FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

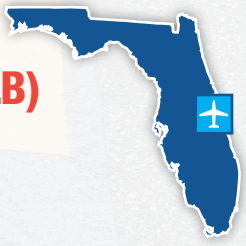
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

November 2019

FDOT

Orlando-Melbourne International Airport (MLB)
Commercial Airport
District 5



OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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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
MLB	RUNWAY 9R-27L	RUNWAY	6105	950,000	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6110	475,000	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6115	68,068	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6120	34,034	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6203	8,750	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6204	17,500	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6205	282,550	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6210	565,100	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6215	8,750	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6220	17,500	100	Good
MLB	RUNWAY 5-23	RUNWAY	6305	211,297	100	Good
MLB	RUNWAY 5-23	RUNWAY	6310	6,900	100	Good
MLB	RUNWAY 5-23	RUNWAY	6315	6,900	100	Good
MLB	CONNECTOR TAXIWAY TO TERMINAL APRON	TAXIWAY	2110	8,354	84	Satisfactory
MLB	TAXIWAY A	TAXIWAY	105	33,560	76	Satisfactory
MLB	TAXIWAY A	TAXIWAY	107	4,933	100	Good
MLB	TAXIWAY A	TAXIWAY	120	691,660	69	Fair
MLB	TAXIWAY A	TAXIWAY	130	36,222	82	Satisfactory
MLB	TAXIWAY A	TAXIWAY	132	52,331	87	Good
MLB	TAXIWAY A	TAXIWAY	133	5,988	100	Good
MLB	TAXIWAY B	TAXIWAY	1105	101,687	100	Good
MLB	TAXIWAY C	TAXIWAY	305	34,006	82	Satisfactory
MLB	TAXIWAY C	TAXIWAY	306	12,368	70	Fair
MLB	TAXIWAY C	TAXIWAY	307	3,692	100	Good
MLB	TAXIWAY C	TAXIWAY	308	9,892	100	Good
MLB	TAXIWAY C	TAXIWAY	315	58,917	74	Satisfactory
MLB	TAXIWAY C	TAXIWAY	320	33,067	86	Good
MLB	TAXIWAY C	TAXIWAY	325	8,038	100	Good
MLB	TAXIWAY C	TAXIWAY	327	3,899	100	Good
MLB	TAXIWAY C	TAXIWAY	330	104,250	65	Fair
MLB	TAXIWAY C	TAXIWAY	337	18,730	100	Good
MLB	TAXIWAY C	TAXIWAY	340	4,919	78	Satisfactory
MLB	TAXIWAY C	TAXIWAY	350	71,723	76	Satisfactory
MLB	TAXIWAY D	TAXIWAY	405	8,073	70	Fair

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TAXIWAY D	TAXIWAY	408	7,930	82	Satisfactory
MLB	TAXIWAY D	TAXIWAY	410	103,254	59	Fair
MLB	TAXIWAY D	TAXIWAY	412	4,498	61	Fair
MLB	TAXIWAY D	TAXIWAY	415	18,312	80	Satisfactory
MLB	TAXIWAY D	TAXIWAY	416	8,423	74	Satisfactory
MLB	TAXIWAY D	TAXIWAY	450	23,692	92	Good
MLB	TAXIWAY D	TAXIWAY	455	32,702	88	Good
MLB	TAXIWAY F	TAXIWAY	810	62,514	89	Good
MLB	TAXIWAY G	TAXIWAY	605	40,977	91	Good
MLB	TAXIWAY H	TAXIWAY	805	18,700	60	Fair
MLB	TAXIWAY K	TAXIWAY	1110	5,207	82	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1115	144,746	75	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1116	6,760	71	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1117	23,309	100	Good
MLB	TAXIWAY K	TAXIWAY	1125	94,162	77	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1127	28,738	100	Good
MLB	TAXIWAY K	TAXIWAY	1128	4,887	100	Good
MLB	TAXIWAY K	TAXIWAY	1130	76,184	80	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1132	20,621	89	Good
MLB	TAXIWAY K	TAXIWAY	1135	78,460	75	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1137	4,907	100	Good
MLB	TAXIWAY K	TAXIWAY	1140	22,923	90	Good
MLB	TAXIWAY K1	TAXIWAY	1740	21,686	100	Good
MLB	TAXIWAY L	TAXIWAY	1204	10,911	100	Good
MLB	TAXIWAY L	TAXIWAY	1210	33,859	69	Fair
MLB	TAXIWAY M	TAXIWAY	1303	23,381	100	Good
MLB	TAXIWAY M	TAXIWAY	1305	3,968	74	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1315	50,873	71	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1320	5,526	71	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1325	5,526	77	Satisfactory
MLB	TAXIWAY N	TAXIWAY	1404	11,055	100	Good
MLB	TAXIWAY N	TAXIWAY	1405	33,774	88	Good
MLB	TAXIWAY Q	TAXIWAY	1705	91,926	73	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1710	12,104	79	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1720	41,653	84	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1722	20,462	100	Good
MLB	TAXIWAY Q	TAXIWAY	1723	5,968	100	Good
MLB	TAXIWAY Q	TAXIWAY	1725	78,549	77	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1727	27,505	100	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TAXIWAY Q	TAXIWAY	1732	4,295	61	Fair
MLB	TAXIWAY Q	TAXIWAY	1735	9,173	86	Good
MLB	TAXIWAY R	TAXIWAY	1805	56,463	81	Satisfactory
MLB	TAXIWAY R	TAXIWAY	1807	18,996	100	Good
MLB	TAXIWAY R	TAXIWAY	1810	57,323	82	Satisfactory
MLB	TAXIWAY R	TAXIWAY	1815	4,676	100	Good
MLB	TAXIWAY R	TAXIWAY	1820	49,954	82	Satisfactory
MLB	TAXIWAY S	TAXIWAY	510	68,429	45	Poor
MLB	TAXIWAY S	TAXIWAY	515	18,556	84	Satisfactory
MLB	TAXIWAY S1	TAXIWAY	520	14,644	74	Satisfactory
MLB	TAXIWAY S1	TAXIWAY	525	19,360	94	Good
MLB	TAXIWAY T	TAXIWAY	2005	47,619	80	Satisfactory
MLB	TAXIWAY T	TAXIWAY	2015	48,962	79	Satisfactory
MLB	TAXIWAY T	TAXIWAY	2017	5,769	100	Good
MLB	TAXIWAY V	TAXIWAY	1602	13,947	100	Good
MLB	TAXIWAY V	TAXIWAY	1605	57,621	77	Satisfactory
MLB	TAXIWAY V	TAXIWAY	1610	36,715	94	Good
MLB	TAXIWAY V	TAXIWAY	2205	14,782	94	Good
MLB	TAXIWAY V	TAXIWAY	2210	13,665	94	Good
MLB	TAXIWAY V1	TAXIWAY	710	11,452	86	Good
MLB	TAXIWAY V2	TAXIWAY	720	8,446	86	Good
MLB	WEST APRON	APRON	4325	45,350	0	Failed
MLB	WEST APRON	APRON	4330	52,136	6	Failed
MLB	EAST APRON	APRON	4404	76,125	81	Satisfactory
MLB	EAST APRON	APRON	4406	12,949	37	Very Poor
MLB	EAST APRON	APRON	4407	69,765	78	Satisfactory
MLB	EAST APRON	APRON	4415	14,188	90	Good
MLB	EAST APRON	APRON	4420	129,420	90	Good
MLB	EAST APRON	APRON	4425	253,400	100	Good
MLB	CENTER APRON	APRON	4510	23,048	86	Good
MLB	CENTER APRON	APRON	4515	2,842	64	Fair
MLB	CENTER APRON	APRON	4520	55,946	88	Good
MLB	APRON SOUTHWEST	APRON	4710	216,728	78	Satisfactory
MLB	APRON SOUTHWEST	APRON	4720	146,718	75	Satisfactory
MLB	APRON SOUTHWEST	APRON	4730	101,878	94	Good
MLB	CENTER APRON	APRON	4998	48,745	71	Satisfactory
MLB	NORTH GA APRON	APRON	4105	95,800	66	Fair
MLB	NORTH GA APRON	APRON	4110	124,328	59	Fair
MLB	NORTH GA APRON	APRON	4115	162,260	95	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	NORTH GA APRON	APRON	4120	96,139	60	Fair
MLB	NORTH GA APRON	APRON	4130	41,505	80	Satisfactory
MLB	NORTH GA APRON	APRON	4132	52,865	100	Good
MLB	NORTH GA APRON	APRON	4135	22,070	85	Satisfactory
MLB	NORTH GA APRON	APRON	4140	23,711	93	Good
MLB	NORTH GA APRON	APRON	4145	6,550	83	Satisfactory
MLB	NORTH GA APRON	APRON	4150	85,092	100	Good
MLB	NORTH GA APRON	APRON	4155	26,516	100	Good
MLB	TERMINAL APRON	APRON	4205	290,074	78	Satisfactory
MLB	TERMINAL APRON	APRON	4210	344,919	80	Satisfactory
MLB	WEST APRON	APRON	4305	34,060	91	Good
MLB	WEST APRON	APRON	4310	47,311	90	Good
MLB	WEST APRON	APRON	4312	8,547	12	Serious
MLB	WEST APRON	APRON	4315	57,374	65	Fair
MLB	WEST APRON	APRON	4320	75,950	55	Poor

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
MLB	AP CENTER	4510	86	85	84	83	83	82	81	80	80	79	78
MLB	AP CENTER	4515	64	62	61	61	60	60	60	60	60	60	60
MLB	AP CENTER	4520	88	86	85	83	81	80	78	77	75	74	72
MLB	AP CENTER	4998	71	69	68	66	65	63	61	60	58	56	54
MLB	AP E	4404	81	79	78	76	74	73	71	70	68	67	65
MLB	AP E	4406	37	33	30	27	26	23	21	19	16	14	12
MLB	AP E	4407	78	76	75	73	71	70	68	67	65	64	62
MLB	AP E	4415	90	87	84	81	79	76	73	71	68	66	65
MLB	AP E	4420	90	88	87	85	83	82	80	79	77	76	74
MLB	AP E	4425	100	98	96	94	92	91	90	89	88	87	86
MLB	AP N GA	4105	66	64	63	61	59	58	56	55	53	52	50
MLB	AP N GA	4110	59	57	56	54	52	51	49	48	46	45	43
MLB	AP N GA	4115	95	93	92	90	89	88	87	86	86	85	84
MLB	AP N GA	4120	60	58	57	55	53	52	50	49	47	46	44
MLB	AP N GA	4130	80	78	77	75	73	72	70	69	67	66	64
MLB	AP N GA	4132	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4135	85	82	79	77	74	71	69	67	65	64	62
MLB	AP N GA	4140	93	91	90	88	86	85	83	82	80	79	77
MLB	AP N GA	4145	83	80	77	75	72	70	68	66	64	63	62
MLB	AP N GA	4150	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4155	100	95	93	92	90	88	87	85	84	82	81
MLB	AP SW	4710	78	76	75	73	71	70	68	67	65	64	62
MLB	AP SW	4720	75	73	72	70	68	67	65	64	62	61	59
MLB	AP SW	4730	94	92	91	89	87	86	84	83	81	80	78
MLB	AP TERM	4205	78	77	76	74	73	72	70	69	67	66	64
MLB	AP TERM	4210	80	77	75	72	70	67	65	64	63	62	61
MLB	AP W	4305	91	88	85	82	80	77	74	72	69	67	65
MLB	AP W	4310	90	87	84	81	79	76	73	71	68	66	65
MLB	AP W	4312	12	10	9	7	5	4	2	0	0	0	0
MLB	AP W	4315	65	63	62	61	61	60	60	60	60	60	60
MLB	AP W	4320	55	53	52	50	48	47	45	44	42	41	39
MLB	AP W	4325	0	0	0	0	0	0	0	0	0	0	0
MLB	AP W	4330	6	4	2	1	0	0	0	0	0	0	0
MLB	RW 5-23	6305	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 5-23	6310	100	98	96	92	89	86	84	82	80	79	77

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	RW 5-23	6315	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9L-27R	6203	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6204	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6205	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6210	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6215	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6220	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9R-27L	6105	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6110	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6115	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6120	100	98	96	92	89	86	84	82	80	79	77
MLB	TW A	105	76	74	72	70	68	67	65	64	63	62	60
MLB	TW A	107	100	97	94	91	89	86	84	81	79	77	75
MLB	TW A	120	69	67	66	64	63	62	61	60	59	58	57
MLB	TW A	130	82	80	77	75	73	71	70	68	66	65	64
MLB	TW A	132	87	84	82	80	78	75	73	72	70	68	67
MLB	TW A	133	100	97	94	91	89	86	84	81	79	77	75
MLB	TW B	1105	100	94	91	89	86	84	81	79	77	75	73
MLB	TW C	305	82	80	77	75	73	71	70	68	66	65	64
MLB	TW C	306	70	68	67	65	64	62	61	60	59	58	57
MLB	TW C	307	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	308	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	315	74	72	70	68	67	65	64	63	62	60	59
MLB	TW C	320	86	83	81	79	77	75	73	71	69	68	66
MLB	TW C	325	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	327	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	330	65	64	63	62	62	61	60	59	59	58	57
MLB	TW C	337	100	95	93	91	89	87	86	84	82	81	79
MLB	TW C	340	78	76	75	74	72	71	70	69	68	67	66
MLB	TW C	350	76	74	73	72	71	70	69	68	67	66	65
MLB	TW CONN AP	2110	84	82	81	79	78	76	75	74	72	71	70
MLB	TW D	405	70	68	67	65	64	62	61	60	59	58	57
MLB	TW D	408	82	80	77	75	73	71	70	68	66	65	64
MLB	TW D	410	59	58	57	56	55	54	53	52	51	50	48
MLB	TW D	412	61	60	59	58	58	57	56	55	54	53	52
MLB	TW D	415	80	78	77	75	74	73	72	71	70	69	68
MLB	TW D	416	74	73	71	70	69	68	67	66	66	65	64
MLB	TW D	450	92	89	87	84	82	80	77	75	73	71	70

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW D	455	88	85	83	81	78	76	74	72	71	69	67
MLB	TW F	810	89	87	85	83	82	80	79	77	76	75	73
MLB	TW G	605	91	89	87	85	84	82	80	79	77	76	75
MLB	TW H	805	60	59	58	57	56	56	55	54	54	53	53
MLB	TW K	1110	82	80	77	75	73	71	70	68	66	65	64
MLB	TW K	1115	75	73	71	69	68	66	65	63	62	61	60
MLB	TW K	1116	71	69	67	66	65	63	62	61	60	59	58
MLB	TW K	1117	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1125	77	75	73	71	69	68	66	65	63	62	61
MLB	TW K	1127	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1128	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1130	80	78	76	74	72	70	68	67	65	64	63
MLB	TW K	1132	89	87	85	83	82	80	79	77	76	75	73
MLB	TW K	1135	75	73	71	69	68	66	65	63	62	61	60
MLB	TW K	1137	100	97	94	91	89	86	84	81	79	77	75
MLB	TW K	1140	90	88	86	84	83	81	79	78	77	75	74
MLB	TW K1	1740	100	91	89	87	86	84	82	81	79	78	76
MLB	TW L	1204	100	97	94	91	89	86	84	81	79	77	75
MLB	TW L	1210	69	67	66	64	63	62	61	60	59	58	57
MLB	TW M	1303	100	95	93	91	89	87	86	84	82	81	79
MLB	TW M	1305	74	72	70	68	67	65	64	63	62	60	59
MLB	TW M	1315	71	70	69	68	67	66	65	64	63	63	62
MLB	TW M	1320	71	69	67	66	65	63	62	61	60	59	58
MLB	TW M	1325	77	75	73	71	69	68	66	65	63	62	61
MLB	TW N	1404	100	97	94	91	89	86	84	81	79	77	75
MLB	TW N	1405	88	85	83	81	78	76	74	72	71	69	67
MLB	TW Q	1705	73	71	69	68	66	65	63	62	61	60	59
MLB	TW Q	1710	79	77	75	73	71	69	68	66	65	63	62
MLB	TW Q	1720	84	82	79	77	75	73	71	69	68	66	65
MLB	TW Q	1722	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1723	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1725	77	75	74	73	72	71	69	68	68	67	66
MLB	TW Q	1727	100	95	93	91	89	87	86	84	82	81	79
MLB	TW Q	1732	61	60	59	58	57	56	56	55	54	54	53
MLB	TW Q	1735	86	83	81	79	77	75	73	71	69	68	66
MLB	TW R	1805	81	79	77	74	73	71	69	67	66	64	63
MLB	TW R	1807	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1810	82	80	77	75	73	71	70	68	66	65	64

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW R	1815	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1820	82	80	77	75	73	71	70	68	66	65	64
MLB	TW S	510	45	43	42	40	38	36	33	30	27	24	20
MLB	TW S	515	84	82	81	79	78	76	75	74	72	71	70
MLB	TW S1	520	74	73	71	70	69	68	67	66	66	65	64
MLB	TW S1	525	94	92	90	88	86	84	83	81	80	78	77
MLB	TW T	2005	80	78	76	74	72	70	68	67	65	64	63
MLB	TW T	2015	79	77	76	75	73	72	71	70	69	68	67
MLB	TW T	2017	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1602	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1605	77	75	73	71	69	68	66	65	63	62	61
MLB	TW V	1610	94	92	90	88	86	84	83	81	80	78	77
MLB	TW V	2205	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V	2210	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V1	710	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V2	720	86	84	82	81	79	78	76	75	74	72	71

Major Rehabilitation Planning 2020-2029

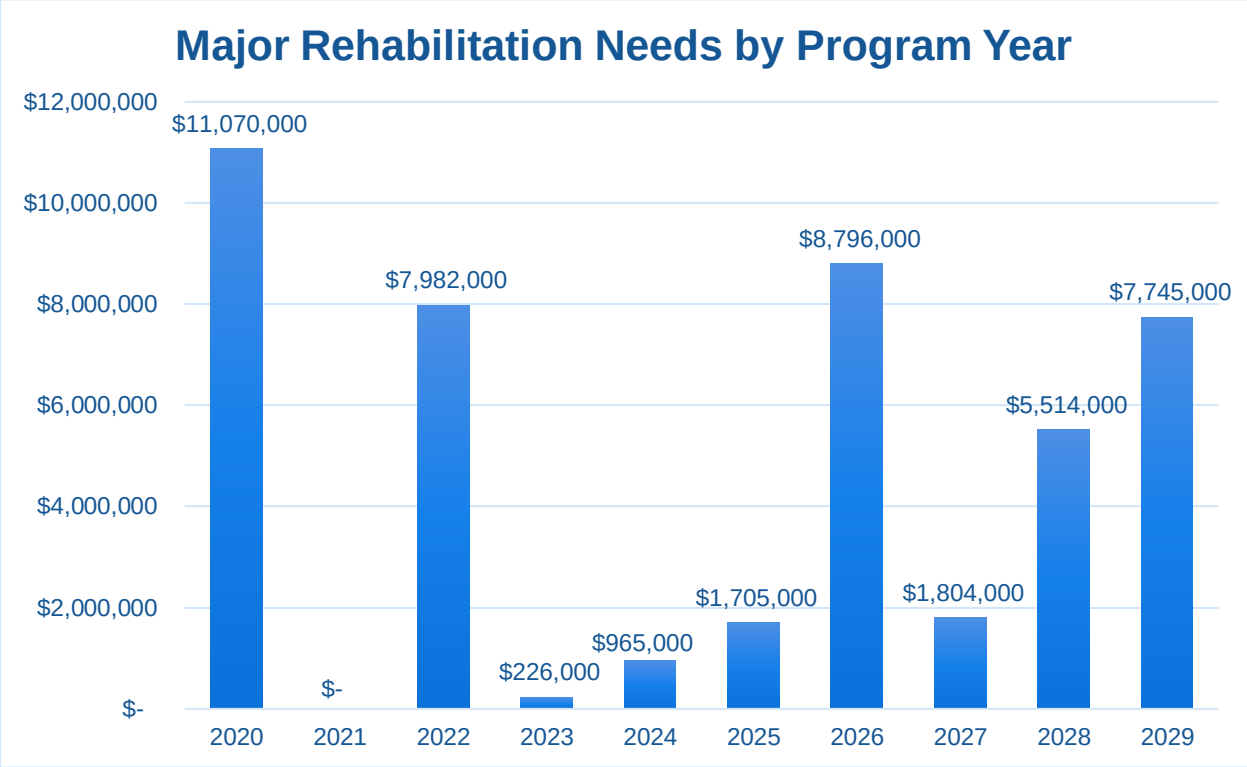
Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	MLB	AP CENTER	4515	APC	2,842	62	AC Restoration	$ 32,000.00
2020	MLB	AP E	4406	APC	12,949	33	AC Reconstruction	$ 182,000.00
2020	MLB	AP N GA	4105	AC	95,800	64	AC Restoration	$ 1,054,000.00
2020	MLB	AP N GA	4110	AC	124,328	57	AC Restoration	$ 1,368,000.00
2020	MLB	AP N GA	4120	AC	96,139	58	AC Restoration	$ 1,058,000.00
2020	MLB	AP W	4312	PCC	8,547	10	PCC Reconstruction	$ 197,000.00
2020	MLB	AP W	4315	AAC	57,374	63	AC Restoration	$ 632,000.00
2020	MLB	AP W	4320	AC	75,950	53	AC Restoration	$ 836,000.00
2020	MLB	AP W	4325	PCC	45,350	0	PCC Reconstruction	$ 1,044,000.00
2020	MLB	AP W	4330	PCC	52,136	4	PCC Reconstruction	$ 1,200,000.00
2020	MLB	TW C	330	AC	104,250	64	AC Restoration	$ 1,147,000.00
2020	MLB	TW D	410	AC	103,254	58	AC Restoration	$ 1,136,000.00
2020	MLB	TW D	412	AC	4,498	60	AC Restoration	$ 50,000.00
2020	MLB	TW H	805	AAC	18,700	59	AC Restoration	$ 206,000.00
2020	MLB	TW Q	1732	AAC	4,295	60	AC Restoration	$ 48,000.00
2020	MLB	TW S	510	AAC	68,429	43	AC Restoration	$ 880,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2022	MLB	TW A	120	AAC	691,660	64	AC Restoration	$ 7,609,000.00
2022	MLB	TW L	1210	AAC	33,859	64	AC Restoration	$ 373,000.00
2023	MLB	TW C	306	AAC	12,368	64	AC Restoration	$ 137,000.00
2023	MLB	TW D	405	AAC	8,073	64	AC Restoration	$ 89,000.00
2024	MLB	AP CENTER	4998	PCC	48,745	63	PCC Restoration	$ 829,000.00
2024	MLB	TW K	1116	AAC	6,760	63	AC Restoration	$ 75,000.00
2024	MLB	TW M	1320	AAC	5,526	63	AC Restoration	$ 61,000.00
2025	MLB	TW C	315	AAC	58,917	64	AC Restoration	$ 649,000.00
2025	MLB	TW M	1305	AAC	3,968	64	AC Restoration	$ 44,000.00
2025	MLB	TW Q	1705	AAC	91,926	63	AC Restoration	$ 1,012,000.00
2026	MLB	AP SW	4720	AC	146,718	64	AC Restoration	$ 1,614,000.00
2026	MLB	AP TERM	4210	AAC	344,919	64	AC Restoration	$ 3,795,000.00
2026	MLB	TW A	105	AAC	33,560	64	AC Restoration	$ 370,000.00
2026	MLB	TW K	1115	AAC	144,746	63	AC Restoration	$ 1,593,000.00
2026	MLB	TW K	1135	AAC	78,460	63	AC Restoration	$ 864,000.00
2026	MLB	TW M	1315	AC	50,873	64	AC Restoration	$ 560,000.00
2027	MLB	AP N GA	4145	AAC	6,550	64	AC Restoration	$ 73,000.00
2027	MLB	TW K	1125	AAC	94,162	63	AC Restoration	$ 1,036,000.00
2027	MLB	TW M	1325	AAC	5,526	63	AC Restoration	$ 61,000.00
2027	MLB	TW V	1605	AAC	57,621	63	AC Restoration	$ 634,000.00
2028	MLB	AP E	4407	AC	69,765	64	AC Restoration	$ 768,000.00
2028	MLB	AP N GA	4135	APC	22,070	64	AC Restoration	$ 243,000.00
2028	MLB	AP SW	4710	AC	216,728	64	AC Restoration	$ 2,384,000.00
2028	MLB	TW K	1130	AAC	76,184	64	AC Restoration	$ 839,000.00
2028	MLB	TW Q	1710	AAC	12,104	63	AC Restoration	$ 134,000.00
2028	MLB	TW R	1805	AAC	56,463	64	AC Restoration	$ 622,000.00
2028	MLB	TW T	2005	AAC	47,619	64	AC Restoration	$ 524,000.00
2029	MLB	AP N GA	4130	AC	41,505	64	AC Restoration	$ 457,000.00
2029	MLB	AP TERM	4205	PCC	290,074	64	PCC Restoration	$ 4,932,000.00
2029	MLB	TW A	130	AAC	36,222	64	AC Restoration	$ 399,000.00
2029	MLB	TW C	305	AAC	34,006	64	AC Restoration	$ 375,000.00
2029	MLB	TW D	408	AAC	7,930	64	AC Restoration	$ 88,000.00
2029	MLB	TW D	416	AC	8,423	64	AC Restoration	$ 93,000.00
2029	MLB	TW K	1110	AAC	5,207	64	AC Restoration	$ 58,000.00
2029	MLB	TW R	1810	AAC	57,323	64	AC Restoration	$ 631,000.00
2029	MLB	TW R	1820	AAC	49,954	64	AC Restoration	$ 550,000.00
2029	MLB	TW S1	520	AC	14,644	64	AC Restoration	$ 162,000.00

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

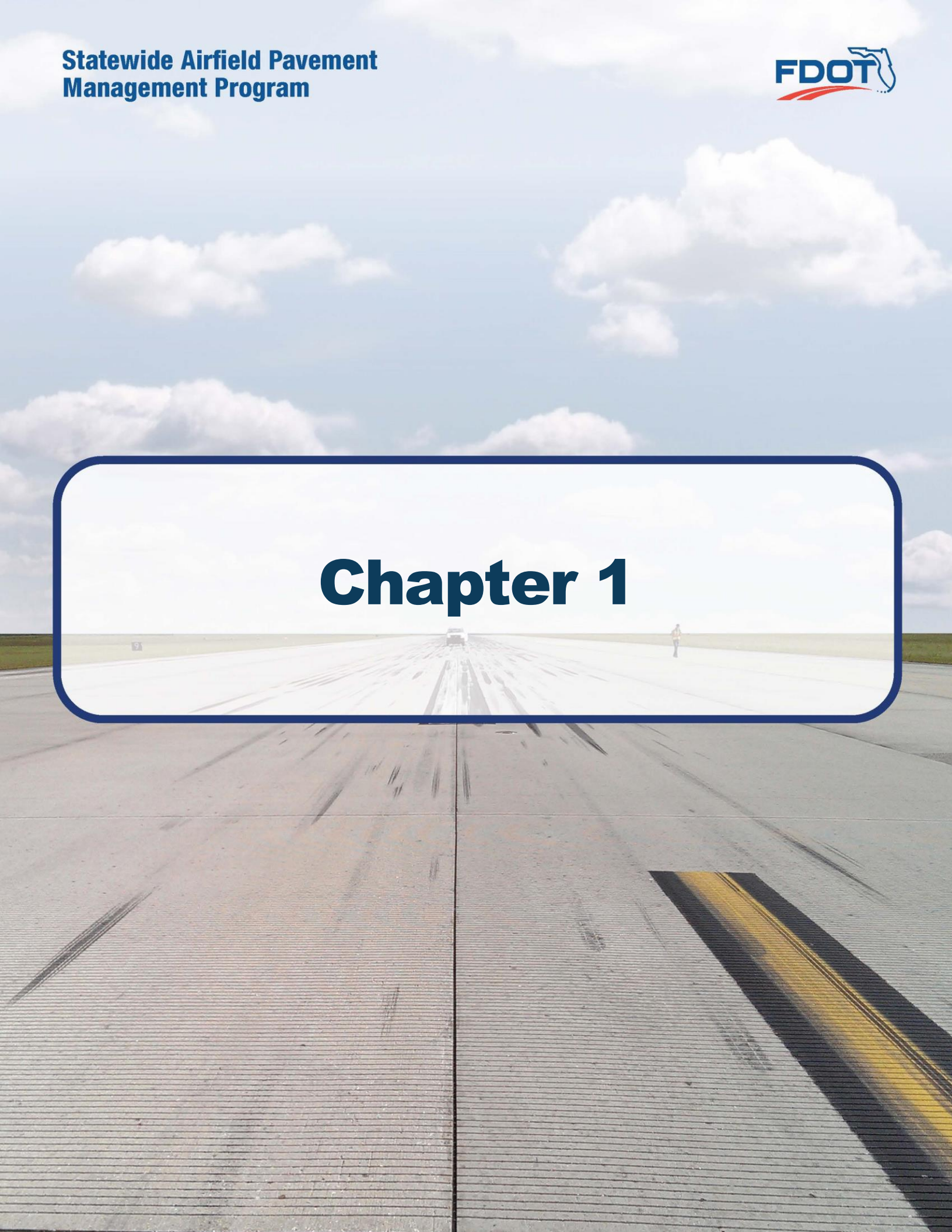
Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029



Summary of Orlando-Melbourne International Airport

Orlando-Melbourne International Airport was inspected in March of 2019 – the overall weighted PCI value was 84, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified $2,789,860 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $45,807,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $11,070,000 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.

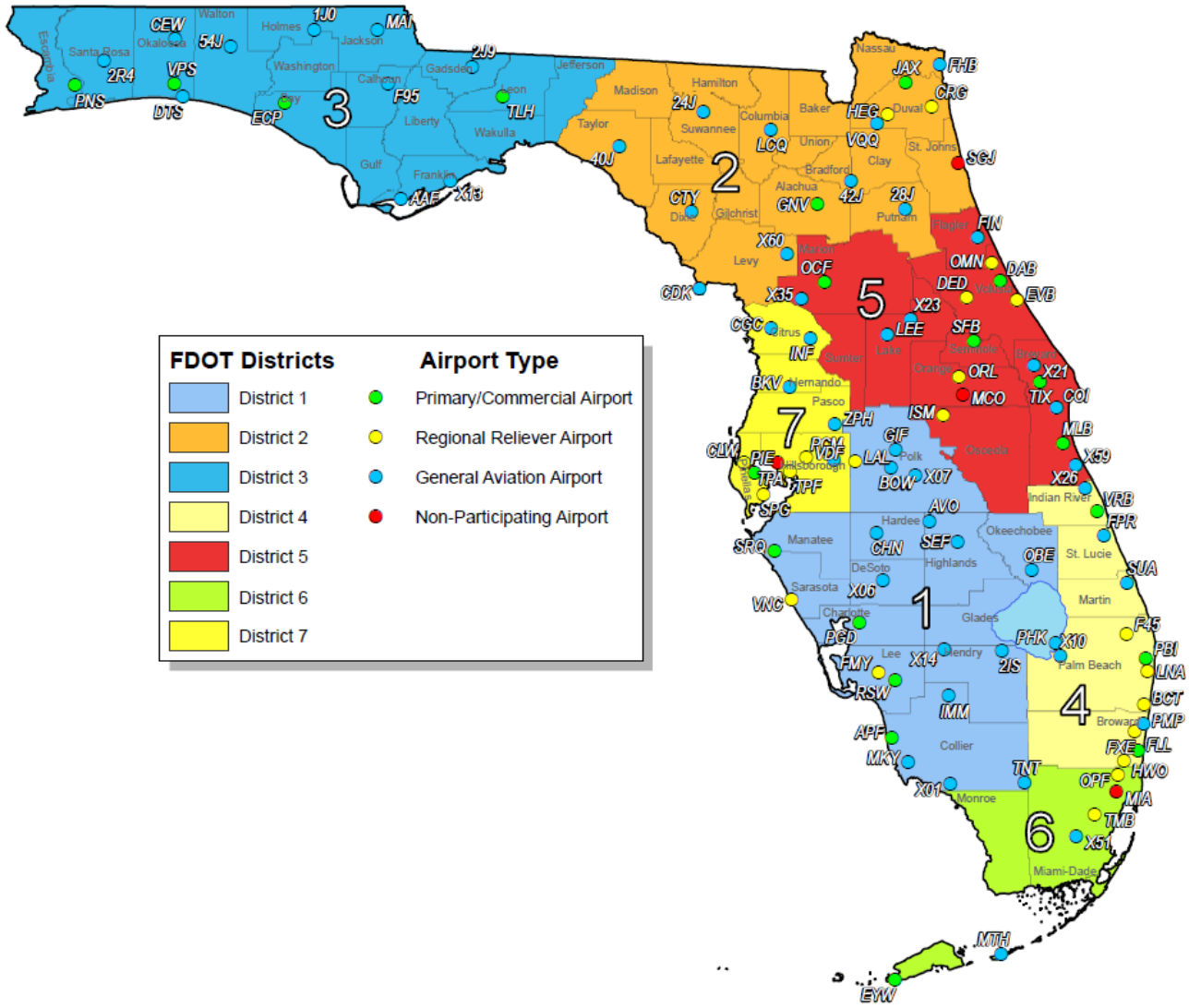
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement 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.shtm) 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

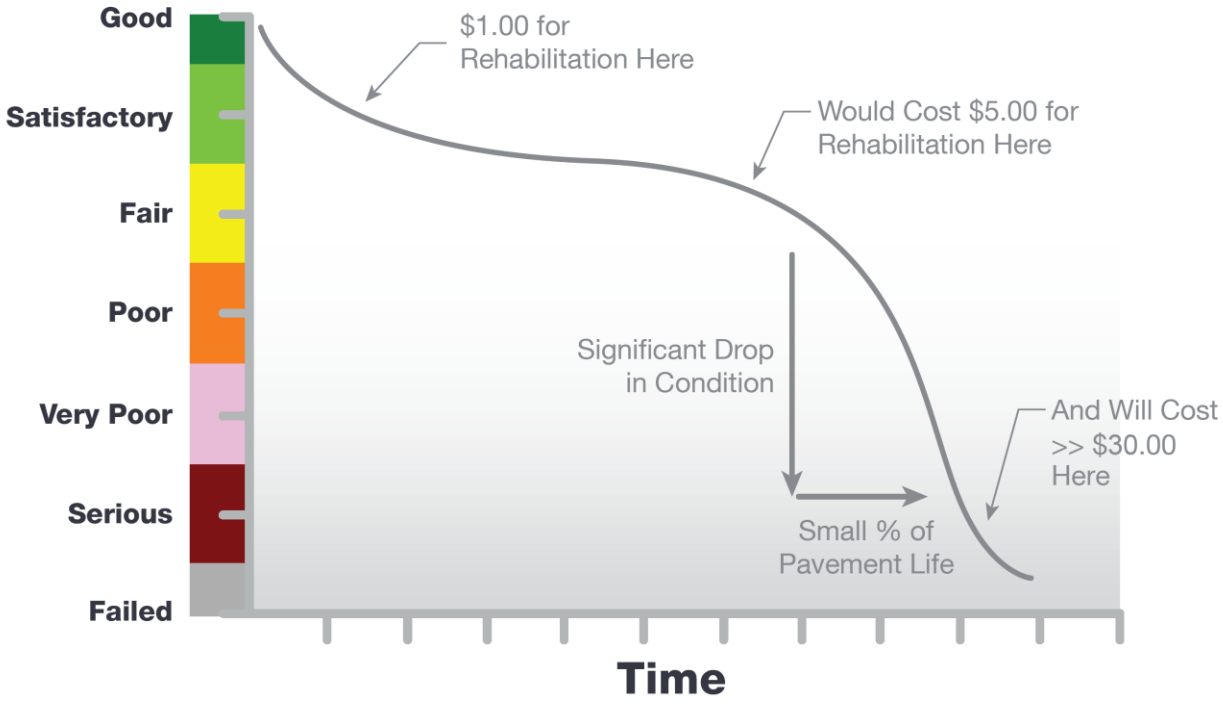
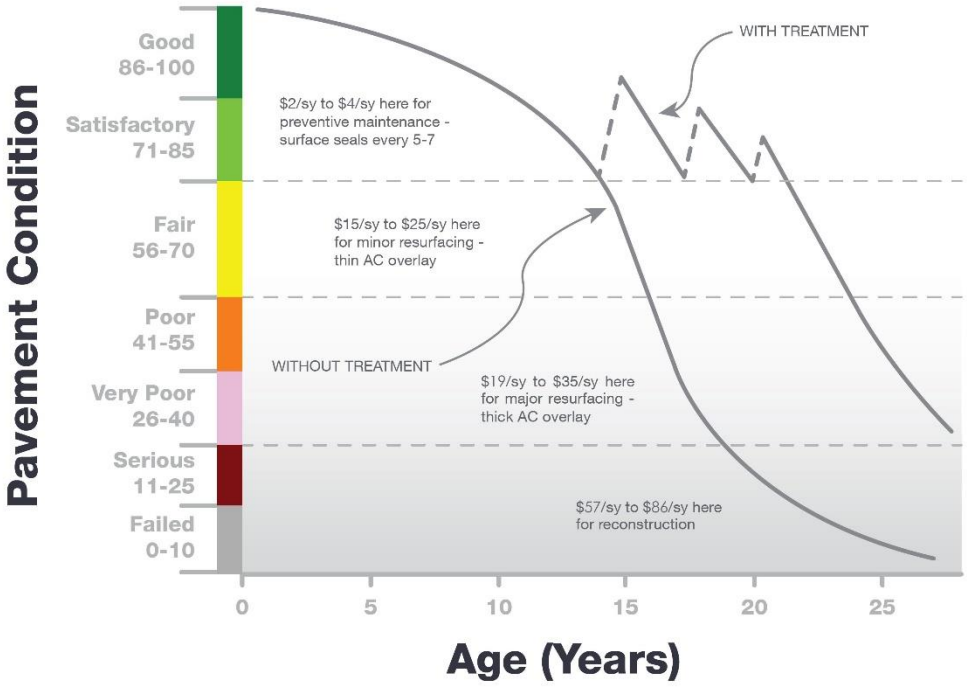


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

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 Rehabiliation	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.

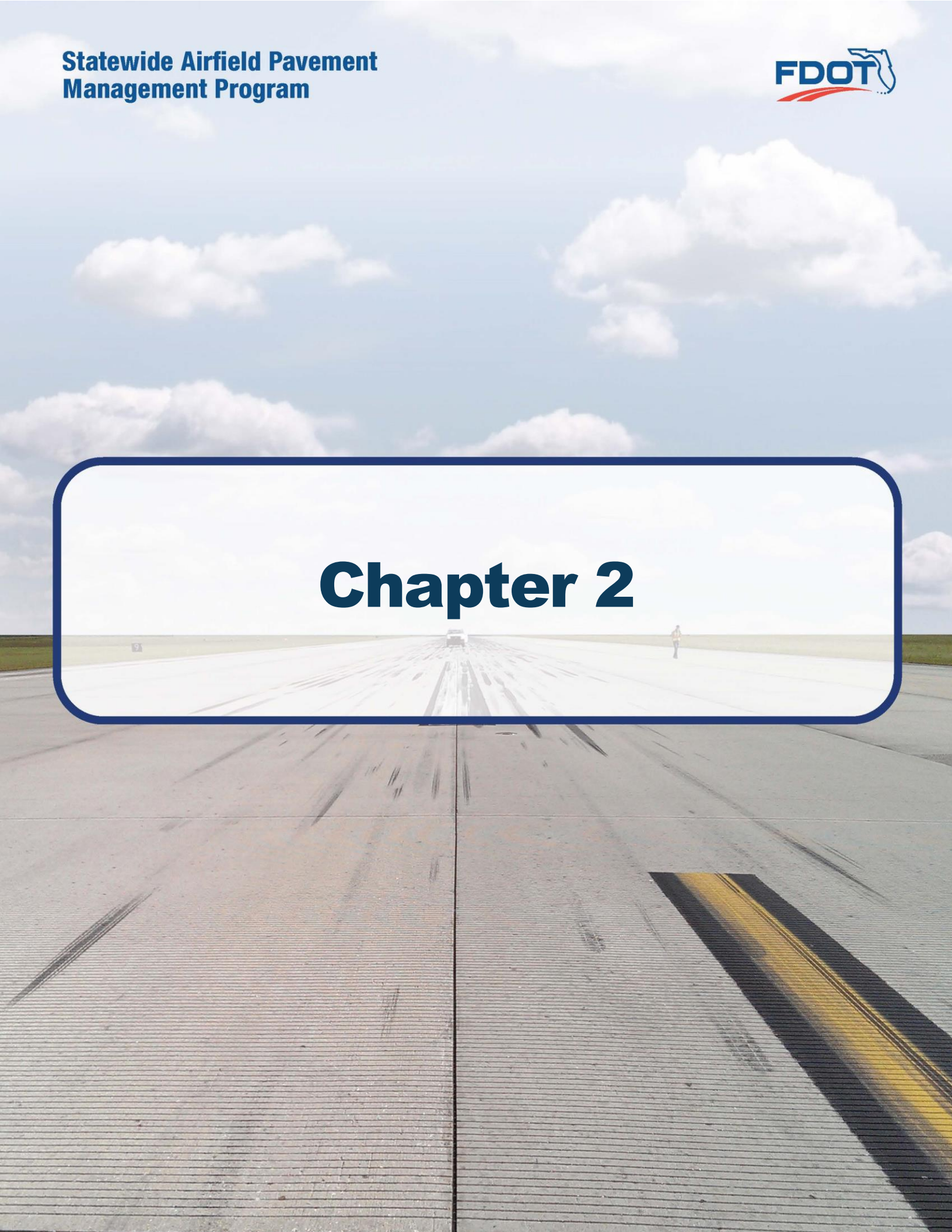
Figures 1.7.2 (d) Rigid Portland Cement Concrete

	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 Rehabiliation	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 2nd 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 (±8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet (±2,000 ft^2) 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
Network	Overall pavement assets maintained by the Airport	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification	"RW 18-36" RW, Branch Use, "Runway" 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000±2,000 SF of AC or 20±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
• Alligator Cracking • Corrugation • Depression • Patching of Load-based distress • Polished Aggregate • Rutting • Slippage Cracking	• Bleeding • Block Cracking • Joint Reflection Cracking • L/T Cracking • Patching of climate / durability-caused distresses • Shoving from PCC • Raveling • Weathering • Swelling	• Alligator Cracking • Depression • Patching of moisture / drainage caused distress • Swelling • Raveling • Weathering	• Oil Spillage • Jet Blast Erosion • Polished Aggregate

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
• Corrugation • Depression • Rutting • Shoving of asphalt pavement • Swelling • Raveling • Weathering	• Bleeding • Depression • Polished Aggregate • Rutting	• Block Cracking • Joint Reflection Cracking • L/T Cracking • Slippage Cracking	• All Distresses

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
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

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
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses

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 ≤20	10% but ≤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 ≤20	10% but ≤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

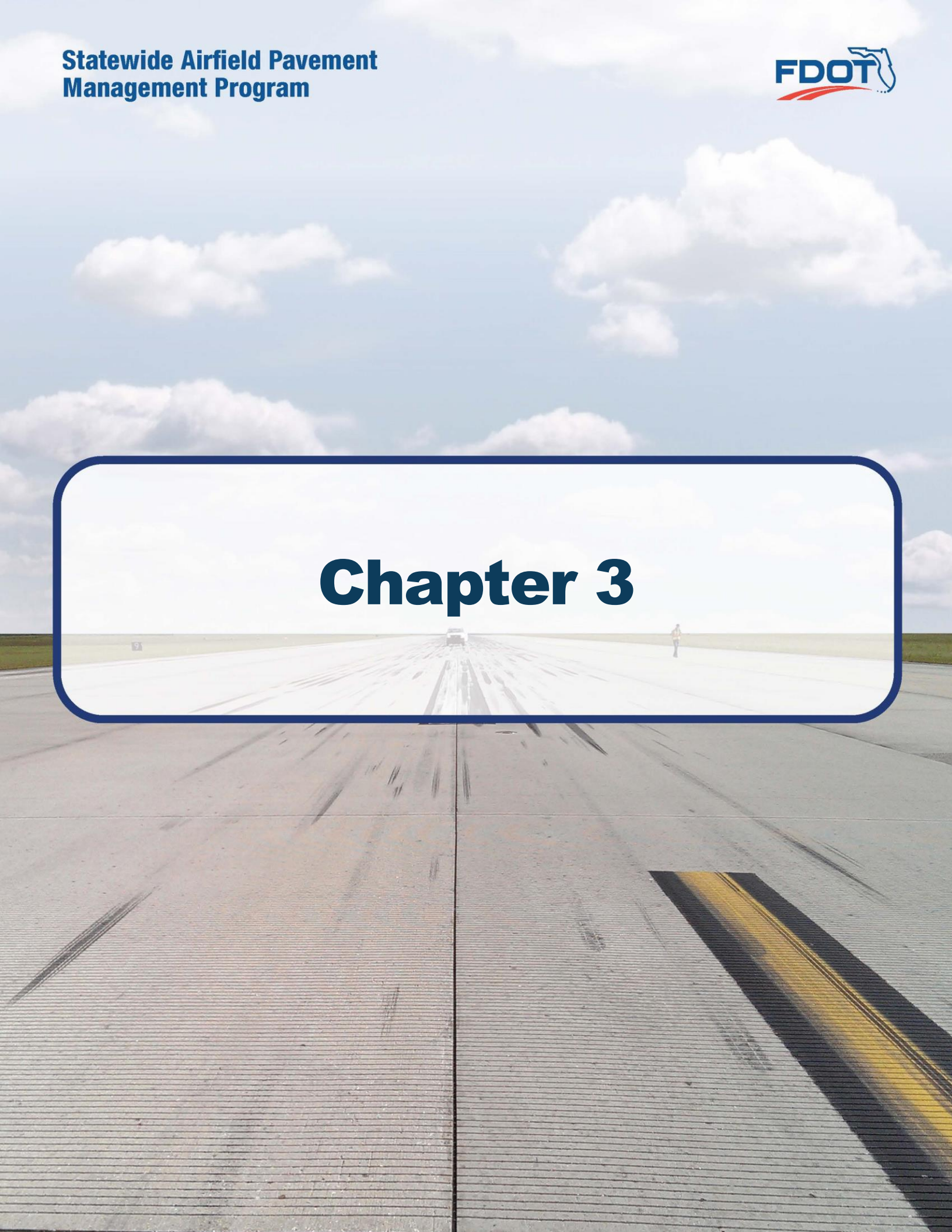
The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, 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 Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' 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**.

