
NORTHEAST APRON	AP NE	APRON	4315	21,176	P	AC	68	Fair	1	5
NORTHEAST APRON	AP NE	APRON	4310	19,797	P	AC	68	Fair	1	5
NORTHEAST APRON	AP NE	APRON	4305	9,600	P	PCC	91	Good	1	3
NORTH APRON	AP N	APRON	4235	19,200	P	AC	100	Good	1	4
NORTH APRON	AP N	APRON	4230	18,795	P	AC	48	Poor	1	3

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRON	AP N	APRON	4225	69,490	P	AC	58	Fair	3	20
NORTH APRON	AP N	APRON	4220	109,500	P	AAC	59	Fair	3	24
NORTH APRON	AP N	APRON	4215	60,000	P	AAC	74	Satisfactory	2	12
NORTH APRON	AP N	APRON	4205	840,000	P	AAC	81	Satisfactory	16	168
SOUTH APRON	AP S	APRON	4140	43,874	P	AC	52	Poor	2	10
SOUTH APRON	AP S	APRON	4135	29,788	P	AC	58	Fair	1	7
SOUTH APRON	AP S	APRON	4130	19,714	P	AC	35	Very Poor	1	4
SOUTH APRON	AP S	APRON	4125	35,371	T	AC	61	Fair	1	7
SOUTH APRON	AP S	APRON	4115	832,515	P	AAC	77	Satisfactory	10	168
SOUTH APRON	AP S	APRON	4110	258,843	P	AAC	72	Satisfactory	5	51
SOUTH APRON	AP S	APRON	4105	192,000	P	AC	66	Fair	5	39
TAXIWAY TO SE APRON	TW AP SE	TAXIWAY	1105	42,727	P	AC	60	Fair	1	10
TAXIWAY TO NE APRON	TW AP NE	TAXIWAY	1005	44,691	P	AC	65	Fair	2	13
TAXIWAY C	TW C	TAXIWAY	910	138,069	P	AC	76	Satisfactory	3	27
TAXIWAY CC	TW CC	TAXIWAY	905	7,838	P	AC	70	Fair	1	2
TAXIWAY H	TW H	TAXIWAY	815	119,042	P	AAC	71	Satisfactory	3	25
TAXIWAY H2	TW H2	TAXIWAY	810	7,744	P	AC	72	Satisfactory	1	2
TAXIWAY H1	TW H1	TAXIWAY	805	4,802	P	AC	78	Satisfactory	1	1
TAXIWAY G	TW G	TAXIWAY	710	17,106	P	AC	78	Satisfactory	1	3
TAXIWAY G	TW G	TAXIWAY	705	51,622	P	AAC	79	Satisfactory	2	11
TAXIWAY F	TW F	TAXIWAY	605	57,730	P	AAC	81	Satisfactory	3	12
TAXIWAY E5	TW E5	TAXIWAY	530	32,146	P	AAC	77	Satisfactory	2	6
TAXIWAY E5	TW E5	TAXIWAY	529	26,192	P	AC	73	Satisfactory	1	6
TAXIWAY E4	TW E4	TAXIWAY	527	26,267	P	AC	69	Fair	1	5
TAXIWAY E3	TW E3	TAXIWAY	525	41,823	P	AAC	71	Satisfactory	2	9

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY E2	TW E2	TAXIWAY	520	50,474	P	AAC	73	Satisfactory	3	14
TAXIWAY E1	TW E1	TAXIWAY	516	38,835	P	AC	76	Satisfactory	1	8
TAXIWAY E1	TW E1	TAXIWAY	515	21,049	P	AAC	88	Good	1	4
TAXIWAY E	TW E	TAXIWAY	513	54,092	P	AC	81	Satisfactory	2	12
TAXIWAY E	TW E	TAXIWAY	510	32,963	P	AAC	85	Satisfactory	1	7
TAXIWAY E	TW E	TAXIWAY	507	30,930	P	AAC	76	Satisfactory	1	7
TAXIWAY E	TW E	TAXIWAY	505	237,686	P	AAC	81	Satisfactory	5	47
TAXIWAY E	TW E	TAXIWAY	503	56,119	P	AC	93	Good	2	11
TAXIWAY D2	TW D2	TAXIWAY	420	50,463	P	AC	52	Poor	2	14
TAXIWAY D1	TW D1	TAXIWAY	415	50,475	P	AC	66	Fair	2	11
TAXIWAY D	TW D	TAXIWAY	412	10,004	P	AC	71	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	411	27,092	P	AC	70	Fair	1	6
TAXIWAY D	TW D	TAXIWAY	410	36,142	P	AC	74	Satisfactory	1	7
TAXIWAY D	TW D	TAXIWAY	405	210,898	P	AC	54	Poor	5	43
TAXIWAY H7	TW H7	TAXIWAY	370	12,809	P	AAC	83	Satisfactory	1	2
TAXIWAY H6	TW H6	TAXIWAY	360	19,697	P	AAC	87	Good	1	4
TAXIWAY H5	TW H5	TAXIWAY	350	19,697	P	AAC	82	Satisfactory	1	4
TAXIWAY H4	TW H4	TAXIWAY	340	17,255	P	AAC	85	Satisfactory	1	4
TAXIWAY H3	TW H3	TAXIWAY	330	18,456	P	AAC	79	Satisfactory	1	4
TAXIWAY C2	TW C2	TAXIWAY	320	17,567	P	AC	66	Fair	1	5
TAXIWAY C1	TW C1	TAXIWAY	310	17,644	P	AAC	68	Fair	1	5
TAXIWAY 1	TW 1	TAXIWAY	270	12,843	P	AAC	81	Satisfactory	1	2
TAXIWAY 2	TW 2	TAXIWAY	260	19,697	P	AAC	77	Satisfactory	1	4
TAXIWAY 3	TW 3	TAXIWAY	250	19,697	P	AAC	80	Satisfactory	1	4
TAXIWAY 4	TW 4	TAXIWAY	240	19,697	P	AAC	80	Satisfactory	1	4
TAXIWAY 5	TW 5	TAXIWAY	230	19,697	P	AAC	84	Satisfactory	1	4

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY 6	TW 6	TAXIWAY	220	19,697	P	AAC	80	Satisfactory	1	4
TAXIWAY 7	TW 7	TAXIWAY	210	18,557	P	AAC	79	Satisfactory	1	4
TAXIWAY A3	TW A3	TAXIWAY	125	32,146	P	AC	71	Satisfactory	2	6
TAXIWAY A3	TW A3	TAXIWAY	124	26,792	P	AC	78	Satisfactory	1	6
TAXIWAY A2	TW A2	TAXIWAY	120	50,475	P	AC	85	Satisfactory	2	11
TAXIWAY A1	TW A1	TAXIWAY	115	50,475	P	AC	85	Satisfactory	2	11
TAXIWAY A	TW A	TAXIWAY	111	27,392	P	AC	88	Good	1	6
TAXIWAY A	TW A	TAXIWAY	110	36,180	P	AC	78	Satisfactory	1	7
TAXIWAY A	TW A	TAXIWAY	108	18,500	P	AAC	80	Satisfactory	1	4
TAXIWAY A	TW A	TAXIWAY	105	279,576	P	AAC	81	Satisfactory	10	56

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 /18/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP N (NORTH APRON)	6	5,935.00	198.33	1,116,984.76	APRON	70.00	17.25	76.81
AP NE (NORTHEAST APRON)	6	1,325.00	70.00	112,013.84	APRON	77.83	8.93	74.93
AP S (SOUTH APRON)	7	6,919.05	166.57	1,412,105.41	APRON	60.14	12.89	72.42
AP SE (SOUTHEAST APRON)	1	400.00	100.00	45,220.00	APRON	60.00	0.00	60.00
RW 13-31 (RUNWAY 13-31)	2	12,006.00	62.50	600,300.00	RUNWAY	73.50	1.50	73.00
RW 9L-27R (RUNWAY 9L-27R)	6	15,006.00	62.50	750,300.00	RUNWAY	70.67	4.31	74.13
RW 9R-27L (RUNWAY 9R-27L)	8	18,003.00	62.50	900,150.00	RUNWAY	74.63	3.16	74.21
TW 1 (TAXIWAY 1)	1	200.00	50.00	12,842.70	TAXIWAY	81.00	0.00	81.00
TW 2 (TAXIWAY 2)	1	200.00	90.00	19,697.18	TAXIWAY	77.00	0.00	77.00
TW 3 (TAXIWAY 3)	1	200.00	90.00	19,697.18	TAXIWAY	80.00	0.00	80.00
TW 4 (TAXIWAY 4)	1	200.00	90.00	19,697.18	TAXIWAY	80.00	0.00	80.00
TW 5 (TAXIWAY 5)	1	200.00	90.00	19,697.18	TAXIWAY	84.00	0.00	84.00
TW 6 (TAXIWAY 6)	1	200.00	90.00	19,696.66	TAXIWAY	80.00	0.00	80.00
TW 7 (TAXIWAY 7)	1	200.00	90.00	18,557.11	TAXIWAY	79.00	0.00	79.00
TW A (TAXIWAY A)	4	6,530.00	68.75	361,647.06	TAXIWAY	81.75	3.77	81.18
TW A1 (TAXIWAY A1)	1	300.00	75.00	50,474.98	TAXIWAY	85.00	0.00	85.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW A2 (TAXIWAY A2)	1	300.00	75.00	50,474.98	TAXIWAY	85.00	0.00	85.00
TW A3 (TAXIWAY A3)	2	620.00	87.50	58,938.06	TAXIWAY	74.50	3.50	74.18
TW AP NE (TAXIWAY TO NE APRON)	1	1,200.00	35.00	44,690.90	TAXIWAY	65.00	0.00	65.00
TW AP SE (TAXIWAY TO SE APRON)	1	1,400.00	30.00	42,726.72	TAXIWAY	60.00	0.00	60.00
TW C (TAXIWAY C)	1	2,600.00	50.00	138,068.51	TAXIWAY	76.00	0.00	76.00
TW C1 (TAXIWAY C1)	1	190.00	90.00	17,643.88	TAXIWAY	68.00	0.00	68.00
TW C2 (TAXIWAY C2)	1	190.00	90.00	17,567.42	TAXIWAY	66.00	0.00	66.00
TW CC (TAXIWAY CC)	1	125.00	50.00	7,838.05	TAXIWAY	70.00	0.00	70.00
TW D (TAXIWAY D)	4	4,961.00	81.25	284,135.64	TAXIWAY	67.25	7.79	58.67
TW D1 (TAXIWAY D1)	1	500.00	100.00	50,474.98	TAXIWAY	66.00	0.00	66.00
TW D2 (TAXIWAY D2)	1	300.00	75.00	50,462.90	TAXIWAY	52.00	0.00	52.00
TW E (TAXIWAY E)	5	6,920.00	94.00	411,789.34	TAXIWAY	83.20	5.67	82.58
TW E1 (TAXIWAY E1)	2	598.00	100.00	59,884.07	TAXIWAY	82.00	6.00	80.22
TW E2 (TAXIWAY E2)	1	300.00	75.00	50,474.48	TAXIWAY	73.00	0.00	73.00
TW E3 (TAXIWAY E3)	1	300.00	75.00	41,823.46	TAXIWAY	71.00	0.00	71.00
TW E4 (TAXIWAY E4)	1	300.00	50.00	26,266.60	TAXIWAY	69.00	0.00	69.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW E5 (TAXIWAY E5)	2	600.00	82.50	58,338.06	TAXIWAY	75.00	2.00	75.20
TW F (TAXIWAY F)	1	1,050.00	50.00	57,730.09	TAXIWAY	81.00	0.00	81.00
TW G (TAXIWAY G)	2	1,340.00	50.00	68,727.78	TAXIWAY	78.50	0.50	78.75
TW H (TAXIWAY H)	1	2,200.00	50.00	119,041.80	TAXIWAY	71.00	0.00	71.00
TW H1 (TAXIWAY H1)	1	90.00	50.00	4,801.55	TAXIWAY	78.00	0.00	78.00
TW H2 (TAXIWAY H2)	1	75.00	100.00	7,744.33	TAXIWAY	72.00	0.00	72.00
TW H3 (TAXIWAY H3)	1	200.00	90.00	18,456.28	TAXIWAY	79.00	0.00	79.00
TW H4 (TAXIWAY H4)	1	190.00	90.00	17,255.03	TAXIWAY	85.00	0.00	85.00
TW H5 (TAXIWAY H5)	1	200.00	90.00	19,697.18	TAXIWAY	82.00	0.00	82.00
TW H6 (TAXIWAY H6)	1	200.00	90.00	19,697.18	TAXIWAY	87.00	0.00	87.00
TW H7 (TAXIWAY H7)	1	190.00	50.00	12,808.80	TAXIWAY	83.00	0.00	83.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	20	2,686,324.01	68.40	15.04	74.14
RUNWAY	16	2,250,750.00	73.00	3.95	73.86
TAXIWAY	50	2,299,565.30	76.34	8.20	75.09
All	86	7,236,639.31	73.87	10.26	74.35

Date: 5 /18/2015

Section Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4205	01/01/2006	AAC	APRON	P	0	840,000.00	03/02/2015	9	81.00
AP N (NORTH APRON)	4215	01/01/2006	AAC	APRON	P	0	60,000.00	03/02/2015	9	74.00
AP N (NORTH APRON)	4220	01/01/1994	AAC	APRON	P	0	109,500.00	03/02/2015	21	59.00
AP N (NORTH APRON)	4225	12/25/1999	AC	APRON	P	0	69,490.00	03/02/2015	16	58.00
AP N (NORTH APRON)	4230	12/25/1999	AC	APRON	P	0	18,794.76	03/02/2015	16	48.00
AP N (NORTH APRON)	4235	01/01/2014	AC	APRON	P	0	19,200.00	01/01/2014	0	100.00
AP NE (NORTHEAST APRON)	4305	12/25/1999	PCC	APRON	P	0	9,600.00	03/02/2015	16	91.00
AP NE (NORTHEAST APRON)	4310	12/25/1999	AC	APRON	P	0	19,797.46	03/02/2015	16	68.00
AP NE (NORTHEAST APRON)	4315	12/25/1999	AC	APRON	P	0	21,176.35	03/02/2015	16	68.00
AP NE (NORTHEAST APRON)	4320	12/25/1999	PCC	APRON	P	0	9,216.00	03/02/2015	16	88.00
AP NE (NORTHEAST APRON)	4325	12/25/1999	AC	APRON	P	0	49,524.03	03/02/2015	16	75.00
AP NE (NORTHEAST APRON)	4330	12/25/1999	PCC	APRON	P	0	2,700.00	03/02/2015	16	77.00
AP S (SOUTH APRON)	4105	01/01/1998	AC	APRON	P	0	192,000.00	03/02/2015	17	66.00
AP S (SOUTH APRON)	4110	01/01/1998	AAC	APRON	P	0	258,843.00	03/02/2015	17	72.00
AP S (SOUTH APRON)	4115	01/01/1998	AAC	APRON	P	0	832,515.06	03/02/2015	17	77.00
AP S (SOUTH APRON)	4125	12/25/1999	AC	APRON	T	0	35,370.73	03/02/2015	16	61.00
AP S (SOUTH APRON)	4130	12/25/1999	AC	APRON	P	0	19,714.38	03/02/2015	16	35.00
AP S (SOUTH APRON)	4135	12/25/1999	AC	APRON	P	0	29,788.29	03/02/2015	16	58.00
AP S (SOUTH APRON)	4140	12/25/1999	AC	APRON	P	0	43,873.95	03/02/2015	16	52.00
AP SE (SOUTHEAST APRON)	4410	12/25/1999	AC	APRON	P	0	45,220.00	03/02/2015	16	60.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/2004	AAC	RUNWAY	P	0	400,200.00	03/02/2015	11	72.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/2004	AAC	RUNWAY	P	0	200,100.00	03/02/2015	11	75.00
RW 9L-27R (RUNWAY 9L-27R)	6104	01/01/1997	AC	RUNWAY	P	0	20,000.00	03/02/2015	18	64.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/1965	AC	RUNWAY	P	0	460,000.00	03/02/2015	50	73.00
RW 9L-27R (RUNWAY 9L-27R)	6109	01/01/1997	AC	RUNWAY	P	0	10,000.00	03/02/2015	18	70.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/1965	AC	RUNWAY	P	0	230,000.00	03/02/2015	50	78.00
RW 9L-27R (RUNWAY 9L-27R)	6126	01/01/1997	AC	RUNWAY	P	0	10,100.00	03/02/2015	18	68.00

