FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

ISM - Kissimmee Gateway Airport | *District 5*

FDOT AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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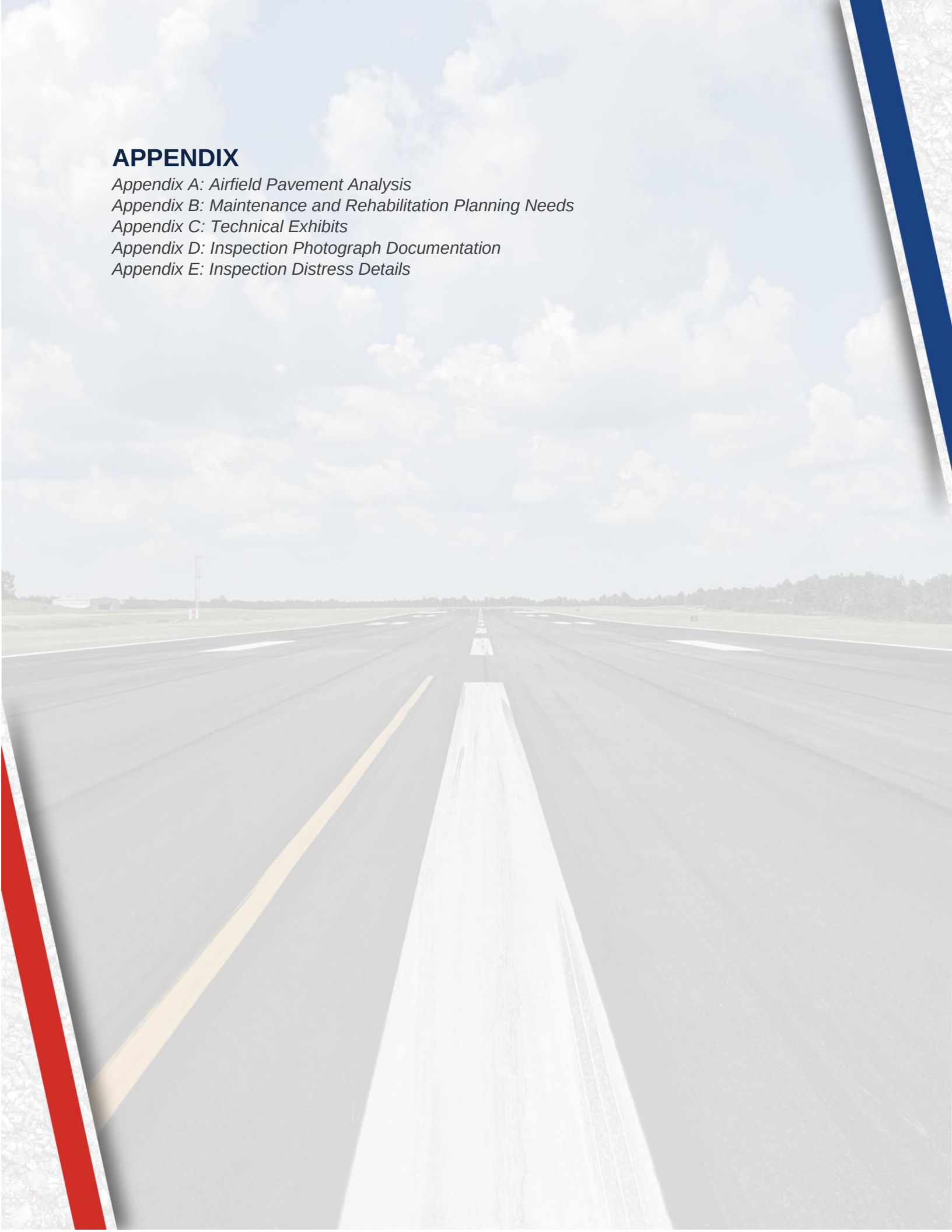

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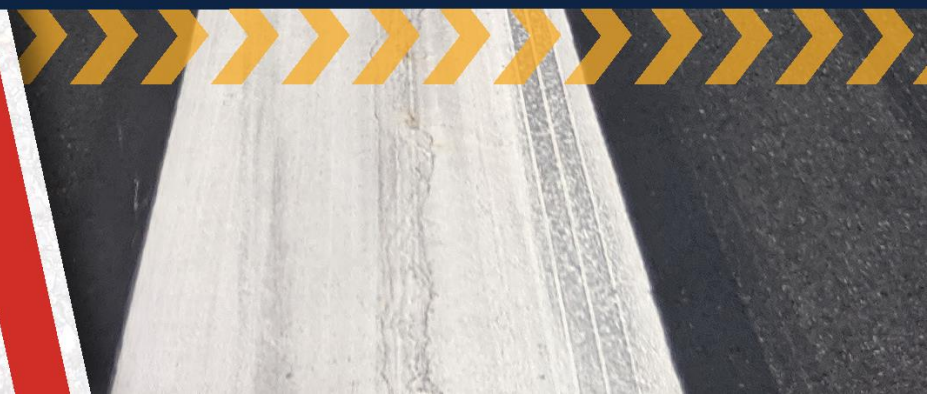


Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. Kissimmee Gateway Airport's System Update results 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 FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program (PMP)" using the procedures documented in ASTM D5340-20 **"**Standard Test Method for Airport Pavement Condition Index Surveys".

The PCI methodology provides a means for systematically assessing pavement condition and provides an indication of the degree of maintenance, repair, rehabilitation, or reconstruction efforts required to sustain functional pavement conditions. Pavement deterioration, in accordance with ASTM D5340-20, is characterized in terms of distinct distress types, distress severity levels, and quantity of distress. This information is utilized to calculate a PCI value ranging from 0 to 100, which provides an indication of the overall condition of the pavement, with "100" indicating a pavement in new condition and "0" indicating a failed pavement section. This is graphically depicted in **Figure E.1**.

Figure E.1: PCI Rating

Color	Range	Condition Rating
	86-100	Good
	71-85	Satisfactory
	56-70	Fair
	41-55	Poor
	26-40	Very Poor
	11-25	Serious
	0-10	Failed

Current Pavement Conditions

In April 2022, approximately 4.5 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Kissimmee Gateway Airport (ISM). In general, airfield pavements at ISM are in Fair condition with an area-weighted PCI of 61. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 79, 62, 50, and 51, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for ISM.

Figure E.2: Current Condition Summary – Branch-Level

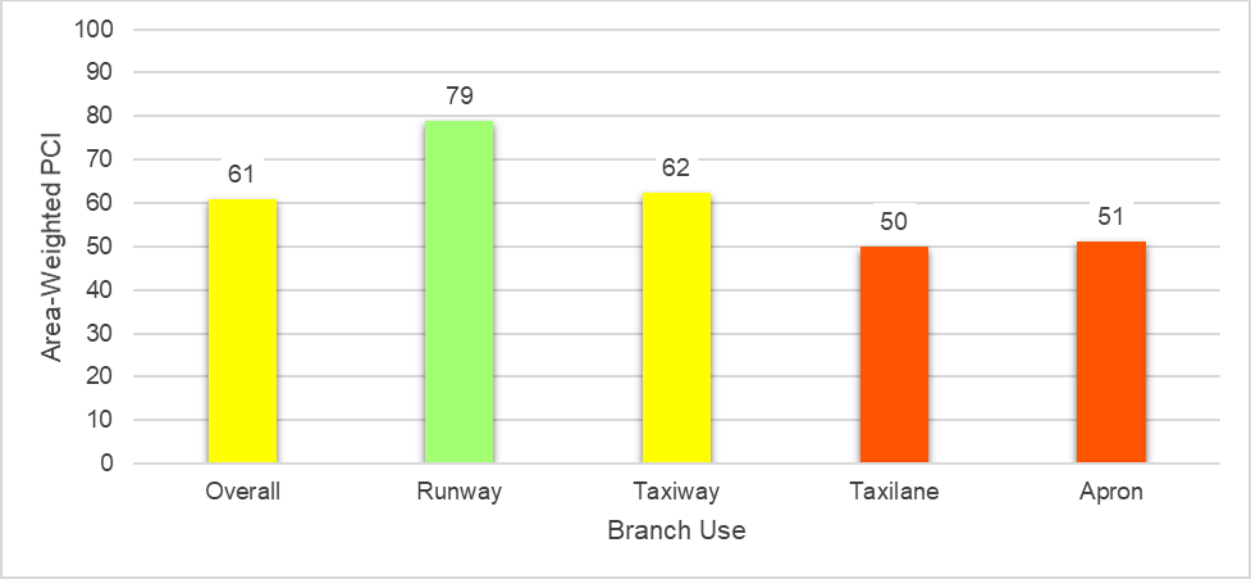


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	RW 6-24	Runway	6215	185,000	80	Satisfactory
ISM	RW 6-24	Runway	6225	30,000	83	Satisfactory
ISM	RW 6-24	Runway	6226	39,999	52	Poor
ISM	RW 6-24	Runway	6235	175,000	89	Good
ISM	RW 6-24	Runway	6260	30,000	88	Good
ISM	RW 6-24	Runway	6265	30,100	92	Good
ISM	RW 15-33	Runway	6105	50,000	81	Satisfactory
ISM	RW 15-33	Runway	6115	70,000	95	Good
ISM	RW 15-33	Runway	6125	40,000	65	Fair
ISM	RW 15-33	Runway	6145	290,000	69	Fair
ISM	RW 15-33	Runway	6150	30,000	66	Fair
ISM	RW 15-33	Runway	6165	70,000	95	Good
ISM	RW 15-33	Runway	6185	50,100	75	Satisfactory
ISM	TW A	Taxiway	102	63,803	66	Fair
ISM	TW A	Taxiway	110	115,000	71	Satisfactory
ISM	TW A	Taxiway	120	12,450	57	Fair
ISM	TW A	Taxiway	126	52,050	43	Poor

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	TW A	Taxiway	130	83,139	77	Satisfactory
ISM	TW A	Taxiway	135	12,328	77	Satisfactory
ISM	TW A1	Taxiway	104	4,928	49	Poor
ISM	TW A1	Taxiway	105	29,349	77	Satisfactory
ISM	TW A2	Taxiway	155	19,150	80	Satisfactory
ISM	TW A3	Taxiway	160	17,109	42	Poor
ISM	TW AP N	Taxiway	905	21,913	81	Satisfactory
ISM	TW AP N	Taxiway	910	3,076	39	Very Poor
ISM	TW AP NW	Taxiway	404	8,876	22	Serious
ISM	TW AP NW	Taxiway	408	11,176	57	Fair
ISM	TW AP NW	Taxiway	615	3,458	72	Satisfactory
ISM	TW AP NW	Taxiway	620	10,868	75	Satisfactory
ISM	TW AP SE	Taxiway	4620	21,907	13	Serious
ISM	TW B	Taxiway	202	3,832	89	Good
ISM	TW B	Taxiway	205	71,686	61	Fair
ISM	TW B	Taxiway	206	6,615	52	Poor
ISM	TW B	Taxiway	208	5,209	46	Poor
ISM	TW B	Taxiway	210	10,184	49	Poor
ISM	TW B	Taxiway	212	12,603	55	Poor
ISM	TW B	Taxiway	215	22,300	50	Poor
ISM	TW B	Taxiway	220	94,917	83	Satisfactory
ISM	TW B	Taxiway	225	6,172	79	Satisfactory
ISM	TW C	Taxiway	127	32,304	71	Satisfactory
ISM	TW C	Taxiway	320	55,722	43	Poor
ISM	TW C	Taxiway	325	29,284	83	Satisfactory
ISM	TW C	Taxiway	330	12,296	86	Good
ISM	TW D	Taxiway	402	6,915	87	Good
ISM	TW D	Taxiway	405	101,976	45	Poor
ISM	TW D	Taxiway	410	56,652	44	Poor
ISM	TW E	Taxiway	119	4,289	73	Satisfactory
ISM	TW E	Taxiway	165	18,990	83	Satisfactory
ISM	TW E	Taxiway	522	8,895	59	Fair
ISM	TW E	Taxiway	523	11,003	37	Very Poor
ISM	TW E	Taxiway	525	7,128	58	Fair
ISM	TW F	Taxiway	605	36,483	46	Poor
ISM	TW G	Taxiway	705	12,488	69	Fair
ISM	TW G	Taxiway	710	8,914	55	Poor
ISM	TW G	Taxiway	715	11,121	81	Satisfactory
ISM	TW H	Taxiway	805	39,361	71	Satisfactory
ISM	TW H	Taxiway	810	3,833	87	Good
ISM	TL AP NW	Taxilane	3850	22,390	36	Very Poor
ISM	TL AP W	Taxilane	3610	25,681	42	Poor
ISM	TL T-HANG	Taxilane	3805	18,639	68	Fair
ISM	TL T-HANG	Taxilane	3810	35,911	55	Poor
ISM	AP N	Apron	4110	153,862	33	Very Poor
ISM	AP N	Apron	4112	113,286	91	Good
ISM	AP N	Apron	4115	70,849	34	Very Poor

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	AP N	Apron	4120	8,981	76	Satisfactory
ISM	AP N	Apron	4205	270,311	41	Poor
ISM	AP N	Apron	4210	4,556	82	Satisfactory
ISM	AP N	Apron	5305	95,340	81	Satisfactory
ISM	AP NW	Apron	4305	154,557	41	Poor
ISM	AP NW	Apron	4310	39,687	60	Fair
ISM	AP NW	Apron	4315	18,728	11	Serious
ISM	AP NW	Apron	4320	8,760	62	Fair
ISM	AP NW	Apron	4405	28,172	36	Very Poor
ISM	AP NW	Apron	4410	45,300	6	Failed
ISM	AP NW	Apron	4415	30,431	69	Fair
ISM	AP NW	Apron	4420	50,085	54	Poor
ISM	AP NW	Apron	4425	20,243	61	Fair
ISM	AP NW	Apron	4430	51,322	78	Satisfactory
ISM	AP NW	Apron	4505	39,648	64	Fair
ISM	AP NW	Apron	5210	221,395	66	Fair
ISM	AP NW	Apron	5215	139,404	47	Poor
ISM	AP RU 15	Apron	5110	29,707	64	Fair
ISM	AP RU 15	Apron	5115	28,204	89	Good
ISM	AP RU 24	Apron	5203	34,934	89	Good
ISM	AP RU 33	Apron	5105	11,667	54	Poor
ISM	AP RU 6	Apron	5202	27,901	61	Fair
ISM	AP S	Apron	4705	32,170	84	Satisfactory
ISM	AP S	Apron	4710	25,607	29	Very Poor
ISM	AP S	Apron	4715	46,465	76	Satisfactory
ISM	AP SE	Apron	4605	96,551	60	Fair
ISM	AP SE	Apron	4608	139,565	5	Failed
ISM	AP SE	Apron	4610	15,063	59	Fair
ISM	AP SE	Apron	4615	2,232	0	Failed
ISM	AP W	Apron	4510	25,944	4	Failed
ISM	AP W	Apron	4515	5,342	26	Very Poor
ISM	AP W	Apron	4520	7,391	68	Fair
ISM	AP W	Apron	4525	5,491	23	Serious

Forecasted Pavement Conditions

Table E.2 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as the actual condition of sections is subject to sensitivities in changes of traffic and maintenance frequency.

The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.

Table E.2: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	RW 6-24	6215	80	78	76	74	73	71	69	68	66	64	62
ISM	RW 6-24	6225	83	81	79	77	76	74	72	71	69	67	65
ISM	RW 6-24	6226	52	50	48	46	45	43	41	40	38	36	34
ISM	RW 6-24	6235	89	87	85	83	82	80	78	77	75	73	71
ISM	RW 6-24	6260	88	86	84	82	80	79	77	76	75	74	73
ISM	RW 6-24	6265	92	89	87	85	83	81	80	78	77	76	75
ISM	RW 15-33	6105	81	79	77	75	74	72	70	69	67	65	63
ISM	RW 15-33	6115	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6125	65	63	61	59	58	56	54	53	51	49	47
ISM	RW 15-33	6145	69	67	65	63	62	60	58	57	55	53	51
ISM	RW 15-33	6150	66	64	62	60	59	57	55	54	52	50	48
ISM	RW 15-33	6165	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6185	75	73	71	69	68	66	64	63	61	59	57
ISM	TW A	102	66	65	64	63	62	61	61	60	59	58	58
ISM	TW A	110	71	70	68	67	66	65	64	63	63	62	61
ISM	TW A	120	57	56	55	55	54	53	52	52	51	50	49
ISM	TW A	126	43	42	41	39	38	37	36	34	33	31	29
ISM	TW A	130	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A	135	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A1	104	49	48	47	45	44	43	41	39	38	36	34
ISM	TW A1	105	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A2	155	80	78	76	75	73	72	71	70	68	67	66
ISM	TW A3	160	42	40	38	36	34	32	30	28	26	24	22
ISM	TW AP N	905	81	79	77	76	74	73	72	70	69	68	67
ISM	TW AP N	910	39	38	36	35	33	32	30	28	27	25	23
ISM	TW AP NW	404	22	20	17	15	13	11	9	6	4	2	0
ISM	TW AP NW	408	57	57	56	56	55	55	55	54	54	53	53
ISM	TW AP NW	615	72	71	70	69	68	67	66	65	64	64	63
ISM	TW AP NW	620	75	74	72	71	70	69	68	67	66	66	65
ISM	TW AP SE	4620	13	10	8	6	4	2	0	0	0	0	0
ISM	TW B	202	89	87	85	83	81	79	78	76	74	73	72
ISM	TW B	205	61	60	59	59	58	57	57	56	55	54	54
ISM	TW B	206	52	51	50	49	48	47	46	44	43	41	40
ISM	TW B	208	46	44	43	42	40	38	36	34	32	30	28
ISM	TW B	210	49	48	47	47	46	45	44	43	42	41	40
ISM	TW B	212	55	55	54	54	53	53	52	52	51	51	50
ISM	TW B	215	50	49	49	48	47	46	45	45	44	43	42
ISM	TW B	220	83	81	79	78	77	75	74	73	72	70	69
ISM	TW B	225	79	77	76	74	73	71	70	69	68	67	66
ISM	TW C	127	71	70	68	67	66	65	64	63	63	62	61
ISM	TW C	320	43	42	41	39	38	37	36	34	33	31	29
ISM	TW C	325	83	81	79	78	77	75	74	73	72	70	69
ISM	TW C	330	86	84	82	80	78	77	75	74	72	71	70
ISM	TW D	402	87	85	83	81	79	78	76	75	73	72	70

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	TW D	405	45	44	43	42	41	40	38	37	36	34	33
ISM	TW D	410	44	43	42	41	40	38	37	36	34	33	31
ISM	TW E	119	73	71	70	69	68	67	66	65	64	63	62
ISM	TW E	165	83	81	79	77	76	74	73	72	70	69	68
ISM	TW E	522	59	58	57	57	56	55	55	54	53	52	51
ISM	TW E	523	37	35	33	31	29	27	25	23	21	19	17
ISM	TW E	525	58	57	56	56	55	54	54	53	52	51	50
ISM	TW F	605	46	45	44	43	42	41	40	39	37	36	35
ISM	TW G	705	69	68	67	66	65	64	63	62	61	60	60
ISM	TW G	710	55	54	53	53	52	51	50	49	48	47	46
ISM	TW G	715	81	79	77	76	74	73	72	70	69	68	67
ISM	TW H	805	71	70	69	68	67	66	65	65	64	63	63
ISM	TW H	810	87	85	83	81	79	78	76	75	73	72	70
ISM	TL AP NW	3850	36	34	33	31	30	28	26	24	22	20	18
ISM	TL AP W	3610	42	41	40	38	37	36	34	33	31	29	28
ISM	TL T-HANG	3805	68	67	66	65	65	64	63	63	62	61	61
ISM	TL T-HANG	3810	55	55	54	54	53	53	52	52	51	51	50
ISM	AP N	4110	33	30	27	24	21	18	15	12	9	6	3
ISM	AP N	4112	91	88	86	84	82	80	77	75	73	71	69
ISM	AP N	4115	34	31	29	27	25	23	20	18	16	14	12
ISM	AP N	4120	76	73	71	69	67	65	62	60	58	56	54
ISM	AP N	4205	41	39	37	35	33	30	27	24	21	18	15
ISM	AP N	4210	82	81	79	78	77	76	75	74	72	71	70
ISM	AP N	5305	81	79	77	75	73	72	70	68	67	66	64
ISM	AP NW	4305	41	39	37	35	33	30	27	24	21	18	15
ISM	AP NW	4310	60	59	57	56	55	54	53	52	50	49	48
ISM	AP NW	4315	11	10	8	7	6	5	4	3	1	0	0
ISM	AP NW	4320	62	61	59	58	57	56	55	54	52	51	50
ISM	AP NW	4405	36	33	31	28	25	22	19	16	13	10	7
ISM	AP NW	4410	6	5	3	2	1	0	0	0	0	0	0
ISM	AP NW	4415	69	68	66	65	64	63	62	61	59	58	57
ISM	AP NW	4420	54	53	51	50	49	48	47	46	44	43	42
ISM	AP NW	4425	61	60	58	57	56	55	54	53	51	50	49
ISM	AP NW	4430	78	77	75	74	73	72	71	70	68	67	66
ISM	AP NW	4505	64	63	61	60	59	59	58	57	56	56	55
ISM	AP NW	5210	66	64	63	62	61	60	59	58	57	57	56
ISM	AP NW	5215	47	46	45	44	42	41	39	37	35	33	30
ISM	AP RU 15	5110	64	61	59	57	55	53	50	48	46	44	42
ISM	AP RU 15	5115	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 24	5203	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 33	5105	54	51	49	47	45	43	40	38	36	34	32
ISM	AP RU 6	5202	61	60	59	58	57	56	56	55	55	54	53
ISM	AP S	4705	84	82	80	78	76	74	72	71	69	68	66
ISM	AP S	4710	29	25	22	19	16	13	11	8	5	2	0
ISM	AP S	4715	76	74	72	71	69	68	66	65	64	62	61
ISM	AP SE	4605	60	57	55	53	51	49	46	44	42	40	38

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	AP SE	4608	5	2	0	0	0	0	0	0	0	0	0
ISM	AP SE	4610	59	58	57	56	56	55	55	54	53	53	52
ISM	AP SE	4615	0	0	0	0	0	0	0	0	0	0	0
ISM	AP W	4510	4	3	1	0	0	0	0	0	0	0	0
ISM	AP W	4515	26	22	19	16	13	11	8	5	2	0	0
ISM	AP W	4520	68	66	65	64	63	61	60	59	59	58	57
ISM	AP W	4525	23	20	18	16	14	12	9	7	5	3	1

Major Rehabilitation Planning 2023-2032

Localized maintenance and repair policies identified within this report are categorized as preventive or stopgap based on FDOT SAPMP and FAA maintenance policies and recommendations. Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a reset of a pavement section's PCI to a value of 100. Major rehabilitation activities can include mill and Asphalt Concrete (AC) overlay, Portland cement concrete (PCC) pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the Airport use this report as a planning tool for future project development and prioritization. Localized maintenance, repair, and major rehabilitation recommendations should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

Due to FAA Order 5100.38D Change 1 Airport Improvement Program (AIP) Handbook (February 26, 2019), a substantial update to the FDOT SAPMP policy on identifying major rehabilitation work has been incorporated in this System Update. In previous System Updates, major rehabilitation had been identified for pavement sections below a PCI Value of 65; however, based on the thresholds identified by the FAA in the AIP Handbook, major rehabilitation will now be identified for pavement sections below a PCI value of 70.

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $66.14M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $49.89M and localized maintenance needs for Year 1 are $1.26M.

Table E.3: Major Rehabilitation Planning 2023-2032

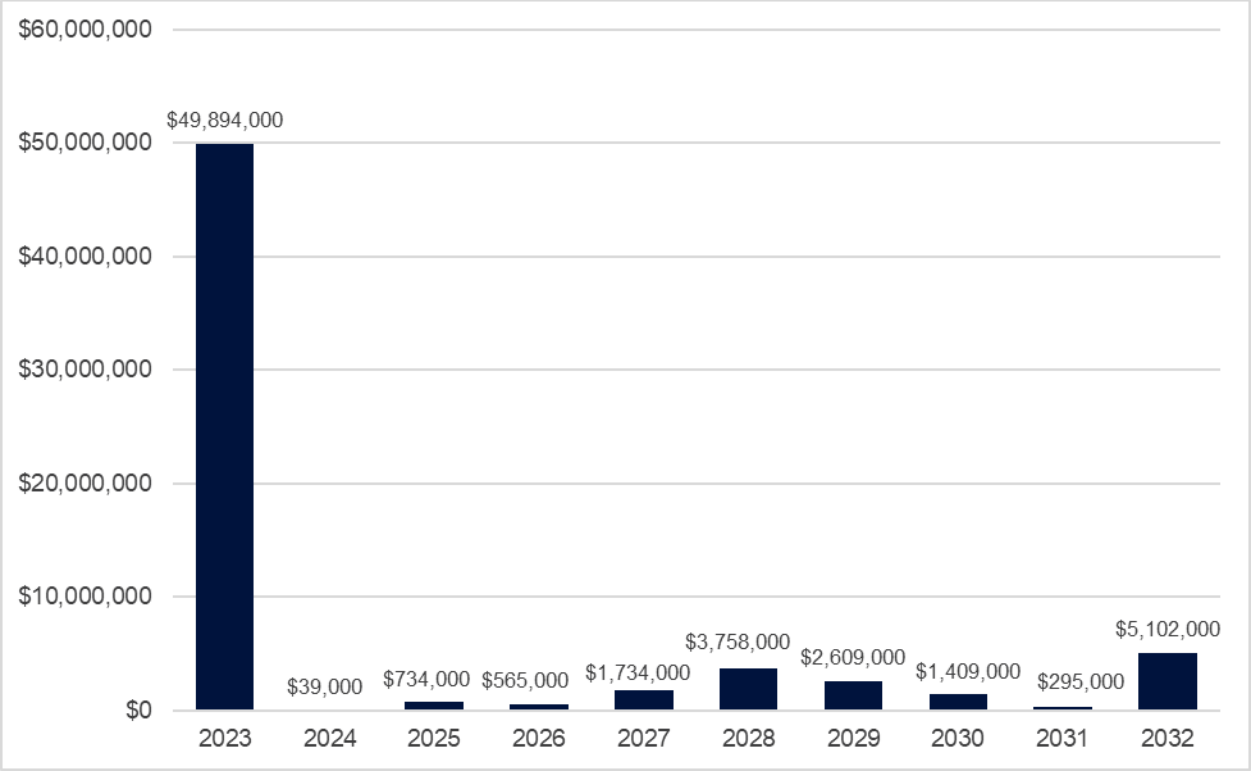
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**ISM**	RW 6-24	6226	AAC	39,999	50	AC Reconstruction	$ 740,000
2023	**ISM**	RW 15-33	6125	AAC	40,000	63	AC Rehabilitation	$ 420,000
2023	**ISM**	RW 15-33	6145	AAC	290,000	67	AC Rehabilitation	$ 3,045,000
2023	**ISM**	RW 15-33	6150	AAC	30,000	64	AC Rehabilitation	$ 315,000
2023	**ISM**	TW A	102	AAC	63,803	65	AC Rehabilitation	$ 670,000
2023	**ISM**	TW A	110	AAC	115,000	70	AC Rehabilitation	$ 1,208,000
2023	**ISM**	TW A	120	AAC	12,450	56	AC Rehabilitation	$ 131,000
2023	**ISM**	TW A	126	AC	52,050	42	AC Reconstruction	$ 963,000
2023	**ISM**	TW A1	104	APC	4,928	48	AC Reconstruction	$ 92,000
2023	**ISM**	TW A3	160	AAC	17,109	40	AC Reconstruction	$ 317,000
2023	**ISM**	TW AP N	910	AC	3,076	38	AC Reconstruction	$ 57,000
2023	**ISM**	TW AP NW	404	AC	8,876	20	AC Reconstruction	$ 165,000
2023	**ISM**	TW AP NW	408	AC	11,176	57	AC Rehabilitation	$ 118,000
2023	**ISM**	TW AP SE	4620	AC	21,907	10	AC Reconstruction	$ 406,000
2023	**ISM**	TW B	205	AAC	71,686	60	AC Rehabilitation	$ 753,000
2023	**ISM**	TW B	206	AAC	6,615	51	AC Reconstruction	$ 123,000
2023	**ISM**	TW B	208	AAC	5,209	44	AC Reconstruction	$ 97,000
2023	**ISM**	TW B	210	AC	10,184	48	AC Reconstruction	$ 189,000
2023	**ISM**	TW B	212	AC	12,603	55	AC Reconstruction	$ 182,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ISM	TW B	215	AC	22,300	49	AC Reconstruction	$ 413,000
2023	ISM	TW C	127	AAC	32,304	70	AC Rehabilitation	$ 340,000
2023	ISM	TW C	320	AC	55,722	42	AC Reconstruction	$ 1,031,000
2023	ISM	TW D	405	AC	101,976	44	AC Reconstruction	$ 1,887,000
2023	ISM	TW D	410	AC	56,652	43	AC Reconstruction	$ 1,049,000
2023	ISM	TW E	522	AAC	8,895	58	AC Rehabilitation	$ 94,000
2023	ISM	TW E	523	AAC	11,003	35	AC Reconstruction	$ 204,000
2023	ISM	TW E	525	AAC	7,128	57	AC Rehabilitation	$ 75,000
2023	ISM	TW F	605	AC	36,483	45	AC Reconstruction	$ 675,000
2023	ISM	TW G	705	AAC	12,488	68	AC Rehabilitation	$ 132,000
2023	ISM	TW G	710	AAC	8,914	54	AC Reconstruction	$ 156,000
2023	ISM	TW H	805	AC	39,361	70	AC Rehabilitation	$ 414,000
2023	ISM	TL AP NW	3850	AC	22,390	34	AC Reconstruction	$ 415,000
2023	ISM	TL AP W	3610	AC	25,681	41	AC Reconstruction	$ 476,000
2023	ISM	TL T-HANG	3805	AC	18,639	67	AC Rehabilitation	$ 196,000
2023	ISM	TL T-HANG	3810	AC	35,911	55	AC Reconstruction	$ 518,000
2023	ISM	AP N	4110	AC	153,862	30	AC Reconstruction	$ 2,847,000
2023	ISM	AP N	4115	AAC	70,849	31	AC Reconstruction	$ 1,311,000
2023	ISM	AP N	4205	AC	270,311	39	AC Reconstruction	$ 5,001,000
2023	ISM	AP NW	4305	AC	154,557	39	AC Reconstruction	$ 2,860,000
2023	ISM	AP NW	4310	PCC	39,687	59	PCC Rehabilitation	$ 893,000
2023	ISM	AP NW	4315	PCC	18,728	10	PCC Reconstruction	$ 843,000
2023	ISM	AP NW	4320	PCC	8,760	61	PCC Rehabilitation	$ 198,000
2023	ISM	AP NW	4405	AC	28,172	33	AC Reconstruction	$ 522,000
2023	ISM	AP NW	4410	PCC	45,300	5	PCC Reconstruction	$ 2,039,000
2023	ISM	AP NW	4415	PCC	30,431	68	PCC Rehabilitation	$ 685,000
2023	ISM	AP NW	4420	PCC	50,085	53	PCC Reconstruction	$ 2,254,000
2023	ISM	AP NW	4425	PCC	20,243	60	PCC Rehabilitation	$ 456,000
2023	ISM	AP NW	4505	AC	39,648	63	AC Rehabilitation	$ 417,000
2023	ISM	AP NW	5210	AC	221,395	64	AC Rehabilitation	$ 2,325,000
2023	ISM	AP NW	5215	AC	139,404	46	AC Reconstruction	$ 2,579,000
2023	ISM	AP RU 15	5110	AAC	29,707	61	AC Rehabilitation	$ 312,000
2023	ISM	AP RU 33	5105	AAC	11,667	51	AC Reconstruction	$ 216,000
2023	ISM	AP RU 6	5202	AC	27,901	60	AC Rehabilitation	$ 293,000
2023	ISM	AP S	4710	AC	25,607	25	AC Reconstruction	$ 474,000
2023	ISM	AP SE	4605	AAC	96,551	57	AC Rehabilitation	$ 1,014,000
2023	ISM	AP SE	4608	AC	139,565	2	AC Reconstruction	$ 2,582,000
2023	ISM	AP SE	4610	AC	15,063	58	AC Rehabilitation	$ 159,000
2023	ISM	AP SE	4615	PCC	2,232	0	PCC Reconstruction	$ 101,000
2023	ISM	AP W	4510	PCC	25,944	3	PCC Reconstruction	$ 1,168,000
2023	ISM	AP W	4515	AC	5,342	22	AC Reconstruction	$ 99,000
2023	ISM	AP W	4520	AC	7,391	66	AC Rehabilitation	$ 78,000
2023	ISM	AP W	4525	APC	5,491	20	AC Reconstruction	$ 102,000
2024	ISM	TW AP NW	615	AC	3,458	70	AC Rehabilitation	$ 39,000
2025	ISM	RW 15-33	6185	AAC	50,100	69	AC Rehabilitation	$ 580,000
2025	ISM	TW E	119	AAC	4,289	69	AC Rehabilitation	$ 50,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2025	**ISM**	AP N	4120	AAC	8,981	69	AC Rehabilitation	$ 104,000
2026	**ISM**	AP S	4715	AC	46,465	69	AC Rehabilitation	$ 565,000
2027	**ISM**	TW A	130	AAC	83,139	70	AC Rehabilitation	$ 1,062,000
2027	**ISM**	TW A	135	AAC	12,328	70	AC Rehabilitation	$ 158,000
2027	**ISM**	TW A1	105	AAC	29,349	70	AC Rehabilitation	$ 375,000
2027	**ISM**	TW AP NW	620	AC	10,868	69	AC Rehabilitation	$ 139,000
2028	**ISM**	RW 6-24	6215	AAC	185,000	69	AC Rehabilitation	$ 2,480,000
2028	**ISM**	AP N	5305	AC	95,340	70	AC Rehabilitation	$ 1,278,000
2029	**ISM**	RW 15-33	6105	AAC	50,000	69	AC Rehabilitation	$ 704,000
2029	**ISM**	TW A2	155	AAC	19,150	70	AC Rehabilitation	$ 270,000
2029	**ISM**	TW B	225	AAC	6,172	69	AC Rehabilitation	$ 87,000
2029	**ISM**	AP NW	4430	PCC	51,322	70	PCC Rehabilitation	$ 1,548,000
2030	**ISM**	RW 6-24	6225	AAC	30,000	69	AC Rehabilitation	$ 444,000
2030	**ISM**	TW AP N	905	AAC	21,913	69	AC Rehabilitation	$ 324,000
2030	**ISM**	TW G	715	AAC	11,121	69	AC Rehabilitation	$ 165,000
2030	**ISM**	AP S	4705	AC	32,170	69	AC Rehabilitation	$ 476,000
2031	**ISM**	TW E	165	AAC	18,990	69	AC Rehabilitation	$ 295,000
2032	**ISM**	TW B	220	AC	94,917	69	AC Rehabilitation	$ 1,547,000
2032	**ISM**	TW C	325	AC	29,284	69	AC Rehabilitation	$ 478,000
2032	**ISM**	TW C	330	AAC	12,296	70	AC Rehabilitation	$ 201,000
2032	**ISM**	AP N	4112	AAC	113,286	69	AC Rehabilitation	$ 1,846,000
2032	**ISM**	AP RU 15	5115	AC	28,204	70	AC Rehabilitation	$ 460,000
2032	**ISM**	AP RU 24	5203	AC	34,934	70	AC Rehabilitation	$ 570,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Figure E.3: 10-Year Major Rehabilitation Needs by Program Year



Chapter 1: Introduction

Chapter 1 – Introduction

The State of Florida has 128 public airports, 100 of which are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). These public-use airports are vital to Florida's economy as well as the economy of the United States. The Florida Airport System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the State as air travel is essential to tourism, Florida's most prominent industry.

1.1 Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and Airport operators with a system to proactively manage airfield pavement infrastructure within the FAS. The SAPMP includes network-level Pavement Condition Index (PCI) surveys for Airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Primary/Commercial (PR). Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

There are millions of square feet of pavement infrastructure at airports across a network of runways, taxiways, aprons, and other areas. This pavement infrastructure is vital to the support and safety of aircraft operations. Timely maintenance, repair, and major rehabilitation of pavement infrastructure allows the Airport to operate safely, efficiently, and economically without excessive down time.

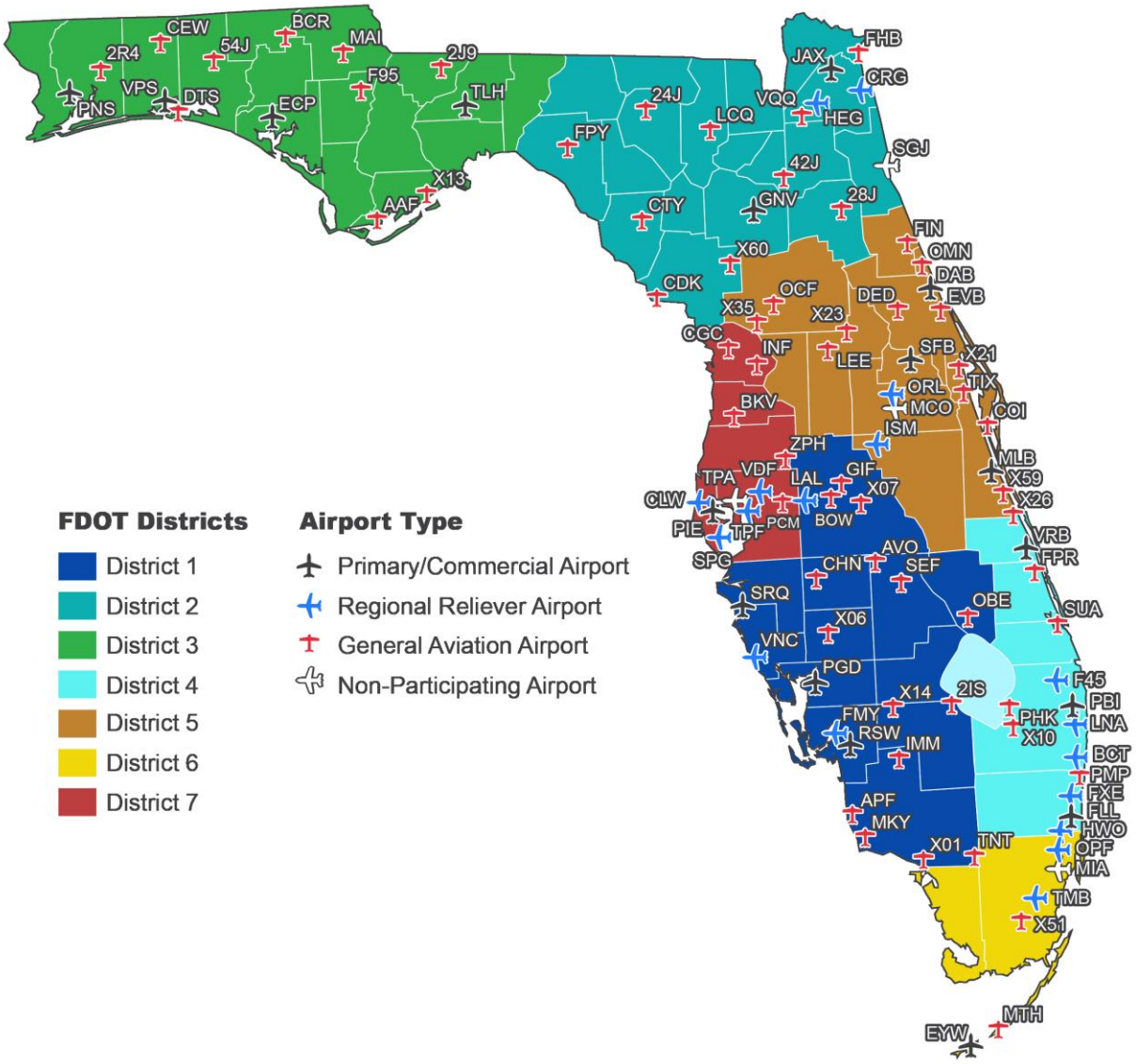
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 150/5380-7B "Airport Pavement Management Program (PMP)". The AIP program requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 "Standard Test Method for Airport Pavement Condition Index Surveys".

In general, adherence to the FAA Advisory Circulars is mandatory for 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." The FDOT performs the SAPMP System Updates for the benefit of participating public-use and publicly-owned airports through the Aviation Office (AO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for 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 knowledge of the pavement facilities that are

under consideration for projects. A network-level evaluation can support the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts



1.2 Stakeholders

The SAPMP is performed for the benefit of the stakeholders. The table below outlines the primary stakeholders of the FDOT SAPMP and their role in the program.

Table 1.2: FDOT SAPMP Stakeholders

Role	Description
FAA Orlando Airports District Office (Orlando ADO)	Key Stakeholder: local ADO Program Manager personnel that oversees the grant administration of AIP grant with Planning Agency Sponsor (Florida Department of Transportation).
Florida Department of Transportation (FDOT)	Key Stakeholder: the FDOT is the "Sponsor" for the AIP grant agreement. Specifically, the Aviation Office (AO) provides development and operations support for the Florida Airport System.
FDOT District Offices	The seven (7) FDOT District Offices, specifically the Aviation representatives, provide essential support to the SAPMP System Update and the AO Program Manager (AO-PM). Each District supports the SAPMP's ongoing efforts by providing local construction cost information throughout the State, which is used as the basis of development for maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes.
Participating Public-Use and Publicly-Owned Airports	The airports are the end-user and primary beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA AC 150/5380-7B. Individual participating airports are provided a final Airport Pavement Evaluation Report by the Consultant that is specific to each airport's airfield PCI assessment.
Aviation Office Program Manager (AO-PM)	FDOT AO Airport Engineering Manager: oversees and manages the overall Program System Update.

1.3 General Scope of Work

The SAPMP is limited to performing tasks in adherence to the key elements of an effective pavement management program on a statewide level. The primary tasks undertaken to update the FDOT SAPMP include, but are not limited to:

- Research and evaluation of existing record documentation;
- Establishment of a pavement system inventory;
- Development of a pavement network definition map and supplemental GIS model;
- Functional pavement evaluations via the PCI assessment method;
- Customization of PAVER™ software including prioritization, policies, and performance models;
- Analysis of condition data; and
- Maintenance, repair, and rehabilitation planning.

1.4 FDOT SAPMP Objectives

The SAPMP enables the FDOT AO and FAA to monitor pavement conditions at airports in the Florida Airport System. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents.

Airport staff are responsible for making decisions regarding the timing and type of maintenance and rehabilitation activities that should be completed in order to maintain an acceptable operational condition and adequate load-carrying capacity. Utilizing the SAPMP will help Airport staff better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project programming for the next 10 years. This report summarizes the data collection, analysis, program update, and implementation of the FDOT SAPMP.