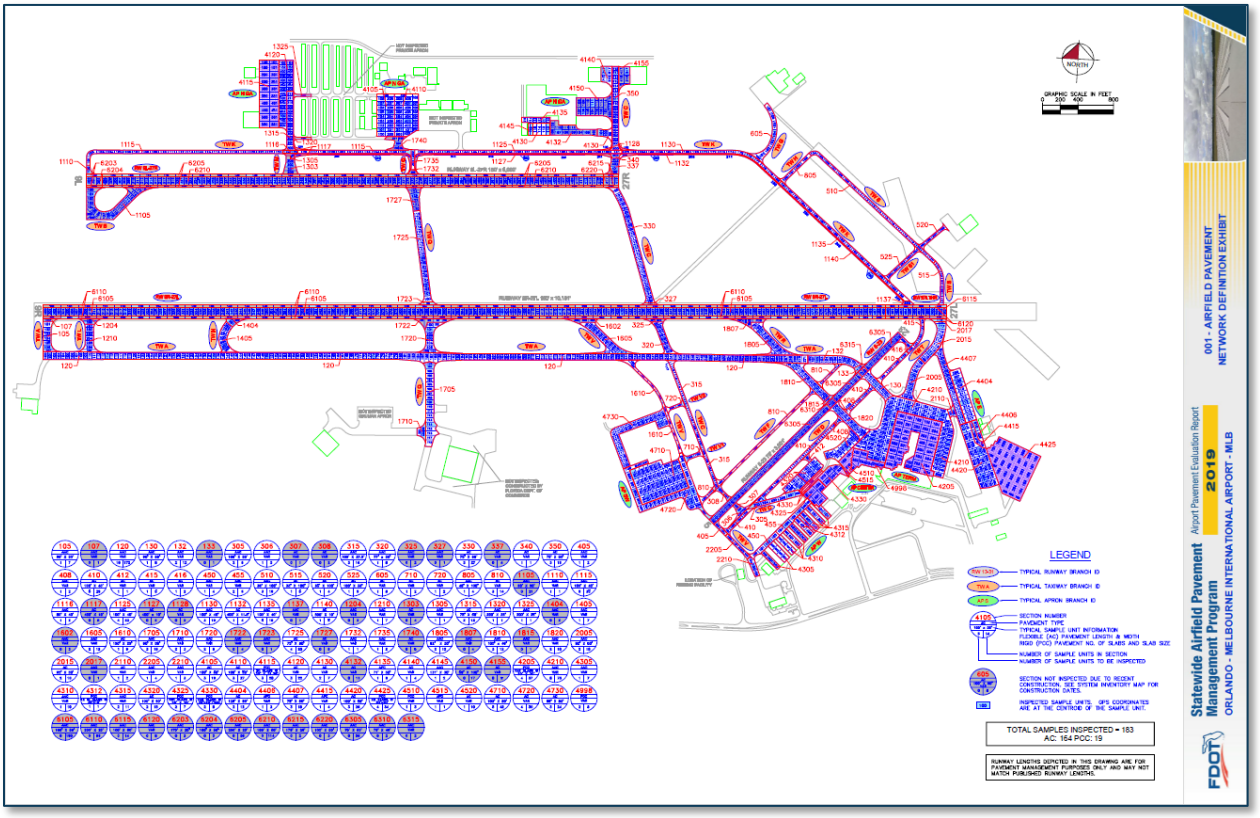
Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2013	**AP N GA** - Mill and Overlay
	AP SW, TW V, TW V2, TW F - New Construction: 2" P-401, 6"-8" P-211, 8" Work Platform
2014	**TW S1** - New Construction: 3" P-401, 8" P-211, 8" Work Platform
	TW K - New Construction: 3" P-401, 8" P-211, 8" Work Platform. Widening from 40' to 50'
	AP E - Mill and Overlay: Transitional ML&OL 2" P-401
	AP E - Reconstruction: 4" P-401, 12" P-211, 8" Work Platform
	AP E - New Construction: 14" P-501, 8" P-211, Compacted Subgrade
2016	**TW K** - New Construction: 3" P-401, 8" P-211
	TW K1 - New Construction: 4" P-401, 8" P-211
2017	**AP N GA** - Reconstruction
	AP N GA - New Construction
2018	**TW C, TW M, TW Q** - Reconstruction
	RW 9L-27R, TW B - Mill and Overlay
2019	**RW 5-23, RW 9R-27L, TW A, TW C, TW K, TW L, TW N, TW Q, TW R, TW T, TW V** - Mill and Overlay
	TW C - New Construction

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

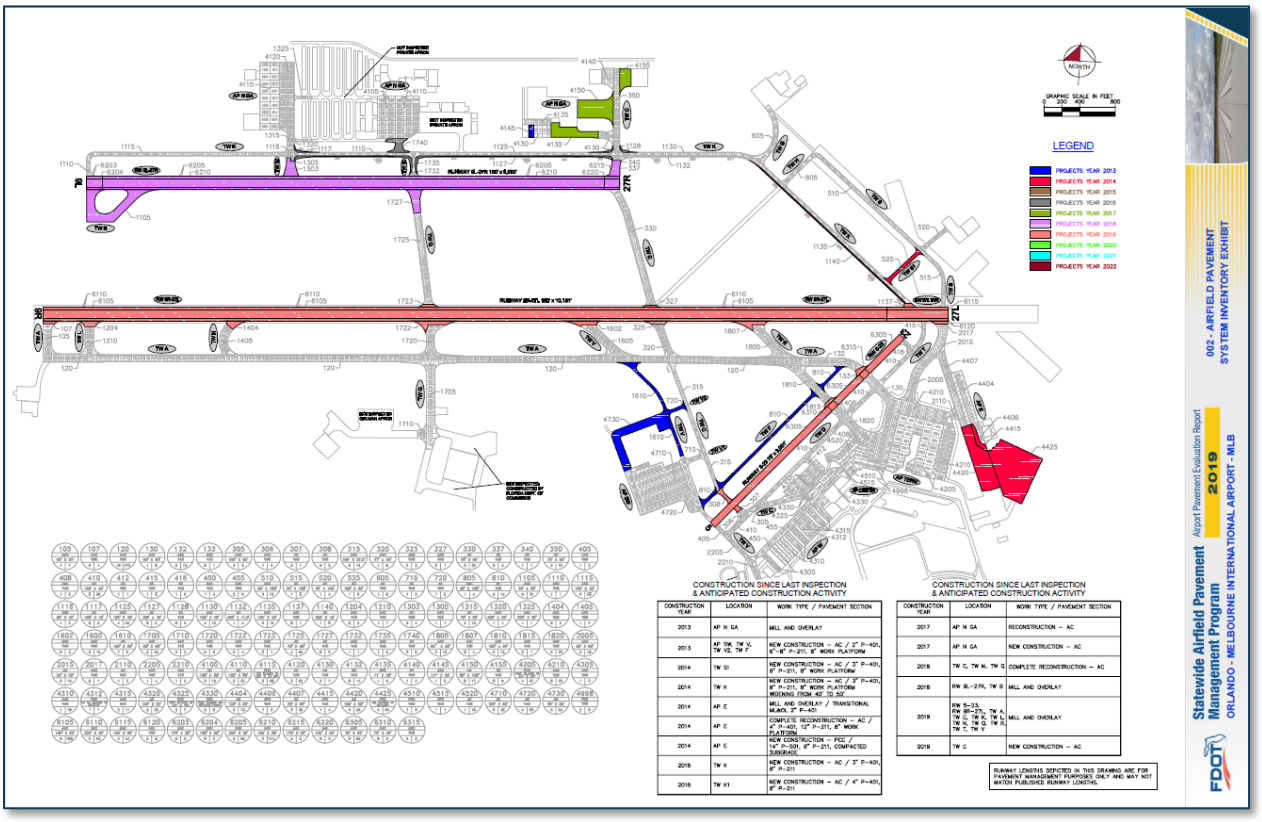
inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements 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.

Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit

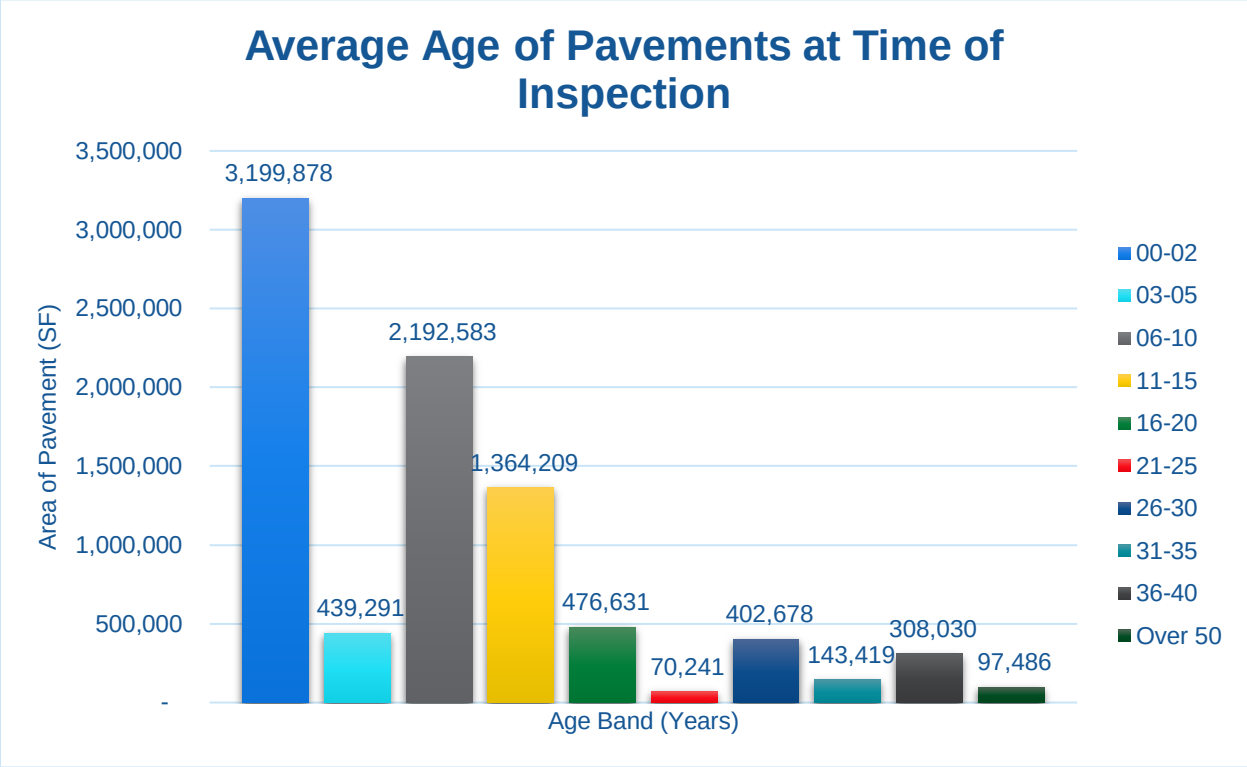


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection

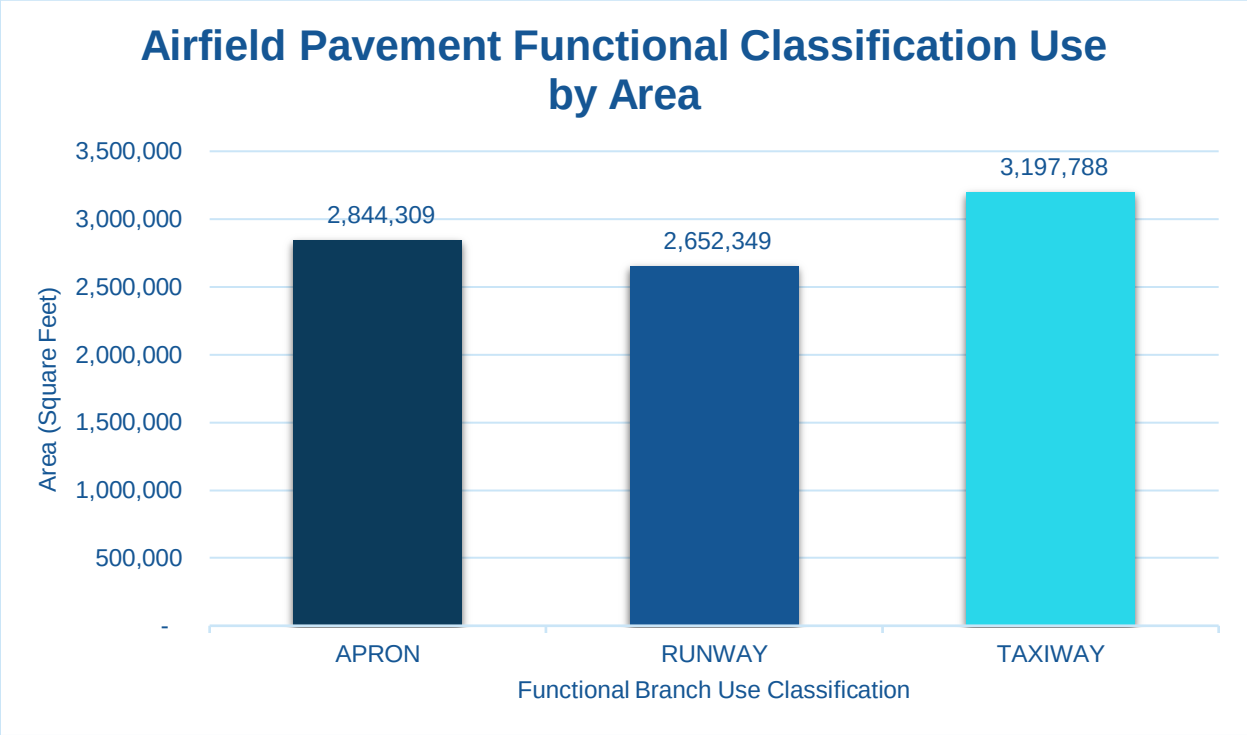


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

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)

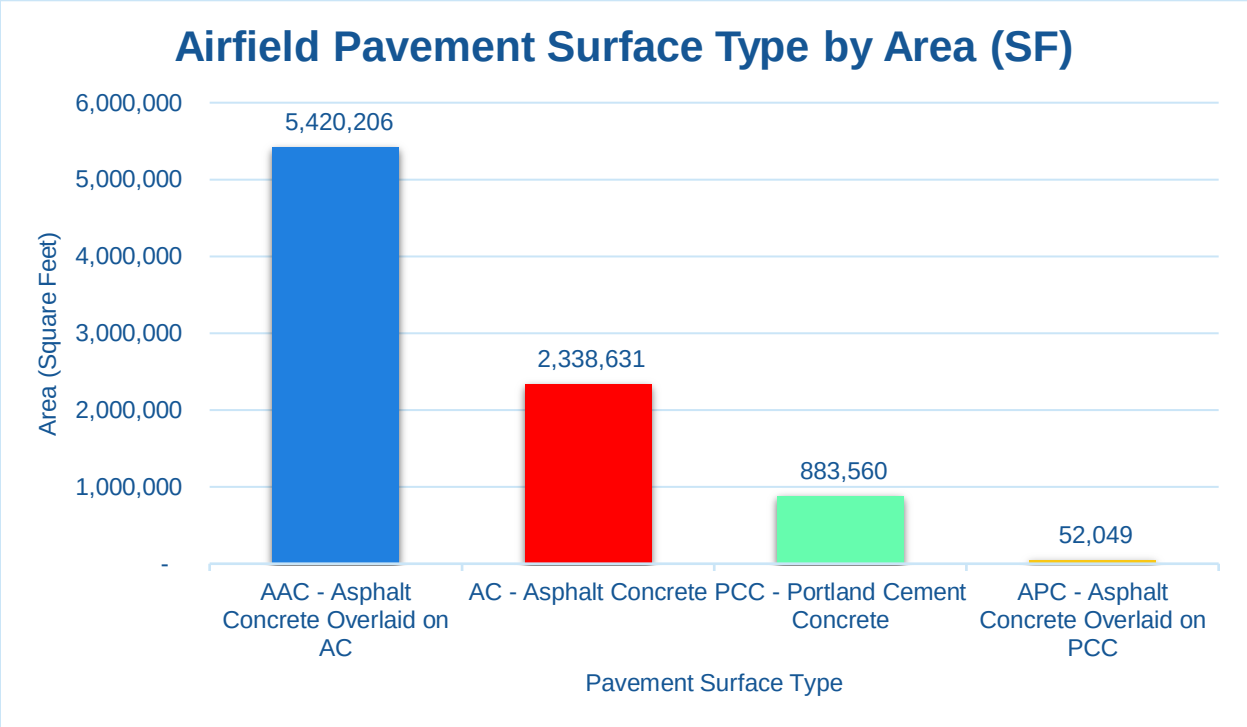
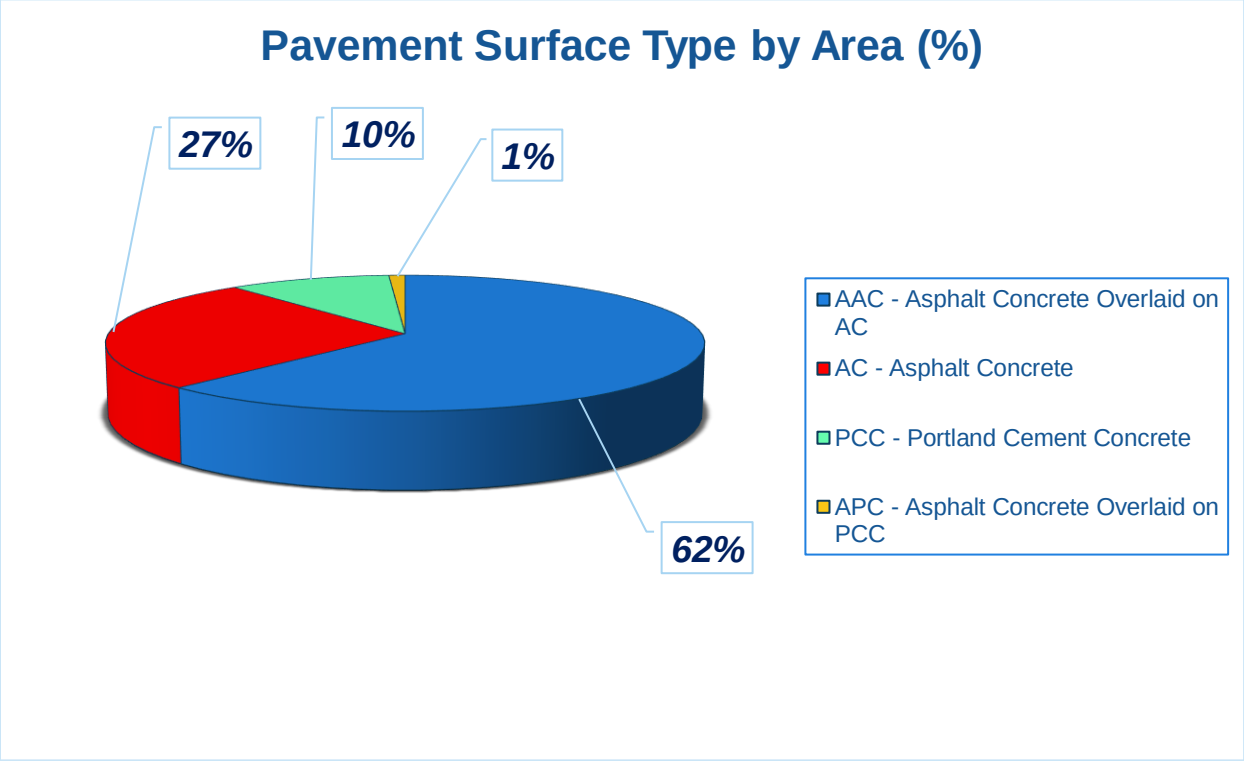


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



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
MLB	CENTER APRON	AP CENTER	APRON	4510	230	100	23,048	PCC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4515	290	10	2,842	APC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4520	559	100	55,946	AC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4998	250	200	48,745	PCC	1/1/1995
MLB	EAST APRON	AP E	APRON	4404	380	200	76,125	AC	1/1/2004
MLB	EAST APRON	AP E	APRON	4406	380	200	12,949	APC	1/1/1998
MLB	EAST APRON	AP E	APRON	4407	600	100	69,765	AC	1/1/2004
MLB	EAST APRON	AP E	APRON	4415	380	200	14,188	APC	1/1/2014
MLB	EAST APRON	AP E	APRON	4420	800	200	129,420	AC	1/1/2014
MLB	EAST APRON	AP E	APRON	4425	650	550	253,400	PCC	1/1/2014
MLB	NORTH GA APRON	AP N GA	APRON	4105	479	200	95,800	AC	1/1/1986
MLB	NORTH GA APRON	AP N GA	APRON	4110	480	270	124,328	AC	1/1/1982
MLB	NORTH GA APRON	AP N GA	APRON	4115	760	214	162,260	PCC	1/1/2003
MLB	NORTH GA APRON	AP N GA	APRON	4120	950	100	96,139	AC	1/1/2003
MLB	NORTH GA APRON	AP N GA	APRON	4130	170	125	41,505	AC	1/1/2006
MLB	NORTH GA APRON	AP N GA	APRON	4132	530	110	52,865	AC	1/1/2017
MLB	NORTH GA APRON	AP N GA	APRON	4135	350	100	22,070	APC	1/1/2010
MLB	NORTH GA APRON	AP N GA	APRON	4140	185	125	23,711	AC	1/1/2010
MLB	NORTH GA APRON	AP N GA	APRON	4145	150	50	6,550	AAC	1/1/2013
MLB	NORTH GA APRON	AP N GA	APRON	4150	400	200	85,092	AC	1/1/2017
MLB	NORTH GA APRON	AP N GA	APRON	4155	195	125	26,516	AC	1/1/2017
MLB	APRON SOUTHWEST	AP SW	APRON	4710	500	420	216,728	AC	1/1/2008
MLB	APRON SOUTHWEST	AP SW	APRON	4720	1,500	100	146,718	AC	1/1/2008
MLB	APRON SOUTHWEST	AP SW	APRON	4730	1,200	85	101,878	AC	1/1/2013
MLB	TERMINAL APRON	AP TERM	APRON	4205	580	500	290,074	PCC	1/1/1989

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TERMINAL APRON	AP TERM	APRON	4210	1,700	200	344,919	AAC	1/1/2009
MLB	WEST APRON	AP W	APRON	4305	170	200	34,060	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4310	235	200	47,311	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4312	260	32	8,547	PCC	12/25/1994
MLB	WEST APRON	AP W	APRON	4315	325	200	57,374	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4320	400	150	75,950	AC	1/1/1979
MLB	WEST APRON	AP W	APRON	4325	251	200	45,350	PCC	1/1/1942
MLB	WEST APRON	AP W	APRON	4330	280	300	52,136	PCC	1/1/1942
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6305	2,800	75	211,297	AAC	1/1/2019
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6310	75	45	6,900	AAC	1/1/2019
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6315	92	75	6,900	AAC	1/1/2019
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6203	350	25	8,750	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6204	175	100	17,500	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6205	5,642	25	282,550	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6210	5,651	100	565,100	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6215	350	25	8,750	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6220	175	100	17,500	AAC	1/1/2018
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6105	9,300	100	950,000	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6110	19,000	25	475,000	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6115	430	100	68,068	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6120	1,361	25	34,034	AAC	1/1/2019
MLB	TAXIWAY A	TW A	TAXIWAY	105	400	90	33,560	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	107	34	150	4,933	AAC	1/1/2019
MLB	TAXIWAY A	TW A	TAXIWAY	120	9,000	75	691,660	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	130	400	90	36,222	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	132	600	90	52,331	AAC	1/1/2009

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TAXIWAY A	TW A	TAXIWAY	133	50	130	5,988	AAC	1/1/2019
MLB	TAXIWAY B	TW B	TAXIWAY	1105	1,000	100	101,687	AAC	1/1/2018
MLB	TAXIWAY C	TW C	TAXIWAY	305	800	50	34,006	AAC	1/1/2007
MLB	TAXIWAY C	TW C	TAXIWAY	306	90	80	12,368	AAC	1/1/2007
MLB	TAXIWAY C	TW C	TAXIWAY	307	60	55	3,692	AC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	308	190	35	9,892	AC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	315	1,550	40	58,917	AAC	1/1/2004
MLB	TAXIWAY C	TW C	TAXIWAY	320	450	80	33,067	AAC	1/1/2009
MLB	TAXIWAY C	TW C	TAXIWAY	325	40	190	8,038	AAC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	327	25	170	3,899	AAC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	330	1,350	75	104,250	AC	1/1/1991
MLB	TAXIWAY C	TW C	TAXIWAY	337	180	90	18,730	AC	1/1/2018
MLB	TAXIWAY C	TW C	TAXIWAY	340	500	40	4,919	AC	1/1/2003
MLB	TAXIWAY C	TW C	TAXIWAY	350	1,075	75	71,723	AC	1/1/2003
MLB	CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	2110	100	80	8,354	AC	1/1/1989
MLB	TAXIWAY D	TW D	TAXIWAY	405	95	40	8,073	AAC	1/1/2012
MLB	TAXIWAY D	TW D	TAXIWAY	408	190	40	7,930	AAC	1/1/2008
MLB	TAXIWAY D	TW D	TAXIWAY	410	2,600	40	103,254	AC	1/1/1979
MLB	TAXIWAY D	TW D	TAXIWAY	412	110	40	4,498	AC	1/1/1979
MLB	TAXIWAY D	TW D	TAXIWAY	415	450	40	18,312	AC	1/1/2001
MLB	TAXIWAY D	TW D	TAXIWAY	416	210	40	8,423	AC	1/1/2001
MLB	TAXIWAY D	TW D	TAXIWAY	450	370	60	23,692	AAC	1/1/2012
MLB	TAXIWAY D	TW D	TAXIWAY	455	270	70	32,702	AAC	1/1/2012
MLB	TAXIWAY F	TW F	TAXIWAY	810	2,225	25	62,514	AC	1/1/2013
MLB	TAXIWAY G	TW G	TAXIWAY	605	700	50	40,977	AC	1/1/2010
MLB	TAXIWAY H	TW H	TAXIWAY	805	485	40	18,700	AAC	1/1/2004

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TAXIWAY K	TW K	TAXIWAY	1110	120	40	5,207	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1115	3,510	40	144,746	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1116	170	40	6,760	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1117	1,300	10	23,309	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1125	2,337	40	94,162	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1127	2,230	10	28,738	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1128	470	12	4,887	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1130	1,900	40	76,184	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1132	1,700	12	20,621	AC	1/1/2011
MLB	TAXIWAY K	TW K	TAXIWAY	1135	1,900	40	78,460	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1137	45	110	4,907	AAC	1/1/2019
MLB	TAXIWAY K	TW K	TAXIWAY	1140	2,300	10	22,923	AC	1/1/2014
MLB	TAXIWAY K1	TW K1	TAXIWAY	1740	154	77	21,686	AC	1/1/2016
MLB	TAXIWAY L	TW L	TAXIWAY	1204	115	90	10,911	AAC	1/1/2019
MLB	TAXIWAY L	TW L	TAXIWAY	1210	380	90	33,859	AAC	1/1/2009
MLB	TAXIWAY M	TW M	TAXIWAY	1303	170	100	23,381	AC	1/1/2018
MLB	TAXIWAY M	TW M	TAXIWAY	1305	200	40	3,968	AAC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1315	660	75	50,873	AC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1320	220	25	5,526	AAC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1325	220	25	5,526	AAC	1/1/2003
MLB	TAXIWAY N	TW N	TAXIWAY	1404	110	90	11,055	AAC	1/1/2019
MLB	TAXIWAY N	TW N	TAXIWAY	1405	380	90	33,774	AAC	1/1/2009
MLB	TAXIWAY Q	TW Q	TAXIWAY	1705	1,000	90	91,926	AAC	1/1/2007
MLB	TAXIWAY Q	TW Q	TAXIWAY	1710	120	100	12,104	AAC	1/1/2007
MLB	TAXIWAY Q	TW Q	TAXIWAY	1720	540	100	41,653	AAC	1/1/2009
MLB	TAXIWAY Q	TW Q	TAXIWAY	1722	120	60	20,462	AAC	1/1/2019

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TAXIWAY Q	TW Q	TAXIWAY	1723	35	150	5,968	AAC	1/1/2019
MLB	TAXIWAY Q	TW Q	TAXIWAY	1725	1,400	75	78,549	AC	1/1/2004
MLB	TAXIWAY Q	TW Q	TAXIWAY	1727	270	100	27,505	AC	1/1/2018
MLB	TAXIWAY Q	TW Q	TAXIWAY	1732	100	40	4,295	AAC	1/1/2006
MLB	TAXIWAY Q	TW Q	TAXIWAY	1735	228	40	9,173	AAC	1/1/2006
MLB	TAXIWAY R	TW R	TAXIWAY	1805	1,200	50	56,463	AAC	1/1/2009
MLB	TAXIWAY R	TW R	TAXIWAY	1807	350	40	18,996	AAC	1/1/2019
MLB	TAXIWAY R	TW R	TAXIWAY	1810	1,500	40	57,323	AAC	1/1/2009
MLB	TAXIWAY R	TW R	TAXIWAY	1815	35	150	4,676	AAC	1/1/2019
MLB	TAXIWAY R	TW R	TAXIWAY	1820	400	50	49,954	AAC	1/1/2009
MLB	TAXIWAY S	TW S	TAXIWAY	510	1,900	36	68,429	AAC	1/1/2006
MLB	TAXIWAY S	TW S	TAXIWAY	515	520	40	18,556	AC	1/1/2010
MLB	TAXIWAY S1	TW S1	TAXIWAY	520	375	38	14,644	AC	1/1/2009
MLB	TAXIWAY S1	TW S1	TAXIWAY	525	525	35	19,360	AC	1/1/2014
MLB	TAXIWAY T	TW T	TAXIWAY	2005	600	75	47,619	AAC	1/1/1986
MLB	TAXIWAY T	TW T	TAXIWAY	2015	540	100	48,962	AC	1/1/2001
MLB	TAXIWAY T	TW T	TAXIWAY	2017	35	170	5,769	AAC	1/1/2019
MLB	TAXIWAY V	TW V	TAXIWAY	1602	115	90	13,947	AAC	1/1/2019
MLB	TAXIWAY V	TW V	TAXIWAY	1605	611	100	57,621	AAC	1/1/2009
MLB	TAXIWAY V	TW V	TAXIWAY	1610	1,300	25	36,715	AC	1/1/2013
MLB	TAXIWAY V	TW V	TAXIWAY	2205	380	40	14,782	AAC	1/1/2012
MLB	TAXIWAY V	TW V	TAXIWAY	2210	270	50	13,665	AAC	1/1/2012
MLB	TAXIWAY V1	TW V1	TAXIWAY	710	225	40	11,452	AC	1/1/2008
MLB	TAXIWAY V2	TW V2	TAXIWAY	720	250	30	8,446	AC	1/1/2013

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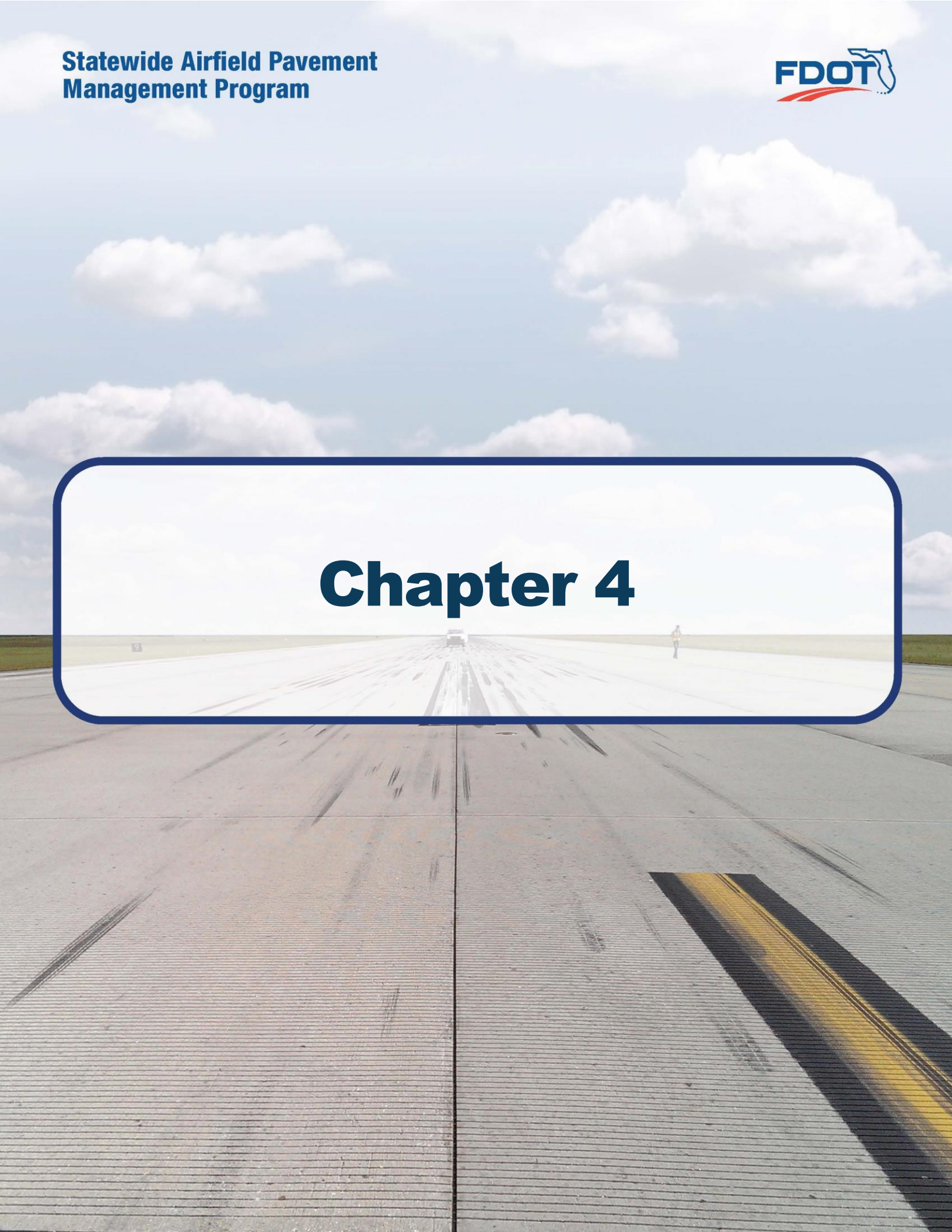


Chapter 4

Chapter 4 – Airfield Pavement Condition

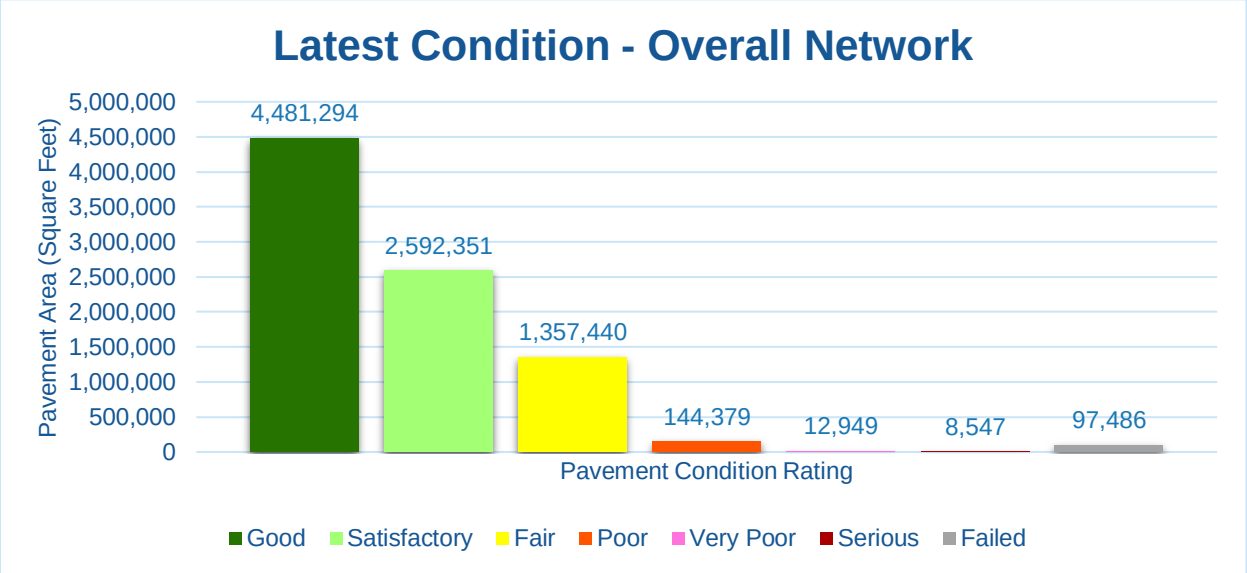
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information 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

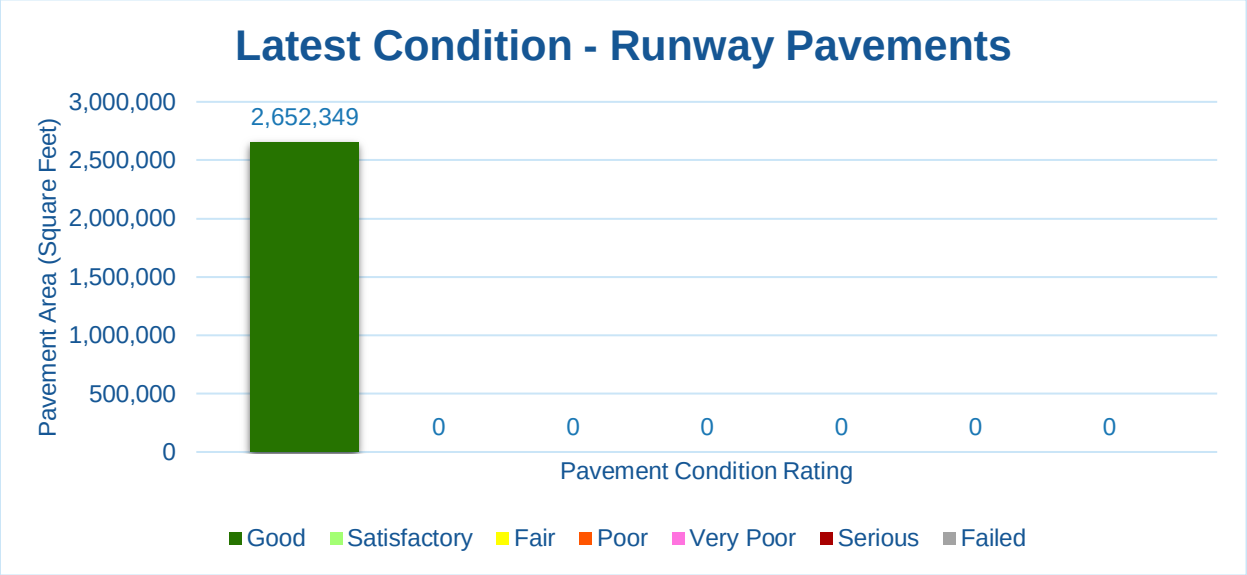


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

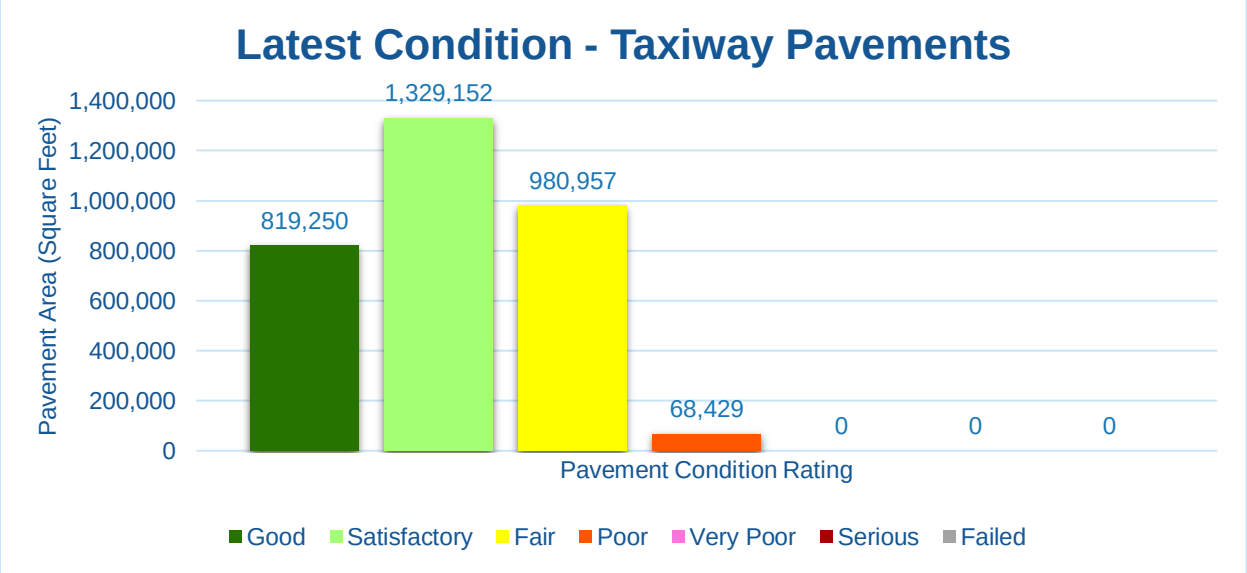
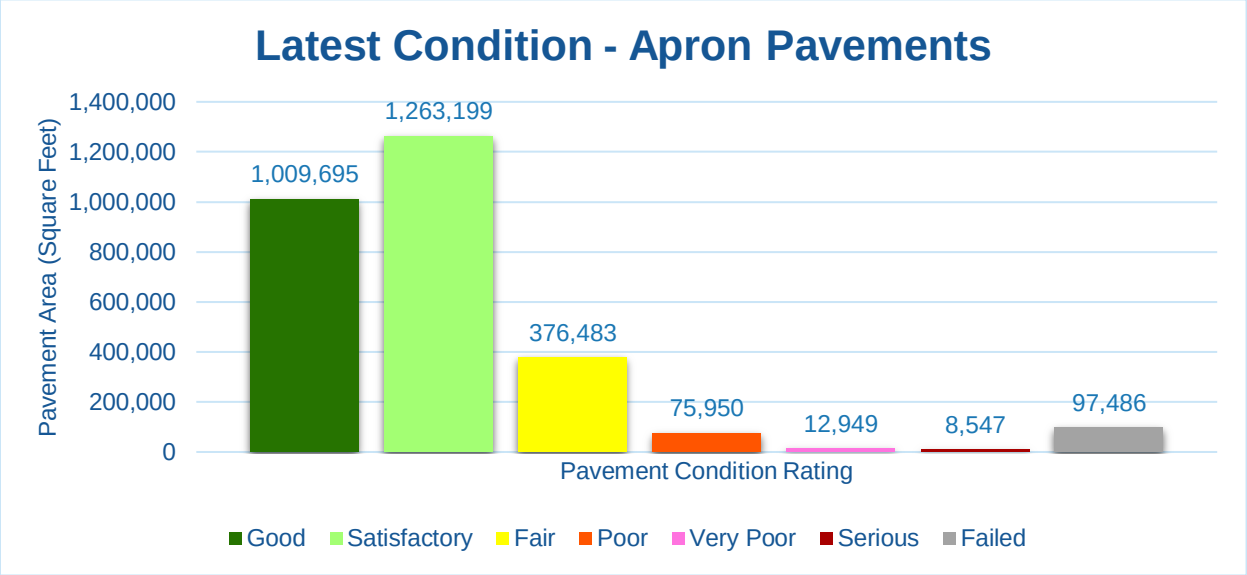


