

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**AVIATION AND SPACEPORTS OFFICE**

# Statewide Airfield Pavement Management Program

## Airport Pavement Evaluation Report November 2019



**Lakeland Linder  
International Airport (LAL)**  
Reliever Airport  
District 1







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*Florida Department of Transportation*

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# Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

# Table of Contents

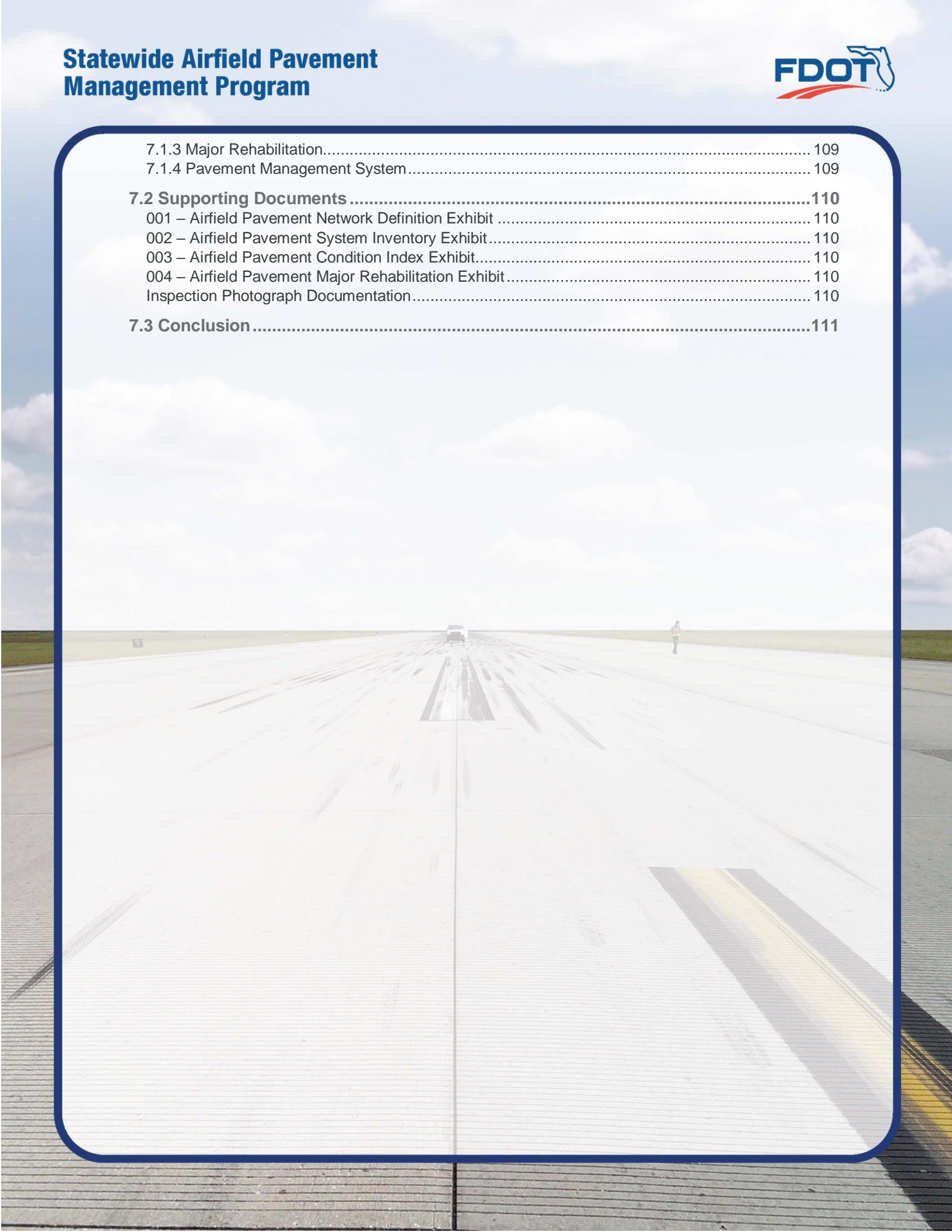
<b>Executive Summary.....</b>	<b>10</b>
<b>Program Background.....</b>	<b>10</b>
<b>Summary of Results.....</b>	<b>11</b>
Pavement Condition Index (Latest Inspection).....	11
Forecasted Pavement Condition Index 2020-2029 .....	15
Major Rehabilitation Planning 2020-2029 .....	19
<b>Summary of Lakeland Linder International Airport.....</b>	<b>21</b>
<b>Chapter 1 – Introduction.....</b>	<b>23</b>
1.1 Background .....	23
1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019 ....	23
1.3 Organization.....	25
1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager.....	25
1.3.2 Participating Florida Public-Use and Publicly Owned Airports .....	25
1.3.3 Florida Department of Transportation District Offices .....	25
1.3.4 Consultant.....	25
1.4 Purpose of Airport Pavement Evaluation Report .....	27
1.5 History of the Program.....	27
1.6 Federal Aviation Administration (FAA) .....	29
1.7 FDOT SAPMP Objectives and Components .....	29
1.7.1 Program Objectives.....	29
1.7.2 Program Components .....	29
1.8 References .....	33
<b>Chapter 2 – Methodology .....</b>	<b>35</b>
2.1 Airfield Pavement Database.....	35
2.2 Airfield Pavement System Inventory .....	35
2.2.1 Pavement Management Program Network Definition Terminology .....	36
2.3 Airfield Pavement Structure.....	38
2.3.1 Pavement Structure Types .....	38
2.4 Airfield Pavement Work History .....	40
2.4.1 Airfield Pavement Record Keeping .....	40
2.5 Airfield Pavement Traffic.....	40
2.6 Airfield Pavement Condition Index (PCI) Survey.....	40
2.6.1 PCI Survey Methodology.....	40
2.6.2 Pavement Distress Types.....	42



2.6.3 PCI Survey Inspection Procedures .....	46
2.6.4 Updates to the ASTM D5340-12.....	47
<b>Chapter 3 – Airfield Pavement System Inventory .....</b>	<b>50</b>
<b>3.1 Airfield Pavement Network Information .....</b>	<b>50</b>
3.1.1 Previous and/or Anticipated Airfield Pavement Construction .....	50
3.1.2 Estimated Pavement Age .....	53
3.1.3 Functional Use Classification.....	55
3.1.4 Pavement Surface Type .....	56
3.1.5 Pavement System Inventory Details .....	57
<b>Chapter 4 – Airfield Pavement Condition .....</b>	<b>66</b>
<b>4.1 Airfield Pavement Condition Index (Latest Inspection) .....</b>	<b>66</b>
4.1.1 Network-Level Analysis .....	66
4.1.2 Branch-Level Analysis.....	66
4.1.3 Section-Level Analysis .....	68
<b>4.2 Summary of Pavement Condition Evaluation Results .....</b>	<b>74</b>
4.2.1 Network-Level Observations.....	74
4.2.2 Branch-Level Observations .....	74
<b>4.3 Forecasted Pavement Conditions .....</b>	<b>76</b>
4.3.1 Performance Models and Prediction Curves .....	76
4.3.2 Branch-Level Pavement Condition Forecast .....	76
4.3.3 Section-Level Pavement Condition Forecast .....	78
4.3.4 Forecasted PCI Considerations .....	85
<b>Chapter 5 – Localized Maintenance and Repair Planning.....</b>	<b>87</b>
5.1 Localized Maintenance and Repair .....	87
5.2 Localized Maintenance and Repair Policy .....	88
5.3 Localized Maintenance and Repair Analysis and Recommendations .....	92
<b>Chapter 6 – Major Rehabilitation Planning.....</b>	<b>98</b>
<b>6.1 Major Rehabilitation .....</b>	<b>98</b>
6.1.1 Critical PCI.....	100
6.1.2 FDOT Recommended Minimum Service-Level PCI .....	100
<b>6.2 Major Rehabilitation Policy .....</b>	<b>101</b>
6.2.1 Major Rehabilitation Pavement Section Development .....	101
6.2.2 Major Rehabilitation Planning-Level Unit Costs.....	103
<b>6.3 Major Rehabilitation Needs.....</b>	<b>103</b>
6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs .....	103
<b>Chapter 7 – Conclusion .....</b>	<b>109</b>
<b>7.1 Recommendations.....</b>	<b>109</b>
7.1.1 Continued PCI Survey Inspections .....	109
7.1.2 Localized Maintenance and Repair.....	109

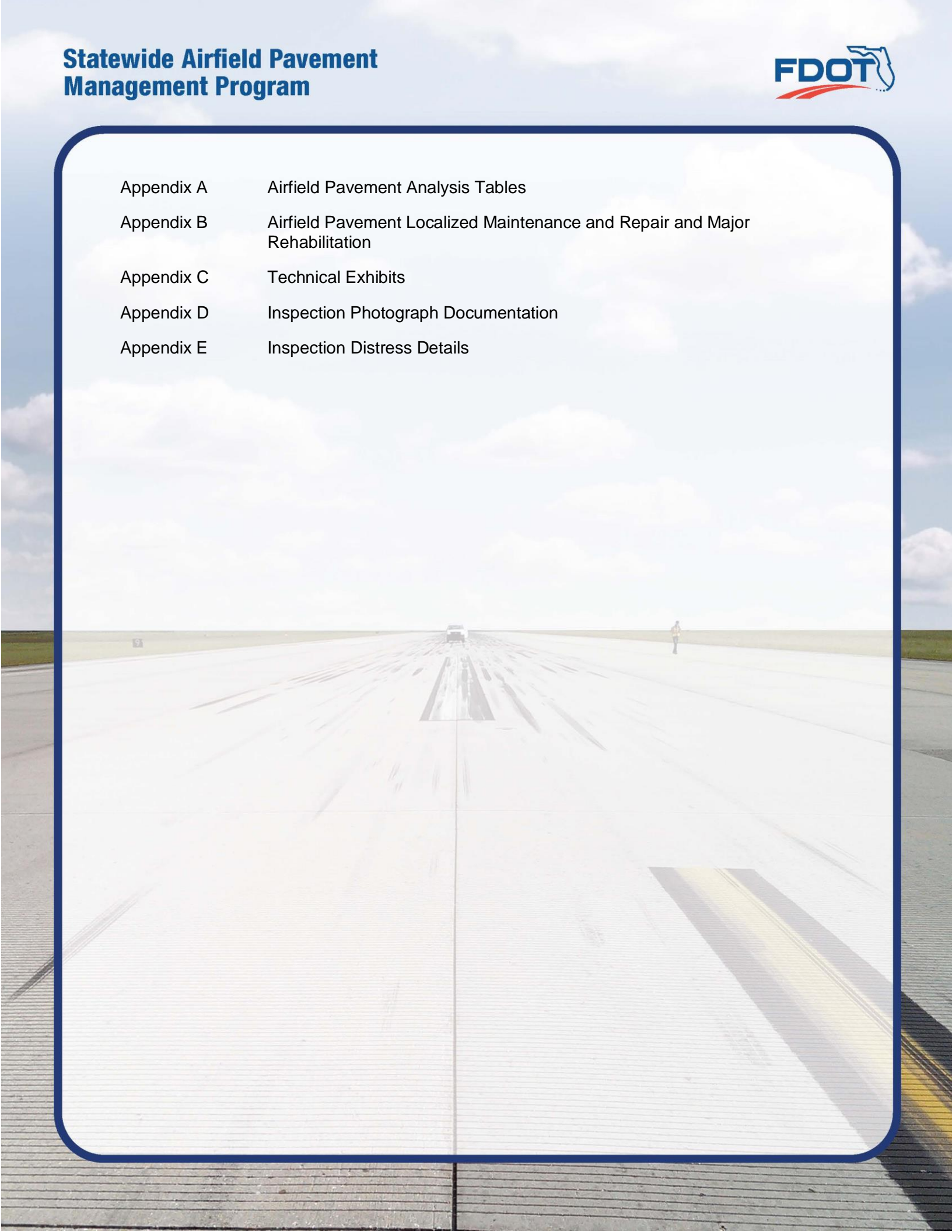


7.1.3 Major Rehabilitation.....	109
7.1.4 Pavement Management System.....	109
<b>7.2 Supporting Documents .....</b>	<b>110</b>
001 – Airfield Pavement Network Definition Exhibit .....	110
002 – Airfield Pavement System Inventory Exhibit.....	110
003 – Airfield Pavement Condition Index Exhibit.....	110
004 – Airfield Pavement Major Rehabilitation Exhibit.....	110
Inspection Photograph Documentation.....	110
<b>7.3 Conclusion .....</b>	<b>111</b>





Appendix A	Airfield Pavement Analysis Tables
Appendix B	Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation
Appendix C	Technical Exhibits
Appendix D	Inspection Photograph Documentation
Appendix E	Inspection Distress Details





## List of Figures

<i>Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029.....</i>	<i>21</i>
<i>Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts.....</i>	<i>24</i>
<i>Figure 1.7.2 (a) Typical Pavement Condition Life Cycle.....</i>	<i>30</i>
<i>Figure 1.7.2 (b) General Pavement Treatments by Condition Range .....</i>	<i>31</i>
<i>Figures 1.7.2 (c) Flexible Asphalt Concrete .....</i>	<i>32</i>
<i>Figures 1.7.2 (d) Rigid Portland Cement Concrete .....</i>	<i>32</i>
<i>Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit .....</i>	<i>52</i>
<i>Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit.....</i>	<i>53</i>
<i>Figure 3.1.2 Average Age of Pavements at Inspection.....</i>	<i>54</i>
<i>Figure 3.1.3 Airfield Pavement Functional Classification Use by Area .....</i>	<i>55</i>
<i>Figure 3.1.4 (a) Pavement Surface Type by Area (SF) .....</i>	<i>56</i>
<i>Figure 3.1.4 (b) Pavement Surface Type by Area (%) .....</i>	<i>57</i>
<i>Figure 4.1.1 Latest Condition – Overall Network .....</i>	<i>66</i>
<i>Figure 4.1.2 (a) Latest Condition – Runway Pavements.....</i>	<i>67</i>
<i>Figure 4.1.2 (b) Latest Condition – Taxiway Pavements .....</i>	<i>67</i>
<i>Figure 4.1.2 (c) Latest Condition – Apron Pavements.....</i>	<i>68</i>
<i>Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit.....</i>	<i>73</i>
<i>Figure 4.2.2 Pavement Condition Summary by Facility Use .....</i>	<i>75</i>
<i>Figure 4.3.2 (a) Forecasted Runway Pavement Performance .....</i>	<i>76</i>
<i>Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance.....</i>	<i>77</i>
<i>Figure 4.3.2 (c) Forecasted Apron Pavement Performance .....</i>	<i>77</i>
<i>Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram, <math>PCI \leq</math> Critical <math>PCI</math>.....</i>	<i>98</i>
<i>Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, <math>PCI &gt;</math> Critical <math>PCI</math> .....</i>	<i>99</i>
<i>Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year .....</i>	<i>106</i>
<i>Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit.....</i>	<i>107</i>



## List of Tables

<i>Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level.....</i>	<i>11</i>
<i>Table E-2 Pavement Condition Index Forecast 2020-2029 .....</i>	<i>15</i>
<i>Table E-3 Major Rehabilitation Planning 2020-2029 .....</i>	<i>19</i>
<i>Table 2.2.1 Airfield Pavement Database Network Definition Terminology.....</i>	<i>37</i>
<i>Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields</i>	<i>42</i>
<i>Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields .....</i>	<i>43</i>
<i>Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields .....</i>	<i>43</i>
<i>Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields .....</i>	<i>44</i>
<i>Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields .....</i>	<i>45</i>
<i>Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields .....</i>	<i>45</i>
<i>Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete .....</i>	<i>46</i>
<i>Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete .....</i>	<i>46</i>
<i>Table 2.6.4 Summary of Updates to ASTM D5340-12 .....</i>	<i>48</i>
<i>Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction .....</i>	<i>50</i>
<i>Table 3.1.5 Pavement System Inventory Details .....</i>	<i>58</i>
<i>Table 4.1.3 Latest Pavement Condition Index Summary .....</i>	<i>69</i>
<i>Table 4.3.3 Forecasted PCI 2020-2029.....</i>	<i>79</i>
<i>Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete .....</i>	<i>88</i>
<i>Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete .....</i>	<i>89</i>
<i>Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete .....</i>	<i>91</i>



<i>Table 5.2 (d) Localized M&amp;R Planning-Level Unit Costs – Rigid Portland Cement Concrete .....</i>	<i>91</i>
<i>Table 5.3 (a) Summary of Airport Localized M&amp;R Planning Cost and Quantity at Network Level .....</i>	<i>92</i>
<i>Table 5.3 (b) Summary of Airport Localized M&amp;R Planning Cost and Quantity at Section Level .....</i>	<i>93</i>
<i>Table 5.3 (c) Summary of Localized Maintenance .....</i>	<i>96</i>
<i>Table 6.1.2 FDOT Recommended Minimum Service-Level PCI.....</i>	<i>100</i>
<i>Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete .....</i>	<i>101</i>
<i>Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete .....</i>	<i>102</i>
<i>Table 6.2.2 Reliever (RL) Major Rehabilitation Planning-Level Unit Cost by Pavement Type .....</i>	<i>103</i>
<i>Table 6.3.1 10-Year Major Rehabilitation Needs .....</i>	<i>104</i>



# **Executive Summary**







# Executive Summary

## Program Background

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP)”** using the documented procedures set forth by ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.



## Summary of Results

### Pavement Condition Index (Latest Inspection)

*Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level*

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	RUNWAY 9-27	RUNWAY	6105	250,000	86	Good
LAL	RUNWAY 9-27	RUNWAY	6110	125,000	93	Good
LAL	RUNWAY 9-27	RUNWAY	6115	100,000	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6125	50,000	76	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6130	30,000	65	Fair
LAL	RUNWAY 9-27	RUNWAY	6135	15,000	75	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6140	7,292	75	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6145	175,750	78	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6150	370,833	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6155	14,167	64	Fair
LAL	RUNWAY 9-27	RUNWAY	6160	9,457	64	Fair
LAL	RUNWAY 9-27	RUNWAY	6165	40,000	90	Good
LAL	RUNWAY 9-27	RUNWAY	6170	20,000	91	Good
LAL	RUNWAY 9-27	RUNWAY	6175	27,450	89	Good
LAL	RUNWAY 9-27	RUNWAY	6180	11,250	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6182	28,800	90	Good
LAL	RUNWAY 5-23	RUNWAY	6215	252,500	66	Fair
LAL	RUNWAY 5-23	RUNWAY	6220	126,250	71	Satisfactory
LAL	RUNWAY 5-23	RUNWAY	6245	166,242	67	Fair
LAL	RUNWAY 5-23	RUNWAY	6250	83,118	66	Fair
LAL	RUNWAY 5-23	RUNWAY	6255	39,564	64	Fair
LAL	RUNWAY 5-23	RUNWAY	6260	19,782	72	Satisfactory
LAL	RUNWAY 5-23	RUNWAY	6263	14,211	91	Good
LAL	RUNWAY 5-23	RUNWAY	6265	11,510	70	Fair
LAL	RUNWAY 5-23	RUNWAY	6270	5,755	92	Good
LAL	TAXIWAY A	TAXIWAY	105	130,355	100	Good
LAL	TAXIWAY A	TAXIWAY	110	54,893	100	Good
LAL	TAXIWAY A	TAXIWAY	130	296,484	100	Good
LAL	TAXIWAY A	TAXIWAY	131	57,957	100	Good
LAL	TAXIWAY A	TAXIWAY	150	107,625	65	Fair
LAL	TAXIWAY A	TAXIWAY	151	10,105	68	Fair
LAL	TAXIWAY A1	TAXIWAY	103	39,490	100	Good
LAL	TAXIWAY A2	TAXIWAY	113	3,120	89	Good
LAL	TAXIWAY A2	TAXIWAY	115	17,011	63	Fair





Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TAXIWAY A3	TAXIWAY	120	20,210	70	Fair
LAL	TAXIWAY A4	TAXIWAY	133	23,151	100	Good
LAL	TAXIWAY A5	TAXIWAY	155	57,635	70	Fair
LAL	TAXIWAY B	TAXIWAY	205	46,473	100	Good
LAL	TAXIWAY B	TAXIWAY	207	22,787	100	Good
LAL	TAXIWAY B	TAXIWAY	210	164,555	71	Satisfactory
LAL	TAXIWAY B	TAXIWAY	215	158,909	90	Good
LAL	TAXIWAY B1	TAXIWAY	217	19,804	90	Good
LAL	TAXIWAY B2	TAXIWAY	209	28,288	72	Satisfactory
LAL	TAXIWAY B3	TAXIWAY	230	11,810	100	Good
LAL	TAXIWAY C	TAXIWAY	305	99,742	68	Fair
LAL	TAXIWAY C	TAXIWAY	307	33,901	65	Fair
LAL	TAXIWAY C	TAXIWAY	310	79,687	80	Satisfactory
LAL	TAXIWAY D	TAXIWAY	403	113,058	100	Good
LAL	TAXIWAY D	TAXIWAY	405	80,693	100	Good
LAL	TAXIWAY D	TAXIWAY	410	53,031	100	Good
LAL	TAXIWAY D	TAXIWAY	425	15,514	57	Fair
LAL	TAXIWAY D	TAXIWAY	430	6,072	50	Poor
LAL	TAXIWAY D	TAXIWAY	435	48,487	100	Good
LAL	TAXIWAY D	TAXIWAY	440	4,241	88	Good
LAL	TAXIWAY E	TAXIWAY	503	8,591	70	Fair
LAL	TAXIWAY E	TAXIWAY	505	11,700	79	Satisfactory
LAL	TAXIWAY E	TAXIWAY	510	139,573	57	Fair
LAL	TAXIWAY E	TAXIWAY	515	29,739	33	Very Poor
LAL	TAXIWAY E	TAXIWAY	520	15,000	39	Very Poor
LAL	TAXIWAY E	TAXIWAY	523	3,900	80	Satisfactory
LAL	TAXIWAY E	TAXIWAY	525	58,582	47	Poor
LAL	TAXIWAY E	TAXIWAY	526	43,803	100	Good
LAL	TAXIWAY E	TAXIWAY	540	11,282	47	Poor
LAL	TAXIWAY E	TAXIWAY	545	8,501	52	Poor
LAL	TAXIWAY E1	TAXIWAY	550	84,408	90	Good
LAL	TAXIWAY F	TAXIWAY	615	38,505	46	Poor
LAL	TAXIWAY F	TAXIWAY	617	4,131	100	Good
LAL	TAXIWAY F	TAXIWAY	619	4,591	21	Serious
LAL	TAXIWAY F	TAXIWAY	620	75,180	100	Good
LAL	TAXIWAY G	TAXIWAY	625	17,219	83	Satisfactory
LAL	TAXIWAY G	TAXIWAY	1210	22,862	100	Good
LAL	TAXIWAY G	TAXIWAY	1215	39,232	100	Good
LAL	TAXIWAY G	TAXIWAY	1225	43,687	100	Good



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TAXIWAY H	TAXIWAY	800	14,641	100	Good
LAL	TAXIWAY H	TAXIWAY	805	96,842	51	Poor
LAL	TAXIWAY H	TAXIWAY	808	6,347	100	Good
LAL	TAXIWAY H	TAXIWAY	810	34,008	85	Satisfactory
LAL	TAXIWAY H	TAXIWAY	820	8,990	46	Poor
LAL	TAXIWAY H	TAXIWAY	822	4,846	29	Very Poor
LAL	TAXIWAY J	TAXIWAY	245	34,168	56	Fair
LAL	TAXIWAY J	TAXIWAY	1103	14,643	100	Good
LAL	TAXIWAY J	TAXIWAY	1105	38,145	79	Satisfactory
LAL	TAXIWAY K	TAXIWAY	238	18,088	70	Fair
LAL	TAXIWAY K	TAXIWAY	240	35,856	51	Poor
LAL	TAXIWAY M	TAXIWAY	1305	69,327	100	Good
LAL	TAXIWAY P	TAXIWAY	1605	186,786	70	Fair
LAL	TAXIWAY P1	TAXIWAY	1601	5,991	91	Good
LAL	TAXIWAY P1	TAXIWAY	1603	62,154	71	Satisfactory
LAL	TAXIWAY P2	TAXIWAY	1608	3,101	90	Good
LAL	TAXIWAY P2	TAXIWAY	1610	26,579	65	Fair
LAL	NORTHWEST APRON	APRON	4640	124,349	91	Good
LAL	NORTHWEST APRON	APRON	4645	6,608	49	Poor
LAL	NORTHWEST APRON	APRON	4650	2,273	86	Good
LAL	NORTHWEST APRON	APRON	4655	3,280	85	Satisfactory
LAL	NORTHWEST APRON	APRON	4660	36,799	92	Good
LAL	NORTHWEST APRON	APRON	4665	18,572	72	Satisfactory
LAL	NORTHWEST APRON	APRON	4670	18,608	100	Good
LAL	CENTER APRON	APRON	4705	211,428	83	Satisfactory
LAL	CENTER APRON	APRON	4710	47,426	90	Good
LAL	CENTER APRON	APRON	4715	27,737	87	Good
LAL	CENTER APRON	APRON	4720	13,260	89	Good
LAL	CENTER APRON	APRON	4725	20,517	89	Good
LAL	CENTER APRON	APRON	4730	33,280	100	Good
LAL	CENTER APRON	APRON	4735	34,184	100	Good
LAL	SOUTHWEST APRON RUN-UP	APRON	5105	7,735	41	Poor
LAL	NORTH APRON	APRON	225	25,000	89	Good
LAL	NORTH APRON	APRON	250	32,500	89	Good
LAL	SOUTHWEST APRON	APRON	905	105,514	52	Poor
LAL	SOUTHWEST APRON	APRON	915	11,499	15	Serious
LAL	SOUTHWEST APRON	APRON	917	4,533	9	Failed
LAL	SOUTHWEST APRON	APRON	920	4,963	54	Poor





Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	SOUTHWEST APRON	APRON	922	4,572	6	Failed
LAL	SOUTHWEST APRON	APRON	925	14,432	38	Very Poor
LAL	SOUTHWEST APRON	APRON	927	4,824	19	Serious
LAL	NORTH APRON	APRON	4105	80,200	92	Good
LAL	NORTH APRON	APRON	4115	139,017	87	Good
LAL	NORTH APRON	APRON	4123	82,949	78	Satisfactory
LAL	NORTH APRON	APRON	4125	80,609	100	Good
LAL	NORTH APRON	APRON	4140	127,950	60	Fair
LAL	NORTH APRON	APRON	4145	39,944	78	Satisfactory
LAL	NORTH APRON	APRON	4150	61,106	85	Satisfactory
LAL	NORTHEAST APRON	APRON	4215	10,562	18	Serious
LAL	SOUTHEAST APRON	APRON	4307	5,199	29	Very Poor
LAL	SOUTHEAST APRON	APRON	4310	139,322	76	Satisfactory
LAL	SOUTHEAST APRON	APRON	4312	13,417	100	Good
LAL	SOUTHEAST APRON	APRON	4315	189,950	100	Good
LAL	SOUTHEAST APRON	APRON	4320	65,522	100	Good
LAL	SOUTHEAST APRON	APRON	4325	3,000	100	Good
LAL	SOUTHWEST APRON	APRON	4405	12,763	34	Very Poor
LAL	SOUTHWEST APRON	APRON	4407	38,471	22	Serious
LAL	SOUTHWEST APRON	APRON	4410	14,742	14	Serious
LAL	SOUTH APRON	APRON	4510	304,107	71	Satisfactory
LAL	NORTHWEST APRON	APRON	4605	40,818	65	Fair
LAL	NORTHWEST APRON	APRON	4610	9,949	59	Fair
LAL	NORTHWEST APRON	APRON	4612	8,809	11	Serious
LAL	NORTHWEST APRON	APRON	4615	33,325	15	Serious
LAL	NORTHWEST APRON	APRON	4620	18,190	31	Very Poor
LAL	NORTHWEST APRON	APRON	4625	26,470	70	Fair
LAL	NORTHWEST APRON	APRON	4630	1,780	62	Fair



## Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP CENTER	4705	83	80	78	76	74	72	70	67	65	63	61
LAL	AP CENTER	4710	90	87	85	83	81	79	77	74	72	70	68
LAL	AP CENTER	4715	87	84	82	80	78	76	74	72	71	69	68
LAL	AP CENTER	4720	89	86	84	82	80	78	76	73	71	69	67
LAL	AP CENTER	4725	89	86	84	82	80	78	76	74	72	71	69
LAL	AP CENTER	4730	100	93	91	89	86	84	82	80	78	76	73
LAL	AP CENTER	4735	100	93	90	88	86	84	81	79	77	75	74
LAL	AP N	225	89	86	84	82	80	78	76	73	71	69	67
LAL	AP N	250	89	86	84	82	80	78	76	74	72	71	69
LAL	AP N	4105	92	89	87	85	83	81	79	76	74	72	70
LAL	AP N	4115	87	84	82	80	78	76	74	72	71	69	68
LAL	AP N	4123	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4125	100	96	94	91	89	87	84	82	80	78	76
LAL	AP N	4140	60	59	58	57	56	56	55	54	53	53	52
LAL	AP N	4145	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4150	85	82	80	78	76	74	72	69	67	65	63
LAL	AP NE	4215	18	17	17	16	16	16	15	15	15	14	14
LAL	AP NW	4605	65	63	62	61	60	59	58	58	57	56	55
LAL	AP NW	4610	59	58	57	56	55	55	54	53	53	52	51
LAL	AP NW	4612	11	9	8	7	5	4	3	2	0	0	0
LAL	AP NW	4615	15	13	12	11	9	8	7	6	4	3	2
LAL	AP NW	4620	31	29	28	27	25	24	23	22	20	19	18
LAL	AP NW	4625	70	68	67	65	64	63	62	61	60	59	58
LAL	AP NW	4630	62	60	59	58	56	55	54	53	51	50	49
LAL	AP NW	4640	91	88	86	84	82	80	78	75	73	71	69
LAL	AP NW	4645	49	48	47	46	45	44	42	41	40	39	38
LAL	AP NW	4650	86	84	83	82	80	79	78	77	75	74	73
LAL	AP NW	4655	85	83	82	81	79	78	77	76	74	73	72
LAL	AP NW	4660	92	89	87	85	83	81	79	76	74	72	70
LAL	AP NW	4665	72	70	68	67	66	64	63	62	61	60	59
LAL	AP NW	4670	100	95	93	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	41	39	38	37	36	35	34	32	32	31	30
LAL	AP S	4510	71	69	67	66	65	64	62	61	60	60	59
LAL	AP SE	4307	29	27	26	25	23	22	21	20	18	17	16
LAL	AP SE	4310	76	73	71	69	67	65	63	60	58	56	54





Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP SE	4312	100	93	91	89	86	84	82	80	78	76	74
LAL	AP SE	4315	100	93	91	89	86	84	82	80	78	76	74
LAL	AP SE	4320	100	90	88	86	84	81	79	77	75	74	72
LAL	AP SE	4325	100	94	93	92	91	89	88	87	85	84	83
LAL	AP SW	905	52	51	50	49	48	47	46	45	44	43	42
LAL	AP SW	915	15	14	14	13	13	13	12	12	12	11	11
LAL	AP SW	917	9	7	6	5	3	2	1	0	0	0	0
LAL	AP SW	920	54	53	52	51	51	50	49	48	47	46	45
LAL	AP SW	922	6	4	3	2	0	0	0	0	0	0	0
LAL	AP SW	925	38	36	35	34	33	32	31	30	30	29	29
LAL	AP SW	927	19	17	16	15	13	12	11	10	8	7	6
LAL	AP SW	4405	34	32	32	31	30	30	29	29	29	28	28
LAL	AP SW	4407	22	20	19	18	16	15	14	13	11	10	9
LAL	AP SW	4410	14	13	13	12	12	12	11	11	11	10	10
LAL	RW 5-23	6215	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6220	71	70	69	68	68	67	67	66	66	65	65
LAL	RW 5-23	6245	67	66	66	65	65	64	63	63	62	61	60
LAL	RW 5-23	6250	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6255	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 5-23	6260	72	71	70	69	68	68	67	67	66	66	65
LAL	RW 5-23	6263	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 5-23	6265	70	68	68	67	66	65	64	63	63	62	61
LAL	RW 5-23	6270	92	89	87	85	83	81	79	78	76	75	74
LAL	RW 9-27	6105	86	83	81	80	78	76	75	73	72	71	70
LAL	RW 9-27	6110	93	90	88	86	84	82	80	78	76	75	74
LAL	RW 9-27	6115	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6125	76	74	73	72	71	70	69	68	68	67	67
LAL	RW 9-27	6130	65	64	63	63	62	61	60	58	57	56	54
LAL	RW 9-27	6135	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6140	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6145	78	76	74	73	72	71	70	69	68	68	67
LAL	RW 9-27	6150	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6155	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6160	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6165	90	87	85	83	81	80	78	77	75	74	72
LAL	RW 9-27	6170	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 9-27	6175	89	86	84	82	81	79	77	76	74	73	72
LAL	RW 9-27	6180	66	65	64	63	62	62	61	60	60	59	58



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	RW 9-27	6182	90	87	85	83	81	80	78	77	75	74	72
LAL	TW A	105	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	110	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	130	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	131	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	150	65	63	62	61	60	59	58	57	56	55	54
LAL	TW A	151	68	66	65	64	63	62	60	59	58	57	56
LAL	TW A1	103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A2	113	89	87	85	84	82	81	79	78	77	75	74
LAL	TW A2	115	63	61	60	59	58	57	56	55	54	53	52
LAL	TW A3	120	70	68	67	66	65	63	62	61	60	59	58
LAL	TW A4	133	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A5	155	70	68	67	66	65	63	62	61	60	59	58
LAL	TW B	205	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	207	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	210	71	69	68	67	65	64	63	62	61	60	59
LAL	TW B	215	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B1	217	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B2	209	72	70	69	68	66	65	64	63	62	61	59
LAL	TW B3	230	100	97	95	92	90	88	86	84	83	81	79
LAL	TW C	305	68	66	65	64	63	62	60	59	58	57	56
LAL	TW C	307	65	63	62	61	60	59	58	57	56	55	54
LAL	TW C	310	80	78	77	75	74	73	71	70	69	67	66
LAL	TW D	403	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	405	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	410	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	425	57	55	54	54	53	52	51	50	49	48	47
LAL	TW D	430	50	49	48	47	46	45	45	44	43	43	42
LAL	TW D	435	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	440	88	86	84	82	80	79	77	76	75	73	72
LAL	TW E	503	70	68	67	66	65	63	62	61	60	59	58
LAL	TW E	505	79	77	76	74	73	72	70	69	68	66	65
LAL	TW E	510	57	55	54	54	53	52	51	50	49	48	47
LAL	TW E	515	33	32	32	32	32	32	32	32	32	32	32
LAL	TW E	520	39	37	36	35	34	33	32	31	30	29	27
LAL	TW E	523	80	78	77	75	74	73	71	70	69	67	66
LAL	TW E	525	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	526	100	90	88	86	84	83	81	79	78	76	75





Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW E	540	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	545	52	51	50	49	48	47	46	46	45	44	43
LAL	TW E1	550	90	88	86	85	83	82	80	79	77	76	75
LAL	TW F	615	46	45	44	43	43	42	41	41	40	40	39
LAL	TW F	617	100	90	88	86	84	83	81	79	78	76	75
LAL	TW F	619	21	19	18	17	16	15	14	13	12	11	9
LAL	TW F	620	100	98	96	94	93	91	89	88	86	85	83
LAL	TW G	625	83	81	80	78	77	75	74	73	71	70	69
LAL	TW G	1210	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1215	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1225	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	800	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	805	51	50	49	48	47	46	46	45	44	43	43
LAL	TW H	808	100	95	92	90	88	86	84	83	81	79	78
LAL	TW H	810	85	83	82	80	79	77	76	74	73	72	70
LAL	TW H	820	46	45	44	43	43	42	41	41	40	40	39
LAL	TW H	822	29	27	26	25	24	23	22	21	20	19	17
LAL	TW J	245	56	55	54	53	52	51	50	49	48	47	47
LAL	TW J	1103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW J	1105	79	77	76	74	73	72	70	69	68	66	65
LAL	TW K	238	70	68	67	66	65	63	62	61	60	59	58
LAL	TW K	240	51	50	49	48	47	46	46	45	44	43	43
LAL	TW M	1305	100	96	94	93	91	89	88	86	85	83	82
LAL	TW P	1605	70	68	67	66	65	65	64	63	62	61	60
LAL	TW P1	1601	91	89	87	86	84	83	81	80	78	77	75
LAL	TW P1	1603	71	69	68	67	66	65	64	64	63	62	61
LAL	TW P2	1608	90	88	86	85	83	82	80	79	77	76	75
LAL	TW P2	1610	65	64	63	62	61	60	59	59	58	57	56



## Major Rehabilitation Planning 2020-2029

Table E-3 Major Rehabilitation Planning 2020-2029

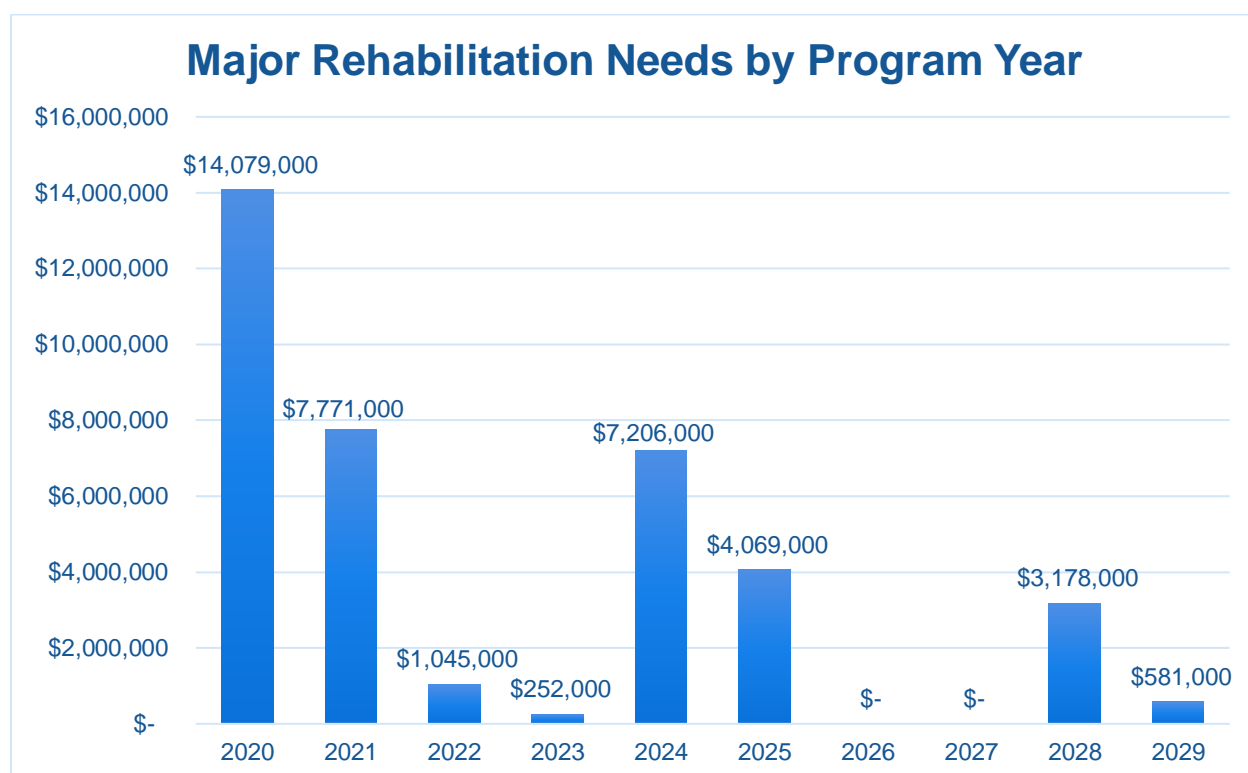
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	AP N	4140	AC	127,950	59	AC Restoration	\$ 1,216,000.00
2020	LAL	AP NE	4215	AC	10,562	17	AC Reconstruction	\$ 133,000.00
2020	LAL	AP NW	4605	AC	40,818	63	AC Restoration	\$ 388,000.00
2020	LAL	AP NW	4610	AC	9,949	58	AC Restoration	\$ 95,000.00
2020	LAL	AP NW	4612	PCC	8,809	9	PCC Reconstruction	\$ 177,000.00
2020	LAL	AP NW	4615	PCC	33,325	13	PCC Reconstruction	\$ 667,000.00
2020	LAL	AP NW	4620	PCC	18,190	29	PCC Reconstruction	\$ 364,000.00
2020	LAL	AP NW	4630	PCC	1,780	60	PCC Restoration	\$ 25,000.00
2020	LAL	AP NW	4645	AC	6,608	48	AC Restoration	\$ 67,000.00
2020	LAL	AP RU SW	5105	AC	7,735	39	AC Restoration	\$ 97,000.00
2020	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	\$ 104,000.00
2020	LAL	AP SW	4405	AC	12,763	32	AC Reconstruction	\$ 160,000.00
2020	LAL	AP SW	4407	PCC	38,471	20	PCC Reconstruction	\$ 770,000.00
2020	LAL	AP SW	4410	AC	14,742	13	AC Reconstruction	\$ 185,000.00
2020	LAL	AP SW	905	AC	105,514	51	AC Restoration	\$ 1,003,000.00
2020	LAL	AP SW	915	AC	11,499	14	AC Reconstruction	\$ 144,000.00
2020	LAL	AP SW	917	PCC	4,533	7	PCC Reconstruction	\$ 91,000.00
2020	LAL	AP SW	920	AC	4,963	53	AC Restoration	\$ 48,000.00
2020	LAL	AP SW	922	PCC	4,572	4	PCC Reconstruction	\$ 92,000.00
2020	LAL	AP SW	925	AC	14,432	36	AC Reconstruction	\$ 181,000.00
2020	LAL	AP SW	927	PCC	4,824	17	PCC Reconstruction	\$ 97,000.00
2020	LAL	RW 5-23	6255	AC	39,564	63	AC Restoration	\$ 376,000.00
2020	LAL	RW 9-27	6130	AC	30,000	64	AC Restoration	\$ 286,000.00
2020	LAL	RW 9-27	6155	AC	14,167	63	AC Restoration	\$ 135,000.00
2020	LAL	RW 9-27	6160	AC	9,457	63	AC Restoration	\$ 90,000.00
2020	LAL	TW A	150	AC	107,625	63	AC Restoration	\$ 1,023,000.00
2020	LAL	TW A2	115	AC	17,011	61	AC Restoration	\$ 162,000.00
2020	LAL	TW C	307	AC	33,901	63	AC Restoration	\$ 323,000.00
2020	LAL	TW D	425	AC	15,514	55	AC Restoration	\$ 148,000.00
2020	LAL	TW D	430	AC	6,072	49	AC Restoration	\$ 60,000.00
2020	LAL	TW E	510	AC	139,573	55	AC Restoration	\$ 1,326,000.00
2020	LAL	TW E	515	AC	29,739	32	AC Reconstruction	\$ 372,000.00
2020	LAL	TW E	520	PCC	15,000	37	PCC Reconstruction	\$ 301,000.00
2020	LAL	TW E	525	AC	58,582	46	AC Restoration	\$ 623,000.00
2020	LAL	TW E	540	AC	11,282	46	AC Restoration	\$ 120,000.00
2020	LAL	TW E	545	AC	8,501	51	AC Restoration	\$ 81,000.00





Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	TW F	615	AC	38,505	45	AC Restoration	\$ 421,000.00
2020	LAL	TW F	619	PCC	4,591	19	PCC Reconstruction	\$ 92,000.00
2020	LAL	TW H	805	AC	96,842	50	AC Restoration	\$ 921,000.00
2020	LAL	TW H	820	AC	8,990	45	AC Restoration	\$ 99,000.00
2020	LAL	TW H	822	PCC	4,846	27	PCC Reconstruction	\$ 97,000.00
2020	LAL	TW J	245	AC	34,168	55	AC Restoration	\$ 325,000.00
2020	LAL	TW K	240	AC	35,856	50	AC Restoration	\$ 341,000.00
2020	LAL	TW P2	1610	AAC	26,579	64	AC Restoration	\$ 253,000.00
2021	LAL	RW 5-23	6215	AC	252,500	64	AC Restoration	\$ 2,399,000.00
2021	LAL	RW 5-23	6250	AC	83,118	64	AC Restoration	\$ 790,000.00
2021	LAL	RW 9-27	6115	AC	100,000	64	AC Restoration	\$ 951,000.00
2021	LAL	RW 9-27	6150	AC	370,833	64	AC Restoration	\$ 3,524,000.00
2021	LAL	RW 9-27	6180	AAC	11,250	64	AC Restoration	\$ 107,000.00
2022	LAL	TW A	151	AC	10,105	64	AC Restoration	\$ 97,000.00
2022	LAL	TW C	305	AC	99,742	64	AC Restoration	\$ 948,000.00
2023	LAL	AP NW	4625	AC	26,470	64	AC Restoration	\$ 252,000.00
2024	LAL	AP NW	4665	AC	18,572	64	AC Restoration	\$ 177,000.00
2024	LAL	AP S	4510	AC	304,107	64	AC Restoration	\$ 2,890,000.00
2024	LAL	RW 5-23	6245	AC	166,242	64	AC Restoration	\$ 1,580,000.00
2024	LAL	TW A3	120	AC	20,210	63	AC Restoration	\$ 193,000.00
2024	LAL	TW A5	155	AC	57,635	63	AC Restoration	\$ 548,000.00
2024	LAL	TW B	210	AC	164,555	64	AC Restoration	\$ 1,564,000.00
2024	LAL	TW E	503	AC	8,591	63	AC Restoration	\$ 82,000.00
2024	LAL	TW K	238	AC	18,088	63	AC Restoration	\$ 172,000.00
2025	LAL	AP SE	4310	AAC	139,322	63	AC Restoration	\$ 1,324,000.00
2025	LAL	RW 5-23	6265	AAC	11,510	64	AC Restoration	\$ 110,000.00
2025	LAL	TW B2	209	AC	28,288	64	AC Restoration	\$ 269,000.00
2025	LAL	TW P	1605	AAC	186,786	64	AC Restoration	\$ 1,775,000.00
2025	LAL	TW P1	1603	AAC	62,154	64	AC Restoration	\$ 591,000.00
2028	LAL	AP CENTER	4705	AAC	211,428	63	AC Restoration	\$ 2,009,000.00
2028	LAL	AP N	4123	AC	82,949	63	AC Restoration	\$ 789,000.00
2028	LAL	AP N	4145	AC	39,944	63	AC Restoration	\$ 380,000.00
2029	LAL	AP N	4150	AAC	61,106	63	AC Restoration	\$ 581,000.00

*\*All planning cost values have been rounded to the nearest thousand-dollar.*

*Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029*

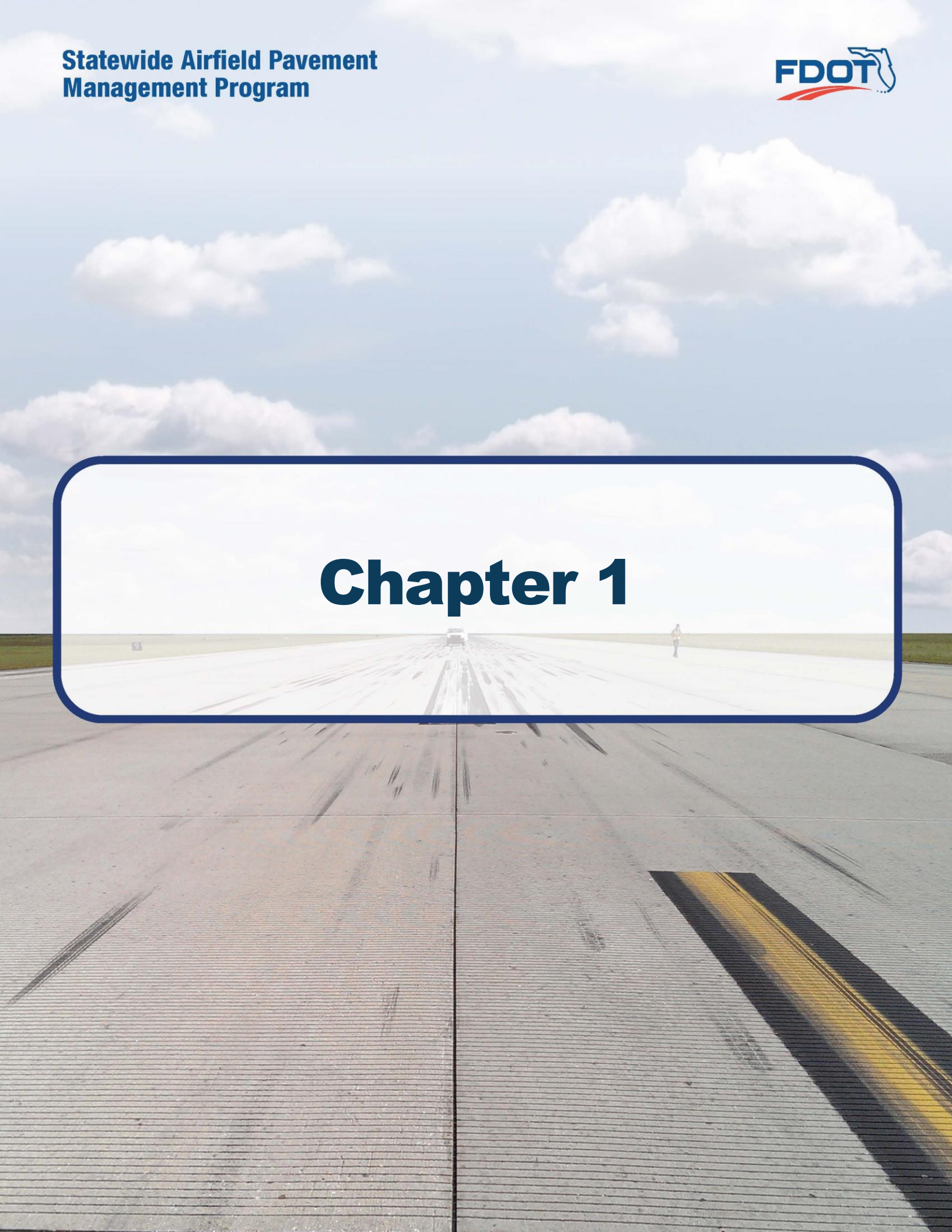
## Summary of Lakeland Linder International Airport

Lakeland Linder International Airport was inspected in January of 2019 – the overall weighted PCI value was 78, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified \$3,102,280 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of \$38,181,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of \$14,079,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT 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, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.



# Chapter 1





# Chapter 1 – Introduction

## 1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) 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.

In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

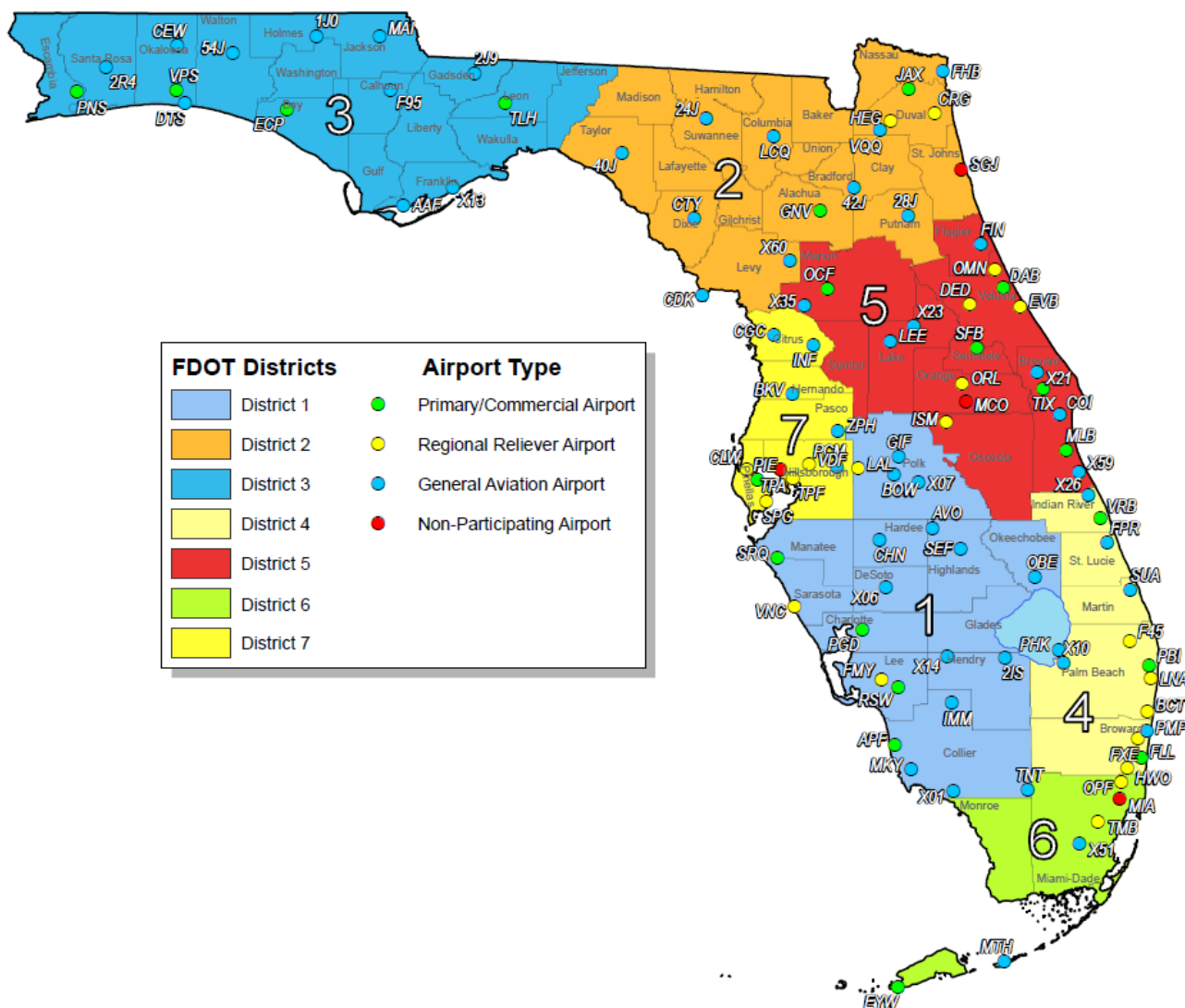
The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

## 1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.



Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.





## 1.3 Organization

### 1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

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

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

### 1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

### 1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

### 1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys,"** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."**

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.



A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- ▶ **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- ▶ **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- ▶ **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- ▶ **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- ▶ **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.



## 1.4 Purpose of Airport Pavement Evaluation Report

The 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 (M&R) planning associated with the SAPMP system 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.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

***The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.***

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

## 1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation 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 policies; consider planning-level unit costs; and develop recommendations for performing pavement 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 system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for 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 facilities, classifications, types, histories, geometries, 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 the 2006-2008 system update, 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.shtml>) was established for input of data.

In the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits 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.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys."** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.



## 1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the 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”** and **150/5380-7B “Airport Pavement Management Program (PMP)”**). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 “Pavement Maintenance,” No. 34 “Policies, Standards, and Specifications,” and PFC Assurance No. 9 “Standards and Specifications.”

## 1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC **150/5380-7B “Airport Pavement Management Program (PMP)”** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

### 1.7.1 Program Objectives

- 1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
- 2 An objective and repeatable system for evaluating pavement condition.
- 3 Procedures for predicting future pavement condition.
- 4 Procedures for modeling both past and future pavement performance conditions.
- 5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
- 6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

### 1.7.2 Program Components

- A. Database
- B. Pavement Inventory
- C. Pavement Structure
- D. Pavement Work History
- E. Pavement Condition Data

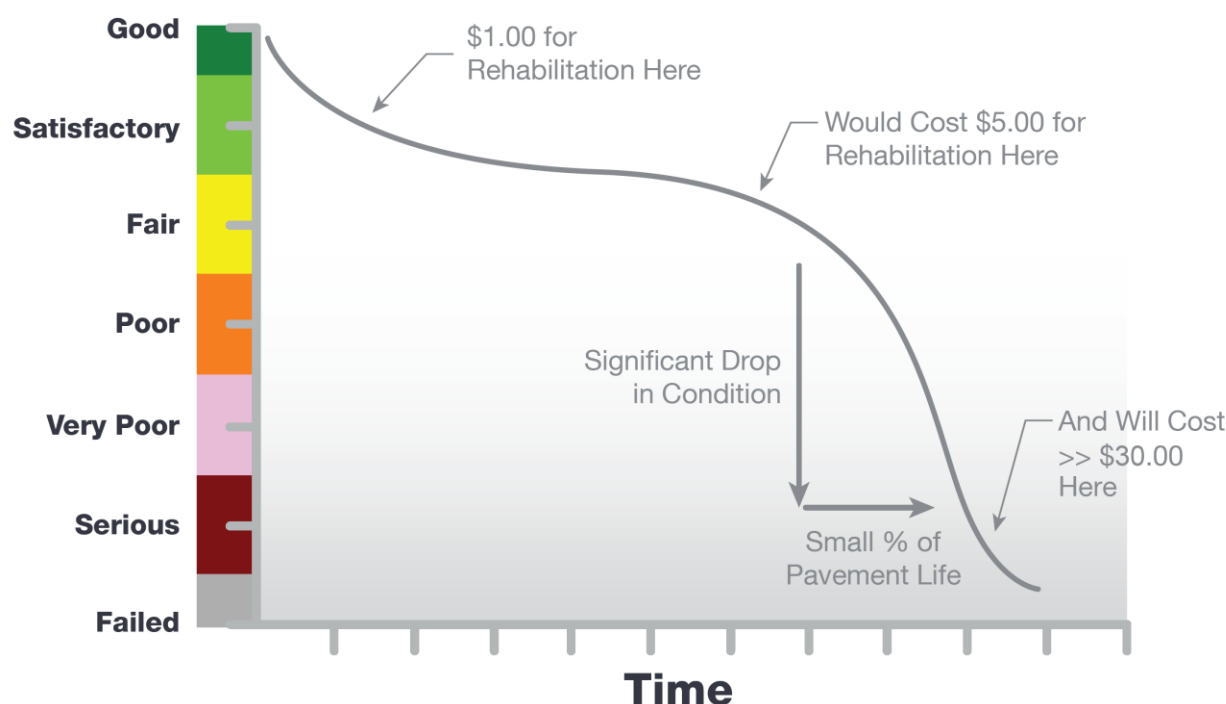


## F. Pavement Performance Modeling for the Prediction/Forecast of PCI

## G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements’ past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

*Figure 1.7.2 (a) Typical Pavement Condition Life Cycle*



*\*Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

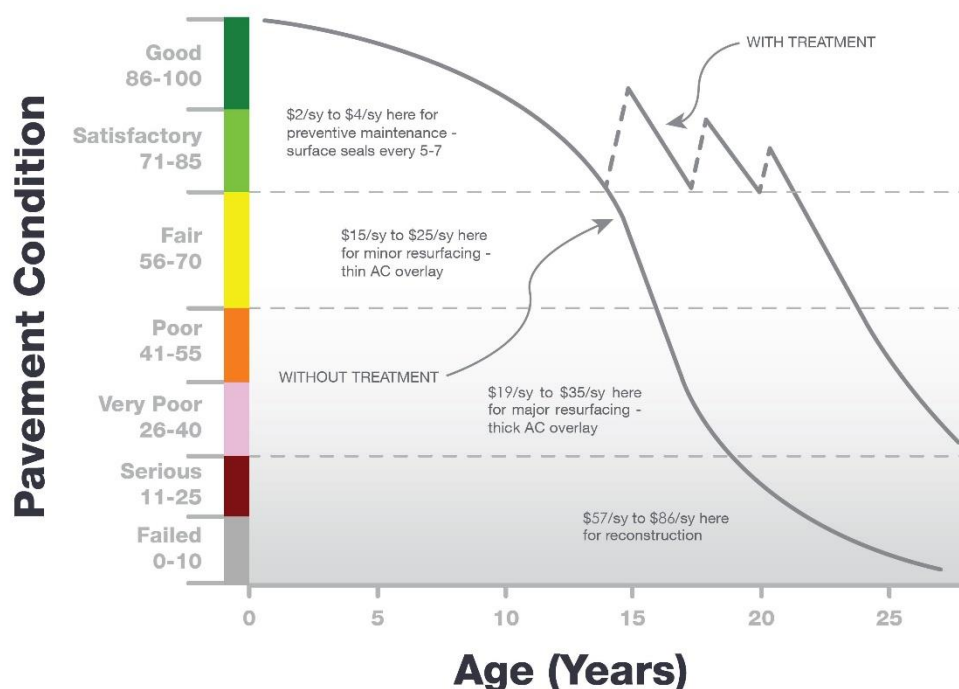
**Figure 1.7.2 (b) General Pavement Treatments by Condition Range** depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall





composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.





*Figure 1.7.2 (b) General Pavement Treatments by Condition Range*







Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

**Figures 1.7.2 (c) and 1.7.2 (d)**, depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.


*Figures 1.7.2 (c) Flexible Asphalt Concrete*

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

*Figures 1.7.2 (d) Rigid Portland Cement Concrete*

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.



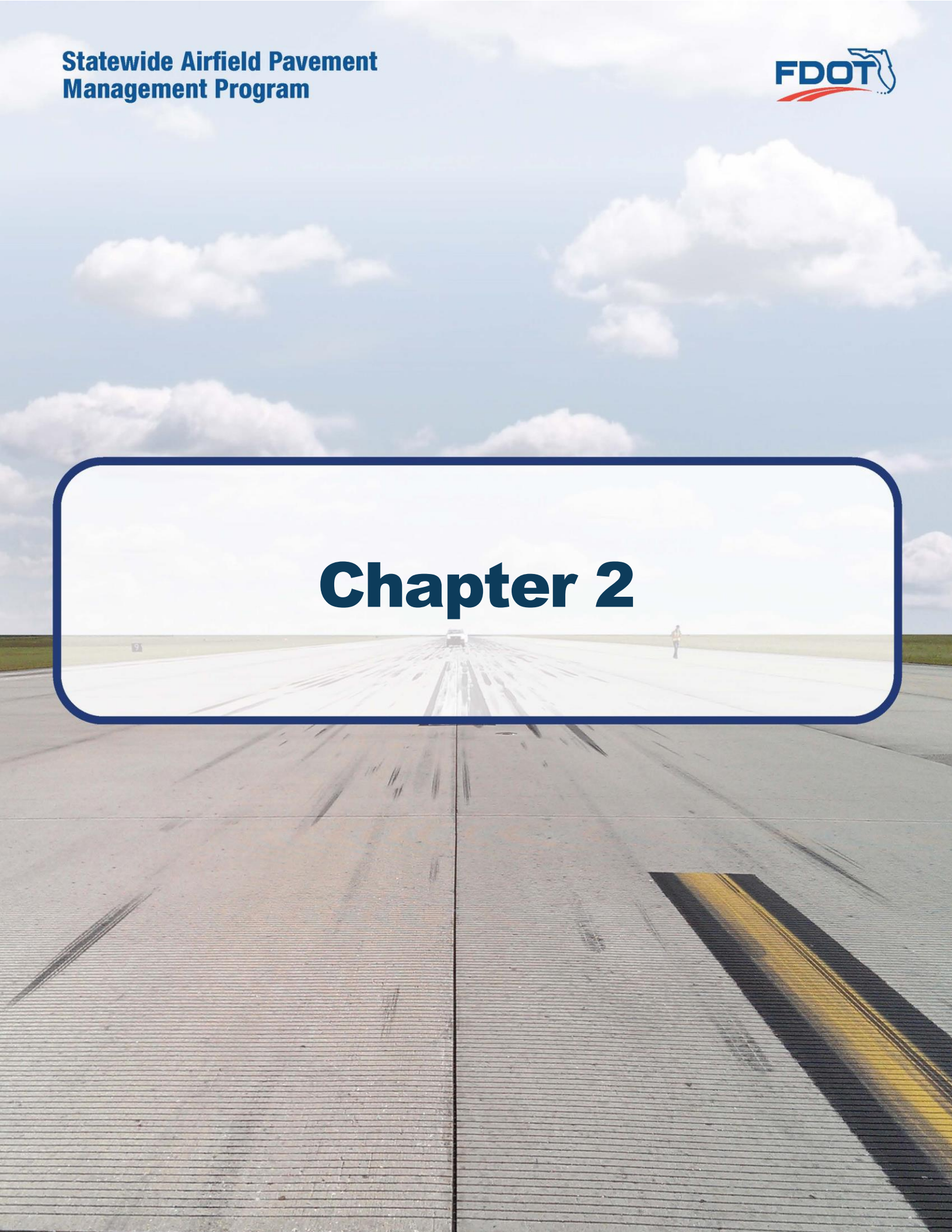
## 1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2<sup>nd</sup> Edition, M.Y. Shahin.



# **Chapter 2**





## Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

### 2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

### 2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.



A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

### 2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

#### Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

#### Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

#### Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related





infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a “parent” pavement network.

## Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs ( $\pm 8$  slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet ( $\pm 2,000$  ft<sup>2</sup>) for flexible asphalt concrete (AC) or porous friction course pavements.

*Table 2.2.1 Airfield Pavement Database Network Definition Terminology*

PMS Network Level	Common Definition	Airport Example
<b>Network</b>	Overall pavement assets maintained by the Airport	“Tallahassee International Airport – Airfield Pavements”
<b>Branch Name</b>	Commonly defined asset name as established by Airport and by use	“Runway 18-36”
<b>Branch ID</b>	Codified shorthand name for commonly defined asset established for database identification	“RW 18-36” RW, Branch Use, “Runway” 18-36, Runway Facility
<b>Section ID</b>	Codified identification for pavement asset that is distinct by the following: <ul style="list-style-type: none"><li>• Pavement Composition</li><li>• Construction Work History</li><li>• Aircraft Traffic</li><li>• Condition Records</li></ul>	“6105”
<b>Sample Unit</b>	A numeric identification of an area of pavement (5,000 $\pm$ 2,000 SF of AC or 20 $\pm$ 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	“300”



## 2.3 Airfield Pavement Structure

### 2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

#### Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

##### *Asphalt Concrete (AC)*

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

##### *Asphalt Concrete Overlaid on Asphalt Concrete (AAC)*

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

##### *Asphalt Concrete Overlaid on Portland Cement Concrete (APC)*

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.



## Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

### *Portland Cement Concrete (PCC)*

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

## Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

### *Conventional Whitetopping (WHT)*

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

### *Thin Whitetopping (TWT)*

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

### *Ultra-Thin Whitetopping (UTW)*

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.