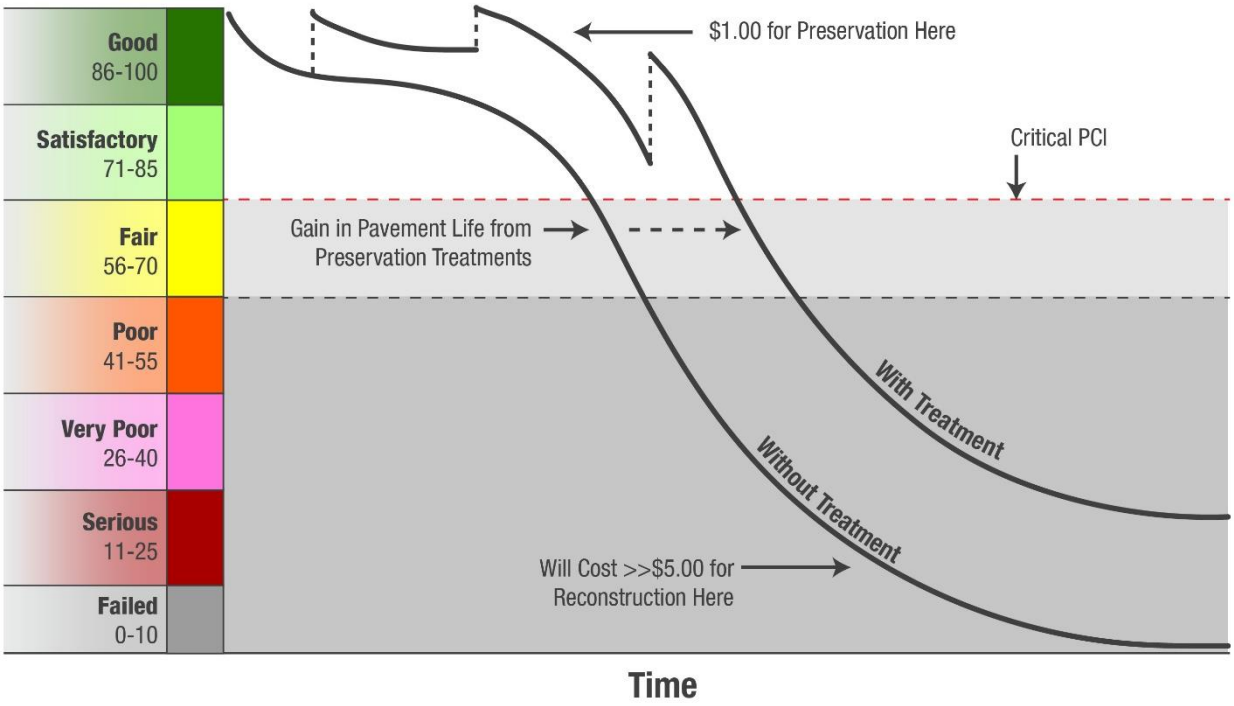
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- Assist airports in meeting the requirements of Public Law 103-305;
- Assist airports in complying with FAA Grant Assurances 11 and 19;
- Provide airports with functional pavement condition in accordance with ASTM D5340-20 (current) and with the FAA AC 150/5380-7B (current) based on visual assessment efforts;
- Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with the FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and
- Provide airports, FDOT Districts, FDOT AO, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

From a pavement management perspective, one of the most valuable aspects of the PCI methodology is the ability to save money by effectively prioritizing the rehabilitation of pavement assets before they reach critical condition. Critical PCI values are assigned to deterioration models for pavement assets based on their respective use and rank. The concept of critical PCI will be further discussed in **Chapter 5**, but it is used as a benchmark to help identify pavement assets that should receive rehabilitation. In doing so, the PCI methodology can help create a proactive maintenance and rehabilitation (M&R) strategy to effectively address pavement projects before the cost of these projects increases significantly.

With M&R costs escalating over time, the consequences of inadequate maintenance practices can result in an inefficient allocation of funding. If maintenance is conducted before a significant decline in pavement condition occurs, substantial repair and/or rehabilitation costs may be avoided or delayed. **Figure 1.4** illustrates how the cost of pavement repairs can significantly increase if M&R activities are delayed.

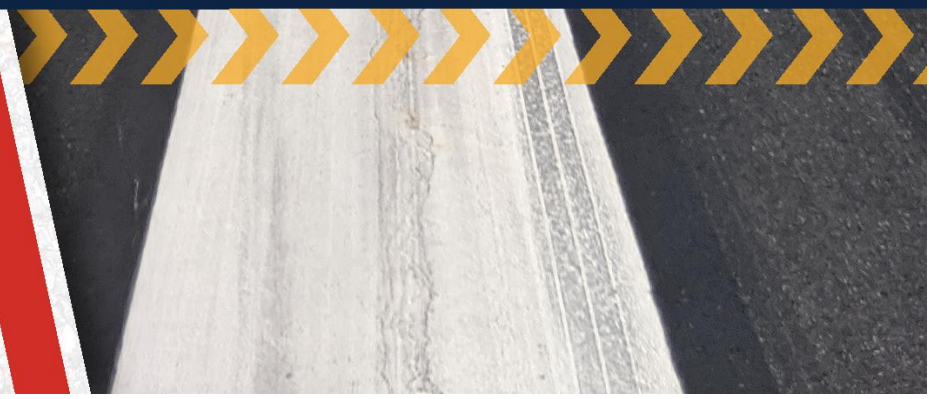
Figure 1.4: Pavement Life and the Effect of Treatments



FAA Eligibilty Thresholds: ☐ **>70:** Routine Maintenance ☐ **55-70:** Rehabilitation Eligible ☐ **<55:** Reconstruction Eligible

**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements*

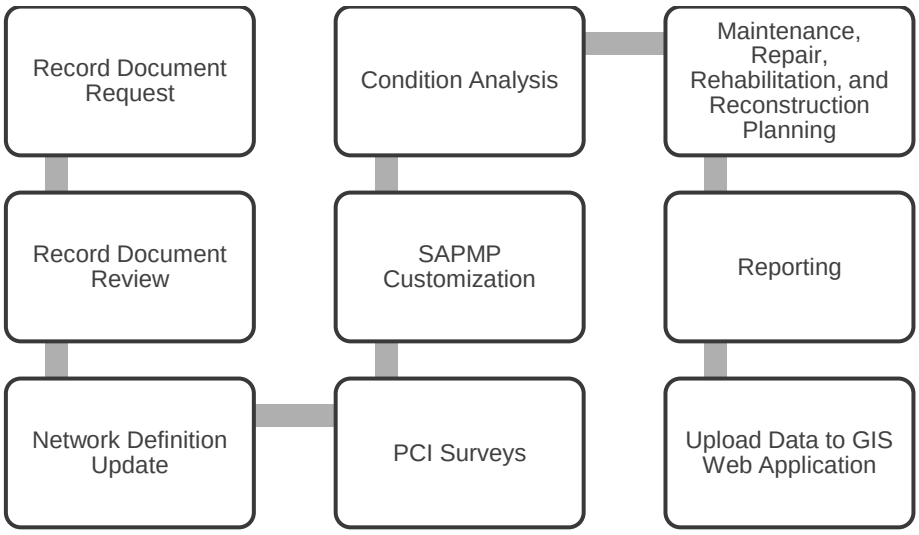
Chapter 2: Methodology



Chapter 2 – Methodology

An effective pavement management program incorporates both 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 AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

This SAPMP utilizes PAVER™ 7.0 software as its airfield pavement database. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory and sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet the objectives of an effective pavement management system. The PAVER™ database includes a network-level inventory of the participating airport's eligible airfield pavement facilities. PAVER™ can achieve the following pavement management objectives:

- Create a manageable inventory system;
- Analyze the current condition of pavements in accordance with ASTM D5340-20;
- Develop pavement performance models to forecast conditions; and
- Generate maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure consisting of networks, branches, sections, and samples, with the sample being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database and typically consist of pavement inventory

characteristics, pavement structure, work history, historic condition records, and analytical customization.

2.2 Airfield Pavement Record Keeping (Historical Records Research)

In accordance with the FAA AC 150/5380-7B, it is a best practice that airports maintain records of all airfield construction and maintenance (routine, emergency, and proactive) related to the pavement facilities. These records should consist of:

- Location and limits of work;
- Types and severities of repaired distresses;
- Work type and cost; and
- Supporting documents (e.g., contract documents, construction drawings, specifications, bid tabulations, repair products, and photograph records).

As part of the SAPMP, participating airport's staff was asked to provide documentation regarding the historical work performed at the Airport, including construction drawings and bid tabulations. This information is used to identify location, limits, type of work, pavement cross-sections, and representative material costs.

Updated historical data collected during this task was entered into the PAVER™ database. This database includes the following fields for historical information:

- Date of last construction/rehabilitation
- Work type performed
- Comments for documenting pavement cross-section
- Pavement surface type
- Section area (limits of work)

The SAPMP PAVER™ database accuracy is limited to the record documentation provided by the participating airports. Airport Sponsors should rely on this information as a planning tool and defer to final as-built plans, record drawings, and/or engineer's construction report for pavement construction records.

2.3 Airfield Pavement Structure

A pavement is a prepared surface designed to provide a continuous, smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. A pavement structure is composed of constructed layers consisting of subgrade, subbase, base, structural, and surface courses. For the FDOT SAPMP, two (2) predominant pavement types are classified for evaluation and analysis: Asphalt Concrete (AC) and Portland cement concrete (PCC). Composite Structures, known as Whitetopping Pavements consisting of PCC on AC, are also present at limited airports in Florida and are evaluated separately.

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes 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. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation 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 PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes 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 provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation” are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

Whitetopping pavement is a composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure. There are three (3) types of Whitetopping Pavements: Conventional (WT), Thin (TWT), and Ultra-Thin (UWT).

Conventional Whitetopping (WT)

A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically greater than 6 inches in thickness.

Thin Whitetopping (TWT)
A composite pavement structure consisting of modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 4 and 6 inches in thickness.

Ultra-Thin Whitetopping (UWT)
A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 2 and 4 inches in thickness.

2.4 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 from aircraft loading and environmental conditions.

This System Update does not involve a study or analysis of ISM's aircraft fleet mix or traffic operations. However, it is strongly recommended that the Airport incorporate the requirements of the FAA AC 150/5320-6F when developing design-level rehabilitation activities; this AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.5 Pavement Management Program Network Definition Terminology

To facilitate an effective pavement management program, a pavement network must be established and subdivided into smaller, manageable working units. Sectioning of the pavement network was established in a prior System Update and was revised during this SAPMP to account for work that has been performed on the airfield since the previous Update. Information from historic records is used to help define the limits of the smaller working units. A critical input for a pavement inventory and network definition is the date of last major construction or rehabilitation, as this type of work will reset the section PCI to a value of 100.

The following sections define the common terms used in pavement management systems and cover their application for this SAPMP System Update.

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. 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.

2.5.2 Pavement Branch Identification

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement within a network that has a distinct functional classification. For example, within an airfield, each runway, taxiway, or apron is considered a branch. Each branch contains at least one section but may contain more if pavement feature characteristics are distinct throughout the branch.

2.5.3 Pavement Section Identification

A pavement section, or feature, is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include structural composition (pavement layer material type and thickness), construction history, age, traffic type, traffic frequency, and pavement condition. A section is the basic management unit of a pavement network and is the level at which maintenance, repair, or major rehabilitation treatments are considered.

2.5.4 Pavement Sample Unit Identification

A pavement sample unit is an arbitrarily defined subdivision of a pavement section that has a standard size range of 20 contiguous slabs (±8 slabs) for PCC pavement and 5,000 contiguous square feet (±2,000 SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

Below is a summary table, **Table 2.5.5**, with definitions and examples of common SAPMP terminology.

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of 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" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"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 D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey 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 D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, 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 help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. 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.

2.6.1 Pavement Distress Types

For each sample, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-20 standard, which identifies 17 AC distress types and 16 PCC distress types. **Tables 2.6.1 (a)** and **2.6.1 (b)** identify these distresses and their common causes or mechanisms.

Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete

Distress Mechanism	Distress Type
Load	Alligator Cracking Rutting
Climate/Durability	Block Cracking Joint Reflection Cracking Longitudinal and Transverse Cracking (LT) Raveling Shoving Weathering
Construction/Material	Bleeding Corrugation Depression Polished Aggregate Slippage Cracking Swelling
Other	Jet Blast Erosion Oil Spillage Patching and Utility Cut Patching

Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete

Distress Mechanism	Distress Type
Load	Corner Break Longitudinal, Transverse, and Diagonal Cracking (LTD) Pumping Shattered Slab/Intersecting Cracks
Climate/Durability	Blowup Durability "D" Cracking Joint Seal Damage Popouts
Construction/Material	Alkali Silica Reaction (ASR) Scaling Shrinkage Cracking
Other	Corner Spalling Joint Spalling Large Patching and Utility Cut Settlement or Faulting Small Patching

2.6.2 PCI Survey Procedures

PCI surveys are conducted on sample units defined in previous System Updates. Sample units are subject to change at the discretion of field personnel and/or to major pavement rehabilitation treatments. Furthermore, access to sample units based on accessibility or operational impacts may affect the overall sampling rate effort at each airport. **Tables 2.6.2 (a)** and **(b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve greater statistical confidence, should the Airport have the available resources to perform PCI survey independent of the FDOT SAPMP.

Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

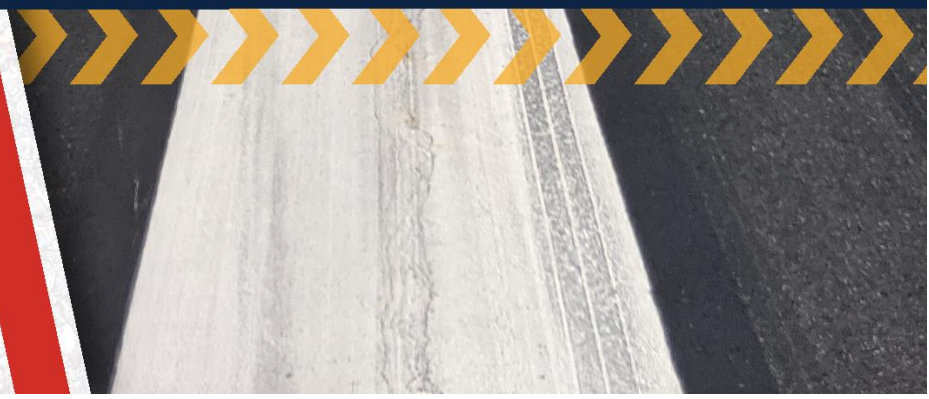
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete

Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
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

The FDOT SAPMP is limited to select sample units for each section identified in each airport's Airfield Pavement Network Definition. The intent is to perform a limited amount of sample unit PCI surveys to reasonably reflect the functional condition. Due to the limited sampling criteria, there may be instances of pavement distress and deterioration outside of the inspected sample units that were not observed.

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

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 of 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

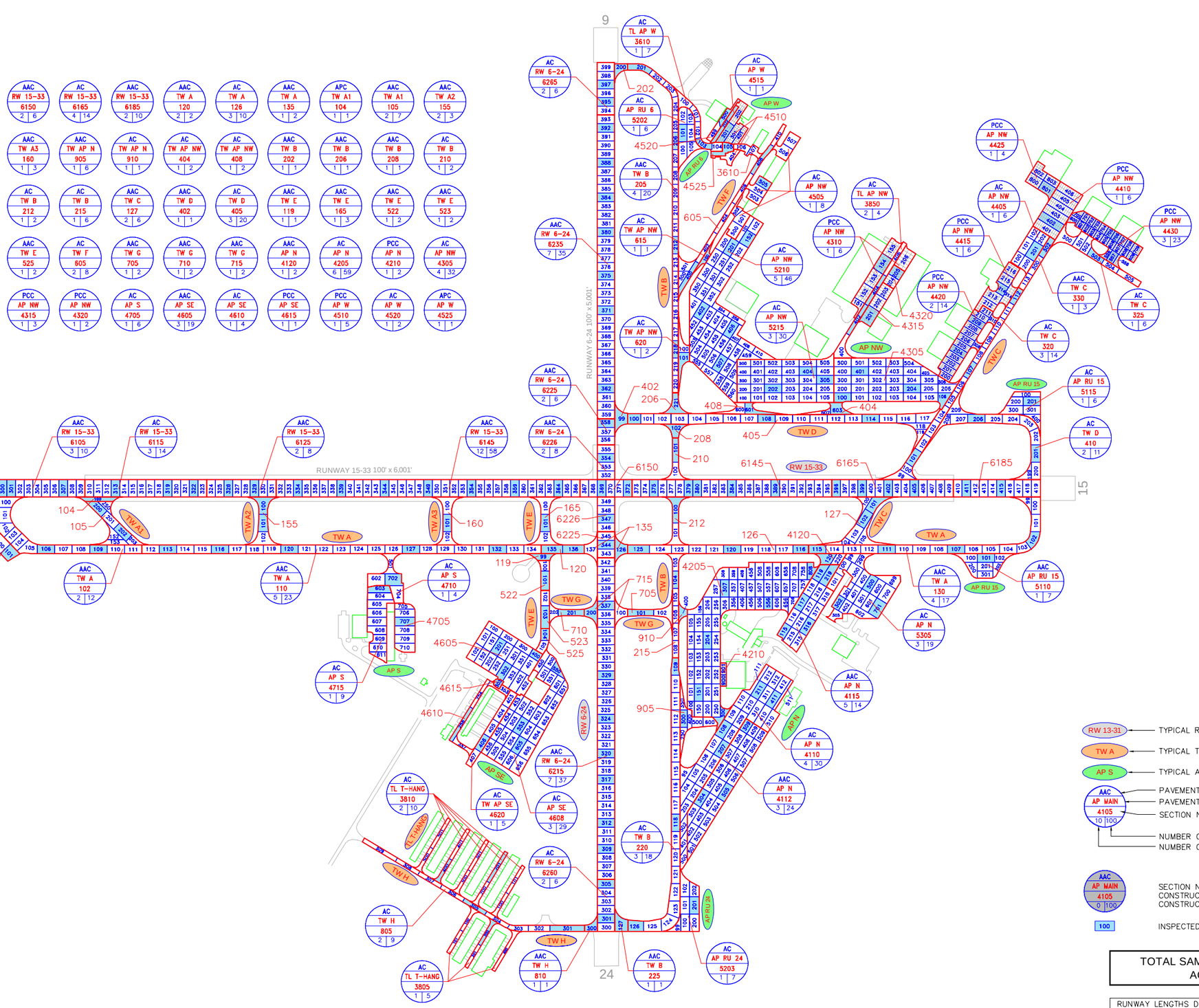
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2017	**RW 15-33**	Complete Reconstruction - AC
2017	**AP N**	Mill and Overlay

The Airport provided a combination of record drawings, reports, and staff input, which aided in developing the construction history of the Airport's pavements since inception. Major rehabilitation and 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 overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI assessment and actual conditions may vary. Furthermore, any localized maintenance or repair performed in the assessment areas that would improve the PCI are considered in the condition analysis.

Figure 3.1.1 (a), the Airfield Pavement Network Definition Exhibit, provides details of the PCI assessment efforts. The Exhibit identifies pavement facilities, surface types, section definitions, and sample unit delineations. **Figure 3.1.1 (b)**, the Airfield Pavement System Inventory Exhibit, provides details of 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, are confirmed during field surveys.



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP_MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP_MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 194
AC: 180 PCC: 14

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

ISM

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

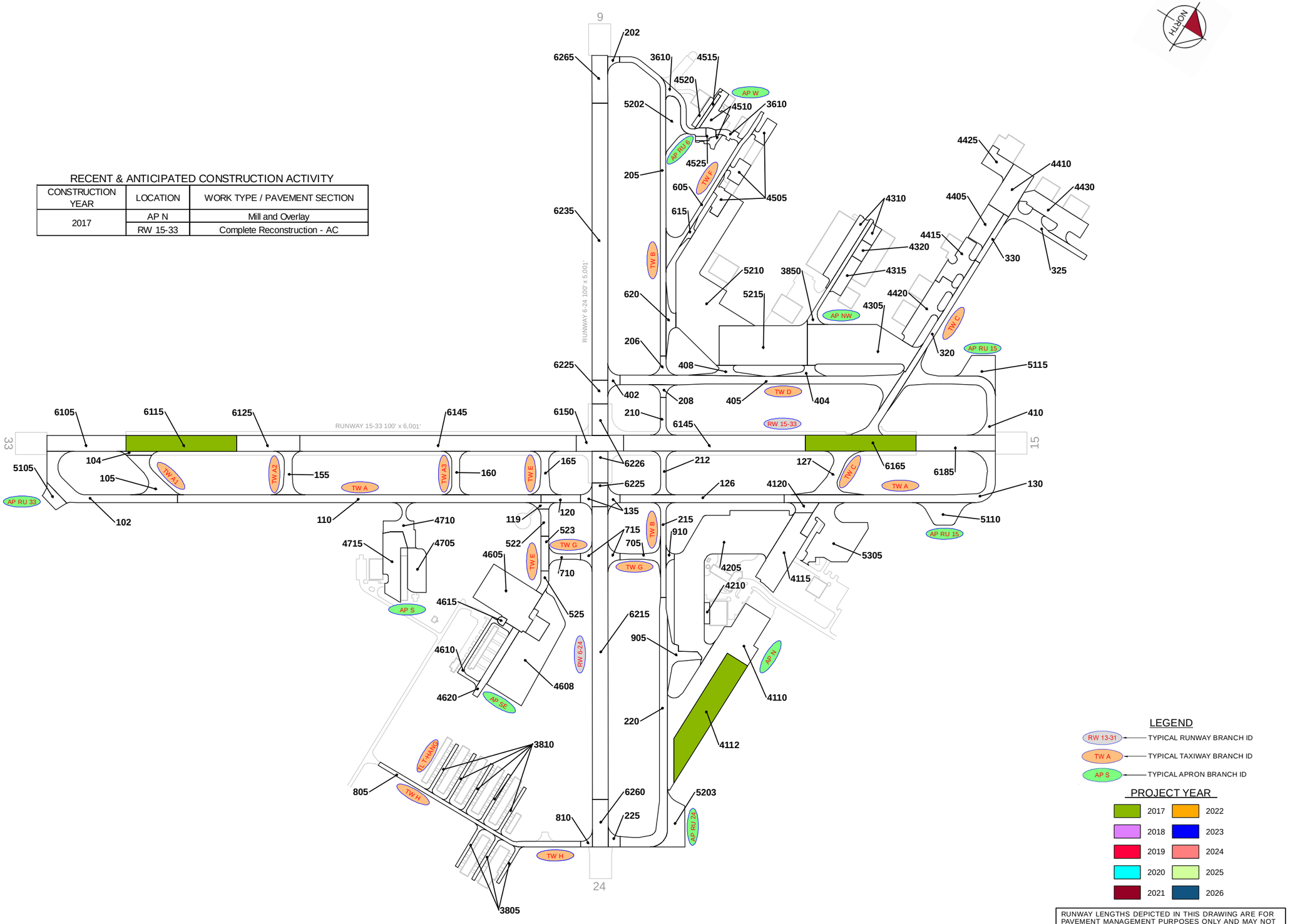
KISSIMMEE GATEWAY AIRPORT

FDOT

2022

RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Mill and Overlay
	RW 15-33	Complete Reconstruction - AC



LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

ISM

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

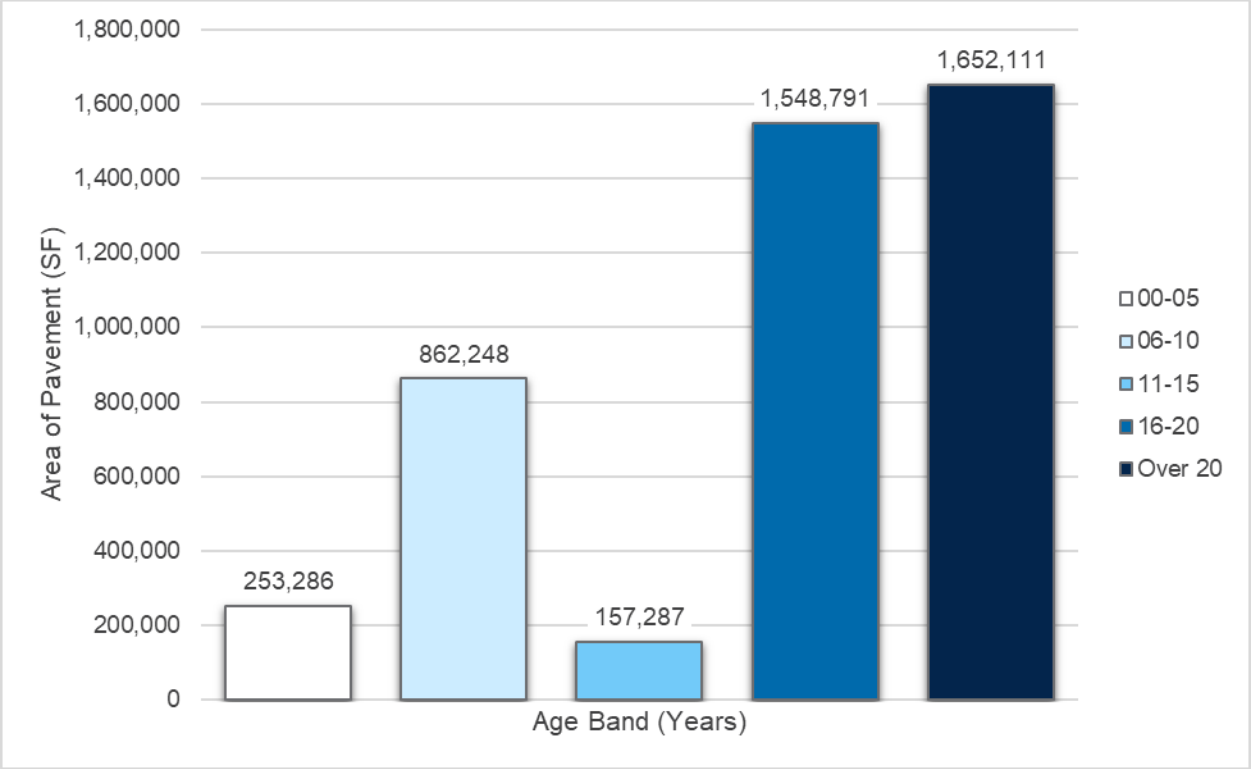
FDOT

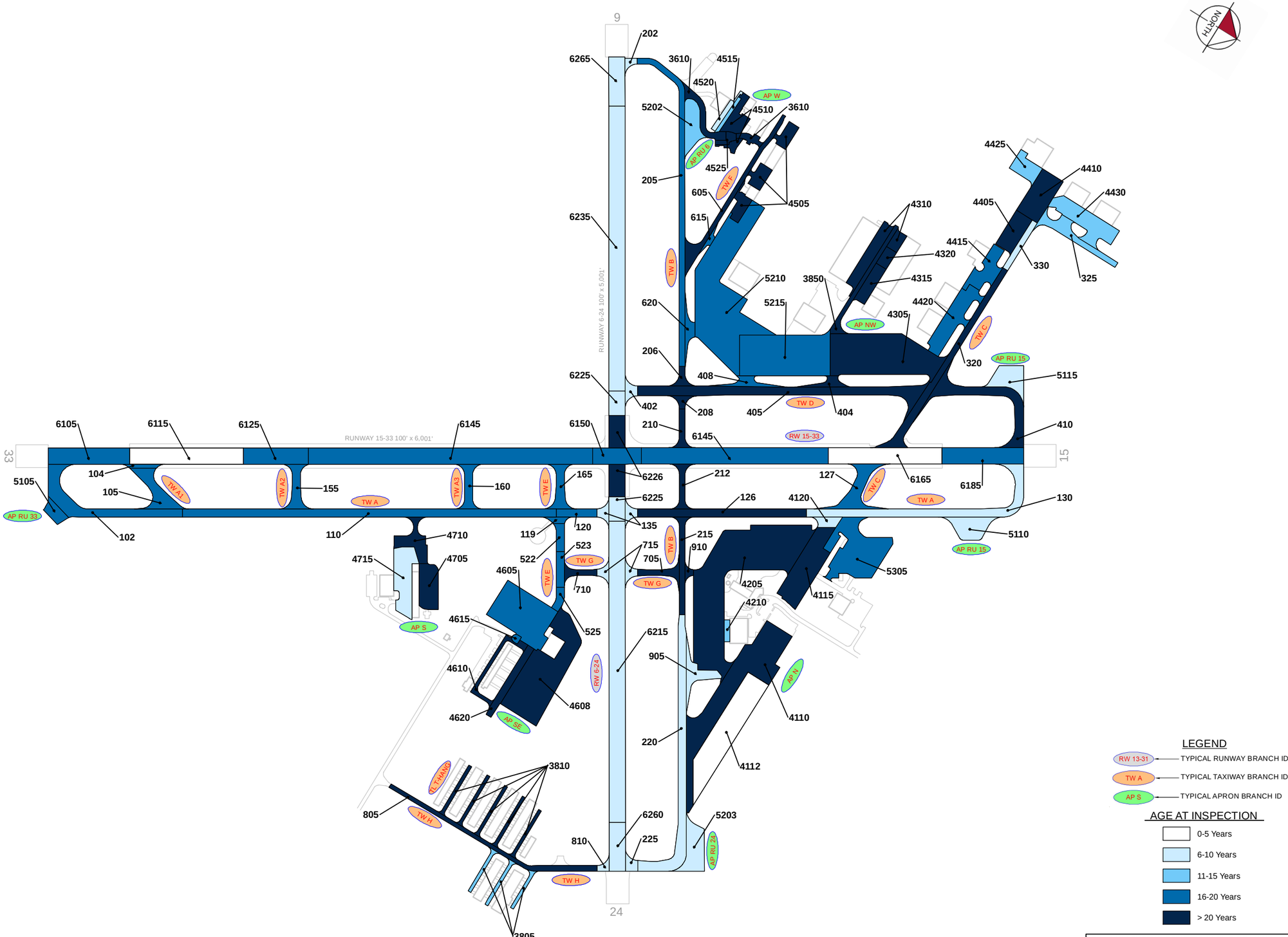
2022

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of 20 years. Design inputs typically require subgrade soil conditions, pavement layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of historic airfield pavement construction activities, **Figure 3.1.2 (a)** summarizes the age of the pavement sections since the last major construction activity has occurred. **Figure 3.1.2 (b)** provides the approximate limits of those age ranges on the airfield pavement facilities. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report. The estimation of pavement age is based on information requested from the Airport.

Figure 3.1.2 (a): Age of Pavements at PCI Survey





ISM

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
KISSIMMEE GATEWAY AIRPORT

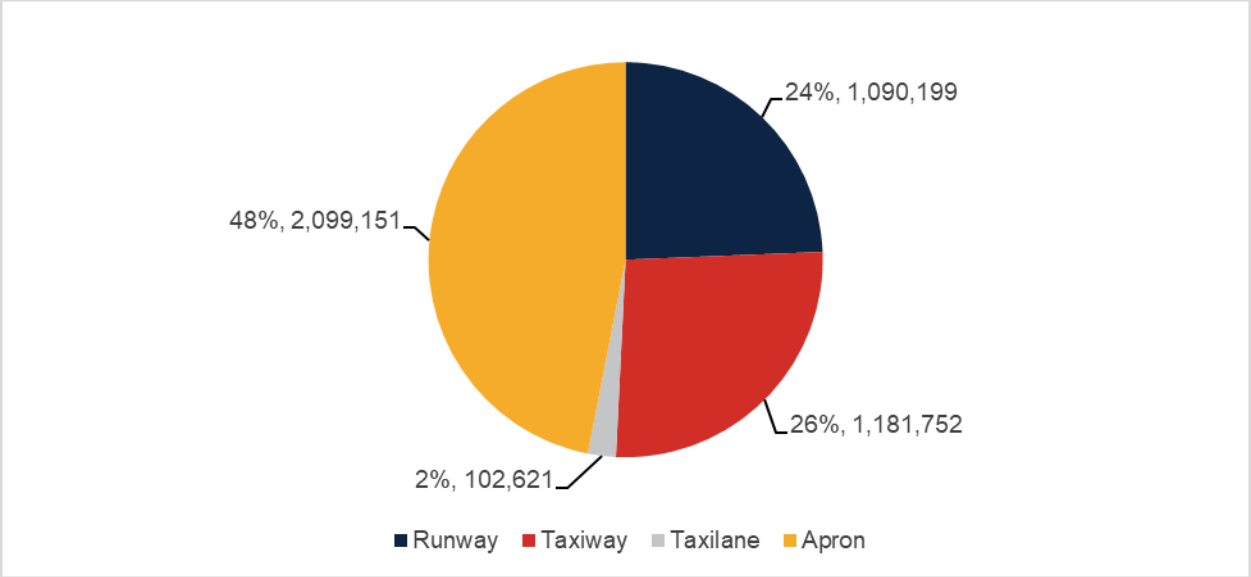
FDOT

2022

3.1.3 Functional Use

Pavements are subject to variations in aircraft loading patterns based on use and overall operations. This is termed “functional use” or “branch use.” For this SAPMP System Update, the following categories of pavement functional use are identified: runway, taxiway, taxilane, and apron. **Figure 3.1.3** summarizes pavement functional use by area and excludes paved shoulders.

Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

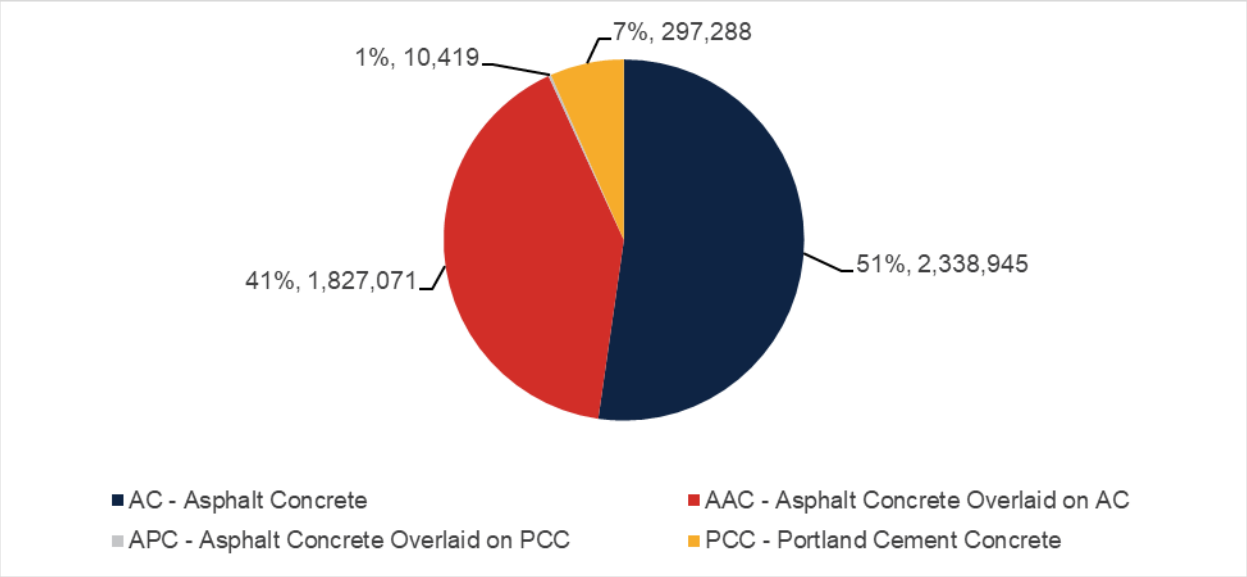


3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC).

Based on the record documentation incorporated within the SAPMP database and as observed during airfield pavement field assessments, pavement surface types have been assigned to the various pavement sections. **Figure 3.1.4** summarizes the applicable pavement types observed at ISM.

Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)



3.1.5 Pavement System Inventory Details

The pavement inventory scope includes updates to existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix C** 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.

Table 3.1.5 displays the section-level pavement inventory data, which is based on record documentation provided by the airports and from previous System Updates. The information presented relies on the accuracy and the adequacy of data provided. In some cases, characteristics such as pavement area may be estimated based on aerial interpretation of spatially-projected imagery. Additionally, if the last construction date is unknown, a date of January 1 of the estimated year was assigned to the section. The accuracy of data is appropriate for this network-level planning document. Should the Airport perform rehabilitation work, it is recommended that project-level investigations be performed to support the data accuracy needed for design and construction.

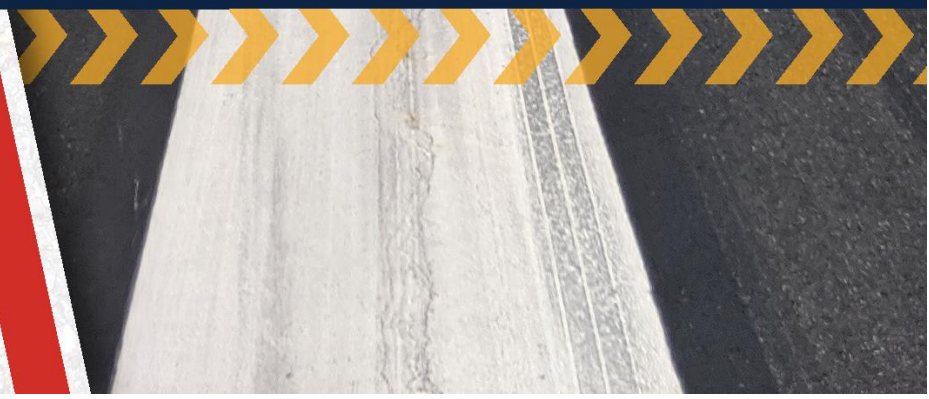
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	RW 6-24	Runway	6215	185,000	AAC	1/1/2014
ISM	RW 6-24	Runway	6225	30,000	AAC	10/17/2014
ISM	RW 6-24	Runway	6226	39,999	AAC	1/1/1998
ISM	RW 6-24	Runway	6235	175,000	AAC	1/1/2014
ISM	RW 6-24	Runway	6260	30,000	AC	1/1/2014
ISM	RW 6-24	Runway	6265	30,100	AC	1/1/2014
ISM	RW 15-33	Runway	6105	50,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6115	70,000	AC	10/1/2017

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	RW 15-33	Runway	6125	40,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6145	290,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6150	30,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6165	70,000	AC	10/1/2017
ISM	RW 15-33	Runway	6185	50,100	AAC	1/1/2005
ISM	TW A	Taxiway	102	63,803	AAC	1/1/2002
ISM	TW A	Taxiway	110	115,000	AAC	1/1/2002
ISM	TW A	Taxiway	120	12,450	AAC	1/1/2002
ISM	TW A	Taxiway	126	52,050	AC	1/1/1994
ISM	TW A	Taxiway	130	83,139	AAC	1/1/2013
ISM	TW A	Taxiway	135	12,328	AAC	1/1/2014
ISM	TW A1	Taxiway	104	4,928	APC	1/1/2002
ISM	TW A1	Taxiway	105	29,349	AAC	1/1/2002
ISM	TW A2	Taxiway	155	19,150	AAC	1/1/2002
ISM	TW A3	Taxiway	160	17,109	AAC	1/1/2002
ISM	TW AP N	Taxiway	905	21,913	AAC	1/1/2012
ISM	TW AP N	Taxiway	910	3,076	AC	1/1/1994
ISM	TW AP NW	Taxiway	404	8,876	AC	1/1/1991
ISM	TW AP NW	Taxiway	408	11,176	AC	1/1/2005
ISM	TW AP NW	Taxiway	615	3,458	AC	1/1/2005
ISM	TW AP NW	Taxiway	620	10,868	AC	1/1/2005
ISM	TW AP SE	Taxiway	4620	21,907	AC	1/1/1943
ISM	TW B	Taxiway	202	3,832	AAC	1/1/2014
ISM	TW B	Taxiway	205	71,686	AAC	1/1/2002
ISM	TW B	Taxiway	206	6,615	AAC	1/1/1991
ISM	TW B	Taxiway	208	5,209	AAC	1/1/1991
ISM	TW B	Taxiway	210	10,184	AC	1/1/1986
ISM	TW B	Taxiway	212	12,603	AC	1/1/1994
ISM	TW B	Taxiway	215	22,300	AC	1/1/1994
ISM	TW B	Taxiway	220	94,917	AC	1/1/2012
ISM	TW B	Taxiway	225	6,172	AAC	1/1/2014
ISM	TW C	Taxiway	127	32,304	AAC	1/1/2005
ISM	TW C	Taxiway	320	55,722	AC	1/1/1991
ISM	TW C	Taxiway	325	29,284	AC	1/1/2007
ISM	TW C	Taxiway	330	12,296	AAC	1/1/2014
ISM	TW D	Taxiway	402	6,915	AAC	1/1/2014
ISM	TW D	Taxiway	405	101,976	AC	1/1/1991
ISM	TW D	Taxiway	410	56,652	AC	1/1/1991
ISM	TW E	Taxiway	119	4,289	AAC	1/1/2002
ISM	TW E	Taxiway	165	18,990	AAC	1/1/2002
ISM	TW E	Taxiway	522	8,895	AAC	1/1/2002
ISM	TW E	Taxiway	523	11,003	AAC	1/1/2002
ISM	TW E	Taxiway	525	7,128	AAC	1/1/2004
ISM	TW F	Taxiway	605	36,483	AC	1/1/1997
ISM	TW G	Taxiway	705	12,488	AAC	1/1/1999
ISM	TW G	Taxiway	710	8,914	AAC	1/1/1999

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	TW G	Taxiway	715	11,121	AAC	1/1/2014
ISM	TW H	Taxiway	805	39,361	AC	1/1/1999
ISM	TW H	Taxiway	810	3,833	AAC	1/1/2014
ISM	TL AP NW	Taxilane	3850	22,390	AC	1/1/1994
ISM	TL AP W	Taxilane	3610	25,681	AC	12/25/1999
ISM	TL T-HANG	Taxilane	3805	18,639	AC	1/1/2010
ISM	TL T-HANG	Taxilane	3810	35,911	AC	12/25/2000
ISM	AP N	Apron	4110	153,862	AC	1/1/1973
ISM	AP N	Apron	4112	113,286	AAC	10/1/2017
ISM	AP N	Apron	4115	70,849	AAC	1/1/1973
ISM	AP N	Apron	4120	8,981	AAC	1/1/2013
ISM	AP N	Apron	4205	270,311	AC	1/1/1994
ISM	AP N	Apron	4210	4,556	PCC	1/1/2007
ISM	AP N	Apron	5305	95,340	AC	1/1/2004
ISM	AP NW	Apron	4305	154,557	AC	1/1/1994
ISM	AP NW	Apron	4310	39,687	PCC	12/25/1999
ISM	AP NW	Apron	4315	18,728	PCC	12/25/1999
ISM	AP NW	Apron	4320	8,760	PCC	12/25/1999
ISM	AP NW	Apron	4405	28,172	AC	1/1/1997
ISM	AP NW	Apron	4410	45,300	PCC	1/1/1942
ISM	AP NW	Apron	4415	30,431	PCC	1/1/2005
ISM	AP NW	Apron	4420	50,085	PCC	1/1/2005
ISM	AP NW	Apron	4425	20,243	PCC	1/1/2007
ISM	AP NW	Apron	4430	51,322	PCC	1/1/2007
ISM	AP NW	Apron	4505	39,648	AC	1/1/1997
ISM	AP NW	Apron	5210	221,395	AC	1/1/2006
ISM	AP NW	Apron	5215	139,404	AC	1/1/2005
ISM	AP RU 15	Apron	5110	29,707	AAC	1/1/2013
ISM	AP RU 15	Apron	5115	28,204	AC	5/1/2013
ISM	AP RU 24	Apron	5203	34,934	AC	1/1/2012
ISM	AP RU 33	Apron	5105	11,667	AAC	1/1/2002
ISM	AP RU 6	Apron	5202	27,901	AC	1/1/2007
ISM	AP S	Apron	4705	32,170	AC	12/25/1999
ISM	AP S	Apron	4710	25,607	AC	12/25/1999
ISM	AP S	Apron	4715	46,465	AC	1/1/2013
ISM	AP SE	Apron	4605	96,551	AAC	1/1/2004
ISM	AP SE	Apron	4608	139,565	AC	12/25/1999
ISM	AP SE	Apron	4610	15,063	AC	12/25/1999
ISM	AP SE	Apron	4615	2,232	PCC	1/1/2006
ISM	AP W	Apron	4510	25,944	PCC	12/25/1999
ISM	AP W	Apron	4515	5,342	AC	1/1/2009
ISM	AP W	Apron	4520	7,391	AC	1/1/2012
ISM	AP W	Apron	4525	5,491	APC	12/25/1999

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

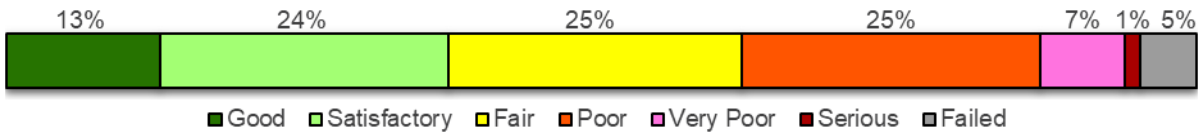
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for design- and/or project-level determination of pavement rehabilitation needs.