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)	6131	01/01/1997	AC	RUNWAY	P	0	20,200.00	03/02/2015	18	71.00
RW 9R-27L (RUNWAY 9R-27L)	6302	01/01/2011	AC	RUNWAY	P	0	100,000.00	03/02/2015	4	73.00
RW 9R-27L (RUNWAY 9R-27L)	6304	01/01/2011	AAC	RUNWAY	P	0	20,000.00	03/02/2015	4	73.00
RW 9R-27L (RUNWAY 9R-27L)	6305	01/01/1997	AAC	RUNWAY	P	0	460,000.00	03/02/2015	18	72.00
RW 9R-27L (RUNWAY 9R-27L)	6306	01/01/1997	AC	RUNWAY	P	0	20,100.00	03/02/2015	18	72.00
RW 9R-27L (RUNWAY 9R-27L)	6307	01/01/2011	AC	RUNWAY	P	0	50,000.00	03/02/2015	4	81.00
RW 9R-27L (RUNWAY 9R-27L)	6309	01/01/2011	AAC	RUNWAY	P	0	10,000.00	03/02/2015	4	76.00
RW 9R-27L (RUNWAY 9R-27L)	6310	01/01/1997	AAC	RUNWAY	P	0	230,000.00	03/02/2015	18	78.00
RW 9R-27L (RUNWAY 9R-27L)	6311	01/01/1997	AC	RUNWAY	P	0	10,050.00	03/02/2015	18	72.00
TW 1 (TAXIWAY 1)	270	01/01/2006	AAC	TAXIWAY	P	0	12,842.70	03/02/2015	9	81.00
TW 2 (TAXIWAY 2)	260	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	77.00
TW 3 (TAXIWAY 3)	250	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	80.00
TW 4 (TAXIWAY 4)	240	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	80.00
TW 5 (TAXIWAY 5)	230	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	84.00
TW 6 (TAXIWAY 6)	220	01/01/2006	AAC	TAXIWAY	P	0	19,696.66	03/02/2015	9	80.00
TW 7 (TAXIWAY 7)	210	01/01/2005	AAC	TAXIWAY	P	0	18,557.11	03/02/2015	10	79.00
TW A (TAXIWAY A)	105	01/01/2005	AAC	TAXIWAY	P	0	279,575.51	03/02/2015	10	81.00
TW A (TAXIWAY A)	108	01/01/2005	AAC	TAXIWAY	P	0	18,500.00	03/02/2015	10	80.00
TW A (TAXIWAY A)	110	01/01/1965	AC	TAXIWAY	P	0	36,179.51	03/02/2015	50	78.00
TW A (TAXIWAY A)	111	12/25/1999	AC	TAXIWAY	P	0	27,392.04	03/02/2015	16	88.00
TW A1 (TAXIWAY A1)	115	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	85.00
TW A2 (TAXIWAY A2)	120	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	85.00
TW A3 (TAXIWAY A3)	124	12/25/1999	AC	TAXIWAY	P	0	26,792.04	03/02/2015	16	78.00
TW A3 (TAXIWAY A3)	125	01/01/1965	AC	TAXIWAY	P	0	32,146.02	03/02/2015	50	71.00
TW AP NE (TAXIWAY TO NE APRON)	1005	12/25/1999	AC	TAXIWAY	P	0	44,690.90	03/02/2015	16	65.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW AP SE (TAXIWAY TO SE APRON)	1105	12/25/1999	AC	TAXIWAY	P	0	42,726.72	03/02/2015	16	60.00
TW C (TAXIWAY C)	910	01/01/1998	AC	TAXIWAY	P	0	138,068.51	03/02/2015	17	76.00
TW C1 (TAXIWAY C1)	310	01/01/1997	AAC	TAXIWAY	P	0	17,643.88	03/02/2015	18	68.00
TW C2 (TAXIWAY C2)	320	01/01/1997	AC	TAXIWAY	P	0	17,567.42	03/02/2015	18	66.00
TW CC (TAXIWAY CC)	905	01/01/1998	AC	TAXIWAY	P	0	7,838.05	03/02/2015	17	70.00
TW D (TAXIWAY D)	405	01/01/1965	AC	TAXIWAY	P	0	210,897.78	03/02/2015	50	54.00
TW D (TAXIWAY D)	410	01/01/1965	AC	TAXIWAY	P	0	36,141.84	03/02/2015	50	74.00
TW D (TAXIWAY D)	411	12/25/1999	AC	TAXIWAY	P	0	27,092.04	03/02/2015	16	70.00
TW D (TAXIWAY D)	412	12/25/1999	AC	TAXIWAY	P	0	10,003.98	03/02/2015	16	71.00
TW D1 (TAXIWAY D1)	415	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	66.00
TW D2 (TAXIWAY D2)	420	01/01/1965	AC	TAXIWAY	P	0	50,462.90	03/02/2015	50	52.00
TW E (TAXIWAY E)	503	01/01/2011	AC	TAXIWAY	P	0	56,118.63	03/02/2015	4	93.00
TW E (TAXIWAY E)	505	01/01/2007	AAC	TAXIWAY	P	0	237,686.00	03/02/2015	8	81.00
TW E (TAXIWAY E)	507	01/01/2007	AAC	TAXIWAY	P	0	30,930.07	03/02/2015	8	76.00
TW E (TAXIWAY E)	510	01/01/2007	AAC	TAXIWAY	P	0	32,963.00	03/02/2015	8	85.00
TW E (TAXIWAY E)	513	01/01/2011	AC	TAXIWAY	P	0	54,091.64	03/02/2015	4	81.00
TW E1 (TAXIWAY E1)	515	01/01/2012	AAC	TAXIWAY	P	0	21,049.02	03/02/2015	3	88.00
TW E1 (TAXIWAY E1)	516	12/25/1999	AC	TAXIWAY	P	0	38,835.05	03/02/2015	16	76.00
TW E2 (TAXIWAY E2)	520	01/01/2007	AAC	TAXIWAY	P	0	50,474.48	03/02/2015	8	73.00
TW E3 (TAXIWAY E3)	525	01/01/2007	AAC	TAXIWAY	P	0	41,823.46	03/02/2015	8	71.00
TW E4 (TAXIWAY E4)	527	01/01/1996	AC	TAXIWAY	P	0	26,266.60	03/02/2015	19	69.00
TW E5 (TAXIWAY E5)	529	12/25/1999	AC	TAXIWAY	P	0	26,192.04	03/02/2015	16	73.00
TW E5 (TAXIWAY E5)	530	01/01/1999	AAC	TAXIWAY	P	0	32,146.02	03/02/2015	16	77.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	P	0	57,730.09	03/02/2015	17	81.00
TW G (TAXIWAY G)	705	01/01/2006	AAC	TAXIWAY	P	0	51,621.67	03/02/2015	9	79.00

Section Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW G (TAXIWAY G)	710	01/01/1997	AC	TAXIWAY	P	0	17,106.11	03/02/2015	18	78.00
TW H (TAXIWAY H)	815	01/01/2007	AAC	TAXIWAY	P	0	119,041.80	03/02/2015	8	71.00
TW H1 (TAXIWAY H1)	805	01/01/1998	AC	TAXIWAY	P	0	4,801.55	03/02/2015	17	78.00
TW H2 (TAXIWAY H2)	810	01/01/1998	AC	TAXIWAY	P	0	7,744.33	03/02/2015	17	72.00
TW H3 (TAXIWAY H3)	330	01/01/2007	AAC	TAXIWAY	P	0	18,456.28	03/02/2015	8	79.00
TW H4 (TAXIWAY H4)	340	01/01/2007	AAC	TAXIWAY	P	0	17,255.03	03/02/2015	8	85.00
TW H5 (TAXIWAY H5)	350	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	8	82.00
TW H6 (TAXIWAY H6)	360	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	8	87.00
TW H7 (TAXIWAY H7)	370	01/01/2007	AAC	TAXIWAY	P	0	12,808.80	03/02/2015	8	83.00

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**19,200.00**	**1**	**100.00**	**0.00**	**100.00**
03-05	**3.86**	**311,259.29**	**7**	**80.71**	**7.59**	**80.39**
06-10	**8.65**	**1,980,415.65**	**23**	**79.52**	**4.27**	**79.74**
11-15	**11.00**	**600,300.00**	**2**	**73.50**	**2.12**	**73.00**
16-20	**16.79**	**3,008,711.38**	**42**	**69.93**	**10.42**	**72.36**
21-25	**21.00**	**109,500.00**	**1**	**59.00**	**0.00**	**59.00**
over 40	**50.00**	**1,207,252.99**	**10**	**71.60**	**11.42**	**70.59**
All	**17.14**	**7,236,639.31**	**86**	**73.87**	**10.32**	**74.35**

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 N	4205	81	80	78	76	74	72	70	67	65	63	61
AP N	4215	74	73	71	69	67	65	63	60	58	56	54
AP N	4220	59	58	56	54	52	50	48	45	43	41	39
AP N	4225	58	58	56	54	52	50	48	46	44	42	40
AP N	4230	48	48	46	44	42	40	38	36	34	32	30
AP N	4235	100	97	95	93	92	90	88	86	84	82	80
AP NE	4305	91	91	89	87	86	84	83	81	80	78	77
AP NE	4310	68	68	66	64	62	60	58	56	54	52	50
AP NE	4315	68	68	66	64	62	60	58	56	54	52	50
AP NE	4320	88	88	86	84	83	81	80	78	77	75	74
AP NE	4325	75	75	73	71	69	67	65	63	61	59	57
AP NE	4330	77	77	75	73	72	70	69	67	66	64	63
AP S	4105	66	66	64	62	60	58	56	54	52	50	48
AP S	4110	72	71	69	67	65	63	61	58	56	54	52
AP S	4115	77	76	74	72	70	68	66	63	61	59	57
AP S	4125	61	61	59	57	55	53	51	49	47	45	43
AP S	4130	35	35	33	31	29	27	25	23	21	19	17
AP S	4135	58	58	56	54	52	50	48	46	44	42	40
AP S	4140	52	52	50	48	46	44	42	40	38	36	34
AP SE	4410	60	60	58	56	54	52	50	48	46	44	42
RW 13-31	6205	72	72	70	67	65	63	61	59	57	55	53
RW 13-31	6210	75	75	73	70	68	66	64	62	60	58	56
RW 9L-27R	6104	64	64	62	61	60	59	58	56	55	54	53
RW 9L-27R	6105	73	73	71	70	69	68	67	65	64	63	62
RW 9L-27R	6109	70	70	68	67	66	65	64	62	61	60	59
RW 9L-27R	6110	78	78	76	75	74	73	72	70	69	68	67
RW 9L-27R	6126	68	68	66	65	64	63	62	60	59	58	57

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
RW 9L-27R	6131	71	71	69	68	67	66	65	63	62	61	60
RW 9R-27L	6302	73	73	71	70	69	68	67	65	64	63	62
RW 9R-27L	6304	73	73	71	68	66	64	62	60	58	56	54
RW 9R-27L	6305	72	72	70	67	65	63	61	59	57	55	53
RW 9R-27L	6306	72	72	70	69	68	67	66	64	63	62	61
RW 9R-27L	6307	81	81	79	78	77	76	75	73	72	71	70
RW 9R-27L	6309	76	76	74	71	69	67	65	63	61	59	57
RW 9R-27L	6310	78	78	76	73	71	69	67	65	63	61	59
RW 9R-27L	6311	72	72	70	69	68	67	66	64	63	62	61
TW 1	270	81	81	79	77	75	73	71	70	68	66	64
TW 2	260	77	77	75	73	71	69	67	66	64	62	60
TW 3	250	80	80	78	76	74	72	70	69	67	65	63
TW 4	240	80	80	78	76	74	72	70	69	67	65	63
TW 5	230	84	84	82	80	78	76	74	73	71	69	67
TW 6	220	80	80	78	76	74	72	70	69	67	65	63
TW 7	210	79	79	77	75	73	71	69	68	66	64	62
TW A	105	81	81	79	77	75	73	71	70	68	66	64
TW A	108	80	80	78	76	74	72	70	69	67	65	63
TW A	110	78	78	76	75	74	72	71	69	68	67	65
TW A	111	88	88	86	85	84	82	81	79	78	77	75
TW A1	115	85	85	83	82	81	79	78	76	75	74	72
TW A2	120	85	85	83	82	81	79	78	76	75	74	72
TW A3	124	78	78	76	75	74	72	71	69	68	67	65
TW A3	125	71	71	69	68	67	65	64	62	61	60	58
TW AP NE	1005	65	65	63	62	61	59	58	56	55	54	52
TW AP SE	1105	60	60	58	57	56	54	53	51	50	49	47
TW C	910	76	76	74	73	72	70	69	67	66	65	63

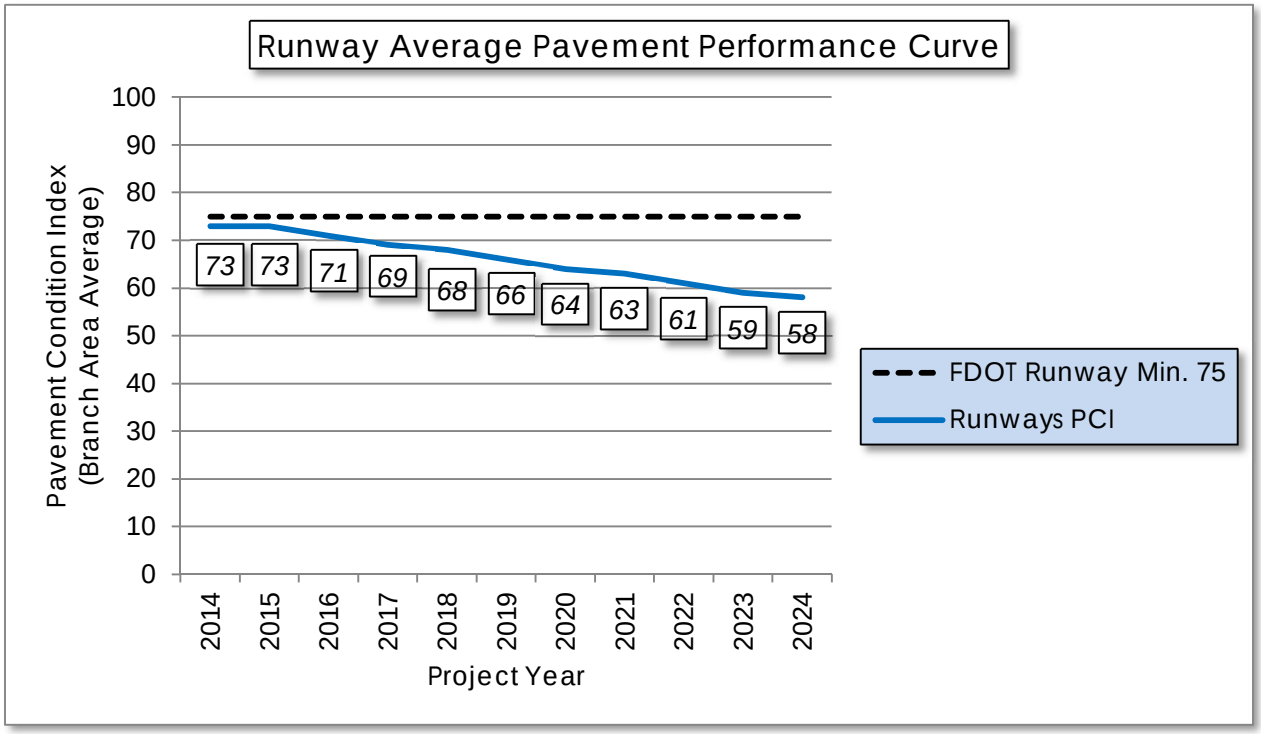
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW C1	310	68	68	66	64	62	60	58	57	55	53	51
TW C2	320	66	66	64	63	62	60	59	57	56	55	53
TW CC	905	70	70	68	67	66	64	63	61	60	59	57
TW D	405	54	54	52	51	50	48	47	45	44	43	41
TW D	410	74	74	72	71	70	68	67	65	64	63	61
TW D	411	70	70	68	67	66	64	63	61	60	59	57
TW D	412	71	71	69	68	67	65	64	62	61	60	58
TW D1	415	66	66	64	63	62	60	59	57	56	55	53
TW D2	420	52	52	50	49	48	46	45	43	42	41	39
TW E	503	93	93	91	90	89	87	86	84	83	82	80
TW E	505	81	81	79	77	75	73	71	70	68	66	64
TW E	507	76	76	74	72	70	68	66	65	63	61	59
TW E	510	85	85	83	81	79	77	75	74	72	70	68
TW E	513	81	81	79	78	77	75	74	72	71	70	68
TW E1	515	88	88	86	84	82	80	78	77	75	73	71
TW E1	516	76	76	74	73	72	70	69	67	66	65	63
TW E2	520	73	73	71	69	67	65	63	62	60	58	56
TW E3	525	71	71	69	67	65	63	61	60	58	56	54
TW E4	527	69	69	67	66	65	63	62	60	59	58	56
TW E5	529	73	73	71	70	69	67	66	64	63	62	60
TW E5	530	77	77	75	73	71	69	67	66	64	62	60
TW F	605	81	81	79	77	75	73	71	70	68	66	64
TW G	705	79	79	77	75	73	71	69	68	66	64	62
TW G	710	78	78	76	75	74	72	71	69	68	67	65
TW H	815	71	71	69	67	65	63	61	60	58	56	54
TW H1	805	78	78	76	75	74	72	71	69	68	67	65
TW H2	810	72	72	70	69	68	66	65	63	62	61	59
TW H3	330	79	79	77	75	73	71	69	68	66	64	62
TW H4	340	85	85	83	81	79	77	75	74	72	70	68

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW H5	350	82	82	80	78	76	74	72	71	69	67	65
TW H6	360	87	87	85	83	81	79	77	76	74	72	70
TW H7	370	83	83	81	79	77	75	73	72	70	68	66