## 2.4 Airfield Pavement Work History

### 2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

## 2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular **150/5320-6F Airport Pavement Design and Evaluation** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

## 2.6 Airfield Pavement Condition Index (PCI) Survey

### 2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP),"** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method



can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.



### 2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

*Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields*

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age





*Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields*

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
<ul style="list-style-type: none"> <li>• Alligator Cracking</li> <li>• Corrugation</li> <li>• Depression</li> <li>• Patching of Load-based distress</li> <li>• Polished Aggregate</li> <li>• Rutting</li> <li>• Slippage Cracking</li> </ul>	<ul style="list-style-type: none"> <li>• Bleeding</li> <li>• Block Cracking</li> <li>• Joint Reflection Cracking</li> <li>• L/T Cracking</li> <li>• Patching of climate / durability-caused distresses</li> <li>• Shoving from PCC</li> <li>• Raveling</li> <li>• Weathering</li> <li>• Swelling</li> </ul>	<ul style="list-style-type: none"> <li>• Alligator Cracking</li> <li>• Depression</li> <li>• Patching of moisture / drainage caused distress</li> <li>• Swelling</li> <li>• Raveling</li> <li>• Weathering</li> </ul>	<ul style="list-style-type: none"> <li>• Oil Spillage</li> <li>• Jet Blast Erosion</li> <li>• Polished Aggregate</li> </ul>

*Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields*

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
<ul style="list-style-type: none"> <li>• Corrugation</li> <li>• Depression</li> <li>• Rutting</li> <li>• Shoving of asphalt pavement</li> <li>• Swelling</li> <li>• Raveling</li> <li>• Weathering</li> </ul>	<ul style="list-style-type: none"> <li>• Bleeding</li> <li>• Depression</li> <li>• Polished Aggregate</li> <li>• Rutting</li> </ul>	<ul style="list-style-type: none"> <li>• Block Cracking</li> <li>• Joint Reflection Cracking</li> <li>• L/T Cracking</li> <li>• Slippage Cracking</li> </ul>	<ul style="list-style-type: none"> <li>• All Distresses</li> </ul>



*Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields*

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction



*Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields*

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
<ul style="list-style-type: none"> <li>• Corner Break</li> <li>• Shattered Slab</li> <li>• L/T/D Cracking</li> <li>• Pumping</li> <li>• Patching of Load-associated distress</li> <li>• Spalling</li> </ul>	<ul style="list-style-type: none"> <li>• Blowup</li> <li>• "D" Cracking</li> <li>• Joint Seal Damage</li> <li>• Popouts</li> <li>• Scaling</li> <li>• Patch of Climate/Durability-associated distress</li> <li>• Shrinkage Cracking</li> <li>• Spalling</li> <li>• L/T/D Cracking</li> </ul>	<ul style="list-style-type: none"> <li>• Corner Break</li> <li>• Shattered Slab</li> <li>• Pumping</li> <li>• Patching of Moisture/Drainage-associated distress</li> </ul>	<ul style="list-style-type: none"> <li>• Settlement / Faulting</li> </ul>

*Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields*

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
<ul style="list-style-type: none"> <li>• Blowup</li> <li>• Corner Break</li> <li>• L/T/D Cracking</li> <li>• Shattered Slab</li> <li>• Settlement / Faulting</li> <li>• Spalling</li> </ul>	<ul style="list-style-type: none"> <li>• Settlement / Faulting</li> <li>• Spalling</li> </ul>	<ul style="list-style-type: none"> <li>• Corner Break</li> <li>• L/T/D Cracking</li> <li>• "D" Cracking</li> <li>• Joint Seal Damage</li> <li>• Shattered Slab</li> <li>• Popouts</li> <li>• Scaling</li> </ul>	<ul style="list-style-type: none"> <li>• All distresses</li> </ul>





## 2.6.3 PCI Survey Inspection Procedures

### Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

*Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete*

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but $\leq 20$	10% but $\leq 10$

*Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete*

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and 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 or more	20% but $\leq 20$	10% but $\leq 10$



#### 2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. 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. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

##### *Flexible Asphalt Concrete Pavement Distress Updates*

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.

##### *Rigid Portland Cement Concrete Pavement Distress Updates*

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 can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement’s surface. Plastic shrinkage caused by construction 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.

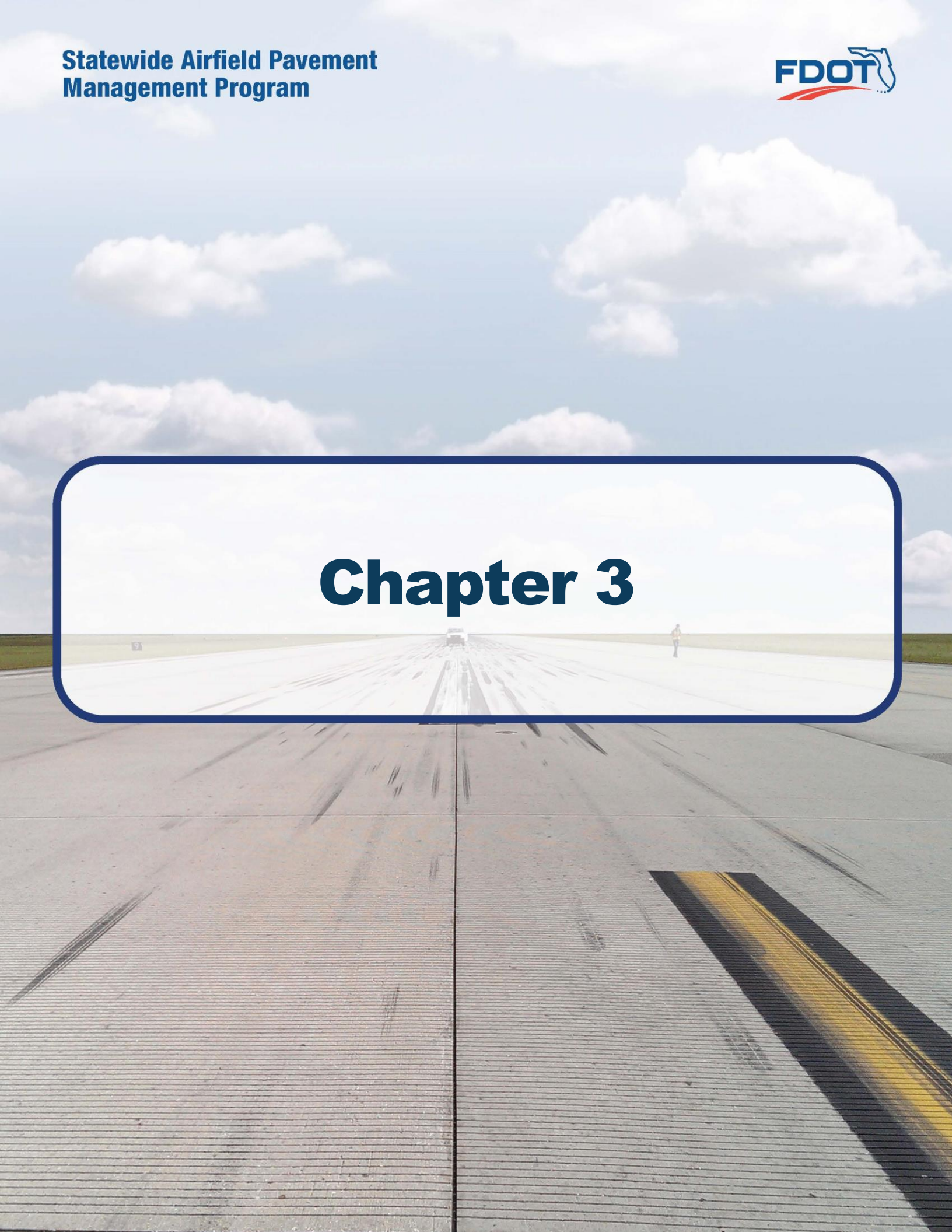


Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	Updated Distress	Former Distress in Prior to 5340-10	Deduction Curve	Potential Effect
AC/AAC/APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Cracking - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Cracking - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Cracking - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Cracking' may now be identified as 'Shrinkage Cracking'



# **Chapter 3**





# Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

## 3.1 Airfield Pavement Network Information

### 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

*Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction*

Year	General Work Description
2013	TW B, TW B1 - New Construction: 4" P-401, 18" P-211
	TW D - Mill and Overlay: 2" P-401
2014	RW 9-27, TW A2, TW P1, TW P2 - Reconstruction: 4" P-401, Rehabilitated P-211
	RW 5-23, RW 9-27 - Mill and Overlay: 2.5" Mill, Variable Overlay
	RW 9-27 - Mill and Overlay: 4" P-401 Mill and Overlay
	TW E - Reconstruction: Mill, Base scarified 6", add Limerock base, Grade & Compact, 2" P-401
	AP CENTER - Mill and Overlay: 2" Mill, 2" P-401
	AP CENTER - New Construction: 4" P-401, 8" FDOT 334 SP 9.5, Compacted Subgrade
	AP CENTER, TW E - New Construction: 4" P-401, 18" P-211, 12" Compacted Subgrade (P-152)
2015	RW 5-23, RW 9-27 - Mill and Overlay
	AP N, AP NW - Mill and Overlay
	AP N - New Construction: 4" P-401, 8" P-211, Compacted Subgrade
	AP S - New Construction: 4" P-401, 12" P-211, Compacted Subgrade
2016	TW D - Reconstruction: 4" P-401, 10" P-211
	TW D - New Construction: 4" P-401, 10" P-211
	TW E - Mill and Overlay: 2" Mill and 2" P-401SP Overlay
	TW F - Mill and Overlay
	AP SE - New Construction - AC



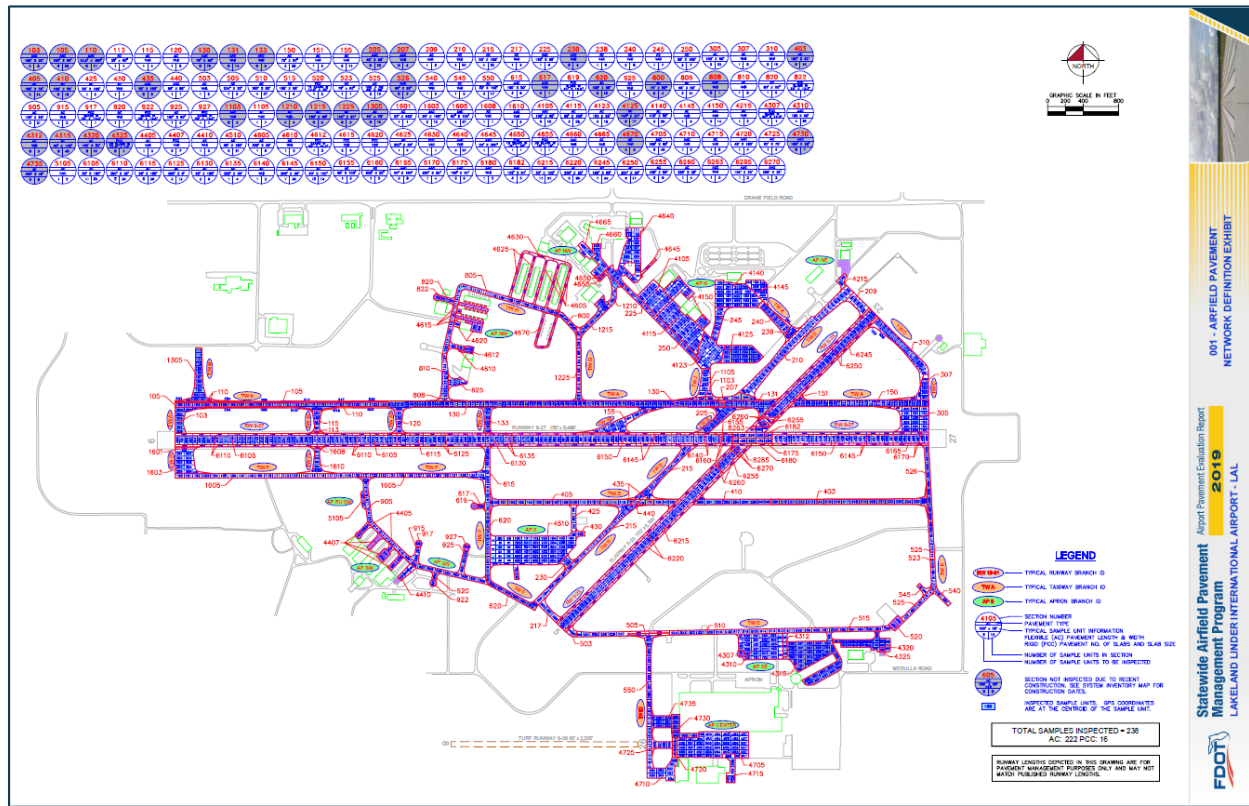
Year	General Work Description
2016	AP SE - New Construction - PCC
2017	AP SE - Reconstruction: 3" P-401, 6" P-211
	AP CENTER - New Construction
	AP CENTER - Mill and Overlay
	TW G, TW H - New Construction: 4" P-401, 8" P-211
2018	AP N - Reconstruction: 4" P-401, 16" P-211, Existing Subgrade
	TW A, TW A1, TW A4, TW B - Mill and Overlay: 1" Mill, 4" P-401SP Overlay
	TW M - New Construction: 4" P-401, 12" P-211
	TW H, TW J - Mill and Overlay
	AP NW - New Construction
2019	TW F - Reconstruction
	TW B3 - Mill and Overlay

The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.





Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.



**CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY**

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2003	FM 6, TW 01	NEW CONSTRUCTION - AC / 4" P-401, 10' P-211, COMPACTED 50
2003	FM 6	WELL AND OVERLAY / 2" P-401 WELL AND OVERLAY
2004	FM 0-17, TW 01	RECONSTRUCTION / SURFACE RECONSTRUCTION, 4" P-401, REINFORCED 2-30
2004	FM 0-23, TW 0-27	WELL AND OVERLAY / 2.5" WELL, VARIABLE OVERLAY
2004	FM 0-27	WELL AND OVERLAY / 4" P-401 WELL AND OVERLAY
2004	FM 0-27	RECONSTRUCTION / WELL BASE RECONSTRUCTED, 4" P-401, REINFORCED 2-30
2004	FM 0-27	WELL AND OVERLAY / 2" WELL, 10' P-401 OVERLAY
2004	AP CENTER	WELL AND OVERLAY / 2" WELL, 10' P-401 OVERLAY
2004	FM 0-11, AP CENTER	NEW CONSTRUCTION / 4" P-401, 10' P-211, COMPACTED 50
2004	FM 0-11, AP CENTER	NEW CONSTRUCTION / 4" P-401, 10' P-211, COMPACTED 50
2005	FM 0-23, TW 0-27	WELL AND OVERLAY
2005	FM 0, AP NW	WELL AND OVERLAY
2005	FM 0	NEW CONSTRUCTION - AC / 4" P-401, 10' P-211, COMPACTED 50
2005	FM 0	NEW CONSTRUCTION - AC / 4" P-401, 10' P-211, COMPACTED 50
2006	FM 0	RECONSTRUCTION - AC / 4" P-401, 10' P-211, COMPACTED 50
2006	FM 0	NEW CONSTRUCTION - AC / 4" P-401, 10' P-211, COMPACTED 50
2006	FM 0	WELL AND OVERLAY / 2" WELL, 10' P-401 OVERLAY
2006	FM 0	WELL AND OVERLAY - AC
2006	FM 0	NEW CONSTRUCTION - AC
2006	FM 0	NEW CONSTRUCTION - AC
2007	FM 0	RECONSTRUCTION - AC / 3" P-401, 10' P-211
2007	AP CENTER	NEW CONSTRUCTION - AC
2007	FM 0	WELL AND OVERLAY
2007	FM 0, TW 0	NEW CONSTRUCTION - AC / 4" P-401, 10' P-211

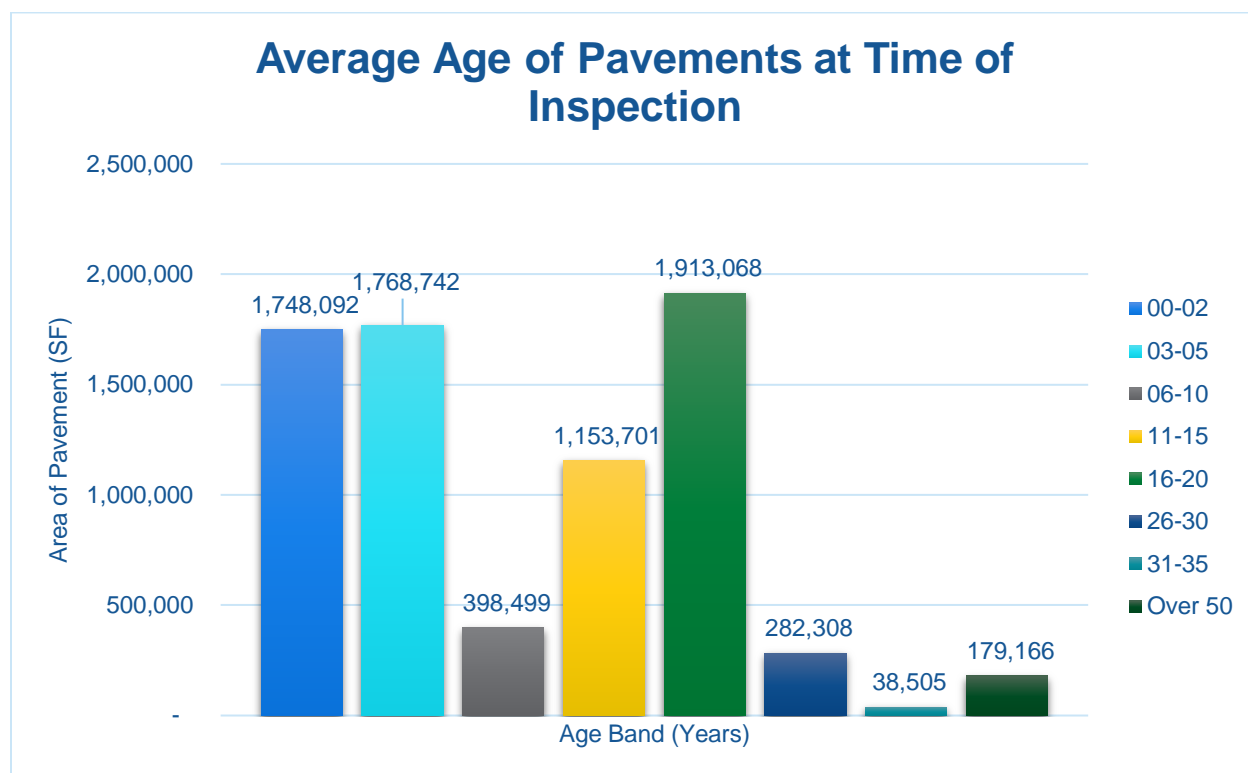
**LEGEND**

- PROJECTS YEAR 2003
- PROJECTS YEAR 2004
- PROJECTS YEAR 2005
- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012

**NOTES:**

- 1. ALL NEW CONSTRUCTION SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 2. ALL RECONSTRUCTION SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 3. ALL OVERLAY SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 4. ALL WELLS SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 5. ALL OVERLAY SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 6. ALL WELLS SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 7. ALL OVERLAY SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 8. ALL WELLS SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 9. ALL OVERLAY SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.
- 10. ALL WELLS SHALL BE TO THE STANDARD SPECIFICATIONS FOR AIRFIELD PAVEMENT.

Chapter 3 – Airfield Pavement System Inventory | 53

*Figure 3.1.2 Average Age of Pavements at Inspection*

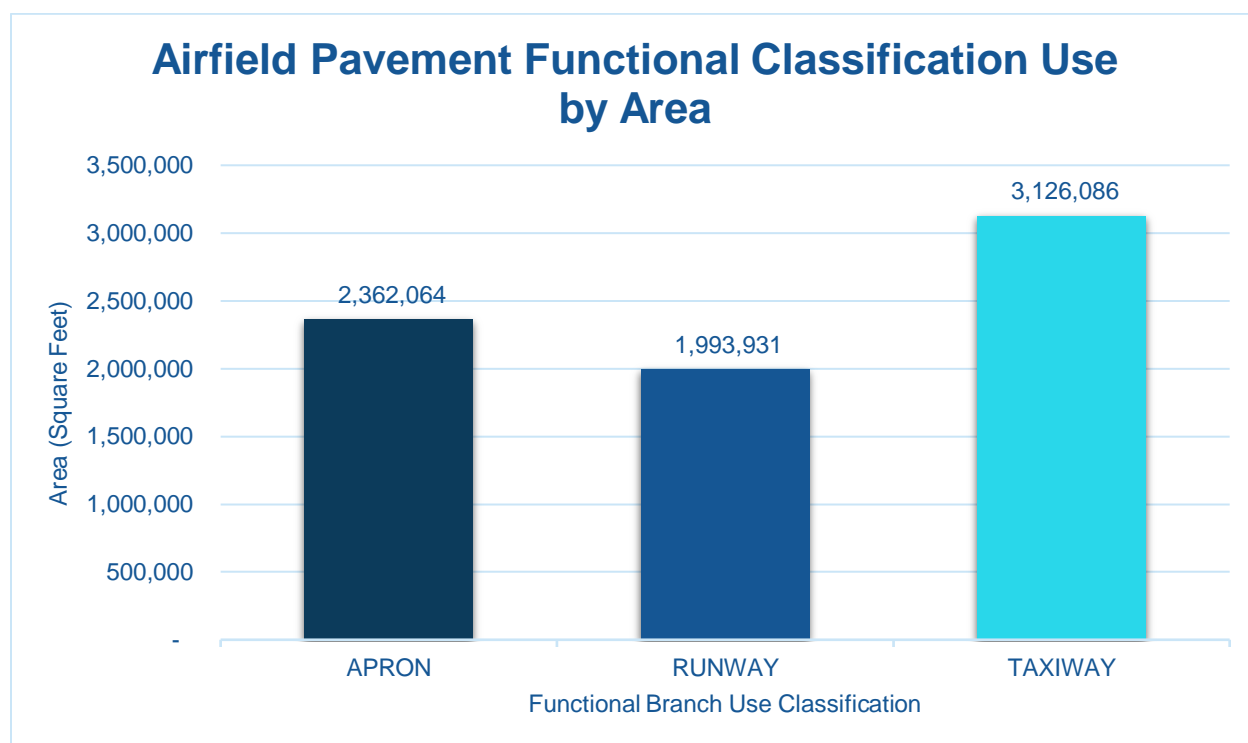
The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.



### 3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

*Figure 3.1.3 Airfield Pavement Functional Classification Use by Area*



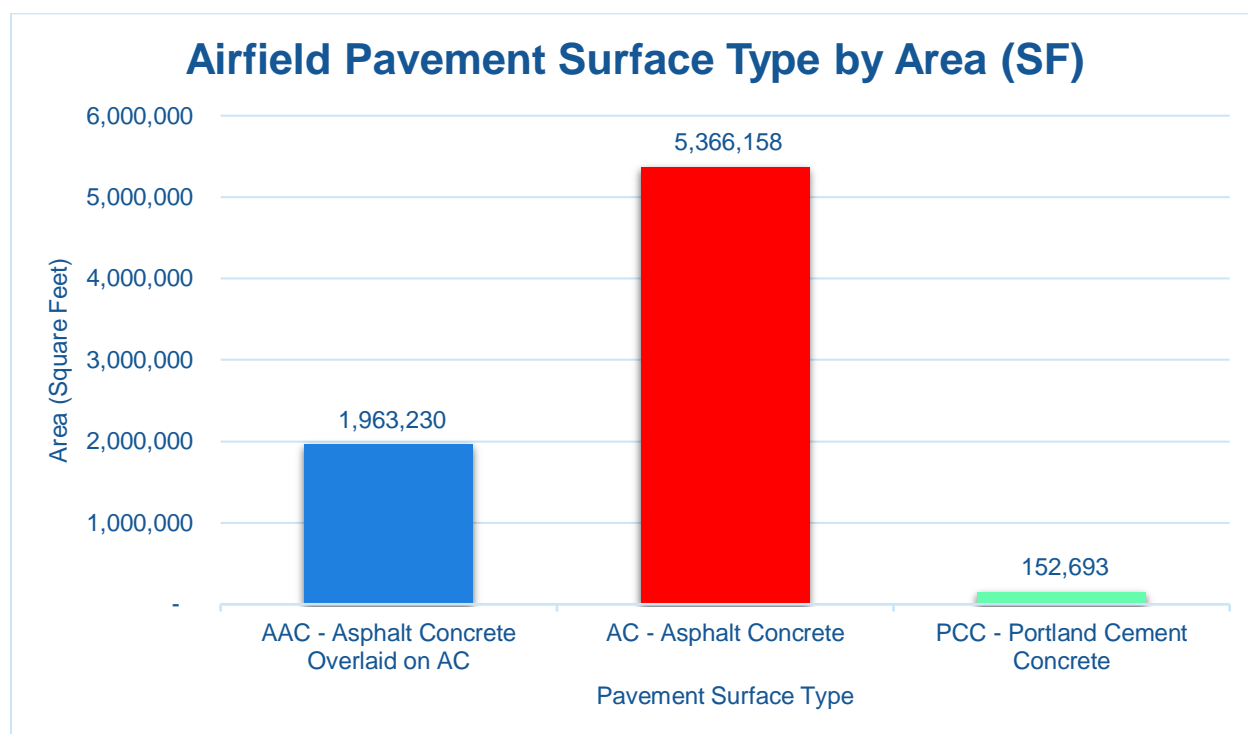


### 3.1.4 Pavement Surface Type

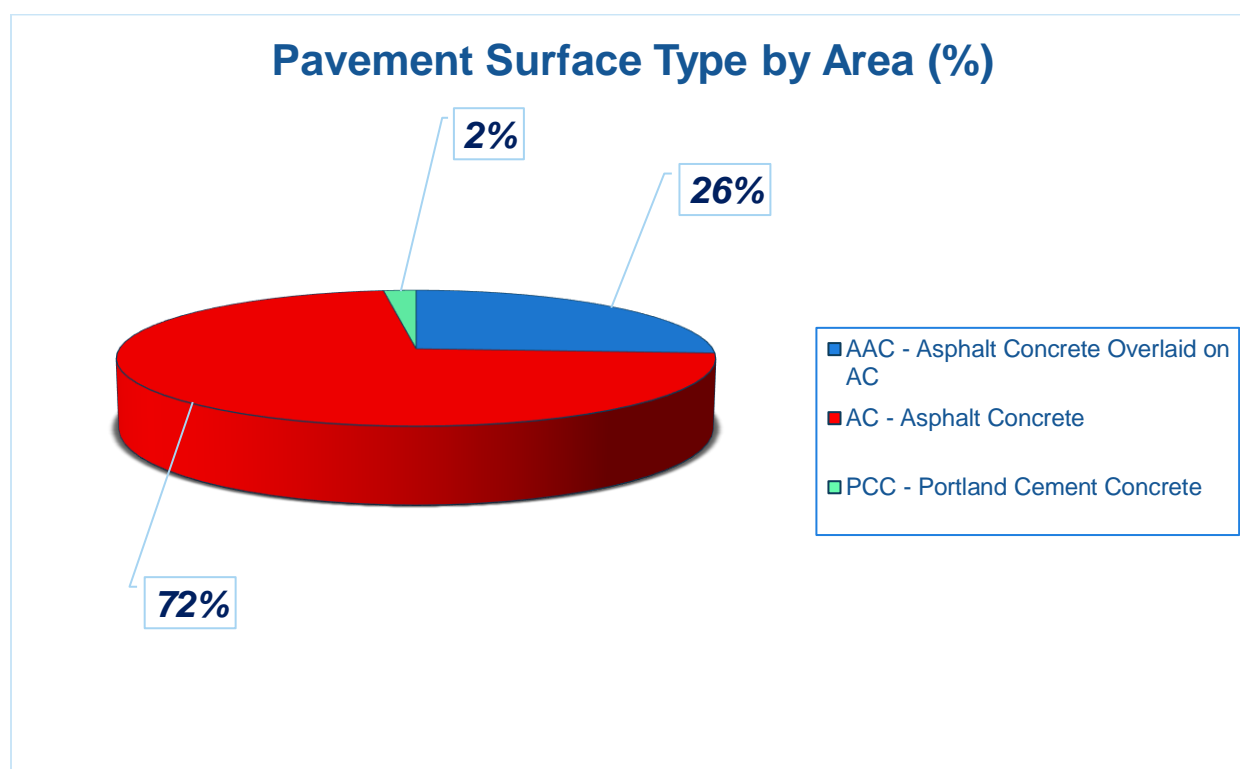
The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

*Figure 3.1.4 (a) Pavement Surface Type by Area (SF)*





*Figure 3.1.4 (b) Pavement Surface Type by Area (%)*

### 3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.



Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	CENTER APRON	AP CENTER	APRON	4705	800	221	211,428	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4710	314	110	47,426	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4715	325	55	27,737	AC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4720	221	60	13,260	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4725	230	75	20,517	AC	3/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4730	475	85	33,280	AAC	1/1/2017
LAL	CENTER APRON	AP CENTER	APRON	4735	233	135	34,184	AC	1/1/2017
LAL	NORTH APRON	AP N	APRON	225	500	50	25,000	AAC	1/1/2015
LAL	NORTH APRON	AP N	APRON	250	650	50	32,500	AC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4105	313	250	80,200	AAC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4115	525	250	139,017	AC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4123	300	270	82,949	AC	1/1/2011
LAL	NORTH APRON	AP N	APRON	4125	470	200	80,609	AC	6/1/2018
LAL	NORTH APRON	AP N	APRON	4140	470	274	127,950	AC	12/25/1999
LAL	NORTH APRON	AP N	APRON	4145	200	150	39,944	AC	1/1/2011
LAL	NORTH APRON	AP N	APRON	4150	345	150	61,106	AAC	1/1/2015
LAL	NORTHEAST APRON	AP NE	APRON	4215	180	50	10,562	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4605	1,680	20	40,818	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4610	180	50	9,949	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4612	104	77	8,809	PCC	1/1/1944
LAL	NORTHWEST APRON	AP NW	APRON	4615	1,200	25	33,325	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4620	180	100	18,190	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4625	1,120	20	26,470	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4630	75	20	1,780	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4640	620	185	124,349	AAC	1/1/2015



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	NORTHWEST APRON	AP NW	APRON	4645	255	25	6,608	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4650	50	45	2,273	PCC	12/25/2002
LAL	NORTHWEST APRON	AP NW	APRON	4655	55	45	3,280	PCC	12/25/2010
LAL	NORTHWEST APRON	AP NW	APRON	4660	430	90	36,799	AAC	1/1/2015
LAL	NORTHWEST APRON	AP NW	APRON	4665	198	84	18,572	AC	1/1/2005
LAL	NORTHWEST APRON	AP NW	APRON	4670	830	20	18,608	AC	1/1/2018
LAL	SOUTHWEST APRON RUN-UP	AP RU SW	APRON	5105	200	50	7,735	AC	12/25/1999
LAL	SOUTH APRON	AP S	APRON	4510	965	325	304,107	AC	1/1/2015
LAL	SOUTHEAST APRON	AP SE	APRON	4307	90	50	5,199	PCC	1/1/1944
LAL	SOUTHEAST APRON	AP SE	APRON	4310	475	291	139,322	AAC	1/1/2005
LAL	SOUTHEAST APRON	AP SE	APRON	4312	266	50	13,417	AC	5/1/2017
LAL	SOUTHEAST APRON	AP SE	APRON	4315	450	400	189,950	AC	5/1/2017
LAL	SOUTHEAST APRON	AP SE	APRON	4320	560	85	65,522	AC	1/1/2016
LAL	SOUTHEAST APRON	AP SE	APRON	4325	60	50	3,000	PCC	1/1/2016
LAL	SOUTHWEST APRON	AP SW	APRON	905	2,100	50	105,514	AC	1/1/1992
LAL	SOUTHWEST APRON	AP SW	APRON	915	230	50	11,499	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	917	50	90	4,533	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	920	90	50	4,963	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	922	50	90	4,572	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	925	280	50	14,432	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	927	50	90	4,824	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	4405	250	50	12,763	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	4407	150	200	38,471	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	4410	290	50	14,742	AC	12/25/1999
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6215	2,525	100	252,500	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6220	2,525	50	126,250	AC	1/1/2005



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6245	1,712	100	166,242	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6250	1,600	50	83,118	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6255	749	100	39,564	AC	1/1/2000
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6260	540	25	19,782	AC	1/1/2000
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6263	150	67	14,211	AAC	12/25/2015
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6265	110	100	11,510	AAC	7/10/2014
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6270	230	25	5,755	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6105	2,550	100	250,000	AC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6110	2,550	50	125,000	AC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6115	950	100	100,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6125	950	50	50,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6130	300	100	30,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6135	300	50	15,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6140	140	50	7,292	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6145	3,680	50	175,750	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6150	3,680	100	370,833	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6155	135	100	14,167	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6160	170	50	9,457	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6165	300	100	40,000	AAC	1/1/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6170	300	50	20,000	AAC	1/1/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6175	450	61	27,450	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6180	450	25	11,250	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6182	450	64	28,800	AAC	12/25/2015
LAL	TAXIWAY A	TW A	TAXIWAY	105	2,400	50	130,355	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	110	4,400	13	54,893	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	130	3,735	75	296,484	AAC	1/1/2018





Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	TAXIWAY A	TW A	TAXIWAY	131	650	75	57,957	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	150	2,000	50	107,625	AC	1/1/2000
LAL	TAXIWAY A	TW A	TAXIWAY	151	91	75	10,105	AC	1/1/2000
LAL	TAXIWAY A1	TW A1	TAXIWAY	103	300	105	39,490	AAC	1/1/2018
LAL	TAXIWAY A2	TW A2	TAXIWAY	113	90	25	3,120	AC	7/10/2014
LAL	TAXIWAY A2	TW A2	TAXIWAY	115	232	60	17,011	AC	1/1/1993
LAL	TAXIWAY A3	TW A3	TAXIWAY	120	258	50	20,210	AC	1/1/1993
LAL	TAXIWAY A4	TW A4	TAXIWAY	133	288	73	23,151	AAC	1/1/2018
LAL	TAXIWAY A5	TW A5	TAXIWAY	155	575	50	57,635	AC	1/1/1999
LAL	TAXIWAY B	TW B	TAXIWAY	205	450	80	46,473	AAC	1/1/2018
LAL	TAXIWAY B	TW B	TAXIWAY	207	520	30	22,787	AAC	1/1/2018
LAL	TAXIWAY B	TW B	TAXIWAY	210	1,711	116	164,555	AC	1/1/2003
LAL	TAXIWAY B	TW B	TAXIWAY	215	2,325	50	158,909	AC	1/1/2013
LAL	TAXIWAY B1	TW B1	TAXIWAY	217	285	60	19,804	AC	1/1/2013
LAL	TAXIWAY B2	TW B2	TAXIWAY	209	250	105	28,288	AC	1/1/2003
LAL	TAXIWAY B3	TW B3	TAXIWAY	230	100	100	11,810	AAC	1/1/2019
LAL	TAXIWAY C	TW C	TAXIWAY	305	320	287	99,742	AC	1/1/2000
LAL	TAXIWAY C	TW C	TAXIWAY	307	285	55	33,901	AC	1/1/2000
LAL	TAXIWAY C	TW C	TAXIWAY	310	825	75	79,687	AC	1/1/2004
LAL	TAXIWAY D	TW D	TAXIWAY	403	1,765	60	113,058	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	405	1,250	60	80,693	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	410	880	60	53,031	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	425	297	50	15,514	AC	12/25/1999
LAL	TAXIWAY D	TW D	TAXIWAY	430	120	50	6,072	AC	12/25/1999
LAL	TAXIWAY D	TW D	TAXIWAY	435	806	60	48,487	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	440	85	60	4,241	AAC	1/1/2013



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	TAXIWAY E	TW E	TAXIWAY	503	108	65	8,591	AC	1/1/2005
LAL	TAXIWAY E	TW E	TAXIWAY	505	468	25	11,700	AC	3/1/2014
LAL	TAXIWAY E	TW E	TAXIWAY	510	3,000	50	139,573	AC	1/1/1992
LAL	TAXIWAY E	TW E	TAXIWAY	515	570	50	29,739	AC	1/1/1962
LAL	TAXIWAY E	TW E	TAXIWAY	520	150	100	15,000	PCC	1/1/1944
LAL	TAXIWAY E	TW E	TAXIWAY	523	78	50	3,900	AC	1/1/2006
LAL	TAXIWAY E	TW E	TAXIWAY	525	968	50	58,582	AC	1/1/1964
LAL	TAXIWAY E	TW E	TAXIWAY	526	865	50	43,803	AAC	1/1/2016
LAL	TAXIWAY E	TW E	TAXIWAY	540	170	45	11,282	AC	12/25/1999
LAL	TAXIWAY E	TW E	TAXIWAY	545	160	50	8,501	AC	12/25/1999
LAL	TAXIWAY E1	TW E1	TAXIWAY	550	1,494	50	84,408	AC	3/1/2014
LAL	TAXIWAY F	TW F	TAXIWAY	615	721	50	38,505	AC	1/1/1986
LAL	TAXIWAY F	TW F	TAXIWAY	617	76	50	4,131	AAC	1/1/2016
LAL	TAXIWAY F	TW F	TAXIWAY	619	90	50	4,591	PCC	1/1/1944
LAL	TAXIWAY F	TW F	TAXIWAY	620	1,415	50	75,180	AC	1/1/2019
LAL	TAXIWAY G	TW G	TAXIWAY	625	215	80	17,219	AC	1/1/2011
LAL	TAXIWAY G	TW G	TAXIWAY	1210	300	50	22,862	AC	1/1/2017
LAL	TAXIWAY G	TW G	TAXIWAY	1215	500	60	39,232	AC	1/1/2017
LAL	TAXIWAY G	TW G	TAXIWAY	1225	930	50	43,687	AC	1/1/2017
LAL	TAXIWAY H	TW H	TAXIWAY	800	303	50	14,641	AC	1/1/2017
LAL	TAXIWAY H	TW H	TAXIWAY	805	1,945	50	96,842	AC	12/25/1999
LAL	TAXIWAY H	TW H	TAXIWAY	808	110	31	6,347	AAC	1/1/2018
LAL	TAXIWAY H	TW H	TAXIWAY	810	480	50	34,008	AC	1/1/2011
LAL	TAXIWAY H	TW H	TAXIWAY	820	170	50	8,990	AC	12/25/1999
LAL	TAXIWAY H	TW H	TAXIWAY	822	90	50	4,846	PCC	1/1/1944
LAL	TAXIWAY J	TW J	TAXIWAY	245	400	75	34,168	AC	12/25/1999



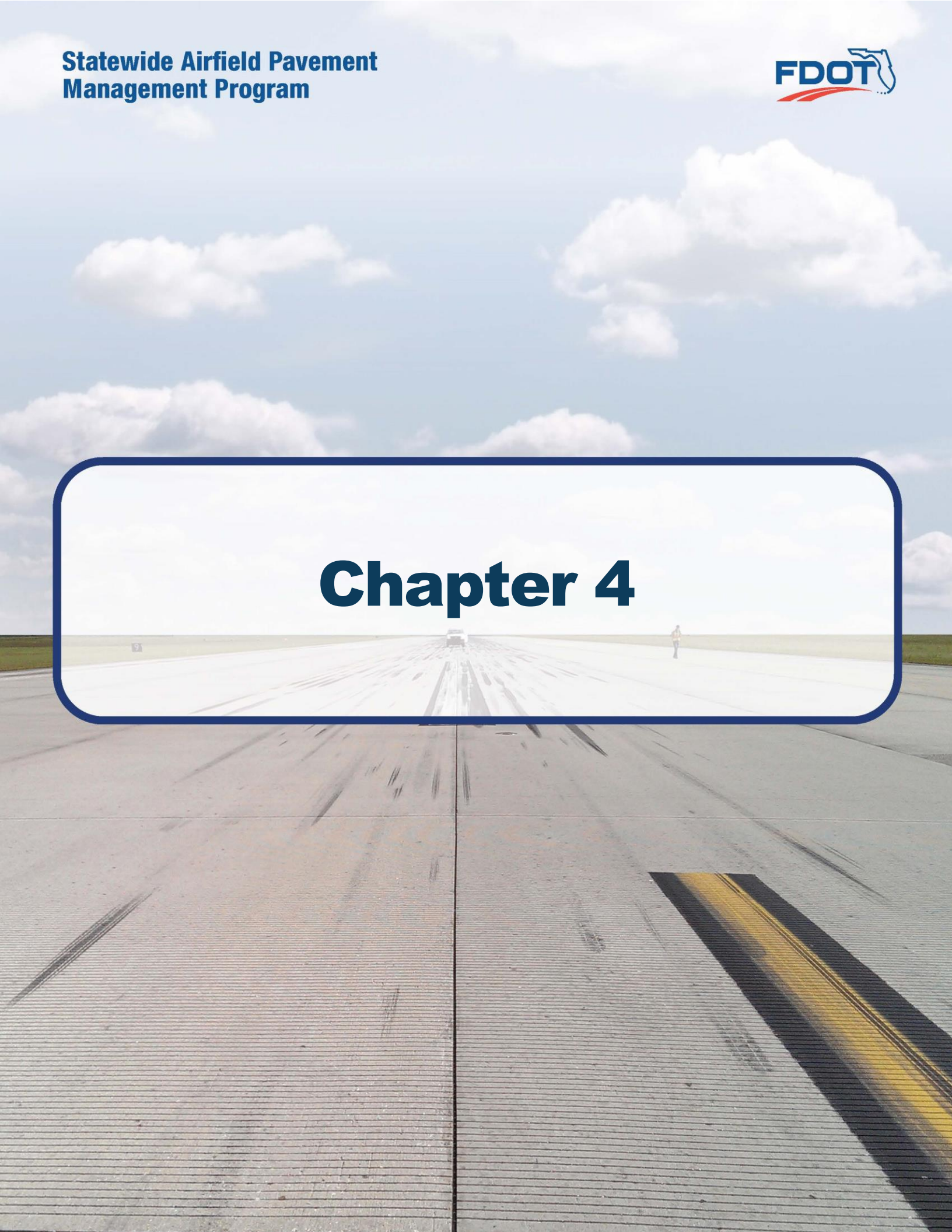
Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	TAXIWAY J	TW J	TAXIWAY	1103	488	30	14,643	AAC	1/1/2018
LAL	TAXIWAY J	TW J	TAXIWAY	1105	310	100	38,145	AC	1/1/2011
LAL	TAXIWAY K	TW K	TAXIWAY	238	130	85	18,088	AC	1/1/2003
LAL	TAXIWAY K	TW K	TAXIWAY	240	400	75	35,856	AC	12/25/1999
LAL	TAXIWAY M	TW M	TAXIWAY	1305	603	75	69,327	AC	1/1/2018
LAL	TAXIWAY P	TW P	TAXIWAY	1605	3,500	50	186,786	AAC	1/1/2008
LAL	TAXIWAY P1	TW P1	TAXIWAY	1601	220	25	5,991	AC	7/10/2014
LAL	TAXIWAY P1	TW P1	TAXIWAY	1603	275	220	62,154	AAC	1/1/2008
LAL	TAXIWAY P2	TW P2	TAXIWAY	1608	90	25	3,101	AC	7/10/2014
LAL	TAXIWAY P2	TW P2	TAXIWAY	1610	275	50	26,579	AAC	1/1/2008



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# Chapter 4





# Chapter 4 – Airfield Pavement Condition

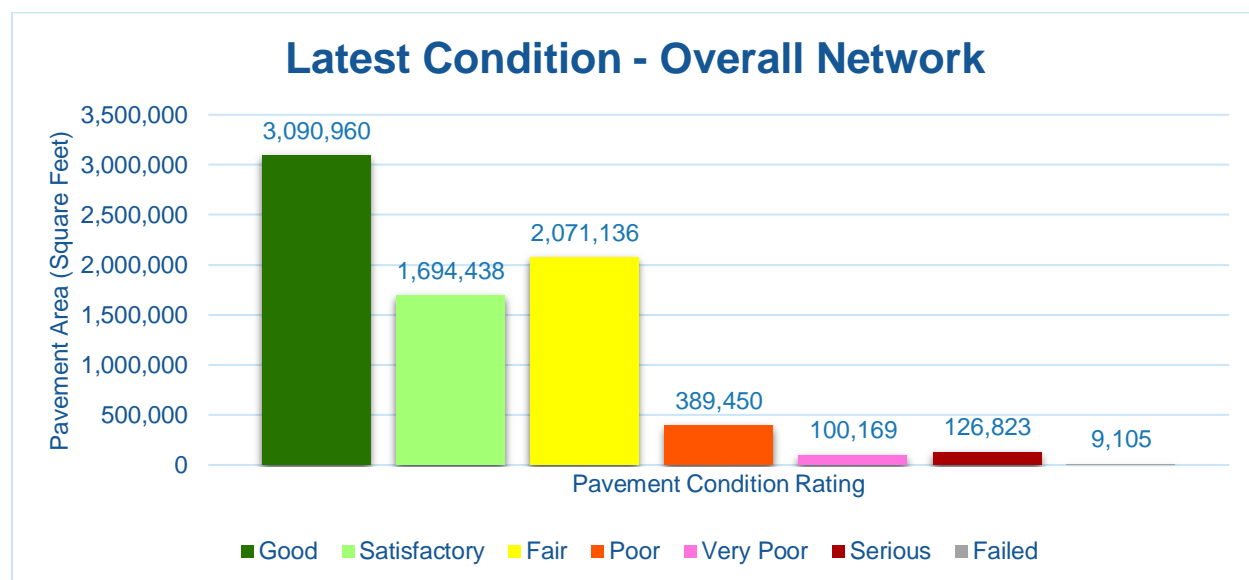
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

## 4.1 Airfield Pavement Condition Index (Latest Inspection)

### 4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

*Figure 4.1.1 Latest Condition – Overall Network*



### 4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (c)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.



Figure 4.1.2 (a) Latest Condition – Runway Pavements

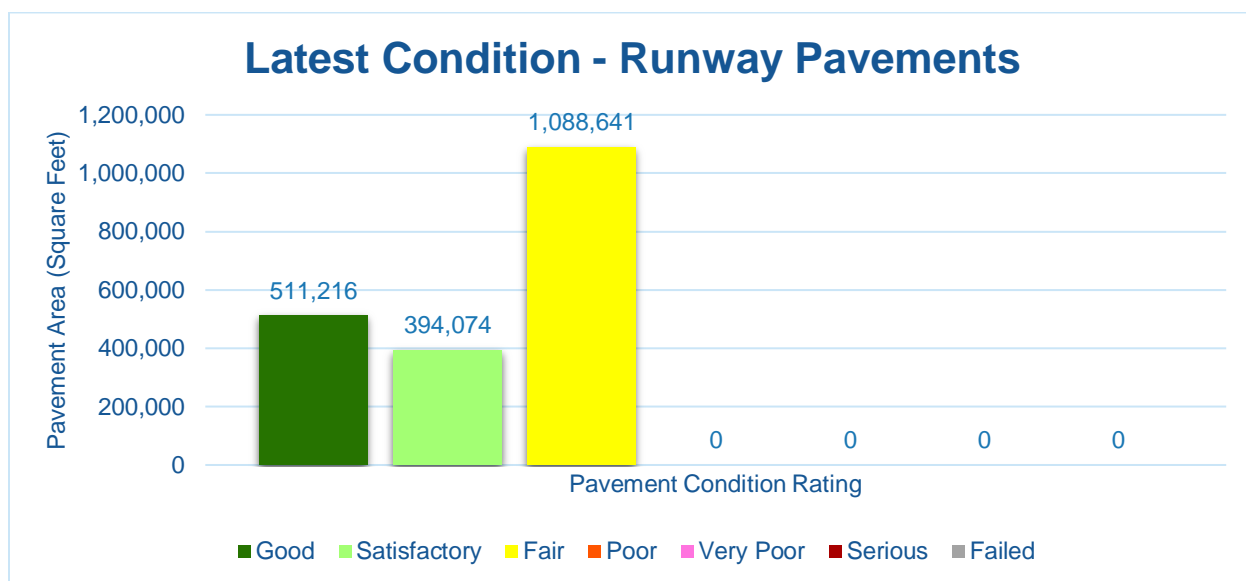


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

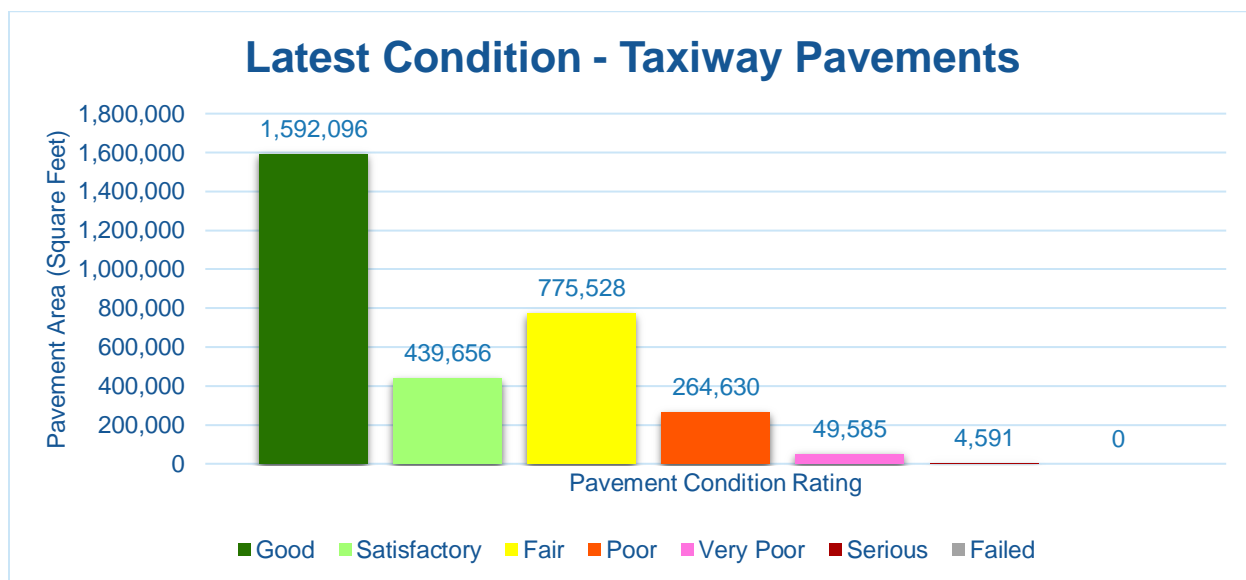
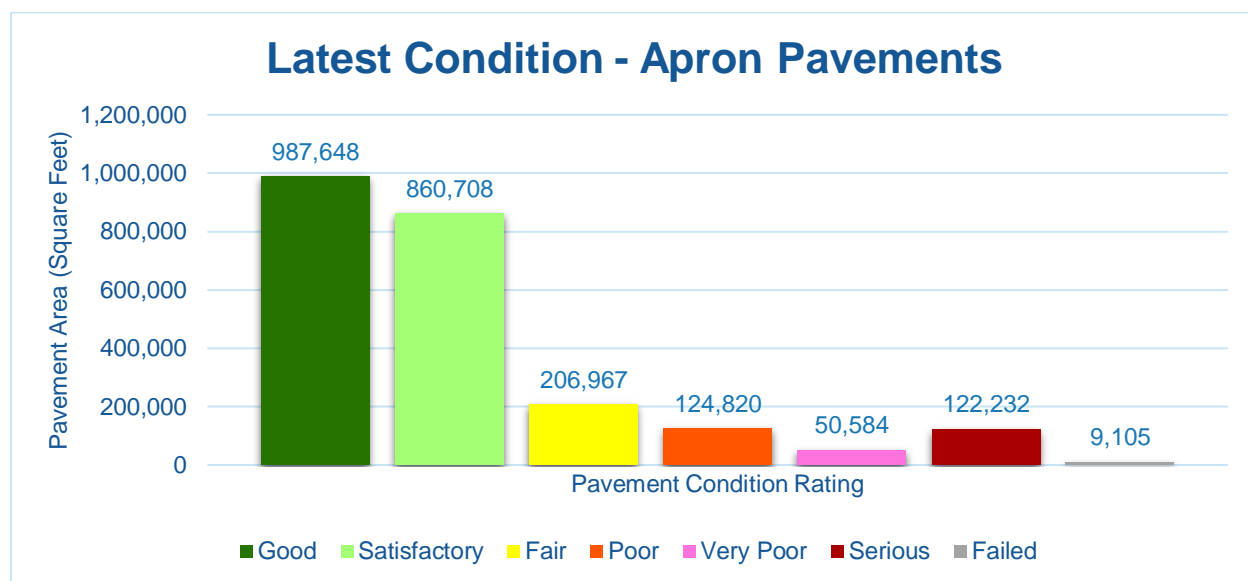




Figure 4.1.2 (c) Latest Condition – Apron Pavements



#### 4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement.

**Appendix C Technical Exhibits** provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.





Table 4.1.3 Latest Pavement Condition Index Summary

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
LAL	AP CENTER	CENTER APRON	APRON	4705	211,428	AAC	83	Satisfactory	83%	0%	17%	5	45
LAL	AP CENTER	CENTER APRON	APRON	4710	47,426	AAC	90	Good	100%	0%	0%	1	9
LAL	AP CENTER	CENTER APRON	APRON	4715	27,737	AC	87	Good	100%	0%	0%	1	5
LAL	AP CENTER	CENTER APRON	APRON	4720	13,260	AAC	89	Good	100%	0%	0%	1	4
LAL	AP CENTER	CENTER APRON	APRON	4725	20,517	AC	89	Good	100%	0%	0%	1	4
LAL	AP CENTER	CENTER APRON	APRON	4730	33,280	AAC	100	Good	0%	0%	0%	0	7
LAL	AP CENTER	CENTER APRON	APRON	4735	34,184	AC	100	Good	0%	0%	0%	0	8
LAL	AP N	NORTH APRON	APRON	225	25,000	AAC	89	Good	100%	0%	0%	1	5
LAL	AP N	NORTH APRON	APRON	250	32,500	AC	89	Good	100%	0%	0%	2	7
LAL	AP N	NORTH APRON	APRON	4105	80,200	AAC	92	Good	100%	0%	0%	2	15
LAL	AP N	NORTH APRON	APRON	4115	139,017	AC	87	Good	87%	0%	13%	3	28
LAL	AP N	NORTH APRON	APRON	4123	82,949	AC	78	Satisfactory	94%	0%	6%	3	18
LAL	AP N	NORTH APRON	APRON	4125	80,609	AC	100	Good	0%	0%	0%	0	17
LAL	AP N	NORTH APRON	APRON	4140	127,950	AC	60	Fair	97%	0%	3%	3	25
LAL	AP N	NORTH APRON	APRON	4145	39,944	AC	78	Satisfactory	56%	0%	44%	1	9
LAL	AP N	NORTH APRON	APRON	4150	61,106	AAC	85	Satisfactory	55%	0%	45%	2	14
LAL	AP NE	NORTHEAST APRON	APRON	4215	10,562	AC	18	Serious	34%	63%	3%	1	2
LAL	AP NW	NORTHWEST APRON	APRON	4605	40,818	AC	65	Fair	100%	0%	0%	1	9
LAL	AP NW	NORTHWEST APRON	APRON	4610	9,949	AC	59	Fair	81%	0%	19%	1	2
LAL	AP NW	NORTHWEST APRON	APRON	4612	8,809	PCC	11	Serious	7%	85%	8%	1	2
LAL	AP NW	NORTHWEST APRON	APRON	4615	33,325	PCC	15	Serious	8%	82%	10%	2	9
LAL	AP NW	NORTHWEST APRON	APRON	4620	18,190	PCC	31	Very Poor	8%	92%	0%	1	4
LAL	AP NW	NORTHWEST APRON	APRON	4625	26,470	AC	70	Fair	100%	0%	0%	1	6
LAL	AP NW	NORTHWEST APRON	APRON	4630	1,780	PCC	62	Fair	22%	35%	43%	1	1
LAL	AP NW	NORTHWEST APRON	APRON	4640	124,349	AAC	91	Good	100%	0%	0%	3	27
LAL	AP NW	NORTHWEST APRON	APRON	4645	6,608	AC	49	Poor	78%	14%	8%	1	1
LAL	AP NW	NORTHWEST APRON	APRON	4650	2,273	PCC	86	Good	14%	75%	11%	1	1
LAL	AP NW	NORTHWEST APRON	APRON	4655	3,280	PCC	85	Satisfactory	80%	0%	20%	1	1
LAL	AP NW	NORTHWEST APRON	APRON	4660	36,799	AAC	92	Good	83%	0%	17%	1	7
LAL	AP NW	NORTHWEST APRON	APRON	4665	18,572	AC	72	Satisfactory	100%	0%	0%	1	3
LAL	AP NW	NORTHWEST APRON	APRON	4670	18,608	AC	100	Good	0%	0%	0%	0	5
LAL	AP RU SW	SOUTHWEST APRON RUN-UP	APRON	5105	7,735	AC	41	Poor	45%	0%	55%	1	2
LAL	AP S	SOUTH APRON	APRON	4510	304,107	AC	71	Satisfactory	100%	0%	0%	9	61
LAL	AP SE	SOUTHEAST APRON	APRON	4307	5,199	PCC	29	Very Poor	8%	53%	39%	1	1
LAL	AP SE	SOUTHEAST APRON	APRON	4310	139,322	AAC	76	Satisfactory	89%	0%	11%	4	29
LAL	AP SE	SOUTHEAST APRON	APRON	4312	13,417	AC	100	Good	0%	0%	0%	0	3



Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
LAL	AP SE	SOUTHEAST APRON	APRON	4315	189,950	AC	100	Good	0%	0%	0%	0	40
LAL	AP SE	SOUTHEAST APRON	APRON	4320	65,522	AC	100	Good	0%	0%	0%	0	19
LAL	AP SE	SOUTHEAST APRON	APRON	4325	3,000	PCC	100	Good	0%	0%	0%	0	1
LAL	AP SW	SOUTHWEST APRON	APRON	905	105,514	AC	52	Poor	99%	0%	1%	3	21
LAL	AP SW	SOUTHWEST APRON	APRON	915	11,499	AC	15	Serious	86%	0%	14%	1	2
LAL	AP SW	SOUTHWEST APRON	APRON	917	4,533	PCC	9	Failed	8%	68%	24%	1	1
LAL	AP SW	SOUTHWEST APRON	APRON	920	4,963	AC	54	Poor	98%	0%	2%	1	1
LAL	AP SW	SOUTHWEST APRON	APRON	922	4,572	PCC	6	Failed	5%	57%	38%	1	1
LAL	AP SW	SOUTHWEST APRON	APRON	925	14,432	AC	38	Very Poor	100%	0%	0%	1	3
LAL	AP SW	SOUTHWEST APRON	APRON	927	4,824	PCC	19	Serious	8%	55%	37%	1	1
LAL	AP SW	SOUTHWEST APRON	APRON	4405	12,763	AC	34	Very Poor	81%	19%	0%	1	3
LAL	AP SW	SOUTHWEST APRON	APRON	4407	38,471	PCC	22	Serious	8%	67%	25%	2	7
LAL	AP SW	SOUTHWEST APRON	APRON	4410	14,742	AC	14	Serious	63%	35%	2%	1	3
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6215	252,500	AC	66	Fair	97%	0%	3%	11	51
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6220	126,250	AC	71	Satisfactory	98%	0%	2%	5	26
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6245	166,242	AC	67	Fair	94%	0%	6%	7	34
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6250	83,118	AC	66	Fair	96%	0%	4%	5	17
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6255	39,564	AC	64	Fair	86%	0%	14%	2	8
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6260	19,782	AC	72	Satisfactory	100%	0%	0%	1	4
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6263	14,211	AAC	91	Good	100%	0%	0%	1	3
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6265	11,510	AAC	70	Fair	100%	0%	0%	1	2
LAL	RW 5-23	RUNWAY 5-23	RUNWAY	6270	5,755	AAC	92	Good	100%	0%	0%	1	2
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6105	250,000	AC	86	Good	100%	0%	0%	11	50
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6110	125,000	AC	93	Good	100%	0%	0%	5	26
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6115	100,000	AC	66	Fair	100%	0%	0%	5	20
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6125	50,000	AC	76	Satisfactory	100%	0%	0%	3	12
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6130	30,000	AC	65	Fair	100%	0%	0%	2	6
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6135	15,000	AC	75	Satisfactory	100%	0%	0%	1	4
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6140	7,292	AC	75	Satisfactory	100%	0%	0%	1	2
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6145	175,750	AC	78	Satisfactory	100%	0%	0%	7	36
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6150	370,833	AC	66	Fair	98%	0%	2%	15	74
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6155	14,167	AC	64	Fair	100%	0%	0%	1	3
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6160	9,457	AC	64	Fair	100%	0%	0%	1	2
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6165	40,000	AAC	90	Good	100%	0%	0%	3	8
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6170	20,000	AAC	91	Good	100%	0%	0%	1	4
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6175	27,450	AAC	89	Good	100%	0%	0%	2	5
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6180	11,250	AAC	66	Fair	100%	0%	0%	1	2
LAL	RW 9-27	RUNWAY 9-27	RUNWAY	6182	28,800	AAC	90	Good	100%	0%	0%	2	5



Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
LAL	TW A	TAXIWAY A	TAXIWAY	105	130,355	AAC	100	Good	0%	0%	0%	0	26
LAL	TW A	TAXIWAY A	TAXIWAY	110	54,893	AAC	100	Good	0%	0%	0%	0	11
LAL	TW A	TAXIWAY A	TAXIWAY	130	296,484	AAC	100	Good	0%	0%	0%	0	79
LAL	TW A	TAXIWAY A	TAXIWAY	131	57,957	AAC	100	Good	0%	0%	0%	0	14
LAL	TW A	TAXIWAY A	TAXIWAY	150	107,625	AC	65	Fair	96%	0%	4%	3	29
LAL	TW A	TAXIWAY A	TAXIWAY	151	10,105	AC	68	Fair	100%	0%	0%	1	3
LAL	TW A1	TAXIWAY A1	TAXIWAY	103	39,490	AAC	100	Good	0%	0%	0%	0	8
LAL	TW A2	TAXIWAY A2	TAXIWAY	113	3,120	AC	89	Good	88%	0%	12%	1	1
LAL	TW A2	TAXIWAY A2	TAXIWAY	115	17,011	AC	63	Fair	96%	0%	4%	1	4
LAL	TW A3	TAXIWAY A3	TAXIWAY	120	20,210	AC	70	Fair	100%	0%	0%	1	5
LAL	TW A4	TAXIWAY A4	TAXIWAY	133	23,151	AAC	100	Good	0%	0%	0%	0	6
LAL	TW A5	TAXIWAY A5	TAXIWAY	155	57,635	AC	70	Fair	100%	0%	0%	2	11
LAL	TW B	TAXIWAY B	TAXIWAY	205	46,473	AAC	100	Good	0%	0%	0%	0	10
LAL	TW B	TAXIWAY B	TAXIWAY	207	22,787	AAC	100	Good	0%	0%	0%	0	4
LAL	TW B	TAXIWAY B	TAXIWAY	210	164,555	AC	71	Satisfactory	100%	0%	0%	4	34
LAL	TW B	TAXIWAY B	TAXIWAY	215	158,909	AC	90	Good	100%	0%	0%	4	32
LAL	TW B1	TAXIWAY B1	TAXIWAY	217	19,804	AC	90	Good	100%	0%	0%	1	3
LAL	TW B2	TAXIWAY B2	TAXIWAY	209	28,288	AC	72	Satisfactory	100%	0%	0%	1	5
LAL	TW B3	TAXIWAY B3	TAXIWAY	230	11,810	AAC	100	Good	0%	0%	0%	0	2
LAL	TW C	TAXIWAY C	TAXIWAY	305	99,742	AC	68	Fair	91%	0%	9%	3	21
LAL	TW C	TAXIWAY C	TAXIWAY	307	33,901	AC	65	Fair	92%	0%	8%	1	7
LAL	TW C	TAXIWAY C	TAXIWAY	310	79,687	AC	80	Satisfactory	93%	0%	7%	3	19
LAL	TW D	TAXIWAY D	TAXIWAY	403	113,058	AC	100	Good	0%	0%	0%	0	19
LAL	TW D	TAXIWAY D	TAXIWAY	405	80,693	AC	100	Good	0%	0%	0%	0	14
LAL	TW D	TAXIWAY D	TAXIWAY	410	53,031	AC	100	Good	0%	0%	0%	0	10
LAL	TW D	TAXIWAY D	TAXIWAY	425	15,514	AC	57	Fair	98%	0%	2%	1	3
LAL	TW D	TAXIWAY D	TAXIWAY	430	6,072	AC	50	Poor	94%	0%	6%	1	1
LAL	TW D	TAXIWAY D	TAXIWAY	435	48,487	AC	100	Good	0%	0%	0%	0	9
LAL	TW D	TAXIWAY D	TAXIWAY	440	4,241	AAC	88	Good	100%	0%	0%	1	1
LAL	TW E	TAXIWAY E	TAXIWAY	503	8,591	AC	70	Fair	100%	0%	0%	1	2
LAL	TW E	TAXIWAY E	TAXIWAY	505	11,700	AC	79	Satisfactory	100%	0%	0%	1	2
LAL	TW E	TAXIWAY E	TAXIWAY	510	139,573	AC	57	Fair	100%	0%	0%	4	27
LAL	TW E	TAXIWAY E	TAXIWAY	515	29,739	AC	33	Very Poor	53%	47%	0%	1	6
LAL	TW E	TAXIWAY E	TAXIWAY	520	15,000	PCC	39	Very Poor	0%	85%	15%	1	2
LAL	TW E	TAXIWAY E	TAXIWAY	523	3,900	AC	80	Satisfactory	100%	0%	0%	1	1
LAL	TW E	TAXIWAY E	TAXIWAY	525	58,582	AC	47	Poor	100%	0%	0%	2	13
LAL	TW E	TAXIWAY E	TAXIWAY	526	43,803	AAC	100	Good	0%	0%	0%	0	9
LAL	TW E	TAXIWAY E	TAXIWAY	540	11,282	AC	47	Poor	80%	0%	20%	1	2



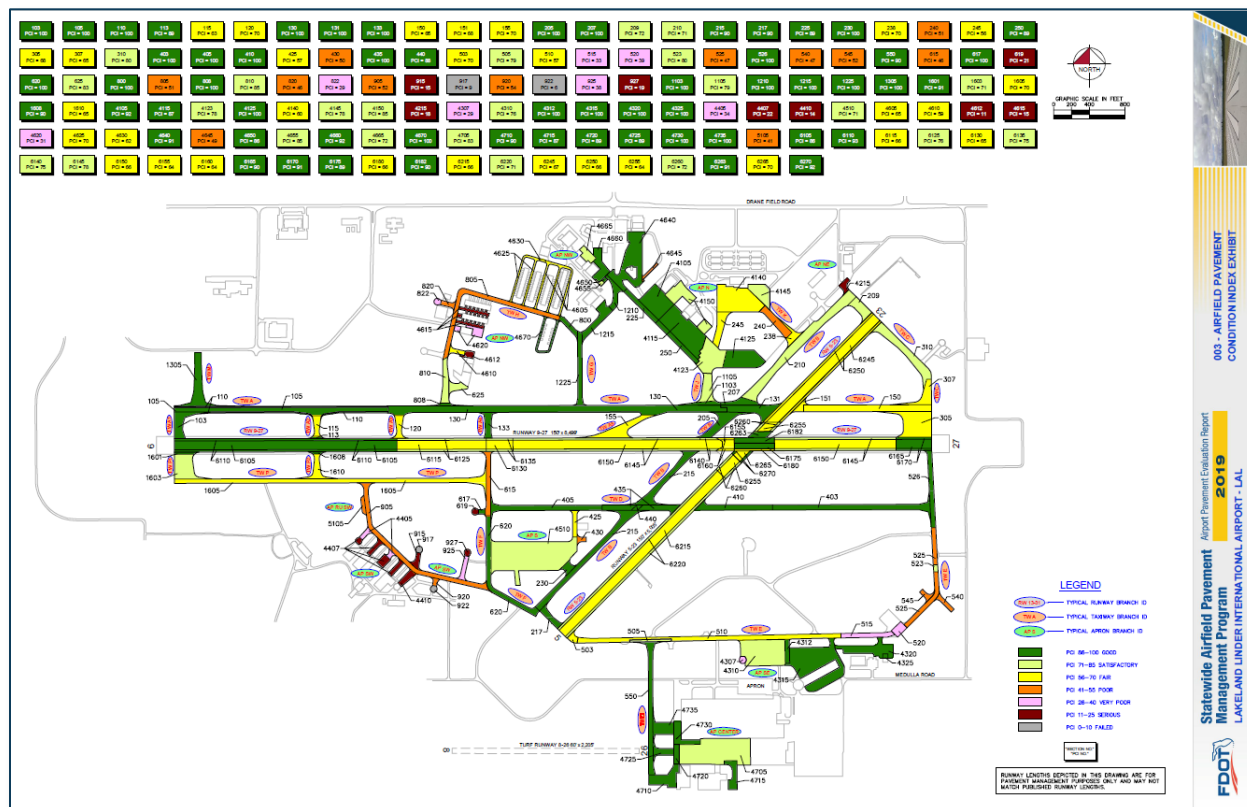
Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
LAL	TW E	TAXIWAY E	TAXIWAY	545	8,501	AC	52	Poor	81%	0%	19%	1	2
LAL	TW E1	TAXIWAY E1	TAXIWAY	550	84,408	AC	90	Good	100%	0%	0%	3	17
LAL	TW F	TAXIWAY F	TAXIWAY	615	38,505	AC	46	Poor	98%	0%	2%	3	8
LAL	TW F	TAXIWAY F	TAXIWAY	617	4,131	AAC	100	Good	0%	0%	0%	0	1
LAL	TW F	TAXIWAY F	TAXIWAY	619	4,591	PCC	21	Serious	8%	72%	20%	1	1
LAL	TW F	TAXIWAY F	TAXIWAY	620	75,180	AC	100	Good	0%	0%	0%	0	15
LAL	TW G	TAXIWAY G	TAXIWAY	625	17,219	AC	83	Satisfactory	100%	0%	0%	1	4
LAL	TW G	TAXIWAY G	TAXIWAY	1210	22,862	AC	100	Good	0%	0%	0%	0	4
LAL	TW G	TAXIWAY G	TAXIWAY	1215	39,232	AC	100	Good	0%	0%	0%	0	8
LAL	TW G	TAXIWAY G	TAXIWAY	1225	43,687	AC	100	Good	0%	0%	0%	0	9
LAL	TW H	TAXIWAY H	TAXIWAY	800	14,641	AC	100	Good	0%	0%	0%	0	4
LAL	TW H	TAXIWAY H	TAXIWAY	805	96,842	AC	51	Poor	100%	0%	0%	3	21
LAL	TW H	TAXIWAY H	TAXIWAY	808	6,347	AAC	100	Good	0%	0%	0%	0	1
LAL	TW H	TAXIWAY H	TAXIWAY	810	34,008	AC	85	Satisfactory	100%	0%	0%	1	8
LAL	TW H	TAXIWAY H	TAXIWAY	820	8,990	AC	46	Poor	82%	18%	0%	1	2
LAL	TW H	TAXIWAY H	TAXIWAY	822	4,846	PCC	29	Very Poor	11%	62%	27%	1	1
LAL	TW J	TAXIWAY J	TAXIWAY	245	34,168	AC	56	Fair	91%	0%	9%	1	7
LAL	TW J	TAXIWAY J	TAXIWAY	1103	14,643	AAC	100	Good	0%	0%	0%	0	3
LAL	TW J	TAXIWAY J	TAXIWAY	1105	38,145	AC	79	Satisfactory	90%	0%	10%	1	7
LAL	TW K	TAXIWAY K	TAXIWAY	238	18,088	AC	70	Fair	100%	0%	0%	1	5
LAL	TW K	TAXIWAY K	TAXIWAY	240	35,856	AC	51	Poor	84%	0%	16%	2	8
LAL	TW M	TAXIWAY M	TAXIWAY	1305	69,327	AC	100	Good	0%	0%	0%	0	16
LAL	TW P	TAXIWAY P	TAXIWAY	1605	186,786	AAC	70	Fair	91%	0%	9%	4	37
LAL	TW P1	TAXIWAY P1	TAXIWAY	1601	5,991	AC	91	Good	100%	0%	0%	1	1
LAL	TW P1	TAXIWAY P1	TAXIWAY	1603	62,154	AAC	71	Satisfactory	93%	0%	7%	2	12
LAL	TW P2	TAXIWAY P2	TAXIWAY	1608	3,101	AC	90	Good	100%	0%	0%	1	1
LAL	TW P2	TAXIWAY P2	TAXIWAY	1610	26,579	AAC	65	Fair	90%	0%	10%	2	6





**Figure 4.1.3** is an inset view of the 2019 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits**.

*Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit*





## 4.2 Summary of Pavement Condition Evaluation Results

### 4.2.1 Network-Level Observations

The field PCI Survey performed at Lakeland Linder International Airport (LAL) was completed in January 2019. The resulting overall area-weighted average PCI value was 78 representing a condition rating of Satisfactory. Lakeland Linder International Airport is serviced by three runways; Runway 5-23 is 150-ft wide and 5,005-ft long, Runway 9-27 is 150-ft wide and 8,499-ft long, and turf Runway 8-26 is 60-ft wide and 2,205-ft long. Due to recent construction, numerous areas were not inspected. The PCI for these areas has been set to 100, a condition rating of Good.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 138,328 operations for 12 months ending 12/31/2018.