Figure 4.1.2 (c) Latest Condition – Apron Pavements



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
MLB	AP CENTER	CENTER APRON	APRON	4510	23,048	PCC	86	Good	0%	0%	100%	1	3
MLB	AP CENTER	CENTER APRON	APRON	4515	2,842	APC	64	Fair	100%	0%	0%	1	1
MLB	AP CENTER	CENTER APRON	APRON	4520	55,946	AC	88	Good	100%	0%	0%	1	10
MLB	AP CENTER	CENTER APRON	APRON	4998	48,745	PCC	71	Satisfactory	0%	23%	77%	2	8
MLB	AP E	EAST APRON	APRON	4404	76,125	AC	81	Satisfactory	100%	0%	0%	2	12
MLB	AP E	EAST APRON	APRON	4406	12,949	APC	37	Very Poor	100%	0%	0%	1	2
MLB	AP E	EAST APRON	APRON	4407	69,765	AC	78	Satisfactory	55%	40%	5%	3	18
MLB	AP E	EAST APRON	APRON	4415	14,188	APC	90	Good	100%	0%	0%	1	4
MLB	AP E	EAST APRON	APRON	4420	129,420	AC	90	Good	100%	0%	0%	3	26
MLB	AP E	EAST APRON	APRON	4425	253,400	PCC	100	Good	0%	0%	100%	4	34
MLB	AP N GA	NORTH GA APRON	APRON	4105	95,800	AC	66	Fair	99%	0%	1%	3	19
MLB	AP N GA	NORTH GA APRON	APRON	4110	124,328	AC	59	Fair	95%	0%	5%	3	27
MLB	AP N GA	NORTH GA APRON	APRON	4115	162,260	PCC	95	Good	0%	0%	100%	3	20
MLB	AP N GA	NORTH GA APRON	APRON	4120	96,139	AC	60	Fair	88%	0%	12%	3	22
MLB	AP N GA	NORTH GA APRON	APRON	4130	41,505	AC	80	Satisfactory	84%	0%	16%	2	7
MLB	AP N GA	NORTH GA APRON	APRON	4132	52,865	AC	100	Good	0%	0%	0%	0	11
MLB	AP N GA	NORTH GA APRON	APRON	4135	22,070	APC	85	Satisfactory	100%	0%	0%	1	6
MLB	AP N GA	NORTH GA APRON	APRON	4140	23,711	AC	93	Good	100%	0%	0%	1	4
MLB	AP N GA	NORTH GA APRON	APRON	4145	6,550	AAC	83	Satisfactory	100%	0%	0%	1	2
MLB	AP N GA	NORTH GA APRON	APRON	4150	85,092	AC	100	Good	0%	0%	0%	0	17
MLB	AP N GA	NORTH GA APRON	APRON	4155	26,516	AC	100	Good	0%	0%	0%	0	5
MLB	AP SW	APRON SOUTHWEST	APRON	4710	216,728	AC	78	Satisfactory	91%	0%	9%	5	42
MLB	AP SW	APRON SOUTHWEST	APRON	4720	146,718	AC	75	Satisfactory	100%	0%	0%	4	30
MLB	AP SW	APRON SOUTHWEST	APRON	4730	101,878	AC	94	Good	100%	0%	0%	3	24
MLB	AP TERM	TERMINAL APRON	APRON	4205	290,074	PCC	78	Satisfactory	0%	5%	95%	4	37
MLB	AP TERM	TERMINAL APRON	APRON	4210	344,919	AAC	80	Satisfactory	83%	0%	17%	8	73
MLB	AP W	WEST APRON	APRON	4305	34,060	AAC	91	Good	65%	0%	35%	1	7
MLB	AP W	WEST APRON	APRON	4310	47,311	AAC	90	Good	100%	0%	0%	1	10
MLB	AP W	WEST APRON	APRON	4312	8,547	PCC	12	Serious	10%	79%	11%	1	1
MLB	AP W	WEST APRON	APRON	4315	57,374	AAC	65	Fair	84%	0%	16%	2	11
MLB	AP W	WEST APRON	APRON	4320	75,950	AC	55	Poor	96%	0%	4%	2	15
MLB	AP W	WEST APRON	APRON	4325	45,350	PCC	0	Failed	8%	91%	1%	2	7
MLB	AP W	WEST APRON	APRON	4330	52,136	PCC	6	Failed	7%	88%	5%	2	8
MLB	RW 5-23	RUNWAY 5-23	RUNWAY	6305	211,297	AAC	100	Good	0%	0%	0%	0	56
MLB	RW 5-23	RUNWAY 5-23	RUNWAY	6310	6,900	AAC	100	Good	0%	0%	0%	0	2
MLB	RW 5-23	RUNWAY 5-23	RUNWAY	6315	6,900	AAC	100	Good	0%	0%	0%	0	2
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6203	8,750	AAC	100	Good	0%	0%	0%	0	2

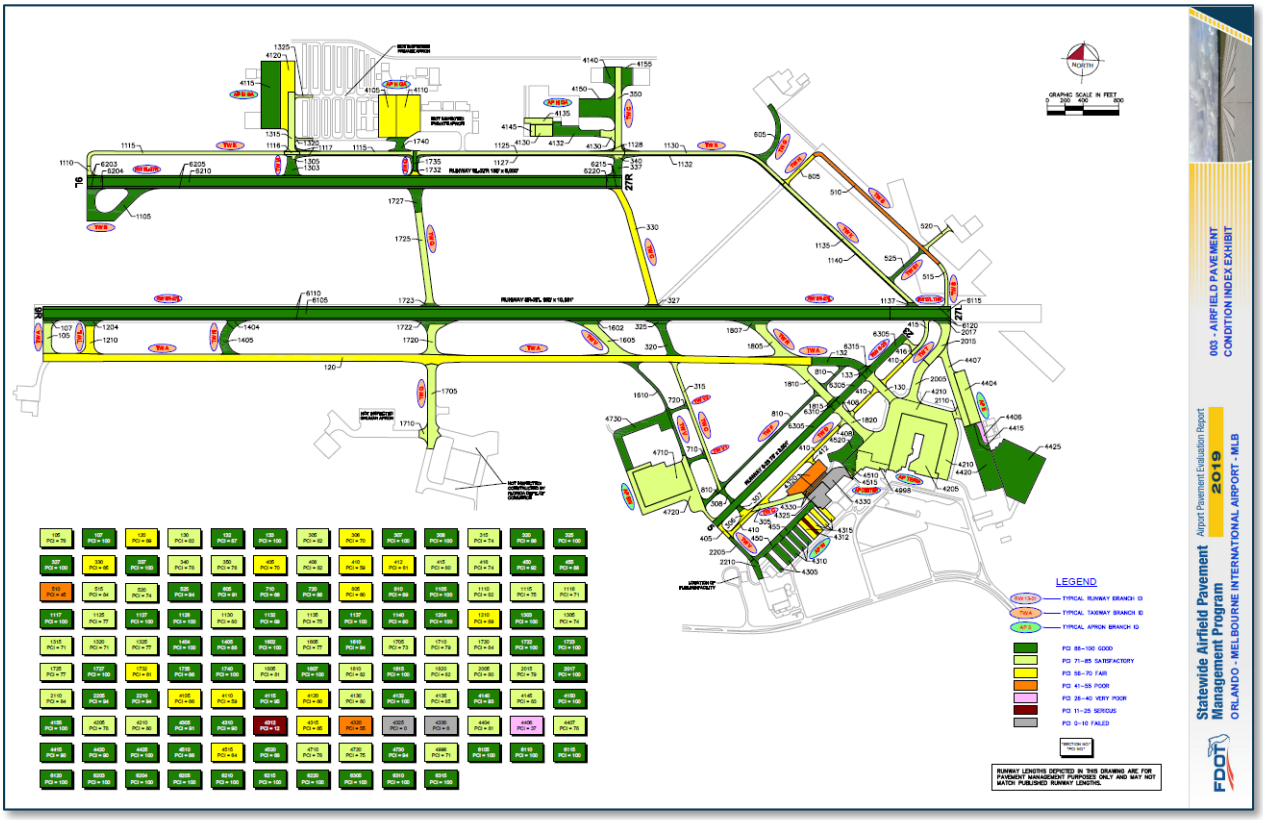
Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6204	17,500	AAC	100	Good	0%	0%	0%	0	3
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6205	282,550	AAC	100	Good	0%	0%	0%	0	56
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6210	565,100	AAC	100	Good	0%	0%	0%	0	114
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6215	8,750	AAC	100	Good	0%	0%	0%	0	2
MLB	RW 9L-27R	RUNWAY 9L-27R	RUNWAY	6220	17,500	AAC	100	Good	0%	0%	0%	0	3
MLB	RW 9R-27L	RUNWAY 9R-27L	RUNWAY	6105	950,000	AAC	100	Good	0%	0%	0%	0	190
MLB	RW 9R-27L	RUNWAY 9R-27L	RUNWAY	6110	475,000	AAC	100	Good	0%	0%	0%	0	96
MLB	RW 9R-27L	RUNWAY 9R-27L	RUNWAY	6115	68,068	AAC	100	Good	0%	0%	0%	0	14
MLB	RW 9R-27L	RUNWAY 9R-27L	RUNWAY	6120	34,034	AAC	100	Good	0%	0%	0%	0	8
MLB	TW A	TAXIWAY A	TAXIWAY	105	33,560	AAC	76	Satisfactory	75%	0%	25%	1	7
MLB	TW A	TAXIWAY A	TAXIWAY	107	4,933	AAC	100	Good	0%	0%	0%	0	1
MLB	TW A	TAXIWAY A	TAXIWAY	120	691,660	AAC	69	Fair	94%	0%	6%	10	172
MLB	TW A	TAXIWAY A	TAXIWAY	130	36,222	AAC	82	Satisfactory	100%	0%	0%	1	8
MLB	TW A	TAXIWAY A	TAXIWAY	132	52,331	AAC	87	Good	90%	0%	10%	2	12
MLB	TW A	TAXIWAY A	TAXIWAY	133	5,988	AAC	100	Good	0%	0%	0%	0	1
MLB	TW B	TAXIWAY B	TAXIWAY	1105	101,687	AAC	100	Good	0%	0%	0%	0	21
MLB	TW C	TAXIWAY C	TAXIWAY	305	34,006	AAC	82	Satisfactory	89%	0%	11%	2	6
MLB	TW C	TAXIWAY C	TAXIWAY	306	12,368	AAC	70	Fair	100%	0%	0%	1	3
MLB	TW C	TAXIWAY C	TAXIWAY	307	3,692	AC	100	Good	0%	0%	0%	0	1
MLB	TW C	TAXIWAY C	TAXIWAY	308	9,892	AC	100	Good	0%	0%	0%	0	2
MLB	TW C	TAXIWAY C	TAXIWAY	315	58,917	AAC	74	Satisfactory	100%	0%	0%	3	16
MLB	TW C	TAXIWAY C	TAXIWAY	320	33,067	AAC	86	Good	89%	0%	11%	1	8
MLB	TW C	TAXIWAY C	TAXIWAY	325	8,038	AAC	100	Good	0%	0%	0%	0	2
MLB	TW C	TAXIWAY C	TAXIWAY	327	3,899	AAC	100	Good	0%	0%	0%	0	1
MLB	TW C	TAXIWAY C	TAXIWAY	330	104,250	AC	65	Fair	72%	20%	8%	3	27
MLB	TW C	TAXIWAY C	TAXIWAY	337	18,730	AC	100	Good	0%	0%	0%	0	4
MLB	TW C	TAXIWAY C	TAXIWAY	340	4,919	AC	78	Satisfactory	100%	0%	0%	1	1
MLB	TW C	TAXIWAY C	TAXIWAY	350	71,723	AC	76	Satisfactory	79%	0%	21%	3	19
MLB	TW CONN AP	CONNECTOR TAXIWAY TO TERMINAL APRON	TAXIWAY	2110	8,354	AC	84	Satisfactory	100%	0%	0%	1	2
MLB	TW D	TAXIWAY D	TAXIWAY	405	8,073	AAC	70	Fair	100%	0%	0%	1	2
MLB	TW D	TAXIWAY D	TAXIWAY	408	7,930	AAC	82	Satisfactory	91%	0%	9%	1	2
MLB	TW D	TAXIWAY D	TAXIWAY	410	103,254	AC	59	Fair	73%	27%	0%	5	25
MLB	TW D	TAXIWAY D	TAXIWAY	412	4,498	AC	61	Fair	100%	0%	0%	1	1
MLB	TW D	TAXIWAY D	TAXIWAY	415	18,312	AC	80	Satisfactory	100%	0%	0%	1	5
MLB	TW D	TAXIWAY D	TAXIWAY	416	8,423	AC	74	Satisfactory	100%	0%	0%	1	2
MLB	TW D	TAXIWAY D	TAXIWAY	450	23,692	AAC	92	Good	100%	0%	0%	1	4
MLB	TW D	TAXIWAY D	TAXIWAY	455	32,702	AAC	88	Good	100%	0%	0%	2	6
MLB	TW F	TAXIWAY F	TAXIWAY	810	62,514	AC	89	Good	100%	0%	0%	3	14

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
MLB	TW G	TAXIWAY G	TAXIWAY	605	40,977	AC	91	Good	100%	0%	0%	1	8
MLB	TW H	TAXIWAY H	TAXIWAY	805	18,700	AAC	60	Fair	100%	0%	0%	1	4
MLB	TW K	TAXIWAY K	TAXIWAY	1110	5,207	AAC	82	Satisfactory	100%	0%	0%	1	1
MLB	TW K	TAXIWAY K	TAXIWAY	1115	144,746	AAC	75	Satisfactory	93%	0%	7%	5	35
MLB	TW K	TAXIWAY K	TAXIWAY	1116	6,760	AAC	71	Satisfactory	95%	0%	5%	1	2
MLB	TW K	TAXIWAY K	TAXIWAY	1117	23,309	AC	100	Good	0%	0%	0%	0	5
MLB	TW K	TAXIWAY K	TAXIWAY	1125	94,162	AAC	77	Satisfactory	96%	0%	4%	4	23
MLB	TW K	TAXIWAY K	TAXIWAY	1127	28,738	AC	100	Good	0%	0%	0%	0	6
MLB	TW K	TAXIWAY K	TAXIWAY	1128	4,887	AC	100	Good	0%	0%	0%	0	2
MLB	TW K	TAXIWAY K	TAXIWAY	1130	76,184	AAC	80	Satisfactory	100%	0%	0%	3	19
MLB	TW K	TAXIWAY K	TAXIWAY	1132	20,621	AC	89	Good	100%	0%	0%	1	4
MLB	TW K	TAXIWAY K	TAXIWAY	1135	78,460	AAC	75	Satisfactory	97%	0%	3%	5	19
MLB	TW K	TAXIWAY K	TAXIWAY	1137	4,907	AAC	100	Good	0%	0%	0%	0	1
MLB	TW K	TAXIWAY K	TAXIWAY	1140	22,923	AC	90	Good	100%	0%	0%	1	5
MLB	TW K1	TAXIWAY K1	TAXIWAY	1740	21,686	AC	100	Good	0%	0%	0%	0	5
MLB	TW L	TAXIWAY L	TAXIWAY	1204	10,911	AAC	100	Good	0%	0%	0%	0	2
MLB	TW L	TAXIWAY L	TAXIWAY	1210	33,859	AAC	69	Fair	78%	0%	22%	1	7
MLB	TW M	TAXIWAY M	TAXIWAY	1303	23,381	AC	100	Good	0%	0%	0%	0	4
MLB	TW M	TAXIWAY M	TAXIWAY	1305	3,968	AAC	74	Satisfactory	100%	0%	0%	1	1
MLB	TW M	TAXIWAY M	TAXIWAY	1315	50,873	AC	71	Satisfactory	90%	0%	10%	2	13
MLB	TW M	TAXIWAY M	TAXIWAY	1320	5,526	AAC	71	Satisfactory	100%	0%	0%	1	1
MLB	TW M	TAXIWAY M	TAXIWAY	1325	5,526	AAC	77	Satisfactory	100%	0%	0%	1	1
MLB	TW N	TAXIWAY N	TAXIWAY	1404	11,055	AAC	100	Good	0%	0%	0%	0	2
MLB	TW N	TAXIWAY N	TAXIWAY	1405	33,774	AAC	88	Good	91%	0%	9%	1	7
MLB	TW Q	TAXIWAY Q	TAXIWAY	1705	91,926	AAC	73	Satisfactory	95%	0%	5%	3	19
MLB	TW Q	TAXIWAY Q	TAXIWAY	1710	12,104	AAC	79	Satisfactory	94%	0%	6%	2	3
MLB	TW Q	TAXIWAY Q	TAXIWAY	1720	41,653	AAC	84	Satisfactory	95%	0%	5%	2	9
MLB	TW Q	TAXIWAY Q	TAXIWAY	1722	20,462	AAC	100	Good	0%	0%	0%	0	4
MLB	TW Q	TAXIWAY Q	TAXIWAY	1723	5,968	AAC	100	Good	0%	0%	0%	0	1
MLB	TW Q	TAXIWAY Q	TAXIWAY	1725	78,549	AC	77	Satisfactory	96%	0%	4%	4	20
MLB	TW Q	TAXIWAY Q	TAXIWAY	1727	27,505	AC	100	Good	0%	0%	0%	0	6
MLB	TW Q	TAXIWAY Q	TAXIWAY	1732	4,295	AAC	61	Fair	100%	0%	0%	1	1
MLB	TW Q	TAXIWAY Q	TAXIWAY	1735	9,173	AAC	86	Good	100%	0%	0%	1	2
MLB	TW R	TAXIWAY R	TAXIWAY	1805	56,463	AAC	81	Satisfactory	91%	0%	9%	2	12
MLB	TW R	TAXIWAY R	TAXIWAY	1807	18,996	AAC	100	Good	0%	0%	0%	0	4
MLB	TW R	TAXIWAY R	TAXIWAY	1810	57,323	AAC	82	Satisfactory	100%	0%	0%	3	12
MLB	TW R	TAXIWAY R	TAXIWAY	1815	4,676	AAC	100	Good	0%	0%	0%	0	1
MLB	TW R	TAXIWAY R	TAXIWAY	1820	49,954	AAC	82	Satisfactory	93%	0%	7%	2	10

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
MLB	TW S	TAXIWAY S	TAXIWAY	510	68,429	AAC	45	Poor	99%	0%	1%	3	19
MLB	TW S	TAXIWAY S	TAXIWAY	515	18,556	AC	84	Satisfactory	100%	0%	0%	1	5
MLB	TW S1	TAXIWAY S1	TAXIWAY	520	14,644	AC	74	Satisfactory	100%	0%	0%	1	4
MLB	TW S1	TAXIWAY S1	TAXIWAY	525	19,360	AC	94	Good	100%	0%	0%	1	5
MLB	TW T	TAXIWAY T	TAXIWAY	2005	47,619	AAC	80	Satisfactory	92%	0%	8%	2	10
MLB	TW T	TAXIWAY T	TAXIWAY	2015	48,962	AC	79	Satisfactory	100%	0%	0%	2	10
MLB	TW T	TAXIWAY T	TAXIWAY	2017	5,769	AAC	100	Good	0%	0%	0%	0	1
MLB	TW V	TAXIWAY V	TAXIWAY	1602	13,947	AAC	100	Good	0%	0%	0%	0	3
MLB	TW V	TAXIWAY V	TAXIWAY	1605	57,621	AAC	77	Satisfactory	89%	0%	11%	2	12
MLB	TW V	TAXIWAY V	TAXIWAY	1610	36,715	AC	94	Good	100%	0%	0%	1	9
MLB	TW V	TAXIWAY V	TAXIWAY	2205	14,782	AAC	94	Good	100%	0%	0%	1	4
MLB	TW V	TAXIWAY V	TAXIWAY	2210	13,665	AAC	94	Good	100%	0%	0%	1	3
MLB	TW V1	TAXIWAY V1	TAXIWAY	710	11,452	AC	86	Good	100%	0%	0%	1	2
MLB	TW V2	TAXIWAY V2	TAXIWAY	720	8,446	AC	86	Good	41%	0%	59%	1	2

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 Orlando-Melbourne International Airport (MLB) was completed in March of 2019.The resulting overall area-weighted average PCI value was 84 representing a condition rating of Satisfactory. Orlando-Melbourne International Airport is serviced by three runways; Runway 5-23 is 75-ft wide and 3,001-ft long, Runway 9L-27R is 150-ft wide and 6,000-ft long, and Runway 9R-27L is 150-ft wide and 10,181-ft long. All runways had undergone pavement rehabilitation in 2018 or 2019 and were not inspected. Other pavement rehabilitation areas included a variety of Taxiway connectors adjacent to the runway pavement rehabilitation and portions of the North GA Apron were also not inspected. Recent rehabilitated pavement is a PCI of 100, a Good condition rating.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 116,468 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.

Taxiway A

Taxiway A consists of 6 sections constructed of AAC. The last construction years range from 2009 to 2019. The area-weighted average PCI for Taxiway A is 71 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway A consist of Bleeding, Block Cracking, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Taxiway C

Taxiway C consists of 12 sections constructed of AC and AAC. The last construction years range from 1991 to 2019. The area-weighted average PCI for Taxiway C is 76 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway C consist of Alligator Cracking, Bleeding, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway D

Taxiway D consists of 8 sections constructed of AC and AAC. The last construction years range from 1979 to 2012. The area-weighted average PCI for Taxiway D is 71 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Taxiway D consist of Alligator Cracking, Bleeding, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway K

Taxiway K consists of 12 sections constructed of AC and AAC. The last construction years range from 2006 to 2019. The area-weighted average PCI for Taxiway K is 80 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway K consist of Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Terminal Apron

Terminal Apron consists of 2 sections constructed of AAC and PCC. The last construction years range from 1989 to 2009. The area-weighted average PCI for Terminal Apron is 79 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Terminal Apron consist of Bleeding, Depression, Longitudinal & Transverse Cracking, Swelling, Weathering, Linear Cracking, Small Patch, Large Patch/Utility Cut, Scaling, Faulting, Shrinkage Cracking, Joint Spall, and Corner Spall.

Center Apron

Center Apron consists of 4 sections constructed of AC, APC, and PCC. The last construction years range from 1995 to 2009. The area-weighted average PCI for Center Apron is 80 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on Center Apron consist of Joint Reflection Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Weathering, Linear Cracking, Small Patch, Shrinkage Cracking, Joint Spall, and Corner Spall.

West Apron

West Apron consists of 7 sections constructed of AC, AAC, and PCC. The last construction years range from 1942 to 2012. The area-weighted average PCI for West Apron is 48 representing a Poor condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on West Apron consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Shoving, Swelling, Weathering, Corner Break, Linear Cracking, Joint Seal Damage, Faulting, 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	100	Good
Taxiway	78	Satisfactory
Apron	78	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 developed 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

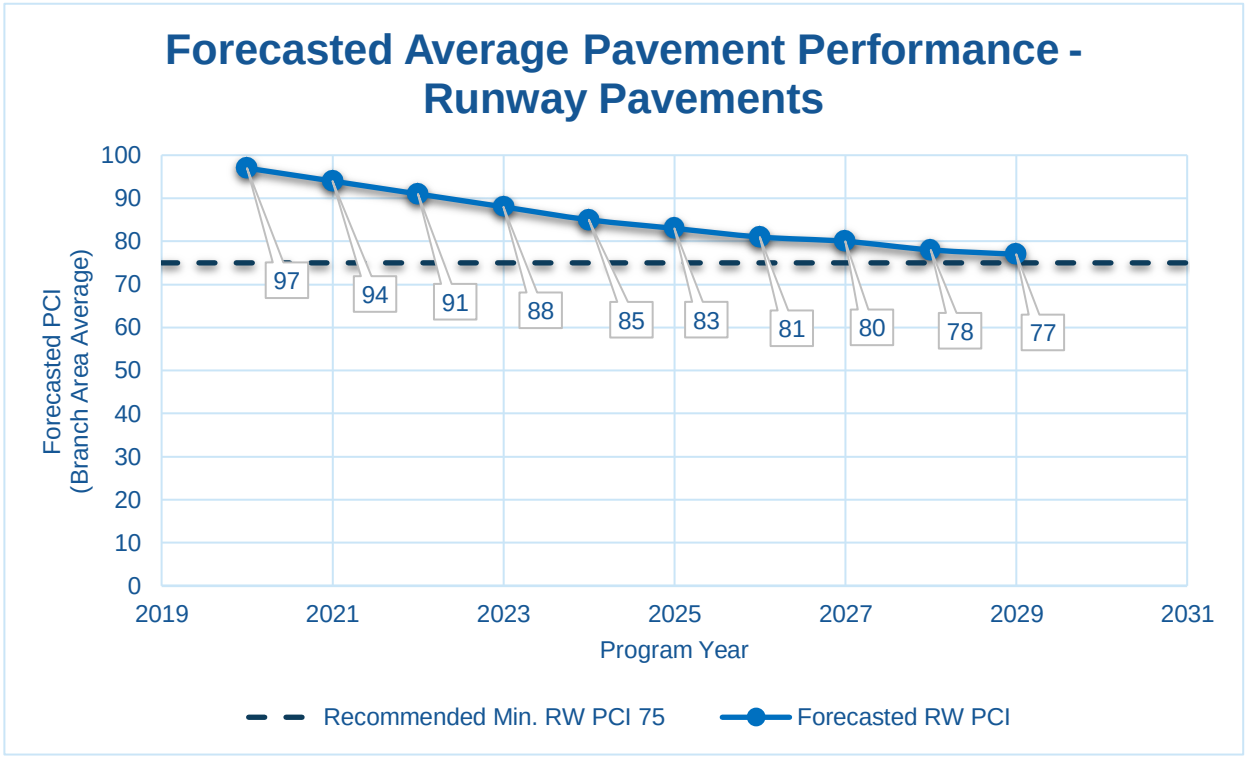


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

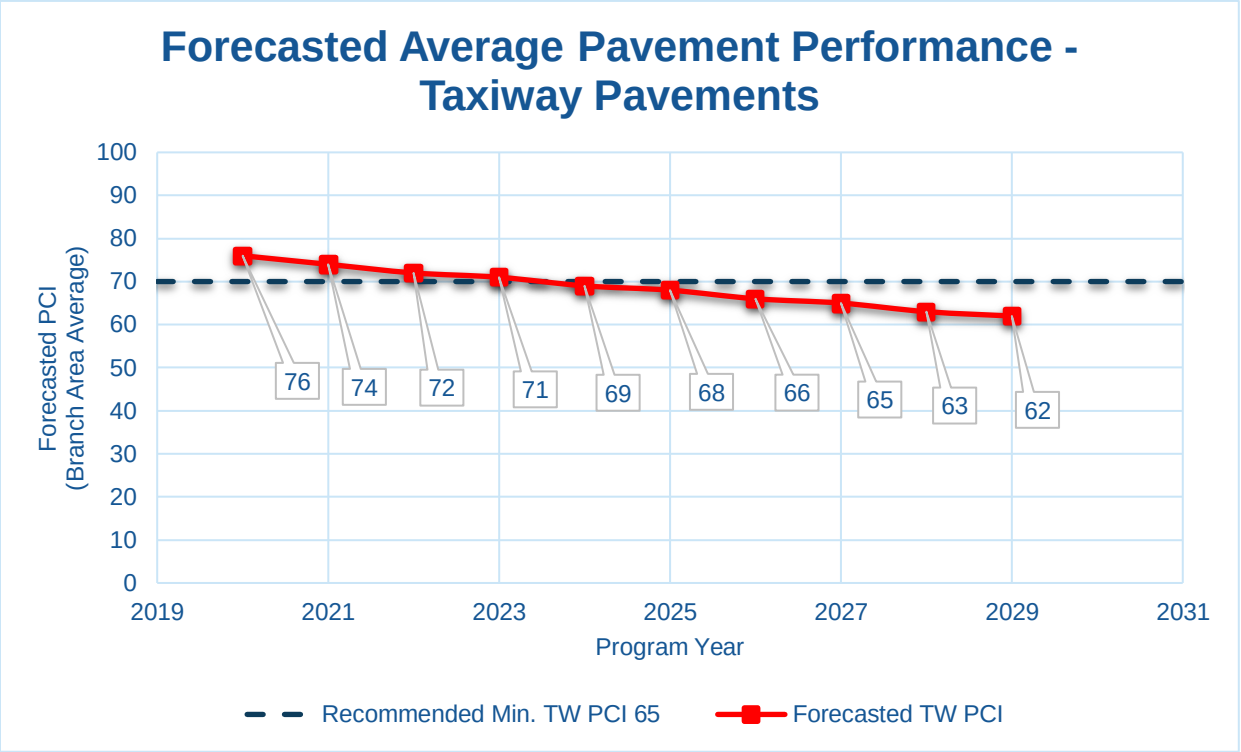
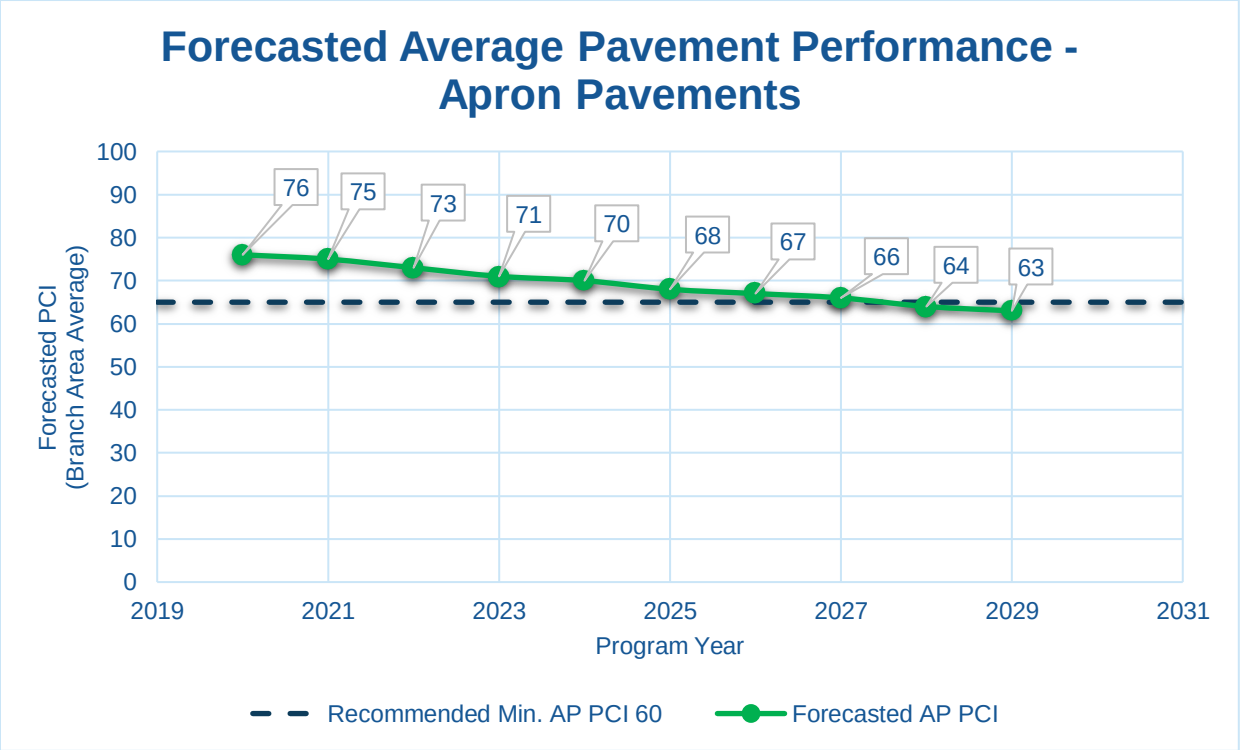


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



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
MLB	AP CENTER	4510	86	85	84	83	83	82	81	80	80	79	78
MLB	AP CENTER	4515	64	62	61	61	60	60	60	60	60	60	60
MLB	AP CENTER	4520	88	86	85	83	81	80	78	77	75	74	72
MLB	AP CENTER	4998	71	69	68	66	65	63	61	60	58	56	54
MLB	AP E	4404	81	79	78	76	74	73	71	70	68	67	65
MLB	AP E	4406	37	33	30	27	26	23	21	19	16	14	12
MLB	AP E	4407	78	76	75	73	71	70	68	67	65	64	62
MLB	AP E	4415	90	87	84	81	79	76	73	71	68	66	65
MLB	AP E	4420	90	88	87	85	83	82	80	79	77	76	74
MLB	AP E	4425	100	98	96	94	92	91	90	89	88	87	86
MLB	AP N GA	4105	66	64	63	61	59	58	56	55	53	52	50
MLB	AP N GA	4110	59	57	56	54	52	51	49	48	46	45	43
MLB	AP N GA	4115	95	93	92	90	89	88	87	86	86	85	84
MLB	AP N GA	4120	60	58	57	55	53	52	50	49	47	46	44
MLB	AP N GA	4130	80	78	77	75	73	72	70	69	67	66	64
MLB	AP N GA	4132	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4135	85	82	79	77	74	71	69	67	65	64	62
MLB	AP N GA	4140	93	91	90	88	86	85	83	82	80	79	77
MLB	AP N GA	4145	83	80	77	75	72	70	68	66	64	63	62
MLB	AP N GA	4150	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4155	100	95	93	92	90	88	87	85	84	82	81
MLB	AP SW	4710	78	76	75	73	71	70	68	67	65	64	62
MLB	AP SW	4720	75	73	72	70	68	67	65	64	62	61	59
MLB	AP SW	4730	94	92	91	89	87	86	84	83	81	80	78
MLB	AP TERM	4205	78	77	76	74	73	72	70	69	67	66	64

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	AP TERM	4210	80	77	75	72	70	67	65	64	63	62	61
MLB	AP W	4305	91	88	85	82	80	77	74	72	69	67	65
MLB	AP W	4310	90	87	84	81	79	76	73	71	68	66	65
MLB	AP W	4312	12	10	9	7	5	4	2	0	0	0	0
MLB	AP W	4315	65	63	62	61	61	60	60	60	60	60	60
MLB	AP W	4320	55	53	52	50	48	47	45	44	42	41	39
MLB	AP W	4325	0	0	0	0	0	0	0	0	0	0	0
MLB	AP W	4330	6	4	2	1	0	0	0	0	0	0	0
MLB	RW 5-23	6305	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 5-23	6310	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 5-23	6315	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9L-27R	6203	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6204	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6205	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6210	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6215	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6220	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9R-27L	6105	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6110	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6115	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6120	100	98	96	92	89	86	84	82	80	79	77
MLB	TW A	105	76	74	72	70	68	67	65	64	63	62	60
MLB	TW A	107	100	97	94	91	89	86	84	81	79	77	75
MLB	TW A	120	69	67	66	64	63	62	61	60	59	58	57
MLB	TW A	130	82	80	77	75	73	71	70	68	66	65	64
MLB	TW A	132	87	84	82	80	78	75	73	72	70	68	67
MLB	TW A	133	100	97	94	91	89	86	84	81	79	77	75

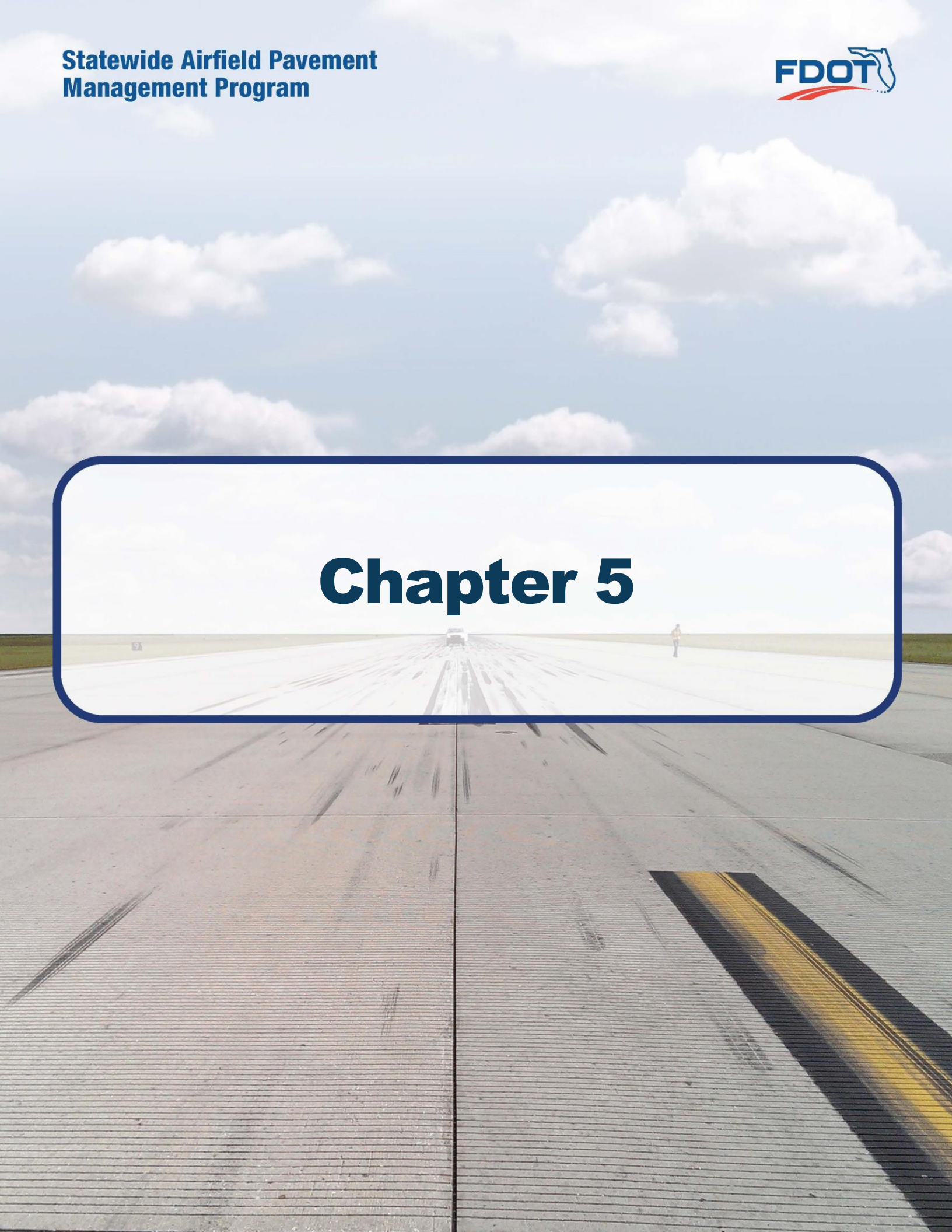
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW B	1105	100	94	91	89	86	84	81	79	77	75	73
MLB	TW C	305	82	80	77	75	73	71	70	68	66	65	64
MLB	TW C	306	70	68	67	65	64	62	61	60	59	58	57
MLB	TW C	307	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	308	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	315	74	72	70	68	67	65	64	63	62	60	59
MLB	TW C	320	86	83	81	79	77	75	73	71	69	68	66
MLB	TW C	325	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	327	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	330	65	64	63	62	62	61	60	59	59	58	57
MLB	TW C	337	100	95	93	91	89	87	86	84	82	81	79
MLB	TW C	340	78	76	75	74	72	71	70	69	68	67	66
MLB	TW C	350	76	74	73	72	71	70	69	68	67	66	65
MLB	TW CONN AP	2110	84	82	81	79	78	76	75	74	72	71	70
MLB	TW D	405	70	68	67	65	64	62	61	60	59	58	57
MLB	TW D	408	82	80	77	75	73	71	70	68	66	65	64
MLB	TW D	410	59	58	57	56	55	54	53	52	51	50	48
MLB	TW D	412	61	60	59	58	58	57	56	55	54	53	52
MLB	TW D	415	80	78	77	75	74	73	72	71	70	69	68
MLB	TW D	416	74	73	71	70	69	68	67	66	66	65	64
MLB	TW D	450	92	89	87	84	82	80	77	75	73	71	70
MLB	TW D	455	88	85	83	81	78	76	74	72	71	69	67
MLB	TW F	810	89	87	85	83	82	80	79	77	76	75	73
MLB	TW G	605	91	89	87	85	84	82	80	79	77	76	75
MLB	TW H	805	60	59	58	57	56	56	55	54	54	53	53
MLB	TW K	1110	82	80	77	75	73	71	70	68	66	65	64
MLB	TW K	1115	75	73	71	69	68	66	65	63	62	61	60

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW K	1116	71	69	67	66	65	63	62	61	60	59	58
MLB	TW K	1117	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1125	77	75	73	71	69	68	66	65	63	62	61
MLB	TW K	1127	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1128	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1130	80	78	76	74	72	70	68	67	65	64	63
MLB	TW K	1132	89	87	85	83	82	80	79	77	76	75	73
MLB	TW K	1135	75	73	71	69	68	66	65	63	62	61	60
MLB	TW K	1137	100	97	94	91	89	86	84	81	79	77	75
MLB	TW K	1140	90	88	86	84	83	81	79	78	77	75	74
MLB	TW K1	1740	100	91	89	87	86	84	82	81	79	78	76
MLB	TW L	1204	100	97	94	91	89	86	84	81	79	77	75
MLB	TW L	1210	69	67	66	64	63	62	61	60	59	58	57
MLB	TW M	1303	100	95	93	91	89	87	86	84	82	81	79
MLB	TW M	1305	74	72	70	68	67	65	64	63	62	60	59
MLB	TW M	1315	71	70	69	68	67	66	65	64	63	63	62
MLB	TW M	1320	71	69	67	66	65	63	62	61	60	59	58
MLB	TW M	1325	77	75	73	71	69	68	66	65	63	62	61
MLB	TW N	1404	100	97	94	91	89	86	84	81	79	77	75
MLB	TW N	1405	88	85	83	81	78	76	74	72	71	69	67
MLB	TW Q	1705	73	71	69	68	66	65	63	62	61	60	59
MLB	TW Q	1710	79	77	75	73	71	69	68	66	65	63	62
MLB	TW Q	1720	84	82	79	77	75	73	71	69	68	66	65
MLB	TW Q	1722	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1723	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1725	77	75	74	73	72	71	69	68	68	67	66
MLB	TW Q	1727	100	95	93	91	89	87	86	84	82	81	79

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW Q	1732	61	60	59	58	57	56	56	55	54	54	53
MLB	TW Q	1735	86	83	81	79	77	75	73	71	69	68	66
MLB	TW R	1805	81	79	77	74	73	71	69	67	66	64	63
MLB	TW R	1807	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1810	82	80	77	75	73	71	70	68	66	65	64
MLB	TW R	1815	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1820	82	80	77	75	73	71	70	68	66	65	64
MLB	TW S	510	45	43	42	40	38	36	33	30	27	24	20
MLB	TW S	515	84	82	81	79	78	76	75	74	72	71	70
MLB	TW S1	520	74	73	71	70	69	68	67	66	66	65	64
MLB	TW S1	525	94	92	90	88	86	84	83	81	80	78	77
MLB	TW T	2005	80	78	76	74	72	70	68	67	65	64	63
MLB	TW T	2015	79	77	76	75	73	72	71	70	69	68	67
MLB	TW T	2017	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1602	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1605	77	75	73	71	69	68	66	65	63	62	61
MLB	TW V	1610	94	92	90	88	86	84	83	81	80	78	77
MLB	TW V	2205	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V	2210	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V1	710	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V2	720	86	84	82	81	79	78	76	75	74	72	71

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	$12.50	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$5.50	SqFt

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

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	$185.00	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 - SURFACE SEAL	PREVENTIVE	209,140	SqFt	$ 115,030.00
FDOT - CRACK SEALING - AC	PREVENTIVE	2,275	Ft	$ 6,820.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	3,495	SqFt	$ 19,210.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	300	Ft	$ 1,270.00
FDOT - PATCHING - PCC PARTIAL DEPTH	PREVENTIVE	150	SqFt	$ 10,690.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	2,220	SqFt	$ 27,710.00
FDOT - CRACK SEALING - PCC	STOPGAP	1,930	Ft	$ 8,200.00
FDOT - JOINT SEAL - PCC	STOPGAP	13,035	Ft	$ 35,850.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	72,620	SqFt	$ 2,178,580.00
FDOT - SURFACE SEAL	STOPGAP	388,770	SqFt	$ 213,830.00
FDOT - CRACK SEALING - AC	STOPGAP	10,995	Ft	$ 32,990.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	14,965	SqFt	$ 82,300.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	4,590	SqFt	$ 57,380.00