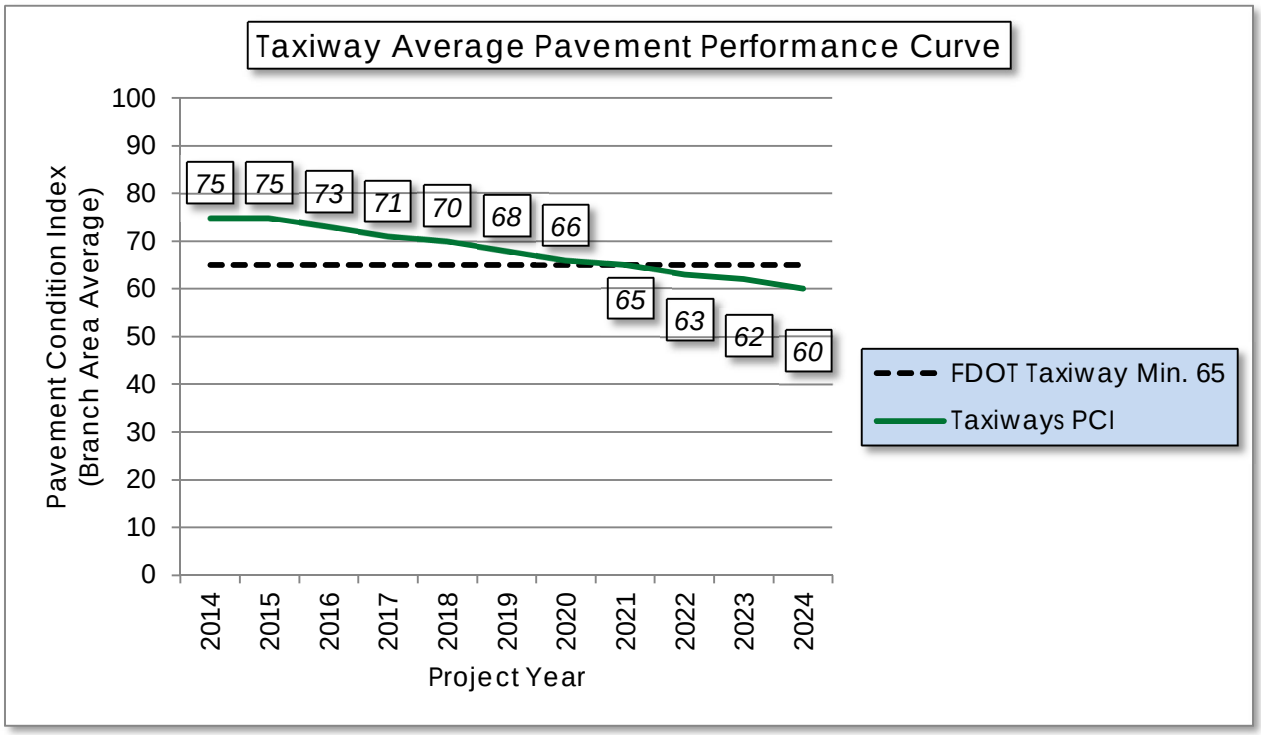
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

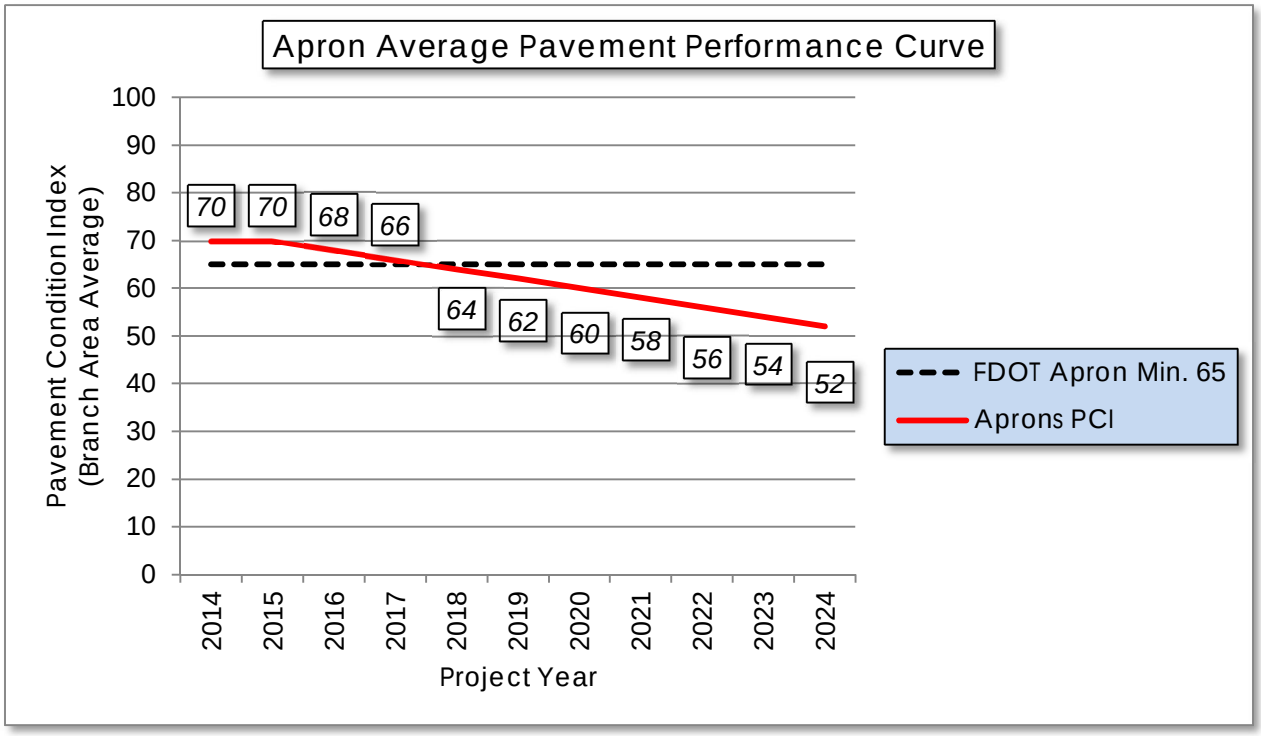
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
70
70
68
66
64
62
60
58
56
54
52
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 65
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4205	DEPRESSION	L	Patching - AC Full Depth	187.50	SqFt	$5.00	$ 937.62
NORTH APRON	AP N	4205	L & T CR	L	Crack Sealing - AC	9,219.00	Ft	$2.75	$ 25,352.22
NORTH APRON	AP N	4205	OIL SPILLAGE	N	Surface Seal	1,251.30	SqFt	$0.55	$ 688.21
NORTH APRON	AP N	4205	RAVELING	L	Surface Seal	53,025.00	SqFt	$0.55	$ 29,163.99
NORTH APRON	AP N	4205	WEATHERING	M	Surface Seal	51,975.00	SqFt	$0.55	$ 28,586.49
NORTH APRON	AP N	4215	DEPRESSION	L	Patching - AC Full Depth	676.60	SqFt	$5.00	$ 3,382.99
NORTH APRON	AP N	4215	L & T CR	L	Crack Sealing - AC	1,164.00	Ft	$2.75	$ 3,201.00
NORTH APRON	AP N	4215	RAVELING	L	Surface Seal	2,100.00	SqFt	$0.55	$ 1,155.01
NORTH APRON	AP N	4215	WEATHERING	M	Surface Seal	29,400.00	SqFt	$0.55	$ 16,170.13
NORTH APRON	AP N	4220	BLOCK CR	L	Surface Seal	2,958.60	SqFt	$0.55	$ 1,627.22
NORTH APRON	AP N	4220	DEPRESSION	L	Patching - AC Full Depth	268.50	SqFt	$5.00	$ 1,342.28
NORTH APRON	AP N	4220	L & T CR	L	Crack Sealing - AC	6,933.60	Ft	$2.75	$ 19,067.44
NORTH APRON	AP N	4220	OIL SPILLAGE	N	Surface Seal	670.30	SqFt	$0.55	$ 368.69
NORTH APRON	AP N	4220	RAVELING	L	Surface Seal	7,437.70	SqFt	$0.55	$ 4,090.79
NORTH APRON	AP N	4220	WEATHERING	M	Surface Seal	102,062.30	SqFt	$0.55	$ 56,134.71

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4225	DEPRESSION	M	Patching - AC Full Depth	2,929.20	SqFt	$5.00	$ 14,645.79
NORTH APRON	AP N	4225	L & T CR	L	Crack Sealing - AC	2,653.70	Ft	$2.75	$ 7,297.68
NORTH APRON	AP N	4225	PATCHING	M	Patching - AC Full Depth	208.30	SqFt	$5.00	$ 1,041.40
NORTH APRON	AP N	4225	RAVELING	L	Surface Seal	68,169.30	SqFt	$0.55	$ 37,493.44
NORTH APRON	AP N	4225	RAVELING	M	Surface Seal	1,166.40	SqFt	$0.55	$ 641.52
NORTH APRON	AP N	4230	DEPRESSION	M	Patching - AC Full Depth	1,984.80	SqFt	$5.00	$ 9,924.12
NORTH APRON	AP N	4230	L & T CR	L	Crack Sealing - AC	10.10	Ft	$2.75	$ 27.65
NORTH APRON	AP N	4230	RAVELING	M	Surface Seal	125.70	SqFt	$0.55	$ 69.12
NORTH APRON	AP N	4230	RAVELING	L	Surface Seal	18,669.10	SqFt	$0.55	$ 10,268.09
NORTHEAST APRON	AP NE	4305	JT SEAL DMG	L	Joint Seal - PCC	1,350.10	Ft	$3.00	$ 4,050.14
NORTHEAST APRON	AP NE	4305	JOINT SPALL	L	Patching - PCC Partial Depth	18.00	SqFt	$19.10	$ 344.36
NORTHEAST APRON	AP NE	4305	CORNER SPALL	M	Patching - PCC Partial Depth	9.00	SqFt	$19.10	$ 172.18
NORTHEAST APRON	AP NE	4310	L & T CR	L	Crack Sealing - AC	57.20	Ft	$2.75	$ 157.28
NORTHEAST APRON	AP NE	4310	OIL SPILLAGE	N	Surface Seal	1,040.80	SqFt	$0.55	$ 572.47
NORTHEAST APRON	AP NE	4310	RAVELING	L	Surface Seal	220.00	SqFt	$0.55	$ 120.99
NORTHEAST APRON	AP NE	4310	WEATHERING	M	Surface Seal	19,577.50	SqFt	$0.55	$ 10,767.71

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTHEAST APRON	AP NE	4315	L & T CR	L	Crack Sealing - AC	277.50	Ft	$2.75	$ 763.08
NORTHEAST APRON	AP NE	4315	OIL SPILLAGE	N	Surface Seal	41.20	SqFt	$0.55	$ 22.68
NORTHEAST APRON	AP NE	4315	RAVELING	L	Surface Seal	486.80	SqFt	$0.55	$ 267.75
NORTHEAST APRON	AP NE	4315	WEATHERING	M	Surface Seal	20,689.50	SqFt	$0.55	$ 11,379.34
NORTHEAST APRON	AP NE	4320	JT SEAL DMG	L	Joint Seal - PCC	1,270.00	Ft	$3.00	$ 3,809.99
NORTHEAST APRON	AP NE	4320	JOINT SPALL	L	Patching - PCC Partial Depth	51.70	SqFt	$19.10	$ 986.84
NORTHEAST APRON	AP NE	4320	CORNER SPALL	L	Patching - PCC Partial Depth	8.60	SqFt	$19.10	$ 164.47
NORTHEAST APRON	AP NE	4325	L & T CR	L	Crack Sealing - AC	188.60	Ft	$2.75	$ 518.58
NORTHEAST APRON	AP NE	4325	RAVELING	M	Surface Seal	695.40	SqFt	$0.55	$ 382.45
NORTHEAST APRON	AP NE	4325	RAVELING	L	Surface Seal	18,020.50	SqFt	$0.55	$ 9,911.37
NORTHEAST APRON	AP NE	4330	SHRINKAGE CR	N	Crack Sealing - PCC	19.70	Ft	$4.25	$ 83.66
NORTHEAST APRON	AP NE	4330	JOINT SPALL	L	Patching - PCC Partial Depth	13.50	SqFt	$19.10	$ 256.99
NORTHEAST APRON	AP NE	4330	JOINT SPALL	M	Patching - PCC Partial Depth	6.50	SqFt	$19.10	$ 123.35
NORTHEAST APRON	AP NE	4330	CORNER SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$ 51.40
SOUTH APRON	AP S	4105	BLOCK CR	L	Surface Seal	8,464.00	SqFt	$0.55	$ 4,655.24
SOUTH APRON	AP S	4105	L & T CR	L	Crack Sealing - AC	6,232.00	Ft	$2.75	$ 17,137.98

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4105	RAVELING	L	Surface Seal	15,024.00	SqFt	$0.55	$ 8,263.27
SOUTH APRON	AP S	4105	WEATHERING	M	Surface Seal	176,976.00	SqFt	$0.55	$ 97,337.61
SOUTH APRON	AP S	4110	L & T CR	L	Crack Sealing - AC	2,726.40	Ft	$2.75	$ 7,497.48
SOUTH APRON	AP S	4110	OIL SPILLAGE	N	Surface Seal	586.30	SqFt	$0.55	$ 322.48
SOUTH APRON	AP S	4110	RAVELING	L	Surface Seal	5,030.20	SqFt	$0.55	$ 2,766.62
SOUTH APRON	AP S	4110	WEATHERING	M	Surface Seal	253,812.80	SqFt	$0.55	$ 139,598.21
SOUTH APRON	AP S	4115	DEPRESSION	L	Patching - AC Full Depth	183.70	SqFt	$5.00	$ 918.28
SOUTH APRON	AP S	4115	L & T CR	L	Crack Sealing - AC	6,943.20	Ft	$2.75	$ 19,093.71
SOUTH APRON	AP S	4115	OIL SPILLAGE	N	Surface Seal	2,893.10	SqFt	$0.55	$ 1,591.21
SOUTH APRON	AP S	4115	RAVELING	L	Surface Seal	32,501.40	SqFt	$0.55	$ 17,875.91
SOUTH APRON	AP S	4115	SWELLING	M	Patching - AC Full Depth	124.00	SqFt	$5.00	$ 619.88
SOUTH APRON	AP S	4115	WEATHERING	M	Surface Seal	328,843.40	SqFt	$0.55	$ 180,865.40
SOUTH APRON	AP S	4125	DEPRESSION	L	Patching - AC Full Depth	417.40	SqFt	$5.00	$ 2,086.75
SOUTH APRON	AP S	4125	L & T CR	L	Crack Sealing - AC	565.40	Ft	$2.75	$ 1,554.76
SOUTH APRON	AP S	4125	OIL SPILLAGE	N	Surface Seal	90.80	SqFt	$0.55	$ 49.94
SOUTH APRON	AP S	4125	RAVELING	L	Surface Seal	35,370.70	SqFt	$0.55	$ 19,454.06

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4130	ALLIGATOR CR	M	Patching - AC Full Depth	931.90	SqFt	$5.00	$ 4,659.54
SOUTH APRON	AP S	4130	BLOCK CR	L	Surface Seal	3,999.30	SqFt	$0.55	$ 2,199.63
SOUTH APRON	AP S	4130	L & T CR	L	Crack Sealing - AC	501.20	Ft	$2.75	$ 1,378.18
SOUTH APRON	AP S	4130	RAVELING	L	Surface Seal	19,714.40	SqFt	$0.55	$ 10,843.00
SOUTH APRON	AP S	4130	RUTTING	L	Patching - AC Full Depth	813.10	SqFt	$5.00	$ 4,065.68
SOUTH APRON	AP S	4135	BLOCK CR	L	Surface Seal	7,745.00	SqFt	$0.55	$ 4,259.76
SOUTH APRON	AP S	4135	L & T CR	L	Crack Sealing - AC	2,156.70	Ft	$2.75	$ 5,930.84
SOUTH APRON	AP S	4135	RAVELING	L	Surface Seal	29,788.30	SqFt	$0.55	$ 16,383.70
SOUTH APRON	AP S	4140	BLOCK CR	L	Surface Seal	20,628.00	SqFt	$0.55	$ 11,345.47
SOUTH APRON	AP S	4140	DEPRESSION	L	Patching - AC Full Depth	527.60	SqFt	$5.00	$ 2,638.12
SOUTH APRON	AP S	4140	L & T CR	L	Crack Sealing - AC	1,146.50	Ft	$2.75	$ 3,152.83
SOUTH APRON	AP S	4140	OIL SPILLAGE	N	Surface Seal	283.30	SqFt	$0.55	$ 155.81
SOUTH APRON	AP S	4140	RAVELING	H	Patching - AC Partial Depth	8.80	SqFt	$3.00	$ 26.36
SOUTH APRON	AP S	4140	RAVELING	L	Surface Seal	43,030.60	SqFt	$0.55	$ 23,667.00
SOUTHEAST APRON	AP SE	4410	BLOCK CR	L	Surface Seal	23,080.00	SqFt	$0.55	$ 12,694.11
SOUTHEAST APRON	AP SE	4410	L & T CR	L	Crack Sealing - AC	2,200.00	Ft	$2.75	$ 6,049.99