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 37% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 25% of inspected pavements are in Fair condition and the remaining 38% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a)-(e)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

Figure 4.1.2 (a): Current Condition Summary – Branch-Level

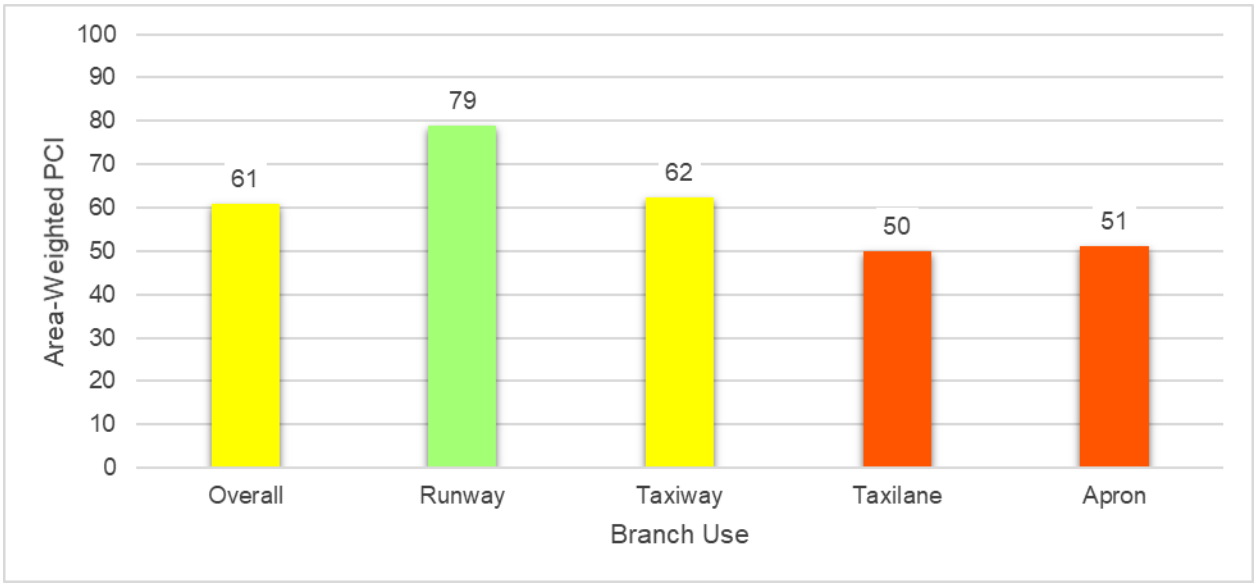


Figure 4.1.2 (b): Current Condition – Runway

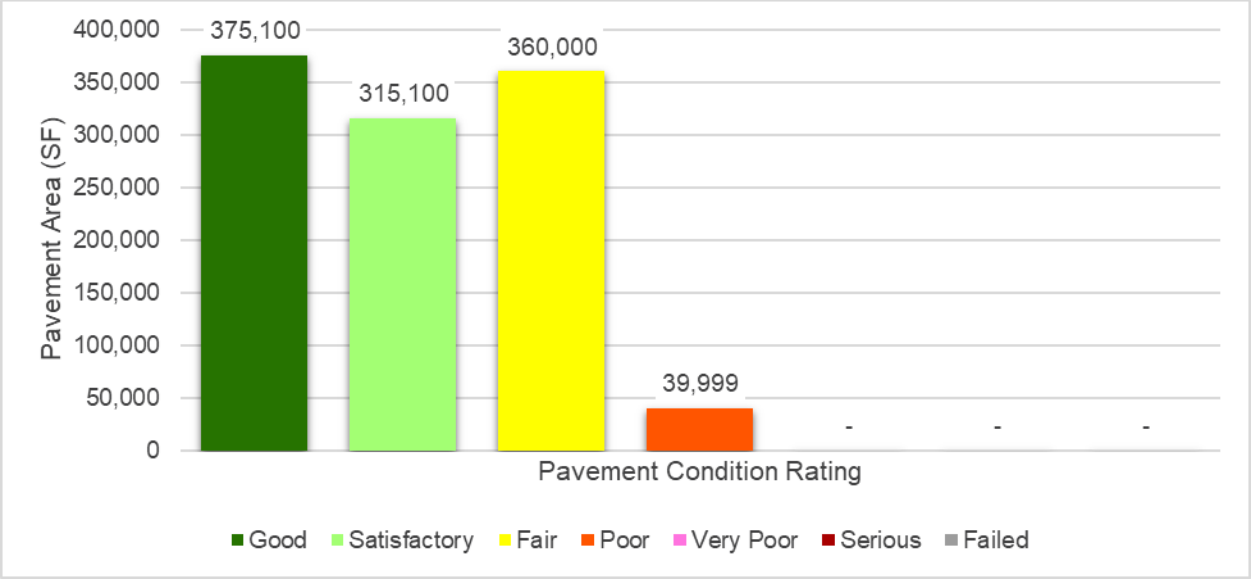


Figure 4.1.2 (c): Current Condition – Taxiway

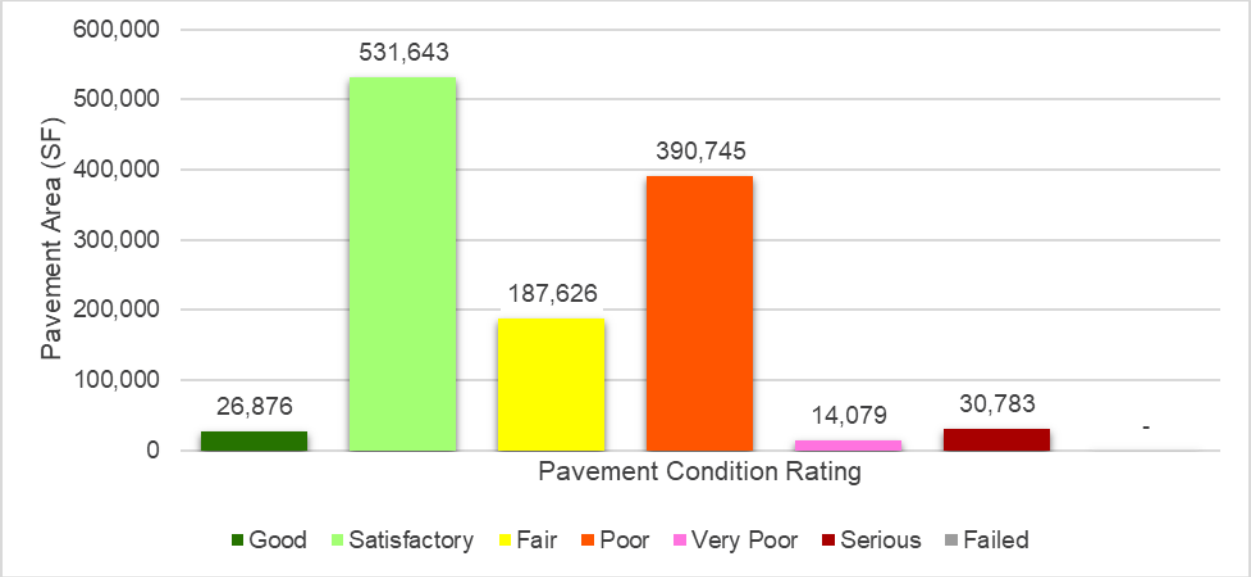


Figure 4.1.2 (d): Current Condition – Taxilane

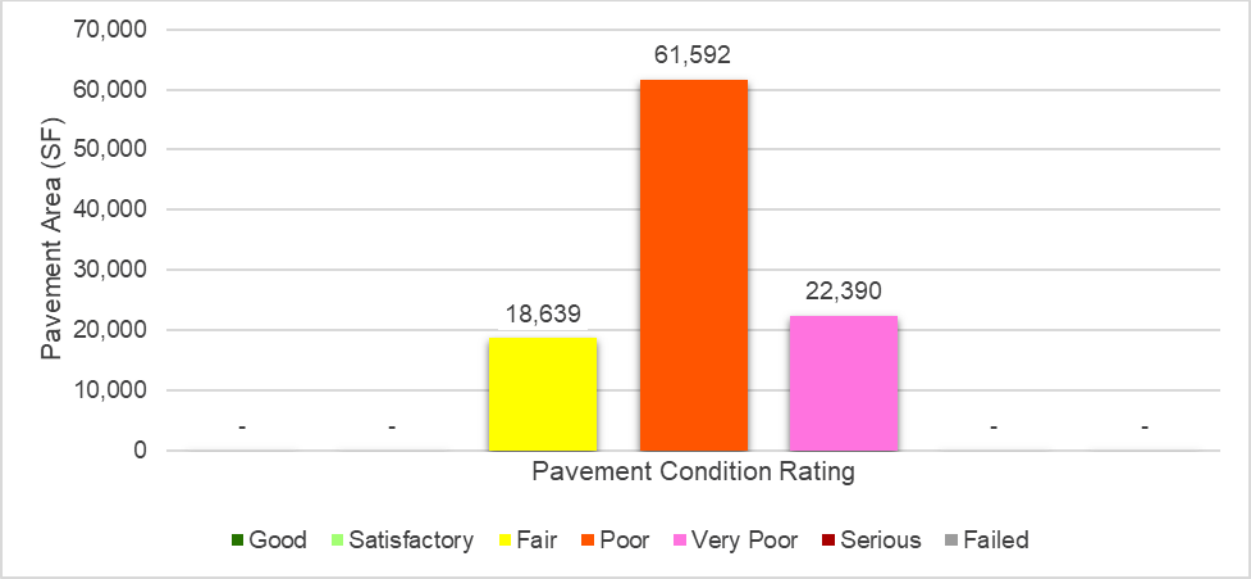


Figure 4.1.2 (e): Current Condition – Apron

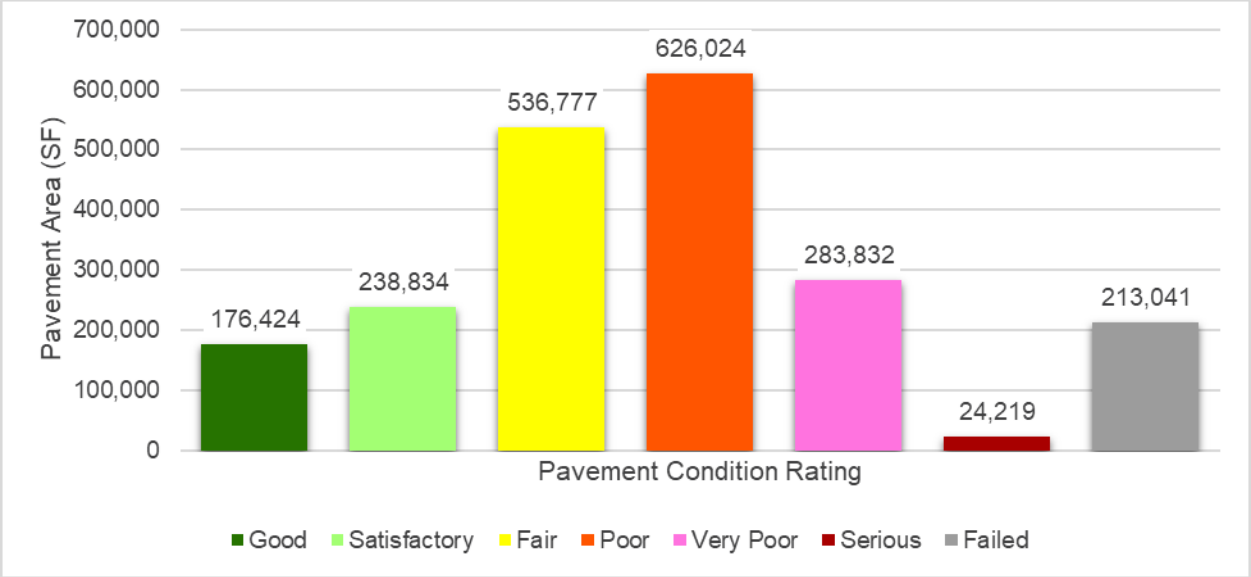


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 6-24	Runway	6	490,099	82	Satisfactory
RW 15-33	Runway	7	600,100	76	Satisfactory
TW A	Taxiway	6	338,770	67	Fair
TW A1	Taxiway	2	34,277	73	Satisfactory
TW A2	Taxiway	1	19,150	80	Satisfactory
TW A3	Taxiway	1	17,109	42	Poor
TW AP N	Taxiway	2	24,989	76	Satisfactory
TW AP NW	Taxiway	4	34,378	55	Poor
TW AP SE	Taxiway	1	21,907	13	Serious
TW B	Taxiway	9	233,518	68	Fair
TW C	Taxiway	4	129,606	63	Fair
TW D	Taxiway	3	165,543	46	Poor
TW E	Taxiway	5	50,305	64	Fair
TW F	Taxiway	1	36,483	46	Poor
TW G	Taxiway	3	32,523	69	Fair
TW H	Taxiway	2	43,194	72	Satisfactory
TL AP NW	Taxilane	1	22,390	36	Very Poor
TL AP W	Taxilane	1	25,681	42	Poor
TL T-HANG	Taxilane	2	54,550	59	Fair
AP N	Apron	7	717,185	53	Poor
AP NW	Apron	13	847,732	52	Poor
AP RU 15	Apron	2	57,911	76	Satisfactory
AP RU 24	Apron	1	34,934	89	Good
AP RU 33	Apron	1	11,667	54	Poor
AP RU 6	Apron	1	27,901	61	Fair
AP S	Apron	3	104,242	67	Fair
AP SE	Apron	4	253,411	29	Very Poor
AP W	Apron	4	44,168	20	Serious

4.1.3 Section-Level Analysis

Table 4.1.3 provides each pavement section's area-weighted average PCI and the percent of distress related to load, climate, and other factors. The causes of condition deterioration help inform maintenance, repair, and rehabilitation decisions. For example, load-related distress can indicate that the pavement is reaching the end of its structural design life and the selected rehabilitation treatment should include either strengthening or reconstruction. **Figure 4.1.3** provides a technical exhibit that graphically depicts PCI values and ratings determined from this SAPMP System Update.

Pavement facilities that have been reconstructed within the past 24 months, or are anticipated for reconstruction within the next 24 months, may have been omitted from this assessment. Pavement that has received major rehabilitation will be set to a PCI of 100 for this analysis.

Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ISM	RW 6-24	Runway	6215	185,000	AAC	80	Satisfactory	92	0	8	7	37
ISM	RW 6-24	Runway	6225	30,000	AAC	83	Satisfactory	83	0	17	2	6
ISM	RW 6-24	Runway	6226	39,999	AAC	52	Poor	88	0	12	2	8
ISM	RW 6-24	Runway	6235	175,000	AAC	89	Good	90	0	10	7	35
ISM	RW 6-24	Runway	6260	30,000	AC	88	Good	100	0	0	2	6
ISM	RW 6-24	Runway	6265	30,100	AC	92	Good	100	0	0	2	6
ISM	RW 15-33	Runway	6105	50,000	AAC	81	Satisfactory	100	0	0	3	10
ISM	RW 15-33	Runway	6115	70,000	AC	95	Good	100	0	0	3	14
ISM	RW 15-33	Runway	6125	40,000	AAC	65	Fair	87	13	0	2	8
ISM	RW 15-33	Runway	6145	290,000	AAC	69	Fair	93	0	7	12	58
ISM	RW 15-33	Runway	6150	30,000	AAC	66	Fair	85	0	15	2	6
ISM	RW 15-33	Runway	6165	70,000	AC	95	Good	100	0	0	4	14
ISM	RW 15-33	Runway	6185	50,100	AAC	75	Satisfactory	93	0	7	2	10
ISM	TW A	Taxiway	102	63,803	AAC	66	Fair	68	23	9	2	12
ISM	TW A	Taxiway	110	115,000	AAC	71	Satisfactory	56	33	11	5	23
ISM	TW A	Taxiway	120	12,450	AAC	57	Fair	94	0	6	2	2
ISM	TW A	Taxiway	126	52,050	AC	43	Poor	79	0	21	3	10
ISM	TW A	Taxiway	130	83,139	AAC	77	Satisfactory	94	0	6	4	17
ISM	TW A	Taxiway	135	12,328	AAC	77	Satisfactory	89	0	11	1	2
ISM	TW A1	Taxiway	104	4,928	APC	49	Poor	100	0	0	1	1
ISM	TW A1	Taxiway	105	29,349	AAC	77	Satisfactory	100	0	0	2	7
ISM	TW A2	Taxiway	155	19,150	AAC	80	Satisfactory	94	0	6	2	3
ISM	TW A3	Taxiway	160	17,109	AAC	42	Poor	91	0	9	1	3
ISM	TW AP N	Taxiway	905	21,913	AAC	81	Satisfactory	92	0	8	1	6
ISM	TW AP N	Taxiway	910	3,076	AC	39	Very Poor	91	0	9	1	1
ISM	TW AP NW	Taxiway	404	8,876	AC	22	Serious	72	0	28	1	2
ISM	TW AP NW	Taxiway	408	11,176	AC	57	Fair	88	0	12	1	2
ISM	TW AP NW	Taxiway	615	3,458	AC	72	Satisfactory	100	0	0	1	1
ISM	TW AP NW	Taxiway	620	10,868	AC	75	Satisfactory	100	0	0	1	2
ISM	TW AP SE	Taxiway	4620	21,907	AC	13	Serious	55	45	0	1	5
ISM	TW B	Taxiway	202	3,832	AAC	89	Good	100	0	0	1	1
ISM	TW B	Taxiway	205	71,686	AAC	61	Fair	100	0	0	4	20
ISM	TW B	Taxiway	206	6,615	AAC	52	Poor	75	0	25	1	1
ISM	TW B	Taxiway	208	5,209	AAC	46	Poor	84	0	16	1	1
ISM	TW B	Taxiway	210	10,184	AC	49	Poor	96	0	4	1	2
ISM	TW B	Taxiway	212	12,603	AC	55	Poor	98	0	2	1	2
ISM	TW B	Taxiway	215	22,300	AC	50	Poor	81	0	19	1	6
ISM	TW B	Taxiway	220	94,917	AC	83	Satisfactory	96	0	4	3	18
ISM	TW B	Taxiway	225	6,172	AAC	79	Satisfactory	100	0	0	1	1
ISM	TW C	Taxiway	127	32,304	AAC	71	Satisfactory	97	0	3	2	6
ISM	TW C	Taxiway	320	55,722	AC	43	Poor	72	0	28	3	14
ISM	TW C	Taxiway	325	29,284	AC	83	Satisfactory	100	0	0	1	6
ISM	TW C	Taxiway	330	12,296	AAC	86	Good	100	0	0	1	3

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ISM	TW D	Taxiway	402	6,915	AAC	87	Good	100	0	0	1	1
ISM	TW D	Taxiway	405	101,976	AC	45	Poor	86	0	14	3	20
ISM	TW D	Taxiway	410	56,652	AC	44	Poor	86	0	14	2	11
ISM	TW E	Taxiway	119	4,289	AAC	73	Satisfactory	100	0	0	1	1
ISM	TW E	Taxiway	165	18,990	AAC	83	Satisfactory	91	0	9	1	3
ISM	TW E	Taxiway	522	8,895	AAC	59	Fair	63	0	37	1	2
ISM	TW E	Taxiway	523	11,003	AAC	37	Very Poor	65	31	4	1	2
ISM	TW E	Taxiway	525	7,128	AAC	58	Fair	81	0	19	1	2
ISM	TW F	Taxiway	605	36,483	AC	46	Poor	85	0	15	2	8
ISM	TW G	Taxiway	705	12,488	AAC	69	Fair	72	0	28	1	2
ISM	TW G	Taxiway	710	8,914	AAC	55	Poor	88	0	12	1	2
ISM	TW G	Taxiway	715	11,121	AAC	81	Satisfactory	100	0	0	1	2
ISM	TW H	Taxiway	805	39,361	AC	71	Satisfactory	100	0	0	2	9
ISM	TW H	Taxiway	810	3,833	AAC	87	Good	100	0	0	1	1
ISM	TL AP NW	Taxilane	3850	22,390	AC	36	Very Poor	93	0	7	2	4
ISM	TL AP W	Taxilane	3610	25,681	AC	42	Poor	79	0	21	1	7
ISM	TL T-HANG	Taxilane	3805	18,639	AC	68	Fair	100	0	0	1	5
ISM	TL T-HANG	Taxilane	3810	35,911	AC	55	Poor	95	0	5	2	10
ISM	AP N	Apron	4110	153,862	AC	33	Very Poor	98	0	2	4	30
ISM	AP N	Apron	4112	113,286	AAC	91	Good	49	51	0	3	24
ISM	AP N	Apron	4115	70,849	AAC	34	Very Poor	66	20	14	3	14
ISM	AP N	Apron	4120	8,981	AAC	76	Satisfactory	93	0	7	1	2
ISM	AP N	Apron	4205	270,311	AC	41	Poor	79	0	21	6	59
ISM	AP N	Apron	4210	4,556	PCC	82	Satisfactory	65	0	35	1	2
ISM	AP N	Apron	5305	95,340	AC	81	Satisfactory	91	0	9	3	19
ISM	AP NW	Apron	4305	154,557	AC	41	Poor	93	0	7	4	32
ISM	AP NW	Apron	4310	39,687	PCC	60	Fair	21	54	25	1	6
ISM	AP NW	Apron	4315	18,728	PCC	11	Serious	9	88	3	1	3
ISM	AP NW	Apron	4320	8,760	PCC	62	Fair	23	40	37	1	2
ISM	AP NW	Apron	4405	28,172	AC	36	Very Poor	99	0	1	1	6
ISM	AP NW	Apron	4410	45,300	PCC	6	Failed	6	59	35	1	6
ISM	AP NW	Apron	4415	30,431	PCC	69	Fair	32	48	20	1	6
ISM	AP NW	Apron	4420	50,085	PCC	54	Poor	18	64	18	2	14
ISM	AP NW	Apron	4425	20,243	PCC	61	Fair	21	54	25	1	4
ISM	AP NW	Apron	4430	51,322	PCC	78	Satisfactory	50	23	27	3	23
ISM	AP NW	Apron	4505	39,648	AC	64	Fair	92	0	8	1	8
ISM	AP NW	Apron	5210	221,395	AC	66	Fair	80	0	20	5	46
ISM	AP NW	Apron	5215	139,404	AC	47	Poor	66	0	34	3	30
ISM	AP RU 15	Apron	5110	29,707	AAC	64	Fair	92	0	8	1	7
ISM	AP RU 15	Apron	5115	28,204	AC	89	Good	91	0	9	1	6
ISM	AP RU 24	Apron	5203	34,934	AC	89	Good	100	0	0	1	7
ISM	AP RU 33	Apron	5105	11,667	AAC	54	Poor	82	0	18	1	2
ISM	AP RU 6	Apron	5202	27,901	AC	61	Fair	85	0	15	1	6
ISM	AP S	Apron	4705	32,170	AC	84	Satisfactory	81	0	19	1	6
ISM	AP S	Apron	4710	25,607	AC	29	Very Poor	100	0	0	1	4
ISM	AP S	Apron	4715	46,465	AC	76	Satisfactory	71	0	29	1	9

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ISM	AP SE	Apron	4605	96,551	AAC	60	Fair	79	0	21	3	19
ISM	AP SE	Apron	4608	139,565	AC	5	Failed	55	40	5	3	29
ISM	AP SE	Apron	4610	15,063	AC	59	Fair	79	0	21	1	4
ISM	AP SE	Apron	4615	2,232	PCC	0	Failed	7	66	27	1	1
ISM	AP W	Apron	4510	25,944	PCC	4	Failed	6	73	21	1	5
ISM	AP W	Apron	4515	5,342	AC	26	Very Poor	58	29	13	1	2
ISM	AP W	Apron	4520	7,391	AC	68	Fair	91	0	9	1	2
ISM	AP W	Apron	4525	5,491	APC	23	Serious	88	0	12	1	1

** Zero (0) Sample Units Inspected signifies that the pavement section was not inspected during this SAPMP System Update due to recent construction projects. These sections correlate with the gray sections on the Network Definition Exhibit.*

ISM

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Kissimmee Gateway Airport (ISM) was performed in April 2022. The overall area-weighted average PCI value of the network was 61, representing a condition rating of Fair.

Based on the FAA 5010 Report as of 11/10/2022, the Airport has reported 150,388 operations for 12 months ending 08/16/2018

4.2.2 Branch-Level Observations

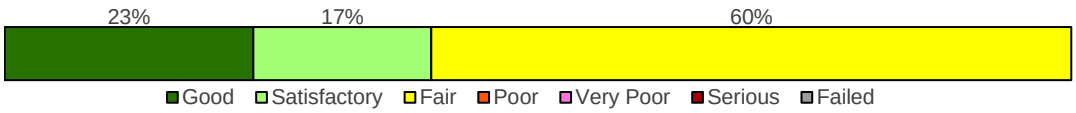
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative distress photographs of airfield pavements are presented in **Appendix D**. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Re-inspection Report found in **Appendix E** provides listings of each sample unit and distress.

Runways

RW 15-33

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 15-33	RUNWAY	7	600,100	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 23% Good (86-100 PCI), 17% Satisfactory (71-85 PCI), 60% Fair (56-70 PCI).



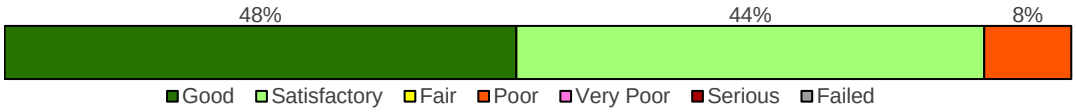
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	50,000	81	Satisfactory
6115	AC	70,000	95	Good
6125	AAC	40,000	65	Fair
6145	AAC	290,000	69	Fair
6150	AAC	30,000	66	Fair
6165	AC	70,000	95	Good
6185	AAC	50,100	75	Satisfactory

RW 15-33 consists of 7 flexible pavement sections, totaling 600,100 sf. The last major construction dates range from 2005 to 2017, resulting in an area-weighted average age at inspection of 14 years old. Overall, RW 15-33 is in Satisfactory condition with an area-weighted average PCI of 76.

RW 6-24

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 6-24	RUNWAY	6	490,099	82	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 48% Good (86-100 PCI), 44% Satisfactory (71-85 PCI), 8% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6215	AAC	185,000	80	Satisfactory
6225	AAC	30,000	83	Satisfactory
6226	AAC	39,999	52	Poor
6235	AAC	175,000	89	Good
6260	AC	30,000	88	Good
6265	AC	30,100	92	Good

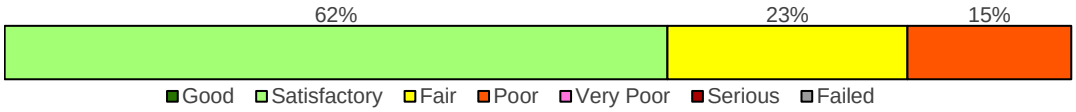
RW 6-24 consists of 6 flexible pavement sections, totaling 490,099 sf. The last major construction dates range from 1998 to 2014, resulting in an area-weighted average age at inspection of 10 years old. Overall, RW 6-24 is in Satisfactory condition with an area-weighted average PCI of 82.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	6	338,770	67	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 62% Satisfactory (71-85 PCI), 23% Fair (56-70 PCI), 15% Poor (41-55 PCI).



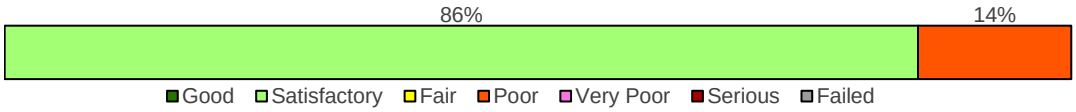
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
102	AAC	63,803	66	Fair
110	AAC	115,000	71	Satisfactory
120	AAC	12,450	57	Fair
126	AC	52,050	43	Poor
130	AAC	83,139	77	Satisfactory
135	AAC	12,328	77	Satisfactory

TW A consists of 6 flexible pavement sections, totaling 338,770 sf. The last major construction dates range from 1994 to 2014, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW A is in Fair condition with an area-weighted average PCI of 67.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	2	34,277	73	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 86% Satisfactory (71-85 PCI), 14% Poor (41-55 PCI).



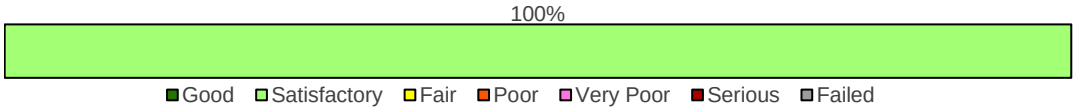
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
104	APC	4,928	49	Poor
105	AAC	29,349	77	Satisfactory

TW A1 consists of 2 flexible pavement sections, totaling 34,277 sf. The last major construction date for the branch was 2002, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW A1 is in Satisfactory condition with an area-weighted average PCI of 73.

TW A2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	1	19,150	80	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Satisfactory (71-85 PCI).



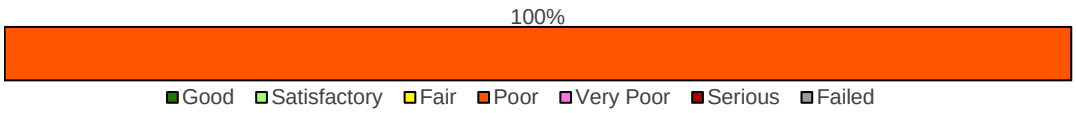
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
155	AAC	19,150	80	Satisfactory

TW A2 consists of 1 flexible pavement section, totaling 19,150 sf. The last major construction date for the branch was 2002, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW A2 is in Satisfactory condition with an area-weighted average PCI of 80.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	1	17,109	42	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Poor (41-55 PCI).



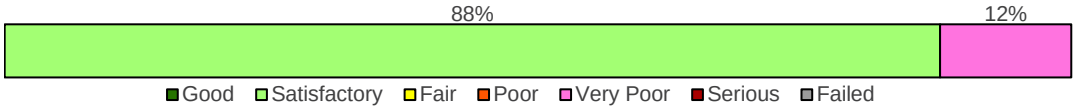
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
160	AAC	17,109	42	Poor

TW A3 consists of 1 flexible pavement section, totaling 17,109 sf. The last major construction date for the branch was 2002, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW A3 is in Poor condition with an area-weighted average PCI of 42.

TW AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW AP N	TAXIWAY	2	24,989	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 88% Satisfactory (71-85 PCI), 12% Very Poor (26-40 PCI).



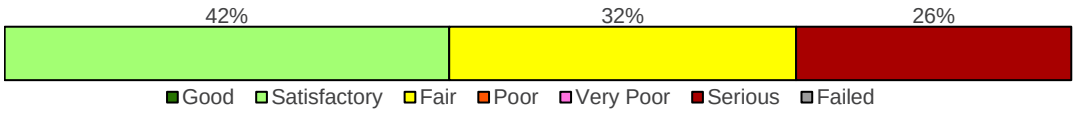
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
905	AAC	21,913	81	Satisfactory
910	AC	3,076	39	Very Poor

TW AP N consists of 2 flexible pavement sections, totaling 24,989 sf. The last major construction dates range from 1994 to 2012, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW AP N is in Satisfactory condition with an area-weighted average PCI of 76.

TW AP NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW AP NW	TAXIWAY	4	34,378	55	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 42% Satisfactory (71-85 PCI), 32% Fair (56-70 PCI), 26% Serious (11-25 PCI).



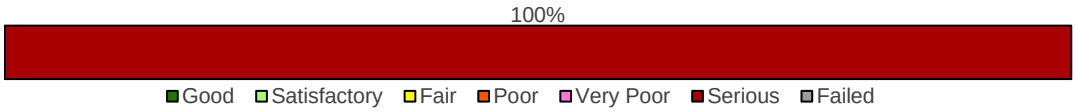
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
404	AC	8,876	22	Serious
408	AC	11,176	57	Fair
615	AC	3,458	72	Satisfactory
620	AC	10,868	75	Satisfactory

TW AP NW consists of 4 flexible pavement sections, totaling 34,378 sf. The last major construction dates range from 1991 to 2005, resulting in an area-weighted average age at inspection of 21 years old. Overall, TW AP NW is in Poor condition with an area-weighted average PCI of 55.

TW AP SE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW AP SE	TAXIWAY	1	21,907	13	Serious

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Serious (11-25 PCI).



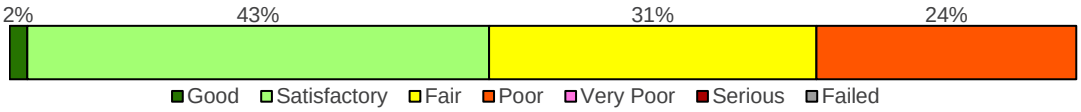
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4620	AC	21,907	13	Serious

TW AP SE consists of 1 flexible pavement section, totaling 21,907 sf. The last major construction date for the branch was 1943, resulting in an area-weighted average age at inspection of 79 years old. Overall, TW AP SE is in Serious condition with an area-weighted average PCI of 13.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	9	233,518	68	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 2% Good (86-100 PCI), 43% Satisfactory (71-85 PCI), 31% Fair (56-70 PCI), 24% Poor (41-55 PCI).



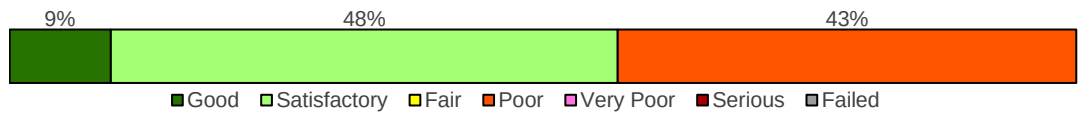
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
202	AAC	3,832	89	Good
205	AAC	71,686	61	Fair
206	AAC	6,615	52	Poor
208	AAC	5,209	46	Poor
210	AC	10,184	49	Poor
212	AC	12,603	55	Poor
215	AC	22,300	50	Poor
220	AC	94,917	83	Satisfactory
225	AAC	6,172	79	Satisfactory

TW B consists of 9 flexible pavement sections, totaling 233,518 sf. The last major construction dates range from 1986 to 2014, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW B is in Fair condition with an area-weighted average PCI of 68.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	4	129,606	63	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 9% Good (86-100 PCI), 48% Satisfactory (71-85 PCI), 43% Poor (41-55 PCI).



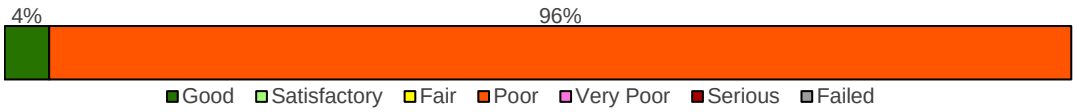
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
127	AAC	32,304	71	Satisfactory
320	AC	55,722	43	Poor
325	AC	29,284	83	Satisfactory
330	AAC	12,296	86	Good

TW C consists of 4 flexible pavement sections, totaling 129,606 sf. The last major construction dates range from 1991 to 2014, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW C is in Fair condition with an area-weighted average PCI of 63.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	3	165,543	46	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 4% Good (86-100 PCI), 96% Poor (41-55 PCI).



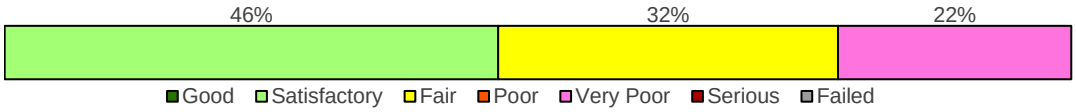
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
402	AAC	6,915	87	Good
405	AC	101,976	45	Poor
410	AC	56,652	44	Poor

TW D consists of 3 flexible pavement sections, totaling 165,543 sf. The last major construction dates range from 1991 to 2014, resulting in an area-weighted average age at inspection of 30 years old. Overall, TW D is in Poor condition with an area-weighted average PCI of 46.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	5	50,305	64	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 46% Satisfactory (71-85 PCI), 32% Fair (56-70 PCI), 22% Very Poor (26-40 PCI).



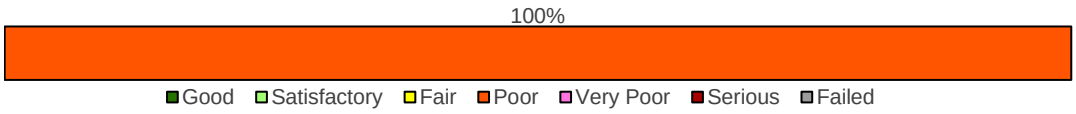
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
119	AAC	4,289	73	Satisfactory
165	AAC	18,990	83	Satisfactory
522	AAC	8,895	59	Fair
523	AAC	11,003	37	Very Poor
525	AAC	7,128	58	Fair

TW E consists of 5 flexible pavement sections, totaling 50,305 sf. The last major construction dates range from 2002 to 2004, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW E is in Fair condition with an area-weighted average PCI of 64.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	1	36,483	46	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Poor (41-55 PCI).



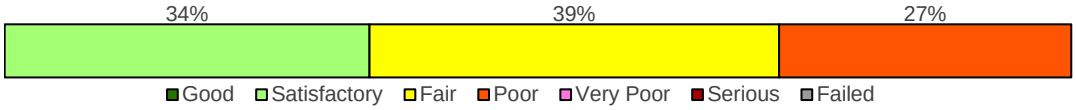
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AC	36,483	46	Poor

TW F consists of 1 flexible pavement section, totaling 36,483 sf. The last major construction date for the branch was 1997, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW F is in Poor condition with an area-weighted average PCI of 46.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	3	32,523	69	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 34% Satisfactory (71-85 PCI), 39% Fair (56-70 PCI), 27% Poor (41-55 PCI).



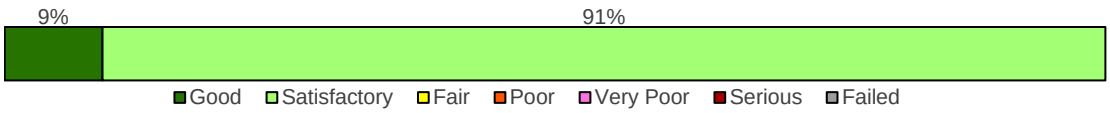
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
705	AAC	12,488	69	Fair
710	AAC	8,914	55	Poor
715	AAC	11,121	81	Satisfactory

TW G consists of 3 flexible pavement sections, totaling 32,523 sf. The last major construction dates range from 1999 to 2014, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW G is in Fair condition with an area-weighted average PCI of 69.

TW H

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW H	TAXIWAY	2	43,194	72	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 9% Good (86-100 PCI), 91% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
805	AC	39,361	71	Satisfactory
810	AAC	3,833	87	Good

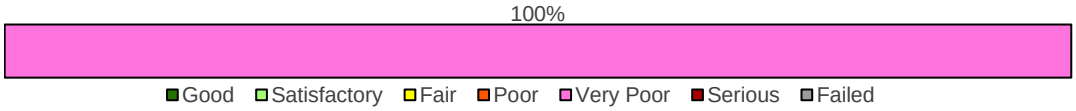
TW H consists of 2 flexible pavement sections, totaling 43,194 sf. The last major construction dates range from 1999 to 2014, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW H is in Satisfactory condition with an area-weighted average PCI of 72.

Taxilanes

TL AP NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL AP NW	TAXILANE	1	22,390	36	Very Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Very Poor (26-40 PCI).



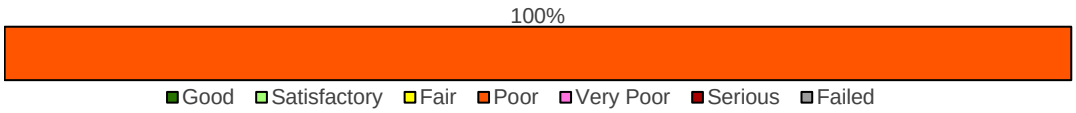
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3850	AC	22,390	36	Very Poor

TL AP NW consists of 1 flexible pavement section, totaling 22,390 sf. The last major construction date for the branch was 1994, resulting in an area-weighted average age at inspection of 28 years old. Overall, TL AP NW is in Very Poor condition with an area-weighted average PCI of 36.

TL AP W

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL AP W	TAXILANE	1	25,681	42	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Poor (41-55 PCI).



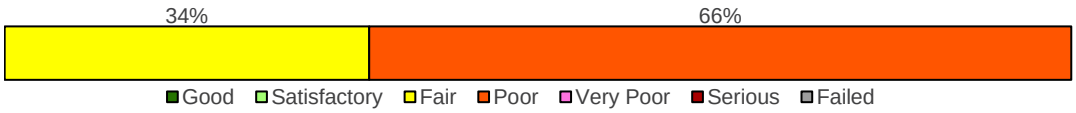
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3610	AC	25,681	42	Poor

TL AP W consists of 1 flexible pavement section, totaling 25,681 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 22 years old. Overall, TL AP W is in Poor condition with an area-weighted average PCI of 42.

TL T-HANG

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL T-HANG	TAXILANE	2	54,550	59	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 34% Fair (56-70 PCI), 66% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3805	AC	18,639	68	Fair
3810	AC	35,911	55	Poor

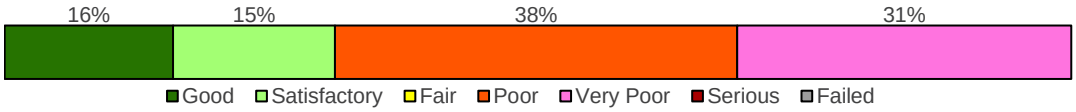
TL T-HANG consists of 2 flexible pavement sections, totaling 54,550 sf. The last major construction dates range from 2000 to 2010, resulting in an area-weighted average age at inspection of 18 years old. Overall, TL T-HANG is in Fair condition with an area-weighted average PCI of 59.

Aprons

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	7	717,185	53	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 16% Good (86-100 PCI), 15% Satisfactory (71-85 PCI), 38% Poor (41-55 PCI), 31% Very Poor (26-40 PCI).



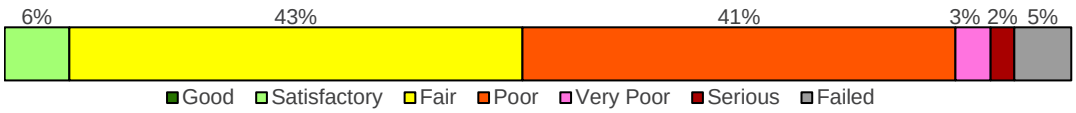
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4110	AC	153,862	33	Very Poor
4112	AAC	113,286	91	Good
4115	AAC	70,849	34	Very Poor
4120	AAC	8,981	76	Satisfactory
4205	AC	270,311	41	Poor
4210	PCC	4,556	82	Satisfactory
5305	AC	95,340	81	Satisfactory

AP N consists of 6 flexible and 1 rigid pavement sections, totaling 717,185 sf. The last major construction dates range from 1973 to 2017, resulting in an area-weighted average age at inspection of 29 years old. Overall, AP N is in Poor condition with an area-weighted average PCI of 53.

AP NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP NW	APRON	13	847,732	52	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 6% Satisfactory (71-85 PCI), 43% Fair (56-70 PCI), 41% Poor (41-55 PCI), 3% Very Poor (26-40 PCI), 2% Serious (11-25 PCI), 5% Failed (0-10 PCI).



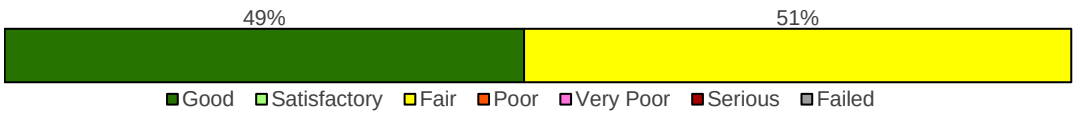
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	AC	154,557	41	Poor
4310	PCC	39,687	60	Fair
4315	PCC	18,728	11	Serious
4320	PCC	8,760	62	Fair
4405	AC	28,172	36	Very Poor
4410	PCC	45,300	6	Failed
4415	PCC	30,431	69	Fair
4420	PCC	50,085	54	Poor
4425	PCC	20,243	61	Fair
4430	PCC	51,322	78	Satisfactory
4505	AC	39,648	64	Fair
5210	AC	221,395	66	Fair
5215	AC	139,404	47	Poor

AP NW consists of 5 flexible and 8 rigid pavement sections, totaling 847,732 sf. The last major construction dates range from 1942 to 2007, resulting in an area-weighted average age at inspection of 23 years old. Overall, AP NW is in Poor condition with an area-weighted average PCI of 52.