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
MLB	AP CENTER	4510	23,048	86	86	$ 60.00
MLB	AP CENTER	4515	2,842	64	74	$ 420.00
MLB	AP CENTER	4520	55,946	88	94	$ 1,550.00
MLB	AP CENTER	4998	48,745	71	75	$ 7,020.00
MLB	AP E	4404	76,125	81	81	$ -
MLB	AP E	4406	12,949	37	59	$ 11,860.00
MLB	AP E	4407	69,765	78	80	$ 520.00
MLB	AP E	4415	14,188	90	94	$ 160.00
MLB	AP E	4420	129,420	90	92	$ 360.00
MLB	AP E	4425	253,400	100	100	$ 60.00
MLB	AP N GA	4105	95,800	66	89	$ 70,730.00
MLB	AP N GA	4110	124,328	59	75	$ 78,930.00
MLB	AP N GA	4115	162,260	95	95	$ -
MLB	AP N GA	4120	96,139	60	69	$ 3,190.00
MLB	AP N GA	4130	41,505	80	81	$ 40.00
MLB	AP N GA	4132	52,865	100	100	$ -
MLB	AP N GA	4135	22,070	85	85	$ -
MLB	AP N GA	4140	23,711	93	94	$ 50.00
MLB	AP N GA	4145	6,550	83	89	$ 190.00
MLB	AP N GA	4150	85,092	100	100	$ -
MLB	AP N GA	4155	26,516	100	100	$ -
MLB	AP SW	4710	216,728	78	84	$ 9,210.00
MLB	AP SW	4720	146,718	75	79	$ 3,260.00
MLB	AP SW	4730	101,878	94	94	$ -
MLB	AP TERM	4205	290,074	78	79	$ 4,880.00
MLB	AP TERM	4210	344,919	80	81	$ 20,860.00
MLB	AP W	4305	34,060	91	91	$ -
MLB	AP W	4310	47,311	90	90	$ -
MLB	AP W	4312	8,547	12	31	$ 56,770.00
MLB	AP W	4315	57,374	65	75	$ 41,810.00
MLB	AP W	4320	75,950	55	65	$ 44,880.00
MLB	AP W	4325	45,350	0	93	$ 1,284,470.00
MLB	AP W	4330	52,136	6	63	$ 881,450.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
MLB	RW 5-23	6305	211,297	100	100	$ -
MLB	RW 5-23	6310	6,900	100	100	$ -
MLB	RW 5-23	6315	6,900	100	100	$ -
MLB	RW 9L-27R	6203	8,750	100	100	$ -
MLB	RW 9L-27R	6204	17,500	100	100	$ -
MLB	RW 9L-27R	6205	282,550	100	100	$ -
MLB	RW 9L-27R	6210	565,100	100	100	$ -
MLB	RW 9L-27R	6215	8,750	100	100	$ -
MLB	RW 9L-27R	6220	17,500	100	100	$ -
MLB	RW 9R-27L	6105	950,000	100	100	$ -
MLB	RW 9R-27L	6110	475,000	100	100	$ -
MLB	RW 9R-27L	6115	68,068	100	100	$ -
MLB	RW 9R-27L	6120	34,034	100	100	$ -
MLB	TW A	105	33,560	76	77	$ 40.00
MLB	TW A	107	4,933	100	100	$ -
MLB	TW A	120	691,660	69	75	$ 19,940.00
MLB	TW A	130	36,222	82	86	$ 450.00
MLB	TW A	132	52,331	87	88	$ 150.00
MLB	TW A	133	5,988	100	100	$ -
MLB	TW B	1105	101,687	100	100	$ -
MLB	TW C	305	34,006	82	87	$ 650.00
MLB	TW C	306	12,368	70	70	$ -
MLB	TW C	307	3,692	100	100	$ -
MLB	TW C	308	9,892	100	100	$ -
MLB	TW C	315	58,917	74	78	$ 980.00
MLB	TW C	320	33,067	86	88	$ 190.00
MLB	TW C	325	8,038	100	100	$ -
MLB	TW C	327	3,899	100	100	$ -
MLB	TW C	330	104,250	65	73	$ 11,300.00
MLB	TW C	337	18,730	100	100	$ -
MLB	TW C	340	4,919	78	81	$ 30.00
MLB	TW C	350	71,723	76	81	$ 1,760.00
MLB	TW CONN AP	2110	8,354	84	88	$ 120.00
MLB	TW D	405	8,073	70	70	$ -
MLB	TW D	408	7,930	82	85	$ 50.00
MLB	TW D	410	103,254	59	76	$ 88,250.00
MLB	TW D	412	4,498	61	71	$ 2,230.00
MLB	TW D	415	18,312	80	88	$ 1,010.00
MLB	TW D	416	8,423	74	78	$ 110.00

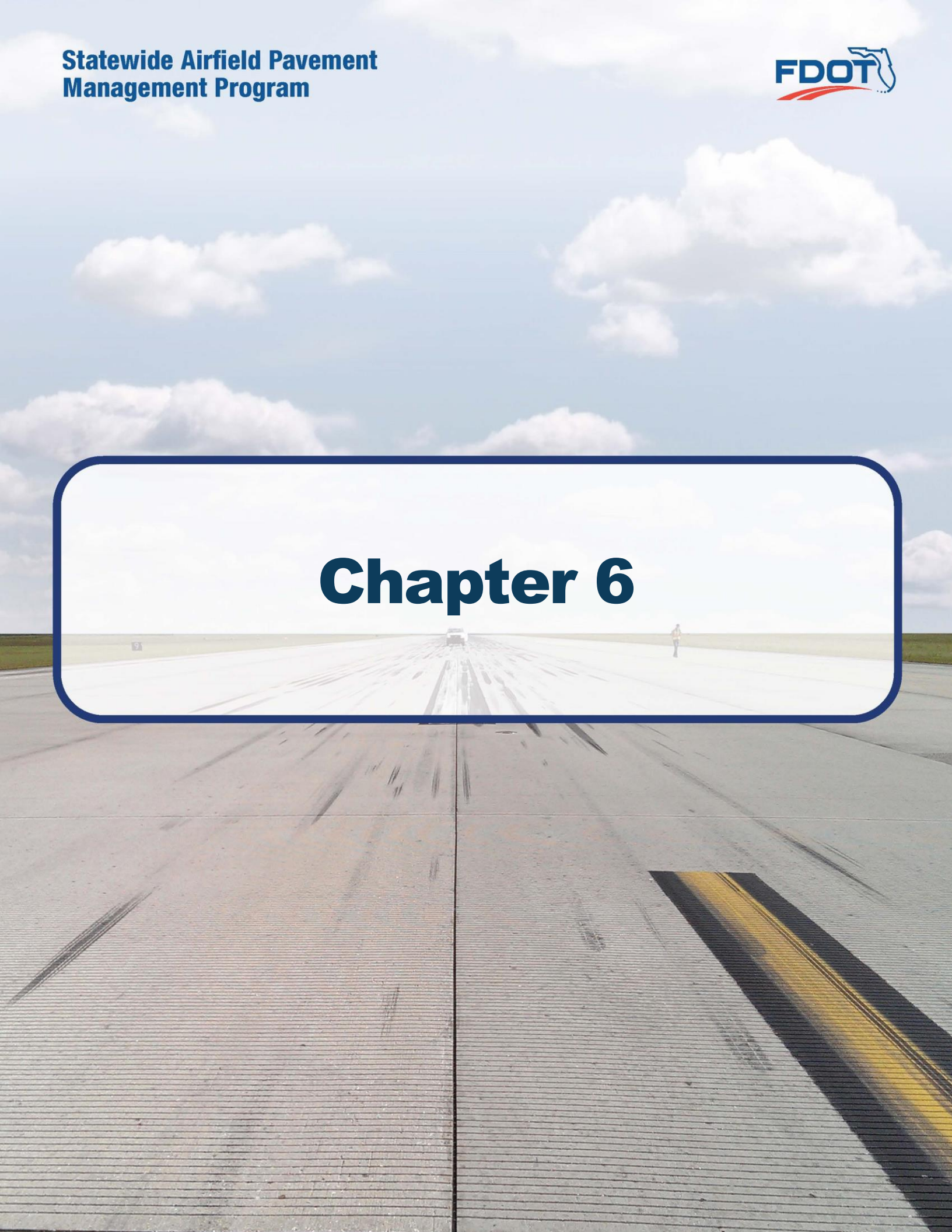
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
MLB	TW D	450	23,692	92	92	$ -
MLB	TW D	455	32,702	88	90	$ 60.00
MLB	TW F	810	62,514	89	91	$ 430.00
MLB	TW G	605	40,977	91	94	$ 230.00
MLB	TW H	805	18,700	60	74	$ 10,510.00
MLB	TW K	1110	5,207	82	89	$ 200.00
MLB	TW K	1115	144,746	75	80	$ 8,260.00
MLB	TW K	1116	6,760	71	79	$ 430.00
MLB	TW K	1117	23,309	100	100	$ -
MLB	TW K	1125	94,162	77	81	$ 1,700.00
MLB	TW K	1127	28,738	100	100	$ -
MLB	TW K	1128	4,887	100	100	$ -
MLB	TW K	1130	76,184	80	86	$ 2,150.00
MLB	TW K	1132	20,621	89	91	$ 120.00
MLB	TW K	1135	78,460	75	79	$ 2,780.00
MLB	TW K	1137	4,907	100	100	$ -
MLB	TW K	1140	22,923	90	92	$ 70.00
MLB	TW K1	1740	21,686	100	100	$ -
MLB	TW L	1204	10,911	100	100	$ -
MLB	TW L	1210	33,859	69	74	$ 940.00
MLB	TW M	1303	23,381	100	100	$ -
MLB	TW M	1305	3,968	74	80	$ 210.00
MLB	TW M	1315	50,873	71	78	$ 2,420.00
MLB	TW M	1320	5,526	71	84	$ 720.00
MLB	TW M	1325	5,526	77	87	$ 660.00
MLB	TW N	1404	11,055	100	100	$ -
MLB	TW N	1405	33,774	88	90	$ 190.00
MLB	TW Q	1705	91,926	73	79	$ 3,640.00
MLB	TW Q	1710	12,104	79	84	$ 340.00
MLB	TW Q	1720	41,653	84	89	$ 1,080.00
MLB	TW Q	1722	20,462	100	100	$ -
MLB	TW Q	1723	5,968	100	100	$ -
MLB	TW Q	1725	78,549	77	80	$ 870.00
MLB	TW Q	1727	27,505	100	100	$ -
MLB	TW Q	1732	4,295	61	63	$ 20.00
MLB	TW Q	1735	9,173	86	89	$ 60.00
MLB	TW R	1805	56,463	81	85	$ 620.00
MLB	TW R	1807	18,996	100	100	$ -
MLB	TW R	1810	57,323	82	84	$ 310.00

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
MLB	TW R	1815	4,676	100	100	$ -
MLB	TW R	1820	49,954	82	85	$ 190.00
MLB	TW S	510	68,429	45	68	$ 93,270.00
MLB	TW S	515	18,556	84	93	$ 1,600.00
MLB	TW S1	520	14,644	74	91	$ 2,820.00
MLB	TW S1	525	19,360	94	94	$ -
MLB	TW T	2005	47,619	80	80	$ -
MLB	TW T	2015	48,962	79	86	$ 1,210.00
MLB	TW T	2017	5,769	100	100	$ -
MLB	TW V	1602	13,947	100	100	$ -
MLB	TW V	1605	57,621	77	79	$ 320.00
MLB	TW V	1610	36,715	94	94	$ -
MLB	TW V	2205	14,782	94	94	$ -
MLB	TW V	2210	13,665	94	94	$ -
MLB	TW V1	710	11,452	86	89	$ 70.00
MLB	TW V2	720	8,446	86	90	$ 2,050.00

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	$ 180,730.00
Stopgap	$ 2,609,130.00
Planning-Level Localized M&R Needs =	***$ 2,789,860.00***



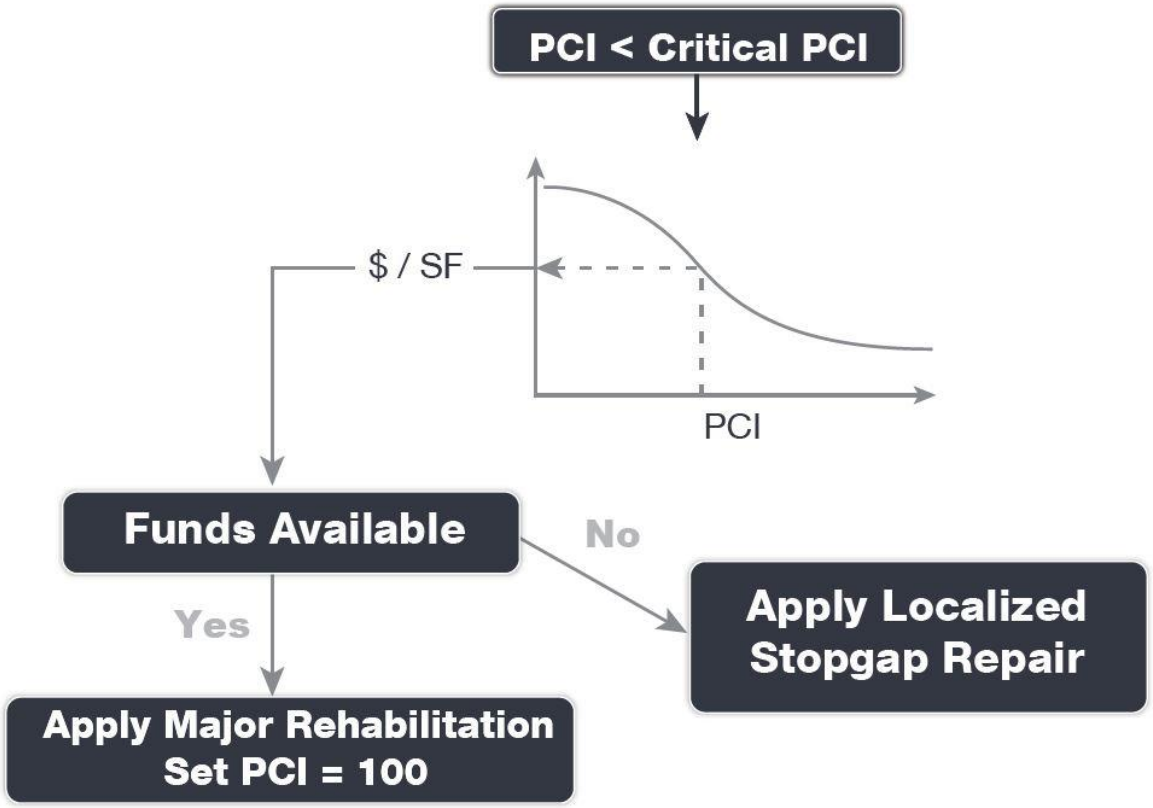
Chapter 6

Chapter 6 – Major Rehabilitation Planning

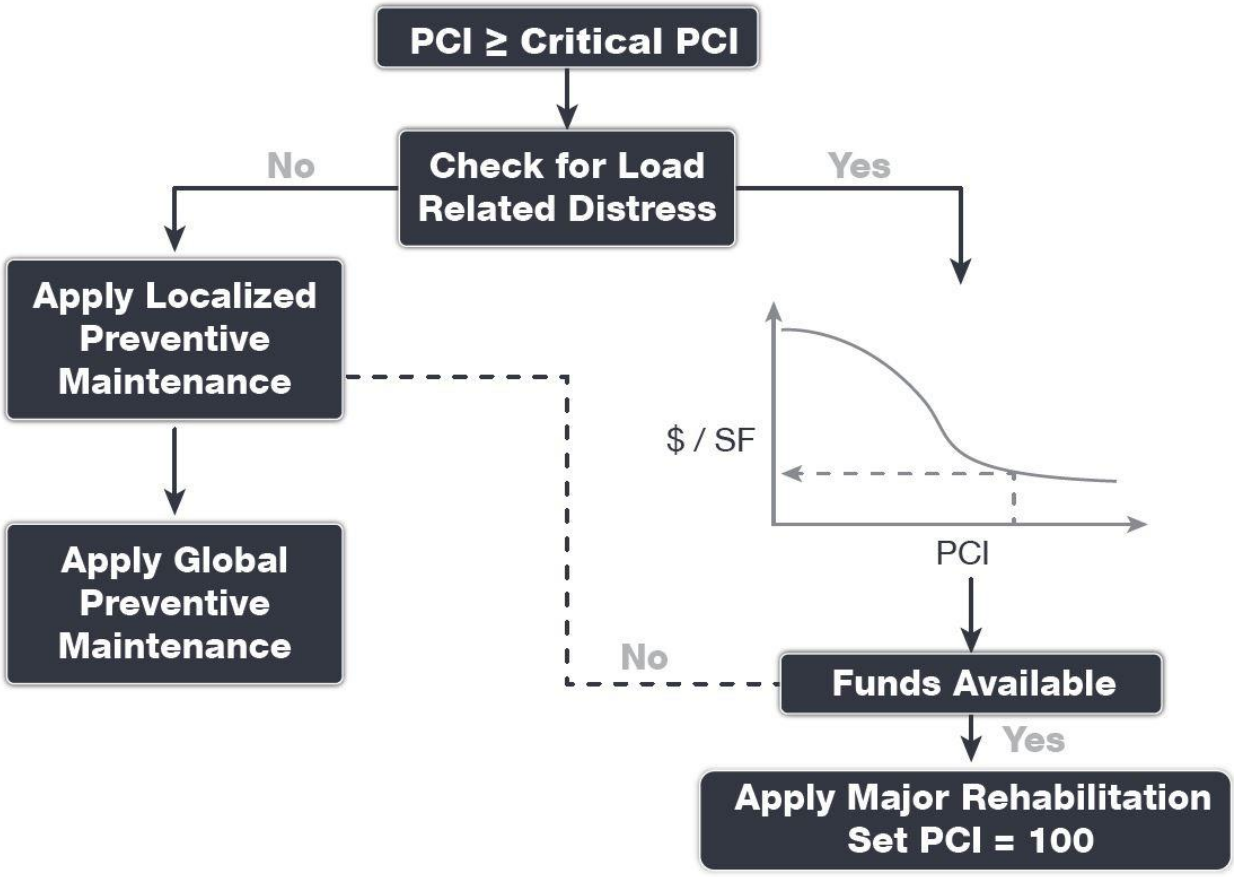
6.1 Major Rehabilitation

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 ≤ Critical PCI



Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > 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	70	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 PR 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	Commercial (PR) Airport
AC Restoration *Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.* **PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") *Excludes any paved shoulder features.*
AC Reconstruction *Full-depth asphalt pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6") *Excludes any paved shoulder features.*

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

Rehabilitation Type	Commercial (PR) Airport
PCC Restoration *Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.* **PCI = 41 to 65**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction *Full-depth rigid pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

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 Commercial 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	$	11.00	$	17.00
Reconstruction	0 to 40	$	14.00	$	23.00

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	MLB	AP CENTER	4515	APC	2,842	62	AC Restoration	$ 32,000.00
2020	MLB	AP E	4406	APC	12,949	33	AC Reconstruction	$ 182,000.00
2020	MLB	AP N GA	4105	AC	95,800	64	AC Restoration	$ 1,054,000.00
2020	MLB	AP N GA	4110	AC	124,328	57	AC Restoration	$ 1,368,000.00
2020	MLB	AP N GA	4120	AC	96,139	58	AC Restoration	$ 1,058,000.00
2020	MLB	AP W	4312	PCC	8,547	10	PCC Reconstruction	$ 197,000.00
2020	MLB	AP W	4315	AAC	57,374	63	AC Restoration	$ 632,000.00
2020	MLB	AP W	4320	AC	75,950	53	AC Restoration	$ 836,000.00
2020	MLB	AP W	4325	PCC	45,350	0	PCC Reconstruction	$ 1,044,000.00
2020	MLB	AP W	4330	PCC	52,136	4	PCC Reconstruction	$ 1,200,000.00
2020	MLB	TW C	330	AC	104,250	64	AC Restoration	$ 1,147,000.00
2020	MLB	TW D	410	AC	103,254	58	AC Restoration	$ 1,136,000.00
2020	MLB	TW D	412	AC	4,498	60	AC Restoration	$ 50,000.00
2020	MLB	TW H	805	AAC	18,700	59	AC Restoration	$ 206,000.00
2020	MLB	TW Q	1732	AAC	4,295	60	AC Restoration	$ 48,000.00
2020	MLB	TW S	510	AAC	68,429	43	AC Restoration	$ 880,000.00
2022	MLB	TW A	120	AAC	691,660	64	AC Restoration	$ 7,609,000.00
2022	MLB	TW L	1210	AAC	33,859	64	AC Restoration	$ 373,000.00
2023	MLB	TW C	306	AAC	12,368	64	AC Restoration	$ 137,000.00
2023	MLB	TW D	405	AAC	8,073	64	AC Restoration	$ 89,000.00
2024	MLB	AP CENTER	4998	PCC	48,745	63	PCC Restoration	$ 829,000.00
2024	MLB	TW K	1116	AAC	6,760	63	AC Restoration	$ 75,000.00
2024	MLB	TW M	1320	AAC	5,526	63	AC Restoration	$ 61,000.00
2025	MLB	TW C	315	AAC	58,917	64	AC Restoration	$ 649,000.00
2025	MLB	TW M	1305	AAC	3,968	64	AC Restoration	$ 44,000.00
2025	MLB	TW Q	1705	AAC	91,926	63	AC Restoration	$ 1,012,000.00
2026	MLB	AP SW	4720	AC	146,718	64	AC Restoration	$ 1,614,000.00
2026	MLB	AP TERM	4210	AAC	344,919	64	AC Restoration	$ 3,795,000.00
2026	MLB	TW A	105	AAC	33,560	64	AC Restoration	$ 370,000.00
2026	MLB	TW K	1115	AAC	144,746	63	AC Restoration	$ 1,593,000.00
2026	MLB	TW K	1135	AAC	78,460	63	AC Restoration	$ 864,000.00
2026	MLB	TW M	1315	AC	50,873	64	AC Restoration	$ 560,000.00
2027	MLB	AP N GA	4145	AAC	6,550	64	AC Restoration	$ 73,000.00

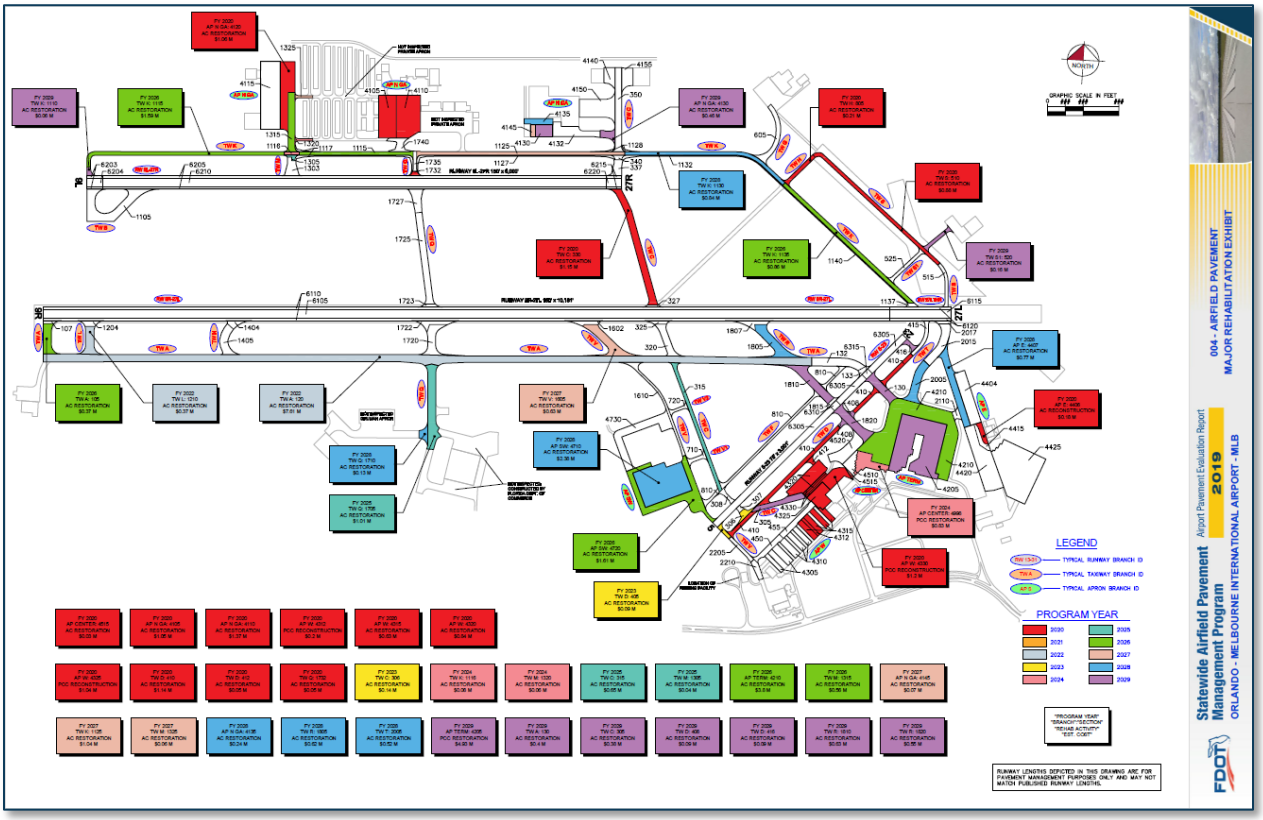
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2027	**MLB**	TW K	1125	AAC	94,162	63	AC Restoration	$ 1,036,000.00
2027	**MLB**	TW M	1325	AAC	5,526	63	AC Restoration	$ 61,000.00
2027	**MLB**	TW V	1605	AAC	57,621	63	AC Restoration	$ 634,000.00
2028	**MLB**	AP E	4407	AC	69,765	64	AC Restoration	$ 768,000.00
2028	**MLB**	AP N GA	4135	APC	22,070	64	AC Restoration	$ 243,000.00
2028	**MLB**	AP SW	4710	AC	216,728	64	AC Restoration	$ 2,384,000.00
2028	**MLB**	TW K	1130	AAC	76,184	64	AC Restoration	$ 839,000.00
2028	**MLB**	TW Q	1710	AAC	12,104	63	AC Restoration	$ 134,000.00
2028	**MLB**	TW R	1805	AAC	56,463	64	AC Restoration	$ 622,000.00
2028	**MLB**	TW T	2005	AAC	47,619	64	AC Restoration	$ 524,000.00
2029	**MLB**	AP N GA	4130	AC	41,505	64	AC Restoration	$ 457,000.00
2029	**MLB**	AP TERM	4205	PCC	290,074	64	PCC Restoration	$ 4,932,000.00
2029	**MLB**	TW A	130	AAC	36,222	64	AC Restoration	$ 399,000.00
2029	**MLB**	TW C	305	AAC	34,006	64	AC Restoration	$ 375,000.00
2029	**MLB**	TW D	408	AAC	7,930	64	AC Restoration	$ 88,000.00
2029	**MLB**	TW D	416	AC	8,423	64	AC Restoration	$ 93,000.00
2029	**MLB**	TW K	1110	AAC	5,207	64	AC Restoration	$ 58,000.00
2029	**MLB**	TW R	1810	AAC	57,323	64	AC Restoration	$ 631,000.00
2029	**MLB**	TW R	1820	AAC	49,954	64	AC Restoration	$ 550,000.00
2029	**MLB**	TW S1	520	AC	14,644	64	AC Restoration	$ 162,000.00

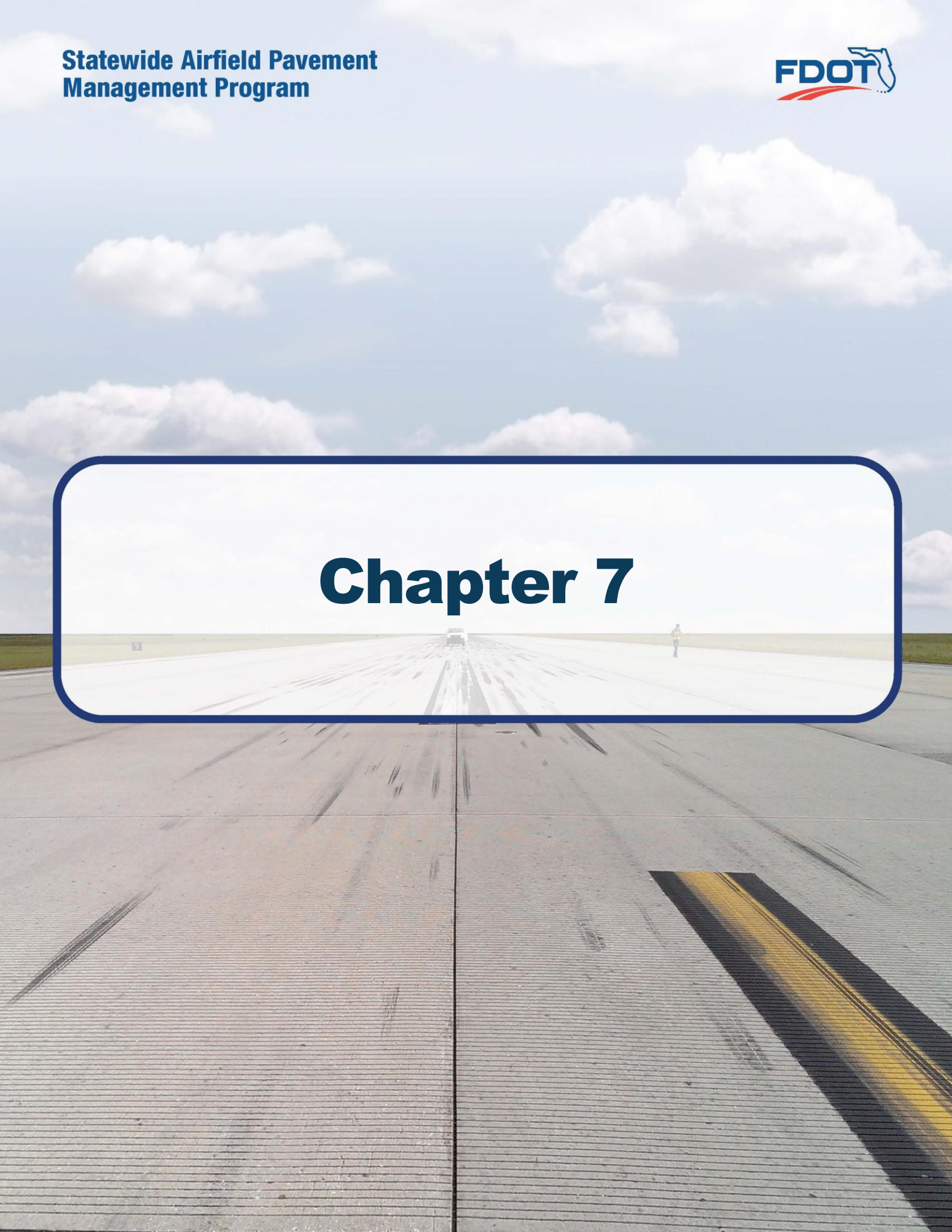
**All values have been rounded to the nearest thousand-dollar.*

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 in 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

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
MLB	CENTER APRON	AP CENTER	APRON	4510	230	100	23,048	PCC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4515	290	10	2,842	APC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4520	559	100	55,946	AC	1/1/2009
MLB	CENTER APRON	AP CENTER	APRON	4998	250	200	48,745	PCC	1/1/1995
MLB	EAST APRON	AP E	APRON	4404	380	200	76,125	AC	1/1/2004
MLB	EAST APRON	AP E	APRON	4406	380	200	12,949	APC	1/1/1998
MLB	EAST APRON	AP E	APRON	4407	600	100	69,765	AC	1/1/2004
MLB	EAST APRON	AP E	APRON	4415	380	200	14,188	APC	1/1/2014
MLB	EAST APRON	AP E	APRON	4420	800	200	129,420	AC	1/1/2014
MLB	EAST APRON	AP E	APRON	4425	650	550	253,400	PCC	1/1/2014
MLB	NORTH GA APRON	AP N GA	APRON	4105	479	200	95,800	AC	1/1/1986
MLB	NORTH GA APRON	AP N GA	APRON	4110	480	270	124,328	AC	1/1/1982
MLB	NORTH GA APRON	AP N GA	APRON	4115	760	214	162,260	PCC	1/1/2003
MLB	NORTH GA APRON	AP N GA	APRON	4120	950	100	96,139	AC	1/1/2003
MLB	NORTH GA APRON	AP N GA	APRON	4130	170	125	41,505	AC	1/1/2006
MLB	NORTH GA APRON	AP N GA	APRON	4132	530	110	52,865	AC	1/1/2017
MLB	NORTH GA APRON	AP N GA	APRON	4135	350	100	22,070	APC	1/1/2010
MLB	NORTH GA APRON	AP N GA	APRON	4140	185	125	23,711	AC	1/1/2010
MLB	NORTH GA APRON	AP N GA	APRON	4145	150	50	6,550	AAC	1/1/2013
MLB	NORTH GA APRON	AP N GA	APRON	4150	400	200	85,092	AC	1/1/2017
MLB	NORTH GA APRON	AP N GA	APRON	4155	195	125	26,516	AC	1/1/2017
MLB	APRON SOUTHWEST	AP SW	APRON	4710	500	420	216,728	AC	1/1/2008
MLB	APRON SOUTHWEST	AP SW	APRON	4720	1,500	100	146,718	AC	1/1/2008
MLB	APRON SOUTHWEST	AP SW	APRON	4730	1,200	85	101,878	AC	1/1/2013
MLB	TERMINAL APRON	AP TERM	APRON	4205	580	500	290,074	PCC	1/1/1989
MLB	TERMINAL APRON	AP TERM	APRON	4210	1,700	200	344,919	AAC	1/1/2009
MLB	WEST APRON	AP W	APRON	4305	170	200	34,060	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4310	235	200	47,311	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4312	260	32	8,547	PCC	12/25/1994
MLB	WEST APRON	AP W	APRON	4315	325	200	57,374	AAC	1/1/2012
MLB	WEST APRON	AP W	APRON	4320	400	150	75,950	AC	1/1/1979
MLB	WEST APRON	AP W	APRON	4325	251	200	45,350	PCC	1/1/1942
MLB	WEST APRON	AP W	APRON	4330	280	300	52,136	PCC	1/1/1942
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6305	2,800	75	211,297	AAC	1/1/2019
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6310	75	45	6,900	AAC	1/1/2019
MLB	RUNWAY 5-23	RW 5-23	RUNWAY	6315	92	75	6,900	AAC	1/1/2019

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6203	350	25	8,750	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6204	175	100	17,500	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6205	5,642	25	282,550	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6210	5,651	100	565,100	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6215	350	25	8,750	AAC	1/1/2018
MLB	RUNWAY 9L-27R	RW 9L-27R	RUNWAY	6220	175	100	17,500	AAC	1/1/2018
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6105	9,300	100	950,000	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6110	19,000	25	475,000	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6115	430	100	68,068	AAC	1/1/2019
MLB	RUNWAY 9R-27L	RW 9R-27L	RUNWAY	6120	1,361	25	34,034	AAC	1/1/2019
MLB	TAXIWAY A	TW A	TAXIWAY	105	400	90	33,560	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	107	34	150	4,933	AAC	1/1/2019
MLB	TAXIWAY A	TW A	TAXIWAY	120	9,000	75	691,660	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	130	400	90	36,222	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	132	600	90	52,331	AAC	1/1/2009
MLB	TAXIWAY A	TW A	TAXIWAY	133	50	130	5,988	AAC	1/1/2019
MLB	TAXIWAY B	TW B	TAXIWAY	1105	1,000	100	101,687	AAC	1/1/2018
MLB	TAXIWAY C	TW C	TAXIWAY	305	800	50	34,006	AAC	1/1/2007
MLB	TAXIWAY C	TW C	TAXIWAY	306	90	80	12,368	AAC	1/1/2007
MLB	TAXIWAY C	TW C	TAXIWAY	307	60	55	3,692	AC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	308	190	35	9,892	AC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	315	1,550	40	58,917	AAC	1/1/2004
MLB	TAXIWAY C	TW C	TAXIWAY	320	450	80	33,067	AAC	1/1/2009
MLB	TAXIWAY C	TW C	TAXIWAY	325	40	190	8,038	AAC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	327	25	170	3,899	AAC	1/1/2019
MLB	TAXIWAY C	TW C	TAXIWAY	330	1,350	75	104,250	AC	1/1/1991
MLB	TAXIWAY C	TW C	TAXIWAY	337	180	90	18,730	AC	1/1/2018
MLB	TAXIWAY C	TW C	TAXIWAY	340	500	40	4,919	AC	1/1/2003
MLB	TAXIWAY C	TW C	TAXIWAY	350	1,075	75	71,723	AC	1/1/2003
MLB	CONNECTOR TAXIWAY TO TERMINAL APRON	TW CONN AP	TAXIWAY	2110	100	80	8,354	AC	1/1/1989
MLB	TAXIWAY D	TW D	TAXIWAY	405	95	40	8,073	AAC	1/1/2012
MLB	TAXIWAY D	TW D	TAXIWAY	408	190	40	7,930	AAC	1/1/2008
MLB	TAXIWAY D	TW D	TAXIWAY	410	2,600	40	103,254	AC	1/1/1979
MLB	TAXIWAY D	TW D	TAXIWAY	412	110	40	4,498	AC	1/1/1979
MLB	TAXIWAY D	TW D	TAXIWAY	415	450	40	18,312	AC	1/1/2001
MLB	TAXIWAY D	TW D	TAXIWAY	416	210	40	8,423	AC	1/1/2001
MLB	TAXIWAY D	TW D	TAXIWAY	450	370	60	23,692	AAC	1/1/2012

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TAXIWAY D	TW D	TAXIWAY	455	270	70	32,702	AAC	1/1/2012
MLB	TAXIWAY F	TW F	TAXIWAY	810	2,225	25	62,514	AC	1/1/2013
MLB	TAXIWAY G	TW G	TAXIWAY	605	700	50	40,977	AC	1/1/2010
MLB	TAXIWAY H	TW H	TAXIWAY	805	485	40	18,700	AAC	1/1/2004
MLB	TAXIWAY K	TW K	TAXIWAY	1110	120	40	5,207	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1115	3,510	40	144,746	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1116	170	40	6,760	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1117	1,300	10	23,309	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1125	2,337	40	94,162	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1127	2,230	10	28,738	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1128	470	12	4,887	AC	1/1/2016
MLB	TAXIWAY K	TW K	TAXIWAY	1130	1,900	40	76,184	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1132	1,700	12	20,621	AC	1/1/2011
MLB	TAXIWAY K	TW K	TAXIWAY	1135	1,900	40	78,460	AAC	1/1/2006
MLB	TAXIWAY K	TW K	TAXIWAY	1137	45	110	4,907	AAC	1/1/2019
MLB	TAXIWAY K	TW K	TAXIWAY	1140	2,300	10	22,923	AC	1/1/2014
MLB	TAXIWAY K1	TW K1	TAXIWAY	1740	154	77	21,686	AC	1/1/2016
MLB	TAXIWAY L	TW L	TAXIWAY	1204	115	90	10,911	AAC	1/1/2019
MLB	TAXIWAY L	TW L	TAXIWAY	1210	380	90	33,859	AAC	1/1/2009
MLB	TAXIWAY M	TW M	TAXIWAY	1303	170	100	23,381	AC	1/1/2018
MLB	TAXIWAY M	TW M	TAXIWAY	1305	200	40	3,968	AAC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1315	660	75	50,873	AC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1320	220	25	5,526	AAC	1/1/2003
MLB	TAXIWAY M	TW M	TAXIWAY	1325	220	25	5,526	AAC	1/1/2003
MLB	TAXIWAY N	TW N	TAXIWAY	1404	110	90	11,055	AAC	1/1/2019
MLB	TAXIWAY N	TW N	TAXIWAY	1405	380	90	33,774	AAC	1/1/2009
MLB	TAXIWAY Q	TW Q	TAXIWAY	1705	1,000	90	91,926	AAC	1/1/2007
MLB	TAXIWAY Q	TW Q	TAXIWAY	1710	120	100	12,104	AAC	1/1/2007
MLB	TAXIWAY Q	TW Q	TAXIWAY	1720	540	100	41,653	AAC	1/1/2009
MLB	TAXIWAY Q	TW Q	TAXIWAY	1722	120	60	20,462	AAC	1/1/2019
MLB	TAXIWAY Q	TW Q	TAXIWAY	1723	35	150	5,968	AAC	1/1/2019
MLB	TAXIWAY Q	TW Q	TAXIWAY	1725	1,400	75	78,549	AC	1/1/2004
MLB	TAXIWAY Q	TW Q	TAXIWAY	1727	270	100	27,505	AC	1/1/2018
MLB	TAXIWAY Q	TW Q	TAXIWAY	1732	100	40	4,295	AAC	1/1/2006
MLB	TAXIWAY Q	TW Q	TAXIWAY	1735	228	40	9,173	AAC	1/1/2006
MLB	TAXIWAY R	TW R	TAXIWAY	1805	1,200	50	56,463	AAC	1/1/2009
MLB	TAXIWAY R	TW R	TAXIWAY	1807	350	40	18,996	AAC	1/1/2019
MLB	TAXIWAY R	TW R	TAXIWAY	1810	1,500	40	57,323	AAC	1/1/2009

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
MLB	TAXIWAY R	TW R	TAXIWAY	1815	35	150	4,676	AAC	1/1/2019
MLB	TAXIWAY R	TW R	TAXIWAY	1820	400	50	49,954	AAC	1/1/2009
MLB	TAXIWAY S	TW S	TAXIWAY	510	1,900	36	68,429	AAC	1/1/2006
MLB	TAXIWAY S	TW S	TAXIWAY	515	520	40	18,556	AC	1/1/2010
MLB	TAXIWAY S1	TW S1	TAXIWAY	520	375	38	14,644	AC	1/1/2009
MLB	TAXIWAY S1	TW S1	TAXIWAY	525	525	35	19,360	AC	1/1/2014
MLB	TAXIWAY T	TW T	TAXIWAY	2005	600	75	47,619	AAC	1/1/1986
MLB	TAXIWAY T	TW T	TAXIWAY	2015	540	100	48,962	AC	1/1/2001
MLB	TAXIWAY T	TW T	TAXIWAY	2017	35	170	5,769	AAC	1/1/2019
MLB	TAXIWAY V	TW V	TAXIWAY	1602	115	90	13,947	AAC	1/1/2019
MLB	TAXIWAY V	TW V	TAXIWAY	1605	611	100	57,621	AAC	1/1/2009
MLB	TAXIWAY V	TW V	TAXIWAY	1610	1,300	25	36,715	AC	1/1/2013
MLB	TAXIWAY V	TW V	TAXIWAY	2205	380	40	14,782	AAC	1/1/2012
MLB	TAXIWAY V	TW V	TAXIWAY	2210	270	50	13,665	AAC	1/1/2012
MLB	TAXIWAY V1	TW V1	TAXIWAY	710	225	40	11,452	AC	1/1/2008
MLB	TAXIWAY V2	TW V2	TAXIWAY	720	250	30	8,446	AC	1/1/2013

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

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	RUNWAY 9R-27L	RUNWAY	6105	950,000	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6110	475,000	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6115	68,068	100	Good
MLB	RUNWAY 9R-27L	RUNWAY	6120	34,034	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6203	8,750	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6204	17,500	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6205	282,550	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6210	565,100	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6215	8,750	100	Good
MLB	RUNWAY 9L-27R	RUNWAY	6220	17,500	100	Good
MLB	RUNWAY 5-23	RUNWAY	6305	211,297	100	Good
MLB	RUNWAY 5-23	RUNWAY	6310	6,900	100	Good
MLB	RUNWAY 5-23	RUNWAY	6315	6,900	100	Good
MLB	CONNECTOR TAXIWAY TO TERMINAL APRON	TAXIWAY	2110	8,354	84	Satisfactory
MLB	TAXIWAY A	TAXIWAY	105	33,560	76	Satisfactory
MLB	TAXIWAY A	TAXIWAY	107	4,933	100	Good
MLB	TAXIWAY A	TAXIWAY	120	691,660	69	Fair
MLB	TAXIWAY A	TAXIWAY	130	36,222	82	Satisfactory
MLB	TAXIWAY A	TAXIWAY	132	52,331	87	Good
MLB	TAXIWAY A	TAXIWAY	133	5,988	100	Good
MLB	TAXIWAY B	TAXIWAY	1105	101,687	100	Good
MLB	TAXIWAY C	TAXIWAY	305	34,006	82	Satisfactory
MLB	TAXIWAY C	TAXIWAY	306	12,368	70	Fair
MLB	TAXIWAY C	TAXIWAY	307	3,692	100	Good
MLB	TAXIWAY C	TAXIWAY	308	9,892	100	Good
MLB	TAXIWAY C	TAXIWAY	315	58,917	74	Satisfactory
MLB	TAXIWAY C	TAXIWAY	320	33,067	86	Good
MLB	TAXIWAY C	TAXIWAY	325	8,038	100	Good
MLB	TAXIWAY C	TAXIWAY	327	3,899	100	Good
MLB	TAXIWAY C	TAXIWAY	330	104,250	65	Fair
MLB	TAXIWAY C	TAXIWAY	337	18,730	100	Good
MLB	TAXIWAY C	TAXIWAY	340	4,919	78	Satisfactory
MLB	TAXIWAY C	TAXIWAY	350	71,723	76	Satisfactory
MLB	TAXIWAY D	TAXIWAY	405	8,073	70	Fair
MLB	TAXIWAY D	TAXIWAY	408	7,930	82	Satisfactory
MLB	TAXIWAY D	TAXIWAY	410	103,254	59	Fair
MLB	TAXIWAY D	TAXIWAY	412	4,498	61	Fair