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHEAST APRON	AP SE	4410	RAVELING	L	Surface Seal	23,080.00	SqFt	$0.55	$ 12,694.11
SOUTHEAST APRON	AP SE	4410	WEATHERING	M	Surface Seal	20,844.00	SqFt	$0.55	$ 11,464.30
RUNWAY 13-31	RW 13-31	6205	BLEEDING	N	Patching - AC Partial Depth	255.10	SqFt	$3.00	$ 765.38
RUNWAY 13-31	RW 13-31	6205	DEPRESSION	L	Patching - AC Full Depth	945.00	SqFt	$5.00	$ 4,725.25
RUNWAY 13-31	RW 13-31	6205	L & T CR	L	Crack Sealing - AC	9,049.50	Ft	$2.75	$ 24,886.16
RUNWAY 13-31	RW 13-31	6205	RAVELING	L	Surface Seal	26,423.20	SqFt	$0.55	$ 14,532.88
RUNWAY 13-31	RW 13-31	6205	WEATHERING	M	Surface Seal	203,991.90	SqFt	$0.55	$ 112,196.50
RUNWAY 13-31	RW 13-31	6210	L & T CR	L	Crack Sealing - AC	2,115.30	Ft	$2.75	$ 5,817.19
RUNWAY 13-31	RW 13-31	6210	RAVELING	L	Surface Seal	28,871.60	SqFt	$0.55	$ 15,879.50
RUNWAY 13-31	RW 13-31	6210	WEATHERING	M	Surface Seal	84,327.90	SqFt	$0.55	$ 46,380.71
RUNWAY 9L-27R	RW 9L-27R	6104	L & T CR	L	Crack Sealing - AC	2,416.00	Ft	$2.75	$ 6,643.99
RUNWAY 9L-27R	RW 9L-27R	6104	WEATHERING	M	Surface Seal	3,400.00	SqFt	$0.55	$ 1,870.02
RUNWAY 9L-27R	RW 9L-27R	6105	L & T CR	L	Crack Sealing - AC	10,497.70	Ft	$2.75	$ 28,868.60
RUNWAY 9L-27R	RW 9L-27R	6105	RAVELING	L	Surface Seal	6,493.30	SqFt	$0.55	$ 3,571.32
RUNWAY 9L-27R	RW 9L-27R	6105	WEATHERING	M	Surface Seal	297,653.90	SqFt	$0.55	$ 163,711.00
RUNWAY 9L-27R	RW 9L-27R	6109	L & T CR	L	Crack Sealing - AC	798.00	Ft	$2.75	$ 2,194.50

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	6109	WEATHERING	M	Surface Seal	1,000.00	SqFt	$0.55	$ 550.00
RUNWAY 9L-27R	RW 9L-27R	6110	L & T CR	L	Crack Sealing - AC	3,145.30	Ft	$2.75	$ 8,649.43
RUNWAY 9L-27R	RW 9L-27R	6110	RAVELING	L	Surface Seal	2,587.50	SqFt	$0.55	$ 1,423.14
RUNWAY 9L-27R	RW 9L-27R	6110	WEATHERING	M	Surface Seal	89,268.80	SqFt	$0.55	$ 49,098.22
RUNWAY 9L-27R	RW 9L-27R	6126	L & T CR	L	Crack Sealing - AC	80.00	Ft	$2.75	$ 220.00
RUNWAY 9L-27R	RW 9L-27R	6126	RAVELING	L	Surface Seal	4,500.00	SqFt	$0.55	$ 2,475.02
RUNWAY 9L-27R	RW 9L-27R	6126	WEATHERING	M	Surface Seal	2,800.00	SqFt	$0.55	$ 1,540.01
RUNWAY 9L-27R	RW 9L-27R	6131	L & T CR	L	Crack Sealing - AC	703.00	Ft	$2.75	$ 1,933.14
RUNWAY 9L-27R	RW 9L-27R	6131	RAVELING	L	Surface Seal	1,292.80	SqFt	$0.55	$ 711.05
RUNWAY 9L-27R	RW 9L-27R	6131	WEATHERING	M	Surface Seal	9,453.60	SqFt	$0.55	$ 5,199.52
RUNWAY 9R-27L	RW 9R-27L	6302	JET BLAST	N	Patching - AC Full Depth	72.00	SqFt	$5.00	$ 360.00
RUNWAY 9R-27L	RW 9R-27L	6302	L & T CR	L	Crack Sealing - AC	1,880.00	Ft	$2.75	$ 5,169.99
RUNWAY 9R-27L	RW 9R-27L	6302	RAVELING	L	Surface Seal	6,300.00	SqFt	$0.55	$ 3,465.03
RUNWAY 9R-27L	RW 9R-27L	6302	WEATHERING	M	Surface Seal	29,128.00	SqFt	$0.55	$ 16,020.53
RUNWAY 9R-27L	RW 9R-27L	6304	L & T CR	L	Crack Sealing - AC	296.00	Ft	$2.75	$ 814.00
RUNWAY 9R-27L	RW 9R-27L	6304	RAVELING	L	Surface Seal	60.00	SqFt	$0.55	$ 33.00

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9R-27L	RW 9R-27L	6304	WEATHERING	M	Surface Seal	11,600.00	SqFt	$0.55	$ 6,380.05
RUNWAY 9R-27L	RW 9R-27L	6305	DEPRESSION	L	Patching - AC Full Depth	890.80	SqFt	$5.00	$ 4,453.84
RUNWAY 9R-27L	RW 9R-27L	6305	L & T CR	M	Crack Sealing - AC	121.10	Ft	$2.75	$ 332.89
RUNWAY 9R-27L	RW 9R-27L	6305	L & T CR	L	Crack Sealing - AC	9,156.40	Ft	$2.75	$ 25,180.13
RUNWAY 9R-27L	RW 9R-27L	6305	RAVELING	L	Surface Seal	38,528.60	SqFt	$0.55	$ 21,190.92
RUNWAY 9R-27L	RW 9R-27L	6305	WEATHERING	M	Surface Seal	182,702.30	SqFt	$0.55	$ 100,487.11
RUNWAY 9R-27L	RW 9R-27L	6306	L & T CR	L	Crack Sealing - AC	249.20	Ft	$2.75	$ 685.41
RUNWAY 9R-27L	RW 9R-27L	6306	RAVELING	L	Surface Seal	7,839.00	SqFt	$0.55	$ 4,311.49
RUNWAY 9R-27L	RW 9R-27L	6307	L & T CR	L	Crack Sealing - AC	540.00	Ft	$2.75	$ 1,485.00
RUNWAY 9R-27L	RW 9R-27L	6307	RAVELING	L	Surface Seal	5,250.00	SqFt	$0.55	$ 2,887.52
RUNWAY 9R-27L	RW 9R-27L	6309	L & T CR	L	Crack Sealing - AC	48.00	Ft	$2.75	$ 132.00
RUNWAY 9R-27L	RW 9R-27L	6309	WEATHERING	M	Surface Seal	4,800.00	SqFt	$0.55	$ 2,640.02
RUNWAY 9R-27L	RW 9R-27L	6310	L & T CR	L	Crack Sealing - AC	3,289.00	Ft	$2.75	$ 9,044.74
RUNWAY 9R-27L	RW 9R-27L	6310	RAVELING	L	Surface Seal	22,482.50	SqFt	$0.55	$ 12,365.48
RUNWAY 9R-27L	RW 9R-27L	6310	WEATHERING	M	Surface Seal	69,218.50	SqFt	$0.55	$ 38,070.49
RUNWAY 9R-27L	RW 9R-27L	6311	L & T CR	L	Crack Sealing - AC	108.00	Ft	$2.75	$ 297.00

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 9R-27L	RW 9R-27L	6311	RAVELING	L	Surface Seal	1,800.00	SqFt	$0.55	$ 990.01
RUNWAY 9R-27L	RW 9R-27L	6311	WEATHERING	M	Surface Seal	2,062.00	SqFt	$0.55	$ 1,134.11
TAXIWAY 1	TW 1	270	L & T CR	L	Crack Sealing - AC	252.50	Ft	$2.75	$ 694.40
TAXIWAY 1	TW 1	270	WEATHERING	M	Surface Seal	2,568.00	SqFt	$0.55	$ 1,412.43
TAXIWAY 2	TW 2	260	RAVELING	L	Surface Seal	248.20	SqFt	$0.55	$ 136.53
TAXIWAY 2	TW 2	260	WEATHERING	M	Surface Seal	9,726.50	SqFt	$0.55	$ 5,349.64
TAXIWAY 3	TW 3	250	RAVELING	L	Surface Seal	827.40	SqFt	$0.55	$ 455.10
TAXIWAY 3	TW 3	250	WEATHERING	M	Surface Seal	4,716.40	SqFt	$0.55	$ 2,594.04
TAXIWAY 4	TW 4	240	RAVELING	L	Surface Seal	576.90	SqFt	$0.55	$ 317.28
TAXIWAY 4	TW 4	240	WEATHERING	M	Surface Seal	4,779.40	SqFt	$0.55	$ 2,628.67
TAXIWAY 5	TW 5	230	RAVELING	L	Surface Seal	41.40	SqFt	$0.55	$ 22.75
TAXIWAY 5	TW 5	230	WEATHERING	M	Surface Seal	4,915.00	SqFt	$0.55	$ 2,703.27
TAXIWAY 6	TW 6	220	RAVELING	L	Surface Seal	576.90	SqFt	$0.55	$ 317.27
TAXIWAY 6	TW 6	220	WEATHERING	M	Surface Seal	4,779.20	SqFt	$0.55	$ 2,628.60
TAXIWAY 7	TW 7	210	RAVELING	L	Surface Seal	43.60	SqFt	$0.55	$ 23.98
TAXIWAY 7	TW 7	210	WEATHERING	M	Surface Seal	9,256.80	SqFt	$0.55	$ 5,091.26

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	6,107.60	Ft	$2.75	$ 16,795.85
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	15,336.80	SqFt	$0.55	$ 8,435.33
TAXIWAY ALPHA	TW A	108	L & T CR	L	Crack Sealing - AC	547.60	Ft	$2.75	$ 1,505.90
TAXIWAY ALPHA	TW A	108	RAVELING	L	Surface Seal	1,850.00	SqFt	$0.55	$ 1,017.51
TAXIWAY ALPHA	TW A	110	L & T CR	L	Crack Sealing - AC	557.20	Ft	$2.75	$ 1,532.20
TAXIWAY ALPHA	TW A	110	RAVELING	M	Surface Seal	195.40	SqFt	$0.55	$ 107.45
TAXIWAY ALPHA	TW A	110	RAVELING	L	Surface Seal	5,398.00	SqFt	$0.55	$ 2,968.92
TAXIWAY ALPHA	TW A	111	RAVELING	L	Surface Seal	1,373.20	SqFt	$0.55	$ 755.24
TAXIWAY A1	TW A1	115	WEATHERING	M	Surface Seal	12,624.80	SqFt	$0.55	$ 6,943.70
TAXIWAY A2	TW A2	120	L & T CR	L	Crack Sealing - AC	18.20	Ft	$2.75	$ 50.05
TAXIWAY A2	TW A2	120	WEATHERING	M	Surface Seal	12,309.30	SqFt	$0.55	$ 6,770.20
TAXIWAY A3	TW A3	124	RAVELING	L	Surface Seal	182.40	SqFt	$0.55	$ 100.29
TAXIWAY A3	TW A3	124	WEATHERING	M	Surface Seal	13,304.80	SqFt	$0.55	$ 7,317.73
TAXIWAY A3	TW A3	125	L & T CR	L	Crack Sealing - AC	239.10	Ft	$2.75	$ 657.58
TAXIWAY A3	TW A3	125	RAVELING	L	Surface Seal	2,136.40	SqFt	$0.55	$ 1,175.01
TAXIWAY A3	TW A3	125	WEATHERING	M	Surface Seal	29,978.20	SqFt	$0.55	$ 16,488.15

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY TO NE APRON	TW AP NE	1005	BLOCK CR	L	Surface Seal	1,500.30	SqFt	$0.55	$ 825.19
TAXIWAY TO NE APRON	TW AP NE	1005	L & T CR	L	Crack Sealing - AC	2,036.60	Ft	$2.75	$ 5,600.72
TAXIWAY TO NE APRON	TW AP NE	1005	RAVELING	L	Surface Seal	2,873.00	SqFt	$0.55	$ 1,580.16
TAXIWAY TO NE APRON	TW AP NE	1005	WEATHERING	M	Surface Seal	41,837.10	SqFt	$0.55	$ 23,010.58
TAXIWAY TO SE APRON	TW AP SE	1105	DEPRESSION	L	Patching - AC Full Depth	308.10	SqFt	$5.00	$ 1,540.41
TAXIWAY TO SE APRON	TW AP SE	1105	L & T CR	L	Crack Sealing - AC	5,128.50	Ft	$2.75	$ 14,103.34
TAXIWAY TO SE APRON	TW AP SE	1105	RAVELING	L	Surface Seal	6,408.60	SqFt	$0.55	$ 3,524.76
TAXIWAY CHARLIE	TW C	910	BLEEDING	N	Patching - AC Partial Depth	27.60	SqFt	$3.00	$ 82.84
TAXIWAY CHARLIE	TW C	910	L & T CR	L	Crack Sealing - AC	4,712.70	Ft	$2.75	$ 12,960.02
TAXIWAY CHARLIE	TW C	910	RAVELING	L	Surface Seal	4,602.30	SqFt	$0.55	$ 2,531.28
TAXIWAY CHARLIE	TW C	910	WEATHERING	M	Surface Seal	92,045.70	SqFt	$0.55	$ 50,625.54
TAXIWAY C1	TW C1	310	BLOCK CR	L	Surface Seal	603.90	SqFt	$0.55	$ 332.13
TAXIWAY C1	TW C1	310	L & T CR	L	Crack Sealing - AC	1,059.50	Ft	$2.75	$ 2,913.65
TAXIWAY C1	TW C1	310	RAVELING	L	Surface Seal	1,756.70	SqFt	$0.55	$ 966.19
TAXIWAY C1	TW C1	310	RAVELING	M	Surface Seal	54.90	SqFt	$0.55	$ 30.19
TAXIWAY C1	TW C2	320	L & T CR	L	Crack Sealing - AC	681.80	Ft	$2.75	$ 1,874.81

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY C2	TW C2	320	RAVELING	L	Surface Seal	988.00	SqFt	$0.55	$ 543.43
TAXIWAY C2	TW C2	320	WEATHERING	M	Surface Seal	16,579.40	SqFt	$0.55	$ 9,118.73
TAXIWAY CC	TW CC	905	BLEEDING	N	Patching - AC Partial Depth	10.30	SqFt	$3.00	$ 30.97
TAXIWAY CC	TW CC	905	L & T CR	L	Crack Sealing - AC	108.40	Ft	$2.75	$ 298.09
TAXIWAY CC	TW CC	905	WEATHERING	M	Surface Seal	7,709.00	SqFt	$0.55	$ 4,239.99
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	12,662.30	Ft	$2.75	$ 34,821.30
TAXIWAY DELTA	TW D	405	PATCHING	M	Patching - AC Full Depth	72.30	SqFt	$5.00	$ 361.60
TAXIWAY DELTA	TW D	405	RAVELING	L	Surface Seal	158,139.60	SqFt	$0.55	$ 86,977.50
TAXIWAY DELTA	TW D	405	RAVELING	M	Surface Seal	52,724.40	SqFt	$0.55	$ 28,998.69
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	404.80	Ft	$2.75	$ 1,113.17
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	72.30	SqFt	$0.55	$ 39.76
TAXIWAY DELTA	TW D	410	WEATHERING	M	Surface Seal	18,034.80	SqFt	$0.55	$ 9,919.21
TAXIWAY DELTA	TW D	411	L & T CR	L	Crack Sealing - AC	320.80	Ft	$2.75	$ 882.27
TAXIWAY DELTA	TW D	411	RAVELING	L	Surface Seal	641.70	SqFt	$0.55	$ 352.91
TAXIWAY DELTA	TW D	411	WEATHERING	M	Surface Seal	26,450.40	SqFt	$0.55	$ 14,547.83
TAXIWAY DELTA	TW D	412	L & T CR	L	Crack Sealing - AC	57.70	Ft	$2.75	$ 158.77