AP RU 15

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 15	APRON	2	57,911	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 49% Good (86-100 PCI), 51% Fair (56-70 PCI).



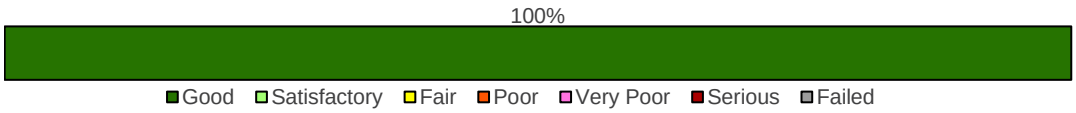
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5110	AAC	29,707	64	Fair
5115	AC	28,204	89	Good

AP RU 15 consists of 2 flexible pavement sections, totaling 57,911 sf. The last major construction date for the branch was 2013, resulting in an area-weighted average age at inspection of 9 years old. Overall, AP RU 15 is in Satisfactory condition with an area-weighted average PCI of 76.

AP RU 24

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 24	APRON	1	34,934	89	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



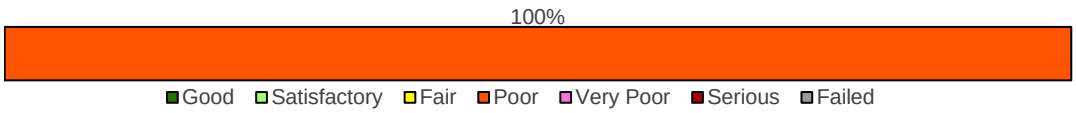
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5203	AC	34,934	89	Good

AP RU 24 consists of 1 flexible pavement section, totaling 34,934 sf. The last major construction date for the branch was 2012, resulting in an area-weighted average age at inspection of 10 years old. Overall, AP RU 24 is in Good condition with an area-weighted average PCI of 89.

AP RU 33

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 33	APRON	1	11,667	54	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Poor (41-55 PCI).



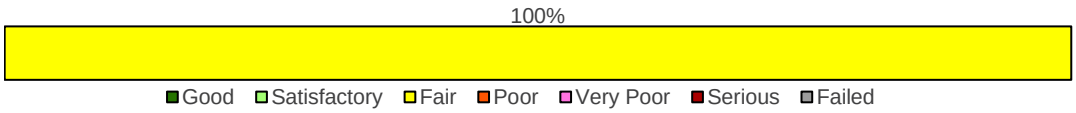
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5105	AAC	11,667	54	Poor

AP RU 33 consists of 1 flexible pavement section, totaling 11,667 sf. The last major construction date for the branch was 2002, resulting in an area-weighted average age at inspection of 20 years old. Overall, AP RU 33 is in Poor condition with an area-weighted average PCI of 54.

AP RU 6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 6	APRON	1	27,901	61	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Fair (56-70 PCI).



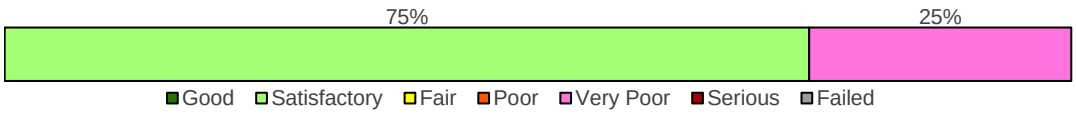
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5202	AC	27,901	61	Fair

AP RU 6 consists of 1 flexible pavement section, totaling 27,901 sf. The last major construction date for the branch was 2007, resulting in an area-weighted average age at inspection of 15 years old. Overall, AP RU 6 is in Fair condition with an area-weighted average PCI of 61.

AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP S	APRON	3	104,242	67	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 75% Satisfactory (71-85 PCI), 25% Very Poor (26-40 PCI).



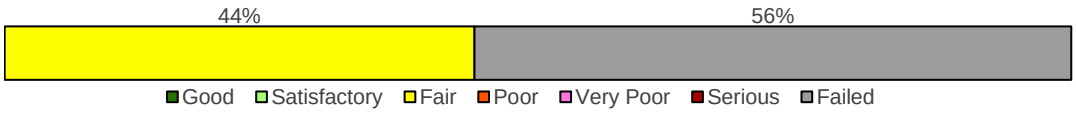
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4705	AC	32,170	84	Satisfactory
4710	AC	25,607	29	Very Poor
4715	AC	46,465	76	Satisfactory

AP S consists of 3 flexible pavement sections, totaling 104,242 sf. The last major construction dates range from 1999 to 2013, resulting in an area-weighted average age at inspection of 17 years old. Overall, AP S is in Fair condition with an area-weighted average PCI of 67.

AP SE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP SE	APRON	4	253,411	29	Very Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 44% Fair (56-70 PCI), 56% Failed (0-10 PCI).



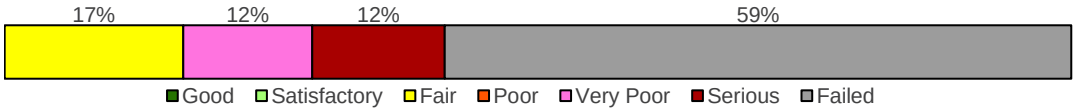
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4605	AAC	96,551	60	Fair
4608	AC	139,565	5	Failed
4610	AC	15,063	59	Fair
4615	PCC	2,232	0	Failed

AP SE consists of 3 flexible and 1 rigid pavement sections, totaling 253,411 sf. The last major construction dates range from 1999 to 2006, resulting in an area-weighted average age at inspection of 21 years old. Overall, AP SE is in Very Poor condition with an area-weighted average PCI of 29.

AP W

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP W	APRON	4	44,168	20	Serious

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 17% Fair (56-70 PCI), 12% Very Poor (26-40 PCI), 12% Serious (11-25 PCI), 59% Failed (0-10 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4510	PCC	25,944	4	Failed
4515	AC	5,342	26	Very Poor
4520	AC	7,391	68	Fair
4525	APC	5,491	23	Serious

AP W consists of 3 flexible and 1 rigid pavement sections, totaling 44,168 sf. The last major construction dates range from 1999 to 2012, resulting in an area-weighted average age at inspection of 19 years old. Overall, AP W is in Serious condition with an area-weighted average PCI of 20.

Chapter 5: SAPMP Customization

Chapter 5 – SAPMP Customization

Once the PAVER™ database is populated with inventory and condition data (including PCI and rank), it is further customized with key elements such as network-level attributes, performance models, critical PCI, maintenance policies, and unit costs that are specific to the FDOT SAPMP. Each of these factors play a role in the development of rehabilitation strategies as they help to identify maintenance and rehabilitation needs for long-term management.

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from 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.

5.1 Network-Level Customization

The network-level attribute fields used in the FDOT SAPMP PAVER™ database consist of the Network, Airport Classification, District, FAA ADO Area, Inspection Phase, and Continuing Florida Aviation System Planning Process (CFASPP) Center. Each of these elements are briefly defined below.

- The “Network” field identifies the airport being analyzed;
- The “Airport Classification” field classifies the Airport according to the type and volume of aircraft traffic;
  - “GA” for General Aviation, community airports
  - “RL” for Regional Relievers
  - “PR” for Primary/Commercial airports
- The “District” field identifies the FDOT District to which the Airport belongs;
- The “FAA ADO Area” is an area used by the Orlando ADO to assign airports within those areas to the responsible FAA ADO personnel (planners, engineers, and environmentalists);
- The “Inspection Phase” denotes which phase of the SAPMP the Airport is surveyed (Phase 1 or Phase 2); and
- The “CFASPP Center” identifies which Region or Metropolitan Area of the Continuing Florida Aviation Systems Planning Process an Airport falls within.

5.2 Pavement Condition Forecasts

Pavement performance models, alternatively known as forecast models, prediction curves, or family curves, are developed from past and current distress data, as well as age data. These prediction curves are used to develop forecasts of PCI values that then help determine optimum timing for pavement maintenance and rehabilitation.

5.2.1 Forecasting PCI Considerations

Performance models will continue to be refined as the FDOT updates the SAPMP with subsequent PCI surveys. With the refinement of additional PCI and age data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the FAS. As a reminder, forecasting of pavement condition for the Airport is intended for planning purposes only. **The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.** Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in the FAA AC 150/5320-6F.

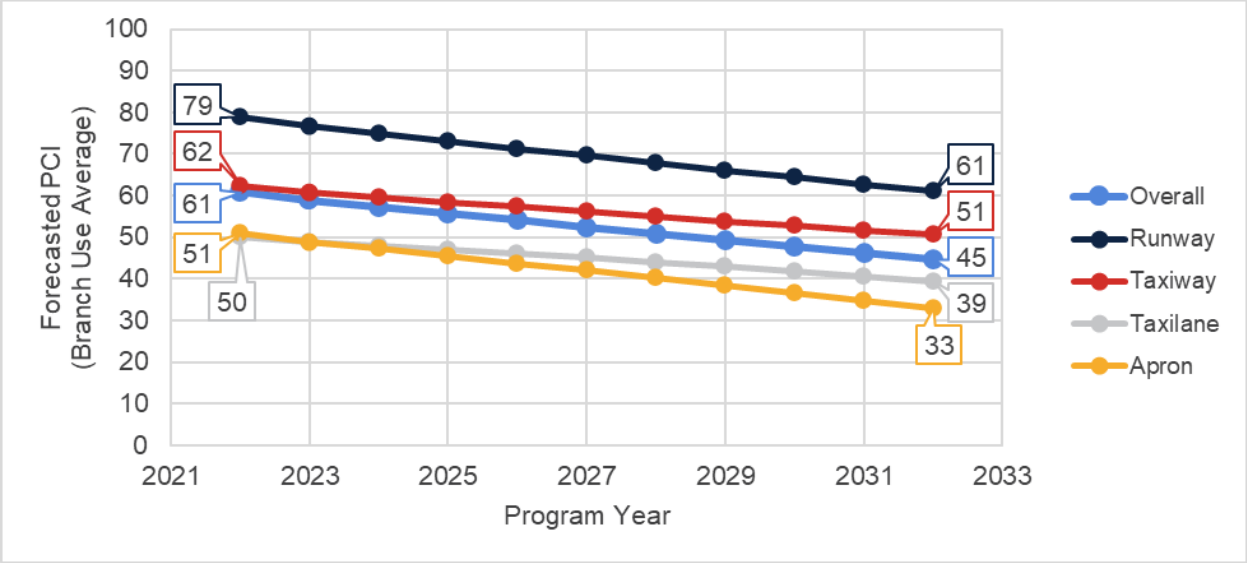
5.2.2 Performance Models

To develop pavement performance models, data for each section is combined into "groups" or "families" according to pavement type, traffic, and functional use. For the FDOT SAPMP, the models were defined for both PCC- and AC-surfaced pavements and further divided according to functional use. Based on average deterioration rates for different pavement types, each pavement section is assigned to a specific deterioration family to forecast the condition over a 10-year period.

5.2.3 Branch-Level Pavement Condition Forecast

Figure 5.2.3 depicts the branch-level pavement condition forecast for each branch use (Runway, Taxiway, Taxilane, and/or Apron) as well as the overall network. The condition forecasts are for a 10-year duration, starting in 2023 through 2032.

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

Table 5.2.4 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as actual condition of sections is subject to the sensitivities in changes of traffic and maintenance frequency.

Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	RW 6-24	6215	80	78	76	74	73	71	69	68	66	64	62
ISM	RW 6-24	6225	83	81	79	77	76	74	72	71	69	67	65
ISM	RW 6-24	6226	52	50	48	46	45	43	41	40	38	36	34
ISM	RW 6-24	6235	89	87	85	83	82	80	78	77	75	73	71
ISM	RW 6-24	6260	88	86	84	82	80	79	77	76	75	74	73
ISM	RW 6-24	6265	92	89	87	85	83	81	80	78	77	76	75
ISM	RW 15-33	6105	81	79	77	75	74	72	70	69	67	65	63
ISM	RW 15-33	6115	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6125	65	63	61	59	58	56	54	53	51	49	47
ISM	RW 15-33	6145	69	67	65	63	62	60	58	57	55	53	51
ISM	RW 15-33	6150	66	64	62	60	59	57	55	54	52	50	48
ISM	RW 15-33	6165	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6185	75	73	71	69	68	66	64	63	61	59	57
ISM	TW A	102	66	65	64	63	62	61	61	60	59	58	58
ISM	TW A	110	71	70	68	67	66	65	64	63	63	62	61
ISM	TW A	120	57	56	55	55	54	53	52	52	51	50	49
ISM	TW A	126	43	42	41	39	38	37	36	34	33	31	29
ISM	TW A	130	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A	135	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A1	104	49	48	47	45	44	43	41	39	38	36	34
ISM	TW A1	105	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A2	155	80	78	76	75	73	72	71	70	68	67	66
ISM	TW A3	160	42	40	38	36	34	32	30	28	26	24	22
ISM	TW AP N	905	81	79	77	76	74	73	72	70	69	68	67
ISM	TW AP N	910	39	38	36	35	33	32	30	28	27	25	23
ISM	TW AP NW	404	22	20	17	15	13	11	9	6	4	2	0
ISM	TW AP NW	408	57	57	56	56	55	55	55	54	54	53	53
ISM	TW AP NW	615	72	71	70	69	68	67	66	65	64	64	63
ISM	TW AP NW	620	75	74	72	71	70	69	68	67	66	66	65
ISM	TW AP SE	4620	13	10	8	6	4	2	0	0	0	0	0
ISM	TW B	202	89	87	85	83	81	79	78	76	74	73	72
ISM	TW B	205	61	60	59	59	58	57	57	56	55	54	54
ISM	TW B	206	52	51	50	49	48	47	46	44	43	41	40
ISM	TW B	208	46	44	43	42	40	38	36	34	32	30	28
ISM	TW B	210	49	48	47	47	46	45	44	43	42	41	40
ISM	TW B	212	55	55	54	54	53	53	52	52	51	51	50
ISM	TW B	215	50	49	49	48	47	46	45	45	44	43	42
ISM	TW B	220	83	81	79	78	77	75	74	73	72	70	69
ISM	TW B	225	79	77	76	74	73	71	70	69	68	67	66

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	TW C	127	71	70	68	67	66	65	64	63	63	62	61
ISM	TW C	320	43	42	41	39	38	37	36	34	33	31	29
ISM	TW C	325	83	81	79	78	77	75	74	73	72	70	69
ISM	TW C	330	86	84	82	80	78	77	75	74	72	71	70
ISM	TW D	402	87	85	83	81	79	78	76	75	73	72	70
ISM	TW D	405	45	44	43	42	41	40	38	37	36	34	33
ISM	TW D	410	44	43	42	41	40	38	37	36	34	33	31
ISM	TW E	119	73	71	70	69	68	67	66	65	64	63	62
ISM	TW E	165	83	81	79	77	76	74	73	72	70	69	68
ISM	TW E	522	59	58	57	57	56	55	55	54	53	52	51
ISM	TW E	523	37	35	33	31	29	27	25	23	21	19	17
ISM	TW E	525	58	57	56	56	55	54	54	53	52	51	50
ISM	TW F	605	46	45	44	43	42	41	40	39	37	36	35
ISM	TW G	705	69	68	67	66	65	64	63	62	61	60	60
ISM	TW G	710	55	54	53	53	52	51	50	49	48	47	46
ISM	TW G	715	81	79	77	76	74	73	72	70	69	68	67
ISM	TW H	805	71	70	69	68	67	66	65	65	64	63	63
ISM	TW H	810	87	85	83	81	79	78	76	75	73	72	70
ISM	TL AP NW	3850	36	34	33	31	30	28	26	24	22	20	18
ISM	TL AP W	3610	42	41	40	38	37	36	34	33	31	29	28
ISM	TL T-HANG	3805	68	67	66	65	65	64	63	63	62	61	61
ISM	TL T-HANG	3810	55	55	54	54	53	53	52	52	51	51	50
ISM	AP N	4110	33	30	27	24	21	18	15	12	9	6	3
ISM	AP N	4112	91	88	86	84	82	80	77	75	73	71	69
ISM	AP N	4115	34	31	29	27	25	23	20	18	16	14	12
ISM	AP N	4120	76	73	71	69	67	65	62	60	58	56	54
ISM	AP N	4205	41	39	37	35	33	30	27	24	21	18	15
ISM	AP N	4210	82	81	79	78	77	76	75	74	72	71	70
ISM	AP N	5305	81	79	77	75	73	72	70	68	67	66	64
ISM	AP NW	4305	41	39	37	35	33	30	27	24	21	18	15
ISM	AP NW	4310	60	59	57	56	55	54	53	52	50	49	48
ISM	AP NW	4315	11	10	8	7	6	5	4	3	1	0	0
ISM	AP NW	4320	62	61	59	58	57	56	55	54	52	51	50
ISM	AP NW	4405	36	33	31	28	25	22	19	16	13	10	7
ISM	AP NW	4410	6	5	3	2	1	0	0	0	0	0	0
ISM	AP NW	4415	69	68	66	65	64	63	62	61	59	58	57
ISM	AP NW	4420	54	53	51	50	49	48	47	46	44	43	42
ISM	AP NW	4425	61	60	58	57	56	55	54	53	51	50	49
ISM	AP NW	4430	78	77	75	74	73	72	71	70	68	67	66
ISM	AP NW	4505	64	63	61	60	59	59	58	57	56	56	55
ISM	AP NW	5210	66	64	63	62	61	60	59	58	57	57	56
ISM	AP NW	5215	47	46	45	44	42	41	39	37	35	33	30
ISM	AP RU 15	5110	64	61	59	57	55	53	50	48	46	44	42
ISM	AP RU 15	5115	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 24	5203	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 33	5105	54	51	49	47	45	43	40	38	36	34	32

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	AP RU 6	5202	61	60	59	58	57	56	56	55	55	54	53
ISM	AP S	4705	84	82	80	78	76	74	72	71	69	68	66
ISM	AP S	4710	29	25	22	19	16	13	11	8	5	2	0
ISM	AP S	4715	76	74	72	71	69	68	66	65	64	62	61
ISM	AP SE	4605	60	57	55	53	51	49	46	44	42	40	38
ISM	AP SE	4608	5	2	0	0	0	0	0	0	0	0	0
ISM	AP SE	4610	59	58	57	56	56	55	55	54	53	53	52
ISM	AP SE	4615	0	0	0	0	0	0	0	0	0	0	0
ISM	AP W	4510	4	3	1	0	0	0	0	0	0	0	0
ISM	AP W	4515	26	22	19	16	13	11	8	5	2	0	0
ISM	AP W	4520	68	66	65	64	63	61	60	59	59	58	57
ISM	AP W	4525	23	20	18	16	14	12	9	7	5	3	1

5.3 Critical PCI Value

An important concept in pavement management is the critical PCI value, a value that prompts major rehabilitation activities. It serves as a condition threshold that helps determine a section's suitability to receive major work. As soon as a section's PCI reaches the critical PCI value, the rate of PCI loss (deterioration) is expected to increase. The critical PCI concept assumes that once a pavement section deteriorates to this critical level, it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance or deferring major work until more costly reconstruction activities are required. **Figure 5.3 (a)** illustrates the benefit of applying lower cost preventive maintenance to extend the life of the pavement.

Figure 5.3 (a): Pavement Life and the Effect of Treatments

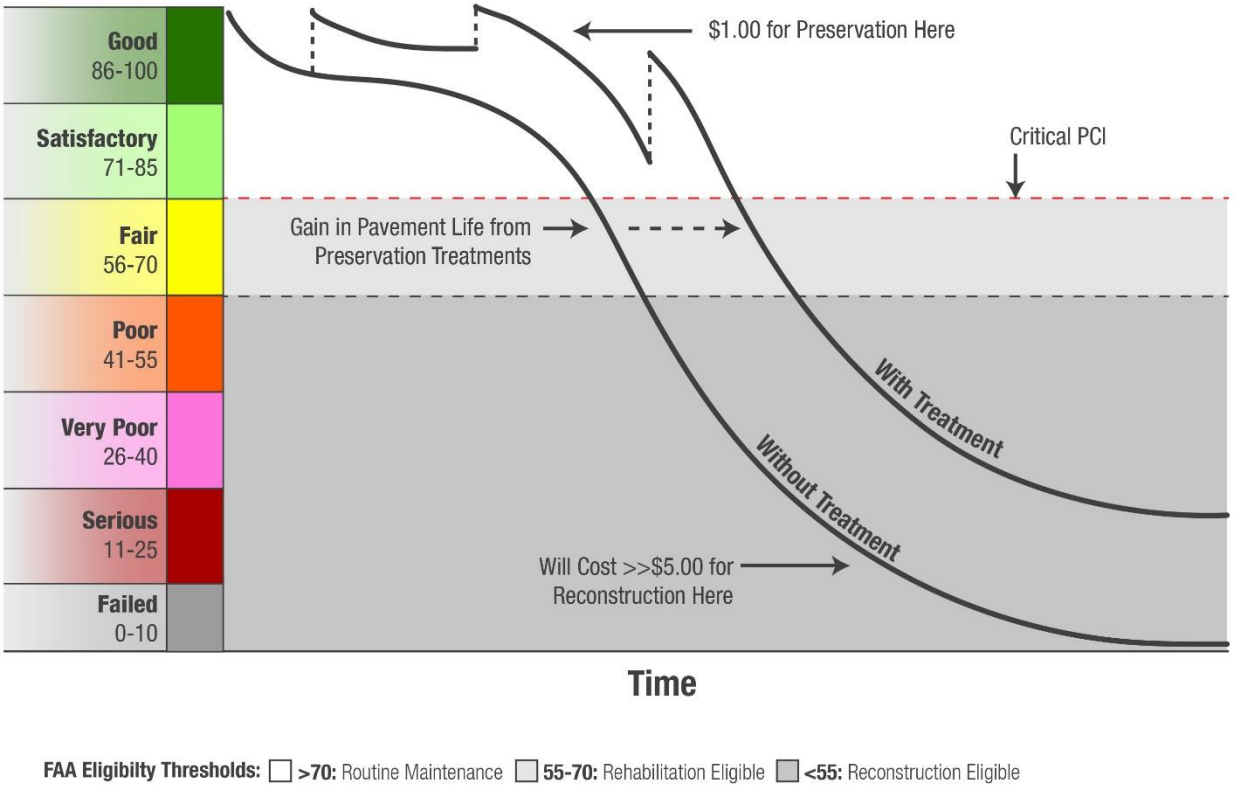


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

Critical PCI values vary and are typically based on a pavement's surface type, functional use, and importance, or priority, in daily operations. Pavement priority is generally assigned based on the branch use of a pavement section. In previous System Updates, the critical PCI value was set to 65 for all functional uses. Now, based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI Values 55 and 70 will be considered for Rehabilitation and sections less than 55 will be considered for Reconstruction at the planning-level, as shown in **Table 5.3 (a)**. The FDOT SAPMP will

integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. Moving forward, the critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown in **Table 5.3 (b)**.

Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

**Source:* AIP Handbook, in reference to Runways, Taxiways, and Aprons as seen in table G-2, H-1, and I-1 respectively

Table 5.3 (b): Critical PCI Values by Branch Use

Runway	Taxiway	Apron
70	70	70

Figures 5.3 (b) and **5.3 (c)** depict the decision process for major rehabilitation project identification with the assumption of available funds (Shahin). Should funding be unavailable for pavement sections in need of major rehabilitation, the Airport may elect to apply appropriate localized stopgap repair strategies. As the figures show, once major rehabilitation has been applied, the PCI of the section is reset to 100.

Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI

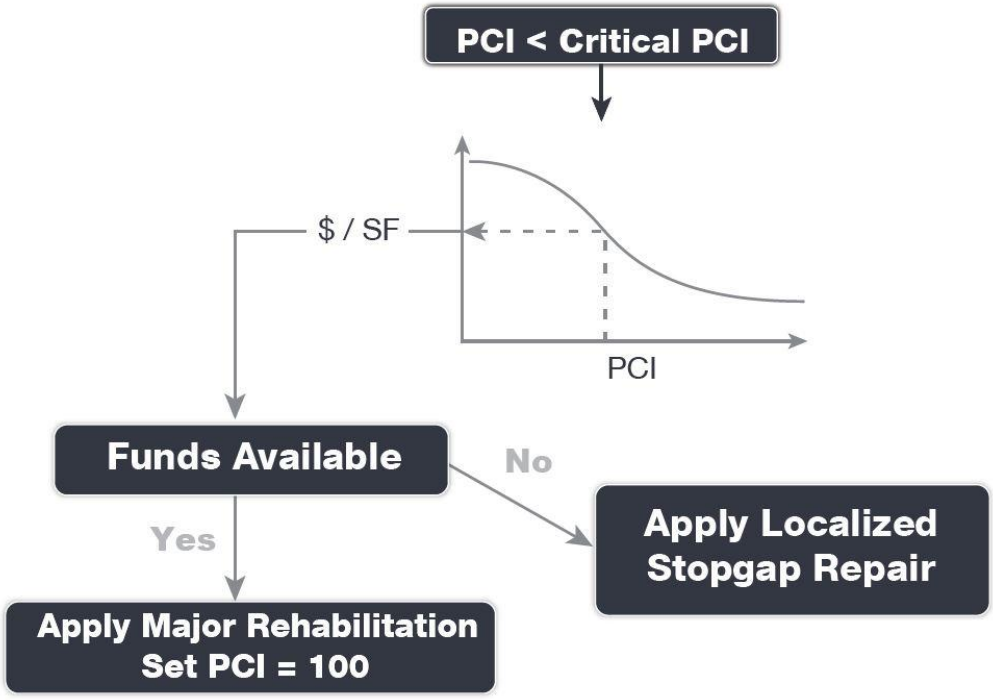
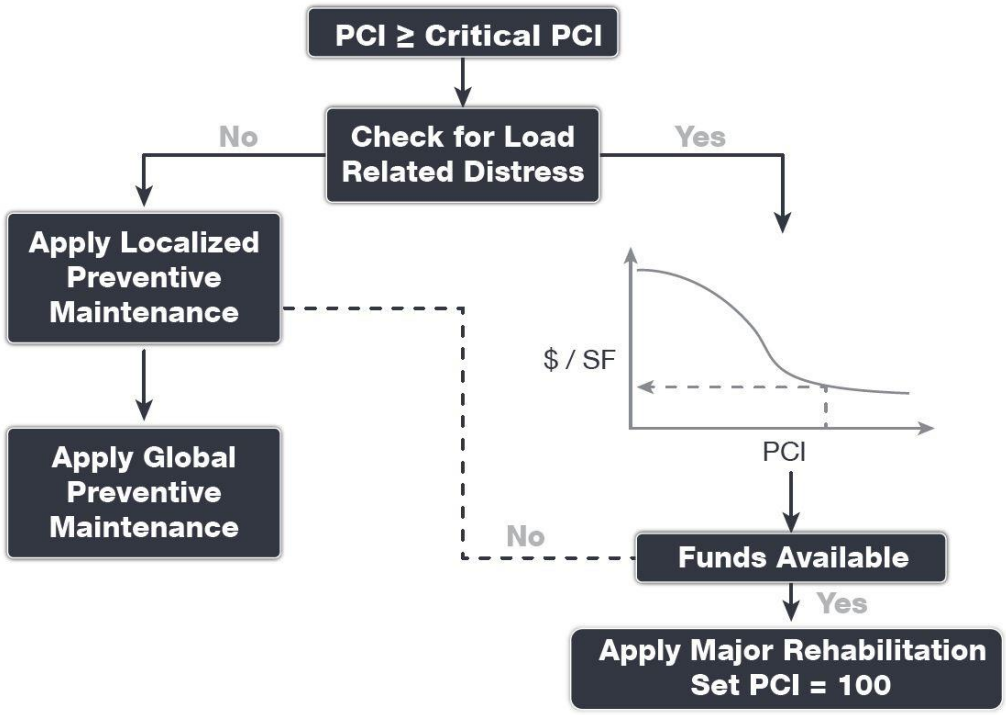


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

This section discusses both localized maintenance and major rehabilitation methods and how they may be most effectively applied to extend the life of the pavement network. General maintenance and rehabilitation (M&R) methods are characterized under two (2) broad categories: localized maintenance and major rehabilitation.

Localized maintenance is best applied as a conservation measure and is applied to slow the rate of pavement deterioration. It may, however, be applied as a temporary corrective measure in isolated areas. Proactive localized maintenance, and specifically preservation, is highly recommended to the Airport. However, it is recognized that once pavements have deteriorated below a certain condition threshold (the critical PCI value), the pavement benefits from more substantial rehabilitation in lieu of localized repairs.

Major rehabilitation is recommended when a pavement section falls below the critical PCI value or if a pavement section has a significant presence of load-related distress. Major rehabilitation efforts can correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network.

M&R planning combines methods of repair to address the cause of the problem rather than just treating the symptom. For example, a PCC corner break may require slab under-sealing, full-depth patching, and joint sealing. While these repair methods apply to specific distress and pavement types, they also consider the impact of Foreign Object Debris (FOD) on aircraft operations. Untidy or improperly constructed repair activities may disintegrate and potentially create FOD at or near the repair site. Therefore, maintenance activities must include quality control monitoring to ensure that repairs are conducted properly and clean-up activities are undertaken to address this potential. The current version of the FAA Advisory Circular 150/5210-24 “Airport Foreign Object Debris (FOD) Management” provides additional guidance for developing and managing an airport FOD program.

5.4.1 Localized Maintenance and Repair Approach

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two (2) types of localized maintenance are described below in further detail.

- Localized Preventive Maintenance and Repair
  - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching.
- Localized Stopgap/Safety Maintenance and Repair
  - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

5.4.2 Localized Work Types

The following sections provide detailed descriptions of the maintenance policy work types identified in the Localized Maintenance Policy.

AC Crack Sealing

Crack sealing is the process of cleaning and sealing (or resealing) cracks in AC pavements. This repair is used to fill longitudinal and transverse cracks, including reflective cracks and block cracks that are wider than 1/8-inch. The purpose of this treatment is to prevent water and incompressible materials from entering cracks and causing further deterioration of the pavement structure. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Crack sealing is cost-effective when used as a preventive measure. Depending on the size of the crack, routing and cleaning the crack may be necessary to remove the loose material within the crack for better adherence of the crack sealant to the crack face. Measurement of this work type is typically in linear feet.

AC Full-Depth Patching

This technique involves replacing the full thickness of the AC layer and may include replacement of the base and subbase layers. Full-depth patching is used to repair structural and material-related distresses, such as alligator cracking, corrugation, depressions, rutting, slippage cracking, and swelling in AC pavements. This repair may be limited to the top AC layer (partial-depth patch) if the base and subbase layers exhibit no signs of deterioration. Measurement of this work type is typically in square feet or square yards.

AC Partial-Depth AC Patching

This technique involves the removal of a given thickness of the surface layer using a milling machine and adding back a layer of AC pavement. This technique removes the deteriorated layer and provides a good bond for an overlay. It can correct or improve the structural capacity or functional requirement, such as skid resistance and ride quality. This repair is used for surface distresses that can occur over a large area, such as raveling, shoving, and bleeding. While mill and replace can be a major rehabilitation M&R method when applied at a large scale, its application in a localized capacity to treat specific distress types also classifies it under localized maintenance for the purpose of this study. After milling operations are completed, any cracks still present should be cleaned and sealed prior to the placement of a tack coat and AC overlay layer(s). Measurement of this work type is typically in square feet or square yards.

Grinding

Grinding is the process of removing a thin layer of the existing concrete by grinding it with a series of closely spaced, rotating saw blades. This method is used to re-profile jointed concrete pavements with poor ride quality due to faulting or warping. Grinding is also used to restore transverse drainage and to provide a textured pavement surface. The concern with this type of maintenance is that if too much material is removed, the overall structural composition of the pavement section may change, potentially reducing the overall life of the pavement. Measurement of this work type is typically in square feet or square yards.

Monitor Pavement

Monitor pavement is recommended when the distresses do not interfere with ride quality, do not have FOD potential, and do not pose an immediate safety concern.

PCC Crack Sealing

Crack sealing is the process of routing, cleaning, and sealing (or resealing) cracks in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the cracks. Water entering cracks can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Routing and cleaning of the crack is often necessary to adhere the crack sealant to both sides of the crack. Measurement of this work type is typically in linear feet.

PCC Full-Depth Patching

This type of M&R activity involves full-depth replacement of a portion of a PCC slab. This repair is used for medium- and high-severity corner breaks, medium-severity durability cracking, medium-severity blowups and buckling, and high-severity large patches. This repair requires restoring load transfer if near a joint or crack. Measurement of this work type is typically in square feet or square yards.

PCC Joint Seal

Joint sealing is the process of cleaning and sealing (or resealing) joints in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the joints. Water entering joints can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in joints leads to spalling of the concrete and is a source of FOD. In some cases, it may be necessary to re-saw the pavement joints to remove old material prior to resealing. Measurement of this work type is typically in linear feet.

PCC Partial-Depth Patching

Partial-depth patching involves removing shallow, localized areas of deteriorated or spalled PCC pavement and replacing them with a suitable patch-like cement concrete or epoxy concrete. This method is used to repair distresses that are confined to the top few inches of the slab, such as joint and corner spalling. This repair would require restoring the joint sealant if near a joint. Measurement of this work type is typically in square feet or square yards.

PCC Slab Replacement

This type of M&R activity involves full-depth replacement of an entire PCC slab. This repair is used to repair high-severity blowups and buckling, high-severity durability cracking, medium- and high-severity shattered slabs, and medium- and high-severity ASR. This repair requires restoring load transfer with adjacent slabs through dowels or similar means. Measurement of this work type is typically in square feet or square yards.

Surface Seal

Application of a surface treatment provides AC-surfaced pavements with an unoxidized layer of bituminous material that can help extend the life of a pavement that is experiencing climate-related distresses such as weathering and raveling. The surface treatment can also serve as a repair that re-establishes a bond between aggregates, slowing pavement deterioration and reducing FOD potential. Measurement of this work type is typically in square feet or square yards.

5.4.3 Localized Maintenance Planning-Level Unit Costs

The activities identified here are based on research of practical pavement treatments in consideration of the FAA AC 150/5380-6C. The Localized Maintenance Policies and associated planning-level unit costs are developed in consideration of a network-level analysis.

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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.

Tables 5.4.3 (a) and **(b)** display the cost by maintenance activity for AC and PCC pavement types, respectively. Because the localized maintenance activities identified for both preventive and stopgap work types are based on a statewide network approach, project-specific evaluations and maintenance quantities should be developed prior to construction.

Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete

Localized Work Type	Reliever Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	11.50	SF
AC Partial-Depth Patching	$	4.75	SF
Surface Seal	$	0.75	SF

Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete

Localized Work Type	Reliever Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	65.00	SF
PCC Partial-Depth Patching	$	169.00	SF
PCC Slab Replacement	$	51.50	SF

**PCC Partial-Depth Patching considers high-early-strength and high-performing repair material.*

5.4.4 Localized Maintenance and Repair Policy

Table 5.4.4 and **Table 5.4.5** depicts the Localized Preventive Maintenance Policy and the Localized Stopgap Maintenance Policy for AC and PCC pavements. The resulting Localized Maintenance recommendations for this program are identified based on this policy.

Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
41	Low	Alligator Cracking	Monitor Pavement	Monitor Pavement
41	Medium	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
41	High	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
42	N/A	Bleeding	Monitor Pavement	Monitor Pavement
43	Low	Block Cracking	Monitor Pavement	Monitor Pavement
43	Medium	Block Cracking	AC Crack Sealing	Monitor Pavement
43	High	Block Cracking	AC Crack Sealing	AC Crack Sealing
44	Low	Corrugation	Monitor Pavement	Monitor Pavement
44	Medium	Corrugation	AC Full Depth Patching	Monitor Pavement
44	High	Corrugation	AC Full Depth Patching	AC Full Depth Patching
45	Low	Depression	Monitor Pavement	Monitor Pavement
45	Medium	Depression	AC Full Depth Patching	Monitor Pavement
45	High	Depression	AC Full Depth Patching	AC Full Depth Patching
46	N/A	Jet Blast	Monitor Pavement	Monitor Pavement
47	Low	Jt. Reflective Cracking	Monitor Pavement	Monitor Pavement
47	Medium	Jt. Reflective Cracking	AC Crack Sealing	Monitor Pavement
47	High	Jt. Reflective Cracking	AC Full Depth Patching	AC Full Depth Patching
48	Low	L&T Cracking	Monitor Pavement	Monitor Pavement
48	Medium	L&T Cracking	AC Crack Sealing	Monitor Pavement
48	High	L&T Cracking	AC Full Depth Patching	AC Full Depth Patching
49	N/A	Oil Spillage	Monitor Pavement	Monitor Pavement
50	Low	Patching	Monitor Pavement	Monitor Pavement
50	Medium	Patching	AC Full Depth Patching	Monitor Pavement
50	High	Patching	AC Full Depth Patching	AC Full Depth Patching
51	N/A	Polished Aggregate	Monitor Pavement	Monitor Pavement
52	Low	Raveling	Surface Seal	Monitor Pavement
52	Medium	Raveling	Surface Seal	Monitor Pavement
52	High	Raveling	AC Partial Depth Patching	AC Partial Depth Patching
53	Low	Rutting	Monitor Pavement	Monitor Pavement
53	Medium	Rutting	AC Full Depth Patching	Monitor Pavement
53	High	Rutting	AC Full Depth Patching	AC Full Depth Patching
54	Low	Shoving	Monitor Pavement	Monitor Pavement
54	Medium	Shoving	AC Partial Depth Patching	Monitor Pavement
54	High	Shoving	AC Full Depth Patching	AC Full Depth Patching
55	N/A	Slippage Cracking	AC Full Depth Patching	AC Full Depth Patching
56	Low	Swelling	Monitor Pavement	Monitor Pavement
56	Medium	Swelling	AC Full Depth Patching	Monitor Pavement
56	High	Swelling	AC Full Depth Patching	AC Full Depth Patching

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
61	Low	Blow-up	PCC Full Depth Patching	Monitor Pavement
61	Medium	Blow-up	PCC Full Depth Patching	PCC Full Depth Patching
61	High	Blow-up	PCC Slab Replacement	PCC Slab Replacement
62	Low	Corner Break	Monitor Pavement	Monitor Pavement
62	Medium	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
62	High	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
63	Low	Linear Cracking	Monitor Pavement	Monitor Pavement
63	Medium	Linear Cracking	PCC Crack Sealing	PCC Crack Sealing
63	High	Linear Cracking	PCC Full Depth Patching	PCC Crack Sealing
64	Low	Durability Cracking	Monitor Pavement	Monitor Pavement
64	Medium	Durability Cracking	PCC Full Depth Patching	PCC Full Depth Patching
64	High	Durability Cracking	PCC Slab Replacement	PCC Slab Replacement
65	Low	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	Medium	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	High	Jt. Seal Damage	PCC Joint Seal	PCC Joint Seal
66	Low	Small Patch	Monitor Pavement	Monitor Pavement
66	Medium	Small Patch	PCC Partial Depth Patching	Monitor Pavement
66	High	Small Patch	PCC Partial Depth Patching	PCC Partial Depth Patching
67	Low	Large Patch	Monitor Pavement	Monitor Pavement
67	Medium	Large Patch	PCC Full Depth Patching	Monitor Pavement
67	High	Large Patch	PCC Full Depth Patching	PCC Full Depth Patching
68	N/A	Popouts	Monitor Pavement	Monitor Pavement
69	N/A	Pumping	Monitor Pavement	Monitor Pavement
70	Low	Scaling	Monitor Pavement	Monitor Pavement
70	Medium	Scaling	PCC Slab Replacement	Monitor Pavement
70	High	Scaling	PCC Slab Replacement	PCC Slab Replacement
71	Low	Faulting	Monitor Pavement	Monitor Pavement
71	Medium	Faulting	Grinding	Monitor Pavement
71	High	Faulting	PCC Slab Replacement	PCC Slab Replacement
72	Low	Shattered Slab	PCC Crack Sealing	Monitor Pavement
72	Medium	Shattered Slab	PCC Slab Replacement	PCC Crack Sealing
72	High	Shattered Slab	PCC Slab Replacement	PCC Slab Replacement
73	N/A	Shrinkage Cracking	Monitor Pavement	Monitor Pavement

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.5 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. 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 that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay.

5.5.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (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.

Major rehabilitation is divided into two (2) policy categories as part of this System Update: Full-Depth Reconstruction (Reconstruction) and Intermediate Major Rehabilitation (Rehabilitation). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Rehabilitation for AC, AAC, and APC pavement types, and PCC Reconstruction and PCC Rehabilitation for PCC pavement types. The pavement sections are based on the average Reliever Airport Type requirements; no pavement design has been performed in accordance with the FAA AC 150/5320-6F for the determined conceptual sections. **Table 5.5.1** provide details on the conceptual pavement sections developed for this study.

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	Reliever Pavement Section
AC Reconstruction	
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. ***PCI <55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (8")
	Prime Coat
	Tack Coat
	P-401 Surface Course (4")
	Excludes any paved shoulder features
AC Rehabilitation	
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. ***PCI = 55 to 70***	**15% AC Reconstruction**
	Mill and Overlay
	AC Milling (3")
	Tack Coat
	P-401 Surface Course (3")
	Excludes any paved shoulder features
PCC Reconstruction	
Full-depth rigid pavement section reconstruction. ***PCI < 55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (6")
	P-501 PCC Pavement (14")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. ***PCI = 55 to 70***	**15% Slab Replacement**
	Joint and Crack Seal
	Limited Patching

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. **This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.**

Reconstruction (AC or PCC)

Reconstruction is the removal and replacement of the existing AC or PCC pavement and base layer and includes preparation of the existing subgrade material. This technique is utilized when the pavement is badly deteriorated or a structural improvement is required. Reconstruction is used when the pavements are structurally deficient and an overlay is not possible due to adjacent pavement grades.

AC Rehabilitation

AC Rehabilitation, for the purposes of this SAPMP, is a removal of all or a portion of the asphalt surface through milling and replacing the milled depth with an overlay of asphalt. This rehabilitation activity is typically applied to pavement that does not require a structural improvement and does not display an extensive amount of load-related distresses. However, this work type conservatively accounts for 15% of the planned area to receive a full-depth replacement of the pavement structure. This is meant to capture any deficiencies that may not be apparent from a visual evaluation of the surface of the pavement. This work type occurs on pavement sections with a PCI value between 55 and 70. As a general rule of thumb, intermediate rehabilitation activities have a shorter pavement life compared to a full-depth reconstruction, but AC Rehabilitation will still reset the pavement to a PCI of 100.

PCC Rehabilitation

PCC Rehabilitation, for the purposes of this SAPMP, is a planning-level estimate of several concurrent PCC maintenance activities intended to raise the PCI above Critical without reconstructing the entire area. This work type accounts for the replacement of 15% of the slabs as well as a PCC patching, crack sealing, and joint sealing for areas outside of the panel replacement. This work type occurs on pavement sections with a PCI value between 55 and 70.

5.5.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinions of probable construction cost developed for this System Update are 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 the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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 5.5.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

Table 5.5.2: RL Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	$10.50	$22.50
Reconstruction	0 to 55	$18.50	$45.00

Chapter 6: M&R Planning and Budget Scenario Analysis

Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level, based the policies defined in **5.4.4 Localized Maintenance and Repair Policy**. These work quantities are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist Airport staff in determining an annual budget allocation for maintenance activities that will help maintain Airport pavements above the critical PCI value and extend the life of the pavement.

Table 6.1 (a) provides a summary of the anticipated planning-level costs for Year 1 Localized Preventive Maintenance and Localized Stopgap Maintenance. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (a): Year 1 Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 150,680
Stopgap	$ 1,112,830
Planning-Level Localized M&R Needs =	***$ 1,263,510***

Localized Preventive Maintenance is typically applied to pavements that are in a condition above the critical PCI value of the pavement section. Localized Stopgap Maintenance is typically applied to pavement sections that are at or below the critical PCI value. Application of localized maintenance and repair should be coordinated with the planning of major rehabilitation efforts identified through the Major Rehabilitation analysis. Pavements with stopgap recommendations that are subject to near-term major rehabilitation efforts may remove the need to perform localized (stopgap) maintenance efforts in subsequent years.