### 4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

#### *Runway 9-27*

Runway 9-27 consists of 16 sections constructed of AC and AAC. The last construction years range from 2000 to 2015. The area-weighted average PCI for Runway 9-27 is 76 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 9-27 consist of Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

#### *Runway 5-23*

Runway 5-23 consists of 9 sections constructed of AC and AAC. The last construction years range from 2000 to 2015. The area-weighted average PCI for Runway 5-23 is 67 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 5-23 consist of Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

#### *Taxiway B*

Taxiway B consists of 4 sections constructed of AC and AAC. The last construction years range from 2003 to 2018. The area-weighted average PCI for Taxiway B is 83 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate distress classifications. Distresses observed on Taxiway B consist of Longitudinal & Transverse Cracking, Patching, Raveling, and Weathering.

#### *Taxiway E*

Taxiway E consists of 10 sections constructed of AC, AAC, and PCC. The last construction years range from 1944 to 2016. The area-weighted average PCI for Taxiway E is 58 representing a Fair condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway E consist of Alligator



Cracking, Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Rutting, Swelling, Weathering, Corner Break, Linear Cracking, Small Patch, Shattered Slab, and Shrinkage Cracking.

### *North Apron*

The North Apron consists of 9 sections constructed of AC and AAC. The last construction years range from 1999 to 2018. The area-weighted average PCI for the North Apron is 82 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on the North Apron consist of Bleeding, Block Cracking, Depression, Longitudinal & Transverse Cracking, Oil Spillage, Raveling, Swelling, and Weathering.

### *Northwest Apron*

The Northwest Apron consists of 14 sections constructed of AC, AAC, and PCC. The last construction years range from 1944 to 2018. The area-weighted average PCI for the Northwest Apron is 71 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on the Northwest Apron consist of Alligator Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, Weathering, Corner Break, Linear Cracking, Joint Seal Damage, Small Patch, Scaling, Shattered Slab, Shrinkage Cracking, Joint Spall, and Corner Spall.

*Figure 4.2.2 Pavement Condition Summary by Facility Use*

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	73	Satisfactory
Taxiway	81	Satisfactory
Apron	77	Satisfactory



## 4.3 Forecasted Pavement Conditions

### 4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to develop forecasted PCI values based on historic trends and statistical models.

### 4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

*Figure 4.3.2 (a) Forecasted Runway Pavement Performance*

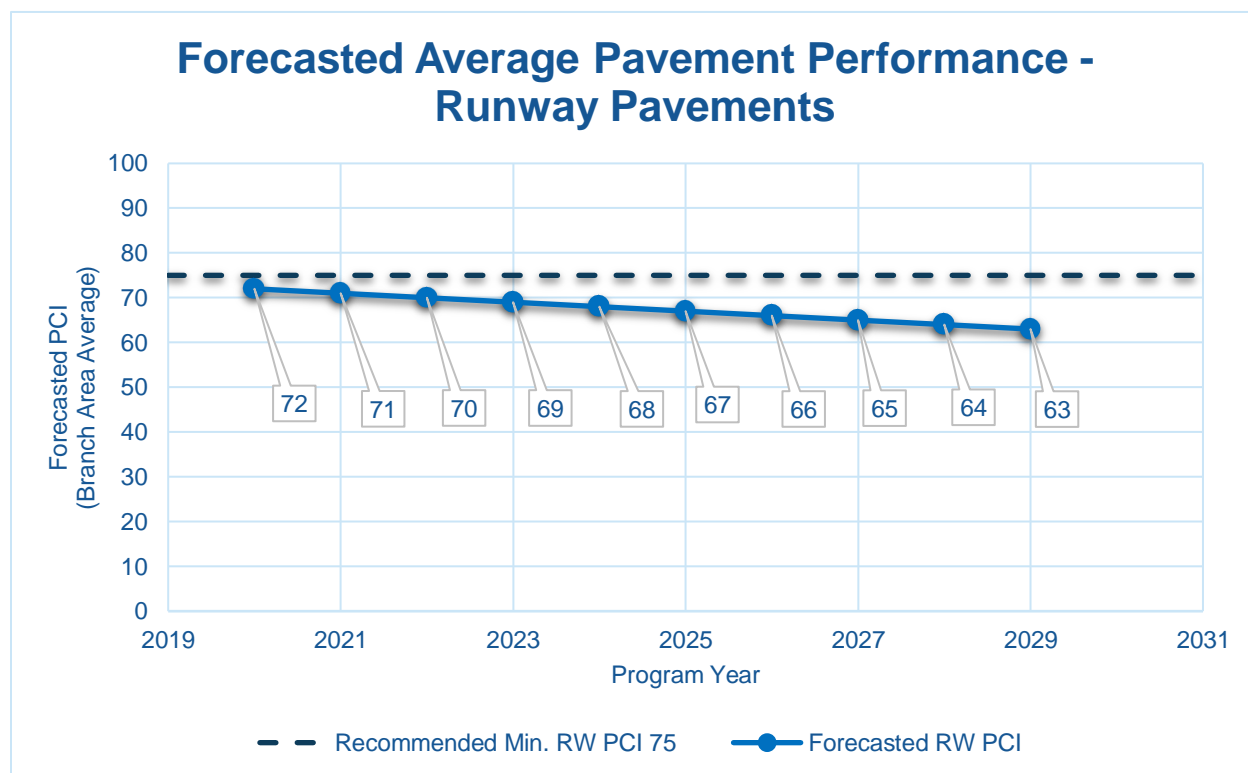






Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

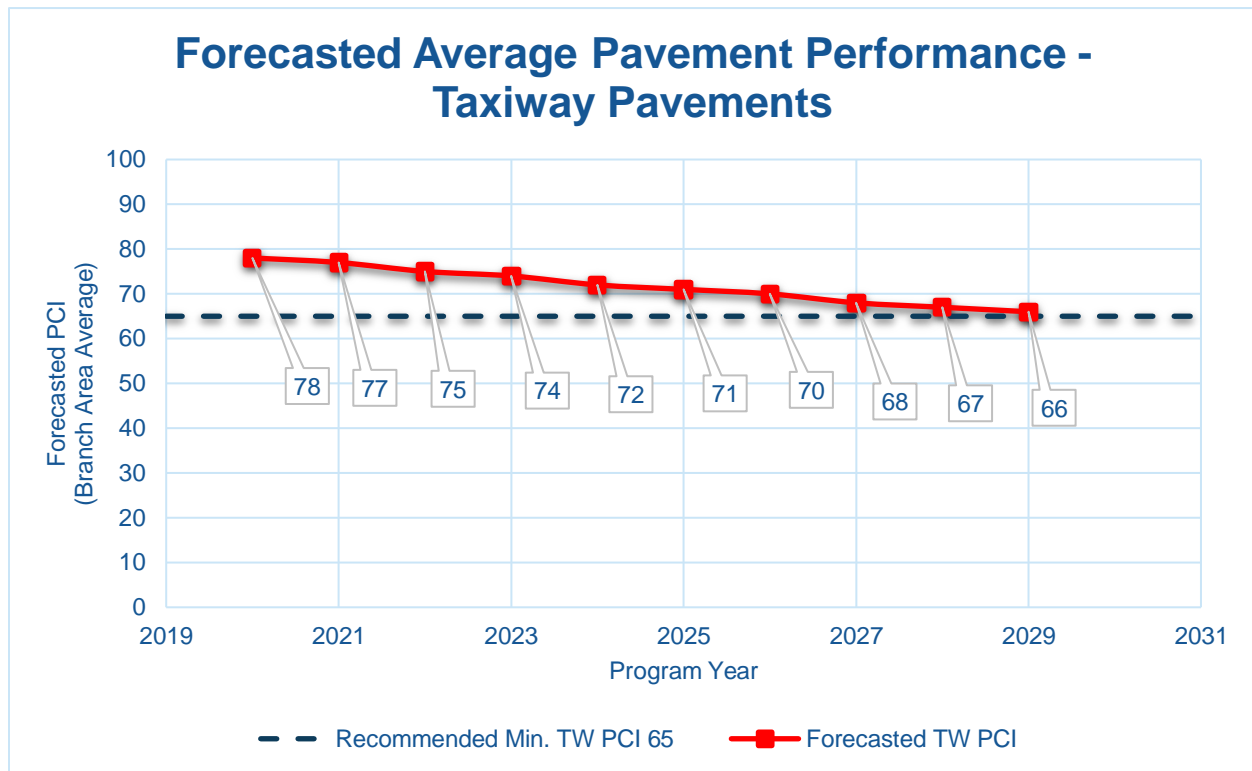
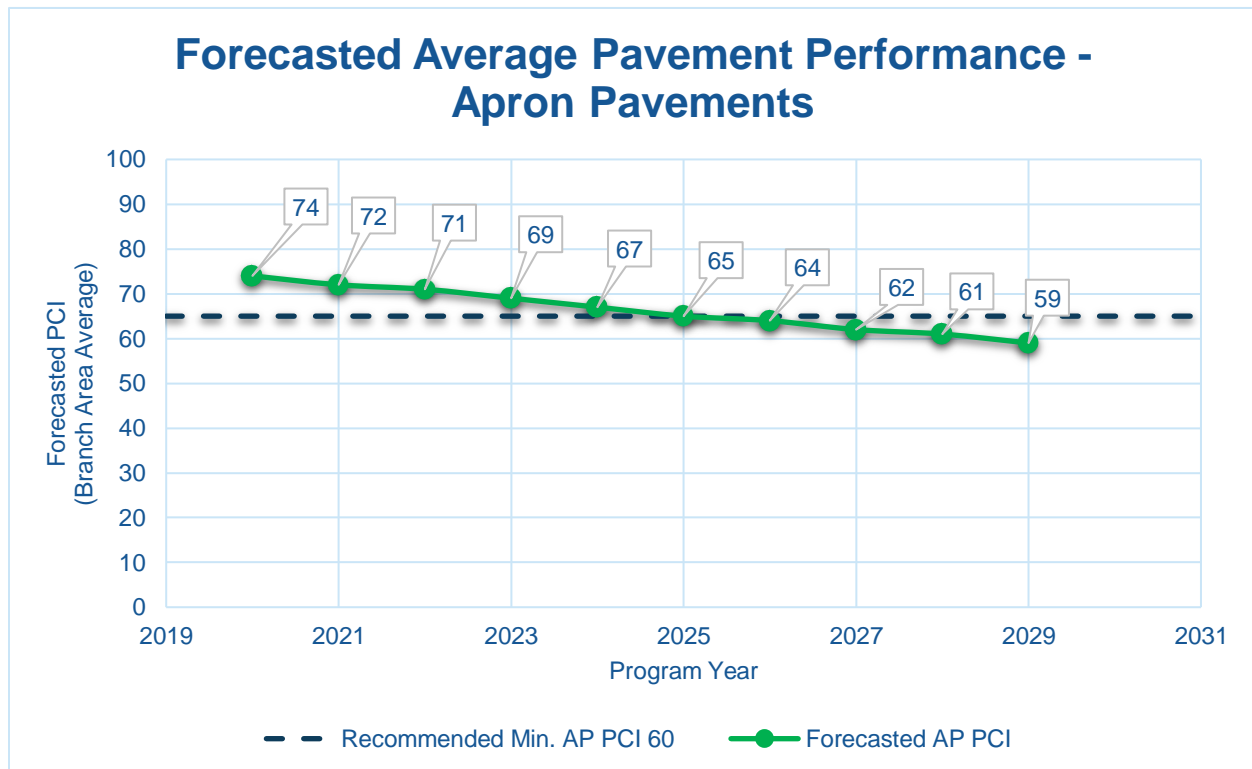


Figure 4.3.2 (c) Forecasted Apron Pavement Performance





#### 4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.



Table 4.3.3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP CENTER	4705	83	80	78	76	74	72	70	67	65	63	61
LAL	AP CENTER	4710	90	87	85	83	81	79	77	74	72	70	68
LAL	AP CENTER	4715	87	84	82	80	78	76	74	72	71	69	68
LAL	AP CENTER	4720	89	86	84	82	80	78	76	73	71	69	67
LAL	AP CENTER	4725	89	86	84	82	80	78	76	74	72	71	69
LAL	AP CENTER	4730	100	93	91	89	86	84	82	80	78	76	73
LAL	AP CENTER	4735	100	93	90	88	86	84	81	79	77	75	74
LAL	AP N	225	89	86	84	82	80	78	76	73	71	69	67
LAL	AP N	250	89	86	84	82	80	78	76	74	72	71	69
LAL	AP N	4105	92	89	87	85	83	81	79	76	74	72	70
LAL	AP N	4115	87	84	82	80	78	76	74	72	71	69	68
LAL	AP N	4123	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4125	100	96	94	91	89	87	84	82	80	78	76
LAL	AP N	4140	60	59	58	57	56	56	55	54	53	53	52
LAL	AP N	4145	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4150	85	82	80	78	76	74	72	69	67	65	63
LAL	AP NE	4215	18	17	17	16	16	16	15	15	15	14	14
LAL	AP NW	4605	65	63	62	61	60	59	58	58	57	56	55
LAL	AP NW	4610	59	58	57	56	55	55	54	53	53	52	51
LAL	AP NW	4612	11	9	8	7	5	4	3	2	0	0	0
LAL	AP NW	4615	15	13	12	11	9	8	7	6	4	3	2
LAL	AP NW	4620	31	29	28	27	25	24	23	22	20	19	18
LAL	AP NW	4625	70	68	67	65	64	63	62	61	60	59	58
LAL	AP NW	4630	62	60	59	58	56	55	54	53	51	50	49
LAL	AP NW	4640	91	88	86	84	82	80	78	75	73	71	69



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP NW	4645	49	48	47	46	45	44	42	41	40	39	38
LAL	AP NW	4650	86	84	83	82	80	79	78	77	75	74	73
LAL	AP NW	4655	85	83	82	81	79	78	77	76	74	73	72
LAL	AP NW	4660	92	89	87	85	83	81	79	76	74	72	70
LAL	AP NW	4665	72	70	68	67	66	64	63	62	61	60	59
LAL	AP NW	4670	100	95	93	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	41	39	38	37	36	35	34	32	32	31	30
LAL	AP S	4510	71	69	67	66	65	64	62	61	60	60	59
LAL	AP SE	4307	29	27	26	25	23	22	21	20	18	17	16
LAL	AP SE	4310	76	73	71	69	67	65	63	60	58	56	54
LAL	AP SE	4312	100	93	91	89	86	84	82	80	78	76	74
LAL	AP SE	4315	100	93	91	89	86	84	82	80	78	76	74
LAL	AP SE	4320	100	90	88	86	84	81	79	77	75	74	72
LAL	AP SE	4325	100	94	93	92	91	89	88	87	85	84	83
LAL	AP SW	905	52	51	50	49	48	47	46	45	44	43	42
LAL	AP SW	915	15	14	14	13	13	13	12	12	12	11	11
LAL	AP SW	917	9	7	6	5	3	2	1	0	0	0	0
LAL	AP SW	920	54	53	52	51	51	50	49	48	47	46	45
LAL	AP SW	922	6	4	3	2	0	0	0	0	0	0	0
LAL	AP SW	925	38	36	35	34	33	32	31	30	30	29	29
LAL	AP SW	927	19	17	16	15	13	12	11	10	8	7	6
LAL	AP SW	4405	34	32	32	31	30	30	29	29	29	28	28
LAL	AP SW	4407	22	20	19	18	16	15	14	13	11	10	9
LAL	AP SW	4410	14	13	13	12	12	12	11	11	11	10	10
LAL	RW 5-23	6215	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6220	71	70	69	68	68	67	67	66	66	65	65
LAL	RW 5-23	6245	67	66	66	65	65	64	63	63	62	61	60





Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	RW 5-23	6250	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6255	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 5-23	6260	72	71	70	69	68	68	67	67	66	66	65
LAL	RW 5-23	6263	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 5-23	6265	70	68	68	67	66	65	64	63	63	62	61
LAL	RW 5-23	6270	92	89	87	85	83	81	79	78	76	75	74
LAL	RW 9-27	6105	86	83	81	80	78	76	75	73	72	71	70
LAL	RW 9-27	6110	93	90	88	86	84	82	80	78	76	75	74
LAL	RW 9-27	6115	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6125	76	74	73	72	71	70	69	68	68	67	67
LAL	RW 9-27	6130	65	64	63	63	62	61	60	58	57	56	54
LAL	RW 9-27	6135	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6140	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6145	78	76	74	73	72	71	70	69	68	68	67
LAL	RW 9-27	6150	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6155	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6160	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6165	90	87	85	83	81	80	78	77	75	74	72
LAL	RW 9-27	6170	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 9-27	6175	89	86	84	82	81	79	77	76	74	73	72
LAL	RW 9-27	6180	66	65	64	63	62	62	61	60	60	59	58
LAL	RW 9-27	6182	90	87	85	83	81	80	78	77	75	74	72
LAL	TW A	105	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	110	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	130	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	131	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	150	65	63	62	61	60	59	58	57	56	55	54



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW A	151	68	66	65	64	63	62	60	59	58	57	56
LAL	TW A1	103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A2	113	89	87	85	84	82	81	79	78	77	75	74
LAL	TW A2	115	63	61	60	59	58	57	56	55	54	53	52
LAL	TW A3	120	70	68	67	66	65	63	62	61	60	59	58
LAL	TW A4	133	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A5	155	70	68	67	66	65	63	62	61	60	59	58
LAL	TW B	205	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	207	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	210	71	69	68	67	65	64	63	62	61	60	59
LAL	TW B	215	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B1	217	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B2	209	72	70	69	68	66	65	64	63	62	61	59
LAL	TW B3	230	100	97	95	92	90	88	86	84	83	81	79
LAL	TW C	305	68	66	65	64	63	62	60	59	58	57	56
LAL	TW C	307	65	63	62	61	60	59	58	57	56	55	54
LAL	TW C	310	80	78	77	75	74	73	71	70	69	67	66
LAL	TW D	403	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	405	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	410	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	425	57	55	54	54	53	52	51	50	49	48	47
LAL	TW D	430	50	49	48	47	46	45	45	44	43	43	42
LAL	TW D	435	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	440	88	86	84	82	80	79	77	76	75	73	72
LAL	TW E	503	70	68	67	66	65	63	62	61	60	59	58
LAL	TW E	505	79	77	76	74	73	72	70	69	68	66	65
LAL	TW E	510	57	55	54	54	53	52	51	50	49	48	47



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW E	515	33	32	32	32	32	32	32	32	32	32	32
LAL	TW E	520	39	37	36	35	34	33	32	31	30	29	27
LAL	TW E	523	80	78	77	75	74	73	71	70	69	67	66
LAL	TW E	525	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	526	100	90	88	86	84	83	81	79	78	76	75
LAL	TW E	540	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	545	52	51	50	49	48	47	46	46	45	44	43
LAL	TW E1	550	90	88	86	85	83	82	80	79	77	76	75
LAL	TW F	615	46	45	44	43	43	42	41	41	40	40	39
LAL	TW F	617	100	90	88	86	84	83	81	79	78	76	75
LAL	TW F	619	21	19	18	17	16	15	14	13	12	11	9
LAL	TW F	620	100	98	96	94	93	91	89	88	86	85	83
LAL	TW G	625	83	81	80	78	77	75	74	73	71	70	69
LAL	TW G	1210	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1215	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1225	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	800	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	805	51	50	49	48	47	46	46	45	44	43	43
LAL	TW H	808	100	95	92	90	88	86	84	83	81	79	78
LAL	TW H	810	85	83	82	80	79	77	76	74	73	72	70
LAL	TW H	820	46	45	44	43	43	42	41	41	40	40	39
LAL	TW H	822	29	27	26	25	24	23	22	21	20	19	17
LAL	TW J	245	56	55	54	53	52	51	50	49	48	47	47
LAL	TW J	1103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW J	1105	79	77	76	74	73	72	70	69	68	66	65
LAL	TW K	238	70	68	67	66	65	63	62	61	60	59	58
LAL	TW K	240	51	50	49	48	47	46	46	45	44	43	43



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW M	1305	100	96	94	93	91	89	88	86	85	83	82
LAL	TW P	1605	70	68	67	66	65	65	64	63	62	61	60
LAL	TW P1	1601	91	89	87	86	84	83	81	80	78	77	75
LAL	TW P1	1603	71	69	68	67	66	65	64	64	63	62	61
LAL	TW P2	1608	90	88	86	85	83	82	80	79	77	76	75
LAL	TW P2	1610	65	64	63	62	61	60	59	59	58	57	56

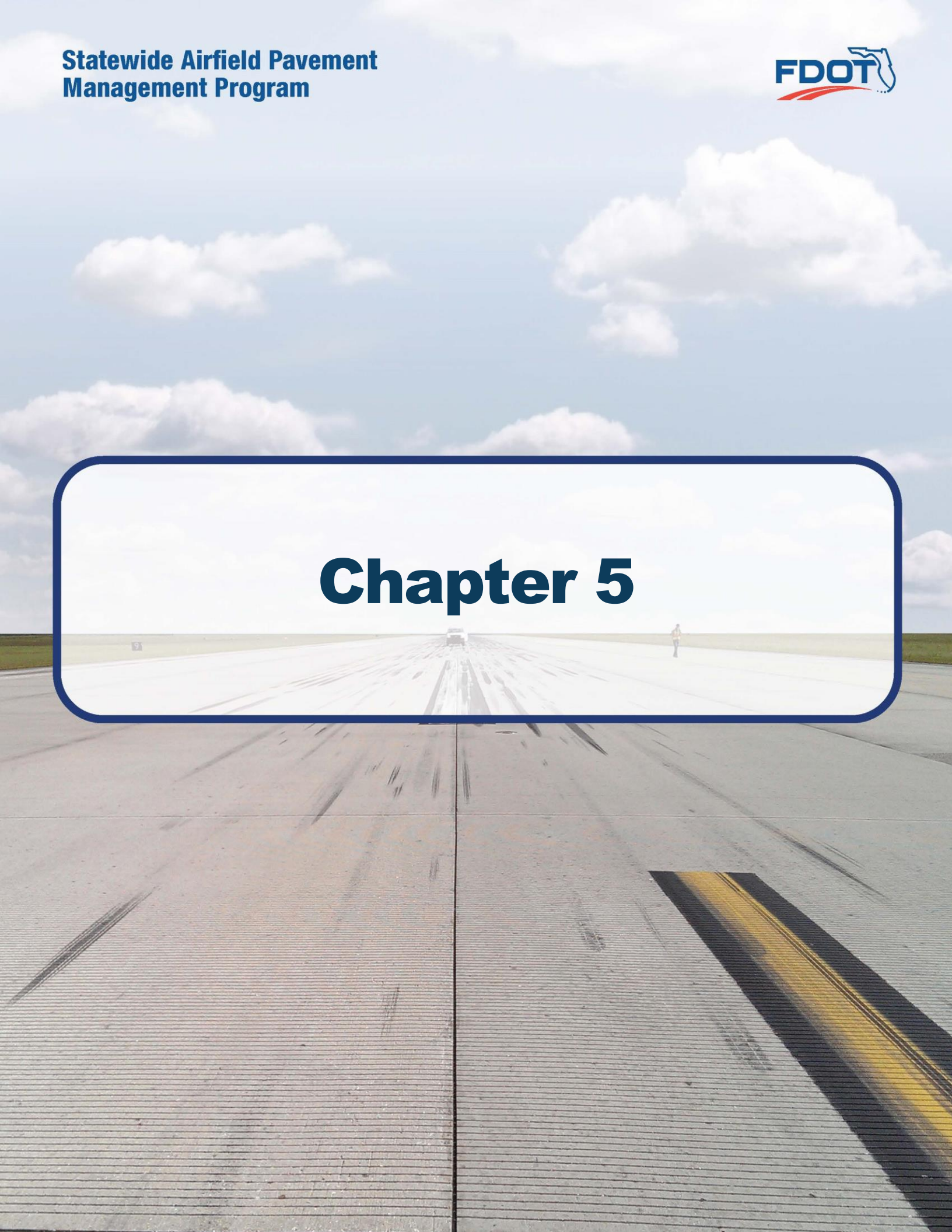




#### 4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA **AC 150/5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements** to determine structural and/or functional conditions at the time of project.

# **Chapter 5**





# Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

## 5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

### Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

### Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.



## 5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and the **FDOT Airfield Pavement Distress Repair Manual**. Additionally, the **Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

*Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete*

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft





Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

*Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete*

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt





Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt



Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	\$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	\$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	\$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	\$9.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	\$4.00	SqFt

Table 5.2 (d) Localized M&amp;R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	\$150.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	\$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	\$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	\$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	\$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	\$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	\$2.75	Ft

\*PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.



### 5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3 (a)** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

*Table 5.3 (a) Summary of Airport Localized M&R Planning Cost and Quantity at Network Level*

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	2,985	SqFt	\$ 26,850.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	6,185	SqFt	\$ 24,730.00
FDOT - JOINT SEAL - PCC	PREVENTIVE	595	Ft	\$ 1,630.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	5	Ft	\$ 20.00
FDOT - SURFACE SEAL	PREVENTIVE	1,594,790	SqFt	\$ 877,150.00
FDOT - CRACK SEALING - AC	PREVENTIVE	2,735	Ft	\$ 8,200.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	29,970	SqFt	\$ 899,000.00
FDOT - PATCHING - PCC FULL DEPTH	STOPGAP	1,015	SqFt	\$ 152,080.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	600	SqFt	\$ 43,030.00
FDOT - GRINDING (LOCALIZED)	STOPGAP	15	Ft	\$ 30.00
FDOT - JOINT SEAL - PCC	STOPGAP	9,595	Ft	\$ 26,380.00
FDOT - CRACK SEALING - PCC	STOPGAP	5,585	Ft	\$ 23,730.00
FDOT - CRACK SEALING - AC	STOPGAP	13,520	Ft	\$ 40,560.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	93,065	SqFt	\$ 372,250.00
FDOT - SURFACE SEAL	STOPGAP	981,820	SqFt	\$ 540,010.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	7,405	SqFt	\$ 66,630.00



The following **Table 5.3 (b)** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved “End Condition” of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

*Table 5.3 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level*

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
LAL	AP CENTER	4705	211,428	83	84	\$ 10,810.00
LAL	AP CENTER	4710	47,426	90	90	\$ -
LAL	AP CENTER	4715	27,737	87	89	\$ 160.00
LAL	AP CENTER	4720	13,260	89	89	\$ -
LAL	AP CENTER	4725	20,517	89	89	\$ -
LAL	AP CENTER	4730	33,280	100	100	\$ -
LAL	AP CENTER	4735	34,184	100	100	\$ -
LAL	AP N	225	25,000	89	89	\$ -
LAL	AP N	250	32,500	89	89	\$ -
LAL	AP N	4105	80,200	92	92	\$ -
LAL	AP N	4115	139,017	87	87	\$ 270.00
LAL	AP N	4123	82,949	78	81	\$ 740.00
LAL	AP N	4125	80,609	100	100	\$ -
LAL	AP N	4140	127,950	60	66	\$ 70,380.00
LAL	AP N	4145	39,944	78	77	\$ 1,670.00
LAL	AP N	4150	61,106	85	88	\$ 8,250.00
LAL	AP NE	4215	10,562	18	65	\$ 17,580.00
LAL	AP NW	4605	40,818	65	73	\$ 22,460.00
LAL	AP NW	4610	9,949	59	84	\$ 8,910.00
LAL	AP NW	4612	8,809	11	58	\$ 112,390.00
LAL	AP NW	4615	33,325	15	80	\$ 503,480.00
LAL	AP NW	4620	18,190	31	44	\$ 42,760.00
LAL	AP NW	4625	26,470	70	82	\$ 14,570.00
LAL	AP NW	4630	1,780	62	68	\$ 350.00
LAL	AP NW	4640	124,349	91	100	\$ -
LAL	AP NW	4645	6,608	49	82	\$ 5,340.00
LAL	AP NW	4650	2,273	86	88	\$ 770.00
LAL	AP NW	4655	3,280	85	97	\$ 880.00
LAL	AP NW	4660	36,799	92	93	\$ 20.00
LAL	AP NW	4665	18,572	72	75	\$ 110.00
LAL	AP NW	4670	18,608	100	100	\$ -
LAL	AP RU SW	5105	7,735	41	67	\$ 19,820.00



Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
LAL	AP S	4510	304,107	71	71	\$ -
LAL	AP SE	4307	5,199	29	50	\$ 30,000.00
LAL	AP SE	4310	139,322	76	78	\$ 4,030.00
LAL	AP SE	4312	13,417	100	100	\$ -
LAL	AP SE	4315	189,950	100	100	\$ -
LAL	AP SE	4320	65,522	100	100	\$ -
LAL	AP SE	4325	3,000	100	100	\$ -
LAL	AP SW	905	105,514	52	76	\$ 89,880.00
LAL	AP SW	915	11,499	15	57	\$ 50,190.00
LAL	AP SW	917	4,533	9	63	\$ 54,970.00
LAL	AP SW	920	4,963	54	74	\$ 5,840.00
LAL	AP SW	922	4,572	6	45	\$ 34,680.00
LAL	AP SW	925	14,432	38	60	\$ 47,780.00
LAL	AP SW	927	4,824	19	58	\$ 32,030.00
LAL	AP SW	4405	12,763	34	55	\$ 41,150.00
LAL	AP SW	4407	38,471	22	48	\$ 307,180.00
LAL	AP SW	4410	14,742	14	47	\$ 72,580.00
LAL	RW 5-23	6215	252,500	66	89	\$ 127,730.00
LAL	RW 5-23	6220	126,250	71	96	\$ 69,450.00
LAL	RW 5-23	6245	166,242	67	92	\$ 91,440.00
LAL	RW 5-23	6250	83,118	66	94	\$ 45,720.00
LAL	RW 5-23	6255	39,564	64	86	\$ 26,480.00
LAL	RW 5-23	6260	19,782	72	97	\$ 10,890.00
LAL	RW 5-23	6263	14,211	91	91	\$ -
LAL	RW 5-23	6265	11,510	70	70	\$ -
LAL	RW 5-23	6270	5,755	92	92	\$ -
LAL	RW 9-27	6105	250,000	86	86	\$ -
LAL	RW 9-27	6110	125,000	93	93	\$ -
LAL	RW 9-27	6115	100,000	66	80	\$ 32,260.00
LAL	RW 9-27	6125	50,000	76	88	\$ 4,780.00
LAL	RW 9-27	6130	30,000	65	79	\$ 9,160.00
LAL	RW 9-27	6135	15,000	75	95	\$ 4,410.00
LAL	RW 9-27	6140	7,292	75	82	\$ 990.00
LAL	RW 9-27	6145	175,750	78	91	\$ 20,260.00
LAL	RW 9-27	6150	370,833	66	79	\$ 147,200.00
LAL	RW 9-27	6155	14,167	64	75	\$ 8,050.00
LAL	RW 9-27	6160	9,457	64	83	\$ 5,720.00
LAL	RW 9-27	6165	40,000	90	90	\$ -
LAL	RW 9-27	6170	20,000	91	91	\$ -





Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
LAL	RW 9-27	6175	27,450	89	89	\$ -
LAL	RW 9-27	6180	11,250	66	66	\$ -
LAL	RW 9-27	6182	28,800	90	90	\$ -
LAL	TW A	105	130,355	100	100	\$ -
LAL	TW A	110	54,893	100	100	\$ -
LAL	TW A	130	296,484	100	100	\$ -
LAL	TW A	131	57,957	100	100	\$ -
LAL	TW A	150	107,625	65	78	\$ 59,200.00
LAL	TW A	151	10,105	68	90	\$ 5,590.00
LAL	TW A1	103	39,490	100	100	\$ -
LAL	TW A2	113	3,120	89	89	\$ -
LAL	TW A2	115	17,011	63	76	\$ 1,300.00
LAL	TW A3	120	20,210	70	87	\$ 11,130.00
LAL	TW A4	133	23,151	100	100	\$ -
LAL	TW A5	155	57,635	70	89	\$ 31,710.00
LAL	TW B	205	46,473	100	100	\$ -
LAL	TW B	207	22,787	100	100	\$ -
LAL	TW B	210	164,555	71	95	\$ 90,470.00
LAL	TW B	215	158,909	90	90	\$ -
LAL	TW B1	217	19,804	90	90	\$ -
LAL	TW B2	209	28,288	72	90	\$ 5,870.00
LAL	TW B3	230	11,810	100	100	\$ -
LAL	TW C	305	99,742	68	84	\$ 40,930.00
LAL	TW C	307	33,901	65	83	\$ 18,650.00
LAL	TW C	310	79,687	80	88	\$ 4,650.00
LAL	TW D	403	113,058	100	100	\$ -
LAL	TW D	405	80,693	100	100	\$ -
LAL	TW D	410	53,031	100	100	\$ -
LAL	TW D	425	15,514	57	70	\$ 10,060.00
LAL	TW D	430	6,072	50	78	\$ 4,280.00
LAL	TW D	435	48,487	100	100	\$ -
LAL	TW D	440	4,241	88	88	\$ -
LAL	TW E	503	8,591	70	83	\$ 2,850.00
LAL	TW E	505	11,700	79	79	\$ -
LAL	TW E	510	139,573	57	74	\$ 116,980.00
LAL	TW E	515	29,739	33	55	\$ 33,270.00
LAL	TW E	520	15,000	39	39	\$ 6,320.00
LAL	TW E	523	3,900	80	88	\$ 540.00
LAL	TW E	525	58,582	47	64	\$ 104,330.00



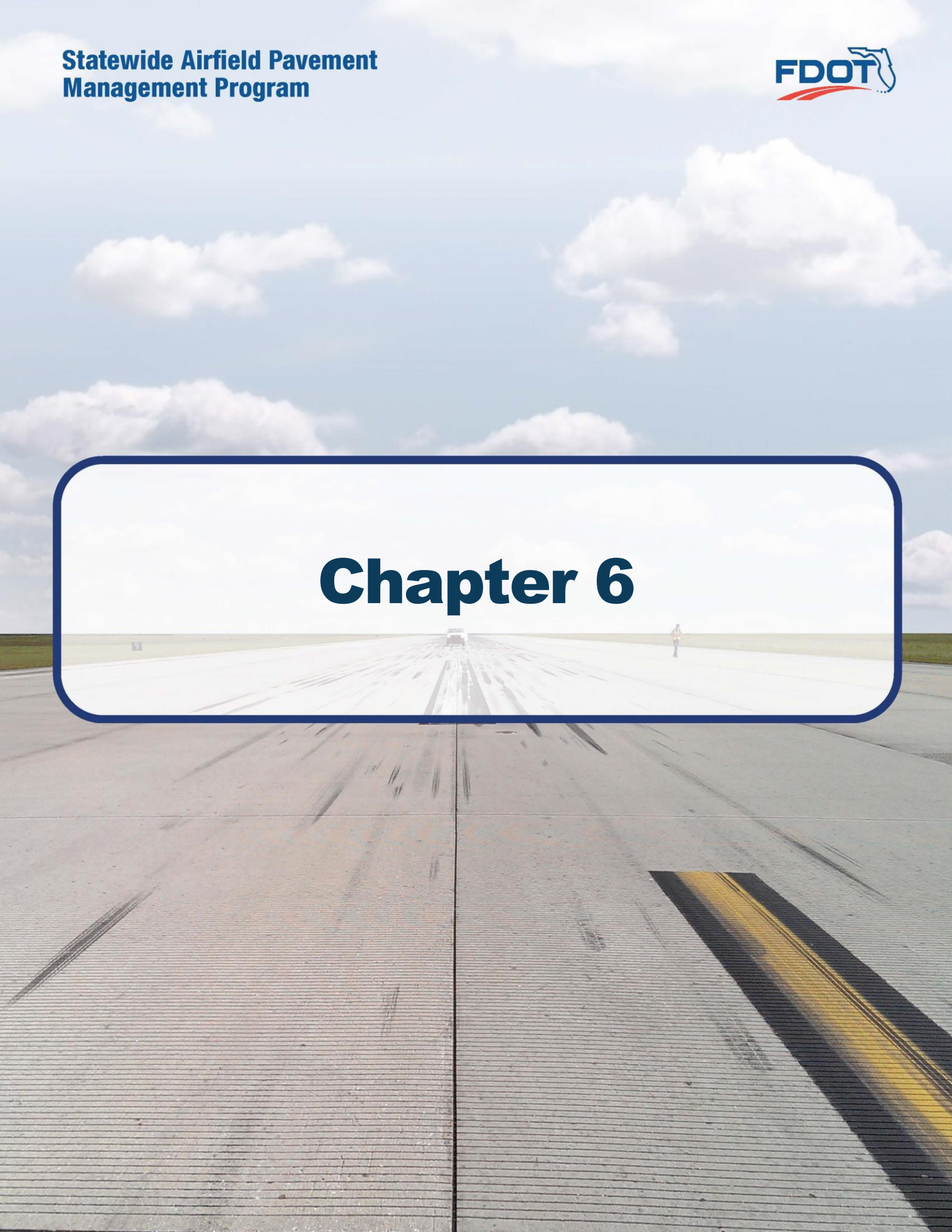
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
LAL	TW E	526	43,803	100	100	\$ -
LAL	TW E	540	11,282	47	84	\$ 9,670.00
LAL	TW E	545	8,501	52	91	\$ 6,280.00
LAL	TW E1	550	84,408	90	90	\$ -
LAL	TW F	615	38,505	46	59	\$ 26,780.00
LAL	TW F	617	4,131	100	100	\$ -
LAL	TW F	619	4,591	21	36	\$ 17,250.00
LAL	TW F	620	75,180	100	100	\$ -
LAL	TW G	625	17,219	83	86	\$ 360.00
LAL	TW G	1210	22,862	100	100	\$ -
LAL	TW G	1215	39,232	100	100	\$ -
LAL	TW G	1225	43,687	100	100	\$ -
LAL	TW H	800	14,641	100	100	\$ -
LAL	TW H	805	96,842	51	60	\$ 67,550.00
LAL	TW H	808	6,347	100	100	\$ -
LAL	TW H	810	34,008	85	89	\$ 450.00
LAL	TW H	820	8,990	46	64	\$ 2,780.00
LAL	TW H	822	4,846	29	59	\$ 3,260.00
LAL	TW J	245	34,168	56	64	\$ 19,320.00
LAL	TW J	1103	14,643	100	100	\$ -
LAL	TW J	1105	38,145	79	79	\$ -
LAL	TW K	238	18,088	70	94	\$ 9,960.00
LAL	TW K	240	35,856	51	71	\$ 23,220.00
LAL	TW M	1305	69,327	100	100	\$ -
LAL	TW P	1605	186,786	70	87	\$ 102,740.00
LAL	TW P1	1601	5,991	91	91	\$ -
LAL	TW P1	1603	62,154	71	93	\$ 34,200.00
LAL	TW P2	1608	3,101	90	90	\$ -
LAL	TW P2	1610	26,579	65	88	\$ 14,930.00

The following **Table 5.3 (c)** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

*Table 5.3 (c) Summary of Localized Maintenance*

Work Category	Cost
Preventive	\$ 938,580.00
Stopgap	\$ 2,163,700.00
<b>Planning-Level Localized M&amp;R Needs =</b>	<b>\$ 3,102,280.00</b>

# **Chapter 6**



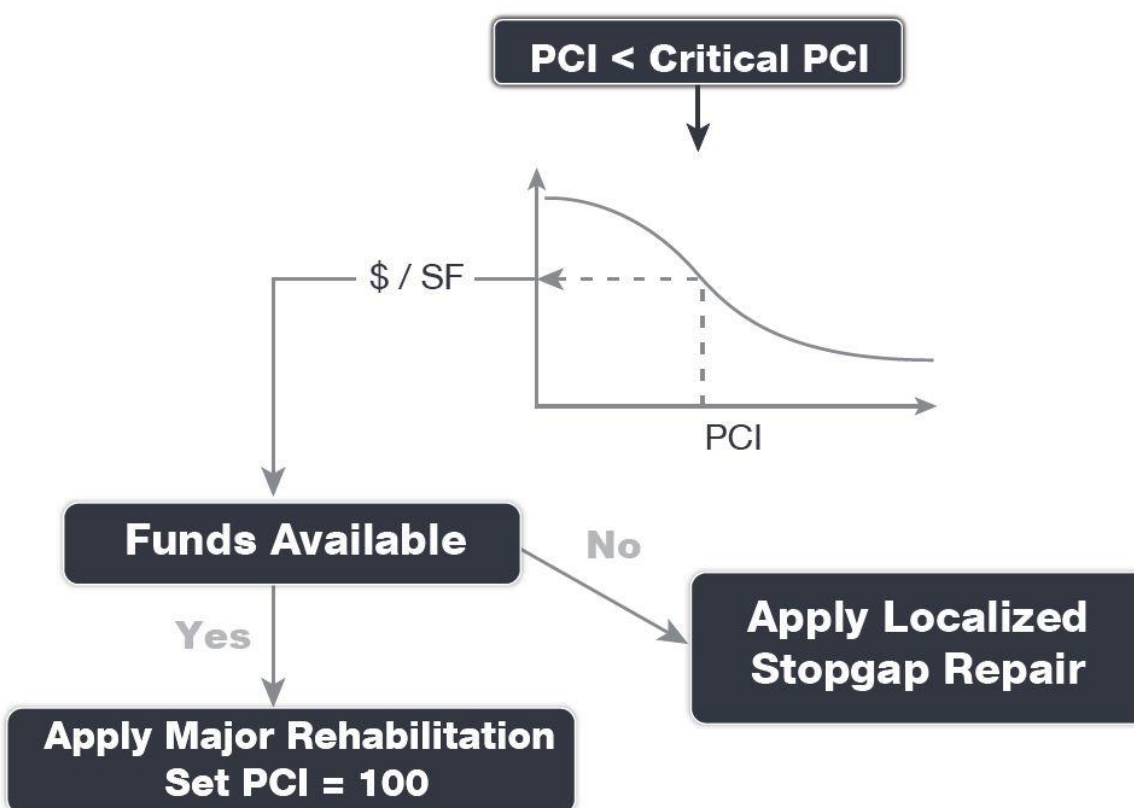


# Chapter 6 – Major Rehabilitation Planning

## 6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

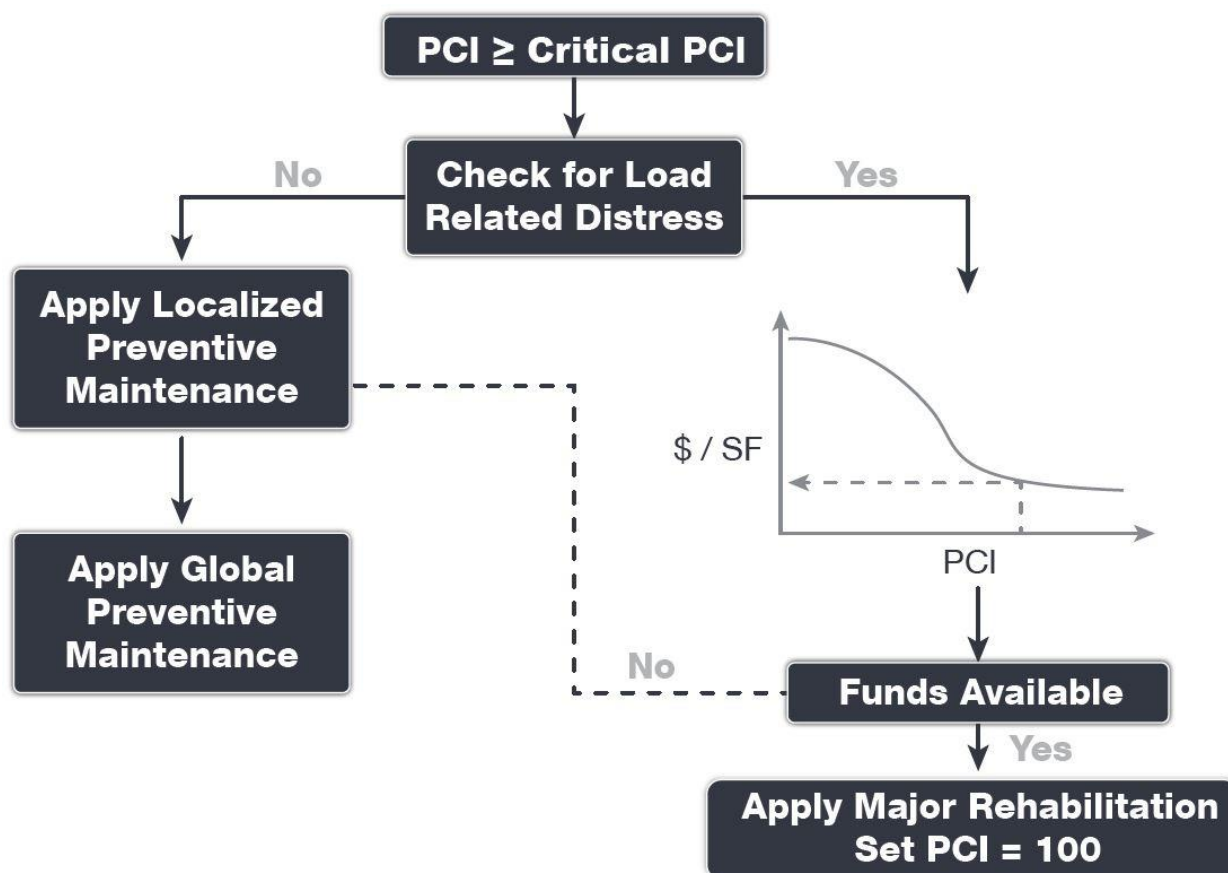
*Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram,  $PCI \leq \text{Critical PCI}$*







Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram,  $PCI > \text{Critical } PCI$







### 6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The **Critical PCI** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

### 6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended **Minimum Service-Level PCI** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

*Table 6.1.2 FDOT Recommended Minimum Service-Level PCI*

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	65	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	65	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)



## 6.2 Major Rehabilitation Policy

### 6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA **AC 150/ 5320-6F "Airport Pavement Design and Evaluation."** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average RL Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

*Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete*

Rehabilitation Type	Reliever (RL) Airport
<b>AC Restoration</b>  <i>Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.</i>  <b>PCI = 41 to 65</b>	<b>75% Mill and Overlay</b> P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3")  <b>25% AC Reconstruction</b> P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") <i>Excludes any paved shoulder features.</i>
<b>AC Reconstruction</b>  <i>Full-depth asphalt pavement section reconstruction.</i>  <b>PCI = 40 or less</b>	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") <i>Excludes any paved shoulder features.</i>



*Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete*

Rehabilitation Type	Reliever (RL) Airport
<b>PCC Restoration</b>  <i>Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.</i>  <b>PCI = 41 to 65</b>	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15")  *Select Slabs (25%) **Crack Seal and Limited Patching
<b>PCC Reconstruction</b>  <i>Full-depth rigid pavement section reconstruction.</i>  <b>PCI = 40 or less</b>	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (14")

***The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.***

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.



### 6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

*Table 6.2.2 Reliever (RL) Major Rehabilitation Planning-Level Unit Cost by Pavement Type*

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF	Rigid Portland Cement Concrete Cost per SF
Restoration	41 to 65	\$ 9.50	\$ 13.50
Reconstruction	0 to 40	\$ 12.50	\$ 20.00

*Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.*

## 6.3 Major Rehabilitation Needs

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, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

### 6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level



investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

*Table 6.3.1 10-Year Major Rehabilitation Needs*

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	AP N	4140	AC	127,950	59	AC Restoration	\$ 1,216,000.00
2020	LAL	AP NE	4215	AC	10,562	17	AC Reconstruction	\$ 133,000.00
2020	LAL	AP NW	4605	AC	40,818	63	AC Restoration	\$ 388,000.00
2020	LAL	AP NW	4610	AC	9,949	58	AC Restoration	\$ 95,000.00
2020	LAL	AP NW	4612	PCC	8,809	9	PCC Reconstruction	\$ 177,000.00
2020	LAL	AP NW	4615	PCC	33,325	13	PCC Reconstruction	\$ 667,000.00
2020	LAL	AP NW	4620	PCC	18,190	29	PCC Reconstruction	\$ 364,000.00
2020	LAL	AP NW	4630	PCC	1,780	60	PCC Restoration	\$ 25,000.00
2020	LAL	AP NW	4645	AC	6,608	48	AC Restoration	\$ 67,000.00
2020	LAL	AP RU SW	5105	AC	7,735	39	AC Restoration	\$ 97,000.00
2020	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	\$ 104,000.00
2020	LAL	AP SW	4405	AC	12,763	32	AC Reconstruction	\$ 160,000.00
2020	LAL	AP SW	4407	PCC	38,471	20	PCC Reconstruction	\$ 770,000.00
2020	LAL	AP SW	4410	AC	14,742	13	AC Reconstruction	\$ 185,000.00
2020	LAL	AP SW	905	AC	105,514	51	AC Restoration	\$ 1,003,000.00
2020	LAL	AP SW	915	AC	11,499	14	AC Reconstruction	\$ 144,000.00
2020	LAL	AP SW	917	PCC	4,533	7	PCC Reconstruction	\$ 91,000.00
2020	LAL	AP SW	920	AC	4,963	53	AC Restoration	\$ 48,000.00
2020	LAL	AP SW	922	PCC	4,572	4	PCC Reconstruction	\$ 92,000.00
2020	LAL	AP SW	925	AC	14,432	36	AC Reconstruction	\$ 181,000.00
2020	LAL	AP SW	927	PCC	4,824	17	PCC Reconstruction	\$ 97,000.00
2020	LAL	RW 5-23	6255	AC	39,564	63	AC Restoration	\$ 376,000.00
2020	LAL	RW 9-27	6130	AC	30,000	64	AC Restoration	\$ 286,000.00
2020	LAL	RW 9-27	6155	AC	14,167	63	AC Restoration	\$ 135,000.00
2020	LAL	RW 9-27	6160	AC	9,457	63	AC Restoration	\$ 90,000.00
2020	LAL	TW A	150	AC	107,625	63	AC Restoration	\$ 1,023,000.00
2020	LAL	TW A2	115	AC	17,011	61	AC Restoration	\$ 162,000.00
2020	LAL	TW C	307	AC	33,901	63	AC Restoration	\$ 323,000.00
2020	LAL	TW D	425	AC	15,514	55	AC Restoration	\$ 148,000.00
2020	LAL	TW D	430	AC	6,072	49	AC Restoration	\$ 60,000.00
2020	LAL	TW E	510	AC	139,573	55	AC Restoration	\$ 1,326,000.00
2020	LAL	TW E	515	AC	29,739	32	AC Reconstruction	\$ 372,000.00
2020	LAL	TW E	520	PCC	15,000	37	PCC Reconstruction	\$ 301,000.00





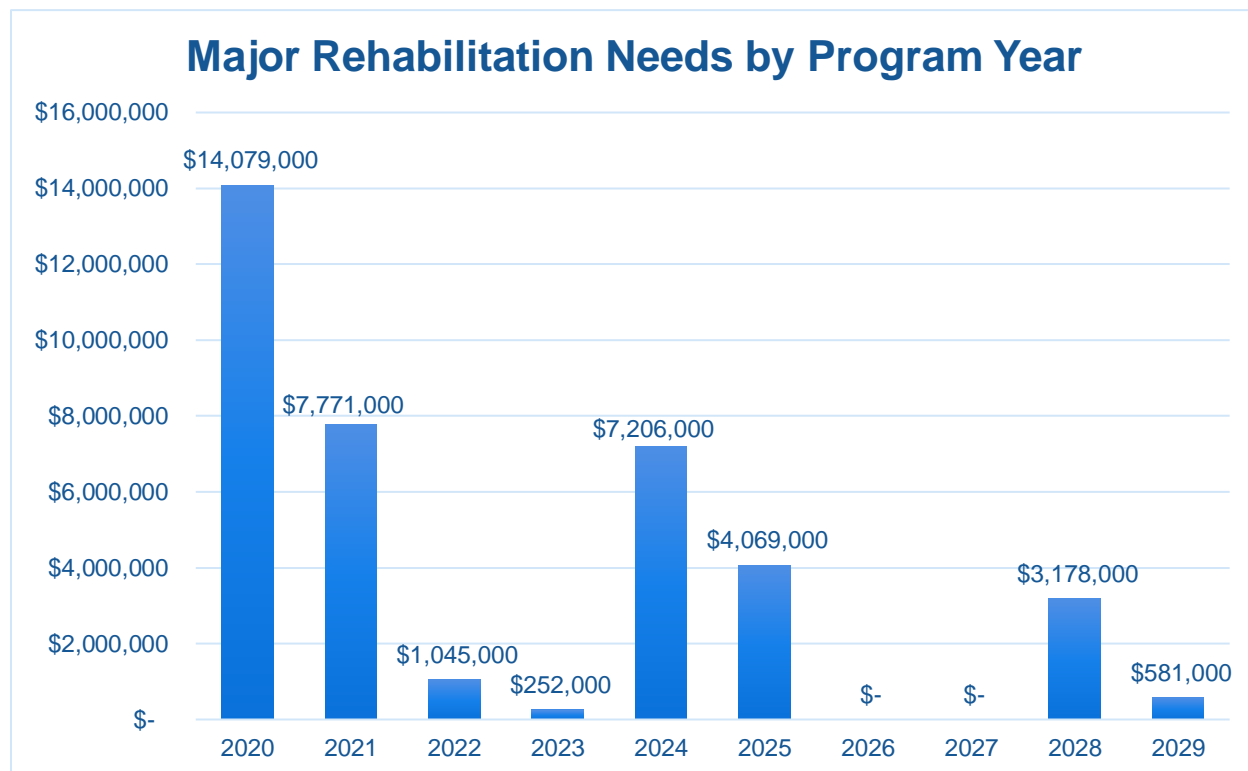
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	TW E	525	AC	58,582	46	AC Restoration	\$ 623,000.00
2020	LAL	TW E	540	AC	11,282	46	AC Restoration	\$ 120,000.00
2020	LAL	TW E	545	AC	8,501	51	AC Restoration	\$ 81,000.00
2020	LAL	TW F	615	AC	38,505	45	AC Restoration	\$ 421,000.00
2020	LAL	TW F	619	PCC	4,591	19	PCC Reconstruction	\$ 92,000.00
2020	LAL	TW H	805	AC	96,842	50	AC Restoration	\$ 921,000.00
2020	LAL	TW H	820	AC	8,990	45	AC Restoration	\$ 99,000.00
2020	LAL	TW H	822	PCC	4,846	27	PCC Reconstruction	\$ 97,000.00
2020	LAL	TW J	245	AC	34,168	55	AC Restoration	\$ 325,000.00
2020	LAL	TW K	240	AC	35,856	50	AC Restoration	\$ 341,000.00
2020	LAL	TW P2	1610	AAC	26,579	64	AC Restoration	\$ 253,000.00
2021	LAL	RW 5-23	6215	AC	252,500	64	AC Restoration	\$ 2,399,000.00
2021	LAL	RW 5-23	6250	AC	83,118	64	AC Restoration	\$ 790,000.00
2021	LAL	RW 9-27	6115	AC	100,000	64	AC Restoration	\$ 951,000.00
2021	LAL	RW 9-27	6150	AC	370,833	64	AC Restoration	\$ 3,524,000.00
2021	LAL	RW 9-27	6180	AAC	11,250	64	AC Restoration	\$ 107,000.00
2022	LAL	TW A	151	AC	10,105	64	AC Restoration	\$ 97,000.00
2022	LAL	TW C	305	AC	99,742	64	AC Restoration	\$ 948,000.00
2023	LAL	AP NW	4625	AC	26,470	64	AC Restoration	\$ 252,000.00
2024	LAL	AP NW	4665	AC	18,572	64	AC Restoration	\$ 177,000.00
2024	LAL	AP S	4510	AC	304,107	64	AC Restoration	\$ 2,890,000.00
2024	LAL	RW 5-23	6245	AC	166,242	64	AC Restoration	\$ 1,580,000.00
2024	LAL	TW A3	120	AC	20,210	63	AC Restoration	\$ 193,000.00
2024	LAL	TW A5	155	AC	57,635	63	AC Restoration	\$ 548,000.00
2024	LAL	TW B	210	AC	164,555	64	AC Restoration	\$ 1,564,000.00
2024	LAL	TW E	503	AC	8,591	63	AC Restoration	\$ 82,000.00
2024	LAL	TW K	238	AC	18,088	63	AC Restoration	\$ 172,000.00
2025	LAL	AP SE	4310	AAC	139,322	63	AC Restoration	\$ 1,324,000.00
2025	LAL	RW 5-23	6265	AAC	11,510	64	AC Restoration	\$ 110,000.00
2025	LAL	TW B2	209	AC	28,288	64	AC Restoration	\$ 269,000.00
2025	LAL	TW P	1605	AAC	186,786	64	AC Restoration	\$ 1,775,000.00
2025	LAL	TW P1	1603	AAC	62,154	64	AC Restoration	\$ 591,000.00
2028	LAL	AP CENTER	4705	AAC	211,428	63	AC Restoration	\$ 2,009,000.00
2028	LAL	AP N	4123	AC	82,949	63	AC Restoration	\$ 789,000.00
2028	LAL	AP N	4145	AC	39,944	63	AC Restoration	\$ 380,000.00
2029	LAL	AP N	4150	AAC	61,106	63	AC Restoration	\$ 581,000.00

*\*All values have been rounded to the nearest thousand-dollar.*



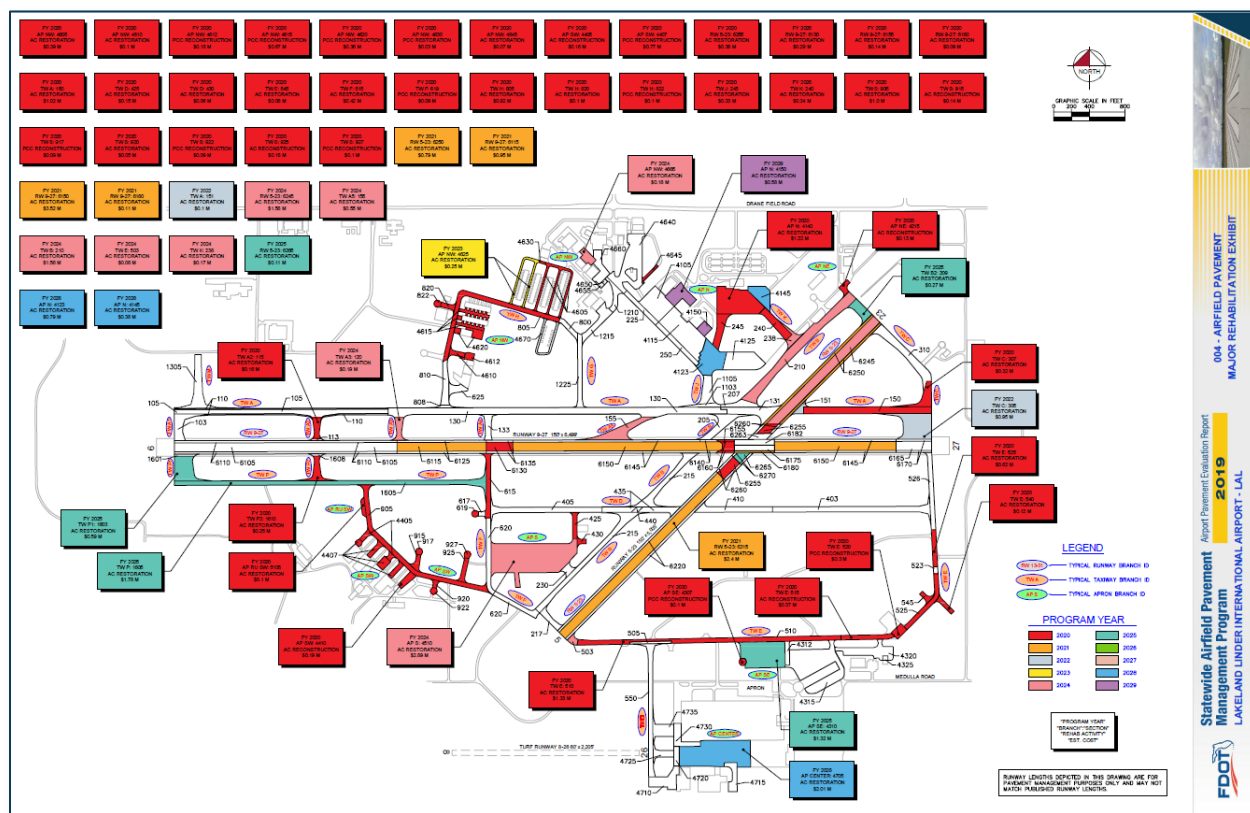
The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 2029. **Figure 6.3.1 (b)** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

*Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year*

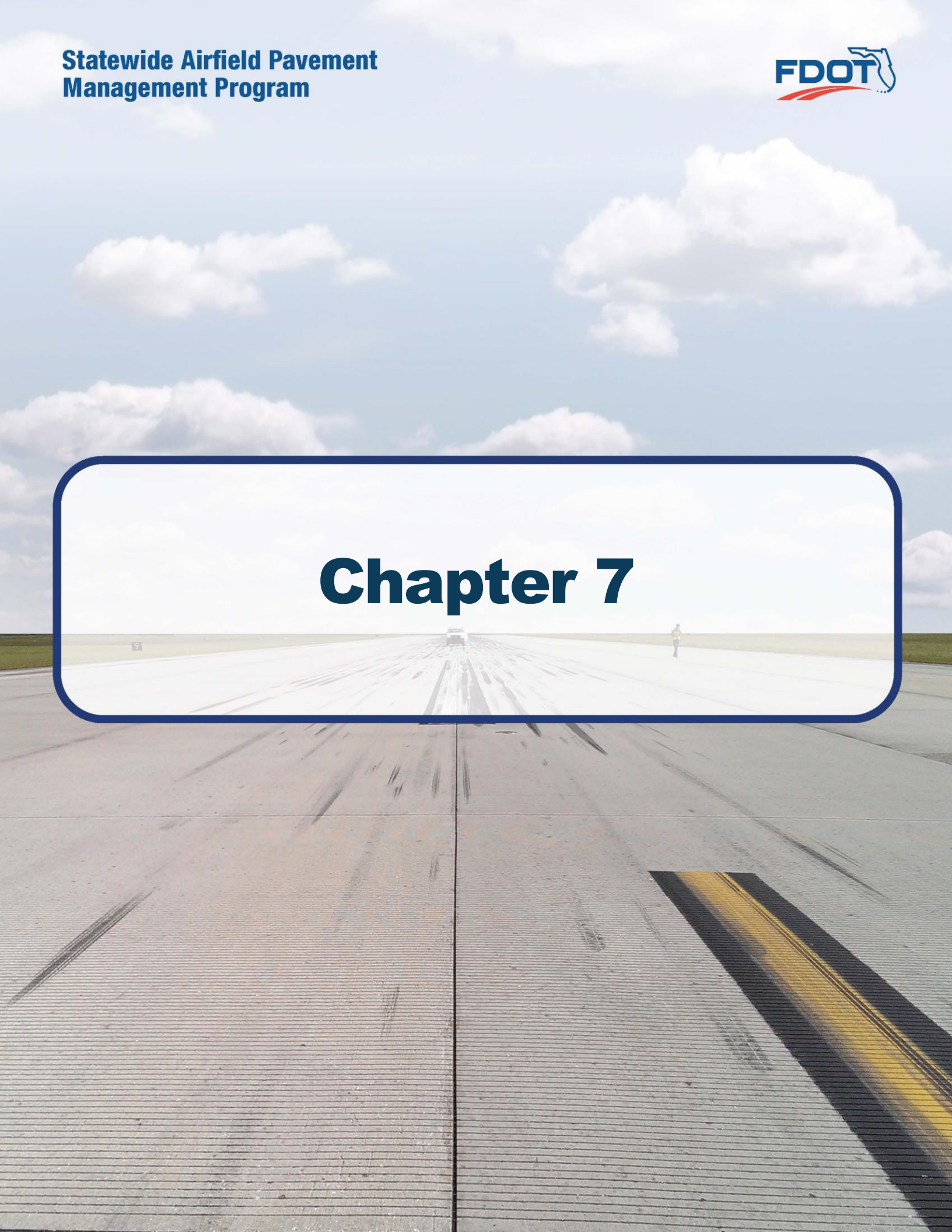




*Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit*



# **Chapter 7**







# Chapter 7 – Conclusion

## 7.1 Recommendations

### 7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

### 7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

### 7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

### 7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the airport:

- ▶ Develop a detailed preventive maintenance program for the airport.
- ▶ Further refine and implement the identified 10-year major rehabilitation needs.
- ▶ Maintain detailed records on pavement maintenance, construction, and inspection.
- ▶ Maintain records on major pavement construction projects (year, scope, cost, and construction documents).