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TAXIWAY D	TAXIWAY	415	18,312	80	Satisfactory
MLB	TAXIWAY D	TAXIWAY	416	8,423	74	Satisfactory
MLB	TAXIWAY D	TAXIWAY	450	23,692	92	Good
MLB	TAXIWAY D	TAXIWAY	455	32,702	88	Good
MLB	TAXIWAY F	TAXIWAY	810	62,514	89	Good
MLB	TAXIWAY G	TAXIWAY	605	40,977	91	Good
MLB	TAXIWAY H	TAXIWAY	805	18,700	60	Fair
MLB	TAXIWAY K	TAXIWAY	1110	5,207	82	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1115	144,746	75	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1116	6,760	71	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1117	23,309	100	Good
MLB	TAXIWAY K	TAXIWAY	1125	94,162	77	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1127	28,738	100	Good
MLB	TAXIWAY K	TAXIWAY	1128	4,887	100	Good
MLB	TAXIWAY K	TAXIWAY	1130	76,184	80	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1132	20,621	89	Good
MLB	TAXIWAY K	TAXIWAY	1135	78,460	75	Satisfactory
MLB	TAXIWAY K	TAXIWAY	1137	4,907	100	Good
MLB	TAXIWAY K	TAXIWAY	1140	22,923	90	Good
MLB	TAXIWAY K1	TAXIWAY	1740	21,686	100	Good
MLB	TAXIWAY L	TAXIWAY	1204	10,911	100	Good
MLB	TAXIWAY L	TAXIWAY	1210	33,859	69	Fair
MLB	TAXIWAY M	TAXIWAY	1303	23,381	100	Good
MLB	TAXIWAY M	TAXIWAY	1305	3,968	74	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1315	50,873	71	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1320	5,526	71	Satisfactory
MLB	TAXIWAY M	TAXIWAY	1325	5,526	77	Satisfactory
MLB	TAXIWAY N	TAXIWAY	1404	11,055	100	Good
MLB	TAXIWAY N	TAXIWAY	1405	33,774	88	Good
MLB	TAXIWAY Q	TAXIWAY	1705	91,926	73	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1710	12,104	79	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1720	41,653	84	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1722	20,462	100	Good
MLB	TAXIWAY Q	TAXIWAY	1723	5,968	100	Good
MLB	TAXIWAY Q	TAXIWAY	1725	78,549	77	Satisfactory
MLB	TAXIWAY Q	TAXIWAY	1727	27,505	100	Good
MLB	TAXIWAY Q	TAXIWAY	1732	4,295	61	Fair
MLB	TAXIWAY Q	TAXIWAY	1735	9,173	86	Good
MLB	TAXIWAY R	TAXIWAY	1805	56,463	81	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TAXIWAY R	TAXIWAY	1807	18,996	100	Good
MLB	TAXIWAY R	TAXIWAY	1810	57,323	82	Satisfactory
MLB	TAXIWAY R	TAXIWAY	1815	4,676	100	Good
MLB	TAXIWAY R	TAXIWAY	1820	49,954	82	Satisfactory
MLB	TAXIWAY S	TAXIWAY	510	68,429	45	Poor
MLB	TAXIWAY S	TAXIWAY	515	18,556	84	Satisfactory
MLB	TAXIWAY S1	TAXIWAY	520	14,644	74	Satisfactory
MLB	TAXIWAY S1	TAXIWAY	525	19,360	94	Good
MLB	TAXIWAY T	TAXIWAY	2005	47,619	80	Satisfactory
MLB	TAXIWAY T	TAXIWAY	2015	48,962	79	Satisfactory
MLB	TAXIWAY T	TAXIWAY	2017	5,769	100	Good
MLB	TAXIWAY V	TAXIWAY	1602	13,947	100	Good
MLB	TAXIWAY V	TAXIWAY	1605	57,621	77	Satisfactory
MLB	TAXIWAY V	TAXIWAY	1610	36,715	94	Good
MLB	TAXIWAY V	TAXIWAY	2205	14,782	94	Good
MLB	TAXIWAY V	TAXIWAY	2210	13,665	94	Good
MLB	TAXIWAY V1	TAXIWAY	710	11,452	86	Good
MLB	TAXIWAY V2	TAXIWAY	720	8,446	86	Good
MLB	WEST APRON	APRON	4325	45,350	0	Failed
MLB	WEST APRON	APRON	4330	52,136	6	Failed
MLB	EAST APRON	APRON	4404	76,125	81	Satisfactory
MLB	EAST APRON	APRON	4406	12,949	37	Very Poor
MLB	EAST APRON	APRON	4407	69,765	78	Satisfactory
MLB	EAST APRON	APRON	4415	14,188	90	Good
MLB	EAST APRON	APRON	4420	129,420	90	Good
MLB	EAST APRON	APRON	4425	253,400	100	Good
MLB	CENTER APRON	APRON	4510	23,048	86	Good
MLB	CENTER APRON	APRON	4515	2,842	64	Fair
MLB	CENTER APRON	APRON	4520	55,946	88	Good
MLB	APRON SOUTHWEST	APRON	4710	216,728	78	Satisfactory
MLB	APRON SOUTHWEST	APRON	4720	146,718	75	Satisfactory
MLB	APRON SOUTHWEST	APRON	4730	101,878	94	Good
MLB	CENTER APRON	APRON	4998	48,745	71	Satisfactory
MLB	NORTH GA APRON	APRON	4105	95,800	66	Fair
MLB	NORTH GA APRON	APRON	4110	124,328	59	Fair
MLB	NORTH GA APRON	APRON	4115	162,260	95	Good
MLB	NORTH GA APRON	APRON	4120	96,139	60	Fair
MLB	NORTH GA APRON	APRON	4130	41,505	80	Satisfactory
MLB	NORTH GA APRON	APRON	4132	52,865	100	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	NORTH GA APRON	APRON	4135	22,070	85	Satisfactory
MLB	NORTH GA APRON	APRON	4140	23,711	93	Good
MLB	NORTH GA APRON	APRON	4145	6,550	83	Satisfactory
MLB	NORTH GA APRON	APRON	4150	85,092	100	Good
MLB	NORTH GA APRON	APRON	4155	26,516	100	Good
MLB	TERMINAL APRON	APRON	4205	290,074	78	Satisfactory
MLB	TERMINAL APRON	APRON	4210	344,919	80	Satisfactory
MLB	WEST APRON	APRON	4305	34,060	91	Good
MLB	WEST APRON	APRON	4310	47,311	90	Good
MLB	WEST APRON	APRON	4312	8,547	12	Serious
MLB	WEST APRON	APRON	4315	57,374	65	Fair
MLB	WEST APRON	APRON	4320	75,950	55	Poor

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
MLB	AP CENTER	4510	86	85	84	83	83	82	81	80	80	79	78
MLB	AP CENTER	4515	64	62	61	61	60	60	60	60	60	60	60
MLB	AP CENTER	4520	88	86	85	83	81	80	78	77	75	74	72
MLB	AP CENTER	4998	71	69	68	66	65	63	61	60	58	56	54
MLB	AP E	4404	81	79	78	76	74	73	71	70	68	67	65
MLB	AP E	4406	37	33	30	27	26	23	21	19	16	14	12
MLB	AP E	4407	78	76	75	73	71	70	68	67	65	64	62
MLB	AP E	4415	90	87	84	81	79	76	73	71	68	66	65
MLB	AP E	4420	90	88	87	85	83	82	80	79	77	76	74
MLB	AP E	4425	100	98	96	94	92	91	90	89	88	87	86
MLB	AP N GA	4105	66	64	63	61	59	58	56	55	53	52	50
MLB	AP N GA	4110	59	57	56	54	52	51	49	48	46	45	43
MLB	AP N GA	4115	95	93	92	90	89	88	87	86	86	85	84
MLB	AP N GA	4120	60	58	57	55	53	52	50	49	47	46	44
MLB	AP N GA	4130	80	78	77	75	73	72	70	69	67	66	64
MLB	AP N GA	4132	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4135	85	82	79	77	74	71	69	67	65	64	62
MLB	AP N GA	4140	93	91	90	88	86	85	83	82	80	79	77
MLB	AP N GA	4145	83	80	77	75	72	70	68	66	64	63	62
MLB	AP N GA	4150	100	95	93	92	90	88	87	85	84	82	81
MLB	AP N GA	4155	100	95	93	92	90	88	87	85	84	82	81
MLB	AP SW	4710	78	76	75	73	71	70	68	67	65	64	62
MLB	AP SW	4720	75	73	72	70	68	67	65	64	62	61	59
MLB	AP SW	4730	94	92	91	89	87	86	84	83	81	80	78
MLB	AP TERM	4205	78	77	76	74	73	72	70	69	67	66	64
MLB	AP TERM	4210	80	77	75	72	70	67	65	64	63	62	61
MLB	AP W	4305	91	88	85	82	80	77	74	72	69	67	65
MLB	AP W	4310	90	87	84	81	79	76	73	71	68	66	65
MLB	AP W	4312	12	10	9	7	5	4	2	0	0	0	0
MLB	AP W	4315	65	63	62	61	61	60	60	60	60	60	60
MLB	AP W	4320	55	53	52	50	48	47	45	44	42	41	39
MLB	AP W	4325	0	0	0	0	0	0	0	0	0	0	0
MLB	AP W	4330	6	4	2	1	0	0	0	0	0	0	0
MLB	RW 5-23	6305	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 5-23	6310	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 5-23	6315	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9L-27R	6203	100	96	92	89	86	84	82	80	79	77	76

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	RW 9L-27R	6204	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6205	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6210	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6215	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9L-27R	6220	100	96	92	89	86	84	82	80	79	77	76
MLB	RW 9R-27L	6105	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6110	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6115	100	98	96	92	89	86	84	82	80	79	77
MLB	RW 9R-27L	6120	100	98	96	92	89	86	84	82	80	79	77
MLB	TW A	105	76	74	72	70	68	67	65	64	63	62	60
MLB	TW A	107	100	97	94	91	89	86	84	81	79	77	75
MLB	TW A	120	69	67	66	64	63	62	61	60	59	58	57
MLB	TW A	130	82	80	77	75	73	71	70	68	66	65	64
MLB	TW A	132	87	84	82	80	78	75	73	72	70	68	67
MLB	TW A	133	100	97	94	91	89	86	84	81	79	77	75
MLB	TW B	1105	100	94	91	89	86	84	81	79	77	75	73
MLB	TW C	305	82	80	77	75	73	71	70	68	66	65	64
MLB	TW C	306	70	68	67	65	64	62	61	60	59	58	57
MLB	TW C	307	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	308	100	97	95	93	91	89	87	86	84	82	81
MLB	TW C	315	74	72	70	68	67	65	64	63	62	60	59
MLB	TW C	320	86	83	81	79	77	75	73	71	69	68	66
MLB	TW C	325	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	327	100	97	94	91	89	86	84	81	79	77	75
MLB	TW C	330	65	64	63	62	62	61	60	59	59	58	57
MLB	TW C	337	100	95	93	91	89	87	86	84	82	81	79
MLB	TW C	340	78	76	75	74	72	71	70	69	68	67	66
MLB	TW C	350	76	74	73	72	71	70	69	68	67	66	65
MLB	TW CONN AP	2110	84	82	81	79	78	76	75	74	72	71	70
MLB	TW D	405	70	68	67	65	64	62	61	60	59	58	57
MLB	TW D	408	82	80	77	75	73	71	70	68	66	65	64
MLB	TW D	410	59	58	57	56	55	54	53	52	51	50	48
MLB	TW D	412	61	60	59	58	58	57	56	55	54	53	52
MLB	TW D	415	80	78	77	75	74	73	72	71	70	69	68
MLB	TW D	416	74	73	71	70	69	68	67	66	66	65	64
MLB	TW D	450	92	89	87	84	82	80	77	75	73	71	70
MLB	TW D	455	88	85	83	81	78	76	74	72	71	69	67
MLB	TW F	810	89	87	85	83	82	80	79	77	76	75	73

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW G	605	91	89	87	85	84	82	80	79	77	76	75
MLB	TW H	805	60	59	58	57	56	56	55	54	54	53	53
MLB	TW K	1110	82	80	77	75	73	71	70	68	66	65	64
MLB	TW K	1115	75	73	71	69	68	66	65	63	62	61	60
MLB	TW K	1116	71	69	67	66	65	63	62	61	60	59	58
MLB	TW K	1117	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1125	77	75	73	71	69	68	66	65	63	62	61
MLB	TW K	1127	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1128	100	91	89	87	86	84	82	81	79	78	76
MLB	TW K	1130	80	78	76	74	72	70	68	67	65	64	63
MLB	TW K	1132	89	87	85	83	82	80	79	77	76	75	73
MLB	TW K	1135	75	73	71	69	68	66	65	63	62	61	60
MLB	TW K	1137	100	97	94	91	89	86	84	81	79	77	75
MLB	TW K	1140	90	88	86	84	83	81	79	78	77	75	74
MLB	TW K1	1740	100	91	89	87	86	84	82	81	79	78	76
MLB	TW L	1204	100	97	94	91	89	86	84	81	79	77	75
MLB	TW L	1210	69	67	66	64	63	62	61	60	59	58	57
MLB	TW M	1303	100	95	93	91	89	87	86	84	82	81	79
MLB	TW M	1305	74	72	70	68	67	65	64	63	62	60	59
MLB	TW M	1315	71	70	69	68	67	66	65	64	63	63	62
MLB	TW M	1320	71	69	67	66	65	63	62	61	60	59	58
MLB	TW M	1325	77	75	73	71	69	68	66	65	63	62	61
MLB	TW N	1404	100	97	94	91	89	86	84	81	79	77	75
MLB	TW N	1405	88	85	83	81	78	76	74	72	71	69	67
MLB	TW Q	1705	73	71	69	68	66	65	63	62	61	60	59
MLB	TW Q	1710	79	77	75	73	71	69	68	66	65	63	62
MLB	TW Q	1720	84	82	79	77	75	73	71	69	68	66	65
MLB	TW Q	1722	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1723	100	97	94	91	89	86	84	81	79	77	75
MLB	TW Q	1725	77	75	74	73	72	71	69	68	68	67	66
MLB	TW Q	1727	100	95	93	91	89	87	86	84	82	81	79
MLB	TW Q	1732	61	60	59	58	57	56	56	55	54	54	53
MLB	TW Q	1735	86	83	81	79	77	75	73	71	69	68	66
MLB	TW R	1805	81	79	77	74	73	71	69	67	66	64	63
MLB	TW R	1807	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1810	82	80	77	75	73	71	70	68	66	65	64
MLB	TW R	1815	100	97	94	91	89	86	84	81	79	77	75
MLB	TW R	1820	82	80	77	75	73	71	70	68	66	65	64

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MLB	TW S	510	45	43	42	40	38	36	33	30	27	24	20
MLB	TW S	515	84	82	81	79	78	76	75	74	72	71	70
MLB	TW S1	520	74	73	71	70	69	68	67	66	66	65	64
MLB	TW S1	525	94	92	90	88	86	84	83	81	80	78	77
MLB	TW T	2005	80	78	76	74	72	70	68	67	65	64	63
MLB	TW T	2015	79	77	76	75	73	72	71	70	69	68	67
MLB	TW T	2017	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1602	100	97	94	91	89	86	84	81	79	77	75
MLB	TW V	1605	77	75	73	71	69	68	66	65	63	62	61
MLB	TW V	1610	94	92	90	88	86	84	83	81	80	78	77
MLB	TW V	2205	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V	2210	94	91	89	86	84	81	79	77	75	73	71
MLB	TW V1	710	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V2	720	86	84	82	81	79	78	76	75	74	72	71

Pavement Database: FDOT

Network: ORLANDO-MELBO **Branch:** AP CENTER CENTER APRON **Section:** 4510 **Surface:**PCC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 230.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 23048.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP CENTER CENTER APRON **Section:** 4515 **Surface:**APC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 290.00 (Ft) **Width:** 10.00 (Ft) **True Area:** 2842.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1942	NC-PC	New Construction - PCC	0.00	0.00	☑	
1/1/1942	NU-IN	New Construction - Initial	0.00	6.00	☑	6" CONCRETE ESTIMATE 1942

Network: ORLANDO-MELBO **Branch:** AP CENTER CENTER APRON **Section:** 4520 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 559.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 55946.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP CENTER CENTER APRON **Section:** 4998 **Surface:**PCC
L.C.D. 1/1/1995 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 48745.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1995	IMPORTED	BUILT	0.00	14.00	☑	1995 14" P501 ON 9" LIMEROCK

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4404 **Surface:**AC
L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 380.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 76125.00002 (SqFt

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

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4406 **Surface:**APC
L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 380.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 12949.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	OVERLAY	0.00	1.00	☑	1998 1" P401
1/1/1942	IMPORTED	BUILT	0.00	6.00	☑	1942 6" P501

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4407 **Surface:**AC

L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 69765.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	2004 4" AC/12" P-211
1/1/1996	OL-AS	Overlay - AC Structural	0.00	1.00	☑	1996 1" P401
1/1/1947	NU-IN	New Construction - Initial	0.00	6.00	☑	1947 6" P501

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4415 **Surface:**APC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 380.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 14188.00000 (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	☑	2014: TRANSITIONAL ML&OL 2" P
1/1/1998	IMPORTED	OVERLAY	0.00	1.00	☑	1998 1" P401
1/1/1942	IMPORTED	BUILT	0.00	6.00	☑	1942 6" P501

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4420 **Surface:**AC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 800.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 129420.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	4.00	☑	2014: 4" P-401, 12" P-211, 8" WORK

Network: ORLANDO-MELBO **Branch:** AP E EAST APRON **Section:** 4425 **Surface:**PCC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 650.00 (Ft) **Width:** 550.00 (Ft) **True Area:** 253400.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	14.00	☑	2014: 14" P-501, 8" P-211, COMPAC

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4105 **Surface:**AC

L.C.D. 1/1/1986 **Use:** APRON **Rank:** P **Length:** 479.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 95800.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1986	IMPORTED	BUILT	0.00	1.00	☑	1986: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4110 **Surface:**AC

L.C.D. 1/1/1982 **Use:** APRON **Rank:** P **Length:** 480.00 (Ft) **Width:** 270.00 (Ft) **True Area:** 124328.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1982	IMPORTED	BUILT	0.00	1.00	☑	1982: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4115 **Surface:**PCC

L.C.D. 1/1/2003 **Use:** APRON **Rank:** P **Length:** 760.00 (Ft) **Width:** 214.00 (Ft) **True Area:** 162260.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	14" PCC/EXISTING

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4120 **Surface:**AC

L.C.D. 1/1/2003 **Use:** APRON **Rank:** P **Length:** 950.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 96139.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/16" P-211

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4130 **Surface:**AC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 170.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 41505.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/16" P-211

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4132 **Surface:**AC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 530.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 52865.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/16" P-211

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4135 **Surface:**APC

L.C.D. 1/1/2010 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 22070.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
12/25/2004	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4140 **Surface:**AC

L.C.D. 1/1/2010 **Use:** APRON **Rank:** P **Length:** 185.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 23711.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4145 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6550.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4150 **Surface:**AC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 85092.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** AP N GA NORTH GA APR **Section:** 4155 **Surface:**AC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 195.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 26516.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** AP SW APRON SOUTH **Section:** 4710 **Surface:**AC

L.C.D. 1/1/2008 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 420.00 (Ft) **True Area:** 216728.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP SW APRON SOUTH **Section:** 4720 **Surface:**AC

L.C.D. 1/1/2008 **Use:** APRON **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 146718.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** AP SW APRON SOUTH **Section:** 4730 **Surface:**AC

L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 101878.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	2.00	☑	2013: 2" P-401, 6" P-211, 8" WORK

Network: ORLANDO-MELBO **Branch:** AP TERM TERMINAL APR **Section:** 4205 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 580.00 (Ft) **Width:** 500.00 (Ft) **True Area:** 290074.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	14.00	☑	1989: 14" P-501

Network: ORLANDO-MELBO **Branch:** AP TERM TERMINAL APR **Section:** 4210 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 1,700.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 344919.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1989	IMPORTED	BUILT	0.00	4.00	☑	1989: 4" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4305 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 170.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 34060.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211
1/1/1979	IMPORTED	OVERLAY	0.00	0.00	☑	THIS PAVEMENT HAS AN EMULSION SEAL

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4310 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 235.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 47311.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1965 AC PAVEMENT

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4312 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 260.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 8547.000002 (SqFt

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

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4315 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 325.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 57374.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1965 AC PAVEMENT
1/1/1965	IMPORTED	OVERLAY	0.00	0.00	☑	THIS FEATURE HAS AN EMULSION SEAL

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4320 **Surface:**AC

L.C.D. 1/1/1979 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 75950.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4325 **Surface:**PCC

L.C.D. 1/1/1942 **Use:** APRON **Rank:** P **Length:** 251.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 45350.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	6.00	☑	6" CONCRETE - ESTIMATE 1942 CONSTRUCTION

Network: ORLANDO-MELBO **Branch:** AP W WEST APRON **Section:** 4330 **Surface:**PCC

L.C.D. 1/1/1942 **Use:** APRON **Rank:** P **Length:** 280.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 52136.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	6.00	☑	6" CONCRETE PAVEMENT - ESTIMATE 1942 CONSTRUCTION

Network: ORLANDO-MELBO **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6305 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 2,800.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 211297.0000 (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	☑	
1/1/1992	IMPORTED	BUILT	0.00	2.00	☑	1992: 2" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6310 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 6900.000002 (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	☑	
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	1992: 0" - 11" P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN - 3" AVG P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6315 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 92.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 6900.000002 (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	☑	
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	1992: 0" - 6" P-401 OVERLAY
1/1/1989	IMPORTED	BUILT	0.00	3.00	☑	1989: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6203 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8750.000002 (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	☑	
1/1/2011	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6204 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17500.00000 (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	☑	
1/1/2011	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 5,642.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 282550.0000 (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	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 5,651.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 565100.0001 (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	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6215 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8750.000002 (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	☑	
1/1/2011	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1985	IMPORTED	BUILT	0.00	1.00	☑	1985: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6220 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17500.00000 (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	☑	
1/1/2011	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 9,300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 950000.0002 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" P401 OVERLAY
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	EXISTING 2" AC ON 4" BITUMONOUS BASE COURSE
1/1/1998	IMPORTED	OVERLAY	0.00	1.50	☑	ON 1.5" AC ON 9" SOIL CEMENT BASE COURSE
1/1/1983	IMPORTED	BUILT	0.00	2.25	☑	1983 2.25" P401 OVERLAY

Network: ORLANDO-MELBO **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 19,000.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 475000.0001 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" P401 OVERLAY ON
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	EXISTING 2"P401 ON 4" P201
1/1/1998	IMPORTED	OVERLAY	0.00	1.50	☑	ON 1.5" P401 ON 9" P301
1/1/1983	IMPORTED	BUILT	0.00	2.25	☑	1983 2.25" P401 OVERLAY ON

Network: ORLANDO-MELBO **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6115 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 430.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 68068.00002 (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	☑	
1/1/2001	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6120 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 1,361.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 34034.00001 (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	☑	
1/1/2001	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 33560.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	5.00	☑	EXISTING: 5" P401 ON 9" SOIL-CEMENT BASE

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 107 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 34.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 4933.000001 (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	☑	
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	5.00	☑	EXISTING: 5" P401 ON 9" SOIL-CEMENT BASE

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 9,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 691660.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 36222.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1989	IMPORTED	BUILT	0.00	3.00	☑	1989: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 132 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 52331.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	ESTIMATE 1991 CONSTR. AND ASSUME: 3" P-401 ON 12" P-211
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	THIS PAVEMENT HAS AN EMULSION SEAL

Network: ORLANDO-MELBO **Branch:** TW A TAXIWAY A **Section:** 133 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 5988.000001 (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	☑	
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	ESTIMATE 1991 CONSTR. AND ASSUME: 3" P-401 ON 12" P-211
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	THIS PAVEMENT HAS AN EMULSION SEAL

Network: ORLANDO-MELBO **Branch:** TW B TAXIWAY B **Section:** 1105 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 101687.0000 (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	☑	
1/1/2006	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 34006.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2.5" AC
1/1/1987	IMPORTED	BUILT	0.00	1.50	☑	1987: 1.5" P-401 AND 8" MIN. - 10" AVG. P-211 PLACED
1/1/1987	IMPORTED	OVERLAY	0.00	0.00	☑	ON EXISTING BASE COURSE

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 306 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 12368.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	PA-AC	Patching - AC	0.00	0.00	☐	
1/1/2007	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2.5" AC
1/1/1987	IMPORTED	BUILT	0.00	1.50	☑	1987: 1.5" P-401 AND 8" MIN. - 10" AVG. P-211 PLACED
1/1/1987	IMPORTED	OVERLAY	0.00	0.00	☑	ON EXISTING BASE COURSE

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 307 **Surface:**AC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 3692.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 308 **Surface:**AC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9892.000003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 315 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,550.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 58917.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2.5" AC
1/1/1987	IMPORTED	BUILT	0.00	1.50	☑	1987: 1.5" P-401 ON 8" MIN. - 10" AVG. P-211 PLACED ON
1/1/1987	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING BASE COURSE

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 33067.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 325 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 8038.000002 (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	☑	
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 327 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 25.00 (Ft) **Width:** 170.00 (Ft) **True Area:** 3899.000001 (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	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1991 AC PAVEMENT

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 330 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,350.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 104250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1991 AC PAVEMENT

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 337 **Surface:**AC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18730.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	2" AC/8" P-211/EXISTING BASE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991: P-401 FEATHERED OVERLAY
1/1/1985	IMPORTED	BUILT	0.00	1.00	☑	1985: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 340 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4919.000001 (SqFt

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

Network: ORLANDO-MELBO **Branch:** TW C TAXIWAY C **Section:** 350 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 1,075.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 71723.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/16" P-211

Network: ORLANDO-MELBO **Branch:** TW CONN A CONNECTOR TA **Section:** 2110 **Surface:**AC

L.C.D. 1/1/1989 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 8354.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORTED	BUILT	0.00	1.50	☑	1989: 1.5" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8073.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1992	IMPORTED	BUILT	0.00	2.00	☑	1992: 2" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 408 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7930.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1979	NU-IN	New Construction - Initial	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AC

L.C.D. 1/1/1979 **Use:** TAXIWAY **Rank:** P **Length:** 2,600.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 103254.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 412 **Surface:**AC

L.C.D. 1/1/1979 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4498.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18312.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	2" AC/8" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 416 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8423.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	2" AC/8" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 450 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23692.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW D TAXIWAY D **Section:** 455 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 32702.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1965 AC PAVEMENT

Network: ORLANDO-MELBO **Branch:** TW F TAXIWAY F **Section:** 810 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 2,225.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 62514.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	2.00	☑	2013: 2" P-401, 8" P-211, 8" WORK

Network: ORLANDO-MELBO **Branch:** TW G TAXIWAY G **Section:** 605 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 40977.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 485.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18700.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
12/25/1951	NU-IN	New Construction - Initial	0.00	0.00	☑	EST. CONST. OF ABANDON RW

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1110 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5207.000001 (SqFt

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

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1115 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 3,510.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 144746.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1983	IMPORTED	BUILT	0.00	1.00	☑	1983: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1116 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 6760.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1983	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1117 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 (Ft) **Width:** 10.00 (Ft) **True Area:** 23309.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1125 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 2,337.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 94162.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1985	IMPORTED	BUILT	0.00	1.00	☑	1985: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1127 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 2,230.00 (Ft) **Width:** 10.00 (Ft) **True Area:** 28738.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1128 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 470.00 (Ft) **Width:** 12.00 (Ft) **True Area:** 4887.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1130 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 1,900.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 76184.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	1.00	☑	1986: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1132 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 1,700.00 (Ft) **Width:** 12.00 (Ft) **True Area:** 20621.00000 (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	☑	

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1135 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 1,900.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 78460.00002 (SqFt

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

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1137 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 4907.000001 (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	☑	
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1983	IMPORTED	BUILT	0.00	1.00	☑	1983: 1" P-401 AND 6" MIN. - 8" AVG. P-211 PLACED ON
1/1/1983	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING BASE COURSE

Network: ORLANDO-MELBO **Branch:** TW K TAXIWAY K **Section:** 1140 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 2,300.00 (Ft) **Width:** 10.00 (Ft) **True Area:** 22923.00000 (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	☑	2014: 3" P-401, 8" P-211, 8" WORK

Network: ORLANDO-MELBO **Branch:** TW K1 TAXIWAY K1 **Section:** 1740 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 154.00 (Ft) **Width:** 77.00 (Ft) **True Area:** 21686.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC			☑	

Network: ORLANDO-MELBO **Branch:** TW L TAXIWAY L **Section:** 1204 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 10911.00000 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 FEATHERED AC SURFACE ON 2" MILLED FOR BUTT JOINT
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	1975: 4" P-401ON 10" P-211

Network: ORLANDO-MELBO **Branch:** TW L TAXIWAY L **Section:** 1210 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 33859.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1975	IMPORTED	BUILT	0.00	4.00	☑	1975: 4" P-401 ON 10" P-211

Network: ORLANDO-MELBO **Branch:** TW M TAXIWAY M **Section:** 1303 **Surface:**AC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 23381.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	3.00	☑	1991: 3" P-401 OVERLAY
1/1/1983	IMPORTED	BUILT	0.00	1.00	☑	1983: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW M TAXIWAY M **Section:** 1305 **Surface:**AAC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 3968.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	3.00	☑	1991: 3" P-401 OVERLAY
1/1/1983	IMPORTED	BUILT	0.00	1.00	☑	1983: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW M TAXIWAY M **Section:** 1315 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 660.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 50873.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW M TAXIWAY M **Section:** 1320 **Surface:**AAC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 5526.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	OL-AS	Overlay - AC Structural	0.00	6.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW M TAXIWAY M **Section:** 1325 **Surface:**AAC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 5526.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	OL-AS	Overlay - AC Structural	0.00	6.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW N TAXIWAY N **Section:** 1404 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 11055.00000 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" AC PAVEMENT FEATHERED TO MATCH R/W AND
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	1986 3" P401 ON 12" P211

Network: ORLANDO-MELBO **Branch:** TW N TAXIWAY N **Section:** 1405 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 33774.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	1986: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1705 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 91926.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1987	IMPORTED	BUILT	0.00	3.00	☑	1987: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1710 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 12104.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1987	IMPORTED	BUILT	0.00	3.00	☑	1987: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1720 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 540.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 41653.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/2004	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978: 2" P-401 OVERLAY
1/1/1978	IMPORTED	OVERLAY	0.00	6.50	☑	EXISTING 6.5" AC ON 10" LIME ROCK

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1722 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 20462.00000 (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	☑	
1/1/2004	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978 2" P401 OVERLAY ON

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1723 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 5968.000001 (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	☑	
1/1/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" AC/12" P-211/EXISTING BASE
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1725 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 78549.00002 (SqFt

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

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1727 **Surface:**AC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 27505.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" AC/12" P-211/EXISTING BASE
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1732 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4295.000001 (SqFt

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

Network: ORLANDO-MELBO **Branch:** TW Q TAXIWAY Q **Section:** 1735 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 228.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9173.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1982	IMPORTED	BUILT	0.00	1.00	☑	1982: 1" P-401 ON 8" P-211

Network: ORLANDO-MELBO **Branch:** TW R TAXIWAY R **Section:** 1805 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 56463.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN - 3" AVG. P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	6.50	☑	EXISTING 6.5" AC ON 10" LIME ROCK
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978: 2" P-401 OVERLAY

Network: ORLANDO-MELBO **Branch:** TW R TAXIWAY R **Section:** 1807 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18996.00000 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 TAPERED AC ON 2" MILLED AC SURFACE
1/1/1981	IMPORTED	OVERLAY	0.00	3.00	☑	1981 3" P401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P401 ON 12" P211

Network: ORLANDO-MELBO **Branch:** TW R TAXIWAY R **Section:** 1810 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 57323.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW R TAXIWAY R **Section:** 1815 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 4676.000001 (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	☑	
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW R TAXIWAY R **Section:** 1820 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 49954.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	6.50	☑	EXISTING 6.5" P-401 ON 10" P-211
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978: 2" P-401 OVERLAY

Network: ORLANDO-MELBO **Branch:** TW S1 TAXIWAY S1 **Section:** 520 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 375.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 14644.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW S1 TAXIWAY S1 **Section:** 525 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 525.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 19360.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	3.00	☑	2014: 3" P-401, 8" P-211

Network: ORLANDO-MELBO **Branch:** TW S TAXIWAY S **Section:** 510 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 1,900.00 (Ft) **Width:** 36.00 (Ft) **True Area:** 68429.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1983	ML-OV	MILL and OVERLAY	0.00	0.00	☑	EST. OVERLAY
12/25/1951	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW S TAXIWAY S **Section:** 515 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 520.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18556.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	RECON AC	Reconstruct with AC	0.00	0.00	☑	
12/25/1951	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW T TAXIWAY T **Section:** 2005 **Surface:**AAC

L.C.D. 1/1/1986 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 47619.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1986	IMPORTED	BUILT	0.00	2.00	☑	1986: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1986	IMPORTED	OVERLAY	0.00	7.00	☑	EXISTING 7" AC ON 12" LIMEROCK

Network: ORLANDO-MELBO **Branch:** TW T TAXIWAY T **Section:** 2015 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 540.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 48962.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/12" P-211/6" P-152/20" SUBG

Network: ORLANDO-MELBO **Branch:** TW T TAXIWAY T **Section:** 2017 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 170.00 (Ft) **True Area:** 5769.000001 (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	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/12" P-211/6" P-152/20" SUBG

Network: ORLANDO-MELBO **Branch:** TW V TAXIWAY V **Section:** 1602 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 13947.00000 (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	☑	
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1.5-2" AC
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 TAPERED AC PAVEMENT ON 2" MILLED AC SURFACE
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P401 ON 12" P211

Network: ORLANDO-MELBO **Branch:** TW V TAXIWAY V **Section:** 1605 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 611.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 57621.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 OVERLAY ON 12" P-211

Network: ORLANDO-MELBO **Branch:** TW V TAXIWAY V **Section:** 1610 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 1,300.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 36715.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00	☑	2013: 2" P-401, 8" P-211, 8" WORK

Network: ORLANDO-MELBO **Branch:** TW V1 TAXIWAY V1 **Section:** 710 **Surface:**AC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 225.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11452.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW V TAXIWAY V **Section:** 2205 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 14782.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: ORLANDO-MELBO **Branch:** TW V TAXIWAY V **Section:** 2210 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13665.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1979	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO-MELBO **Branch:** TW V2 TAXIWAY V2 **Section:** 720 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 8446.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	2.00	☑	2013: 2" P-401, 8" P-211, 8" WORK

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	74	6,260,397.00	2.41	2.41
Complete Reconstruction - AC	8	351,839.00	0.50	1.32
MILL and OVERLAY	77	5,619,561.00	0.00	0.00
New Construction - AC	10	298,182.00	0.00	0.00
New Construction - Initial	46	2,241,148.00	0.93	2.44
New Construction - PCC	1	2,842.00	0.00	0.00
OVERLAY	45	6,811,525.00	1.97	1.90
Overlay - AC Structural	17	1,813,493.00	0.76	1.93
Patching - AC	1	12,368.00	0.00	0.00
Reconstruct with AC	1	18,556.00	0.00	0.00
Surface Reconstruction - AC	5	79,552.00	0.00	0.00

Branch Condition Report

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	4	1,329.00	102.50	130,581.00	APRON	77.25	10.08	80.78
AP E	6	3,190.00	241.67	555,847.00	APRON	79.33	20.21	90.59
AP N GA	11	4,649.00	147.18	736,836.00	APRON	83.73	15.11	80.39
AP SW	3	3,200.00	201.67	465,324.00	APRON	82.33	8.34	80.56
AP TERM	2	2,280.00	350.00	634,993.00	APRON	79.00	1.00	79.09
AP W	7	1,921.00	183.14	320,728.00	APRON	45.57	36.40	48.89
RW 5-23	3	2,967.00	65.00	225,097.00	RUNWAY	100.00	0.00	100.00
RW 9L-27R	6	12,343.00	62.50	900,150.00	RUNWAY	100.00	0.00	100.00
RW 9R-27L	4	30,091.00	62.50	1,527,102.00	RUNWAY	100.00	0.00	100.00
TW A	6	10,484.00	104.17	824,694.00	TAXIWAY	85.67	11.53	71.41
TW B	1	1,000.00	100.00	101,687.00	TAXIWAY	100.00	0.00	100.00
TW C	12	6,310.00	81.67	363,501.00	TAXIWAY	85.92	12.91	76.74
TW CONN	1	100.00	80.00	8,354.00	TAXIWAY	84.00	0.00	84.00
TW D	8	4,295.00	46.25	206,884.00	TAXIWAY	75.75	11.21	71.19
TW F	1	2,225.00	25.00	62,514.00	TAXIWAY	89.00	0.00	89.00
TW G	1	700.00	50.00	40,977.00	TAXIWAY	91.00	0.00	91.00
TW H	1	485.00	40.00	18,700.00	TAXIWAY	60.00	0.00	60.00
TW K	12	17,982.00	33.67	510,904.00	TAXIWAY	86.58	10.82	80.40
TW K1	1	154.00	77.00	21,686.00	TAXIWAY	100.00	0.00	100.00
TW L	2	495.00	90.00	44,770.00	TAXIWAY	84.50	15.50	76.56
TW M	5	1,470.00	53.00	89,274.00	TAXIWAY	78.60	10.93	79.10
TW N	2	490.00	90.00	44,829.00	TAXIWAY	94.00	6.00	90.96
TW Q	9	3,813.00	83.89	291,635.00	TAXIWAY	84.44	12.89	81.12
TW R	5	3,485.00	66.00	187,412.00	TAXIWAY	89.00	8.99	83.97
TW S	2	2,420.00	38.00	86,985.00	TAXIWAY	64.50	19.50	53.32
TW S1	2	900.00	36.50	34,004.00	TAXIWAY	84.00	10.00	85.39
TW T	3	1,175.00	115.00	102,350.00	TAXIWAY	86.33	9.67	80.65
TW V	5	2,676.00	61.00	136,730.00	TAXIWAY	91.80	7.76	87.45
TW V1	1	225.00	40.00	11,452.00	TAXIWAY	86.00	0.00	86.00
TW V2	1	250.00	30.00	8,446.00	TAXIWAY	86.00	0.00	86.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	33	2,844,309.00	73.64	25.83	78.58
RUNWAY	13	2,652,349.00	100.00	0.00	100.00
TAXIWAY	81	3,197,788.00	84.64	12.75	78.01
ALL	127	8,694,446.00	83.35	18.20	84.91

Pavement Database: FDOT *NetworkId: MLB*

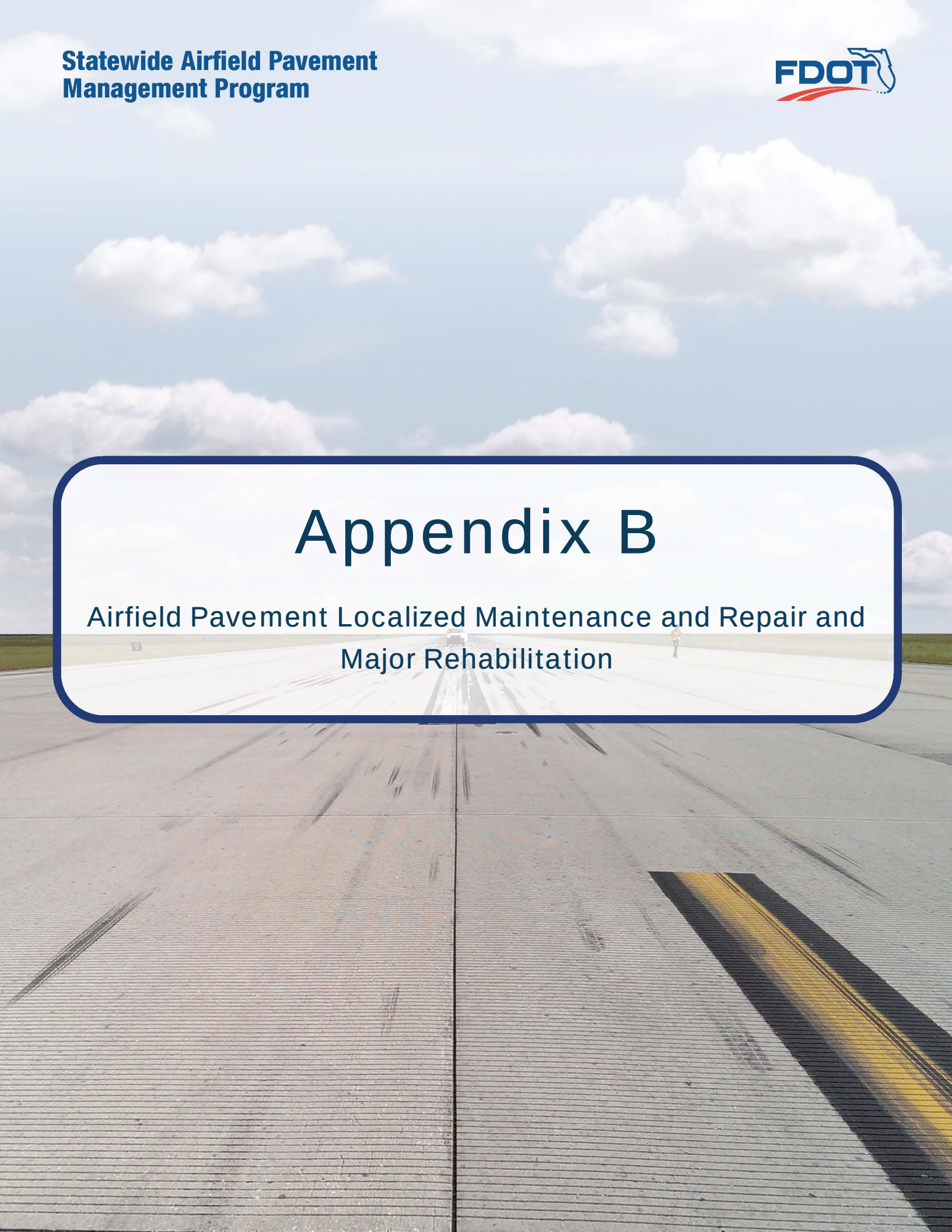
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4510	1/1/2009	PCC	APRON	P	0	23,048.00	3/6/2019	10	86
AP CENTER	4515	1/1/2009	APC	APRON	P	0	2,842.00	3/6/2019	10	64
AP CENTER	4520	1/1/2009	AC	APRON	P	0	55,946.00	3/6/2019	10	88
AP CENTER	4998	1/1/1995	PCC	APRON	P	0	48,745.00	3/6/2019	24	71
AP E	4404	1/1/2004	AC	APRON	P	0	76,125.00	3/6/2019	15	81
AP E	4406	1/1/1998	APC	APRON	P	0	12,949.00	3/6/2019	21	37
AP E	4407	1/1/2004	AC	APRON	P	0	69,765.00	3/6/2019	15	78
AP E	4415	1/1/2014	APC	APRON	P	0	14,188.00	3/6/2019	5	90
AP E	4420	1/1/2014	AC	APRON	P	0	129,420.00	3/6/2019	5	90
AP E	4425	1/1/2014	PCC	APRON	P	0	253,400.00	3/6/2019	5	100
AP N GA	4105	1/1/1986	AC	APRON	P	0	95,800.00	3/6/2019	33	66
AP N GA	4110	1/1/1982	AC	APRON	P	0	124,328.00	3/6/2019	37	59
AP N GA	4115	1/1/2003	PCC	APRON	P	0	162,260.00	3/6/2019	16	95
AP N GA	4120	1/1/2003	AC	APRON	P	0	96,139.00	3/6/2019	16	60
AP N GA	4130	1/1/2006	AC	APRON	P	0	41,505.00	3/6/2019	13	80
AP N GA	4132	1/1/2017	AC	APRON	P	0	52,865.00	1/1/2017	0	100
AP N GA	4135	1/1/2010	APC	APRON	P	0	22,070.00	3/6/2019	9	85
AP N GA	4140	1/1/2010	AC	APRON	P	0	23,711.00	3/6/2019	9	93
AP N GA	4145	1/1/2013	AAC	APRON	P	0	6,550.00	3/6/2019	6	83
AP N GA	4150	1/1/2017	AC	APRON	P	0	85,092.00	1/1/2017	0	100
AP N GA	4155	1/1/2017	AC	APRON	P	0	26,516.00	1/1/2017	0	100
AP SW	4710	1/1/2008	AC	APRON	P	0	216,728.00	3/6/2019	11	78
AP SW	4720	1/1/2008	AC	APRON	P	0	146,718.00	3/6/2019	11	75
AP SW	4730	1/1/2013	AC	APRON	P	0	101,878.00	3/6/2019	6	94
AP TERM	4205	1/1/1989	PCC	APRON	P	0	290,074.00	3/6/2019	30	78
AP TERM	4210	1/1/2009	AAC	APRON	P	0	344,919.00	3/6/2019	10	80
AP W	4305	1/1/2012	AAC	APRON	P	0	34,060.00	3/6/2019	7	91
AP W	4310	1/1/2012	AAC	APRON	P	0	47,311.00	3/6/2019	7	90
AP W	4312	12/25/1994	PCC	APRON	P	0	8,547.00	3/6/2019	25	12
AP W	4315	1/1/2012	AAC	APRON	P	0	57,374.00	3/6/2019	7	65
AP W	4320	1/1/1979	AC	APRON	P	0	75,950.00	3/6/2019	40	55
AP W	4325	1/1/1942	PCC	APRON	P	0	45,350.00	3/6/2019	77	0
AP W	4330	1/1/1942	PCC	APRON	P	0	52,136.00	3/6/2019	77	6
RW 5-23	6305	1/1/2019	AAC	RUNWAY	S	0	211,297.00	1/1/2019	0	100
RW 5-23	6310	1/1/2019	AAC	RUNWAY	S	0	6,900.00	1/1/2019	0	100
RW 5-23	6315	1/1/2019	AAC	RUNWAY	S	0	6,900.00	1/1/2019	0	100
RW 9L-27R	6203	1/1/2018	AAC	RUNWAY	P	0	8,750.00	1/1/2018	0	100
RW 9L-27R	6204	1/1/2018	AAC	RUNWAY	P	0	17,500.00	1/1/2018	0	100
RW 9L-27R	6205	1/1/2018	AAC	RUNWAY	S	0	282,550.00	1/1/2018	0	100
RW 9L-27R	6210	1/1/2018	AAC	RUNWAY	S	0	565,100.00	1/1/2018	0	100
RW 9L-27R	6215	1/1/2018	AAC	RUNWAY	S	0	8,750.00	1/1/2018	0	100
RW 9L-27R	6220	1/1/2018	AAC	RUNWAY	S	0	17,500.00	1/1/2018	0	100
RW 9R-27L	6105	1/1/2019	AAC	RUNWAY	P	0	950,000.00	1/1/2019	0	100
RW 9R-27L	6110	1/1/2019	AAC	RUNWAY	P	0	475,000.00	1/1/2019	0	100
RW 9R-27L	6115	1/1/2019	AAC	RUNWAY	P	0	68,068.00	1/1/2019	0	100
RW 9R-27L	6120	1/1/2019	AAC	RUNWAY	P	0	34,034.00	1/1/2019	0	100
TW A	105	1/1/2009	AAC	TAXIWAY	P	0	33,560.00	3/6/2019	10	76
TW A	107	1/1/2019	AAC	TAXIWAY	P	0	4,933.00	1/1/2019	0	100
TW A	120	1/1/2009	AAC	TAXIWAY	P	0	691,660.00	3/6/2019	10	69
TW A	130	1/1/2009	AAC	TAXIWAY	P	0	36,222.00	3/6/2019	10	82
TW A	132	1/1/2009	AAC	TAXIWAY	P	0	52,331.00	3/6/2019	10	87

TW A	133	1/1/2019	AAC	TAXIWAY	P	0	5,988.00	1/1/2019	0	100
TW B	1105	1/1/2018	AAC	TAXIWAY	P	0	101,687.00	1/1/2018	0	100
TW C	305	1/1/2007	AAC	TAXIWAY	P	0	34,006.00	3/6/2019	12	82
TW C	306	1/1/2007	AAC	TAXIWAY	P	0	12,368.00	3/6/2019	12	70
TW C	307	1/1/2019	AC	TAXIWAY	P	0	3,692.00	1/1/2019	0	100
TW C	308	1/1/2019	AC	TAXIWAY	P	0	9,892.00	1/1/2019	0	100
TW C	315	1/1/2004	AAC	TAXIWAY	P	0	58,917.00	3/6/2019	15	74
TW C	320	1/1/2009	AAC	TAXIWAY	P	0	33,067.00	3/6/2019	10	86
TW C	325	1/1/2019	AAC	TAXIWAY	P	0	8,038.00	1/1/2019	0	100
TW C	327	1/1/2019	AAC	TAXIWAY	P	0	3,899.00	1/1/2019	0	100
TW C	330	1/1/1991	AC	TAXIWAY	P	0	104,250.00	3/6/2019	28	65
TW C	337	1/1/2018	AC	TAXIWAY	P	0	18,730.00	1/1/2018	0	100
TW C	340	1/1/2003	AC	TAXIWAY	P	0	4,919.00	3/6/2019	16	78
TW C	350	1/1/2003	AC	TAXIWAY	P	0	71,723.00	3/6/2019	16	76
TW CONN AP	2110	1/1/1989	AC	TAXIWAY	P	0	8,354.00	3/6/2019	30	84
TW D	405	1/1/2012	AAC	TAXIWAY	P	0	8,073.00	3/6/2019	7	70
TW D	408	1/1/2008	AAC	TAXIWAY	P	0	7,930.00	3/6/2019	11	82
TW D	410	1/1/1979	AC	TAXIWAY	P	0	103,254.00	3/6/2019	40	59
TW D	412	1/1/1979	AC	TAXIWAY	P	0	4,498.00	3/6/2019	40	61
TW D	415	1/1/2001	AC	TAXIWAY	P	0	18,312.00	3/6/2019	18	80
TW D	416	1/1/2001	AC	TAXIWAY	P	0	8,423.00	3/6/2019	18	74
TW D	450	1/1/2012	AAC	TAXIWAY	P	0	23,692.00	3/6/2019	7	92
TW D	455	1/1/2012	AAC	TAXIWAY	P	0	32,702.00	3/6/2019	7	88
TW F	810	1/1/2013	AC	TAXIWAY	P	0	62,514.00	3/6/2019	6	89
TW G	605	1/1/2010	AC	TAXIWAY	P	0	40,977.00	3/6/2019	9	91
TW H	805	1/1/2004	AAC	TAXIWAY	P	0	18,700.00	3/6/2019	15	60
TW K	1110	1/1/2006	AAC	TAXIWAY	P	0	5,207.00	3/6/2019	13	82
TW K	1115	1/1/2006	AAC	TAXIWAY	P	0	144,746.00	3/6/2019	13	75
TW K	1116	1/1/2006	AAC	TAXIWAY	P	0	6,760.00	3/6/2019	13	71
TW K	1117	1/1/2016	AC	TAXIWAY	P	0	23,309.00	1/1/2016	0	100
TW K	1125	1/1/2006	AAC	TAXIWAY	P	0	94,162.00	3/6/2019	13	77
TW K	1127	1/1/2016	AC	TAXIWAY	P	0	28,738.00	1/1/2016	0	100
TW K	1128	1/1/2016	AC	TAXIWAY	P	0	4,887.00	1/1/2016	0	100
TW K	1130	1/1/2006	AAC	TAXIWAY	P	0	76,184.00	3/6/2019	13	80
TW K	1132	1/1/2011	AC	TAXIWAY	P	0	20,621.00	3/6/2019	8	89
TW K	1135	1/1/2006	AAC	TAXIWAY	P	0	78,460.00	3/6/2019	13	75
TW K	1137	1/1/2019	AAC	TAXIWAY	P	0	4,907.00	1/1/2019	0	100
TW K	1140	1/1/2014	AC	TAXIWAY	P	0	22,923.00	3/6/2019	5	90
TW K1	1740	1/1/2016	AC	TAXIWAY	P	0	21,686.00	1/1/2016	0	100
TW L	1204	1/1/2019	AAC	TAXIWAY	P	0	10,911.00	1/1/2019	0	100
TW L	1210	1/1/2009	AAC	TAXIWAY	P	0	33,859.00	3/6/2019	10	69
TW M	1303	1/1/2018	AC	TAXIWAY	P	0	23,381.00	1/1/2018	0	100
TW M	1305	1/1/2003	AAC	TAXIWAY	P	0	3,968.00	3/6/2019	16	74
TW M	1315	1/1/2003	AC	TAXIWAY	P	0	50,873.00	3/6/2019	16	71
TW M	1320	1/1/2003	AAC	TAXIWAY	P	0	5,526.00	3/6/2019	16	71
TW M	1325	1/1/2003	AAC	TAXIWAY	P	0	5,526.00	3/6/2019	16	77
TW N	1404	1/1/2019	AAC	TAXIWAY	P	0	11,055.00	1/1/2019	0	100
TW N	1405	1/1/2009	AAC	TAXIWAY	P	0	33,774.00	3/6/2019	10	88
TW Q	1705	1/1/2007	AAC	TAXIWAY	P	0	91,926.00	3/6/2019	12	73
TW Q	1710	1/1/2007	AAC	TAXIWAY	P	0	12,104.00	3/6/2019	12	79
TW Q	1720	1/1/2009	AAC	TAXIWAY	P	0	41,653.00	3/6/2019	10	84
TW Q	1722	1/1/2019	AAC	TAXIWAY	P	0	20,462.00	1/1/2019	0	100
TW Q	1723	1/1/2019	AAC	TAXIWAY	P	0	5,968.00	1/1/2019	0	100
TW Q	1725	1/1/2004	AC	TAXIWAY	P	0	78,549.00	3/6/2019	15	77

TW Q	1727	1/1/2018	AC	TAXIWAY	P	0	27,505.00	1/1/2018	0	100
TW Q	1732	1/1/2006	AAC	TAXIWAY	P	0	4,295.00	3/6/2019	13	61
TW Q	1735	1/1/2006	AAC	TAXIWAY	P	0	9,173.00	3/6/2019	13	86
TW R	1805	1/1/2009	AAC	TAXIWAY	P	0	56,463.00	3/6/2019	10	81
TW R	1807	1/1/2019	AAC	TAXIWAY	P	0	18,996.00	1/1/2019	0	100
TW R	1810	1/1/2009	AAC	TAXIWAY	P	0	57,323.00	3/6/2019	10	82
TW R	1815	1/1/2019	AAC	TAXIWAY	P	0	4,676.00	1/1/2019	0	100
TW R	1820	1/1/2009	AAC	TAXIWAY	P	0	49,954.00	3/6/2019	10	82
TW S	510	1/1/2006	AAC	TAXIWAY	P	0	68,429.00	3/6/2019	13	45
TW S	515	1/1/2010	AC	TAXIWAY	P	0	18,556.00	3/6/2019	9	84
TW S1	520	1/1/2009	AC	TAXIWAY	P	0	14,644.00	3/6/2019	10	74
TW S1	525	1/1/2014	AC	TAXIWAY	P	0	19,360.00	3/6/2019	5	94
TW T	2005	1/1/1986	AAC	TAXIWAY	P	0	47,619.00	3/6/2019	33	80
TW T	2015	1/1/2001	AC	TAXIWAY	P	0	48,962.00	3/6/2019	18	79
TW T	2017	1/1/2019	AAC	TAXIWAY	P	0	5,769.00	1/1/2019	0	100
TW V	1602	1/1/2019	AAC	TAXIWAY	P	0	13,947.00	1/1/2019	0	100
TW V	1605	1/1/2009	AAC	TAXIWAY	P	0	57,621.00	3/6/2019	10	77
TW V	1610	1/1/2013	AC	TAXIWAY	P	0	36,715.00	3/6/2019	6	94
TW V	2205	1/1/2012	AAC	TAXIWAY	P	0	14,782.00	3/6/2019	7	94
TW V	2210	1/1/2012	AAC	TAXIWAY	P	0	13,665.00	3/6/2019	7	94
TW V1	710	1/1/2008	AC	TAXIWAY	P	0	11,452.00	3/6/2019	11	86
TW V2	720	1/1/2013	AC	TAXIWAY	P	0	8,446.00	3/6/2019	6	86

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		3,199,878.00	39	100.00	0.00	100.00
03-05	5	439,291.00	5	92.80	3.92	95.94
06-10	9	2,192,583.00	35	83.63	8.37	79.12
11-15	13	1,364,209.00	23	75.09	9.05	75.10
16-20	17	476,631.00	11	75.91	8.01	79.09
21-25	23	70,241.00	3	40.00	24.18	57.55
26-30	29	402,678.00	3	75.67	7.93	74.76
31-35	33	143,419.00	2	73.00	7.00	70.65
36-40	39	308,030.00	4	58.50	2.18	58.04
50+	77	97,486.00	2	3.00	3.00	3.21
ALL	11	8,694,446.00	127	83.35	18.20	84.91



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
MLB	AP CENTER	4510	74	JOINT SPALL	Low	2.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	4.9	Ft	$ 4.25	$ 30.00
MLB	AP CENTER	4510	75	CORNER SPALL	Low	2.9	Slabs	5.0%	FDOT - CRACK SEALING - PCC	4.9	Ft	$ 4.25	$ 30.00
MLB	AP CENTER	4515	52	RAVELING	Low	262.96	SqFt	9.3%	FDOT - SURFACE SEAL	262.6	SqFt	$ 0.55	$ 150.00
MLB	AP CENTER	4515	52	RAVELING	Medium	48.01	SqFt	1.7%	FDOT - PATCHING - AC PARTIAL DEPTH	48.4	SqFt	$ 5.50	$ 270.00
MLB	AP CENTER	4520	52	RAVELING	Low	2801.74	SqFt	5.0%	FDOT - SURFACE SEAL	2801.9	SqFt	$ 0.55	$ 1,550.00
MLB	AP CENTER	4998	74	JOINT SPALL	Low	39.47	Slabs	32.4%	FDOT - CRACK SEALING - PCC	64.6	Ft	$ 4.25	$ 280.00
MLB	AP CENTER	4998	74	JOINT SPALL	Medium	14.35	Slabs	11.8%	FDOT - PATCHING - PCC PARTIAL DEPTH	92.6	SqFt	$ 72.00	$ 6,680.00
MLB	AP CENTER	4998	75	CORNER SPALL	Low	7.18	Slabs	5.9%	FDOT - CRACK SEALING - PCC	11.8	Ft	$ 4.25	$ 60.00
MLB	AP E	4406	43	BLOCK CR	Medium	11007.39	SqFt	85.0%	FDOT - CRACK SEALING - AC	3355	Ft	$ 3.00	$ 10,070.00
MLB	AP E	4406	52	RAVELING	Low	3237.25	SqFt	25.0%	FDOT - SURFACE SEAL	3237.8	SqFt	$ 0.55	$ 1,790.00
MLB	AP E	4407	52	RAVELING	Low	930.22	SqFt	1.3%	FDOT - SURFACE SEAL	930	SqFt	$ 0.55	$ 520.00
MLB	AP E	4415	52	RAVELING	Low	285.46	SqFt	2.0%	FDOT - SURFACE SEAL	285.2	SqFt	$ 0.55	$ 160.00
MLB	AP E	4420	52	RAVELING	Low	638.52	SqFt	0.5%	FDOT - SURFACE SEAL	638.3	SqFt	$ 0.55	$ 360.00
MLB	AP E	4425	74	JOINT SPALL	Low	7.91	Slabs	1.3%	FDOT - CRACK SEALING - PCC	13.1	Ft	$ 4.25	$ 60.00
MLB	AP N GA	4105	45	DEPRESSION	Low	127.77	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	177.6	SqFt	$ 12.50	$ 2,220.00
MLB	AP N GA	4105	52	RAVELING	Low	92606.66	SqFt	96.7%	FDOT - SURFACE SEAL	92606.2	SqFt	$ 0.55	$ 50,940.00
MLB	AP N GA	4105	52	RAVELING	Medium	3193.33	SqFt	3.3%	FDOT - PATCHING - AC PARTIAL DEPTH	3193.7	SqFt	$ 5.50	$ 17,570.00
MLB	AP N GA	4110	45	DEPRESSION	Low	314.95	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	390.7	SqFt	$ 12.50	$ 4,880.00
MLB	AP N GA	4110	48	L & T CR	Medium	1657.71	Ft	1.3%	FDOT - CRACK SEALING - AC	1657.8	Ft	$ 3.00	$ 4,980.00
MLB	AP N GA	4110	49	OIL SPILLAGE	N/A	82.88	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	123.8	SqFt	$ 5.50	$ 680.00
MLB	AP N GA	4110	52	RAVELING	Low	124328.01	SqFt	100.0%	FDOT - SURFACE SEAL	124327.5	SqFt	$ 0.55	$ 68,390.00
MLB	AP N GA	4120	48	L & T CR	Medium	305.54	Ft	0.3%	FDOT - CRACK SEALING - AC	305.5	Ft	$ 3.00	$ 920.00
MLB	AP N GA	4120	52	RAVELING	Low	3659.19	SqFt	3.8%	FDOT - SURFACE SEAL	3659.7	SqFt	$ 0.55	$ 2,020.00
MLB	AP N GA	4120	52	RAVELING	Medium	44.67	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	45.2	SqFt	$ 5.50	$ 250.00
MLB	AP N GA	4130	52	RAVELING	Low	70.72	SqFt	0.2%	FDOT - SURFACE SEAL	71	SqFt	$ 0.55	$ 40.00
MLB	AP N GA	4140	57	WEATHERING	Medium	82.45	SqFt	0.4%	FDOT - SURFACE SEAL	82.9	SqFt	$ 0.55	$ 50.00
MLB	AP N GA	4145	52	RAVELING	Low	327.98	SqFt	5.0%	FDOT - SURFACE SEAL	328.3	SqFt	$ 0.55	$ 190.00
MLB	AP SW	4710	45	DEPRESSION	Low	64.91	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	101.2	SqFt	$ 12.50	$ 1,270.00
MLB	AP SW	4710	49	OIL SPILLAGE	N/A	32.4	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	59.2	SqFt	$ 5.50	$ 330.00
MLB	AP SW	4710	52	RAVELING	Low	13818.17	SqFt	6.4%	FDOT - SURFACE SEAL	13818.7	SqFt	$ 0.55	$ 7,610.00
MLB	AP SW	4720	52	RAVELING	Low	5912.83	SqFt	4.0%	FDOT - SURFACE SEAL	5912.6	SqFt	$ 0.55	$ 3,260.00
MLB	AP TERM	4205	74	JOINT SPALL	Low	103.57	Slabs	14.3%	FDOT - CRACK SEALING - PCC	170	Ft	$ 4.25	$ 730.00
MLB	AP TERM	4205	74	JOINT SPALL	Medium	8.63	Slabs	1.2%	FDOT - PATCHING - PCC PARTIAL DEPTH	56	SqFt	$ 72.00	$ 4,020.00
MLB	AP TERM	4205	75	CORNER SPALL	Low	17.26	Slabs	2.4%	FDOT - CRACK SEALING - PCC	28.2	Ft	$ 4.25	$ 130.00
MLB	AP TERM	4210	45	DEPRESSION	Low	1219.77	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	1363.8	SqFt	$ 12.50	$ 17,060.00
MLB	AP TERM	4210	48	L & T CR	Medium	1264.9	Ft	0.4%	FDOT - CRACK SEALING - AC	1264.8	Ft	$ 3.00	$ 3,800.00
MLB	AP W	4312	65	JT SEAL DMG	High	27	Slabs	100.0%	FDOT - JOINT SEAL - PCC	644	Ft	$ 2.75	$ 1,780.00
MLB	AP W	4312	72	SHAT. SLAB	Low	20.25	Slabs	75.0%	FDOT - CRACK SEALING - PCC	729	Ft	$ 4.25	$ 3,100.00

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
MLB	AP W	4312	72	SHAT. SLAB	Medium	5.4	Slabs	20.0%	FDOT - SLAB REPLACEMENT - PCC	1727.6	SqFt	$ 30.00	$ 51,840.00
MLB	AP W	4312	74	JOINT SPALL	Low	4.05	Slabs	15.0%	FDOT - CRACK SEALING - PCC	6.6	Ft	$ 4.25	$ 30.00
MLB	AP W	4312	75	CORNER SPALL	Low	2.7	Slabs	10.0%	FDOT - CRACK SEALING - PCC	4.6	Ft	$ 4.25	$ 20.00
MLB	AP W	4315	43	BLOCK CR	Medium	121.52	SqFt	0.2%	FDOT - CRACK SEALING - AC	37.1	Ft	$ 3.00	$ 120.00
MLB	AP W	4315	45	DEPRESSION	Low	1808.77	SqFt	3.2%	FDOT - PATCHING - AC FULL DEPTH	1983.8	SqFt	$ 12.50	$ 24,800.00
MLB	AP W	4315	50	PATCHING	Medium	4.84	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	17.2	SqFt	$ 12.50	$ 230.00
MLB	AP W	4315	52	RAVELING	Low	29046.84	SqFt	50.6%	FDOT - SURFACE SEAL	29046.4	SqFt	$ 0.55	$ 15,980.00
MLB	AP W	4315	52	RAVELING	Medium	48.65	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	48.4	SqFt	$ 5.50	$ 270.00
MLB	AP W	4315	52	RAVELING	High	72.98	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	73.2	SqFt	$ 5.50	$ 410.00
MLB	AP W	4320	45	DEPRESSION	Low	188.26	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	247.6	SqFt	$ 12.50	$ 3,100.00
MLB	AP W	4320	52	RAVELING	Low	17234.96	SqFt	22.7%	FDOT - SURFACE SEAL	17235.2	SqFt	$ 0.55	$ 9,480.00
MLB	AP W	4320	57	WEATHERING	Medium	58714.98	SqFt	77.3%	FDOT - SURFACE SEAL	58715	SqFt	$ 0.55	$ 32,300.00
MLB	AP W	4325	63	LINEAR CR	Medium	7.06	Slabs	6.3%	FDOT - CRACK SEALING - PCC	141.4	Ft	$ 4.25	$ 610.00
MLB	AP W	4325	65	JT SEAL DMG	High	113	Slabs	100.0%	FDOT - JOINT SEAL - PCC	4568.9	Ft	$ 2.75	$ 12,570.00
MLB	AP W	4325	72	SHAT. SLAB	Medium	81.22	Slabs	71.9%	FDOT - SLAB REPLACEMENT - PCC	32487.6	SqFt	$ 30.00	$ 974,630.00
MLB	AP W	4325	72	SHAT. SLAB	High	24.72	Slabs	21.9%	FDOT - SLAB REPLACEMENT - PCC	9887.7	SqFt	$ 30.00	$ 296,630.00
MLB	AP W	4325	75	CORNER SPALL	Low	3.53	Slabs	3.1%	FDOT - CRACK SEALING - PCC	5.9	Ft	$ 4.25	$ 30.00
MLB	AP W	4330	62	CORNER BREAK	Low	4.19	Slabs	3.2%	FDOT - CRACK SEALING - PCC	34.5	Ft	$ 4.25	$ 150.00
MLB	AP W	4330	63	LINEAR CR	Medium	16.77	Slabs	12.9%	FDOT - CRACK SEALING - PCC	335.6	Ft	$ 4.25	$ 1,430.00
MLB	AP W	4330	65	JT SEAL DMG	High	130	Slabs	100.0%	FDOT - JOINT SEAL - PCC	7819.9	Ft	$ 2.75	$ 21,510.00
MLB	AP W	4330	72	SHAT. SLAB	Low	16.77	Slabs	12.9%	FDOT - CRACK SEALING - PCC	670.9	Ft	$ 4.25	$ 2,860.00
MLB	AP W	4330	72	SHAT. SLAB	Medium	54.52	Slabs	41.9%	FDOT - SLAB REPLACEMENT - PCC	21806.6	SqFt	$ 30.00	$ 654,200.00
MLB	AP W	4330	72	SHAT. SLAB	High	16.77	Slabs	12.9%	FDOT - SLAB REPLACEMENT - PCC	6709.2	SqFt	$ 30.00	$ 201,300.00
MLB	TW A	105	52	RAVELING	Low	63.94	SqFt	0.2%	FDOT - SURFACE SEAL	63.5	SqFt	$ 0.55	$ 40.00
MLB	TW A	120	48	L & T CR	Medium	298.13	Ft	0.0%	FDOT - CRACK SEALING - AC	298.2	Ft	$ 3.00	$ 900.00
MLB	TW A	120	52	RAVELING	Low	34602.31	SqFt	5.0%	FDOT - SURFACE SEAL	34602.7	SqFt	$ 0.55	$ 19,040.00
MLB	TW A	130	52	RAVELING	Low	804.93	SqFt	2.2%	FDOT - SURFACE SEAL	805.1	SqFt	$ 0.55	$ 450.00
MLB	TW A	132	57	WEATHERING	Medium	256.72	SqFt	0.5%	FDOT - SURFACE SEAL	256.2	SqFt	$ 0.55	$ 150.00
MLB	TW C	305	52	RAVELING	Low	1173.27	SqFt	3.5%	FDOT - SURFACE SEAL	1173.3	SqFt	$ 0.55	$ 650.00
MLB	TW C	315	52	RAVELING	Low	1366.91	SqFt	2.3%	FDOT - SURFACE SEAL	1367	SqFt	$ 0.55	$ 760.00
MLB	TW C	315	57	WEATHERING	Medium	392.78	SqFt	0.7%	FDOT - SURFACE SEAL	392.9	SqFt	$ 0.55	$ 220.00
MLB	TW C	320	52	RAVELING	Low	334.97	SqFt	1.0%	FDOT - SURFACE SEAL	334.8	SqFt	$ 0.55	$ 190.00
MLB	TW C	330	41	ALLIGATOR CR	Low	333.57	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	411.2	SqFt	$ 12.50	$ 5,140.00
MLB	TW C	330	48	L & T CR	Medium	139.01	Ft	0.1%	FDOT - CRACK SEALING - AC	139.1	Ft	$ 3.00	$ 420.00
MLB	TW C	330	52	RAVELING	Low	10424.95	SqFt	10.0%	FDOT - SURFACE SEAL	10424.9	SqFt	$ 0.55	$ 5,740.00
MLB	TW C	340	52	RAVELING	Low	48.98	SqFt	1.0%	FDOT - SURFACE SEAL	49.5	SqFt	$ 0.55	$ 30.00
MLB	TW C	350	52	RAVELING	Low	3187.73	SqFt	4.4%	FDOT - SURFACE SEAL	3187.2	SqFt	$ 0.55	$ 1,760.00
MLB	TW CONN AP	2110	52	RAVELING	Low	208.28	SqFt	2.5%	FDOT - SURFACE SEAL	208.8	SqFt	$ 0.55	$ 120.00
MLB	TW D	408	52	RAVELING	Low	86.22	SqFt	1.1%	FDOT - SURFACE SEAL	86.1	SqFt	$ 0.55	$ 50.00

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
MLB	TW D	410	41	ALLIGATOR CR	Low	1369.06	SqFt	1.3%	FDOT - PATCHING - AC FULL DEPTH	1522	SqFt	$ 12.50	$ 19,030.00
MLB	TW D	410	48	L & T CR	Medium	70.8	Ft	0.1%	FDOT - CRACK SEALING - AC	70.9	Ft	$ 3.00	$ 220.00
MLB	TW D	410	52	RAVELING	Low	59010.34	SqFt	57.2%	FDOT - SURFACE SEAL	59009.9	SqFt	$ 0.55	$ 32,460.00
MLB	TW D	410	52	RAVELING	Medium	6642.19	SqFt	6.4%	FDOT - PATCHING - AC PARTIAL DEPTH	6642.4	SqFt	$ 5.50	$ 36,540.00
MLB	TW D	412	48	L & T CR	Medium	4.99	Ft	0.1%	FDOT - CRACK SEALING - AC	4.9	Ft	$ 3.00	$ 20.00
MLB	TW D	412	52	RAVELING	Low	3999.98	SqFt	88.9%	FDOT - SURFACE SEAL	3999.9	SqFt	$ 0.55	$ 2,210.00
MLB	TW D	415	52	RAVELING	Low	1831.16	SqFt	10.0%	FDOT - SURFACE SEAL	1830.9	SqFt	$ 0.55	$ 1,010.00
MLB	TW D	416	52	RAVELING	Low	199.78	SqFt	2.4%	FDOT - SURFACE SEAL	200.2	SqFt	$ 0.55	$ 110.00
MLB	TW D	455	57	WEATHERING	Medium	91.6	SqFt	0.3%	FDOT - SURFACE SEAL	91.5	SqFt	$ 0.55	$ 60.00
MLB	TW F	810	52	RAVELING	Low	175.45	SqFt	0.3%	FDOT - SURFACE SEAL	175.5	SqFt	$ 0.55	$ 100.00
MLB	TW F	810	52	RAVELING	Medium	58.45	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	58.1	SqFt	$ 5.50	$ 330.00
MLB	TW G	605	52	RAVELING	Low	409.46	SqFt	1.0%	FDOT - SURFACE SEAL	409	SqFt	$ 0.55	$ 230.00
MLB	TW H	805	50	PATCHING	Medium	4.63	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	17.2	SqFt	$ 12.50	$ 220.00
MLB	TW H	805	52	RAVELING	Low	16357.81	SqFt	87.5%	FDOT - SURFACE SEAL	16357.9	SqFt	$ 0.55	$ 9,000.00
MLB	TW H	805	57	WEATHERING	Medium	2337.49	SqFt	12.5%	FDOT - SURFACE SEAL	2337.9	SqFt	$ 0.55	$ 1,290.00
MLB	TW K	1110	52	RAVELING	Low	350.04	SqFt	6.7%	FDOT - SURFACE SEAL	349.8	SqFt	$ 0.55	$ 200.00
MLB	TW K	1115	45	DEPRESSION	Low	322.27	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	398.3	SqFt	$ 12.50	$ 4,990.00
MLB	TW K	1115	52	RAVELING	Low	5936.83	SqFt	4.1%	FDOT - SURFACE SEAL	5936.3	SqFt	$ 0.55	$ 3,270.00
MLB	TW K	1116	48	L & T CR	Medium	79.53	Ft	1.2%	FDOT - CRACK SEALING - AC	79.4	Ft	$ 3.00	$ 240.00
MLB	TW K	1116	52	RAVELING	Low	337.99	SqFt	5.0%	FDOT - SURFACE SEAL	338	SqFt	$ 0.55	$ 190.00
MLB	TW K	1125	52	RAVELING	Low	3083.75	SqFt	3.3%	FDOT - SURFACE SEAL	3083.9	SqFt	$ 0.55	$ 1,700.00
MLB	TW K	1130	52	RAVELING	Low	3510.54	SqFt	4.6%	FDOT - SURFACE SEAL	3510.1	SqFt	$ 0.55	$ 1,940.00
MLB	TW K	1130	57	WEATHERING	Medium	369.53	SqFt	0.5%	FDOT - SURFACE SEAL	369.2	SqFt	$ 0.55	$ 210.00
MLB	TW K	1132	52	RAVELING	Low	206.24	SqFt	1.0%	FDOT - SURFACE SEAL	206.7	SqFt	$ 0.55	$ 120.00
MLB	TW K	1135	48	L & T CR	Medium	196.16	Ft	0.3%	FDOT - CRACK SEALING - AC	196.2	Ft	$ 3.00	$ 590.00
MLB	TW K	1135	52	RAVELING	Low	3569.96	SqFt	4.6%	FDOT - SURFACE SEAL	3570.4	SqFt	$ 0.55	$ 1,970.00
MLB	TW K	1135	57	WEATHERING	Medium	392.34	SqFt	0.5%	FDOT - SURFACE SEAL	391.8	SqFt	$ 0.55	$ 220.00
MLB	TW K	1140	52	RAVELING	Low	114.64	SqFt	0.5%	FDOT - SURFACE SEAL	114.1	SqFt	$ 0.55	$ 70.00
MLB	TW L	1210	52	RAVELING	Low	1692.95	SqFt	5.0%	FDOT - SURFACE SEAL	1693.2	SqFt	$ 0.55	$ 940.00
MLB	TW M	1305	48	L & T CR	Medium	60.01	Ft	1.5%	FDOT - CRACK SEALING - AC	60	Ft	$ 3.00	$ 180.00
MLB	TW M	1305	52	RAVELING	Low	40.04	SqFt	1.0%	FDOT - SURFACE SEAL	39.8	SqFt	$ 0.55	$ 30.00
MLB	TW M	1315	48	L & T CR	Medium	339.14	Ft	0.7%	FDOT - CRACK SEALING - AC	339.2	Ft	$ 3.00	$ 1,020.00
MLB	TW M	1315	52	RAVELING	Low	2543.62	SqFt	5.0%	FDOT - SURFACE SEAL	2543.5	SqFt	$ 0.55	$ 1,400.00
MLB	TW M	1320	50	PATCHING	Medium	2.05	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	11.8	SqFt	$ 12.50	$ 150.00
MLB	TW M	1320	52	RAVELING	Low	237.99	SqFt	4.3%	FDOT - SURFACE SEAL	237.9	SqFt	$ 0.55	$ 140.00
MLB	TW M	1320	57	WEATHERING	Medium	775	SqFt	14.0%	FDOT - SURFACE SEAL	775	SqFt	$ 0.55	$ 430.00
MLB	TW M	1325	52	RAVELING	Low	228.95	SqFt	4.1%	FDOT - SURFACE SEAL	229.3	SqFt	$ 0.55	$ 130.00
MLB	TW M	1325	57	WEATHERING	Medium	950.02	SqFt	17.2%	FDOT - SURFACE SEAL	950.5	SqFt	$ 0.55	$ 530.00
MLB	TW N	1405	52	RAVELING	Low	335.73	SqFt	1.0%	FDOT - SURFACE SEAL	335.8	SqFt	$ 0.55	$ 190.00

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
MLB	TW Q	1705	52	RAVELING	Low	6485.26	SqFt	7.1%	FDOT - SURFACE SEAL	6485.3	SqFt	$ 0.55	$ 3,570.00
MLB	TW Q	1705	57	WEATHERING	Medium	117.86	SqFt	0.1%	FDOT - SURFACE SEAL	118.4	SqFt	$ 0.55	$ 70.00
MLB	TW Q	1710	52	RAVELING	Low	604.72	SqFt	5.0%	FDOT - SURFACE SEAL	604.9	SqFt	$ 0.55	$ 340.00
MLB	TW Q	1720	52	RAVELING	Low	1956.66	SqFt	4.7%	FDOT - SURFACE SEAL	1956.9	SqFt	$ 0.55	$ 1,080.00
MLB	TW Q	1725	52	RAVELING	Low	1576.27	SqFt	2.0%	FDOT - SURFACE SEAL	1575.8	SqFt	$ 0.55	$ 870.00
MLB	TW Q	1732	52	RAVELING	Low	24.97	SqFt	0.6%	FDOT - SURFACE SEAL	24.8	SqFt	$ 0.55	$ 20.00
MLB	TW Q	1735	52	RAVELING	Low	91.92	SqFt	1.0%	FDOT - SURFACE SEAL	91.5	SqFt	$ 0.55	$ 60.00
MLB	TW R	1805	52	RAVELING	Low	1115.89	SqFt	2.0%	FDOT - SURFACE SEAL	1116.2	SqFt	$ 0.55	$ 620.00
MLB	TW R	1810	52	RAVELING	Low	563.17	SqFt	1.0%	FDOT - SURFACE SEAL	563	SqFt	$ 0.55	$ 310.00
MLB	TW R	1820	48	L & T CR	Medium	16.27	Ft	0.0%	FDOT - CRACK SEALING - AC	16.4	Ft	$ 3.00	$ 50.00
MLB	TW R	1820	52	RAVELING	Low	249.51	SqFt	0.5%	FDOT - SURFACE SEAL	249.7	SqFt	$ 0.55	$ 140.00
MLB	TW S	510	43	BLOCK CR	Medium	5195.52	SqFt	7.6%	FDOT - CRACK SEALING - AC	1583.7	Ft	$ 3.00	$ 4,760.00
MLB	TW S	510	48	L & T CR	Medium	3839.63	Ft	5.6%	FDOT - CRACK SEALING - AC	3839.6	Ft	$ 3.00	$ 11,520.00
MLB	TW S	510	52	RAVELING	Low	60128.82	SqFt	87.9%	FDOT - SURFACE SEAL	60128.3	SqFt	$ 0.55	$ 33,080.00
MLB	TW S	510	52	RAVELING	Medium	7983.38	SqFt	11.7%	FDOT - PATCHING - AC PARTIAL DEPTH	7983.6	SqFt	$ 5.50	$ 43,910.00
MLB	TW S	515	52	RAVELING	Low	1086.83	SqFt	5.9%	FDOT - SURFACE SEAL	1087.2	SqFt	$ 0.55	$ 600.00
MLB	TW S	515	52	RAVELING	Medium	180.3	SqFt	1.0%	FDOT - PATCHING - AC PARTIAL DEPTH	179.8	SqFt	$ 5.50	$ 1,000.00
MLB	TW S1	520	52	RAVELING	Low	5125.45	SqFt	35.0%	FDOT - SURFACE SEAL	5125.8	SqFt	$ 0.55	$ 2,820.00
MLB	TW T	2015	48	L & T CR	Medium	18.01	Ft	0.0%	FDOT - CRACK SEALING - AC	18	Ft	$ 3.00	$ 60.00
MLB	TW T	2015	52	RAVELING	Low	2085.29	SqFt	4.3%	FDOT - SURFACE SEAL	2085	SqFt	$ 0.55	$ 1,150.00
MLB	TW V	1605	52	RAVELING	Low	577.59	SqFt	1.0%	FDOT - SURFACE SEAL	578	SqFt	$ 0.55	$ 320.00
MLB	TW V1	710	52	RAVELING	Low	116.36	SqFt	1.0%	FDOT - SURFACE SEAL	116.3	SqFt	$ 0.55	$ 70.00
MLB	TW V2	720	45	DEPRESSION	Low	116.14	SqFt	1.4%	FDOT - PATCHING - AC FULL DEPTH	163.6	SqFt	$ 12.50	$ 2,050.00

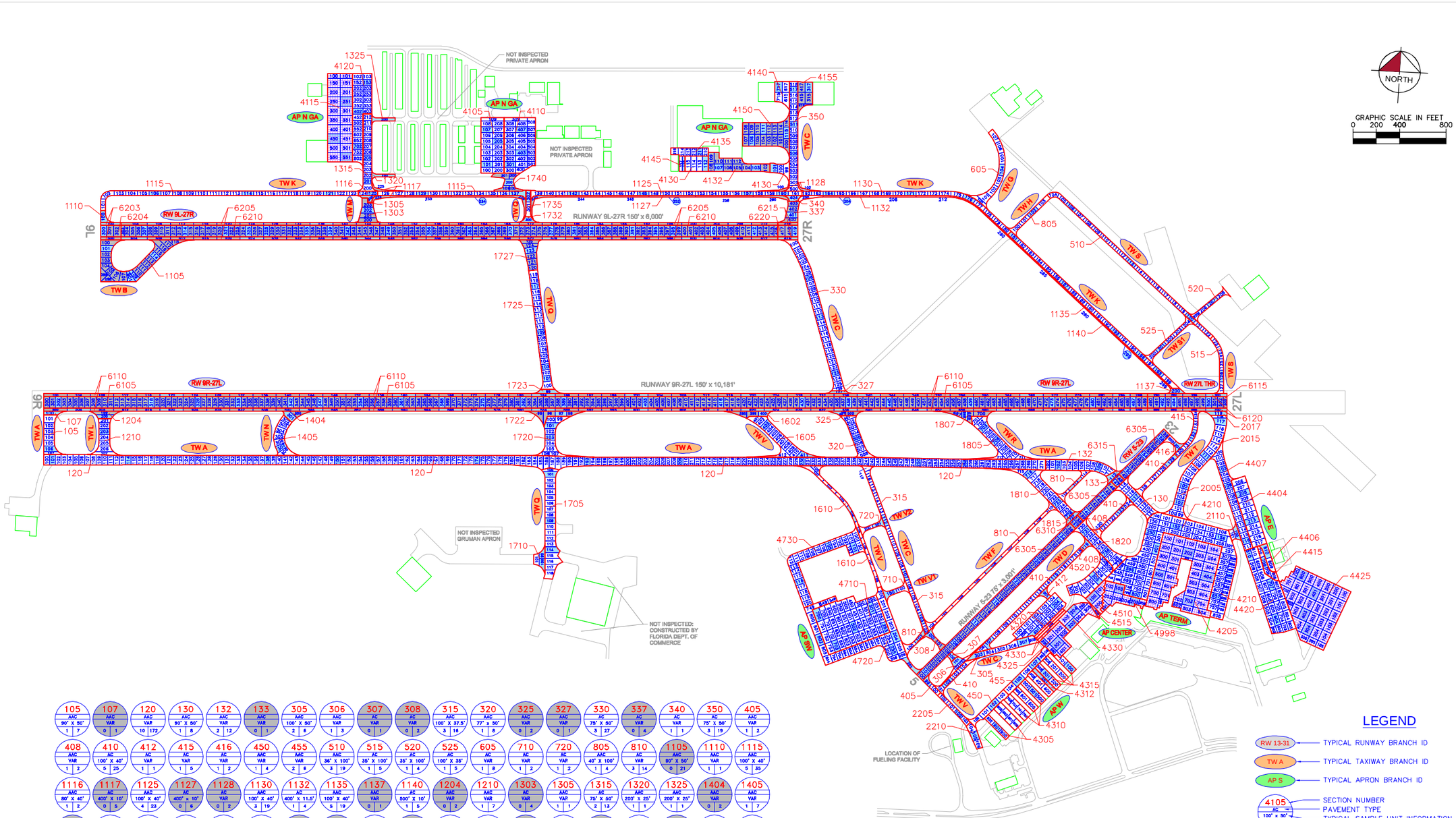
Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

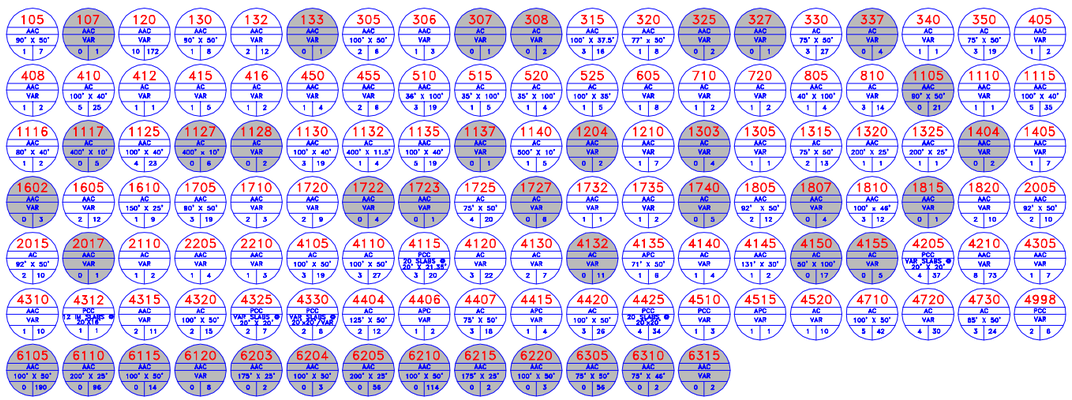
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	MLB	AP CENTER	4515	APC	2,842	62	AC Restoration	$ 32,000.00
2020	MLB	AP E	4406	APC	12,949	33	AC Reconstruction	$ 182,000.00
2020	MLB	AP N GA	4105	AC	95,800	64	AC Restoration	$ 1,054,000.00
2020	MLB	AP N GA	4110	AC	124,328	57	AC Restoration	$ 1,368,000.00
2020	MLB	AP N GA	4120	AC	96,139	58	AC Restoration	$ 1,058,000.00
2020	MLB	AP W	4312	PCC	8,547	10	PCC Reconstruction	$ 197,000.00
2020	MLB	AP W	4315	AAC	57,374	63	AC Restoration	$ 632,000.00
2020	MLB	AP W	4320	AC	75,950	53	AC Restoration	$ 836,000.00
2020	MLB	AP W	4325	PCC	45,350	0	PCC Reconstruction	$ 1,044,000.00
2020	MLB	AP W	4330	PCC	52,136	4	PCC Reconstruction	$ 1,200,000.00
2020	MLB	TW C	330	AC	104,250	64	AC Restoration	$ 1,147,000.00
2020	MLB	TW D	410	AC	103,254	58	AC Restoration	$ 1,136,000.00
2020	MLB	TW D	412	AC	4,498	60	AC Restoration	$ 50,000.00
2020	MLB	TW H	805	AAC	18,700	59	AC Restoration	$ 206,000.00
2020	MLB	TW Q	1732	AAC	4,295	60	AC Restoration	$ 48,000.00
2020	MLB	TW S	510	AAC	68,429	43	AC Restoration	$ 880,000.00
2022	MLB	TW A	120	AAC	691,660	64	AC Restoration	$ 7,609,000.00
2022	MLB	TW L	1210	AAC	33,859	64	AC Restoration	$ 373,000.00
2023	MLB	TW C	306	AAC	12,368	64	AC Restoration	$ 137,000.00
2023	MLB	TW D	405	AAC	8,073	64	AC Restoration	$ 89,000.00
2024	MLB	AP CENTER	4998	PCC	48,745	63	PCC Restoration	$ 829,000.00
2024	MLB	TW K	1116	AAC	6,760	63	AC Restoration	$ 75,000.00
2024	MLB	TW M	1320	AAC	5,526	63	AC Restoration	$ 61,000.00
2025	MLB	TW C	315	AAC	58,917	64	AC Restoration	$ 649,000.00
2025	MLB	TW M	1305	AAC	3,968	64	AC Restoration	$ 44,000.00
2025	MLB	TW Q	1705	AAC	91,926	63	AC Restoration	$ 1,012,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2026	MLB	AP SW	4720	AC	146,718	64	AC Restoration	$ 1,614,000.00
2026	MLB	AP TERM	4210	AAC	344,919	64	AC Restoration	$ 3,795,000.00
2026	MLB	TW A	105	AAC	33,560	64	AC Restoration	$ 370,000.00
2026	MLB	TW K	1115	AAC	144,746	63	AC Restoration	$ 1,593,000.00
2026	MLB	TW K	1135	AAC	78,460	63	AC Restoration	$ 864,000.00
2026	MLB	TW M	1315	AC	50,873	64	AC Restoration	$ 560,000.00
2027	MLB	AP N GA	4145	AAC	6,550	64	AC Restoration	$ 73,000.00
2027	MLB	TW K	1125	AAC	94,162	63	AC Restoration	$ 1,036,000.00
2027	MLB	TW M	1325	AAC	5,526	63	AC Restoration	$ 61,000.00
2027	MLB	TW V	1605	AAC	57,621	63	AC Restoration	$ 634,000.00
2028	MLB	AP E	4407	AC	69,765	64	AC Restoration	$ 768,000.00
2028	MLB	AP N GA	4135	APC	22,070	64	AC Restoration	$ 243,000.00
2028	MLB	AP SW	4710	AC	216,728	64	AC Restoration	$ 2,384,000.00
2028	MLB	TW K	1130	AAC	76,184	64	AC Restoration	$ 839,000.00
2028	MLB	TW Q	1710	AAC	12,104	63	AC Restoration	$ 134,000.00
2028	MLB	TW R	1805	AAC	56,463	64	AC Restoration	$ 622,000.00
2028	MLB	TW T	2005	AAC	47,619	64	AC Restoration	$ 524,000.00
2029	MLB	AP N GA	4130	AC	41,505	64	AC Restoration	$ 457,000.00
2029	MLB	AP TERM	4205	PCC	290,074	64	PCC Restoration	$ 4,932,000.00
2029	MLB	TW A	130	AAC	36,222	64	AC Restoration	$ 399,000.00
2029	MLB	TW C	305	AAC	34,006	64	AC Restoration	$ 375,000.00
2029	MLB	TW D	408	AAC	7,930	64	AC Restoration	$ 88,000.00
2029	MLB	TW D	416	AC	8,423	64	AC Restoration	$ 93,000.00
2029	MLB	TW K	1110	AAC	5,207	64	AC Restoration	$ 58,000.00
2029	MLB	TW R	1810	AAC	57,323	64	AC Restoration	$ 631,000.00
2029	MLB	TW R	1820	AAC	49,954	64	AC Restoration	$ 550,000.00
2029	MLB	TW S1	520	AC	14,644	64	AC Restoration	$ 162,000.00

Appendix C

Technical Exhibits





NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
  AC — PAVEMENT TYPE
  100' x 50' — TYPICAL SAMPLE UNIT INFORMATION
  5 — FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  14 — RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  NUMBER OF SAMPLE UNITS IN SECTION
  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 = 183
AC: 164 PCC: 19

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

001 - AIRFIELD PAVEMENT
NETWORK DEFINITION EXHIBIT

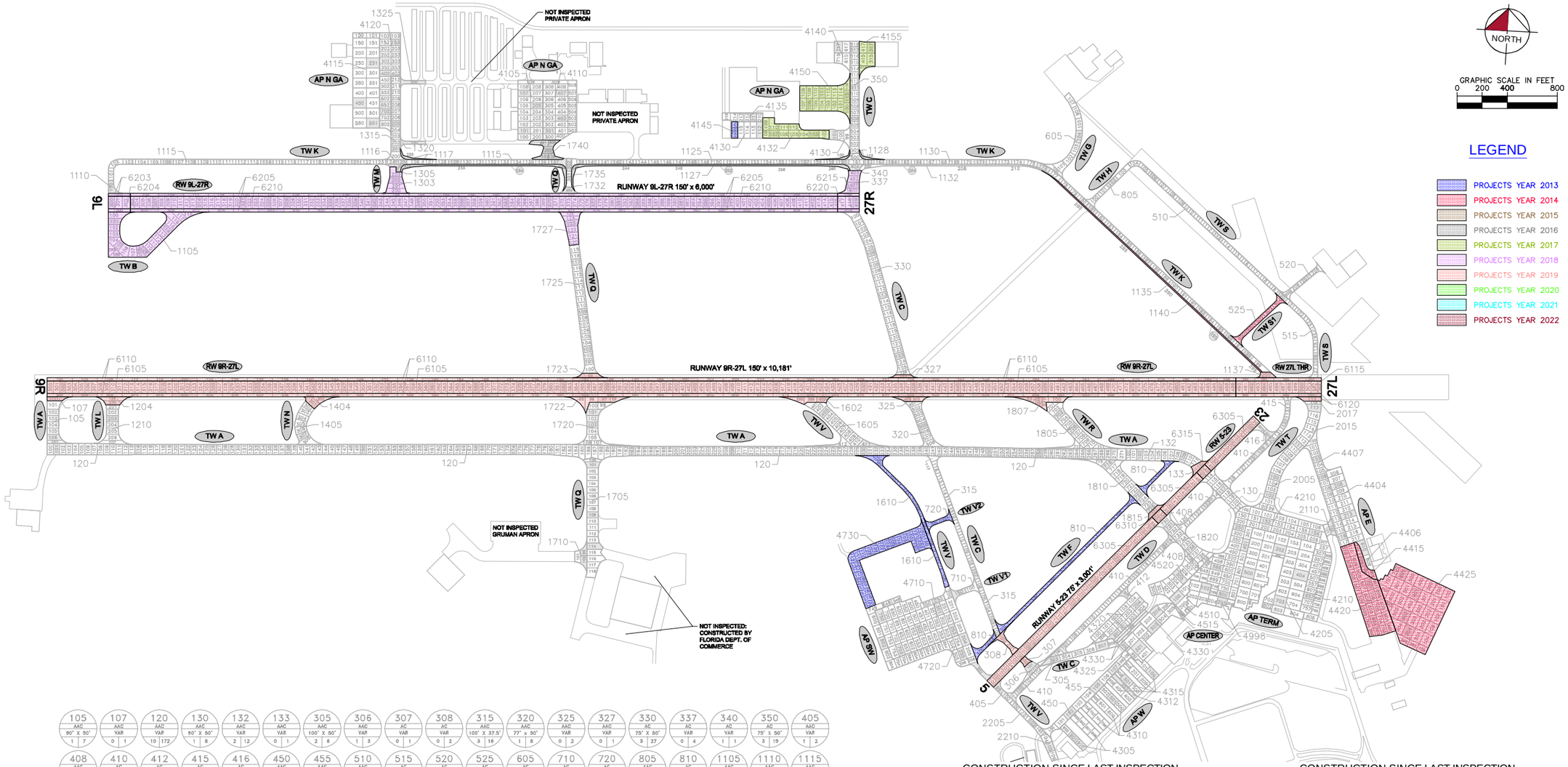
Statewide Airfield Pavement Management Program

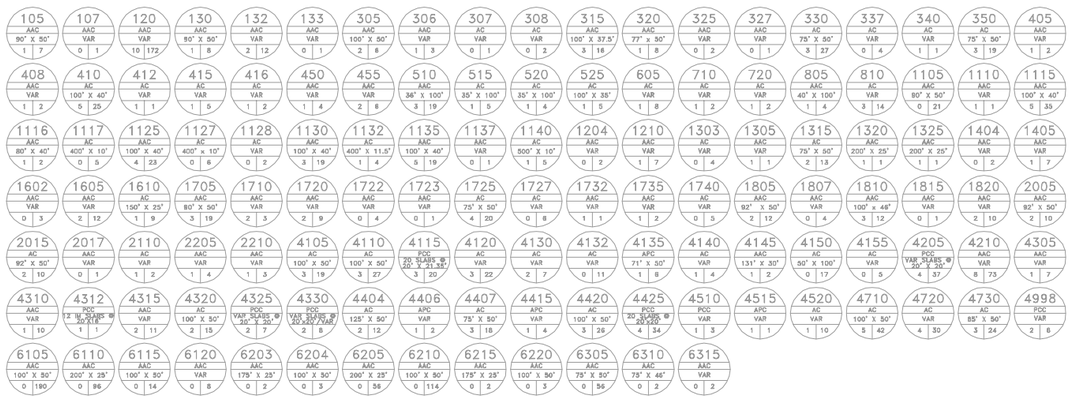
Airport Pavement Evaluation Report

2019

ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

FDOT





CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2013	AP N GA	MILL AND OVERLAY
2013	AP SW, TW V, TW V2, TW F	NEW CONSTRUCTION – AC / 2" P-401, 6"–8" P-211, 8" WORK PLATFORM
2014	TW S1	NEW CONSTRUCTION – AC / 3" P-401, 8" P-211, 8" WORK PLATFORM
2014	TW K	NEW CONSTRUCTION – AC / 3" P-401, 8" P-211, 8" WORK PLATFORM WIDENING FROM 40' TO 50'
2014	AP E	MILL AND OVERLAY / TRANSITIONAL ML&OL 2" P-401
2014	AP E	COMPLETE RECONSTRUCTION – AC / 4" P-401, 12" P-211, 8" WORK PLATFORM
2014	AP E	NEW CONSTRUCTION – PCC / 14" P-501, 8" P-211, COMPACTED SUBGRADE
2016	TW K	NEW CONSTRUCTION – AC / 3" P-401, 8" P-211
2016	TW K1	NEW CONSTRUCTION – AC / 4" P-401, 8" P-211

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N GA	RECONSTRUCTION – AC
2017	AP N GA	NEW CONSTRUCTION – AC
2018	TW C, TW M, TW Q	COMPLETE RECONSTRUCTION – AC
2018	RW 9L-27R, TW B	MILL AND OVERLAY
2019	RW 5-23, RW 9R-27L, TW A, TW C, TW K, TW L, TW N, TW Q, TW R, TW T, TW V	MILL AND OVERLAY
2019	TW C	NEW CONSTRUCTION – AC

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

002 - AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

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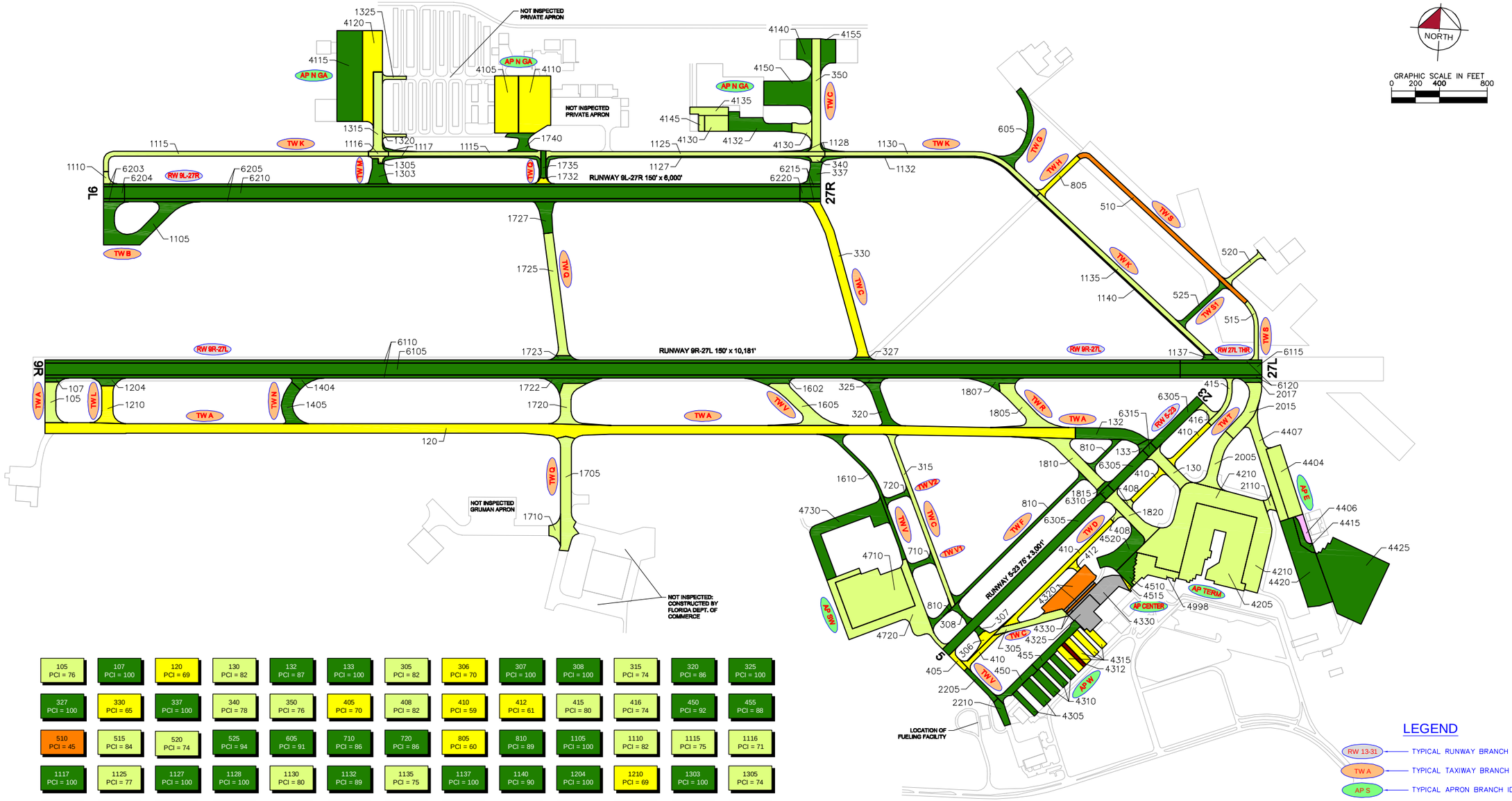


105 PCI = 76	107 PCI = 100	120 PCI = 69	130 PCI = 82	132 PCI = 87	133 PCI = 100	305 PCI = 82	306 PCI = 70	307 PCI = 100	308 PCI = 100	315 PCI = 74	320 PCI = 86	325 PCI = 100
327 PCI = 100	330 PCI = 65	337 PCI = 100	340 PCI = 78	350 PCI = 76	405 PCI = 70	408 PCI = 82	410 PCI = 59	412 PCI = 61	415 PCI = 80	416 PCI = 74	450 PCI = 92	455 PCI = 88
510 PCI = 45	515 PCI = 84	520 PCI = 74	525 PCI = 94	605 PCI = 91	710 PCI = 86	720 PCI = 86	805 PCI = 60	810 PCI = 89	1105 PCI = 100	1110 PCI = 82	1115 PCI = 75	1116 PCI = 71
1117 PCI = 100	1125 PCI = 77	1127 PCI = 100	1128 PCI = 100	1130 PCI = 80	1132 PCI = 89	1135 PCI = 75	1137 PCI = 100	1140 PCI = 90	1204 PCI = 100	1210 PCI = 69	1303 PCI = 100	1305 PCI = 74
1315 PCI = 71	1320 PCI = 71	1325 PCI = 77	1404 PCI = 100	1405 PCI = 88	1602 PCI = 100	1605 PCI = 77	1610 PCI = 94	1705 PCI = 73	1710 PCI = 79	1720 PCI = 84	1722 PCI = 100	1723 PCI = 100
1725 PCI = 77	1727 PCI = 100	1732 PCI = 61	1735 PCI = 86	1740 PCI = 100	1805 PCI = 81	1807 PCI = 100	1810 PCI = 82	1815 PCI = 100	1820 PCI = 82	2005 PCI = 80	2015 PCI = 79	2017 PCI = 100
2110 PCI = 84	2205 PCI = 94	2210 PCI = 94	4105 PCI = 66	4110 PCI = 59	4115 PCI = 95	4120 PCI = 60	4130 PCI = 80	4132 PCI = 100	4135 PCI = 85	4140 PCI = 93	4145 PCI = 83	4150 PCI = 100
4155 PCI = 100	4205 PCI = 78	4210 PCI = 80	4305 PCI = 91	4310 PCI = 90	4312 PCI = 12	4315 PCI = 65	4320 PCI = 55	4325 PCI = 0	4330 PCI = 6	4404 PCI = 81	4406 PCI = 37	4407 PCI = 78
4415 PCI = 90	4420 PCI = 90	4425 PCI = 100	4510 PCI = 86	4515 PCI = 64	4520 PCI = 88	4710 PCI = 78	4720 PCI = 75	4730 PCI = 94	4998 PCI = 71	6105 PCI = 100	6110 PCI = 100	6115 PCI = 100
6120 PCI = 100	6203 PCI = 100	6204 PCI = 100	6205 PCI = 100	6210 PCI = 100	6215 PCI = 100	6220 PCI = 100	6305 PCI = 100	6310 PCI = 100	6315 PCI = 100			

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

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.

003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

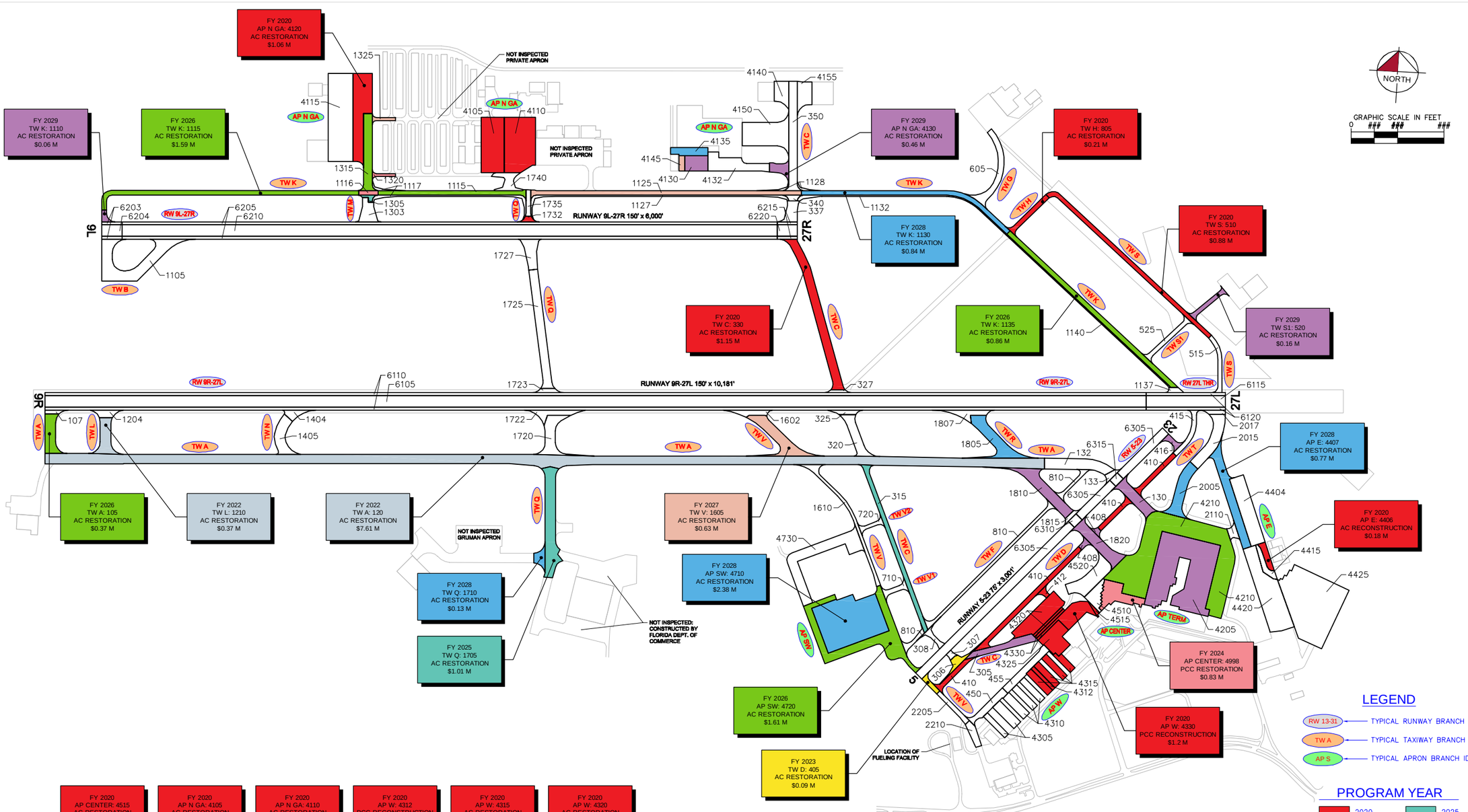
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

2019

ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

FDOT



FY 2020 AP CENTER: 4515 AC RESTORATION $0.03 M
FY 2020 AP N GA: 4105 AC RESTORATION $1.05 M
FY 2020 AP N GA: 4110 AC RESTORATION $1.37 M
FY 2020 AP W: 4312 PCC RECONSTRUCTION $0.2 M
FY 2020 AP W: 4315 AC RESTORATION $0.63 M
FY 2020 AP W: 4320 AC RESTORATION $0.84 M

FY 2020 AP W: 4325 PCC RECONSTRUCTION $1.04 M
FY 2020 TW D: 410 AC RESTORATION $1.14 M
FY 2020 TW D: 412 AC RESTORATION $0.05 M
FY 2020 TW Q: 1732 AC RESTORATION $0.05 M
FY 2023 TW C: 306 AC RESTORATION $0.14 M
FY 2024 TW K: 1116 AC RESTORATION $0.08 M
FY 2024 TW M: 1320 AC RESTORATION $0.06 M
FY 2025 TW C: 315 AC RESTORATION $0.65 M
FY 2025 TW M: 1305 AC RESTORATION $0.04 M
FY 2026 AP TERM: 4210 AC RESTORATION $3.8 M
FY 2026 TW M: 1315 AC RESTORATION $0.56 M
FY 2027 AP N GA: 4145 AC RESTORATION $0.07 M

FY 2027 TW K: 1125 AC RESTORATION $1.04 M
FY 2027 TW M: 1325 AC RESTORATION $0.06 M
FY 2028 AP N GA: 4135 AC RESTORATION $0.24 M
FY 2028 TW R: 1805 AC RESTORATION $0.62 M
FY 2028 TW T: 2005 AC RESTORATION $0.52 M
FY 2029 AP TERM: 4205 PCC RESTORATION $4.93 M
FY 2029 TW A: 130 AC RESTORATION $0.4 M
FY 2029 TW C: 305 AC RESTORATION $0.38 M
FY 2029 TW D: 408 AC RESTORATION $0.09 M
FY 2029 TW D: 416 AC RESTORATION $0.09 M
FY 2029 TW R: 1810 AC RESTORATION $0.63 M
FY 2029 TW R: 1820 AC RESTORATION $0.55 M

LEGEND

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

PROGRAM YEAR

2020
2021
2022
2023
2024
2025
2026
2027
2028
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.

004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

FDOT

Appendix D

Inspection Photograph Documentation

TW A, Section 120, Sample Unit 101 - Low Severity (48) Longitudinal & Transverse Cracking, Medium Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, and Low Severity (57) Weathering

TW C, Section 330, Sample Unit 113 - Low Severity (41) Alligator Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, and Low Severity (57) Weathering

TW D, Section 410, Sample Unit 123 - Low Severity (41) Alligator Cracking, Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

TW F, Section 810, Sample Unit 101 - Low Severity (50) Patching and Low Severity (57) Weathering

TW K, Section 1135, Sample Unit 187 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

AP E, Section 4407, Sample Unit 103 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (53) Rutting, Low Severity (56) Swelling, and Low Severity (57) Weathering

AP E, Section 4406, Sample Unit 810 - Low Severity (43) Block Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

AP N GA, Section 4120, Sample Unit 402 - Low Severity (48) Longitudinal & Transverse Cracking, Medium Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Medium Severity (52) Raveling

AP TERM, Section 4205, Sample Unit 202 - Low Severity (70) Scaling, (73) Shrinkage Cracking, and Low Severity (74) Joint Spall

AP W, Section 4325, Sample Unit 200 - High Severity (65) Joint Seal Damage, Medium Severity (72) Shattered Slab, and High Severity (72) Shattered Slab

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT
Generated Date 10/4/2019

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 130,581 SqFt

Section: 4510 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 23,048 SqFt **Length:** 230 Ft **Width:** 100 Ft

Slabs: 58 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,970 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	13.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 130,581 SqFt

Section: 4515 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 2,842 SqFt **Length:** 290 Ft **Width:** 10 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1942 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 406 **Type:** R **Area:** 2842.00 SqFt **PCI:** 64

Sample Comments:

52	RAVELING	L	263.00	SqFt
52	RAVELING	M	48.00	SqFt
50	PATCHING	L	165.00	SqFt
47	JT REF. CR	L	180.00	Ft
48	L & T CR	L	160.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 130,581 SqFt

Section: 4520 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 55,946 SqFt **Length:** 559 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 305 **Type:** R **Area:** 6250.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5937.00	SqFt
52	RAVELING	L	313.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 130,581 SqFt

Section: 4998 of 4 **From:** - **To:** - **Last Const.:** 1/1/1995

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 48,745 SqFt **Length:** 250 Ft **Width:** 200 Ft

Slabs: 122 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 4,550 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1995 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 16.00 Slabs **PCI:** 60

Sample Comments:

74	JOINT SPALL	L	10.00	Slabs
74	JOINT SPALL	M	4.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	12.00	Slabs
63	LINEAR CR	L	4.00	Slabs

Sample Number: 205 **Type:** R **Area:** 18.00 Slabs **PCI:** 81

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs
73	SHRINKAGE CR	N	16.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4404 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 76,125 SqFt **Length:** 380 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: 1/1/1947 **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: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 208 **Type:** R **Area:** 6250.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	6250.00	SqFt
48	L & T CR	L	305.00	Ft

Sample Number: 213 **Type:** R **Area:** 6250.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	259.00	Ft
57	WEATHERING	L	6250.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4406 of 6 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 12,949 SqFt **Length:** 380 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: 1/1/1942 **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

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 810 **Type:** R **Area:** 6736.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	M	5726.00	SqFt
43	BLOCK CR	L	1010.00	SqFt
57	WEATHERING	L	5052.00	SqFt
52	RAVELING	L	1684.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4407 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 69,765 SqFt **Length:** 600 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: 1/1/1947	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**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: 3/6/2019 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	154.00	Ft
53	RUTTING	L	80.00	SqFt
56	SWELLING	L	18.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 85

Sample Comments:

56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	3750.00	SqFt
48	L & T CR	L	87.00	Ft

Sample Number: 116 **Type:** R **Area:** 3750.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	89.00	Ft
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	3600.00	SqFt
56	SWELLING	L	5.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4415 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 14,188 SqFt **Length:** 380 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: 1/1/1942	**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: 1/1/2014	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 709 **Type:** R **Area:** 4125.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4042.00	SqFt
52	RAVELING	L	83.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4420 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 129,420 SqFt **Length:** 800 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: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 26 **Surveyed:** 3

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 510 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4975.00	SqFt

Sample Number: 604 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4820.00	SqFt
52	RAVELING	L	24.00	SqFt
50	PATCHING	L	156.00	SqFt

Sample Number: 707 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

52	RAVELING	L	25.00	SqFt
42	BLEEDING	N	3.00	SqFt
57	WEATHERING	L	4975.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 555,847 SqFt

Section: 4425 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 253,400 SqFt **Length:** 650 Ft **Width:** 550 Ft

Slabs: 633 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 34,550 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: 3/6/2019 **TotalSamples:** 34 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 401 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 403 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 600 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4105 of 11 **From:** - **To:** - **Last Const.:** 1/1/1986

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 95,800 SqFt **Length:** 479 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: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	112.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

45	DEPRESSION	L	20.00	SqFt
52	RAVELING	M	500.00	SqFt
48	L & T CR	L	263.00	Ft
52	RAVELING	L	4500.00	SqFt

Sample Number: 205 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	5000.00	SqFt
48	L & T CR	L	36.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4110 of 11 **From:** - **To:** - **Last Const.:** 1/1/1982

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 124,328 SqFt **Length:** 480 Ft **Width:** 270 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1982 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
48	L & T CR	L	724.00	Ft
49	OIL SPILLAGE	N	6.00	SqFt
52	RAVELING	L	5000.00	SqFt
48	L & T CR	M	200.00	Ft

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

52	RAVELING	L	5000.00	SqFt
45	DEPRESSION	L	30.00	SqFt
48	L & T CR	L	727.00	Ft

Sample Number: 407 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

49	OIL SPILLAGE	N	4.00	SqFt
52	RAVELING	L	5000.00	SqFt
48	L & T CR	L	109.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4115 of 11 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 162,260 SqFt **Length:** 760 Ft **Width:** 214 Ft

Slabs: 387 **Slab Length:** 20 Ft **Slab Width:** 21 Ft **Joint Length:** 14,903 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 251 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

73	SHRINKAGE CR	N	9.00	Slabs

Sample Number: 450 **Type:** R **Area:** 20.00 Slabs **PCI:** 96

Sample Comments:

73	SHRINKAGE CR	N	6.00	Slabs

Sample Number: 551 **Type:** R **Area:** 20.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	4.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4120 of 11 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 96,139 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	125.00	SqFt
56	SWELLING	L	52.00	SqFt
48	L & T CR	L	141.00	Ft
57	WEATHERING	L	3625.00	SqFt

Sample Number: 402 **Type:** R **Area:** 4575.00 SqFt **PCI:** 49

Sample Comments:

52	RAVELING	M	6.00	SqFt
48	L & T CR	L	858.00	Ft
48	L & T CR	M	16.00	Ft
52	RAVELING	L	183.00	SqFt
56	SWELLING	L	115.00	SqFt

Sample Number: 702 **Type:** R **Area:** 4575.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	379.00	Ft
56	SWELLING	L	145.00	SqFt
48	L & T CR	M	25.00	Ft
52	RAVELING	L	183.00	SqFt
57	WEATHERING	L	4392.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4130 of 11 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 41,505 SqFt **Length:** 170 Ft **Width:** 125 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5194.00 SqFt **PCI:** 78

Sample Comments:

56	SWELLING	L	66.00	SqFt
50	PATCHING	L	209.00	SqFt
48	L & T CR	L	105.00	Ft
57	WEATHERING	L	4985.00	SqFt

Sample Number: 112 **Type:** R **Area:** 6550.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	85.00	SqFt
48	L & T CR	L	137.00	Ft
57	WEATHERING	L	6530.00	SqFt
52	RAVELING	L	20.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4132 of 11 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 52,865 SqFt **Length:** 530 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: 1/1/2003	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 76 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6943.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	136.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	181.00	Ft
56	SWELLING	L	52.00	SqFt
57	WEATHERING	L	6687.00	SqFt
50	PATCHING	L	120.00	SqFt
45	DEPRESSION	L	20.00	SqFt

Sample Number: 108 **Type:** R **Area:** 7106.00 SqFt **PCI:** 79

Sample Comments:

50	PATCHING	M	11.00	SqFt
57	WEATHERING	L	7045.00	SqFt
42	BLEEDING	N	25.00	SqFt
52	RAVELING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4135 of 11 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 22,070 SqFt **Length:** 350 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: 12/25/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 211 **Type:** R **Area:** 3550.00 SqFt **PCI:** 85

Sample Comments:

47	JT REF. CR	L	148.00	Ft
57	WEATHERING	L	3550.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4140 of 11 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 23,711 SqFt **Length:** 185 Ft **Width:** 125 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 717 **Type:** R **Area:** 5750.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	L	5730.00	SqFt
57	WEATHERING	M	20.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP N GA **Name:** NORTH GA APRON **Use:** APRON **Area:** 736,836 SqFt

Section: 4145 of 11 **From:** - **To:** - **Last Const.:** 1/1/2013

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

Area: 6,550 SqFt **Length:** 150 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: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 3275.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3111.00	SqFt
52	RAVELING	L	164.00	SqFt
48	L & T CR	L	31.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW **Name:** APRON SOUTHWEST **Use:** APRON **Area:** 465,324 SqFt

Section: 4710 of 3 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 216,728 SqFt **Length:** 500 Ft **Width:** 420 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 42 **Surveyed:** 5

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 253 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	4800.00	SqFt
48	L & T CR	L	262.00	Ft
52	RAVELING	L	200.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	4800.00	SqFt
48	L & T CR	L	304.00	Ft
45	DEPRESSION	L	8.00	SqFt

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

49	OIL SPILLAGE	N	4.00	SqFt
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	L & T CR	L	39.00	Ft

Sample Number: 703 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	62.00	Ft
57	WEATHERING	L	4700.00	SqFt
52	RAVELING	L	300.00	SqFt

Sample Number: 750 **Type:** R **Area:** 6726.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	6222.00	SqFt
48	L & T CR	L	133.00	Ft
52	RAVELING	L	504.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW **Name:** APRON SOUTHWEST **Use:** APRON **Area:** 465,324 SqFt

Section: 4720 of 3 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 146,718 SqFt **Length:** 1,500 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: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 30 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 6600.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	495.00	SqFt
48	L & T CR	L	249.00	Ft
57	WEATHERING	L	6105.00	SqFt

Sample Number: 207 **Type:** R **Area:** 6693.00 SqFt **PCI:** 65

Sample Comments:

50	PATCHING	L	1556.00	SqFt
48	L & T CR	L	56.00	Ft
52	RAVELING	L	103.00	SqFt
57	WEATHERING	L	5034.00	SqFt

Sample Number: 255 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4800.00	SqFt
48	L & T CR	L	153.00	Ft
52	RAVELING	L	200.00	SqFt

Sample Number: 802 **Type:** R **Area:** 5900.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	177.00	SqFt
42	BLEEDING	N	9.00	SqFt
48	L & T CR	L	219.00	Ft
57	WEATHERING	L	5723.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP SW **Name:** APRON SOUTHWEST **Use:** APRON **Area:** 465,324 SqFt

Section: 4730 of 3 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 101,878 SqFt **Length:** 1,200 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: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4250.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4250.00 SqFt

Sample Number: 116 **Type:** R **Area:** 4250.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 4250.00 SqFt

Sample Number: 151 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 634,993 SqFt

Section: 4205 of 2 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 290,074 SqFt **Length:** 580 Ft **Width:** 500 Ft

Slabs: 725 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 27,920 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

Last Insp. Date: 3/6/2019 **TotalSamples:** 37 **Surveyed:** 4

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 20.00 Slabs **PCI:** 71

Sample Comments:

67	LARGE PATCH	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
70	SCALING	L	2.00	Slabs
71	FAULTING	L	2.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	10.00	Slabs
74	JOINT SPALL	L	5.00	Slabs

Sample Number: 404 **Type:** R **Area:** 24.00 Slabs **PCI:** 87

Sample Comments:

73	SHRINKAGE CR	N	8.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
71	FAULTING	L	2.00	Slabs

Sample Number: 500 **Type:** R **Area:** 20.00 Slabs **PCI:** 74

Sample Comments:

71	FAULTING	L	1.00	Slabs
73	SHRINKAGE CR	N	12.00	Slabs
63	LINEAR CR	L	1.00	Slabs
74	JOINT SPALL	L	5.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 703 **Type:** R **Area:** 20.00 Slabs **PCI:** 77

Sample Comments:

67	LARGE PATCH	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
71	FAULTING	L	4.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 634,993 SqFt

Section: 4210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 344,919 SqFt **Length:** 1,700 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: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 73 **Surveyed:** 8

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	30.00	SqFt
48	L & T CR	L	29.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
42	BLEEDING	N	1.00	SqFt
56	SWELLING	L	45.00	SqFt
48	L & T CR	L	133.00	Ft

Sample Number: 250 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	156.00	Ft
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	98.00	SqFt
42	BLEEDING	N	35.00	SqFt

Sample Number: 401 **Type:** R **Area:** 5500.00 SqFt **PCI:** 72

Sample Comments:

56	SWELLING	L	18.00	SqFt
48	L & T CR	M	140.00	Ft
57	WEATHERING	L	5500.00	SqFt
48	L & T CR	L	53.00	Ft

Sample Number: 458 **Type:** R **Area:** 3176.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	3176.00	SqFt
48	L & T CR	L	18.00	Ft

Sample Number: 599 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

56	SWELLING	L	40.00	SqFt
48	L & T CR	L	277.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 657 **Type:** R **Area:** 4500.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4500.00	SqFt
48	L & T CR	L	132.00	Ft
56	SWELLING	L	10.00	SqFt

Sample Number: 800 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

45	DEPRESSION	L	135.00	SqFt
57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	26.00	SqFt
42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	203.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4305 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 34,060 SqFt **Length:** 170 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: 1/1/1979	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1979	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 901 **Type:** R **Area:** 4080.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4080.00	SqFt
54	SHOVING	L	11.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4310 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 47,311 SqFt **Length:** 235 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 4760.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	4760.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4312 of 7 **From:** - **To:** - **Last Const.:** 12/25/1994

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 8,547 SqFt **Length:** 260 Ft **Width:** 32 Ft

Slabs: 27 **Slab Length:** 16 Ft **Slab Width:** 20 Ft **Joint Length:** 644 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

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 12

Inspection Comments:

Sample Number: 351 **Type:** R **Area:** 20.00 Slabs **PCI:** 12

Sample Comments:

74	JOINT SPALL	L	3.00	Slabs
63	LINEAR CR	L	1.00	Slabs
72	SHAT. SLAB	L	15.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4315 of 7 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 57,374 SqFt **Length:** 325 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1965 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6000.00 SqFt **PCI:** 39

Sample Comments:

50	PATCHING	M	1.00	SqFt
45	DEPRESSION	L	360.00	SqFt
52	RAVELING	L	5974.00	SqFt
43	BLOCK CR	M	25.00	SqFt
43	BLOCK CR	L	5974.00	SqFt
52	RAVELING	H	15.00	SqFt
52	RAVELING	M	10.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5800.00 SqFt **PCI:** 93

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
57	WEATHERING	L	5800.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4320 of 7 **From:** - **To:** - **Last Const.:** 1/1/1979

Surface: AC **Family:** C9N59-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 75,950 SqFt **Length:** 400 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: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 5423.00 SqFt **PCI:** 60

Sample Comments:

52	RAVELING	L	1356.00	SqFt
57	WEATHERING	M	4067.00	SqFt
48	L & T CR	L	883.00	Ft

Sample Number: 301 **Type:** R **Area:** 4664.00 SqFt **PCI:** 49

Sample Comments:

56	SWELLING	L	25.00	SqFt
52	RAVELING	L	933.00	SqFt
45	DEPRESSION	L	25.00	SqFt
43	BLOCK CR	L	170.00	SqFt
48	L & T CR	L	788.00	Ft
57	WEATHERING	M	3731.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4325 of 7 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 45,350 SqFt **Length:** 251 Ft **Width:** 200 Ft

Slabs: 113 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 4,569 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:**

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 12.00 Slabs **PCI:**

Sample Comments:

72	SHAT. SLAB	M	6.00	Slabs
72	SHAT. SLAB	H	4.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	H	12.00	Slabs
63	LINEAR CR	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 301 **Type:** R **Area:** 20.00 Slabs **PCI:**

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	H	3.00	Slabs
72	SHAT. SLAB	M	17.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 320,728 SqFt

Section: 4330 of 7 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: PCC **Family:** C9N59-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 52,136 SqFt **Length:** 280 Ft **Width:** 300 Ft

Slabs: 130 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 7,820 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1942 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 16.00 Slabs **PCI:** 12

Sample Comments:

71	FAULTING	L	2.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
65	JT SEAL DMG	H	16.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
63	LINEAR CR	M	3.00	Slabs

Sample Number: 303 **Type:** R **Area:** 15.00 Slabs **PCI:**

Sample Comments:

72	SHAT. SLAB	L	2.00	Slabs
72	SHAT. SLAB	H	3.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	M	1.00	Slabs
72	SHAT. SLAB	M	9.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6305 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 211,297 SqFt **Length:** 2,800 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: 1/1/2019 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 69 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
52	RAVELING	L	160.00	SqFt
57	WEATHERING	L	3340.00	SqFt
42	BLEEDING	N	8.00	SqFt
52	RAVELING	L	250.00	SqFt

Sample Number: 108 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	3600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	310.00	Ft
52	RAVELING	L	150.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 68

Sample Comments:

52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft

Sample Number: 118 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	3562.00	SqFt
52	RAVELING	L	188.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft

Sample Number: 123 **Type:** R **Area:** 3750.00 SqFt **PCI:** 65

Sample Comments:

57	WEATHERING	L	3637.00	SqFt
42	BLEEDING	N	.25	SqFt
52	RAVELING	L	113.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	420.00	Ft

Sample Number: 128 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	288.00	Ft
57	WEATHERING	L	3562.00	SqFt
52	RAVELING	L	188.00	SqFt

Sample Number: 134 **Type:** R **Area:** 3750.00 SqFt **PCI:** 67

Sample Comments:

52	RAVELING	L	3562.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	393.00	Ft
52	RAVELING	L	188.00	SqFt

Sample Number: 140 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 144 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3626.00	SqFt
52	RAVELING	L	74.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	320.00	Ft

Sample Number: 150 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	263.00	Ft
57	WEATHERING	L	3562.00	SqFt
52	RAVELING	L	188.00	SqFt

Sample Number: 154 **Type:** R **Area:** 3750.00 SqFt **PCI:** 72

Sample Comments:

52	RAVELING	L	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	266.00	Ft
42	BLEEDING	N	1.00	SqFt
57	WEATHERING	L	3675.00	SqFt

Sample Number: 158 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	231.00	SqFt
52	RAVELING	L	299.00	SqFt
52	RAVELING	L	204.00	SqFt
52	RAVELING	L	65.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	313.00	Ft
57	WEATHERING	L	2892.00	SqFt
52	RAVELING	L	59.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 6,900 SqFt **Length:** 75 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 57 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 137 **Type:** R **Area:** 3450.00 SqFt **PCI:** 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	486.00	Ft
52	RAVELING	L	173.00	SqFt
57	WEATHERING	L	3277.00	SqFt
56	SWELLING	L	92.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6315 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 6,900 SqFt **Length:** 92 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: 1/1/1989	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 54 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 147 **Type:** R **Area:** 3077.00 SqFt **PCI:** 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	474.00	Ft
56	SWELLING	L	12.00	SqFt
52	RAVELING	L	1543.00	SqFt
43	BLOCK CRACKING	L	132.00	SqFt
57	WEATHERING	L	2923.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6203 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,750 SqFt **Length:** 350 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: 1/1/1991	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OL	**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: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 95 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4375.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	1969.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6204 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,500 SqFt **Length:** 175 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: 1/1/1991	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OL	**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: 4/6/2015 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	52.00	Ft
42	BLEEDING	N	1.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6205 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 282,550 SqFt **Length:** 5,642 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: 1/1/1981 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **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: 4/6/2015 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 76 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	320.00	Ft
52	RAVELING	L	240.00	SqFt
57	WEATHERING	L	4560.00	SqFt
52	RAVELING	L	200.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	4250.00	SqFt
56	SWELLING	L	11.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	183.00	Ft

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	28.00	Ft

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

52	RAVELING	L	240.00	SqFt
52	RAVELING	L	380.00	SqFt
57	WEATHERING	L	4380.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	339.00	Ft

Sample Number: 184 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	257.00	Ft
56	SWELLING	L	82.00	SqFt

Sample Number: 208 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

52	RAVELING	L	4750.00	SqFt
57	WEATHERING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	102.00	Ft

Sample Number: 504 **Type:** R **Area:** 5625.00 SqFt **PCI:** 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	155.00	Ft
50	PATCHING	L	12.00	SqFt
57	WEATHERING	L	4210.00	SqFt
52	RAVELING	L	1403.00	SqFt

Sample Number: 524 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

52	RAVELING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	188.00	Ft
57	WEATHERING	L	4655.00	SqFt
52	RAVELING	L	245.00	SqFt

Sample Number: 544 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
52	RAVELING	L	250.00	SqFt

Sample Number: 564 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	46.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 576 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 600 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6210 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 565,100 SqFt **Length:** 5,651 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: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**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: 4/6/2015 **TotalSamples:** 114 **Surveyed:** 20

Conditions: **PCI:** 61 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

41	ALLIGATOR CRACKING	L	33.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	520.00	Ft
52	RAVELING	L	970.00	SqFt
50	PATCHING	L	150.00	SqFt
57	WEATHERING	L	3880.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	423.00	Ft
52	RAVELING	L	991.00	SqFt
52	RAVELING	L	44.00	SqFt
57	WEATHERING	L	3965.00	SqFt

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

50	PATCHING	L	1700.00	SqFt
52	RAVELING	L	640.00	SqFt
57	WEATHERING	L	1160.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	308.00	Ft
52	RAVELING	L	100.00	SqFt

Sample Number: 325 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

56	SWELLING	L	29.00	SqFt
52	RAVELING	L	980.00	SqFt
57	WEATHERING	L	3920.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	512.00	Ft
52	RAVELING	L	100.00	SqFt

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

56	SWELLING	L	30.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	526.00	Ft
52	RAVELING	L	100.00	SqFt
52	RAVELING	L	980.00	SqFt
57	WEATHERING	L	3920.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 339 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	L	4252.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft
50	PATCHING	M	15.00	SqFt
52	RAVELING	L	748.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	54.00	SqFt
57	WEATHERING	L	3688.00	SqFt
52	RAVELING	L	336.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	346.00	Ft
52	RAVELING	L	922.00	SqFt

Sample Number: 349 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	980.00	SqFt
57	WEATHERING	L	3920.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	428.00	Ft
52	RAVELING	L	100.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	982.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	296.00	Ft
57	WEATHERING	L	3930.00	SqFt
52	RAVELING	L	88.00	SqFt

Sample Number: 363 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

56	SWELLING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	931.00	Ft
52	RAVELING	L	980.00	SqFt
57	WEATHERING	L	3920.00	SqFt
52	RAVELING	L	100.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	579.00	Ft
56	SWELLING	L	25.00	SqFt
52	RAVELING	L	88.00	SqFt
57	WEATHERING	L	4421.00	SqFt
52	RAVELING	L	491.00	SqFt

Sample Number: 377 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	1068.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft
45	DEPRESSION	L	40.00	SqFt
56	SWELLING	L	62.00	SqFt
57	WEATHERING	L	4000.00	SqFt

52	RAVELING	L	1000.00	SqFt

Sample Number: 381 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

45	DEPRESSION	L	4.00	SqFt
56	SWELLING	L	75.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	1218.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	4250.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

56	SWELLING	L	100.00	SqFt
52	RAVELING	L	64.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	1115.00	Ft
52	RAVELING	L	987.00	SqFt
57	WEATHERING	L	3949.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

56	SWELLING	L	68.00	SqFt
52	RAVELING	L	100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	447.00	Ft
57	WEATHERING	L	4165.00	SqFt
52	RAVELING	L	735.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	607.00	Ft
56	SWELLING	L	63.00	SqFt
57	WEATHERING	L	4165.00	SqFt
52	RAVELING	L	100.00	SqFt
52	RAVELING	L	735.00	SqFt

Sample Number: 398 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	526.00	Ft
52	RAVELING	L	70.00	SqFt
56	SWELLING	L	87.00	SqFt
52	RAVELING	L	333.00	SqFt
50	PATCHING	L	1600.00	SqFt
57	WEATHERING	L	2997.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	815.00	Ft
41	ALLIGATOR CRACKING	L	135.00	SqFt
52	RAVELING	L	749.00	SqFt
57	WEATHERING	L	4250.00	SqFt
56	SWELLING	L	104.00	SqFt
50	PATCHING	M	1.00	SqFt

Sample Number: 412 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

52	RAVELING	L	742.00	SqFt
56	SWELLING	L	53.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	665.00	Ft
52	RAVELING	L	54.00	SqFt
57	WEATHERING	L	4204.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6215 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 8,750 SqFt **Length:** 350 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: 1/1/1985	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OL	**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: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 96 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 616 **Type:** R **Area:** 4375.00 SqFt **PCI:** 96

Sample Comments:

57	WEATHERING	L	1750.00	SqFt
42	BLEEDING	N	2.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6220 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 17,500 SqFt **Length:** 175 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: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**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: 4/6/2015 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 419 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	16.00	Ft
42	BLEEDING	N	1.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6105 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 950,000 SqFt **Length:** 9,300 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: 1/1/1983	**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: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 190 **Surveyed:** 21

Conditions: **PCI:** 58 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

56	SWELLING	L	27.00	SqFt
52	RAVELING	L	2000.00	SqFt
45	DEPRESSION	L	1.00	SqFt
57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	721.00	Ft

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	65.00	Ft
52	RAVELING	L	1750.00	SqFt
41	ALLIGATOR CRACKING	L	7.00	SqFt
57	WEATHERING	L	3250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	800.00	Ft
56	SWELLING	L	73.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

56	SWELLING	L	120.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	14.00	Ft
57	WEATHERING	L	3250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	665.00	Ft
41	ALLIGATOR CRACKING	L	27.00	SqFt
52	RAVELING	L	1750.00	SqFt

Sample Number: 333 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

45	DEPRESSION	L	9.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	560.00	Ft
57	WEATHERING	L	3500.00	SqFt
56	SWELLING	L	151.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	26.00	Ft

52	RAVELING	L	1500.00	SqFt
45	DEPRESSION	L	8.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

41	ALLIGATOR CRACKING	L	16.00	SqFt
52	RAVELING	L	1249.00	SqFt
56	SWELLING	L	74.00	SqFt
50	PATCHING	L	2.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	58.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	466.00	Ft
57	WEATHERING	L	3749.00	SqFt

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	L	3250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft
56	SWELLING	L	105.00	SqFt
52	RAVELING	L	1750.00	SqFt

Sample Number: 354 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	580.00	Ft
56	SWELLING	L	49.00	SqFt
41	ALLIGATOR CRACKING	L	12.00	SqFt
52	RAVELING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.00	Ft

Sample Number: 361 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	378.00	Ft
57	WEATHERING	L	3500.00	SqFt
52	RAVELING	L	1500.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 368 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

56	SWELLING	L	18.00	SqFt
57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	398.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft
52	RAVELING	L	1250.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

57	WEATHERING	L	3465.00	SqFt
56	SWELLING	L	8.00	SqFt
52	RAVELING	M	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	435.00	Ft
52	RAVELING	L	1485.00	SqFt

Sample Number: 382 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

56	SWELLING	L	65.00	SqFt
52	RAVELING	L	1250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	456.00	Ft
57	WEATHERING	L	3750.00	SqFt

CRACKING

Sample Number: 389 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

52	RAVELING	L	1250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft
57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	584.00	Ft

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

56	SWELLING	L	40.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	468.00	Ft
52	RAVELING	L	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	409.00	Ft

Sample Number: 416 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	3000.00	SqFt
56	SWELLING	L	10.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	335.00	Ft
52	RAVELING	L	2000.00	SqFt

Sample Number: 430 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt
56	SWELLING	L	16.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	428.00	Ft

Sample Number: 438 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	389.00	Ft
52	RAVELING	L	2250.00	SqFt
57	WEATHERING	L	2750.00	SqFt
56	SWELLING	L	29.00	SqFt

Sample Number: 445 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

52	RAVELING	L	1750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	725.00	Ft
57	WEATHERING	L	3250.00	SqFt
56	SWELLING	L	54.00	SqFt

Sample Number: 459 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

52	RAVELING	L	2000.00	SqFt
45	DEPRESSION	L	1.00	SqFt
41	ALLIGATOR CRACKING	L	23.00	SqFt
56	SWELLING	L	58.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	1073.00	Ft
57	WEATHERING	L	3000.00	SqFt

Sample Number: 473 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	657.00	Ft
57	WEATHERING	L	2500.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	M	34.00	Ft
41	ALLIGATOR CRACKING	L	9.00	SqFt
52	RAVELING	L	2500.00	SqFt

Sample Number: 480 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

56	SWELLING	L	31.00	SqFt
57	WEATHERING	L	3000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	739.00	Ft
52	RAVELING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft

Sample Number: 487 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt
56	SWELLING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	868.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6110 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 475,000 SqFt **Length:** 19,000 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: 1/1/1983	**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: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 96 **Surveyed:** 20

Conditions: **PCI:** 74 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	80.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	134.00	Ft
52	RAVELING	L	36.00	SqFt
52	RAVELING	L	9.00	SqFt
57	WEATHERING	L	4875.00	SqFt
56	SWELLING	L	31.00	SqFt

Sample Number: 160 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	4718.00	SqFt
56	SWELLING	L	40.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft
52	RAVELING	L	282.00	SqFt

Sample Number: 184 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

45	DEPRESSION	L	2.00	SqFt
57	WEATHERING	L	4701.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	99.00	Ft
52	RAVELING	L	247.00	SqFt
52	RAVELING	L	52.00	SqFt

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	4231.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft
52	RAVELING	L	223.00	SqFt
52	RAVELING	L	336.00	SqFt
56	SWELLING	L	64.00	SqFt
52	RAVELING	L	200.00	SqFt

Sample Number: 220 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

56	SWELLING	L	11.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	219.00	Ft
52	RAVELING	L	500.00	SqFt

Sample Number: 240 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	24.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	111.00	Ft
52	RAVELING	L	65.00	SqFt
57	WEATHERING	L	4911.00	SqFt

Sample Number: 268 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

56	SWELLING	L	19.00	SqFt
57	WEATHERING	M	184.00	SqFt
57	WEATHERING	L	4576.00	SqFt
52	RAVELING	L	240.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft

Sample Number: 284 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	4928.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	193.00	Ft
52	RAVELING	L	72.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

57	WEATHERING	L	4800.00	SqFt
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	15.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	274.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft
56	SWELLING	L	17.00	SqFt

Sample Number: 520 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft
56	SWELLING	L	8.00	SqFt

Sample Number: 544 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	47.00	Ft
57	WEATHERING	L	4883.00	SqFt
52	RAVELING	L	117.00	SqFt
56	SWELLING	L	15.00	SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 584 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

56	SWELLING	L	37.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	41.00	Ft
52	RAVELING	L	342.00	SqFt
57	WEATHERING	L	4425.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft
52	RAVELING	L	233.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft
52	RAVELING	M	128.00	SqFt
45	DEPRESSION	L	18.00	SqFt

Sample Number: 600 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	249.00	Ft
52	RAVELING	L	128.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	4385.00	SqFt
52	RAVELING	L	487.00	SqFt

Sample Number: 620 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

52	RAVELING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft
56	SWELLING	L	19.00	SqFt
56	SWELLING	L	34.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 624 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

56	SWELLING	L	4.00	SqFt
52	RAVELING	L	250.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	37.00	Ft
57	WEATHERING	L	4750.00	SqFt

Sample Number: 636 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

52	RAVELING	L	250.00	SqFt
50	PATCHING	L	2.00	SqFt
57	WEATHERING	L	4748.00	SqFt
56	SWELLING	L	37.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	469.00	Ft

Sample Number: 648 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

52	RAVELING	L	500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	378.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	163.00	Ft
57	WEATHERING	L	4500.00	SqFt
56	SWELLING	L	101.00	SqFt

Sample Number: 664 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	4868.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft
52	RAVELING	L	132.00	SqFt

Sample Number: 684 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

56	SWELLING	L	37.00	SqFt
57	WEATHERING	L	4750.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	332.00	Ft
52	RAVELING	L	250.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6115 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 68,068 SqFt **Length:** 430 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: 1/1/1975 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2001 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 72 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 492 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	4000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	389.00	Ft
52	RAVELING	L	1000.00	SqFt

Sample Number: 494 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	1000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	294.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 500 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	279.00	Ft
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6120 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 34,034 SqFt **Length:** 1,361 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: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 76 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4517.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4517.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft

Sample Number: 700 **Type:** R **Area:** 4517.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	442.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft
57	WEATHERING	L	4291.00	SqFt
52	RAVELING	L	226.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,560 SqFt **Length:** 400 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: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5253.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	211.00	Ft
52	RAVELING	L	10.00	SqFt
57	WEATHERING	L	5243.00	SqFt
56	SWELLING	L	136.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 107 of 6 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,933 SqFt **Length:** 34 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: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 78 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5253.00 SqFt **PCI:** 78

Sample Comments:

56	SWELLING	L	127.00	SqFt
57	WEATHERING	L	5253.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 120 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 691,660 SqFt **Length:** 9,000 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 172 **Surveyed:** 10

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4500.00 SqFt **PCI:** 62

Sample Comments:

56	SWELLING	L	68.00	SqFt
52	RAVELING	L	225.00	SqFt
57	WEATHERING	L	4275.00	SqFt
48	L & T CR	L	327.00	Ft
48	L & T CR	M	14.00	Ft

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	291.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	3800.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 138 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
48	L & T CR	L	203.00	Ft
48	L & T CR	M	3.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	18.00	SqFt

Sample Number: 150 **Type:** R **Area:** 4000.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	3800.00	SqFt
48	L & T CR	L	174.00	Ft
56	SWELLING	L	35.00	SqFt

Sample Number: 174 **Type:** R **Area:** 4000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	138.00	Ft
57	WEATHERING	L	3800.00	SqFt
56	SWELLING	L	52.00	SqFt
52	RAVELING	L	200.00	SqFt

Sample Number: 193 **Type:** R **Area:** 3927.00 SqFt **PCI:** 67

Sample Comments:

56	SWELLING	L	12.00	SqFt
52	RAVELING	L	196.00	SqFt
57	WEATHERING	L	3731.00	SqFt
48	L & T CR	L	345.00	Ft

Sample Number:	209	**Type:**	R	**Area:**	3750.00 SqFt	**PCI:**	71

Sample Comments:

52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt
56	SWELLING	L	50.00	SqFt
48	L & T CR	L	189.00	Ft

Sample Number:	230	**Type:**	R	**Area:**	3750.00 SqFt	**PCI:**	67

Sample Comments:

52	RAVELING	L	188.00	SqFt
48	L & T CR	L	311.00	Ft
57	WEATHERING	L	3562.00	SqFt
56	SWELLING	L	20.00	SqFt

Sample Number:	250	**Type:**	R	**Area:**	3750.00 SqFt	**PCI:**	67

Sample Comments:

57	WEATHERING	L	3562.00	SqFt
48	L & T CR	L	167.00	Ft
56	SWELLING	L	25.00	SqFt
43	BLOCK CR	L	320.00	SqFt
52	RAVELING	L	188.00	SqFt

Sample Number:	258	**Type:**	R	**Area:**	3761.00 SqFt	**PCI:**	74

Sample Comments:

56	SWELLING	L	33.00	SqFt
48	L & T CR	L	171.00	Ft
57	WEATHERING	L	3573.00	SqFt
52	RAVELING	L	188.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 130 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 36,222 SqFt **Length:** 400 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: 1/1/1989	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 4500.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	4400.00	SqFt
52	RAVELING	L	100.00	SqFt
48	L & T CR	L	117.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 132 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 52,331 SqFt **Length:** 600 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: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4600.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	4600.00	SqFt

Sample Number: 109 **Type:** R **Area:** 4370.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	15.00	SqFt
57	WEATHERING	M	44.00	SqFt
48	L & T CR	L	95.00	Ft
57	WEATHERING	L	4326.00	SqFt
42	BLEEDING	N	.50	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 824,694 SqFt

Section: 133 of 6 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,988 SqFt **Length:** 50 Ft **Width:** 130 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 92 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4600.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4600.00	SqFt

Sample Number: 112 **Type:** R **Area:** 4370.00 SqFt **PCI:** 91

Sample Comments:

42	BLEEDING	N	.25	SqFt
57	WEATHERING	L	4370.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 101,687 SqFt

Section: 1105 of 1 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 101,687 SqFt **Length:** 1,000 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: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OL **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: 4/6/2015 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 81 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4993.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	4245.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.00	Ft
52	RAVELING	L	748.00	SqFt

Sample Number: 107 **Type:** R **Area:** 8108.00 SqFt **PCI:** 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00	Ft
57	WEATHERING	L	7297.00	SqFt
52	RAVELING	L	811.00	SqFt

Sample Number: 112 **Type:** R **Area:** 4500.00 SqFt **PCI:** 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft
57	WEATHERING	L	4200.00	SqFt
52	RAVELING	L	300.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 305 of 12 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 34,006 SqFt **Length:** 800 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: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 6535.00 SqFt **PCI:** 80

Sample Comments:

56	SWELLING	L	15.00	SqFt
48	L & T CR	L	107.00	Ft
52	RAVELING	L	327.00	SqFt
42	BLEEDING	N	15.00	SqFt
57	WEATHERING	L	6208.00	SqFt

Sample Number: 307 **Type:** R **Area:** 7000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	95.00	Ft
42	BLEEDING	N	12.00	SqFt
52	RAVELING	L	140.00	SqFt
57	WEATHERING	L	6860.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 306 of 12 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,368 SqFt **Length:** 90 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: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Patching - AC	**Code:** PA-AC	**Is Major M&R:** False

Last Insp. Date: 3/6/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4483.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	925.00	SqFt
57	WEATHERING	L	3558.00	SqFt
48	L & T CR	L	28.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 315 of 12 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 58,917 SqFt **Length:** 1,550 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	98.00	Ft
57	WEATHERING	L	3652.00	SqFt
57	WEATHERING	M	75.00	SqFt
52	RAVELING	L	23.00	SqFt

Sample Number: 107 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	3291.00	SqFt
48	L & T CR	L	195.00	Ft
50	PATCHING	L	286.00	SqFt
52	RAVELING	L	173.00	SqFt

Sample Number: 112 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	3190.00	SqFt
48	L & T CR	L	136.00	Ft
52	RAVELING	L	65.00	SqFt
50	PATCHING	L	495.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 320 of 12 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,067 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 505 **Type:** R **Area:** 3850.00 SqFt **PCI:** 86

Sample Comments:

56	SWELLING	L	12.00	SqFt
48	L & T CR	L	21.00	Ft
57	WEATHERING	L	3811.00	SqFt
52	RAVELING	L	39.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 325 of 12 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,038 SqFt **Length:** 40 Ft **Width:** 190 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 91 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 505 **Type:** R **Area:** 3850.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3850.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	5.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 327 of 12 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,899 SqFt **Length:** 25 Ft **Width:** 170 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 75 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 77

Sample Comments:

56	SWELLING	L	14.00	SqFt
52	RAVELING	L	187.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft
57	WEATHERING	L	3545.00	SqFt
52	RAVELING	L	18.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	3562.00	SqFt
56	SWELLING	L	4.00	SqFt
52	RAVELING	L	188.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	88.00	Ft

Sample Number: 123 **Type:** R **Area:** 3750.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	380.00	Ft
52	RAVELING	L	600.00	SqFt
56	SWELLING	L	145.00	SqFt
52	RAVELING	L	158.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 330 of 12 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 104,250 SqFt **Length:** 1,350 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

50	PATCHING	L	2.00	SqFt
48	L & T CR	L	181.00	Ft
57	WEATHERING	L	3373.00	SqFt
56	SWELLING	L	10.00	SqFt
52	RAVELING	L	37.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 64

Sample Comments:

41	ALLIGATOR CR	L	36.00	SqFt
52	RAVELING	L	188.00	SqFt
56	SWELLING	L	5.00	SqFt
48	L & T CR	L	152.00	Ft
57	WEATHERING	L	3562.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3750.00 SqFt **PCI:** 56

Sample Comments:

52	RAVELING	L	900.00	SqFt
57	WEATHERING	L	2850.00	SqFt
48	L & T CR	M	15.00	Ft
48	L & T CR	L	395.00	Ft
56	SWELLING	L	180.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 337 of 12 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,730 SqFt **Length:** 180 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: 1/1/1985	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 84 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00	Ft
57	WEATHERING	L	3562.00	SqFt
52	RAVELING	L	188.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 340 of 12 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,919 SqFt **Length:** 500 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **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: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 404 **Type:** R **Area:** 4919.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	L	4870.00	SqFt
48	L & T CR	L	227.00	Ft
52	RAVELING	L	49.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 363,501 SqFt

Section: 350 of 12 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 71,723 SqFt **Length:** 1,075 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 506 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

56	SWELLING	L	180.00	SqFt
48	L & T CR	L	184.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	3550.00	SqFt

Sample Number: 511 **Type:** R **Area:** 3750.00 SqFt **PCI:** 78

Sample Comments:

56	SWELLING	L	50.00	SqFt
52	RAVELING	L	175.00	SqFt
48	L & T CR	L	82.00	Ft
57	WEATHERING	L	3575.00	SqFt

Sample Number: 517 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	97.00	Ft
52	RAVELING	L	125.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	3625.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW CONN AP **Name:** CONNECTOR TAXIWAY TO TERMINAL APRON **Use:** TAXIWAY **Area:** 8,354 SqFt

Section: 2110 of 1 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,354 SqFt **Length:** 100 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: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4812.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	4692.00	SqFt
52	RAVELING	L	120.00	SqFt
48	L & T CR	L	87.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 405 of 8 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,073 SqFt **Length:** 95 Ft **Width:** 40 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: 1/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 099 **Type:** R **Area:** 3817.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	884.00	SqFt
57	WEATHERING	L	2933.00	SqFt
48	L & T CR	L	6.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 408 of 8 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,930 SqFt **Length:** 190 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 119 **Type:** R **Area:** 4601.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	15.00	SqFt
48	L & T CR	L	117.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4551.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 410 of 8 **From:** - **To:** - **Last Const.:** 1/1/1979

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 103,254 SqFt **Length:** 2,600 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 25 **Surveyed:** 5

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	M	15.00	Ft
52	RAVELING	L	200.00	SqFt
52	RAVELING	M	407.00	SqFt
48	L & T CR	L	435.00	Ft

Sample Number: 107 **Type:** R **Area:** 4992.00 SqFt **PCI:** 60

Sample Comments:

52	RAVELING	M	1000.00	SqFt
50	PATCHING	L	14.00	SqFt
52	RAVELING	L	2500.00	SqFt
42	BLEEDING	N	4.00	SqFt
48	L & T CR	L	155.00	Ft

Sample Number: 115 **Type:** R **Area:** 4000.00 SqFt **PCI:** 53

Sample Comments:

41	ALLIGATOR CR	L	40.00	SqFt
52	RAVELING	L	3400.00	SqFt
57	WEATHERING	L	600.00	SqFt
48	L & T CR	L	550.00	Ft

Sample Number: 123 **Type:** R **Area:** 4000.00 SqFt **PCI:** 48

Sample Comments:

41	ALLIGATOR CR	L	250.00	SqFt
48	L & T CR	L	115.00	Ft
57	WEATHERING	L	1000.00	SqFt
52	RAVELING	L	3000.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4880.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	138.00	Ft
57	WEATHERING	L	1480.00	SqFt
52	RAVELING	L	3400.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 412 of 8 **From:** - **To:** - **Last Const.:** 1/1/1979

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,498 SqFt **Length:** 110 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4498.00 SqFt **PCI:** 61

Sample Comments:

52	RAVELING	L	4000.00	SqFt
48	L & T CR	M	5.00	Ft
50	PATCHING	L	6.00	SqFt
57	WEATHERING	L	492.00	SqFt
48	L & T CR	L	513.00	Ft
42	BLEEDING	N	3.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 415 of 8 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,312 SqFt **Length:** 450 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 132 **Type:** R **Area:** 4000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	3600.00	SqFt
48	L & T CR	L	79.00	Ft
52	RAVELING	L	400.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 416 of 8 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,423 SqFt **Length:** 210 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4216.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	3897.00	SqFt
50	PATCHING	L	219.00	SqFt
52	RAVELING	L	100.00	SqFt
48	L & T CR	L	155.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 450 of 8 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 23,692 SqFt **Length:** 370 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: 1/1/1979	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	6000.00	SqFt
48	L & T CR	L	1.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 206,884 SqFt

Section: 455 of 8 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 32,702 SqFt **Length:** 270 Ft **Width:** 70 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 6700.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	M	10.00	SqFt
57	WEATHERING	L	6690.00	SqFt
48	L & T CR	L	59.00	Ft

Sample Number: 107 **Type:** R **Area:** 5800.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	M	25.00	SqFt
57	WEATHERING	L	5775.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 62,514 SqFt

Section: 810 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 62,514 SqFt **Length:** 2,225 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: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4079.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	3543.00	SqFt
50	PATCHING	L	500.00	SqFt
52	RAVELING	L	36.00	SqFt

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

52	RAVELING	M	12.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 40,977 SqFt

Section: 605 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 40,977 SqFt **Length:** 700 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: 1/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4904.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	49.00	SqFt
57	WEATHERING	L	4855.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 18,700 SqFt

Section: 805 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,700 SqFt **Length:** 485 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4000.00 SqFt **PCI:** 60

Sample Comments:

57	WEATHERING	M	500.00	SqFt
52	RAVELING	L	3499.00	SqFt
50	PATCHING	M	1.00	SqFt
48	L & T CR	L	435.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1110 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,207 SqFt **Length:** 120 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5207.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	350.00	SqFt
48	L & T CR	L	68.00	Ft
57	WEATHERING	L	4857.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1115 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 144,746 SqFt **Length:** 3,510 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	94.00	Ft
57	WEATHERING	L	3875.00	SqFt
52	RAVELING	L	125.00	SqFt
56	SWELLING	L	5.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:** 73

Sample Comments:

56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	335.00	Ft

Sample Number: 121 **Type:** R **Area:** 4000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	123.00	Ft
57	WEATHERING	L	3920.00	SqFt
52	RAVELING	L	80.00	SqFt

Sample Number: 129 **Type:** R **Area:** 4000.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
48	L & T CR	L	262.00	Ft
52	RAVELING	L	200.00	SqFt

Sample Number: 137 **Type:** R **Area:** 6455.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	5930.00	SqFt
52	RAVELING	L	516.00	SqFt
45	DEPRESSION	L	50.00	SqFt
50	PATCHING	L	9.00	SqFt
48	L & T CR	L	197.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1116 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,760 SqFt **Length:** 170 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 125 **Type:** R **Area:** 3400.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	M	40.00	Ft
48	L & T CR	L	121.00	Ft
52	RAVELING	L	170.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	3230.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1125 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 94,162 SqFt **Length:** 2,337 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 23 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 142 **Type:** R **Area:** 4000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
52	RAVELING	L	200.00	SqFt
48	L & T CR	L	88.00	Ft

Sample Number: 148 **Type:** R **Area:** 4000.00 SqFt **PCI:** 77

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
52	RAVELING	L	200.00	SqFt
48	L & T CR	L	160.00	Ft

Sample Number: 157 **Type:** R **Area:** 4000.00 SqFt **PCI:** 72

Sample Comments:

52	RAVELING	L	80.00	SqFt
57	WEATHERING	L	3920.00	SqFt
48	L & T CR	L	289.00	Ft

Sample Number: 160 **Type:** R **Area:** 4000.00 SqFt **PCI:** 75

Sample Comments:

56	SWELLING	L	5.00	SqFt
50	PATCHING	L	36.00	SqFt
57	WEATHERING	L	3920.00	SqFt
52	RAVELING	L	44.00	SqFt
48	L & T CR	L	167.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1130 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 76,184 SqFt **Length:** 1,900 Ft **Width:** 40 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: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 164 **Type:** R **Area:** 4000.00 SqFt **PCI:** 80

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
52	RAVELING	L	200.00	SqFt
48	L & T CR	L	113.00	Ft

Sample Number: 171 **Type:** R **Area:** 4000.00 SqFt **PCI:** 84

Sample Comments:

57	WEATHERING	L	3840.00	SqFt
52	RAVELING	L	160.00	SqFt
48	L & T CR	L	36.00	Ft

Sample Number: 176 **Type:** R **Area:** 4370.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	L	4100.00	SqFt
57	WEATHERING	M	60.00	SqFt
52	RAVELING	L	210.00	SqFt
48	L & T CR	L	169.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1132 of 12 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 20,621 SqFt **Length:** 1,700 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: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4600.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	46.00	SqFt
57	WEATHERING	L	4554.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1135 of 12 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 78,460 SqFt **Length:** 1,900 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 5

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 4000.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	3520.00	SqFt
48	L & T CR	L	194.00	Ft
52	RAVELING	L	480.00	SqFt
56	SWELLING	L	3.00	SqFt

Sample Number: 187 **Type:** R **Area:** 4000.00 SqFt **PCI:** 72

Sample Comments:

56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3770.00	SqFt
52	RAVELING	L	230.00	SqFt
48	L & T CR	L	220.00	Ft

Sample Number: 193 **Type:** R **Area:** 4000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	220.00	Ft
57	WEATHERING	L	3800.00	SqFt
52	RAVELING	L	200.00	SqFt

Sample Number: 196 **Type:** R **Area:** 4000.00 SqFt **PCI:** 78

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	L & T CR	L	197.00	Ft
57	WEATHERING	L	3900.00	SqFt

Sample Number: 198 **Type:** R **Area:** 4000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	190.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4000.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1137 of 12 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,907 SqFt **Length:** 45 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: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 78 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 4000.00 SqFt **PCI:** 76

Sample Comments:

42	BLEEDING	N	8.00	SqFt
52	RAVELING	L	6.00	SqFt
52	RAVELING	L	160.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	3550.00	SqFt
52	RAVELING	L	84.00	SqFt
52	RAVELING	L	200.00	SqFt

Sample Number: 187 **Type:** R **Area:** 4000.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft
57	WEATHERING	L	3800.00	SqFt
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	9.00	SqFt

Sample Number: 193 **Type:** R **Area:** 4000.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	193.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	3800.00	SqFt

Sample Number: 198 **Type:** R **Area:** 4000.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00	Ft
57	WEATHERING	L	4000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft

Sample Number: 200 **Type:** R **Area:** 5036.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00	Ft
45	DEPRESSION	L	18.00	SqFt
57	WEATHERING	L	5036.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 510,904 SqFt

Section: 1140 of 12 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 22,923 SqFt **Length:** 2,300 Ft **Width:** 10 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: 3/6/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 295 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	2.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4975.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 44,770 SqFt

Section: 1204 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,911 SqFt **Length:** 115 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: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 75 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4227.00 SqFt **PCI:** 75

Sample Comments:

56	SWELLING	L	10.00	SqFt
45	DEPRESSION	L	21.00	SqFt
52	RAVELING	L	423.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft
57	WEATHERING	L	3804.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 44,770 SqFt

Section: 1210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,859 SqFt **Length:** 380 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: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4600.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	L	4370.00	SqFt
48	L & T CR	L	263.00	Ft
56	SWELLING	L	155.00	SqFt
52	RAVELING	L	230.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 89,274 SqFt

Section: 1303 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 23,381 SqFt **Length:** 170 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: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4312.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft
57	WEATHERING	L	4096.00	SqFt
52	RAVELING	L	216.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 89,274 SqFt

Section: 1305 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,968 SqFt **Length:** 200 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 3968.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	60.00	Ft
52	RAVELING	L	40.00	SqFt
57	WEATHERING	L	3928.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 89,274 SqFt

Section: 1315 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 50,873 SqFt **Length:** 660 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: 1/1/2003 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	L	3557.00	SqFt
50	PATCHING	L	6.00	SqFt
52	RAVELING	L	187.00	SqFt
48	L & T CR	L	129.00	Ft
48	L & T CR	M	50.00	Ft

Sample Number: 205 **Type:** R **Area:** 3750.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	3562.00	SqFt
48	L & T CR	L	151.00	Ft
56	SWELLING	L	115.00	SqFt
52	RAVELING	L	188.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 89,274 SqFt

Section: 1320 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,526 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5526.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	M	775.00	SqFt
48	L & T CR	L	141.00	Ft
57	WEATHERING	L	4511.00	SqFt
52	RAVELING	L	238.00	SqFt
50	PATCHING	M	2.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 89,274 SqFt

Section: 1325 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,526 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5526.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	130.00	Ft
57	WEATHERING	L	4347.00	SqFt
52	RAVELING	L	229.00	SqFt
57	WEATHERING	M	950.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 44,829 SqFt

Section: 1404 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,055 SqFt **Length:** 110 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: 1/1/1986	**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: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 81 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5272.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4745.00	SqFt
52	RAVELING	L	527.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 44,829 SqFt

Section: 1405 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,774 SqFt **Length:** 380 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: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 4627.00 SqFt **PCI:** 88

Sample Comments:

56	SWELLING	L	5.00	SqFt
48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4581.00	SqFt
52	RAVELING	L	46.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1705 of 9 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 91,926 SqFt **Length:** 1,000 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: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5260.00 SqFt **PCI:** 76

Sample Comments:

52	RAVELING	L	300.00	SqFt
57	WEATHERING	M	20.00	SqFt
57	WEATHERING	L	4940.00	SqFt
48	L & T CR	L	210.00	Ft
42	BLEEDING	N	1.00	SqFt

Sample Number: 109 **Type:** R **Area:** 4500.00 SqFt **PCI:** 73

Sample Comments:

52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	4200.00	SqFt
42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	263.00	Ft

Sample Number: 114 **Type:** R **Area:** 5832.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	5332.00	SqFt
56	SWELLING	L	42.00	SqFt
42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	342.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1710 of 9 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,104 SqFt **Length:** 120 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: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 099 **Type:** R **Area:** 3608.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	87.00	Ft
57	WEATHERING	L	3428.00	SqFt
42	BLEEDING	N	3.00	SqFt
52	RAVELING	L	180.00	SqFt

Sample Number: 100 **Type:** R **Area:** 4339.00 SqFt **PCI:** 77

Sample Comments:

56	SWELLING	L	15.00	SqFt
52	RAVELING	L	217.00	SqFt
48	L & T CR	L	144.00	Ft
57	WEATHERING	L	4122.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1720 of 9 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 41,653 SqFt **Length:** 540 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5456.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	11.00	Ft
52	RAVELING	L	419.00	SqFt
57	WEATHERING	L	5037.00	SqFt

Sample Number: 103 **Type:** R **Area:** 4400.00 SqFt **PCI:** 84

Sample Comments:

56	SWELLING	L	4.00	SqFt
48	L & T CR	L	81.00	Ft
57	WEATHERING	L	4356.00	SqFt
52	RAVELING	L	44.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1722 of 9 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,462 SqFt **Length:** 120 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 72 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 96 **Type:** R **Area:** 4598.00 SqFt **PCI:** 72

Sample Comments:

50	PATCHING	L	360.00	SqFt
52	RAVELING	L	65.00	SqFt
52	RAVELING	L	53.00	SqFt
52	RAVELING	L	32.00	SqFt
52	RAVELING	L	225.00	SqFt
52	RAVELING	L	51.00	SqFt
57	WEATHERING	L	3812.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	55.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1723 of 9 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,968 SqFt **Length:** 35 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: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 28 **Surveyed:** 5

Conditions: **PCI:** 83 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft
57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft

Sample Number: 109 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3637.00	SqFt
52	RAVELING	L	113.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft

Sample Number: 117 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	3700.00	SqFt
56	SWELLING	L	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft
52	RAVELING	L	50.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3754.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	3754.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	157.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1725 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 78,549 SqFt **Length:** 1,400 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: 1/1/1981 **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: 3/6/2019 **TotalSamples:** 20 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	L	19.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3731.00	SqFt
48	L & T CR	L	230.00	Ft

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	202.00	Ft
57	WEATHERING	L	3731.00	SqFt
52	RAVELING	L	19.00	SqFt

Sample Number: 109 **Type:** R **Area:** 3750.00 SqFt **PCI:** 80

Sample Comments:

52	RAVELING	L	188.00	SqFt
48	L & T CR	L	109.00	Ft
57	WEATHERING	L	3562.00	SqFt

Sample Number: 117 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	189.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	3675.00	SqFt
56	SWELLING	L	4.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1727 of 9 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 27,505 SqFt **Length:** 270 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: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 28 **Surveyed:** 5

Conditions: **PCI:** 83 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	12.00	Ft
57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	130.00	Ft

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft

Sample Number: 109 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	3637.00	SqFt
52	RAVELING	L	113.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft

Sample Number: 117 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

56	SWELLING	L	3.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft
57	WEATHERING	L	3700.00	SqFt
52	RAVELING	L	50.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3754.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	3754.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	157.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1732 of 9 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,295 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1982	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4295.00 SqFt **PCI:** 61

Sample Comments:

50	PATCHING	L	1777.00	SqFt
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	2493.00	SqFt
48	L & T CR	L	25.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1735 of 9 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,173 SqFt **Length:** 228 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1982 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4093.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	41.00	SqFt
57	WEATHERING	L	4052.00	SqFt
48	L & T CR	L	45.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 187,412 SqFt

Section: 1805 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 56,463 SqFt **Length:** 1,200 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 703 **Type:** R **Area:** 4811.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	4763.00	SqFt
48	L & T CR	L	108.00	Ft
56	SWELLING	L	13.00	SqFt
52	RAVELING	L	48.00	SqFt

Sample Number: 706 **Type:** R **Area:** 4600.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	L	4462.00	SqFt
56	SWELLING	L	30.00	SqFt
52	RAVELING	L	138.00	SqFt
48	L & T CR	L	112.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 187,412 SqFt

Section: 1807 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,996 SqFt **Length:** 350 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1981	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 69 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 699 **Type:** R **Area:** 4654.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	224.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft
52	RAVELING	L	112.00	SqFt
57	WEATHERING	L	4249.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	351.00	Ft
52	RAVELING	L	69.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 187,412 SqFt

Section: 1810 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 57,323 SqFt **Length:** 1,500 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OL **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 716 **Type:** R **Area:** 4668.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	117.00	Ft
57	WEATHERING	L	4668.00	SqFt

Sample Number: 723 **Type:** R **Area:** 4600.00 SqFt **PCI:** 75

Sample Comments:

50	PATCHING	L	285.00	SqFt
52	RAVELING	L	86.00	SqFt
57	WEATHERING	L	4229.00	SqFt
48	L & T CR	L	82.00	Ft

Sample Number: 726 **Type:** R **Area:** 3557.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	59.00	Ft
52	RAVELING	L	40.00	SqFt
57	WEATHERING	L	3517.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 187,412 SqFt

Section: 1815 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,676 SqFt **Length:** 35 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 13 **Surveyed:** 3

Conditions: **PCI:** 85 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 716 **Type:** R **Area:** 4668.00 SqFt **PCI:** 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	79.00	Ft
57	WEATHERING	L	4668.00	SqFt

Sample Number: 723 **Type:** R **Area:** 4600.00 SqFt **PCI:** 79

Sample Comments:

50	PATCHING	L	285.00	SqFt
57	WEATHERING	L	4315.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft

Sample Number: 726 **Type:** R **Area:** 4908.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	4878.00	SqFt
52	RAVELING	L	30.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 187,412 SqFt

Section: 1820 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 49,954 SqFt **Length:** 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OL	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 731 **Type:** R **Area:** 4607.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	46.00	SqFt
57	WEATHERING	L	4561.00	SqFt
48	L & T CR	M	3.00	Ft
48	L & T CR	L	62.00	Ft

Sample Number: 736 **Type:** R **Area:** 4604.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4604.00	SqFt
56	SWELLING	L	25.00	SqFt
48	L & T CR	L	168.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 86,985 SqFt

Section: 510 of 2 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 68,429 SqFt **Length:** 1,900 Ft **Width:** 36 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1951	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3600.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	M	820.00	SqFt
48	L & T CR	L	100.00	Ft
48	L & T CR	M	121.00	Ft
52	RAVELING	M	360.00	SqFt
52	RAVELING	L	3240.00	SqFt
56	SWELLING	L	30.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3600.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	M	200.00	Ft
52	RAVELING	L	3240.00	SqFt
48	L & T CR	L	162.00	Ft
52	RAVELING	M	360.00	SqFt

Sample Number: 120 **Type:** R **Area:** 3600.00 SqFt **PCI:** 42

Sample Comments:

50	PATCHING	L	50.00	SqFt
48	L & T CR	M	285.00	Ft
52	RAVELING	M	540.00	SqFt
48	L & T CR	L	178.00	Ft
52	RAVELING	L	3010.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 86,985 SqFt

Section: 515 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,556 SqFt **Length:** 520 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Reconstruct with AC **Code:** RECONAC **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 3500.00 SqFt **PCI:** 84

Sample Comments:

52	RAVELING	L	205.00	SqFt
48	L & T CR	L	11.00	Ft
52	RAVELING	M	34.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S1 **Name:** TAXIWAY S1 **Use:** TAXIWAY **Area:** 34,004 SqFt

Section: 520 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 14,644 SqFt **Length:** 375 Ft **Width:** 38 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

57	WEATHERING	L	2275.00	SqFt
48	L & T CR	L	8.00	Ft
52	RAVELING	L	1225.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW S1 **Name:** TAXIWAY S1 **Use:** TAXIWAY **Area:** 34,004 SqFt

Section: 525 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 19,360 SqFt **Length:** 525 Ft **Width:** 35 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: 3/6/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3500.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2005 of 3 **From:** - **To:** - **Last Const.:** 1/1/1986

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 47,619 SqFt **Length:** 600 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: 1/1/1986 **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: 3/6/2019 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4600.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	4600.00	SqFt
42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	48.00	Ft
56	SWELLING	L	8.00	SqFt

Sample Number: 105 **Type:** R **Area:** 4600.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	4600.00	SqFt
48	L & T CR	L	351.00	Ft
56	SWELLING	L	30.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2015 of 3 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 48,962 SqFt **Length:** 540 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4600.00 SqFt **PCI:** 82

Sample Comments:

52	RAVELING	L	138.00	SqFt
48	L & T CR	L	110.00	Ft
57	WEATHERING	L	4462.00	SqFt

Sample Number: 117 **Type:** R **Area:** 6271.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	154.00	Ft
48	L & T CR	M	4.00	Ft
57	WEATHERING	L	5946.00	SqFt
52	RAVELING	L	325.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2017 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,769 SqFt **Length:** 35 Ft **Width:** 170 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 84 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4600.00 SqFt **PCI:** 87

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	106.00	Ft
57	WEATHERING	L	4600.00	SqFt

Sample Number: 117 **Type:** R **Area:** 6271.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	5903.00	SqFt
52	RAVELING	L	314.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	154.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,730 SqFt

Section: 1602 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,947 SqFt **Length:** 115 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: 1/1/1978	**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: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 4/6/2015 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 399 **Type:** R **Area:** 4031.00 SqFt **PCI:** 70

Sample Comments:

45	DEPRESSION	L	100.00	SqFt
52	RAVELING	L	60.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00	Ft
45	DEPRESSION	L	36.00	SqFt
52	RAVELING	L	52.00	SqFt
57	WEATHERING	L	3919.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,730 SqFt

Section: 1605 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 57,621 SqFt **Length:** 611 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 4568.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	211.00	Ft
57	WEATHERING	L	4522.00	SqFt
56	SWELLING	L	25.00	SqFt
52	RAVELING	L	46.00	SqFt

Sample Number: 411 **Type:** R **Area:** 5009.00 SqFt **PCI:** 77

Sample Comments:

52	RAVELING	L	50.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4959.00	SqFt
48	L & T CR	L	193.00	Ft

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,730 SqFt

Section: 1610 of 5 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 36,715 SqFt **Length:** 1,300 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: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3828.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3828.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,730 SqFt

Section: 2205 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,782 SqFt **Length:** 380 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3200.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3200.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,730 SqFt

Section: 2210 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** C9N59-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,665 SqFt **Length:** 270 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: 1/1/1979	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4727.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4727.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V1 **Name:** TAXIWAY V1 **Use:** TAXIWAY **Area:** 11,452 SqFt

Section: 710 of 1 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,452 SqFt **Length:** 225 Ft **Width:** 40 Ft

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

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 150 **Type:** R **Area:** 5907.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	60.00	SqFt
48	L & T CR	L	62.00	Ft
57	WEATHERING	L	5847.00	SqFt

Network: MLB **Name:** ORLANDO-MELBOURNE INTERNATIONAL AIRPORT

Branch: TW V2 **Name:** TAXIWAY V2 **Use:** TAXIWAY **Area:** 8,446 SqFt

Section: 720 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** C9N59-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,446 SqFt **Length:** 250 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: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4073.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4073.00	SqFt
45	DEPRESSION	L	56.00	SqFt