Table 6.1 (b) summarizes the anticipated Year 1 Localized Maintenance recommendations by work type, based on the PCI assessment efforts performed as part of this SAPMP System Update. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing	1,262	LF	$ 5,080
	Surface Seal	117,842	SF	$ 88,500
	PCC Joint Seal	10,198	LF	$ 43,350
	PCC Partial-Depth Patching	81	SF	$ 13,750
Localized Stopgap Maintenance	AC Crack Sealing	1,583	LF	$ 6,340
	AC Partial-Depth Patching	21,342	SF	$ 101,380
	AC Full-Depth Patching	14,885	SF	$ 171,220
	PCC Crack Sealing	5,725	LF	$ 40,110
	PCC Joint Seal	28,667	LF	$ 121,880
	PCC Partial-Depth Patching	985	SF	$ 166,270
	PCC Full-Depth Patching	1,359	SF	$ 88,470
	PCC Slab Replacement	8,100	SF	$ 417,160

Table 6.1 (c) provides a breakdown of the anticipated planning-level costs by section for those areas exhibiting distresses that would benefit from Year 1 Localized M&R. The table shows the approximate improved "End Condition" PCI value of the section after the application of Localized M&R. This approximation is intended to depict a planning-level estimate of the effect of the localized M&R on the section-level PCI; the performance of the work does not guarantee the pavement will not deteriorate in other ways outside of the described treatment. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ISM	RW 6-24	6215	185,000	80	83	$ 3,530
ISM	RW 6-24	6225	30,000	83	83	$ -
ISM	RW 6-24	6226	39,999	52	52	$ -
ISM	RW 6-24	6235	175,000	89	89	$ 100
ISM	RW 6-24	6260	30,000	88	88	$ -
ISM	RW 6-24	6265	30,100	92	92	$ -
ISM	RW 15-33	6105	50,000	81	90	$ 6,080
ISM	RW 15-33	6115	70,000	95	95	$ -
ISM	RW 15-33	6125	40,000	65	65	$ -
ISM	RW 15-33	6145	290,000	69	69	$ -
ISM	RW 15-33	6150	30,000	66	66	$ -
ISM	RW 15-33	6165	70,000	95	95	$ 270
ISM	RW 15-33	6185	50,100	75	81	$ 6,580
ISM	TW A	102	63,803	66	66	$ -
ISM	TW A	110	115,000	71	76	$ 8,630
ISM	TW A	120	12,450	57	57	$ -
ISM	TW A	126	52,050	43	43	$ -
ISM	TW A	130	83,139	77	78	$ 430
ISM	TW A	135	12,328	77	82	$ 120
ISM	TW A1	104	4,928	49	49	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ISM	TW A1	105	29,349	77	90	$ 9,410
ISM	TW A2	155	19,150	80	86	$ 2,880
ISM	TW A3	160	17,109	42	42	$ -
ISM	TW AP N	905	21,913	81	85	$ 830
ISM	TW AP N	910	3,076	39	39	$ -
ISM	TW AP NW	404	8,876	22	22	$ -
ISM	TW AP NW	408	11,176	57	57	$ -
ISM	TW AP NW	615	3,458	72	77	$ 130
ISM	TW AP NW	620	10,868	75	80	$ 410
ISM	TW AP SE	4620	21,907	13	52	$ 110,870
ISM	TW B	202	3,832	89	89	$ -
ISM	TW B	205	71,686	61	62	$ 90
ISM	TW B	206	6,615	52	52	$ -
ISM	TW B	208	5,209	46	46	$ -
ISM	TW B	210	10,184	49	49	$ -
ISM	TW B	212	12,603	55	55	$ -
ISM	TW B	215	22,300	50	50	$ -
ISM	TW B	220	94,917	83	85	$ 2,030
ISM	TW B	225	6,172	79	85	$ 150
ISM	TW C	127	32,304	71	76	$ 3,730
ISM	TW C	320	55,722	43	43	$ 2,880
ISM	TW C	325	29,284	83	89	$ 3,300
ISM	TW C	330	12,296	86	86	$ -
ISM	TW D	402	6,915	87	87	$ -
ISM	TW D	405	101,976	45	45	$ -
ISM	TW D	410	56,652	44	44	$ -
ISM	TW E	119	4,289	73	81	$ 810
ISM	TW E	165	18,990	83	88	$ 1,430
ISM	TW E	522	8,895	59	59	$ -
ISM	TW E	523	11,003	37	37	$ -
ISM	TW E	525	7,128	58	58	$ -
ISM	TW F	605	36,483	46	46	$ -
ISM	TW G	705	12,488	69	69	$ -
ISM	TW G	710	8,914	55	55	$ -
ISM	TW G	715	11,121	81	81	$ -
ISM	TW H	805	39,361	71	86	$ 29,530
ISM	TW H	810	3,833	87	87	$ -
ISM	TL AP NW	3850	22,390	36	36	$ -
ISM	TL AP W	3610	25,681	42	46	$ 2,140
ISM	TL T-HANG	3805	18,639	68	68	$ -
ISM	TL T-HANG	3810	35,911	55	55	$ -
ISM	AP N	4110	153,862	33	33	$ -
ISM	AP N	4112	113,286	91	92	$ 1,570
ISM	AP N	4115	70,849	34	36	$ 5,030
ISM	AP N	4120	8,981	76	76	$ -
ISM	AP N	4205	270,311	41	41	$ -
ISM	AP N	4210	4,556	82	94	$ 2,520

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ISM	AP N	5305	95,340	81	86	$ 4,430
ISM	AP NW	4305	154,557	41	41	$ -
ISM	AP NW	4310	39,687	60	66	$ 13,520
ISM	AP NW	4315	18,728	11	28	$ 14,770
ISM	AP NW	4320	8,760	62	70	$ 5,400
ISM	AP NW	4405	28,172	36	36	$ -
ISM	AP NW	4410	45,300	6	43	$ 168,850
ISM	AP NW	4415	30,431	69	78	$ 16,910
ISM	AP NW	4420	50,085	54	68	$ 42,570
ISM	AP NW	4425	20,243	61	76	$ 25,340
ISM	AP NW	4430	51,322	78	92	$ 54,580
ISM	AP NW	4505	39,648	64	64	$ -
ISM	AP NW	5210	221,395	66	66	$ -
ISM	AP NW	5215	139,404	47	47	$ -
ISM	AP RU 15	5110	29,707	64	64	$ -
ISM	AP RU 15	5115	28,204	89	89	$ -
ISM	AP RU 24	5203	34,934	89	90	$ 40
ISM	AP RU 33	5105	11,667	54	54	$ -
ISM	AP RU 6	5202	27,901	61	61	$ -
ISM	AP S	4705	32,170	84	87	$ 140
ISM	AP S	4710	25,607	29	64	$ 61,850
ISM	AP S	4715	46,465	76	81	$ 6,970
ISM	AP SE	4605	96,551	60	60	$ -
ISM	AP SE	4608	139,565	5	22	$ 83,600
ISM	AP SE	4610	15,063	59	59	$ -
ISM	AP SE	4615	2,232	0	45	$ 14,970
ISM	AP W	4510	25,944	4	39	$ 531,450
ISM	AP W	4515	5,342	26	32	$ 1,160
ISM	AP W	4520	7,391	68	68	$ -
ISM	AP W	4525	5,491	23	34	$ 11,310

6.2 Major Rehabilitation Needs

Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a substantial improvement to the pavement condition and resets the pavement section's PCI value to 100. Major rehabilitation recommendations (AC Rehabilitation, AC Reconstruction, PCC Rehabilitation, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance with FAA Advisory Circulars is required. Recommendations identified within this planning document do not imply final design.

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, 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 a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section

exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. This is done over a 10-year analysis period. While this is financially impractical, it does yield the unbiased pavement needs over a 10-year time frame at the Airport given current and forecasted pavement conditions. The FDOT recognizes that airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. Each airport has a unique set of challenges and FDOT's goals are to provide it with the data needed to formulate a practical Capital Improvement Program and identify needs in the Joint Automated Capital Improvement Program (JACIP). This includes:

- An estimation of current pavement condition;
- Major pavement rehabilitation needs based on condition and policies; and
- Planning-level cost estimates for the major rehabilitation needs.

Table 6.2.1 (a) summarizes section-level major rehabilitation needs forecasted for a 10-year period. It should be noted that the following table depicts planning-level costs and has been rounded up to the nearest $1,000 for planning purposes.

Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

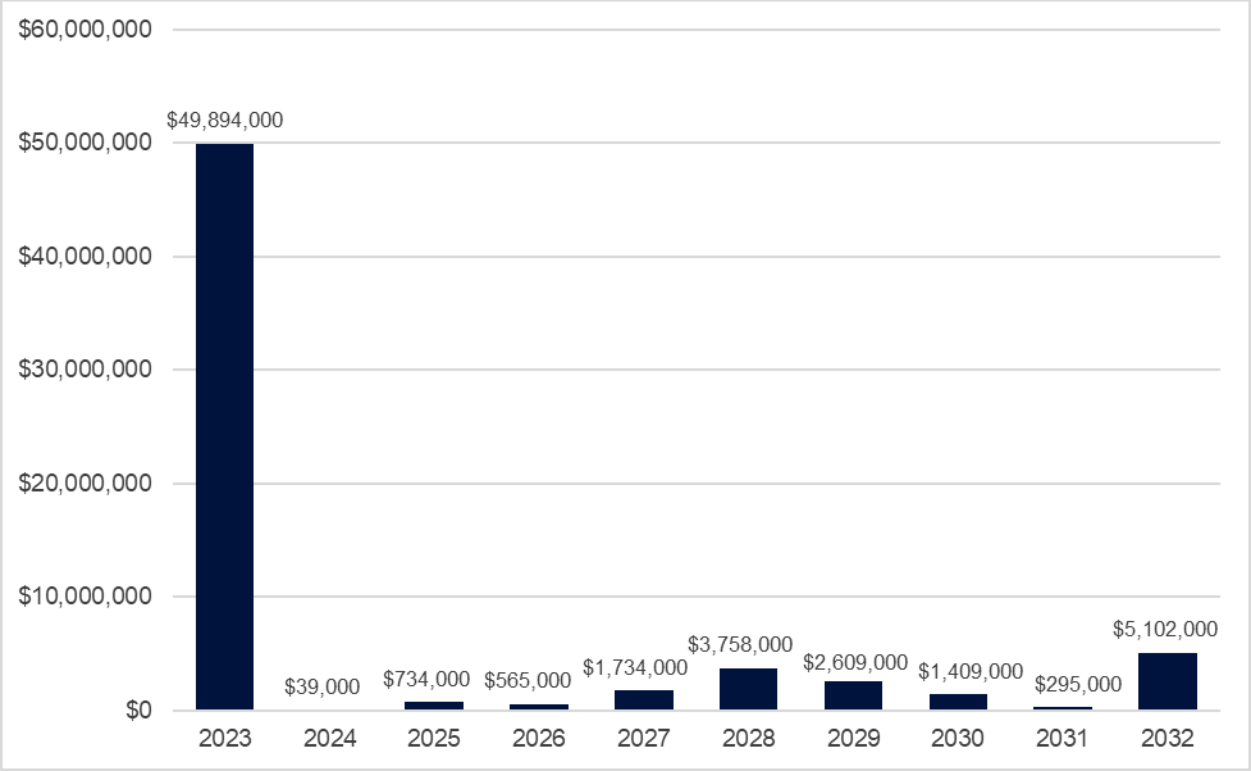
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ISM	RW 6-24	6226	AAC	39,999	50	AC Reconstruction	$ 740,000
2023	ISM	RW 15-33	6125	AAC	40,000	63	AC Rehabilitation	$ 420,000
2023	ISM	RW 15-33	6145	AAC	290,000	67	AC Rehabilitation	$ 3,045,000
2023	ISM	RW 15-33	6150	AAC	30,000	64	AC Rehabilitation	$ 315,000
2023	ISM	TW A	102	AAC	63,803	65	AC Rehabilitation	$ 670,000
2023	ISM	TW A	110	AAC	115,000	70	AC Rehabilitation	$ 1,208,000
2023	ISM	TW A	120	AAC	12,450	56	AC Rehabilitation	$ 131,000
2023	ISM	TW A	126	AC	52,050	42	AC Reconstruction	$ 963,000
2023	ISM	TW A1	104	APC	4,928	48	AC Reconstruction	$ 92,000
2023	ISM	TW A3	160	AAC	17,109	40	AC Reconstruction	$ 317,000
2023	ISM	TW AP N	910	AC	3,076	38	AC Reconstruction	$ 57,000
2023	ISM	TW AP NW	404	AC	8,876	20	AC Reconstruction	$ 165,000
2023	ISM	TW AP NW	408	AC	11,176	57	AC Rehabilitation	$ 118,000
2023	ISM	TW AP SE	4620	AC	21,907	10	AC Reconstruction	$ 406,000
2023	ISM	TW B	205	AAC	71,686	60	AC Rehabilitation	$ 753,000
2023	ISM	TW B	206	AAC	6,615	51	AC Reconstruction	$ 123,000
2023	ISM	TW B	208	AAC	5,209	44	AC Reconstruction	$ 97,000
2023	ISM	TW B	210	AC	10,184	48	AC Reconstruction	$ 189,000
2023	ISM	TW B	212	AC	12,603	55	AC Reconstruction	$ 182,000
2023	ISM	TW B	215	AC	22,300	49	AC Reconstruction	$ 413,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ISM	TW C	127	AAC	32,304	70	AC Rehabilitation	$ 340,000
2023	ISM	TW C	320	AC	55,722	42	AC Reconstruction	$ 1,031,000
2023	ISM	TW D	405	AC	101,976	44	AC Reconstruction	$ 1,887,000
2023	ISM	TW D	410	AC	56,652	43	AC Reconstruction	$ 1,049,000
2023	ISM	TW E	522	AAC	8,895	58	AC Rehabilitation	$ 94,000
2023	ISM	TW E	523	AAC	11,003	35	AC Reconstruction	$ 204,000
2023	ISM	TW E	525	AAC	7,128	57	AC Rehabilitation	$ 75,000
2023	ISM	TW F	605	AC	36,483	45	AC Reconstruction	$ 675,000
2023	ISM	TW G	705	AAC	12,488	68	AC Rehabilitation	$ 132,000
2023	ISM	TW G	710	AAC	8,914	54	AC Reconstruction	$ 156,000
2023	ISM	TW H	805	AC	39,361	70	AC Rehabilitation	$ 414,000
2023	ISM	TL AP NW	3850	AC	22,390	34	AC Reconstruction	$ 415,000
2023	ISM	TL AP W	3610	AC	25,681	41	AC Reconstruction	$ 476,000
2023	ISM	TL T-HANG	3805	AC	18,639	67	AC Rehabilitation	$ 196,000
2023	ISM	TL T-HANG	3810	AC	35,911	55	AC Reconstruction	$ 518,000
2023	ISM	AP N	4110	AC	153,862	30	AC Reconstruction	$ 2,847,000
2023	ISM	AP N	4115	AAC	70,849	31	AC Reconstruction	$ 1,311,000
2023	ISM	AP N	4205	AC	270,311	39	AC Reconstruction	$ 5,001,000
2023	ISM	AP NW	4305	AC	154,557	39	AC Reconstruction	$ 2,860,000
2023	ISM	AP NW	4310	PCC	39,687	59	PCC Rehabilitation	$ 893,000
2023	ISM	AP NW	4315	PCC	18,728	10	PCC Reconstruction	$ 843,000
2023	ISM	AP NW	4320	PCC	8,760	61	PCC Rehabilitation	$ 198,000
2023	ISM	AP NW	4405	AC	28,172	33	AC Reconstruction	$ 522,000
2023	ISM	AP NW	4410	PCC	45,300	5	PCC Reconstruction	$ 2,039,000
2023	ISM	AP NW	4415	PCC	30,431	68	PCC Rehabilitation	$ 685,000
2023	ISM	AP NW	4420	PCC	50,085	53	PCC Reconstruction	$ 2,254,000
2023	ISM	AP NW	4425	PCC	20,243	60	PCC Rehabilitation	$ 456,000
2023	ISM	AP NW	4505	AC	39,648	63	AC Rehabilitation	$ 417,000
2023	ISM	AP NW	5210	AC	221,395	64	AC Rehabilitation	$ 2,325,000
2023	ISM	AP NW	5215	AC	139,404	46	AC Reconstruction	$ 2,579,000
2023	ISM	AP RU 15	5110	AAC	29,707	61	AC Rehabilitation	$ 312,000
2023	ISM	AP RU 33	5105	AAC	11,667	51	AC Reconstruction	$ 216,000
2023	ISM	AP RU 6	5202	AC	27,901	60	AC Rehabilitation	$ 293,000
2023	ISM	AP S	4710	AC	25,607	25	AC Reconstruction	$ 474,000
2023	ISM	AP SE	4605	AAC	96,551	57	AC Rehabilitation	$ 1,014,000
2023	ISM	AP SE	4608	AC	139,565	2	AC Reconstruction	$ 2,582,000
2023	ISM	AP SE	4610	AC	15,063	58	AC Rehabilitation	$ 159,000
2023	ISM	AP SE	4615	PCC	2,232	0	PCC Reconstruction	$ 101,000
2023	ISM	AP W	4510	PCC	25,944	3	PCC Reconstruction	$ 1,168,000
2023	ISM	AP W	4515	AC	5,342	22	AC Reconstruction	$ 99,000
2023	ISM	AP W	4520	AC	7,391	66	AC Rehabilitation	$ 78,000
2023	ISM	AP W	4525	APC	5,491	20	AC Reconstruction	$ 102,000
2024	ISM	TW AP NW	615	AC	3,458	70	AC Rehabilitation	$ 39,000
2025	ISM	RW 15-33	6185	AAC	50,100	69	AC Rehabilitation	$ 580,000
2025	ISM	TW E	119	AAC	4,289	69	AC Rehabilitation	$ 50,000
2025	ISM	AP N	4120	AAC	8,981	69	AC Rehabilitation	$ 104,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2026	**ISM**	AP S	4715	AC	46,465	69	AC Rehabilitation	$ 565,000
2027	**ISM**	TW A	130	AAC	83,139	70	AC Rehabilitation	$ 1,062,000
2027	**ISM**	TW A	135	AAC	12,328	70	AC Rehabilitation	$ 158,000
2027	**ISM**	TW A1	105	AAC	29,349	70	AC Rehabilitation	$ 375,000
2027	**ISM**	TW AP NW	620	AC	10,868	69	AC Rehabilitation	$ 139,000
2028	**ISM**	RW 6-24	6215	AAC	185,000	69	AC Rehabilitation	$ 2,480,000
2028	**ISM**	AP N	5305	AC	95,340	70	AC Rehabilitation	$ 1,278,000
2029	**ISM**	RW 15-33	6105	AAC	50,000	69	AC Rehabilitation	$ 704,000
2029	**ISM**	TW A2	155	AAC	19,150	70	AC Rehabilitation	$ 270,000
2029	**ISM**	TW B	225	AAC	6,172	69	AC Rehabilitation	$ 87,000
2029	**ISM**	AP NW	4430	PCC	51,322	70	PCC Rehabilitation	$ 1,548,000
2030	**ISM**	RW 6-24	6225	AAC	30,000	69	AC Rehabilitation	$ 444,000
2030	**ISM**	TW AP N	905	AAC	21,913	69	AC Rehabilitation	$ 324,000
2030	**ISM**	TW G	715	AAC	11,121	69	AC Rehabilitation	$ 165,000
2030	**ISM**	AP S	4705	AC	32,170	69	AC Rehabilitation	$ 476,000
2031	**ISM**	TW E	165	AAC	18,990	69	AC Rehabilitation	$ 295,000
2032	**ISM**	TW B	220	AC	94,917	69	AC Rehabilitation	$ 1,547,000
2032	**ISM**	TW C	325	AC	29,284	69	AC Rehabilitation	$ 478,000
2032	**ISM**	TW C	330	AAC	12,296	70	AC Rehabilitation	$ 201,000
2032	**ISM**	AP N	4112	AAC	113,286	69	AC Rehabilitation	$ 1,846,000
2032	**ISM**	AP RU 15	5115	AC	28,204	70	AC Rehabilitation	$ 460,000
2032	**ISM**	AP RU 24	5203	AC	34,934	70	AC Rehabilitation	$ 570,000

Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit, graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level data that can be used by the Airport to support developing a practical CIP.

Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year



TW A:102 2023 | AC REHAB $0.67 M	TW A1:104 2023 | AC RECON $0.09 M	TW A:110 2023 | AC REHAB $1.21 M	TW A:120 2023 | AC REHAB $0.13 M	TW A:126 2023 | AC RECON $0.96 M	TW C:127 2023 | AC REHAB $0.34 M	TW A3:160 2023 | AC RECON $0.32 M
TW B:205 2023 | AC REHAB $0.75 M	TW B:206 2023 | AC RECON $0.12 M	TW B:208 2023 | AC RECON $0.10 M	TW B:210 2023 | AC RECON $0.19 M	TW B:212 2023 | AC REHAB $0.18 M	TW B:215 2023 | AC RECON $0.41 M	TW C:320 2023 | AC RECON $1.03 M
TW AP NW:404 2023 | AC RECON $0.17 M	TW D:405 2023 | AC RECON $1.89 M	TW AP NW:408 2023 | AC REHAB $0.12 M	TW D:410 2023 | AC RECON $1.05 M	TW E:522 2023 | AC REHAB $0.09 M	TW E:523 2023 | AC RECON $0.20 M	TW E:525 2023 | AC REHAB $0.08 M
TW F:605 2023 | AC RECON $0.68 M	TW G:705 2023 | AC REHAB $0.13 M	TW G:710 2023 | AC REHAB $0.16 M	TW H:805 2023 | AC REHAB $0.41 M	TW AP N:910 2023 | AC RECON $0.06 M	TL AP W:3610 2023 | AC RECON $0.48 M	TL T-HANG:3805 2023 | AC REHAB $0.20 M
TL T-HANG:3810 2023 | AC REHAB $0.52 M	TL AP NW:3850 2023 | AC RECON $0.42 M	AP N:4110 2023 | AC RECON $2.85 M	AP N:4115 2023 | AC RECON $1.31 M	AP N:4205 2023 | AC RECON $5.00 M	AP NW:4305 2023 | AC RECON $2.86 M	AP NW:4310 2023 | PCC REHAB $0.89 M
AP NW:4315 2023 | PCC RECON $0.84 M	AP NW:4320 2023 | PCC REHAB $0.20 M	AP NW:4405 2023 | AC RECON $0.52 M	AP NW:4410 2023 | PCC RECON $2.04 M	AP NW:4415 2023 | PCC REHAB $0.69 M	AP NW:4420 2023 | PCC RECON $2.25 M	AP NW:4425 2023 | PCC REHAB $0.46 M
AP NW:4505 2023 | AC REHAB $0.42 M	AP W:4510 2023 | PCC RECON $1.17 M	AP W:4515 2023 | AC RECON $0.10 M	AP W:4520 2023 | AC REHAB $0.08 M	AP W:4525 2023 | AC RECON $0.10 M	AP SE:4605 2023 | AC REHAB $1.01 M	AP SE:4608 2023 | AC RECON $2.58 M
AP SE:4610 2023 | AC REHAB $0.16 M	AP SE:4615 2023 | PCC RECON $0.10 M	TW AP SE:4620 2023 | AC RECON $0.41 M	AP S:4710 2023 | AC RECON $0.47 M	AP RU 33:5105 2023 | AC RECON $0.22 M	AP RU 15:5110 2023 | AC REHAB $0.31 M	AP RU 6:5202 2023 | AC REHAB $0.29 M
AP NW:5210 2023 | AC REHAB $2.33 M	AP NW:5215 2023 | AC RECON $2.58 M	RW 15-33:6125 2023 | AC REHAB $0.42 M	RW 15-33:6145 2023 | AC REHAB $3.05 M	RW 15-33:6150 2023 | AC REHAB $0.32 M	RW 6-24:6226 2023 | AC RECON $0.74 M	TW AP NW:615 2024 | AC REHAB $0.04 M

TW E:119 2025 | AC REHAB $0.05 M	AP N:4120 2025 | AC REHAB $0.10 M	RW 15-33:6185 2025 | AC REHAB $0.58 M	AP S:4715 2026 | AC REHAB $0.57 M	TW A1:105 2027 | AC REHAB $0.38 M
TW A:130 2027 | AC REHAB $1.06 M	TW A:135 2027 | AC REHAB $0.16 M	TW AP NW:620 2027 | AC REHAB $0.14 M	AP N:5305 2028 | AC REHAB $1.28 M	RW 6-24:6215 2028 | AC REHAB $2.48 M
TW A2:155 2029 | AC REHAB $0.27 M	TW B:225 2029 | AC REHAB $0.09 M	AP NW:4430 2029 | PCC REHAB $1.55 M	RW 15-33:6105 2029 | AC REHAB $0.70 M	TW G:715 2030 | AC REHAB $0.17 M
TW AP N:905 2030 | AC REHAB $0.32 M	AP S:4705 2030 | AC REHAB $0.48 M	RW 6-24:6225 2030 | AC REHAB $0.44 M	TW E:165 2031 | AC REHAB $0.30 M	TW B:220 2032 | AC REHAB $1.55 M
TW C:325 2032 | AC REHAB $0.48 M	TW C:330 2032 | AC REHAB $0.20 M	AP N:4112 2032 | AC REHAB $1.85 M	AP RU 15:5115 2032 | AC REHAB $0.46 M	AP RU 24:5203 2032 | AC REHAB $0.57 M

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

ISM

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

FDOT

2022

Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

It is recommended that the Airport continue to perform regularly scheduled PCI surveys in accordance with the ASTM D5340-20 (or latest edition) to monitor the condition of airfield pavement facilities.

A high priority should be placed on maintaining good record keeping and re-inspecting the Airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, 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 prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. 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 also identified major pavement rehabilitation project needs from 2023-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus 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 based on the recommendations provided in **Section 6.1**;
- Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- Maintain detailed records on pavement maintenance, construction, and inspection; and
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Chapter 3** and **Appendix C**. 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 D5340-20. The Exhibit is intended for planning purposes only. Further details can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A.**

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts 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 work 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.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix C**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last 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.

Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Chapter 4** and **Appendix C**. The Exhibit is a visual summary of the latest conditions reported from the PCI assessment performed at the Airport. Distress analysis occurred in accordance with ASTM D5340-20 (referenced in **Appendix E**), with results being analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the Exhibit and graphically represented using the standard ASTM D5340-20 condition rating categories.

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix C**. 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. 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**.

Inspection Photograph Documentation

Representative field conditions from the PCI assessment are documented with digital photographs located in **Appendix D**. Select photographs are provided with a limited caption on the distress(es) observed. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Appendix does not contain photographs for every section and sample unit.

7.3 Conclusion

The FDOT SAPMP System Update Phase 2 2021-2023 was completed for the Airport on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. 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 D5340-20.

7.4 References

The following documents are 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, survey guidelines, and recommended methods of repair.

- ASTM D5340-20, Standard Test Method for Airport Pavement Condition Index Surveys, American Society for Testing and Materials, West Conshohocken, PA, 2018.
- AC 150/5210-24 Airport Foreign Object Debris (FOD) Management, Federal Aviation Administration, Washington, D.C., 2010.
- AC 150/5320-6F, Airport Pavement Design and Evaluation, Federal Aviation Administration, Washington, D.C., 2016.
- AC 150/5380-7B, Airport Pavement Management Program (PMP), Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5380-6C, Guidelines and Procedures for Maintenance of Airport Pavements, Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5370-10H, Standard Specifications for Construction of Airports, Federal Aviation Administration, Washington, D.C., 2018.
- Airport Improvement Program Handbook, Order 5100.38D, Change 1, Federal Aviation Administration, Washington, D.C., 2019.
- Tri-Service Pavements Working Group (TSPWG) Manual 3-270-08. 14-03, Preventive Maintenance Plan (PMP) for Airfield Pavements, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-16, O&M Manual: Standard Practice for Airfield Pavement Condition Surveys, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-03, Airfield Pavement Evaluation, Department of Defense, Washington, D.C., 2001.
- Shahin, Mohamed Y., Pavement Management for Airports, Roads, and Parking Lots, Springer, 2005.

Appendix A: Airfield Pavement Analysis

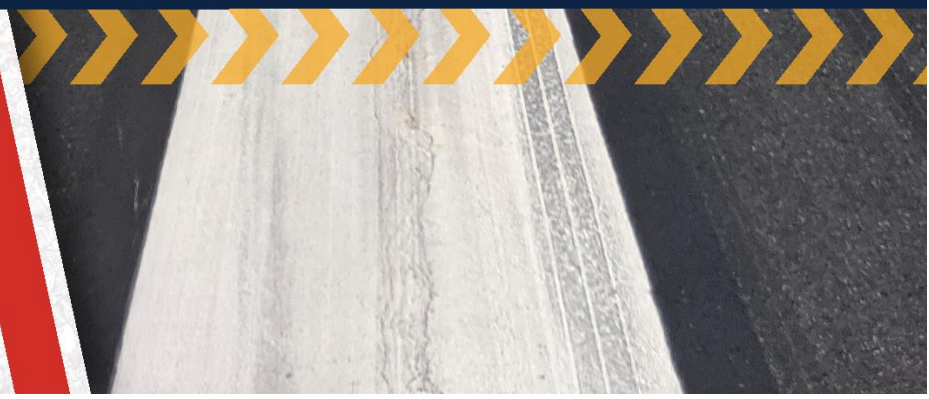


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	RW 6-24	Runway	6215	185,000	AAC	1/1/2014
ISM	RW 6-24	Runway	6225	30,000	AAC	10/17/2014
ISM	RW 6-24	Runway	6226	39,999	AAC	1/1/1998
ISM	RW 6-24	Runway	6235	175,000	AAC	1/1/2014
ISM	RW 6-24	Runway	6260	30,000	AC	1/1/2014
ISM	RW 6-24	Runway	6265	30,100	AC	1/1/2014
ISM	RW 15-33	Runway	6105	50,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6115	70,000	AC	10/1/2017
ISM	RW 15-33	Runway	6125	40,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6145	290,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6150	30,000	AAC	1/1/2005
ISM	RW 15-33	Runway	6165	70,000	AC	10/1/2017
ISM	RW 15-33	Runway	6185	50,100	AAC	1/1/2005
ISM	TW A	Taxiway	102	63,803	AAC	1/1/2002
ISM	TW A	Taxiway	110	115,000	AAC	1/1/2002
ISM	TW A	Taxiway	120	12,450	AAC	1/1/2002
ISM	TW A	Taxiway	126	52,050	AC	1/1/1994
ISM	TW A	Taxiway	130	83,139	AAC	1/1/2013
ISM	TW A	Taxiway	135	12,328	AAC	1/1/2014
ISM	TW A1	Taxiway	104	4,928	APC	1/1/2002
ISM	TW A1	Taxiway	105	29,349	AAC	1/1/2002
ISM	TW A2	Taxiway	155	19,150	AAC	1/1/2002
ISM	TW A3	Taxiway	160	17,109	AAC	1/1/2002
ISM	TW AP N	Taxiway	905	21,913	AAC	1/1/2012
ISM	TW AP N	Taxiway	910	3,076	AC	1/1/1994
ISM	TW AP NW	Taxiway	404	8,876	AC	1/1/1991
ISM	TW AP NW	Taxiway	408	11,176	AC	1/1/2005
ISM	TW AP NW	Taxiway	615	3,458	AC	1/1/2005
ISM	TW AP NW	Taxiway	620	10,868	AC	1/1/2005
ISM	TW AP SE	Taxiway	4620	21,907	AC	1/1/1943
ISM	TW B	Taxiway	202	3,832	AAC	1/1/2014
ISM	TW B	Taxiway	205	71,686	AAC	1/1/2002
ISM	TW B	Taxiway	206	6,615	AAC	1/1/1991
ISM	TW B	Taxiway	208	5,209	AAC	1/1/1991
ISM	TW B	Taxiway	210	10,184	AC	1/1/1986
ISM	TW B	Taxiway	212	12,603	AC	1/1/1994
ISM	TW B	Taxiway	215	22,300	AC	1/1/1994
ISM	TW B	Taxiway	220	94,917	AC	1/1/2012
ISM	TW B	Taxiway	225	6,172	AAC	1/1/2014
ISM	TW C	Taxiway	127	32,304	AAC	1/1/2005
ISM	TW C	Taxiway	320	55,722	AC	1/1/1991
ISM	TW C	Taxiway	325	29,284	AC	1/1/2007
ISM	TW C	Taxiway	330	12,296	AAC	1/1/2014
ISM	TW D	Taxiway	402	6,915	AAC	1/1/2014

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	TW D	Taxiway	405	101,976	AC	1/1/1991
ISM	TW D	Taxiway	410	56,652	AC	1/1/1991
ISM	TW E	Taxiway	119	4,289	AAC	1/1/2002
ISM	TW E	Taxiway	165	18,990	AAC	1/1/2002
ISM	TW E	Taxiway	522	8,895	AAC	1/1/2002
ISM	TW E	Taxiway	523	11,003	AAC	1/1/2002
ISM	TW E	Taxiway	525	7,128	AAC	1/1/2004
ISM	TW F	Taxiway	605	36,483	AC	1/1/1997
ISM	TW G	Taxiway	705	12,488	AAC	1/1/1999
ISM	TW G	Taxiway	710	8,914	AAC	1/1/1999
ISM	TW G	Taxiway	715	11,121	AAC	1/1/2014
ISM	TW H	Taxiway	805	39,361	AC	1/1/1999
ISM	TW H	Taxiway	810	3,833	AAC	1/1/2014
ISM	TL AP NW	Taxilane	3850	22,390	AC	1/1/1994
ISM	TL AP W	Taxilane	3610	25,681	AC	12/25/1999
ISM	TL T-HANG	Taxilane	3805	18,639	AC	1/1/2010
ISM	TL T-HANG	Taxilane	3810	35,911	AC	12/25/2000
ISM	AP N	Apron	4110	153,862	AC	1/1/1973
ISM	AP N	Apron	4112	113,286	AAC	10/1/2017
ISM	AP N	Apron	4115	70,849	AAC	1/1/1973
ISM	AP N	Apron	4120	8,981	AAC	1/1/2013
ISM	AP N	Apron	4205	270,311	AC	1/1/1994
ISM	AP N	Apron	4210	4,556	PCC	1/1/2007
ISM	AP N	Apron	5305	95,340	AC	1/1/2004
ISM	AP NW	Apron	4305	154,557	AC	1/1/1994
ISM	AP NW	Apron	4310	39,687	PCC	12/25/1999
ISM	AP NW	Apron	4315	18,728	PCC	12/25/1999
ISM	AP NW	Apron	4320	8,760	PCC	12/25/1999
ISM	AP NW	Apron	4405	28,172	AC	1/1/1997
ISM	AP NW	Apron	4410	45,300	PCC	1/1/1942
ISM	AP NW	Apron	4415	30,431	PCC	1/1/2005
ISM	AP NW	Apron	4420	50,085	PCC	1/1/2005
ISM	AP NW	Apron	4425	20,243	PCC	1/1/2007
ISM	AP NW	Apron	4430	51,322	PCC	1/1/2007
ISM	AP NW	Apron	4505	39,648	AC	1/1/1997
ISM	AP NW	Apron	5210	221,395	AC	1/1/2006
ISM	AP NW	Apron	5215	139,404	AC	1/1/2005
ISM	AP RU 15	Apron	5110	29,707	AAC	1/1/2013
ISM	AP RU 15	Apron	5115	28,204	AC	5/1/2013
ISM	AP RU 24	Apron	5203	34,934	AC	1/1/2012
ISM	AP RU 33	Apron	5105	11,667	AAC	1/1/2002
ISM	AP RU 6	Apron	5202	27,901	AC	1/1/2007
ISM	AP S	Apron	4705	32,170	AC	12/25/1999
ISM	AP S	Apron	4710	25,607	AC	12/25/1999
ISM	AP S	Apron	4715	46,465	AC	1/1/2013
ISM	AP SE	Apron	4605	96,551	AAC	1/1/2004

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ISM	AP SE	Apron	4608	139,565	AC	12/25/1999
ISM	AP SE	Apron	4610	15,063	AC	12/25/1999
ISM	AP SE	Apron	4615	2,232	PCC	1/1/2006
ISM	AP W	Apron	4510	25,944	PCC	12/25/1999
ISM	AP W	Apron	4515	5,342	AC	1/1/2009
ISM	AP W	Apron	4520	7,391	AC	1/1/2012
ISM	AP W	Apron	4525	5,491	APC	12/25/1999

Table A.2: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	RW 6-24	Runway	6215	185,000	80	Satisfactory
ISM	RW 6-24	Runway	6225	30,000	83	Satisfactory
ISM	RW 6-24	Runway	6226	39,999	52	Poor
ISM	RW 6-24	Runway	6235	175,000	89	Good
ISM	RW 6-24	Runway	6260	30,000	88	Good
ISM	RW 6-24	Runway	6265	30,100	92	Good
ISM	RW 15-33	Runway	6105	50,000	81	Satisfactory
ISM	RW 15-33	Runway	6115	70,000	95	Good
ISM	RW 15-33	Runway	6125	40,000	65	Fair
ISM	RW 15-33	Runway	6145	290,000	69	Fair
ISM	RW 15-33	Runway	6150	30,000	66	Fair
ISM	RW 15-33	Runway	6165	70,000	95	Good
ISM	RW 15-33	Runway	6185	50,100	75	Satisfactory
ISM	TW A	Taxiway	102	63,803	66	Fair
ISM	TW A	Taxiway	110	115,000	71	Satisfactory
ISM	TW A	Taxiway	120	12,450	57	Fair
ISM	TW A	Taxiway	126	52,050	43	Poor
ISM	TW A	Taxiway	130	83,139	77	Satisfactory
ISM	TW A	Taxiway	135	12,328	77	Satisfactory
ISM	TW A1	Taxiway	104	4,928	49	Poor
ISM	TW A1	Taxiway	105	29,349	77	Satisfactory
ISM	TW A2	Taxiway	155	19,150	80	Satisfactory
ISM	TW A3	Taxiway	160	17,109	42	Poor
ISM	TW AP N	Taxiway	905	21,913	81	Satisfactory
ISM	TW AP N	Taxiway	910	3,076	39	Very Poor
ISM	TW AP NW	Taxiway	404	8,876	22	Serious
ISM	TW AP NW	Taxiway	408	11,176	57	Fair
ISM	TW AP NW	Taxiway	615	3,458	72	Satisfactory
ISM	TW AP NW	Taxiway	620	10,868	75	Satisfactory
ISM	TW AP SE	Taxiway	4620	21,907	13	Serious
ISM	TW B	Taxiway	202	3,832	89	Good
ISM	TW B	Taxiway	205	71,686	61	Fair
ISM	TW B	Taxiway	206	6,615	52	Poor
ISM	TW B	Taxiway	208	5,209	46	Poor
ISM	TW B	Taxiway	210	10,184	49	Poor
ISM	TW B	Taxiway	212	12,603	55	Poor
ISM	TW B	Taxiway	215	22,300	50	Poor
ISM	TW B	Taxiway	220	94,917	83	Satisfactory
ISM	TW B	Taxiway	225	6,172	79	Satisfactory
ISM	TW C	Taxiway	127	32,304	71	Satisfactory
ISM	TW C	Taxiway	320	55,722	43	Poor
ISM	TW C	Taxiway	325	29,284	83	Satisfactory
ISM	TW C	Taxiway	330	12,296	86	Good
ISM	TW D	Taxiway	402	6,915	87	Good
ISM	TW D	Taxiway	405	101,976	45	Poor

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	TW D	Taxiway	410	56,652	44	Poor
ISM	TW E	Taxiway	119	4,289	73	Satisfactory
ISM	TW E	Taxiway	165	18,990	83	Satisfactory
ISM	TW E	Taxiway	522	8,895	59	Fair
ISM	TW E	Taxiway	523	11,003	37	Very Poor
ISM	TW E	Taxiway	525	7,128	58	Fair
ISM	TW F	Taxiway	605	36,483	46	Poor
ISM	TW G	Taxiway	705	12,488	69	Fair
ISM	TW G	Taxiway	710	8,914	55	Poor
ISM	TW G	Taxiway	715	11,121	81	Satisfactory
ISM	TW H	Taxiway	805	39,361	71	Satisfactory
ISM	TW H	Taxiway	810	3,833	87	Good
ISM	TL AP NW	Taxilane	3850	22,390	36	Very Poor
ISM	TL AP W	Taxilane	3610	25,681	42	Poor
ISM	TL T-HANG	Taxilane	3805	18,639	68	Fair
ISM	TL T-HANG	Taxilane	3810	35,911	55	Poor
ISM	AP N	Apron	4110	153,862	33	Very Poor
ISM	AP N	Apron	4112	113,286	91	Good
ISM	AP N	Apron	4115	70,849	34	Very Poor
ISM	AP N	Apron	4120	8,981	76	Satisfactory
ISM	AP N	Apron	4205	270,311	41	Poor
ISM	AP N	Apron	4210	4,556	82	Satisfactory
ISM	AP N	Apron	5305	95,340	81	Satisfactory
ISM	AP NW	Apron	4305	154,557	41	Poor
ISM	AP NW	Apron	4310	39,687	60	Fair
ISM	AP NW	Apron	4315	18,728	11	Serious
ISM	AP NW	Apron	4320	8,760	62	Fair
ISM	AP NW	Apron	4405	28,172	36	Very Poor
ISM	AP NW	Apron	4410	45,300	6	Failed
ISM	AP NW	Apron	4415	30,431	69	Fair
ISM	AP NW	Apron	4420	50,085	54	Poor
ISM	AP NW	Apron	4425	20,243	61	Fair
ISM	AP NW	Apron	4430	51,322	78	Satisfactory
ISM	AP NW	Apron	4505	39,648	64	Fair
ISM	AP NW	Apron	5210	221,395	66	Fair
ISM	AP NW	Apron	5215	139,404	47	Poor
ISM	AP RU 15	Apron	5110	29,707	64	Fair
ISM	AP RU 15	Apron	5115	28,204	89	Good
ISM	AP RU 24	Apron	5203	34,934	89	Good
ISM	AP RU 33	Apron	5105	11,667	54	Poor
ISM	AP RU 6	Apron	5202	27,901	61	Fair
ISM	AP S	Apron	4705	32,170	84	Satisfactory
ISM	AP S	Apron	4710	25,607	29	Very Poor
ISM	AP S	Apron	4715	46,465	76	Satisfactory
ISM	AP SE	Apron	4605	96,551	60	Fair
ISM	AP SE	Apron	4608	139,565	5	Failed
ISM	AP SE	Apron	4610	15,063	59	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ISM	AP SE	Apron	4615	2,232	0	Failed
ISM	AP W	Apron	4510	25,944	4	Failed
ISM	AP W	Apron	4515	5,342	26	Very Poor
ISM	AP W	Apron	4520	7,391	68	Fair
ISM	AP W	Apron	4525	5,491	23	Serious