## 7.2 Supporting Documents

### *001 – Airfield Pavement Network Definition Exhibit*

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables**.

### *002 – Airfield Pavement System Inventory Exhibit*

The Airfield Pavement System Inventory Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts any recent and/or anticipated construction activity within the airfield pavement facilities reported by airport staff. The exhibit is intended to schematically identify the pavement limits of works and general work description. The information reported on the **Airport Response Form** provided by each participating airport was used as the basis of the changes; furthermore, changes are confirmed at the airport with airport staff during the in-brief and debrief meeting.

### *003 – Airfield Pavement Condition Index Exhibit*

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

### *004 – Airfield Pavement Major Rehabilitation Exhibit*

The Airfield Pavement Major Rehabilitation Exhibit is located in **Appendix C Technical Exhibits**. The exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation**.

### *Inspection Photograph Documentation*

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation**. Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.



## 7.3 Conclusion

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The FDOT SAPMP Update Phase 2 2018-2019 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars **150/5380-7B “Airport Pavement Management Program (PMP)”** and **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

# Appendix A

## Airfield Pavement Analysis Tables



Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	CENTER APRON	AP CENTER	APRON	4705	800	221	211,428	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4710	314	110	47,426	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4715	325	55	27,737	AC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4720	221	60	13,260	AAC	1/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4725	230	75	20,517	AC	3/1/2014
LAL	CENTER APRON	AP CENTER	APRON	4730	475	85	33,280	AAC	1/1/2017
LAL	CENTER APRON	AP CENTER	APRON	4735	233	135	34,184	AC	1/1/2017
LAL	NORTH APRON	AP N	APRON	225	500	50	25,000	AAC	1/1/2015
LAL	NORTH APRON	AP N	APRON	250	650	50	32,500	AC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4105	313	250	80,200	AAC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4115	525	250	139,017	AC	1/1/2015
LAL	NORTH APRON	AP N	APRON	4123	300	270	82,949	AC	1/1/2011
LAL	NORTH APRON	AP N	APRON	4125	470	200	80,609	AC	6/1/2018
LAL	NORTH APRON	AP N	APRON	4140	470	274	127,950	AC	12/25/1999
LAL	NORTH APRON	AP N	APRON	4145	200	150	39,944	AC	1/1/2011
LAL	NORTH APRON	AP N	APRON	4150	345	150	61,106	AAC	1/1/2015
LAL	NORTHEAST APRON	AP NE	APRON	4215	180	50	10,562	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4605	1,680	20	40,818	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4610	180	50	9,949	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4612	104	77	8,809	PCC	1/1/1944
LAL	NORTHWEST APRON	AP NW	APRON	4615	1,200	25	33,325	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4620	180	100	18,190	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4625	1,120	20	26,470	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4630	75	20	1,780	PCC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4640	620	185	124,349	AAC	1/1/2015
LAL	NORTHWEST APRON	AP NW	APRON	4645	255	25	6,608	AC	12/25/1999
LAL	NORTHWEST APRON	AP NW	APRON	4650	50	45	2,273	PCC	12/25/2002
LAL	NORTHWEST APRON	AP NW	APRON	4655	55	45	3,280	PCC	12/25/2010
LAL	NORTHWEST APRON	AP NW	APRON	4660	430	90	36,799	AAC	1/1/2015
LAL	NORTHWEST APRON	AP NW	APRON	4665	198	84	18,572	AC	1/1/2005
LAL	NORTHWEST APRON	AP NW	APRON	4670	830	20	18,608	AC	1/1/2018
LAL	SOUTHWEST APRON RUN-UP	AP RU SW	APRON	5105	200	50	7,735	AC	12/25/1999
LAL	SOUTH APRON	AP S	APRON	4510	965	325	304,107	AC	1/1/2015
LAL	SOUTHEAST APRON	AP SE	APRON	4307	90	50	5,199	PCC	1/1/1944
LAL	SOUTHEAST APRON	AP SE	APRON	4310	475	291	139,322	AAC	1/1/2005
LAL	SOUTHEAST APRON	AP SE	APRON	4312	266	50	13,417	AC	5/1/2017





Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	SOUTHEAST APRON	AP SE	APRON	4315	450	400	189,950	AC	5/1/2017
LAL	SOUTHEAST APRON	AP SE	APRON	4320	560	85	65,522	AC	1/1/2016
LAL	SOUTHEAST APRON	AP SE	APRON	4325	60	50	3,000	PCC	1/1/2016
LAL	SOUTHWEST APRON	AP SW	APRON	905	2,100	50	105,514	AC	1/1/1992
LAL	SOUTHWEST APRON	AP SW	APRON	915	230	50	11,499	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	917	50	90	4,533	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	920	90	50	4,963	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	922	50	90	4,572	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	925	280	50	14,432	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	927	50	90	4,824	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	4405	250	50	12,763	AC	12/25/1999
LAL	SOUTHWEST APRON	AP SW	APRON	4407	150	200	38,471	PCC	1/1/1944
LAL	SOUTHWEST APRON	AP SW	APRON	4410	290	50	14,742	AC	12/25/1999
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6215	2,525	100	252,500	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6220	2,525	50	126,250	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6245	1,712	100	166,242	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6250	1,600	50	83,118	AC	1/1/2005
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6255	749	100	39,564	AC	1/1/2000
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6260	540	25	19,782	AC	1/1/2000
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6263	150	67	14,211	AAC	12/25/2015
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6265	110	100	11,510	AAC	7/10/2014
LAL	RUNWAY 5-23	RW 5-23	RUNWAY	6270	230	25	5,755	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6105	2,550	100	250,000	AC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6110	2,550	50	125,000	AC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6115	950	100	100,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6125	950	50	50,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6130	300	100	30,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6135	300	50	15,000	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6140	140	50	7,292	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6145	3,680	50	175,750	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6150	3,680	100	370,833	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6155	135	100	14,167	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6160	170	50	9,457	AC	1/1/2000
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6165	300	100	40,000	AAC	1/1/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6170	300	50	20,000	AAC	1/1/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6175	450	61	27,450	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6180	450	25	11,250	AAC	7/10/2014
LAL	RUNWAY 9-27	RW 9-27	RUNWAY	6182	450	64	28,800	AAC	12/25/2015





Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	TAXIWAY A	TW A	TAXIWAY	105	2,400	50	130,355	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	110	4,400	13	54,893	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	130	3,735	75	296,484	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	131	650	75	57,957	AAC	1/1/2018
LAL	TAXIWAY A	TW A	TAXIWAY	150	2,000	50	107,625	AC	1/1/2000
LAL	TAXIWAY A	TW A	TAXIWAY	151	91	75	10,105	AC	1/1/2000
LAL	TAXIWAY A1	TW A1	TAXIWAY	103	300	105	39,490	AAC	1/1/2018
LAL	TAXIWAY A2	TW A2	TAXIWAY	113	90	25	3,120	AC	7/10/2014
LAL	TAXIWAY A2	TW A2	TAXIWAY	115	232	60	17,011	AC	1/1/1993
LAL	TAXIWAY A3	TW A3	TAXIWAY	120	258	50	20,210	AC	1/1/1993
LAL	TAXIWAY A4	TW A4	TAXIWAY	133	288	73	23,151	AAC	1/1/2018
LAL	TAXIWAY A5	TW A5	TAXIWAY	155	575	50	57,635	AC	1/1/1999
LAL	TAXIWAY B	TW B	TAXIWAY	205	450	80	46,473	AAC	1/1/2018
LAL	TAXIWAY B	TW B	TAXIWAY	207	520	30	22,787	AAC	1/1/2018
LAL	TAXIWAY B	TW B	TAXIWAY	210	1,711	116	164,555	AC	1/1/2003
LAL	TAXIWAY B	TW B	TAXIWAY	215	2,325	50	158,909	AC	1/1/2013
LAL	TAXIWAY B1	TW B1	TAXIWAY	217	285	60	19,804	AC	1/1/2013
LAL	TAXIWAY B2	TW B2	TAXIWAY	209	250	105	28,288	AC	1/1/2003
LAL	TAXIWAY B3	TW B3	TAXIWAY	230	100	100	11,810	AAC	1/1/2019
LAL	TAXIWAY C	TW C	TAXIWAY	305	320	287	99,742	AC	1/1/2000
LAL	TAXIWAY C	TW C	TAXIWAY	307	285	55	33,901	AC	1/1/2000
LAL	TAXIWAY C	TW C	TAXIWAY	310	825	75	79,687	AC	1/1/2004
LAL	TAXIWAY D	TW D	TAXIWAY	403	1,765	60	113,058	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	405	1,250	60	80,693	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	410	880	60	53,031	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	425	297	50	15,514	AC	12/25/1999
LAL	TAXIWAY D	TW D	TAXIWAY	430	120	50	6,072	AC	12/25/1999
LAL	TAXIWAY D	TW D	TAXIWAY	435	806	60	48,487	AC	1/1/2016
LAL	TAXIWAY D	TW D	TAXIWAY	440	85	60	4,241	AAC	1/1/2013
LAL	TAXIWAY E	TW E	TAXIWAY	503	108	65	8,591	AC	1/1/2005
LAL	TAXIWAY E	TW E	TAXIWAY	505	468	25	11,700	AC	3/1/2014
LAL	TAXIWAY E	TW E	TAXIWAY	510	3,000	50	139,573	AC	1/1/1992
LAL	TAXIWAY E	TW E	TAXIWAY	515	570	50	29,739	AC	1/1/1962
LAL	TAXIWAY E	TW E	TAXIWAY	520	150	100	15,000	PCC	1/1/1944
LAL	TAXIWAY E	TW E	TAXIWAY	523	78	50	3,900	AC	1/1/2006
LAL	TAXIWAY E	TW E	TAXIWAY	525	968	50	58,582	AC	1/1/1964
LAL	TAXIWAY E	TW E	TAXIWAY	526	865	50	43,803	AAC	1/1/2016
LAL	TAXIWAY E	TW E	TAXIWAY	540	170	45	11,282	AC	12/25/1999



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
LAL	TAXIWAY E	TW E	TAXIWAY	545	160	50	8,501	AC	12/25/1999
LAL	TAXIWAY E1	TW E1	TAXIWAY	550	1,494	50	84,408	AC	3/1/2014
LAL	TAXIWAY F	TW F	TAXIWAY	615	721	50	38,505	AC	1/1/1986
LAL	TAXIWAY F	TW F	TAXIWAY	617	76	50	4,131	AAC	1/1/2016
LAL	TAXIWAY F	TW F	TAXIWAY	619	90	50	4,591	PCC	1/1/1944
LAL	TAXIWAY F	TW F	TAXIWAY	620	1,415	50	75,180	AC	1/1/2019
LAL	TAXIWAY G	TW G	TAXIWAY	625	215	80	17,219	AC	1/1/2011
LAL	TAXIWAY G	TW G	TAXIWAY	1210	300	50	22,862	AC	1/1/2017
LAL	TAXIWAY G	TW G	TAXIWAY	1215	500	60	39,232	AC	1/1/2017
LAL	TAXIWAY G	TW G	TAXIWAY	1225	930	50	43,687	AC	1/1/2017
LAL	TAXIWAY H	TW H	TAXIWAY	800	303	50	14,641	AC	1/1/2017
LAL	TAXIWAY H	TW H	TAXIWAY	805	1,945	50	96,842	AC	12/25/1999
LAL	TAXIWAY H	TW H	TAXIWAY	808	110	31	6,347	AAC	1/1/2018
LAL	TAXIWAY H	TW H	TAXIWAY	810	480	50	34,008	AC	1/1/2011
LAL	TAXIWAY H	TW H	TAXIWAY	820	170	50	8,990	AC	12/25/1999
LAL	TAXIWAY H	TW H	TAXIWAY	822	90	50	4,846	PCC	1/1/1944
LAL	TAXIWAY J	TW J	TAXIWAY	245	400	75	34,168	AC	12/25/1999
LAL	TAXIWAY J	TW J	TAXIWAY	1103	488	30	14,643	AAC	1/1/2018
LAL	TAXIWAY J	TW J	TAXIWAY	1105	310	100	38,145	AC	1/1/2011
LAL	TAXIWAY K	TW K	TAXIWAY	238	130	85	18,088	AC	1/1/2003
LAL	TAXIWAY K	TW K	TAXIWAY	240	400	75	35,856	AC	12/25/1999
LAL	TAXIWAY M	TW M	TAXIWAY	1305	603	75	69,327	AC	1/1/2018
LAL	TAXIWAY P	TW P	TAXIWAY	1605	3,500	50	186,786	AAC	1/1/2008
LAL	TAXIWAY P1	TW P1	TAXIWAY	1601	220	25	5,991	AC	7/10/2014
LAL	TAXIWAY P1	TW P1	TAXIWAY	1603	275	220	62,154	AAC	1/1/2008
LAL	TAXIWAY P2	TW P2	TAXIWAY	1608	90	25	3,101	AC	7/10/2014
LAL	TAXIWAY P2	TW P2	TAXIWAY	1610	275	50	26,579	AAC	1/1/2008



Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	RUNWAY 9-27	RUNWAY	6105	250,000	86	Good
LAL	RUNWAY 9-27	RUNWAY	6110	125,000	93	Good
LAL	RUNWAY 9-27	RUNWAY	6115	100,000	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6125	50,000	76	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6130	30,000	65	Fair
LAL	RUNWAY 9-27	RUNWAY	6135	15,000	75	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6140	7,292	75	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6145	175,750	78	Satisfactory
LAL	RUNWAY 9-27	RUNWAY	6150	370,833	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6155	14,167	64	Fair
LAL	RUNWAY 9-27	RUNWAY	6160	9,457	64	Fair
LAL	RUNWAY 9-27	RUNWAY	6165	40,000	90	Good
LAL	RUNWAY 9-27	RUNWAY	6170	20,000	91	Good
LAL	RUNWAY 9-27	RUNWAY	6175	27,450	89	Good
LAL	RUNWAY 9-27	RUNWAY	6180	11,250	66	Fair
LAL	RUNWAY 9-27	RUNWAY	6182	28,800	90	Good
LAL	RUNWAY 5-23	RUNWAY	6215	252,500	66	Fair
LAL	RUNWAY 5-23	RUNWAY	6220	126,250	71	Satisfactory
LAL	RUNWAY 5-23	RUNWAY	6245	166,242	67	Fair
LAL	RUNWAY 5-23	RUNWAY	6250	83,118	66	Fair
LAL	RUNWAY 5-23	RUNWAY	6255	39,564	64	Fair
LAL	RUNWAY 5-23	RUNWAY	6260	19,782	72	Satisfactory
LAL	RUNWAY 5-23	RUNWAY	6263	14,211	91	Good
LAL	RUNWAY 5-23	RUNWAY	6265	11,510	70	Fair
LAL	RUNWAY 5-23	RUNWAY	6270	5,755	92	Good
LAL	TAXIWAY A	TAXIWAY	105	130,355	100	Good
LAL	TAXIWAY A	TAXIWAY	110	54,893	100	Good
LAL	TAXIWAY A	TAXIWAY	130	296,484	100	Good
LAL	TAXIWAY A	TAXIWAY	131	57,957	100	Good
LAL	TAXIWAY A	TAXIWAY	150	107,625	65	Fair
LAL	TAXIWAY A	TAXIWAY	151	10,105	68	Fair
LAL	TAXIWAY A1	TAXIWAY	103	39,490	100	Good
LAL	TAXIWAY A2	TAXIWAY	113	3,120	89	Good
LAL	TAXIWAY A2	TAXIWAY	115	17,011	63	Fair
LAL	TAXIWAY A3	TAXIWAY	120	20,210	70	Fair
LAL	TAXIWAY A4	TAXIWAY	133	23,151	100	Good
LAL	TAXIWAY A5	TAXIWAY	155	57,635	70	Fair



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TAXIWAY B	TAXIWAY	205	46,473	100	Good
LAL	TAXIWAY B	TAXIWAY	207	22,787	100	Good
LAL	TAXIWAY B	TAXIWAY	210	164,555	71	Satisfactory
LAL	TAXIWAY B	TAXIWAY	215	158,909	90	Good
LAL	TAXIWAY B1	TAXIWAY	217	19,804	90	Good
LAL	TAXIWAY B2	TAXIWAY	209	28,288	72	Satisfactory
LAL	TAXIWAY B3	TAXIWAY	230	11,810	100	Good
LAL	TAXIWAY C	TAXIWAY	305	99,742	68	Fair
LAL	TAXIWAY C	TAXIWAY	307	33,901	65	Fair
LAL	TAXIWAY C	TAXIWAY	310	79,687	80	Satisfactory
LAL	TAXIWAY D	TAXIWAY	403	113,058	100	Good
LAL	TAXIWAY D	TAXIWAY	405	80,693	100	Good
LAL	TAXIWAY D	TAXIWAY	410	53,031	100	Good
LAL	TAXIWAY D	TAXIWAY	425	15,514	57	Fair
LAL	TAXIWAY D	TAXIWAY	430	6,072	50	Poor
LAL	TAXIWAY D	TAXIWAY	435	48,487	100	Good
LAL	TAXIWAY D	TAXIWAY	440	4,241	88	Good
LAL	TAXIWAY E	TAXIWAY	503	8,591	70	Fair
LAL	TAXIWAY E	TAXIWAY	505	11,700	79	Satisfactory
LAL	TAXIWAY E	TAXIWAY	510	139,573	57	Fair
LAL	TAXIWAY E	TAXIWAY	515	29,739	33	Very Poor
LAL	TAXIWAY E	TAXIWAY	520	15,000	39	Very Poor
LAL	TAXIWAY E	TAXIWAY	523	3,900	80	Satisfactory
LAL	TAXIWAY E	TAXIWAY	525	58,582	47	Poor
LAL	TAXIWAY E	TAXIWAY	526	43,803	100	Good
LAL	TAXIWAY E	TAXIWAY	540	11,282	47	Poor
LAL	TAXIWAY E	TAXIWAY	545	8,501	52	Poor
LAL	TAXIWAY E1	TAXIWAY	550	84,408	90	Good
LAL	TAXIWAY F	TAXIWAY	615	38,505	46	Poor
LAL	TAXIWAY F	TAXIWAY	617	4,131	100	Good
LAL	TAXIWAY F	TAXIWAY	619	4,591	21	Serious
LAL	TAXIWAY F	TAXIWAY	620	75,180	100	Good
LAL	TAXIWAY G	TAXIWAY	625	17,219	83	Satisfactory
LAL	TAXIWAY G	TAXIWAY	1210	22,862	100	Good
LAL	TAXIWAY G	TAXIWAY	1215	39,232	100	Good
LAL	TAXIWAY G	TAXIWAY	1225	43,687	100	Good
LAL	TAXIWAY H	TAXIWAY	800	14,641	100	Good
LAL	TAXIWAY H	TAXIWAY	805	96,842	51	Poor
LAL	TAXIWAY H	TAXIWAY	808	6,347	100	Good



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TAXIWAY H	TAXIWAY	810	34,008	85	Satisfactory
LAL	TAXIWAY H	TAXIWAY	820	8,990	46	Poor
LAL	TAXIWAY H	TAXIWAY	822	4,846	29	Very Poor
LAL	TAXIWAY J	TAXIWAY	245	34,168	56	Fair
LAL	TAXIWAY J	TAXIWAY	1103	14,643	100	Good
LAL	TAXIWAY J	TAXIWAY	1105	38,145	79	Satisfactory
LAL	TAXIWAY K	TAXIWAY	238	18,088	70	Fair
LAL	TAXIWAY K	TAXIWAY	240	35,856	51	Poor
LAL	TAXIWAY M	TAXIWAY	1305	69,327	100	Good
LAL	TAXIWAY P	TAXIWAY	1605	186,786	70	Fair
LAL	TAXIWAY P1	TAXIWAY	1601	5,991	91	Good
LAL	TAXIWAY P1	TAXIWAY	1603	62,154	71	Satisfactory
LAL	TAXIWAY P2	TAXIWAY	1608	3,101	90	Good
LAL	TAXIWAY P2	TAXIWAY	1610	26,579	65	Fair
LAL	NORTHWEST APRON	APRON	4640	124,349	91	Good
LAL	NORTHWEST APRON	APRON	4645	6,608	49	Poor
LAL	NORTHWEST APRON	APRON	4650	2,273	86	Good
LAL	NORTHWEST APRON	APRON	4655	3,280	85	Satisfactory
LAL	NORTHWEST APRON	APRON	4660	36,799	92	Good
LAL	NORTHWEST APRON	APRON	4665	18,572	72	Satisfactory
LAL	NORTHWEST APRON	APRON	4670	18,608	100	Good
LAL	CENTER APRON	APRON	4705	211,428	83	Satisfactory
LAL	CENTER APRON	APRON	4710	47,426	90	Good
LAL	CENTER APRON	APRON	4715	27,737	87	Good
LAL	CENTER APRON	APRON	4720	13,260	89	Good
LAL	CENTER APRON	APRON	4725	20,517	89	Good
LAL	CENTER APRON	APRON	4730	33,280	100	Good
LAL	CENTER APRON	APRON	4735	34,184	100	Good
LAL	SOUTHWEST APRON RUN-UP	APRON	5105	7,735	41	Poor
LAL	NORTH APRON	APRON	225	25,000	89	Good
LAL	NORTH APRON	APRON	250	32,500	89	Good
LAL	SOUTHWEST APRON	APRON	905	105,514	52	Poor
LAL	SOUTHWEST APRON	APRON	915	11,499	15	Serious
LAL	SOUTHWEST APRON	APRON	917	4,533	9	Failed
LAL	SOUTHWEST APRON	APRON	920	4,963	54	Poor
LAL	SOUTHWEST APRON	APRON	922	4,572	6	Failed
LAL	SOUTHWEST APRON	APRON	925	14,432	38	Very Poor
LAL	SOUTHWEST APRON	APRON	927	4,824	19	Serious





Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	NORTH APRON	APRON	4105	80,200	92	Good
LAL	NORTH APRON	APRON	4115	139,017	87	Good
LAL	NORTH APRON	APRON	4123	82,949	78	Satisfactory
LAL	NORTH APRON	APRON	4125	80,609	100	Good
LAL	NORTH APRON	APRON	4140	127,950	60	Fair
LAL	NORTH APRON	APRON	4145	39,944	78	Satisfactory
LAL	NORTH APRON	APRON	4150	61,106	85	Satisfactory
LAL	NORTHEAST APRON	APRON	4215	10,562	18	Serious
LAL	SOUTHEAST APRON	APRON	4307	5,199	29	Very Poor
LAL	SOUTHEAST APRON	APRON	4310	139,322	76	Satisfactory
LAL	SOUTHEAST APRON	APRON	4312	13,417	100	Good
LAL	SOUTHEAST APRON	APRON	4315	189,950	100	Good
LAL	SOUTHEAST APRON	APRON	4320	65,522	100	Good
LAL	SOUTHEAST APRON	APRON	4325	3,000	100	Good
LAL	SOUTHWEST APRON	APRON	4405	12,763	34	Very Poor
LAL	SOUTHWEST APRON	APRON	4407	38,471	22	Serious
LAL	SOUTHWEST APRON	APRON	4410	14,742	14	Serious
LAL	SOUTH APRON	APRON	4510	304,107	71	Satisfactory
LAL	NORTHWEST APRON	APRON	4605	40,818	65	Fair
LAL	NORTHWEST APRON	APRON	4610	9,949	59	Fair
LAL	NORTHWEST APRON	APRON	4612	8,809	11	Serious
LAL	NORTHWEST APRON	APRON	4615	33,325	15	Serious
LAL	NORTHWEST APRON	APRON	4620	18,190	31	Very Poor
LAL	NORTHWEST APRON	APRON	4625	26,470	70	Fair
LAL	NORTHWEST APRON	APRON	4630	1,780	62	Fair



Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP CENTER	4705	83	80	78	76	74	72	70	67	65	63	61
LAL	AP CENTER	4710	90	87	85	83	81	79	77	74	72	70	68
LAL	AP CENTER	4715	87	84	82	80	78	76	74	72	71	69	68
LAL	AP CENTER	4720	89	86	84	82	80	78	76	73	71	69	67
LAL	AP CENTER	4725	89	86	84	82	80	78	76	74	72	71	69
LAL	AP CENTER	4730	100	93	91	89	86	84	82	80	78	76	73
LAL	AP CENTER	4735	100	93	90	88	86	84	81	79	77	75	74
LAL	AP N	225	89	86	84	82	80	78	76	73	71	69	67
LAL	AP N	250	89	86	84	82	80	78	76	74	72	71	69
LAL	AP N	4105	92	89	87	85	83	81	79	76	74	72	70
LAL	AP N	4115	87	84	82	80	78	76	74	72	71	69	68
LAL	AP N	4123	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4125	100	96	94	91	89	87	84	82	80	78	76
LAL	AP N	4140	60	59	58	57	56	56	55	54	53	53	52
LAL	AP N	4145	78	76	74	72	70	69	67	66	65	63	62
LAL	AP N	4150	85	82	80	78	76	74	72	69	67	65	63
LAL	AP NE	4215	18	17	17	16	16	16	15	15	15	14	14
LAL	AP NW	4605	65	63	62	61	60	59	58	58	57	56	55
LAL	AP NW	4610	59	58	57	56	55	55	54	53	53	52	51
LAL	AP NW	4612	11	9	8	7	5	4	3	2	0	0	0
LAL	AP NW	4615	15	13	12	11	9	8	7	6	4	3	2
LAL	AP NW	4620	31	29	28	27	25	24	23	22	20	19	18
LAL	AP NW	4625	70	68	67	65	64	63	62	61	60	59	58
LAL	AP NW	4630	62	60	59	58	56	55	54	53	51	50	49
LAL	AP NW	4640	91	88	86	84	82	80	78	75	73	71	69
LAL	AP NW	4645	49	48	47	46	45	44	42	41	40	39	38
LAL	AP NW	4650	86	84	83	82	80	79	78	77	75	74	73
LAL	AP NW	4655	85	83	82	81	79	78	77	76	74	73	72
LAL	AP NW	4660	92	89	87	85	83	81	79	76	74	72	70
LAL	AP NW	4665	72	70	68	67	66	64	63	62	61	60	59
LAL	AP NW	4670	100	95	93	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	41	39	38	37	36	35	34	32	32	31	30
LAL	AP S	4510	71	69	67	66	65	64	62	61	60	60	59
LAL	AP SE	4307	29	27	26	25	23	22	21	20	18	17	16
LAL	AP SE	4310	76	73	71	69	67	65	63	60	58	56	54
LAL	AP SE	4312	100	93	91	89	86	84	82	80	78	76	74
LAL	AP SE	4315	100	93	91	89	86	84	82	80	78	76	74



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	AP SE	4320	100	90	88	86	84	81	79	77	75	74	72
LAL	AP SE	4325	100	94	93	92	91	89	88	87	85	84	83
LAL	AP SW	905	52	51	50	49	48	47	46	45	44	43	42
LAL	AP SW	915	15	14	14	13	13	13	12	12	12	11	11
LAL	AP SW	917	9	7	6	5	3	2	1	0	0	0	0
LAL	AP SW	920	54	53	52	51	51	50	49	48	47	46	45
LAL	AP SW	922	6	4	3	2	0	0	0	0	0	0	0
LAL	AP SW	925	38	36	35	34	33	32	31	30	30	29	29
LAL	AP SW	927	19	17	16	15	13	12	11	10	8	7	6
LAL	AP SW	4405	34	32	32	31	30	30	29	29	29	28	28
LAL	AP SW	4407	22	20	19	18	16	15	14	13	11	10	9
LAL	AP SW	4410	14	13	13	12	12	12	11	11	11	10	10
LAL	RW 5-23	6215	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6220	71	70	69	68	68	67	67	66	66	65	65
LAL	RW 5-23	6245	67	66	66	65	65	64	63	63	62	61	60
LAL	RW 5-23	6250	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 5-23	6255	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 5-23	6260	72	71	70	69	68	68	67	67	66	66	65
LAL	RW 5-23	6263	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 5-23	6265	70	68	68	67	66	65	64	63	63	62	61
LAL	RW 5-23	6270	92	89	87	85	83	81	79	78	76	75	74
LAL	RW 9-27	6105	86	83	81	80	78	76	75	73	72	71	70
LAL	RW 9-27	6110	93	90	88	86	84	82	80	78	76	75	74
LAL	RW 9-27	6115	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6125	76	74	73	72	71	70	69	68	68	67	67
LAL	RW 9-27	6130	65	64	63	63	62	61	60	58	57	56	54
LAL	RW 9-27	6135	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6140	75	73	72	71	70	69	69	68	67	67	66
LAL	RW 9-27	6145	78	76	74	73	72	71	70	69	68	68	67
LAL	RW 9-27	6150	66	65	64	64	63	62	62	61	60	58	57
LAL	RW 9-27	6155	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6160	64	63	62	61	60	59	58	56	55	53	51
LAL	RW 9-27	6165	90	87	85	83	81	80	78	77	75	74	72
LAL	RW 9-27	6170	91	88	86	84	82	80	79	77	76	74	73
LAL	RW 9-27	6175	89	86	84	82	81	79	77	76	74	73	72
LAL	RW 9-27	6180	66	65	64	63	62	62	61	60	60	59	58
LAL	RW 9-27	6182	90	87	85	83	81	80	78	77	75	74	72
LAL	TW A	105	100	95	92	90	88	86	84	83	81	79	78



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW A	110	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	130	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	131	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A	150	65	63	62	61	60	59	58	57	56	55	54
LAL	TW A	151	68	66	65	64	63	62	60	59	58	57	56
LAL	TW A1	103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A2	113	89	87	85	84	82	81	79	78	77	75	74
LAL	TW A2	115	63	61	60	59	58	57	56	55	54	53	52
LAL	TW A3	120	70	68	67	66	65	63	62	61	60	59	58
LAL	TW A4	133	100	95	92	90	88	86	84	83	81	79	78
LAL	TW A5	155	70	68	67	66	65	63	62	61	60	59	58
LAL	TW B	205	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	207	100	95	92	90	88	86	84	83	81	79	78
LAL	TW B	210	71	69	68	67	65	64	63	62	61	60	59
LAL	TW B	215	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B1	217	90	88	86	85	83	82	80	79	77	76	75
LAL	TW B2	209	72	70	69	68	66	65	64	63	62	61	59
LAL	TW B3	230	100	97	95	92	90	88	86	84	83	81	79
LAL	TW C	305	68	66	65	64	63	62	60	59	58	57	56
LAL	TW C	307	65	63	62	61	60	59	58	57	56	55	54
LAL	TW C	310	80	78	77	75	74	73	71	70	69	67	66
LAL	TW D	403	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	405	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	410	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	425	57	55	54	54	53	52	51	50	49	48	47
LAL	TW D	430	50	49	48	47	46	45	45	44	43	43	42
LAL	TW D	435	100	93	91	89	88	86	85	83	82	80	79
LAL	TW D	440	88	86	84	82	80	79	77	76	75	73	72
LAL	TW E	503	70	68	67	66	65	63	62	61	60	59	58
LAL	TW E	505	79	77	76	74	73	72	70	69	68	66	65
LAL	TW E	510	57	55	54	54	53	52	51	50	49	48	47
LAL	TW E	515	33	32	32	32	32	32	32	32	32	32	32
LAL	TW E	520	39	37	36	35	34	33	32	31	30	29	27
LAL	TW E	523	80	78	77	75	74	73	71	70	69	67	66
LAL	TW E	525	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	526	100	90	88	86	84	83	81	79	78	76	75
LAL	TW E	540	47	46	45	44	44	43	42	42	41	40	40
LAL	TW E	545	52	51	50	49	48	47	46	46	45	44	43



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
LAL	TW E1	550	90	88	86	85	83	82	80	79	77	76	75
LAL	TW F	615	46	45	44	43	43	42	41	41	40	40	39
LAL	TW F	617	100	90	88	86	84	83	81	79	78	76	75
LAL	TW F	619	21	19	18	17	16	15	14	13	12	11	9
LAL	TW F	620	100	98	96	94	93	91	89	88	86	85	83
LAL	TW G	625	83	81	80	78	77	75	74	73	71	70	69
LAL	TW G	1210	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1215	100	94	93	91	89	88	86	85	83	82	80
LAL	TW G	1225	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	800	100	94	93	91	89	88	86	85	83	82	80
LAL	TW H	805	51	50	49	48	47	46	46	45	44	43	43
LAL	TW H	808	100	95	92	90	88	86	84	83	81	79	78
LAL	TW H	810	85	83	82	80	79	77	76	74	73	72	70
LAL	TW H	820	46	45	44	43	43	42	41	41	40	40	39
LAL	TW H	822	29	27	26	25	24	23	22	21	20	19	17
LAL	TW J	245	56	55	54	53	52	51	50	49	48	47	47
LAL	TW J	1103	100	95	92	90	88	86	84	83	81	79	78
LAL	TW J	1105	79	77	76	74	73	72	70	69	68	66	65
LAL	TW K	238	70	68	67	66	65	63	62	61	60	59	58
LAL	TW K	240	51	50	49	48	47	46	46	45	44	43	43
LAL	TW M	1305	100	96	94	93	91	89	88	86	85	83	82
LAL	TW P	1605	70	68	67	66	65	65	64	63	62	61	60
LAL	TW P1	1601	91	89	87	86	84	83	81	80	78	77	75
LAL	TW P1	1603	71	69	68	67	66	65	64	64	63	62	61
LAL	TW P2	1608	90	88	86	85	83	82	80	79	77	76	75
LAL	TW P2	1610	65	64	63	62	61	60	59	59	58	57	56



10/15/2019

## Work History Report

Page 1 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4705		<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2014	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 800.00 (Ft)	<b>Width:</b> 221.00 (Ft)	<b>True Area:</b> 211428.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2" Mill, 2" P-401 Overlay
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	1-2" AC UNKNOWN SECTION

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4710		<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2014	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 314.00 (Ft)	<b>Width:</b> 110.00 (Ft)	<b>True Area:</b> 47426.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2" Mill, 2" P-401 Overlay
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	1-2" UNKNOWN SECTION

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4715		<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2014	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 325.00 (Ft)	<b>Width:</b> 55.00 (Ft)	<b>True Area:</b> 27737.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	2014:4" P-401, 8" FDOT 334 SP 9.5,

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4720		<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2014	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 221.00 (Ft)	<b>Width:</b> 60.00 (Ft)	<b>True Area:</b> 13260.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	1-2" AC UNKNOWN SECTION

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4725		<b>Surface:</b> AC
<b>L.C.D.</b> 3/1/2014	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 230.00 (Ft)	<b>Width:</b> 75.00 (Ft)	<b>True Area:</b> 20517.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2014	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2014: 4" P-401, 18" P-211, 12" COM

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4730		<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2017	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 475.00 (Ft)	<b>Width:</b> 85.00 (Ft)	<b>True Area:</b> 33280.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	Unknown
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	1-2" AC UNKNOWN SECTION

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP CENTER CENTER APRON		<b>Section:</b> 4735		<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2017	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 233.00 (Ft)	<b>Width:</b> 135.00 (Ft)	<b>True Area:</b> 34184.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	Unknown

10/15/2019

## Work History Report

Page 2 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 225 <b>Surface:</b> AAC <b>L.C.D.</b> 1/1/2015 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 500.00 (Ft) <b>Width:</b> 50.00 (Ft) <b>True Area:</b> 25000.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2015: 2" P-401 MILL AND OVERLA
1/1/1986	OL-AS	Overlay - AC Structural	0.00	1.00	<input checked="" type="checkbox"/>	1986 1" P-401 OL
1/1/1964	NU-IN	New Construction - Initial	0.00	1.25	<input checked="" type="checkbox"/>	1964 1.25" P-401 ON EXISTING

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 250 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2015 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 650.00 (Ft) <b>Width:</b> 50.00 (Ft) <b>True Area:</b> 32500.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2015: 4" P-401, 8" P-211, COMPACT

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 4105 <b>Surface:</b> AAC <b>L.C.D.</b> 1/1/2015 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 313.00 (Ft) <b>Width:</b> 250.00 (Ft) <b>True Area:</b> 80200.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2015: 2" P-401 MILL AND OVERLA
1/1/1986	IMPORT ED	OVERLAY	0.00	2.00	<input checked="" type="checkbox"/>	1986 2" P-401 OL
1/1/1961	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1961 2" P-401 8" P-211

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 4115 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2015 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 525.00 (Ft) <b>Width:</b> 250.00 (Ft) <b>True Area:</b> 139017.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	2015: 4" P-401, 8" P-211, COMPACT

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 4123 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2011 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 300.00 (Ft) <b>Width:</b> 270.00 (Ft) <b>True Area:</b> 82949.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 4125 <b>Surface:</b> AC <b>L.C.D.</b> 6/1/2018 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 470.00 (Ft) <b>Width:</b> 200.00 (Ft) <b>True Area:</b> 80609.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	1962 P-401 ON P-211
1/1/1962	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> AP N <b>Section:</b> 4140 <b>Surface:</b> AC <b>L.C.D.</b> 12/25/199 <b>Use:</b> APRON <b>Rank:</b> P <b>Length:</b> 470.00 (Ft) <b>Width:</b> 274.00 (Ft) <b>True Area:</b> 127950.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ST-SS	Surface Treatment - Slurry Seal	0.00	0.00	<input type="checkbox"/>	5" P-401, 8" P-211, 12" P-160, 20" P-
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 3 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP N		NORTH APRON		<b>Section:</b> 4145	<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2011	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 200.00 (Ft)	<b>Width:</b> 150.00 (Ft)	<b>True Area:</b> 39944.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP N		NORTH APRON		<b>Section:</b> 4150	<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2015	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 345.00 (Ft)	<b>Width:</b> 150.00 (Ft)	<b>True Area:</b> 61106.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2015: 2" P-401 MILL AND OVERLA	
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	EST. UNKNOWN SECTION	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NE		NORTHEAST AP		<b>Section:</b> 4215	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/199	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 180.00 (Ft)	<b>Width:</b> 50.00 (Ft)	<b>True Area:</b> 10562.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4605	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/199	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 1,680.00 (Ft)	<b>Width:</b> 20.00 (Ft)	<b>True Area:</b> 40818.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4610	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/199	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 180.00 (Ft)	<b>Width:</b> 50.00 (Ft)	<b>True Area:</b> 9949.000003 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4612	<b>Surface:</b> PCC
<b>L.C.D.</b> 1/1/1944	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 104.00 (Ft)	<b>Width:</b> 77.00 (Ft)	<b>True Area:</b> 8809.000002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4615	<b>Surface:</b> PCC
<b>L.C.D.</b> 12/25/199	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 1,200.00 (Ft)	<b>Width:</b> 25.00 (Ft)	<b>True Area:</b> 33325.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4620	<b>Surface:</b> PCC
<b>L.C.D.</b> 12/25/199	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 180.00 (Ft)	<b>Width:</b> 100.00 (Ft)	<b>True Area:</b> 18190.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

10/15/2019

## Work History Report

Page 4 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4625	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/1999	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 1,120.00 (Ft)	<b>Width:</b> 20.00 (Ft)	<b>True Area:</b> 26470.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4630	<b>Surface:</b> PCC
<b>L.C.D.</b> 12/25/1999	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 75.00 (Ft)	<b>Width:</b> 20.00 (Ft)	<b>True Area:</b> 1780.000000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4640	<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2015	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 620.00 (Ft)	<b>Width:</b> 185.00 (Ft)	<b>True Area:</b> 124349.0000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2015: MILL AND OVERLAY	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	EST. CONST. SECTION UNKNOWN	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4645	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/1999	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 255.00 (Ft)	<b>Width:</b> 25.00 (Ft)	<b>True Area:</b> 6608.000002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	EST. CONST. SECT UNKNOWN	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4650	<b>Surface:</b> PCC
<b>L.C.D.</b> 12/25/200	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 50.00 (Ft)	<b>Width:</b> 45.00 (Ft)	<b>True Area:</b> 2273.000000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/2002	NC-PC	New Construction - PCC			<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4655	<b>Surface:</b> PCC
<b>L.C.D.</b> 12/25/201	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 55.00 (Ft)	<b>Width:</b> 45.00 (Ft)	<b>True Area:</b> 3280.000001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/2010	NC-PC	New Construction - PCC			<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4660	<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2015	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 430.00 (Ft)	<b>Width:</b> 90.00 (Ft)	<b>True Area:</b> 36799.000001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>		
12/25/2002	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> AP NW		NORTHWEST AP		<b>Section:</b> 4665	<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2005	<b>Use:</b> APRON	<b>Rank:</b> P	<b>Length:</b> 198.00 (Ft)	<b>Width:</b> 84.00 (Ft)	<b>True Area:</b> 18572.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2005	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>		

10/15/2019

## Work History Report

Page 5 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: AP NW	NORTHWEST AP		Section: 4670	Surface: AC
L.C.D. 1/1/2018	Use: APRON	Rank: P	Length: 830.00 (Ft)	Width: 20.00 (Ft)	True Area: 18608.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	Unknown

Network: LAKELAND LINDE		Branch: AP RU SW	SOUTHWEST AP		Section: 5105	Surface: AC
L.C.D. 12/25/199	Use: APRON	Rank: P	Length: 200.00 (Ft)	Width: 50.00 (Ft)	True Area: 7735.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP S	SOUTH APRON		Section: 4510	Surface: AC
L.C.D. 1/1/2015	Use: APRON	Rank: P	Length: 965.00 (Ft)	Width: 325.00 (Ft)	True Area: 304107.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2015: 4" P-401, 12" P-211, COMPAC

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4307	Surface: PCC
L.C.D. 1/1/1944	Use: APRON	Rank: P	Length: 90.00 (Ft)	Width: 50.00 (Ft)	True Area: 5199.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4310	Surface: AAC
L.C.D. 1/1/2005	Use: APRON	Rank: P	Length: 475.00 (Ft)	Width: 291.00 (Ft)	True Area: 139322.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4312	Surface: AC
L.C.D. 5/1/2017	Use: APRON	Rank: P	Length: 266.00 (Ft)	Width: 50.00 (Ft)	True Area: 13417.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4315	Surface: AC
L.C.D. 5/1/2017	Use: APRON	Rank: P	Length: 450.00 (Ft)	Width: 400.00 (Ft)	True Area: 189950.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	



10/15/2019

## Work History Report

Page 6 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4320	Surface: AC
L.C.D. 1/1/2016	Use: APRON	Rank: P	Length: 560.00 (Ft)	Width: 85.00 (Ft)	True Area: 65522.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	Unknown

Network: LAKELAND LINDE		Branch: AP SE	SOUTHEAST AP		Section: 4325	Surface: PCC
L.C.D. 1/1/2016	Use: APRON	Rank: P	Length: 60.00 (Ft)	Width: 50.00 (Ft)	True Area: 3000.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-PC	New Construction - PCC			<input checked="" type="checkbox"/>	Unknown

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 4405	Surface: AC
L.C.D. 12/25/199	Use: APRON	Rank: P	Length: 250.00 (Ft)	Width: 50.00 (Ft)	True Area: 12763.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 4407	Surface: PCC
L.C.D. 1/1/1944	Use: APRON	Rank: P	Length: 150.00 (Ft)	Width: 200.00 (Ft)	True Area: 38471.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 4410	Surface: AC
L.C.D. 12/25/199	Use: APRON	Rank: P	Length: 290.00 (Ft)	Width: 50.00 (Ft)	True Area: 14742.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 905	Surface: AC
L.C.D. 1/1/1992	Use: APRON	Rank: T	Length: 2,100.00 (Ft)	Width: 50.00 (Ft)	True Area: 105514.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1992 1.5" P-401 EXISTING LIMEROCK

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 915	Surface: AC
L.C.D. 12/25/199	Use: APRON	Rank: P	Length: 230.00 (Ft)	Width: 50.00 (Ft)	True Area: 11499.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 917	Surface: PCC
L.C.D. 1/1/1944	Use: APRON	Rank: P	Length: 50.00 (Ft)	Width: 90.00 (Ft)	True Area: 4533.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 7 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 920	Surface: AC
L.C.D.	12/25/199	Use: APRON	Rank: P	Length: 90.00 (Ft)	Width: 50.00 (Ft)	True Area: 4963.000001 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 922	Surface: PCC
L.C.D.	1/1/1944	Use: APRON	Rank: P	Length: 50.00 (Ft)	Width: 90.00 (Ft)	True Area: 4572.000001 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 925	Surface: AC
L.C.D.	12/25/199	Use: APRON	Rank: P	Length: 280.00 (Ft)	Width: 50.00 (Ft)	True Area: 14432.000000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: AP SW	SOUTHWEST AP		Section: 927	Surface: PCC
L.C.D.	1/1/1944	Use: APRON	Rank: P	Length: 50.00 (Ft)	Width: 90.00 (Ft)	True Area: 4824.000001 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6215	Surface: AC
L.C.D.	1/1/2005	Use: RUNWAY	Rank: P	Length: 2,525.00 (Ft)	Width: 100.00 (Ft)	True Area: 252500.0000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1984	IMPORT ED	OVERLAY	0.00	1.00	<input checked="" type="checkbox"/>	1984 1" MIN P-401 OL
1/1/1966	IMPORT ED	OVERLAY	0.00	1.50	<input checked="" type="checkbox"/>	1966 1.5" P-401 OL
1/1/1944	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6220	Surface: AC
L.C.D.	1/1/2005	Use: RUNWAY	Rank: P	Length: 2,525.00 (Ft)	Width: 50.00 (Ft)	True Area: 126250.0000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1984	IMPORT ED	OVERLAY	0.00	1.00	<input checked="" type="checkbox"/>	1984 1" MIN P-401 OL
1/1/1966	IMPORT ED	OVERLAY	0.00	1.50	<input checked="" type="checkbox"/>	1966 1.5" P-401 OL
1/1/1944	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1944 1.5" TAR BINDER 6" LIMEROCK

10/15/2019

## Work History Report

Page 8 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6245	Surface: AC
L.C.D. 1/1/2005	Use: RUNWAY	Rank: P	Length: 1,712.00 (Ft)	Width: 100.00 (Ft)	True Area: 166242.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>	1944 PCC

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6250	Surface: AC
L.C.D. 1/1/2005	Use: RUNWAY	Rank: P	Length: 1,600.00 (Ft)	Width: 50.00 (Ft)	True Area: 83118.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>	1944 PCC

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6255	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 749.00 (Ft)	Width: 100.00 (Ft)	True Area: 39564.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6260	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 540.00 (Ft)	Width: 25.00 (Ft)	True Area: 19782.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6263	Surface: AAC
L.C.D. 12/25/201	Use: RUNWAY	Rank: P	Length: 150.00 (Ft)	Width: 67.00 (Ft)	True Area: 14211.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	Unknown
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	4" MILL AND OVERLAY
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6265	Surface: AAC
L.C.D. 7/10/2014	Use: RUNWAY	Rank: P	Length: 110.00 (Ft)	Width: 100.00 (Ft)	True Area: 11510.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2.5" Mill, Variable Overlay
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 9 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: RW 5-23	RUNWAY 5-23		Section: 6270	Surface: AAC
L.C.D. 7/10/2014	Use: RUNWAY	Rank: P	Length: 230.00 (Ft)	Width: 25.00 (Ft)	True Area: 5755.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2.5" Mill, Variable Overlay
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6105	Surface: AC
L.C.D. 7/10/2014	Use: RUNWAY	Rank: T	Length: 2,550.00 (Ft)	Width: 100.00 (Ft)	True Area: 250000.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Surface reconstruction, 4" P-401, Reha 1993 3" P401 ON 12" P211
1/1/1993	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6110	Surface: AC
L.C.D. 7/10/2014	Use: RUNWAY	Rank: P	Length: 2,550.00 (Ft)	Width: 50.00 (Ft)	True Area: 125000.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Surface reconstruction, 4" P-401, Reha 1993 3" P401 ON 12" P211
1/1/1993	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6115	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 950.00 (Ft)	Width: 100.00 (Ft)	True Area: 100000.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160 1989 1.5-2" P-401 1" P-211
1/1/1989	IMPORT ED	OVERLAY	0.00	2.00	<input checked="" type="checkbox"/>	
1/1/1967	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1967 2" P-401 ON P-211

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6125	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 950.00 (Ft)	Width: 50.00 (Ft)	True Area: 50000.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160 1989 1.5" P-401 OL
1/1/1989	IMPORT ED	OVERLAY	0.00	1.50	<input checked="" type="checkbox"/>	
1/1/1967	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1967 2" P-401 ON P-211

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6130	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 300.00 (Ft)	Width: 100.00 (Ft)	True Area: 30000.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160 1989 2" P-401 8" P-211 8" LIMEROCK
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 10 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6135	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 300.00 (Ft)	Width: 50.00 (Ft)	True Area: 15000.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1989 2" P-401 8" P-211 8" LIMEROCK

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6140	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 140.00 (Ft)	Width: 50.00 (Ft)	True Area: 7292.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1989 2" P-401 4" P-211
1/1/1989	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	EXISTING LIMEROCK

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6145	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 3,680.00 (Ft)	Width: 50.00 (Ft)	True Area: 175750.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1989	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1989 1.5" P-401 OL ON EXISTING PAV'T

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6150	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 3,680.00 (Ft)	Width: 100.00 (Ft)	True Area: 370833.0001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1989 1.5-2" P-401 4" P-211 ON LIMEROCK

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6155	Surface: AC
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 135.00 (Ft)	Width: 100.00 (Ft)	True Area: 14167.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE
1/1/1964	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1964 1.5" P-401 ON EXISTING PAV'T



10/15/2019

## Work History Report

Page 11 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27	Section: 6160	Surface:AC	
L.C.D. 1/1/2000	Use: RUNWAY	Rank: P	Length: 170.00 (Ft)	Width: 50.00 (Ft)	True Area: 9457.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE
1/1/1964	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1964 1.5" P-401 ON EXISTING PAVT

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27	Section: 6165	Surface: AAC	
L.C.D. 1/1/2014	Use: RUNWAY	Rank: P	Length: 300.00 (Ft)	Width: 100.00 (Ft)	True Area: 40000.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2014: 4" P-401 MILL AND OVERLA
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1989 2" P-401 8" P-211 8" STAB LIMEROCK

Network: LAKELAND LINDE		Branch: RW 9-27	RUNWAY 9-27		Section: 6170	Surface: AAC
L.C.D. 1/1/2014	Use: RUNWAY	Rank: P	Length: 300.00 (Ft)	Width: 50.00 (Ft)	True Area: 20000.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2014: 4" P-401 MILL AND OVERLA
1/1/2000	SR-AC	Surface Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1989	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1989 2" P-401 8" P-211 8" LIMEROCK

Network: LAKELAND LINDE		Branch: RW 9-27		RUNWAY 9-27		Section: 6175		Surface: AAC			
L.C.D. 7/10/2014		Use: RUNWAY		Rank: P		Length: 450.00 (Ft)		Width: 61.00 (Ft)		True Area: 27450.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments					
7/10/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2.5" Mill, Variable Overlay					
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160					
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE					
1/1/1964	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1964 1.5" P-401 ON EXISTING PAVT					

Network: LAKELAND LINDE		Branch: RW 9-27		RUNWAY 9-27		Section: 6180		Surface: AAC			
L.C.D. 7/10/2014		Use: RUNWAY		Rank: P		Length: 450.00 (Ft)		Width: 25.00 (Ft)		True Area: 11250.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments					
7/10/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2.5" Mill, Variable Overlay					
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160					
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE					
1/1/1964	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1964 1.5" P-401 ON EXISTING PAV'T					

10/15/2019

## Work History Report

Page 12 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE Branch: RW 9-27 RUNWAY 9-27 Section: 6182 Surface: AAC  
 L.C.D. 12/25/201 Use: RUNWAY Rank: P Length: 450.00 (Ft) Width: 64.00 (Ft) True Area: 28800.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	Unkown
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2014: 4" P-401 MILL AND OVERLA
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE
1/1/1964	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1964 1.5" P-401 ON EXISTING PAV'T

Network: LAKELAND LINDE Branch: TW A TAXIWAY A Section: 105 Surface: AAC  
 L.C.D. 1/1/2018 Use: TAXIWAY Rank: T Length: 2,400.00 (Ft) Width: 50.00 (Ft) True Area: 130355.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1993	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE Branch: TW A TAXIWAY A Section: 110 Surface: AAC  
 L.C.D. 1/1/2018 Use: TAXIWAY Rank: P Length: 4,400.00 (Ft) Width: 12.50 (Ft) True Area: 54893.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1998	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>	12" P211 ON 12" P160
1/1/1998	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	1998 3" P401 ON

Network: LAKELAND LINDE Branch: TW A1 TAXIWAY A1 Section: 103 Surface: AAC  
 L.C.D. 1/1/2018 Use: TAXIWAY Rank: P Length: 300.00 (Ft) Width: 105.00 (Ft) True Area: 39490.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1" Mill, 4" P-401SP Overlay
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
1/1/1993	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE Branch: TW A TAXIWAY A Section: 130 Surface: AAC  
 L.C.D. 1/1/2018 Use: TAXIWAY Rank: P Length: 3,735.00 (Ft) Width: 75.00 (Ft) True Area: 296484.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1998	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	1998 3" P401 ON 12" P211 ON 12" P160

10/15/2019

## Work History Report

Page 13 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW A	TAXIWAY A	Section: 131	Surface: AAC	
L.C.D. 1/1/2018	Use: TAXIWAY	Rank: P	Length: 650.00 (Ft)	Width: 75.00 (Ft)	True Area: 57957.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW A	TAXIWAY A	Section: 150	Surface: AC	
L.C.D. 1/1/2000	Use: TAXIWAY	Rank: P	Length: 2,000.00 (Ft)	Width: 50.00 (Ft)	True Area: 107625.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1984	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE
1/1/1972	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1972 2" P-401 8" P-211

Network: LAKELAND LINDE		Branch: TW A	TAXIWAY A		Section: 151	Surface:AC
L.C.D. 1/1/2000	Use: TAXIWAY	Rank: P	Length: 91.00 (Ft)	Width: 75.00 (Ft)	True Area: 10105.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1984	OL-AS	Overlay - AC Structural	0.00	0.00	<input checked="" type="checkbox"/>	1984 P-401 WEDGE
1/1/1972	NU-IN	New Construction - Initial	0.00	2.00	<input checked="" type="checkbox"/>	1972 2" P-401 8" P-211

Network: LAKELAND LINDE		Branch: TW A2	TAXIWAY A2	Section: 113	Surface: AC	
L.C.D. 7/10/2014	Use: TAXIWAY	Rank: P	Length: 90.00 (Ft)	Width: 25.00 (Ft)	True Area: 3120.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Surface reconstruction, 4" P-401,Reha
1/1/1993	IMPORT ED	BUILT	0.00	3.00	<input checked="" type="checkbox"/>	1993 3" P401 ON 12" P211 ON 12 " P160

Network: LAKELAND LINDE		Branch: TW A2		TAXIWAY A2		Section: 115		Surface: AC			
L.C.D. 1/1/1993		Use: TAXIWAY		Rank: P		Length: 232.00 (Ft)		Width: 60.00 (Ft)		True Area: 17011.00000 (SqFt)	
Work Date	Work Code	Work Description			Cost		Thickness (in)	Major M&R	Comments		
1/1/1993	IMPORT ED	BUILT			0.00		3.00	<input checked="" type="checkbox"/>	1993 3" P401 ON 12" P211 ON 12 " P160		

Network: LAKELAND LINDE		Branch: TW A3		TAXIWAY A3		Section: 120		Surface: AC			
L.C.D. 1/1/1993		Use: TAXIWAY		Rank: P		Length: 258.00 (Ft)		Width: 50.00 (Ft)		True Area: 20210.00000 (SqFt)	
Work Date	Work Code	Work Description			Cost		Thickness (in)	Major M&R	Comments		
1/1/1993	IMPORT ED	BUILT			0.00		3.00	<input checked="" type="checkbox"/>	1993 3" P401 ON 12" P211 ON 12" P160		

10/15/2019

## Work History Report

Page 14 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW A4		TAXIWAY A4		Section: 133		Surface: AAC	
L.C.D. 1/1/2018		Use: TAXIWAY		Rank: P		Length: 288.00 (Ft)		Width: 73.00 (Ft) True Area: 23151.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1986 1" P-401 OL  3" BIT 8" LIMEROCK			
1/1/1986	IMPORT ED	BUILT	0.00	1.00	<input checked="" type="checkbox"/>				
1/1/1986	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>				

Network: LAKELAND LINDE		Branch: TW A5		TAXIWAY A5		Section: 155		Surface: AC	
L.C.D. 1/1/1999		Use: TAXIWAY		Rank: P		Length: 575.00 (Ft)		Width: 50.00 (Ft) True Area: 57635.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160 EST 1962 BIT			
1/1/1962	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>				

Network: LAKELAND LINDE		Branch: TW B1		TAXIWAY B1		Section: 217		Surface: AC	
L.C.D. 1/1/2013		Use: TAXIWAY		Rank: P		Length: 285.00 (Ft)		Width: 60.00 (Ft) True Area: 19804.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2013	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2013: 4" P-401, 18" P-211			

Network: LAKELAND LINDE		Branch: TW B		TAXIWAY B		Section: 205		Surface: AAC	
L.C.D. 1/1/2018		Use: TAXIWAY		Rank: T		Length: 450.00 (Ft)		Width: 80.00 (Ft) True Area: 46473.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160			
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>				
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>				

Network: LAKELAND LINDE		Branch: TW B		TAXIWAY B		Section: 207		Surface: AAC	
L.C.D. 1/1/2018		Use: TAXIWAY		Rank: P		Length: 520.00 (Ft)		Width: 30.00 (Ft) True Area: 22787.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160			
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>				
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>				

Network: LAKELAND LINDE		Branch: TW B		TAXIWAY B		Section: 210		Surface: AC	
L.C.D. 1/1/2003		Use: TAXIWAY		Rank: P		Length: 1,711.00 (Ft)		Width: 116.00 (Ft) True Area: 164555.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 20" P-154, 14" P			
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>				

10/15/2019

## Work History Report

Page 15 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE Branch: TW B TAXIWAY B Section: 215 Surface: AC  
 L.C.D. 1/1/2013 Use: TAXIWAY Rank: P Length: 2,325.00 (Ft) Width: 50.00 (Ft) True Area: 158909.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2013: 4" P-401, 18" P-211

Network: LAKELAND LINDE Branch: TW B2 TAXIWAY B2 Section: 209 Surface: AC  
 L.C.D. 1/1/2003 Use: TAXIWAY Rank: P Length: 250.00 (Ft) Width: 105.00 (Ft) True Area: 28288.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 20" P-154, 14" P
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE Branch: TW B3 TAXIWAY B3 Section: 230 Surface: AAC  
 L.C.D. 1/1/2019 Use: TAXIWAY Rank: P Length: 100.00 (Ft) Width: 100.00 (Ft) True Area: 11810.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
9/1/2012	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	2012: 4" P-401, 18" P-211

Network: LAKELAND LINDE Branch: TW C TAXIWAY C Section: 305 Surface: AC  
 L.C.D. 1/1/2000 Use: TAXIWAY Rank: T Length: 320.00 (Ft) Width: 287.00 (Ft) True Area: 99742.00003 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1972	IMPORT ED	BUILT	0.00	2.00	<input checked="" type="checkbox"/>	1972 2" P-401 8" LIMEROCK

Network: LAKELAND LINDE Branch: TW C TAXIWAY C Section: 307 Surface: AC  
 L.C.D. 1/1/2000 Use: TAXIWAY Rank: P Length: 285.00 (Ft) Width: 55.00 (Ft) True Area: 33901.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	NC-AC	New Construction - AC	0.00	3.00	<input checked="" type="checkbox"/>	2000 3" P-401, 10" P-211, 12" P-160,
1/1/1972	NU-IN	New Construction - Initial	0.00	2.00	<input checked="" type="checkbox"/>	1972 2" P-401, 8" LIMEROCK

Network: LAKELAND LINDE Branch: TW C TAXIWAY C Section: 310 Surface: AC  
 L.C.D. 1/1/2004 Use: TAXIWAY Rank: P Length: 825.00 (Ft) Width: 75.00 (Ft) True Area: 79687.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	3.00	<input checked="" type="checkbox"/>	3" P-401, 10" P-211, 20" P-154, 14" P
1/1/1992	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAKELAND LINDE Branch: TW D TAXIWAY D Section: 403 Surface: AC  
 L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 1,765.00 (Ft) Width: 60.00 (Ft) True Area: 113058.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	4" P-401, 10" P-211



10/15/2019

## Work History Report

Page 16 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 405 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2016 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 1,250.00 (Ft) <b>Width:</b> 60.00 (Ft) <b>True Area:</b> 80693.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 410 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2016 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 880.00 (Ft) <b>Width:</b> 60.00 (Ft) <b>True Area:</b> 53031.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 425 <b>Surface:</b> AC <b>L.C.D.</b> 12/25/1999 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 297.00 (Ft) <b>Width:</b> 50.00 (Ft) <b>True Area:</b> 15514.00000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 430 <b>Surface:</b> AC <b>L.C.D.</b> 12/25/1999 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 120.00 (Ft) <b>Width:</b> 50.00 (Ft) <b>True Area:</b> 6072.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 435 <b>Surface:</b> AC <b>L.C.D.</b> 1/1/2016 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 806.00 (Ft) <b>Width:</b> 60.00 (Ft) <b>True Area:</b> 48487.00001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	4" P-401, 10" P-211
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2013: 2" P-401 Mill and Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW D <b>TAXIWAY D</b> <b>Section:</b> 440 <b>Surface:</b> AAC <b>L.C.D.</b> 1/1/2013 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 85.00 (Ft) <b>Width:</b> 60.00 (Ft) <b>True Area:</b> 4241.000001 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2013: 2" P-401 Mill and Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

<b>Network:</b> LAKELAND LINDE <b>Branch:</b> TW E1 <b>TAXIWAY E1</b> <b>Section:</b> 550 <b>Surface:</b> AC <b>L.C.D.</b> 3/1/2014 <b>Use:</b> TAXIWAY <b>Rank:</b> P <b>Length:</b> 1,494.00 (Ft) <b>Width:</b> 50.00 (Ft) <b>True Area:</b> 84408.00002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2014	NU-IN	New Construction - Initial	0.00	4.00	<input checked="" type="checkbox"/>	2014: 4" P-401, 18" P-211, 12" COM

10/15/2019

## Work History Report

Page 17 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 503	Surface:AC
L.C.D. 1/1/2005		Use: TAXIWAY	Rank: P	Length: 108.00 (Ft)	Width: 65.00 (Ft)	True Area: 8591.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	3" P-401, 8" P-211, 12" P-160	
1/1/1992	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1992 1.5" MIN P-401 ON EXISTING LIMEROCK	

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 505	Surface:AC
L.C.D. 3/1/2014		Use: TAXIWAY	Rank: P	Length: 468.00 (Ft)	Width: 25.00 (Ft)	True Area: 11700.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
3/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Mill, base scarified 6", add limerock b	
1/1/1992	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1992 1.5" MIN P-401 ON EXISTING LIMEROCK	

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 510	Surface:AC
L.C.D. 1/1/1992		Use: TAXIWAY	Rank: P	Length: 3,000.00 (Ft)	Width: 50.00 (Ft)	True Area: 139573.0000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1992	IMPORT ED	BUILT	0.00	1.50	<input checked="" type="checkbox"/>	1992 1.5" MIN P-401 ON EXISTING LIMEROCK	

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 515	Surface:AC
L.C.D. 1/1/1962		Use: TAXIWAY	Rank: P	Length: 570.00 (Ft)	Width: 50.00 (Ft)	True Area: 29739.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1992	ST-ST	Surface Treatment - Sand Tar	0.00	0.00	<input type="checkbox"/>	1992 CHIP SEAL	
1/1/1962	IMPORT ED	OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	EST 1962 BIT	

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 520	Surface:PCC
L.C.D. 1/1/1944		Use: TAXIWAY	Rank: P	Length: 150.00 (Ft)	Width: 100.00 (Ft)	True Area: 15000.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2017	JS-BI	Joint Seal PCC - Bituminous	0.00	0.00	<input type="checkbox"/>	1944 PCC	
1/1/2017	CS-PC	Crack Sealing - PCC	0.00	0.00	<input type="checkbox"/>		
1/1/1944	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>		

Network: LAKELAND LINDE		Branch: TW E		TAXIWAY E		Section: 523	Surface:AC
L.C.D. 1/1/2006		Use: TAXIWAY	Rank: P	Length: 78.00 (Ft)	Width: 50.00 (Ft)	True Area: 3900.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2006	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	Replaced w/ culvert. Unknown.	