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	412	RAVELING	L	Surface Seal	398.20	SqFt	$0.55	$ 218.99
TAXIWAY DELTA	TW D	412	WEATHERING	M	Surface Seal	9,605.80	SqFt	$0.55	$ 5,283.24
TAXIWAY D1	TW D1	415	L & T CR	L	Crack Sealing - AC	2,208.30	Ft	$2.75	$ 6,072.76
TAXIWAY D1	TW D1	415	L & T CR	M	Crack Sealing - AC	606.70	Ft	$2.75	$ 1,668.34
TAXIWAY D1	TW D1	415	RAVELING	L	Surface Seal	50,475.00	SqFt	$0.55	$ 27,761.47
TAXIWAY D2	TW D2	420	L & T CR	L	Crack Sealing - AC	4,375.60	Ft	$2.75	$ 12,032.99
TAXIWAY D2	TW D2	420	RAVELING	M	Surface Seal	14,903.40	SqFt	$0.55	$ 8,196.94
TAXIWAY D2	TW D2	420	RAVELING	L	Surface Seal	35,559.50	SqFt	$0.55	$ 19,557.89
TAXIWAY ECHO	TW E	503	L & T CR	L	Crack Sealing - AC	44.90	Ft	$2.75	$ 123.46
TAXIWAY ECHO	TW E	505	L & T CR	L	Crack Sealing - AC	1,036.80	Ft	$2.75	$ 2,851.25
TAXIWAY ECHO	TW E	505	RAVELING	M	Surface Seal	391.30	SqFt	$0.55	$ 215.19
TAXIWAY ECHO	TW E	505	RAVELING	L	Surface Seal	11,140.90	SqFt	$0.55	$ 6,127.56
TAXIWAY ECHO	TW E	505	WEATHERING	M	Surface Seal	48,906.60	SqFt	$0.55	$ 26,898.85
TAXIWAY ECHO	TW E	507	L & T CR	L	Crack Sealing - AC	1,138.20	Ft	$2.75	$ 3,130.12
TAXIWAY ECHO	TW E	507	RAVELING	L	Surface Seal	154.70	SqFt	$0.55	$ 85.06
TAXIWAY ECHO	TW E	507	WEATHERING	M	Surface Seal	7,695.40	SqFt	$0.55	$ 4,232.51

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ECHO	TW E	510	L & T CR	L	Crack Sealing - AC	98.90	Ft	$2.75	$ 271.94
TAXIWAY ECHO	TW E	510	RAVELING	L	Surface Seal	1,648.20	SqFt	$0.55	$ 906.49
TAXIWAY ECHO	TW E	513	L & T CR	L	Crack Sealing - AC	292.70	Ft	$2.75	$ 805.01
TAXIWAY ECHO	TW E	513	RAVELING	L	Surface Seal	1,368.20	SqFt	$0.55	$ 752.52
TAXIWAY ECHO	TW E	513	WEATHERING	M	Surface Seal	7,891.00	SqFt	$0.55	$ 4,340.09
TAXIWAY E1	TW E1	515	L & T CR	L	Crack Sealing - AC	56.30	Ft	$2.75	$ 154.77
TAXIWAY E1	TW E1	515	RAVELING	L	Surface Seal	234.50	SqFt	$0.55	$ 128.98
TAXIWAY E1	TW E1	516	RAVELING	L	Surface Seal	5,385.80	SqFt	$0.55	$ 2,962.23
TAXIWAY E1	TW E1	516	WEATHERING	M	Surface Seal	33,449.20	SqFt	$0.55	$ 18,397.23
TAXIWAY E1	TW E2	520	L & T CR	L	Crack Sealing - AC	955.90	Ft	$2.75	$ 2,628.68
TAXIWAY E2	TW E2	520	RAVELING	L	Surface Seal	1,874.30	SqFt	$0.55	$ 1,030.87
TAXIWAY E2	TW E2	520	WEATHERING	M	Surface Seal	34,603.00	SqFt	$0.55	$ 19,031.83
TAXIWAY E3	TW E3	525	L & T CR	L	Crack Sealing - AC	1,728.40	Ft	$2.75	$ 4,753.16
TAXIWAY E3	TW E3	525	RAVELING	L	Surface Seal	3,478.90	SqFt	$0.55	$ 1,913.39
TAXIWAY E3	TW E3	525	WEATHERING	M	Surface Seal	13,761.30	SqFt	$0.55	$ 7,568.80
TAXIWAY E4	TW E4	527	BLEEDING	N	Patching - AC Partial Depth	20.40	SqFt	$3.00	$ 61.31

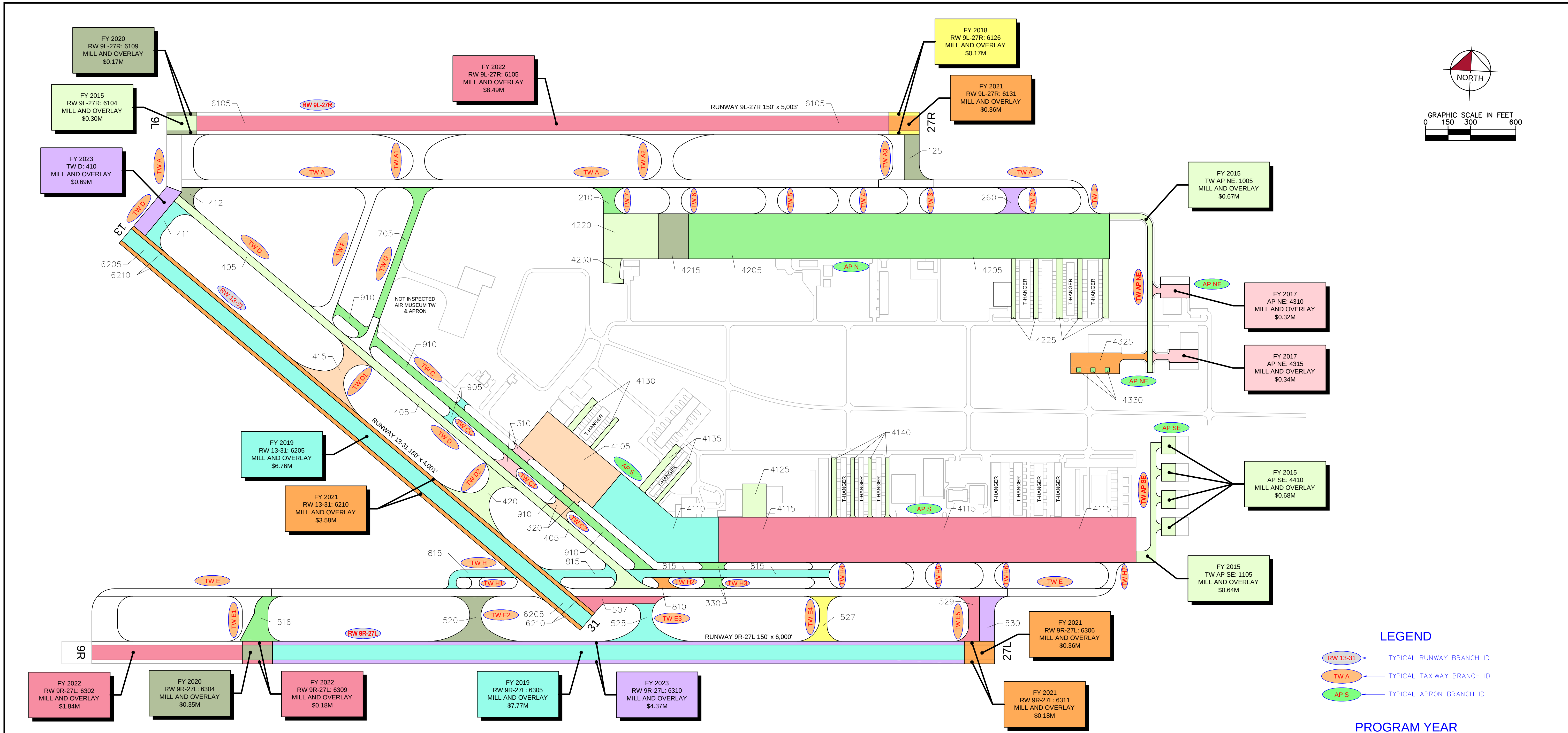
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY E4	TW E4	527	L & T CR	M	Crack Sealing - AC	76.60	Ft	$2.75	$ 210.76
TAXIWAY E4	TW E4	527	L & T CR	L	Crack Sealing - AC	40.90	Ft	$2.75	$ 112.40
TAXIWAY E4	TW E4	527	RAVELING	L	Surface Seal	3,688.90	SqFt	$0.55	$ 2,028.90
TAXIWAY E4	TW E4	527	WEATHERING	M	Surface Seal	11,291.40	SqFt	$0.55	$ 6,210.33
TAXIWAY E5	TW E5	529	L & T CR	L	Crack Sealing - AC	277.00	Ft	$2.75	$ 761.72
TAXIWAY E5	TW E5	529	RAVELING	L	Surface Seal	117.40	SqFt	$0.55	$ 64.55
TAXIWAY E5	TW E5	529	WEATHERING	M	Surface Seal	26,074.70	SqFt	$0.55	$ 14,341.19
TAXIWAY E5	TW E5	530	BLEEDING	N	Patching - AC Partial Depth	6.30	SqFt	$3.00	$ 18.88
TAXIWAY E5	TW E5	530	L & T CR	L	Crack Sealing - AC	761.40	Ft	$2.75	$ 2,093.88
TAXIWAY E5	TW E5	530	RAVELING	L	Surface Seal	821.20	SqFt	$0.55	$ 451.66
TAXIWAY E5	TW E5	530	WEATHERING	M	Surface Seal	11,798.70	SqFt	$0.55	$ 6,489.35
TAXIWAY FOXTROT	TW F	605	L & T CR	L	Crack Sealing - AC	384.30	Ft	$2.75	$ 1,056.70
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	3,042.00	SqFt	$0.55	$ 1,673.12
TAXIWAY FOXTROT	TW F	605	WEATHERING	M	Surface Seal	17,663.70	SqFt	$0.55	$ 9,715.09
TAXIWAY GOLF	TW G	705	L & T CR	L	Crack Sealing - AC	583.30	Ft	$2.75	$ 1,604.14
TAXIWAY GOLF	TW G	705	RAVELING	L	Surface Seal	1,548.70	SqFt	$0.55	$ 851.76

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY GOLF	TW G	705	WEATHERING	M	Surface Seal	12,776.40	SqFt	$0.55	$ 7,027.06
TAXIWAY GOLF	TW G	710	L & T CR	L	Crack Sealing - AC	342.10	Ft	$2.75	$ 940.84
TAXIWAY GOLF	TW G	710	RAVELING	L	Surface Seal	562.10	SqFt	$0.55	$ 309.13
TAXIWAY HOTEL	TW H	815	BLEEDING	N	Patching - AC Partial Depth	14.70	SqFt	$3.00	$ 43.99
TAXIWAY HOTEL	TW H	815	DEPRESSION	L	Patching - AC Full Depth	333.30	SqFt	$5.00	$ 1,666.53
TAXIWAY HOTEL	TW H	815	L & T CR	L	Crack Sealing - AC	1,407.60	Ft	$2.75	$ 3,870.80
TAXIWAY HOTEL	TW H	815	RAVELING	L	Surface Seal	5,315.00	SqFt	$0.55	$ 2,923.29
TAXIWAY HOTEL	TW H	815	WEATHERING	M	Surface Seal	113,726.80	SqFt	$0.55	$ 62,550.25
TAXIWAY H1	TW H1	805	BLEEDING	N	Patching - AC Partial Depth	4.00	SqFt	$3.00	$ 12.00
TAXIWAY H1	TW H1	805	L & T CR	L	Crack Sealing - AC	175.00	Ft	$2.75	$ 481.30
TAXIWAY H1	TW H1	805	RAVELING	L	Surface Seal	480.10	SqFt	$0.55	$ 264.03
TAXIWAY H2	TW H2	810	L & T CR	L	Crack Sealing - AC	492.60	Ft	$2.75	$ 1,354.76
TAXIWAY H2	TW H2	810	RAVELING	L	Surface Seal	87.60	SqFt	$0.55	$ 48.17
TAXIWAY H2	TW H2	810	WEATHERING	M	Surface Seal	7,656.70	SqFt	$0.55	$ 4,211.25
TAXIWAY H3	TW H3	330	BLEEDING	N	Patching - AC Partial Depth	9.70	SqFt	$3.00	$ 29.20
TAXIWAY H3	TW H3	330	L & T CR	L	Crack Sealing - AC	626.10	Ft	$2.75	$ 1,721.86

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY H3	TW H3	330	RAVELING	L	Surface Seal	1,846.00	SqFt	$0.55	$ 1,015.28
TAXIWAY H4	TW H4	340	L & T CR	L	Crack Sealing - AC	83.80	Ft	$2.75	$ 230.42
TAXIWAY H4	TW H4	340	RAVELING	L	Surface Seal	261.80	SqFt	$0.55	$ 144.01
TAXIWAY H5	TW H5	350	L & T CR	L	Crack Sealing - AC	455.10	Ft	$2.75	$ 1,251.50
TAXIWAY H5	TW H5	350	RAVELING	L	Surface Seal	984.70	SqFt	$0.55	$ 541.56
TAXIWAY H6	TW H6	360	L & T CR	L	Crack Sealing - AC	20.70	Ft	$2.75	$ 56.89
TAXIWAY H6	TW H6	360	RAVELING	L	Surface Seal	591.60	SqFt	$0.55	$ 325.39
TAXIWAY H7	TW H7	370	L & T CR	L	Crack Sealing - AC	119.40	Ft	$2.75	$ 328.43
TAXIWAY H7	TW H7	370	RAVELING	L	Surface Seal	639.40	SqFt	$0.55	$ 351.70
								TOTAL =	$ 2,476,105.54

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, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024

Section	Program Year	Branch:Section	Rehab Activity	Est. Cost
SECTION: 405	FY 2015	TW D: 405	MILL AND OVERLAY	$3.16M
SECTION: 420	FY 2015	TW D2: 420	MILL AND OVERLAY	$0.76M
SECTION: 4125	FY 2015	AP S: 4125	MILL AND OVERLAY	$0.53M
SECTION: 4130	FY 2015	AP S: 4130	RECONSTRUCTION	$0.39M
SECTION: 4135	FY 2015	AP S: 4135	MILL AND OVERLAY	$0.45M
SECTION: 4140	FY 2015	AP S: 4140	MILL AND OVERLAY	$0.66M
SECTION: 4220	FY 2015	AP N: 4220	MILL AND OVERLAY	$1.64M
SECTION: 4225	FY 2015	AP N: 4225	MILL AND OVERLAY	$1.04M
SECTION: 4230	FY 2015	AP N: 4230	MILL AND OVERLAY	$0.31M
SECTION: 320	FY 2016	TW C2: 320	MILL AND OVERLAY	$0.27M
SECTION: 415	FY 2016	TW D1: 415	MILL AND OVERLAY	$0.78M
SECTION: 4105	FY 2016	AP S: 4105	MILL AND OVERLAY	$2.97M
SECTION: 310	FY 2017	TW C1: 310	MILL AND OVERLAY	$0.28M
SECTION: 527	FY 2018	TW E4: 527	MILL AND OVERLAY	$0.43M
SECTION: 411	FY 2019	TW D: 411	MILL AND OVERLAY	$0.46M
SECTION: 525	FY 2019	TW E3: 525	MILL AND OVERLAY	$0.71M
SECTION: 815	FY 2019	TW H: 815	MILL AND OVERLAY	$2.01M
SECTION: 905	FY 2019	TW CC: 905	MILL AND OVERLAY	$0.13M
SECTION: 4110	FY 2019	AP S: 4110	MILL AND OVERLAY	$4.37M
SECTION: 125	FY 2020	TW A3: 125	MILL AND OVERLAY	$0.56M
SECTION: 412	FY 2020	TW D: 412	MILL AND OVERLAY	$0.17M
SECTION: 520	FY 2020	TW E2: 520	MILL AND OVERLAY	$0.88M
SECTION: 4215	FY 2020	AP N: 4215	MILL AND OVERLAY	$1.04M
SECTION: 810	FY 2021	TW H2: 810	MILL AND OVERLAY	$0.14M
SECTION: 4325	FY 2021	AP NE: 4325	MILL AND OVERLAY	$0.89M
SECTION: 507	FY 2022	TW E: 507	MILL AND OVERLAY	$0.57M
SECTION: 529	FY 2022	TW E5: 529	MILL AND OVERLAY	$0.48M
SECTION: 4115	FY 2022	AP S: 4115	MILL AND OVERLAY	$15.36M
SECTION: 260	FY 2023	TW 2: 260	MILL AND OVERLAY	$0.37M
SECTION: 530	FY 2023	TW E5: 530	MILL AND OVERLAY	$0.61M
SECTION: 210	FY 2024	TW 7: 210	MILL AND OVERLAY	$0.36M
SECTION: 330	FY 2024	TW H3: 330	MILL AND OVERLAY	$0.36M
SECTION: 516	FY 2024	TW E1: 516	MILL AND OVERLAY	$0.76M
SECTION: 705	FY 2024	TW G: 705	MILL AND OVERLAY	$1.01M
SECTION: 910	FY 2024	TW C: 910	MILL AND OVERLAY	$2.70M
SECTION: 4205	FY 2024	AP N: 4205	MILL AND OVERLAY	$16.44M
SECTION: 4330	FY 2024	AP NE: 4330	PCC RESTORATION	$0.05M