Table A.3: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	RW 6-24	6215	80	78	76	74	73	71	69	68	66	64	62
ISM	RW 6-24	6225	83	81	79	77	76	74	72	71	69	67	65
ISM	RW 6-24	6226	52	50	48	46	45	43	41	40	38	36	34
ISM	RW 6-24	6235	89	87	85	83	82	80	78	77	75	73	71
ISM	RW 6-24	6260	88	86	84	82	80	79	77	76	75	74	73
ISM	RW 6-24	6265	92	89	87	85	83	81	80	78	77	76	75
ISM	RW 15-33	6105	81	79	77	75	74	72	70	69	67	65	63
ISM	RW 15-33	6115	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6125	65	63	61	59	58	56	54	53	51	49	47
ISM	RW 15-33	6145	69	67	65	63	62	60	58	57	55	53	51
ISM	RW 15-33	6150	66	64	62	60	59	57	55	54	52	50	48
ISM	RW 15-33	6165	95	92	90	87	85	84	82	80	79	77	76
ISM	RW 15-33	6185	75	73	71	69	68	66	64	63	61	59	57
ISM	TW A	102	66	65	64	63	62	61	61	60	59	58	58
ISM	TW A	110	71	70	68	67	66	65	64	63	63	62	61
ISM	TW A	120	57	56	55	55	54	53	52	52	51	50	49
ISM	TW A	126	43	42	41	39	38	37	36	34	33	31	29
ISM	TW A	130	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A	135	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A1	104	49	48	47	45	44	43	41	39	38	36	34
ISM	TW A1	105	77	75	74	72	71	70	69	67	66	65	64
ISM	TW A2	155	80	78	76	75	73	72	71	70	68	67	66
ISM	TW A3	160	42	40	38	36	34	32	30	28	26	24	22
ISM	TW AP N	905	81	79	77	76	74	73	72	70	69	68	67
ISM	TW AP N	910	39	38	36	35	33	32	30	28	27	25	23
ISM	TW AP NW	404	22	20	17	15	13	11	9	6	4	2	0
ISM	TW AP NW	408	57	57	56	56	55	55	55	54	54	53	53
ISM	TW AP NW	615	72	71	70	69	68	67	66	65	64	64	63
ISM	TW AP NW	620	75	74	72	71	70	69	68	67	66	66	65
ISM	TW AP SE	4620	13	10	8	6	4	2	0	0	0	0	0
ISM	TW B	202	89	87	85	83	81	79	78	76	74	73	72
ISM	TW B	205	61	60	59	59	58	57	57	56	55	54	54
ISM	TW B	206	52	51	50	49	48	47	46	44	43	41	40
ISM	TW B	208	46	44	43	42	40	38	36	34	32	30	28
ISM	TW B	210	49	48	47	47	46	45	44	43	42	41	40
ISM	TW B	212	55	55	54	54	53	53	52	52	51	51	50
ISM	TW B	215	50	49	49	48	47	46	45	45	44	43	42
ISM	TW B	220	83	81	79	78	77	75	74	73	72	70	69
ISM	TW B	225	79	77	76	74	73	71	70	69	68	67	66
ISM	TW C	127	71	70	68	67	66	65	64	63	63	62	61
ISM	TW C	320	43	42	41	39	38	37	36	34	33	31	29
ISM	TW C	325	83	81	79	78	77	75	74	73	72	70	69
ISM	TW C	330	86	84	82	80	78	77	75	74	72	71	70
ISM	TW D	402	87	85	83	81	79	78	76	75	73	72	70

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	TW D	405	45	44	43	42	41	40	38	37	36	34	33
ISM	TW D	410	44	43	42	41	40	38	37	36	34	33	31
ISM	TW E	119	73	71	70	69	68	67	66	65	64	63	62
ISM	TW E	165	83	81	79	77	76	74	73	72	70	69	68
ISM	TW E	522	59	58	57	57	56	55	55	54	53	52	51
ISM	TW E	523	37	35	33	31	29	27	25	23	21	19	17
ISM	TW E	525	58	57	56	56	55	54	54	53	52	51	50
ISM	TW F	605	46	45	44	43	42	41	40	39	37	36	35
ISM	TW G	705	69	68	67	66	65	64	63	62	61	60	60
ISM	TW G	710	55	54	53	53	52	51	50	49	48	47	46
ISM	TW G	715	81	79	77	76	74	73	72	70	69	68	67
ISM	TW H	805	71	70	69	68	67	66	65	65	64	63	63
ISM	TW H	810	87	85	83	81	79	78	76	75	73	72	70
ISM	TL AP NW	3850	36	34	33	31	30	28	26	24	22	20	18
ISM	TL AP W	3610	42	41	40	38	37	36	34	33	31	29	28
ISM	TL T-HANG	3805	68	67	66	65	65	64	63	63	62	61	61
ISM	TL T-HANG	3810	55	55	54	54	53	53	52	52	51	51	50
ISM	AP N	4110	33	30	27	24	21	18	15	12	9	6	3
ISM	AP N	4112	91	88	86	84	82	80	77	75	73	71	69
ISM	AP N	4115	34	31	29	27	25	23	20	18	16	14	12
ISM	AP N	4120	76	73	71	69	67	65	62	60	58	56	54
ISM	AP N	4205	41	39	37	35	33	30	27	24	21	18	15
ISM	AP N	4210	82	81	79	78	77	76	75	74	72	71	70
ISM	AP N	5305	81	79	77	75	73	72	70	68	67	66	64
ISM	AP NW	4305	41	39	37	35	33	30	27	24	21	18	15
ISM	AP NW	4310	60	59	57	56	55	54	53	52	50	49	48
ISM	AP NW	4315	11	10	8	7	6	5	4	3	1	0	0
ISM	AP NW	4320	62	61	59	58	57	56	55	54	52	51	50
ISM	AP NW	4405	36	33	31	28	25	22	19	16	13	10	7
ISM	AP NW	4410	6	5	3	2	1	0	0	0	0	0	0
ISM	AP NW	4415	69	68	66	65	64	63	62	61	59	58	57
ISM	AP NW	4420	54	53	51	50	49	48	47	46	44	43	42
ISM	AP NW	4425	61	60	58	57	56	55	54	53	51	50	49
ISM	AP NW	4430	78	77	75	74	73	72	71	70	68	67	66
ISM	AP NW	4505	64	63	61	60	59	59	58	57	56	56	55
ISM	AP NW	5210	66	64	63	62	61	60	59	58	57	57	56
ISM	AP NW	5215	47	46	45	44	42	41	39	37	35	33	30
ISM	AP RU 15	5110	64	61	59	57	55	53	50	48	46	44	42
ISM	AP RU 15	5115	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 24	5203	89	87	84	82	80	79	77	75	73	71	70
ISM	AP RU 33	5105	54	51	49	47	45	43	40	38	36	34	32
ISM	AP RU 6	5202	61	60	59	58	57	56	56	55	55	54	53
ISM	AP S	4705	84	82	80	78	76	74	72	71	69	68	66
ISM	AP S	4710	29	25	22	19	16	13	11	8	5	2	0
ISM	AP S	4715	76	74	72	71	69	68	66	65	64	62	61
ISM	AP SE	4605	60	57	55	53	51	49	46	44	42	40	38

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ISM	AP SE	4608	5	2	0	0	0	0	0	0	0	0	0
ISM	AP SE	4610	59	58	57	56	56	55	55	54	53	53	52
ISM	AP SE	4615	0	0	0	0	0	0	0	0	0	0	0
ISM	AP W	4510	4	3	1	0	0	0	0	0	0	0	0
ISM	AP W	4515	26	22	19	16	13	11	8	5	2	0	0
ISM	AP W	4520	68	66	65	64	63	61	60	59	59	58	57
ISM	AP W	4525	23	20	18	16	14	12	9	7	5	3	1

Pavement Database: FDOT

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4110 **Surface:**AC
L.C.D. 1/1/1973 **Use:** APRON **Rank:** P **Length:** 256.00 (Ft) **Width:** 800.00 (Ft) **True Area:** 153862.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1973	IMPORTED	BUILT	0.00	2.00	☑	2" AC ON 8" LIME ROCK BASE - ESTIMATE 1973 CONSTRUCTION
1/1/1973	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4112 **Surface:**AAC
L.C.D. 10/1/2017 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 635.00 (Ft) **True Area:** 113286.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2017	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1973	IMPORTED	BUILT	0.00	2.00	☑	2" AC ON 8" LIME ROCK BASE - ESTIMATE 1973 CONSTRUCTION
1/1/1973	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4115 **Surface:**AAC
L.C.D. 1/1/1973 **Use:** APRON **Rank:** P **Length:** 515.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 70849.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1973	IMPORTED	OVERLAY	0.00	3.00	☑	1973: 3" P-401 OVERLAY
1/1/1973	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 5" LIME ROCK BASE (1942 ASSUMED)

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4120 **Surface:**AAC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 145.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 8981.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1973	IMPORTED	OVERLAY	0.00	3.00	☑	1973: 3" P-401 OVERLAY
1/1/1973	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	2.00	☑	1942: 2" AC ON 5" LIME ROCK BASE (1942 ASSUMED)

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4205 **Surface:**AC
L.C.D. 1/1/1994 **Use:** APRON **Rank:** P **Length:** 1,315.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 270311.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401 ON 6" P211 ON 6" P154
1/1/1994	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 4210 **Surface:**PCC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 34.00 (Ft) **Width:** 134.00 (Ft) **True Area:** 4556.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP N NORTH APRON **Section:** 5305 **Surface:**AC

L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 265.00 (Ft) **True Area:** 95340.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4305 **Surface:**AC

L.C.D. 1/1/1994 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 154557.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401 ON 6" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4310 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 560.00 (Ft) **Width:** 68.00 (Ft) **True Area:** 39687.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4315 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 255.00 (Ft) **Width:** 73.00 (Ft) **True Area:** 18728.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4320 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 73.00 (Ft) **True Area:** 8760.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4405 **Surface:**AC

L.C.D. 1/1/1997 **Use:** APRON **Rank:** P **Length:** 244.00 (Ft) **Width:** 115.00 (Ft) **True Area:** 28172.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2"P401 ON 2"P211 ON 6"P154

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4410 **Surface:**PCC

L.C.D. 1/1/1942 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 151.00 (Ft) **True Area:** 45300.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	EST 1942 PCC

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4415 **Surface:**PCC

L.C.D. 1/1/2005 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30431.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-PC	New Construction - PCC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4420 **Surface:**PCC

L.C.D. 1/1/2005 **Use:** APRON **Rank:** P **Length:** 480.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50085.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-PC	New Construction - PCC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4425 **Surface:**PCC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 170.00 (Ft) **Width:** 111.00 (Ft) **True Area:** 20243.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4430 **Surface:**PCC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 107.00 (Ft) **True Area:** 51322.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 4505 **Surface:**AC

L.C.D. 1/1/1997 **Use:** APRON **Rank:** P **Length:** 470.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 39648.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2" P401 ON 2" P401 BASE COURSE ON 6" P154

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 5210 **Surface:**AC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 221395.0000 (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	☑	

Network: KISSIMMEE GATE **Branch:** AP NW NORTHWEST AP **Section:** 5215 **Surface:**AC

L.C.D. 1/1/2005 **Use:** APRON **Rank:** P **Length:** 550.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 139404.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP RU 15 RUN-UP APRON **Section:** 5110 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 105.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 29707.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991: 4" P-401 ON 7" P-211 ON 13" P-154
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** AP RU 15 RUN-UP APRON **Section:** 5115 **Surface:**AC

L.C.D. 5/1/2013 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 28204.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2013	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP RU 24 RUN-UP APRON **Section:** 5203 **Surface:**AC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 290.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 34934.00001 (SqFt

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

Network: KISSIMMEE GATE **Branch:** AP RU 33 RUN-UP APRON **Section:** 5105 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 140.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 11667.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	BUILT	0.00	4.00	☑	1992: 4" P-401 ON 6" P-211 ON 6" P-154
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** AP RU 6 RUN-UP APRON **Section:** 5202 **Surface:**AC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 280.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 27901.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP S SOUTH APRON **Section:** 4705 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 32170.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP S SOUTH APRON **Section:** 4710 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 195.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 25607.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP S SOUTH APRON **Section:** 4715 **Surface:**AC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 490.00 (Ft) **Width:** 112.00 (Ft) **True Area:** 46465.00001 (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	☑	

Network: KISSIMMEE GATE **Branch:** AP SE SOUTHEAST AP **Section:** 4605 **Surface:**AAC
L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 255.00 (Ft) **True Area:** 96551.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP SE SOUTHEAST AP **Section:** 4608 **Surface:**AC
L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 690.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 139565.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP SE SOUTHEAST AP **Section:** 4610 **Surface:**AC
L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 15063.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP SE SOUTHEAST AP **Section:** 4615 **Surface:**PCC
L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 49.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2232.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP W WEST APRON **Section:** 4510 **Surface:**PCC
L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25944.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** AP W WEST APRON **Section:** 4515 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 215.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 5342.000001 (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: KISSIMMEE GATE **Branch:** AP W WEST APRON **Section:** 4520 **Surface:**AC
L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 295.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 7391.000002 (SqFt

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

Network: KISSIMMEE GATE **Branch:** AP W WEST APRON **Section:** 4525 **Surface:**APC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 130.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 5491.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	BUILT	0.00	4.00	☑	1992: 4" P-401 ON 6" P-211 ON 6" P-154
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6115 **Surface:**AC

L.C.D. 10/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 70000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	1971 AC OVERLAY
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	1942 PCC PAVEMENT

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6125 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 40000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971: 3" P-401 ON 6" RECOMPACTED LIME ROCK BAS
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6145 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 2,900.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 290000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	1.50	☑	1971 MINIMUM 1.5" P-401 OVERLAY PLACED ON
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING AC AND BASE COURSE

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6150 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	5.00	☑	1997 5" AC ON EXISTING AC

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6165 **Surface:**AC

L.C.D. 10/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 70000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971: 3" P-401 ON 6" RECOMPACTED LIME ROCK BAS
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** RW 15-33 RUNWAY 15-33 **Section:** 6185 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50100.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991: 4" P-401 ON 7" P-211 ON 13" P-154 ON 6" P-152
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6215 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 1,850.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 185000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1985	IMPORTED	BUILT	0.00	3.60	☑	1985: MINIMUM 3.6" P-401 ON REWORKED LIME ROCK BASE

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6225 **Surface:**AAC

L.C.D. 10/17/201 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/17/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1998	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	1997 AC OVERLAY
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971 3" P401 ON 6" RECOMPACTED LIMEROCK ON E

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6226 **Surface:**AAC

L.C.D. 1/1/1998 **Use:** RUNWAY **Rank:** P **Length:** 260.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 39999.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	1997 AC OVERLAY
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	1985 AC OVERLAY
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971 3" P401 ON 6" LIMEROCK

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6235 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 1,750.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 175000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1985	IMPORTED	BUILT	0.00	3.60	☑	1985: MINIMUM 3.6" P-401 ON REWORKED LIME ROCK BASE
1/1/1985	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6260 **Surface:**AC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	0.00	☑	4" P-401 SP BITUMINOUS ASPHAL

Network: KISSIMMEE GATE **Branch:** RW 6-24 RUNWAY 6-24 **Section:** 6265 **Surface:**AC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 310.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30100.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	4.00	☑	4" P-401 BITUMINOUS ASPHALT

Network: KISSIMMEE GATE **Branch:** TL AP NW NORTHWEST AP **Section:** 3850 **Surface:**AC

L.C.D. 1/1/1994 **Use:** TAXILAN **Rank:** P **Length:** 760.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 22390.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401 ON 6" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TL AP W WEST APRON T **Section:** 3610 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25681.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3805 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXILAN **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 18639.00000 (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: KISSIMMEE GATE **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3810 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXILAN **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 35911.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2000	NU-IN	New Construction - Initial	0.00	0.00	☑	SECTION UNKNOWN

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 102 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 63803.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991: 4" P-401 ON 6" P-211 ON 6" P-154

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 745.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 115000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971: MINIMUM 3" P-401 PLACED ON EXISTING BASE COURSE

Network: KISSIMMEE GATE **Branch:** TW A1 TAXIWAY A1 **Section:** 104 **Surface:**APC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 12.00 (Ft) **True Area:** 4928.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	1971 AC OVERLAY
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	1942 PCC

Network: KISSIMMEE GATE **Branch:** TW A1 TAXIWAY A1 **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 192.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 29349.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971: 3" P-401 ON 6" RECOMPACTED LIME ROCK BAS
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12450.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1993	IMPORTED	OVERLAY	0.00	2.00	☑	1993 2" AC SURFACE
1/1/1971	IMPORTED	BUILT	0.00	2.00	☑	1971 2" AC SURFACE (MILLED DOWN)
1/1/1971	IMPORTED	OVERLAY	0.00	8.00	☑	1971 8" LIMEROCK ON 4" COMPACTED SUBGRADE

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 126 **Surface:**AC

L.C.D. 1/1/1994 **Use:** TAXIWAY **Rank:** P **Length:** 950.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 52050.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	OVERLAY	0.00	2.00	☑	1994 2" AC
1/1/1994	IMPORTED	OVERLAY	0.00	8.00	☑	ASSUME EXISTING 8" P-211 AND 4" SUBBASE REMAIN IN PLACE.
1/1/1971	IMPORTED	BUILT	0.00	2.00	☑	1971 2" AC (MILLED OUT)

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 1,485.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 83139.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991: 4" P-401 ON 7" P-211 ON 13" P-154
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW A TAXIWAY A **Section:** 135 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12328.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 2" MILL AND OVERLAY (RW
1/1/1994	ML-OVL	Mill and Overlay	0.00	0.00	☑	1994: 2" AC (ASSUME EXISTING 8
1/1/1971	NU-IN	New Construction - Initial	0.00	0.00	☑	1971: 2" AC MILLED OUT

Network: KISSIMMEE GATE **Branch:** TW A2 TAXIWAY A2 **Section:** 155 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19150.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971: 3" P-401 ON 6" RECOMPACTED LIME ROCK BAS
1/1/1971	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW A3 TAXIWAY A3 **Section:** 160 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17109.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" AC ON 6" LIMEROCK ON 6" SUBGRADE

Network: KISSIMMEE GATE **Branch:** TW AP N NORTH APRON **Section:** 905 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 217.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21913.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401 ON 6" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW AP N NORTH APRON **Section:** 910 **Surface:**AC

L.C.D. 1/1/1994 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3076.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401
1/1/1994	IMPORTED	OVERLAY	0.00	6.00	☑	1994 6" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW AP NW NORTHWEST AP **Section:** 404 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 8876.000002 (SqFt

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

Network: KISSIMMEE GATE **Branch:** TW AP NW NORTHWEST AP **Section:** 408 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 115.00 (Ft) **True Area:** 11176.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW AP NW NORTHWEST AP **Section:** 615 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 3458.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW AP NW NORTHWEST AP **Section:** 620 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 62.00 (Ft) **True Area:** 10868.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW AP SE SOUTHEAST AP **Section:** 4620 **Surface:**AC

L.C.D. 1/1/1943 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 21907.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1943	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 202 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3832.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 2" MILL AND OVERLAY (RW
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☑	1986: 3" P-401 ON 6" P-211 ON 12"

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 2,130.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 71686.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	1986: 3" P-401 ON 6" P-211 ON 12" SUBBASE
1/1/1986	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 206 **Surface:**AAC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6615.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	ASSUME: 1991 AC WEDGE OVERLAY
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	ASSUME: 1986 3" P-401 ON 6" P-211 ON 12" SUBBASE

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 208 **Surface:**AAC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5209.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 AC OVERLAY ON EXISTING

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AC

L.C.D. 1/1/1986 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 239.00 (Ft) **True Area:** 10184.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	1986: 3" P-401 ON 6" P-211 ON 12" SUBBASE
1/1/1986	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 212 **Surface:**AC

L.C.D. 1/1/1994 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12603.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" P401 ON 6" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AC

L.C.D. 1/1/1994 **Use:** TAXIWAY **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 22300.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	BUILT	0.00	4.00	☑	1994 4" AC ON 6" LIMEROCK ON 6" SUBBASE

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 220 **Surface:**AC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 1,665.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 94917.00002 (SqFt

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

Network: KISSIMMEE GATE **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 6172.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW C TAXIWAY C **Section:** 127 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 53.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 32304.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	3.00	☑	1971 3" AC
1/1/1971	IMPORTED	OVERLAY	0.00	6.00	☑	1971 6" RECOMPACTED LIMEROCK

Network: KISSIMMEE GATE **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,265.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 55722.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991: 4" P-401 ON RECYCLED BASE AND NEW LIME ROCK
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	RECYCLED BASE CONSISTED OF A MIXTURE OF EXISTING BASE

Network: KISSIMMEE GATE **Branch:** TW C TAXIWAY C **Section:** 325 **Surface:**AC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 29284.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW C TAXIWAY C **Section:** 330 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 345.00 (Ft) **Width:** 36.00 (Ft) **True Area:** 12296.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1997	NU-IN	New Construction - Initial	0.00	2.00	☑	2" P401 ON 2" P211 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW D TAXIWAY D **Section:** 402 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6915.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY (RW 6-24)
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 101976.0000 (SqFt

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

Network: KISSIMMEE GATE **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 56652.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	8
1/1/1991	IMPORTED	OVERLAY	0.00	4.00	☑	1991: 4" P-401 ON RECYCLED BASE ON NEW LIME ROCK AS RE
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	RECYCLED BASE CONSISTS OF A MIXTURE OF EXISTING BASE WI
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	SOIL: SP-SM

Network: KISSIMMEE GATE **Branch:** TW E TAXIWAY E **Section:** 119 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 71.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4289.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1985	IMPORTED	BUILT	0.00	0.00	☑	EST 1985 AC OVERLAY

Network: KISSIMMEE GATE **Branch:** TW E TAXIWAY E **Section:** 165 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18990.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW E TAXIWAY E **Section:** 522 **Surface:** AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8895.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	0.00	☑	EST 1971 AC

Network: KISSIMMEE GATE **Branch:** TW E TAXIWAY E **Section:** 523 **Surface:** AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11003.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1971	IMPORTED	BUILT	0.00	0.00	☑	EST 1971 AC

Network: KISSIMMEE GATE **Branch:** TW E TAXIWAY E **Section:** 525 **Surface:** AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 145.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7128.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: KISSIMMEE GATE **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:** AC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 1,180.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 36483.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2" AC SURFACE ON 2" AC BASE ON 6" SUBBASE

Network: KISSIMMEE GATE **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:** AAC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 260.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12488.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	4.00	☑	1997 4" P401 ON 6.5" P401 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW G TAXIWAY G **Section:** 710 **Surface:** AAC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8914.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	4.00	☑	1997 4" P401 ON 6.5" P401 ON 6" P154

Network: KISSIMMEE GATE **Branch:** TW G TAXIWAY G **Section:** 715 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11121.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY FROM R
1/1/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	4.00	☑	1997 4" P401 ON 6.5 P401 ON 6" P1

Network: KISSIMMEE GATE **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 470.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 39361.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	IMPORTED	BUILT	0.00	4.00	☑	1999 4" P401 ON 8" P211
1/1/1998	IMPORTED	OVERLAY	0.00	0.00	☑	DESIGN COMPLETED APRIL 1998

Network: KISSIMMEE GATE **Branch:** TW H TAXIWAY H **Section:** 810 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 550.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3833.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL AND OVERLAY
1/1/1999	NC-AC	New Construction - AC	0.00	0.00	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	52	2,906,356.00	2.63	1.50
Complete Reconstruction - AC	2	140,000.00	0.00	0.00
Mill and Overlay	45	1,946,607.00	0.00	0.00
New Construction - AC	5	470,840.00	0.00	0.00
New Construction - Initial	39	1,094,295.00	0.26	0.93
New Construction - PCC	3	82,748.00	0.00	0.00
OVERLAY	38	2,311,864.00	1.11	2.27
Surface Treatment - Seal Coat	1	70,849.00	0.00	0.00

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 N	7	2,765.00	322.71	717,185.00	APRON	62.57	23.49	52.51
AP NW	13	6,049.00	124.85	847,732.00	APRON	50.38	20.97	52.49
AP RU 15	2	355.00	225.00	57,911.00	APRON	76.50	12.50	76.18
AP RU 24	1	290.00	110.00	34,934.00	APRON	89.00	0.00	89.00
AP RU 33	1	140.00	70.00	11,667.00	APRON	54.00	0.00	54.00
AP RU 6	1	280.00	100.00	27,901.00	APRON	61.00	0.00	61.00
AP S	3	985.00	100.67	104,242.00	APRON	63.00	24.26	66.92
AP SE	4	1,689.00	146.25	253,411.00	APRON	31.00	28.56	29.12
AP W	4	940.00	58.75	44,168.00	APRON	30.25	23.37	19.73
RW 15-33	7	6,000.00	100.00	600,100.00	RUNWAY	78.00	11.89	76.15
RW 6-24	6	4,670.00	100.00	490,099.00	RUNWAY	80.67	13.41	82.34
TL AP NW	1	760.00	25.00	22,390.00	TAXILANE	36.00	0.00	36.00
TL AP W	1	700.00	50.00	25,681.00	TAXILANE	42.00	0.00	42.00
TL T-HANG	2	3,500.00	20.00	54,550.00	TAXILANE	61.50	6.50	59.44
TW A	6	4,430.00	50.00	338,770.00	TAXIWAY	65.17	12.06	66.93
TW A1	2	372.00	31.00	34,277.00	TAXIWAY	63.00	14.00	72.97
TW A2	1	230.00	50.00	19,150.00	TAXIWAY	80.00	0.00	80.00
TW A3	1	270.00	50.00	17,109.00	TAXIWAY	42.00	0.00	42.00
TW AP N	2	267.00	67.50	24,989.00	TAXIWAY	60.00	21.00	75.83
TW AP NW	4	285.00	73.00	34,378.00	TAXIWAY	56.50	21.05	55.16
TW AP SE	1	600.00	45.00	21,907.00	TAXIWAY	13.00	0.00	13.00
TW B	9	5,940.00	63.78	233,518.00	TAXIWAY	62.67	15.54	68.39
TW C	4	2,513.00	40.25	129,606.00	TAXIWAY	70.75	16.98	63.10
TW D	3	2,750.00	50.00	165,543.00	TAXIWAY	58.67	20.04	46.41
TW E	5	926.00	48.00	50,305.00	TAXIWAY	62.00	15.57	64.30
TW F	1	1,180.00	25.00	36,483.00	TAXIWAY	46.00	0.00	46.00
TW G	3	660.00	36.67	32,523.00	TAXIWAY	68.33	10.62	69.27
TW H	2	1,020.00	35.00	43,194.00	TAXIWAY	79.00	8.00	72.42

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	36	2,099,151.00	52.33	26.14	51.08
RUNWAY	13	1,090,199.00	79.23	12.69	78.93
TAXILANE	4	102,621.00	50.25	12.34	49.96
TAXIWAY	44	1,181,752.00	62.27	18.30	62.30
ALL	97	4,473,723.00	60.36	22.60	60.81

Pavement Database: FDOT *NetworkId: ISM*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4110	1/1/1973	AC	APRON	P	0	153,862.00	4/25/2022	49	33
AP N	4112	10/1/2017	AAC	APRON	P	0	113,286.00	4/25/2022	5	91
AP N	4115	1/1/1973	AAC	APRON	P	0	70,849.00	4/25/2022	49	34
AP N	4120	1/1/2013	AAC	APRON	P	0	8,981.00	4/25/2022	9	76
AP N	4205	1/1/1994	AC	APRON	P	0	270,311.00	4/25/2022	28	41
AP N	4210	1/1/2007	PCC	APRON	P	0	4,556.00	4/25/2022	15	82
AP N	5305	1/1/2004	AC	APRON	P	0	95,340.00	4/25/2022	18	81
AP NW	4305	1/1/1994	AC	APRON	P	0	154,557.00	4/25/2022	28	41
AP NW	4310	12/25/1999	PCC	APRON	P	0	39,687.00	4/25/2022	23	60
AP NW	4315	12/25/1999	PCC	APRON	P	0	18,728.00	4/25/2022	23	11
AP NW	4320	12/25/1999	PCC	APRON	P	0	8,760.00	4/25/2022	23	62
AP NW	4405	1/1/1997	AC	APRON	P	0	28,172.00	4/25/2022	25	36
AP NW	4410	1/1/1942	PCC	APRON	P	0	45,300.00	4/25/2022	80	6
AP NW	4415	1/1/2005	PCC	APRON	P	0	30,431.00	4/25/2022	17	69
AP NW	4420	1/1/2005	PCC	APRON	P	0	50,085.00	4/25/2022	17	54
AP NW	4425	1/1/2007	PCC	APRON	P	0	20,243.00	4/25/2022	15	61
AP NW	4430	1/1/2007	PCC	APRON	P	0	51,322.00	4/25/2022	15	78
AP NW	4505	1/1/1997	AC	APRON	P	0	39,648.00	4/25/2022	25	64
AP NW	5210	1/1/2006	AC	APRON	P	0	221,395.00	4/25/2022	16	66
AP NW	5215	1/1/2005	AC	APRON	P	0	139,404.00	4/25/2022	17	47
AP RU 15	5110	1/1/2013	AAC	APRON	P	0	29,707.00	4/25/2022	9	64
AP RU 15	5115	5/1/2013	AC	APRON	P	0	28,204.00	4/25/2022	9	89
AP RU 24	5203	1/1/2012	AC	APRON	P	0	34,934.00	4/25/2022	10	89
AP RU 33	5105	1/1/2002	AAC	APRON	P	0	11,667.00	4/25/2022	20	54
AP RU 6	5202	1/1/2007	AC	APRON	P	0	27,901.00	4/25/2022	15	61
AP S	4705	12/25/1999	AC	APRON	P	0	32,170.00	4/25/2022	23	84
AP S	4710	12/25/1999	AC	APRON	P	0	25,607.00	4/25/2022	23	29
AP S	4715	1/1/2013	AC	APRON	P	0	46,465.00	4/25/2022	9	76
AP SE	4605	1/1/2004	AAC	APRON	P	0	96,551.00	4/25/2022	18	60
AP SE	4608	12/25/1999	AC	APRON	P	0	139,565.00	4/25/2022	23	5
AP SE	4610	12/25/1999	AC	APRON	P	0	15,063.00	4/25/2022	23	59
AP SE	4615	1/1/2006	PCC	APRON	P	0	2,232.00	4/25/2022	16	0
AP W	4510	12/25/1999	PCC	APRON	P	0	25,944.00	4/25/2022	23	4
AP W	4515	1/1/2009	AC	APRON	P	0	5,342.00	4/25/2022	13	26
AP W	4520	1/1/2012	AC	APRON	P	0	7,391.00	4/25/2022	10	68
AP W	4525	12/25/1999	APC	APRON	P	0	5,491.00	4/25/2022	23	23
RW 15-33	6105	1/1/2005	AAC	RUNWAY	P	0	50,000.00	4/25/2022	17	81
RW 15-33	6115	10/1/2017	AC	RUNWAY	P	0	70,000.00	4/25/2022	5	95
RW 15-33	6125	1/1/2005	AAC	RUNWAY	P	0	40,000.00	4/25/2022	17	65
RW 15-33	6145	1/1/2005	AAC	RUNWAY	P	0	290,000.00	4/25/2022	17	69
RW 15-33	6150	1/1/2005	AAC	RUNWAY	P	0	30,000.00	4/25/2022	17	66
RW 15-33	6165	10/1/2017	AC	RUNWAY	P	0	70,000.00	4/25/2022	5	95
RW 15-33	6185	1/1/2005	AAC	RUNWAY	P	0	50,100.00	4/25/2022	17	75
RW 6-24	6215	1/1/2014	AAC	RUNWAY	P	0	185,000.00	4/25/2022	8	80
RW 6-24	6225	10/17/2014	AAC	RUNWAY	P	0	30,000.00	4/25/2022	8	83
RW 6-24	6226	1/1/1998	AAC	RUNWAY	P	0	39,999.00	4/25/2022	24	52
RW 6-24	6235	1/1/2014	AAC	RUNWAY	P	0	175,000.00	4/25/2022	8	89
RW 6-24	6260	1/1/2014	AC	RUNWAY	P	0	30,000.00	4/25/2022	8	88
RW 6-24	6265	1/1/2014	AC	RUNWAY	P	0	30,100.00	4/25/2022	8	92
TL AP NW	3850	1/1/1994	AC	TAXILANE	P	0	22,390.00	4/25/2022	28	36

TL AP W	3610	12/25/1999	AC	TAXILANE	P	0	25,681.00	4/25/2022	23	42
TL T-HANG	3805	1/1/2010	AC	TAXILANE	P	0	18,639.00	4/25/2022	12	68
TL T-HANG	3810	12/25/2000	AC	TAXILANE	P	0	35,911.00	4/25/2022	22	55
TW A	102	1/1/2002	AAC	TAXIWAY	P	0	63,803.00	4/25/2022	20	66
TW A	110	1/1/2002	AAC	TAXIWAY	P	0	115,000.00	4/25/2022	20	71
TW A	120	1/1/2002	AAC	TAXIWAY	P	0	12,450.00	4/25/2022	20	57
TW A	126	1/1/1994	AC	TAXIWAY	P	0	52,050.00	4/25/2022	28	43
TW A	130	1/1/2013	AAC	TAXIWAY	P	0	83,139.00	4/25/2022	9	77
TW A	135	1/1/2014	AAC	TAXIWAY	P	0	12,328.00	4/25/2022	8	77
TW A1	104	1/1/2002	APC	TAXIWAY	P	0	4,928.00	4/25/2022	20	49
TW A1	105	1/1/2002	AAC	TAXIWAY	P	0	29,349.00	4/25/2022	20	77
TW A2	155	1/1/2002	AAC	TAXIWAY	P	0	19,150.00	4/25/2022	20	80
TW A3	160	1/1/2002	AAC	TAXIWAY	P	0	17,109.00	4/25/2022	20	42
TW AP N	905	1/1/2012	AAC	TAXIWAY	P	0	21,913.00	4/25/2022	10	81
TW AP N	910	1/1/1994	AC	TAXIWAY	P	0	3,076.00	4/25/2022	28	39
TW AP NW	404	1/1/1991	AC	TAXIWAY	P	0	8,876.00	4/25/2022	31	22
TW AP NW	408	1/1/2005	AC	TAXIWAY	P	0	11,176.00	4/25/2022	17	57
TW AP NW	615	1/1/2005	AC	TAXIWAY	P	0	3,458.00	4/25/2022	17	72
TW AP NW	620	1/1/2005	AC	TAXIWAY	P	0	10,868.00	4/25/2022	17	75
TW AP SE	4620	1/1/1943	AC	TAXIWAY	P	0	21,907.00	4/25/2022	79	13
TW B	202	1/1/2014	AAC	TAXIWAY	P	0	3,832.00	4/25/2022	8	89
TW B	205	1/1/2002	AAC	TAXIWAY	P	0	71,686.00	4/25/2022	20	61
TW B	206	1/1/1991	AAC	TAXIWAY	P	0	6,615.00	4/25/2022	31	52
TW B	208	1/1/1991	AAC	TAXIWAY	P	0	5,209.00	4/25/2022	31	46
TW B	210	1/1/1986	AC	TAXIWAY	P	0	10,184.00	4/25/2022	36	49
TW B	212	1/1/1994	AC	TAXIWAY	P	0	12,603.00	4/25/2022	28	55
TW B	215	1/1/1994	AC	TAXIWAY	P	0	22,300.00	4/25/2022	28	50
TW B	220	1/1/2012	AC	TAXIWAY	P	0	94,917.00	4/25/2022	10	83
TW B	225	1/1/2014	AAC	TAXIWAY	P	0	6,172.00	4/25/2022	8	79
TW C	127	1/1/2005	AAC	TAXIWAY	P	0	32,304.00	4/25/2022	17	71
TW C	320	1/1/1991	AC	TAXIWAY	P	0	55,722.00	4/25/2022	31	43
TW C	325	1/1/2007	AC	TAXIWAY	P	0	29,284.00	4/25/2022	15	83
TW C	330	1/1/2014	AAC	TAXIWAY	P	0	12,296.00	4/25/2022	8	86
TW D	402	1/1/2014	AAC	TAXIWAY	P	0	6,915.00	4/25/2022	8	87
TW D	405	1/1/1991	AC	TAXIWAY	P	0	101,976.00	4/25/2022	31	45
TW D	410	1/1/1991	AC	TAXIWAY	P	0	56,652.00	4/25/2022	31	44
TW E	119	1/1/2002	AAC	TAXIWAY	P	0	4,289.00	4/25/2022	20	73
TW E	165	1/1/2002	AAC	TAXIWAY	P	0	18,990.00	4/25/2022	20	83
TW E	522	1/1/2002	AAC	TAXIWAY	P	0	8,895.00	4/25/2022	20	59
TW E	523	1/1/2002	AAC	TAXIWAY	P	0	11,003.00	4/25/2022	20	37
TW E	525	1/1/2004	AAC	TAXIWAY	P	0	7,128.00	4/25/2022	18	58
TW F	605	1/1/1997	AC	TAXIWAY	P	0	36,483.00	4/25/2022	25	46
TW G	705	1/1/1999	AAC	TAXIWAY	P	0	12,488.00	4/25/2022	23	69
TW G	710	1/1/1999	AAC	TAXIWAY	P	0	8,914.00	4/25/2022	23	55
TW G	715	1/1/2014	AAC	TAXIWAY	P	0	11,121.00	4/25/2022	8	81
TW H	805	1/1/1999	AC	TAXIWAY	P	0	39,361.00	4/25/2022	23	71
TW H	810	1/1/2014	AAC	TAXIWAY	P	0	3,833.00	4/25/2022	8	87

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
03-05	5	253,286.00	3	93.67	1.89	93.21
06-10	9	862,248.00	21	81.95	7.09	82.62
11-15	14	157,287.00	7	65.57	18.29	70.89
16-20	18	1,548,791.00	30	62.50	16.38	65.83
21-25	23	577,672.00	18	45.94	22.79	39.65
26-30	28	537,287.00	7	43.57	6.14	41.68
31-35	31	235,050.00	6	42.00	9.40	43.64
36-40	36	10,184.00	1	49.00	0.00	49.00
41-50	49	224,711.00	2	33.50	0.50	33.32
50+	80	67,207.00	2	9.50	3.50	8.28
ALL	20	4,473,723.00	97	60.36	22.60	60.81

Appendix B: Maintenance and Rehabilitation Planning Needs

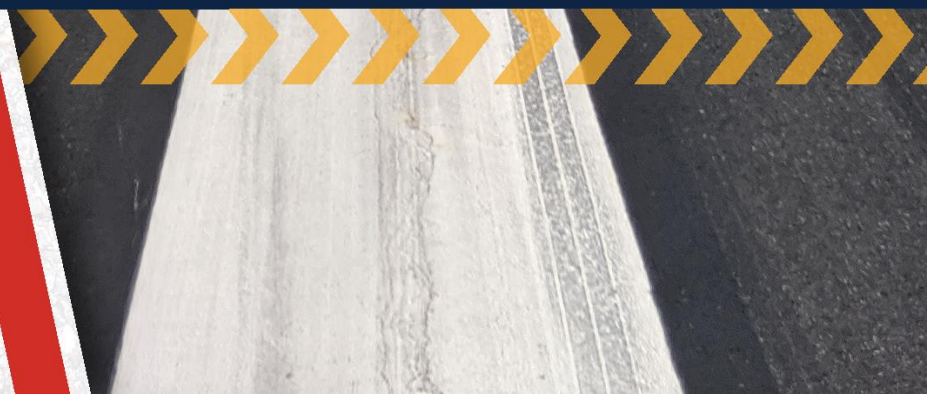


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
ISM	RW 6-24	6215	L & T CR	Medium	634	LF	0.3%	Preventive	AC Crack Sealing	634	LF	$ 4.00	$ 2,540
ISM	RW 6-24	6215	WEATHERING	Medium	1,321	SF	0.7%	Preventive	Surface Seal	1,322	SF	$ 0.75	$ 1,000
ISM	RW 6-24	6235	L & T CR	Medium	25	LF	0.0%	Preventive	AC Crack Sealing	25	LF	$ 4.00	$ 100
ISM	RW 15-33	6105	L & T CR	Medium	33	LF	0.1%	Preventive	AC Crack Sealing	34	LF	$ 4.00	$ 140
ISM	RW 15-33	6105	RAVELING	Low	500	SF	1.0%	Preventive	Surface Seal	501	SF	$ 0.75	$ 380
ISM	RW 15-33	6105	WEATHERING	Medium	7,427	SF	14.9%	Preventive	Surface Seal	7,427	SF	$ 0.75	$ 5,570
ISM	RW 15-33	6165	WEATHERING	Medium	350	SF	0.5%	Preventive	Surface Seal	350	SF	$ 0.75	$ 270
ISM	RW 15-33	6185	RAVELING	Low	8,768	SF	17.5%	Preventive	Surface Seal	8,767	SF	$ 0.75	$ 6,580
ISM	TW A	110	RAVELING	Low	11,500	SF	10.0%	Preventive	Surface Seal	11,500	SF	$ 0.75	$ 8,630
ISM	TW A	130	L & T CR	Medium	107	LF	0.1%	Preventive	AC Crack Sealing	107	LF	$ 4.00	$ 430
ISM	TW A	135	L & T CR	Medium	30	LF	0.2%	Preventive	AC Crack Sealing	30	LF	$ 4.00	$ 120
ISM	TW A1	105	L & T CR	Medium	144	LF	0.5%	Preventive	AC Crack Sealing	144	LF	$ 4.00	$ 580
ISM	TW A1	105	WEATHERING	Medium	11,767	SF	40.1%	Preventive	Surface Seal	11,767	SF	$ 0.75	$ 8,830
ISM	TW A2	155	WEATHERING	Medium	3,831	SF	20.0%	Preventive	Surface Seal	3,831	SF	$ 0.75	$ 2,880
ISM	TW AP N	905	WEATHERING	Medium	1,094	SF	5.0%	Preventive	Surface Seal	1,094	SF	$ 0.75	$ 830
ISM	TW AP NW	615	RAVELING	Low	173	SF	5.0%	Preventive	Surface Seal	173	SF	$ 0.75	$ 130
ISM	TW AP NW	620	RAVELING	Low	543	SF	5.0%	Preventive	Surface Seal	544	SF	$ 0.75	$ 410
ISM	TW B	220	L & T CR	Medium	259	LF	0.3%	Preventive	AC Crack Sealing	259	LF	$ 4.00	$ 1,040
ISM	TW B	220	WEATHERING	Medium	1,320	SF	1.4%	Preventive	Surface Seal	1,320	SF	$ 0.75	$ 990
ISM	TW B	225	L & T CR	Medium	30	LF	0.5%	Preventive	AC Crack Sealing	30	LF	$ 4.00	$ 130
ISM	TW B	225	RAVELING	Low	30	SF	0.5%	Preventive	Surface Seal	30	SF	$ 0.75	$ 30
ISM	TW C	127	RAVELING	Low	4,968	SF	15.4%	Preventive	Surface Seal	4,968	SF	$ 0.75	$ 3,730
ISM	TW C	325	WEATHERING	Medium	4,393	SF	15.0%	Preventive	Surface Seal	4,394	SF	$ 0.75	$ 3,300
ISM	TW E	119	RAVELING	Low	858	SF	20.0%	Preventive	Surface Seal	858	SF	$ 0.75	$ 650
ISM	TW E	119	WEATHERING	Medium	214	SF	5.0%	Preventive	Surface Seal	214	SF	$ 0.75	$ 170
ISM	TW E	165	WEATHERING	Medium	1,900	SF	10.0%	Preventive	Surface Seal	1,901	SF	$ 0.75	$ 1,430
ISM	TW H	805	RAVELING	Low	7,182	SF	18.3%	Preventive	Surface Seal	7,182	SF	$ 0.75	$ 5,390
ISM	TW H	805	WEATHERING	Medium	32,179	SF	81.8%	Preventive	Surface Seal	32,179	SF	$ 0.75	$ 24,140
ISM	AP N	4112	WEATHERING	Medium	2,090	SF	1.9%	Preventive	Surface Seal	2,090	SF	$ 0.75	$ 1,570
ISM	AP N	4210	JT SEAL DMG	High	32	Slabs	100.0%	Preventive	PCC Joint Seal	591	LF	$ 4.25	$ 2,520
ISM	AP N	5305	RAVELING	Low	3,238	SF	3.4%	Preventive	Surface Seal	3,239	SF	$ 0.75	$ 2,430
ISM	AP N	5305	WEATHERING	Medium	2,664	SF	2.8%	Preventive	Surface Seal	2,664	SF	$ 0.75	$ 2,000
ISM	AP NW	4430	JT SEAL DMG	High	467	Slabs	100.0%	Preventive	PCC Joint Seal	9,607	LF	$ 4.25	$ 40,830
ISM	AP NW	4430	JOINT SPALL	Medium	7	Slabs	1.5%	Preventive	PCC Partial-Depth Patching	44	SF	$ 169.00	$ 7,500
ISM	AP NW	4430	CORNER SPALL	Medium	14	Slabs	2.9%	Preventive	PCC Partial-Depth Patching	37	SF	$ 169.00	$ 6,250
ISM	AP RU 24	5203	RAVELING	Low	51	SF	0.2%	Preventive	Surface Seal	51	SF	$ 0.75	$ 40
ISM	AP S	4705	RAVELING	Low	131	SF	0.4%	Preventive	Surface Seal	131	SF	$ 0.75	$ 100
ISM	AP S	4705	WEATHERING	Medium	55	SF	0.2%	Preventive	Surface Seal	55	SF	$ 0.75	$ 50
ISM	AP S	4715	WEATHERING	Medium	9,293	SF	20.0%	Preventive	Surface Seal	9,293	SF	$ 0.75	$ 6,970
ISM	TW AP SE	4620	ALLIGATOR CR	High	730	SF	3.3%	Stopgap	AC Full-Depth Patching	843	SF	$ 11.50	$ 9,700
ISM	TW AP SE	4620	RAVELING	High	21,298	SF	97.2%	Stopgap	AC Partial-Depth Patching	21,299	SF	$ 4.75	$ 101,170
ISM	TW B	205	RAVELING	High	19	SF	0.0%	Stopgap	AC Partial-Depth Patching	18	SF	$ 4.75	$ 90
ISM	TW C	320	SHOVING	High	190	SF	0.3%	Stopgap	AC Full-Depth Patching	250	SF	$ 11.50	$ 2,880
ISM	TL AP W	3610	PATCHING	High	135	SF	0.5%	Stopgap	AC Full-Depth Patching	185	SF	$ 11.50	$ 2,140
ISM	AP N	4115	ALLIGATOR CR	Medium	357	SF	0.5%	Stopgap	AC Full-Depth Patching	437	SF	$ 11.50	$ 5,030

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
ISM	AP NW	4310	JT SEAL DMG	High	99	Slabs	100.0%	Stopgap	PCC Joint Seal	3,180	LF	$ 4.25	$ 13,520
ISM	AP NW	4315	CORNER BREAK	Medium	2	Slabs	5.3%	Stopgap	PCC Full-Depth Patching	71	SF	$ 65.00	$ 4,640
ISM	AP NW	4315	JT SEAL DMG	High	42	Slabs	100.0%	Stopgap	PCC Joint Seal	1,454	LF	$ 4.25	$ 6,180
ISM	AP NW	4315	SHAT. SLAB	Medium	13	Slabs	31.6%	Stopgap	PCC Crack Sealing	564	LF	$ 7.00	$ 3,950
ISM	AP NW	4320	JT SEAL DMG	High	24	Slabs	100.0%	Stopgap	PCC Joint Seal	756	LF	$ 4.25	$ 3,220
ISM	AP NW	4320	JOINT SPALL	Medium	2	Slabs	8.3%	Stopgap	PCC Partial-Depth Patching	13	SF	$ 169.00	$ 2,190
ISM	AP NW	4410	LINEAR CR	Medium	197	Slabs	62.5%	Stopgap	PCC Crack Sealing	2,363	LF	$ 7.00	$ 16,540
ISM	AP NW	4410	LINEAR CR	High	92	Slabs	29.2%	Stopgap	PCC Crack Sealing	1,102	LF	$ 7.00	$ 7,720
ISM	AP NW	4410	JT SEAL DMG	High	315	Slabs	100.0%	Stopgap	PCC Joint Seal	7,099	LF	$ 4.25	$ 30,180
ISM	AP NW	4410	SHAT. SLAB	Medium	13	Slabs	4.2%	Stopgap	PCC Crack Sealing	315	LF	$ 7.00	$ 2,210
ISM	AP NW	4410	JOINT SPALL	Medium	92	Slabs	29.2%	Stopgap	PCC Partial-Depth Patching	593	SF	$ 169.00	$ 100,280
ISM	AP NW	4410	CORNER SPALL	Medium	26	Slabs	8.3%	Stopgap	PCC Partial-Depth Patching	71	SF	$ 169.00	$ 11,940
ISM	AP NW	4415	JT SEAL DMG	High	113	Slabs	100.0%	Stopgap	PCC Joint Seal	3,267	LF	$ 4.25	$ 13,890
ISM	AP NW	4415	CORNER SPALL	Medium	7	Slabs	5.9%	Stopgap	PCC Partial-Depth Patching	18	SF	$ 169.00	$ 3,030
ISM	AP NW	4420	LINEAR CR	Medium	17	Slabs	6.3%	Stopgap	PCC Crack Sealing	243	LF	$ 7.00	$ 1,710
ISM	AP NW	4420	JT SEAL DMG	High	278	Slabs	100.0%	Stopgap	PCC Joint Seal	6,887	LF	$ 4.25	$ 29,270
ISM	AP NW	4420	JOINT SPALL	Medium	6	Slabs	2.1%	Stopgap	PCC Partial-Depth Patching	38	SF	$ 169.00	$ 6,330
ISM	AP NW	4420	CORNER SPALL	Medium	12	Slabs	4.2%	Stopgap	PCC Partial-Depth Patching	31	SF	$ 169.00	$ 5,270
ISM	AP NW	4425	LINEAR CR	Medium	7	Slabs	7.7%	Stopgap	PCC Crack Sealing	104	LF	$ 7.00	$ 730
ISM	AP NW	4425	JT SEAL DMG	High	90	Slabs	100.0%	Stopgap	PCC Joint Seal	2,235	LF	$ 4.25	$ 9,500
ISM	AP NW	4425	JOINT SPALL	Medium	14	Slabs	15.4%	Stopgap	PCC Partial-Depth Patching	89	SF	$ 169.00	$ 15,120
ISM	AP S	4710	PATCHING	High	5,086	SF	19.9%	Stopgap	AC Full-Depth Patching	5,378	SF	$ 11.50	$ 61,850
ISM	AP SE	4608	ALLIGATOR CR	Medium	5,015	SF	3.6%	Stopgap	AC Full-Depth Patching	5,305	SF	$ 11.50	$ 61,000
ISM	AP SE	4608	ALLIGATOR CR	High	1,267	SF	0.9%	Stopgap	AC Full-Depth Patching	1,414	SF	$ 11.50	$ 16,270
ISM	AP SE	4608	BLOCK CR	High	5,194	SF	3.7%	Stopgap	AC Crack Sealing	1,583	LF	$ 4.00	$ 6,340
ISM	AP SE	4615	CORNER BREAK	Medium	1	Slabs	12.5%	Stopgap	PCC Full-Depth Patching	32	SF	$ 65.00	$ 2,100
ISM	AP SE	4615	LINEAR CR	Medium	4	Slabs	50.0%	Stopgap	PCC Crack Sealing	68	LF	$ 7.00	$ 480
ISM	AP SE	4615	JT SEAL DMG	High	8	Slabs	100.0%	Stopgap	PCC Joint Seal	189	LF	$ 4.25	$ 810
ISM	AP SE	4615	LARGE PATCH	High	2	Slabs	25.0%	Stopgap	PCC Full-Depth Patching	167	SF	$ 65.00	$ 10,880
ISM	AP SE	4615	SHAT. SLAB	Medium	3	Slabs	37.5%	Stopgap	PCC Crack Sealing	102	LF	$ 7.00	$ 720
ISM	AP W	4510	CORNER BREAK	Medium	27	Slabs	25.0%	Stopgap	PCC Full-Depth Patching	872	SF	$ 65.00	$ 56,680
ISM	AP W	4510	CORNER BREAK	High	7	Slabs	6.3%	Stopgap	PCC Full-Depth Patching	217	SF	$ 65.00	$ 14,170
ISM	AP W	4510	JT SEAL DMG	High	108	Slabs	100.0%	Stopgap	PCC Joint Seal	3,600	LF	$ 4.25	$ 15,310
ISM	AP W	4510	SHAT. SLAB	Medium	27	Slabs	25.0%	Stopgap	PCC Crack Sealing	864	LF	$ 7.00	$ 6,050
ISM	AP W	4510	SHAT. SLAB	High	34	Slabs	31.3%	Stopgap	PCC Slab Replacement	8,100	SF	$ 51.50	$ 417,160
ISM	AP W	4510	JOINT SPALL	Medium	20	Slabs	18.8%	Stopgap	PCC Partial-Depth Patching	131	SF	$ 169.00	$ 22,110
ISM	AP W	4515	ALLIGATOR CR	High	9	SF	0.2%	Stopgap	AC Full-Depth Patching	25	SF	$ 11.50	$ 290
ISM	AP W	4515	L & T CR	High	23	LF	0.4%	Stopgap	AC Full-Depth Patching	75	SF	$ 11.50	$ 870
ISM	AP W	4525	JT REF. CR	High	353	LF	6.4%	Stopgap	AC Full-Depth Patching	579	SF	$ 11.50	$ 6,660
ISM	AP W	4525	L & T CR	High	120	LF	2.2%	Stopgap	AC Full-Depth Patching	394	SF	$ 11.50	$ 4,530
ISM	AP W	4525	RAVELING	High	25	SF	0.5%	Stopgap	AC Partial-Depth Patching	25	SF	$ 4.75	$ 120

Table B.2: Section-Level 10-Year Major Rehabilitation Needs

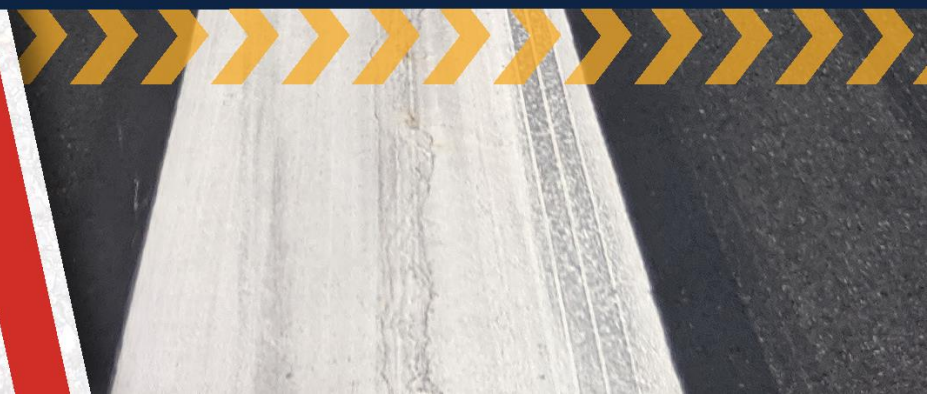
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ISM	RW 6-24	6226	AAC	39,999	50	AC Reconstruction	$ 740,000
2023	ISM	RW 15-33	6125	AAC	40,000	63	AC Rehabilitation	$ 420,000
2023	ISM	RW 15-33	6145	AAC	290,000	67	AC Rehabilitation	$ 3,045,000
2023	ISM	RW 15-33	6150	AAC	30,000	64	AC Rehabilitation	$ 315,000
2023	ISM	TW A	102	AAC	63,803	65	AC Rehabilitation	$ 670,000
2023	ISM	TW A	110	AAC	115,000	70	AC Rehabilitation	$ 1,208,000
2023	ISM	TW A	120	AAC	12,450	56	AC Rehabilitation	$ 131,000
2023	ISM	TW A	126	AC	52,050	42	AC Reconstruction	$ 963,000
2023	ISM	TW A1	104	APC	4,928	48	AC Reconstruction	$ 92,000
2023	ISM	TW A3	160	AAC	17,109	40	AC Reconstruction	$ 317,000
2023	ISM	TW AP N	910	AC	3,076	38	AC Reconstruction	$ 57,000
2023	ISM	TW AP NW	404	AC	8,876	20	AC Reconstruction	$ 165,000
2023	ISM	TW AP NW	408	AC	11,176	57	AC Rehabilitation	$ 118,000
2023	ISM	TW AP SE	4620	AC	21,907	10	AC Reconstruction	$ 406,000
2023	ISM	TW B	205	AAC	71,686	60	AC Rehabilitation	$ 753,000
2023	ISM	TW B	206	AAC	6,615	51	AC Reconstruction	$ 123,000
2023	ISM	TW B	208	AAC	5,209	44	AC Reconstruction	$ 97,000
2023	ISM	TW B	210	AC	10,184	48	AC Reconstruction	$ 189,000
2023	ISM	TW B	212	AC	12,603	55	AC Reconstruction	$ 182,000
2023	ISM	TW B	215	AC	22,300	49	AC Reconstruction	$ 413,000
2023	ISM	TW C	127	AAC	32,304	70	AC Rehabilitation	$ 340,000
2023	ISM	TW C	320	AC	55,722	42	AC Reconstruction	$ 1,031,000
2023	ISM	TW D	405	AC	101,976	44	AC Reconstruction	$ 1,887,000
2023	ISM	TW D	410	AC	56,652	43	AC Reconstruction	$ 1,049,000
2023	ISM	TW E	522	AAC	8,895	58	AC Rehabilitation	$ 94,000
2023	ISM	TW E	523	AAC	11,003	35	AC Reconstruction	$ 204,000
2023	ISM	TW E	525	AAC	7,128	57	AC Rehabilitation	$ 75,000
2023	ISM	TW F	605	AC	36,483	45	AC Reconstruction	$ 675,000
2023	ISM	TW G	705	AAC	12,488	68	AC Rehabilitation	$ 132,000
2023	ISM	TW G	710	AAC	8,914	54	AC Reconstruction	$ 156,000

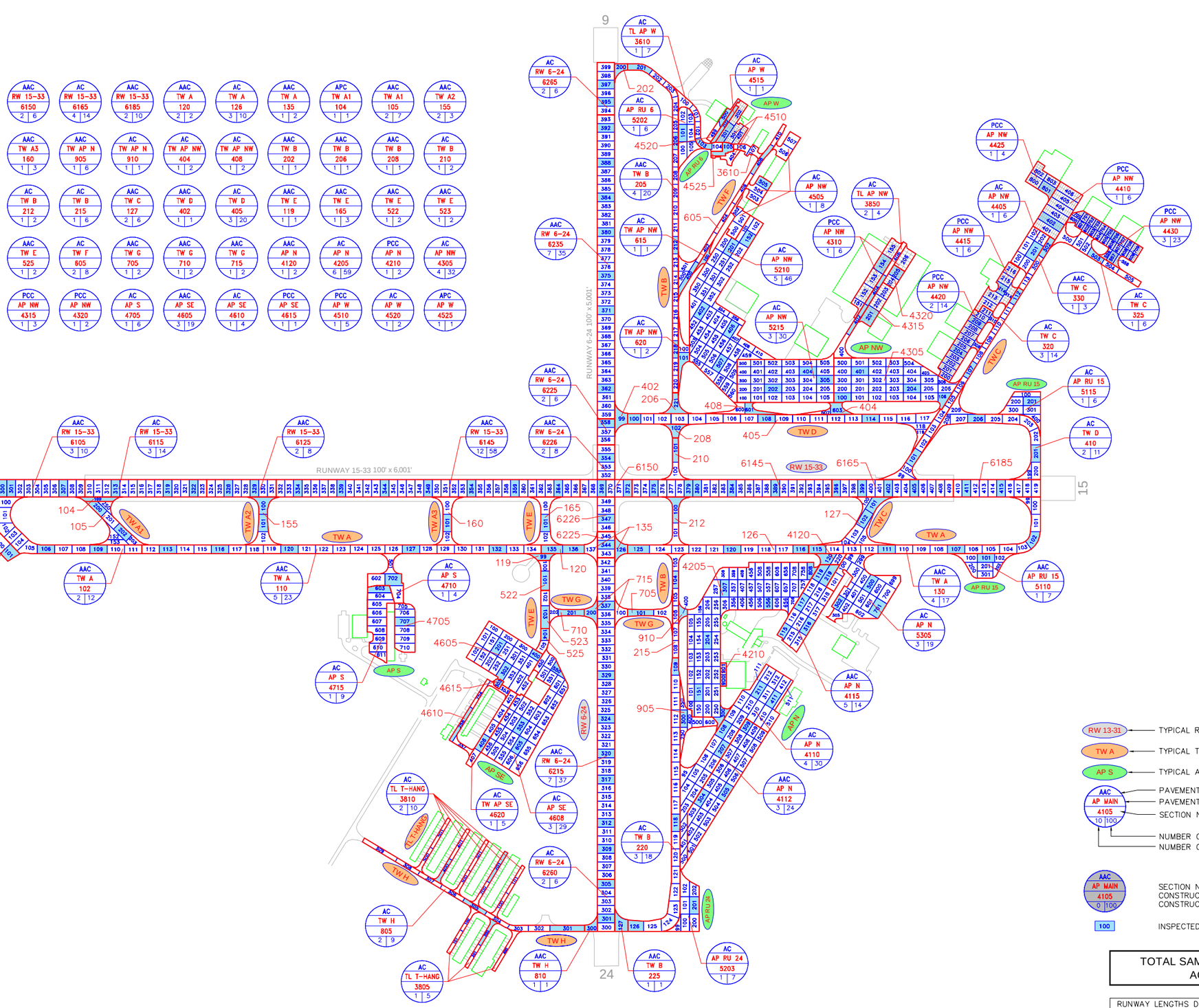
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ISM	TW H	805	AC	39,361	70	AC Rehabilitation	$ 414,000
2023	ISM	TL AP NW	3850	AC	22,390	34	AC Reconstruction	$ 415,000
2023	ISM	TL AP W	3610	AC	25,681	41	AC Reconstruction	$ 476,000
2023	ISM	TL T-HANG	3805	AC	18,639	67	AC Rehabilitation	$ 196,000
2023	ISM	TL T-HANG	3810	AC	35,911	55	AC Reconstruction	$ 518,000
2023	ISM	AP N	4110	AC	153,862	30	AC Reconstruction	$ 2,847,000
2023	ISM	AP N	4115	AAC	70,849	31	AC Reconstruction	$ 1,311,000
2023	ISM	AP N	4205	AC	270,311	39	AC Reconstruction	$ 5,001,000
2023	ISM	AP NW	4305	AC	154,557	39	AC Reconstruction	$ 2,860,000
2023	ISM	AP NW	4310	PCC	39,687	59	PCC Rehabilitation	$ 893,000
2023	ISM	AP NW	4315	PCC	18,728	10	PCC Reconstruction	$ 843,000
2023	ISM	AP NW	4320	PCC	8,760	61	PCC Rehabilitation	$ 198,000
2023	ISM	AP NW	4405	AC	28,172	33	AC Reconstruction	$ 522,000
2023	ISM	AP NW	4410	PCC	45,300	5	PCC Reconstruction	$ 2,039,000
2023	ISM	AP NW	4415	PCC	30,431	68	PCC Rehabilitation	$ 685,000
2023	ISM	AP NW	4420	PCC	50,085	53	PCC Reconstruction	$ 2,254,000
2023	ISM	AP NW	4425	PCC	20,243	60	PCC Rehabilitation	$ 456,000
2023	ISM	AP NW	4505	AC	39,648	63	AC Rehabilitation	$ 417,000
2023	ISM	AP NW	5210	AC	221,395	64	AC Rehabilitation	$ 2,325,000
2023	ISM	AP NW	5215	AC	139,404	46	AC Reconstruction	$ 2,579,000
2023	ISM	AP RU 15	5110	AAC	29,707	61	AC Rehabilitation	$ 312,000
2023	ISM	AP RU 33	5105	AAC	11,667	51	AC Reconstruction	$ 216,000
2023	ISM	AP RU 6	5202	AC	27,901	60	AC Rehabilitation	$ 293,000
2023	ISM	AP S	4710	AC	25,607	25	AC Reconstruction	$ 474,000
2023	ISM	AP SE	4605	AAC	96,551	57	AC Rehabilitation	$ 1,014,000
2023	ISM	AP SE	4608	AC	139,565	2	AC Reconstruction	$ 2,582,000
2023	ISM	AP SE	4610	AC	15,063	58	AC Rehabilitation	$ 159,000
2023	ISM	AP SE	4615	PCC	2,232	0	PCC Reconstruction	$ 101,000
2023	ISM	AP W	4510	PCC	25,944	3	PCC Reconstruction	$ 1,168,000
2023	ISM	AP W	4515	AC	5,342	22	AC Reconstruction	$ 99,000
2023	ISM	AP W	4520	AC	7,391	66	AC Rehabilitation	$ 78,000
2023	ISM	AP W	4525	APC	5,491	20	AC Reconstruction	$ 102,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	ISM	TW AP NW	615	AC	3,458	70	AC Rehabilitation	$ 39,000
2025	ISM	RW 15-33	6185	AAC	50,100	69	AC Rehabilitation	$ 580,000
2025	ISM	TW E	119	AAC	4,289	69	AC Rehabilitation	$ 50,000
2025	ISM	AP N	4120	AAC	8,981	69	AC Rehabilitation	$ 104,000
2026	ISM	AP S	4715	AC	46,465	69	AC Rehabilitation	$ 565,000
2027	ISM	TW A	130	AAC	83,139	70	AC Rehabilitation	$ 1,062,000
2027	ISM	TW A	135	AAC	12,328	70	AC Rehabilitation	$ 158,000
2027	ISM	TW A1	105	AAC	29,349	70	AC Rehabilitation	$ 375,000
2027	ISM	TW AP NW	620	AC	10,868	69	AC Rehabilitation	$ 139,000
2028	ISM	RW 6-24	6215	AAC	185,000	69	AC Rehabilitation	$ 2,480,000
2028	ISM	AP N	5305	AC	95,340	70	AC Rehabilitation	$ 1,278,000
2029	ISM	RW 15-33	6105	AAC	50,000	69	AC Rehabilitation	$ 704,000
2029	ISM	TW A2	155	AAC	19,150	70	AC Rehabilitation	$ 270,000
2029	ISM	TW B	225	AAC	6,172	69	AC Rehabilitation	$ 87,000
2029	ISM	AP NW	4430	PCC	51,322	70	PCC Rehabilitation	$ 1,548,000
2030	ISM	RW 6-24	6225	AAC	30,000	69	AC Rehabilitation	$ 444,000
2030	ISM	TW AP N	905	AAC	21,913	69	AC Rehabilitation	$ 324,000
2030	ISM	TW G	715	AAC	11,121	69	AC Rehabilitation	$ 165,000
2030	ISM	AP S	4705	AC	32,170	69	AC Rehabilitation	$ 476,000
2031	ISM	TW E	165	AAC	18,990	69	AC Rehabilitation	$ 295,000
2032	ISM	TW B	220	AC	94,917	69	AC Rehabilitation	$ 1,547,000
2032	ISM	TW C	325	AC	29,284	69	AC Rehabilitation	$ 478,000
2032	ISM	TW C	330	AAC	12,296	70	AC Rehabilitation	$ 201,000
2032	ISM	AP N	4112	AAC	113,286	69	AC Rehabilitation	$ 1,846,000
2032	ISM	AP RU 15	5115	AC	28,204	70	AC Rehabilitation	$ 460,000
2032	ISM	AP RU 24	5203	AC	34,934	70	AC Rehabilitation	$ 570,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Appendix C: Technical Exhibits





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP_MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP_MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 194
AC: 180 PCC: 14

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

ISM

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

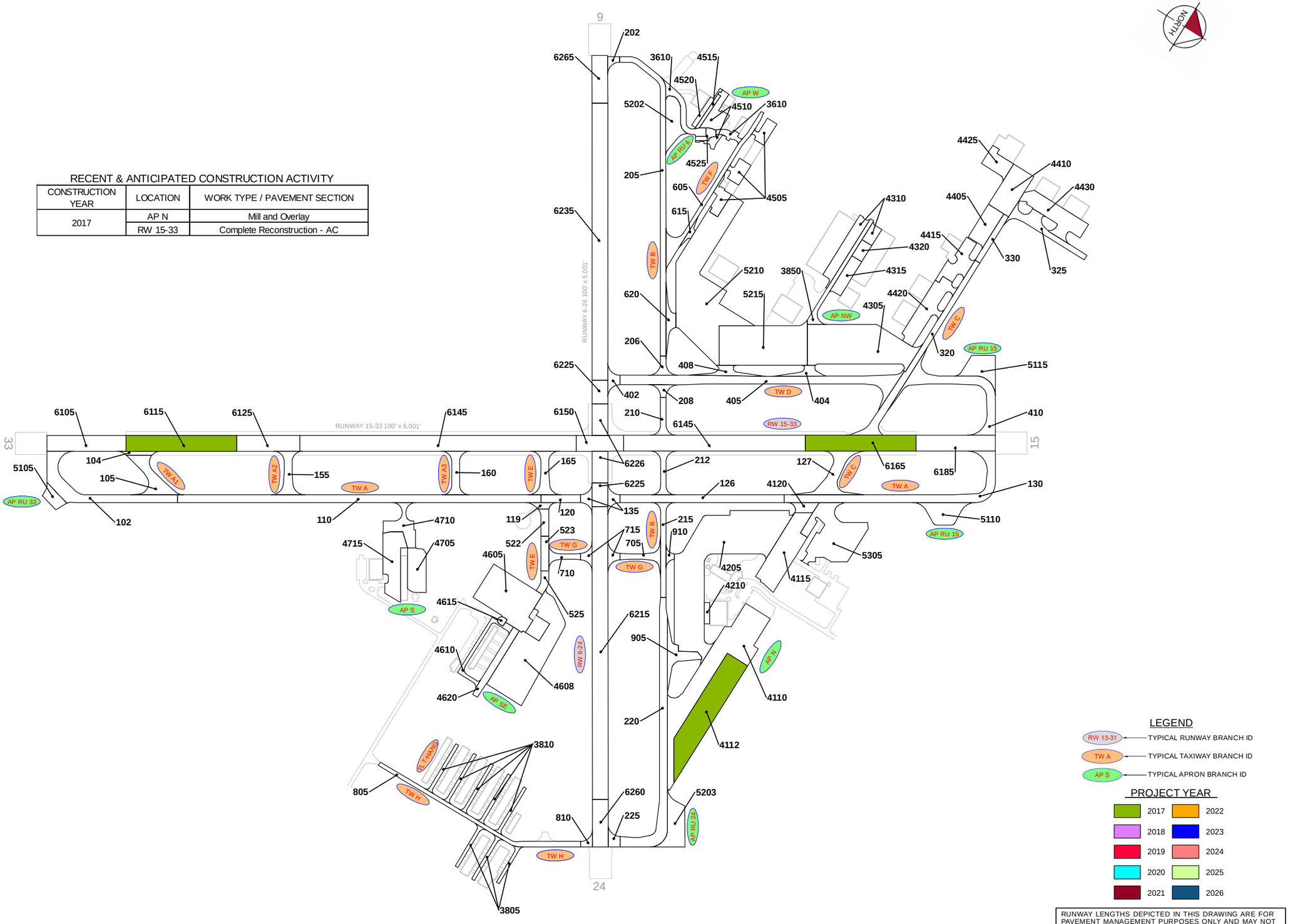
KISSIMMEE GATEWAY AIRPORT

FDOT

2022

RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Mill and Overlay
	RW 15-33	Complete Reconstruction - AC



LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

ISM

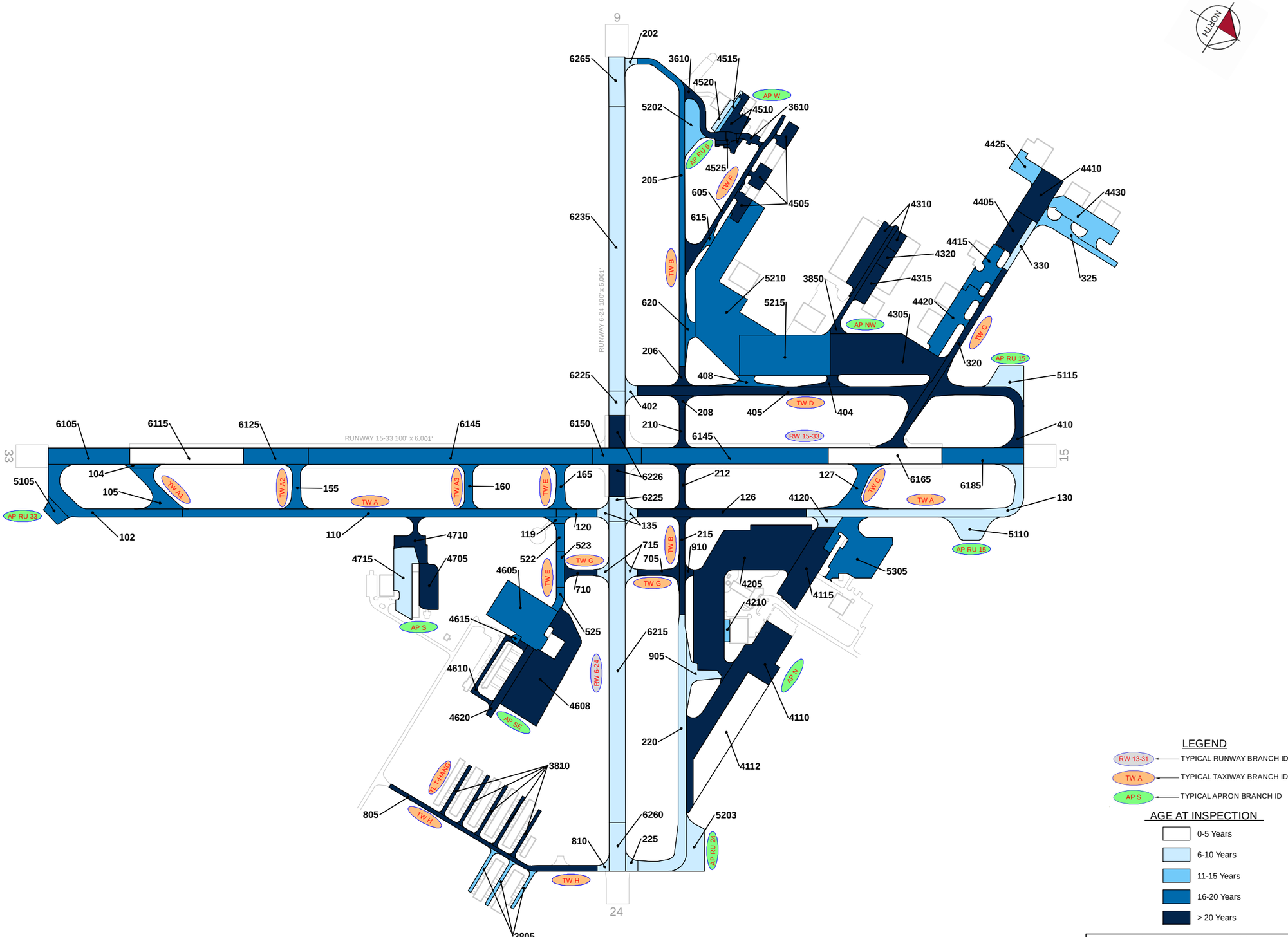
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

FDOT

2022



ISM

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
KISSIMMEE GATEWAY AIRPORT

FDOT

2022

ISM

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

FDOT

2022

TW A:102 2023 | AC REHAB $0.67 M	TW A1:104 2023 | AC RECON $0.09 M	TW A:110 2023 | AC REHAB $1.21 M	TW A:120 2023 | AC REHAB $0.13 M	TW A:126 2023 | AC RECON $0.96 M	TW C:127 2023 | AC REHAB $0.34 M	TW A3:160 2023 | AC RECON $0.32 M
TW B:205 2023 | AC REHAB $0.75 M	TW B:206 2023 | AC RECON $0.12 M	TW B:208 2023 | AC RECON $0.10 M	TW B:210 2023 | AC RECON $0.19 M	TW B:212 2023 | AC REHAB $0.18 M	TW B:215 2023 | AC RECON $0.41 M	TW C:320 2023 | AC RECON $1.03 M
TW AP NW:404 2023 | AC RECON $0.17 M	TW D:405 2023 | AC RECON $1.89 M	TW AP NW:408 2023 | AC REHAB $0.12 M	TW D:410 2023 | AC RECON $1.05 M	TW E:522 2023 | AC REHAB $0.09 M	TW E:523 2023 | AC RECON $0.20 M	TW E:525 2023 | AC REHAB $0.08 M
TW F:605 2023 | AC RECON $0.68 M	TW G:705 2023 | AC REHAB $0.13 M	TW G:710 2023 | AC REHAB $0.16 M	TW H:805 2023 | AC REHAB $0.41 M	TW AP N:910 2023 | AC RECON $0.06 M	TL AP W:3610 2023 | AC RECON $0.48 M	TL T-HANG:3805 2023 | AC REHAB $0.20 M
TL T-HANG:3810 2023 | AC REHAB $0.52 M	TL AP NW:3850 2023 | AC RECON $0.42 M	AP N:4110 2023 | AC RECON $2.85 M	AP N:4115 2023 | AC RECON $1.31 M	AP N:4205 2023 | AC RECON $5.00 M	AP NW:4305 2023 | AC RECON $2.86 M	AP NW:4310 2023 | PCC REHAB $0.89 M
AP NW:4315 2023 | PCC RECON $0.84 M	AP NW:4320 2023 | PCC REHAB $0.20 M	AP NW:4405 2023 | AC RECON $0.52 M	AP NW:4410 2023 | PCC RECON $2.04 M	AP NW:4415 2023 | PCC REHAB $0.69 M	AP NW:4420 2023 | PCC RECON $2.25 M	AP NW:4425 2023 | PCC REHAB $0.46 M
AP NW:4505 2023 | AC REHAB $0.42 M	AP W:4510 2023 | PCC RECON $1.17 M	AP W:4515 2023 | AC RECON $0.10 M	AP W:4520 2023 | AC REHAB $0.08 M	AP W:4525 2023 | AC RECON $0.10 M	AP SE:4605 2023 | AC REHAB $1.01 M	AP SE:4608 2023 | AC RECON $2.58 M
AP SE:4610 2023 | AC REHAB $0.16 M	AP SE:4615 2023 | PCC RECON $0.10 M	TW AP SE:4620 2023 | AC RECON $0.41 M	AP S:4710 2023 | AC RECON $0.47 M	AP RU 33:5105 2023 | AC RECON $0.22 M	AP RU 15:5110 2023 | AC REHAB $0.31 M	AP RU 6:5202 2023 | AC REHAB $0.29 M
AP NW:5210 2023 | AC REHAB $2.33 M	AP NW:5215 2023 | AC RECON $2.58 M	RW 15-33:6125 2023 | AC REHAB $0.42 M	RW 15-33:6145 2023 | AC REHAB $3.05 M	RW 15-33:6150 2023 | AC REHAB $0.32 M	RW 6-24:6226 2023 | AC RECON $0.74 M	TW AP NW:615 2024 | AC REHAB $0.04 M

TW E:119 2025 | AC REHAB $0.05 M	AP N:4120 2025 | AC REHAB $0.10 M	RW 15-33:6185 2025 | AC REHAB $0.58 M	AP S:4715 2026 | AC REHAB $0.57 M	TW A1:105 2027 | AC REHAB $0.38 M
TW A:130 2027 | AC REHAB $1.06 M	TW A:135 2027 | AC REHAB $0.16 M	TW AP NW:620 2027 | AC REHAB $0.14 M	AP N:5305 2028 | AC REHAB $1.28 M	RW 6-24:6215 2028 | AC REHAB $2.48 M
TW A2:155 2029 | AC REHAB $0.27 M	TW B:225 2029 | AC REHAB $0.09 M	AP NW:4430 2029 | PCC REHAB $1.55 M	RW 15-33:6105 2029 | AC REHAB $0.70 M	TW G:715 2030 | AC REHAB $0.17 M
TW AP N:905 2030 | AC REHAB $0.32 M	AP S:4705 2030 | AC REHAB $0.48 M	RW 6-24:6225 2030 | AC REHAB $0.44 M	TW E:165 2031 | AC REHAB $0.30 M	TW B:220 2032 | AC REHAB $1.55 M
TW C:325 2032 | AC REHAB $0.48 M	TW C:330 2032 | AC REHAB $0.20 M	AP N:4112 2032 | AC REHAB $1.85 M	AP RU 15:5115 2032 | AC REHAB $0.46 M	AP RU 24:5203 2032 | AC REHAB $0.57 M

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

ISM

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

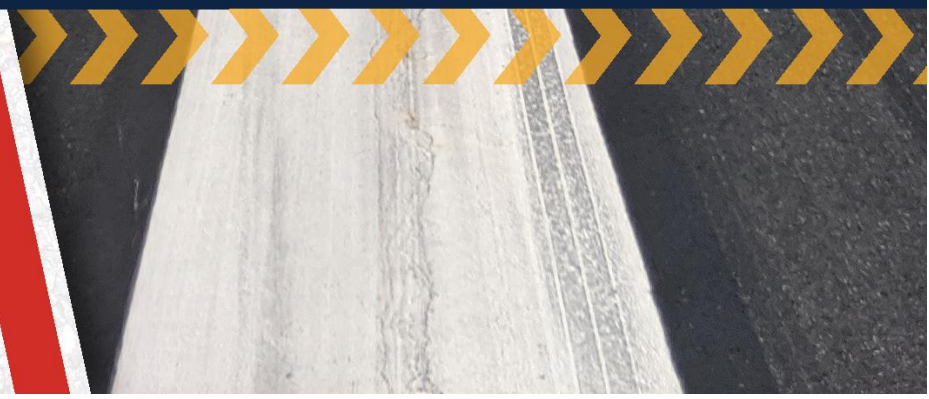
Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT

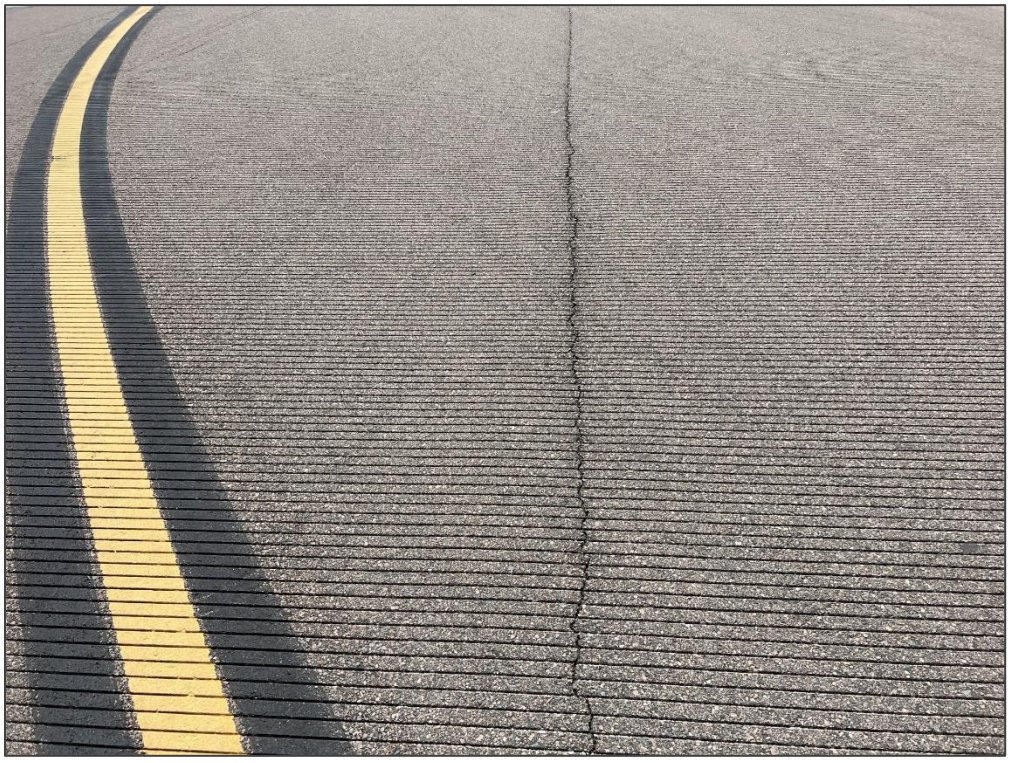
FDOT

2022

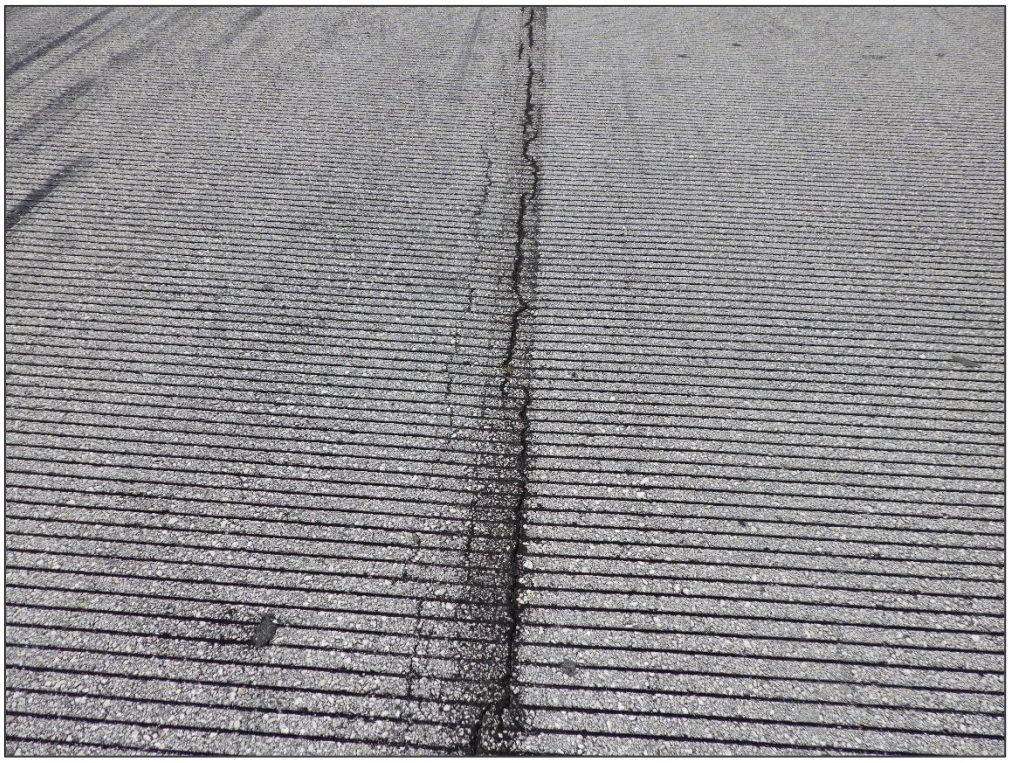
Appendix D: Inspection Photograph Documentation



RW 6-24, Section 6226, Sample Unit 354 - Longitudinal & Transverse Cracking

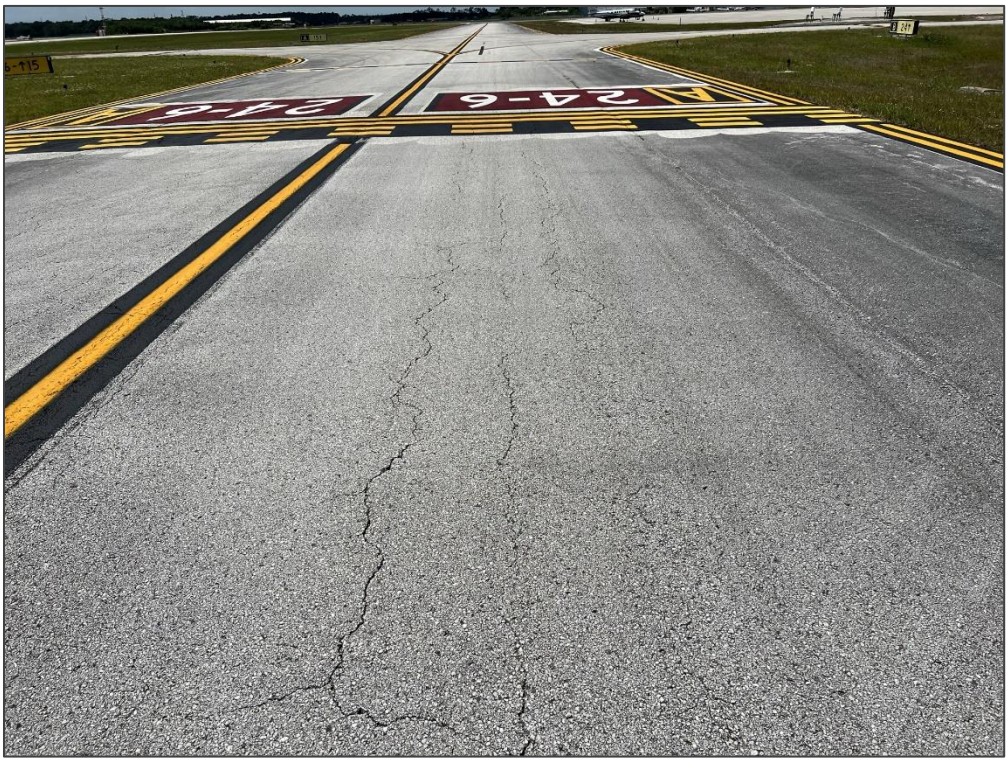


RW 6-24, Section 6215, Sample Unit 337 - Longitudinal & Transverse Cracking

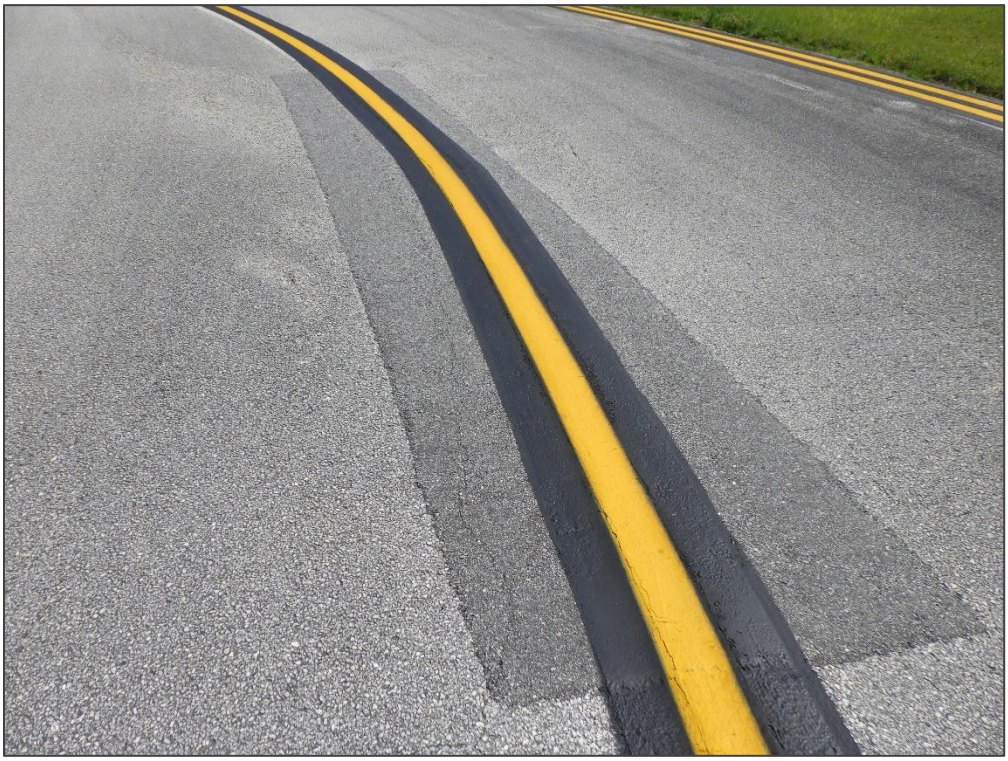


RW 15-33, Section 6125, Sample Unit 326 - Longitudinal & Transverse Cracking

RW 15-33, Section 6150, Sample Unit 369 - Longitudinal & Transverse Cracking



TW A, Section 126, Sample Unit 125 - Vicinity



TW B, Section 205, Sample Unit 201 - Patching

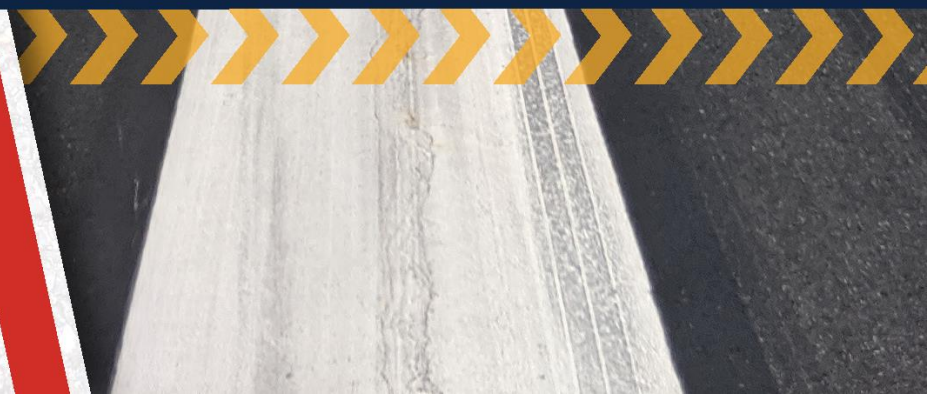
TW C, Section 320, Sample Unit 112 - Shoving

TW D, Section 405, Sample Unit 114 - Vicinity

AP N, Section 4115, Sample Unit 119 - Block Cracking

AP NW, Section 4305, Sample Unit 100 - Block Cracking

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT
Generated Date 11/18/2022

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4110 of 7 **From:** - **To:** - **Last Const.:** 1/1/1973

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 153,862 SqFt **Length:** 256 Ft **Width:** 800 Ft

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

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

Section Comments:

Work Date: 1/1/1973 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1973 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 30 **Surveyed:** 4

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5600.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	M	5600.00	SqFt
52	RAVELING	L	4760.00	SqFt
52	RAVELING	M	840.00	SqFt

Sample Number: 207 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	3800.00	SqFt
48	L & T CR	M	121.00	Ft
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt
56	SWELLING	L	150.00	SqFt

Sample Number: 211 **Type:** R **Area:** 5000.00 SqFt **PCI:** 26

Sample Comments:

43	BLOCK CR	M	2800.00	SqFt
50	PATCHING	M	2200.00	SqFt
52	RAVELING	L	2660.00	SqFt
52	RAVELING	M	140.00	SqFt

Sample Number: 411 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1000.00	SqFt
43	BLOCK CR	M	4000.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4112 of 7 **From:** - **To:** - **Last Const.:** 10/1/2017

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 113,286 SqFt **Length:** 150 Ft **Width:** 635 Ft

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

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

Section Comments:

Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 10/1/2017	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 309 **Type:** R **Area:** 3550.00 SqFt **PCI:** 86

Sample Comments:

53	RUTTING	L	5.00	SqFt
57	WEATHERING	L	3550.00	SqFt

Sample Number: 505 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4115 of 7 **From:** - **To:** - **Last Const.:** 1/1/1973

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 70,849 SqFt **Length:** 515 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: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 4/25/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 34

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 5001.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	5001.00	SqFt
52	RAVELING	L	4501.00	SqFt
52	RAVELING	M	500.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5214.00 SqFt **PCI:** 22

Sample Comments:

41	ALLIGATOR CR	M	84.00	SqFt
43	BLOCK CR	L	3078.00	SqFt
43	BLOCK CR	M	2052.00	SqFt
45	DEPRESSION	L	70.00	SqFt
45	DEPRESSION	M	88.00	SqFt
52	RAVELING	L	5074.00	SqFt
52	RAVELING	M	140.00	SqFt
53	RUTTING	L	75.00	SqFt

Sample Number: 219 **Type:** R **Area:** 6460.00 SqFt **PCI:** 45

Sample Comments:

43	BLOCK CR	L	1938.00	SqFt
45	DEPRESSION	L	24.00	SqFt
48	L & T CR	L	105.00	Ft
48	L & T CR	M	103.00	Ft
52	RAVELING	L	6058.00	SqFt
52	RAVELING	M	402.00	SqFt
56	SWELLING	L	646.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4120 of 7 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,981 SqFt **Length:** 145 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: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 120 **Type:** R **Area:** 5312.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	338.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	5312.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4205 of 7 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 270,311 SqFt **Length:** 1,315 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1994 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 59 **Surveyed:** 6

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

48	L & T CR	L	650.00	Ft
48	L & T CR	M	527.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	780.00	SqFt

Sample Number: 300 **Type:** R **Area:** 4571.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	L	914.00	SqFt
43	BLOCK CR	M	914.00	SqFt
45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	182.00	Ft
48	L & T CR	M	217.00	Ft
52	RAVELING	L	4571.00	SqFt
56	SWELLING	L	400.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	750.00	SqFt

Sample Number: 556 **Type:** R **Area:** 3750.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	3750.00	SqFt
45	DEPRESSION	L	9.00	SqFt
49	OIL SPILLAGE	N	50.00	SqFt
52	RAVELING	L	3750.00	SqFt
56	SWELLING	L	375.00	SqFt

Sample Number: 808 **Type:** R **Area:** 4098.00 SqFt **PCI:** 27

Sample Comments:

43	BLOCK CR	L	558.00	SqFt
43	BLOCK CR	M	638.00	SqFt
45	DEPRESSION	M	123.00	SqFt
48	L & T CR	L	200.00	Ft
48	L & T CR	M	112.00	Ft
52	RAVELING	L	4008.00	SqFt
52	RAVELING	M	90.00	SqFt
56	SWELLING	L	410.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 4210 of 7 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 4,556 SqFt **Length:** 34 Ft **Width:** 134 Ft

Slabs: 32 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 591 Ft

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 900 **Type:** R **Area:** 18.00 Slabs **PCI:** 82

Sample Comments:

65	JT SEAL DMG	H	18.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 717,185 SqFt

Section: 5305 of 7 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 95,340 SqFt **Length:** 350 Ft **Width:** 265 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 3680.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	118.00	Ft
52	RAVELING	L	184.00	SqFt
57	WEATHERING	L	3312.00	SqFt
57	WEATHERING	M	184.00	SqFt

Sample Number: 500 **Type:** R **Area:** 4949.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	123.00	Ft
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	4702.00	SqFt
57	WEATHERING	M	247.00	SqFt

Sample Number: 701 **Type:** R **Area:** 6798.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	340.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	6458.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4305 of 13 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 154,557 SqFt **Length:** 600 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 32 **Surveyed:** 4

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5398.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	M	154.00	SqFt
48	L & T CR	L	222.00	Ft
48	L & T CR	M	996.00	Ft
52	RAVELING	L	5398.00	SqFt
56	SWELLING	L	270.00	SqFt

Sample Number: 106 **Type:** R **Area:** 4652.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	L	220.00	Ft
48	L & T CR	M	259.00	Ft
50	PATCHING	L	806.00	SqFt
52	RAVELING	L	3654.00	SqFt
52	RAVELING	M	192.00	SqFt
56	SWELLING	L	175.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

48	L & T CR	L	362.00	Ft
48	L & T CR	M	800.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	300.00	SqFt

Sample Number: 401 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	150.00	Ft
48	L & T CR	M	745.00	Ft
52	RAVELING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4310 of 13 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 39,687 SqFt **Length:** 560 Ft **Width:** 68 Ft

Slabs: 99 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 3,180 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 154 **Type:** R **Area:** 20.00 Slabs **PCI:** 60

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	L	3.00	Slabs
73	SHRINKAGE CR	N	20.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4315 of 13 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 18,728 SqFt **Length:** 255 Ft **Width:** 73 Ft

Slabs: 42 **Slab Length:** 24 Ft **Slab Width:** 18 Ft **Joint Length:** 1,454 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 11

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 19.00 Slabs **PCI:** 11

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	19.00	Slabs
72	SHAT. SLAB	L	11.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4320 of 13 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 8,760 SqFt **Length:** 120 Ft **Width:** 73 Ft

Slabs: 24 **Slab Length:** 24 Ft **Slab Width:** 15 Ft **Joint Length:** 756 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 205 **Type:** R **Area:** 12.00 Slabs **PCI:** 62

Sample Comments:

63	LINEAR CR	L	8.00	Slabs
65	JT SEAL DMG	H	12.00	Slabs
73	SHRINKAGE CR	N	11.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4405 of 13 **From:** - **To:** - **Last Const.:** 1/1/1997

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 28,172 SqFt **Length:** 244 Ft **Width:** 115 Ft

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

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6400.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	M	6400.00	SqFt
45	DEPRESSION	L	13.00	SqFt
52	RAVELING	L	6375.00	SqFt
52	RAVELING	M	25.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4410 of 13 **From:** - **To:** - **Last Const.:** 1/1/1942

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 45,300 SqFt **Length:** 300 Ft **Width:** 151 Ft

Slabs: 315 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 7,099 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: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 24.00 Slabs **PCI:** 6

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	M	15.00	Slabs
63	LINEAR CR	H	7.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
71	FAULTING	L	4.00	Slabs
71	FAULTING	M	1.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
73	SHRINKAGE CR	N	12.00	Slabs
74	JOINT SPALL	L	10.00	Slabs
74	JOINT SPALL	M	7.00	Slabs
75	CORNER SPALL	L	8.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4415 of 13 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 30,431 SqFt **Length:** 300 Ft **Width:** 100 Ft

Slabs: 113 **Slab Length:** 15 Ft **Slab Width:** 18 Ft **Joint Length:** 3,267 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 214 **Type:** R **Area:** 17.00 Slabs **PCI:** 69

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
65	JT SEAL DMG	H	17.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4420 of 13 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 50,085 SqFt **Length:** 480 Ft **Width:** 100 Ft

Slabs: 278 **Slab Length:** 10 Ft **Slab Width:** 18 Ft **Joint Length:** 6,887 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 24.00 Slabs **PCI:** 58

Sample Comments:

63	LINEAR CR	L	18.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
73	SHRINKAGE CR	N	14.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 209 **Type:** R **Area:** 24.00 Slabs **PCI:** 49

Sample Comments:

63	LINEAR CR	L	18.00	Slabs
63	LINEAR CR	M	3.00	Slabs
65	JT SEAL DMG	H	24.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4425 of 13 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 20,243 SqFt **Length:** 170 Ft **Width:** 111 Ft

Slabs: 90 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 2,235 Ft

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 801 **Type:** R **Area:** 26.00 Slabs **PCI:** 61

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	L	3.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	H	26.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
74	JOINT SPALL	M	4.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4430 of 13 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 51,322 SqFt **Length:** 500 Ft **Width:** 107 Ft

Slabs: 467 **Slab Length:** 10 Ft **Slab Width:** 11 Ft **Joint Length:** 9,607 Ft

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 23 **Surveyed:** 3

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 557 **Type:** R **Area:** 28.00 Slabs **PCI:** 67

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	H	28.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Sample Number: 705 **Type:** R **Area:** 20.00 Slabs **PCI:** 85

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 706 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	H	20.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 4505 of 13 **From:** - **To:** - **Last Const.:** 1/1/1997

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 39,648 SqFt **Length:** 470 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 505 **Type:** R **Area:** 4200.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	324.00	Ft
52	RAVELING	L	2100.00	SqFt
56	SWELLING	L	75.00	SqFt
57	WEATHERING	M	2100.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 5210 of 13 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 221,395 SqFt **Length:** 1,500 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: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 46 **Surveyed:** 5

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5270.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	44.00	Ft
52	RAVELING	L	264.00	SqFt
57	WEATHERING	L	5006.00	SqFt

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	192.00	Ft
50	PATCHING	L	153.00	SqFt
52	RAVELING	L	485.00	SqFt
56	SWELLING	L	144.00	SqFt
57	WEATHERING	L	4362.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	641.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	240.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 406 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	554.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 507 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	595.00	Ft
56	SWELLING	L	225.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 847,732 SqFt

Section: 5215 of 13 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 139,404 SqFt **Length:** 550 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 30 **Surveyed:** 3

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

45	DEPRESSION	L	275.00	SqFt
48	L & T CR	L	680.00	Ft
48	L & T CR	M	316.00	Ft
52	RAVELING	L	1250.00	SqFt
56	SWELLING	L	225.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	407.00	Ft
48	L & T CR	M	70.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	3250.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 404 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	634.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	800.00	SqFt
56	SWELLING	M	50.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP RU 15 **Name:** RUN-UP APRON 15 **Use:** APRON **Area:** 57,911 SqFt

Section: 5110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 29,707 SqFt **Length:** 105 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: 1/1/1991	**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: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	720.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP RU 15 **Name:** RUN-UP APRON 15 **Use:** APRON **Area:** 57,911 SqFt

Section: 5115 of 2 **From:** - **To:** - **Last Const.:** 5/1/2013

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 28,204 SqFt **Length:** 250 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 5/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	32.00	Ft
56	SWELLING	L	1.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP RU 24 **Name:** RUN-UP APRON 24 **Use:** APRON **Area:** 34,934 SqFt

Section: 5203 of 1 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 34,934 SqFt **Length:** 290 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: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5500.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	22.00	Ft
52	RAVELING	L	8.00	SqFt
57	WEATHERING	L	5492.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP RU 33 **Name:** RUN-UP APRON 33 **Use:** APRON **Area:** 11,667 SqFt

Section: 5105 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,667 SqFt **Length:** 140 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: 1/1/1992	**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: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5522.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	169.00	Ft
48	L & T CR	M	200.00	Ft
50	PATCHING	M	166.00	SqFt
52	RAVELING	L	5356.00	SqFt
56	SWELLING	L	493.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP RU 6 **Name:** RUN-UP APRON 6 **Use:** APRON **Area:** 27,901 SqFt

Section: 5202 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 27,901 SqFt **Length:** 280 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: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

45	DEPRESSION	L	25.00	SqFt
48	L & T CR	L	343.00	Ft
48	L & T CR	M	87.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 104,242 SqFt

Section: 4705 of 3 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 32,170 SqFt **Length:** 300 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 707 **Type:** R **Area:** 5900.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	22.00	Ft
49	OIL SPILLAGE	N	24.00	SqFt
52	RAVELING	L	24.00	SqFt
57	WEATHERING	L	5866.00	SqFt
57	WEATHERING	M	10.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 104,242 SqFt

Section: 4710 of 3 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 25,607 SqFt **Length:** 195 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 29

Inspection Comments:

Sample Number: 702 **Type:** R **Area:** 6590.00 SqFt **PCI:** 29

Sample Comments:

45	DEPRESSION	L	4.00	SqFt
48	L & T CR	L	176.00	Ft
50	PATCHING	H	1309.00	SqFt
52	RAVELING	L	528.00	SqFt
57	WEATHERING	L	4753.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 104,242 SqFt

Section: 4715 of 3 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 46,465 SqFt **Length:** 490 Ft **Width:** 112 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: 4/25/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 603 **Type:** R **Area:** 5305.00 SqFt **PCI:** 76

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
48	L & T CR	L	114.00	Ft
57	WEATHERING	L	4244.00	SqFt
57	WEATHERING	M	1061.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 253,411 SqFt

Section: 4605 of 4 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 96,551 SqFt **Length:** 350 Ft **Width:** 255 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: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	365.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5156.00 SqFt **PCI:** 54

Sample Comments:

42	BLEEDING	N	35.00	SqFt
48	L & T CR	L	532.00	Ft
52	RAVELING	L	516.00	SqFt
56	SWELLING	L	258.00	SqFt
57	WEATHERING	L	4382.00	SqFt
57	WEATHERING	M	258.00	SqFt

Sample Number: 400 **Type:** R **Area:** 3120.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	147.00	Ft
48	L & T CR	M	48.00	Ft
52	RAVELING	L	312.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	2652.00	SqFt
57	WEATHERING	M	156.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 253,411 SqFt

Section: 4608 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 139,565 SqFt **Length:** 690 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 29 **Surveyed:** 3

Conditions: **PCI:** 5

Inspection Comments:

Sample Number: 550 **Type:** R **Area:** 3219.00 SqFt **PCI:** 4

Sample Comments:

41	ALLIGATOR CR	M	250.00	SqFt
41	ALLIGATOR CR	H	120.00	SqFt
43	BLOCK CR	M	2849.00	SqFt
45	DEPRESSION	M	100.00	SqFt
52	RAVELING	M	3219.00	SqFt

Sample Number: 553 **Type:** R **Area:** 5000.00 SqFt **PCI:** 9

Sample Comments:

41	ALLIGATOR CR	M	75.00	SqFt
43	BLOCK CR	M	4433.00	SqFt
43	BLOCK CR	H	492.00	SqFt
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 605 **Type:** R **Area:** 5000.00 SqFt **PCI:** 3

Sample Comments:

41	ALLIGATOR CR	L	240.00	SqFt
41	ALLIGATOR CR	M	150.00	SqFt
43	BLOCK CR	M	4610.00	SqFt
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 253,411 SqFt

Section: 4610 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 15,063 SqFt **Length:** 600 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 256 **Type:** R **Area:** 4500.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	L	108.00	SqFt
48	L & T CR	L	261.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	4500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 253,411 SqFt

Section: 4615 of 4 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 2,232 SqFt **Length:** 49 Ft **Width:** 50 Ft

Slabs: 8 **Slab Length:** 17 Ft **Slab Width:** 17 Ft **Joint Length:** 189 Ft

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

Section Comments:

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

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 0

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 8.00 Slabs **PCI:** 0

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	M	4.00	Slabs
65	JT SEAL DMG	H	8.00	Slabs
67	LARGE PATCH	H	2.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 44,168 SqFt

Section: 4510 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 25,944 SqFt **Length:** 300 Ft **Width:** 100 Ft

Slabs: 108 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 3,600 Ft

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 4

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 16.00 Slabs **PCI:** 4

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	M	4.00	Slabs
62	CORNER BREAK	H	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	16.00	Slabs
70	SCALING	L	1.00	Slabs
71	FAULTING	L	1.00	Slabs
71	FAULTING	M	1.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
72	SHAT. SLAB	H	5.00	Slabs
73	SHRINKAGE CR	N	9.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	3.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 44,168 SqFt

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

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 5,342 SqFt **Length:** 215 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5342.00 SqFt **PCI:** 26

Sample Comments:

41	ALLIGATOR CR	L	146.00	SqFt
41	ALLIGATOR CR	H	9.00	SqFt
43	BLOCK CR	L	324.00	SqFt
45	DEPRESSION	L	120.00	SqFt
45	DEPRESSION	M	30.00	SqFt
48	L & T CR	L	21.00	Ft
48	L & T CR	M	243.00	Ft
48	L & T CR	H	23.00	Ft
52	RAVELING	L	4808.00	SqFt
52	RAVELING	M	534.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 44,168 SqFt

Section: 4520 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 7,391 SqFt **Length:** 295 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: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 3994.00 SqFt **PCI:** 68

Sample Comments:

45	DEPRESSION	L	20.00	SqFt
48	L & T CR	L	177.00	Ft
52	RAVELING	M	20.00	SqFt
57	WEATHERING	L	2980.00	SqFt
57	WEATHERING	M	994.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 44,168 SqFt

Section: 4525 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: APC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,491 SqFt **Length:** 130 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5491.00 SqFt **PCI:** 23

Sample Comments:

43	BLOCK CR	M	130.00	SqFt
47	JT REF. CR	M	88.00	Ft
47	JT REF. CR	H	353.00	Ft
48	L & T CR	L	32.00	Ft
48	L & T CR	M	240.00	Ft
48	L & T CR	H	120.00	Ft
52	RAVELING	L	5416.00	SqFt
52	RAVELING	M	50.00	SqFt
52	RAVELING	H	25.00	SqFt
56	SWELLING	L	40.00	SqFt
56	SWELLING	M	200.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6105 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 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: 1/1/1992	**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: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 10 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	4122.00	SqFt
57	WEATHERING	M	728.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	73.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6115 of 7 **From:** - **To:** - **Last Const.:** 10/1/2017

Surface: AC **Family:** CA653-RL-RW-AC **Zone:** **Category:** **Rank:** P

Area: 70,000 SqFt **Length:** 700 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: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 313 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Sample Number: 319 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6125 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 40,000 SqFt **Length:** 400 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: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	320.00	Ft
48	L & T CR	M	150.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

41	ALLIGATOR CR	L	7.00	SqFt
48	L & T CR	L	262.00	Ft
48	L & T CR	M	103.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6145 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 290,000 SqFt **Length:** 2,900 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: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1971 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 58 **Surveyed:** 12

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	147.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 339 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	152.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 344 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	101.00	Ft
48	L & T CR	M	18.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 349 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	82.00	Ft
48	L & T CR	M	15.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 354 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	222.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	93.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 359 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	167.00	Ft
48	L & T CR	M	45.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	181.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	26.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	321.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	124.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	220.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	32.00	SqFt
57	WEATHERING	L	4080.00	SqFt
57	WEATHERING	M	720.00	SqFt

Sample Number: 380 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	265.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	49.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	223.00	Ft
48	L & T CR	M	80.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 389 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	290.00	Ft
48	L & T CR	M	75.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6150 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 30,000 SqFt **Length:** 300 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 369 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	267.00	Ft
48	L & T CR	M	12.00	Ft
56	SWELLING	L	141.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 372 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	212.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	89.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6165 of 7 **From:** - **To:** - **Last Const.:** 10/1/2017

Surface: AC **Family:** CA653-RL-RW-AC **Zone:** **Category:** **Rank:** P

Area: 70,000 SqFt **Length:** 700 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: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 14 **Surveyed:** 4

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 396 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	L	2450.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 15-33 **Name:** RUNWAY 15-33 **Use:** RUNWAY **Area:** 600,100 SqFt

Section: 6185 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 50,100 SqFt **Length:** 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: 1/1/1991	**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: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 411 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	168.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 415 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	192.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4250.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6215 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 185,000 SqFt **Length:** 1,850 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: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 37 **Surveyed:** 7

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 309 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	205.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	210.00	Ft
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 317 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	132.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	54.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 320 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	104.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 324 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	116.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	32.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	87.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 337 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	160.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6225 of 6 **From:** - **To:** - **Last Const.:** 10/17/2014

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 30,000 SqFt **Length:** 200 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: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/17/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 344 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	150.00	Ft
56	SWELLING	L	85.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 358 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	112.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6226 of 6 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 39,999 SqFt **Length:** 260 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: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1985	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	530.00	Ft
48	L & T CR	M	85.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	115.00	SqFt
57	WEATHERING	L	4250.00	SqFt

Sample Number: 354 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	646.00	Ft
48	L & T CR	M	75.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	225.00	SqFt
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6235 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 175,000 SqFt **Length:** 1,750 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: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1985 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 35 **Surveyed:** 7

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 362 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	130.00	Ft
48	L & T CR	M	5.00	Ft
56	SWELLING	L	24.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 371 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	14.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	60.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 380 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
48	L & T CR	L	13.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	39.00	Ft
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 388 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

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

Sample Number: 392 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6260 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-RL-RW-AC **Zone:** **Category:** **Rank:** P

Area: 30,000 SqFt **Length:** 300 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	126.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	71.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: RW 6-24 **Name:** RUNWAY 6-24 **Use:** RUNWAY **Area:** 490,099 SqFt

Section: 6265 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-RL-RW-AC **Zone:** **Category:** **Rank:** P

Area: 30,100 SqFt **Length:** 310 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 397 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TL AP NW **Name:** NORTHWEST APRON TAXILANE **Use:** TAXILANE **Area:** 22,390 SqFt

Section: 3850 of 1 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 22,390 SqFt **Length:** 760 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

48	L & T CR	L	91.00	Ft
48	L & T CR	M	981.00	Ft
52	RAVELING	L	4350.00	SqFt
52	RAVELING	M	650.00	SqFt
56	SWELLING	L	150.00	SqFt

Sample Number: 404 **Type:** R **Area:** 5000.00 SqFt **PCI:** 37

Sample Comments:

48	L & T CR	L	534.00	Ft
48	L & T CR	M	628.00	Ft
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt
56	SWELLING	L	200.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TL AP W **Name:** WEST APRON TAXILANE **Use:** TAXILANE **Area:** 25,681 SqFt

Section: 3610 of 1 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 25,681 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3625.00 SqFt **PCI:** 42

Sample Comments:

45	DEPRESSION	L	160.00	SqFt
45	DEPRESSION	M	4.00	SqFt
48	L & T CR	L	286.00	Ft
48	L & T CR	M	114.00	Ft
50	PATCHING	H	19.00	SqFt
52	RAVELING	L	3591.00	SqFt
52	RAVELING	M	15.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 54,550 SqFt

Section: 3805 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,639 SqFt **Length:** 1,500 Ft **Width:** 20 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/25/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3626.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	140.00	Ft
52	RAVELING	L	2176.00	SqFt
57	WEATHERING	M	1450.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 54,550 SqFt

Section: 3810 of 2 **From:** - **To:** - **Last Const.:** 12/25/2000

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 35,911 SqFt **Length:** 2,000 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 12/25/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4010.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	329.00	Ft
50	PATCHING	L	5.00	SqFt
50	PATCHING	M	9.00	SqFt
52	RAVELING	L	3996.00	SqFt

Sample Number: 400 **Type:** R **Area:** 3268.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	127.00	Ft
48	L & T CR	M	75.00	Ft
50	PATCHING	L	47.00	SqFt
50	PATCHING	M	2.00	SqFt
52	RAVELING	L	3139.00	SqFt
52	RAVELING	M	80.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 102 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 63,803 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**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: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5012.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	343.00	Ft
52	RAVELING	L	501.00	SqFt
53	RUTTING	L	32.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4511.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	276.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 110 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 115,000 SqFt **Length:** 745 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: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 23 **Surveyed:** 5

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	112.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	131.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

41	ALLIGATOR CR	L	36.00	SqFt
48	L & T CR	L	214.00	Ft
52	RAVELING	L	500.00	SqFt
53	RUTTING	L	53.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	436.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	375.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	217.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 120 of 6 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,450 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1993	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 135 **Type:** R **Area:** 6200.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	513.00	Ft
52	RAVELING	L	198.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	5102.00	SqFt
57	WEATHERING	M	900.00	SqFt

Sample Number: 136 **Type:** R **Area:** 6250.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	500.00	SqFt
43	BLOCK CR	M	100.00	SqFt
48	L & T CR	L	400.00	Ft
48	L & T CR	M	95.00	Ft
52	RAVELING	L	2150.00	SqFt
56	SWELLING	L	190.00	SqFt
57	WEATHERING	L	4100.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 126 of 6 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 52,050 SqFt **Length:** 950 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1994 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1994 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 10 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 4500.00 SqFt **PCI:** 34

Sample Comments:

48	L & T CR	L	581.00	Ft
48	L & T CR	M	630.00	Ft
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	200.00	SqFt
56	SWELLING	M	60.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	447.00	Ft
48	L & T CR	M	398.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	575.00	SqFt

Sample Number: 125 **Type:** R **Area:** 6300.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	1512.00	SqFt
48	L & T CR	L	640.00	Ft
48	L & T CR	M	125.00	Ft
52	RAVELING	L	6300.00	SqFt
56	SWELLING	L	390.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 130 of 6 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 83,139 SqFt **Length:** 1,485 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: 1/1/1991	**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: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 17 **Surveyed:** 4

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5190.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	151.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5190.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	227.00	Ft
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	360.00	Ft
48	L & T CR	M	26.00	Ft
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	309.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 338,770 SqFt

Section: 135 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,328 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: 1/1/1971	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1994	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 6164.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	189.00	Ft
48	L & T CR	M	15.00	Ft
56	SWELLING	L	53.00	SqFt
57	WEATHERING	L	6164.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 34,277 SqFt

Section: 104 of 2 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: APC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,928 SqFt **Length:** 180 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: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4928.00 SqFt **PCI:** 49

Sample Comments:

47	JT REF. CR	M	460.00	Ft
48	L & T CR	L	41.00	Ft
48	L & T CR	M	57.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4678.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 34,277 SqFt

Section: 105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 29,349 SqFt **Length:** 192 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: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1971 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5146.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	12.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	2573.00	SqFt
57	WEATHERING	M	2573.00	SqFt

Sample Number: 202 **Type:** R **Area:** 5050.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	59.00	Ft
57	WEATHERING	L	3535.00	SqFt
57	WEATHERING	M	1515.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 19,150 SqFt

Section: 155 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,150 SqFt **Length:** 230 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6813.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	148.00	Ft
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	5450.00	SqFt
57	WEATHERING	M	1363.00	SqFt

Sample Number: 101 **Type:** R **Area:** 5360.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	4288.00	SqFt
57	WEATHERING	M	1072.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 17,109 SqFt

Section: 160 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,109 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

48	L & T CR	L	324.00	Ft
48	L & T CR	M	700.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	200.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP N **Name:** NORTH APRON TAXIWAY **Use:** TAXIWAY **Area:** 24,989 SqFt

Section: 905 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 21,913 SqFt **Length:** 217 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4306.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	108.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4091.00	SqFt
57	WEATHERING	M	215.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP N **Name:** NORTH APRON TAXIWAY **Use:** TAXIWAY **Area:** 24,989 SqFt

Section: 910 of 2 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 3,076 SqFt **Length:** 50 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1994 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 3076.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	M	360.00	SqFt
48	L & T CR	L	200.00	Ft
48	L & T CR	M	183.00	Ft
52	RAVELING	L	2964.00	SqFt
52	RAVELING	M	112.00	SqFt
56	SWELLING	L	170.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP NW **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 34,378 SqFt

Section: 404 of 4 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,876 SqFt **Length:** 75 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 22

Inspection Comments:

Sample Number: 603 **Type:** R **Area:** 5868.00 SqFt **PCI:** 22

Sample Comments:

43	BLOCK CR	L	550.00	SqFt
43	BLOCK CR	M	550.00	SqFt
45	DEPRESSION	L	260.00	SqFt
45	DEPRESSION	M	56.00	SqFt
48	L & T CR	L	203.00	Ft
48	L & T CR	M	120.00	Ft
52	RAVELING	M	5868.00	SqFt
56	SWELLING	L	450.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP NW **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 34,378 SqFt

Section: 408 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,176 SqFt **Length:** 75 Ft **Width:** 115 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 601 **Type:** R **Area:** 5682.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	566.00	Ft
48	L & T CR	M	60.00	Ft
52	RAVELING	L	284.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	5398.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP NW **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 34,378 SqFt

Section: 615 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 3,458 SqFt **Length:** 35 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: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3458.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	222.00	Ft
52	RAVELING	L	173.00	SqFt
57	WEATHERING	L	3285.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP NW **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 34,378 SqFt

Section: 620 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 10,868 SqFt **Length:** 100 Ft **Width:** 62 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5961.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	292.00	Ft
52	RAVELING	L	298.00	SqFt
57	WEATHERING	L	5663.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW AP SE **Name:** SOUTHEAST APRON TAXIWAY **Use:** TAXIWAY **Area:** 21,907 SqFt

Section: 4620 of 1 **From:** - **To:** - **Last Const.:** 1/1/1943

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 21,907 SqFt **Length:** 600 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: 1/1/1943 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 13

Inspection Comments:

Sample Number: 406 **Type:** R **Area:** 4500.00 SqFt **PCI:** 13

Sample Comments:

41	ALLIGATOR CR	H	150.00	SqFt
50	PATCHING	M	125.00	SqFt
52	RAVELING	H	4375.00	SqFt
53	RUTTING	L	60.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 202 of 9 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,832 SqFt **Length:** 75 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: 1/1/1986	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3832.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	52.00	Ft
57	WEATHERING	L	3832.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 205 of 9 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 71,686 SqFt **Length:** 2,130 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: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1986 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 20 **Surveyed:** 4

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4940.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	251.00	Ft
50	PATCHING	L	96.00	SqFt
52	RAVELING	L	4744.00	SqFt
52	RAVELING	M	96.00	SqFt
52	RAVELING	H	4.00	SqFt

Sample Number: 206 **Type:** R **Area:** 3500.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	115.00	Ft
52	RAVELING	L	3400.00	SqFt
52	RAVELING	M	100.00	SqFt

Sample Number: 212 **Type:** R **Area:** 3500.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	75.00	Ft
48	L & T CR	M	5.00	Ft
52	RAVELING	L	3470.00	SqFt
52	RAVELING	M	30.00	SqFt

Sample Number: 218 **Type:** R **Area:** 3500.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	120.00	Ft
52	RAVELING	L	3500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 206 of 9 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,615 SqFt **Length:** 80 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: 1/1/1986 **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

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 221 **Type:** R **Area:** 6615.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	492.00	Ft
48	L & T CR	M	69.00	Ft
52	RAVELING	L	6575.00	SqFt
52	RAVELING	M	40.00	SqFt
56	SWELLING	L	992.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 208 of 9 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,209 SqFt **Length:** 80 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5208.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	248.00	SqFt
48	L & T CR	L	680.00	Ft
48	L & T CR	M	75.00	Ft
52	RAVELING	L	5144.00	SqFt
52	RAVELING	M	64.00	SqFt
56	SWELLING	L	515.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 210 of 9 **From:** - **To:** - **Last Const.:** 1/1/1986

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 10,184 SqFt **Length:** 160 Ft **Width:** 239 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: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4873.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	172.00	Ft
48	L & T CR	M	250.00	Ft
52	RAVELING	L	4386.00	SqFt
52	RAVELING	M	487.00	SqFt
56	SWELLING	L	65.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 212 of 9 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,603 SqFt **Length:** 275 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6929.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	95.00	Ft
48	L & T CR	M	27.00	Ft
52	RAVELING	L	5543.00	SqFt
52	RAVELING	M	1386.00	SqFt
56	SWELLING	L	15.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 215 of 9 **From:** - **To:** - **Last Const.:** 1/1/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 22,300 SqFt **Length:** 1,400 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: 1/1/1994 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3500.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	1700.00	SqFt
48	L & T CR	L	202.00	Ft
50	PATCHING	L	2.00	SqFt
52	RAVELING	L	3348.00	SqFt
56	SWELLING	L	375.00	SqFt
57	WEATHERING	L	150.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 220 of 9 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 94,917 SqFt **Length:** 1,665 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: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4078.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	80.00	Ft
57	WEATHERING	L	3874.00	SqFt
57	WEATHERING	M	204.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	99.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5593.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	177.00	Ft
48	L & T CR	M	40.00	Ft
57	WEATHERING	L	5593.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 233,518 SqFt

Section: 225 of 9 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,172 SqFt **Length:** 75 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 127 **Type:** R **Area:** 6170.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	162.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	30.00	SqFt
57	WEATHERING	L	6140.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 129,606 SqFt

Section: 127 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 32,304 SqFt **Length:** 53 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: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6419.00 SqFt **PCI:** 66

Sample Comments:

45	DEPRESSION	L	27.00	SqFt
48	L & T CR	L	491.00	Ft
50	PATCHING	L	8.00	SqFt
52	RAVELING	L	1283.00	SqFt
57	WEATHERING	L	5128.00	SqFt

Sample Number: 102 **Type:** R **Area:** 5500.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	226.00	Ft
52	RAVELING	L	550.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 129,606 SqFt

Section: 320 of 4 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 55,722 SqFt **Length:** 1,265 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: 1/1/1991 **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

Last Insp. Date: 4/25/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5003.00 SqFt **PCI:** 45

Sample Comments:

43	BLOCK CR	L	180.00	SqFt
48	L & T CR	L	643.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	5003.00	SqFt
56	SWELLING	L	756.00	SqFt

Sample Number: 107 **Type:** R **Area:** 3500.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	280.00	Ft
48	L & T CR	M	62.00	Ft
52	RAVELING	L	3500.00	SqFt
56	SWELLING	L	380.00	SqFt

Sample Number: 112 **Type:** R **Area:** 3500.00 SqFt **PCI:** 27

Sample Comments:

43	BLOCK CR	L	339.00	SqFt
48	L & T CR	L	170.00	Ft
48	L & T CR	M	113.00	Ft
50	PATCHING	M	1125.00	SqFt
52	RAVELING	L	2375.00	SqFt
54	SHOVING	M	20.00	SqFt
54	SHOVING	H	41.00	SqFt
56	SWELLING	L	300.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 129,606 SqFt

Section: 325 of 4 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 29,284 SqFt **Length:** 850 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: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 503 **Type:** R **Area:** 4006.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	3405.00	SqFt
57	WEATHERING	M	601.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 129,606 SqFt

Section: 330 of 4 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,296 SqFt **Length:** 345 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: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4500.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	120.00	Ft
57	WEATHERING	L	4500.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,543 SqFt

Section: 402 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,915 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: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 6915.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	149.00	Ft
57	WEATHERING	L	6915.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,543 SqFt

Section: 405 of 3 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 101,976 SqFt **Length:** 1,800 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4500.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	525.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	413.00	SqFt

Sample Number: 108 **Type:** R **Area:** 4974.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	360.00	SqFt
48	L & T CR	L	551.00	Ft
48	L & T CR	M	306.00	Ft
52	RAVELING	L	4974.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	483.00	SqFt
48	L & T CR	L	415.00	Ft
48	L & T CR	M	376.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	600.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,543 SqFt

Section: 410 of 3 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 56,652 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: 1/1/1991	**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: 1/1/1991	**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

Last Insp. Date: 4/25/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5325.00 SqFt **PCI:** 44

Sample Comments:

43	BLOCK CR	L	2253.00	SqFt
48	L & T CR	L	35.00	Ft
48	L & T CR	M	337.00	Ft
52	RAVELING	L	5325.00	SqFt
56	SWELLING	L	425.00	SqFt

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

48	L & T CR	L	546.00	Ft
48	L & T CR	M	364.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	450.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: 119 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,289 SqFt **Length:** 71 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: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 4289.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	196.00	Ft
52	RAVELING	L	858.00	SqFt
57	WEATHERING	L	3217.00	SqFt
57	WEATHERING	M	214.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: 165 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,990 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5346.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	32.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4811.00	SqFt
57	WEATHERING	M	535.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: 522 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,895 SqFt **Length:** 220 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: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5603.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	L	377.00	SqFt
48	L & T CR	L	282.00	Ft
52	RAVELING	L	1121.00	SqFt
57	WEATHERING	L	4202.00	SqFt
57	WEATHERING	M	280.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: 523 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,003 SqFt **Length:** 220 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: 1/1/1971 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 6600.00 SqFt **PCI:** 37

Sample Comments:

41	ALLIGATOR CR	L	264.00	SqFt
43	BLOCK CR	L	1200.00	SqFt
45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	300.00	Ft
48	L & T CR	M	162.00	Ft
52	RAVELING	L	1320.00	SqFt
57	WEATHERING	L	5280.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 50,305 SqFt

Section: 525 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,128 SqFt **Length:** 145 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: 1/1/1997 **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-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3399.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	299.00	Ft
48	L & T CR	M	40.00	Ft
56	SWELLING	L	180.00	SqFt
57	WEATHERING	L	2719.00	SqFt
57	WEATHERING	M	680.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 36,483 SqFt

Section: 605 of 1 **From:** - **To:** - **Last Const.:** 1/1/1997

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 36,483 SqFt **Length:** 1,180 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 5161.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	605.00	SqFt
48	L & T CR	L	1002.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	2453.00	SqFt
52	RAVELING	M	255.00	SqFt
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	2453.00	SqFt

Sample Number: 408 **Type:** R **Area:** 5025.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	482.00	Ft
48	L & T CR	M	35.00	Ft
52	RAVELING	L	4917.00	SqFt
52	RAVELING	M	108.00	SqFt
56	SWELLING	L	375.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 32,523 SqFt

Section: 705 of 3 **From:** - **To:** - **Last Const.:** 1/1/1999

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,488 SqFt **Length:** 260 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1999 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5472.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	310.00	Ft
52	RAVELING	L	547.00	SqFt
56	SWELLING	L	341.00	SqFt
57	WEATHERING	L	4925.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 32,523 SqFt

Section: 710 of 3 **From:** - **To:** - **Last Const.:** 1/1/1999

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,914 SqFt **Length:** 250 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1999 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5409.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	589.00	Ft
48	L & T CR	M	250.00	Ft
56	SWELLING	L	180.00	SqFt
57	WEATHERING	L	4868.00	SqFt
57	WEATHERING	M	541.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 32,523 SqFt

Section: 715 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,121 SqFt **Length:** 150 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: 1/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5532.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	269.00	Ft
57	WEATHERING	L	5532.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 43,194 SqFt

Section: 805 of 2 **From:** - **To:** - **Last Const.:** 1/1/1999

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 39,361 SqFt **Length:** 470 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: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1999 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6959.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	239.00	Ft
52	RAVELING	L	1392.00	SqFt
57	WEATHERING	M	5567.00	SqFt

Sample Number: 305 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	285.00	Ft
52	RAVELING	L	562.00	SqFt
57	WEATHERING	M	3188.00	SqFt

Network: ISM **Name:** KISSIMMEE GATEWAY AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 43,194 SqFt

Section: 810 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,833 SqFt **Length:** 550 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: 1/1/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/25/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 3833.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	91.00	Ft
57	WEATHERING	L	3833.00	SqFt

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