10/15/2019

## Work History Report

Page 18 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW E	TAXIWAY E		Section: 525	Surface:AC
L.C.D. 1/1/1964	Use: TAXIWAY	Rank: P	Length: 968.00 (Ft)	Width: 50.00 (Ft)	True Area: 58582.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORT ED	REPAIR	0.00	0.00	<input type="checkbox"/>	1992 CHIP SEAL
1/1/1964	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>	1964 BIT SECTION UNKNOWN

Network: LAKELAND LINDE		Branch: TW E	TAXIWAY E		Section: 526	Surface:AAC
L.C.D. 1/1/2016	Use: TAXIWAY	Rank: P	Length: 865.00 (Ft)	Width: 50.00 (Ft)	True Area: 43803.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	2" Mill, 2" P-401SP Overlay
1/1/1992	IMPORT ED	REPAIR	0.00	0.00	<input type="checkbox"/>	1992 CHIP SEAL
1/1/1964	IMPORT ED	BUILT	0.00	0.00	<input checked="" type="checkbox"/>	1964 BIT SECTION UNKNOWN

Network: LAKELAND LINDE		Branch: TW E	TAXIWAY E		Section: 540	Surface:AC
L.C.D. 12/25/199	Use: TAXIWAY	Rank: P	Length: 170.00 (Ft)	Width: 45.00 (Ft)	True Area: 11282.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW E	TAXIWAY E		Section: 545	Surface:AC
L.C.D. 12/25/199	Use: TAXIWAY	Rank: P	Length: 160.00 (Ft)	Width: 50.00 (Ft)	True Area: 8501.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW F	TAXIWAY F		Section: 615	Surface:AC
L.C.D. 1/1/1986	Use: TAXIWAY	Rank: P	Length: 721.00 (Ft)	Width: 50.00 (Ft)	True Area: 38505.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1986	IMPORT ED	BUILT	0.00	1.00	<input checked="" type="checkbox"/>	1986 1" P-401
1/1/1986	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	3" BIT 8" LIMEROCK

Network: LAKELAND LINDE		Branch: TW F	TAXIWAY F		Section: 617	Surface:AAC
L.C.D. 1/1/2016	Use: TAXIWAY	Rank: P	Length: 76.00 (Ft)	Width: 50.00 (Ft)	True Area: 4131.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 19 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW F	TAXIWAY F		Section: 619	Surface:PCC
L.C.D. 1/1/1944	Use: TAXIWAY	Rank: P	Length: 90.00 (Ft)	Width: 50.00 (Ft)	True Area: 4591.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW F	TAXIWAY F		Section: 620	Surface:AC
L.C.D. 1/1/2019	Use: TAXIWAY	Rank: P	Length: 1,415.00 (Ft)	Width: 50.00 (Ft)	True Area: 75180.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	1986 1" P-401 3" BIT 8" LIMEROCK
1/1/1986	IMPORT ED	BUILT	0.00	1.00	<input checked="" type="checkbox"/>	
1/1/1986	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW G	TAXIWAY G		Section: 1210	Surface:AC
L.C.D. 1/1/2017	Use: TAXIWAY	Rank: P	Length: 300.00 (Ft)	Width: 50.00 (Ft)	True Area: 22862.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW G	TAXIWAY G		Section: 1215	Surface:AC
L.C.D. 1/1/2017	Use: TAXIWAY	Rank: P	Length: 500.00 (Ft)	Width: 60.00 (Ft)	True Area: 39232.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW G	TAXIWAY G		Section: 1225	Surface:AC
L.C.D. 1/1/2017	Use: TAXIWAY	Rank: P	Length: 930.00 (Ft)	Width: 50.00 (Ft)	True Area: 43687.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW G	TAXIWAY G		Section: 625	Surface:AC
L.C.D. 1/1/2011	Use: TAXIWAY	Rank: P	Length: 215.00 (Ft)	Width: 80.00 (Ft)	True Area: 17219.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 800	Surface:AC
L.C.D. 1/1/2017	Use: TAXIWAY	Rank: P	Length: 303.00 (Ft)	Width: 50.00 (Ft)	True Area: 14641.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	

10/15/2019

## Work History Report

Page 20 of 23

Pavement Database: FDOT

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 805	Surface: AC
L.C.D. 12/25/199	Use: TAXIWAY	Rank: P	Length: 1,945.00 (Ft)	Width: 50.00 (Ft)	True Area: 96842.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 808	Surface: AAC
L.C.D. 1/1/2018	Use: TAXIWAY	Rank: P	Length: 110.00 (Ft)	Width: 31.00 (Ft)	True Area: 6347.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	Unknown
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 810	Surface: AC
L.C.D. 1/1/2011	Use: TAXIWAY	Rank: P	Length: 480.00 (Ft)	Width: 50.00 (Ft)	True Area: 34008.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	<input checked="" type="checkbox"/>	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 820	Surface: AC
L.C.D. 12/25/199	Use: TAXIWAY	Rank: P	Length: 170.00 (Ft)	Width: 50.00 (Ft)	True Area: 8990.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW H	TAXIWAY H		Section: 822	Surface: PCC
L.C.D. 1/1/1944	Use: TAXIWAY	Rank: P	Length: 90.00 (Ft)	Width: 50.00 (Ft)	True Area: 4846.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW J	TAXIWAY J		Section: 1103	Surface: AAC
L.C.D. 1/1/2018	Use: TAXIWAY	Rank: P	Length: 488.00 (Ft)	Width: 30.00 (Ft)	True Area: 14643.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	Unknown
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	

Network: LAKELAND LINDE		Branch: TW J	TAXIWAY J		Section: 1105	Surface: AC
L.C.D. 1/1/2011	Use: TAXIWAY	Rank: P	Length: 310.00 (Ft)	Width: 100.00 (Ft)	True Area: 38145.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	



10/15/2019

## Work History Report

Page 21 of 23

Pavement Database: FDOT

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW J		TAXIWAY J		<b>Section:</b> 245	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/199		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 400.00 (Ft)	<b>Width:</b> 75.00 (Ft)	<b>True Area:</b> 34168.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>		

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW K		TAXIWAY K		<b>Section:</b> 238	<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2003		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 130.00 (Ft)	<b>Width:</b> 85.00 (Ft)	<b>True Area:</b> 18088.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2003	HI-AG	New Construction	0.00	0.00	<input checked="" type="checkbox"/>		
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	5" P-401, 8" P-211, 12" P-160, 20" P-	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW K		TAXIWAY K		<b>Section:</b> 240	<b>Surface:</b> AC
<b>L.C.D.</b> 12/25/199		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 400.00 (Ft)	<b>Width:</b> 75.00 (Ft)	<b>True Area:</b> 35856.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	<input checked="" type="checkbox"/>	5" P401, 8" P-211, 12" P-160, 20" P-1	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW M		TAXIWAY M		<b>Section:</b> 1305	<b>Surface:</b> AC
<b>L.C.D.</b> 1/1/2018		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 603.00 (Ft)	<b>Width:</b> 75.00 (Ft)	<b>True Area:</b> 69327.00002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2018	NC-AC	New Construction - AC			<input checked="" type="checkbox"/>	4" P-401, 12" P-211	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW P1		TAXIWAY P1		<b>Section:</b> 1601	<b>Surface:</b> AC
<b>L.C.D.</b> 7/10/2014		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 220.00 (Ft)	<b>Width:</b> 25.00 (Ft)	<b>True Area:</b> 5991.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Surface reconstruction, 4" P-401, Reha	
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>		
1/1/1996	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>		
1/1/1996	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	1996 3" P401	

<b>Network:</b> LAKELAND LINDE		<b>Branch:</b> TW P1		TAXIWAY P1		<b>Section:</b> 1603	<b>Surface:</b> AAC
<b>L.C.D.</b> 1/1/2008		<b>Use:</b> TAXIWAY	<b>Rank:</b> P	<b>Length:</b> 275.00 (Ft)	<b>Width:</b> 220.00 (Ft)	<b>True Area:</b> 62154.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	1996 12" P211 ON 12" P160	
1/1/1996	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>		
1/1/1996	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>		

10/15/2019

**Work History Report**

Page 22 of 23

*Pavement Database: FDOT*

**Network:** LAKELAND LINDE    **Branch:** TW P    **TAXIWAY P**    **Section:** 1605    **Surface:** AAC  
**L.C.D.** 1/1/2008    **Use:** TAXIWAY    **Rank:** P    **Length:** 3,500.00 (Ft)    **Width:** 50.00 (Ft)    **True Area:** 186786.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1996	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>	1996 12" P211 ON 12" P160
1/1/1996	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	1996 3" P401

**Network:** LAKELAND LINDE    **Branch:** TW P2    **TAXIWAY P2**    **Section:** 1608    **Surface:** AC  
**L.C.D.** 7/10/2014    **Use:** TAXIWAY    **Rank:** P    **Length:** 90.00 (Ft)    **Width:** 25.00 (Ft)    **True Area:** 3101.000000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	<input checked="" type="checkbox"/>	Surface reconstruction, 4" P-401, Reha
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1996	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>	1996 12" P211 ON 12" P160
1/1/1996	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	1996 3" P401 ON

**Network:** LAKELAND LINDE    **Branch:** TW P2    **TAXIWAY P2**    **Section:** 1610    **Surface:** AAC  
**L.C.D.** 1/1/2008    **Use:** TAXIWAY    **Rank:** P    **Length:** 275.00 (Ft)    **Width:** 50.00 (Ft)    **True Area:** 26579.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OV	MILL and OVERLAY	0.00	0.00	<input checked="" type="checkbox"/>	
1/1/1996	IMPORT ED	BUILT	0.00	12.00	<input checked="" type="checkbox"/>	1996 12" P211 ON 12" P160
1/1/1996	IMPORT ED	OVERLAY	0.00	3.00	<input checked="" type="checkbox"/>	1996 3" P401 ON

**Summary:**

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	48	3,774,380.00	2.93	3.54
Complete Reconstruction - AC	47	3,334,543.00	1.47	1.50
Crack Sealing - PCC	1	15,000.00	0.00	0.00
Joint Seal PCC - Bituminous	1	15,000.00	0.00	0.00
MILL and OVERLAY	41	2,097,100.00	0.00	0.00
New Construction	1	18,088.00	0.00	0.00
New Construction - AC	16	571,867.00	0.19	0.73
New Construction - Initial	75	3,189,017.00	0.39	1.12
New Construction - PCC	3	8,553.00	0.00	0.00
OVERLAY	24	1,699,820.00	1.56	1.28
Overlay - AC Structural	2	35,105.00	0.50	0.50
REPAIR	2	102,385.00	0.00	0.00
Surface Reconstruction - AC	1	20,000.00	3.00	0.00
Surface Treatment - Sand Tar	1	29,739.00	0.00	0.00
Surface Treatment - Slurry Seal	1	127,950.00	0.00	0.00

10/15/2019

**Branch Condition Report**

Page 1 of 2

*Pavement Database: FDOT*

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP CENTE	7	2,598.00	105.86	387,832.00	APRON	91.14	5.99	87.62
AP N	9	3,773.00	182.67	669,275.00	APRON	84.22	10.69	82.34
AP NE	1	180.00	50.00	10,562.00	APRON	18.00	0.00	18.00
AP NW	14	6,977.00	57.57	349,830.00	APRON	63.43	27.23	71.64
AP RU SW	1	200.00	50.00	7,735.00	APRON	41.00	0.00	41.00
AP S	1	965.00	325.00	304,107.00	APRON	71.00	0.00	71.00
AP SE	6	1,901.00	154.33	416,410.00	APRON	84.17	26.18	91.08
AP SW	10	3,540.00	77.00	216,313.00	APRON	26.30	16.39	37.55
RW 5-23	9	10,141.00	68.56	718,932.00	RUNWAY	73.22	10.08	67.93
RW 9-27	16	17,355.00	68.75	1,274,999.00	RUNWAY	77.13	10.81	76.89
TW A	6	13,276.00	56.25	657,419.00	TAXIWAY	88.83	15.82	93.78
TW A1	1	300.00	105.00	39,490.00	TAXIWAY	100.00	0.00	100.00
TW A2	2	322.00	42.50	20,131.00	TAXIWAY	76.00	13.00	67.03
TW A3	1	258.00	50.00	20,210.00	TAXIWAY	70.00	0.00	70.00
TW A4	1	288.00	73.00	23,151.00	TAXIWAY	100.00	0.00	100.00
TW A5	1	575.00	50.00	57,635.00	TAXIWAY	70.00	0.00	70.00
TW B	4	5,006.00	69.00	392,724.00	TAXIWAY	90.25	11.84	83.80
TW B1	1	285.00	60.00	19,804.00	TAXIWAY	90.00	0.00	90.00
TW B2	1	250.00	105.00	28,288.00	TAXIWAY	72.00	0.00	72.00
TW B3	1	100.00	100.00	11,810.00	TAXIWAY	100.00	0.00	100.00
TW C	3	1,430.00	139.00	213,330.00	TAXIWAY	71.00	6.48	72.01
TW D	7	5,203.00	57.14	321,096.00	TAXIWAY	85.00	20.42	96.82
TW E	10	6,537.00	53.50	330,671.00	TAXIWAY	60.40	20.10	58.87
TW E1	1	1,494.00	50.00	84,408.00	TAXIWAY	90.00	0.00	90.00
TW F	4	2,302.00	50.00	122,407.00	TAXIWAY	66.75	34.40	80.05
TW G	4	1,945.00	60.00	123,000.00	TAXIWAY	95.75	7.36	97.62
TW H	6	3,098.00	46.83	165,674.00	TAXIWAY	68.50	27.78	63.27
TW J	3	1,198.00	68.33	86,956.00	TAXIWAY	78.33	17.97	73.50
TW K	2	530.00	80.00	53,944.00	TAXIWAY	60.50	9.50	57.37
TW M	1	603.00	75.00	69,327.00	TAXIWAY	100.00	0.00	100.00
TW P	1	3,500.00	50.00	186,786.00	TAXIWAY	70.00	0.00	70.00
TW P1	2	495.00	122.50	68,145.00	TAXIWAY	81.00	10.00	72.76
TW P2	2	365.00	37.50	29,680.00	TAXIWAY	77.50	12.50	67.61

**10/15/2019****Branch Condition Report****Page 2 of 2***Pavement Database: FDOT*

<b>Use Category</b>	<b>Number of Sections</b>	<b>Total Area (SqFt)</b>	<b>Arithmetic Average PCI</b>	<b>Average STD PCI</b>	<b>Weighted Average PCI</b>
APRON	49	2,362,064.00	64.94	30.84	77.18
RUNWAY	25	1,993,931.00	75.72	10.72	73.66
TAXIWAY	65	3,126,086.00	77.75	21.84	81.53
ALL	139	7,482,081.00	72.87	24.78	78.06



Pavement Database: FDOT

NetworkId: LAL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4705	1/1/2014	AAC	APRON	P	0	211,428.00	1/7/2019	5	83
AP CENTER	4710	1/1/2014	AAC	APRON	P	0	47,426.00	1/7/2019	5	90
AP CENTER	4715	1/1/2014	AC	APRON	P	0	27,737.00	1/7/2019	5	87
AP CENTER	4720	1/1/2014	AAC	APRON	P	0	13,260.00	1/7/2019	5	89
AP CENTER	4725	3/1/2014	AC	APRON	P	0	20,517.00	1/7/2019	5	89
AP CENTER	4730	1/1/2017	AAC	APRON	P	0	33,280.00	1/1/2017	0	100
AP CENTER	4735	1/1/2017	AC	APRON	P	0	34,184.00	1/1/2017	0	100
AP N	225	1/1/2015	AAC	APRON	P	0	25,000.00	1/7/2019	4	89
AP N	250	1/1/2015	AC	APRON	P	0	32,500.00	1/7/2019	4	89
AP N	4105	1/1/2015	AAC	APRON	P	0	80,200.00	1/7/2019	4	92
AP N	4115	1/1/2015	AC	APRON	P	0	139,017.00	1/7/2019	4	87
AP N	4123	1/1/2011	AC	APRON	P	0	82,949.00	1/7/2019	8	78
AP N	4125	6/1/2018	AC	APRON	P	0	80,609.00	6/1/2018	0	100
AP N	4140	12/25/1999	AC	APRON	P	0	127,950.00	1/7/2019	20	60
AP N	4145	1/1/2011	AC	APRON	P	0	39,944.00	1/7/2019	8	78
AP N	4150	1/1/2015	AAC	APRON	P	0	61,106.00	1/7/2019	4	85
AP NE	4215	12/25/1999	AC	APRON	P	0	10,562.00	1/7/2019	20	18
AP NW	4605	12/25/1999	AC	APRON	P	0	40,818.00	1/7/2019	20	65
AP NW	4610	12/25/1999	AC	APRON	P	0	9,949.00	1/7/2019	20	59
AP NW	4612	1/1/1944	PCC	APRON	P	0	8,809.00	1/7/2019	75	11
AP NW	4615	12/25/1999	PCC	APRON	P	0	33,325.00	1/7/2019	20	15
AP NW	4620	12/25/1999	PCC	APRON	P	0	18,190.00	1/7/2019	20	31
AP NW	4625	12/25/1999	AC	APRON	P	0	26,470.00	1/7/2019	20	70
AP NW	4630	12/25/1999	PCC	APRON	P	0	1,780.00	1/7/2019	20	62
AP NW	4640	1/1/2015	AAC	APRON	P	0	124,349.00	1/7/2019	4	91
AP NW	4645	12/25/1999	AC	APRON	P	0	6,608.00	1/7/2019	20	49
AP NW	4650	12/25/2002	PCC	APRON	P	0	2,273.00	1/7/2019	17	86
AP NW	4655	12/25/2010	PCC	APRON	P	0	3,280.00	1/7/2019	9	85
AP NW	4660	1/1/2015	AAC	APRON	P	0	36,799.00	1/7/2019	4	92
AP NW	4665	1/1/2005	AC	APRON	P	0	18,572.00	1/7/2019	14	72
AP NW	4670	1/1/2018	AC	APRON	P	0	18,608.00	1/1/2018	0	100
AP RU SW	5105	12/25/1999	AC	APRON	P	0	7,735.00	1/7/2019	20	41
AP S	4510	1/1/2015	AC	APRON	P	0	304,107.00	1/7/2019	4	71
AP SE	4307	1/1/1944	PCC	APRON	P	0	5,199.00	1/7/2019	75	29
AP SE	4310	1/1/2005	AAC	APRON	P	0	139,322.00	1/7/2019	14	76
AP SE	4312	5/1/2017	AC	APRON	P	0	13,417.00	5/1/2017	0	100
AP SE	4315	5/1/2017	AC	APRON	P	0	189,950.00	5/1/2017	0	100
AP SE	4320	1/1/2016	AC	APRON	P	0	65,522.00	1/1/2016	0	100
AP SE	4325	1/1/2016	PCC	APRON	P	0	3,000.00	1/1/2016	0	100
AP SW	4405	12/25/1999	AC	APRON	P	0	12,763.00	1/7/2019	20	34
AP SW	4407	1/1/1944	PCC	APRON	P	0	38,471.00	1/7/2019	75	22
AP SW	4410	12/25/1999	AC	APRON	P	0	14,742.00	1/7/2019	20	14
AP SW	905	1/1/1992	AC	APRON	T	0	105,514.00	1/7/2019	27	52
AP SW	915	12/25/1999	AC	APRON	P	0	11,499.00	1/7/2019	20	15
AP SW	917	1/1/1944	PCC	APRON	P	0	4,533.00	1/7/2019	75	9
AP SW	920	12/25/1999	AC	APRON	P	0	4,963.00	1/7/2019	20	54
AP SW	922	1/1/1944	PCC	APRON	P	0	4,572.00	1/7/2019	75	6
AP SW	925	12/25/1999	AC	APRON	P	0	14,432.00	1/7/2019	20	38
AP SW	927	1/1/1944	PCC	APRON	P	0	4,824.00	1/7/2019	75	19
RW 5-23	6215	1/1/2005	AC	RUNWAY	P	0	252,500.00	1/7/2019	14	66
RW 5-23	6220	1/1/2005	AC	RUNWAY	P	0	126,250.00	1/7/2019	14	71

RW 5-23	6245	1/1/2005	AC	RUNWAY	P	0	166,242.00	1/7/2019	14	67
RW 5-23	6250	1/1/2005	AC	RUNWAY	P	0	83,118.00	1/7/2019	14	66
RW 5-23	6255	1/1/2000	AC	RUNWAY	P	0	39,564.00	1/7/2019	19	64
RW 5-23	6260	1/1/2000	AC	RUNWAY	P	0	19,782.00	1/7/2019	19	72
RW 5-23	6263	12/25/2015	AAC	RUNWAY	P	0	14,211.00	1/7/2019	4	91
RW 5-23	6265	7/10/2014	AAC	RUNWAY	P	0	11,510.00	1/7/2019	5	70
RW 5-23	6270	7/10/2014	AAC	RUNWAY	P	0	5,755.00	1/7/2019	5	92
RW 9-27	6105	7/10/2014	AC	RUNWAY	T	0	250,000.00	1/7/2019	5	86
RW 9-27	6110	7/10/2014	AC	RUNWAY	P	0	125,000.00	1/7/2019	5	93
RW 9-27	6115	1/1/2000	AC	RUNWAY	P	0	100,000.00	1/7/2019	19	66
RW 9-27	6125	1/1/2000	AC	RUNWAY	P	0	50,000.00	1/7/2019	19	76
RW 9-27	6130	1/1/2000	AC	RUNWAY	P	0	30,000.00	1/7/2019	19	65
RW 9-27	6135	1/1/2000	AC	RUNWAY	P	0	15,000.00	1/7/2019	19	75
RW 9-27	6140	1/1/2000	AC	RUNWAY	P	0	7,292.00	1/7/2019	19	75
RW 9-27	6145	1/1/2000	AC	RUNWAY	P	0	175,750.00	1/7/2019	19	78
RW 9-27	6150	1/1/2000	AC	RUNWAY	P	0	370,833.00	1/7/2019	19	66
RW 9-27	6155	1/1/2000	AC	RUNWAY	P	0	14,167.00	1/7/2019	19	64
RW 9-27	6160	1/1/2000	AC	RUNWAY	P	0	9,457.00	1/7/2019	19	64
RW 9-27	6165	1/1/2014	AAC	RUNWAY	P	0	40,000.00	1/7/2019	5	90
RW 9-27	6170	1/1/2014	AAC	RUNWAY	P	0	20,000.00	1/7/2019	5	91
RW 9-27	6175	7/10/2014	AAC	RUNWAY	P	0	27,450.00	1/7/2019	5	89
RW 9-27	6180	7/10/2014	AAC	RUNWAY	P	0	11,250.00	1/7/2019	5	66
RW 9-27	6182	12/25/2015	AAC	RUNWAY	P	0	28,800.00	1/7/2019	4	90
TW A	105	1/1/2018	AAC	TAXIWAY	T	0	130,355.00	1/1/2018	0	100
TW A	110	1/1/2018	AAC	TAXIWAY	P	0	54,893.00	1/1/2018	0	100
TW A	130	1/1/2018	AAC	TAXIWAY	P	0	296,484.00	1/1/2018	0	100
TW A	131	1/1/2018	AAC	TAXIWAY	P	0	57,957.00	1/1/2018	0	100
TW A	150	1/1/2000	AC	TAXIWAY	P	0	107,625.00	1/7/2019	19	65
TW A	151	1/1/2000	AC	TAXIWAY	P	0	10,105.00	1/7/2019	19	68
TW A1	103	1/1/2018	AAC	TAXIWAY	P	0	39,490.00	1/1/2018	0	100
TW A2	113	7/10/2014	AC	TAXIWAY	P	0	3,120.00	1/7/2019	5	89
TW A2	115	1/1/1993	AC	TAXIWAY	P	0	17,011.00	1/7/2019	26	63
TW A3	120	1/1/1993	AC	TAXIWAY	P	0	20,210.00	1/7/2019	26	70
TW A4	133	1/1/2018	AAC	TAXIWAY	P	0	23,151.00	1/1/2018	0	100
TW A5	155	1/1/1999	AC	TAXIWAY	P	0	57,635.00	1/7/2019	20	70
TW B	205	1/1/2018	AAC	TAXIWAY	T	0	46,473.00	1/1/2018	0	100
TW B	207	1/1/2018	AAC	TAXIWAY	P	0	22,787.00	1/1/2018	0	100
TW B	210	1/1/2003	AC	TAXIWAY	P	0	164,555.00	1/7/2019	16	71
TW B	215	1/1/2013	AC	TAXIWAY	P	0	158,909.00	1/7/2019	6	90
TW B1	217	1/1/2013	AC	TAXIWAY	P	0	19,804.00	1/7/2019	6	90
TW B2	209	1/1/2003	AC	TAXIWAY	P	0	28,288.00	1/7/2019	16	72
TW B3	230	1/1/2019	AAC	TAXIWAY	P	0	11,810.00	1/1/2019	0	100
TW C	305	1/1/2000	AC	TAXIWAY	T	0	99,742.00	1/7/2019	19	68
TW C	307	1/1/2000	AC	TAXIWAY	P	0	33,901.00	1/7/2019	19	65
TW C	310	1/1/2004	AC	TAXIWAY	P	0	79,687.00	1/7/2019	15	80
TW D	403	1/1/2016	AC	TAXIWAY	P	0	113,058.00	1/1/2016	0	100
TW D	405	1/1/2016	AC	TAXIWAY	P	0	80,693.00	1/1/2016	0	100
TW D	410	1/1/2016	AC	TAXIWAY	P	0	53,031.00	1/1/2016	0	100
TW D	425	12/25/1999	AC	TAXIWAY	P	0	15,514.00	1/7/2019	20	57
TW D	430	12/25/1999	AC	TAXIWAY	P	0	6,072.00	1/7/2019	20	50
TW D	435	1/1/2016	AC	TAXIWAY	P	0	48,487.00	1/1/2016	0	100
TW D	440	1/1/2013	AAC	TAXIWAY	P	0	4,241.00	1/7/2019	6	88
TW E	503	1/1/2005	AC	TAXIWAY	P	0	8,591.00	1/7/2019	14	70
TW E	505	3/1/2014	AC	TAXIWAY	P	0	11,700.00	1/7/2019	5	79

TW E	510	1/1/1992	AC	TAXIWAY	P	0	139,573.00	1/7/2019	27	57
TW E	515	1/1/1962	AC	TAXIWAY	P	0	29,739.00	1/7/2019	57	33
TW E	520	1/1/1944	PCC	TAXIWAY	P	0	15,000.00	1/7/2019	75	39
TW E	523	1/1/2006	AC	TAXIWAY	P	0	3,900.00	1/7/2019	13	80
TW E	525	1/1/1964	AC	TAXIWAY	P	0	58,582.00	1/7/2019	55	47
TW E	526	1/1/2016	AAC	TAXIWAY	P	0	43,803.00	1/1/2016	0	100
TW E	540	12/25/1999	AC	TAXIWAY	P	0	11,282.00	1/7/2019	20	47
TW E	545	12/25/1999	AC	TAXIWAY	P	0	8,501.00	1/7/2019	20	52
TW E1	550	3/1/2014	AC	TAXIWAY	P	0	84,408.00	1/7/2019	5	90
TW F	615	1/1/1986	AC	TAXIWAY	P	0	38,505.00	1/7/2019	33	46
TW F	617	1/1/2016	AAC	TAXIWAY	P	0	4,131.00	1/1/2016	0	100
TW F	619	1/1/1944	PCC	TAXIWAY	P	0	4,591.00	1/7/2019	75	21
TW F	620	1/1/2019	AC	TAXIWAY	P	0	75,180.00	1/1/2019	0	100
TW G	1210	1/1/2017	AC	TAXIWAY	P	0	22,862.00	1/1/2017	0	100
TW G	1215	1/1/2017	AC	TAXIWAY	P	0	39,232.00	1/1/2017	0	100
TW G	1225	1/1/2017	AC	TAXIWAY	P	0	43,687.00	1/1/2017	0	100
TW G	625	1/1/2011	AC	TAXIWAY	P	0	17,219.00	1/7/2019	8	83
TW H	800	1/1/2017	AC	TAXIWAY	P	0	14,641.00	1/1/2017	0	100
TW H	805	12/25/1999	AC	TAXIWAY	P	0	96,842.00	1/7/2019	20	51
TW H	808	1/1/2018	AAC	TAXIWAY	P	0	6,347.00	1/1/2018	0	100
TW H	810	1/1/2011	AC	TAXIWAY	P	0	34,008.00	1/7/2019	8	85
TW H	820	12/25/1999	AC	TAXIWAY	P	0	8,990.00	1/7/2019	20	46
TW H	822	1/1/1944	PCC	TAXIWAY	P	0	4,846.00	1/7/2019	75	29
TW J	1103	1/1/2018	AAC	TAXIWAY	P	0	14,643.00	1/1/2018	0	100
TW J	1105	1/1/2011	AC	TAXIWAY	P	0	38,145.00	1/7/2019	8	79
TW J	245	12/25/1999	AC	TAXIWAY	P	0	34,168.00	1/7/2019	20	56
TW K	238	1/1/2003	AC	TAXIWAY	P	0	18,088.00	1/7/2019	16	70
TW K	240	12/25/1999	AC	TAXIWAY	P	0	35,856.00	1/7/2019	20	51
TW M	1305	1/1/2018	AC	TAXIWAY	P	0	69,327.00	1/1/2018	0	100
TW P	1605	1/1/2008	AAC	TAXIWAY	P	0	186,786.00	1/7/2019	11	70
TW P1	1601	7/10/2014	AC	TAXIWAY	P	0	5,991.00	1/7/2019	5	91
TW P1	1603	1/1/2008	AAC	TAXIWAY	P	0	62,154.00	1/7/2019	11	71
TW P2	1608	7/10/2014	AC	TAXIWAY	P	0	3,101.00	1/7/2019	5	90
TW P2	1610	1/1/2008	AAC	TAXIWAY	P	0	26,579.00	1/7/2019	11	65

*Pavement Database: FDOT*

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		1,751,092.00	31	100.00	0.00	100.00
03-05	5	1,765,742.00	28	86.82	6.85	84.89
06-10	7	398,499.00	9	84.00	4.57	84.45
11-15	13	1,153,701.00	12	71.17	4.93	69.93
16-20	19	1,913,068.00	43	56.63	17.68	63.36
26-30	27	282,308.00	4	60.50	6.73	56.42
31-35	33	38,505.00	1	46.00	0.00	46.00
50+	72	179,166.00	11	24.09	12.21	32.43
ALL	15	7,482,081.00	139	72.87	24.78	78.06

# Appendix B

Airfield Pavement Localized Maintenance and Repair and  
Major Rehabilitation





Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	AP CENTER	4705	45	DEPRESSION	Low	1065.63	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	1201.3	SqFt	\$ 9.00	\$ 10,810.00
LAL	AP CENTER	4715	52	RAVELING	Low	278.57	SqFt	1.0%	FDOT - SURFACE SEAL	278.8	SqFt	\$ 0.55	\$ 160.00
LAL	AP N	4115	49	OIL SPILLAGE	N/A	37.03	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	65.7	SqFt	\$ 4.00	\$ 270.00
LAL	AP N	4123	52	RAVELING	Low	1337.85	SqFt	1.6%	FDOT - SURFACE SEAL	1338	SqFt	\$ 0.55	\$ 740.00
LAL	AP N	4140	52	RAVELING	Low	127949.96	SqFt	100.0%	FDOT - SURFACE SEAL	127949.5	SqFt	\$ 0.55	\$ 70,380.00
LAL	AP N	4145	45	DEPRESSION	Low	134.76	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	185.1	SqFt	\$ 9.00	\$ 1,670.00
LAL	AP N	4150	45	DEPRESSION	Low	798.9	SqFt	1.3%	FDOT - PATCHING - AC FULL DEPTH	917.1	SqFt	\$ 9.00	\$ 8,250.00
LAL	AP NE	4215	41	ALLIGATOR CR	Medium	374.26	SqFt	3.5%	FDOT - PATCHING - AC FULL DEPTH	456.4	SqFt	\$ 9.00	\$ 4,110.00
LAL	AP NE	4215	43	BLOCK CR	Medium	2512.3	SqFt	23.8%	FDOT - CRACK SEALING - AC	765.8	Ft	\$ 3.00	\$ 2,300.00
LAL	AP NE	4215	45	DEPRESSION	Low	86.65	SqFt	0.8%	FDOT - PATCHING - AC FULL DEPTH	128.1	SqFt	\$ 9.00	\$ 1,160.00
LAL	AP NE	4215	52	RAVELING	Low	8250.64	SqFt	78.1%	FDOT - SURFACE SEAL	8250.5	SqFt	\$ 0.55	\$ 4,540.00
LAL	AP NE	4215	53	RUTTING	Medium	424.53	SqFt	4.0%	FDOT - PATCHING - AC FULL DEPTH	424.1	SqFt	\$ 9.00	\$ 3,830.00
LAL	AP NE	4215	53	RUTTING	High	181.91	SqFt	1.7%	FDOT - PATCHING - AC FULL DEPTH	181.9	SqFt	\$ 9.00	\$ 1,640.00
LAL	AP NW	4605	52	RAVELING	Low	40818.04	SqFt	100.0%	FDOT - SURFACE SEAL	40817.8	SqFt	\$ 0.55	\$ 22,460.00
LAL	AP NW	4610	45	DEPRESSION	Low	205.38	SqFt	2.1%	FDOT - PATCHING - AC FULL DEPTH	266.9	SqFt	\$ 9.00	\$ 2,410.00
LAL	AP NW	4610	52	RAVELING	Low	9656.41	SqFt	97.1%	FDOT - SURFACE SEAL	9656.3	SqFt	\$ 0.55	\$ 5,320.00
LAL	AP NW	4610	52	RAVELING	Medium	292.67	SqFt	2.9%	FDOT - PATCHING - AC PARTIAL DEPTH	292.8	SqFt	\$ 4.00	\$ 1,180.00
LAL	AP NW	4612	63	LINEAR CR	Medium	1.61	Slabs	5.6%	FDOT - CRACK SEALING - PCC	26.3	Ft	\$ 4.25	\$ 120.00
LAL	AP NW	4612	65	JT SEAL DMG	High	29	Slabs	100.0%	FDOT - JOINT SEAL - PCC	712.6	Ft	\$ 2.75	\$ 1,960.00
LAL	AP NW	4612	72	SHAT. SLAB	Low	6.44	Slabs	22.2%	FDOT - CRACK SEALING - PCC	209.3	Ft	\$ 4.25	\$ 900.00
LAL	AP NW	4612	72	SHAT. SLAB	Medium	12.89	Slabs	44.4%	FDOT - SLAB REPLACEMENT - PCC	3222.7	SqFt	\$ 30.00	\$ 96,670.00
LAL	AP NW	4612	72	SHAT. SLAB	High	1.61	Slabs	5.6%	FDOT - SLAB REPLACEMENT - PCC	402.6	SqFt	\$ 30.00	\$ 12,090.00
LAL	AP NW	4612	75	CORNER SPALL	Low	1.61	Slabs	5.6%	FDOT - CRACK SEALING - PCC	2.6	Ft	\$ 4.25	\$ 20.00
LAL	AP NW	4612	75	CORNER SPALL	Medium	3.22	Slabs	11.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	8.6	SqFt	\$ 72.00	\$ 630.00
LAL	AP NW	4615	62	CORNER BREAK	Medium	5.89	Slabs	11.1%	FDOT - PATCHING - PCC FULL DEPTH	190.5	SqFt	\$ 150.00	\$ 28,530.00
LAL	AP NW	4615	65	JT SEAL DMG	High	53	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1174.9	Ft	\$ 2.75	\$ 3,240.00
LAL	AP NW	4615	72	SHAT. SLAB	Low	1.47	Slabs	2.8%	FDOT - CRACK SEALING - PCC	73.5	Ft	\$ 4.25	\$ 320.00
LAL	AP NW	4615	72	SHAT. SLAB	Medium	13.25	Slabs	25.0%	FDOT - SLAB REPLACEMENT - PCC	8281.8	SqFt	\$ 30.00	\$ 248,440.00
LAL	AP NW	4615	72	SHAT. SLAB	High	11.78	Slabs	22.2%	FDOT - SLAB REPLACEMENT - PCC	7361.4	SqFt	\$ 30.00	\$ 220,840.00
LAL	AP NW	4615	74	JOINT SPALL	Low	2.94	Slabs	5.6%	FDOT - CRACK SEALING - PCC	4.9	Ft	\$ 4.25	\$ 30.00
LAL	AP NW	4615	74	JOINT SPALL	Medium	4.42	Slabs	8.3%	FDOT - PATCHING - PCC PARTIAL DEPTH	28	SqFt	\$ 72.00	\$ 2,060.00
LAL	AP NW	4615	75	CORNER SPALL	Low	1.47	Slabs	2.8%	FDOT - CRACK SEALING - PCC	2.3	Ft	\$ 4.25	\$ 20.00
LAL	AP NW	4620	65	JT SEAL DMG	Medium	51	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1626.6	Ft	\$ 2.75	\$ 4,480.00
LAL	AP NW	4620	72	SHAT. SLAB	Low	48.17	Slabs	94.4%	FDOT - CRACK SEALING - PCC	1830.4	Ft	\$ 4.25	\$ 7,780.00
LAL	AP NW	4620	72	SHAT. SLAB	Medium	2.83	Slabs	5.6%	FDOT - SLAB REPLACEMENT - PCC	1016.1	SqFt	\$ 30.00	\$ 30,500.00
LAL	AP NW	4625	52	RAVELING	Low	1323.53	SqFt	5.0%	FDOT - SURFACE SEAL	1324	SqFt	\$ 0.55	\$ 730.00
LAL	AP NW	4625	57	WEATHERING	Medium	25146.54	SqFt	95.0%	FDOT - SURFACE SEAL	25146.7	SqFt	\$ 0.55	\$ 13,840.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	AP NW	4630	65	JT SEAL DMG	High	9	Slabs	100.0%	FDOT - JOINT SEAL - PCC	118.8	Ft	\$ 2.75	\$ 330.00
LAL	AP NW	4630	75	CORNER SPALL	Low	2.7	Slabs	30.0%	FDOT - CRACK SEALING - PCC	4.3	Ft	\$ 4.25	\$ 20.00
LAL	AP NW	4645	41	ALLIGATOR CR	Low	17.98	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	38.8	SqFt	\$ 9.00	\$ 360.00
LAL	AP NW	4645	45	DEPRESSION	Low	59.95	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	94.7	SqFt	\$ 9.00	\$ 860.00
LAL	AP NW	4645	48	L & T CR	Medium	41.99	Ft	0.6%	FDOT - CRACK SEALING - AC	42	Ft	\$ 3.00	\$ 130.00
LAL	AP NW	4645	52	RAVELING	Low	6510.01	SqFt	98.5%	FDOT - SURFACE SEAL	6510	SqFt	\$ 0.55	\$ 3,590.00
LAL	AP NW	4645	52	RAVELING	Medium	97.95	SqFt	1.5%	FDOT - PATCHING - AC PARTIAL DEPTH	98	SqFt	\$ 4.00	\$ 400.00
LAL	AP NW	4650	65	JT SEAL DMG	Low	15	Slabs	100.0%	FDOT - JOINT SEAL - PCC	279.9	Ft	\$ 2.75	\$ 770.00
LAL	AP NW	4655	65	JT SEAL DMG	High	22	Slabs	100.0%	FDOT - JOINT SEAL - PCC	312.3	Ft	\$ 2.75	\$ 860.00
LAL	AP NW	4655	75	CORNER SPALL	Low	1.57	Slabs	7.1%	FDOT - CRACK SEALING - PCC	2.6	Ft	\$ 4.25	\$ 20.00
LAL	AP NW	4660	52	RAVELING	Low	23.57	SqFt	0.1%	FDOT - SURFACE SEAL	23.7	SqFt	\$ 0.55	\$ 20.00
LAL	AP NW	4665	52	RAVELING	Low	183.85	SqFt	1.0%	FDOT - SURFACE SEAL	184.1	SqFt	\$ 0.55	\$ 110.00
LAL	AP RU SW	5105	45	DEPRESSION	Low	501.71	SqFt	6.5%	FDOT - PATCHING - AC FULL DEPTH	596.3	SqFt	\$ 9.00	\$ 5,370.00
LAL	AP RU SW	5105	45	DEPRESSION	Medium	441.97	SqFt	5.7%	FDOT - PATCHING - AC FULL DEPTH	530.7	SqFt	\$ 9.00	\$ 4,780.00
LAL	AP RU SW	5105	52	RAVELING	Medium	2417.04	SqFt	31.3%	FDOT - PATCHING - AC PARTIAL DEPTH	2417.6	SqFt	\$ 4.00	\$ 9,670.00
LAL	AP SE	4307	62	CORNER BREAK	Medium	1.05	Slabs	5.0%	FDOT - PATCHING - PCC FULL DEPTH	34.4	SqFt	\$ 150.00	\$ 5,090.00
LAL	AP SE	4307	63	LINEAR CR	Medium	1.05	Slabs	5.0%	FDOT - CRACK SEALING - PCC	17.1	Ft	\$ 4.25	\$ 80.00
LAL	AP SE	4307	65	JT SEAL DMG	High	21	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	AP SE	4307	70	SCALING	Medium	1.05	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	53.8	SqFt	\$ 72.00	\$ 3,880.00
LAL	AP SE	4307	72	SHAT. SLAB	Low	1.05	Slabs	5.0%	FDOT - CRACK SEALING - PCC	34.1	Ft	\$ 4.25	\$ 150.00
LAL	AP SE	4307	72	SHAT. SLAB	Medium	2.1	Slabs	10.0%	FDOT - SLAB REPLACEMENT - PCC	525.3	SqFt	\$ 30.00	\$ 15,750.00
LAL	AP SE	4307	74	JOINT SPALL	Low	4.2	Slabs	20.0%	FDOT - CRACK SEALING - PCC	6.9	Ft	\$ 4.25	\$ 30.00
LAL	AP SE	4307	74	JOINT SPALL	Medium	6.3	Slabs	30.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	40.9	SqFt	\$ 72.00	\$ 2,930.00
LAL	AP SE	4307	74	JOINT SPALL	High	1.05	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	8.6	SqFt	\$ 72.00	\$ 620.00
LAL	AP SE	4307	75	CORNER SPALL	Low	3.15	Slabs	15.0%	FDOT - CRACK SEALING - PCC	5.3	Ft	\$ 4.25	\$ 30.00
LAL	AP SE	4307	75	CORNER SPALL	Medium	1.05	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	3.2	SqFt	\$ 72.00	\$ 210.00
LAL	AP SE	4310	45	DEPRESSION	Low	220.55	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	284.2	SqFt	\$ 9.00	\$ 2,560.00
LAL	AP SE	4310	49	OIL SPILLAGE	N/A	257.37	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	326.2	SqFt	\$ 4.00	\$ 1,310.00
LAL	AP SE	4310	52	RAVELING	Low	286.75	SqFt	0.2%	FDOT - SURFACE SEAL	286.3	SqFt	\$ 0.55	\$ 160.00
LAL	AP SW	905	48	L & T CR	Medium	2772.05	Ft	2.6%	FDOT - CRACK SEALING - AC	2772	Ft	\$ 3.00	\$ 8,320.00
LAL	AP SW	905	52	RAVELING	Low	98698.82	SqFt	93.5%	FDOT - SURFACE SEAL	98698.6	SqFt	\$ 0.55	\$ 54,290.00
LAL	AP SW	905	52	RAVELING	Medium	4617.83	SqFt	4.4%	FDOT - PATCHING - AC PARTIAL DEPTH	4617.7	SqFt	\$ 4.00	\$ 18,480.00
LAL	AP SW	905	52	RAVELING	High	2197.34	SqFt	2.1%	FDOT - PATCHING - AC PARTIAL DEPTH	2196.9	SqFt	\$ 4.00	\$ 8,790.00
LAL	AP SW	915	45	DEPRESSION	Low	175.02	SqFt	1.5%	FDOT - PATCHING - AC FULL DEPTH	232.5	SqFt	\$ 9.00	\$ 2,100.00
LAL	AP SW	915	45	DEPRESSION	Medium	99.03	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	143.2	SqFt	\$ 9.00	\$ 1,290.00
LAL	AP SW	915	48	L & T CR	Medium	265.81	Ft	2.3%	FDOT - CRACK SEALING - AC	265.8	Ft	\$ 3.00	\$ 800.00
LAL	AP SW	915	52	RAVELING	Medium	8609.84	SqFt	74.9%	FDOT - PATCHING - AC PARTIAL DEPTH	8610.1	SqFt	\$ 4.00	\$ 34,440.00
LAL	AP SW	915	52	RAVELING	High	2889.25	SqFt	25.1%	FDOT - PATCHING - AC PARTIAL DEPTH	2889	SqFt	\$ 4.00	\$ 11,560.00
LAL	AP SW	917	62	CORNER BREAK	Medium	0.9	Slabs	5.0%	FDOT - PATCHING - PCC FULL DEPTH	29.1	SqFt	\$ 150.00	\$ 4,360.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	AP SW	917	63	LINEAR CR	Medium	8.1	Slabs	45.0%	FDOT - CRACK SEALING - PCC	131.6	Ft	\$ 4.25	\$ 560.00
LAL	AP SW	917	65	JT SEAL DMG	High	18	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	AP SW	917	72	SHAT. SLAB	Medium	6.3	Slabs	35.0%	FDOT - SLAB REPLACEMENT - PCC	1574.8	SqFt	\$ 30.00	\$ 47,250.00
LAL	AP SW	917	74	JOINT SPALL	Low	0.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	1.3	Ft	\$ 4.25	\$ 10.00
LAL	AP SW	917	74	JOINT SPALL	Medium	1.8	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	11.8	SqFt	\$ 72.00	\$ 840.00
LAL	AP SW	917	74	JOINT SPALL	High	0.9	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	7.5	SqFt	\$ 72.00	\$ 530.00
LAL	AP SW	917	75	CORNER SPALL	Low	0.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	1.3	Ft	\$ 4.25	\$ 10.00
LAL	AP SW	917	75	CORNER SPALL	Medium	0.9	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	\$ 72.00	\$ 180.00
LAL	AP SW	920	48	L & T CR	Medium	114.01	Ft	2.3%	FDOT - CRACK SEALING - AC	113.9	Ft	\$ 3.00	\$ 350.00
LAL	AP SW	920	52	RAVELING	Low	4163.05	SqFt	83.9%	FDOT - SURFACE SEAL	4163.5	SqFt	\$ 0.55	\$ 2,290.00
LAL	AP SW	920	52	RAVELING	Medium	799.97	SqFt	16.1%	FDOT - PATCHING - AC PARTIAL DEPTH	799.8	SqFt	\$ 4.00	\$ 3,200.00
LAL	AP SW	922	62	CORNER BREAK	Low	1	Slabs	5.6%	FDOT - CRACK SEALING - PCC	8.2	Ft	\$ 4.25	\$ 40.00
LAL	AP SW	922	63	LINEAR CR	Medium	7	Slabs	38.9%	FDOT - CRACK SEALING - PCC	113.9	Ft	\$ 4.25	\$ 490.00
LAL	AP SW	922	65	JT SEAL DMG	High	18	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	AP SW	922	71	FAULTING	High	1	Slabs	5.6%	FDOT - GRINDING (LOCALIZED)	12.5	Ft	\$ 2.00	\$ 30.00
LAL	AP SW	922	72	SHAT. SLAB	Low	1	Slabs	5.6%	FDOT - CRACK SEALING - PCC	32.5	Ft	\$ 4.25	\$ 140.00
LAL	AP SW	922	72	SHAT. SLAB	Medium	3	Slabs	16.7%	FDOT - SLAB REPLACEMENT - PCC	750.2	SqFt	\$ 30.00	\$ 22,500.00
LAL	AP SW	922	72	SHAT. SLAB	High	1	Slabs	5.6%	FDOT - SLAB REPLACEMENT - PCC	249.7	SqFt	\$ 30.00	\$ 7,500.00
LAL	AP SW	922	74	JOINT SPALL	Low	3	Slabs	16.7%	FDOT - CRACK SEALING - PCC	4.9	Ft	\$ 4.25	\$ 30.00
LAL	AP SW	922	74	JOINT SPALL	Medium	2	Slabs	11.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	12.9	SqFt	\$ 72.00	\$ 930.00
LAL	AP SW	922	74	JOINT SPALL	High	2	Slabs	11.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	16.2	SqFt	\$ 72.00	\$ 1,170.00
LAL	AP SW	922	75	CORNER SPALL	Low	3	Slabs	16.7%	FDOT - CRACK SEALING - PCC	4.9	Ft	\$ 4.25	\$ 30.00
LAL	AP SW	922	75	CORNER SPALL	Medium	1	Slabs	5.6%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	\$ 72.00	\$ 200.00
LAL	AP SW	922	75	CORNER SPALL	High	2	Slabs	11.1%	FDOT - PATCHING - PCC PARTIAL DEPTH	5.4	SqFt	\$ 72.00	\$ 390.00
LAL	AP SW	925	52	RAVELING	Low	2886.45	SqFt	20.0%	FDOT - SURFACE SEAL	2886.9	SqFt	\$ 0.55	\$ 1,590.00
LAL	AP SW	925	52	RAVELING	Medium	11545.59	SqFt	80.0%	FDOT - PATCHING - AC PARTIAL DEPTH	11545.4	SqFt	\$ 4.00	\$ 46,190.00
LAL	AP SW	927	63	LINEAR CR	Medium	3.8	Slabs	20.0%	FDOT - CRACK SEALING - PCC	61.7	Ft	\$ 4.25	\$ 270.00
LAL	AP SW	927	65	JT SEAL DMG	High	19	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	AP SW	927	72	SHAT. SLAB	Medium	3.8	Slabs	20.0%	FDOT - SLAB REPLACEMENT - PCC	950.5	SqFt	\$ 30.00	\$ 28,500.00
LAL	AP SW	927	74	JOINT SPALL	Low	0.95	Slabs	5.0%	FDOT - CRACK SEALING - PCC	1.6	Ft	\$ 4.25	\$ 10.00
LAL	AP SW	927	74	JOINT SPALL	Medium	1.9	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	11.8	SqFt	\$ 72.00	\$ 890.00
LAL	AP SW	927	74	JOINT SPALL	High	1.9	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	15.1	SqFt	\$ 72.00	\$ 1,110.00
LAL	AP SW	927	75	CORNER SPALL	Low	1.9	Slabs	10.0%	FDOT - CRACK SEALING - PCC	3.3	Ft	\$ 4.25	\$ 20.00
LAL	AP SW	4405	48	L & T CR	Medium	806.63	Ft	6.3%	FDOT - CRACK SEALING - AC	806.8	Ft	\$ 3.00	\$ 2,420.00
LAL	AP SW	4405	52	RAVELING	Low	3573.62	SqFt	28.0%	FDOT - SURFACE SEAL	3573.6	SqFt	\$ 0.55	\$ 1,970.00
LAL	AP SW	4405	52	RAVELING	Medium	9189.37	SqFt	72.0%	FDOT - PATCHING - AC PARTIAL DEPTH	9189.2	SqFt	\$ 4.00	\$ 36,760.00
LAL	AP SW	4407	62	CORNER BREAK	Low	7.62	Slabs	5.4%	FDOT - CRACK SEALING - PCC	62.7	Ft	\$ 4.25	\$ 270.00
LAL	AP SW	4407	62	CORNER BREAK	Medium	3.81	Slabs	2.7%	FDOT - PATCHING - PCC FULL DEPTH	122.7	SqFt	\$ 150.00	\$ 18,460.00
LAL	AP SW	4407	63	LINEAR CR	Medium	15.24	Slabs	10.8%	FDOT - CRACK SEALING - PCC	251.6	Ft	\$ 4.25	\$ 1,070.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	AP SW	4407	65	JT SEAL DMG	High	141	Slabs	100.0%	FDOT - JOINT SEAL - PCC	3289.7	Ft	\$ 2.75	\$ 9,050.00
LAL	AP SW	4407	67	LARGE PATCH	Medium	7.62	Slabs	5.4%	FDOT - PATCHING - PCC FULL DEPTH	637.2	SqFt	\$ 150.00	\$ 95,650.00
LAL	AP SW	4407	70	SCALING	Medium	3.81	Slabs	2.7%	FDOT - PATCHING - PCC PARTIAL DEPTH	265.9	SqFt	\$ 72.00	\$ 19,130.00
LAL	AP SW	4407	72	SHAT. SLAB	Low	22.86	Slabs	16.2%	FDOT - CRACK SEALING - PCC	754.6	Ft	\$ 4.25	\$ 3,210.00
LAL	AP SW	4407	72	SHAT. SLAB	Medium	19.05	Slabs	13.5%	FDOT - SLAB REPLACEMENT - PCC	5182.8	SqFt	\$ 30.00	\$ 155,490.00
LAL	AP SW	4407	74	JOINT SPALL	Low	3.81	Slabs	2.7%	FDOT - CRACK SEALING - PCC	6.2	Ft	\$ 4.25	\$ 30.00
LAL	AP SW	4407	74	JOINT SPALL	Medium	3.81	Slabs	2.7%	FDOT - PATCHING - PCC PARTIAL DEPTH	24.8	SqFt	\$ 72.00	\$ 1,780.00
LAL	AP SW	4407	74	JOINT SPALL	High	3.81	Slabs	2.7%	FDOT - PATCHING - PCC PARTIAL DEPTH	31.2	SqFt	\$ 72.00	\$ 2,220.00
LAL	AP SW	4407	75	CORNER SPALL	Low	11.43	Slabs	8.1%	FDOT - CRACK SEALING - PCC	18.7	Ft	\$ 4.25	\$ 80.00
LAL	AP SW	4407	75	CORNER SPALL	Medium	3.81	Slabs	2.7%	FDOT - PATCHING - PCC PARTIAL DEPTH	10.8	SqFt	\$ 72.00	\$ 740.00
LAL	AP SW	4410	41	ALLIGATOR CR	Low	644.33	SqFt	4.4%	FDOT - PATCHING - AC FULL DEPTH	750.2	SqFt	\$ 9.00	\$ 6,760.00
LAL	AP SW	4410	41	ALLIGATOR CR	Medium	302.79	SqFt	2.1%	FDOT - PATCHING - AC FULL DEPTH	376.7	SqFt	\$ 9.00	\$ 3,400.00
LAL	AP SW	4410	45	DEPRESSION	Low	135.3	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	186.2	SqFt	\$ 9.00	\$ 1,680.00
LAL	AP SW	4410	48	L & T CR	Medium	589.57	Ft	4.0%	FDOT - CRACK SEALING - AC	589.6	Ft	\$ 3.00	\$ 1,770.00
LAL	AP SW	4410	52	RAVELING	Medium	13292.25	SqFt	90.2%	FDOT - PATCHING - AC PARTIAL DEPTH	13292.4	SqFt	\$ 4.00	\$ 53,170.00
LAL	AP SW	4410	52	RAVELING	High	1449.68	SqFt	9.8%	FDOT - PATCHING - AC PARTIAL DEPTH	1449.9	SqFt	\$ 4.00	\$ 5,800.00
LAL	RW 5-23	6215	48	L & T CR	Medium	138.98	Ft	0.1%	FDOT - CRACK SEALING - AC	139.1	Ft	\$ 3.00	\$ 420.00
LAL	RW 5-23	6215	52	RAVELING	Low	173854.38	SqFt	68.9%	FDOT - SURFACE SEAL	173854.4	SqFt	\$ 0.55	\$ 95,630.00
LAL	RW 5-23	6215	52	RAVELING	Medium	416.99	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	416.6	SqFt	\$ 4.00	\$ 1,670.00
LAL	RW 5-23	6215	57	WEATHERING	Medium	54553.87	SqFt	21.6%	FDOT - SURFACE SEAL	54553.7	SqFt	\$ 0.55	\$ 30,010.00
LAL	RW 5-23	6220	52	RAVELING	Low	51354.62	SqFt	40.7%	FDOT - SURFACE SEAL	51354.6	SqFt	\$ 0.55	\$ 28,250.00
LAL	RW 5-23	6220	57	WEATHERING	Medium	74895.4	SqFt	59.3%	FDOT - SURFACE SEAL	74895.3	SqFt	\$ 0.55	\$ 41,200.00
LAL	RW 5-23	6245	52	RAVELING	Low	118903.75	SqFt	71.5%	FDOT - SURFACE SEAL	118903.5	SqFt	\$ 0.55	\$ 65,400.00
LAL	RW 5-23	6245	57	WEATHERING	Medium	47338.28	SqFt	28.5%	FDOT - SURFACE SEAL	47338.6	SqFt	\$ 0.55	\$ 26,040.00
LAL	RW 5-23	6250	52	RAVELING	Low	61322.64	SqFt	73.8%	FDOT - SURFACE SEAL	61323.1	SqFt	\$ 0.55	\$ 33,730.00
LAL	RW 5-23	6250	57	WEATHERING	Medium	21795.3	SqFt	26.2%	FDOT - SURFACE SEAL	21795.8	SqFt	\$ 0.55	\$ 11,990.00
LAL	RW 5-23	6255	45	DEPRESSION	Low	435.18	SqFt	1.1%	FDOT - PATCHING - AC FULL DEPTH	523.1	SqFt	\$ 9.00	\$ 4,710.00
LAL	RW 5-23	6255	52	RAVELING	Low	21760.21	SqFt	55.0%	FDOT - SURFACE SEAL	21760.3	SqFt	\$ 0.55	\$ 11,970.00
LAL	RW 5-23	6255	57	WEATHERING	Medium	17803.83	SqFt	45.0%	FDOT - SURFACE SEAL	17803.5	SqFt	\$ 0.55	\$ 9,800.00
LAL	RW 5-23	6260	52	RAVELING	Low	10128.41	SqFt	51.2%	FDOT - SURFACE SEAL	10128.8	SqFt	\$ 0.55	\$ 5,580.00
LAL	RW 5-23	6260	57	WEATHERING	Medium	9653.61	SqFt	48.8%	FDOT - SURFACE SEAL	9654.2	SqFt	\$ 0.55	\$ 5,310.00
LAL	RW 9-27	6115	48	L & T CR	Medium	1000	Ft	1.0%	FDOT - CRACK SEALING - AC	1000	Ft	\$ 3.00	\$ 3,000.00
LAL	RW 9-27	6115	52	RAVELING	Low	30940	SqFt	30.9%	FDOT - SURFACE SEAL	30939.8	SqFt	\$ 0.55	\$ 17,020.00
LAL	RW 9-27	6115	52	RAVELING	Medium	3059.96	SqFt	3.1%	FDOT - PATCHING - AC PARTIAL DEPTH	3060.2	SqFt	\$ 4.00	\$ 12,240.00
LAL	RW 9-27	6125	50	PATCHING	Medium	3.66	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	15.1	SqFt	\$ 9.00	\$ 140.00
LAL	RW 9-27	6125	52	RAVELING	Low	8421.79	SqFt	16.8%	FDOT - SURFACE SEAL	8421.7	SqFt	\$ 0.55	\$ 4,640.00
LAL	RW 9-27	6130	48	L & T CR	Medium	300	Ft	1.0%	FDOT - CRACK SEALING - AC	299.9	Ft	\$ 3.00	\$ 900.00
LAL	RW 9-27	6130	52	RAVELING	Low	15000.05	SqFt	50.0%	FDOT - SURFACE SEAL	14999.5	SqFt	\$ 0.55	\$ 8,260.00
LAL	RW 9-27	6135	52	RAVELING	Low	7999.95	SqFt	53.3%	FDOT - SURFACE SEAL	7999.7	SqFt	\$ 0.55	\$ 4,410.00





Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	RW 9-27	6140	52	RAVELING	Low	1787.24	SqFt	24.5%	FDOT - SURFACE SEAL	1786.8	SqFt	\$ 0.55	\$ 990.00
LAL	RW 9-27	6145	52	RAVELING	Low	36834.21	SqFt	21.0%	FDOT - SURFACE SEAL	36834.1	SqFt	\$ 0.55	\$ 20,260.00
LAL	RW 9-27	6150	45	DEPRESSION	Low	9.9	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	26.9	SqFt	\$ 9.00	\$ 240.00
LAL	RW 9-27	6150	48	L & T CR	Medium	1587.17	Ft	0.4%	FDOT - CRACK SEALING - AC	1587.3	Ft	\$ 3.00	\$ 4,770.00
LAL	RW 9-27	6150	50	PATCHING	Medium	281.8	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	353.1	SqFt	\$ 9.00	\$ 3,190.00
LAL	RW 9-27	6150	52	RAVELING	Low	237797.92	SqFt	64.1%	FDOT - SURFACE SEAL	237797.4	SqFt	\$ 0.55	\$ 130,790.00
LAL	RW 9-27	6150	52	RAVELING	Medium	2051.92	SqFt	0.6%	FDOT - PATCHING - AC PARTIAL DEPTH	2051.6	SqFt	\$ 4.00	\$ 8,210.00
LAL	RW 9-27	6155	52	RAVELING	Low	14096.2	SqFt	99.5%	FDOT - SURFACE SEAL	14096.4	SqFt	\$ 0.55	\$ 7,760.00
LAL	RW 9-27	6155	52	RAVELING	Medium	70.83	SqFt	0.5%	FDOT - PATCHING - AC PARTIAL DEPTH	71	SqFt	\$ 4.00	\$ 290.00
LAL	RW 9-27	6160	52	RAVELING	Low	9307.02	SqFt	98.4%	FDOT - SURFACE SEAL	9307.6	SqFt	\$ 0.55	\$ 5,120.00
LAL	RW 9-27	6160	52	RAVELING	Medium	149.94	SqFt	1.6%	FDOT - PATCHING - AC PARTIAL DEPTH	149.6	SqFt	\$ 4.00	\$ 600.00
LAL	TW A	150	52	RAVELING	Low	12561.05	SqFt	11.7%	FDOT - SURFACE SEAL	12561.5	SqFt	\$ 0.55	\$ 6,910.00
LAL	TW A	150	57	WEATHERING	Medium	95063.95	SqFt	88.3%	FDOT - SURFACE SEAL	95063.6	SqFt	\$ 0.55	\$ 52,290.00
LAL	TW A	151	48	L & T CR	Medium	6.2	Ft	0.1%	FDOT - CRACK SEALING - AC	6.2	Ft	\$ 3.00	\$ 20.00
LAL	TW A	151	52	RAVELING	Low	2527.8	SqFt	25.0%	FDOT - SURFACE SEAL	2527.4	SqFt	\$ 0.55	\$ 1,400.00
LAL	TW A	151	57	WEATHERING	Medium	7577.25	SqFt	75.0%	FDOT - SURFACE SEAL	7576.7	SqFt	\$ 0.55	\$ 4,170.00
LAL	TW A2	115	48	L & T CR	Medium	7.45	Ft	0.0%	FDOT - CRACK SEALING - AC	7.6	Ft	\$ 3.00	\$ 30.00
LAL	TW A2	115	52	RAVELING	Low	929.79	SqFt	5.5%	FDOT - SURFACE SEAL	930	SqFt	\$ 0.55	\$ 520.00
LAL	TW A2	115	52	RAVELING	Medium	186	SqFt	1.1%	FDOT - PATCHING - AC PARTIAL DEPTH	186.2	SqFt	\$ 4.00	\$ 750.00
LAL	TW A3	120	52	RAVELING	Low	1008.47	SqFt	5.0%	FDOT - SURFACE SEAL	1008.6	SqFt	\$ 0.55	\$ 560.00
LAL	TW A3	120	57	WEATHERING	Medium	19201.63	SqFt	95.0%	FDOT - SURFACE SEAL	19201.7	SqFt	\$ 0.55	\$ 10,570.00
LAL	TW A5	155	52	RAVELING	Low	4637.95	SqFt	8.1%	FDOT - SURFACE SEAL	4638.2	SqFt	\$ 0.55	\$ 2,560.00
LAL	TW A5	155	57	WEATHERING	Medium	52997.08	SqFt	92.0%	FDOT - SURFACE SEAL	52997.2	SqFt	\$ 0.55	\$ 29,150.00
LAL	TW B	210	52	RAVELING	Low	61240.08	SqFt	37.2%	FDOT - SURFACE SEAL	61240.2	SqFt	\$ 0.55	\$ 33,690.00
LAL	TW B	210	57	WEATHERING	Medium	103219.66	SqFt	62.7%	FDOT - SURFACE SEAL	103219.4	SqFt	\$ 0.55	\$ 56,780.00
LAL	TW B2	209	52	RAVELING	Low	10666.71	SqFt	37.7%	FDOT - SURFACE SEAL	10667	SqFt	\$ 0.55	\$ 5,870.00
LAL	TW C	305	52	RAVELING	Low	56175.13	SqFt	56.3%	FDOT - SURFACE SEAL	56174.7	SqFt	\$ 0.55	\$ 30,900.00
LAL	TW C	305	52	RAVELING	Medium	261.02	SqFt	0.3%	FDOT - PATCHING - AC PARTIAL DEPTH	260.5	SqFt	\$ 4.00	\$ 1,050.00
LAL	TW C	305	57	WEATHERING	Medium	16313.14	SqFt	16.4%	FDOT - SURFACE SEAL	16312.7	SqFt	\$ 0.55	\$ 8,980.00
LAL	TW C	307	52	RAVELING	Low	33901.04	SqFt	100.0%	FDOT - SURFACE SEAL	33900.9	SqFt	\$ 0.55	\$ 18,650.00
LAL	TW C	310	52	RAVELING	Low	8451.18	SqFt	10.6%	FDOT - SURFACE SEAL	8450.8	SqFt	\$ 0.55	\$ 4,650.00
LAL	TW D	425	48	L & T CR	Medium	77.56	Ft	0.5%	FDOT - CRACK SEALING - AC	77.4	Ft	\$ 3.00	\$ 240.00
LAL	TW D	425	52	RAVELING	Low	15141.7	SqFt	97.6%	FDOT - SURFACE SEAL	15141.6	SqFt	\$ 0.55	\$ 8,330.00
LAL	TW D	425	52	RAVELING	Medium	372.32	SqFt	2.4%	FDOT - PATCHING - AC PARTIAL DEPTH	372.4	SqFt	\$ 4.00	\$ 1,490.00
LAL	TW D	430	45	DEPRESSION	Low	40.04	SqFt	0.7%	FDOT - PATCHING - AC FULL DEPTH	70	SqFt	\$ 9.00	\$ 630.00
LAL	TW D	430	48	L & T CR	Medium	108.99	Ft	1.8%	FDOT - CRACK SEALING - AC	108.9	Ft	\$ 3.00	\$ 330.00
LAL	TW D	430	52	RAVELING	Low	5817.03	SqFt	95.8%	FDOT - SURFACE SEAL	5816.8	SqFt	\$ 0.55	\$ 3,200.00
LAL	TW D	430	52	RAVELING	Medium	30.03	SqFt	0.5%	FDOT - PATCHING - AC PARTIAL DEPTH	30.1	SqFt	\$ 4.00	\$ 120.00
LAL	TW E	503	52	RAVELING	Low	860.14	SqFt	10.0%	FDOT - SURFACE SEAL	860	SqFt	\$ 0.55	\$ 480.00





Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	TW E	503	57	WEATHERING	Medium	4296.52	SqFt	50.0%	FDOT - SURFACE SEAL	4297	SqFt	\$ 0.55	\$ 2,370.00
LAL	TW E	510	48	L & T CR	Medium	3976.9	Ft	2.9%	FDOT - CRACK SEALING - AC	3977	Ft	\$ 3.00	\$ 11,940.00
LAL	TW E	510	52	RAVELING	Low	127655.67	SqFt	91.5%	FDOT - SURFACE SEAL	127655.7	SqFt	\$ 0.55	\$ 70,220.00
LAL	TW E	510	52	RAVELING	Medium	8703.7	SqFt	6.2%	FDOT - PATCHING - AC PARTIAL DEPTH	8703.7	SqFt	\$ 4.00	\$ 34,820.00
LAL	TW E	515	41	ALLIGATOR CR	Low	1486.93	SqFt	5.0%	FDOT - PATCHING - AC FULL DEPTH	1645.8	SqFt	\$ 9.00	\$ 14,820.00
LAL	TW E	515	50	PATCHING	Medium	184.39	SqFt	0.6%	FDOT - PATCHING - AC FULL DEPTH	243.3	SqFt	\$ 9.00	\$ 2,190.00
LAL	TW E	515	52	RAVELING	Low	29554.58	SqFt	99.4%	FDOT - SURFACE SEAL	29554.5	SqFt	\$ 0.55	\$ 16,260.00
LAL	TW E	520	62	CORNER BREAK	Low	7.58	Slabs	8.3%	FDOT - CRACK SEALING - PCC	62.3	Ft	\$ 4.25	\$ 270.00
LAL	TW E	520	72	SHAT. SLAB	Low	37.92	Slabs	41.7%	FDOT - CRACK SEALING - PCC	1421.9	Ft	\$ 4.25	\$ 6,050.00
LAL	TW E	523	57	WEATHERING	Medium	975	SqFt	25.0%	FDOT - SURFACE SEAL	975.2	SqFt	\$ 0.55	\$ 540.00
LAL	TW E	525	48	L & T CR	Medium	743.08	Ft	1.3%	FDOT - CRACK SEALING - AC	743.1	Ft	\$ 3.00	\$ 2,230.00
LAL	TW E	525	52	RAVELING	Low	38331.68	SqFt	65.4%	FDOT - SURFACE SEAL	38331.4	SqFt	\$ 0.55	\$ 21,090.00
LAL	TW E	525	52	RAVELING	Medium	20250.36	SqFt	34.6%	FDOT - PATCHING - AC PARTIAL DEPTH	20250.1	SqFt	\$ 4.00	\$ 81,010.00
LAL	TW E	540	45	DEPRESSION	Low	128.09	SqFt	1.1%	FDOT - PATCHING - AC FULL DEPTH	177.6	SqFt	\$ 9.00	\$ 1,600.00
LAL	TW E	540	45	DEPRESSION	Medium	29.71	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	56	SqFt	\$ 9.00	\$ 510.00
LAL	TW E	540	52	RAVELING	Low	10893.83	SqFt	96.6%	FDOT - SURFACE SEAL	10894.2	SqFt	\$ 0.55	\$ 6,000.00
LAL	TW E	540	52	RAVELING	Medium	248.86	SqFt	2.2%	FDOT - PATCHING - AC PARTIAL DEPTH	248.7	SqFt	\$ 4.00	\$ 1,000.00
LAL	TW E	540	52	RAVELING	High	139.29	SqFt	1.2%	FDOT - PATCHING - AC PARTIAL DEPTH	138.9	SqFt	\$ 4.00	\$ 560.00
LAL	TW E	545	45	DEPRESSION	Low	40.15	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	70	SqFt	\$ 9.00	\$ 630.00
LAL	TW E	545	45	DEPRESSION	Medium	22.6	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	45.2	SqFt	\$ 9.00	\$ 420.00
LAL	TW E	545	50	PATCHING	Medium	30.03	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	56	SqFt	\$ 9.00	\$ 510.00
LAL	TW E	545	52	RAVELING	Low	8458.39	SqFt	99.5%	FDOT - SURFACE SEAL	8458.3	SqFt	\$ 0.55	\$ 4,660.00
LAL	TW E	545	52	RAVELING	Medium	12.49	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	12.9	SqFt	\$ 4.00	\$ 60.00
LAL	TW F	615	43	BLOCK CR	Medium	8405.65	SqFt	21.8%	FDOT - CRACK SEALING - AC	2562	Ft	\$ 3.00	\$ 7,690.00
LAL	TW F	615	52	RAVELING	Low	34704.25	SqFt	90.1%	FDOT - SURFACE SEAL	34703.9	SqFt	\$ 0.55	\$ 19,090.00
LAL	TW F	619	62	CORNER BREAK	Low	0.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	7.2	Ft	\$ 4.25	\$ 40.00
LAL	TW F	619	63	LINEAR CR	Medium	1.8	Slabs	10.0%	FDOT - CRACK SEALING - PCC	29.2	Ft	\$ 4.25	\$ 130.00
LAL	TW F	619	65	JT SEAL DMG	High	18	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	TW F	619	72	SHAT. SLAB	Low	6.3	Slabs	35.0%	FDOT - CRACK SEALING - PCC	204.7	Ft	\$ 4.25	\$ 880.00
LAL	TW F	619	72	SHAT. SLAB	Medium	1.8	Slabs	10.0%	FDOT - SLAB REPLACEMENT - PCC	449.9	SqFt	\$ 30.00	\$ 13,500.00
LAL	TW F	619	74	JOINT SPALL	Low	2.7	Slabs	15.0%	FDOT - CRACK SEALING - PCC	4.3	Ft	\$ 4.25	\$ 20.00
LAL	TW F	619	74	JOINT SPALL	Medium	2.7	Slabs	15.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	17.2	SqFt	\$ 72.00	\$ 1,260.00
LAL	TW F	619	75	CORNER SPALL	Low	0.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	1.3	Ft	\$ 4.25	\$ 10.00
LAL	TW F	619	75	CORNER SPALL	Medium	0.9	Slabs	5.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	\$ 72.00	\$ 180.00
LAL	TW G	625	57	WEATHERING	Medium	639.16	SqFt	3.7%	FDOT - SURFACE SEAL	639.4	SqFt	\$ 0.55	\$ 360.00
LAL	TW H	805	45	DEPRESSION	Low	24.97	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	49.5	SqFt	\$ 9.00	\$ 450.00
LAL	TW H	805	52	RAVELING	Low	90230.74	SqFt	93.2%	FDOT - SURFACE SEAL	90230.6	SqFt	\$ 0.55	\$ 49,630.00
LAL	TW H	805	52	RAVELING	Medium	4365.95	SqFt	4.5%	FDOT - PATCHING - AC PARTIAL DEPTH	4365.8	SqFt	\$ 4.00	\$ 17,470.00
LAL	TW H	810	52	RAVELING	Low	810.95	SqFt	2.4%	FDOT - SURFACE SEAL	810.5	SqFt	\$ 0.55	\$ 450.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	TW H	820	41	ALLIGATOR CR	Medium	32.72	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	60.3	SqFt	\$ 9.00	\$ 540.00
LAL	TW H	820	43	BLOCK CR	Medium	458.22	SqFt	5.1%	FDOT - CRACK SEALING - AC	139.8	Ft	\$ 3.00	\$ 420.00
LAL	TW H	820	48	L & T CR	Medium	102.56	Ft	1.1%	FDOT - CRACK SEALING - AC	102.7	Ft	\$ 3.00	\$ 310.00
LAL	TW H	820	52	RAVELING	Low	2618.43	SqFt	29.1%	FDOT - SURFACE SEAL	2618.9	SqFt	\$ 0.55	\$ 1,450.00
LAL	TW H	820	52	RAVELING	Medium	13.13	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	12.9	SqFt	\$ 4.00	\$ 60.00
LAL	TW H	822	63	LINEAR CR	Medium	8.55	Slabs	45.0%	FDOT - CRACK SEALING - PCC	138.8	Ft	\$ 4.25	\$ 600.00
LAL	TW H	822	65	JT SEAL DMG	High	19	Slabs	100.0%	FDOT - JOINT SEAL - PCC	444.9	Ft	\$ 2.75	\$ 1,230.00
LAL	TW H	822	72	SHAT. SLAB	Low	0.95	Slabs	5.0%	FDOT - CRACK SEALING - PCC	30.8	Ft	\$ 4.25	\$ 140.00
LAL	TW H	822	74	JOINT SPALL	Low	1.9	Slabs	10.0%	FDOT - CRACK SEALING - PCC	3.3	Ft	\$ 4.25	\$ 20.00
LAL	TW H	822	74	JOINT SPALL	Medium	1.9	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	11.8	SqFt	\$ 72.00	\$ 890.00
LAL	TW H	822	75	CORNER SPALL	Low	0.95	Slabs	5.0%	FDOT - CRACK SEALING - PCC	1.6	Ft	\$ 4.25	\$ 10.00
LAL	TW H	822	75	CORNER SPALL	Medium	1.9	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	5.4	SqFt	\$ 72.00	\$ 370.00
LAL	TW J	245	52	RAVELING	Low	34016.86	SqFt	99.6%	FDOT - SURFACE SEAL	34017.2	SqFt	\$ 0.55	\$ 18,710.00
LAL	TW J	245	52	RAVELING	High	151.23	SqFt	0.4%	FDOT - PATCHING - AC PARTIAL DEPTH	150.7	SqFt	\$ 4.00	\$ 610.00
LAL	TW K	238	52	RAVELING	Low	904.38	SqFt	5.0%	FDOT - SURFACE SEAL	904.2	SqFt	\$ 0.55	\$ 500.00
LAL	TW K	238	57	WEATHERING	Medium	17183.61	SqFt	95.0%	FDOT - SURFACE SEAL	17183.5	SqFt	\$ 0.55	\$ 9,460.00
LAL	TW K	240	43	BLOCK CR	Medium	109.68	SqFt	0.3%	FDOT - CRACK SEALING - AC	33.5	Ft	\$ 3.00	\$ 110.00
LAL	TW K	240	48	L & T CR	Medium	13.16	Ft	0.0%	FDOT - CRACK SEALING - AC	13.1	Ft	\$ 3.00	\$ 40.00
LAL	TW K	240	52	RAVELING	Low	34886.37	SqFt	97.3%	FDOT - SURFACE SEAL	34885.8	SqFt	\$ 0.55	\$ 19,190.00
LAL	TW K	240	52	RAVELING	Medium	969.72	SqFt	2.7%	FDOT - PATCHING - AC PARTIAL DEPTH	969.8	SqFt	\$ 4.00	\$ 3,880.00
LAL	TW P	1605	52	RAVELING	Low	4669.6	SqFt	2.5%	FDOT - SURFACE SEAL	4669.4	SqFt	\$ 0.55	\$ 2,570.00
LAL	TW P	1605	57	WEATHERING	Medium	182116.32	SqFt	97.5%	FDOT - SURFACE SEAL	182116.8	SqFt	\$ 0.55	\$ 100,170.00
LAL	TW P1	1603	52	RAVELING	Low	6075.69	SqFt	9.8%	FDOT - SURFACE SEAL	6075.2	SqFt	\$ 0.55	\$ 3,350.00
LAL	TW P1	1603	57	WEATHERING	Medium	56078.36	SqFt	90.2%	FDOT - SURFACE SEAL	56077.8	SqFt	\$ 0.55	\$ 30,850.00
LAL	TW P2	1610	48	L & T CR	Medium	96.72	Ft	0.4%	FDOT - CRACK SEALING - AC	96.8	Ft	\$ 3.00	\$ 300.00
LAL	TW P2	1610	52	RAVELING	Low	1330.74	SqFt	5.0%	FDOT - SURFACE SEAL	1330.4	SqFt	\$ 0.55	\$ 740.00
LAL	TW P2	1610	57	WEATHERING	Medium	25248.26	SqFt	95.0%	FDOT - SURFACE SEAL	25247.8	SqFt	\$ 0.55	\$ 13,890.00



Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	AP N	4140	AC	127,950	59	AC Restoration	\$ 1,216,000.00
2020	LAL	AP NE	4215	AC	10,562	17	AC Reconstruction	\$ 133,000.00
2020	LAL	AP NW	4605	AC	40,818	63	AC Restoration	\$ 388,000.00
2020	LAL	AP NW	4610	AC	9,949	58	AC Restoration	\$ 95,000.00
2020	LAL	AP NW	4612	PCC	8,809	9	PCC Reconstruction	\$ 177,000.00
2020	LAL	AP NW	4615	PCC	33,325	13	PCC Reconstruction	\$ 667,000.00
2020	LAL	AP NW	4620	PCC	18,190	29	PCC Reconstruction	\$ 364,000.00
2020	LAL	AP NW	4630	PCC	1,780	60	PCC Restoration	\$ 25,000.00
2020	LAL	AP NW	4645	AC	6,608	48	AC Restoration	\$ 67,000.00
2020	LAL	AP RU SW	5105	AC	7,735	39	AC Restoration	\$ 97,000.00
2020	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	\$ 104,000.00
2020	LAL	AP SW	4405	AC	12,763	32	AC Reconstruction	\$ 160,000.00
2020	LAL	AP SW	4407	PCC	38,471	20	PCC Reconstruction	\$ 770,000.00
2020	LAL	AP SW	4410	AC	14,742	13	AC Reconstruction	\$ 185,000.00
2020	LAL	AP SW	905	AC	105,514	51	AC Restoration	\$ 1,003,000.00
2020	LAL	AP SW	915	AC	11,499	14	AC Reconstruction	\$ 144,000.00
2020	LAL	AP SW	917	PCC	4,533	7	PCC Reconstruction	\$ 91,000.00
2020	LAL	AP SW	920	AC	4,963	53	AC Restoration	\$ 48,000.00
2020	LAL	AP SW	922	PCC	4,572	4	PCC Reconstruction	\$ 92,000.00
2020	LAL	AP SW	925	AC	14,432	36	AC Reconstruction	\$ 181,000.00
2020	LAL	AP SW	927	PCC	4,824	17	PCC Reconstruction	\$ 97,000.00
2020	LAL	RW 5-23	6255	AC	39,564	63	AC Restoration	\$ 376,000.00
2020	LAL	RW 9-27	6130	AC	30,000	64	AC Restoration	\$ 286,000.00
2020	LAL	RW 9-27	6155	AC	14,167	63	AC Restoration	\$ 135,000.00
2020	LAL	RW 9-27	6160	AC	9,457	63	AC Restoration	\$ 90,000.00
2020	LAL	TW A	150	AC	107,625	63	AC Restoration	\$ 1,023,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	LAL	TW A2	115	AC	17,011	61	AC Restoration	\$ 162,000.00
2020	LAL	TW C	307	AC	33,901	63	AC Restoration	\$ 323,000.00
2020	LAL	TW D	425	AC	15,514	55	AC Restoration	\$ 148,000.00
2020	LAL	TW D	430	AC	6,072	49	AC Restoration	\$ 60,000.00
2020	LAL	TW E	510	AC	139,573	55	AC Restoration	\$ 1,326,000.00
2020	LAL	TW E	515	AC	29,739	32	AC Reconstruction	\$ 372,000.00
2020	LAL	TW E	520	PCC	15,000	37	PCC Reconstruction	\$ 301,000.00
2020	LAL	TW E	525	AC	58,582	46	AC Restoration	\$ 623,000.00
2020	LAL	TW E	540	AC	11,282	46	AC Restoration	\$ 120,000.00
2020	LAL	TW E	545	AC	8,501	51	AC Restoration	\$ 81,000.00
2020	LAL	TW F	615	AC	38,505	45	AC Restoration	\$ 421,000.00
2020	LAL	TW F	619	PCC	4,591	19	PCC Reconstruction	\$ 92,000.00
2020	LAL	TW H	805	AC	96,842	50	AC Restoration	\$ 921,000.00
2020	LAL	TW H	820	AC	8,990	45	AC Restoration	\$ 99,000.00
2020	LAL	TW H	822	PCC	4,846	27	PCC Reconstruction	\$ 97,000.00
2020	LAL	TW J	245	AC	34,168	55	AC Restoration	\$ 325,000.00
2020	LAL	TW K	240	AC	35,856	50	AC Restoration	\$ 341,000.00
2020	LAL	TW P2	1610	AAC	26,579	64	AC Restoration	\$ 253,000.00
2021	LAL	RW 5-23	6215	AC	252,500	64	AC Restoration	\$ 2,399,000.00
2021	LAL	RW 5-23	6250	AC	83,118	64	AC Restoration	\$ 790,000.00
2021	LAL	RW 9-27	6115	AC	100,000	64	AC Restoration	\$ 951,000.00
2021	LAL	RW 9-27	6150	AC	370,833	64	AC Restoration	\$ 3,524,000.00
2021	LAL	RW 9-27	6180	AAC	11,250	64	AC Restoration	\$ 107,000.00
2022	LAL	TW A	151	AC	10,105	64	AC Restoration	\$ 97,000.00
2022	LAL	TW C	305	AC	99,742	64	AC Restoration	\$ 948,000.00
2023	LAL	AP NW	4625	AC	26,470	64	AC Restoration	\$ 252,000.00
2024	LAL	AP NW	4665	AC	18,572	64	AC Restoration	\$ 177,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2024	LAL	AP S	4510	AC	304,107	64	AC Restoration	\$ 2,890,000.00
2024	LAL	RW 5-23	6245	AC	166,242	64	AC Restoration	\$ 1,580,000.00
2024	LAL	TW A3	120	AC	20,210	63	AC Restoration	\$ 193,000.00
2024	LAL	TW A5	155	AC	57,635	63	AC Restoration	\$ 548,000.00
2024	LAL	TW B	210	AC	164,555	64	AC Restoration	\$ 1,564,000.00
2024	LAL	TW E	503	AC	8,591	63	AC Restoration	\$ 82,000.00
2024	LAL	TW K	238	AC	18,088	63	AC Restoration	\$ 172,000.00
2025	LAL	AP SE	4310	AAC	139,322	63	AC Restoration	\$ 1,324,000.00
2025	LAL	RW 5-23	6265	AAC	11,510	64	AC Restoration	\$ 110,000.00
2025	LAL	TW B2	209	AC	28,288	64	AC Restoration	\$ 269,000.00
2025	LAL	TW P	1605	AAC	186,786	64	AC Restoration	\$ 1,775,000.00
2025	LAL	TW P1	1603	AAC	62,154	64	AC Restoration	\$ 591,000.00
2028	LAL	AP CENTER	4705	AAC	211,428	63	AC Restoration	\$ 2,009,000.00
2028	LAL	AP N	4123	AC	82,949	63	AC Restoration	\$ 789,000.00
2028	LAL	AP N	4145	AC	39,944	63	AC Restoration	\$ 380,000.00
2029	LAL	AP N	4150	AAC	61,106	63	AC Restoration	\$ 581,000.00



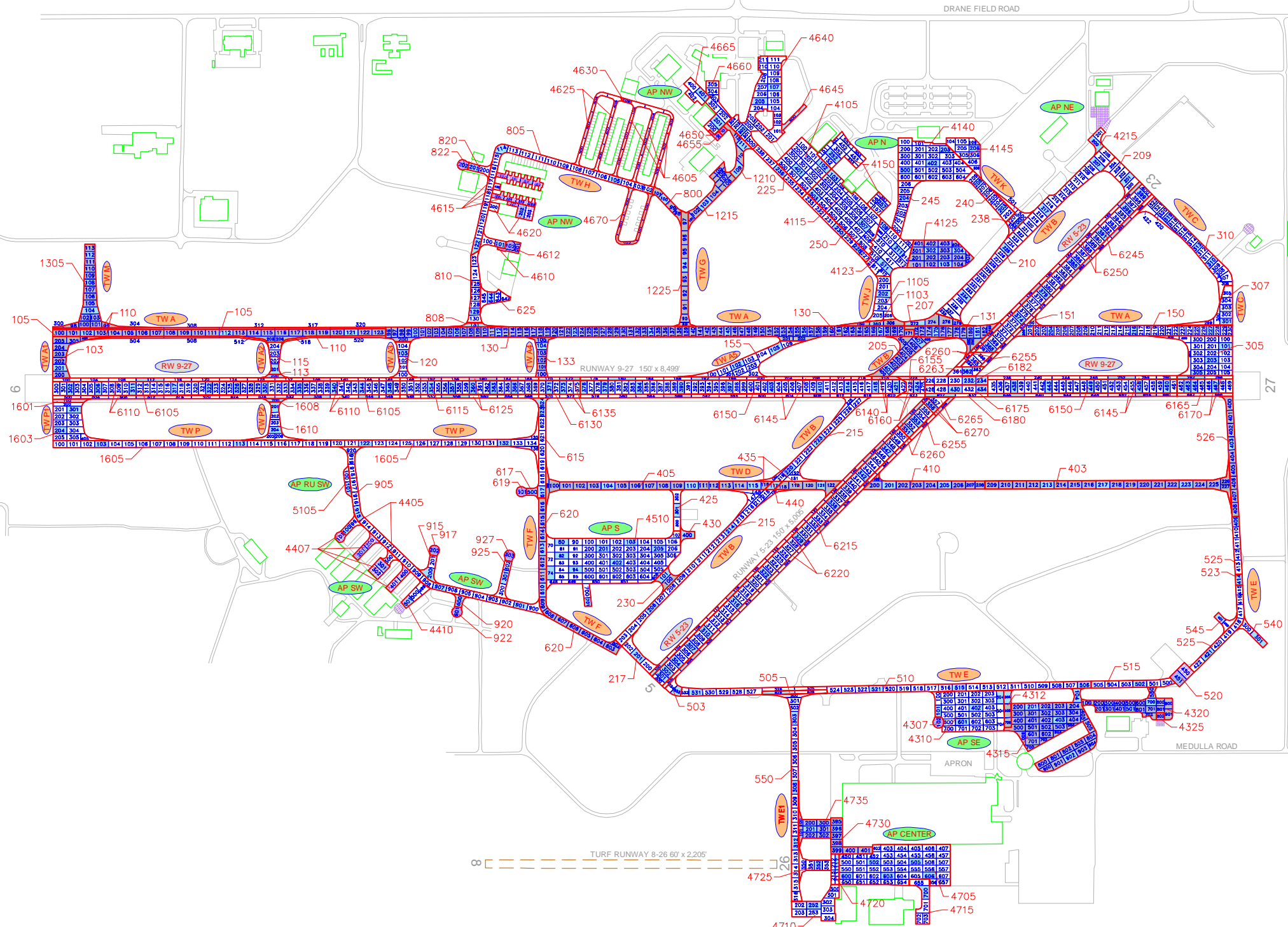
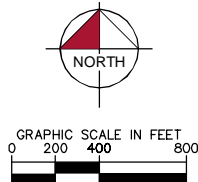
# Appendix C

## Technical Exhibits





103	105	110	113	115	120	130	131	133	150	151	155	205	207	209	210	215	217	225	230	238	240	245	250	305	307	310	403
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	12.5' X 400'	25' X 50'	VAR	VAR	75' X 50'	VAR	VAR	75' X 50'	VAR	VAR	90' X 50'	VAR	VAR	VAR	50' X 100'	VAR	100' X 50'	VAR	VAR	VAR	50' X 100'	100' X 50'	100' X 50'	VAR	VAR	100' X 50'
0 5	0 28	0 11	1 1	1 4	1 5	0 78	0 14	0 8	3 29	1 3	2 11	0 10	0 5	1 5	4 34	4 32	1 3	1 5	0 2	1 5	2 8	1 7	2 7	3 21	1 7	3 18	0 15
405	410	425	430	435	440	503	505	510	515	520	523	525	526	540	545	550	615	617	619	620	625	800	805	808	810	820	822
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	50' X 100'	VAR	60' X 100'	90' X 80'	VAR	234' X 25'	100' X 50'	100' X 50'	18' X 25'	75' X 50'	90' X 50'	90' X 50'	VAR	VAR	50' X 100'	100' X 50'	100' X 50'	SLABS 6"	100' X 50'	VAR	75' X 50'	90' X 50'	VAR	90' X 50'	SLABS 6"	SLABS 6"
0 14	0 10	1 3	1 1	0 9	1 1	1 2	4 27	4 27	1 8	1 2	1 1	2 13	0 9	1 2	1 2	3 17	3 8	0 1	1 1	0 15	1 4	3 21	0 4	1 8	1 2	1 1	1 1
905	915	917	920	922	925	927	1103	1105	1210	1215	1225	1305	1601	1603	1605	1608	1610	4105	4115	4123	4125	4140	4145	4150	4215	4307	4310
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	VAR	25' X 12.5'	VAR	25' X 12.5'	25' X 12.5'	25' X 12.5'	25' X 12.5'	25' X 12.5'	25' X 12.5'	100' X 50'	100' X 50'	90' X 75'	25' X 230'	50' X 100'	50' X 100'	VAR	VAR	100' X 50'	50' X 100'	100' X 50'	100' X 50'	100' X 50'	VAR	VAR	25' X 12.5'	100' X 50'	
3 21	1 2	1 1	1 1	1 1	1 5	1 1	0 3	1 7	0 4	0 8	0 8	0 18	1 1	2 12	4 37	1 1	2 8	2 15	3 25	3 18	0 17	3 25	1 8	2 14	1 2	1 1	4 28
4312	4315	4320	4325	4405	4407	4410	4510	4605	4610	4612	4615	4620	4625	4630	4640	4645	4650	4655	4660	4665	4670	4705	4710	4715	4720	4725	4730
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	50' X 100'	100' X 50'	25' X 12.5'	VAR	VAR	VAR	50' X 100'	200' X 20'	VAR	25' X 12.5'	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	100' X 50'	VAR	VAR	40' X 100'	80' X 70'	100' X 50'
0 3	0 40	0 18	0 1	1 3	2 7	1 3	0 81	1 8	1 2	1 2	2 8	1 4	1 8	1 1	2 27	1 1	1 1	1 1	1 2	1 3	0 5	5 45	1 8	1 5	1 4	0 7	
4735	5105	6105	6110	6115	6125	6130	6135	6140	6145	6150	6155	6160	6165	6170	6175	6180	6182	6215	6220	6245	6250	6255	6260	6263	6265	6270	
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	
100' X 45'	VAR	50' X 100'	200' X 25'	50' X 20'	200' X 5'	50' X 100'	200' X 25'	VAR	200' X 25'	50' X 100'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	100' X 81'	VAR	100' X 5'	50' X 100'	200' X 25'	100' X 50'	200' X 25'	100' X 50'	200' X 25'	100' X 50'	200' X 25'	200' X 25'	
0 8	1 2	11 80	8 28	5 20	3 12	2 6	1 4	1 2	7 58	19 74	1 3	1 2	3 8	1 4	2 5	2 5	11 91	5 29	5 29	7 54	9 17	2 8	1 4	1 3	1 2	1 2	

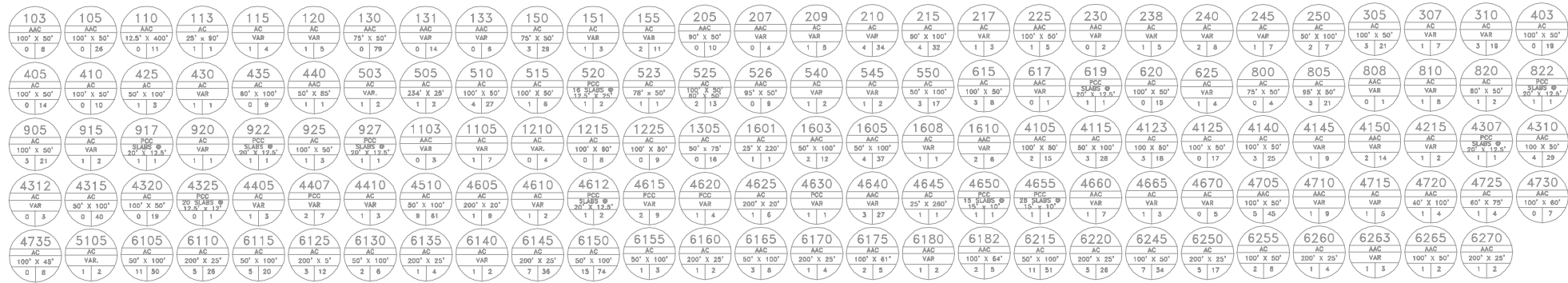


**LEGEND**

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

TOTAL SAMPLES INSPECTED = 238  
AC: 222 PCC: 16

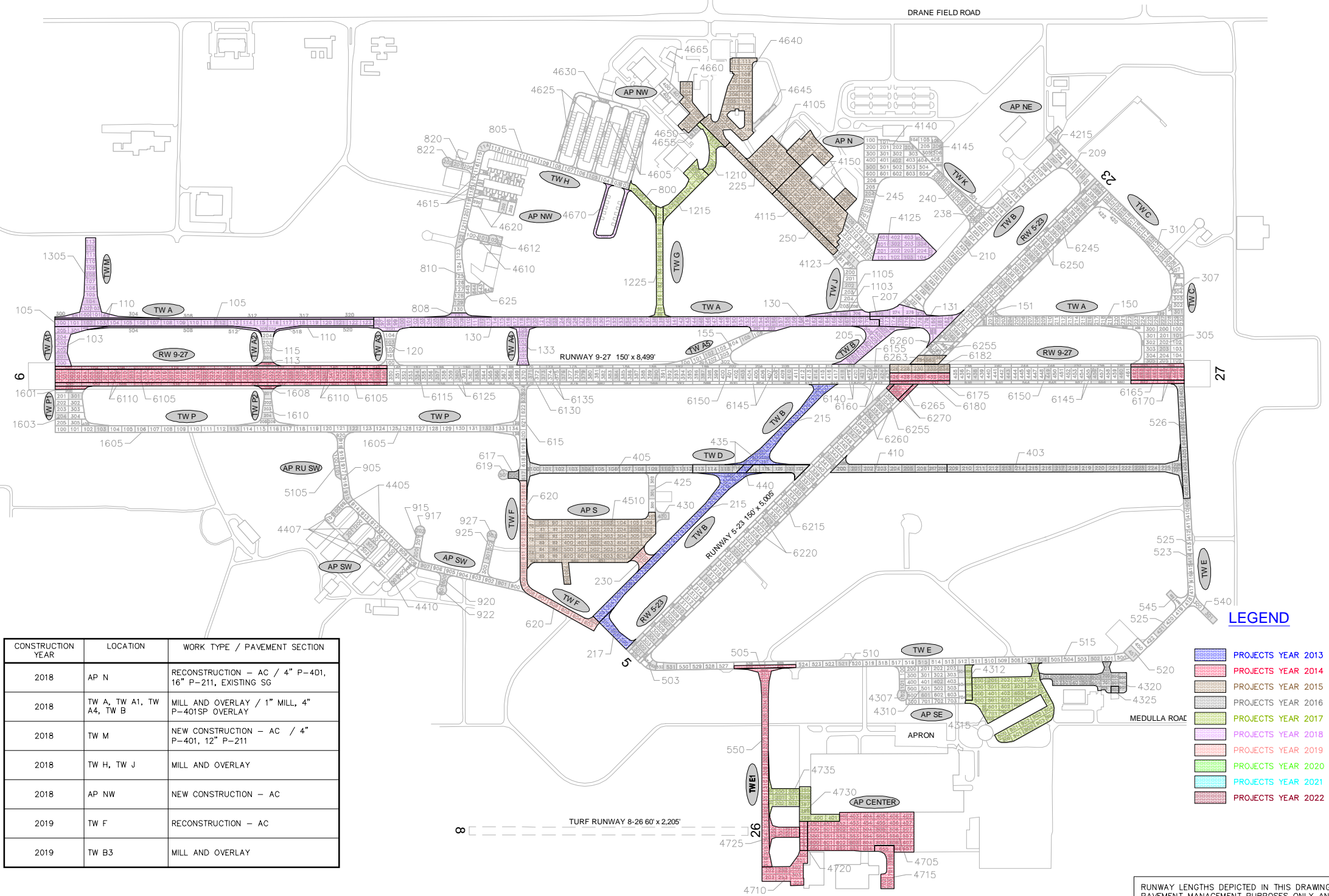
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



CONSTRUCTION SINCE LAST INSPECTION  
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	TW B, TW B1	NEW CONSTRUCTION - AC / 4" P-402, 18" P-211
2013	TW D	MILL AND OVERLAY / 2" P-401 MILL AND OVERLAY
2014	RW 9-27, TW A2, TW P1, TW P2	RECONSTRUCTION / SURFACE RECONSTRUCTION, 4" P-401, REHABILITATED P-211
2014	RW 5-23, RW 9-27	MILL AND OVERLAY / 2.5" MILL, VARIABLE OVERLAY
2014	RW 9-27	MILL AND OVERLAY / 4" P-401 MILL AND OVERLAY
2014	TW E	RECONSTRUCTION / MILL, BASE SCARIFIED 6", LMEROCK BASE, GRADE & COMPACT, 2" P-401
2014	AP CENTER	MILL AND OVERLAY / 2" MILL, 2" P-401 OVERLAY
2014	AP CENTER	NEW CONSTRUCTION - AC / 4" P-401, 8" FDOT 334 SP 9.5, COMPACTED SG
2014	TW E1, AP CENTER	NEW CONSTRUCTION - AC / 4" P-401, 18" P-211, 12" COMPACTED SG (P-152)
2015	RW 5-23, RW 9-27	MILL AND OVERLAY
2015	AP N, AP NW	MILL AND OVERLAY
2015	AP N	NEW CONSTRUCTION - AC / 4" P-401, 8" P-211, COMPACTED SG
2015	AP S	NEW CONSTRUCTION - AC / 4" P-401, 12" P-211, COMPACTED SG
2016	TW D	RECONSTRUCTION - AC / 4" P-401, 10" P-211
2016	TW D	NEW CONSTRUCTION - AC / 4" P-401, 10" P-211
2016	TW E	MILL AND OVERLAY / 2" MILL, 2" P-401SP OVERLAY
2016	TW F	MILL AND OVERLAY
2016	AP SE	NEW CONSTRUCTION - AC
2016	AP SE	NEW CONSTRUCTION - PCC
2017	AP SE	RECONSTRUCTION - AC / 3" P-401, 6" P-211
2017	AP CENTER	NEW CONSTRUCTION - AC
2017	AP CENTER	MILL AND OVERLAY
2017	TW G, TW H	NEW CONSTRUCTION - AC / 4" P-401, 8" P-211

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP N	RECONSTRUCTION - AC / 4" P-401, 16" P-211, EXISTING SG
2018	TW A, TW A1, TW A4, TW B	MILL AND OVERLAY / 1" MILL, 4" P-401SP OVERLAY
2018	TW M	NEW CONSTRUCTION - AC / 4" P-401, 12" P-211
2018	TW H, TW J	MILL AND OVERLAY
2018	AP NW	NEW CONSTRUCTION - AC
2019	TW F	RECONSTRUCTION - AC
2019	TW B3	MILL AND OVERLAY



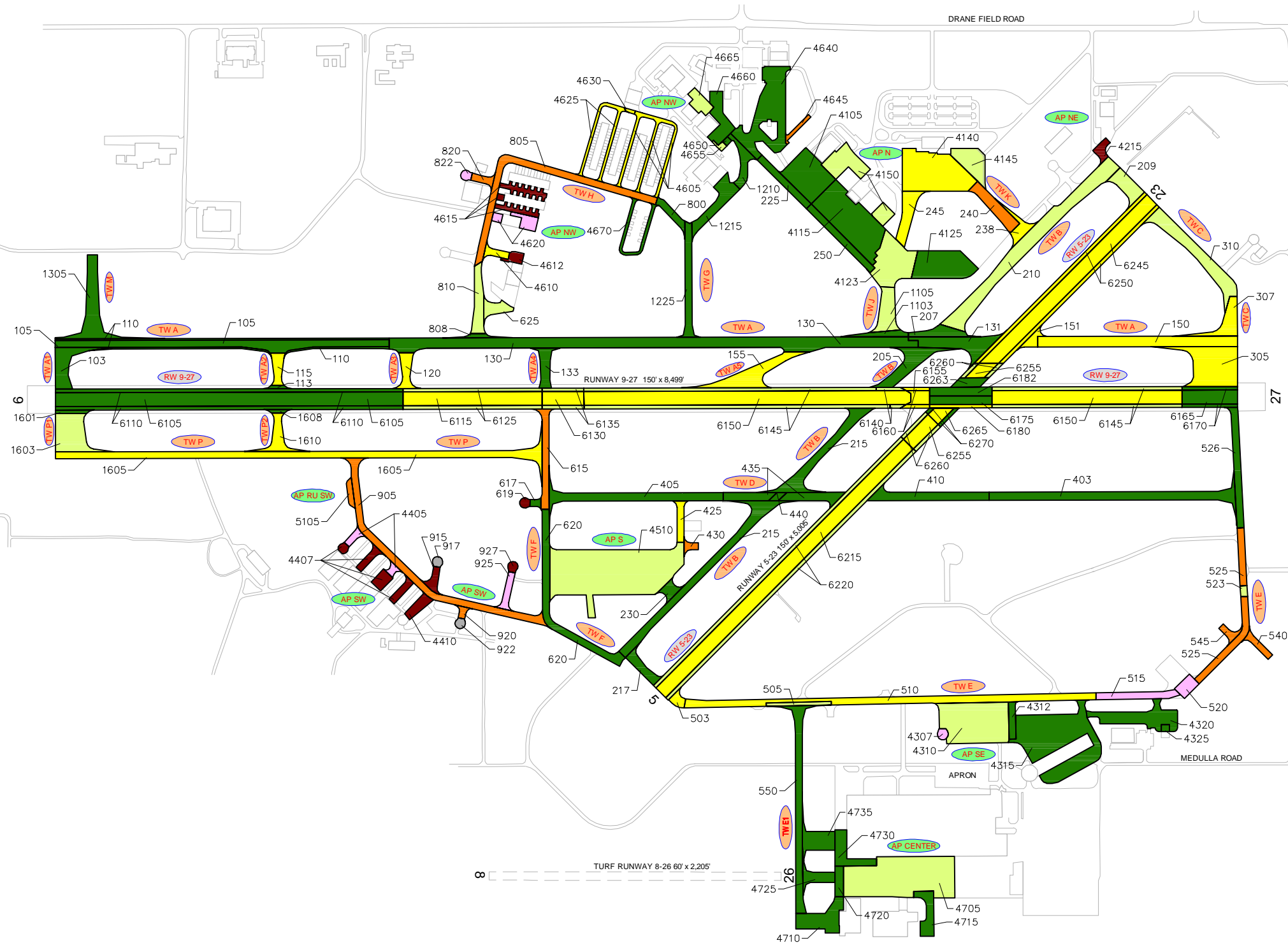
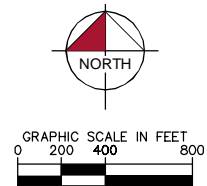
LEGEND

- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

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



103 PCI = 100	105 PCI = 100	110 PCI = 100	113 PCI = 89	115 PCI = 63	120 PCI = 70	130 PCI = 100	131 PCI = 100	133 PCI = 100	150 PCI = 65	151 PCI = 68	155 PCI = 70	205 PCI = 100	207 PCI = 100	209 PCI = 72	210 PCI = 71	215 PCI = 90	217 PCI = 90	225 PCI = 89	230 PCI = 100	238 PCI = 70	240 PCI = 51	245 PCI = 56	250 PCI = 89
305 PCI = 68	307 PCI = 65	310 PCI = 80	403 PCI = 100	405 PCI = 100	410 PCI = 100	425 PCI = 57	430 PCI = 50	435 PCI = 100	440 PCI = 88	503 PCI = 70	505 PCI = 79	510 PCI = 57	515 PCI = 33	520 PCI = 39	523 PCI = 80	525 PCI = 47	526 PCI = 100	540 PCI = 47	545 PCI = 52	550 PCI = 90	615 PCI = 46	617 PCI = 100	619 PCI = 21
620 PCI = 100	625 PCI = 83	800 PCI = 100	805 PCI = 51	808 PCI = 100	810 PCI = 85	820 PCI = 46	822 PCI = 29	905 PCI = 52	915 PCI = 15	917 PCI = 9	920 PCI = 54	922 PCI = 6	925 PCI = 38	927 PCI = 19	1103 PCI = 100	1105 PCI = 79	1210 PCI = 100	1215 PCI = 100	1225 PCI = 100	1305 PCI = 100	1601 PCI = 100	1603 PCI = 71	1605 PCI = 70
1608 PCI = 90	1610 PCI = 65	4105 PCI = 92	4115 PCI = 87	4123 PCI = 78	4125 PCI = 100	4140 PCI = 60	4145 PCI = 78	4150 PCI = 85	4215 PCI = 18	4307 PCI = 29	4310 PCI = 76	4312 PCI = 100	4315 PCI = 100	4320 PCI = 100	4325 PCI = 100	4405 PCI = 34	4407 PCI = 22	4410 PCI = 14	4510 PCI = 71	4605 PCI = 65	4610 PCI = 59	4612 PCI = 11	4615 PCI = 15
4620 PCI = 31	4625 PCI = 70	4630 PCI = 62	4640 PCI = 91	4645 PCI = 49	4650 PCI = 86	4655 PCI = 85	4660 PCI = 92	4665 PCI = 72	4670 PCI = 100	4705 PCI = 83	4710 PCI = 90	4715 PCI = 87	4720 PCI = 89	4725 PCI = 89	4730 PCI = 100	4735 PCI = 100	5105 PCI = 41	6105 PCI = 86	6110 PCI = 93	6115 PCI = 66	6125 PCI = 76	6130 PCI = 65	6135 PCI = 75
6140 PCI = 75	6145 PCI = 78	6150 PCI = 66	6155 PCI = 64	6160 PCI = 64	6165 PCI = 90	6170 PCI = 91	6175 PCI = 89	6180 PCI = 66	6182 PCI = 90	6215 PCI = 66	6220 PCI = 71	6245 PCI = 67	6250 PCI = 66	6255 PCI = 64	6260 PCI = 72	6263 PCI = 91	6265 PCI = 70	6270 PCI = 92					



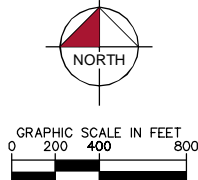
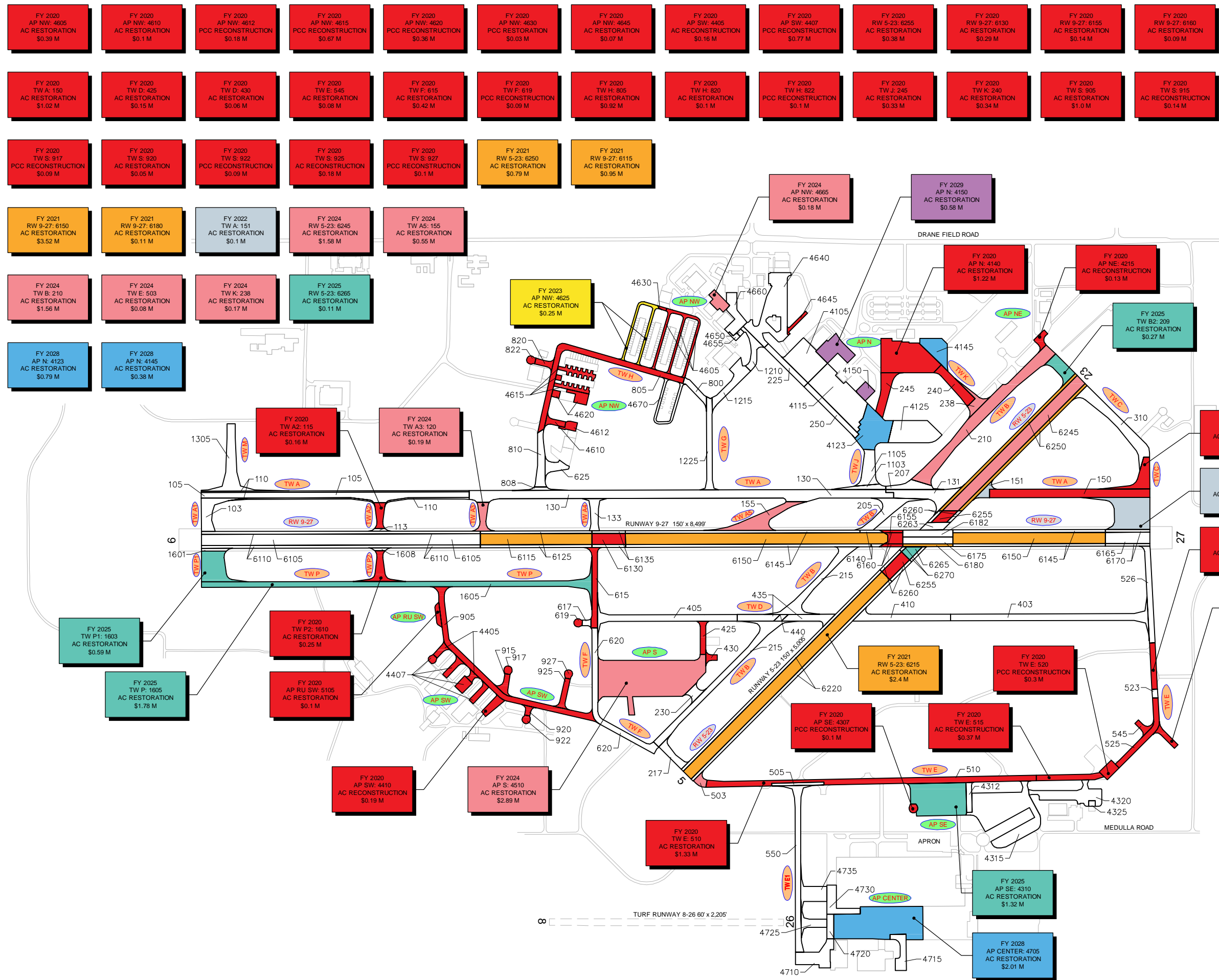
**LEGEND**

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.



**LEGEND**

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

**PROGRAM YEAR**

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

"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.





# Appendix D

## Inspection Photograph Documentation





RW 5-23, Section 6245, Sample Unit 374 - Low Severity (52) Raveling and Low Severity (56) Swelling



RW 5-23, Section 6255, Sample Unit 353 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Medium Severity (57) Weathering





RW 9-27, Section 6150, Sample Unit 421 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

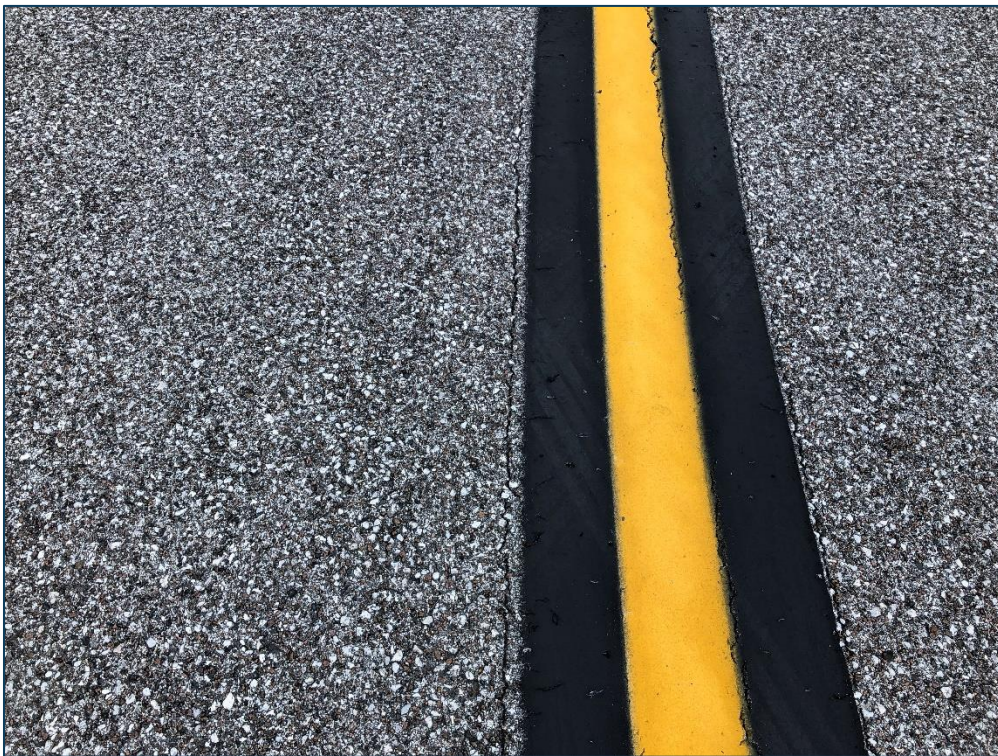


RW 9-27, Section 6115, Sample Unit 360 - Medium Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering





TW A, Section 150, Sample Unit 227 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Medium Severity (57) Weathering



TW B, Section 210, Sample Unit 207 - Low Severity (48) Longitudinal & Transverse Cracking and Medium Severity (57) Weathering





TW E, Section 520, Sample Unit 451 - Low Severity (66) Small Patch and Low Severity (72) Shattered Slab



AP N, Section 4140, Sample Unit 203 - Low Severity (43) Block Cracking, Low Severity (48) Longitudinal & Transverse Cracking, and Low Severity (52) Raveling





AP NW, Section 4615, Sample Unit 502 - High Severity (65) Joint Seal Damage



AP SW, Section 917, Sample Unit 202 - Medium Severity (63) Linear Cracking, High Severity (65) Joint Seal Damage, and Low Severity (74) Joint Spall



# Appendix E

## Inspection Distress Details

# Re-Inspection Report

FDOT

Generated Date 10/15/2019

Page 1 of 132

Network: LAL Name: LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP CENTER Name: CENTER APRON Use: APRON Area: 387,832 SqFt

Section: 4705 of 7 From: - To: - Last Const.: 1/1/2014

Surface: AAC Family: C9N59-RL-AP-AAC-APC Zone: Category: Rank: P

Area: 211,428 SqFt Length: 800 Ft Width: 221 Ft

Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft

Shoulder: Street Type: Grade: 0 Lanes: 0

Section Comments:

Work Date: 12/25/1994 Work Type: New Construction - Initial Code: NU-IN Is Major M&R: True

Work Date: 1/1/2014 Work Type: MILL and OVERLAY Code: ML-OV Is Major M&R: True

Last Insp. Date: 1/7/2019 TotalSamples: 45 Surveyed: 5

Conditions: PCI: 83

Inspection Comments:

Sample Number: 502 Type: R Area: 5000.00 SqFt PCI: 91

Sample Comments:

48 L & T CR L 11.00 Ft  
57 WEATHERING L 5000.00 SqFt

Sample Number: 505 Type: R Area: 5000.00 SqFt PCI: 89

Sample Comments:

57 WEATHERING L 5000.00 SqFt  
48 L & T CR L 53.00 Ft

Sample Number: 600 Type: R Area: 5000.00 SqFt PCI: 84

Sample Comments:

45 DEPRESSION L 42.00 SqFt  
57 WEATHERING L 5000.00 SqFt  
48 L & T CR L 42.00 Ft

Sample Number: 603 Type: R Area: 5000.00 SqFt PCI: 61

Sample Comments:

45 DEPRESSION L 84.00 SqFt  
48 L & T CR L 32.00 Ft  
57 WEATHERING L 3460.00 SqFt  
50 PATCHING L 1540.00 SqFt

Sample Number: 606 Type: R Area: 5000.00 SqFt PCI: 89

Sample Comments:

57 WEATHERING L 5000.00 SqFt  
48 L & T CR L 20.00 Ft  
56 SWELLING L 5.00 SqFt

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP CENTER	Name:	CENTER APRON	Use:	APRON	Area:	387,832 SqFt		
Section:	4710	of	7	From:	-	To:	-	Last Const.:	1/1/2014
Surface:	AAC	Family:	C9N59-RL-AP-AAC-APC	Zone:		Category:		Rank:	P
Area:	47,426 SqFt	Length:	314 Ft	Width:	110 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1994	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2014	Work Type:	MILL and OVERLAY		Code:	ML-OV	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	9	Surveyed:	1				
Conditions:	PCI:	90							
Inspection Comments:									
Sample Number:	252	Type:	R	Area:	5830.00 SqFt	PCI:	90		
Sample Comments:									
57	WEATHERING	L	5830.00	SqFt					
48	L & T CR	L	28.00	Ft					

Network: LAL		Name: LAKELAND LINDER INTERNATIONAL AIRPORT	
Branch: AP CENTER	Name: CENTER APRON	Use: APRON	Area: 387,832 SqFt
Section: 4715	of 7	From: -	To: -
Surface: AC	Family: C9N59-RL-AP-AC	Zone:	Category: Rank: P
Area: 27,737 SqFt	Length: 325 Ft	Width: 55 Ft	
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 1/1/2014	Work Type: New Construction - Initial	Code: NU-IN	Is Major M&R: True
Last Insp. Date: 1/7/2019	TotalSamples: 5	Surveyed: 1	
Conditions: PCI: 87			
Inspection Comments:			
Sample Number: 700	Type: R	Area: 6273.00 SqFt	PCI: 87
Sample Comments:			
48	L & T CR	L 55.00 Ft	
52	RAVELING	L 63.00 SqFt	
57	WEATHERING	L 6210.00 SqFt	



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP CENTER		Name:	CENTER APRON		Use:	APRON	Area:	387,832 SqFt		
Section:	4720	of 7	From:	-			To:	-		Last Const.:	1/1/2014
Surface:	AAC		Family:	C9N59-RL-AP-AAC-APC		Zone:			Category:	Rank: P	
Area:	13,260 SqFt		Length:	221 Ft		Width:	60 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	12/25/1994		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2014		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI:	89									
Inspection Comments:											
Sample Number:	112	Type:	R	Area:	3450.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING		L	3450.00 SqFt							
48	L & T CR		L	31.00 Ft							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP CENTER		Name:	CENTER APRON		Use:	APRON	Area:	387,832 SqFt	
Section:	4725	of 7	From:	-			To:	-	Last Const.:	3/1/2014
Surface:	AC	Family:	C9N59-RL-AP-AC	Zone:				Category:	Rank: P	
Area:	20,517 SqFt	Length:	230 Ft	Width:	75 Ft					
Slabs:		Slab Length:	Ft	Slab Width:	Ft			Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0			Lanes:	0	
Section Comments:										
Work Date:	3/1/2014		Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1			
Conditions:	PCI:	89								
Inspection Comments:										
Sample Number:	352	Type:	R	Area:	4500.00 SqFt			PCI:	89	
Sample Comments:										
48	L & T CR	L	43.00 Ft							
57	WEATHERING	L	4500.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	AP N		Name:	NORTH APRON		Use:	APRON		Area:	669,275 SqFt				
Section:	225		of	9		From:	-		To:	-		Last Const.:	1/1/2015	
Surface:	AAC		Family:	C9N59-RL-AP-AAC-APC		Zone:			Category:			Rank:	P	
Area:	25,000 SqFt		Length:	500 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1964		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True		
Work Date:	1/1/1986		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True		
Work Date:	1/1/2015		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	5		Surveyed:	1							
Conditions:	PCI: 89													
Inspection Comments:														
Sample Number:	236		Type:	R		Area:	5000.00 SqFt		PCI:	89				
Sample Comments:														
57	WEATHERING		L	5000.00 SqFt										
48	L & T CR		L	76.00 Ft										

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt			
Section:	250	of	9	From:	-	To:	-	Last Const.:	1/1/2015		
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P	
Area:	32,500 SqFt		Length:	650 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2015		Work Type:			New Construction - Initial		Code:	NU-IN		
								Is Major M&R:			True
Last Insp. Date:	1/7/2019		TotalSamples:	7		Surveyed:		2			
Conditions:	PCI:		89								
Inspection Comments:											
Sample Number:	228	Type:	R	Area:	3750.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING		L	3750.00 SqFt							
48	L & T CR		L	54.00 Ft							
Sample Number:	230	Type:	R	Area:	5000.00 SqFt		PCI:	89			
Sample Comments:											
48	L & T CR		L	40.00 Ft							
57	WEATHERING		L	5000.00 SqFt							

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt	
Section:	4105	of	9	From:	-	To:	-	Last Const.:	1/1/2015
Surface:	AAC	Family:	C9N59-RL-AP-AAC-APC	Zone:		Category:		Rank:	P
Area:	80,200 SqFt	Length:	313 Ft	Width:	250 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1961	Work Type: BUILT				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1986	Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2015	Work Type: MILL and OVERLAY				Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	15	Surveyed:	2				
Conditions:	PCI: 92								
Inspection Comments:									
Sample Number:	102	Type:	R	Area:	5662.00 SqFt	PCI:	94		
Sample Comments:									
42	BLEEDING	N	1.00 SqFt						
57	WEATHERING	L	5662.00 SqFt						
Sample Number:	401	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	45.00 Ft						
57	WEATHERING	L	5000.00 SqFt						



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt
Section:	4115	of 9	From:	-	To:	-	Last Const.:	1/1/2015
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Rank:	P
Area:	139,017 SqFt		Length:	525 Ft	Width:	250 Ft		
Slabs:	Slab Length:		Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:	Street Type:			Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/2015		Work Type: New Construction - Initial			Code:	NU-IN	
Is Major M&R:			True					
Last Insp. Date:	1/7/2019		TotalSamples:	28		Surveyed:	3	
Conditions:	PCI: 87							
Inspection Comments:								
Sample Number:	103	Type:	R	Area:	5000.00 SqFt		PCI:	86
Sample Comments:								
48	L & T CR		L	85.00 Ft				
57	WEATHERING		L	5000.00 SqFt				
49	OIL SPILLAGE		N	4.00 SqFt				
Sample Number:	307	Type:	R	Area:	5000.00 SqFt		PCI:	82
Sample Comments:								
57	WEATHERING		L	5000.00 SqFt				
48	L & T CR		L	214.00 Ft				
Sample Number:	503	Type:	R	Area:	5000.00 SqFt		PCI:	94
Sample Comments:								
57	WEATHERING		L	5000.00 SqFt				

<b>Network:</b>	LAL	<b>Name:</b>	LAKELAND LINDER INTERNATIONAL AIRPORT							
<b>Branch:</b>	AP N	<b>Name:</b>	NORTH APRON		<b>Use:</b>	APRON	<b>Area:</b>	669,275 SqFt		
<b>Section:</b>	4123	of	9	<b>From:</b>	-	<b>To:</b>	-	<b>Last Const.:</b>	1/1/2011	
<b>Surface:</b>	AC	<b>Family:</b>	C9N59-RL-AP-AC		<b>Zone:</b>		<b>Category:</b>		<b>Rank:</b>	P
<b>Area:</b>	82,949 SqFt	<b>Length:</b>	300 Ft		<b>Width:</b>	270 Ft				
<b>Slabs:</b>		<b>Slab Length:</b>	Ft		<b>Slab Width:</b>	Ft		<b>Joint Length:</b>	Ft	
<b>Shoulder:</b>		<b>Street Type:</b>			<b>Grade:</b>	0		<b>Lanes:</b>	0	
<b>Section Comments:</b>										
<b>Work Date:</b>	1/1/2011	<b>Work Type:</b>	New Construction - Initial			<b>Code:</b>	NU-IN	<b>Is Major M&amp;R:</b>	True	
<b>Last Insp. Date:</b>	1/7/2019	<b>TotalSamples:</b>	18		<b>Surveyed:</b>	3				
<b>Conditions:</b>	PCI:	78								
<b>Inspection Comments:</b>										
<b>Sample Number:</b>	109	<b>Type:</b>	R	<b>Area:</b>	4075.00 SqFt	<b>PCI:</b>	77			
<b>Sample Comments:</b>										
56	SWELLING	L	5.00	SqFt						
57	WEATHERING	L	3871.00	SqFt						
52	RAVELING	L	204.00	SqFt						
48	L & T CR	L	146.00	Ft						
<b>Sample Number:</b>	211	<b>Type:</b>	R	<b>Area:</b>	5000.00 SqFt	<b>PCI:</b>	80			
<b>Sample Comments:</b>										
52	RAVELING	L	50.00	SqFt						
57	WEATHERING	L	4950.00	SqFt						
48	L & T CR	L	194.00	Ft						
<b>Sample Number:</b>	511	<b>Type:</b>	R	<b>Area:</b>	6673.00 SqFt	<b>PCI:</b>	78			
<b>Sample Comments:</b>										
48	L & T CR	L	353.00	Ft						
56	SWELLING	L	20.00	SqFt						
57	WEATHERING	L	6673.00	SqFt						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP N		Name:	NORTH APRON		Use:	APRON		Area:	669,275 SqFt	
Section:	4125 of 9		From:	-			To:	-		Last Const.:	6/1/2018
Surface:	AC		Family:	C9N59-RL-AP-AC		Zone:			Category:	Rank: P	
Area:	80,609 SqFt		Length:	470 Ft		Width:	200 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1962		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	6/1/2018		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True	
Last Insp. Date:	12/8/2014		TotalSamples:	12		Surveyed:		2			
Conditions:	PCI: 22		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	103		Type:	R		Area:	8560.49 SqFt		PCI:	20	
Sample Comments:											
43	BLOCK CRACKING		L	140.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	117.00 Ft							
52	RAVELING		H	8560.00 SqFt							
Sample Number:	302		Type:	R		Area:	5000.00 SqFt		PCI:	25	
Sample Comments:											
52	RAVELING		H	5000.00 SqFt							
43	BLOCK CRACKING		L	5000.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT					
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt		
Section:	4140	of	9	From:	-	To:	-	Last Const.:	12/25/1999	
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P
Area:	127,950 SqFt		Length:	470 Ft		Width:	274 Ft			
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:		Street Type:			Grade:	0		Lanes:	0	
Section Comments:										
Work Date:	12/25/1999		Work Type:			New Construction - Initial		Code:	NU-IN	
Work Date:	1/1/2005		Work Type:			Surface Treatment - Slurry Seal		Code:	ST-SS	
Is Major M&R: True										
Work Date:	1/1/2005		Work Type:			Surface Treatment - Slurry Seal		Code:	ST-SS	
Is Major M&R: False										
Last Insp. Date:	1/7/2019		TotalSamples:	25		Surveyed:	3			
Conditions:	PCI: 60									
Inspection Comments:										
Sample Number:	203		Type:	R		Area:	4162.00 SqFt		PCI:	57
Sample Comments:										
48	L & T CR		L	23.00 Ft						
56	SWELLING		L	40.00 SqFt						
43	BLOCK CR		L	2500.00 SqFt						
52	RAVELING		L	4162.00 SqFt						
Sample Number:	402		Type:	R		Area:	5000.00 SqFt		PCI:	62
Sample Comments:										
43	BLOCK CR		L	1750.00 SqFt						
52	RAVELING		L	5000.00 SqFt						
48	L & T CR		L	89.00 Ft						
Sample Number:	500		Type:	R		Area:	5000.00 SqFt		PCI:	60
Sample Comments:										
52	RAVELING		L	5000.00 SqFt						
43	BLOCK CR		L	2000.00 SqFt						
56	SWELLING		L	30.00 SqFt						
48	L & T CR		L	76.00 Ft						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP N		Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt			
Section:	4145	of 9	From:	-			To:	-		Last Const.:	1/1/2011	
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P		
Area:	39,944 SqFt		Length:	200 Ft		Width:	150 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:		Street Type:		Grade:	0		Lanes:	0				
Section Comments:												
Work Date:	1/1/2011		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True	
Last Insp. Date:	1/7/2019		TotalSamples:	9		Surveyed:	1					
Conditions:	PCI:	78										
Inspection Comments:												
Sample Number:	206	Type:	R	Area:	4150.00 SqFt		PCI:	78				
Sample Comments:												
48	L & T CR	L	117.00 Ft									
57	WEATHERING	L	4150.00 SqFt									
45	DEPRESSION	L	14.00 SqFt									
56	SWELLING	L	200.00 SqFt									



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	AP N	Name:	NORTH APRON		Use:	APRON	Area:	669,275 SqFt				
Section:	4150	of 9	From:	-		To:	-		Last Const.:	1/1/2015		
Surface:	AAC	Family:	C9N59-RL-AP-AAC-APC		Zone:	Category:		Rank:		P		
Area:	61,106 SqFt		Length:	345 Ft		Width:	150 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:		Grade:		0		Lanes:	0				
Section Comments:												
Work Date:	12/25/1994		Work Type:			New Construction - Initial		Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2015		Work Type:			MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	14		Surveyed:					2	
Conditions:	PCI:		85									
Inspection Comments:												
Sample Number:	252		Type:	R		Area:	5700.00 SqFt		PCI:	90		
Sample Comments:												
57	WEATHERING		L	5700.00 SqFt								
48	L & T CR		L	44.00 Ft								
Sample Number:	257		Type:	R		Area:	3938.00 SqFt		PCI:	77		
Sample Comments:												
57	WEATHERING		L	3938.00 SqFt								
48	L & T CR		L	3.00 Ft								
45	DEPRESSION		L	126.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	AP NE		Name:	NORTHEAST APRON		Use:	APRON	Area:	10,562 SqFt
Section:	4215	of	1	From:	-	To:	-	Last Const.:	12/25/1999
Surface:	AC	Family:	C9N59-RL-AP-AC	Zone:		Category:		Rank:	P
Area:	10,562 SqFt	Length:	180 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI:	18							
Inspection Comments:									
Sample Number:	200	Type:	R	Area:	6096.00 SqFt	PCI:	18		
Sample Comments:									
52	RAVELING	L	4762.00	SqFt					
41	ALLIGATOR CR	M	216.00	SqFt					
43	BLOCK CR	M	1450.00	SqFt					
45	DEPRESSION	L	50.00	SqFt					
57	WEATHERING	L	1334.00	SqFt					
53	RUTTING	H	105.00	SqFt					
53	RUTTING	M	245.00	SqFt					
48	L & T CR	L	65.00	Ft					

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4605	of 14	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:				
Area:	40,818 SqFt		Length:	1,680 Ft		Width:	20 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	9		Surveyed:	1				
Conditions:	PCI:	65									
Inspection Comments:											
Sample Number:	202	Type:	R	Area:	4000.00 SqFt		PCI:	65			
Sample Comments:											
52	RAVELING		L	4000.00 SqFt							
48	L & T CR		L	527.00 Ft							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4610	of 14	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:				
Area:	9,949 SqFt		Length:	180 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft		
Shoulder:	Street Type:			Grade:		0	Lanes:		0		
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 59										
Inspection Comments:											
Sample Number:	101	Type:	R	Area:	3876.00 SqFt		PCI:	59			
Sample Comments:											
52	RAVELING	L	3762.00	SqFt							
52	RAVELING	M	114.00	SqFt							
48	L & T CR	L	129.00	Ft							
45	DEPRESSION	L	80.00	SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT												
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON		Area:	349,830 SqFt							
Section:	4612		of	14		From:	-		To:	-		Last Const.:	1/1/1944				
Surface:	PCC		Family:	C9N59-RL-AP-PCC			Zone:				Category:				Rank:	P	
Area:	8,809 SqFt			Length:	104 Ft			Width:	77 Ft								
Slabs:	29		Slab Length:	20 Ft			Slab Width:	13 Ft			Joint Length:	713 Ft					
Shoulder:				Street Type:				Grade:	0			Lanes:	0				
Section Comments:																	
Work Date:	1/1/1944			Work Type:	New Construction - Initial					Code:	NU-IN			Is Major M&R:	True		
Last Insp. Date:	1/7/2019			TotalSamples:	2			Surveyed:	1								
Conditions:	PCI:	11															
Inspection Comments:																	
Sample Number:	102		Type:	R		Area:	18.00 Slabs			PCI:	11						
Sample Comments:																	
73	SHRINKAGE CR			N	4.00			Slabs									
72	SHAT. SLAB			L	4.00			Slabs									
75	CORNER SPALL			L	1.00			Slabs									
65	JT SEAL DMG			H	18.00			Slabs									
63	LINEAR CR			L	3.00			Slabs									
63	LINEAR CR			M	1.00			Slabs									
72	SHAT. SLAB			M	8.00			Slabs									
72	SHAT. SLAB			H	1.00			Slabs									
75	CORNER SPALL			M	2.00			Slabs									



Network: LAL		Name: LAKELAND LINDER INTERNATIONAL AIRPORT	
Branch: AP NW	Name: NORTHWEST APRON	Use: APRON	Area: 349,830 SqFt
Section: 4615	of 14	From: -	To: -
Surface: PCC	Family: C9N59-RL-AP-PCC	Zone:	Category: Rank: P
Area: 33,325 SqFt	Length: 1,200 Ft	Width: 25 Ft	
Slabs: 53	Slab Length: 25 Ft	Slab Width: 25 Ft	Joint Length: 1,175 Ft
Shoulder:	Street Type:	Grade: 0	Lanes: 0
Section Comments:			
Work Date: 12/25/1999	Work Type: New Construction - Initial	Code: NU-IN	Is Major M&R: True
Last Insp. Date: 1/7/2019	TotalSamples: 9	Surveyed: 2	
Conditions: PCI: 15			
Inspection Comments:			
Sample Number: 300	Type: R	Area: 18.00 Slabs	PCI: 29
Sample Comments:			
72	SHAT. SLAB	H	2.00 Slabs
66	SMALL PATCH	L	1.00 Slabs
74	JOINT SPALL	L	2.00 Slabs
65	JT SEAL DMG	H	18.00 Slabs
74	JOINT SPALL	M	3.00 Slabs
72	SHAT. SLAB	M	1.00 Slabs
73	SHRINKAGE CR	N	11.00 Slabs
62	CORNER BREAK	M	1.00 Slabs
75	CORNER SPALL	L	1.00 Slabs
Sample Number: 502	Type: R	Area: 18.00 Slabs	PCI: 1
Sample Comments:			
65	JT SEAL DMG	H	18.00 Slabs
62	CORNER BREAK	M	3.00 Slabs
72	SHAT. SLAB	M	8.00 Slabs
72	SHAT. SLAB	H	6.00 Slabs
73	SHRINKAGE CR	N	1.00 Slabs
72	SHAT. SLAB	L	1.00 Slabs

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4620 of 14		From:	-		To:	-		Last Const.:	12/25/1999	
Surface:	PCC	Family:	C9N59-RL-AP-PCC		Zone:			Category:	Rank: P		
Area:	18,190 SqFt		Length:	180 Ft		Width:	100 Ft				
Slabs:	51	Slab Length:	18 Ft		Slab Width:	21 Ft		Joint Length:	1,627 Ft		
Shoulder:	Street Type:		Grade:	0		Lanes:	0				
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI:	31									
Inspection Comments:											
Sample Number:	202	Type:	R	Area:	18.00 Slabs		PCI:	31			
Sample Comments:											
72	SHAT. SLAB		M	1.00 Slabs							
65	JT SEAL DMG		M	18.00 Slabs							
72	SHAT. SLAB		L	17.00 Slabs							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4625	of 14	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:				
Area:	26,470 SqFt		Length:	1,120 Ft		Width:	20 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	6		Surveyed:	1				
Conditions:	PCI: 70										
Inspection Comments:											
Sample Number:	502	Type:	R	Area:	4000.00 SqFt		PCI:	70			
Sample Comments:											
57	WEATHERING		M	3800.00 SqFt							
52	RAVELING		L	200.00 SqFt							
48	L & T CR		L	275.00 Ft							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4630	of	14	From:	-	To:	-	Last Const.:	12/25/1999		
Surface:	PCC	Family:	C9N59-RL-AP-PCC		Zone:		Category:		Rank:	P	
Area:	1,780 SqFt		Length:	75 Ft		Width:	20 Ft				
Slabs:	9	Slab Length:	16 Ft		Slab Width:	13 Ft		Joint Length:	119 Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	62									
Inspection Comments:											
Sample Number:	106	Type:	R	Area:	10.00 Slabs		PCI:	62			
Sample Comments:											
65	JT SEAL DMG	H	10.00		Slabs						
63	LINEAR CR	L	4.00		Slabs						
73	SHRINKAGE CR	N	10.00		Slabs						
75	CORNER SPALL	L	3.00		Slabs						

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt			
Section:	4640		of	14	From:	-		To:	-		Last Const.:	1/1/2015
Surface:	AAC		Family:	C9N59-RL-AP-AAC-APC		Zone:			Category:	Rank: P		
Area:	124,349 SqFt		Length:	620 Ft		Width:	185 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	12/25/1999		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2015		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	27		Surveyed:	3					
Conditions:	PCI: 91											
Inspection Comments:												
Sample Number:	107		Type:	R		Area:	5000.00 SqFt		PCI:	86		
Sample Comments:												
57	WEATHERING		L	5000.00 SqFt								
48	L & T CR		L	130.00 Ft								
Sample Number:	205		Type:	R		Area:	5785.00 SqFt		PCI:	89		
Sample Comments:												
48	L & T CR		L	50.00 Ft								
57	WEATHERING		L	5785.00 SqFt								
Sample Number:	302		Type:	R		Area:	3750.00 SqFt		PCI:	100		
Sample Comments:												
<No Distress>												



Network:

LAL

Name:

LAKELAND LINDER INTERNATIONAL  
AIRPORT

Branch:

AP NW

Name:

NORTHWEST APRON

Use:

APRON

Area:

349,830 SqFt

Section:

4645

of

14

From:

-

To:

-

Last Const.:

12/25/1999

Surface:

AC

Family:

C9N59-RL-AP-AC

Zone:

Category:

Rank:

P

Area:

6,608 SqFt

Length:

255 Ft

Width:

25 Ft

Slabs:

Slab Length:

Ft

Slab Width:

Ft

Joint Length:

Ft

Shoulder:

Street Type:

Grade:

0

Lanes:

0

Section Comments:

Work Date:

12/25/1999

Work Type:

New Construction - Initial

Code:

NU-IN

Is Major M&R:

True

Last Insp. Date:

1/7/2019

TotalSamples:

1

Surveyed:

1

Conditions:

PCI:

49

Inspection Comments:

Sample Number:

600

Type:

R

Area:

6608.00 SqFt

PCI:

49

Sample Comments:

48

L & T CR

M

42.00

Ft

48

L & T CR

L

246.00

Ft

45

DEPRESSION

L

60.00

SqFt

41

ALLIGATOR CR

L

18.00

SqFt

52

RAVELING

L

6510.00

SqFt

52

RAVELING

M

98.00

SqFt

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4650	of 14	From:	-			To:	-			
Surface:	PCC	Family:	C9N59-RL-AP-PCC		Zone:	Category:			Rank:	P	
Area:	2,273 SqFt		Length:	50 Ft		Width:	45 Ft				
Slabs:	15	Slab Length:	10 Ft		Slab Width:	15 Ft		Joint Length:	280 Ft		
Shoulder:	Street Type:		Grade:	0			Lanes:	0			
Section Comments:											
Work Date:	12/25/2002		Work Type:	New Construction - PCC			Code:	NC-PC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	86									
Inspection Comments:											
Sample Number:	101	Type:	R	Area:	15.00 Slabs		PCI:	86			
Sample Comments:											
65	JT SEAL DMG	L	15.00 Slabs								
70	SCALING	L	1.00 Slabs								
63	LINEAR CR	L	2.00 Slabs								

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4655	of 14	From:	-			To:	-			
Surface:	PCC	Family:	C9N59-RL-AP-PCC		Zone:	Category:			Rank: P		
Area:	3,280 SqFt		Length:	55 Ft		Width:	45 Ft				
Slabs:	22	Slab Length:	10 Ft		Slab Width:	15 Ft			Joint Length:	312 Ft	
Shoulder:	Street Type:		Grade:	0			Lanes:	0			
Section Comments:											
Work Date:	12/25/2010		Work Type:	New Construction - PCC			Code:	NC-PC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	85									
Inspection Comments:											
Sample Number:	100	Type:	R	Area:	28.00 Slabs		PCI:	85			
Sample Comments:											
75	CORNER SPALL		L	2.00 Slabs							
65	JT SEAL DMG		H	28.00 Slabs							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt				
Section:	4660		of	14	From:	-		To:	-		Last Const.:	1/1/2015	
Surface:	AAC		Family:	C9N59-RL-AP-AAC-APC		Zone:			Category:	Rank: P			
Area:	36,799 SqFt		Length:	430 Ft		Width:	90 Ft						
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:			Street Type:			Grade:	0		Lanes:	0			
Section Comments:													
Work Date:	12/25/2002		Work Type:	New Construction - AC				Code:	NC-AC		Is Major M&R:	True	
Work Date:	1/1/2015		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True	
Last Insp. Date:	1/7/2019		TotalSamples:	7				Surveyed:	1				
Conditions:	PCI: 92												
Inspection Comments:													
Sample Number:	201		Type:	R		Area:	6242.00 SqFt		PCI:	92			
Sample Comments:													
52	RAVELING		L	4.00 SqFt									
57	WEATHERING		L	6238.00 SqFt									
56	SWELLING		L	10.00 SqFt									

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP NW		Name:	NORTHWEST APRON		Use:	APRON	Area:	349,830 SqFt		
Section:	4665	of 14	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:				
Area:	18,572 SqFt		Length:	198 Ft		Width:	84 Ft				
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft		
Shoulder:	Street Type:			Grade:		0	Lanes:		0		
Section Comments:											
Work Date:	1/1/2005		Work Type:	New Construction - AC			Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	72									
Inspection Comments:											
Sample Number:	401	Type:	R	Area:	5151.00 SqFt		PCI:	72			
Sample Comments:											
52	RAVELING	L	51.00 SqFt								
48	L & T CR	L	350.00 Ft								
50	PATCHING	L	9.00 SqFt								
57	WEATHERING	L	5091.00 SqFt								



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	AP RU SW		Name:	SOUTHWEST APRON RUN-UP		Use:	APRON	Area:	7,735 SqFt
Section:	5105	of	1	From:	-	To:	-	Last Const.:	12/25/1999
Surface:	AC	Family:	C9N59-RL-AP-AC	Zone:		Category:		Rank:	P
Area:	7,735 SqFt	Length:	200 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI:	41							
Inspection Comments:									
Sample Number:	101	Type:	R	Area:	3885.00 SqFt	PCI:	41		
Sample Comments:									
45	DEPRESSION	M	222.00	SqFt					
48	L & T CR	L	125.00	Ft					
52	RAVELING	M	1214.00	SqFt					
45	DEPRESSION	L	252.00	SqFt					

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	AP S	Name:	SOUTH APRON		Use:	APRON	Area:	304,107 SqFt			
Section:	4510	of	1	From:	-	To:	-	Last Const.:	1/1/2015		
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P	
Area:	304,107 SqFt	Length:	965 Ft		Width:	325 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2015		Work Type:			New Construction - Initial		Code:	NU-IN		
								Is Major M&R:			True
Last Insp. Date:	1/7/2019		TotalSamples:	61		Surveyed:		9			
Conditions:	PCI: 71										
Inspection Comments:											
Sample Number:	074	Type:	R	Area:	5900.00 SqFt		PCI:	66			
Sample Comments:											
50	PATCHING	L	2242.00 SqFt								
48	L & T CR	L	8.00 Ft								
57	WEATHERING	L	3658.00 SqFt								
Sample Number:	080	Type:	R	Area:	5000.00 SqFt		PCI:	62			
Sample Comments:											
50	PATCHING	L	2500.00 SqFt								
48	L & T CR	L	13.00 Ft								
57	WEATHERING	L	2500.00 SqFt								
Sample Number:	082	Type:	R	Area:	5000.00 SqFt		PCI:	68			
Sample Comments:											
48	L & T CR	L	24.00 Ft								
57	WEATHERING	L	3700.00 SqFt								
50	PATCHING	L	1300.00 SqFt								
Sample Number:	094	Type:	R	Area:	5000.00 SqFt		PCI:	69			
Sample Comments:											
50	PATCHING	L	1300.00 SqFt								
48	L & T CR	L	12.00 Ft								
57	WEATHERING	L	3700.00 SqFt								
Sample Number:	103	Type:	R	Area:	5000.00 SqFt		PCI:	61			
Sample Comments:											
57	WEATHERING	L	2500.00 SqFt								
48	L & T CR	L	33.00 Ft								
50	PATCHING	L	2500.00 SqFt								
Sample Number:	201	Type:	R	Area:	5000.00 SqFt		PCI:	68			
Sample Comments:											
57	WEATHERING	L	3800.00 SqFt								
50	PATCHING	L	1200.00 SqFt								
48	L & T CR	L	36.00 Ft								
Sample Number:	205	Type:	R	Area:	5000.00 SqFt		PCI:	70			
Sample Comments:											
57	WEATHERING	L	3800.00 SqFt								
50	PATCHING	L	1200.00 SqFt								
48	L & T CR	L	12.00 Ft								
Sample Number:	402	Type:	R	Area:	5000.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING	L	5000.00 SqFt								
48	L & T CR	L	46.00 Ft								

Sample Number: 701		Type: R	Area: 3072.00 SqFt	PCI: 94
Sample Comments:				
57	WEATHERING	L	3072.00 SqFt	

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP SE	Name:	SOUTHEAST APRON	Use:	APRON	Area:	416,410 SqFt		
Section:	4307	of	6	From:	-	To:	-	Last Const.:	1/1/1944
Surface:	PCC	Family:	C9N59-RL-AP-PCC	Zone:		Category:		Rank:	P
Area:	5,199 SqFt	Length:	90 Ft	Width:	50 Ft				
Slabs:	21	Slab Length:	20 Ft	Slab Width:	13 Ft	Joint Length:	445 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 29								
Inspection Comments:									
Sample Number:	102	Type:	R	Area:	20.00 Slabs	PCI:	29		
Sample Comments:									
70	SCALING	L	9.00	Slabs					
62	CORNER BREAK	M	1.00	Slabs					
70	SCALING	M	1.00	Slabs					
74	JOINT SPALL	M	6.00	Slabs					
72	SHAT. SLAB	L	1.00	Slabs					
63	LINEAR CR	M	1.00	Slabs					
75	CORNER SPALL	L	3.00	Slabs					
65	JT SEAL DMG	H	20.00	Slabs					
74	JOINT SPALL	H	1.00	Slabs					
74	JOINT SPALL	L	4.00	Slabs					
72	SHAT. SLAB	M	2.00	Slabs					
63	LINEAR CR	L	9.00	Slabs					
73	SHRINKAGE CR	N	1.00	Slabs					
75	CORNER SPALL	M	1.00	Slabs					

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SE		Name:	SOUTHEAST APRON		Use:	APRON	Area:	416,410 SqFt		
Section:	4310 of 6		From:	-		To:	-		Last Const.: 1/1/2005		
Surface:	AAC		Family:	C9N59-RL-AP-AAC-APC		Zone:	Category:		Rank: P		
Area:	139,322 SqFt		Length:	475 Ft		Width:	291 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2005		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	29		Surveyed: 4					
Conditions:	PCI: 76										
Inspection Comments:											
Sample Number:	101		Type:	R		Area:	3862.00 SqFt		PCI:	80	
Sample Comments:											
48	L & T CR		L	145.00 Ft							
52	RAVELING		L	39.00 SqFt							
57	WEATHERING		L	3823.00 SqFt							
Sample Number:	304		Type:	R		Area:	5088.00 SqFt		PCI:	79	
Sample Comments:											
45	DEPRESSION		L	30.00 SqFt							
57	WEATHERING		L	5088.00 SqFt							
48	L & T CR		L	191.00 Ft							
Sample Number:	402		Type:	R		Area:	5000.00 SqFt		PCI:	73	
Sample Comments:											
48	L & T CR		L	357.00 Ft							
49	OIL SPILLAGE		N	25.00 SqFt							
57	WEATHERING		L	5000.00 SqFt							
Sample Number:	601		Type:	R		Area:	5000.00 SqFt		PCI:	74	
Sample Comments:											
48	L & T CR		L	354.00 Ft							
57	WEATHERING		L	5000.00 SqFt							
49	OIL SPILLAGE		N	10.00 SqFt							



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SE		Name:	SOUTHEAST APRON		Use:	APRON		Area:	416,410 SqFt		
Section:	4312 of 6		From:	-			To:	-		Last Const.:	5/1/2017	
Surface:	AC		Family:	C9N59-RL-AP-AC		Zone:			Category:	Rank: P		
Area:	13,417 SqFt		Length:	266 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	12/25/1999		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	5/1/2017		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	5		Surveyed:	1					
Conditions:	PCI: 51		NOTE:	*** Pre-Construction PCI ***								
Inspection Comments:												
Sample Number:	205		Type:	R		Area:	2693.36 SqFt		PCI:	51		
Sample Comments:												
52	RAVELING		L	2657.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	264.00 Ft								
45	DEPRESSION		M	66.00 SqFt								
52	RAVELING		M	36.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SE		Name:	SOUTHEAST APRON		Use:	APRON		Area:	416,410 SqFt		
Section:	4315 of 6		From:	-			To:	-		Last Const.:	5/1/2017	
Surface:	AC		Family:	C9N59-RL-AP-AC		Zone:			Category:	Rank: P		
Area:	189,950 SqFt		Length:	450 Ft		Width:	400 Ft					
Slabs:	64		Slab Length:	25 Ft		Slab Width:	75 Ft		Joint Length:	5,660 Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	12/25/1999		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	5/1/2017		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	13		Surveyed:	2					
Conditions:	PCI: 8		NOTE:	*** Pre-Construction PCI ***								
Inspection Comments:												
Sample Number:	400		Type:	R		Area:	8.00 Slabs		PCI:	12		
Sample Comments:												
72	SHATTERED SLAB		M	4.00 Slabs								
72	SHATTERED SLAB		L	4.00 Slabs								
65	JOINT SEAL DAMAGE		M	8.00 Slabs								
Sample Number:	602		Type:	R		Area:	8.00 Slabs		PCI:	4		
Sample Comments:												
72	SHATTERED SLAB		M	2.00 Slabs								
65	JOINT SEAL DAMAGE		H	8.00 Slabs								
72	SHATTERED SLAB		H	1.00 Slabs								
72	SHATTERED SLAB		L	5.00 Slabs								

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON	Area:	216,313 SqFt		
Section:	4405	of	10	From:	-	To:	-	Last Const.:	12/25/1999		
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P	
Area:	12,763 SqFt		Length:	250 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	34									
Inspection Comments:											
Sample Number:	100	Type:	R	Area:	3750.00 SqFt		PCI:	34			
Sample Comments:											
53	RUTTING	L	148.00		SqFt						
52	RAVELING	M	2700.00		SqFt						
48	L & T CR	M	237.00		Ft						
52	RAVELING	L	1050.00		SqFt						

<b>Network:</b>	LAL			<b>Name:</b>	LAKELAND LINDER INTERNATIONAL AIRPORT				
<b>Branch:</b>	AP SW		<b>Name:</b>	SOUTHWEST APRON		<b>Use:</b>	APRON	<b>Area:</b>	216,313 SqFt
<b>Section:</b>	4407	of 10	<b>From:</b>	-			<b>To:</b>	-	<b>Last Const.:</b> 1/1/1944
<b>Surface:</b>	PCC	<b>Family:</b>	C9N59-RL-AP-PCC		<b>Zone:</b>	<b>Category:</b>		<b>Rank:</b>	P
<b>Area:</b>	38,471 SqFt		<b>Length:</b>	150 Ft		<b>Width:</b>	200 Ft		
<b>Slabs:</b>	141	<b>Slab Length:</b>	16 Ft		<b>Slab Width:</b>	17 Ft		<b>Joint Length:</b>	3,290 Ft
<b>Shoulder:</b>	<b>Street Type:</b>		<b>Grade:</b>		0		<b>Lanes:</b>	0	
<b>Section Comments:</b>									
<b>Work Date:</b>	1/1/1944		<b>Work Type:</b> New Construction - Initial			<b>Code:</b>	NU-IN		<b>Is Major M&amp;R:</b> True
<b>Last Insp. Date:</b>	1/7/2019		<b>TotalSamples:</b>	7		<b>Surveyed:</b>	2		
<b>Conditions:</b>	PCI: 22								
<b>Inspection Comments:</b>									
<b>Sample Number:</b>	201	<b>Type:</b>	R	<b>Area:</b>	21.00 Slabs		<b>PCI:</b>	29	
<b>Sample Comments:</b>									
62	CORNER BREAK		M	1.00 Slabs					
62	CORNER BREAK		L	2.00 Slabs					
75	CORNER SPALL		L	2.00 Slabs					
72	SHAT. SLAB		M	1.00 Slabs					
72	SHAT. SLAB		L	3.00 Slabs					
67	LARGE PATCH		M	2.00 Slabs					
65	JT SEAL DMG		H	21.00 Slabs					
73	SHRINKAGE CR		N	18.00 Slabs					
63	LINEAR CR		L	10.00 Slabs					
<b>Sample Number:</b>	301	<b>Type:</b>	R	<b>Area:</b>	16.00 Slabs		<b>PCI:</b>	13	
<b>Sample Comments:</b>									
72	SHAT. SLAB		L	3.00 Slabs					
75	CORNER SPALL		L	1.00 Slabs					
63	LINEAR CR		L	5.00 Slabs					
63	LINEAR CR		M	4.00 Slabs					
75	CORNER SPALL		M	1.00 Slabs					
74	JOINT SPALL		M	1.00 Slabs					
65	JT SEAL DMG		H	16.00 Slabs					
72	SHAT. SLAB		M	4.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
74	JOINT SPALL		H	1.00 Slabs					
70	SCALING		M	1.00 Slabs					
73	SHRINKAGE CR		N	2.00 Slabs					

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP SW	Name:	SOUTHWEST APRON	Use:	APRON	Area:	216,313 SqFt		
Section:	4410	of	10	From:	-	To:	-	Last Const.:	12/25/1999
Surface:	AC	Family:	C9N59-RL-AP-AC	Zone:		Category:		Rank:	P
Area:	14,742 SqFt	Length:	290 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	3	Surveyed:	1				
Conditions:	PCI:	14							
Inspection Comments:									
Sample Number:	501	Type:	R	Area:	4576.00 SqFt	PCI:	14		
Sample Comments:									
52	RAVELING	H	450.00	SqFt					
53	RUTTING	L	78.00	SqFt					
48	L & T CR	L	231.00	Ft					
43	BLOCK CR	L	258.00	SqFt					
48	L & T CR	M	183.00	Ft					
52	RAVELING	M	4126.00	SqFt					
41	ALLIGATOR CR	M	94.00	SqFt					
41	ALLIGATOR CR	L	200.00	SqFt					
45	DEPRESSION	L	42.00	SqFt					



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON	Area:	216,313 SqFt			
Section:	905		of	10	From:	-		To:	-		Last Const.:	1/1/1992
Surface:	AC		Family:	C9N59-RL-AP-AC		Zone:			Category:	Rank: T		
Area:	105,514 SqFt		Length:	2,100 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1992		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	21		Surveyed:	3					
Conditions:	PCI: 52											
Inspection Comments:												
Sample Number:	901		Type:	R		Area:	5000.00 SqFt		PCI:	38		
Sample Comments:												
56	SWELLING		L	12.00 SqFt								
52	RAVELING		L	4100.00 SqFt								
52	RAVELING		H	325.00 SqFt								
52	RAVELING		M	575.00 SqFt								
48	L & T CR		L	350.00 Ft								
Sample Number:	907		Type:	R		Area:	4988.00 SqFt		PCI:	57		
Sample Comments:												
52	RAVELING		M	100.00 SqFt								
48	L & T CR		M	216.00 Ft								
48	L & T CR		L	244.00 Ft								
52	RAVELING		L	4888.00 SqFt								
Sample Number:	915		Type:	R		Area:	5618.00 SqFt		PCI:	58		
Sample Comments:												
48	L & T CR		L	163.00 Ft								
52	RAVELING		M	8.00 SqFt								
56	SWELLING		L	5.00 SqFt								
48	L & T CR		M	194.00 Ft								
52	RAVELING		L	5610.00 SqFt								

Network:

LAL

Name:

LAKELAND LINDER INTERNATIONAL  
AIRPORT

Branch:

AP SW

Name:

SOUTHWEST APRON

Use:

APRON

Area:

216,313 SqFt

Section:

915

of

10

From:

-

To:

-

Last Const.:

12/25/1999

Surface:

AC

Family:

C9N59-RL-AP-AC

Zone:

Category:

Rank:

P

Area:

11,499 SqFt

Length:

230 Ft

Width:

50 Ft

Slabs:

Slab Length:

Ft

Slab Width:

Ft

Joint Length:

Ft

Shoulder:

Street Type:

Grade:

0

Lanes:

0

Section Comments:

Work Date:

12/25/1999

Work Type:

New Construction - Initial

Code:

NU-IN

Is Major M&R:

True

Last Insp. Date:

1/7/2019

TotalSamples:

2

Surveyed:

1

Conditions:

PCI:

15

Inspection Comments:

Sample Number:

200

Type:

R

Area:

6965.00 SqFt

PCI:

15

Sample Comments:

48

L & T CR

M

161.00

Ft

48

L & T CR

L

504.00

Ft

45

DEPRESSION

L

106.00

SqFt

52

RAVELING

H

1750.00

SqFt

45

DEPRESSION

M

60.00

SqFt

52

RAVELING

M

5215.00

SqFt

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP SW	Name:	SOUTHWEST APRON	Use:	APRON	Area:	216,313 SqFt		
Section:	917	of	10	From:	-	To:	-	Last Const.:	1/1/1944
Surface:	PCC	Family:	C9N59-RL-AP-PCC	Zone:		Category:		Rank:	P
Area:	4,533 SqFt	Length:	50 Ft	Width:	90 Ft				
Slabs:	18	Slab Length:	20 Ft	Slab Width:	13 Ft	Joint Length:	445 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True		
Last Insp. Date:	1/7/2019	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 9								
Inspection Comments:									
Sample Number:	202	Type:	R	Area:	20.00 Slabs	PCI:	9		
Sample Comments:									
65	JT SEAL DMG	H	20.00	Slabs					
74	JOINT SPALL	H	1.00	Slabs					
62	CORNER BREAK	M	1.00	Slabs					
75	CORNER SPALL	M	1.00	Slabs					
74	JOINT SPALL	M	2.00	Slabs					
73	SHRINKAGE CR	N	3.00	Slabs					
63	LINEAR CR	M	9.00	Slabs					
71	FAULTING	L	1.00	Slabs					
72	SHAT. SLAB	M	7.00	Slabs					
74	JOINT SPALL	L	1.00	Slabs					
75	CORNER SPALL	L	1.00	Slabs					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON		Area:	216,313 SqFt		
Section:	920		of	10	From:	-		To:	-		Last Const.:	12/25/1999
Surface:	AC		Family:	C9N59-RL-AP-AC		Zone:			Category:	Rank:		P
Area:	4,963 SqFt		Length:	90 Ft		Width:	50 Ft					
Slabs:	24		Slab Length:	15 Ft		Slab Width:	25 Ft		Joint Length:	730 Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	12/25/1999			Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019			TotalSamples:	1			Surveyed:	1			
Conditions:	PCI: 54											
Inspection Comments:												
Sample Number:	600		Type:	R		Area:	4963.00 SqFt		PCI:	54		
Sample Comments:												
48	L & T CR		L	267.00 Ft								
48	L & T CR		M	114.00 Ft								
52	RAVELING		L	4163.00 SqFt								
52	RAVELING		M	800.00 SqFt								
56	SWELLING		L	10.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON	Area:	216,313 SqFt		
Section:	922 of 10		From:	-		To:	-		Last Const.:	1/1/1944	
Surface:	PCC		Family:	C9N59-RL-AP-PCC		Zone:			Rank:	P	
Area:	4,572 SqFt		Length:	50 Ft		Width:	90 Ft				
Slabs:	18		Slab Length:	20 Ft		Slab Width:	13 Ft		Joint Length:	445 Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1944		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 6										
Inspection Comments:											
Sample Number:	601		Type:	R		Area:	18.00 Slabs		PCI:	6	
Sample Comments:											
74	JOINT SPALL		H	2.00 Slabs							
72	SHAT. SLAB		L	1.00 Slabs							
65	JT SEAL DMG		H	18.00 Slabs							
62	CORNER BREAK		L	1.00 Slabs							
74	JOINT SPALL		L	3.00 Slabs							
63	LINEAR CR		M	7.00 Slabs							
75	CORNER SPALL		H	2.00 Slabs							
75	CORNER SPALL		L	3.00 Slabs							
72	SHAT. SLAB		H	1.00 Slabs							
75	CORNER SPALL		M	1.00 Slabs							
71	FAULTING		L	3.00 Slabs							
73	SHRINKAGE CR		N	2.00 Slabs							
70	SCALING		L	9.00 Slabs							
74	JOINT SPALL		M	2.00 Slabs							
63	LINEAR CR		L	5.00 Slabs							
71	FAULTING		H	1.00 Slabs							
72	SHAT. SLAB		M	3.00 Slabs							



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON	Area:	216,313 SqFt		
Section:	925	of	10	From:	-	To:	-	Last Const.:	12/25/1999		
Surface:	AC	Family:	C9N59-RL-AP-AC		Zone:		Category:		Rank:	P	
Area:	14,432 SqFt		Length:	280 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	38									
Inspection Comments:											
Sample Number:	301	Type:	R	Area:	5000.00 SqFt		PCI:	38			
Sample Comments:											
48	L & T CR		L	496.00 Ft							
52	RAVELING		M	4000.00 SqFt							
52	RAVELING		L	1000.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	AP SW		Name:	SOUTHWEST APRON		Use:	APRON	Area:	216,313 SqFt				
Section:	927	of	10	From:	-	To:	-	Last Const.:	1/1/1944				
Surface:	PCC	Family:	C9N59-RL-AP-PCC		Zone:		Category:		Rank:	P			
Area:	4,824 SqFt		Length:	50 Ft		Width:	90 Ft						
Slabs:	19	Slab Length:	20 Ft		Slab Width:	13 Ft		Joint Length:	445 Ft				
Shoulder:		Street Type:		Grade:	0		Lanes:	0					
Section Comments:													
Work Date:	1/1/1944			Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True	
Last Insp. Date:	1/7/2019			TotalSamples:	1			Surveyed:	1				
Conditions:	PCI: 19												
Inspection Comments:													
Sample Number:	303		Type:	R		Area:	20.00 Slabs		PCI:	19			
Sample Comments:													
74	JOINT SPALL		M	2.00		Slabs							
71	FAULTING		L	3.00		Slabs							
63	LINEAR CR		M	4.00		Slabs							
63	LINEAR CR		L	6.00		Slabs							
70	SCALING		L	4.00		Slabs							
65	JT SEAL DMG		H	20.00		Slabs							
73	SHRINKAGE CR		N	11.00		Slabs							
74	JOINT SPALL		H	2.00		Slabs							
74	JOINT SPALL		L	1.00		Slabs							
75	CORNER SPALL		L	2.00		Slabs							
72	SHAT. SLAB		M	4.00		Slabs							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt		
Section:	6215 of 9		From:	-		To:	-		Last Const.:	1/1/2005	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Rank:	P	
Area:	252,500 SqFt		Length:	2,525 Ft		Width:	100 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1966		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2005		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	51		Surveyed:	11				
Conditions:	PCI: 66										
Inspection Comments:											
Sample Number:	301		Type:	R		Area:	4500.00 SqFt		PCI:	69	
Sample Comments:											
48	L & T CR		L	69.00 Ft							
52	RAVELING		L	4500.00 SqFt							
Sample Number:	302		Type:	R		Area:	5000.00 SqFt		PCI:	66	
Sample Comments:											
52	RAVELING		L	4000.00 SqFt							
57	WEATHERING		M	1000.00 SqFt							
48	L & T CR		L	155.00 Ft							
Sample Number:	304		Type:	R		Area:	5000.00 SqFt		PCI:	67	
Sample Comments:											
48	L & T CR		L	82.00 Ft							
56	SWELLING		L	40.00 SqFt							
52	RAVELING		L	2750.00 SqFt							
57	WEATHERING		L	2250.00 SqFt							
Sample Number:	307		Type:	R		Area:	5000.00 SqFt		PCI:	69	
Sample Comments:											
48	L & T CR		L	114.00 Ft							
57	WEATHERING		M	2250.00 SqFt							
52	RAVELING		L	2750.00 SqFt							
Sample Number:	310		Type:	R		Area:	5000.00 SqFt		PCI:	67	
Sample Comments:											
56	SWELLING		L	10.00 SqFt							
48	L & T CR		L	92.00 Ft							
57	WEATHERING		M	2000.00 SqFt							
52	RAVELING		L	3000.00 SqFt							
Sample Number:	316		Type:	R		Area:	5000.00 SqFt		PCI:	62	
Sample Comments:											
52	RAVELING		L	2515.00 SqFt							
57	WEATHERING		M	1525.00 SqFt							
56	SWELLING		L	40.00 SqFt							
50	PATCHING		L	960.00 SqFt							
48	L & T CR		L	97.00 Ft							
Sample Number:	322		Type:	R		Area:	5000.00 SqFt		PCI:	63	
Sample Comments:											
48	L & T CR		L	157.00 Ft							

52	RAVELING	L	3010.00	SqFt
48	L & T CR	M	30.00	Ft
52	RAVELING	M	90.00	SqFt
<hr/>				
Sample Number: 329		Type: R	Area: 5000.00	PCI: 68
Sample Comments:				
48	L & T CR	L	96.00	Ft
52	RAVELING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt
<hr/>				
Sample Number: 336		Type: R	Area: 5000.00	PCI: 64
Sample Comments:				
57	WEATHERING	M	1000.00	SqFt
52	RAVELING	L	4000.00	SqFt
48	L & T CR	L	103.00	Ft
56	SWELLING	L	15.00	SqFt
<hr/>				
Sample Number: 342		Type: R	Area: 5000.00	PCI: 66
Sample Comments:				
48	L & T CR	L	108.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt
<hr/>				
Sample Number: 347		Type: R	Area: 5000.00	PCI: 66
Sample Comments:				
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt
48	L & T CR	L	137.00	Ft

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt		
Section:	6220 of 9		From:	-			To:	-			
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:	Category:		Rank: P		
Area:	126,250 SqFt		Length:	2,525 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1966		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2005		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	26		Surveyed:	5				
Conditions:	PCI: 71										
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	4375.00 SqFt		PCI:	71	
Sample Comments:											
52	RAVELING		L	875.00 SqFt							
57	WEATHERING		M	3500.00 SqFt							
48	L & T CR		L	48.00 Ft							
Sample Number:	116		Type:	R		Area:	5000.00 SqFt		PCI:	70	
Sample Comments:											
52	RAVELING		L	1000.00 SqFt							
57	WEATHERING		M	4000.00 SqFt							
48	L & T CR		L	114.00 Ft							
56	SWELLING		L	5.00 SqFt							
Sample Number:	144		Type:	R		Area:	5000.00 SqFt		PCI:	76	
Sample Comments:											
57	WEATHERING		M	2960.00 SqFt							
52	RAVELING		L	2040.00 SqFt							
Sample Number:	504		Type:	R		Area:	5000.00 SqFt		PCI:	70	
Sample Comments:											
48	L & T CR		L	13.00 Ft							
52	RAVELING		L	3000.00 SqFt							
57	WEATHERING		M	2000.00 SqFt							
Sample Number:	532		Type:	R		Area:	5000.00 SqFt		PCI:	69	
Sample Comments:											
48	L & T CR		L	24.00 Ft							
52	RAVELING		L	3000.00 SqFt							
57	WEATHERING		M	2000.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt		
Section:	6245 of 9		From:	-		To:	-		Last Const.:	1/1/2005	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:	Category:		Rank:	P	
Area:	166,242 SqFt		Length:	1,712 Ft		Width:	100 Ft				
Slabs:	91		Slab Length:	13 Ft		Slab Width:	25 Ft		Joint Length:	3,035 Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2005		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	34		Surveyed:	7				
Conditions:	PCI: 67										
Inspection Comments:											
Sample Number:	368		Type:	R		Area:	4844.00 SqFt		PCI:	68	
Sample Comments:											
57	WEATHERING		M	2422.00 SqFt							
48	L & T CR		L	63.00 Ft							
56	SWELLING		L	15.00 SqFt							
52	RAVELING		L	2422.00 SqFt							
Sample Number:	374		Type:	R		Area:	5000.00 SqFt		PCI:	64	
Sample Comments:											
52	RAVELING		L	5000.00 SqFt							
48	L & T CR		L	72.00 Ft							
56	SWELLING		L	180.00 SqFt							
Sample Number:	379		Type:	R		Area:	5000.00 SqFt		PCI:	75	
Sample Comments:											
48	L & T CR		L	96.00 Ft							
57	WEATHERING		M	5000.00 SqFt							
Sample Number:	385		Type:	R		Area:	5000.00 SqFt		PCI:	68	
Sample Comments:											
48	L & T CR		L	28.00 Ft							
52	RAVELING		L	5000.00 SqFt							
56	SWELLING		L	15.00 SqFt							
Sample Number:	391		Type:	R		Area:	5000.00 SqFt		PCI:	66	
Sample Comments:											
52	RAVELING		L	5000.00 SqFt							
48	L & T CR		L	68.00 Ft							
56	SWELLING		L	35.00 SqFt							
Sample Number:	396		Type:	R		Area:	5000.00 SqFt		PCI:	63	
Sample Comments:											
56	SWELLING		L	47.00 SqFt							
52	RAVELING		L	4000.00 SqFt							
57	WEATHERING		M	1000.00 SqFt							
48	L & T CR		L	79.00 Ft							
Sample Number:	399		Type:	R		Area:	5000.00 SqFt		PCI:	66	
Sample Comments:											
48	L & T CR		L	104.00 Ft							
52	RAVELING		L	3500.00 SqFt							
57	WEATHERING		M	1500.00 SqFt							
56	SWELLING		L	5.00 SqFt							



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt		
Section:	6250 of 9		From:	-		To:	-		Last Const.:	1/1/2005	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:	Category:		Rank:	P	
Area:	83,118 SqFt		Length:	1,600 Ft		Width:	50 Ft				
Slabs:	48		Slab Length:	13 Ft		Slab Width:	25 Ft		Joint Length:	1,175 Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2005		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	17		Surveyed:	5				
Conditions:	PCI: 66										
Inspection Comments:											
Sample Number:	168		Type:	R		Area:	5000.00 SqFt		PCI:	64	
Sample Comments:											
52	RAVELING		L	4000.00 SqFt							
57	WEATHERING		M	1000.00 SqFt							
48	L & T CR		L	87.00 Ft							
56	SWELLING		L	10.00 SqFt							
Sample Number:	176		Type:	R		Area:	5000.00 SqFt		PCI:	66	
Sample Comments:											
52	RAVELING		L	4000.00 SqFt							
57	WEATHERING		M	1000.00 SqFt							
48	L & T CR		L	49.00 Ft							
Sample Number:	196		Type:	R		Area:	5753.00 SqFt		PCI:	69	
Sample Comments:											
52	RAVELING		L	3000.00 SqFt							
56	SWELLING		L	25.00 SqFt							
57	WEATHERING		M	2753.00 SqFt							
48	L & T CR		L	12.00 Ft							
Sample Number:	584		Type:	R		Area:	5000.00 SqFt		PCI:	67	
Sample Comments:											
48	L & T CR		L	16.00 Ft							
57	WEATHERING		M	1000.00 SqFt							
52	RAVELING		L	4000.00 SqFt							
Sample Number:	592		Type:	R		Area:	5000.00 SqFt		PCI:	63	
Sample Comments:											
56	SWELLING		L	40.00 SqFt							
48	L & T CR		L	65.00 Ft							
57	WEATHERING		M	1000.00 SqFt							
52	RAVELING		L	4000.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY		Area:	718,932 SqFt		
Section:	6255 of 9		From:	-			To:	-		Last Const.:	1/1/2000	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Category:	Rank: P		
Area:	39,564 SqFt		Length:	749 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	8		Surveyed:	2					
Conditions:	PCI: 64											
Inspection Comments:												
Sample Number:	351		Type:	R		Area:	5000.00 SqFt		PCI:	64		
Sample Comments:												
52	RAVELING		L	2750.00 SqFt								
57	WEATHERING		M	2250.00 SqFt								
45	DEPRESSION		L	60.00 SqFt								
48	L & T CR		L	160.00 Ft								
Sample Number:	353		Type:	R		Area:	5000.00 SqFt		PCI:	64		
Sample Comments:												
52	RAVELING		L	2750.00 SqFt								
45	DEPRESSION		L	50.00 SqFt								
48	L & T CR		L	164.00 Ft								
57	WEATHERING		M	2250.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt			
Section:	6260		of	9	From:	-		To:	-		Last Const.:	1/1/2000
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:		Category:	Rank:			P
Area:	19,782 SqFt		Length:	540 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI:	72										
Inspection Comments:												
Sample Number:	152		Type:	R		Area:	6250.00 SqFt		PCI:	72		
Sample Comments:												
52	RAVELING		L	3200.00		SqFt						
48	L & T CR		L	10.00		Ft						
57	WEATHERING		M	3050.00		SqFt						

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt			
Section:	6263		of	9		From:	-		To:	-	Last Const.:	12/25/2015
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	14,211 SqFt		Length:	150 Ft		Width:	67 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Work Date:	1/1/2014		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	12/25/2015		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1					
Conditions:	PCI: 91											
Inspection Comments:												
Sample Number:	362		Type:	R		Area:	5025.00 SqFt		PCI:	91		
Sample Comments:												
48	L & T CR		L	8.00 Ft								
57	WEATHERING		L	5025.00 SqFt								

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT										
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt					
Section:	6265		of	9		From:	-		To:	-		Last Const.:	7/10/2014	
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	11,510 SqFt		Length:	110 Ft		Width:	100 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1944		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True		
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True		
Work Date:	7/10/2014		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1							
Conditions:	PCI: 70													
Inspection Comments:														
Sample Number:	356		Type:	R		Area:	5000.00 SqFt		PCI:	70				
Sample Comments:														
48	L & T CR		L	5.00 Ft										
50	PATCHING		L	1300.00 SqFt										
57	WEATHERING		L	3700.00 SqFt										

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 5-23		Name:	RUNWAY 5-23		Use:	RUNWAY	Area:	718,932 SqFt		
Section:	6270 of 9		From:	-		To:	-		Last Const.:	7/10/2014	
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:	Category:		Rank:	P	
Area:	5,755 SqFt		Length:	230 Ft		Width:	25 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1944		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Work Date:	7/10/2014		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 92										
Inspection Comments:											
Sample Number:	556		Type:	R		Area:	4440.00 SqFt		PCI:	92	
Sample Comments:											
48	L & T CR		L	4.00 Ft							
57	WEATHERING		L	4440.00 SqFt							



Network:		LAL		Name:		LAKELAND LINDER INTERNATIONAL AIRPORT																									
Branch:		RW 9-27		Name:		RUNWAY 9-27		Use:		RUNWAY		Area:		1,274,999 SqFt																	
Section:		6105		of 16		From:		-		To:		-		Last Const.: 7/10/2014																	
Surface:		AC		Family:		C9N59-RL-RW-AC		Zone:		Category:		Rank:		T																	
Area:		250,000 SqFt		Length:		2,550 Ft		Width:		100 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1993				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				7/10/2014				Work Type:				Complete Reconstruction - AC				Code:				CR-AC				Is Major M&R:				True			
Last Insp. Date:				1/7/2019				TotalSamples:				50				Surveyed:				11											
Conditions:				PCI: 86																											
Inspection Comments:																															
Sample Number:		302		Type:		R		Area:		5000.00 SqFt		PCI:		78																	
Sample Comments:																															
57	WEATHERING			L		4350.00 SqFt																									
50	PATCHING			L		650.00 SqFt																									
Sample Number:		306		Type:		R		Area:		5000.00 SqFt		PCI:		78																	
Sample Comments:																															
50	PATCHING			L		650.00 SqFt																									
57	WEATHERING			L		4350.00 SqFt																									
Sample Number:		311		Type:		R		Area:		5000.00 SqFt		PCI:		75																	
Sample Comments:																															
50	PATCHING			L		650.00 SqFt																									
57	WEATHERING			L		4350.00 SqFt																									
48	L & T CR			L		17.00 Ft																									
Sample Number:		317		Type:		R		Area:		5000.00 SqFt		PCI:		74																	
Sample Comments:																															
48	L & T CR			L		40.00 Ft																									
57	WEATHERING			L		4350.00 SqFt																									
50	PATCHING			L		650.00 SqFt																									
Sample Number:		322		Type:		R		Area:		5000.00 SqFt		PCI:		91																	
Sample Comments:																															
48	L & T CR			L		7.00 Ft																									
57	WEATHERING			L		5000.00 SqFt																									
Sample Number:		326		Type:		R		Area:		5000.00 SqFt		PCI:		92																	
Sample Comments:																															
48	L & T CR			L		5.00 Ft																									
57	WEATHERING			L		5000.00 SqFt																									
Sample Number:		330		Type:		R		Area:		5000.00 SqFt		PCI:		91																	
Sample Comments:																															
57	WEATHERING			L		5000.00 SqFt																									
48	L & T CR			L		8.00 Ft																									
Sample Number:		335		Type:		R		Area:		5000.00 SqFt		PCI:		92																	
Sample Comments:																															
57	WEATHERING			L		5000.00 SqFt																									
48	L & T CR			L		4.00 Ft																									
Sample Number:		340		Type:		R		Area:		5000.00 SqFt		PCI:		94																	
Sample Comments:																															
57	WEATHERING			L		5000.00 SqFt																									

Sample Number: 344		Type: R	Area: 5000.00 SqFt	PCI: 91
Sample Comments:				
48	L & T CR	L	9.00 Ft	
57	WEATHERING	L	5000.00 SqFt	
Sample Number: 348		Type: R	Area: 5000.00 SqFt	PCI: 94
Sample Comments:				
57	WEATHERING	L	5000.00 SqFt	

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY		Area:	1,274,999 SqFt				
Section:	6110		of	16		From:	-		To:	-		Last Const.:	7/10/2014	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Category:			Rank:	P	
Area:	125,000 SqFt		Length:	2,550 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1993		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True		
Work Date:	7/10/2014		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	26		Surveyed:	5							
Conditions:	PCI: 93													
Inspection Comments:														
Sample Number:	112		Type:	R		Area:	5000.00 SqFt		PCI:	94				
Sample Comments:														
57	WEATHERING		L	5000.00		SqFt								
Sample Number:	136		Type:	R		Area:	5000.00 SqFt		PCI:	89				
Sample Comments:														
57	WEATHERING		L	5000.00		SqFt								
48	L & T CR		L	47.00		Ft								
Sample Number:	512		Type:	R		Area:	5000.00 SqFt		PCI:	94				
Sample Comments:														
57	WEATHERING		L	5000.00		SqFt								
Sample Number:	536		Type:	R		Area:	5000.00 SqFt		PCI:	94				
Sample Comments:														
57	WEATHERING		L	5000.00		SqFt								
Sample Number:	544		Type:	R		Area:	3750.00 SqFt		PCI:	94				
Sample Comments:														
57	WEATHERING		L	3750.00		SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT					
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt	
Section:	6115		of	16	From:	-		To:	-	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Category:	Rank:
Area:	100,000 SqFt		Length:	950 Ft		Width:	100 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1967		Work Type:				BUILT		Code:	IMPORTED
Work Date:	1/1/1989		Work Type:				OVERLAY		Code:	IMPORTED
Work Date:	1/1/2000		Work Type:				Complete Reconstruction - AC		Code:	CR-AC
Last Insp. Date:	1/7/2019		TotalSamples:	20		Surveyed:	5			
Conditions:	PCI: 66									
Inspection Comments:										
Sample Number:	354		Type:	R		Area:	5000.00 SqFt		PCI:	69
Sample Comments:										
48	L & T CR		L	201.00 Ft						
48	L & T CR		M	50.00 Ft						
52	RAVELING		L	1500.00 SqFt						
57	WEATHERING		L	3500.00 SqFt						
Sample Number:	357		Type:	R		Area:	5000.00 SqFt		PCI:	69
Sample Comments:										
52	RAVELING		L	1500.00 SqFt						
48	L & T CR		L	159.00 Ft						
57	WEATHERING		L	3500.00 SqFt						
48	L & T CR		M	50.00 Ft						
Sample Number:	360		Type:	R		Area:	5000.00 SqFt		PCI:	69
Sample Comments:										
57	WEATHERING		L	3500.00 SqFt						
48	L & T CR		M	50.00 Ft						
48	L & T CR		L	189.00 Ft						
52	RAVELING		L	1500.00 SqFt						
Sample Number:	363		Type:	R		Area:	5000.00 SqFt		PCI:	66
Sample Comments:										
48	L & T CR		M	50.00 Ft						
57	WEATHERING		L	2900.00 SqFt						
52	RAVELING		L	2100.00 SqFt						
48	L & T CR		L	225.00 Ft						
Sample Number:	366		Type:	R		Area:	5000.00 SqFt		PCI:	60
Sample Comments:										
48	L & T CR		M	50.00 Ft						
52	RAVELING		M	765.00 SqFt						
48	L & T CR		L	156.00 Ft						
52	RAVELING		L	1135.00 SqFt						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY		Area:	1,274,999 SqFt		
Section:	6125	of	16	From:	-			To:	-		Last Const.:	1/1/2000
Surface:	AC	Family:	C9N59-RL-RW-AC		Zone:				Category:	Rank: P		
Area:	50,000 SqFt		Length:	950 Ft		Width:	50 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:				Grade:	0		Lanes:	0			
Section Comments:												
Work Date:	1/1/1967		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/1989		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True		
Last Insp. Date:	1/7/2019		TotalSamples:	12		Surveyed:	3					
Conditions:	PCI: 76											
Inspection Comments:												
Sample Number:	152	Type:	R	Area:	3750.00 SqFt			PCI:	77			
Sample Comments:												
57	WEATHERING	L	3118.00 SqFt									
48	L & T CR	L	63.00 Ft									
52	RAVELING	L	632.00 SqFt									
Sample Number:	160	Type:	R	Area:	5000.00 SqFt			PCI:	74			
Sample Comments:												
48	L & T CR	L	14.00 Ft									
50	PATCHING	M	1.00 SqFt									
57	WEATHERING	L	4157.00 SqFt									
52	RAVELING	L	842.00 SqFt									
Sample Number:	556	Type:	R	Area:	5000.00 SqFt			PCI:	77			
Sample Comments:												
52	RAVELING	L	842.00 SqFt									
48	L & T CR	L	88.00 Ft									
57	WEATHERING	L	4158.00 SqFt									

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt				
Section:	6130 of 16		From:	-			To:	-			Last Const.:	1/1/2000	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:				Category:	Rank: P		
Area:	30,000 SqFt		Length:	300 Ft		Width:	100 Ft						
Slabs:			Slab Length:	Ft		Slab Width:	Ft			Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0			Lanes:	0		
Section Comments:													
Work Date:	1/1/1989		Work Type: BUILT				Code:	IMPORTED			Is Major M&R: True		
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC			Is Major M&R: True		
Last Insp. Date:	1/7/2019		TotalSamples:	6		Surveyed:	2						
Conditions:	PCI: 65												
Inspection Comments:													
Sample Number:	371		Type:	R		Area:	5000.00 SqFt			PCI:	66		
Sample Comments:													
57	WEATHERING		L	3000.00 SqFt									
48	L & T CR		L	170.00 Ft									
52	RAVELING		L	2000.00 SqFt									
48	L & T CR		M	50.00 Ft									
Sample Number:	373		Type:	R		Area:	5000.00 SqFt			PCI:	64		
Sample Comments:													
57	WEATHERING		L	2000.00 SqFt									
48	L & T CR		M	50.00 Ft									
52	RAVELING		L	3000.00 SqFt									
48	L & T CR		L	303.00 Ft									



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY		Area:	1,274,999 SqFt	
Section:	6135 of 16		From:	-			To:	-		Last Const.:	1/1/2000
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Category:	Rank: P	
Area:	15,000 SqFt		Length:	300 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft
Shoulder:	Street Type:				Grade:		0		Lanes:		0
Section Comments:											
Work Date:	1/1/1989		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True	
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:		1			
Conditions:	PCI: 75										
Inspection Comments:											
Sample Number:	172		Type:	R		Area:	3750.00 SqFt		PCI:	75	
Sample Comments:											
57	WEATHERING		L		1750.00 SqFt						
52	RAVELING		L		2000.00 SqFt						

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 9-27	Name:	RUNWAY 9-27	Use:	RUNWAY	Area:	1,274,999 SqFt		
Section:	6140	of	16	From:	-	To:	-	Last Const.:	1/1/2000
Surface:	AC	Family:	C9N59-RL-RW-AC	Zone:		Category:		Rank:	P
Area:	7,292 SqFt	Length:	140 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1989	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/1989	Work Type:	OVERLAY	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/2000	Work Type:	Complete Reconstruction - AC	Code:	CR-AC	Is Major M&R:	True		
Last Insp. Date:	1/7/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI:	75							
Inspection Comments:									
Sample Number:	218	Type:	R	Area:	4896.00 SqFt	PCI:	75		
Sample Comments:									
52	RAVELING	L	1200.00	SqFt					
57	WEATHERING	L	3696.00	SqFt					
48	L & T CR	L	201.00	Ft					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt		
Section:	6145 of 16		From:	-		To:	-		Last Const.:	1/1/2000	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Rank:	P	
Area:	175,750 SqFt		Length:	3,680 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1989		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	36		Surveyed:	7				
Conditions:	PCI: 78										
Inspection Comments:											
Sample Number:	180		Type:	R		Area:	5000.00 SqFt		PCI:	83	
Sample Comments:											
52	RAVELING		L	688.00 SqFt							
57	WEATHERING		L	4312.00 SqFt							
Sample Number:	192		Type:	R		Area:	5000.00 SqFt		PCI:	81	
Sample Comments:											
52	RAVELING		L	688.00 SqFt							
57	WEATHERING		L	4312.00 SqFt							
48	L & T CR		L	8.00 Ft							
Sample Number:	252		Type:	R		Area:	5000.00 SqFt		PCI:	76	
Sample Comments:											
57	WEATHERING		L	4000.00 SqFt							
52	RAVELING		L	1000.00 SqFt							
48	L & T CR		L	62.00 Ft							
Sample Number:	588		Type:	R		Area:	5000.00 SqFt		PCI:	78	
Sample Comments:											
48	L & T CR		L	88.00 Ft							
57	WEATHERING		L	4312.00 SqFt							
52	RAVELING		L	688.00 SqFt							
Sample Number:	608		Type:	R		Area:	5000.00 SqFt		PCI:	79	
Sample Comments:											
57	WEATHERING		L	4400.00 SqFt							
52	RAVELING		L	600.00 SqFt							
48	L & T CR		L	97.00 Ft							
Sample Number:	636		Type:	R		Area:	6625.00 SqFt		PCI:	73	
Sample Comments:											
52	RAVELING		L	2750.00 SqFt							
57	WEATHERING		L	3875.00 SqFt							
48	L & T CR		L	16.00 Ft							
Sample Number:	656		Type:	R		Area:	3750.00 SqFt		PCI:	79	
Sample Comments:											
52	RAVELING		L	1000.00 SqFt							
57	WEATHERING		L	2750.00 SqFt							

Network:		LAL		Name:		LAKELAND LINDER INTERNATIONAL AIRPORT																									
Branch:		RW 9-27		Name:		RUNWAY 9-27		Use:		RUNWAY		Area:		1,274,999 SqFt																	
Section:		6150		of 16		From:		-		To:		-		Last Const.: 1/1/2000																	
Surface:		AC		Family:		C9N59-RL-RW-AC		Zone:		Category:		Rank:		P																	
Area:		370,833 SqFt		Length:		3,680 Ft		Width:		100 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1989				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/2000				Work Type:				Complete Reconstruction - AC				Code:				CR-AC				Is Major M&R:				True			
Last Insp. Date:				1/7/2019				TotalSamples:				74				Surveyed:				15											
Conditions:				PCI: 66																											
Inspection Comments:																															
Sample Number:		376		Type:		R		Area:		5000.00 SqFt		PCI:		63																	
Sample Comments:																															
52		RAVELING		L		3500.00 SqFt																									
57		WEATHERING		L		1500.00 SqFt																									
48		L & T CR		L		350.00 Ft																									
48		L & T CR		M		50.00 Ft																									
Sample Number:		379		Type:		R		Area:		5000.00 SqFt		PCI:		65																	
Sample Comments:																															
48		L & T CR		M		50.00 Ft																									
48		L & T CR		L		319.00 Ft																									
52		RAVELING		L		2500.00 SqFt																									
52		RAVELING		M		50.00 SqFt																									
Sample Number:		384		Type:		R		Area:		5000.00 SqFt		PCI:		71																	
Sample Comments:																															
52		RAVELING		M		50.00 SqFt																									
48		L & T CR		L		356.00 Ft																									
52		RAVELING		L		2100.00 SqFt																									
Sample Number:		390		Type:		R		Area:		5000.00 SqFt		PCI:		68																	
Sample Comments:																															
52		RAVELING		M		50.00 SqFt																									
48		L & T CR		L		318.00 Ft																									
52		RAVELING		L		3000.00 SqFt																									
Sample Number:		397		Type:		R		Area:		5000.00 SqFt		PCI:		61																	
Sample Comments:																															
48		L & T CR		L		305.00 Ft																									
52		RAVELING		M		15.00 SqFt																									
48		L & T CR		M		50.00 Ft																									
52		RAVELING		L		4000.00 SqFt																									
Sample Number:		403		Type:		R		Area:		5000.00 SqFt		PCI:		58																	
Sample Comments:																															
52		RAVELING		L		3500.00 SqFt																									
50		PATCHING		M		1.00 SqFt																									
48		L & T CR		L		248.00 Ft																									
48		L & T CR		M		71.00 Ft																									
57		WEATHERING		L		1499.00 SqFt																									
Sample Number:		410		Type:		R		Area:		5000.00 SqFt		PCI:		63																	
Sample Comments:																															
52		RAVELING		L		4000.00 SqFt																									
48		L & T CR		L		250.00 Ft																									
48		L & T CR		M		50.00 Ft																									

57	WEATHERING	L	1000.00	SqFt		
Sample Number: 414		Type: R	Area: 5000.00 SqFt		PCI: 69	
Sample Comments:						
48	L & T CR	L	375.00	Ft		
52	RAVELING	L	3000.00	SqFt		
57	WEATHERING	L	2000.00	SqFt		
Sample Number: 418		Type: R	Area: 5000.00 SqFt		PCI: 63	
Sample Comments:						
57	WEATHERING	L	1500.00	SqFt		
52	RAVELING	L	3500.00	SqFt		
48	L & T CR	M	50.00	Ft		
48	L & T CR	L	431.00	Ft		
Sample Number: 421		Type: R	Area: 5000.00 SqFt		PCI: 59	
Sample Comments:						
52	RAVELING	M	250.00	SqFt		
52	RAVELING	L	4694.00	SqFt		
48	L & T CR	L	359.00	Ft		
45	DEPRESSION	L	2.00	SqFt		
50	PATCHING	M	56.00	SqFt		
Sample Number: 438		Type: R	Area: 5000.00 SqFt		PCI: 69	
Sample Comments:						
52	RAVELING	L	3250.00	SqFt		
48	L & T CR	L	246.00	Ft		
57	WEATHERING	L	1750.00	SqFt		
Sample Number: 443		Type: R	Area: 5000.00 SqFt		PCI: 69	
Sample Comments:						
48	L & T CR	L	152.00	Ft		
52	RAVELING	L	3000.00	SqFt		
57	WEATHERING	L	2000.00	SqFt		
Sample Number: 449		Type: R	Area: 5000.00 SqFt		PCI: 70	
Sample Comments:						
48	L & T CR	L	248.00	Ft		
57	WEATHERING	L	2500.00	SqFt		
52	RAVELING	L	2500.00	SqFt		
Sample Number: 456		Type: R	Area: 5000.00 SqFt		PCI: 67	
Sample Comments:						
48	L & T CR	L	202.00	Ft		
56	SWELLING	L	10.00	SqFt		
57	WEATHERING	L	2000.00	SqFt		
52	RAVELING	L	3000.00	SqFt		
Sample Number: 460		Type: R	Area: 5000.00 SqFt		PCI: 70	
Sample Comments:						
52	RAVELING	L	2550.00	SqFt		
48	L & T CR	L	101.00	Ft		
57	WEATHERING	L	2450.00	SqFt		

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt	
Section:	6155 of 16		From:	-		To:	-		Last Const.:	1/1/2000
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Category:	Rank: P
Area:	14,167 SqFt		Length:	135 Ft		Width:	100 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1964		Work Type:	BUILT		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type:	OVERLAY		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC		Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1			
Conditions:	PCI: 64									
Inspection Comments:										
Sample Number:	424		Type:	R		Area:	5000.00 SqFt		PCI:	64
Sample Comments:										
48	L & T CR		L	473.00 Ft						
52	RAVELING		L	4975.00 SqFt						
52	RAVELING		M	25.00 SqFt						



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt		
Section:	6160 of 16		From:	-		To:	-		Last Const.:	1/1/2000	
Surface:	AC		Family:	C9N59-RL-RW-AC		Zone:			Rank:	P	
Area:	9,457 SqFt		Length:	170 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1964		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed: 1					
Conditions:	PCI: 64										
Inspection Comments:											
Sample Number:	223		Type:	R		Area:	4729.00 SqFt		PCI:	64	
Sample Comments:											
52	RAVELING		M	75.00 SqFt							
52	RAVELING		L	4654.00 SqFt							
48	L & T CR		L	178.00 Ft							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT										
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt					
Section:	6165		of	16		From:	-		To:	-		Last Const.:	1/1/2014	
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	40,000 SqFt		Length:	300 Ft		Width:	100 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1989		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/2000		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True		
Work Date:	1/1/2014		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	8		Surveyed:	3							
Conditions:	PCI: 90													
Inspection Comments:														
Sample Number:	463		Type:	R		Area:	5000.00 SqFt		PCI:	89				
Sample Comments:														
48	L & T CR		L	53.00 Ft										
57	WEATHERING		L	5000.00 SqFt										
Sample Number:	464		Type:	R		Area:	5000.00 SqFt		PCI:	90				
Sample Comments:														
57	WEATHERING		L	5000.00 SqFt										
48	L & T CR		L	21.00 Ft										
Sample Number:	467		Type:	R		Area:	5000.00 SqFt		PCI:	90				
Sample Comments:														
48	L & T CR		L	18.00 Ft										
57	WEATHERING		L	5000.00 SqFt										

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt			
Section:	6170		of	16	From:	-		To:	-		Last Const.:	1/1/2014
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:	Rank: P		
Area:	20,000 SqFt		Length:	300 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1989		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2000		Work Type:	Surface Reconstruction - AC				Code:	SR-AC		Is Major M&R:	True
Work Date:	1/1/2014		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1					
Conditions:	PCI: 91											
Inspection Comments:												
Sample Number:	262		Type:	R		Area:	5000.00 SqFt		PCI:	91		
Sample Comments:												
48	L & T CR		L	7.00 Ft								
57	WEATHERING		L	5000.00 SqFt								

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt		
Section:	6175 of 16		From:	-		To:	-		Last Const.:	7/10/2014	
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:	Rank: P	
Area:	27,450 SqFt		Length:	450 Ft		Width:	61 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1964		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1984		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Work Date:	7/10/2014		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	5		Surveyed: 2					
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	430		Type:	R		Area:	6100.00 SqFt		PCI:	90	
Sample Comments:											
48	L & T CR		L	48.00 Ft							
57	WEATHERING		L	6100.00 SqFt							
Sample Number:	434		Type:	R		Area:	5185.00 SqFt		PCI:	89	
Sample Comments:											
48	L & T CR		L	73.00 Ft							
57	WEATHERING		L	5185.00 SqFt							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT										
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	1,274,999 SqFt					
Section:	6180		of	16		From:	-		To:	-		Last Const.:	7/10/2014	
Surface:	AAC		Family:	C9N59-RL-RW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	11,250 SqFt		Length:	450 Ft		Width:	25 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1964		Work Type: BUILT					Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/1984		Work Type: OVERLAY					Code:	IMPORTED		Is Major M&R:	True		
Work Date:	1/1/2000		Work Type: Complete Reconstruction - AC					Code:	CR-AC		Is Major M&R:	True		
Work Date:	7/10/2014		Work Type: MILL and OVERLAY					Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1							
Conditions:	PCI: 66													
Inspection Comments:														
Sample Number:	627		Type:	R		Area:	5375.00 SqFt		PCI:	66				
Sample Comments:														
50	PATCHING		L	1596.00 SqFt										
48	L & T CR		L	64.00 Ft										
57	WEATHERING		L	3779.00 SqFt										

<b>Network:</b>	LAL			<b>Name:</b>	LAKELAND LINDER INTERNATIONAL AIRPORT									
<b>Branch:</b>	RW 9-27		<b>Name:</b>	RUNWAY 9-27		<b>Use:</b>	RUNWAY		<b>Area:</b>	1,274,999 SqFt				
<b>Section:</b>	6182		of	16		<b>From:</b>	-		<b>To:</b>	-		<b>Last Const.:</b>	12/25/2015	
<b>Surface:</b>	AAC		<b>Family:</b>	C9N59-RL-RW-AAC-APC		<b>Zone:</b>			<b>Category:</b>			<b>Rank:</b>	P	
<b>Area:</b>	28,800 SqFt		<b>Length:</b>	450 Ft		<b>Width:</b>	64 Ft							
<b>Slabs:</b>			<b>Slab Length:</b>	Ft		<b>Slab Width:</b>	Ft		<b>Joint Length:</b>			Ft		
<b>Shoulder:</b>			<b>Street Type:</b>			<b>Grade:</b>	0		<b>Lanes:</b>	0				
<b>Section Comments:</b>														
<b>Work Date:</b>	1/1/1964			<b>Work Type:</b>	BUILT				<b>Code:</b>	IMPORTED		<b>Is Major M&amp;R:</b>	True	
<b>Work Date:</b>	1/1/1984			<b>Work Type:</b>	OVERLAY				<b>Code:</b>	IMPORTED		<b>Is Major M&amp;R:</b>	True	
<b>Work Date:</b>	1/1/2000			<b>Work Type:</b>	Complete Reconstruction - AC				<b>Code:</b>	CR-AC		<b>Is Major M&amp;R:</b>	True	
<b>Work Date:</b>	1/1/2014			<b>Work Type:</b>	MILL and OVERLAY				<b>Code:</b>	ML-OV		<b>Is Major M&amp;R:</b>	True	
<b>Work Date:</b>	12/25/2015			<b>Work Type:</b>	MILL and OVERLAY				<b>Code:</b>	ML-OV		<b>Is Major M&amp;R:</b>	True	
<b>Last Insp. Date:</b>	1/7/2019			<b>TotalSamples:</b>	5		<b>Surveyed:</b>	2						
<b>Conditions:</b>	PCI: 90													
<b>Inspection Comments:</b>														
<b>Sample Number:</b>	232		<b>Type:</b>	R		<b>Area:</b>	6401.00 SqFt		<b>PCI:</b>	89				
<b>Sample Comments:</b>														
48	L & T CR		L	73.00 Ft										
57	WEATHERING		L	6401.00 SqFt										
<b>Sample Number:</b>	234		<b>Type:</b>	R		<b>Area:</b>	5439.00 SqFt		<b>PCI:</b>	91				
<b>Sample Comments:</b>														
57	WEATHERING		L	5439.00 SqFt										
48	L & T CR		L	11.00 Ft										



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	657,419 SqFt			
Section:	105 of 6		From:	-		To:	-		Last Const.:	1/1/2018		
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank:	T			
Area:	130,355 SqFt		Length:	2,400 Ft		Width:	50 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:		Grade:		0		Lanes:	0				
Section Comments:												
Work Date:	1/1/1993		Work Type:				BUILT		Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1999		Work Type:				Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True
Work Date:	1/1/2018		Work Type:				MILL and OVERLAY		Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	37		Surveyed:	5					
Conditions:	PCI:	68		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:												
Sample Number:	102		Type:	R		Area:	5000.00 SqFt		PCI:	61		
Sample Comments:												
52	RAVELING		M	22.00 SqFt								
52	RAVELING		L	500.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	770.00 Ft								
Sample Number:	112		Type:	R		Area:	5000.00 SqFt		PCI:	70		
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	391.00 Ft								
52	RAVELING		L	200.00 SqFt								
57	WEATHERING		M	4800.00 SqFt								
Sample Number:	121		Type:	R		Area:	5000.00 SqFt		PCI:	62		
Sample Comments:												
57	WEATHERING		M	4800.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	564.00 Ft								
52	RAVELING		L	200.00 SqFt								
56	SWELLING		L	50.00 SqFt								
Sample Number:	201		Type:	R		Area:	5000.00 SqFt		PCI:	70		
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	228.00 Ft								
57	WEATHERING		M	4400.00 SqFt								
52	RAVELING		L	600.00 SqFt								
Sample Number:	303		Type:	R		Area:	5000.00 SqFt		PCI:	76		
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	93.00 Ft								
52	RAVELING		M	52.00 SqFt								
52	RAVELING		L	300.00 SqFt								
48	LONGITUDINAL/TRANSVERSE CRACKING		L	133.00 Ft								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	657,419 SqFt		
Section:	110 of 6		From:	-			To:	-		Last Const.:	1/1/2018
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank:		P
Area:	54,893 SqFt		Length:	4,400 Ft		Width:	12 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1998		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1998		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	12		Surveyed:		2			
Conditions:	PCI: 73		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	304		Type:	R		Area:	5000.00 SqFt		PCI:	73	
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	400.00 Ft							
52	RAVELING		L	36.00 SqFt							
57	WEATHERING		M	4964.00 SqFt							
Sample Number:	520		Type:	R		Area:	5100.00 SqFt		PCI:	74	
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	324.00 Ft							
57	WEATHERING		M	5094.00 SqFt							
52	RAVELING		L	5.00 SqFt							

Network:		LAL		Name:		LAKELAND LINDER INTERNATIONAL AIRPORT																									
Branch:		TW A		Name:		TAXIWAY A		Use:		TAXIWAY		Area:		657,419 SqFt																	
Section:		130		of 6		From:		-		To:		-		Last Const.: 1/1/2018																	
Surface:		AAC		Family:		C9N59-RL-TW-AAC-APC		Zone:		Category:		Rank:		P																	
Area:		296,484 SqFt		Length:		3,735 Ft		Width:		75 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1998				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/2018				Work Type:				MILL and OVERLAY				Code:				ML-OV				Is Major M&R:				True			
Last Insp. Date:				12/8/2014				TotalSamples:				76				Surveyed:				8											
Conditions:				PCI: 74				NOTE:				*** Pre-Construction PCI ***																			
Inspection Comments:																															
Sample Number:		100		Type:		R		Area:		3750.00 SqFt		PCI:		85																	
Sample Comments:																															
52	RAVELING			M		18.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		62.00 Ft																									
52	RAVELING			L		50.00 SqFt																									
Sample Number:		106		Type:		R		Area:		3750.00 SqFt		PCI:		73																	
Sample Comments:																															
57	WEATHERING			M		3700.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		18.00 Ft																									
52	RAVELING			L		50.00 SqFt																									
Sample Number:		112		Type:		R		Area:		3750.00 SqFt		PCI:		70																	
Sample Comments:																															
52	RAVELING			L		100.00 SqFt																									
57	WEATHERING			M		3650.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		73.00 Ft																									
Sample Number:		123		Type:		R		Area:		3750.00 SqFt		PCI:		72																	
Sample Comments:																															
57	WEATHERING			M		3700.00 SqFt																									
52	RAVELING			L		50.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		61.00 Ft																									
Sample Number:		134		Type:		R		Area:		3750.00 SqFt		PCI:		76																	
Sample Comments:																															
57	WEATHERING			M		3750.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		13.00 Ft																									
Sample Number:		145		Type:		R		Area:		3750.00 SqFt		PCI:		72																	
Sample Comments:																															
57	WEATHERING			M		3700.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		40.00 Ft																									
52	RAVELING			L		50.00 SqFt																									
Sample Number:		156		Type:		R		Area:		3750.00 SqFt		PCI:		75																	
Sample Comments:																															
57	WEATHERING			M		3750.00 SqFt																									
48	LONGITUDINAL/TRANSVERSE CRACKING			L		95.00 Ft																									

Sample Number:		167	Type:	R	Area:	3750.00 SqFt	PCI:	70
Sample Comments:								
48	LONGITUDINAL/TRANSVERSE CRACKING		L		53.00	Ft		
52	RAVELING		L		250.00	SqFt		
57	WEATHERING		M		3500.00	SqFt		

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY		Area:	657,419 SqFt	
Section:	131 of 6		From:	-			To:	-		Last Const.:	1/1/2018
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank: P		
Area:	57,957 SqFt		Length:	650 Ft		Width:	75 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Work Date:	1/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	12/8/2014		TotalSamples:	14		Surveyed:	2				
Conditions:	PCI: 70		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	175		Type:	R		Area:	4047.00 SqFt		PCI:	70	
Sample Comments:											
57	WEATHERING		M	3847.00 SqFt							
52	RAVELING		L	200.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	112.00 Ft							
Sample Number:	181		Type:	R		Area:	4530.16 SqFt		PCI:	70	
Sample Comments:											
57	WEATHERING		M	4380.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	166.00 Ft							
52	RAVELING		L	150.00 SqFt							

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area:	657,419 SqFt
Section:	150	of 6	From:	-	To:	-	Last Const.: 1/1/2000
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:	Category:	Rank:	P
Area:	107,625 SqFt	Length:	2,000 Ft	Width:	50 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:	Grade:	0	Lanes:	0	
Section Comments:							
Work Date:	1/1/1972	Work Type: BUILT			Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1984	Work Type: OVERLAY			Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/2000	Work Type: Complete Reconstruction - AC			Code:	CR-AC	Is Major M&R: True
Last Insp. Date:	1/7/2019	TotalSamples:	29	Surveyed:	3		
Conditions:	PCI: 65						
Inspection Comments:							
Sample Number:	204	Type:	R	Area:	3750.00 SqFt	PCI:	70
Sample Comments:							
52	RAVELING	L	188.00 SqFt				
48	L & T CR	L	158.00 Ft				
57	WEATHERING	M	3562.00 SqFt				
Sample Number:	216	Type:	R	Area:	3750.00 SqFt	PCI:	67
Sample Comments:							
52	RAVELING	L	750.00 SqFt				
57	WEATHERING	M	3000.00 SqFt				
48	L & T CR	L	236.00 Ft				
56	SWELLING	L	50.00 SqFt				
Sample Number:	227	Type:	R	Area:	3750.00 SqFt	PCI:	57
Sample Comments:							
57	WEATHERING	M	3375.00 SqFt				
56	SWELLING	L	20.00 SqFt				
52	RAVELING	L	375.00 SqFt				
48	L & T CR	L	636.00 Ft				



Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area:	657,419 SqFt		
Section:	151	of	6	From:	-	To:	-	Last Const.:	1/1/2000
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:		Rank:	P
Area:	10,105 SqFt	Length:	91 Ft	Width:	75 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1972	Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Work Date:	1/1/1984	Work Type:	Overlay - AC Structural			Code:	OL-AS	Is Major M&R:	True
Work Date:	1/1/2000	Work Type:	Complete Reconstruction - AC			Code:	CR-AC	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	3	Surveyed:	1				
Conditions:	PCI:	68							
Inspection Comments:									
Sample Number:	200	Type:	R	Area:	3266.00 SqFt	PCI:	68		
Sample Comments:									
52	RAVELING	L	817.00	SqFt					
48	L & T CR	M	2.00	Ft					
57	WEATHERING	M	2449.00	SqFt					
48	L & T CR	L	91.00	Ft					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT								
Branch:	TW A1		Name:	TAXIWAY A1		Use:	TAXIWAY	Area:	39,490 SqFt				
Section:	103	of 1	From:	-			To:	-		Last Const.:	1/1/2018		
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC		Zone:				Category:	Rank:	P		
Area:	39,490 SqFt		Length:	300 Ft		Width:	105 Ft						
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft				
Shoulder:	Street Type:				Grade:	0		Lanes:	0				
Section Comments:													
Work Date:	1/1/1993		Work Type:				BUILT		Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1999		Work Type:				Complete Reconstruction - AC		Code:	CR-AC		Is Major M&R:	True
Work Date:	1/1/2018		Work Type:				MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	37		Surveyed:	5						
Conditions:	PCI:	68	NOTE: *** Pre-Construction PCI ***										
Inspection Comments:													
Sample Number:	102	Type:	R	Area:	5000.00 SqFt		PCI:	61					
Sample Comments:													
52	RAVELING	L	500.00	SqFt									
52	RAVELING	M	22.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING	L	770.00	Ft									
Sample Number:	112	Type:	R	Area:	5000.00 SqFt		PCI:	70					
Sample Comments:													
52	RAVELING	L	200.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING	L	391.00	Ft									
57	WEATHERING	M	4800.00	SqFt									
Sample Number:	121	Type:	R	Area:	5000.00 SqFt		PCI:	62					
Sample Comments:													
57	WEATHERING	M	4800.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING	L	564.00	Ft									
56	SWELLING	L	50.00	SqFt									
52	RAVELING	L	200.00	SqFt									
Sample Number:	201	Type:	R	Area:	5000.00 SqFt		PCI:	70					
Sample Comments:													
48	LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft									
52	RAVELING	L	600.00	SqFt									
57	WEATHERING	M	4400.00	SqFt									
Sample Number:	303	Type:	R	Area:	5000.00 SqFt		PCI:	76					
Sample Comments:													
48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft									
52	RAVELING	L	300.00	SqFt									
48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft									
52	RAVELING	M	52.00	SqFt									

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A2		Name:	TAXIWAY A2		Use:	TAXIWAY	Area:	20,131 SqFt		
Section:	113 of 2		From:	-			To:	-			
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:	Category:		Rank: P		
Area:	3,120 SqFt		Length:	90 Ft		Width:	25 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1993		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	7/10/2014		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1			Surveyed:	1			
Conditions:	PCI: 89										
Inspection Comments:											
Sample Number:	200		Type:	R		Area:	3120.00 SqFt		PCI:	89	
Sample Comments:											
56	SWELLING		L	5.00 SqFt							
57	WEATHERING		L	3120.00 SqFt							
48	L & T CR		L	14.00 Ft							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A2		Name:	TAXIWAY A2		Use:	TAXIWAY	Area:	20,131 SqFt		
Section:	115	of	2	From:	-	To:	-	Last Const.:	1/1/1993		
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	17,011 SqFt		Length:	232 Ft		Width:	60 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1993		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI:	63									
Inspection Comments:											
Sample Number:	201	Type:	R	Area:	4574.00 SqFt		PCI:	63			
Sample Comments:											
52	RAVELING	L	250.00	SqFt							
56	SWELLING	L	20.00	SqFt							
48	L & T CR	L	270.00	Ft							
48	L & T CR	M	2.00	Ft							
50	PATCHING	L	75.00	SqFt							
52	RAVELING	M	50.00	SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A3		Name:	TAXIWAY A3		Use:	TAXIWAY	Area:	20,210 SqFt		
Section:	120	of	1	From:	-	To:	-	Last Const.:	1/1/1993		
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	20,210 SqFt		Length:	258 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1993		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	5		Surveyed:	1				
Conditions:	PCI:	70									
Inspection Comments:											
Sample Number:	103	Type:	R	Area:	3888.00 SqFt		PCI:	70			
Sample Comments:											
52	RAVELING	L	194.00 SqFt								
57	WEATHERING	M	3694.00 SqFt								
48	L & T CR	L	158.00 Ft								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW A4		Name:	TAXIWAY A4		Use:	TAXIWAY	Area:	23,151 SqFt		
Section:	133	of	1	From:	-		To:	-	Last Const.:	1/1/2018	
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC	Zone:				Category:	Rank:	P	
Area:	23,151 SqFt		Length:	288 Ft		Width:	73 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:	Ft	
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1986		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1986		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	6		Surveyed: 1					
Conditions:	PCI:	82	NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	104		Type:	R	Area:	4612.94 SqFt		PCI:	82		
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	82.00 Ft							
52	RAVELING		M	17.00 SqFt							
52	RAVELING		L	300.00 SqFt							



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW A5		Name:	TAXIWAY A5		Use:	TAXIWAY	Area:	57,635 SqFt			
Section:	155	of	1	From:	-			To:	-		Last Const.:	1/1/1999
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:				Category:	Rank: P		
Area:	57,635 SqFt		Length:	575 Ft		Width:	50 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:		Grade:		0			Lanes:	0			
Section Comments:												
Work Date:	1/1/1962		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:		True
Work Date:	1/1/1999		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:		True
Last Insp. Date:	1/7/2019		TotalSamples:	11		Surveyed:	2					
Conditions:	PCI: 70											
Inspection Comments:												
Sample Number:	102	Type:	R	Area:	5000.00 SqFt		PCI:	70				
Sample Comments:												
57	WEATHERING		M	4750.00 SqFt								
48	L & T CR		L	170.00 Ft								
52	RAVELING		L	250.00 SqFt								
Sample Number:	105	Type:	R	Area:	5948.00 SqFt		PCI:	70				
Sample Comments:												
52	RAVELING		L	631.00 SqFt								
48	L & T CR		L	208.00 Ft								
57	WEATHERING		M	5317.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	392,724 SqFt	
Section:	205 of 4		From:	-			To:	-		Last Const.:	1/1/2018
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank: T		
Area:	46,473 SqFt		Length:	450 Ft		Width:	80 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1999		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	15		Surveyed:	2				
Conditions:	PCI: 70		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	401		Type:	R		Area:	4751.00 SqFt		PCI:	71	
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	48.00 Ft							
57	WEATHERING		M	4650.00 SqFt							
52	RAVELING		L	101.00 SqFt							
Sample Number:	407		Type:	R		Area:	4133.31 SqFt		PCI:	70	
Sample Comments:											
52	RAVELING		L	126.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	45.00 Ft							
57	WEATHERING		M	4007.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	392,724 SqFt	
Section:	207 of 4		From:	-			To:	-		Last Const.:	1/1/2018
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	22,787 SqFt		Length:	520 Ft		Width:	30 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1999		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True	
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Work Date:	1/1/2018		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	12/8/2014		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 60		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	272		Type:	R		Area:	5731.00 SqFt		PCI:	60	
Sample Comments:											
52	RAVELING		M	573.00 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	427.00 Ft							
52	RAVELING		L	5158.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	392,724 SqFt
Section:	210	of	4	From:	-	To:	-	Last Const.:	1/1/2003
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank: P
Area:	164,555 SqFt		Length:	1,711 Ft		Width:	116 Ft		
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	12/25/1999		Work Type: New Construction - Initial			Code:	NU-IN		Is Major M&R: True
Work Date:	1/1/2003		Work Type: Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R: True
Last Insp. Date:	1/7/2019		TotalSamples:	34		Surveyed:	4		
Conditions:	PCI:	71							
Inspection Comments:									
Sample Number:	207	Type:	R	Area:	5781.00 SqFt		PCI:	63	
Sample Comments:									
52	RAVELING		L	4750.00 SqFt					
57	WEATHERING		M	1019.00 SqFt					
50	PATCHING		L	12.00 SqFt					
48	L & T CR		L	193.00 Ft					
Sample Number:	217	Type:	R	Area:	5100.00 SqFt		PCI:	72	
Sample Comments:									
52	RAVELING		L	1020.00 SqFt					
57	WEATHERING		M	4080.00 SqFt					
48	L & T CR		L	17.00 Ft					
Sample Number:	225	Type:	R	Area:	4794.00 SqFt		PCI:	76	
Sample Comments:									
52	RAVELING		L	750.00 SqFt					
57	WEATHERING		M	4044.00 SqFt					
Sample Number:	234	Type:	R	Area:	5069.00 SqFt		PCI:	74	
Sample Comments:									
52	RAVELING		L	1200.00 SqFt					
57	WEATHERING		M	3869.00 SqFt					
48	L & T CR		L	7.00 Ft					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	392,724 SqFt		
Section:	215	of 4	From:	-			To:	-	Last Const.:	1/1/2013	
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	158,909 SqFt		Length:	2,325 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/2013		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	32		Surveyed:	4				
Conditions:	PCI: 90										
Inspection Comments:											
Sample Number:	206	Type:	R	Area:	5000.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING	L		5000.00	SqFt						
48	L & T CR	L		47.00	Ft						
Sample Number:	214	Type:	R	Area:	5000.00 SqFt		PCI:	89			
Sample Comments:											
57	WEATHERING	L		5000.00	SqFt						
48	L & T CR	L		73.00	Ft						
Sample Number:	220	Type:	R	Area:	5000.00 SqFt		PCI:	90			
Sample Comments:											
48	L & T CR	L		36.00	Ft						
57	WEATHERING	L		5000.00	SqFt						
Sample Number:	223	Type:	R	Area:	5000.00 SqFt		PCI:	91			
Sample Comments:											
57	WEATHERING	L		5000.00	SqFt						
48	L & T CR	L		12.00	Ft						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW B1		Name:	TAXIWAY B1		Use:	TAXIWAY	Area:	19,804 SqFt		
Section:	217	of	1	From:	-	To:	-	Last Const.:	1/1/2013		
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	19,804 SqFt		Length:	285 Ft		Width:	60 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	1/1/2013		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	90									
Inspection Comments:											
Sample Number:	201	Type:	R	Area:	6072.00 SqFt		PCI:	90			
Sample Comments:											
48	L & T CR		L	25.00 Ft							
57	WEATHERING		L	6072.00 SqFt							



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW B2		Name:	TAXIWAY B2		Use:	TAXIWAY	Area:	28,288 SqFt		
Section:	209	of	1	From:	-	To:	-	Last Const.:	1/1/2003		
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	28,288 SqFt	Length:	250 Ft		Width:	105 Ft					
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2003		Work Type:	Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	5		Surveyed:	1				
Conditions:	PCI:	72									
Inspection Comments:											
Sample Number:	201	Type:	R	Area:	5304.00 SqFt		PCI:	72			
Sample Comments:											
48	L & T CR		L	51.00 Ft							
52	RAVELING		L	2000.00 SqFt							
57	WEATHERING		L	3304.00 SqFt							

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C		Use:	TAXIWAY	Area:	213,330 SqFt	
Section:	305	of 3	From:	-	To:	-	Last Const.:	1/1/2000	
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:	Rank:	T	
Area:	99,742 SqFt	Length:	320 Ft	Width:	287 Ft				
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft			
Shoulder:	Street Type:	Grade:	0	Lanes:	0				
Section Comments:	This section was modified on 07/26/05								
Work Date:	1/1/1972	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2000	Work Type:	Complete Reconstruction - AC			Code:	CR-AC	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	21	Surveyed:	3				
Conditions:	PCI: 68								
Inspection Comments:									
Sample Number:	101	Type:	R	Area:	5000.00 SqFt	PCI:	71		
Sample Comments:									
52	RAVELING	L	1241.00 SqFt						
48	L & T CR	L	319.00 Ft						
56	SWELLING	L	20.00 SqFt						
52	RAVELING	M	36.00 SqFt						
Sample Number:	203	Type:	R	Area:	5000.00 SqFt	PCI:	64		
Sample Comments:									
48	L & T CR	L	245.00 Ft						
57	WEATHERING	M	2250.00 SqFt						
52	RAVELING	L	2750.00 SqFt						
56	SWELLING	L	225.00 SqFt						
Sample Number:	305	Type:	R	Area:	3757.00 SqFt	PCI:	71		
Sample Comments:									
52	RAVELING	L	3757.00 SqFt						
48	L & T CR	L	3.00 Ft						

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	213,330 SqFt		
Section:	307	of	3	From:	-	To:	-	Last Const.:	1/1/2000
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:		Rank:	P
Area:	33,901 SqFt	Length:	285 Ft	Width:	55 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1972	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2000	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	7	Surveyed:	1				
Conditions:	PCI:	65							
Inspection Comments:									
Sample Number:	301	Type:	R	Area:	4500.00 SqFt	PCI:	65		
Sample Comments:									
48	L & T CR	L	199.00	Ft					
56	SWELLING	L	50.00	SqFt					
52	RAVELING	L	4500.00	SqFt					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW C		Name:	TAXIWAY C		Use:	TAXIWAY		Area:	213,330 SqFt		
Section:	310		of	3	From:	-		To:	-		Last Const.:	1/1/2004
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Category:	Rank: P		
Area:	79,687 SqFt		Length:	825 Ft		Width:	75 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:				Grade:	0		Lanes:	0			
Section Comments:												
Work Date:	1/1/1992		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True		
Work Date:	1/1/2004		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True		
Last Insp. Date:	1/7/2019		TotalSamples:	19		Surveyed:	3					
Conditions:	PCI: 80											
Inspection Comments:												
Sample Number:	310		Type:	R		Area:	4649.00 SqFt		PCI:	78		
Sample Comments:												
52	RAVELING		L		697.00 SqFt							
48	L & T CR		L		20.00 Ft							
57	WEATHERING		L		3952.00 SqFt							
56	SWELLING		L		10.00 SqFt							
Sample Number:	313		Type:	R		Area:	3840.00 SqFt		PCI:	81		
Sample Comments:												
52	RAVELING		L		576.00 SqFt							
57	WEATHERING		L		3264.00 SqFt							
48	L & T CR		L		2.00 Ft							
Sample Number:	319		Type:	R		Area:	3750.00 SqFt		PCI:	81		
Sample Comments:												
57	WEATHERING		L		3725.00 SqFt							
52	RAVELING		L		25.00 SqFt							
56	SWELLING		L		15.00 SqFt							
48	L & T CR		L		108.00 Ft							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY		Area:	321,096 SqFt				
Section:	405		of	7		From:	-		To:	-		Last Const.:	1/1/2016	
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Category:			Rank:	P	
Area:	80,693 SqFt		Length:	1,250 Ft		Width:	60 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	12/25/1999		Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True		
Work Date:	1/1/2016		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True		
Last Insp. Date:	12/8/2014		TotalSamples:	13		Surveyed:	2							
Conditions:	PCI: 59		NOTE: *** Pre-Construction PCI ***											
Inspection Comments:														
Sample Number:	104		Type:	R		Area:	5000.00 SqFt		PCI:	55				
Sample Comments:														
52	RAVELING		L	4748.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	953.00 Ft										
52	RAVELING		M	252.00 SqFt										
Sample Number:	110		Type:	R		Area:	5000.00 SqFt		PCI:	64				
Sample Comments:														
52	RAVELING		L	4918.00 SqFt										
52	RAVELING		M	82.00 SqFt										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	435.00 Ft										

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	321,096 SqFt			
Section:	410	of	7	From:	-			To:	-		Last Const.:	1/1/2016
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:				Category:	Rank: P		
Area:	53,031 SqFt		Length:	880 Ft		Width:	60 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft			Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0			Lanes:	0			
Section Comments:												
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True	
Work Date:	1/1/2016		Work Type:	Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R:	True	
Last Insp. Date:	12/8/2014		Total Samples:	10		Surveyed:	2					
Conditions:	PCI:	68	NOTE: *** Pre-Construction PCI ***									
Inspection Comments:												
Sample Number:	201		Type:	R		Area:	5000.00 SqFt		PCI:	65		
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	105.00 Ft								
43	BLOCK CRACKING		L	52.00 SqFt								
52	RAVELING		L	2500.00 SqFt								
52	RAVELING		M	450.00 SqFt								
Sample Number:	205		Type:	R		Area:	5000.00 SqFt		PCI:	72		
Sample Comments:												
48	LONGITUDINAL/TRANSVERSE CRACKING		L	220.00 Ft								
57	WEATHERING		M	3750.00 SqFt								
52	RAVELING		L	1250.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	321,096 SqFt		
Section:	425	of 7	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:				
Area:	15,514 SqFt		Length:	297 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	3		Surveyed:	1				
Conditions:	PCI:	57									
Inspection Comments:											
Sample Number:	301	Type:	R	Area:	5000.00 SqFt		PCI:	57			
Sample Comments:											
52	RAVELING	M	120.00 SqFt								
48	L & T CR	M	25.00 Ft								
52	RAVELING	L	4880.00 SqFt								
56	SWELLING	L	10.00 SqFt								
48	L & T CR	L	477.00 Ft								



Network:

LAL

Name:

LAKELAND LINDER INTERNATIONAL  
AIRPORT

Branch:

TW D

Name:

TAXIWAY D

Use:

TAXIWAY

Area:

321,096 SqFt

Section:

430

of

7

From:

-

To:

-

Last Const.:

12/25/1999

Surface:

AC

Family:

C9N59-RL-TW-AC

Zone:

Category:

Rank:

P

Area:

6,072 SqFt

Length:

120 Ft

Width:

50 Ft

Slabs:

Slab Length:

Ft

Slab Width:

Ft

Joint Length:

Ft

Shoulder:

Street Type:

Grade:

0

Lanes:

0

Section Comments:

Work Date:

12/25/1999

Work Type:

New Construction - Initial

Code:

NU-IN

Is Major M&R:

True

Last Insp. Date:

1/7/2019

TotalSamples:

1

Surveyed:

1

Conditions:

PCI:

50

Inspection Comments:

Sample Number:

400

Type:

R

Area:

6072.00 SqFt

PCI:

50

Sample Comments:

48

L & T CR

L

259.00

Ft

52

RAVELING

L

5817.00

SqFt

45

DEPRESSION

L

40.00

SqFt

48

L & T CR

M

109.00

Ft

50

PATCHING

L

225.00

SqFt

52

RAVELING

M

30.00

SqFt

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	321,096 SqFt		
Section:	435	of 7	From:	-			To:	-		Last Const.:	1/1/2016
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:				Category:	Rank:	P
Area:	48,487 SqFt		Length:	806 Ft		Width:	60 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft			Joint Length:	Ft	
Shoulder:	Street Type:				Grade:	0			Lanes:	0	
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Work Date:	1/1/2013		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Work Date:	1/1/2016		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R: True	
Last Insp. Date:	1/16/2012		TotalSamples:	21		Surveyed:		3			
Conditions:	PCI:	81	NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	104	Type:	R	Area:	5000.00 SqFt			PCI:	71		
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	510.13 Ft							
52	RAVELING		L	2499.98 SqFt							
Sample Number:	110	Type:	R	Area:	5000.00 SqFt			PCI:	75		
Sample Comments:											
52	RAVELING		L	2499.98 SqFt							
48	LONGITUDINAL/TRANSVERSE CRACKING		L	110.03 Ft							
Sample Number:	117	Type:	R	Area:	5000.00 SqFt			PCI:	97		
Sample Comments:											
48	LONGITUDINAL/TRANSVERSE CRACKING		L	10.00 Ft							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	321,096 SqFt		
Section:	440	of 7	From:	-			To:	-		Last Const.:	1/1/2013
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC		Zone:				Category:	Rank: P	
Area:	4,241 SqFt		Length:	85 Ft		Width:	60 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0			Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2013		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI:	88									
Inspection Comments:											
Sample Number:	117	Type:	R	Area:	4242.00 SqFt		PCI:	88			
Sample Comments:											
57	WEATHERING		L	4242.00 SqFt							
48	L & T CR		L	79.00 Ft							

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW E	Name:	TAXIWAY E	Use:	TAXIWAY	Area:	330,671 SqFt		
Section:	503	of	10	From:	-	To:	-	Last Const.:	1/1/2005
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:		Rank:	P
Area:	8,591 SqFt	Length:	108 Ft	Width:	65 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1992	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/2005	Work Type:	Complete Reconstruction - AC	Code:	CR-AC	Is Major M&R:	True		
Last Insp. Date:	1/7/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI: 70								
Inspection Comments:									
Sample Number:	533	Type:	R	Area:	4135.00 SqFt	PCI:	70		
Sample Comments:									
57	WEATHERING	M	2068.00	SqFt					
48	L & T CR	L	166.00	Ft					
52	RAVELING	L	414.00	SqFt					
57	WEATHERING	L	1653.00	SqFt					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY		Area:	330,671 SqFt				
Section:	505		of	10		From:	-		To:	-		Last Const.:	3/1/2014	
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Category:			Rank:	P	
Area:	11,700 SqFt		Length:	468 Ft		Width:			25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:			Ft	Joint Length:			Ft	
Shoulder:			Street Type:			Grade:	0			Lanes:	0			
Section Comments:														
Work Date:	1/1/1992		Work Type:	BUILT					Code:	IMPORTED		Is Major M&R:	True	
Work Date:	3/1/2014		Work Type:	Complete Reconstruction - AC					Code:	CR-AC		Is Major M&R:	True	
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1							
Conditions:	PCI: 79													
Inspection Comments:														
Sample Number:	626		Type:	R		Area:	5850.00 SqFt		PCI:	79				
Sample Comments:														
48	L & T CR		L	316.00 Ft										
57	WEATHERING		L	5850.00 SqFt										

<b>Network:</b>	LAL			<b>Name:</b>	LAKELAND LINDER INTERNATIONAL AIRPORT				
<b>Branch:</b>	TW E		<b>Name:</b>	TAXIWAY E		<b>Use:</b>	TAXIWAY	<b>Area:</b>	330,671 SqFt
<b>Section:</b>	510	of 10	<b>From:</b>	-			<b>To:</b>	-	<b>Last Const.:</b> 1/1/1992
<b>Surface:</b>	AC	<b>Family:</b>	C9N59-RL-TW-AC		<b>Zone:</b>			<b>Category:</b>	<b>Rank:</b> P
<b>Area:</b>	139,573 SqFt		<b>Length:</b>	3,000 Ft		<b>Width:</b>	50 Ft		
<b>Slabs:</b>	<b>Slab Length:</b>		Ft	<b>Slab Width:</b>		Ft	<b>Joint Length:</b>		Ft
<b>Shoulder:</b>	<b>Street Type:</b>		<b>Grade:</b>		0	<b>Lanes:</b>		0	
<b>Section Comments:</b>									
<b>Work Date:</b>	1/1/1992		<b>Work Type:</b> BUILT			<b>Code:</b>	IMPORTED		<b>Is Major M&amp;R:</b> True
<b>Last Insp. Date:</b>	1/7/2019		<b>TotalSamples:</b>	27		<b>Surveyed:</b>	4		
<b>Conditions:</b>	PCI:	57							
<b>Inspection Comments:</b>									
<b>Sample Number:</b>	506	<b>Type:</b>	R	<b>Area:</b>	5000.00 SqFt		<b>PCI:</b>	51	
<b>Sample Comments:</b>									
43	BLOCK CR	L	300.00 SqFt						
48	L & T CR	L	335.00 Ft						
52	RAVELING	L	3620.00 SqFt						
52	RAVELING	M	1300.00 SqFt						
<b>Sample Number:</b>	515	<b>Type:</b>	R	<b>Area:</b>	5400.00 SqFt		<b>PCI:</b>	60	
<b>Sample Comments:</b>									
48	L & T CR	L	427.00 Ft						
48	L & T CR	M	179.00 Ft						
52	RAVELING	L	5000.00 SqFt						
<b>Sample Number:</b>	521	<b>Type:</b>	R	<b>Area:</b>	5000.00 SqFt		<b>PCI:</b>	62	
<b>Sample Comments:</b>									
48	L & T CR	L	372.00 Ft						
52	RAVELING	L	5000.00 SqFt						
48	L & T CR	M	115.00 Ft						
<b>Sample Number:</b>	531	<b>Type:</b>	R	<b>Area:</b>	5447.00 SqFt		<b>PCI:</b>	57	
<b>Sample Comments:</b>									
48	L & T CR	L	341.00 Ft						
52	RAVELING	L	5447.00 SqFt						
48	L & T CR	M	300.00 Ft						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY	Area:	330,671 SqFt		
Section:	515	of 10	From:	-			To:	-		Last Const.:	1/1/1962
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	29,739 SqFt		Length:	570 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1962		Work Type:	OVERLAY			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1992		Work Type:	Surface Treatment - Sand Tar			Code:	ST-ST		Is Major M&R:	False
Last Insp. Date:	1/7/2019		TotalSamples:	6		Surveyed:	1				
Conditions:	PCI:	33									
Inspection Comments:											
Sample Number:	502	Type:	R	Area:	5000.00 SqFt		PCI:	33			
Sample Comments:											
53	RUTTING	L	400.00	SqFt							
52	RAVELING	L	4969.00	SqFt							
43	BLOCK CR	L	4719.00	SqFt							
41	ALLIGATOR CR	L	250.00	SqFt							
50	PATCHING	M	31.00	SqFt							



Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY		Area:	330,671 SqFt		
Section:	520 of 10		From:	-			To:	-		Last Const.:	1/1/1944	
Surface:	PCC		Family:	C9N59-RL-TW-PCC		Zone:			Category:	Rank: P		
Area:	15,000 SqFt		Length:	150 Ft		Width:	100 Ft					
Slabs:	91		Slab Length:	13 Ft		Slab Width:	25 Ft		Joint Length:	2,980 Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2017		Work Type:	Crack Sealing - PCC				Code:	CS-PC		Is Major M&R:	False
Work Date:	1/1/2017		Work Type:	Joint Seal PCC - Bituminous				Code:	JS-BI		Is Major M&R:	False
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1					
Conditions:	PCI: 39											
Inspection Comments:												
Sample Number:	451		Type:	R		Area:	24.00 Slabs		PCI:	39		
Sample Comments:												
72	SHAT. SLAB		L	10.00 Slabs								
73	SHRINKAGE CR		N	15.00 Slabs								
66	SMALL PATCH		L	3.00 Slabs								
62	CORNER BREAK		L	2.00 Slabs								
63	LINEAR CR		L	14.00 Slabs								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY		Area:	330,671 SqFt				
Section:	523		of	10		From:	TW E		To:	523		Last Const.:	1/1/2006	
Surface:	AC		Family:	C9N59-RL-TW-AC			Zone:				Category:	Rank: P		
Area:	3,900 SqFt		Length:	78 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft				
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/2006		Work Type:	New Construction - AC				Code:	NC-AC		Is Major M&R:	True		
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1							
Conditions:	PCI: 80													
Inspection Comments:														
Sample Number:	414		Type:	R		Area:	3900.00 SqFt		PCI:	80				
Sample Comments:														
57	WEATHERING		L	2925.00 SqFt										
57	WEATHERING		M	975.00 SqFt										
48	L & T CR		L	78.00 Ft										

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY		Area:	330,671 SqFt				
Section:	525		of	10		From:	-		To:	-		Last Const.:	1/1/1964	
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Category:			Rank:	P	
Area:	58,582 SqFt		Length:	968 Ft		Width:	50 Ft							
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft					
Shoulder:	Street Type:				Grade:	0		Lanes:	0					
Section Comments:	THIS SECTION WAS RENAMED FROM 405 TO 525.													
Work Date:	1/1/1964		Work Type:				BUILT		Code:	IMPORTED		Is Major M&R:	True	
Work Date:	1/1/1992		Work Type:				REPAIR		Code:	IMPORTED		Is Major M&R:	False	
Last Insp. Date:	1/7/2019		TotalSamples:	13		Surveyed:	2							
Conditions:	PCI: 47													
Inspection Comments:														
Sample Number:	409		Type:	R		Area:	3751.00 SqFt		PCI:	48				
Sample Comments:														
52	RAVELING		L	2726.00 SqFt										
43	BLOCK CR		L	430.00 SqFt										
48	L & T CR		L	330.00 Ft										
52	RAVELING		M	1025.00 SqFt										
Sample Number:	421		Type:	R		Area:	5000.00 SqFt		PCI:	46				
Sample Comments:														
52	RAVELING		M	2000.00 SqFt										
52	RAVELING		L	3000.00 SqFt										
48	L & T CR		L	423.00 Ft										
48	L & T CR		M	111.00 Ft										

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT					
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY	Area:	330,671 SqFt	
Section:	526 of 10		From:	-		To:	-		Last Const.: 1/1/2016	
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	43,803 SqFt		Length:	865 Ft		Width:	50 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1964		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1992		Work Type: REPAIR				Code:	IMPORTED		Is Major M&R: False
Work Date:	1/1/2016		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True
Last Insp. Date:	12/8/2014		TotalSamples:	21		Surveyed: 4				
Conditions:	PCI: 48		NOTE: *** Pre-Construction PCI ***							
Inspection Comments:										
Sample Number:	403		Type:	R		Area:	5000.00 SqFt		PCI:	49
Sample Comments:										
52	RAVELING		L	3843.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		M	26.00 Ft						
52	RAVELING		H	57.00 SqFt						
52	RAVELING		M	1100.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L	305.00 Ft						
Sample Number:	409		Type:	R		Area:	5000.00 SqFt		PCI:	57
Sample Comments:										
48	LONGITUDINAL/TRANSVERSE CRACKING		L	84.00 Ft						
52	RAVELING		M	400.00 SqFt						
52	RAVELING		L	4600.00 SqFt						
43	BLOCK CRACKING		L	429.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L	307.00 Ft						
Sample Number:	416		Type:	R		Area:	5088.00 SqFt		PCI:	40
Sample Comments:										
52	RAVELING		M	1746.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		M	51.00 Ft						
43	BLOCK CRACKING		M	567.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L	457.00 Ft						
52	RAVELING		L	3342.00 SqFt						
Sample Number:	419		Type:	R		Area:	5000.00 SqFt		PCI:	47
Sample Comments:										
52	RAVELING		L	3176.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		M	76.00 Ft						
48	LONGITUDINAL/TRANSVERSE CRACKING		L	395.00 Ft						
52	RAVELING		M	1824.00 SqFt						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY	Area:	330,671 SqFt			
Section:	540	of	10	From:	-			To:	-		Last Const.:	12/25/1999
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:				Category:	Rank: P		
Area:	11,282 SqFt		Length:	170 Ft		Width:	45 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft			Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0			Lanes:	0	
Section Comments:												
Work Date:	12/25/1999			Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019			TotalSamples:	2			Surveyed:	1			
Conditions:	PCI:	47										
Inspection Comments:												
Sample Number:	301	Type:	R	Area:	6075.00 SqFt			PCI:	47			
Sample Comments:												
45	DEPRESSION	L	69.00	SqFt								
52	RAVELING	M	134.00	SqFt								
52	RAVELING	L	5866.00	SqFt								
56	SWELLING	L	25.00	SqFt								
52	RAVELING	H	75.00	SqFt								
48	L & T CR	L	152.00	Ft								
45	DEPRESSION	M	16.00	SqFt								

Network:

LAL

Name:

LAKELAND LINDER INTERNATIONAL  
AIRPORT

Branch:

TW E

Name:

TAXIWAY E

Use:

TAXIWAY

Area:

330,671 SqFt

Section:

545

of

10

From:

-

To:

-

Last Const.:

12/25/1999

Surface:

AC

Family:

C9N59-RL-TW-AC

Zone:

Category:

Rank:

P

Area:

8,501 SqFt

Length:

160 Ft

Width:

50 Ft

Slabs:

Slab Length:

Ft

Slab Width:

Ft

Joint Length:

Ft

Shoulder:

Street Type:

Grade:

0

Lanes:

0

Section Comments:

Work Date:

12/25/1999

Work Type:

New Construction - Initial

Code:

NU-IN

Is Major M&R:

True

Last Insp. Date:

1/7/2019

TotalSamples:

2

Surveyed:

1

Conditions: PCI: 52

Inspection Comments:

Sample Number:

401

Type:

R

Area:

3392.00 SqFt

PCI:

52

Sample Comments:

45	DEPRESSION	M	9.00	SqFt
52	RAVELING	L	3375.00	SqFt
52	RAVELING	M	5.00	SqFt
50	PATCHING	M	12.00	SqFt
45	DEPRESSION	L	16.00	SqFt
48	L & T CR	L	27.00	Ft

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT									
Branch:	TW E1		Name:	TAXIWAY E1		Use:	TAXIWAY		Area:	84,408 SqFt				
Section:	550		of	1		From:	-		To:	-		Last Const.:	3/1/2014	
Surface:	AC		Family:	C9N59-RL-TW-AC			Zone:				Category:	Rank: P		
Area:	84,408 SqFt			Length:	1,494 Ft		Width:	50 Ft						
Slabs:				Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:				Street Type:			Grade:	0		Lanes:	0			
Section Comments:														
Work Date:	3/1/2014			Work Type:	New Construction - Initial				Code:	NU-IN		Is Major M&R:	True	
Last Insp. Date:	1/7/2019			TotalSamples:	17				Surveyed:	3				
Conditions:	PCI: 90													
Inspection Comments:														
Sample Number:	303		Type:	R		Area:	5313.00 SqFt			PCI:	89			
Sample Comments:														
48	L & T CR			L	81.00 Ft									
57	WEATHERING			L	5313.00 SqFt									
Sample Number:	308		Type:	R		Area:	5000.00 SqFt			PCI:	91			
Sample Comments:														
57	WEATHERING			L	5000.00 SqFt									
48	L & T CR			L	10.00 Ft									
Sample Number:	312		Type:	R		Area:	5091.00 SqFt			PCI:	90			
Sample Comments:														
48	L & T CR			L	32.00 Ft									
57	WEATHERING			L	5091.00 SqFt									



Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	TW F	Name:	TAXIWAY F	Use:	TAXIWAY	Area:	122,407 SqFt
Section:	615	of 4	From:	-	To:	-	Last Const.: 1/1/1986
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:	Rank: P
Area:	38,505 SqFt	Length:	721 Ft	Width:	50 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	1/1/1986	Work Type: BUILT			Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/1986	Work Type: OVERLAY			Code:	IMPORTED	Is Major M&R: True
Last Insp. Date:	1/7/2019	TotalSamples:	8	Surveyed:	3		
Conditions:	PCI: 46						
Inspection Comments:							
Sample Number:	617	Type:	R	Area:	5153.00 SqFt	PCI:	36
Sample Comments:							
43	BLOCK CR	L	1958.00	SqFt			
50	PATCHING	L	258.00	SqFt			
43	BLOCK CR	M	2937.00	SqFt			
52	RAVELING	L	4895.00	SqFt			
56	SWELLING	L	35.00	SqFt			
Sample Number:	623	Type:	R	Area:	3250.00 SqFt	PCI:	56
Sample Comments:							
56	SWELLING	L	30.00	SqFt			
52	RAVELING	L	3250.00	SqFt			
43	BLOCK CR	L	3250.00	SqFt			
Sample Number:	624	Type:	R	Area:	5051.00 SqFt	PCI:	50
Sample Comments:							
56	SWELLING	L	35.00	SqFt			
43	BLOCK CR	L	3981.00	SqFt			
50	PATCHING	L	1070.00	SqFt			
52	RAVELING	L	3981.00	SqFt			

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT					
Branch:	TW F		Name:	TAXIWAY F		Use:	TAXIWAY	Area:	122,407 SqFt	
Section:	617 of 4		From:	-		To:	-		Last Const.:	1/1/2016
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	4,131 SqFt		Length:	76 Ft		Width:	50 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1986		Work Type:	New Construction - Initial		Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2016		Work Type:	MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	1		Surveyed:	1			
Conditions:	PCI: 20		NOTE:	*** Pre-Construction PCI ***						
Inspection Comments:										
Sample Number:	500		Type:	R		Area:	5107.58 SqFt		PCI:	20
Sample Comments:										
52	RAVELING		H	3820.00 SqFt						
48	LONGITUDINAL/TRANSVERSE CRACKING		L	214.00 Ft						
45	DEPRESSION		H	16.00 SqFt						
52	RAVELING		L	1288.00 SqFt						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW F		Name:	TAXIWAY F		Use:	TAXIWAY	Area:	122,407 SqFt			
Section:	619	of	4	From:	-	To:	-	Last Const.:	1/1/1944			
Surface:	PCC	Family:	C9N59-RL-TW-PCC		Zone:		Category:		Rank:	P		
Area:	4,591 SqFt		Length:	90 Ft		Width:	50 Ft					
Slabs:	18	Slab Length:	20 Ft		Slab Width:	13 Ft		Joint Length:	445 Ft			
Shoulder:		Street Type:		Grade:	0		Lanes:	0				
Section Comments:												
Work Date:	1/1/1944			Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019			TotalSamples:	1			Surveyed:	1			
Conditions:	PCI: 21											
Inspection Comments:												
Sample Number:	501	Type:	R	Area:	20.00 Slabs		PCI:	21				
Sample Comments:												
73	SHRINKAGE CR	N	7.00	Slabs								
63	LINEAR CR	L	8.00	Slabs								
74	JOINT SPALL	M	3.00	Slabs								
75	CORNER SPALL	L	1.00	Slabs								
72	SHAT. SLAB	M	2.00	Slabs								
63	LINEAR CR	M	2.00	Slabs								
75	CORNER SPALL	M	1.00	Slabs								
72	SHAT. SLAB	L	7.00	Slabs								
74	JOINT SPALL	L	3.00	Slabs								
70	SCALING	L	5.00	Slabs								
62	CORNER BREAK	L	1.00	Slabs								
65	JT SEAL DMG	H	20.00	Slabs								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW F		Name:	TAXIWAY F		Use:	TAXIWAY	Area:	122,407 SqFt		
Section:	620 of 4		From:	-			To:	-		Last Const.:	1/1/2019
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:	Category:		Rank: P		
Area:	75,180 SqFt		Length:	1,415 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1986		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1986		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2019		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	12/8/2014		TotalSamples:	22		Surveyed:		3			
Conditions:	PCI: 58		NOTE: *** Pre-Construction PCI ***								
Inspection Comments:											
Sample Number:	610		Type:	R		Area:	5000.00 SqFt		PCI:	59	
Sample Comments:											
52	RAVELING		L	5000.00 SqFt							
43	BLOCK CRACKING		L	5000.00 SqFt							
Sample Number:	617		Type:	R		Area:	5000.00 SqFt		PCI:	59	
Sample Comments:											
52	RAVELING		L	5000.00 SqFt							
43	BLOCK CRACKING		L	5000.00 SqFt							
Sample Number:	623		Type:	R		Area:	8300.00 SqFt		PCI:	58	
Sample Comments:											
45	DEPRESSION		L	20.00 SqFt							
52	RAVELING		L	8300.00 SqFt							
43	BLOCK CRACKING		L	8300.00 SqFt							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW G		Name:	TAXIWAY G		Use:	TAXIWAY	Area:	123,000 SqFt		
Section:	625	of 4	From:	-			To:	-			
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	17,219 SqFt		Length:	215 Ft		Width:	80 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0		Lanes:	0			
Section Comments:											
Work Date:	12/25/1999		Work Type:	New Construction - Initial			Code:	NU-IN		Is Major M&R:	True
Work Date:	1/1/2011		Work Type:	New Construction - AC			Code:	NC-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI:	83									
Inspection Comments:											
Sample Number:	644	Type:	R	Area:	4149.00 SqFt		PCI:	83			
Sample Comments:											
48	L & T CR		L	102.00 Ft							
57	WEATHERING		L	3995.00 SqFt							
57	WEATHERING		M	154.00 SqFt							

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	TW H	Name:	TAXIWAY H	Use:	TAXIWAY	Area:	165,674 SqFt
Section:	805	of 6	From:	-	To:	-	Last Const.: 12/25/1999
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:	Rank: P
Area:	96,842 SqFt	Length:	1,945 Ft	Width:	50 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	12/25/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R: True
Last Insp. Date:	1/7/2019	TotalSamples:	21	Surveyed:	3		
Conditions:	PCI: 51						
Inspection Comments:							
Sample Number:	105	Type:	R	Area:	4750.00 SqFt	PCI:	54
Sample Comments:							
52	RAVELING	L	4700.00 SqFt				
52	RAVELING	M	50.00 SqFt				
43	BLOCK CR	L	4750.00 SqFt				
Sample Number:	114	Type:	R	Area:	5408.00 SqFt	PCI:	48
Sample Comments:							
52	RAVELING	L	4808.00 SqFt				
43	BLOCK CR	L	5408.00 SqFt				
52	RAVELING	M	600.00 SqFt				
Sample Number:	122	Type:	R	Area:	5369.00 SqFt	PCI:	50
Sample Comments:							
52	RAVELING	M	50.00 SqFt				
50	PATCHING	L	360.00 SqFt				
45	DEPRESSION	L	4.00 SqFt				
43	BLOCK CR	L	5009.00 SqFt				
52	RAVELING	L	4959.00 SqFt				

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW H	Name:	TAXIWAY H	Use:	TAXIWAY	Area:	165,674 SqFt		
Section:	808	of	6	From:	-	To:	-	Last Const.:	1/1/2018
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC	Zone:		Category:		Rank:	P
Area:	6,347 SqFt	Length:	110 Ft	Width:	31 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:		Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2011	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	1/1/2018	Work Type:	MILL and OVERLAY		Code:	ML-OV	Is Major M&R:	True	
Last Insp. Date:	12/8/2014	TotalSamples:	9	Surveyed:	1				
Conditions:	PCI: 100	NOTE:	*** Pre-Construction PCI ***						
Inspection Comments:									
Sample Number:	129	Type:	R	Area:	4026.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									



Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW H	Name:	TAXIWAY H	Use:	TAXIWAY	Area:	165,674 SqFt		
Section:	810	of	6	From:	-	To:	-	Last Const.:	1/1/2011
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:		Rank:	P
Area:	34,008 SqFt	Length:	480 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2011	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	8	Surveyed:	1				
Conditions:	PCI: 85								
Inspection Comments:									
Sample Number:	129	Type:	R	Area:	4026.00 SqFt	PCI:	85		
Sample Comments:									
52	RAVELING	L	96.00	SqFt					
48	L & T CR	L	42.00	Ft					
57	WEATHERING	L	3930.00	SqFt					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW H		Name:	TAXIWAY H		Use:	TAXIWAY	Area:	165,674 SqFt		
Section:	820	of 6	From:	-			To:	-	Last Const.:	12/25/1999	
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P	
Area:	8,990 SqFt		Length:	170 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 46										
Inspection Comments:											
Sample Number:	201	Type:	R	Area:	4120.00 SqFt		PCI:	46			
Sample Comments:											
48	L & T CR		M	47.00	Ft						
41	ALLIGATOR CR		M	15.00	SqFt						
43	BLOCK CR		L	190.00	SqFt						
52	RAVELING		L	1200.00	SqFt						
48	L & T CR		L	543.00	Ft						
43	BLOCK CR		M	210.00	SqFt						
52	RAVELING		M	6.00	SqFt						

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW H	Name:	TAXIWAY H	Use:	TAXIWAY	Area:	165,674 SqFt		
Section:	822	of	6	From:	-	To:	-	Last Const.:	1/1/1944
Surface:	PCC	Family:	C9N59-RL-TW-PCC	Zone:		Category:		Rank:	P
Area:	4,846 SqFt	Length:	90 Ft	Width:	50 Ft				
Slabs:	19	Slab Length:	20 Ft	Slab Width:	13 Ft	Joint Length:	445 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 29								
Inspection Comments:									
Sample Number:	202	Type:	R	Area:	20.00 Slabs	PCI:	29		
Sample Comments:									
75	CORNER SPALL	L	1.00	Slabs					
71	FAULTING	L	2.00	Slabs					
65	JT SEAL DMG	H	20.00	Slabs					
75	CORNER SPALL	M	2.00	Slabs					
74	JOINT SPALL	L	2.00	Slabs					
73	SHRINKAGE CR	N	1.00	Slabs					
72	SHAT. SLAB	L	1.00	Slabs					
74	JOINT SPALL	M	2.00	Slabs					
63	LINEAR CR	M	9.00	Slabs					
63	LINEAR CR	L	6.00	Slabs					

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW J	Name:	TAXIWAY J		Use:	TAXIWAY	Area:	86,956 SqFt	
Section:	1103	of	3	From:	-	To:	-	Last Const.:	1/1/2018
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC	Zone:		Category:		Rank:	P
Area:	14,643 SqFt	Length:	488 Ft	Width:	30 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:		Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2011	Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Work Date:	1/1/2018	Work Type:	MILL and OVERLAY			Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	12/8/2014	TotalSamples:	9	Surveyed:	1				
Conditions:	PCI: 96	NOTE:	*** Pre-Construction PCI ***						
Inspection Comments:									
Sample Number:	202	Type:	R	Area:	5430.00 SqFt	PCI:	96		
Sample Comments:									
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft					

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW J		Name:	TAXIWAY J		Use:	TAXIWAY	Area:	86,956 SqFt		
Section:	1105 of 3		From:	-			To:	-		Last Const.:	1/1/2011
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:	Category:		Rank:		P
Area:	38,145 SqFt		Length:	310 Ft		Width:	100 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft
Shoulder:	Street Type:		Grade:		0		Lanes:		0		
Section Comments:											
Work Date:	1/1/2011		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Last Insp. Date:	1/7/2019		TotalSamples:	7		Surveyed:		1			
Conditions:	PCI: 79										
Inspection Comments:											
Sample Number:	202		Type:	R		Area:	5430.00 SqFt		PCI:	79	
Sample Comments:											
57	WEATHERING		L	5430.00 SqFt							
56	SWELLING		L	35.00 SqFt							
48	L & T CR		L	253.00 Ft							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT					
Branch:	TW J		Name:	TAXIWAY J		Use:	TAXIWAY	Area:	86,956 SqFt	
Section:	245	of	3	From:	-	To:	-	Last Const.:	12/25/1999	
Surface:	AC	Family:	C9N59-RL-TW-AC		Zone:		Category:		Rank:	P
Area:	34,168 SqFt		Length:	400 Ft		Width:	75 Ft			
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:		Street Type:			Grade:	0		Lanes:	0	
Section Comments:										
Work Date:	12/25/1999			Work Type:	New Construction - Initial			Code:	NU-IN	
			Is Major M&R:	True						
Last Insp. Date:	1/7/2019			TotalSamples:	7		Surveyed:	1		
Conditions:	PCI:	56								
Inspection Comments:										
Sample Number:	204	Type:	R	Area:	4520.00 SqFt		PCI:	56		
Sample Comments:										
56	SWELLING		L	114.00	SqFt					
52	RAVELING		H	20.00	SqFt					
48	L & T CR		L	654.00	Ft					
52	RAVELING		L	4500.00	SqFt					

Network:	LAL	Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW K	Name:	TAXIWAY K	Use:	TAXIWAY	Area:	53,944 SqFt		
Section:	238	of	2	From:	-	To:	-	Last Const.:	1/1/2003
Surface:	AC	Family:	C9N59-RL-TW-AC	Zone:		Category:		Rank:	P
Area:	18,088 SqFt	Length:	130 Ft	Width:	85 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/1/2003	Work Type:	New Construction		Code:	HI-AG	Is Major M&R:	True	
Last Insp. Date:	1/7/2019	TotalSamples:	5	Surveyed:	1				
Conditions:	PCI: 70								
Inspection Comments:									
Sample Number:	200	Type:	R	Area:	3000.00 SqFt	PCI:	70		
Sample Comments:									
57	WEATHERING	M	2850.00	SqFt					
52	RAVELING	L	150.00	SqFt					
48	L & T CR	L	38.00	Ft					



Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW K		Name:	TAXIWAY K		Use:	TAXIWAY	Area:	53,944 SqFt		
Section:	240 of 2		From:	-		To:	-		Last Const.:	12/25/1999	
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Rank:	P	
Area:	35,856 SqFt		Length:	400 Ft		Width:	75 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	8		Surveyed:					2
Conditions:	PCI: 51										
Inspection Comments:											
Sample Number:	203		Type:	R		Area:	4422.00 SqFt		PCI:	55	
Sample Comments:											
52	RAVELING		L	4401.00 SqFt							
52	RAVELING		M	21.00 SqFt							
48	L & T CR		L	140.00 Ft							
48	L & T CR		M	3.00 Ft							
56	SWELLING		L	368.00 SqFt							
Sample Number:	208		Type:	R		Area:	3750.00 SqFt		PCI:	47	
Sample Comments:											
52	RAVELING		L	3550.00 SqFt							
56	SWELLING		L	355.00 SqFt							
48	L & T CR		L	143.00 Ft							
52	RAVELING		M	200.00 SqFt							
43	BLOCK CR		M	25.00 SqFt							
43	BLOCK CR		L	875.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT				
Branch:	TW P		Name:	TAXIWAY P		Use:	TAXIWAY	Area:	186,786 SqFt
Section:	1605	of 1	From:	-			To:	-	Last Const.: 1/1/2008
Surface:	AAC	Family:	C9N59-RL-TW-AAC-APC	Zone:				Category:	Rank: P
Area:	186,786 SqFt	Length:	3,500 Ft	Width:	50 Ft				
Slabs:	Slab Length:		Ft	Slab Width:	Ft		Joint Length:	Ft	
Shoulder:	Street Type:			Grade:	0	Lanes:		0	
Section Comments:									
Work Date:	1/1/1996	Work Type: BUILT				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1996	Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2008	Work Type: MILL and OVERLAY				Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	1/7/2019	TotalSamples:	37	Surveyed:	4				
Conditions:	PCI: 70								
Inspection Comments:									
Sample Number:	103	Type:	R	Area:	5000.00 SqFt	PCI:	68		
Sample Comments:									
48	L & T CR	L	86.00 Ft						
56	SWELLING	L	20.00 SqFt						
52	RAVELING	L	250.00 SqFt						
57	WEATHERING	M	4750.00 SqFt						
Sample Number:	113	Type:	R	Area:	5000.00 SqFt	PCI:	69		
Sample Comments:									
48	L & T CR	L	406.00 Ft						
56	SWELLING	L	205.00 SqFt						
57	WEATHERING	M	5000.00 SqFt						
Sample Number:	122	Type:	R	Area:	5000.00 SqFt	PCI:	74		
Sample Comments:									
57	WEATHERING	M	5000.00 SqFt						
48	L & T CR	L	24.00 Ft						
56	SWELLING	L	11.00 SqFt						
Sample Number:	132	Type:	R	Area:	5000.00 SqFt	PCI:	68		
Sample Comments:									
56	SWELLING	L	15.00 SqFt						
48	L & T CR	L	147.00 Ft						
57	WEATHERING	M	4750.00 SqFt						
52	RAVELING	L	250.00 SqFt						

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW P1		Name:	TAXIWAY P1		Use:	TAXIWAY		Area:	68,145 SqFt	
Section:	1601 of 2		From:	-			To:	-		Last Const.:	7/10/2014
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:			Category:	Rank: P	
Area:	5,991 SqFt		Length:	220 Ft		Width:	25 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1996		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2008		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	7/10/2014		Work Type: Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 91										
Inspection Comments:											
Sample Number:	100		Type:	R		Area:	5991.00 SqFt		PCI:	91	
Sample Comments:											
57	WEATHERING		L	5991.00 SqFt							
48	L & T CR		L	12.00 Ft							

Network:	LAL		Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW P1		Name:	TAXIWAY P1		Use:	TAXIWAY	Area:	68,145 SqFt		
Section:	1603 of 2		From:	-		To:	-		Last Const.: 1/1/2008		
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank: P		
Area:	62,154 SqFt		Length:	275 Ft		Width:	220 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2008		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	12		Surveyed:	2				
Conditions:	PCI: 71										
Inspection Comments:											
Sample Number:	204		Type:	R		Area:	5000.00 SqFt		PCI:	70	
Sample Comments:											
52	RAVELING		L	1000.00 SqFt							
56	SWELLING		L	40.00 SqFt							
57	WEATHERING		M	4000.00 SqFt							
48	L & T CR		L	23.00 Ft							
Sample Number:	301		Type:	R		Area:	5230.00 SqFt		PCI:	73	
Sample Comments:											
56	SWELLING		L	40.00 SqFt							
48	L & T CR		L	31.00 Ft							
57	WEATHERING		M	5230.00 SqFt							

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT							
Branch:	TW P2		Name:	TAXIWAY P2		Use:	TAXIWAY	Area:	29,680 SqFt			
Section:	1608		of	2	From:	-		To:	-		Last Const.:	7/10/2014
Surface:	AC		Family:	C9N59-RL-TW-AC		Zone:		Category:	Rank:			P
Area:	3,101 SqFt		Length:	90 Ft		Width:	25 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft
Shoulder:			Street Type:			Grade:	0		Lanes:			0
Section Comments:												
Work Date:	1/1/1996		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2008		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	7/10/2014		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	1		Surveyed:	1					
Conditions:	PCI: 90											
Inspection Comments:												
Sample Number:	200		Type:	R		Area:	3101.00 SqFt		PCI:	90		
Sample Comments:												
48	L & T CR		L	10.00 Ft								
57	WEATHERING		L	3101.00 SqFt								

Network:	LAL			Name:	LAKELAND LINDER INTERNATIONAL AIRPORT						
Branch:	TW P2		Name:	TAXIWAY P2		Use:	TAXIWAY	Area:	29,680 SqFt		
Section:	1610 of 2		From:	-			To:	-			
Surface:	AAC		Family:	C9N59-RL-TW-AAC-APC		Zone:	Category:		Rank: P		
Area:	26,579 SqFt		Length:	275 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1996		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2008		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	1/7/2019		TotalSamples:	6		Surveyed:	2				
Conditions:	PCI: 65										
Inspection Comments:											
Sample Number:	201		Type:	R		Area:	4515.00 SqFt		PCI:	70	
Sample Comments:											
57	WEATHERING		M	4289.00 SqFt							
52	RAVELING		L	226.00 SqFt							
48	L & T CR		L	50.00 Ft							
Sample Number:	204		Type:	R		Area:	4553.00 SqFt		PCI:	60	
Sample Comments:											
52	RAVELING		L	228.00 SqFt							
48	L & T CR		L	177.00 Ft							
48	L & T CR		M	33.00 Ft							
57	WEATHERING		M	4325.00 SqFt							
56	SWELLING		L	155.00 SqFt							