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

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER TMB
FDOT DISTRICT 6

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

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 1,642,500.00	58	Mill and Overlay	100
2015	AP N	4225	$ 1,042,350.00	58	Mill and Overlay	100
2015	AP N	4230	$ 305,227.00	48	Mill and Overlay	100
2015	AP S	4125	$ 530,561.00	61	Mill and Overlay	100
2015	AP S	4130	$ 394,288.00	35	Reconstruction	100
2015	AP S	4135	$ 446,824.00	58	Mill and Overlay	100
2015	AP S	4140	$ 658,109.00	52	Mill and Overlay	100
2015	AP SE	4410	$ 678,300.00	60	Mill and Overlay	100
2015	RW 9L-27R	6104	$ 300,000.00	64	Mill and Overlay	100
2015	TW AP NE	1005	$ 670,364.00	65	Mill and Overlay	100
2015	TW AP SE	1105	$ 640,901.00	60	Mill and Overlay	100
2015	TW D	405	$ 3,163,467.00	54	Mill and Overlay	100
2015	TW D2	420	$ 756,944.00	52	Mill and Overlay	100
2016	AP S	4105	$ 2,966,401.00	64	Mill and Overlay	100
2016	TW C2	320	$ 271,417.00	64	Mill and Overlay	100
2016	TW D1	415	$ 779,839.00	64	Mill and Overlay	100
2017	AP NE	4310	$ 315,047.00	64	Mill and Overlay	100
2017	AP NE	4315	$ 336,990.00	64	Mill and Overlay	100
2017	TW C1	310	$ 280,776.00	64	Mill and Overlay	100
2018	RW 9L-27R	6126	$ 165,548.00	64	Mill and Overlay	100
2018	TW E4	527	$ 430,533.00	65	Mill and Overlay	100
2019	AP S	4110	$ 4,369,952.00	64	Mill and Overlay	100
2019	RW 13-31	6205	$ 6,756,431.00	65	Mill and Overlay	100
2019	RW 9R-27L	6305	$ 7,766,013.00	65	Mill and Overlay	100
2019	TW CC	905	$ 132,327.00	65	Mill and Overlay	100
2019	TW D	411	$ 457,385.00	65	Mill and Overlay	100
2019	TW E3	525	$ 706,090.00	64	Mill and Overlay	100
2019	TW H	815	$ 2,009,739.00	64	Mill and Overlay	100
2020	AP N	4215	$ 1,043,347.00	64	Mill and Overlay	100
2020	RW 9L-27R	6109	$ 173,891.00	64	Mill and Overlay	100
2020	RW 9R-27L	6304	$ 347,782.00	64	Mill and Overlay	100
2020	TW A3	125	$ 558,991.00	64	Mill and Overlay	100
2020	TW D	412	$ 173,960.00	64	Mill and Overlay	100
2020	TW E2	520	$ 877,707.00	65	Mill and Overlay	100
2021	AP NE	4325	$ 887,014.00	65	Mill and Overlay	100
2021	RW 13-31	6210	$ 3,583,949.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2021	RW 9L-27R	6131	$ 361,798.00	64	Mill and Overlay	100
2021	RW 9R-27L	6306	$ 360,007.00	65	Mill and Overlay	100
2021	RW 9R-27L	6311	$ 180,003.00	65	Mill and Overlay	100
2021	TW H2	810	$ 138,707.00	64	Mill and Overlay	100
2022	AP S	4115	$ 15,358,331.00	64	Mill and Overlay	100
2022	RW 9L-27R	6105	$ 8,486,132.00	65	Mill and Overlay	100
2022	RW 9R-27L	6302	$ 1,844,811.00	65	Mill and Overlay	100
2022	RW 9R-27L	6309	$ 184,481.00	63	Mill and Overlay	100
2022	TW E	507	$ 570,601.00	64	Mill and Overlay	100
2022	TW E5	529	$ 483,194.00	64	Mill and Overlay	100
2023	RW 9R-27L	6310	$ 4,370,358.00	64	Mill and Overlay	100
2023	TW 2	260	$ 374,277.00	64	Mill and Overlay	100
2023	TW D	410	$ 686,751.00	64	Mill and Overlay	100
2023	TW E5	530	$ 610,824.00	64	Mill and Overlay	100
2024	AP N	4205	$ 16,440,146.00	64	Mill and Overlay	100
2024	AP NE	4330	$ 52,843.00	64	PCC Restoration	100
2024	TW 7	210	$ 363,192.00	64	Mill and Overlay	100
2024	TW C	910	$ 2,702,222.00	65	Mill and Overlay	100
2024	TW E1	516	$ 760,064.00	65	Mill and Overlay	100
2024	TW G	705	$ 1,010,319.00	64	Mill and Overlay	100
2024	TW H3	330	$ 361,219.00	64	Mill and Overlay	100
		Total =	$ 102,321,244.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 9L-27R, Section 6105, Sample Unit 383 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 9L-27R, Section 6110, Sample Unit 184 – Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 13-31, Section 6205, Sample Unit 378 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 13-31, Section 6205, Sample Unit 353 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 9R-27L, Section 6305, Sample Unit 342 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (57) Weathering

Runway 9R-27L, Section 6305, Sample Unit 325 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering

Taxiway Charlie, Section 910, Sample Unit 118 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway E5, Section 529, Sample Unit 100 – Low Severity (48) Longitudinal and Transverse Cracking, Medium Severity (57) Weathering

Taxiway Alpha, Section 105, Sample Unit 129 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Echo, Section 505, Sample Unit 159 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling

Taxiway Golf, Section 705, Sample Unit 209 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering, Medium Severity (57) Weathering

Apron North, Section 4205, Sample Unit 312 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Apron Southeast, Section 4410, Sample Unit 501 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (50) Patching, Medium Severity (57) Weathering

Apron North, Section 4220, Sample Unit 532 – Low Severity (48) Longitudinal and Transverse Cracking, (49) Oil Spillage, Low Severity (52) Raveling, Low Severity (56) Swelling, Medium Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4205 of 6 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 840,000.00SqFt Length: 2,800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 168 Surveyed: 16
Conditions: PCI : 81
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
56 SWELLING	L	31.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 207 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 217 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	21.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 221 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft	Comments:
49 OIL SPILLAGE	N	12.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
56 SWELLING	L	61.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

57	WEATHERING	L	4,750.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	2.00 Ft	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	115.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 516 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 523 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 604 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	9.00 Ft	Comments:
56	SWELLING	L	46.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:
49	OIL SPILLAGE	N	36.00 SqFt	Comments:
49	OIL SPILLAGE	N	9.00 SqFt	Comments:

Sample Number: 610 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 619 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

49	OIL SPILLAGE	N	49.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00 Ft	Comments:
45	DEPRESSION	L	9.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:
52	RAVELING	L	500.00 SqFt	Comments:

Sample Number: 627 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

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

Re-inspection Report

FDOT

Report Generated Date: May 18, 2015

57 WEATHERING	M	4,950.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4215 of 6 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 60,000.00SqFt Length: 200.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 74
Inspection Comments:

Sample Number: 228 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	66.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 529 Type: R Area: 5,000.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	128.00 Ft	Comments:
45	DEPRESSION	L	96.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	4,900.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4220 of 6 From: - To: - Last Const.: 01/01/1994
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 109,500.00SqFt Length: 365.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 24 Surveyed: 3
Conditions: PCI : 59
Inspection Comments:

Sample Number: 133 Type: R Area: 3,250.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	221.00	Ft	Comments:
43	BLOCK CRACKING	L	158.00	SqFt	Comments:
56	SWELLING	L	244.00	SqFt	Comments:
52	RAVELING	L	100.00	SqFt	Comments:
57	WEATHERING	M	3,150.00	SqFt	Comments:

Sample Number: 231 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	75.00	Ft	Comments:
56	SWELLING	L	25.00	SqFt	Comments:
52	RAVELING	L	100.00	SqFt	Comments:
57	WEATHERING	M	4,900.00	SqFt	Comments:

Sample Number: 532 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

45	DEPRESSION	L	25.00	SqFt	Comments:
43	BLOCK CRACKING	L	200.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	543.00	Ft	Comments:
49	OIL SPILLAGE	N	69.00	SqFt	Comments:
56	SWELLING	L	600.00	SqFt	Comments:
52	RAVELING	L	700.00	SqFt	Comments:
57	WEATHERING	M	4,300.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4225 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 69,490.00SqFt Length: 2,300.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 20 Surveyed: 3
Conditions: PCI : 58
Inspection Comments:

Sample Number: 101 Type: R Area: 3,000.00SqFt PCI = 69
Sample Comments:

52 RAVELING	M	161.00	SqFt	Comments:
52 RAVELING	L	2,839.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 4,500.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft	Comments:
50 PATCHING	M	25.00	SqFt	Comments:
52 RAVELING	M	28.00	SqFt	Comments:
52 RAVELING	L	4,447.00	SqFt	Comments:

Sample Number: 500 Type: R Area: 3,760.00SqFt PCI = 48
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft	Comments:
45 DEPRESSION	M	440.00	SqFt	Comments:
52 RAVELING	L	3,760.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4230 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 18,794.76SqFt Length: 150.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 48
Inspection Comments:

Sample Number: 102 Type: R Area: 7,478.00SqFt PCI = 48
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	4.00 Ft	Comments:
45	DEPRESSION	M	720.00 SqFt	Comments:
52	RAVELING	M	50.00 SqFt	Comments:
52	RAVELING	L	7,428.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,116,984.76SqFt

Section: 4235 of 6 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 19,200.00SqFt Length: 120.00Ft Width: 160.00Ft
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 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4305 of 6 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 9,600.00SqFt Length: 190.00Ft Width: 50.00Ft
Slabs: 67 Slab Width: 12.00Ft Slab Length: 12.00Ft Joint Length: 1,343.33Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 91
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4310 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 19,797.46SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 103 Type: R Area: 4,500.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
49	OIL SPILLAGE	N	208.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	M	4,450.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4315 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 21,176.35SqFt Length: 200.00Ft Width: 85.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 103 Type: R Area: 4,350.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	57.00 Ft	Comments:
49	OIL SPILLAGE	N	4.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	4,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4320 of 6 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 9,216.00SqFt Length: 180.00Ft Width: 50.00Ft
Slabs: 64 Slab Width: 12.00Ft Slab Length: 12.00Ft Joint Length: 1,270.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 201 Type: R Area: 20.00Slabs PCI = 88
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4325 of 6 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 49,524.03SqFt Length: 495.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 75
Inspection Comments:

Sample Number: 101 Type: R Area: 3,504.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	17.00	Ft	Comments:
52 RAVELING	L	2,102.00	SqFt	Comments:
57 WEATHERING	L	1,402.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 4,900.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	15.00	Ft	Comments:
52 RAVELING	M	30.00	SqFt	Comments:
52 RAVELING	M	88.00	SqFt	Comments:
52 RAVELING	L	956.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4330 of 6 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 2,700.00SqFt Length: 60.00Ft Width: 45.00Ft
Slabs: 12 Slab Width: 15.00Ft Slab Length: 15.00Ft Joint Length: 255.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 300 Type: R Area: 12.00Slabs PCI = 77
Sample Comments:

74 JOINT SPALLING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4105 of 7 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 192,000.00SqFt Length: 700.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 39 Surveyed: 5
Conditions: PCI : 66
Inspection Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	414.00 Ft	Comments:
43	BLOCK CRACKING	L	800.00 SqFt	Comments:
56	SWELLING	L	500.00 SqFt	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	M	4,500.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	13.00 Ft	Comments:
52	RAVELING	L	40.00 SqFt	Comments:
57	WEATHERING	M	4,960.00 SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:
43	BLOCK CRACKING	L	258.00 SqFt	Comments:
52	RAVELING	L	238.00 SqFt	Comments:
56	SWELLING	L	400.00 SqFt	Comments:
57	WEATHERING	M	4,762.00 SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	M	4,500.00 SqFt	Comments:

Sample Number: 606 Type: R Area: 4,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	95.00 Ft	Comments:
52	RAVELING	L	600.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	41.00 Ft	Comments:
57	WEATHERING	M	3,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4110 of 7 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 258,843.00SqFt Length: 800.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 51 Surveyed: 5
Conditions: PCI : 72
Inspection Comments:

Sample Number: 107 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	5,000.00	SqFt	Comments:

Sample Number: 111 Type: R Area: 4,685.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
57 WEATHERING	M	4,685.00	SqFt	Comments:

Sample Number: 213 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

52 RAVELING	L	100.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	60.00	Ft	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Sample Number: 510 Type: R Area: 6,044.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft	Comments:
49 OIL SPILLAGE	N	49.00	SqFt	Comments:
52 RAVELING	L	300.00	SqFt	Comments:
57 WEATHERING	M	5,744.00	SqFt	Comments:

Sample Number: 515 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	96.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4115 of 7 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 832,515.06SqFt Length: 2,775.05Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 168 Surveyed: 10
Conditions: PCI : 77
Inspection Comments:

Sample Number: 227 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

52 RAVELING	L	168.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:
52 RAVELING	L	242.00	SqFt	Comments:
57 WEATHERING	L	4,590.00	SqFt	Comments:

Sample Number: 230 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft	Comments:
56 SWELLING	L	16.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 235 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

45 DEPRESSION	L	8.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

56 SWELLING	L	15.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
56 SWELLING	M	5.00	SqFt	Comments:
57 WEATHERING	M	4,900.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	4,950.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft	Comments:
52 RAVELING	L	28.00	SqFt	Comments:
57 WEATHERING	L	4,723.00	SqFt	Comments:
52 RAVELING	L	249.00	SqFt	Comments:
49 OIL SPILLAGE	N	21.00	SqFt	Comments:
49 OIL SPILLAGE	N	36.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 419 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	4,900.00 SqFt	Comments:

Sample Number: 534 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

49	OIL SPILLAGE	N	4.00 SqFt	Comments:
49	OIL SPILLAGE	N	12.00 SqFt	Comments:
49	OIL SPILLAGE	N	6.00 SqFt	Comments:
49	OIL SPILLAGE	N	2.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 539 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

49	OIL SPILLAGE	N	16.00 SqFt	Comments:
49	OIL SPILLAGE	N	24.00 SqFt	Comments:
49	OIL SPILLAGE	N	40.00 SqFt	Comments:
52	RAVELING	L	16.00 SqFt	Comments:
52	RAVELING	L	249.00 SqFt	Comments:
57	WEATHERING	L	4,735.00 SqFt	Comments:

Sample Number: 626 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4125 of 7 From: To: Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: T
Area: 35,370.73SqFt Length: 230.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 61
Inspection Comments:

Sample Number: 100 Type: R Area: 5,005.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	80.00 Ft	Comments:
45	DEPRESSION	L	48.00 SqFt	Comments:
49	OIL SPILLAGE	N	8.00 SqFt	Comments:
52	RAVELING	L	5,005.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4130 of 7 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 19,714.38SqFt Length: 264.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 35
Inspection Comments:

Sample Number: 102 Type: R Area: 5,940.00SqFt PCI = 35
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	151.00 Ft	Comments:
43	BLOCK CRACKING	L	360.00 SqFt	Comments:
43	BLOCK CRACKING	L	845.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	245.00 SqFt	Comments:
53	RUTTING	L	245.00 SqFt	Comments:
52	RAVELING	L	5,940.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4135 of 7 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 29,788.29SqFt Length: 750.00Ft Width: 36.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 58
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:
43	BLOCK CRACKING	L	1,300.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 1,412,105.41SqFt

Section: 4140 of 7 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 43,873.95SqFt Length: 1,400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 52
Inspection Comments:

Sample Number: 300 Type: R Area: 5,097.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	149.00 Ft	Comments:
45	DEPRESSION	L	100.00 SqFt	Comments:
43	BLOCK CRACKING	L	1,170.00 SqFt	Comments:
49	OIL SPILLAGE	N	50.00 SqFt	Comments:
52	RAVELING	L	5,097.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 4,891.00SqFt PCI = 48
Sample Comments:

50	PATCHING	L	75.00 SqFt	Comments:
50	PATCHING	L	112.00 SqFt	Comments:
43	BLOCK CRACKING	L	3,526.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	112.00 Ft	Comments:
52	RAVELING	L	4,699.00 SqFt	Comments:
50	PATCHING	L	2.00 SqFt	Comments:
52	RAVELING	H	2.00 SqFt	Comments:
50	PATCHING	L	1.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 4410 of 1 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 45,220.00SqFt Length: 400.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 60
Inspection Comments:

Sample Number: 200 Type: R Area: 5,950.00SqFt PCI = 55
Sample Comments:

50 PATCHING	L	180.00	SqFt	Comments:
52 RAVELING	L	5,770.00	SqFt	Comments:
43 BLOCK CRACKING	L	5,770.00	SqFt	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	550.00	Ft	Comments:
50 PATCHING	L	8.00	SqFt	Comments:
50 PATCHING	L	90.00	SqFt	Comments:
50 PATCHING	L	23.00	SqFt	Comments:
50 PATCHING	L	23.00	SqFt	Comments:
57 WEATHERING	M	5,211.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6205 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 400,200.00SqFt Length: 4,002.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 80 Surveyed: 16
Conditions: PCI : 72
Inspection Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 RAVELING	L	364.00	SqFt	Comments:
57 WEATHERING	M	2,318.00	SqFt	Comments:
57 WEATHERING	L	2,318.00	SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	1,238.00	SqFt	Comments:
57 WEATHERING	L	3,712.00	SqFt	Comments:

Sample Number: 317 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	Comments:
52 RAVELING	L	448.00	SqFt	Comments:
57 WEATHERING	M	896.00	SqFt	Comments:
52 RAVELING	L	520.00	SqFt	Comments:
57 WEATHERING	L	3,136.00	SqFt	Comments:

Sample Number: 326 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft	Comments:
57 WEATHERING	M	1,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

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48 LONGITUDINAL/TRANSVERSE CRACKING	L	179.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	M	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,000.00	SqFt	Comments:

Sample Number: 334 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	Comments:
57 WEATHERING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 338 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	41.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 343 Type: R Area: 5,000.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	3,713.00	SqFt	Comments:
57 WEATHERING	L	1,237.00	SqFt	Comments:

Sample Number: 353 Type: R Area: 5,000.00SqFt PCI = 68

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	153.00	Ft	Comments:
45 DEPRESSION	L	165.00	SqFt	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

52 RAVELING	L	1,500.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
57 WEATHERING	M	1,750.00	SqFt	Comments:
57 WEATHERING	L	1,750.00	SqFt	Comments:

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	184.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	3,675.00	SqFt	Comments:
57 WEATHERING	L	1,225.00	SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 70

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	159.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	3,675.00	SqFt	Comments:
57 WEATHERING	L	1,225.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 378 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft	Comments:
52	RAVELING	L	650.00	SqFt	Comments:
42	BLEEDING	N	51.00	SqFt	Comments:
57	WEATHERING	M	3,263.00	SqFt	Comments:
57	WEATHERING	L	1,087.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6210 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 200,100.00SqFt Length: 8,004.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 40 Surveyed: 7
Conditions: PCI : 75
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	2.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	M	4,750.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft	Comments:
52 RAVELING	L	2,400.00	SqFt	Comments:
57 WEATHERING	L	2,600.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Sample Number: 172 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	67.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 556 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
52 RAVELING	L	2,250.00	SqFt	Comments:
57 WEATHERING	L	2,750.00	SqFt	Comments:

Sample Number: 572 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6104 of 6 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 64
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	604.00 Ft	Comments:
57 WEATHERING	M	850.00 SqFt	Comments:
57 WEATHERING	L	4,150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6105 of 6 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 460,000.00SqFt Length: 4,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 92 Surveyed: 19
Conditions: PCI : 73
Inspection Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	38.00	Ft	Comments:
52 RAVELING	L	700.00	SqFt	Comments:
57 WEATHERING	M	2,150.00	SqFt	Comments:
57 WEATHERING	L	2,150.00	SqFt	Comments:

Sample Number: 309 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft	Comments:
57 WEATHERING	M	3,750.00	SqFt	Comments:
57 WEATHERING	L	1,250.00	SqFt	Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	184.00	Ft	Comments:
52 RAVELING	L	50.00	SqFt	Comments:
57 WEATHERING	M	2,475.00	SqFt	Comments:
57 WEATHERING	M	2,475.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	M	2,375.00	SqFt	Comments:
57 WEATHERING	M	2,375.00	SqFt	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:
52 RAVELING	L	25.00	SqFt	Comments:
57 WEATHERING	M	2,488.00	SqFt	Comments:
57 WEATHERING	L	2,487.00	SqFt	Comments:

Sample Number: 331 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00	Ft	Comments:

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FDOT
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52 RAVELING	L	16.00 SqFt	Comments:
57 WEATHERING	M	2,492.00 SqFt	Comments:
57 WEATHERING	L	2,492.00 SqFt	Comments:

Sample Number: 334 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00 Ft	Comments:
52 RAVELING	L	25.00 SqFt	Comments:
57 WEATHERING	M	2,488.00 SqFt	Comments:
57 WEATHERING	L	2,487.00 SqFt	Comments:

Sample Number: 340 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	119.00 Ft	Comments:
57 WEATHERING	M	2,500.00 SqFt	Comments:
57 WEATHERING	L	2,500.00 SqFt	Comments:

Sample Number: 347 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	102.00 Ft	Comments:
57 WEATHERING	M	2,500.00 SqFt	Comments:
57 WEATHERING	L	2,500.00 SqFt	Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:
57 WEATHERING	M	3,750.00 SqFt	Comments:
57 WEATHERING	L	1,250.00 SqFt	Comments:

Sample Number: 358 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	61.00 Ft	Comments:
57 WEATHERING	M	3,750.00 SqFt	Comments:
57 WEATHERING	L	1,250.00 SqFt	Comments:

Sample Number: 364 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	161.00 Ft	Comments:
52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	M	960.00 SqFt	Comments:
57 WEATHERING	L	3,840.00 SqFt	Comments:

Sample Number: 367 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.00 Ft	Comments:
57 WEATHERING	M	3,750.00 SqFt	Comments:
57 WEATHERING	L	1,250.00 SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
57 WEATHERING	M	2,500.00 SqFt	Comments:
57 WEATHERING	L	2,500.00 SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	157.00 Ft	Comments:
57 WEATHERING	M	3,750.00 SqFt	Comments:
57 WEATHERING	L	1,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 383 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	122.00 Ft	Comments:
52	RAVELING	L	75.00 SqFt	Comments:
57	WEATHERING	M	3,694.00 SqFt	Comments:
57	WEATHERING	L	1,231.00 SqFt	Comments:

Sample Number: 388 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00 Ft	Comments:
57	WEATHERING	M	3,750.00 SqFt	Comments:
57	WEATHERING	L	1,250.00 SqFt	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.00 Ft	Comments:
57	WEATHERING	M	3,750.00 SqFt	Comments:
57	WEATHERING	L	1,250.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6109 of 6 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	399.00 Ft	Comments:
57	WEATHERING	M	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6110 of 6 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 230,000.00SqFt Length: 9,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 46 Surveyed: 8
Conditions: PCI : 78
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	14.00	Ft	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	7.00	Ft	Comments:
57 WEATHERING	M	750.00	SqFt	Comments:
57 WEATHERING	L	4,250.00	SqFt	Comments:

Sample Number: 184 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	68.00	Ft	Comments:
57 WEATHERING	M	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 504 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 520 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft	Comments:
52 RAVELING	L	450.00	SqFt	Comments:
57 WEATHERING	M	2,275.00	SqFt	Comments:
57 WEATHERING	L	2,275.00	SqFt	Comments:

Sample Number: 580 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	185.00	Ft	Comments:
57 WEATHERING	M	750.00	SqFt	Comments:
57 WEATHERING	L	4,250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 592 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
57	WEATHERING	M	3,750.00	SqFt	Comments:
57	WEATHERING	L	1,250.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6126 of 6 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 10,100.00SqFt Length: 404.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 596 Type: R Area: 5,050.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	2,250.00 SqFt	Comments:
57	WEATHERING	M	1,400.00 SqFt	Comments:
57	WEATHERING	L	1,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6131 of 6 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 20,200.00SqFt Length: 202.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 396 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft	Comments:
52 RAVELING	L	320.00	SqFt	Comments:
57 WEATHERING	M	2,340.00	SqFt	Comments:
57 WEATHERING	L	2,340.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6302 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 100,000.00SqFt Length: 1,000.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 20 Surveyed: 5
Conditions: PCI : 73
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:
46 JET BLAST	N	18.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.00	Ft	Comments:
52 RAVELING	L	200.00	SqFt	Comments:
57 WEATHERING	M	2,400.00	SqFt	Comments:
57 WEATHERING	L	2,400.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	2,450.00	SqFt	Comments:
57 WEATHERING	L	2,450.00	SqFt	Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	85.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	1,213.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:

Sample Number: 318 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft	Comments:
52 RAVELING	L	125.00	SqFt	Comments:
57 WEATHERING	M	1,219.00	SqFt	Comments:
57 WEATHERING	L	3,656.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6304 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 20,000.00SqFt Length: 200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

57 WEATHERING	M	2,900.00 SqFt	Comments:
52 RAVELING	L	15.00 SqFt	Comments:
57 WEATHERING	L	2,085.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6305 of 8 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 460,000.00SqFt Length: 4,600.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 92 Surveyed: 19
Conditions: PCI : 72
Inspection Comments:

Sample Number: 325 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00	Ft	Comments:
45 DEPRESSION	L	32.00	SqFt	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	1,750.00	SqFt	Comments:
57 WEATHERING	M	1,750.00	SqFt	Comments:

Sample Number: 330 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	Comments:
52 RAVELING	L	1,023.00	SqFt	Comments:
57 WEATHERING	M	1,989.00	SqFt	Comments:
57 WEATHERING	L	1,988.00	SqFt	Comments:

Sample Number: 336 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft	Comments:
45 DEPRESSION	L	128.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	2,425.00	SqFt	Comments:
57 WEATHERING	L	2,425.00	SqFt	Comments:

Sample Number: 342 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	142.00	Ft	Comments:
52 RAVELING	L	1,600.00	SqFt	Comments:
57 WEATHERING	M	1,700.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft	Comments:
57 WEATHERING	L	1,700.00	SqFt	Comments:

Sample Number: 348 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.00	Ft	Comments:
52 RAVELING	L	400.00	SqFt	Comments:
57 WEATHERING	M	2,300.00	SqFt	Comments:
57 WEATHERING	L	2,300.00	SqFt	Comments:

Sample Number: 352 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	M	2,325.00	SqFt	Comments:

Re-inspection Report

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Report Generated Date: May 18, 2015

57 WEATHERING		L	2,325.00 SqFt	Comments:

Sample Number: 356 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	197.00 Ft	Comments:
52 RAVELING		L	300.00 SqFt	Comments:
57 WEATHERING		M	2,350.00 SqFt	Comments:
57 WEATHERING		L	2,350.00 SqFt	Comments:

Sample Number: 362 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	60.00 Ft	Comments:
52 RAVELING		L	200.00 SqFt	Comments:
57 WEATHERING		M	2,400.00 SqFt	Comments:
57 WEATHERING		L	2,400.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	31.00 Ft	Comments:
52 RAVELING		L	250.00 SqFt	Comments:
57 WEATHERING		M	2,375.00 SqFt	Comments:
57 WEATHERING		L	2,375.00 SqFt	Comments:

Sample Number: 370 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	60.00 Ft	Comments:
57 WEATHERING		M	3,750.00 SqFt	Comments:
57 WEATHERING		L	1,250.00 SqFt	Comments:

Sample Number: 377 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	23.00 Ft	Comments:
52 RAVELING		L	54.00 SqFt	Comments:
57 WEATHERING		M	2,473.00 SqFt	Comments:
57 WEATHERING		L	2,473.00 SqFt	Comments:

Sample Number: 384 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	114.00 Ft	Comments:
57 WEATHERING		M	2,500.00 SqFt	Comments:
57 WEATHERING		L	2,500.00 SqFt	Comments:

Sample Number: 391 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	120.00 Ft	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		M	2,425.00 SqFt	Comments:
57 WEATHERING		L	2,425.00 SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	77.00 Ft	Comments:
52 RAVELING		L	150.00 SqFt	Comments:
57 WEATHERING		M	2,425.00 SqFt	Comments:
57 WEATHERING		L	2,425.00 SqFt	Comments:

Sample Number: 398 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING		L	68.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	M	875.00	SqFt	Comments:
57 WEATHERING	L	2,625.00	SqFt	Comments:

Sample Number: 403 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	1,213.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:

Sample Number: 407 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	M	1,213.00	SqFt	Comments:
57 WEATHERING	L	3,637.00	SqFt	Comments:

Sample Number: 412 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft	Comments:
52 RAVELING	L	24.00	SqFt	Comments:
57 WEATHERING	M	1,244.00	SqFt	Comments:
57 WEATHERING	L	3,732.00	SqFt	Comments:

Sample Number: 415 Type: R Area: 5,000.00SqFt PCI = 93
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft	Comments:
52 RAVELING	L	6.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6306 of 8 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 20,100.00SqFt Length: 201.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 418 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00 Ft	Comments:
52	RAVELING	L	1,950.00 SqFt	Comments:
57	WEATHERING	L	3,050.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6307 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 50,000.00SqFt Length: 2,000.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 81
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	19.00 Ft	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:
56	SWELLING	L	6.00 SqFt	Comments:

Sample Number: 508 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	89.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,950.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6309 of 8 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	24.00 Ft	Comments:
57	WEATHERING	M	2,400.00 SqFt	Comments:
57	WEATHERING	L	2,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6310 of 8 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 230,000.00SqFt Length: 9,200.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 46 Surveyed: 8
Conditions: PCI : 78
Inspection Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 528 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00	Ft	Comments:
52 RAVELING	L	924.00	SqFt	Comments:
57 WEATHERING	M	2,038.00	SqFt	Comments:
57 WEATHERING	L	2,038.00	SqFt	Comments:

Sample Number: 544 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	215.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 568 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

57 WEATHERING	M	2,500.00	SqFt	Comments:
57 WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 596 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft	Comments:
52 RAVELING	L	2,736.00	SqFt	Comments:
57 WEATHERING	L	2,264.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

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

Section: 6311 of 8 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-RW-AC Zone: Category: Rank: P
Area: 10,050.00SqFt Length: 402.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 216 Type: R Area: 5,025.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00 Ft	Comments:
52	RAVELING	L	900.00 SqFt	Comments:
57	WEATHERING	L	3,094.00 SqFt	Comments:
57	WEATHERING	M	1,031.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 1 Name: TAXIWAY 1 Use: TAXIWAY Area: 12,842.70SqFt

Section: 270 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 12,842.70SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 700 Type: R Area: 5,086.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
57	WEATHERING	M	1,017.00 SqFt	Comments:
57	WEATHERING	L	4,069.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 2 Name: TAXIWAY 2 Use: TAXIWAY Area: 19,697.18SqFt

Section: 260 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 602 Type: R Area: 4,761.00SqFt PCI = 77
Sample Comments:

52 RAVELING	L	60.00 SqFt	Comments:
57 WEATHERING	M	2,351.00 SqFt	Comments:
57 WEATHERING	L	2,350.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 3 Name: TAXIWAY 3 Use: TAXIWAY Area: 19,697.18SqFt

Section: 250 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 502 Type: R Area: 4,761.00SqFt PCI = 80
Sample Comments:

52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	M	1,140.00 SqFt	Comments:
57 WEATHERING	L	3,421.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 4 Name: TAXIWAY 4 Use: TAXIWAY Area: 19,697.18SqFt

Section: 240 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 400 Type: R Area: 6,829.00SqFt PCI = 80
Sample Comments:

52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	M	1,657.00 SqFt	Comments:
57 WEATHERING	L	4,972.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 5 Name: TAXIWAY 5 Use: TAXIWAY Area: 19,697.18SqFt

Section: 230 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 84
Inspection Comments:

Sample Number: 302 Type: R Area: 4,761.00SqFt PCI = 84
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	M	1,188.00 SqFt	Comments:
57 WEATHERING	L	3,563.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 6 Name: TAXIWAY 6 Use: TAXIWAY Area: 19,696.66SqFt

Section: 220 of 1 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,696.66SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 200 Type: R Area: 6,829.00SqFt PCI = 80
Sample Comments:

52 RAVELING	L	200.00 SqFt	Comments:
57 WEATHERING	M	1,657.00 SqFt	Comments:
57 WEATHERING	L	4,972.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW 7 Name: TAXIWAY 7 Use: TAXIWAY Area: 18,557.11SqFt

Section: 210 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,557.11SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 102 Type: R Area: 4,256.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	M	2,123.00 SqFt	Comments:
57 WEATHERING	L	2,123.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 105 of 4 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 279,575.51SqFt Length: 5,500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 56 Surveyed: 10
Conditions: PCI : 81
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	147.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	196.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 145 Type: R Area: 6,500.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	115.00	Ft	Comments:
52 RAVELING	L	325.00	SqFt	Comments:
57 WEATHERING	L	6,175.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 4,997.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,747.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 108 of 4 From: - To: - Last Const.: 01/01/2005
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,500.00SqFt Length: 370.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	148.00 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 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 110 of 4 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 36,179.51SqFt Length: 360.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	56.00 Ft	Comments:
52	RAVELING	M	27.00 SqFt	Comments:
52	RAVELING	L	746.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 361,647.06SqFt

Section: 111 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 27,392.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 103 Type: R Area: 3,850.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	193.00 SqFt	Comments:
57 WEATHERING	L	3,657.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 50,474.98SqFt

Section: 115 of 1 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 85
Inspection Comments:

Sample Number: 101 Type: R Area: 4,486.00SqFt PCI = 85
Sample Comments:

57 WEATHERING	M	1,122.00 SqFt	Comments:
57 WEATHERING	L	3,364.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,834.00SqFt PCI = 85
Sample Comments:

57 WEATHERING	M	959.00 SqFt	Comments:
57 WEATHERING	L	2,875.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 50,474.98SqFt

Section: 120 of 1 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 85
Inspection Comments:

Sample Number: 201 Type: R Area: 4,486.00SqFt PCI = 92
Sample Comments:

57 WEATHERING	M	112.00 SqFt	Comments:
57 WEATHERING	L	3,364.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 3,834.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00 Ft	Comments:
57 WEATHERING	M	1,917.00 SqFt	Comments:
57 WEATHERING	L	1,917.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,938.06SqFt

Section: 124 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 26,792.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 101 Type: R Area: 3,967.00SqFt PCI = 78
Sample Comments:

52 RAVELING	L	27.00 SqFt	Comments:
57 WEATHERING	M	1,970.00 SqFt	Comments:
57 WEATHERING	L	1,970.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,938.06SqFt

Section: 125 of 2 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 32,146.02SqFt Length: 320.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:
52	RAVELING	L	679.00 SqFt	Comments:
50	PATCHING	L	10.00 SqFt	Comments:
57	WEATHERING	M	4,311.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,217.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00 Ft	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
57	WEATHERING	M	5,217.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW AP NE Name: TAXIWAY TO NE APRON Use: TAXIWAY Area: 44,690.90SqFt

Section: 1005 of 1 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 44,690.90SqFt Length: 1,200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 13 Surveyed: 2
Conditions: PCI : 65
Inspection Comments:

Sample Number: 503 Type: R Area: 3,500.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft	Comments:
43	BLOCK CRACKING	L	60.00 SqFt	Comments:
52	RAVELING	L	350.00 SqFt	Comments:
57	WEATHERING	M	3,153.00 SqFt	Comments:

Sample Number: 509 Type: R Area: 3,500.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00 Ft	Comments:
43	BLOCK CRACKING	L	175.00 SqFt	Comments:
52	RAVELING	L	100.00 SqFt	Comments:
57	WEATHERING	M	3,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW AP SE Name: TAXIWAY TO SE APRON Use: TAXIWAY Area: 42,726.72SqFt

Section: 1105 of 1 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 42,726.72SqFt Length: 1,400.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 104 Type: R Area: 5,307.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	637.00 Ft	Comments:
45	DEPRESSION	L	30.00 SqFt	Comments:
52	RAVELING	L	796.00 SqFt	Comments:
57	WEATHERING	L	4,511.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 138,068.51SqFt

Section: 910 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 138,068.51SqFt Length: 2,600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 27 Surveyed: 3
Conditions: PCI : 76
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	233.00 Ft	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	79.00 Ft	Comments:
42	BLEEDING	N	3.00 SqFt	Comments:
57	WEATHERING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 17,643.88SqFt

Section: 310 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 17,643.88SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 103 Type: R Area: 3,214.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.00 Ft	Comments:	
43 BLOCK CRACKING	L	110.00 SqFt	Comments:	
52 RAVELING	M	10.00 SqFt	Comments:	
52 RAVELING	L	320.00 SqFt	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 17,567.42SqFt

Section: 320 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 17,567.42SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 203 Type: R Area: 3,556.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	138.00 Ft	Comments:
56	SWELLING	L	56.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	M	3,356.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW CC Name: TAXIWAY CC Use: TAXIWAY Area: 7,838.05SqFt

Section: 905 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 7,838.05SqFt Length: 125.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 101 Type: R Area: 3,037.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00 Ft	Comments:
50 PATCHING	L	50.00 SqFt	Comments:
42 BLEEDING	N	4.00 SqFt	Comments:
57 WEATHERING	M	2,987.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 405 of 4 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 210,897.78SqFt Length: 4,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 43 Surveyed: 5
Conditions: PCI : 54
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	168.00	Ft	Comments:
52 RAVELING	L	4,746.00	SqFt	Comments:
52 RAVELING	M	250.00	SqFt	Comments:
50 PATCHING	M	4.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	4,000.00	SqFt	Comments:
50 PATCHING	M	1.00	SqFt	Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	322.00	Ft	Comments:
52 RAVELING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	4,000.00	SqFt	Comments:

Sample Number: 127 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	436.00	Ft	Comments:
52 RAVELING	M	2,000.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Sample Number: 133 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	349.00	Ft	Comments:
52 RAVELING	M	2,000.00	SqFt	Comments:
52 RAVELING	L	3,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 410 of 4 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 36,141.84SqFt Length: 361.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	56.00 Ft	Comments:
52 RAVELING	L	10.00 SqFt	Comments:
57 WEATHERING	M	2,495.00 SqFt	Comments:
57 WEATHERING	L	2,495.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 411 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 27,092.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 103 Type: R Area: 3,800.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:
52	RAVELING	L	80.00 SqFt	Comments:
52	RAVELING	L	10.00 SqFt	Comments:
57	WEATHERING	M	3,710.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 284,135.64SqFt

Section: 412 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 10,003.98SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 101 Type: R Area: 5,025.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00 Ft	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	M	4,825.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D1 Name: TAXIWAY D1 Use: TAXIWAY Area: 50,474.98SqFt

Section: 415 of 1 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 50,474.98SqFt Length: 500.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 66
Inspection Comments:

Sample Number: 101 Type: R Area: 4,486.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	271.00 Ft	Comments:
52	RAVELING	L	4,486.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 3,834.00SqFt PCI = 64
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
52	RAVELING	L	3,834.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW D2 Name: TAXIWAY D2 Use: TAXIWAY Area: 50,462.90SqFt

Section: 420 of 1 From: - To: - Last Const.: 01/01/1965
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 50,462.90SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 14 Surveyed: 2
Conditions: PCI : 52
Inspection Comments:

Sample Number: 203 Type: R Area: 3,834.00SqFt PCI = 51
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	120.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00 Ft	Comments:
52	RAVELING	M	1,000.00 SqFt	Comments:
52	RAVELING	L	2,834.00 SqFt	Comments:

Sample Number: 205 Type: R Area: 4,631.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	329.00 Ft	Comments:
52	RAVELING	M	1,500.00 SqFt	Comments:
52	RAVELING	L	3,131.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.34SqFt

Section: 503 of 5 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 56,118.63SqFt Length: 1,120.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 93
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.34SqFt

Section: 505 of 5 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 237,686.00SqFt Length: 4,700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 47 Surveyed: 5
Conditions: PCI : 81
Inspection Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
57 WEATHERING	M	1,250.00	SqFt	Comments:
57 WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

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

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 155 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 159 Type: R Area: 4,300.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	42.00	Ft	Comments:
52 RAVELING	M	40.00	SqFt	Comments:
52 RAVELING	L	639.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.34SqFt

Section: 507 of 5 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 30,930.07SqFt Length: 200.00Ft Width: 150.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 224 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	184.00	Ft	Comments:
52 RAVELING	L	25.00	SqFt	Comments:
57 WEATHERING	M	1,244.00	SqFt	Comments:
57 WEATHERING	L	3,731.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.34SqFt

Section: 510 of 5 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 32,963.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 7 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 411,789.34SqFt

Section: 513 of 5 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 54,091.64SqFt Length: 300.00Ft Width: 170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 12 Surveyed: 2
Conditions: PCI : 81
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	35.00	Ft	Comments:
52 RAVELING	L	40.00	SqFt	Comments:
57 WEATHERING	M	1,240.00	SqFt	Comments:
57 WEATHERING	L	3,720.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	11.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 59,884.07SqFt

Section: 515 of 2 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 21,049.02SqFt Length: 210.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 204 Type: R Area: 4,488.00SqFt PCI = 88
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	4,438.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E1 Name: TAXIWAY E1 Use: TAXIWAY Area: 59,884.07SqFt

Section: 516 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 38,835.05SqFt Length: 388.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 303 Type: R Area: 4,896.00SqFt PCI = 76
Sample Comments:

52 RAVELING	L	288.00 SqFt	Comments:
52 RAVELING	L	391.00 SqFt	Comments:
57 WEATHERING	M	4,217.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 50,474.48SqFt

Section: 520 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 50,474.48SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 14 Surveyed: 3
Conditions: PCI : 73
Inspection Comments:

Sample Number: 197 Type: R Area: 5,000.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 RAVELING	L	300.00	SqFt	Comments:
57 WEATHERING	M	4,700.00	SqFt	Comments:

Sample Number: 203 Type: R Area: 3,834.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	245.00	Ft	Comments:
50 PATCHING	L	20.00	SqFt	Comments:
52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	L	3,714.00	SqFt	Comments:

Sample Number: 205 Type: R Area: 4,631.00SqFt PCI = 76
Sample Comments:

52 RAVELING	L	100.00	SqFt	Comments:
57 WEATHERING	M	4,531.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 41,823.46SqFt

Section: 525 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 41,823.46SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 298 Type: R Area: 3,750.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
57	WEATHERING	M	2,500.00	SqFt	Comments:
57	WEATHERING	L	2,500.00	SqFt	Comments:

Sample Number: 303 Type: R Area: 3,848.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	223.00	Ft	Comments:
52	RAVELING	L	472.00	SqFt	Comments:
50	PATCHING	L	180.00	SqFt	Comments:
52	RAVELING	L	160.00	SqFt	Comments:
57	WEATHERING	L	3,036.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 26,266.60SqFt

Section: 527 of 1 From: - To: - Last Const.: 01/01/1996
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 26,266.60SqFt Length: 300.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 101 Type: R Area: 5,141.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	15.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft	Comments:
42	BLEEDING	N	4.00	SqFt	Comments:
52	RAVELING	L	400.00	SqFt	Comments:
52	RAVELING	L	322.00	SqFt	Comments:
57	WEATHERING	M	2,210.00	SqFt	Comments:
57	WEATHERING	L	2,209.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 58,338.06SqFt

Section: 529 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 26,192.04SqFt Length: 300.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 100 Type: R Area: 5,579.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00 Ft	Comments:
52	RAVELING	L	25.00 SqFt	Comments:
57	WEATHERING	M	5,554.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 58,338.06SqFt

Section: 530 of 2 From: - To: - Last Const.: 01/01/1999
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 32,146.02SqFt Length: 300.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 77
Inspection Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:
57	WEATHERING	M	3,750.00 SqFt	Comments:
57	WEATHERING	L	1,250.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 5,217.00SqFt PCI = 81
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	142.00 Ft	Comments:
52	RAVELING	L	261.00 SqFt	Comments:
57	WEATHERING	L	4,956.00 SqFt	Comments:
42	BLEEDING	N	2.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 57,730.09SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 57,730.09SqFt Length: 1,050.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 81
Inspection Comments:

Sample Number: 100 Type: R Area: 4,423.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft	Comments:
52 RAVELING	L	10.00	SqFt	Comments:
57 WEATHERING	M	4,413.00	SqFt	Comments:

Sample Number: 104 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 68,727.78SqFt

Section: 705 of 2 From: - To: - Last Const.: 01/01/2006
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 51,621.67SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 11 Surveyed: 2
Conditions: PCI : 79
Inspection Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	M	2,475.00 SqFt	Comments:
57	WEATHERING	L	2,475.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 68,727.78SqFt

Section: 710 of 2 From: - To: - Last Const.: 01/01/1997
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 17,106.11SqFt Length: 340.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 201 Type: R Area: 7,000.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	140.00 Ft	Comments:
56	SWELLING	L	105.00 SqFt	Comments:
56	SWELLING	L	21.00 SqFt	Comments:
52	RAVELING	L	30.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	L	6,770.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 119,041.80SqFt

Section: 815 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 119,041.80SqFt Length: 2,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 25 Surveyed: 3
Conditions: PCI : 71
Inspection Comments:

Sample Number: 103 Type: R Area: 5,046.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	119.00 Ft	Comments:
52	RAVELING	L	505.00 SqFt	Comments:
57	WEATHERING	M	4,541.00 SqFt	Comments:
42	BLEEDING	N	2.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 6,192.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	73.00 Ft	Comments:
45	DEPRESSION	L	36.00 SqFt	Comments:
52	RAVELING	L	200.00 SqFt	Comments:
57	WEATHERING	M	5,992.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

52	RAVELING	L	20.00 SqFt	Comments:
57	WEATHERING	M	4,980.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H1 Name: TAXIWAY H1 Use: TAXIWAY Area: 4,801.55SqFt

Section: 805 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 4,801.55SqFt Length: 90.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 100 Type: R Area: 4,801.00SqFt PCI = 78
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	175.00 Ft	Comments:
52	RAVELING	L	480.00 SqFt	Comments:
57	WEATHERING	L	4,321.00 SqFt	Comments:
42	BLEEDING	N	4.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H2 Name: TAXIWAY H2 Use: TAXIWAY Area: 7,744.33SqFt

Section: 810 of 1 From: - To: - Last Const.: 01/01/1998
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 7,744.33SqFt Length: 75.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 101 Type: R Area: 3,537.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	225.00 Ft	Comments:
52	RAVELING	L	40.00 SqFt	Comments:
57	WEATHERING	M	3,497.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H3 Name: TAXIWAY H3 Use: TAXIWAY Area: 18,456.28SqFt

Section: 330 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,456.28SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 300 Type: R Area: 5,689.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	193.00 Ft	Comments:
42	BLEEDING	N	3.00 SqFt	Comments:
52	RAVELING	L	569.00 SqFt	Comments:
57	WEATHERING	L	5,120.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H4 Name: TAXIWAY H4 Use: TAXIWAY Area: 17,255.03SqFt

Section: 340 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 17,255.03SqFt Length: 190.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 402 Type: R Area: 3,295.00SqFt PCI = 85
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
56	SWELLING	L	10.00 SqFt	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	3,245.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H5 Name: TAXIWAY H5 Use: TAXIWAY Area: 19,697.18SqFt

Section: 350 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 502 Type: R Area: 4,761.00SqFt PCI = 82
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:
52	RAVELING	L	238.00 SqFt	Comments:
57	WEATHERING	L	4,523.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H6 Name: TAXIWAY H6 Use: TAXIWAY Area: 19,697.18SqFt

Section: 360 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 19,697.18SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 602 Type: R Area: 4,761.00SqFt PCI = 87
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52	RAVELING	L	143.00 SqFt	Comments:
57	WEATHERING	L	4,618.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 18, 2015

Network: TMB Name: MIAMI EXECUTIVE AIRPORT

Branch: TW H7 Name: TAXIWAY H7 Use: TAXIWAY Area: 12,808.80SqFt

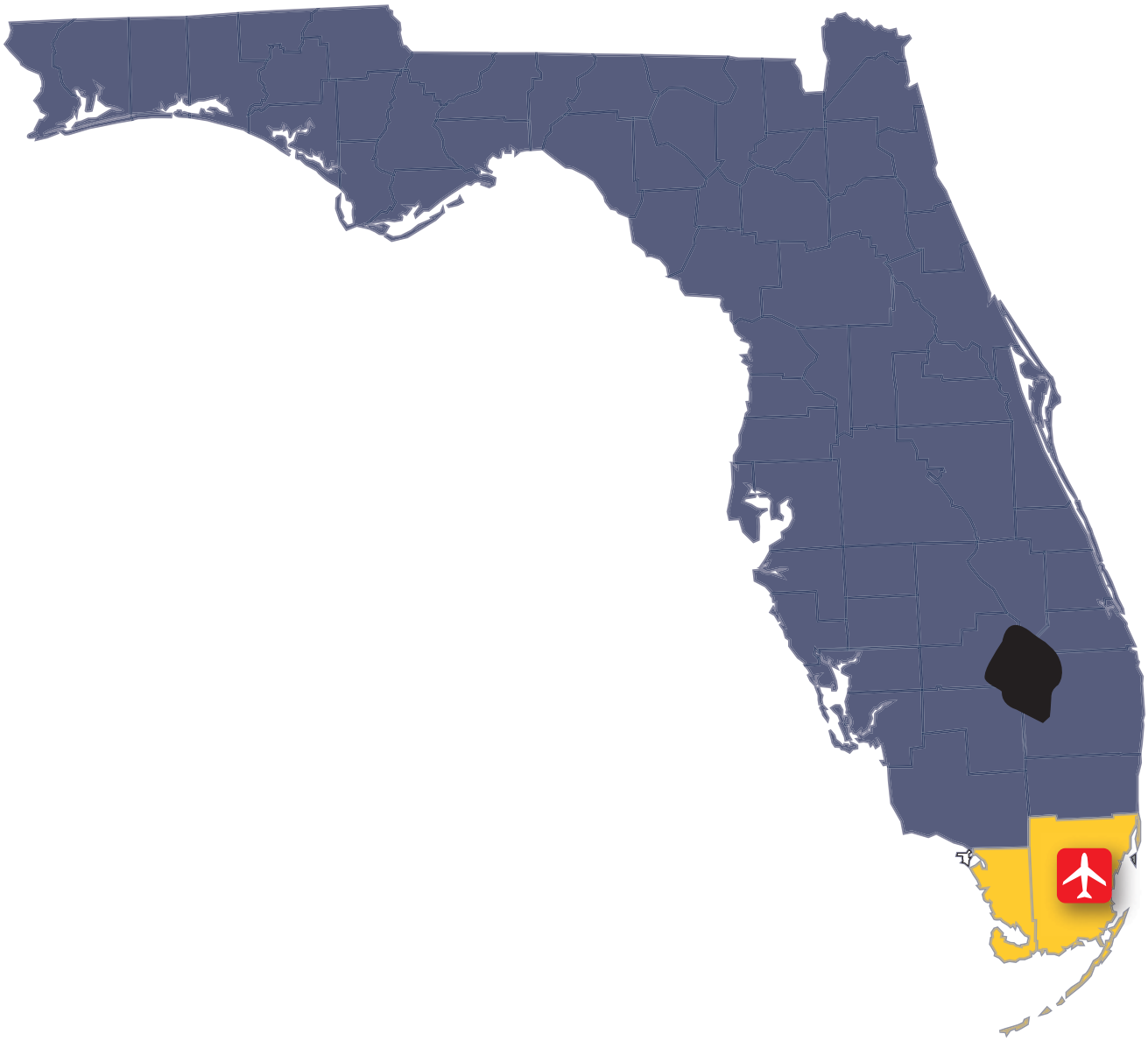
Section: 370 of 1 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 12,808.80SqFt Length: 190.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/02/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 700 Type: R Area: 5,148.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00 Ft	Comments:
52	RAVELING	L	257.00 SqFt	Comments:
57	WEATHERING	L	4,891.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT