FLORIDA DEPARTMENT OF TRANSPORTATION | AVIATION OFFICE



Statewide Airfield Pavement Management Program



2022

Airport Pavement Evaluation Report

JAX - Jacksonville International Airport | District 2



Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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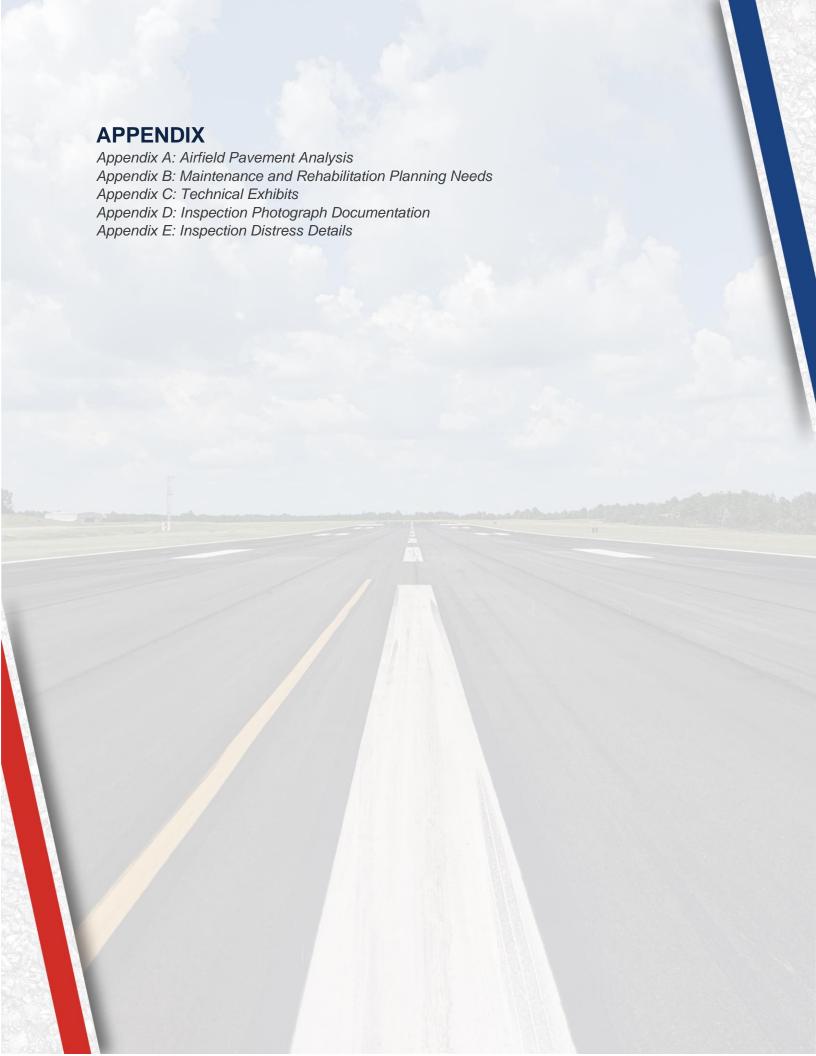
Interactive Web Application: FDOT SAPMP Interactive Web Application



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Executive Summary

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. Jacksonville International 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 July 2022, approximately 11.7 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Jacksonville International Airport (JAX). In general, airfield pavements at JAX are in Satisfactory condition with an area-weighted PCI of 83. The area-weighted average PCI values of the runways, taxiways, and aprons are 89, 82, and 81, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for JAX.

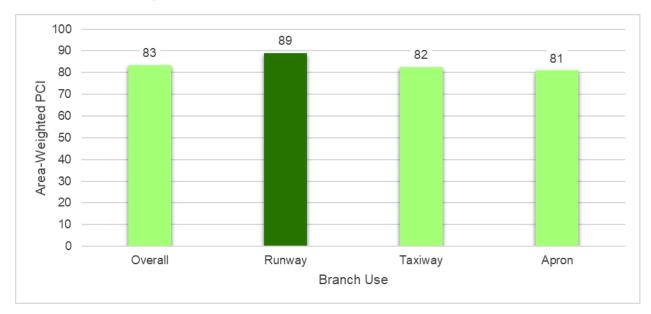


Figure E.2: Current Condition Summary - Branch-Level

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
JAX	RW 8-26	Runway	6105	1,000,000	89	Good
JAX	RW 8-26	Runway	6110	500,000	83	Satisfactory
JAX	RW 14-32	Runway	6205	25,000	79	Satisfactory
JAX	RW 14-32	Runway	6207	50,000	87	Good
JAX	RW 14-32	Runway	6210	330,000	92	Good
JAX	RW 14-32	Runway	6215	622,500	93	Good
JAX	RW 14-32	Runway	6220	30,000	82	Satisfactory
JAX	RW 14-32	Runway	6225	60,000	93	Good
JAX	RW 14-32	Runway	6230	37,500	90	Good
JAX	TW A	Taxiway	105	54,448	78	Satisfactory
JAX	TW A	Taxiway	110	168,750	81	Satisfactory
JAX	TW A	Taxiway	115	118,125	81	Satisfactory
JAX	TW A	Taxiway	120	271,875	78	Satisfactory
JAX	TW A	Taxiway	125	136,875	74	Satisfactory
JAX	TW AP	Taxiway	2715	8,530	28	Very Poor
JAX	TW AP	Taxiway	2720	10,052	80	Satisfactory
JAX	TW AP	Taxiway	2772	33,940	75	Satisfactory



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Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
JAX	TW AP		2774	50,906	79	Satisfactory
JAX		Taxiway			-	
JAX	TW AP	Taxiway	2775	38,593	53	Poor Satisfactory
	TW B	Taxiway	805	253,320	82	,
JAX	TW B	Taxiway	810	136,875	81	Satisfactory
JAX	TW C	Taxiway	1480	24,260	73	Satisfactory
JAX	TW C	Taxiway	1490	50,660	77	Satisfactory
JAX	TW E	Taxiway	1670	29,143	78	Satisfactory
JAX	TW E	Taxiway	1680	59,400	80	Satisfactory
JAX	TW F	Taxiway	1145	30,320	90	Good
JAX	TW F	Taxiway	1150	18,725	86	Good
JAX	TW F	Taxiway	1155	98,961	28	Very Poor
JAX	TW F	Taxiway	1170	27,436	82	Satisfactory
JAX	TW F	Taxiway	1175	39,074	91	Good
JAX	TW G	Taxiway	1020	29,478	78	Satisfactory
JAX	TW G	Taxiway	1025	19,138	83	Satisfactory
JAX	TW G	Taxiway	1030	35,019	82	Satisfactory
JAX	TW G	Taxiway	1032	44,449	87	Good
JAX	TW G	Taxiway	1035	7,929	90	Good
JAX	TW G	Taxiway	1040	14,096	84	Satisfactory
JAX	TW G	Taxiway	1060	133,822	91	Good
JAX	TW G1	Taxiway	910	134,973	64	Fair
JAX	TW G1	Taxiway	915	8,630	84	Satisfactory
JAX	TW G1	Taxiway	920	23,852	82	Satisfactory
JAX	TW H	Taxiway	550	208,460	88	Good
JAX	TW H	Taxiway	555	127,293	67	Fair
JAX	TW H	Taxiway	557	38,685	79	Satisfactory
JAX	TW J	Taxiway	740	136,242	87	Good
JAX	TW J	Taxiway	745	84,993	78	Satisfactory
JAX	TW J	Taxiway	765	123,159	95	Good
JAX	TW K	Taxiway	1320	107,334	85	Satisfactory
JAX	TW L	Taxiway	205	25,258	77	Satisfactory
JAX	TW L	Taxiway	210	28,620	83	Satisfactory
JAX	TW L	Taxiway	215	18,195	75	Satisfactory
JAX	TW L	Taxiway	220	25,304	81	Satisfactory
JAX	TW L	Taxiway	225	52,307	81	Satisfactory
JAX	TW N	Taxiway	305	221,250	87	Good
JAX	TW N	Taxiway	310	180,075	90	Good
JAX	TW N	Taxiway	312	131,250	89	Good
JAX	TW N	Taxiway	315	45,000	93	Good
JAX	TW P	Taxiway	650	133,322	96	Good
JAX	TW P	Taxiway	655	79,579	93	Good
JAX	TW P	Taxiway	660	126,658	94	Good
JAX	TW Q	Taxiway	560	115,700	85	Satisfactory
JAX	TW R	Taxiway	570	43,767	86	Good
JAX	TW R	Taxiway	575	111,623	88	Good
JAX	TW R	Taxiway	576	29,713	84	Satisfactory
JAX	TW S	Taxiway	1285	140,346	81	Satisfactory



Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
JAX	TW S	Taxiway	1290	28,370	78	Satisfactory
JAX	TWT	Taxiway	1282	59,457	94	Good
JAX	TW U	Taxiway	390	52,557	91	Good
JAX	TW V	Taxiway	905	78,127	97	Good
JAX	AP CARGO	Apron	4105	296,070	83	Satisfactory
JAX	AP CARGO	Apron	4110	27,040	29	Very Poor
JAX	AP CARGO	Apron	4118	198,059	88	Good
JAX	AP CARGO	Apron	4120	192,767	77	Satisfactory
JAX	AP CARGO	Apron	4125	104,751	52	Poor
JAX	AP CARGO	Apron	4135	32,378	61	Fair
JAX	AP GA	Apron	4205	76,140	80	Satisfactory
JAX	AP GA	Apron	5105	127,653	45	Poor
JAX	AP GA	Apron	5110	239,174	67	Fair
JAX	AP GA	Apron	5115	28,389	56	Fair
JAX	AP HOLD	Apron	4405	150,030	85	Satisfactory
JAX	AP TERM	Apron	4305	36,141	76	Satisfactory
JAX	AP TERM	Apron	4310	144,838	77	Satisfactory
JAX	AP TERM	Apron	4315	146,950	83	Satisfactory
JAX	AP TERM	Apron	4320	56,545	68	Fair
JAX	AP TERM	Apron	4325	9,993	82	Satisfactory
JAX	AP TERM	Apron	4330	60,825	74	Satisfactory
JAX	AP TERM	Apron	4335	8,909	86	Good
JAX	AP TERM	Apron	4410	95,567	93	Good
JAX	AP TERM	Apron	4412	24,650	96	Good
JAX	AP TERM	Apron	4415	101,704	92	Good
JAX	AP TERM	Apron	4420	195,814	93	Good
JAX	AP TERM	Apron	4425	643,219	92	Good
JAX	AP TERM	Apron	4430	361,365	71	Satisfactory
JAX	AP TERM	Apron	4435	625,548	88	Good
JAX	AP TERM	Apron	4440	121,630	96	Good
JAX	AP TERM	Apron	4445	312,670	75	Satisfactory

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

JAX RW 8-26 6105 89 89 88 88 88 87 87 86 86 JAX RW 8-26 6110 83 82 82 81 81 80 79 78 77 76 JAX RW 14-32 6205 79 78 77 76 75 74 73 72 70 69 JAX RW 14-32 6207 87 87 86 86 86 85 84 84 83 JAX RW 14-32 6210 92 91 91 90 90 90 89 89 88 88 JAX RW 14-32 6210 92 92 91 91 90 90 89	86 75 67 83 88 88 73 88 86 65 71 71 65
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JAX TWG 1020 78 77 76 75 74 73 71 70 69 67	65
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JAX TW H 555 67 65 64 62 60 58 56 54 51 49 JAX TW H 557 79 78 77 76 75 74 73 72 70 69	
JAX TW I 557 79 78 77 76 75 74 73 72 70 69 JAX TW J 740 87 87 86 86 86 85 85 84 84 83	67

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	TW J	745	78	77	76	75	74	73	71	70	69	67	65
JAX	TW J	765	95	94	94	93	92	92	91	91	90	90	89
JAX	TW K	1320	85	85	84	84	83	83	82	81	81	80	79
JAX	TW L	205	77	76	75	74	73	71	70	69	67	65	64
JAX	TW L	210	83	82	82	81	81	80	79	78	77	76	75
JAX	TW L	215	75	74	73	71	70	69	67	65	64	62	60
JAX	TW L	220	81	80	80	79	78	77	76	75	74	72	71
JAX	TW L	225	81	80	80	79	78	77	76	75	74	72	71
JAX	TW N	305	87	87	86	86	86	85	85	84	84	83	83
JAX	TW N	310	90	90	89	89	88	88	88	87	87	87	86
JAX	TW N	312	89	89	88	88	88	87	87	87	86	86	86
JAX	TW N	315	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	650	96	95	94	94	93	92	92	91	91	90	90
JAX	TW P	655	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	660	94	93	93	92	91	91	90	90	90	89	89
JAX	TW Q	560	85	85	84	84	83	83	82	81	81	80	79
JAX	TW R	570	86	86	85	85	84	84	83	83	82	82	81
JAX	TW R	575	88	88	87	87	87	86	86	86	85	85	84
JAX	TW R	576	84	84	83	82	82	81	81	80	79	78	77
JAX	TW S	1285	81	80	80	79	78	77	76	75	74	72	71
JAX	TW S	1290	78	77	76	75	74	73	71	70	69	67	65
JAX	TWT	1282	94	93	93	92	91	91	90	90	90	89	89
JAX	TW U	390	91	91	90	90	89	89	88	88	88	87	87
JAX	TW V	905	97	96	95	94	94	93	92	92	91	91	90
JAX	AP CARGO	4105	83	82	82	81	81	80	80	79	79	78	78
JAX	AP CARGO	4110	29	27	26	24	22	21	19	17	16	14	12
JAX	AP CARGO	4118	88	87	86	86	85	84	84	83	83	82	81
JAX	AP CARGO	4120	77	76	76	75	75	74	74	73	72	72	71
JAX	AP CARGO	4125	52	50	49	47	45	43	41	39	37	35	32
JAX	AP CARGO	4135	61	60	59	57	56	54	53	51	50	48	46
JAX	AP GA	4205	80	78	77	75	73	72	70	68	67	65	63
JAX	AP GA	5105	45	43	42	40	38	37	35	33	32	30	28
JAX	AP GA	5110	67	65	64	62	60	59	57	55	54	52	50
JAX	AP GA	5115	56	54	53	51	49	48	46	44	43	41	39
JAX	AP HOLD	4405	85	84	84	83	82	82	81	81	80	80	79
JAX	AP TERM	4305	76	75	75	74	74	73	72	72	71	70	70
JAX	AP TERM	4310	77	76	76	75	75	74	74	73	72	72	71
JAX	AP TERM	4315	83	82	82	81	81	80	80	79	79	78	78
JAX	AP TERM	4320	68	67	65	63	61	59	57	55	53	51	48
JAX	AP TERM	4325	82	81	81	80	79	78	77	76	75	74	73
JAX	AP TERM	4330	74	73	72	70	69	67	66	64	62	60	58
JAX	AP TERM	4335	86	86	85	85	84	84	83	83	82	82	81
JAX	AP TERM	4410	93	92	91	90	89	88	88	87	86	85	85
JAX	AP TERM	4412	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4415	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4420	93	92	91	90	89	88	88	87	86	85	85



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	AP TERM	4425	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4430	71	70	70	69	68	67	66	65	64	63	62
JAX	AP TERM	4435	88	87	86	86	85	84	84	83	83	82	81
JAX	AP TERM	4440	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4445	75	74	74	73	73	72	71	71	70	69	68



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 \$100.75M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are \$29.11M and localized maintenance needs for Year 1 are \$1.40M.

Program Network Branch Section **PCI** Rehabilitation **Planning Cost** Area **Surface Estimate** Year ID ID ID (SF) **Before** Type JAX TW AP AC 2023 2715 8,530 26 AC Reconstruction \$ 261,000 TW AP **PCC** 2023 JAX 2775 38,593 51 PCC Reconstruction \$ 2,316,000 AC 2023 **JAX** TW F 26 \$ 1155 98,961 AC Reconstruction 3,019,000 2023 JAX TW G1 910 AC 134,973 63 AC Rehabilitation \$ 1,890,000 2023 JAX TW H 555 **PCC** 127,293 65 **PCC** Rehabilitation \$ 3,883,000 2023 JAX AP CARGO 4110 AC 27,040 27 AC Reconstruction \$ 825,000 2023 JAX AP CARGO 4125 **PCC** 104,751 50 \$ 6,286,000 PCC Reconstruction 2023 JAX AP CARGO 4135 **PCC** 32,378 60 PCC Rehabilitation \$ 988,000 AP GA AC 2023 JAX 5105 127,653 43 AC Reconstruction \$ 3,894,000 2023 JAX AP GA 5110 AC 239,174 65 AC Rehabilitation \$ 3,349,000 2023 **JAX** AP GA 5115 AC 28,389 \$ 54 AC Reconstruction 674,000 2023 **JAX** AP TERM 4320 **PCC** 56,545 67 PCC Rehabilitation \$ 1,725,000 2024 **JAX** AP TERM 4430 **PCC** 361,365 70 PCC Rehabilitation \$ 11,573,000 2025 JAX TW C PCC \$ 1480 24,260 69 **PCC** Rehabilitation 816,000 **PCC** 2026 **JAX** TW A 125 136,875 69 PCC Rehabilitation \$ 4,833,000 2026 **JAX** AP TERM 4330 **PCC** 60,825 69 PCC Rehabilitation \$ 2,148,000 2027 JAX TW AP 2772 PCC 33,940 PCC Rehabilitation \$ 69 1,259,000 JAX TW L PCC 2027 215 18,195 69 PCC Rehabilitation \$ 675,000 2028 JAX TW AP 2720 AAC 10,052 69 AC Rehabilitation \$ 180,000

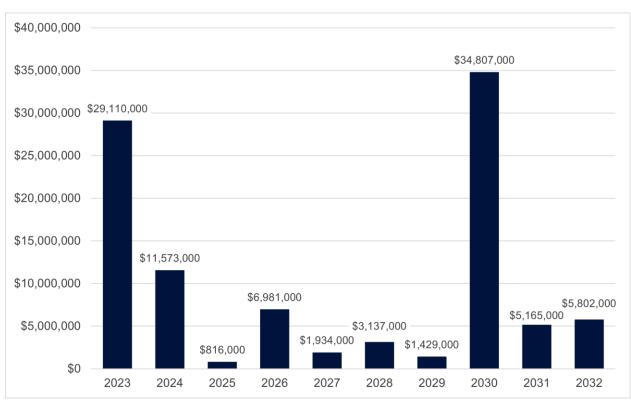
Table E.3: Major Rehabilitation Planning 2023-2032



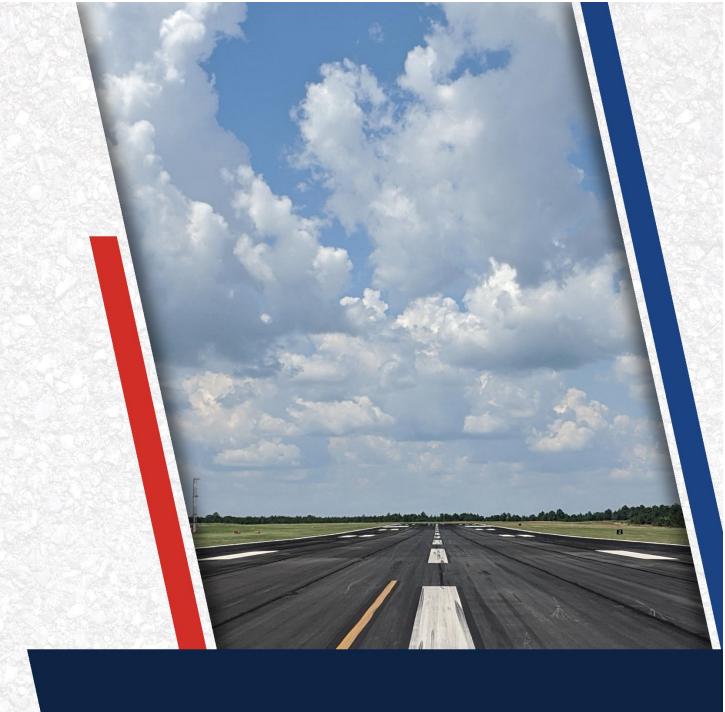
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2028	JAX	TW C	1490	PCC	50,660	70	PCC Rehabilitation	\$ 1,973,000
2028	JAX	TW L	205	PCC	25,258	70	PCC Rehabilitation	\$ 984,000
2029	JAX	AP GA	4205	AC	76,140	68	AC Rehabilitation	\$ 1,429,000
2030	JAX	TW A	105	PCC	54,448	69	PCC Rehabilitation	\$ 2,337,000
2030	JAX	TW A	120	PCC	271,875	69	PCC Rehabilitation	\$ 11,668,000
2030	JAX	TW E	1670	PCC	29,143	69	PCC Rehabilitation	\$ 1,251,000
2030	JAX	TW G	1020	PCC	29,478	69	PCC Rehabilitation	\$ 1,266,000
2030	JAX	TW J	745	PCC	84,993	69	PCC Rehabilitation	\$ 3,648,000
2030	JAX	TW S	1290	PCC	28,370	69	PCC Rehabilitation	\$ 1,218,000
2030	JAX	AP TERM	4445	PCC	312,670	70	PCC Rehabilitation	\$ 13,419,000
2031	JAX	RW 14-32	6205	PCC	25,000	69	PCC Rehabilitation	\$ 1,127,000
2031	JAX	TW AP	2774	PCC	50,906	69	PCC Rehabilitation	\$ 2,294,000
2031	JAX	TW H	557	PCC	38,685	69	PCC Rehabilitation	\$ 1,744,000
2032	JAX	TW E	1680	PCC	59,400	69	PCC Rehabilitation	\$ 2,811,000
2032	JAX	TW G	1030	AC	35,019	69	AC Rehabilitation	\$ 761,000
2032	JAX	TW G1	920	AC	23,852	69	AC Rehabilitation	\$ 519,000
2032	JAX	AP TERM	4305	PCC	36,141	70	PCC Rehabilitation	\$ 1,711,000

^{*}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".

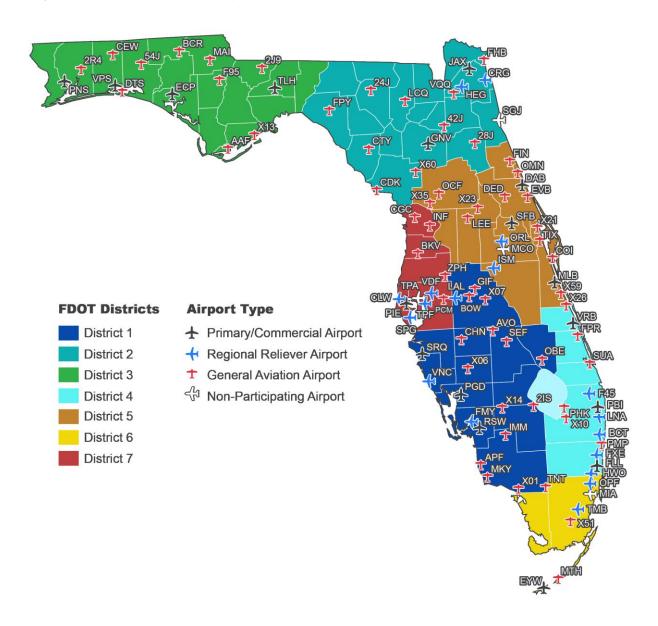
In general, adherence to the FAA Advisory Circulars is mandatory for projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies,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



\$1.00 for Preservation Here Good 86-100 Critical PCI Satisfactory 71-85 Gain in Pavement Life from . Fair **Preservation Treatments** 56-70 **Poor** 41-55 **Very Poor** 26-40 **Serious** 11-25 Will Cost >>\$5.00 for Reconstruction Here **Failed** 0-10

Figure 1.4: Pavement Life and the Effect of Treatments

Time

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.

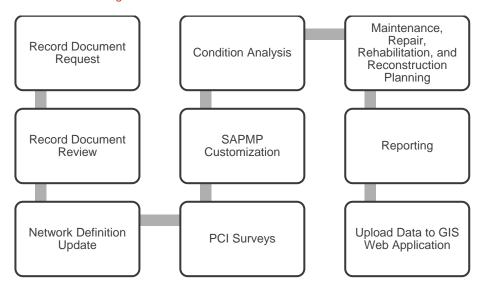


Figure 2: FDOT SAPMP General Process

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.

PAVERTM 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 PAVERTM 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.

<u>Asphalt Concrete Overlaid on Portland Cement Concrete (APC)</u>

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 JAX'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.

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"

Table 2.5.5: SAPMP Terminology

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.

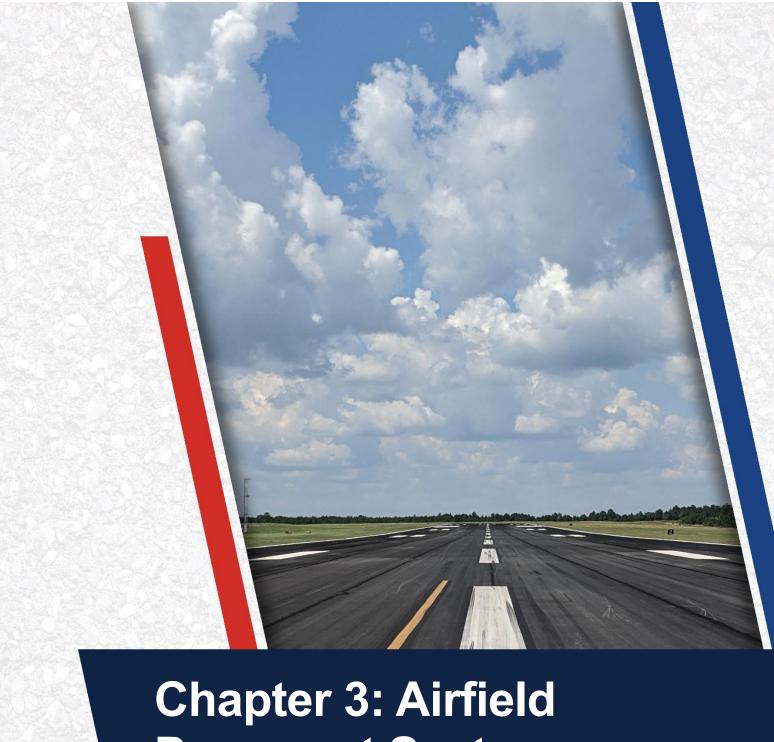
Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

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

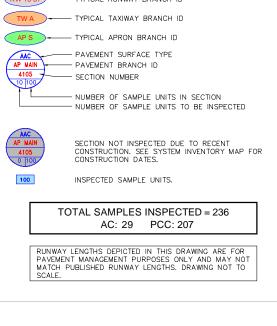
Construction Year	Location	Work Type / Pavement Section
2017	TW AP	Mill and Overlay

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.









PCC TW N 310 2 14 PCC AP CARGO 4118 3 | 17

2022



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT





RUNWAY 8-26 150' x 10,000'

6105

RW 8-26

6205

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.

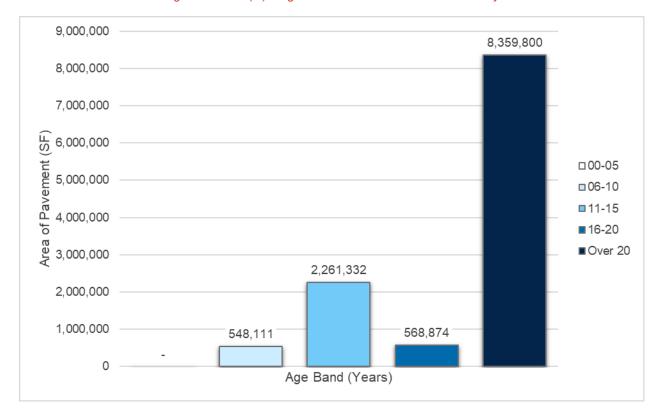
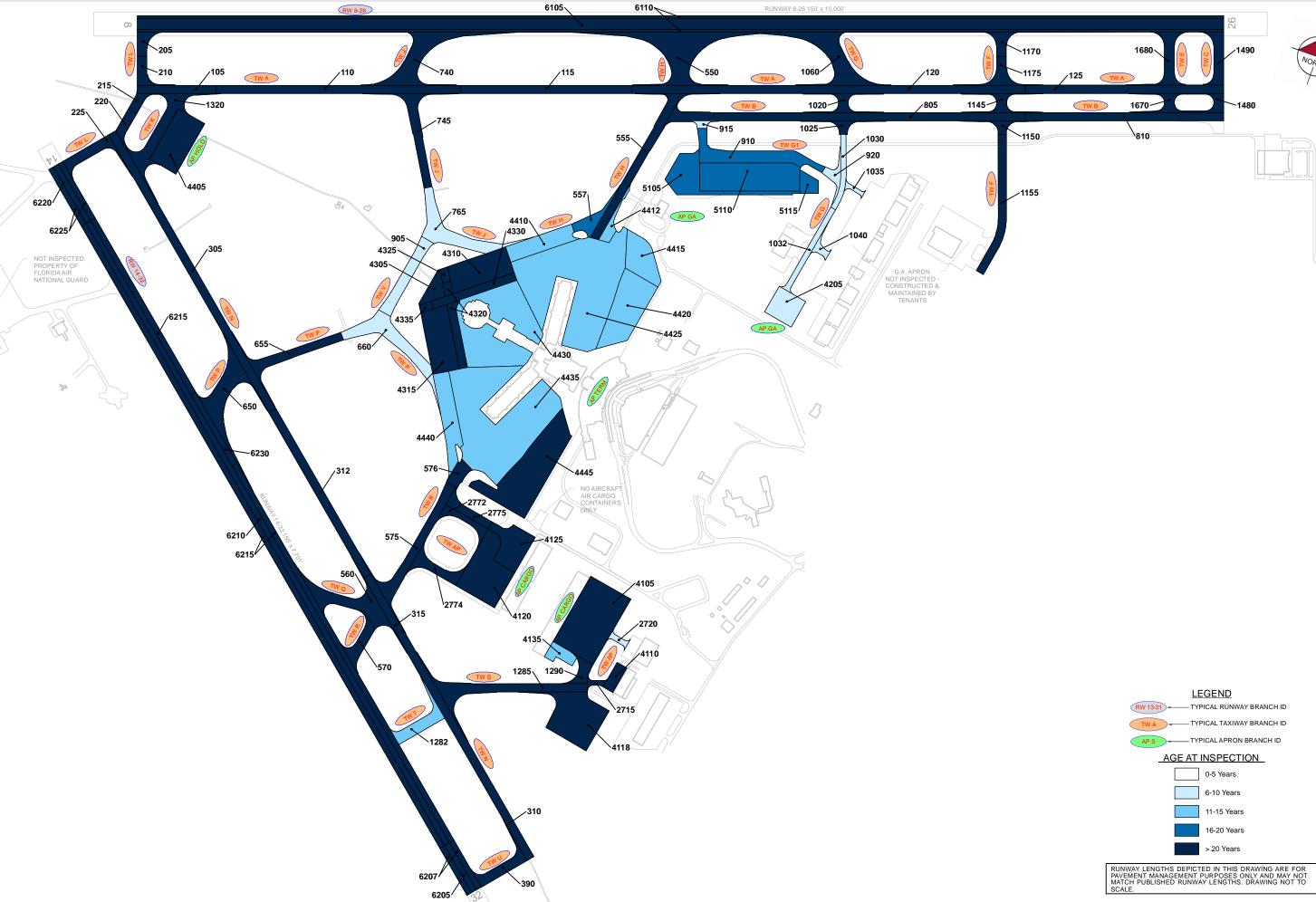


Figure 3.1.2 (a): Age of Pavements at PCI Survey





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.

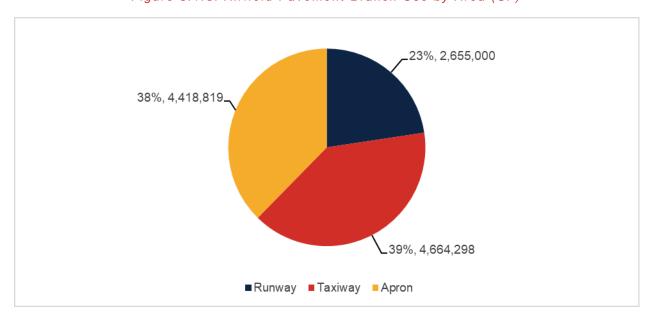


Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

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 JAX.





7%, 874,835
1%, 10,052
92%, 10,853,230

• AC - Asphalt Concrete
• AAC - Asphalt Concrete
• Overlaid on AC
• PCC - Portland Cement Concrete

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.

Surface Estimate of Last Network ID Branch ID Branch Use Section ID Area (SF) **Construction Date** Type JAX RW 8-26 Runway 6105 1,000,000 **PCC** 1/1/1994 PCC JAX RW 8-26 6110 500,000 1/1/1994 Runway PCC JAX RW 14-32 6205 Runway 25,000 1/1/1996 JAX RW 14-32 50,000 PCC Runway 6207 1/1/1996 JAX RW 14-32 6210 330,000 **PCC** 1/1/2000 Runway JAX RW 14-32 6215 622,500 **PCC** 1/1/2000 Runway JAX RW 14-32 Runway 6220 30.000 **PCC** 1/1/1996 JAX RW 14-32 6225 60,000 PCC 1/1/1996 Runway

Table 3.1.5: Pavement System Inventory Details



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

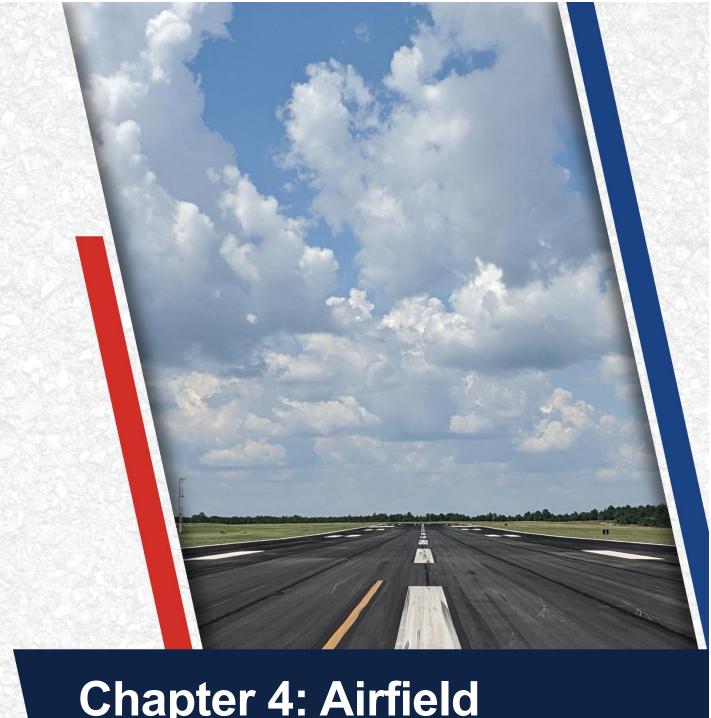
Natural ID	Duran ele ID	Duran de Mare	Continu ID	A (OF)	Surface	Estimate of Last
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Туре	Construction Date
JAX	RW 14-32	Runway	6230	37,500	PCC	1/1/1996
JAX	TW A	Taxiway	105	54,448	PCC	1/1/1983
JAX	TW A	Taxiway	110	168,750	PCC	1/1/1989
JAX	TW A	Taxiway	115	118,125	PCC	1/1/2000
JAX	TW A	Taxiway	120	271,875	PCC	1/1/1985
JAX	TW A	Taxiway	125	136,875	PCC	1/1/1994
JAX	TW AP	Taxiway	2715	8,530	AC	1/1/1994
JAX	TW AP	Taxiway	2720	10,052	AAC	1/1/2017
JAX	TW AP	Taxiway	2772	33,940	PCC	1/1/1981
JAX	TW AP	Taxiway	2774	50,906	PCC	1/1/1981
JAX	TW AP	Taxiway	2775	38,593	PCC	1/1/1968
JAX	TW B	Taxiway	805	253,320	PCC	1/1/1985
JAX	TW B	Taxiway	810	136,875	PCC	1/1/1994
JAX	TW C	Taxiway	1480	24,260	PCC	1/1/1994
JAX	TW C	Taxiway	1490	50,660	PCC	1/1/1994
JAX	TW E	Taxiway	1670	29,143	PCC	1/1/1994
JAX	TW E	Taxiway	1680	59,400	PCC	1/1/1985
JAX	TW F	Taxiway	1145	30,320	PCC	1/1/1985
JAX	TW F	Taxiway	1150	18,725	PCC	1/1/1985
JAX	TW F	Taxiway	1155	98,961	AC	1/1/1968
JAX	TW F	Taxiway	1170	27,436	PCC	1/1/1994
JAX	TW F	Taxiway	1175	39,074	PCC	1/1/1985
JAX	TW G	Taxiway	1020	29,478	PCC	1/1/1985
JAX	TW G	Taxiway	1025	19,138	PCC	1/1/1985
JAX	TW G	Taxiway	1030	35,019	AC	1/1/2016
JAX	TW G	Taxiway	1032	44,449	AC	1/1/2016
JAX	TW G	Taxiway	1035	7,929	AC	1/1/2016
JAX	TW G	Taxiway	1040	14,096	AC	1/1/2016
JAX	TW G	Taxiway	1060	133,822	PCC	1/1/1994
JAX	TW G1	Taxiway	910	134,973	AC	1/1/2006
JAX	TW G1	Taxiway	915	8,630	AC	1/1/2016
JAX	TW G1	Taxiway	920	23,852	AC	1/1/2016
JAX	TW H	Taxiway	550	208,460	PCC	1/1/1994
JAX	TW H	Taxiway	555	127,293	PCC	1/1/1985
JAX	TW H	Taxiway	557	38,685	PCC	1/1/2007
JAX	TW J	Taxiway	740	136,242	PCC	1/1/1994
JAX	TW J	Taxiway	745	84,993	PCC	1/1/1989
JAX	TW J	Taxiway	765	123,159	PCC	1/1/2013
JAX	TW K	Taxiway	1320	107,334	PCC	1/1/1992
JAX	TW L	Taxiway	205	25,258	PCC	1/1/1994
JAX	TW L	Taxiway	210	28,620	PCC	1/1/1983
JAX	TW L	Taxiway	215	18,195	PCC	1/1/1983
JAX	TW L	Taxiway	220	25,304	PCC	1/1/1992
JAX	TW L	Taxiway	225	52,307	PCC	1/1/1992
JAX	TWN	Taxiway	305	221,250	PCC	1/1/1992
JAX	TW N	Taxiway	310	180,075	PCC	1/1/1998



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
JAX	TW N	Taxiway	312	131,250	PCC	1/1/2000
JAX	TW N	Taxiway	315	45,000	PCC	1/1/1996
JAX	TW P	Taxiway	650	133,322	PCC	1/1/1992
JAX	TW P	Taxiway	655	79,579	PCC	1/1/1992
JAX	TW P	Taxiway	660	126,658	PCC	1/1/2013
JAX	TW Q	Taxiway	560	115,700	PCC	1/1/1996
JAX	TW R	Taxiway	570	43,767	PCC	1/1/1996
JAX	TW R	Taxiway	575	111,623	PCC	1/1/1996
JAX	TW R	Taxiway	576	29,713	PCC	1/1/1991
JAX	TW S	Taxiway	1285	140,346	PCC	1/1/1989
JAX	TW S	Taxiway	1290	28,370	PCC	1/1/1989
JAX	TW T	Taxiway	1282	59,457	PCC	1/1/2012
JAX	TW U	Taxiway	390	52,557	PCC	1/1/1998
JAX	TW V	Taxiway	905	78,127	PCC	1/1/2013
JAX	AP CARGO	Apron	4105	296,070	PCC	1/1/1989
JAX	AP CARGO	Apron	4110	27,040	AC	1/1/1994
JAX	AP CARGO	Apron	4118	198,059	PCC	1/1/2000
JAX	AP CARGO	Apron	4120	192,767	PCC	1/1/1981
JAX	AP CARGO	Apron	4125	104,751	PCC	1/1/1968
JAX	AP CARGO	Apron	4135	32,378	PCC	5/1/2007
JAX	AP GA	Apron	4205	76,140	AC	1/1/2016
JAX	AP GA	Apron	5105	127,653	AC	1/1/2006
JAX	AP GA	Apron	5110	239,174	AC	1/1/2006
JAX	AP GA	Apron	5115	28,389	AC	1/1/2006
JAX	AP HOLD	Apron	4405	150,030	PCC	1/1/1992
JAX	AP TERM	Apron	4305	36,141	PCC	1/1/1985
JAX	AP TERM	Apron	4310	144,838	PCC	1/1/1985
JAX	AP TERM	Apron	4315	146,950	PCC	1/1/1985
JAX	AP TERM	Apron	4320	56,545	PCC	1/1/1982
JAX	AP TERM	Apron	4325	9,993	PCC	1/1/1989
JAX	AP TERM	Apron	4330	60,825	PCC	1/1/1982
JAX	AP TERM	Apron	4335	8,909	PCC	1/1/1989
JAX	AP TERM	Apron	4410	95,567	PCC	12/11/2007
JAX	AP TERM	Apron	4412	24,650	PCC	12/11/2007
JAX	AP TERM	Apron	4415	101,704	PCC	12/11/2007
JAX	AP TERM	Apron	4420	195,814	PCC	12/11/2007
JAX	AP TERM	Apron	4425	643,219	PCC	12/11/2007
JAX	AP TERM	Apron	4430	361,365	PCC	12/11/2007
JAX	AP TERM	Apron	4435	625,548	PCC	12/11/2007
JAX	AP TERM	Apron	4440	121,630	PCC	12/11/2007
JAX	AP TERM	Apron	4445	312,670	PCC	1/1/1991





Chapter 4: Airfield Pavement Condition Analysis

Chapter 4 – Airfield Pavement Condition Analysis

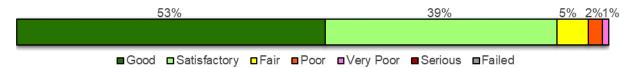
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for designand/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 92% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 5% of inspected pavements are in Fair condition and the remaining 3% 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)-(d)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

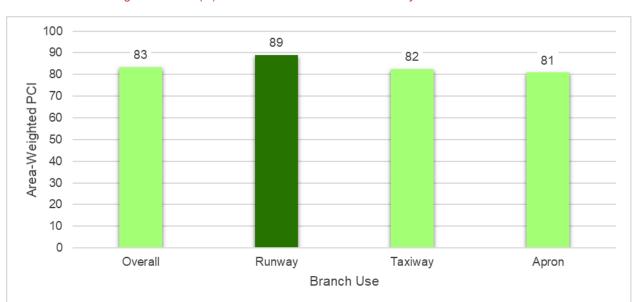


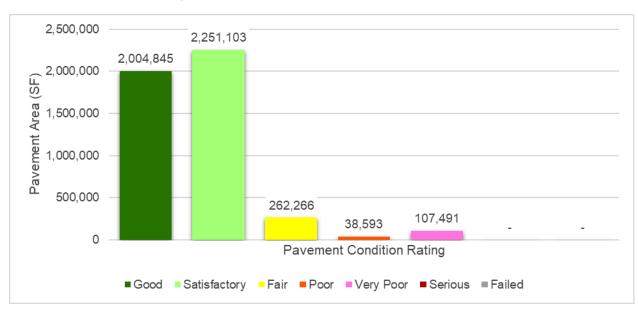
Figure 4.1.2 (a): Current Condition Summary - Branch-Level



Figure 4.1.2 (b): Current Condition - Runway



Figure 4.1.2 (c): Current Condition - Taxiway





2,500,000

2,000,000

1,787,789

1,500,000

500,000

Pavement Condition Rating

Good Satisfactory Fair Poor Very Poor Serious Failed

Figure 4.1.2 (d): 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 8-26	Runway	2	1,500,000	87	Good
RW 14-32	Runway	7	1,155,000	92	Good
TW A	Taxiway	5	750,073	78	Satisfactory
TW AP	Taxiway	5	142,021	68	Fair
TW B	Taxiway	2	390,195	82	Satisfactory
TW C	Taxiway	2	74,920	76	Satisfactory
TW E	Taxiway	2	88,543	79	Satisfactory
TW F	Taxiway	5	214,516	60	Fair
TW G	Taxiway	7	283,931	87	Good
TW G1	Taxiway	3	167,455	68	Fair
TW H	Taxiway	3	374,438	80	Satisfactory
TW J	Taxiway	3	344,394	88	Good
TW K	Taxiway	1	107,334	85	Satisfactory
TW L	Taxiway	5	149,684	80	Satisfactory
TW N	Taxiway	4	577,575	89	Good
TW P	Taxiway	3	339,559	95	Good
TW Q	Taxiway	1	115,700	85	Satisfactory
TW R	Taxiway	3	185,103	87	Good
TW S	Taxiway	2	168,716	80	Satisfactory
TW T	Taxiway	1	59,457	94	Good
TW U	Taxiway	1	52,557	91	Good
TW V	Taxiway	1	78,127	97	Good
AP CARGO	Apron	6	851,065	76	Satisfactory
AP GA	Apron	4	471,356	62	Fair
AP HOLD	Apron	1	150,030	85	Satisfactory
AP TERM	Apron	16	2,946,368	85	Satisfactory

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
JAX	RW 8-26	Runway	6105	1,000,000	PCC	89	Good	14	8	78	17	80
JAX	RW 8-26	Runway	6110	500,000	PCC	83	Satisfactory	0	0	100	8	40
JAX	RW 14-32	Runway	6205	25,000	PCC	79	Satisfactory	0	0	100	1	2
JAX	RW 14-32	Runway	6207	50,000	PCC	87	Good	0	0	100	2	4
JAX	RW 14-32	Runway	6210	330,000	PCC	92	Good	0	0	100	7	27
JAX	RW 14-32	Runway	6215	622,500	PCC	93	Good	22	0	78	12	51
JAX	RW 14-32	Runway	6220	30,000	PCC	82	Satisfactory	0	0	100	1	3
JAX	RW 14-32	Runway	6225	60,000	PCC	93	Good	0	0	100	2	6
JAX	RW 14-32	Runway	6230	37,500	PCC	90	Good	0	0	100	1	3
JAX	TW A	Taxiway	105	54,448	PCC	78	Satisfactory	9	0	91	2	4
JAX	TW A	Taxiway	110	168,750	PCC	81	Satisfactory	0	0	100	3	13
JAX	TW A	Taxiway	115	118,125	PCC	81	Satisfactory	30	0	70	2	9
JAX	TW A	Taxiway	120	271,875	PCC	78	Satisfactory	7	27	66	4	21
JAX	TW A	Taxiway	125	136,875	PCC	74	Satisfactory	0	34	66	2	10
JAX	TW AP	Taxiway	2715	8,530	AC	28	Very Poor	75	14	11	1	2
JAX	TW AP	Taxiway	2720	10,052	AAC	80	Satisfactory	95	0	5	1	2
JAX	TW AP	Taxiway	2772	33,940	PCC	75	Satisfactory	0	0	100	1	4
JAX	TW AP	Taxiway	2774	50,906	PCC	79	Satisfactory	0	0	100	2	6
JAX	TW AP	Taxiway	2775	38,593	PCC	53	Poor	3	42	55	1	3
JAX	TW B	Taxiway	805	253,320	PCC	82	Satisfactory	10	0	90	3	19
JAX	TW B	Taxiway	810	136,875	PCC	81	Satisfactory	10	0	90	2	10
JAX	TW C	Taxiway	1480	24,260	PCC	73	Satisfactory	8	0	92	1	2
JAX	TW C	Taxiway	1490	50,660	PCC	77	Satisfactory	8	0	92	2	4
JAX	TW E	Taxiway	1670	29,143	PCC	78	Satisfactory	9	0	91	1	4
JAX	TW E	Taxiway	1680	59,400	PCC	80	Satisfactory	10	0	90	2	8
JAX	TW F	Taxiway	1145	30,320	PCC	90	Good	0	0	100	1	6
JAX	TW F	Taxiway	1150	18,725	PCC	86	Good	14	0	86	1	3
JAX	TW F	Taxiway	1155	98,961	AC	28	Very Poor	69	9	22	3	18
JAX	TW F	Taxiway	1170	27,436	PCC	82	Satisfactory	0	0	100	1	4
JAX	TW F	Taxiway	1175	39,074	PCC	91	Good	21	0	79	1	4
JAX	TW G	Taxiway	1020	29,478	PCC	78	Satisfactory	9	0	91	1	6
JAX	TW G	Taxiway	1025	19,138	PCC	83	Satisfactory	12	0	88	1	3
JAX	TW G	Taxiway	1030	35,019	AC	82	Satisfactory	100	0	0	2	7
JAX	TW G	Taxiway	1032	44,449	AC	87	Good	100	0	0	2	9
JAX	TW G	Taxiway	1035	7,929	AC	90	Good	100	0	0	1	2
JAX	TW G	Taxiway	1040	14,096	AC	84	Satisfactory	100	0	0	1	3
JAX	TW G	Taxiway	1060	133,822	PCC	91	Good	0	20	80	2	10
JAX	TW G1	Taxiway	910	134,973	AC	64	Fair	99	0	1	3	26
JAX	TW G1	Taxiway	915	8,630	AC	84	Satisfactory	100	0	0	1	2
JAX	TW G1	Taxiway	920	23,852	AC	82	Satisfactory	100	0	0	1	4
JAX	TW H	Taxiway	550	208,460	PCC	88	Good	0	12	88	3	18
JAX	TW H	Taxiway	555	127,293	PCC	67	Fair	0	45	55	2	11
JAX	TW H	Taxiway	557	38,685	PCC	79	Satisfactory	0	0	100	1	4

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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
JAX	TW J	Taxiway	740	136,242	PCC	87	Good	15	0	85	2	12
JAX	TW J	Taxiway	745	84,993	PCC	78	Satisfactory	0	0	100	1	8
JAX	TW J	Taxiway	765	123,159	PCC	95	Good	39	0	61	3	19
JAX	TW K	Taxiway	1320	107,334	PCC	85	Satisfactory	0	0	100	3	18
JAX	TW L	Taxiway	205	25,258	PCC	77	Satisfactory	9	0	91	1	3
JAX	TW L	Taxiway	210	28,620	PCC	83	Satisfactory	0	0	100	1	3
JAX	TW L	Taxiway	215	18,195	PCC	75	Satisfactory	0	0	100	1	2
JAX	TW L	Taxiway	220	25,304	PCC	81	Satisfactory	11	0	89	1	4
JAX	TW L	Taxiway	225	52,307	PCC	81	Satisfactory	0	0	100	2	9
JAX	TW N	Taxiway	305	221,250	PCC	87	Good	13	0	87	5	36
JAX	TW N	Taxiway	310	180,075	PCC	90	Good	18	0	82	2	14
JAX	TW N	Taxiway	312	131,250	PCC	89	Good	0	0	100	2	10
JAX	TW N	Taxiway	315	45,000	PCC	93	Good	0	0	100	1	3
JAX	TW P	Taxiway	650	133,322	PCC	96	Good	0	0	100	3	19
JAX	TW P	Taxiway	655	79,579	PCC	93	Good	0	0	100	2	15
JAX	TW P	Taxiway	660	126,658	PCC	94	Good	84	0	16	3	19
JAX	TW Q	Taxiway	560	115,700	PCC	85	Satisfactory	13	0	87	2	9
JAX	TW R	Taxiway	570	43,767	PCC	86	Good	14	0	86	1	4
JAX	TW R	Taxiway	575	111,623	PCC	88	Good	0	0	100	2	7
JAX	TW R	Taxiway	576	29,713	PCC	84	Satisfactory	0	0	100	1	3
JAX	TW S	Taxiway	1285	140,346	PCC	81	Satisfactory	10	0	90	3	12
JAX	TW S	Taxiway	1290	28,370	PCC	78	Satisfactory	0	14	86	1	2
JAX	TW T	Taxiway	1282	59,457	PCC	94	Good	90	0	10	2	7
JAX	TW U	Taxiway	390	52,557	PCC	91	Good	0	0	100	1	5
JAX	TW V	Taxiway	905	78,127	PCC	97	Good	44	0	56	2	10
JAX	AP CARGO	Apron	4105	296,070	PCC	83	Satisfactory	38	14	48	3	24
JAX	AP CARGO	Apron	4110	27,040	AC	29	Very Poor	81	0	19	1	6
JAX	AP CARGO	Apron	4118	198,059	PCC	88	Good	0	0	100	3	17
JAX	AP CARGO	Apron	4120	192,767	PCC	77	Satisfactory	0	0	100	2	14
JAX	AP CARGO	Apron	4125	104,751	PCC	52	Poor	3	27	70	2	10
JAX	AP CARGO	Apron	4135	32,378	PCC	61	Fair	3	57	40	2	7
JAX	AP GA	Apron	4205	76,140	AC	80	Satisfactory	93	0	7	2	15
JAX	AP GA	Apron	5105	127,653	AC	45	Poor	66	6	28	3	28
JAX	AP GA	Apron	5110	239,174	AC	67	Fair	100	0	0	5	45
JAX	AP GA	Apron	5115	28,389	AC	56	Fair	83	0	17	2	6
JAX	AP HOLD	Apron	4405	150,030	PCC	85	Satisfactory	0	0	100	3	24
JAX	AP TERM	Apron	4305	36,141	PCC	76	Satisfactory	0	0	100	1	3
JAX	AP TERM	Apron	4310	144,838	PCC	77	Satisfactory	8	0	92	2	12
JAX	AP TERM	Apron	4315	146,950	PCC	83	Satisfactory	11	14	75	2	12
JAX	AP TERM	Apron	4320	56,545	PCC	68	Fair	6	0	94	3	2
JAX	AP TERM	Apron	4325	9,993	PCC	82	Satisfactory	0	0	100	1	8
JAX	AP TERM	Apron	4330	60,825	PCC	74	Satisfactory	7	0	93	1	5
JAX	AP TERM	Apron	4335	8,909	PCC	86	Good	0	0	100	1	1
JAX	AP TERM	Apron	4410	95,567	PCC	93	Good	31	0	69	2	12
JAX	AP TERM	Apron	4412	24,650	PCC	96	Good	0	0	100	1	2
JAX	AP TERM	Apron	4415	101,704	PCC	92	Good	92	0	8	2	12



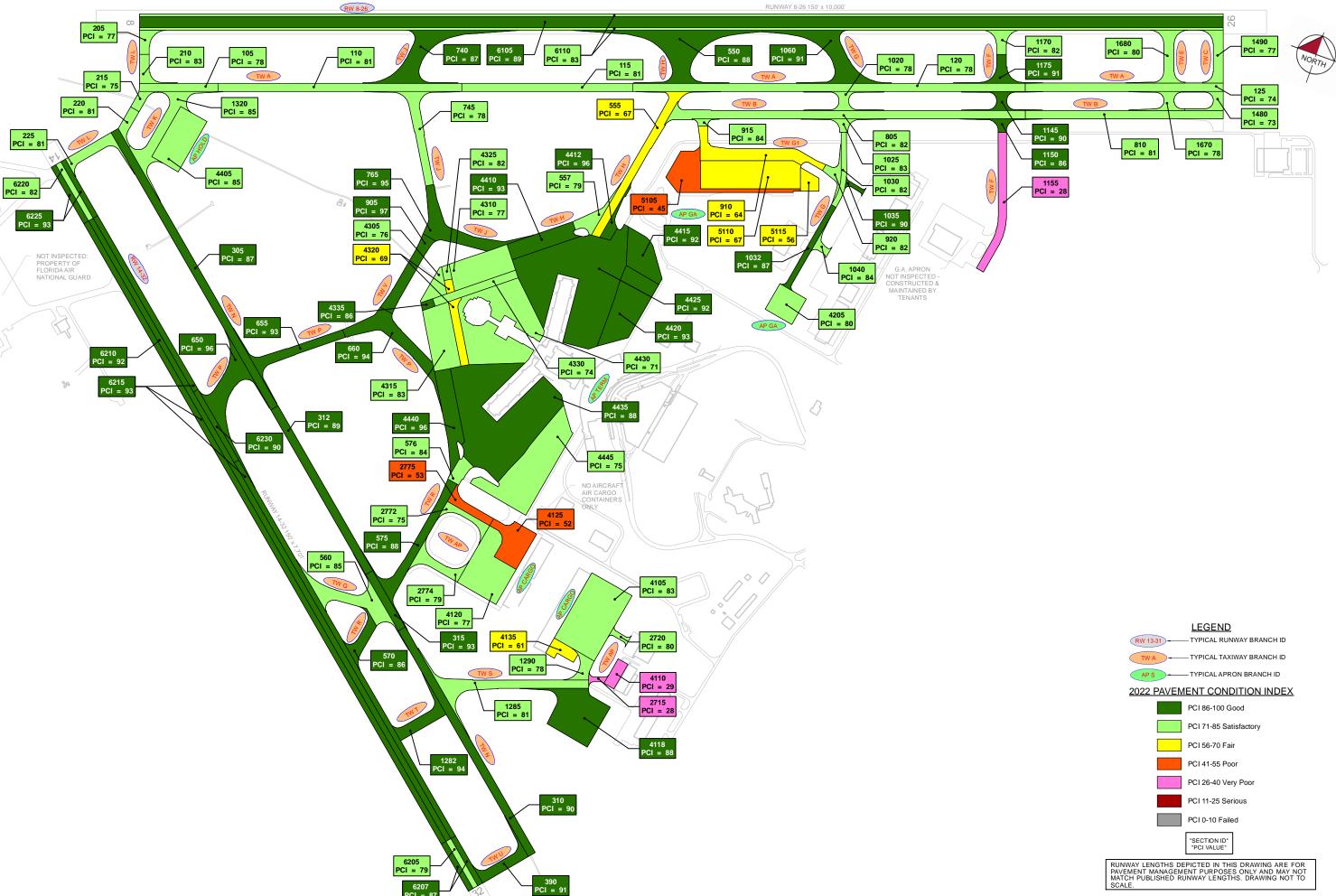
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Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
JAX	AP TERM	Apron	4420	195,814	PCC	93	Good	28	0	72	4	24
JAX	AP TERM	Apron	4425	643,219	PCC	92	Good	19	0	81	9	89
JAX	AP TERM	Apron	4430	361,365	PCC	71	Satisfactory	21	6	73	4	36
JAX	AP TERM	Apron	4435	625,548	PCC	88	Good	14	0	86	10	86
JAX	AP TERM	Apron	4440	121,630	PCC	96	Good	40	0	60	4	19
JAX	AP TERM	Apron	4445	312,670	PCC	75	Satisfactory	7	0	93	4	28

^{*}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.

JAX





4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Jacksonville International Airport (JAX) was performed in July 2022. The overall area-weighted average PCI value of the network was 83, representing a condition rating of Satisfactory.

Based on the FAA 5010 Report as of 11/08/2022, the Airport has reported 71,705 operations for 12 months ending 05/31/2021.

4.2.2 Branch-Level Observations

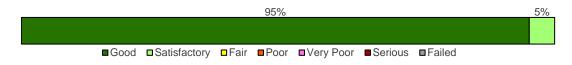
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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 14-32

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 14-32	RUNWAY	7	1,155,000	92	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: 95% Good (86-100 PCI), 5% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	PCC	25,000	79	Satisfactory
6207	PCC	50,000	87	Good
6210	PCC	330,000	92	Good
6215	PCC	622,500	93	Good
6220	PCC	30,000	82	Satisfactory
6225	PCC	60,000	93	Good
6230	PCC	37,500	90	Good



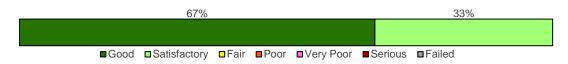
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RW 14-32 consists of 7 rigid pavement sections, totaling 1,155,000 sf. The last major construction dates range from 1996 to 2000, resulting in an area-weighted average age at inspection of 23 years old. Overall, RW 14-32 is in Good condition with an area-weighted average PCI of 92.

RW 8-26

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 8-26	RUNWAY	2	1,500,000	87	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: 67% Good (86-100 PCI), 33% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	PCC	1,000,000	89	Good
6110	PCC	500,000	83	Satisfactory

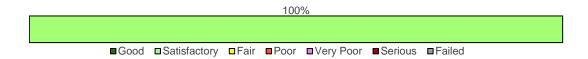
RW 8-26 consists of 2 rigid pavement sections, totaling 1,500,000 sf. The last major construction date for the branch was 1994, resulting in an area-weighted average age at inspection of 29 years old. Overall, RW 8-26 is in Good condition with an area-weighted average PCI of 87.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	5	750,073	78	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
105	PCC	54,448	78	Satisfactory
110	PCC	168,750	81	Satisfactory
115	PCC	118,125	81	Satisfactory
120	PCC	271,875	78	Satisfactory
125	PCC	136,875	74	Satisfactory

TW A consists of 5 rigid pavement sections, totaling 750,073 sf. The last major construction dates range from 1983 to 2000, resulting in an area-weighted average age at inspection of 33 years old. Overall, TW A is in Satisfactory condition with an area-weighted average PCI of 78.

TW AP

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW AP	TAXIWAY	5	142,021	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: 67% Satisfactory (71-85 PCI), 27% Poor (41-55 PCI), 6% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2715	AC	8,530	28	Very Poor
2720	AAC	10,052	80	Satisfactory
2772	PCC	33,940	75	Satisfactory
2774	PCC	50,906	79	Satisfactory
2775	PCC	38,593	53	Poor

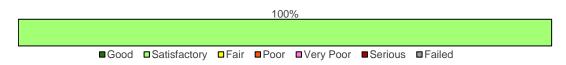
TW AP consists of 2 flexible and 3 rigid pavement sections, totaling 142,021 sf. The last major construction dates range from 1968 to 2017, resulting in an area-weighted average age at inspection of 42 years old. Overall, TW AP is in Fair condition with an area-weighted average PCI of 68.



TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	2	390,195	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: 100% Satisfactory (71-85 PCI).



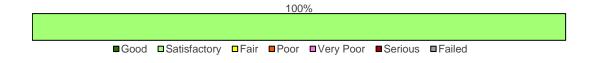
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
805	PCC	253,320	82	Satisfactory
810	PCC	136,875	81	Satisfactory

TW B consists of 2 rigid pavement sections, totaling 390,195 sf. The last major construction dates range from 1985 to 1994, resulting in an area-weighted average age at inspection of 34 years old. Overall, TW B is in Satisfactory condition with an area-weighted average PCI of 82.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	2	74,920	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: 100% Satisfactory (71-85 PCI).





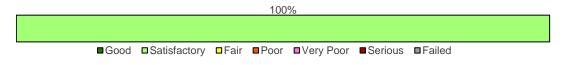
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1480	PCC	24,260	73	Satisfactory
1490	PCC	50,660	77	Satisfactory

TW C consists of 2 rigid pavement sections, totaling 74,920 sf. The last major construction date for the branch was 1994, resulting in an area-weighted average age at inspection of 29 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 76.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	2	88,543	79	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
1670	PCC	29,143	78	Satisfactory
1680	PCC	59,400	80	Satisfactory

TW E consists of 2 rigid pavement sections, totaling 88,543 sf. The last major construction dates range from 1985 to 1994, resulting in an area-weighted average age at inspection of 35 years old. Overall, TW E is in Satisfactory condition with an area-weighted average PCI of 79.

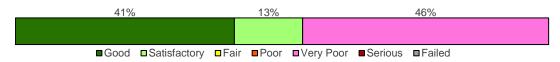
TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	5	214,516	60	Fair



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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: 41% Good (86-100 PCI), 13% Satisfactory (71-85 PCI), 46% Very Poor (26-40 PCI).



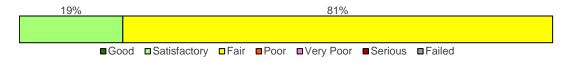
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1145	PCC	30,320	90	Good
1150	PCC	18,725	86	Good
1155	AC	98,961	28	Very Poor
1170	PCC	27,436	82	Satisfactory
1175	PCC	39,074	91	Good

TW F consists of 1 flexible and 4 rigid pavement sections, totaling 214,516 sf. The last major construction dates range from 1968 to 1994, resulting in an area-weighted average age at inspection of 44 years old. Overall, TW F is in Fair condition with an area-weighted average PCI of 60.

TW G1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW G1	TAXIWAY	3	167,455	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: 19% Satisfactory (71-85 PCI), 81% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
910	AC	134,973	64	Fair
915	AC	8,630	84	Satisfactory
920	AC	23,852	82	Satisfactory

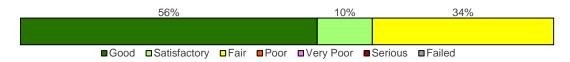


TW G1 consists of 3 flexible pavement sections, totaling 167,455 sf. The last major construction dates range from 2006 to 2016, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW G1 is in Fair condition with an area-weighted average PCI of 68.

TW H

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW H	TAXIWAY	3	374,438	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: 56% Good (86-100 PCI), 10% Satisfactory (71-85 PCI), 34% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
550	PCC	208,460	88	Good
555	PCC	127,293	67	Fair
557	PCC	38,685	79	Satisfactory

TW H consists of 3 rigid pavement sections, totaling 374,438 sf. The last major construction dates range from 1985 to 2007, resulting in an area-weighted average age at inspection of 30 years old. Overall, TW H is in Satisfactory condition with an area-weighted average PCI of 80.

TWJ

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW J	TAXIWAY	6	410,932	85	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: 63% Good (86-100 PCI), 23% Satisfactory (71-85 PCI), 14% Fair (56-70 PCI).





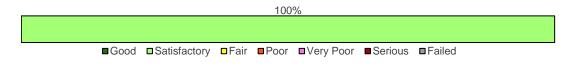
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
740	PCC	136,242	87	Good
745	PCC	94,986	80	Satisfactory
750	PCC	21,670	69	Fair
755	PCC	13,125	67	Fair
760	PCC	21,750	69	Fair
765	PCC	123,159	95	Good

TW J consists of 6 rigid pavement sections, totaling 410,932 sf. The last major construction dates range from 1968 to 2013, resulting in an area-weighted average age at inspection of 26 years old. Overall, TW J is in Satisfactory condition with an area-weighted average PCI of 85.

TW K

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW K	TAXIWAY	1	107,334	85	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
1320	PCC	107,334	85	Satisfactory

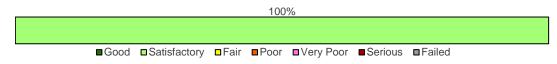
TW K consists of 1 rigid pavement section, totaling 107,334 sf. The last major construction date for the branch was 1992, resulting in an area-weighted average age at inspection of 31 years old. Overall, TW K is in Satisfactory condition with an area-weighted average PCI of 85.

TW L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW L	TAXIWAY	5	149,684	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).



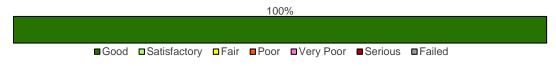
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
205	PCC	25,258	77	Satisfactory
210	PCC	28,620	83	Satisfactory
215	PCC	18,195	75	Satisfactory
220	PCC	25,304	81	Satisfactory
225	PCC	52,307	81	Satisfactory

TW L consists of 5 rigid pavement sections, totaling 149,684 sf. The last major construction dates range from 1983 to 1994, resulting in an area-weighted average age at inspection of 33 years old. Overall, TW L is in Satisfactory condition with an area-weighted average PCI of 80.

TW N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW N	TAXIWAY	4	577,575	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
305	PCC	221,250	87	Good
310	PCC	180,075	90	Good
312	PCC	131,250	89	Good
315	PCC	45,000	93	Good

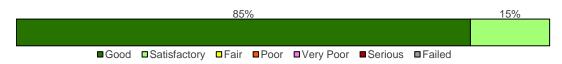
TW N consists of 4 rigid pavement sections, totaling 577,575 sf. The last major construction dates range from 1992 to 2000, resulting in an area-weighted average age at inspection of 27 years old. Overall, TW N is in Good condition with an area-weighted average PCI of 89.



TW P

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW P	TAXIWAY	5	409,293	91	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: 85% Good (86-100 PCI), 15% Satisfactory (71-85 PCI).



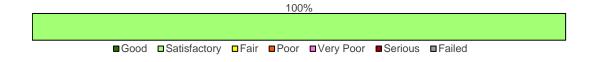
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
640	PCC	60,825	74	Satisfactory
641	PCC	8,909	86	Good
650	PCC	133,322	96	Good
655	PCC	79,579	93	Good
660	PCC	126,658	94	Good

TW P consists of 5 rigid pavement sections, totaling 409,293 sf. The last major construction dates range from 1982 to 2013, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW P is in Good condition with an area-weighted average PCI of 91.

TW Q

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW Q	TAXIWAY	1	115,700	85	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).





Condition

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
560	PCC	115,700	85	Satisfactory

TW Q consists of 1 rigid pavement section, totaling 115,700 sf. The last major construction date for the branch was 1996, resulting in an area-weighted average age at inspection of 27 years old. Overall, TW Q is in Satisfactory condition with an area-weighted average PCI of 85.

TW R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW R	TAXIWAY	3	185,103	87	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: 84% Good (86-100 PCI), 16% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
570	PCC	43,767	86	Good
575	PCC	111,623	88	Good
576	PCC	29,713	84	Satisfactory

TW R consists of 3 rigid pavement sections, totaling 185,103 sf. The last major construction dates range from 1991 to 1996, resulting in an area-weighted average age at inspection of 27 years old. Overall, TW R is in Good condition with an area-weighted average PCI of 87.

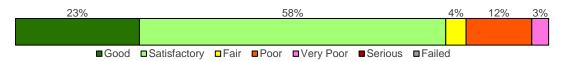
Aprons

AP CARGO

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP CARGO	APRON	6	851,065	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), 58% Satisfactory (71-85 PCI), 4% Fair (56-70 PCI), 12% Poor (41-55 PCI), 3% Very Poor (26-40 PCI).





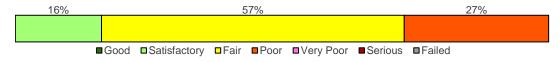
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	PCC	296,070	83	Satisfactory
4110	AC	27,040	29	Very Poor
4118	PCC	198,059	88	Good
4120	PCC	192,767	77	Satisfactory
4125	PCC	104,751	52	Poor
4135	PCC	32,378	61	Fair

AP CARGO consists of 1 flexible and 5 rigid pavement sections, totaling 851,065 sf. The last major construction dates range from 1968 to 2007, resulting in an area-weighted average age at inspection of 35 years old. Overall, AP CARGO is in Satisfactory condition with an area-weighted average PCI of 76.

AP GA

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP GA	APRON	4	471,356	62	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: 16% Satisfactory (71-85 PCI), 57% Fair (56-70 PCI), 27% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4205	AC	76,140	80	Satisfactory
5105	AC	127,653	45	Poor
5110	AC	239,174	67	Fair
5115	AC	28,389	56	Fair

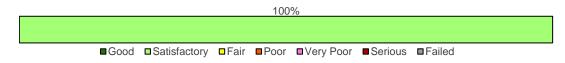
AP GA consists of 4 flexible pavement sections, totaling 471,356 sf. The last major construction dates range from 2006 to 2016, resulting in an area-weighted average age at inspection of 15 years old. Overall, AP GA is in Fair condition with an area-weighted average PCI of 62.



AP HOLD

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP HOLD	APRON	1	150,030	85	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).



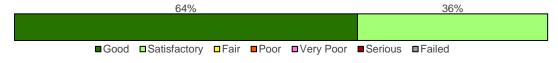
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4405	PCC	150,030	85	Satisfactory

AP HOLD consists of 1 rigid pavement section, totaling 150,030 sf. The last major construction date for the branch was 1992, resulting in an area-weighted average age at inspection of 31 years old. Overall, AP HOLD is in Satisfactory condition with an area-weighted average PCI of 85.

AP TERM

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP TERM	APRON	12	2,810,096	85	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: 64% Good (86-100 PCI), 36% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	PCC	36,141	76	Satisfactory
4310	PCC	144,838	77	Satisfactory
4315	PCC	146,950	83	Satisfactory
4410	PCC	95,567	93	Good
4412	PCC	24,650	96	Good



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Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4415	PCC	101,704	92	Good
4420	PCC	195,814	93	Good
4425	PCC	643,219	92	Good
4430	PCC	361,365	71	Satisfactory
4435	PCC	625,548	88	Good
4440	PCC	121,630	96	Good
4445	PCC	312,670	75	Satisfactory

AP TERM consists of 12 rigid pavement sections, totaling 2,810,096 sf. The last major construction dates range from 1985 to 2007, resulting in an area-weighted average age at inspection of 19 years old. Overall, AP TERM is in Satisfactory condition with an area-weighted average PCI of 85.



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 PAVERTM 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;
 - o "GA" for General Aviation, community airports
 - "RL" for Regional Relievers
 - o "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.

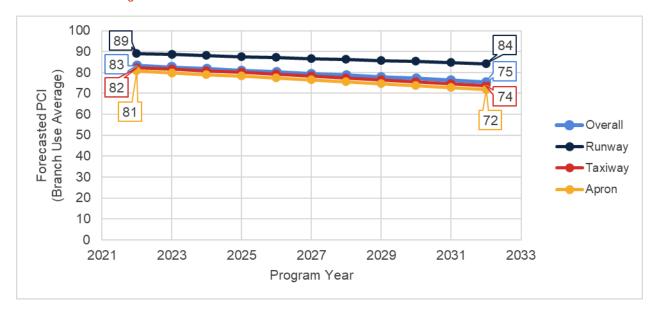


Figure 5.2.3: Forecasted Branch-Level Pavement Performance



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
JAX	RW 8-26	6105	89	89	88	88	88	87	87	87	86	86	86
JAX	RW 8-26	6110	83	82	82	81	81	80	79	78	77	76	75
JAX	RW 14-32	6205	79	78	77	76	75	74	73	72	70	69	67
JAX	RW 14-32	6207	87	87	86	86	86	85	85	84	84	83	83
JAX	RW 14-32	6210	92	91	91	90	90	90	89	89	88	88	88
JAX	RW 14-32	6215	93	92	92	91	91	90	90	89	89	89	88
JAX	RW 14-32	6220	82	81	81	80	79	78	77	76	75	74	73
JAX	RW 14-32	6225	93	92	92	91	91	90	90	89	89	89	88
JAX	RW 14-32	6230	90	90	89	89	88	88	88	87	87	87	86
JAX	TW A	105	78	77	76	75	74	73	71	70	69	67	65
JAX	TW A	110	81	80	80	79	78	77	76	75	74	72	71
JAX	TW A	115	81	80	80	79	78	77	76	75	74	72	71
JAX	TW A	120	78	77	76	75	74	73	71	70	69	67	65
JAX	TW A	125	74	73	72	70	69	67	66	64	62	60	58
JAX	TW AP	2715	28	26	24	22	20	18	16	14	12	10	8
JAX	TW AP	2720	80	78	76	74	72	70	69	67	65	64	62
JAX	TW AP	2772	75	74	73	71	70	69	67	65	64	62	60
JAX	TW AP	2774	79	78	77	76	75	74	73	72	70	69	67
JAX	TW AP	2775	53	51	48	46	43	40	37	34	31	28	24
JAX	TW B	805	82	81	81	80	79	78	77	76	75	74	73
JAX	TW B	810	81	80	80	79	78	77	76	75	74	72	71
JAX	TW C	1480	73	72	70	69	68	66	64	62	61	59	57
JAX	TW C	1490	77	76	75	74	73	71	70	69	67	65	64
JAX	TW E	1670	78	77	76	75	74	73	71	70	69	67	65
JAX	TW E	1680	80	79	78	78	77	76	74	73	72	71	69
JAX	TW F	1145	90	90	89	89	88	88	88	87	87	87	86
JAX	TW F	1150	86	86	85	85	84	84	83	83	82	82	81
JAX	TW F	1155	28	26	24	22	20	18	16	14	12	10	8
JAX	TW F	1170	82	81	81	80	79	78	77	76	75	74	73
JAX	TW F	1175	91	91	90	90	89	89	88	88	88	87	87
JAX	TW G	1020	78	77	76	75	74	73	71	70	69	67	65
JAX	TW G	1025	83	82	82	81	81	80	79	78	77	76	75
JAX	TW G	1030	82	80	79	78	76	75	74	72	71	70	69
JAX	TW G	1032	87	85	84	82	80	79	77	76	75	73	72
JAX	TW G	1035	90	88	86	85	83	81	80	78	77	75	74
JAX	TW G	1040	84	82	81	79	78	76	75	74	73	71	70
JAX	TW G	1060	91	91	90	90	89	89	88	88	88	87	87
JAX	TW G1	910	64	63	62	61	61	60	59	58	57	57	56
JAX	TW G1	915	84	82	81	79	78	76	75	74	73	71	70

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Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	TW G1	920	82	80	79	78	76	75	74	72	71	70	69
JAX	TW H	550	88	88	87	87	87	86	86	86	85	85	84
JAX	TW H	555	67	65	64	62	60	58	56	54	51	49	46
JAX	TW H	557	79	78	77	76	75	74	73	72	70	69	67
JAX	TW J	740	87	87	86	86	86	85	85	84	84	83	83
JAX	TW J	745	78	77	76	75	74	73	71	70	69	67	65
JAX	TW J	765	95	94	94	93	92	92	91	91	90	90	89
JAX	TW K	1320	85	85	84	84	83	83	82	81	81	80	79
JAX	TW L	205	77	76	75	74	73	71	70	69	67	65	64
JAX	TW L	210	83	82	82	81	81	80	79	78	77	76	75
JAX	TW L	215	75	74	73	71	70	69	67	65	64	62	60
JAX	TW L	220	81	80	80	79	78	77	76	75	74	72	71
JAX	TW L	225	81	80	80	79	78	77	76	75	74	72	71
JAX	TW N	305	87	87	86	86	86	85	85	84	84	83	83
JAX	TW N	310	90	90	89	89	88	88	88	87	87	87	86
JAX	TW N	312	89	89	88	88	88	87	87	87	86	86	86
JAX	TW N	315	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	650	96	95	94	94	93	92	92	91	91	90	90
JAX	TW P	655	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	660	94	93	93	92	91	91	90	90	90	89	89
JAX	TW Q	560	85	85	84	84	83	83	82	81	81	80	79
JAX	TW R	570	86	86	85	85	84	84	83	83	82	82	81
JAX	TW R	575	88	88	87	87	87	86	86	86	85	85	84
JAX	TW R	576	84	84	83	82	82	81	81	80	79	78	77
JAX	TW S	1285	81	80	80	79	78	77	76	75	74	72	71
JAX	TW S	1290	78	77	76	75	74	73	71	70	69	67	65
JAX	TWT	1282	94	93	93	92	91	91	90	90	90	89	89
JAX	TW U	390	91	91	90	90	89	89	88	88	88	87	87
JAX	TW V	905	97	96	95	94	94	93	92	92	91	91	90
JAX	AP CARGO	4105	83	82	82	81	81	80	80	79	79	78	78
JAX	AP CARGO	4110	29	27	26	24	22	21	19	17	16	14	12
JAX	AP CARGO	4118	88	87	86	86	85	84	84	83	83	82	81
JAX	AP CARGO	4120	77	76	76	75	75	74	74	73	72	72	71
JAX	AP CARGO	4125	52	50	49	47	45	43	41	39	37	35	32
JAX	AP CARGO	4135	61	60	59	57	56	54	53	51	50	48	46
JAX	AP GA	4205	80	78	77	75	73	72	70	68	67	65	63
JAX	AP GA	5105	45	43	42	40	38	37	35	33	32	30	28
JAX	AP GA	5110	67	65	64	62	60	59	57	55	54	52	50
JAX	AP GA	5115	56	54	53	51	49	48	46	44	43	41	39
JAX	AP HOLD	4405	85	84	84	83	82	82	81	81	80	80	79
JAX	AP TERM	4305	76	75	75	74	74	73	72	72	71	70	70
JAX	AP TERM	4310	77	76	76	75	75	74	74	73	72	72	71
JAX	AP TERM	4315	83	82	82	81	81	80	80	79	79	78	78
JAX	AP TERM	4320	68	67	65	63	61	59	57	55	53	51	48
JAX	AP TERM	4325	82	81	81	80	79	78	77	76	75	74	73
JAX	AP TERM	4330	74	73	72	70	69	67	66	64	62	60	58



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Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	AP TERM	4335	86	86	85	85	84	84	83	83	82	82	81
JAX	AP TERM	4410	93	92	91	90	89	88	88	87	86	85	85
JAX	AP TERM	4412	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4415	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4420	93	92	91	90	89	88	88	87	86	85	85
JAX	AP TERM	4425	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4430	71	70	70	69	68	67	66	65	64	63	62
JAX	AP TERM	4435	88	87	86	86	85	84	84	83	83	82	81
JAX	AP TERM	4440	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4445	75	74	74	73	73	72	71	71	70	69	68



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.

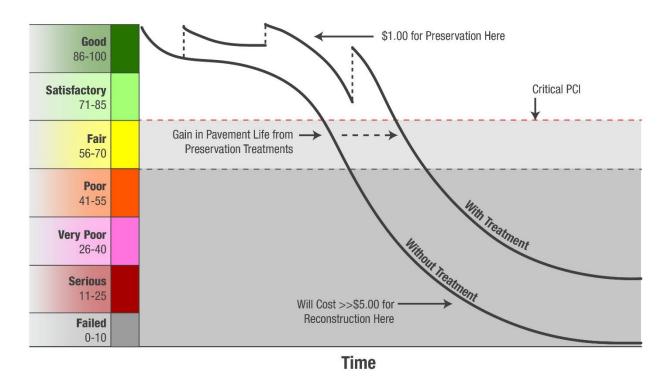


Figure 5.3 (a): Pavement Life and the Effect of Treatments

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.

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.



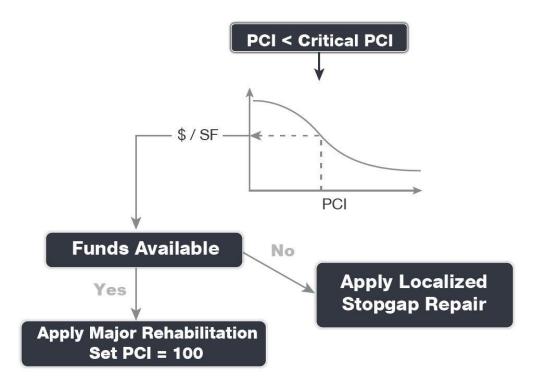
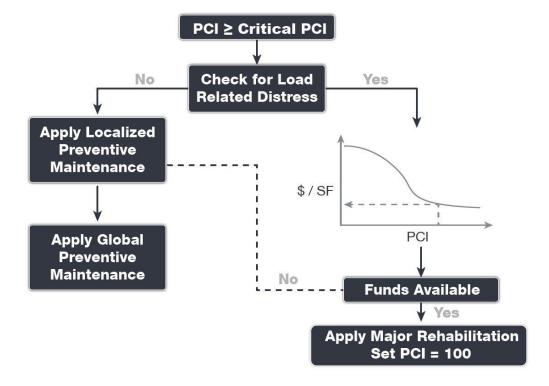


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



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.

<u>Grinding</u>

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	Primary/C	ommercial Costs	Work Type Unit
AC Crack Sealing	\$	4.00	LF
AC Full-Depth Patching	\$	18.75	SF
AC Partial-Depth Patching	\$	6.50	SF
Surface Seal	\$	0.75	SF

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

Localized Work Type	Primary/Commercial Costs		Work Type Unit	
Grinding	\$	2.00	SF	
PCC Crack Sealing	\$	7.00	LF	
PCC Joint Seal	\$	4.25	LF	
PCC Full-Depth Patching	\$	75.00	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 Primary/Commercial 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

AC Reconstruction Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. PCI < 55 Elimerock Base Course (8") Prime Coat Tack Coat P-403 Stabilized Base Course (6") 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 PCC Reconstruction PCI < 55 Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Excludes any paved shoulder features PCI = 55 to 70 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pull-depth rigid pavement section reconstruction. Pull-depth rigid pavement section reconstruction. PCI = 55 to 70 Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") 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. Joint and Crack Seal Limited Patching	Rehabilitation Type	Primary/Commercial Pavement Section				
Unclassified Excavation Subgrade Stabilization (12") Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. PCI < 55 Ender Coat P-403 Stabilized Base Course (6") 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 PCC Reconstruction Full-depth rigid pavement section reconstruction. Full-depth rigid pavement section reconstruction. PCI < 55 P-403 Stabilization (12") Excludes any paved shoulder features PCC Reconstruction PAVement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") Prime Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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.	AC Reconstruction					
Subgrade Stabilization (12") Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. PCI < 55 P-403 Stabilized Base Course (8") 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 PCC Reconstruction Full-depth rigid pavement section reconstruction. PCI < 55 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction PCI < 55 Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") Prime Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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.		Pavement Removal				
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. PCI < 55 P		Unclassified Excavation				
Prime Coat Tack Coat P-403 Stabilized Base Course (5') P-401 Strabilized Base Course (4') Excludes any paved shoulder features AC Rehabilitation Tack Coat P-403 Stabilized Base Course (4') Excludes any paved shoulder features AC Rehabilitation Tack Coat P-401 Surface Course (4') Excludes any paved shoulder features AC Milling (4') Tack Coat P-401 Surface Course (4') Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12') Limerock Base Course (6') Prime Coat P-403 Stabilized Base Course (6') Prime Coat P-403 Stabilized Base Course (6') P-501 PCC Pavement (17') 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.		Subgrade Stabilization (12")				
Prime Coat Tack Coat Tack Coat P-403 Stabilized Base Course (5") 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 P15% AC Reconstruction Mill and Overlay AC Milling (4") Tack Coat P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (6") Prime Coat P-403 Stabilized Base Course (6") P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") PCC Rehabilitation PCC Rehabilitation PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of stab panels.		Limerock Base Course (8")				
P-403 Stabilized Base Course (5") 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 Tack Coat P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") 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.	pavement section and construction of a new section.	Prime 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 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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	Tack Coat				
AC Rehabilitation Combination of asphalt pavement milling and replacement overlay with 15% AC Reconstruction Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. PCI = 55 to 70 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") PCC Joint Seal PCC Rehabilitation PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of stab panels.		P-403 Stabilized Base Course (5")				
AC Rehabilitation Combination of asphalt pavement milling and replacement overlay with 15% AC Reconstruction Mill and Overlay AC Milling (4") Tack Coat P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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.		P-401 Surface Course (4")				
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. PCI = 55 to 70 PCC Reconstruction PCC Reconstruction Full-depth rigid pavement section reconstruction. PCI < 55 PCI < 55 PCI < 55 PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels.		Excludes any paved shoulder features				
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. PCI = 55 to 70 PCC Reconstruction Pecc Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Prime Co	AC Rehabilitation					
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. PCI = 55 to 70 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") 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.		15% AC Reconstruction				
15% of the areas subject to full-depth reconstruction. PCI = 55 to 70 P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") 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.	Combination of apphalt neverant milling and replacement everlay with	Mill and Overlay				
PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat P-403 Stabilized Base Course (6") P-501 PCC Pavement (17") PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels.		AC Milling (4")				
P-401 Surface Course (4") Excludes any paved shoulder features PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal		Tack Coat				
PCC Reconstruction Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Pcl < 55 Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal	PCI = 55 to 70	P-401 Surface Course (4")				
Pavement Removal Unclassified Excavation Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal		Excludes any paved shoulder features				
Full-depth rigid pavement section reconstruction. Full-depth rigid pavement section reconstruction. PCI < 55 Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal	PCC Reconstruction					
Subgrade Stabilization (12") Limerock Base Course (6") Prime Coat Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal		Pavement Removal				
Full-depth rigid pavement section reconstruction. Prime Coat Prime Coat Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal		Unclassified Excavation				
Prime Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. Joint and Crack Seal		Subgrade Stabilization (12")				
PCI < 55 Tack Coat P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. 15% Slab Replacement Joint and Crack Seal	Full-depth rigid pavement section reconstruction.	Limerock Base Course (6")				
P-403 Stabilized Base Course (5") P-501 PCC Pavement (17") 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. 15% Slab Replacement Joint and Crack Seal		Prime Coat				
P-501 PCC Pavement (17") 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. 15% Slab Replacement Joint and Crack Seal	PCI < 55	Tack Coat				
PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. 15% Slab Replacement Joint and Crack Seal		P-403 Stabilized Base Course (5")				
PCC Rehabilitation Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. 15% Slab Replacement Joint and Crack Seal		P-501 PCC Pavement (17")				
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. 15% Slab Replacement Joint and Crack Seal		PCC Joint Seal				
seal replacement, limited patching, and replacement of 15% of slab panels. Joint and Crack Seal	PCC Rehabilitation					
panels. Joint and Crack Seal		15% Slab Replacement				
PCI = 55 to 70 Limited Patching		Joint and Crack Seal				
	PCI = 55 to 70	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

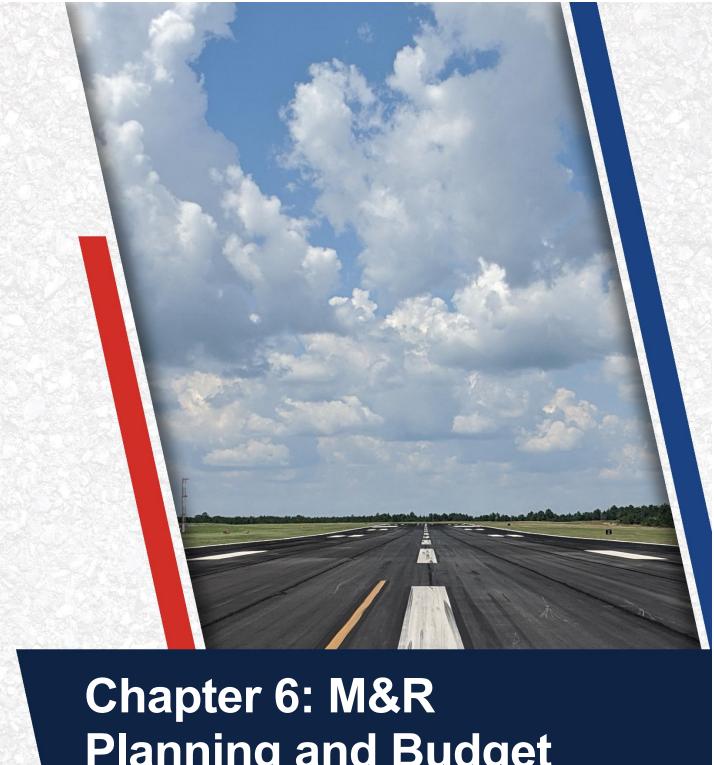
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for 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: PR 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	\$14.00	\$30.50
Reconstruction	0 to 55	\$30.50	\$60.00





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	\$	1,389,350
Stopgap	\$	10,930
Planning-Level Localized M&R Needs =	\$	1,400,280

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
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Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	lanning terial Cost
	Surface Seal	4,640	SF	\$ 3,510
Localized Preventive Maintenance	PCC Joint Seal	262,114	LF	\$ 1,114,160
	PCC Partial-Depth Patching	1,119	SF	\$ 189,430
	PCC Full-Depth Patching	889	SF	\$ 66,670
	PCC Slab Replacement	303	SF	\$ 15,580
Localized Stongen Maintenance	PCC Crack Sealing	170	LF	\$ 1,200
Localized Stopgap Maintenance	PCC Partial-Depth Patching	58	SF	\$ 9,730

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
JAX	RW 8-26	6105	1,000,000	89	90	\$ 41,170
JAX	RW 8-26	6110	500,000	83	84	\$ 8,880
JAX	RW 14-32	6205	25,000	79	79	\$ -
JAX	RW 14-32	6207	50,000	87	87	\$ -
JAX	RW 14-32	6210	330,000	92	92	\$ -
JAX	RW 14-32	6215	622,500	93	93	\$ 16,170
JAX	RW 14-32	6220	30,000	82	85	\$ 1,370
JAX	RW 14-32	6225	60,000	93	93	\$ -
JAX	RW 14-32	6230	37,500	90	90	\$ -
JAX	TW A	105	54,448	78	80	\$ 11,860
JAX	TW A	110	168,750	81	82	\$ 1,950
JAX	TW A	115	118,125	81	85	\$ 18,630
JAX	TW A	120	271,875	78	82	\$ 74,710
JAX	TW A	125	136,875	74	75	\$ 2,380
JAX	TW AP	2715	8,530	28	28	\$ -
JAX	TW AP	2720	10,052	80	85	\$ 380
JAX	TW AP	2772	33,940	75	78	\$ 1,540
JAX	TW AP	2774	50,906	79	82	\$ 2,050
JAX	TW AP	2775	38,593	53	54	\$ 2,420
JAX	TW B	805	253,320	82	86	\$ 37,710
JAX	TW B	810	136,875	81	82	\$ 21,640
JAX	TW C	1480	24,260	73	77	\$ 5,780
JAX	TW C	1490	50,660	77	80	\$ 6,740
JAX	TW E	1670	29,143	78	80	\$ 4,260
JAX	TW E	1680	59,400	80	82	\$ 12,480

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
JAX	TW F	1145	30,320	90	90	\$
JAX	TW F	1150	18,725	86	88	\$ 2,340
JAX	TW F	1155	98,961	28	28	\$ -
JAX	TW F	1170	27,436	82	82	\$
JAX	TW F	1175	39,074	91	93	\$ 6,630
JAX	TW G	1020	29,478	78	85	\$ 20,510
JAX	TW G	1025	19,138	83	87	\$ 3,050
JAX	TW G	1030	35,019	82	83	\$ 40
JAX	TW G	1032	44,449	87	87	\$ -
JAX	TW G	1035	7,929	90	90	\$
JAX	TW G	1040	14,096	84	85	\$ 80
JAX	TW G	1060	133,822	91	91	\$
JAX	TW G1	910	134,973	64	64	\$ -
JAX	TW G1	915	8,630	84	84	\$
JAX	TW G1	920	23,852	82	83	\$ 150
JAX	TW H	550	208,460	88	89	\$ 2,110
JAX	TW H	555	127,293	67	67	\$ 840
JAX	TW H	557	38,685	79	79	\$ -
JAX	TW J	740	136,242	87	89	\$ 25,080
JAX	TW J	745	84,993	78	81	\$ 2,950
JAX	TW J	765	123,159	95	97	\$ 32,210
JAX	TW K	1320	107,334	85	85	\$ 52,210
JAX	TW L	205	25,258	77	83	\$ 7,870
JAX	TW L	210	28,620	83	83	\$ -
JAX	TW L	215	18,195	75	75	\$
JAX	TW L	220	25,304	81	83	\$ 8,830
JAX	TW L	225	52,307	81	81	\$ -
JAX	TW N	305	221,250	87	88	\$ 21,510
JAX	TW N	310	180,075	90	91	\$ 25,890
JAX	TW N	312	131,250	89	89	\$ -
JAX	TW N	315	45,000	93	94	\$ 1,310
JAX	TW P	650	133,322	96	96	\$ -
JAX	TW P	655	79,579	93	93	\$ _
JAX	TW P	660	126,658	94	99	\$ 29,060
JAX	TW Q	560	115,700	85	89	\$ 22,780
JAX	TW R	570	43,767	86	89	\$ 11,530
JAX	TW R	575	111,623	88	89	\$ 1,540
JAX	TW R	576	29,713	84	84	\$ -
JAX	TWS	1285	140,346	81	82	\$ 14,530
JAX	TW S	1290	28,370	78	78	\$ -
JAX	TWT	1282	59,457	94	99	\$ 28,020
JAX	TW U	390	52,557	91	91	\$,
JAX	TW V	905	78,127	97	98	\$ 15,240
JAX	AP CARGO	4105	296,070	83	87	\$ 99,440
JAX	AP CARGO	4110	27,040	29	29	\$ -
JAX	AP CARGO	4118	198,059	88	88	\$ -
JAX	AP CARGO	4120	192,767	77	81	\$ 12,090



Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
JAX	AP CARGO	4125	104,751	52	53	\$ 5,100
JAX	AP CARGO	4135	32,378	61	62	\$ 1,920
JAX	AP GA	4205	76,140	80	84	\$ 2,860
JAX	AP GA	5105	127,653	45	45	\$ -
JAX	AP GA	5110	239,174	67	67	\$ -
JAX	AP GA	5115	28,389	56	56	\$ -
JAX	AP HOLD	4405	150,030	85	85	\$ -
JAX	AP TERM	4305	36,141	76	81	\$ 4,490
JAX	AP TERM	4310	144,838	77	83	\$ 61,080
JAX	AP TERM	4315	146,950	83	84	\$ 22,490
JAX	AP TERM	4320	56,545	68	69	\$ 650
JAX	AP TERM	4325	9,993	82	82	\$ -
JAX	AP TERM	4330	60,825	74	76	\$ 16,920
JAX	AP TERM	4335	8,909	86	86	\$ -
JAX	AP TERM	4410	95,567	93	95	\$ 38,640
JAX	AP TERM	4412	24,650	96	96	\$ -
JAX	AP TERM	4415	101,704	92	99	\$ 40,870
JAX	AP TERM	4420	195,814	93	96	\$ 71,260
JAX	AP TERM	4425	643,219	92	93	\$ 106,940
JAX	AP TERM	4430	361,365	71	76	\$ 209,620
JAX	AP TERM	4435	625,548	88	89	\$ 58,720
JAX	AP TERM	4440	121,630	96	97	\$ 24,460
JAX	AP TERM	4445	312,670	75	79	\$ 66,380

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	nning Cost stimate
2023	JAX	TW AP	2715	AC	8,530	26	AC Reconstruction	\$ 261,000
2023	JAX	TW AP	2775	PCC	38,593	51	PCC Reconstruction	\$ 2,316,000
2023	JAX	TW F	1155	AC	98,961	26	AC Reconstruction	\$ 3,019,000
2023	JAX	TW G1	910	AC	134,973	63	AC Rehabilitation	\$ 1,890,000
2023	JAX	TW H	555	PCC	127,293	65	PCC Rehabilitation	\$ 3,883,000
2023	JAX	AP CARGO	4110	AC	27,040	27	AC Reconstruction	\$ 825,000
2023	JAX	AP CARGO	4125	PCC	104,751	50	PCC Reconstruction	\$ 6,286,000
2023	JAX	AP CARGO	4135	PCC	32,378	60	PCC Rehabilitation	\$ 988,000
2023	JAX	AP GA	5105	AC	127,653	43	AC Reconstruction	\$ 3,894,000
2023	JAX	AP GA	5110	AC	239,174	65	AC Rehabilitation	\$ 3,349,000
2023	JAX	AP GA	5115	AC	28,389	54	AC Reconstruction	\$ 674,000
2023	JAX	AP TERM	4320	PCC	56,545	67	PCC Rehabilitation	\$ 1,725,000
2024	JAX	AP TERM	4430	PCC	361,365	70	PCC Rehabilitation	\$ 11,573,000
2025	JAX	TW C	1480	PCC	24,260	69	PCC Rehabilitation	\$ 816,000
2026	JAX	TW A	125	PCC	136,875	69	PCC Rehabilitation	\$ 4,833,000
2026	JAX	AP TERM	4330	PCC	60,825	69	PCC Rehabilitation	\$ 2,148,000
2027	JAX	TW AP	2772	PCC	33,940	69	PCC Rehabilitation	\$ 1,259,000
2027	JAX	TW L	215	PCC	18,195	69	PCC Rehabilitation	\$ 675,000
2028	JAX	TW AP	2720	AAC	10,052	69	AC Rehabilitation	\$ 180,000
2028	JAX	TW C	1490	PCC	50,660	70	PCC Rehabilitation	\$ 1,973,000
2028	JAX	TW L	205	PCC	25,258	70	PCC Rehabilitation	\$ 984,000
2029	JAX	AP GA	4205	AC	76,140	68	AC Rehabilitation	\$ 1,429,000
2030	JAX	TW A	105	PCC	54,448	69	PCC Rehabilitation	\$ 2,337,000
2030	JAX	TW A	120	PCC	271,875	69	PCC Rehabilitation	\$ 11,668,000
2030	JAX	TW E	1670	PCC	29,143	69	PCC Rehabilitation	\$ 1,251,000
2030	JAX	TW G	1020	PCC	29,478	69	PCC Rehabilitation	\$ 1,266,000
2030	JAX	TW J	745	PCC	84,993	69	PCC Rehabilitation	\$ 3,648,000



\$

\$

AC Rehabilitation
PCC Rehabilitation

519,000

1,711,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate	
2030	JAX	TW S	1290	PCC	28,370	69	PCC Rehabilitation	\$	1,218,000
2030	JAX	AP TERM	4445	PCC	312,670	70	PCC Rehabilitation	\$	13,419,000
2031	JAX	RW 14-32	6205	PCC	25,000	69	PCC Rehabilitation	\$	1,127,000
2031	JAX	TW AP	2774	PCC	50,906	69	PCC Rehabilitation	\$	2,294,000
2031	JAX	TW H	557	PCC	38,685	69	PCC Rehabilitation	\$	1,744,000
2032	JAX	TW E	1680	PCC	59,400	69	PCC Rehabilitation	\$	2,811,000
2032	JAX	TW G	1030	AC	35,019	69	AC Rehabilitation	\$	761,000

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.

23,852

36,141

69

70

AC

PCC

920

4305

\$816,000

2025

2026

JAX

JAX

2032

2032

\$5,000,000

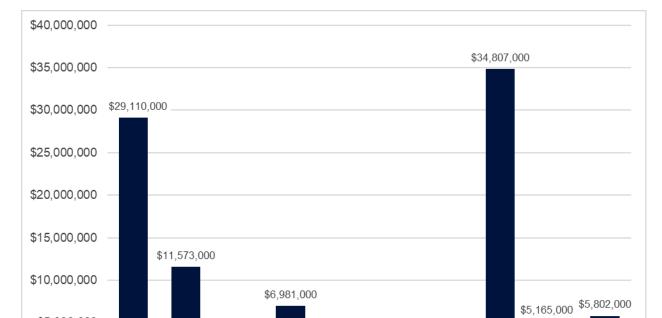
\$0

2023

2024

TW G1

AP TERM



\$1,934,000

2027

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

\$3,137,000

2028

\$1,429,000

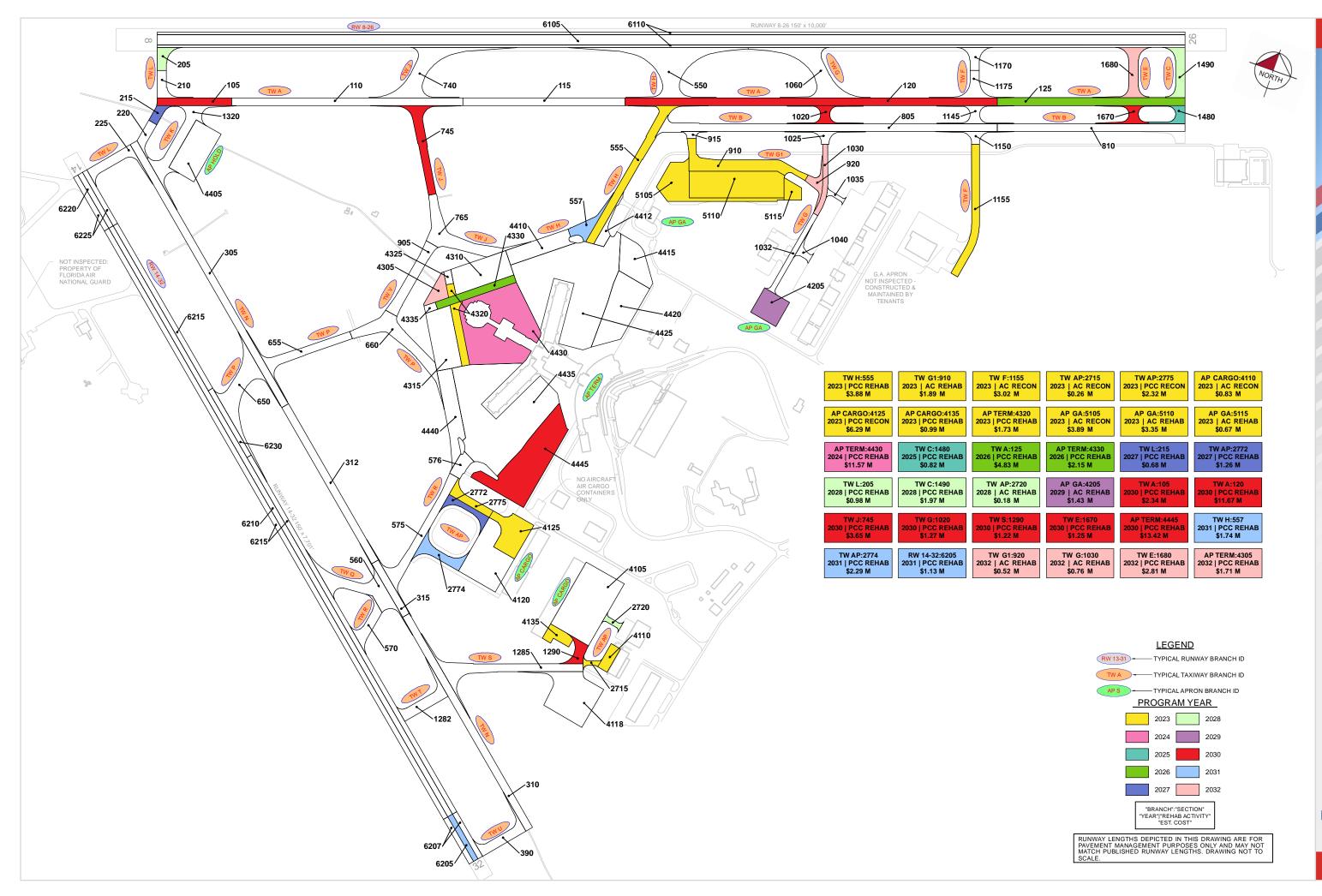
2029

2030

2031

2032







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 PAVERTM 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.





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
JAX	RW 8-26	Runway	6105	1,000,000	PCC	1/1/1994
JAX	RW 8-26	Runway	6110	500,000	PCC	1/1/1994
JAX	RW 14-32	Runway	6205	25,000	PCC	1/1/1996
JAX	RW 14-32	Runway	6207	50,000	PCC	1/1/1996
JAX	RW 14-32	Runway	6210	330,000	PCC	1/1/2000
JAX	RW 14-32	Runway	6215	622,500	PCC	1/1/2000
JAX	RW 14-32	Runway	6220	30,000	PCC	1/1/1996
JAX	RW 14-32	Runway	6225	60,000	PCC	1/1/1996
JAX	RW 14-32	Runway	6230	37,500	PCC	1/1/1996
JAX	TW A	Taxiway	105	54,448	PCC	1/1/1983
JAX	TW A	Taxiway	110	168,750	PCC	1/1/1989
JAX	TW A	Taxiway	115	118,125	PCC	1/1/2000
JAX	TW A	Taxiway	120	271,875	PCC	1/1/1985
JAX	TW A	Taxiway	125	136,875	PCC	1/1/1994
JAX	TW AP	Taxiway	2715	8,530	AC	1/1/1994
JAX	TW AP	Taxiway	2720	10,052	AAC	1/1/2017
JAX	TW AP	Taxiway	2772	33,940	PCC	1/1/1981
JAX	TW AP	Taxiway	2774	50,906	PCC	1/1/1981
JAX	TW AP	Taxiway	2775	38,593	PCC	1/1/1968
JAX	TW B	Taxiway	805	253,320	PCC	1/1/1985
JAX	TW B	Taxiway	810	136,875	PCC	1/1/1994
JAX	TW C	Taxiway	1480	24,260	PCC	1/1/1994
JAX	TW C	Taxiway	1490	50,660	PCC	1/1/1994
JAX	TW E	Taxiway	1670	29,143	PCC	1/1/1994
JAX	TW E	Taxiway	1680	59,400	PCC	1/1/1985
JAX	TW F	Taxiway	1145	30,320	PCC	1/1/1985
JAX	TW F	Taxiway	1150	18,725	PCC	1/1/1985
JAX	TW F	Taxiway	1155	98,961	AC	1/1/1968
JAX	TW F	Taxiway	1170	27,436	PCC	1/1/1994
JAX	TW F	Taxiway	1175	39,074	PCC	1/1/1985
JAX	TW G	Taxiway	1020	29,478	PCC	1/1/1985
JAX	TW G	Taxiway	1025	19,138	PCC	1/1/1985
JAX	TW G	Taxiway	1030	35,019	AC	1/1/2016
JAX	TW G	Taxiway	1032	44,449	AC	1/1/2016
JAX	TW G	Taxiway	1035	7,929	AC	1/1/2016
JAX	TW G	Taxiway	1040	14,096	AC	1/1/2016
JAX	TW G	Taxiway	1060	133,822	PCC	1/1/1994
JAX	TW G1	Taxiway	910	134,973	AC	1/1/2006
JAX	TW G1	Taxiway	915	8,630	AC	1/1/2016
JAX	TW G1	Taxiway	920	23,852	AC	1/1/2016
JAX	TW H	Taxiway	550	208,460	PCC	1/1/1994
JAX	TW H	Taxiway	555	127,293	PCC	1/1/1985
JAX	TW H	Taxiway	557	38,685	PCC	1/1/2007
JAX	TW J	Taxiway	740	136,242	PCC	1/1/1994

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
JAX	TW J	Taxiway	745	84,993	PCC	1/1/1989
JAX	TW J	Taxiway	765	123,159	PCC	1/1/2013
JAX	TW K	Taxiway	1320	107,334	PCC	1/1/1992
JAX	TW L	Taxiway	205	25,258	PCC	1/1/1994
JAX	TW L	Taxiway	210	28,620	PCC	1/1/1983
JAX	TW L	Taxiway	215	18,195	PCC	1/1/1983
JAX	TW L	Taxiway	220	25,304	PCC	1/1/1992
JAX	TW L	Taxiway	225	52,307	PCC	1/1/1992
JAX	TW N	Taxiway	305	221,250	PCC	1/1/1992
JAX	TW N	Taxiway	310	180,075	PCC	1/1/1998
JAX	TW N	Taxiway	312	131,250	PCC	1/1/2000
JAX	TW N	Taxiway	315	45,000	PCC	1/1/1996
JAX	TW P	Taxiway	650	133,322	PCC	1/1/1992
JAX	TW P	Taxiway	655	79,579	PCC	1/1/1992
JAX	TW P	Taxiway	660	126,658	PCC	1/1/2013
JAX	TW Q	Taxiway	560	115,700	PCC	1/1/1996
JAX	TW R	Taxiway	570	43,767	PCC	1/1/1996
JAX	TW R	Taxiway	575	111,623	PCC	1/1/1996
JAX	TW R	Taxiway	576	29,713	PCC	1/1/1991
JAX	TW S	Taxiway	1285	140,346	PCC	1/1/1989
JAX	TW S	Taxiway	1290	28,370	PCC	1/1/1989
JAX	TW T	Taxiway	1282	59,457	PCC	1/1/2012
JAX	TW U	Taxiway	390	52,557	PCC	1/1/1998
JAX	TW V	Taxiway	905	78,127	PCC	1/1/2013
JAX	AP CARGO	Apron	4105	296,070	PCC	1/1/1989
JAX	AP CARGO	Apron	4110	27,040	AC	1/1/1994
JAX	AP CARGO	Apron	4118	198,059	PCC	1/1/2000
JAX	AP CARGO	Apron	4120	192,767	PCC	1/1/1981
JAX	AP CARGO	Apron	4125	104,751	PCC	1/1/1968
JAX	AP CARGO	Apron	4135	32,378	PCC	5/1/2007
JAX	AP GA	Apron	4205	76,140	AC	1/1/2016
JAX	AP GA	Apron	5105	127,653	AC	1/1/2006
JAX	AP GA	Apron	5110	239,174	AC	1/1/2006
JAX	AP GA	Apron	5115	28,389	AC	1/1/2006
JAX	AP HOLD	Apron	4405	150,030	PCC	1/1/1992
JAX	AP TERM	Apron	4305	36,141	PCC	1/1/1985
JAX	AP TERM	Apron	4310	144,838	PCC	1/1/1985
JAX	AP TERM	Apron	4315	146,950	PCC	1/1/1985
JAX	AP TERM	Apron	4320	56,545	PCC	1/1/1982
JAX	AP TERM	Apron	4325	9,993	PCC	1/1/1989
JAX	AP TERM	Apron	4330	60,825	PCC	1/1/1982
JAX	AP TERM	Apron	4335	8,909	PCC	1/1/1989
JAX	AP TERM	Apron	4410	95,567	PCC	12/11/2007
JAX	AP TERM	Apron	4412	24,650	PCC	12/11/2007
JAX	AP TERM	Apron	4415	101,704	PCC	12/11/2007
JAX	AP TERM	Apron	4420	195,814	PCC	12/11/2007



Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
JAX	AP TERM	Apron	4425	643,219	PCC	12/11/2007
JAX	AP TERM	Apron	4430	361,365	PCC	12/11/2007
JAX	AP TERM	Apron	4435	625,548	PCC	12/11/2007
JAX	AP TERM	Apron	4440	121,630	PCC	12/11/2007
JAX	AP TERM	Apron	4445	312,670	PCC	1/1/1991



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
JAX	RW 8-26	Runway	6105	1,000,000	89	Good
JAX	RW 8-26	Runway	6110	500,000	83	Satisfactory
JAX	RW 14-32	Runway	6205	25,000	79	Satisfactory
JAX	RW 14-32	Runway	6207	50,000	87	Good
JAX	RW 14-32	Runway	6210	330,000	92	Good
JAX	RW 14-32	Runway	6215	622,500	93	Good
JAX	RW 14-32	Runway	6220	30,000	82	Satisfactory
JAX	RW 14-32	Runway	6225	60,000	93	Good
JAX	RW 14-32	Runway	6230	37,500	90	Good
JAX	TW A	Taxiway	105	54,448	78	Satisfactory
JAX	TW A	Taxiway	110	168,750	81	Satisfactory
JAX	TW A	Taxiway	115	118,125	81	Satisfactory
JAX	TW A	Taxiway	120	271,875	78	Satisfactory
JAX	TW A	Taxiway	125	136,875	74	Satisfactory
JAX	TW AP	Taxiway	2715	8,530	28	Very Poor
JAX	TW AP	Taxiway	2720	10,052	80	Satisfactory
JAX	TW AP	Taxiway	2772	33,940	75	Satisfactory
JAX	TW AP	Taxiway	2774	50,906	79	Satisfactory
JAX	TW AP	Taxiway	2775	38,593	53	Poor
JAX	TW B	Taxiway	805	253,320	82	Satisfactory
JAX	TW B	Taxiway	810	136,875	81	Satisfactory
JAX	TW C	Taxiway	1480	24,260	73	Satisfactory
JAX	TW C	Taxiway	1490	50,660	77	Satisfactory
JAX	TW E	Taxiway	1670	29,143	78	Satisfactory
JAX	TW E	Taxiway	1680	59,400	80	Satisfactory
JAX	TW F	Taxiway	1145	30,320	90	Good
JAX	TW F	Taxiway	1150	18,725	86	Good
JAX	TW F	Taxiway	1155	98,961	28	Very Poor
JAX	TW F	Taxiway	1170	27,436	82	Satisfactory
JAX	TW F	Taxiway	1175	39,074	91	Good
JAX	TW G	Taxiway	1020	29,478	78	Satisfactory
JAX	TW G	Taxiway	1025	19,138	83	Satisfactory
JAX	TW G	Taxiway	1030	35,019	82	Satisfactory
JAX	TW G	Taxiway	1032	44,449	87	Good
JAX	TW G	Taxiway	1035	7,929	90	Good
JAX	TW G	Taxiway	1040	14,096	84	Satisfactory
JAX	TW G	Taxiway	1060	133,822	91	Good
JAX	TW G1	Taxiway	910	134,973	64	Fair
JAX	TW G1	Taxiway	915	8,630	84	Satisfactory
JAX	TW G1	Taxiway	920	23,852	82	Satisfactory
JAX	TW H	Taxiway	550	208,460	88	Good
JAX	TW H	Taxiway	555	127,293	67	Fair
JAX	TW H	Taxiway	557	38,685	79	Satisfactory
JAX	TW J	Taxiway	740	136,242	87	Good
JAX	TW J	Taxiway	745	84,993	78	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SE)	PCI	Condition Bating
				Area (SF)		Condition Rating
JAX	TW J	Taxiway	765	123,159	95	Good
JAX	TW K	Taxiway	1320	107,334	85	Satisfactory
JAX	TW L	Taxiway	205	25,258	77	Satisfactory
JAX	TW L	Taxiway	210	28,620	83	Satisfactory
JAX	TW L	Taxiway	215	18,195	75	Satisfactory
JAX	TW L	Taxiway	220	25,304	81	Satisfactory
JAX	TW L	Taxiway	225	52,307	81	Satisfactory
JAX	TW N	Taxiway	305	221,250	87	Good
JAX	TW N	Taxiway	310	180,075	90	Good
JAX	TW N	Taxiway	312	131,250	89	Good
JAX	TW N	Taxiway	315	45,000	93	Good
JAX	TW P	Taxiway	650	133,322	96	Good
JAX	TW P	Taxiway	655	79,579	93	Good
JAX	TW P	Taxiway	660	126,658	94	Good
JAX	TW Q	Taxiway	560	115,700	85	Satisfactory
JAX	TW R	Taxiway	570	43,767	86	Good
JAX	TW R	Taxiway	575	111,623	88	Good
JAX	TW R	Taxiway	576	29,713	84	Satisfactory
JAX	TW S	Taxiway	1285	140,346	81	Satisfactory
JAX	TW S	Taxiway	1290	28,370	78	Satisfactory
JAX	TW T	Taxiway	1282	59,457	94	Good
JAX	TW U	Taxiway	390	52,557	91	Good
JAX	TW V	Taxiway	905	78,127	97	Good
JAX	AP CARGO	Apron	4105	296,070	83	Satisfactory
JAX	AP CARGO	Apron	4110	27,040	29	Very Poor
JAX	AP CARGO	Apron	4118	198,059	88	Good
JAX	AP CARGO	Apron	4120	192,767	77	Satisfactory
JAX	AP CARGO	Apron	4125	104,751	52	Poor
JAX	AP CARGO	Apron	4135	32,378	61	Fair
JAX	AP GA		4205	76,140	80	Satisfactory
JAX	AP GA	Apron	5105		45	Poor
JAX		Apron		127,653		
	AP GA	Apron	5110	239,174	67	Fair
JAX	AP GA	Apron	5115	28,389	56	Fair
JAX	AP HOLD	Apron	4405	150,030	85	Satisfactory
JAX	AP TERM	Apron	4305	36,141	76	Satisfactory
JAX	AP TERM	Apron	4310	144,838	77	Satisfactory
JAX	AP TERM	Apron	4315	146,950	83	Satisfactory
JAX	AP TERM	Apron	4320	56,545	68	Fair
JAX	AP TERM	Apron	4325	9,993	82	Satisfactory
JAX	AP TERM	Apron	4330	60,825	74	Satisfactory
JAX	AP TERM	Apron	4335	8,909	86	Good
JAX	AP TERM	Apron	4410	95,567	93	Good
JAX	AP TERM	Apron	4412	24,650	96	Good
JAX	AP TERM	Apron	4415	101,704	92	Good
JAX	AP TERM	Apron	4420	195,814	93	Good
JAX	AP TERM	Apron	4425	643,219	92	Good
JAX	AP TERM	Apron	4430	361,365	71	Satisfactory



Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
JAX	AP TERM	Apron	4435	625,548	88	Good
JAX	AP TERM	Apron	4440	121,630	96	Good
JAX	AP TERM	Apron	4445	312,670	75	Satisfactory



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
JAX	RW 8-26	6105	89	89	88	88	88	87	87	87	86	86	86
JAX	RW 8-26	6110	83	82	82	81	81	80	79	78	77	76	75
JAX	RW 14-32	6205	79	78	77	76	75	74	73	72	70	69	67
JAX	RW 14-32	6207	87	87	86	86	86	85	85	84	84	83	83
JAX	RW 14-32	6210	92	91	91	90	90	90	89	89	88	88	88
JAX	RW 14-32	6215	93	92	92	91	91	90	90	89	89	89	88
JAX	RW 14-32	6220	82	81	81	80	79	78	77	76	75	74	73
JAX	RW 14-32	6225	93	92	92	91	91	90	90	89	89	89	88
JAX	RW 14-32	6230	90	90	89	89	88	88	88	87	87	87	86
JAX	TW A	105	78	77	76	75	74	73	71	70	69	67	65
JAX	TW A	110	81	80	80	79	78	77	76	75	74	72	71
JAX	TW A	115	81	80	80	79	78	77	76	75	74	72	71
JAX	TW A	120	78	77	76	75	74	73	71	70	69	67	65
JAX	TW A	125	74	73	72	70	69	67	66	64	62	60	58
JAX	TW AP	2715	28	26	24	22	20	18	16	14	12	10	8
JAX	TW AP	2720	80	78	76	74	72	70	69	67	65	64	62
JAX	TW AP	2772	75	74	73	71	70	69	67	65	64	62	60
JAX	TW AP	2774	79	78	77	76	75	74	73	72	70	69	67
JAX	TW AP	2775	53	51	48	46	43	40	37	34	31	28	24
JAX	TW B	805	82	81	81	80	79	78	77	76	75	74	73
JAX	TW B	810	81	80	80	79	78	77	76	75	74	72	71
JAX	TW C	1480	73	72	70	69	68	66	64	62	61	59	57
JAX	TW C	1490	77	76	75	74	73	71	70	69	67	65	64
JAX	TW E	1670	78	77	76	75	74	73	71	70	69	67	65
JAX	TW E	1680	80	79	78	78	77	76	74	73	72	71	69
JAX	TW F	1145	90	90	89	89	88	88	88	87	87	87	86
JAX	TW F	1150	86	86	85	85	84	84	83	83	82	82	81
JAX	TW F	1155	28	26	24	22	20	18	16	14	12	10	8
JAX	TW F	1170	82	81	81	80	79	78	77	76	75	74	73
JAX	TW F	1175	91	91	90	90	89	89	88	88	88	87	87
JAX	TW G	1020	78	77	76	75	74	73	71	70	69	67	65
JAX	TW G	1025	83	82	82	81	81	80	79	78	77	76	75
JAX	TW G	1030	82	80	79	78	76	75	74	72	71	70	69
JAX	TW G	1032	87	85	84	82	80	79	77	76	75	73	72
JAX	TW G	1035	90	88	86	85	83	81	80	78	77	75	74
JAX	TW G	1040	84	82	81	79	78	76	75	74	73	71	70
JAX	TW G	1060	91	91	90	90	89	89	88	88	88	87	87
JAX	TW G1	910	64	63	62	61	61	60	59	58	57	57	56
JAX	TW G1	915	84	82	81	79	78	76	75	74	73	71	70
JAX	TW G1	920	82	80	79	78	76	75	74	72	71	70	69
JAX	TW H	550	88	88	87	87	87	86	86	86	85	85	84
JAX	TW H	555	67	65	64	62	60	58	56	54	51	49	46
JAX	TW H	557	79	78	77	76	75	74	73	72	70	69	67
JAX	TW J	740	87	87	86	86	86	85	85	84	84	83	83

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	TW J	745	78	77	76	75	74	73	71	70	69	67	65
JAX	TW J	765	95	94	94	93	92	92	91	91	90	90	89
JAX	TW K	1320	85	85	84	84	83	83	82	81	81	80	79
JAX	TW L	205	77	76	75	74	73	71	70	69	67	65	64
JAX	TW L	210	83	82	82	81	81	80	79	78	77	76	75
JAX	TW L	215	75	74	73	71	70	69	67	65	64	62	60
JAX	TW L	220	81	80	80	79	78	77	76	75	74	72	71
JAX	TW L	225	81	80	80	79	78	77	76	75	74	72	71
JAX	TW N	305	87	87	86	86	86	85	85	84	84	83	83
JAX	TW N	310	90	90	89	89	88	88	88	87	87	87	86
JAX	TW N	312	89	89	88	88	88	87	87	87	86	86	86
JAX	TW N	315	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	650	96	95	94	94	93	92	92	91	91	90	90
JAX	TW P	655	93	92	92	91	91	90	90	89	89	89	88
JAX	TW P	660	94	93	93	92	91	91	90	90	90	89	89
JAX	TW Q	560	85	85	84	84	83	83	82	81	81	80	79
JAX	TW R	570	86	86	85	85	84	84	83	83	82	82	81
JAX	TW R	575	88	88	87	87	87	86	86	86	85	85	84
JAX	TW R	576	84	84	83	82	82	81	81	80	79	78	77
JAX	TW S	1285	81	80	80	79	78	77	76	75	74	72	71
JAX	TW S	1290	78	77	76	75	74	73	71	70	69	67	65
JAX	TWT	1282	94	93	93	92	91	91	90	90	90	89	89
JAX	TW U	390	91	91	90	90	89	89	88	88	88	87	87
JAX	TW V	905	97	96	95	94	94	93	92	92	91	91	90
JAX	AP CARGO	4105	83	82	82	81	81	80	80	79	79	78	78
JAX	AP CARGO	4110	29	27	26	24	22	21	19	17	16	14	12
JAX	AP CARGO	4118	88	87	86	86	85	84	84	83	83	82	81
JAX	AP CARGO	4120	77	76	76	75	75	74	74	73	72	72	71
JAX	AP CARGO	4125	52	50	49	47	45	43	41	39	37	35	32
JAX	AP CARGO	4135	61	60	59	57	56	54	53	51	50	48	46
JAX	AP GA	4205	80	78	77	75	73	72	70	68	67	65	63
JAX	AP GA	5105	45	43	42	40	38	37	35	33	32	30	28
JAX	AP GA	5110	67	65	64	62	60	59	57	55	54	52	50
JAX	AP GA	5115	56	54	53	51	49	48	46	44	43	41	39
JAX	AP HOLD	4405	85	84	84	83	82	82	81	81	80	80	79
JAX	AP TERM	4305	76	75	75	74	74	73	72	72	71	70	70
JAX	AP TERM	4310	77	76	76	75	75	74	74	73	72	72	71
JAX	AP TERM	4315	83	82	82	81	81	80	80	79	79	78	78
JAX	AP TERM	4320	68	67	65	63	61	59	57	55	53	51	48
JAX	AP TERM	4325	82	81	81	80	79	78	77	76	75	74	73
JAX	AP TERM	4330	74	73	72	70	69	67	66	64	62	60	58
JAX	AP TERM	4335	86	86	85	85	84	84	83	83	82	82	81
JAX	AP TERM	4410	93	92	91	90	89	88	88	87	86	85	85
JAX	AP TERM	4412	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4415	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4420	93	92	91	90	89	88	88	87	86	85	85



Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
JAX	AP TERM	4425	92	91	90	89	88	88	87	86	85	85	84
JAX	AP TERM	4430	71	70	70	69	68	67	66	65	64	63	62
JAX	AP TERM	4435	88	87	86	86	85	84	84	83	83	82	81
JAX	AP TERM	4440	96	95	94	93	92	91	90	89	88	87	87
JAX	AP TERM	4445	75	74	74	73	73	72	71	71	70	69	68



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Work History Report

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Pavement Database: FDOT

		Paveme	m Bumouse.	FDOI			
Network:	JACKSON	IVILLE IN B	Branch: AP CA	RGO CARG	O AND AI	Section:	4105 Surface:PCC
L.C.D. 1/1/19	989 Us	se: APRON I	Rank: P L	ength: 695	.00 (Ft) Wid	dth: 426.0	0 (Ft) True Area: 296070.0000 (SqFt
Work Date	Work Code	Work Des	scription	Cost	Thickness (in)	Major M&R	Comments
1/1/1989	IMPORT ED	BUILT		0.00	16.00	V	1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Network:	IACKSON	IVILLE IN R	Branch: AP CA	RGO CARG	O AND AI	Section:	4110 Surface: AC
L.C.D. 1/1/19							0 (Ft) True Area: 27040.00000 (SqFt
Work Date	Work Code	Work Des	scription	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	BUILT		0.00	3.00	V	1994: 3" P-401 ON 11" P-211
	LA CIVICON	NWIEDI D	L ADGA	DGO GARG	O AND AL	G .:	4110 G C PGG
Network: L.C.D. 1/1/20			Branch: AP CAI Rank: P L			Section:	4118 Surface: PCC 0 (Ft) True Area: 198059.0000 (SqFt
Work Date	Work Code	Work Des		Cost	Thickness (in)	Major M&R	Comments
1/1/2000		New Construction	n - Initial	0.00	0.00	V	16" PCC/6" ECONOCONCR. BASE/
Network:			Branch: AP CAI			Section:	
L.C.D. 1/1/19	Work			U	.00 (Ft) Wid Thickness	Major	0 (Ft) True Area: 192767.0000 (SqFt
Work Date							
	Code	Work Des	scription	Cost	(in)	M&R	Comments
1/1/1981	Code IMPORT ED		scription	0.00			Comments 1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
1/1/1981	IMPORT ED	BUILT	•	0.00	(in) 16.00	M&R ✓	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
	IMPORT ED JACKSON	BUILT IVILLE IN B	Granch: AP CA	0.00	(in) 16.00 O AND AI	M&R Section:	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
1/1/1981 Network:	IMPORT ED JACKSON	BUILT IVILLE IN B	Branch: AP CA Rank: P L	0.00	(in) 16.00 O AND AI .00 (Ft) Wid	M&R Section: dth: 235.0 Major	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC
Network: L.C.D. 1/1/19	IMPORT ED JACKSON 968 Us Work	BUILT IVILLE IN B Ge: APRON I Work Des	Branch: AP CA Rank: P L	0.00 RGO CARG ength: 375	(in) 16.00 O AND AI .00 (Ft) Wid	M&R Section: dth: 235.0	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt
Network: L.C.D. 1/1/19 Work Date 1/1/1968	JACKSON 968 Us Work Code IMPORT	BUILT IVILLE IN B se: APRON I Work Des	Branch: AP CA Rank: P Lo scription	0.00 RGO CARG ength: 375 Cost 0.00	(in) 16.00 O AND AI .00 (Ft) Wic Thickness (in) 13.00	Section: dth: 235.0 Major M&R	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network:	JACKSON 968 Us Work Code IMPORT ED	BUILT IVILLE IN B Ge: APRON I Work Des BUILT IVILLE IN B	Branch: AP CA Rank: P Loscription	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG	O AND AI O (Ft) Wid Thickness (in) 13.00 O AND AI	Section: Section: Major M&R Section:	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE 4135 Surface:PCC
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20	JACKSON 968 Us Work Code IMPORT ED JACKSON	BUILT IVILLE IN B GE: APRON I Work Des BUILT IVILLE IN B GE: APRON I	Branch: AP CAL Beription Branch: AP CAL Branch: AP CAL Rank: P L	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265	(in) 16.00 O AND AI .00 (Ft) Wic Thickness (in) 13.00 O AND AI .00 (Ft) Wic	Section: dth: 235.0 Major M&R Section: dth: 120.0	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE 4135 Surface:PCC 0 (Ft) True Area: 32378.00000 (SqFt
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20 Work Date	JACKSON 968 Us Work Code IMPORT ED JACKSON 007 Us Work Code	BUILT IVILLE IN B Ge: APRON I Work Des IVILLE IN B GE: APRON I Work Des	Granch: AP CAI Rank: P Lescription Granch: AP CAI Rank: P Lescription	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265 Cost	(in) 16.00 O AND AI .00 (Ft) Wid Thickness (in) 13.00 O AND AI .00 (Ft) Wid Thickness (in)	Section: dth: 235.0 Major M&R Section: dth: 120.0 Major M&R	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE 4135 Surface:PCC
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20	JACKSON 968 Us Work Code IMPORT ED JACKSON 007 Us Work	BUILT IVILLE IN B GE: APRON I Work Des BUILT IVILLE IN B GE: APRON I	Granch: AP CAI Rank: P Lescription Granch: AP CAI Rank: P Lescription	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265	(in) 16.00 O AND AI .00 (Ft) Wid Thickness (in) 13.00 O AND AI .00 (Ft) Wid Thickness	Section: dth: 235.0 Major M&R Section: dth: 120.0 Major	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE 4135 Surface:PCC 0 (Ft) True Area: 32378.00000 (SqFt
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20 Work Date	JACKSON 968 Us Work Code IMPORT ED JACKSON 007 Us Work Code NU-IN	BUILT Work Des BUILT Work Des BUILT WILLE IN B Se: APRON I Work Des New Construction	Granch: AP CAI Rank: P Lescription Granch: AP CAI Rank: P Lescription	RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265 Cost 0.00	(in) 16.00 O AND AI .00 (Ft) Wic Thickness (in) 13.00 O AND AI .00 (Ft) Wic Thickness (in) 0.00	Section: dth: 235.0 Major M&R Section: dth: 120.0 Major M&R	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt Comments 1968: 13" PCC ON 6" STABILIZED SUBBASE 4135 Surface:PCC 0 (Ft) True Area: 32378.00000 (SqFt Comments
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20 Work Date 5/1/2007	JACKSON 968 Us Work Code IMPORT ED JACKSON 007 Us Work Code NU-IN	BUILT VILLE IN B Se: APRON I Work Des VILLE IN B Se: APRON I Work Des New Construction VILLE IN B	Branch: AP CAL Branch: P Le Branch: AP CAL Branch: AP CAL Branch: P Le Branch: P Le Branch: AP GAL Branch: AP GAL	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265 Cost 0.00 GA AI	(in) 16.00 O AND AI .00 (Ft) Wid Thickness (in) 13.00 O AND AI .00 (Ft) Wid Thickness (in) 0.00	Section: dth: 235.0 Major M&R Section: dth: 120.0 Major M&R V	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt
Network: L.C.D. 1/1/19 Work Date 1/1/1968 Network: L.C.D. 5/1/20 Work Date 5/1/2007 Network:	JACKSON 968 Us Work Code IMPORT ED JACKSON 007 Us Work Code NU-IN	BUILT VILLE IN B se: APRON I Work Des BUILT VILLE IN B se: APRON I Work Des New Construction VILLE IN B	Branch: AP CAI Rank: P Lescription Branch: AP CAI Rank: P Lescription n - Initial Branch: AP GA Rank: P Le	0.00 RGO CARG ength: 375 Cost 0.00 RGO CARG ength: 265 Cost 0.00 GA AI	(in) 16.00 O AND AI .00 (Ft) Wid Thickness (in) 13.00 O AND AI .00 (Ft) Wid Thickness (in) 0.00	Section: dth: 235.0 Major M&R Section: dth: 120.0 Major M&R Section:	1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 4125 Surface:PCC 0 (Ft) True Area: 104751.0000 (SqFt

Pavement Management System PAVER 7.0 TM

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1.00

1968: 1" P-401 ON 7.5" P-211

IMPORT BUILT ED

1/1/1968

1	1	/1	R	17	U	7	7

Work History Report

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Pavement Database: FDOT

Network:	IACKSON	IVILLE IN	Branch: AP GA	GA Al	PRON	Section:	5105 Surface:AC
L.C.D. 1/1/2		se: APRON					0 (Ft) True Area: 127653.0000 (SqFt
L.C.D. 1/1/2		e. AFRON	Kalik, F L	Length. 420	. ,		(Ft) True Area. 127033.0000 (SqFt
Work Date	Work Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Constru	iction - AC	0.00	0.00	V	
	I						
Network:	JACKSON	IVILLE IN	Branch: AP GA	GA Al	PRON	Section:	5110 Surface:AC
L.C.D. 1/1/2		se: APRON					0 (Ft) True Area: 239174.0000 (SqFt
L.C.D. 1/1/2	Work	e. AIRON	Kalik, 1 L	rengtin. 923	<u> </u>		(1t) True Area. 239174.0000 (Sqrt
Work Date	Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Constru	iction - AC	0.00	0.00	V	
	l			l			
Network:	JACKSON	IVILLE IN	Branch: AP GA	GA Al	PRON	Section:	5115 Surface:AC
L.C.D. 1/1/2		se: APRON					0 (Ft) True Area: 28389.00000 (SqFt
D.C.D. 1/1/2	Work				Thickness	Major	5 (1.) 11uc 11ca. 20307.00000 (Sqf1
Work Date	Code	Work	Description	Cost	(in)	M&R	Comments
1/1/2006	NC-AC	New Constru	iction - AC	0.00	0.00	V	
	l						
Network:	JACKSON	VILLE IN	Branch: AP HO	DLD HOLD	ING APRO	Section:	4405 Surface:PCC
L.C.D. 1/1/1	992 Us	se: APRON	Rank: P L	ength: 533	.00 (Ft) Wi	dth: 281.0	0 (Ft) True Area: 150030.0000 (SqFt
Electric trans	Work			l senguar	Thickness	Major	(19) 1140 111041 12002010000 (241)
Work Date	Code	Work	Description	Cost	(in)	M&R	Comments
1/1/1992	IMPORT	BUILT		0.00	16.00	V	1992: 16" PCC ON 6"
	ED						ECONOCRETE ON 6" CRUSHED A
Network:	JACKSON	IVILLE IN	Branch: AP TE	RM TERM	IINAL APR	Section:	4305 Surface:PCC
L.C.D. 1/1/1	.985 Us	se: APRON	Rank: P L	ength: 210	.00 (Ft) Wi	dth: 180.0	0 (Ft) True Area: 36141.00001 (SqFt
Work Date	Work	Work	Description	Cost	Thickness	Major	Comments
1/1/1985	Code IMPORT		F	0.00	(in) 16.00	M&R	1985: 16" PCC ON 6"
1/1/1983	ED	BUILI		0.00	16.00		ECONOCRETE ON 6" CRUSHED A
ı	I						
Network:	JACKSON	VILLE IN	Branch: AP TE	RM TERM	IINAL APR	Section:	4310 Surface:PCC
L.C.D. 1/1/1		se: APRON					0 (Ft) True Area: 144838.0000 (SqFt
Ī	Work			giii. 500	Thickness	Major	5 (1.5) 1140 1100. 177030.0000 (Sqf1
Work Date	Code	Work	Description	Cost	(in)	Major M&R	Comments
1/1/1985	IMPORT	BUILT		0.00	16.00	V	1985: 16" PCC ON 6"
	ED			1			ECONOCRETE ON 6" CRUSHED A
Network:	JACKSON	IVILLE IN	Branch: AP TE	RM TERM	IINAL APR	Section:	4315 Surface:PCC
L.C.D. 1/1/1	.985 Us	se: APRON	Rank: P L	ength: 570	.00 (Ft) Wi	dth: 250.0	0 (Ft) True Area: 146950.0000 (SqFt
Work Date	Work	Work	Description	Cost	Thickness	Major	Comments
	Code		Description	Cost	(in)	M&R	Comments
11/1/1007	IMPORT	DITT				1 .1.	LIONE ICH DOC ON CH
1/1/1985		BUILI		0.00	16.00		1985: 16" PCC ON 6"
1/1/1985	ED	BUILI		0.00	16.00	V	ECONOCRETE ON 6" CRUSHED A

Pavement Management System PAVER 7.0 TM

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN	Branch: AP TEI	RM TERM	INAL APR	Section:	4320 Surface:PCC	
L.C.D. 1/1/1	982 U	se: APRON	Rank: P L	ength: 615	.00 (Ft) Wi	dth: 75.0	0 (Ft) True Area: 56545.00001 (SqFt	
Work Date	Work Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1982	IMPORT	BUILT		0.00	16.00	V	1982: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A	
	ED						ECONOCRETE ON 0 CROSHED A	
Network:	JACKSON	IVILLE IN	Branch: AP TEI	RM TERM	INAL APR	Section:	4325 Surface:PCC	
L.C.D. 1/1/1		se: APRON	Rank: P L	ength: 133			0 (Ft) True Area: 9993.000003 (SqFt	
Work Date	Work Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1989	IMPORT ED	BUILT		0.00	16.00	V	1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A	
							·	
Network:	JACKSON	IVILLE IN	Branch: AP TEI	RM TERM	INAL APR	Section:	4330 Surface:PCC	
L.C.D. 1/1/1		se: APRON	Rank: P L	ength: 811	.00 (Ft) Wi		0 (Ft) True Area: 60825.00001 (SqFt	
Work Date	Work Code		Description	Cost	(in)	Major M&R	Comments	
1/1/1982	IMPORT ED	BUILT		0.00	16.00		1982: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A	
	I							
	Network: JACKSONVILLE IN Branch: AP TERM TERMINAL APR Section: 4335 Surface: PCC							
L.C.D. 1/1/1	989 U: Work	se: APRON	Rank: P L	ength: 250	.00 (Ft) Wi	dth: 75.0 Major	0 (Ft) True Area: 8909.000002 (SqFt	
Work Date	Code		Description	Cost	(in)	M&R	Comments	
1/1/2022 1/1/1989	JS-PC IMPORT	Joint Seal - P	CC	0.00	0.00 16.00		1989: 16" PCC ON 6"	
1/1/1/07	ED	BOILT		0.00	10.00	<u> </u>	ECONOCRETE ON 6" CRUSHED A	
Network:	IACKSON	IVILLE IN	Branch: AP TEI	RM TERM	INAL APR	Section:	4410 Surface:PCC	
L.C.D. 12/11		se: APRON					0 (Ft) True Area: 95567.00002 (SqFt	
Work Date	Work	Work	Description	Cost	Thickness	Major	Comments	
12/11/2007	Code NC-PC	New Constru	•	0.00	(in) 0.00	M&R ✓		
	l							
		IVILLE IN	Branch: AP TEI		INAL APR	Section:		
L.C.D. 12/11	1/200 U: Work	se: APRON			.00 (Ft) Wid	dth: 105.0 Major	0 (Ft) True Area: 24650.00000 (SqFt	
Work Date	Code		Description	Cost	(in)	M&R	Comments	
12/11/2007	NC-PC	New Constru	ction - PCC	0.00	0.00	V		
Network:	JACKSON	IVILLE IN	Branch: AP TEI	RM TERM	INAL APR	Section:	4415 Surface:PCC	
L.C.D. 12/11	1/200 Us	se: APRON	Rank: P L			dth: 285.0		
Work Date	Work Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments	
12/11/2007	NC-PC	New Constru	ction - PCC	0.00	0.00	V		
	-						'	

1	1	/1	Q	17	U	7	1
		/	•	<i>I I</i> .	.,		. /

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN Bran	ch: AP TE	RM TERM	IINAL APR	Section:	4420 Surface:PCC
L.C.D. 12/11		se: APRON Ran					0 (Ft) True Area: 195814.0000 (SqFt
Work Date	Work Code	Work Descrip	tion	Cost	Thickness (in)	Major M&R	Comments
12/11/2007	NC-PC	New Construction - P	CC	0.00	0.00		
•							
Network:	JACKSON	IVILLE IN Brand	ch: AP TE		IINAL APR	Section:	4425 Surface:PCC
L.C.D. 12/11		se: APRON Ran	k: P L	ength: 1,020	.00 (Ft) Wi		0 (Ft) True Area: 643219.0001 (SqFt
Work Date	Work Code	Work Descrip		Cost	Thickness (in)	Major M&R	Comments
12/11/2007	NC-PC	New Construction - P	CC	0.00	0.00	V	
	I CHOO		I A D TEE	DIA TEDIA	mill in	G	4420 G & DGG
Network:			ch: AP TE		IINAL APR	Section:	
L.C.D. 12/11	Work	se: APRON Ran		Length: 820	7.00 (Ft) Wi	Major	0 (Ft) True Area: 361365.0001 (SqFt
Work Date	Code	Work Descrip	tion	Cost	(in)	M&R	Comments
12/11/2007	NC-PC	New Construction - P	CC	0.00	0.00	Y	
Network:	JACKSON	IVILLE IN Brand	ch: AP TE	RM TERM	IINAL APR	Section:	Surface:PCC
L.C.D. 12/11	1/200 Us	se: APRON Ran	k: P L	ength: 1,040		-	0 (Ft) True Area: 625548.0001 (SqFt
Work Date	Work Code	Work Descrip	tion	Cost	Thickness (in)	Major M&R	Comments
12/11/2007	NC-PC	New Construction - P	CC	0.00	0.00	V	
	I CHOO		I A D TEE	DIA TEDIA	mill in	G	4440 G & DGG
Network:			ch: AP TE		IINAL APR	Section:	
L.C.D. 12/11	Work	se: APRON Ran	K; P L	Length: 810	7.00 (Ft) Wi	Major	0 (Ft) True Area: 121630.0000 (SqFt
Work Date	Code	Work Descrip	tion	Cost	(in)	M&R	Comments
12/11/2007	NC-PC	New Construction - P	CC	0.00	0.00	>	
Network:	JACKSON	IVILLE IN Brand	ch: AP TE	RM TERM	IINAL APR	Section:	4445 Surface:PCC
L.C.D. 1/1/1		se: APRON Ran	k: P L	ength: 875	. ,	dth: 355.0	0 (Ft) True Area: 312670.0000 (SqFt
Work Date	Work Code	Work Descrip	tion	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	NC-PC	New Construction - P	CC	0.00	16.00	>	Original Construction of Previous Sect
1/1/1983	NC-PC	New Construction - P		0.00	16.00		Original Construction of Previous Sect
1/1/1979	NC-PC	New Construction - P	CC	0.00	16.00	Y	Original Construction of Previous Sect
N	I A OLIZOCO	NATICAL S	1 DW/ * *	22 DID.	WAST 14 22	G :•	(205
Network: L.C.D. 1/1/1		IVILLE IN Bran se: RUNWAY Ran l	ch: RW 14		VAY 14-32	Section:	6205 Surface:PCC 0 (Ft) True Area: 25000.00000 (SqFt
Work Date	Work	Work Descrip		Cost	Thickness	Major	Comments
" OIR Date	Code	,, ork Descrip		2031	(in)	M&R	Comments
1/1/1996	IMPORT	DIIIIT		0.00	16.00	\	1996: 16" P-501 ON 6" P-306 ON 6"

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Pavement Database: FDOT

Network: JACKSONVILLE IN Branch: RW 14-32 **RUNWAY 14-32** Section: 6207 Surface:PCC L.C.D. 1/1/1996 Use: RUNWAY Rank: P Length: 1,000.00 (Ft) Width: 50.00 (Ft) True Area: 50000.00001 (SqFt Work Thickness Major **Work Date** Cost **Work Description Comments** Code (in) M&R 1/1/1996 IMPORT BUILT 0.00 16.00 1996: 16" P-501 ON 6" P-306 ON 6" ~ ED

Network: JACKSONVILLE IN Branch: RW 14-32 **RUNWAY 14-32** Section: 6210 Surface:PCC L.C.D. 1/1/2000 Use: RUNWAY Rank: P Length: 6,600.00 (Ft) Width: 50.00 (Ft) True Area: 330000.0001 (SqFt Work Thickness Major **Work Date Work Description** Cost **Comments** Code (in) M&R 16" PCC/6" ECONOCONCR. BASE/ 1/1/2000 Surface Reconstruction - PCC SR-PC 0.00 0.00 ~ 1/1/1977 IMPORT BUILT 0.00 1977: 16" PCC ON 6" 16.00 ~ ED ECONOCRETE ON 6" CRUSHED A

 Network:
 JACKSONVILLE IN
 Branch:
 RW 14-32
 RUNWAY 14-32
 Section:
 6215
 Surface:
 PCC

 L.C.D. 1/1/2000
 Use:
 RUNWAY
 Rank:
 P
 Length:
 13,200.00 (Ft)
 Width:
 50.00 (Ft)
 True Area:
 622500.0001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	JS-PC	Joint Seal - PCC	0.00	0.00		
1/1/2000	SR-PC	Surface Reconstruction - PCC	0.00	0.00		16" PCC/6" ECONOCONCR. BASE/
1/1/1968	IMPORT	BUILT	0.00	13.00		1968: 13" PCC ON 6" STABILIZED
	ED					SUB-BASE

 Network:
 JACKSONVILLE IN
 Branch:
 RW 14-32
 RUNWAY 14-32
 Section:
 6220
 Surface:
 PCC

 L.C.D. 1/1/1996
 Use:
 RUNWAY
 Rank:
 P
 Length:
 600.00 (Ft)
 Width:
 50.00 (Ft)
 True Area:
 30000.00000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORT ED	BUILT	0.00	16.00		1996: 16" P-501 ON 6" P-306 ON 6" P-154

 Network:
 JACKSONVILLE IN
 Branch:
 RW 14-32
 RUNWAY 14-32
 Section:
 6225
 Surface:PCC

 L.C.D. 1/1/1996
 Use:
 RUNWAY
 Rank:
 P
 Length:
 1,200.00 (Ft)
 Width:
 50.00 (Ft)
 True Area:
 60000.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORT ED	BUILT	0.00	16.00		1996: 16" P-501 ON 6" P-306 ON 6" P-154

 Network:
 JACKSONVILLE IN
 Branch:
 RW 14-32
 RUNWAY 14-32
 Section:
 6230
 Surface:
 PCC

 L.C.D. 1/1/1996
 Use:
 RUNWAY
 Rank:
 P
 Length:
 750.00 (Ft)
 Width:
 50.00 (Ft)
 True Area:
 37500.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORT ED	BUILT	0.00	16.00		1996: 16" P-501 ON 6" P-306 ON 6" P-154

 Network:
 JACKSONVILLE IN
 Branch:
 RW 8-26
 RUNWAY 8-26
 Section:
 6105
 Surface:
 PCC

 L.C.D. 1/1/1994
 Use:
 RUNWAY
 Rank:
 P
 Length:
 10,000.00 (Ft)
 Width:
 100.00 (Ft)
 True Area:
 1000000.000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	BUILT	0.00	16.00	>	1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

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Pavement Database: FDOT

Network: JACKSONVILLE IN	Branch: RW 8-2	26 RUNW	/AY 8-26	Section:	6110 Surface:PCC
C.D. 1/1/1994 Use: RUNWAY	Rank: P L	ength: 20,000	.00 (Ft) Wi	dth: 25.0	0 (Ft) True Area: 500000.0001 (SqFt
Ork Date Work Code Work	Description	Cost	Thickness (in)	Major M&R	Comments
/1994 IMPORT BUILT ED		0.00	16.00		1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW A TAXIWAY A Section: 105 Surface:PCC **L.C.D.** 1/1/1983 Use: TAXIWAY Rank: P 875.00 (Ft) Width: 75.00 (Ft) True Area: 54448.00001 (SqFt Length: Work Thickness Major **Work Date Work Description** Cost **Comments** Code (in) M&R 1/1/1983 1983: 16" PCC ON 6" IMPORT BUILT 0.00 16.00 ECONOCRETE BASE ON 6" CRUS

Network: JACKSONVILLE IN Branch: TW A TAXIWAY A Section: 110 Surface:PCC **L.C.D.** 1/1/1989 Use: TAXIWAY Rank: P **Length:** 2,100.00 (Ft) Width: 75.00 (Ft) True Area: 168750.0000 (SqFt Work Thickness Major **Work Date Work Description** Cost **Comments** M&R Code (in) 1/1/1989 IMPORT BUILT 1989: 16" PCC ON 6" 0.00 16.00 ED ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW A TAXIWAY A Section: 115 Surface:PCC L.C.D. 1/1/2000 Use: TAXIWAY Rank: P Length: 1,575.00 (Ft) Width: 75.00 (Ft) True Area: 118125.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	SR-PC	Surface Reconstruction - PCC	0.00	0.00	V	16" PCC/6" ECONOCONCR. BASE/
1/1/1999	IMPORT ED	BUILT	0.00	0.00		RECONSTRUCTION SCHEDULED IN 1999. NEW SECTION UNKNOW

Network: JACKSONVILLE IN Branch: TW A TAXIWAY A Section: 120 Surface:PCC L.C.D. 1/1/1985 Use: TAXIWAY Rank: P Length: 3,670.00 (Ft) Width: 75.00 (Ft) True Area: 271875.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	IMPORT ED	BUILT	0.00	16.00		1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW A TAXIWAY A Section: 125 Surface: PCC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 1,780.00 (Ft) Width: 75.00 (Ft) True Area: 136875.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	BUILT	0.00	16.00		1994: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW AP TAXIWAYS WIT Section: 2715 Surface:AC

L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 160.00 (Ft) Width: 45.00 (Ft) True Area: 8530.000002 (SqFt

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	Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
	1/1/1994	IMPORT ED	BUILT	0.00	3.00	>	1994: 3" P-401 ON 11" P-211	

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Pavement Database: FDOT

Network: JACKSONVILLE IN Branch: TW AP Section: 2720 TAXIWAYS WIT Surface: AAC **L.C.D.** 1/1/2017 Use: TAXIWAY Rank: P Length: 180.00 (Ft) Width: 50.00 (Ft) True Area: 10052.00000 (SqFt Work Thickness Major **Work Date** Cost **Work Description Comments** Code (in) M&R 1/1/2017 ML-OVL Mill and Overlay 0.00 0.00 **|** 1/1/1992 IMPORT BUILT 0.00 3.00 1992: 3" P-401 ON 11" P-211 ED Network: JACKSONVILLE IN TAXIWAYS WIT Branch: TW AP Section: 2772 Surface:PCC

L.C.D. 1/1/1981 Use: TAXIWAY Rank: P Length: 450.00 (Ft) Width: 50.00 (Ft) True Area: 33940.00001 (SqFt Work Thickness Major Work Date **Work Description** Cost **Comments** Code (in) M&R 1/1/1981 IMPORT BUILT 1981: 16" PCC ON 6" 0.00 16.00 ~ ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW AP TAXIWAYS WIT Section: 2774 Surface:PCC L.C.D. 1/1/1981 Use: TAXIWAY Rank: P Length: 450.00 (Ft) Width: 75.00 (Ft) True Area: 50906.00001 (SqFt Work Thickness Major **Work Date** Cost Comments

Work DateWork CodeWork DescriptionCostThickness (in)Major M&RComments1/1/1981IMPORT EDBUILT0.0016.00Image: 1981: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW AP TAXIWAYS WIT Section: 2775 Surface:PCC L.C.D. 1/1/1968 Use: TAXIWAY Rank: P Length: 450.00 (Ft) Width: 75.00 (Ft) True Area: 38593.00001 (SqFt

Work Thickness Major Work Date **Work Description** Cost Comments M&R Code (in) 1/1/1968 IMPORT BUILT 1968: 16" PCC ON 6" 0.00 16.00 ~ ED ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TWB TAXIWAY B Section: 805 Surface: PCC

L.C.D. 1/1/1985 Use: TAXIWAY Rank: P Length: 3,275.00 (Ft) Width: 75.00 (Ft) True Area: 253320.0000 (SqFt

Major Work Thickness **Work Date Work Description** Cost Comments Code (in) M&R 1/1/1985 IMPORT BUILT 0.00 16.00 1985: 16" PCC ON 6" **V** ED ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW B TAXIWAY B Section: 810 Surface: PCC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 1,825.00 (Ft) Width: 75.00 (Ft) True Area: 136875.0000 (SqFt

Thickness Work Major **Work Date Work Description** Cost Comments Code M&R (in) 1/1/1994 IMPORT BUILT 0.00 16.00 1994: 16" P-501 ON 6" P-306 ON 6" P-154 ED

Network: JACKSONVILLE IN Branch: TW C TAXIWAY C Section: 1480 Surface: PCC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 176.00 (Ft) Width: 90.00 (Ft) True Area: 24260.00000 (SqFt

Thickness Work Major Work Date Work Description Cost Comments Code (in) M&R 1/1/1994 IMPORT BUILT 0.00 16.00 1994: 16" P-501 ON 6" P-306 ON P-~ ED 154

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Pavement Database: FDOT

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Network:	JACKSON	IVILLE IN	Branch: TW C	TAXI	WAY C	Section:	1490 Surface:PCC
L.C.D. 1/1/1	994 Us	se: TAXIWAY	Rank: P L	ength: 488	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 50660.00001 (SqFt
Work Date	Work Code	Work D	escription	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	BUILT		0.00	16.00	V	1994: 16" P-501 ON 6" P-306 ON 6" P-154
	LD						1-104
Network:		IVILLE IN	Branch: TW E	TAXIV	WAY E	Section:	
L.C.D. 1/1/1	994 Us Work	se: TAXIWAY	Rank: P L	ength: 176	` ′		0 (Ft) True Area: 29143.00000 (SqFt
Work Date	Code		escription	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	BUILT		0.00	16.00	>	1994: 16" P-501 ON 6" P-306 ON 6" P-154
Network:			Branch: TW E		WAY E	Section:	
L.C.D. 1/1/1	985 Us Work	se: TAXIWAY	Rank: P L	ength: 488	.00 (Ft) Wi	dth: 90.0 Major	0 (Ft) True Area: 59400.00001 (SqFt
Work Date	Code		escription	Cost	(in)	M&R	Comments
1/1/1985	NU-IN	New Construct	ion - Initial	0.00	0.00		
Network:	JACKSON	IVILLE IN	Branch: TW F	TAXI	WAY F	Section:	1145 Surface:PCC
L.C.D. 1/1/1	985 Us	se: TAXIWAY	Rank: P L	ength: 176	.00 (Ft) Wi	dth: 94.0	0 (Ft) True Area: 30320.00000 (SqFt
Work Date	Work Code	Work D	escription	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	IMPORT ED	BUILT		0.00	16.00	V	1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
	ED						ECONOCRETE ON 0 CRUSHED A
Network:	JACKSON	IVILLE IN	Branch: TW F	TAXI	WAY F	Section:	1150 Surface:PCC
L.C.D. 1/1/1		se: TAXIWAY	Rank: P L	ength: 125	. ,		0 (Ft) True Area: 18725.00000 (SqFt
Work Date	Work Code	Work D	escription	Cost	Thickness (in)	Major M&R	Comments
1/1/1985	IMPORT ED	BUILT		0.00	16.00	>	1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
	1						
Network:			Branch: TW F		WAY F	Section:	
L.C.D. 1/1/1		se: TAXIWAY	Rank: P L	ength: 1,320			0 (Ft) True Area: 98961.00003 (SqFt
Work Date	Work Code		escription	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	IMPORT ED	BUILT		0.00	0.00	>	ESTIMATE 1968 AC PAVEMENT
	1						
Network:			Branch: TW F		WAY F	Section:	
L.C.D. 1/1/1	994 Us Work	se: TAXIWAY		ength: 222	.00 (Ft) Wi	dth: 90.0 Major	0 (Ft) True Area: 27436.00000 (SqFt
Work Date	Code		escription	Cost	(in)	M&R	Comments
1/1/1994	IMPORT ED	BUILT		0.00	16.00	> :	1994: 1994: 16" P-501 ON 6" P-306 ON 6" P-154
	1					<u> </u>	

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN	Branch: TW F	TAXI	WAY F	Sec	ction:	1175 Surface:PCC
L.C.D. 1/1/19	985 Us	e: TAXIWAY	Rank: P L	ength: 266	5.00 (Ft) V	Width:	90.0	0 (Ft) True Area: 39074.00001 (SqFt
Work Date	Work Code	Work D	escription	Cost	Thickness (in)		ajor &R	Comments
1/1/1985	IMPORT ED	BUILT		0.00	16.0	00	/ :	1985: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW G TAXIWAY G Section: 1020 Surface:PCC **L.C.D.** 1/1/1985 Use: TAXIWAY Rank: P 176.00 (Ft) Width: 90.00 (Ft) True Area: 29478.00000 (SqFt Length: Thickness Work Major **Work Date Work Description** Cost **Comments** Code (in) M&R 1/1/1985 1985: 16" PCC ON 6" IMPORT BUILT 0.00 16.00 ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW G TAXIWAY G Section: 1025 Surface:PCC **L.C.D.** 1/1/1985 Use: TAXIWAY Rank: P 125.00 (Ft) Width: 75.00 (Ft) True Area: 19138.00000 (SqFt Length: Thickness Work Major **Work Date Work Description** Cost Comments Code M&R (in) 1/1/1985 IMPORT BUILT 1985: 16" PCC ON 6" 0.00 16.00 ED ECONOCRETE ON 6" CRUSHED A

Network: JACKSONVILLE IN Branch: TW G TAXIWAY G Section: 1030 Surface:AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 700.00 (Ft) Width: 50.00 (Ft) True Area: 35019.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	V	Full depth mill, base course rehabilitat
1/2/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/2001	OL-AS	Overlay - AC Structural	0.00	2.00		
1/1/1968	IMPORT	BUILT	0.00	3.00		1968: 3" P-401 ON 8.5" P-211
	ED		•			

Network: JACKSONVILLE IN Branch: TW G TAXIWAY G Section: 1032 Surface:AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 870.00 (Ft) Width: 50.00 (Ft) True Area: 44449.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	V	Full depth mill, base course rehabilitat
1/2/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/2001	OL-AS	Overlay - AC Structural	0.00	2.00		
1/1/1968	IMPORT	BUILT	0.00	1.00		1968: 1" P-401 ON 7.5" P-211
	ED		ı			

Network: JACKSONVILLE IN Branch: TW G TAXIWAY G Section: 1035 Surface:AC

L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 190.00 (Ft) Width: 35.00 (Ft) True Area: 7929.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	V	Full depth mill, base course rehabilitat
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00		

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN Branch: TW G	TAXIV	WAY G	Section:	1040 Surface:AC				
L.C.D. 1/1/2	016 Us	se: TAXIWAY Rank: P L	ength: 150	.00 (Ft) Wi o	dth: 60.0	0 (Ft) True Area: 14096.00000 (SqFt				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	V	Full depth mill, base course rehabilitat				
1/2/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00						
1/1/2001	OL-AS	Overlay - AC Structural	0.00	2.00						
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	V					
Natarada	IA CIZCON	NULLE DI Dunnelle TW.C.	TAVI	WAY C	Santiana	1000 Sunface PCC				
Network: JACKSONVILLE IN Branch: TWG TAXIWAY G Section: 1060 Surface: PCC L.C.D. 1/1/1994 Use: TAXIWAY Rank: P Length: 515.00 (Ft) Width: 150.00 (Ft) True Area: 133822.0000 (SqFt										
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2022	JS-PC	Joint Seal - PCC	0.00	0.00						
1/1/1994	IMPORT ED	BUILT	0.00	16.00		1994: 16" P-501 ON 6" P306 ON 6" P154				
Network: JACKSONVILLE IN Branch: TW G1 TAXIWAY G1 Section: 910 Surface:AC L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 1,245.00 (Ft) Width: 108.00 (Ft) True Area: 134973.0000 (SqFt)										
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	V					
Network: L.C.D. 1/1/2				WAY G1 .00 (Ft) Wi o	Section:	915 Surface: AC 0 (Ft) True Area: 8630.000002 (SqFt				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	V	Full depth mill, base course rehabilitat				
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00						
	Network: JACKSONVILLE IN Branch: TW G1 TAXIWAY G1 Section: 920 Surface:AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 210.00 (Ft) Width: 90.00 (Ft) True Area: 23852.00000 (SqFt									
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00		Full depth mill, base course rehabilitat				
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	V					
Network:	JACKSON	IVILLE IN Branch: TW H	TAXIV	WAY H	Section:	550 Surface:PCC				
L.C.D. 1/1/1	994 Us	se: TAXIWAY Rank: P L	ength: 488	.00 (Ft) Wi o	dth: 160.0	0 (Ft) True Area: 208460.0000 (SqFt				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/1994	IMPORT ED	BUILT	0.00	16.00		1994: 16" P-501 ON 6" P-306 ON 6" P-154				

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Pavement Database: FDOT

	Pavement Database: FDOT									
Network:	IACKSON	NVILLE IN Branch: TW H	TAXI	WAY H	Section:	555 Surface:PCC				
L.C.D. 1/1/1			Length: 1,540			0 (Ft) True Area: 127293.0000 (SqFt				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2012	SL-PC	Slab Replacement - PCC	0.00	0.00		ISOLATED SLAB REPAIR 22" P-501				
1/1/1985	IMPORT	BUILT	0.00	16.00		1985: 16" PCC ON 6"				
	ED					ECONOCRETE ON 6" CRUSHED A				
Network:	Network: JACKSONVILLE IN Branch: TW H TAXIWAY H Section: 557 Surface: PCC									
L.C.D. 1/1/2	L.C.D. 1/1/2007 Use: TAXIWAY Rank: P Length: 615.00 (Ft) Width: 60.00 (Ft) True Area: 38685.00001 (SqFt									
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/2007	SR-PC	Surface Reconstruction - PCC	0.00	0.00	V					
1/1/1985	IMPORT	BUILT	0.00	16.00		1985: 16" PCC ON 6"				
	ED					ECONOCRETE ON 6" CRUSHED A				
Network:	JACKSON	NVILLE IN Branch: TW J	TAXI	WAY J	Section:	740 Surface:PCC				
L.C.D. 1/1/1	994 Us	se: TAXIWAY Rank: P	Length: 550	.00 (Ft) Wi	dth: 150.0	0 (Ft) True Area: 136242.0000 (SqFt				
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments				
1/1/1994	IMPORT ED	BUILT	0.00	16.00		1994: PCC 16" P-501 ON 6" P-306 ON 6" P-154				
	•					· · · · · · · · · · · · · · · · · · ·				
Network: JACKSONVILLE IN Branch: TW J TAXIWAY J Section: 745 Surface: PCC										
Network:					Section:	745 Surface:PCC				
Network: L.C.D. 1/1/1	989 Us			.00 (Ft) Wie	dth: 75.0	745 Surface:PCC 0 (Ft) True Area: 84993.00002 (SqFt				
	989 Us Work Code	work Description								
L.C.D. 1/1/1	989 Us Work Code IMPORT	work Description	Length: 880	.00 (Ft) Wie	dth: 75.0	0 (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6"				
L.C.D. 1/1/1 Work Date	989 Us Work Code	work Description	Cost	.00 (Ft) Wid Thickness (in)	dth: 75.0 Major M&R	0 (Ft) True Area: 84993.00002 (SqFt Comments				
L.C.D. 1/1/1/1 Work Date 1/1/1989	989 Us Work Code IMPORT ED	work Description	Cost 0.00	.00 (Ft) Wid Thickness (in)	dth: 75.0 Major M&R	O (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A				
L.C.D. 1/1/1/1 Work Date 1/1/1989	989 Use Work Code IMPORT ED	Work Description BUILT WVILLE IN Branch: TW J	Cost 0.00	.00 (Ft) Wickness (in) 16.00	Major M&R	O (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A				
L.C.D. 1/1/19 Work Date 1/1/1989 Network:	989 Use Work Code IMPORT ED	Work Description BUILT WVILLE IN Branch: TW J	Cost 0.00	.00 (Ft) Wickness (in) 16.00	Major M&R	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface: PCC				
L.C.D. 1/1/19 Work Date 1/1/1989 Network: L.C.D. 1/1/2 Work Date	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code	Work Description BUILT NVILLE IN Branch: TW J se: TAXIWAY Rank: P I	Cost 0.00 TAXI Length: 1,020	.00 (Ft) Wickness (in) 16.00 WAY J .00 (Ft) Wickness (in)	Major M&R Section: dth: 110.0 Major	0 (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt				
L.C.D. 1/1/19 Work Date 1/1/1989 Network: L.C.D. 1/1/2 Work Date	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code	Work Description BUILT NVILLE IN Branch: TW J se: TAXIWAY Rank: P I Work Description	Cost	.00 (Ft) Wickness (in) 16.00 WAY J .00 (Ft) Wickness (in)	Major M&R Section: dth: 110.0 Major M&R	0 (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments				
L.C.D. 1/1/1989 Network: L.C.D. 1/1/29 Work Date 1/1/2013 Network:	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN	Work Description BUILT NVILLE IN Branch: TW J See: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K	Cost	WAY J Oo (Ft) Wie Thickness (in) 16.00 WAY J Oo (Ft) Wie Thickness (in) 0.00	Section: Major M&R Section: dth: 110.0 Major M&R Section:	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA				
L.C.D. 1/1/19 Work Date 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us	Work Description BUILT NVILLE IN Branch: TW J See: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K	Cost	WAY J Thickness (in) 16.00 WAY J O0 (Ft) Wide Thickness (in) 0.00 WAY K .00 (Ft) Wide WAY K	Section: Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0	0 (Ft) True Area: 84993.00002 (SqFt Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA				
Network: L.C.D. 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1 Work Date	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work Code	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description	Cost	WAY J Thickness (in) WAY J Ou (Ft) Wide Thickness (in) WAY K Ou (Ft) Wide Thickness (in)	Section: dth: 75.0 Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0 Major M&R	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt Comments				
Network: L.C.D. 1/1/19 Work Date 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/19	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description	Cost	WAY J Thickness (in) 16.00 WAY J .00 (Ft) Wid Thickness (in) 0.00 WAY K .00 (Ft) Wid Thickness	Section: Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0 Major	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt				
Network: L.C.D. 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/19 Work Date 1/1/1992	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT	Cost	WAY J OO (Ft) Wie Thickness (in) 16.00 WAY J OO (Ft) Wie Thickness (in) 0.00 WAY K OO (Ft) Wie Thickness (in) 16.00	Section: dth: 92.0 Major M&R Section: dth: 110.0 Major M&R V Section:	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A				
Network: L.C.D. 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/19 Work Date 1/1/1992	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT	Cost	WAY J NOO (Ft) Wide to the control of the control	Section: dth: 75.0 Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0 Major M&R Section:	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A				
L.C.D. 1/1/19 Work Date 1/1/1989 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/19 Work Date 1/1/1992 Network:	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT	Cost	WAY J NOO (Ft) Wide to the control of the control	Section: dth: 75.0 Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0 Major M&R Section:	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A				
Network: L.C.D. 1/1/1989 Network: L.C.D. 1/1/29 Work Date 1/1/2013 Network: L.C.D. 1/1/19 Work Date 1/1/1992 Network: L.C.D. 1/1/19	989 Us Work Code IMPORT ED JACKSON 013 Us Work Code NU-IN JACKSON 992 Us Work Code IMPORT ED JACKSON 994 Us Work	Work Description BUILT NVILLE IN Branch: TW J Se: TAXIWAY Rank: P I Work Description New Construction - Initial NVILLE IN Branch: TW K Se: TAXIWAY Rank: P I Work Description BUILT NVILLE IN Branch: TW L Se: TAXIWAY Rank: P I Work Description	Cost	WAY J OO (Ft) Wie Thickness (in) 16.00 WAY J OO (Ft) Wie Thickness (in) 16.00 WAY K OO (Ft) Wie Thickness (in) 16.00 WAY L OO (Ft) Wie Thickness	Section: dth: 92.0 Major M&R Section: dth: 110.0 Major M&R Section: dth: 92.0 Major M&R Major M&R Major M&R Major M&R Major M&R Major M&R Major M&R	Comments 1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 765 Surface:PCC 0 (Ft) True Area: 123159.0000 (SqFt Comments 16"PCC P501,6" ECONOCRETE BA 1320 Surface:PCC 0 (Ft) True Area: 107334.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 205 Surface:PCC 0 (Ft) True Area: 25258.00000 (SqFt				

Work

Code

Work Description

Work Date

Work History Report

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN Branch: TW L	TAXI	WAY L	Section:	210 Surface:PCC
L.C.D. 1/1/1	983 Us	se: TAXIWAY Rank: P	Length: 244	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 28620.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORT ED	BUILT	0.00	16.00	>	1983: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Network:	JACKSON	NVILLE IN Branch: TW L	TAXI	WAY L	Section:	215 Surface:PCC
L.C.D. 1/1/1	983 Us	se: TAXIWAY Rank: P	Length: 206	0.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 18195.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORT ED	BUILT	0.00	16.00		1983: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Network:	JACKSON	NVILLE IN Branch: TW L	TAXI	WAY L	Section:	220 Surface:PCC
L.C.D. 1/1/1	992 Us	se: TAXIWAY Rank: P	Length: 240	0.00 (Ft) Wi	dth: 90.0	00 (Ft) True Area: 25304.00000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORT ED	BUILT	0.00	16.00	>	1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Notarionles	IACKCON	IVILLE IN Branch: TW L	TAVI		Section:	225 Surface:PCC
	JACKSON	IVILLE IN Branch: TW L	IAAI	WAY L	Section:	223 Surface: PCC
L.C.D. 1/1/1	992. Us	se: TAXIWAY Rank: P	Length: 488	3.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 52307.00001 (SaFt
Work Date	Work	se: TAXIWAY Rank: P Work Description	Length: 488	Thickness	Major	0 (Ft) True Area: 52307.00001 (SqFt
		Work Description				Comments 1992: 16" PCC ON 6"
Work Date	Work Code IMPORT	Work Description	Cost	Thickness (in)	Major M&R	Comments
Work Date 1/1/1992 Network:	Work Code IMPORT ED	Work Description BUILT WILLE IN Branch: TW N	Cost 0.00	Thickness (in) 16.00	Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC
Work Date 1/1/1992 Network:	Work Code IMPORT ED JACKSON	Work Description BUILT WILLE IN Branch: TW N	Cost 0.00	Thickness (in) 16.00 WAY N 0.00 (Ft) Wi	Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Work Date 1/1/1992 Network:	Work Code IMPORT ED JACKSON 992 Us Work Code	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00	Thickness (in) 16.00	Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC
Work Date 1/1/1992 Network: L.C.D. 1/1/1	Work Code IMPORT ED JACKSON 992 Us Work	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950	Thickness (in) 16.00 WAY N 0.00 (Ft) Wir	Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt
Work Date 1/1/1992 Network: L.C.D. 1/1/1/ Work Date 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost 0.00	Thickness (in) 16.00 WAY N 0.00 (Ft) Win Thickness (in)	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Work Date 1/1/1992 Network: L.C.D. 1/1/1/ Work Date 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note:	Cost 0.00 TAXI Length: 2,950 Cost 0.00	WAY N 16.00 WAY N 10.00 (Ft) Wir Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R Section:	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Network: 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note:	Cost 0.00 TAXI Length: 2,950 Cost 0.00	WAY N 16.00 WAY N 10.00 (Ft) Wir Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R Section:	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 310 Surface:PCC
Work Date 1/1/1992 Network: L.C.D. 1/1/1/1992 Network: L.C.D. 1/1/1/1992 Work Date 1/1/2022 Network: L.C.D. 1/1/1/1993 Network: L.C.D. 1/1/1/1993 Network: Net	JACKSON	Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost 0.00	WAY N 0.00 (Ft) Wie Thickness (in) 16.00 WAY N 0.00 (Ft) Wie Thickness (in) 0.00 (Ft) Wie Thickness (in) 0.00	Section: dth: 75.0 Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 00 (Ft) True Area: 221250.0000 (SqFt) Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 310 Surface:PCC 00 (Ft) True Area: 180075.0000 (SqFt) Comments
Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Work Date 1/1/1992 Work Date 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code	Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost	WAY N .00 (Ft) Wie Thickness (in) 16.00 WAY N .00 (Ft) Wie Thickness (in) Thickness (in)	Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0 Major	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992 Network: L.C.D. 1/1/1/1992 Network: L.C.D. 1/1/1/1992 Work Date 1/1/2022 Network: L.C.D. 1/1/1/1993 Network: L.C.D. 1/1/1/1993 Network: Net	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code JS-PC IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC BUILT	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost 0.00 0.00	WAY N 0.00 (Ft) Wie Thickness (in) 16.00 WAY N 0.00 (Ft) Wie Thickness (in) 0.00 (Ft) Wie Thickness (in) 0.00	Section: dth: 75.0 Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992	Work Code IMPORT ED	Work Description BUILT	Cost 0.00	Thickness (in)	Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date	Work Code IMPORT ED JACKSON 992 Us Work Code	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost	Thickness (in) 16.00 WAY N 0.00 (Ft) Win Thickness (in)	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface: PCC 0 (Ft) True Area: 221250.0000 (SqFt
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost	Thickness (in) 16.00 WAY N 0.00 (Ft) Win Thickness (in)	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface: PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6"
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost	Thickness (in) 16.00 WAY N 0.00 (Ft) Win Thickness (in)	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface: PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6"
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost	Thickness (in) 16.00 WAY N 0.00 (Ft) Win Thickness (in)	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface: PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6"
Work Date 1/1/1992 Network: L.C.D. 1/1/1/ Work Date 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT EVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT	Cost 0.00 TAXI Length: 2,950 Cost 0.00	Thickness (in) 16.00 WAY N .00 (Ft) Wid Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date 1/1/1992 Network:	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note:	Cost 0.00 TAXI Length: 2,950 Cost 0.00	WAY N 16.00 WAY N 10.00 (Ft) Wir Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R Section:	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 310 Surface:PCC
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date 1/1/1992 Network:	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note:	Cost 0.00 TAXI Length: 2,950 Cost 0.00	WAY N 16.00 WAY N 10.00 (Ft) Wir Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R Section:	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 310 Surface:PCC
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date 1/1/1992 Network:	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note:	Cost 0.00 TAXI Length: 2,950 Cost 0.00	WAY N 16.00 WAY N 10.00 (Ft) Wir Thickness (in) 16.00	Major M&R Section: dth: 75.0 Major M&R Section:	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305 Surface:PCC 0 (Ft) True Area: 221250.0000 (SqFt Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 310 Surface:PCC
Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Network: L.C.D. 1/1/1992 Network: L.C.D. 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451	WAY N .00 (Ft) Wie Thickness (in) 16.00 WAY N .00 (Ft) Wie Thickness (in) 16.00 WAY N .00 (Ft) Wie	Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0 Major	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Work Date 1/1/1992 Network: L.C.D. 1/1/1992 Work Date 1/1/1992 Work Date 1/1/1992	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code	Work Description BUILT WILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT WILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost	WAY N .00 (Ft) Wie Thickness (in) 16.00 WAY N .00 (Ft) Wie Thickness (in) Thickness (in)	Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0 Major	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992 Network: L.C.D. 1/1/1/1992 Network: L.C.D. 1/1/1/1992 Work Date 1/1/2022 Network: L.C.D. 1/1/1/1993 Network: L.C.D. 1/1/1/1993 Network: Net	JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code JS-PC IMPORT	Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost 0.00	WAY N 0.00 (Ft) Wie Thickness (in) 16.00 WAY N 0.00 (Ft) Wie Thickness (in) 0.00 (Ft) Wie Thickness (in) 0.00	Section: dth: 75.0 Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992 Network: L.C.D. 1/1/1/1992 Network: L.C.D. 1/1/1/1992 Work Date 1/1/2022 Network: L.C.D. 1/1/1/1993 Network: L.C.D. 1/1/1/1993 Network: Net	JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code JS-PC IMPORT	Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT RVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost 0.00	WAY N 0.00 (Ft) Wie Thickness (in) 16.00 WAY N 0.00 (Ft) Wie Thickness (in) 0.00 (Ft) Wie Thickness (in) 0.00	Section: dth: 75.0 Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305
Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date 1/1/1992 Network: L.C.D. 1/1/1 Work Date 1/1/2022 1/1/1998	Work Code IMPORT ED JACKSON 992 Us Work Code IMPORT ED JACKSON 998 Us Work Code JS-PC IMPORT ED	Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description BUILT NVILLE IN Branch: TW Note: TAXIWAY Rank: P Work Description Joint Seal - PCC BUILT	Cost 0.00 TAXI Length: 2,950 Cost 0.00 TAXI Length: 2,451 Cost 0.00 0.00	Thickness (in) 16.00 WAY N .00 (Ft) Wide Thickness (in) 16.00 WAY N .00 (Ft) Wide Thickness (in) 0.00 (Ft) 0.00 16.00	Major M&R Section: dth: 75.0 Major M&R Section: dth: 75.0	Comments 1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A 305

(in) 1/1/2000 16" PCC/6" ECONOCONCR. BASE/ SR-PC Surface Reconstruction - PCC 0.00 0.00 **Y** IMPORT BUILT 1/1/1995 0.00 16.00 ~ 1995: 16" P-501 ON 6" P-306 ON 6" ED

Cost

Thickness

Major

M&R

Comments

PAVER 7.0 TM Pavement Management System

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Pavement Database: FDOT

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Network: JACKSON	NVILLE IN Branch: TW N	TAXIV	WAY N	Section:	315 Surface:PCC
L.C.D. 1/1/1996 U	se: TAXIWAY Rank: P	Length: 525	.00 (Ft) Wi	dth: 75.0	0 (Ft) True Area: 45000.00001 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996 IMPORT ED	BUILT	0.00	13.00		13" P501 PCC PAVEMENT ON 6" P306 STABILIZED SUBBASE ON 6"
Network: JACKSON	NVILLE IN Branch: TW P	TAXIV	WAY P	Section:	650 Surface:PCC
L.C.D. 1/1/1992 U	se: TAXIWAY Rank: P	Length: 550	.00 (Ft) Wi	dth: 140.0	0 (Ft) True Area: 133322.0000 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992 IMPORT ED	BUILT	0.00	16.00	V	1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Network: JACKSON	NVILLE IN Branch: TW P	TAXI	WAY P	Section:	655 Surface:PCC
		L ength: 1,500			0 (Ft) True Area: 79579.00002 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992 IMPORT ED	BUILT	0.00	16.00	V	1992: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A
Network: JACKSON	NVILLE IN Branch: TW P	TAXIV	WAY P	Section:	660 Surface:PCC
L.C.D. 1/1/2013 U	se: TAXIWAY Rank: P I	Length: 1,050		dth: 100.0	0 (Ft) True Area: 126658.0000 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013 NU-IN	New Construction - Initial	0.00	0.00	>	16"PCC P501,6" ECONOCRETE BA
Network: JACKSON	NVILLE IN Branch: TW Q	TAVI	WAY Q	Section:	560 Surface:PCC
			•		0 (Ft) True Area: 115700.0000 (SqFt
Work Date Work	Work Description	Cost	Thickness	Major	Comments
1/1/1996 NU-IN	New Construction - Initial	0.00	(in) 13.00	M&R ✓	1996: 13" P-501 on 6" P-306 on 6" P-
		1			
Network: JACKSON	NVILLE IN Branch: TW R	TAXIV	WAY R	Section:	570 Surface:PCC
L.C.D. 1/1/1996 U	se: TAXIWAY Rank: P	Length: 380	.00 (Ft) Wie	dth: 90.0	0 (Ft) True Area: 43767.00001 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996 IMPORT ED	BUILT	0.00	16.00	>	1996: 16" P-501 ON 6" P-306 ON 6" P-154
Network: JACKSON	NVILLE IN Branch: TW R	TAXIV	WAY R	Section:	
	se: TAXIWAY Rank: P I	Length: 1,210			0 (Ft) True Area: 111623.0000 (SqFt
Work Date Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996 IMPORT	BUILT	0.00	16.00		1996: 16" P-501 ON 6" P-306 ON 6"
ED					P-154

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Pavement Database: FDOT

Network:	JACKSON	IVILLE IN	Branch: TW R	TAXIV	WAY R	Section:	576 Surface:PCC					
L.C.D. 1/1/1	991 Us	se: TAXIWAY	Rank: P L	ength: 240	.00 (Ft) Wi	dth: 115.0	0 (Ft) True Area: 29713.00000 (SqFt					
Work Date	Work Code	Work De	escription	Cost	Thickness (in)	Major M&R	Comments					
1/1/1991	IMPORT ED	BUILT		0.00	16.00	V	1991: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A					
	l ED						ECONOCRETE ON 0 CROSHED A					
Network: JACKSONVILLE IN Branch: TW S TAXIWAY S Section: 1285 Surface: PCC												
L.C.D. 1/1/1989 Use: TAXIWAY Rank: P Length: 1,385.00 (Ft) Width: 75.00 (Ft) True Area: 140346.0000 (SqFt												
Work Date Work Code Work Description Cost Thickness Major Comments Comment												
1/1/1989	IMPORT ED	BUILT		0.00	16.00	~	1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A					
	l ED						ECONOCRETE ON 0 CROSHED A					
Network:	JACKSON	IVILLE IN	Branch: TW S	TAXIV	WAY S	Section:	1290 Surface:PCC					
L.C.D. 1/1/1	989 Us	se: TAXIWAY	Rank: P L	ength: 220	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 28370.00000 (SqFt					
Work Date	Work Code	Work De	escription	Cost	Thickness (in)	Major M&R	Comments					
1/1/1989	IMPORT ED	BUILT		0.00	16.00	~	1989: 16" PCC ON 6" ECONOCRETE ON 6" CRUSHED A					
	ED						ECONOCRETE ON 6" CRUSHED A					
NA LANGUAGNAMA PARA TANDANA TA												
Network:	JACKSON	IVILLE IN	Branch: TW T	TAXIV	WAY T	Section:	1282 Surface:PCC					
Network: L.C.D. 1/1/2		NVILLE IN se: TAXIWAY										
		se: TAXIWAY										
L.C.D. 1/1/2	012 Us	se: TAXIWAY	Rank: P L	ength: 487	.00 (Ft) Wi	dth: 148.0 Major	0 (Ft) True Area: 59457.00001 (SqFt					
L.C.D. 1/1/2 Work Date	Work Code JS-PC	se: TAXIWAY Work De	Rank: P L	ength: 487	.00 (Ft) Wi	dth: 148.0 Major	0 (Ft) True Area: 59457.00001 (SqFt					
Work Date 1/1/2022 1/1/2012	Work Code JS-PC NU-IN	Work De Joint Seal - PCC New Construction	Rank: P L	Cost 0.00 0.00	Thickness (in)	Major M&R	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B					
Work Date 1/1/2022 1/1/2012	Work Code JS-PC NU-IN	Work De Joint Seal - PCC New Construction	Rank: P L escription Con - Initial Branch: TW U	Cost 0.00 0.00 TAXIV	Thickness (in) 0.00 16.00 WAY U	Major M&R	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network:	Work Code JS-PC NU-IN JACKSON 998 Us Work	Work De Joint Seal - PCC New Construction NVILLE IN se: TAXIWAY	Rank: P L escription Con - Initial Branch: TW U	Cost 0.00 0.00 TAXIV	.00 (Ft) Wi Thickness (in) 0.00 16.00 WAY U .00 (Ft) Wi	Major M&R Section: dth: 90.0 Major	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface: PCC					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1	Work Code JS-PC NU-IN JACKSON 998 Us Work Code IMPORT	Work De Joint Seal - PCC New Construction NVILLE IN se: TAXIWAY Work De	Rank: P L escription Con - Initial Branch: TW U Rank: P L	Cost 0.00 0.00 TAXIV	0.00 (Ft) Wi Thickness (in) 0.00 16.00 WAY U .00 (Ft) Wi	Major M&R Section: dth: 90.0	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface:PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments 1998: 16" P-501 ON 6" P-306 ON 6"					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1 Work Date	Work Code JS-PC NU-IN JACKSON 998 Us Work Code	Work De Joint Seal - PCC New Construction NVILLE IN se: TAXIWAY Work De	Rank: P L escription Con - Initial Branch: TW U Rank: P L	Cost 0.00 0.00 TAXIVength: 488 Cost	7 November 10 Nove	Major M&R Section: dth: 90.0 Major M&R	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface:PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1 Work Date 1/1/1998	Work Code JS-PC NU-IN JACKSON 998 Work Code IMPORT ED	Work De Joint Seal - PCC New Construction NVILLE IN See: TAXIWAY Work De BUILT	Rank: P L escription Con - Initial Branch: TW U Rank: P L	Cost 0.00 0.00 TAXIV ength: 488 Cost 0.00	7 November 10 Nove	Major M&R Section: dth: 90.0 Major M&R	Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface:PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments 1998: 16" P-501 ON 6" P-306 ON 6" P-152					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1 Work Date 1/1/1998	Work Code JS-PC NU-IN JACKSON 998 Us Work Code IMPORT ED	Work De Joint Seal - PCC New Construction NVILLE IN See: TAXIWAY Work De BUILT	Rank: P L escription Con - Initial Branch: TW U Rank: P L escription Branch: TW V	Cost 0.00 0.00 TAXIV ength: 488 Cost 0.00 TAXIV	WAY U Thickness (in) 0.00 16.00 WAY U .00 (Ft) Wi Thickness (in) 16.00	Major M&R Section: dth: 90.0 Major M&R Section:	0 (Ft) True Area: 59457.00001 (SqFt Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface:PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments 1998: 16" P-501 ON 6" P-306 ON 6" P-152 905 Surface:PCC					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1 Work Date 1/1/1998	Work Code JS-PC NU-IN JACKSON 998 Us Work Code IMPORT ED	Work Do Joint Seal - PCC New Construction NVILLE IN See: TAXIWAY Work Do BUILT NVILLE IN See: TAXIWAY	Rank: P L escription Con - Initial Branch: TW U Rank: P L escription Branch: TW V	Cost 0.00 0.00 TAXIV ength: 488 Cost 0.00 TAXIV	WAY U Thickness (in) 0.00 16.00 WAY U .00 (Ft) Wi Thickness (in) 16.00	Major M&R Section: dth: 90.0 Major M&R Section:	Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface: PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments 1998: 16" P-501 ON 6" P-306 ON 6" P-152					
L.C.D. 1/1/2 Work Date 1/1/2022 1/1/2012 Network: L.C.D. 1/1/1 Work Date 1/1/1998 Network: L.C.D. 1/1/2	Work Code JS-PC NU-IN JACKSON 998 Us Work Code IMPORT ED JACKSON 013 Us Work	Work Do Joint Seal - PCC New Construction NVILLE IN See: TAXIWAY Work Do BUILT NVILLE IN See: TAXIWAY	Rank: P L escription Don - Initial Branch: TW U Rank: P L escription Branch: TW V Rank: P L escription	Cost 0.00 0.00 TAXIV ength: 488 Cost 0.00 TAXIV ength: 785	### Note	Section: Major M&R Section: dth: 90.0 Major M&R Section: dth: 100.0 Major	Comments 16" PCC P-501, 7" ECONOCRETE B 390 Surface:PCC 0 (Ft) True Area: 52557.00001 (SqFt Comments 1998: 16" P-501 ON 6" P-306 ON 6" P-152 905 Surface:PCC 0 (Ft) True Area: 78127.00002 (SqFt					

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Pavement Database: FDOT

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	70	7,878,316.00	14.24	4.55
Complete Reconstruction - AC	7	210,115.00	0.00	0.00
Joint Seal - PCC	5	1,004,763.00	0.00	0.00
Mill and Overlay	1	10,052.00	0.00	0.00
New Construction - AC	3	395,216.00	0.00	0.00
New Construction - Initial	13	982,418.00	2.23	5.26
New Construction - PCC	11	3,107,507.00	4.36	7.13
Overlay - AC Structural	3	93,564.00	2.00	0.00
Slab Replacement - PCC	1	127,293.00	0.00	0.00
Surface Reconstruction - PCC	5	1,240,560.00	0.00	0.00
Surface Treatment - Seal Coat	4	101,493.00	0.00	0.00

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1	1	/1	u	77	"	7	1

Branch Condition Report

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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 CARGO	6	2,624.00	287.17	851,065.00	APRON	65.00	20.32	76.44
AP GA	4	1,792.00	236.25	471,356.00	APRON	62.00	12.98	62.48
AP HOLD	1	533.00	281.00	150,030.00	APRON	85.00	0.00	85.00
AP TERM	16	9,521.00	250.31	2,946,368.00	APRON	83.88	9.09	84.80
RW 14-32	7	23,850.00	50.00	1,155,000.00	RUNWAY	88.00	5.18	91.77
RW 8-26	2	30,000.00	62.50	1,500,000.00	RUNWAY	86.00	3.00	87.00
TW A	5	10,000.00	75.00	750,073.00	TAXIWAY	78.40	2.58	78.42
TW AP	5	1,690.00	59.00	142,021.00	TAXIWAY	63.00	20.07	67.99
TW B	2	5,100.00	75.00	390,195.00	TAXIWAY	81.50	0.50	81.65
TW C	2	664.00	90.00	74,920.00	TAXIWAY	75.00	2.00	75.70
TW E	2	664.00	90.00	88,543.00	TAXIWAY	79.00	1.00	79.34
TW F	5	2,109.00	84.80	214,516.00	TAXIWAY	75.40	23.91	60.21
TW G	7	2,726.00	72.86	283,931.00	TAXIWAY	85.00	4.28	87.00
TW G1	3	1,645.00	89.33	167,455.00	TAXIWAY	76.67	8.99	67.59
TW H	3	2,643.00	98.33	374,438.00	TAXIWAY	78.00	8.60	79.93
TW J	3	2,450.00	111.67	344,394.00	TAXIWAY	86.67	6.94	87.64
TW K	1	795.00	92.00	107,334.00	TAXIWAY	85.00	0.00	85.00
TW L	5	1,422.00	90.00	149,684.00	TAXIWAY	79.40	2.94	79.98
TW N	4	7,701.00	75.00	577,575.00	TAXIWAY	89.75	2.17	88.86
TW P	3	3,100.00	105.00	339,559.00	TAXIWAY	94.33	1.25	94.55
TW Q	1	690.00	90.00	115,700.00	TAXIWAY	85.00	0.00	85.00
TW R	3	1,830.00	93.33	185,103.00	TAXIWAY	86.00	1.63	86.89
TW S	2	1,605.00	87.50	168,716.00	TAXIWAY	79.50	1.50	80.50
TW T	1	487.00	148.00	59,457.00	TAXIWAY	94.00	0.00	94.00
TW U	1	488.00	90.00	52,557.00	TAXIWAY	91.00	0.00	91.00
TW V	1	785.00	100.00	78,127.00	TAXIWAY	97.00	0.00	97.00

11/18/2022	Branch Condition Report	Page 2 of 2
	Pavement Database: FDOT	

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	27	4,418,819.00	76.48	16.16	80.82
RUNWAY	9	2,655,000.00	87.56	4.86	89.07
TAXIWAY	59	4,664,298.00	81.05	12.63	82.34
ALL	95	11,738,117.00	80.37	13.60	83.29

Pavement Database: FDOT

NetworkId: JAX

Branch ID								1		
	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspec tion	
AP CARGO 4	1105	1/1/1989	PCC	APRON	Р	0	296,070.00	7/18/2022	33	83
AP CARGO 4	1110	1/1/1994	AC	APRON	Р	0	27,040.00	7/18/2022	28	29
AP CARGO 4	1118	1/1/2000	PCC	APRON	Р	0	198,059.00	7/18/2022	22	88
	1120	1/1/1981	PCC	APRON	Р	0	192,767.00	7/18/2022	41	77
	1125	1/1/1968	PCC	APRON	P	0	104,751.00	7/18/2022	54	52
	1135	5/1/2007	PCC	APRON	P	0	32,378.00	7/18/2022	15	
AP GA 4:	1205	1/1/2016	AC	APRON	Р	0	76,140.00	7/18/2022	6	80
AP GA 5	5105	1/1/2006	AC	APRON	Р	0	127,653.00	7/18/2022	16	45
AP GA 5	5110	1/1/2006	AC	APRON	Р	0	239,174.00	7/18/2022	16	
	5115	1/1/2006	AC	APRON	Р	0	28,389.00	7/18/2022	16	
AP HOLD 4	1405	1/1/1992	PCC	APRON	Р	0	150,030.00	7/18/2022	30	85
AP TERM 4	1305	1/1/1985	PCC	APRON	Р	0	36,141.00	7/18/2022	37	76
AP TERM 4	1310	1/1/1985	PCC	APRON	Р	0	144,838.00	7/18/2022	37	77
	1315	1/1/1985	PCC	APRON	Р	0	146,950.00	7/18/2022	37	83
	1320	1/1/1982	PCC	APRON	Р	0	56,545.00	7/18/2022	40	68
	1325	1/1/1989	PCC	APRON	Р	0	9,993.00	7/18/2022	33	82
	1330	1/1/1982	PCC	APRON	Р	0	60,825.00	7/18/2022	40	
	1335	1/1/1989	PCC	APRON	Р	0	8,909.00	7/18/2022	33	
	1410	12/11/2007	PCC	APRON	P	0	95,567.00	7/18/2022	15	
	1412	12/11/2007	PCC	APRON	P	0	24,650.00	7/18/2022	15	
	l415	12/11/2007	PCC	APRON	P	0	101,704.00	7/18/2022	15	92
	1420	12/11/2007	PCC	APRON	Р	0	195,814.00	7/18/2022	15	93
	1425	12/11/2007	PCC	APRON	P	0	643,219.00	7/18/2022	15	
	1430	12/11/2007	PCC	APRON	P	0	361,365.00	7/18/2022	15	
	1435	12/11/2007	PCC	APRON	P	0	625,548.00	7/18/2022	15	
	1440	12/11/2007	PCC	APRON	P	0	121,630.00	7/18/2022	15	
	1445				P				31	75
	3205	1/1/1991 1/1/1996	PCC	APRON RUNWAY	P	0	312,670.00 25,000.00	7/18/2022	26	79
									l .	
	3207	1/1/1996	PCC	RUNWAY	Р	0	50,000.00	7/18/2022	26	
	6210	1/1/2000	PCC	RUNWAY	Р	0	330,000.00	7/18/2022	22	
	3215	1/1/2000	PCC	RUNWAY	Р	0	622,500.00	7/18/2022	22	
	5220	1/1/1996	PCC	RUNWAY	Р	0	30,000.00	7/18/2022	26	
	3225	1/1/1996	PCC	RUNWAY	P	0	60,000.00	7/18/2022	26	
	5230	1/1/1996	PCC	RUNWAY	P	0	37,500.00	7/18/2022	26	
	3105 3110	1/1/1994 1/1/1994	PCC PCC	RUNWAY RUNWAY	P P	0	1,000,000. 500,000.00	7/18/2022 7/18/2022	28 28	
	105	1/1/1983		TAXIWAY	Р	0	54,448.00		39	
	110	1/1/1989	PCC	TAXIWAY	Р	0	168,750.00	7/18/2022	33	
	115	1/1/2000	PCC	TAXIWAY	P	0	118,125.00	7/18/2022	22	
	120	1/1/1985	PCC	TAXIWAY	P	0	271,875.00	7/18/2022	37	
	125	1/1/1994	PCC	TAXIWAY	P	0	136,875.00	7/18/2022	28	
TW AP 2	2715	1/1/1994	AC	TAXIWAY	Р	0	8,530.00	7/18/2022	28	28
TW AP 2	2720	1/1/2017	AAC	TAXIWAY	Р	0	10,052.00	7/18/2022	5	80
	2772	1/1/1981	PCC	TAXIWAY	Р	0	33,940.00	7/18/2022	41	
	2774	1/1/1981	PCC	TAXIWAY	Р	0	50,906.00	7/18/2022	41	79
	2775	1/1/1968	PCC	TAXIWAY	Р	0	38,593.00	7/18/2022	54	53
TW B	305	1/1/1985	PCC	TAXIWAY	Р	0	253,320.00	7/18/2022	37	82
	310	1/1/1994	PCC	TAXIWAY	Р	0	136,875.00	7/18/2022	28	
TW C 1	1480	1/1/1994	PCC	TAXIWAY	Р	0	24,260.00	7/18/2022	28	73
	1490	1/1/1994		TAXIWAY	Р	0	50,660.00		l .	

11/18/2022		Section	Conc	lition Rep	ort				Page 2	of 3
TW E	1670	1/1/1994	PCC	TAXIWAY	Р	0	29,143.00	7/18/2022	28	78
TW E	1680	1/1/1985	PCC	TAXIWAY	Р	0	59,400.00	7/18/2022	37	80
TW F	1145	1/1/1985	PCC	TAXIWAY	Р	0	30,320.00	7/18/2022	37	90
TW F	1150	1/1/1985	PCC	TAXIWAY	Р	0	18,725.00	7/18/2022	37	86
TW F	1155	1/1/1968	AC	TAXIWAY	Р	0	98,961.00	7/18/2022	54	28
TW F	1170	1/1/1994	PCC	TAXIWAY	Р	0	27,436.00	7/18/2022	28	82
TW F	1175	1/1/1985	PCC	TAXIWAY	Р	0	39,074.00	7/18/2022	37	91
TW G	1020	1/1/1985	PCC	TAXIWAY	Р	0	29,478.00	7/18/2022	37	78
TW G	1025	1/1/1985	PCC	TAXIWAY	Р	0	19,138.00	7/18/2022	37	83
TW G	1030	1/1/2016	AC	TAXIWAY	Р	0	35,019.00	7/18/2022	6	82
TW G	1032	1/1/2016	AC	TAXIWAY	Р	0	44,449.00	7/18/2022	6	87
TW G	1035	1/1/2016	AC	TAXIWAY	Р	0	7,929.00	7/18/2022	6	90
TW G	1040	1/1/2016	AC	TAXIWAY	Р	0	14,096.00	7/18/2022	6	84
TW G	1060	1/1/1994	PCC	TAXIWAY	Р	0	133,822.00	7/18/2022	28	91
TW G1	910	1/1/2006	AC	TAXIWAY	Р	0	134,973.00	7/18/2022	16	64
TW G1	915	1/1/2016	AC	TAXIWAY	Р	0	8,630.00	7/18/2022	6	84
TW G1	920	1/1/2016	AC	TAXIWAY	Р	0	23,852.00	7/18/2022	6	82
TW H	550	1/1/1994	PCC	TAXIWAY	Р	0	208,460.00	7/18/2022	28	88
TW H	555	1/1/1985	PCC	TAXIWAY	Р	0	127,293.00	7/18/2022	37	67
TW H	557	1/1/2007	PCC	TAXIWAY	Р	0	38,685.00	7/18/2022	15	79
TW J	740	1/1/1994	PCC	TAXIWAY	Р	0	136,242.00	7/18/2022	28	87
TW J	745	1/1/1989	PCC	TAXIWAY	Р	0	84,993.00	7/18/2022	33	78
TW J	765	1/1/2013	PCC	TAXIWAY	Р	0	123,159.00	7/18/2022	9	95
TW K	1320	1/1/1992	PCC	TAXIWAY	Р	0	107,334.00	7/18/2022	30	85
TW L	205	1/1/1994	PCC	TAXIWAY	Р	0	25,258.00	7/18/2022	28	77
TW L	210	1/1/1983	PCC	TAXIWAY	Р	0	28,620.00	7/18/2022	39	83
TW L	215	1/1/1983	PCC	TAXIWAY	Р	0	18,195.00	7/18/2022	39	75
TW L	220	1/1/1992	PCC	TAXIWAY	Р	0	25,304.00	7/18/2022	30	81
TW L	225	1/1/1992	PCC	TAXIWAY	Р	0	52,307.00	7/18/2022	30	81
TW N	305	1/1/1992	PCC	TAXIWAY	Р	0	221,250.00	7/18/2022	30	87
TW N	310	1/1/1998	PCC	TAXIWAY	Р	0	180,075.00	7/18/2022	24	90
TW N	312	1/1/2000	PCC	TAXIWAY	Р	0	131,250.00	7/18/2022	22	89
TW N	315	1/1/1996	PCC	TAXIWAY	Р	0	45,000.00	7/18/2022	26	93
TW P	650	1/1/1992	PCC	TAXIWAY	Р	0	133,322.00	7/18/2022	30	96
TW P	655	1/1/1992	PCC	TAXIWAY	Р	0	79,579.00	7/18/2022	30	93
TW P	660	1/1/2013	PCC	TAXIWAY	Р	0	126,658.00	7/18/2022	9	94
TW Q	560	1/1/1996	PCC	TAXIWAY	Р	0	115,700.00	7/18/2022	26	85
TW R	570	1/1/1996	PCC	TAXIWAY	Р	0	43,767.00	7/18/2022	26	86
TW R	575	1/1/1996	PCC	TAXIWAY	Р	0	111,623.00	7/18/2022	26	88
TW R	576	1/1/1991	PCC	TAXIWAY	Р	0	29,713.00	7/18/2022	31	84
TW S	1285	1/1/1989	PCC	TAXIWAY	Р	0	140,346.00	7/18/2022	33	81
TW S	1290	1/1/1989	PCC	TAXIWAY	Р	0	28,370.00	7/18/2022	33	78

Pavement Management System PAVER 7.0 TM

PCC TAXIWAY

PCC TAXIWAY

1/1/2013 PCC TAXIWAY

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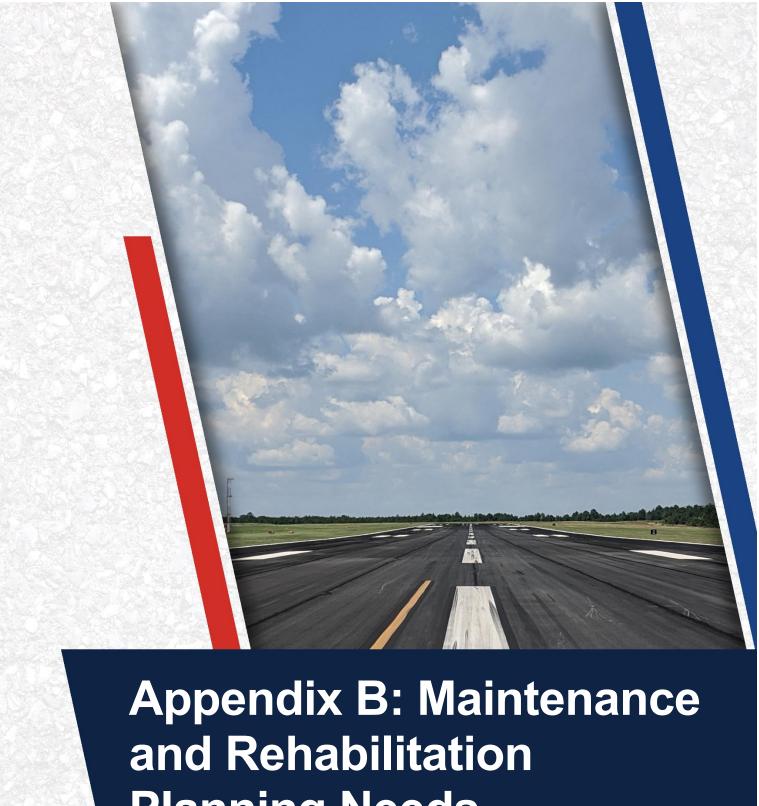
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905

Section Condition Report (Summary)

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	10,052.00	1	80.00	0.00	80.00
06-10	7	597,516.00	11	88.09	5.84	90.68
11-15	15	2,240,560.00	10	86.10	11.28	87.22
16-20	16	530,189.00	4	58.00	8.51	60.35
21-25	23	1,632,566.00	7	89.14	3.68	90.61
26-30	28	3,732,317.00	30	80.93	15.12	85.79
31-35	33	1,079,814.00	9	80.89	3.21	79.63
36-40	38	1,395,185.00	17	79.35	6.38	78.46
41-50	41	277,613.00	3	77.00	1.63	77.12
50+	54	242,305.00	3	44.33	11.56	42.36
ALL	26	11,738,117.00	95	80.37	13.60	83.29



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 C	Cost	Wo	ork Cost
JAX	RW 8-26	6105	JT SEAL DMG	Low	198	Slabs	12.3%	Preventive	PCC Joint Seal	8,628	LF	\$ 4	1.25	\$	36,680
JAX	RW 8-26	6105	SMALL PATCH	Medium	10	Slabs	0.6%	Preventive	PCC Partial-Depth Patching	27	SF	\$ 169	9.00	\$	4,500
JAX	RW 8-26	6110	SMALL PATCH	Medium	20	Slabs	2.4%	Preventive	PCC Partial-Depth Patching	53	SF	\$ 169	9.00	\$	8,880
JAX	RW 14-32	6215	JT SEAL DMG	Low	84	Slabs	8.5%	Preventive	PCC Joint Seal	3,352	LF	\$ 4	1.25	\$	14,250
JAX	RW 14-32	6215	SMALL PATCH	Medium	4	Slabs	0.4%	Preventive	PCC Partial-Depth Patching	12	SF	\$ 169	9.00	\$	1,920
JAX	RW 14-32	6220	SMALL PATCH	Medium	3	Slabs	6.3%	Preventive	PCC Partial-Depth Patching	9	SF	\$ 169	9.00	\$	1,370
JAX	TW A	105	JT SEAL DMG	Low	46	Slabs	53.3%	Preventive	PCC Joint Seal	2,293	LF	\$ 4	1.25	\$	9,750
JAX	TW A	105	JOINT SPALL	Medium	2	Slabs	2.2%	Preventive	PCC Partial-Depth Patching	13	SF	\$ 169	9.00	\$	2,120
JAX	TW A	110	SMALL PATCH	Medium	4	Slabs	1.6%	Preventive	PCC Partial-Depth Patching	12	SF	\$ 169	9.00	\$	1,950
JAX	TW A	115	JT SEAL DMG	Medium	95	Slabs	50.0%	Preventive	PCC Joint Seal	3,900	LF	\$ 4	1.25	\$	16,580
JAX	TW A	115	SMALL PATCH	Medium	5	Slabs	2.4%	Preventive	PCC Partial-Depth Patching	12	SF	\$ 169	9.00	\$	2,050
JAX	TW A	120	JT SEAL DMG	Low	325	Slabs	74.7%	Preventive	PCC Joint Seal	13,651	LF	\$ 4	1.25	\$	58,020
JAX	TW A	120	SMALL PATCH	Medium	31	Slabs	7.2%	Preventive	PCC Partial-Depth Patching	85	SF	\$ 169	9.00	\$	14,310
JAX	TW A	120	CORNER SPALL	Medium	5	Slabs	1.2%	Preventive	PCC Partial-Depth Patching	14	SF	\$ 169	9.00	\$	2,390
JAX	TW A	125	SMALL PATCH	Medium	5	Slabs	2.4%	Preventive	PCC Partial-Depth Patching	14	SF	\$ 169	9.00	\$	2,380
JAX	TW AP	2720	RAVELING	Low	502	SF	5.0%	Preventive	Surface Seal	502	SF	\$ 0	0.75	\$	380
JAX	TW AP	2772	SMALL PATCH	Medium	3	Slabs	6.3%	Preventive	PCC Partial-Depth Patching	9	SF	\$ 169	9.00	\$	1,540
JAX	TW AP	2774	SMALL PATCH	Medium	5	Slabs	5.6%	Preventive	PCC Partial-Depth Patching	12	SF	\$ 169	9.00	\$	2,050
JAX	TW B	805	JT SEAL DMG	Low	135	Slabs	33.3%	Preventive	PCC Joint Seal	5,433	LF	\$ 4	1.25	\$	23,100
JAX	TW B	805	SMALL PATCH	Medium	26	Slabs	6.4%	Preventive	PCC Partial-Depth Patching	69	SF	\$ 169	9.00	\$	11,700
JAX	TW B	805	CORNER SPALL	Medium	6	Slabs	1.6%	Preventive	PCC Partial-Depth Patching	17	SF	\$ 169	9.00	\$	2,930
JAX	TW B	810	JT SEAL DMG	Low	123	Slabs	56.3%	Preventive	PCC Joint Seal	5,091	LF	\$ 4	1.25	\$	21,640
JAX	TW C	1480	JT SEAL DMG	Low	39	Slabs	100.0%	Preventive	PCC Joint Seal	1,001	LF	-	1.25	\$	4,260
JAX	TW C	1480	JOINT SPALL	Medium	1	Slabs	3.6%	Preventive	PCC Partial-Depth Patching	9	SF	\$ 169		\$	1,530
JAX	TW C	1490	JT SEAL DMG	Low	34	Slabs	41.7%	Preventive	PCC Joint Seal	1,223	LF	\$ 4	1.25	\$	5,200
JAX	TW C	1490	SMALL PATCH	Medium	3	Slabs	4.2%	Preventive	PCC Partial-Depth Patching	9	SF		9.00	\$	1,540
JAX	TW E	1670	JT SEAL DMG	Low	47	Slabs	100.0%	Preventive	PCC Joint Seal	1,001	LF		1.25	\$	4,260
JAX	TW E	1680	JT SEAL DMG	Low	95	Slabs	100.0%	Preventive	PCC Joint Seal	2,936	LF		1.25	\$	12,480
JAX	TW F	1150	JT SEAL DMG	Low	30	Slabs	100.0%	Preventive	PCC Joint Seal	550	LF	-	1.25	\$	2,340
JAX	TW F	1175	JT SEAL DMG	Low	63	Slabs	100.0%	Preventive	PCC Joint Seal	1,559	LF		1.25	\$	6,630
JAX	TW G	1020	JT SEAL DMG	Low	59	Slabs	100.0%	Preventive	PCC Joint Seal	1,160	LF	<u> </u>	1.25	\$	4,930
JAX	TW G	1020	SCALING	Medium	3	Slabs	5.0%	Preventive	PCC Slab Replacement	303	SF 		1.50	\$	15,580
JAX	TW G	1025	JT SEAL DMG	Low	31	Slabs	100.0%	Preventive	PCC Joint Seal	550	LF	<u> </u>	1.25	\$	2,340
JAX	TW G	1025	SMALL PATCH	Medium	2	Slabs	5.0%	Preventive	PCC Partial-Depth Patching	4	SF	\$ 169		\$	710
JAX	TW G	1030	WEATHERING	Medium	46	SF	0.1%	Preventive	Surface Seal	45	SF	-	0.75	\$	40
JAX	TW G	1040	WEATHERING	Medium	97	SF	0.7%	Preventive	Surface Seal	97	SF	1	0.75	\$	80
JAX	TW G1	920	WEATHERING	Medium	189	SF	0.8%	Preventive	Surface Seal	189	SF		0.75	\$	150
JAX	TW H	550	SMALL PATCH	Medium	5	Slabs	1.4%	Preventive	PCC Partial-Depth Patching	13	SF		9.00	\$	2,110
JAX	TW J	740	JT SEAL DMG	Low	218	Slabs	100.0%	Preventive	PCC Joint Seal	5,900	LF		1.25	\$	25,080
JAX	TW J	745	SMALL PATCH	Medium	6	Slabs	4.8%	Preventive	PCC Partial-Depth Patching	17	SF	\$ 169		\$	2,950
JAX	TW J	765	JT SEAL DMG	Low	236	Slabs	73.0%	Preventive	PCC Joint Seal	7,578	LF	-	4.25	\$	32,210
JAX	TW L	205	JT SEAL DMG	Low	40	Slabs	100.0%	Preventive	PCC Joint Seal	1,423	LF		1.25	\$	6,050
JAX	TW L	205	SMALL PATCH	Medium	4	Slabs	10.0%	Preventive	PCC Partial-Depth Patching	11	SF	\$ 169		\$	1,820
JAX	TW L	220	JT SEAL DMG	Low	78	Slabs	100.0%	Preventive	PCC Joint Seal	2,077	LF		1.25	\$	8,830
JAX	TW N	305	JT SEAL DMG	Low	137	Slabs	20.0%	Preventive	PCC Joint Seal	4,327	LF	\$ 4	1.25	\$	18,390

Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Uni	it Cost	W	ork Cost
JAX	TW N	305	SMALL PATCH	Medium	7	Slabs	1.0%	Preventive	PCC Partial-Depth Patching	18	SF	\$ ^	169.00	\$	3,120
JAX	TW N	310	JT SEAL DMG	Low	144	Slabs	50.0%	Preventive	PCC Joint Seal	6,090	LF	\$	4.25	\$	25,890
JAX	TW N	315	SMALL PATCH	Medium	3	Slabs	4.0%	Preventive	PCC Partial-Depth Patching	8	SF	\$ ^	169.00	\$	1,310
JAX	TW P	660	JT SEAL DMG	Medium	236	Slabs	71.0%	Preventive	PCC Joint Seal	6,836	LF	\$	4.25	\$	29,060
JAX	TW Q	560	JT SEAL DMG	Low	210	Slabs	100.0%	Preventive	PCC Joint Seal	4,527	LF	\$	4.25	\$	19,240
JAX	TW Q	560	SMALL PATCH	Medium	8	Slabs	3.7%	Preventive	PCC Partial-Depth Patching	21	SF	\$ 1	169.00	\$	3,540
JAX	TW R	570	JT SEAL DMG	Low	80	Slabs	100.0%	Preventive	PCC Joint Seal	2,452	LF	\$	4.25	\$	10,430
JAX	TW R	570	SMALL PATCH	Medium	2	Slabs	3.0%	Preventive	PCC Partial-Depth Patching	7	SF	\$ 1	169.00	\$	1,110
JAX	TW R	575	SMALL PATCH	Medium	3	Slabs	1.9%	Preventive	PCC Partial-Depth Patching	9	SF	\$ 1	169.00	\$	1,540
JAX	TW S	1285	JT SEAL DMG	Low	83	Slabs	36.9%	Preventive	PCC Joint Seal	2,529	LF	\$	4.25	\$	10,750
JAX	TW S	1285	JOINT SPALL	Medium	3	Slabs	1.5%	Preventive	PCC Partial-Depth Patching	23	SF	\$ ^	169.00	\$	3,780
JAX	TW T	1282	JT SEAL DMG	Low	66	Slabs	44.4%	Preventive	PCC Joint Seal	2,929	LF	\$	4.25	\$	12,450
JAX	TW T	1282	JT SEAL DMG	Medium	83	Slabs	55.6%	Preventive	PCC Joint Seal	3,661	LF	\$	4.25	\$	15,570
JAX	TW V	905	JT SEAL DMG	Low	103	Slabs	50.0%	Preventive	PCC Joint Seal	3,586	LF	\$	4.25	\$	15,240
JAX	AP CARGO	4105	JT SEAL DMG	Low	280	Slabs	59.0%	Preventive	PCC Joint Seal	13,317	LF	\$	4.25	\$	56,600
JAX	AP CARGO	4105	JT SEAL DMG	Medium	194	Slabs	41.0%	Preventive	PCC Joint Seal	9,248	LF	\$	4.25	\$	39,310
JAX	AP CARGO	4105	SMALL PATCH	Medium	8	Slabs	1.6%	Preventive	PCC Partial-Depth Patching	21	SF	\$ 1	169.00	\$	3,540
JAX	AP CARGO	4120	SMALL PATCH	Medium	12	Slabs	3.9%	Preventive	PCC Partial-Depth Patching	32	SF	\$ ^	169.00	\$	5,500
JAX	AP CARGO	4120	JOINT SPALL	Medium	6	Slabs	2.0%	Preventive	PCC Partial-Depth Patching	39	SF	\$ ^	169.00	\$	6,600
JAX	AP GA	4205	WEATHERING	Medium	3,807	SF	5.0%	Preventive	Surface Seal	3,807	SF	\$	0.75	\$	2,860
JAX	AP TERM	4305	SMALL PATCH	Medium	3	Slabs	5.0%	Preventive	PCC Partial-Depth Patching	8	SF	\$ ^	169.00	\$	1,320
JAX	AP TERM	4305	JOINT SPALL	Medium	3	Slabs	5.0%	Preventive	PCC Partial-Depth Patching	18	SF	\$ 1	169.00	\$	3,170
JAX	AP TERM	4310	JT SEAL DMG	Low	232	Slabs	100.0%	Preventive	PCC Joint Seal	10,770	LF	\$	4.25	\$	45,780
JAX	AP TERM	4310	SMALL PATCH	Medium	6	Slabs	2.5%	Preventive	PCC Partial-Depth Patching	16	SF	_	169.00	\$	2,640
JAX	AP TERM	4310	JOINT SPALL	Medium	12	Slabs	5.0%	Preventive	PCC Partial-Depth Patching	75	SF	\$ ^	169.00	\$	12,670
JAX	AP TERM	4315	JT SEAL DMG	Low	118	Slabs	50.0%	Preventive	PCC Joint Seal	5,290	LF	\$	4.25	\$	22,490
JAX	AP TERM	4330	JT SEAL DMG	Low	97	Slabs	100.0%	Preventive	PCC Joint Seal	3,980	LF	\$	4.25	\$	16,920
JAX	AP TERM	4410	JT SEAL DMG	Low	251	Slabs	100.0%	Preventive	PCC Joint Seal	9,092	LF	\$	4.25	\$	38,640
JAX	AP TERM	4415	JT SEAL DMG	Medium	254	Slabs	100.0%	Preventive	PCC Joint Seal	9,615	LF	\$	4.25	\$	40,870
JAX	AP TERM	4420	JT SEAL DMG	Low	387	Slabs	79.0%	Preventive	PCC Joint Seal	15,387	LF	\$	4.25	\$	65,400
JAX	AP TERM	4420	SMALL PATCH	Medium	13	Slabs	2.6%	Preventive	PCC Partial-Depth Patching	34	SF		169.00	\$	5,870
JAX	AP TERM	4425	JT SEAL DMG	Low	565	Slabs	35.1%	Preventive	PCC Joint Seal	21,998	LF	\$	4.25	\$	93,500
JAX	AP TERM	4425	SMALL PATCH	Medium	9	Slabs	0.5%	Preventive	PCC Partial-Depth Patching	24	SF		169.00	\$	3,960
JAX	AP TERM	4425	JOINT SPALL	Medium	9	Slabs	0.5%	Preventive	PCC Partial-Depth Patching	56	SF	_	169.00	\$	9,490
JAX	AP TERM	4430	JT SEAL DMG	Low	434	Slabs	75.0%	Preventive	PCC Joint Seal	20,703	LF	\$	4.25	\$	87,990
JAX	AP TERM	4430	JT SEAL DMG	Medium	145	Slabs	25.0%	Preventive	PCC Joint Seal	6,901	LF	\$	4.25	\$	29,330
JAX	AP TERM	4430	SMALL PATCH	Medium	22	Slabs	3.8%	Preventive	PCC Partial-Depth Patching	58	SF	_	169.00	\$	9,860
JAX	AP TERM	4430	LARGE PATCH	Medium	7	Slabs	1.3%	Preventive	PCC Full-Depth Patching	889	SF		75.00	\$	66,670
JAX	AP TERM	4430	JOINT SPALL	Medium	14	Slabs	2.5%	Preventive	PCC Partial-Depth Patching	94	SF		169.00	\$	15,780
JAX	AP TERM	4435	JT SEAL DMG	Low	305	Slabs	19.5%	Preventive	PCC Joint Seal	11,856	LF	\$	4.25	\$	50,390
JAX	AP TERM	4435	JOINT SPALL	Medium	8	Slabs	0.5%	Preventive	PCC Partial-Depth Patching	50	SF 		169.00	\$	8,330
JAX	AP TERM	4440	JT SEAL DMG	Low	160	Slabs	50.0%	Preventive	PCC Joint Seal	5,755	LF	\$	4.25	\$	24,460
JAX	AP TERM	4445	JT SEAL DMG	Low	253	Slabs	50.6%	Preventive	PCC Joint Seal	11,960	LF	\$	4.25	\$	50,830
JAX	AP TERM	4445	SMALL PATCH	Medium	13	Slabs	2.5%	Preventive	PCC Partial-Depth Patching	34	SF	-	169.00	\$	5,760
JAX	AP TERM	4445	JOINT SPALL	Medium	6	Slabs	1.3%	Preventive	PCC Partial-Depth Patching	41	SF		169.00	\$	6,910
JAX	AP TERM	4445	CORNER SPALL	Medium	6	Slabs	1.3%	Preventive	PCC Partial-Depth Patching	17	SF	_	169.00	\$	2,880
JAX	TW AP	2775	JOINT SPALL	Medium	2	Slabs	3.6%	Stopgap	PCC Partial-Depth Patching	14	SF	\$ 1	169.00	\$	2,420



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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
JAX	TW H	555	LINEAR CR	Medium	5	Slabs	2.3%	Stopgap	PCC Crack Sealing	119	LF	\$ 7.00	\$ 840
JAX	AP CARGO	4125	JOINT SPALL	Medium	5	Slabs	2.8%	Stopgap	PCC Partial-Depth Patching	30	SF	\$ 169.00	\$ 5,100
JAX	AP CARGO	4135	LINEAR CR	Medium	3	Slabs	2.4%	Stopgap	PCC Crack Sealing	52	LF	\$ 7.00	\$ 360
JAX	AP CARGO	4135	CORNER SPALL	Medium	3	Slabs	2.4%	Stopgap	PCC Partial-Depth Patching	10	SF	\$ 169.00	\$ 1,560
JAX	AP TERM	4320	CORNER SPALL	Medium	1	Slabs	1.6%	Stopgap	PCC Partial-Depth Patching	4	SF	\$ 169.00	\$ 650



Appendix B

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	JAX	TW AP	2715	AC	8,530	26	AC Reconstruction	\$	261,000
2023	JAX	TW AP	2775	PCC	38,593	51	PCC Reconstruction	\$	2,316,000
2023	JAX	TW F	1155	AC	98,961	26	AC Reconstruction	\$	3,019,000
2023	JAX	TW G1	910	AC	134,973	63	AC Rehabilitation	\$	1,890,000
2023	JAX	TW H	555	PCC	127,293	65	PCC Rehabilitation	\$	3,883,000
2023	JAX	AP CARGO	4110	AC	27,040	27	AC Reconstruction	\$	825,000
2023	JAX	AP CARGO	4125	PCC	104,751	50	PCC Reconstruction	\$	6,286,000
2023	JAX	AP CARGO	4135	PCC	32,378	60	PCC Rehabilitation	\$	988,000
2023	JAX	AP GA	5105	AC	127,653	43	AC Reconstruction	\$	3,894,000
2023	JAX	AP GA	5110	AC	239,174	65	AC Rehabilitation	\$	3,349,000
2023	JAX	AP GA	5115	AC	28,389	54	AC Reconstruction	\$	674,000
2023	JAX	AP TERM	4320	PCC	56,545	67	PCC Rehabilitation	\$	1,725,000
2024	JAX	AP TERM	4430	PCC	361,365	70	PCC Rehabilitation	\$	11,573,000
2025	JAX	TW C	1480	PCC	24,260	69	PCC Rehabilitation	\$	816,000
2026	JAX	TW A	125	PCC	136,875	69	PCC Rehabilitation	\$	4,833,000
2026	JAX	AP TERM	4330	PCC	60,825	69	PCC Rehabilitation	\$	2,148,000
2027	JAX	TW AP	2772	PCC	33,940	69	PCC Rehabilitation	\$	1,259,000
2027	JAX	TW L	215	PCC	18,195	69	PCC Rehabilitation	\$	675,000
2028	JAX	TW AP	2720	AAC	10,052	69	AC Rehabilitation	\$	180,000
2028	JAX	TW C	1490	PCC	50,660	70	PCC Rehabilitation	\$	1,973,000
2028	JAX	TW L	205	PCC	25,258	70	PCC Rehabilitation	\$	984,000
2029	JAX	AP GA	4205	AC	76,140	68	AC Rehabilitation	\$	1,429,000
2030	JAX	TW A	105	PCC	54,448	69	PCC Rehabilitation	\$	2,337,000
2030	JAX	TW A	120	PCC	271,875	69	PCC Rehabilitation	\$	11,668,000
2030	JAX	TW E	1670	PCC	29,143	69	PCC Rehabilitation	\$	1,251,000
2030	JAX	TW G	1020	PCC	29,478	69	PCC Rehabilitation	\$	1,266,000
2030	JAX	TW J	745	PCC	84,993	69	PCC Rehabilitation	\$	3,648,000
2030	JAX	TW S	1290	PCC	28,370	69	PCC Rehabilitation	\$	1,218,000
2030	JAX	AP TERM	4445	PCC	312,670	70	PCC Rehabilitation	\$	13,419,000
2031	JAX	RW 14-32	6205	PCC	25,000	69	PCC Rehabilitation	\$	1,127,000

Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate	
2031	JAX	TW AP	2774	PCC	50,906	69	PCC Rehabilitation	\$	2,294,000
2031	JAX	TW H	557	PCC	38,685	69	PCC Rehabilitation	\$	1,744,000
2032	JAX	TW E	1680	PCC	59,400	69	PCC Rehabilitation	\$	2,811,000
2032	JAX	TW G	1030	AC	35,019	69	AC Rehabilitation	\$	761,000
2032	JAX	TW G1	920	AC	23,852	69	AC Rehabilitation	\$	519,000
2032	JAX	AP TERM	4305	PCC	36,141	70	PCC Rehabilitation	\$	1,711,000

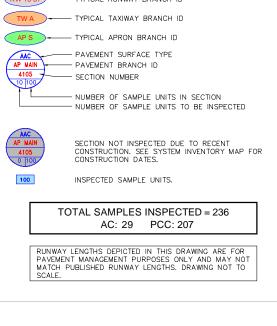
^{*}All planning cost values have been rounded up to the nearest thousand dollars.





Appendix C: Technical Exhibits







PCC TW N 310 2 14 PCC AP CARGO 4118 3 | 17

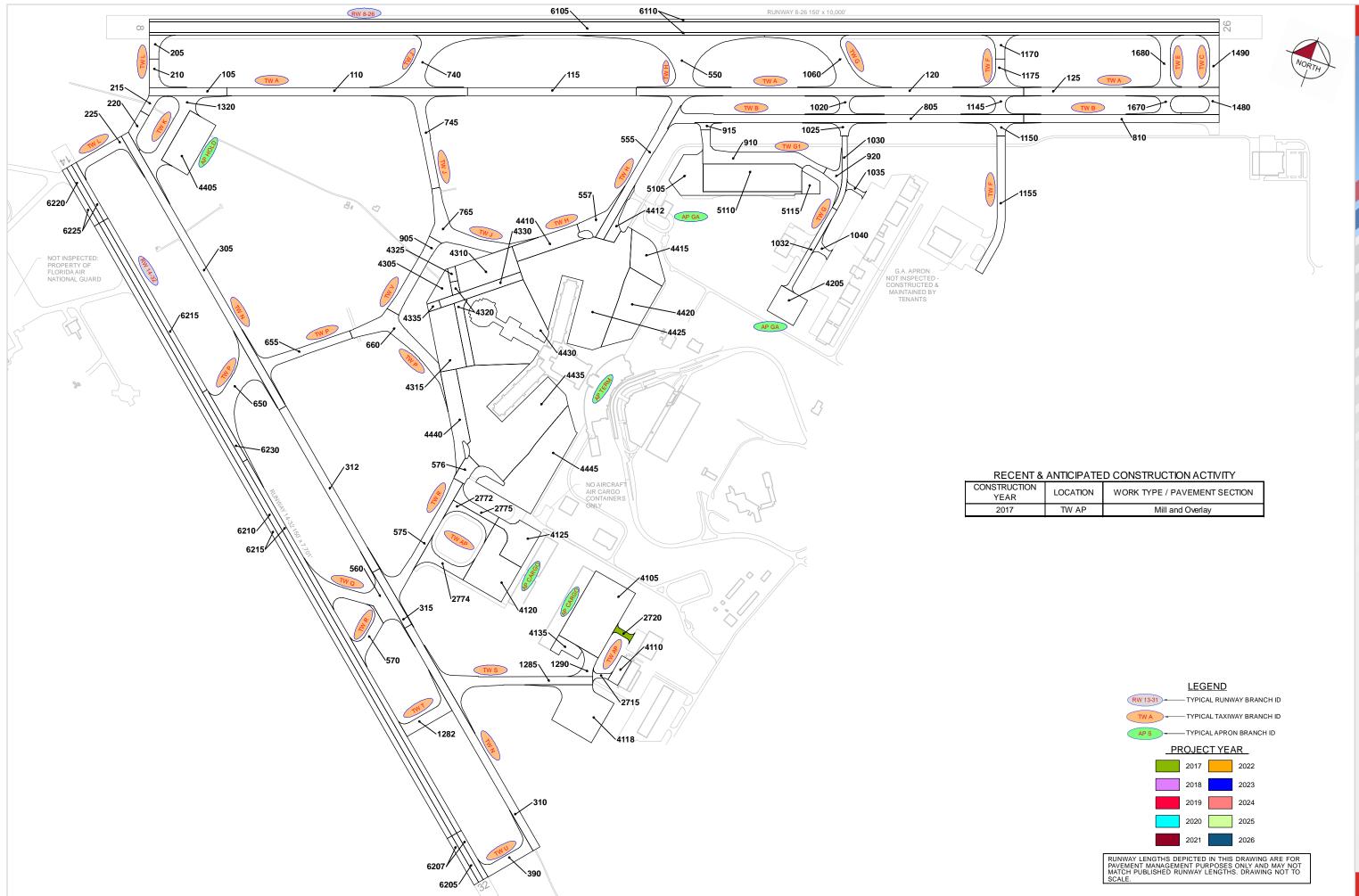
2022

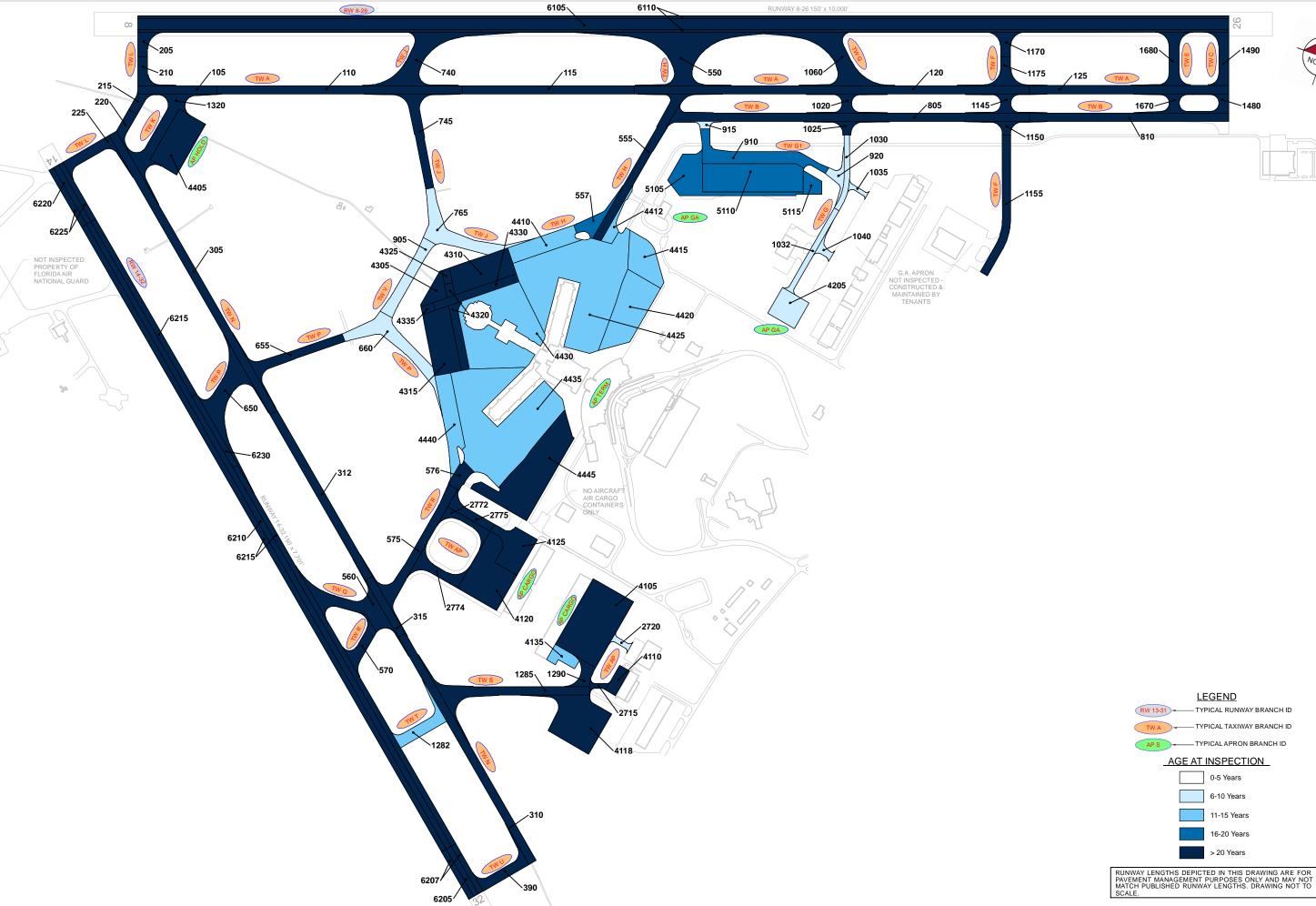


AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT



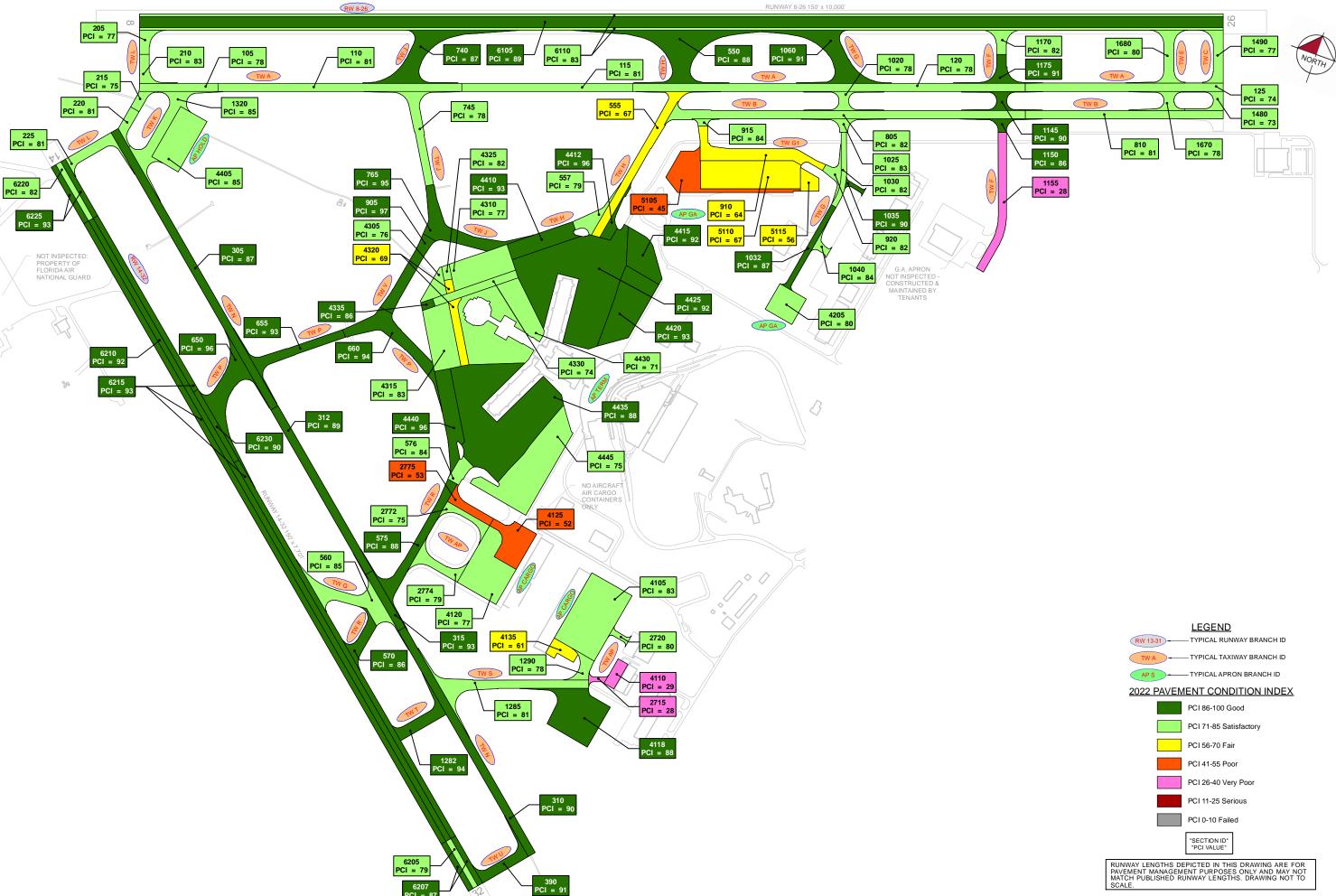




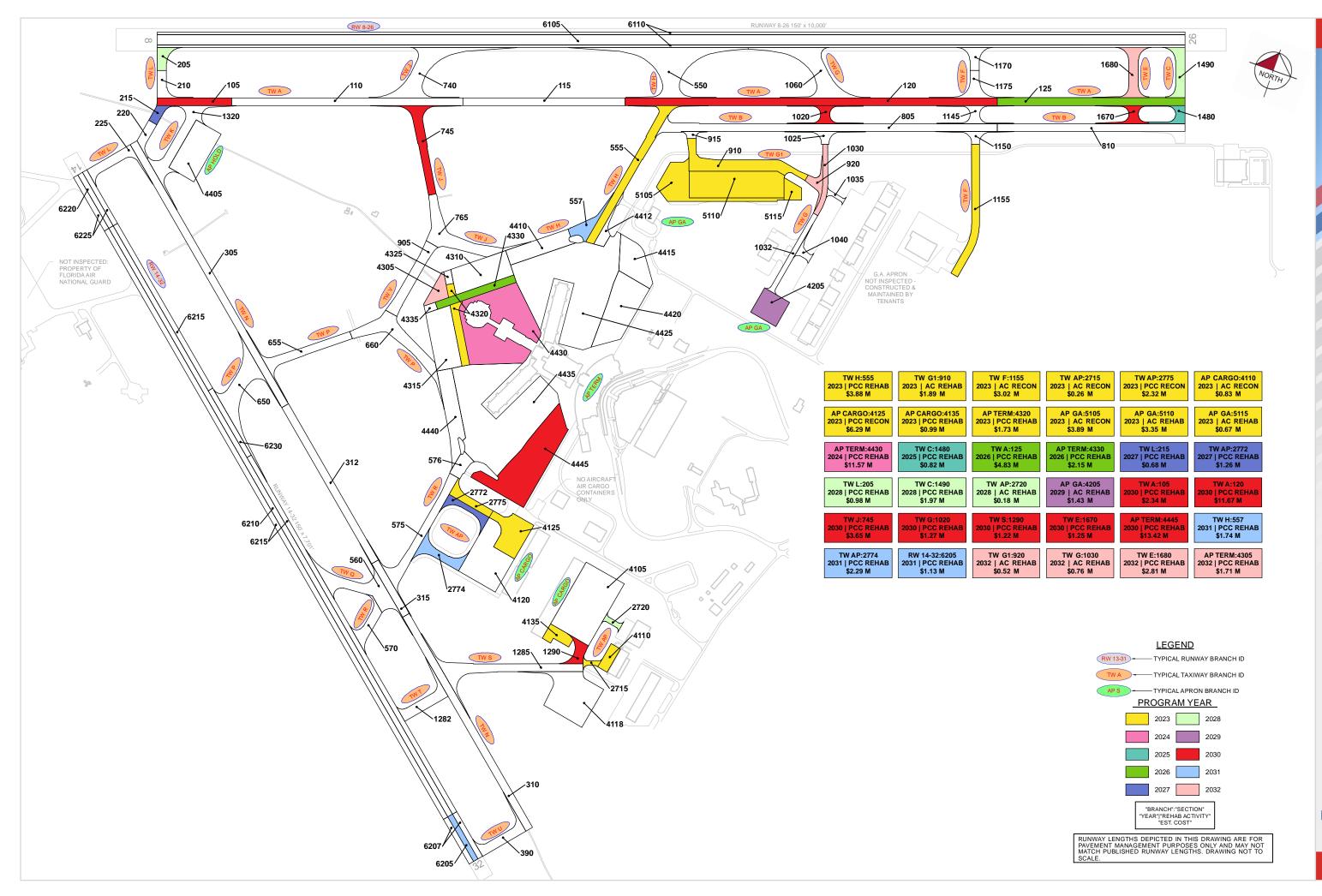


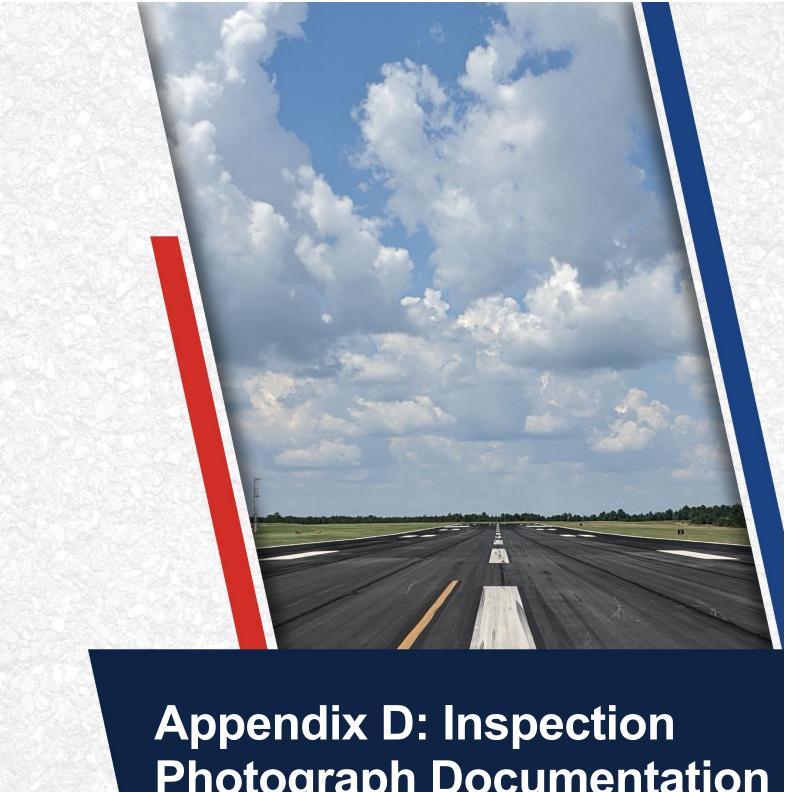
JAX











Photograph Documentation



RW 8-26, Section 6105, Sample Unit 309 - Linear Cracking



RW 8-26, Section 6105, Sample Unit 369 - Small Patch





RW 14-32, Section 6215, Sample Unit 521 – Joint Spall



RW 14-32, Section 6205, Sample Unit 301 - Scaling





TW A, Section 125, Sample Unit 149 - Linear Cracking



TW A, Section 120, Sample Unit 135 - Corner Break





TW B, Section 805, Sample Unit 114 - Corner Spall



TW F, Section 1155, Sample Unit 102 - Block Cracking





TW H, Section 555, Sample Unit 101 - Corner Break and Linear Cracking



TW J, Section 765, Sample Unit 114 – Joint Seal Damage





TW N, Section 305, Sample Unit 134 - Small Patch



TW R, Section 575, Sample Unit 104 - Joint Spall





AP GA, Section 5105, Sample Unit 89 - Block Cracking



AP TERM, Section 4430, Sample Unit 604 – Linear Cracking and Small Patch



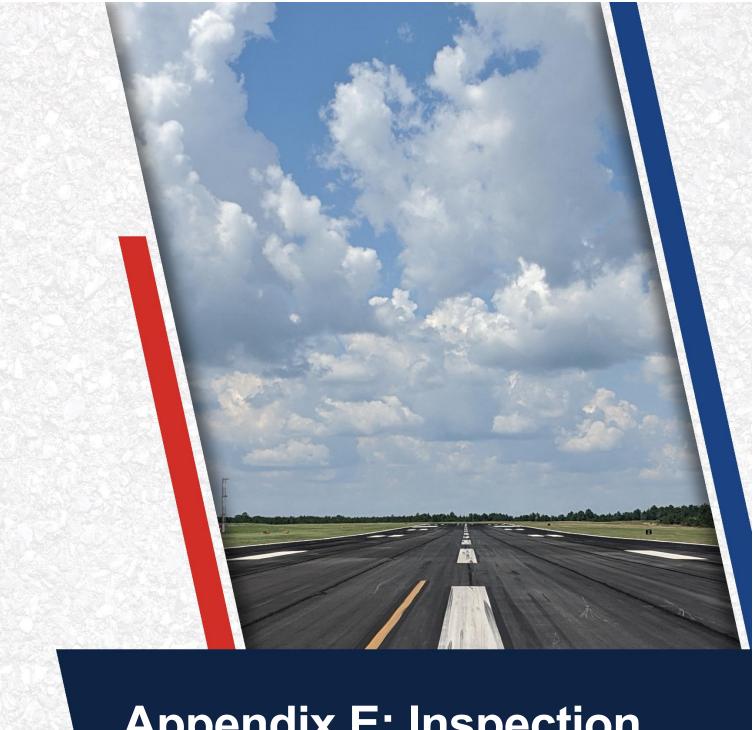


AP TERM, Section 4435, Sample Unit 609 - Joint Spall



AP CARGO, Section 4135, Sample Unit 451 - Shattered Slab





Appendix E: Inspection Distress Details

Re-Inspection Report

FDOT

Page 1 of 97 11/18/2022

Gene	rated Date		11/13	8/2022											Page 1 of 9
Netw	ork: JAX					Nan	ne:	JACKSON	VILL	E INTERNA	TIONAI	AIRPORT			
Bran	ch: AP CARGO		N	Name:	CARC APRC		AIR CAR	GO	Use:	APRON		Area:	8	351,065 SqFt	
Section	on: 4105	of	6	Fre	om:	-				To: -				Last Const.:	1/1/1989
Surfa	ce: PCC	Family:	CA65	53-PR-AP-P	CC	Zon	e:			Catego	ry:			Rank: P	
Area	296,07	0 SqFt		Length:		695 F	t	Widt	h:	42	26 Ft				
Slabs	: 474	Slab Leng	gth:		25 Ft		Slab Wid	th:		25 Ft		Joint	Length:	22,565 F	't
Shou	lder:	Street Ty	pe:				Grade:	0				Lanes	:: 0		
Section	on Comments:														
Worl	Date: 1/1/1989	Wo	rk Ty	pe: BUILT					C	ode: IMPO	RTED	Is	Major	M&R: True	
Last	Insp. Date: 7/18/2022			TotalSan	nples:	24		Sı	irveye	ed: 3					
Cond	itions: PCI: 83														
Inspe	ction Comments:														
Samp	ole Number: 101	Тур	e:	R	A	Area:		20.00 SI	abs	P	CI: 90				
Samp	ole Comments:														
65	JT SEAL DMG		L		20.00	Slabs									
73	SHRINKAGE CR		N			Slabs									
74	JOINT SPALL		L			Slabs									
Samp	ole Number: 205	Тур	e:	R	A	Area:		16.00 SI	abs	P	CI: 82				
Samp	ole Comments:														
63	LINEAR CR		L		2.00	Slabs									
65	JT SEAL DMG		L		16.00	Slabs									
73	SHRINKAGE CR		N		4.00										
74	JOINT SPALL		L		1.00	Slabs									
Samp	ole Number: 402	Typ	e:	R	A	Area:		25.00 SI	abs	P	CI: 78				
Samp	ole Comments:														
65	JT SEAL DMG		M]	25.00	Slabs									
66	SMALL PATCH		L		4.00										
66	SMALL PATCH		M		1.00	Slabs									
70	SCALING		L		1.00	Slabs									
	CHIRDING A CE CD		3. 7		7 00										
73	SHRINKAGE CR		N		7.00	Slabs									

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** AP CARGO CARGO AND AIR CARGO Use: APRON 851,065 SqFt Name: Area: APRONS Section: 4110 of 6 From: To: -**Last Const.:** 1/1/1994 AC CA653-PR-AP-AC Rank: P Surface: Family: Zone: Category: 27,040 SqFt 260 Ft Width: 104 Ft Area: Length: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Work Date: 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 6 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 201 Type: R Area: 5200.00 SqFt PCI: 29 **Sample Comments:** 43 BLOCK CR L 3900.00 SqFt BLOCK CR 1300.00 SqFt 43 M DEPRESSION 342.00 SqFt 45 L

52

52

56

RAVELING

RAVELING

SWELLING

L

M

L

4160.00 SqFt

1040.00 SqFt

104.00 SqFt

Network: JA	ΑX				Nan	ne: JAC	CKSONVILI	LE INTERN	IATIO1	NAL .	AIRPORT			
Branch: A	P CARGO		Nan	e: CARC		AIR CARGO	Use:	APRON	1		Area:	8:	51,065 SqFt	t
Section: 4118		of	6	From:	-			To:	-				Last Con	st.: 1/1/200
Surface: PCC		Family:	CA653-I	PR-AP-PCC	Zon	e:		Cate	egory:				Rank: P	•
Area:	198,05	59 SqFt	Lei	igth:	429 F	⁷ t	Width:		425 Ft					
Slabs: 317		Slab Leng	th:	25 Ft		Slab Width:		25 Ft			Joint I	Length:	13,73	2 Ft
Shoulder:		Street Typ	e:			Grade: 0					Lanes:	: 0		
Section Comme	nts:													
Work Date: 1/1	/2000	Wor	k Type:	New Constructi	on - Init	ial	(Code: NU	-IN		Is	Major N	M&R: True	;
Last Insp. Date:	7/18/2022	2	Т	otalSamples:	17		Survey	ed: 3						
-	PCI: 88			•			·							
Continuous. 1	CI. 00													
Inspection Com	ments:	Tyne	• R		Area:	20	0 00 Slabs		PCI:	87				
Inspection Com	ments:	Туре	: F	L 2	Area:	20	0.00 Slabs		PCI:	87				
Inspection Com Sample Number Sample Comme	ments:	Туре				20	0.00 Slabs		PCI:	87				
Inspection Com Sample Number Sample Comme	ments: :: 103 nts:	Туре	: F L N	1.00	Area: Slabs Slabs	20	0.00 Slabs		PCI:	87				
Inspection Com Sample Number Sample Comme 66 SMALL 73 SHRINK	ments: 103 nts: PATCH AGE CR	Туре	L N	1.00 15.00	Slabs		0.00 Slabs		PCI:					
Inspection Com Sample Number Sample Comme 66 SMALL 73 SHRINK Sample Number	ments: :: 103 nts: PATCH AGE CR :: 200		L N	1.00 15.00	Slabs Slabs									
Inspection Com Sample Number Sample Comme	ments: :: 103 nts: PATCH AGE CR :: 200 nts:		L N	1.00	Slabs Slabs									
Inspection Com Sample Number Sample Comme 66 SMALL 73 SHRINK Sample Number Sample Comme 73 SHRINK	ments: :: 103 nts: PATCH AGE CR :: 200 nts: AGE CR		L N : F	1.00 15.00 25.00	Slabs Slabs Area:	2:				86				
Inspection Com Sample Number Sample Comme 66 SMALL 1 73 SHRINK Sample Number Sample Comme	ments: :: 103 nts: PATCH AGE CR :: 200 nts: AGE CR :: 250	Туре	L N : F	1.00 15.00 25.00	Slabs Slabs Area: Slabs	2:	5.00 Slabs		PCI:	86				
Inspection Com Sample Number Sample Comme 66 SMALL 1 73 SHRINK Sample Number Sample Comme 73 SHRINK Sample Number	ments: :: 103 nts: PATCH AGE CR :: 200 nts: AGE CR :: 250 nts:	Туре	L N : F	1.00 15.00 2 25.00	Slabs Slabs Area: Slabs	2:	5.00 Slabs		PCI:	86				

Network:	JAX			Na	ame: JAC	KSONVILL	E INTERNA	ΓΙΟΝΑL	AIRPORT			
Branch:	AP CARGO		Name:	CARGO AN APRONS	ND AIR CARGO	Use:	APRON		Area:	851,0	065 SqFt	
Section: 4	4120	of 6	F	rom: -			То: -			L	ast Const.:	1/1/1981
Surface: 1	PCC	Family: CA	A653-PR-AP-	PCC Zo	one:		Catego	ry:		R	ank: P	
Area:	192,76	57 SqFt	Length:	600	Ft	Width:	41	3 Ft				
Slabs:	308	Slab Length	:	25 Ft	Slab Width:		25 Ft		Joint Len	gth:	18,811 Ft	
Shoulder:		Street Type:	;		Grade: 0				Lanes:	0		
Section Con	mments:											
Work Date:	: 1/1/1981	Work	Type: BUIL	T		C	ode: IMPO	RTED	Is Ma	njor M&l	R: True	
Last Insp. L	Date: 7/18/2022	?	TotalSa	imples: 14		Surveye	ed: 2					
Last Insp. L Conditions:	Date: 7/18/2022 : PCI: 77	2	TotalSa	mples: 14		Surveye	ed: 2					
Conditions:	: PCI: 77	2	TotalSa	mples: 14		Surveye	ed: 2					
Conditions: Inspection (: PCI: 77 Comments:			•	25			CI: 78				
Conditions: Inspection (Sample Nur	: PCI: 77 Comments: mber: 301	Type:	TotalSa R	Area:	25	Surveye		CI: 78				
Conditions: Inspection (Sample Nur Sample Cor	: PCI: 77 Comments: mber: 301 mments:		R	Area:				CI: 78				
Conditions: Inspection C Sample Nur Sample Cor 66 SMA	: PCI: 77 Comments: mber: 301 mments:		R L	Area:	s			CI: 78				
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH		R L M	Area: 1.00 Slabs 1.00 Slabs	s s			CI: 78				
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA 70 SCA	: PCI: 77 Comments: mber: 301 mments:		R L	Area:	s s s			CI: 78				
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA 70 SCA 73 SHR	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH ALL NG		R L M L	1.00 Slabs 1.00 Slabs 2.00 Slabs	s s s			EI: 78				
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA 70 SCA 73 SHR 74 JOIN	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH ALING RINKAGE CR		R L M L N	1.00 Slabs 1.00 Slabs 2.00 Slabs 25.00 Slabs	S S S S		Pe	CI: 78				
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA 70 SCA 73 SHR 74 JOIN Sample Nur	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH ALING RINKAGE CR NT SPALL mber: 303	Туре:	R L M L N L	1.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs	S S S S	5.00 Slabs	Pe					
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 66 SMA 70 SCA 73 SHR 74 JOIN Sample Nur Sample Cor	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH ALING RINKAGE CR NT SPALL mber: 303	Туре:	R L M L N L	1.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs	s s s s s s s	5.00 Slabs	Pe					
Conditions: Inspection (Sample Nur Sample Cor 66 SMA 70 SCA 73 SHR 74 JOIN Sample Nur Sample Cor 66 SMA	: PCI: 77 Comments: mber: 301 mments: ALL PATCH ALL PATCH ALLING RINKAGE CR NT SPALL mber: 303 mments:	Туре:	R L M L N L R	1.00 Slabs 1.00 Slabs 2.00 Slabs 2.00 Slabs 2.00 Slabs Area:	s s s s s s s	5.00 Slabs	Pe					

74 74

JOINT SPALL JOINT SPALL

L M 5.00 Slabs 1.00 Slabs

JACKSONVILLE INTERNATIONAL AIRPORT JAX Network: Name: AP CARGO CARGO AND AIR CARGO APRON 851,065 SqFt Branch: Name: Use: Area: APRONS 4125 Last Const.: 1/1/1968 Section: of 6 From: To: -Category: Surface: PCC Family: CA653-PR-AP-PCC Zone: Rank: P 104,751 SqFt Length: 375 Ft Width: 235 Ft Area: Slabs: 168 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 6,440 Ft 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1968 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 TotalSamples: 10 Surveyed: 2 **Conditions: PCI:** 52 **Inspection Comments:** Sample Number: 201 Type: R 20.00 Slabs **PCI:** 48 Area: **Sample Comments:** LINEAR CR 63 L 1.00 Slabs JT SEAL DMG L 20.00 Slabs 65 SMALL PATCH L 7.00 Slabs 66 SMALL PATCH 4.00 Slabs 66 M LARGE PATCH 1.00 67 L Slabs LARGE PATCH 2.00 Slabs 67 M 72 SHAT. SLAB L 1.00 Slabs 73 SHRINKAGE CR N 20.00 Slabs 74 JOINT SPALL L 5.00 Slabs 74 JOINT SPALL M 1.00 Slabs 75 CORNER SPALL L 1.00 Slabs 16.00 Slabs **PCI:** 59 Sample Number: 405 Type: R Area: **Sample Comments:** 63 LINEAR CR L 7.00 Slabs JT SEAL DMG L Slabs 65 16.00 66 SMALL PATCH L 4.00 Slabs 66 SMALL PATCH M 3.00 Slabs 73 SHRINKAGE CR N Slabs 16.00 74 JOINT SPALL L Slabs 4.00

Network	: JAX					Nan	ne: JAC	KSONVIL	LE INTERNAT	IONAL	AIRPORT		
Branch:	AP CARGO)	N	ame:	CARC APRC		AIR CARGO	Use:	APRON		Area:	851,065 SqFt	
Section:	4135	of	f 6	Fre	om:	-			То: -			Last Const.:	5/1/2007
Surface:	PCC	Family:	CA65.	3-PR-AP-P	CC	Zon	e:		Categor	y:		Rank: P	
Area:	32,	378 SqFt	I	Length:		265 F	`t	Width:	120) Ft			
Slabs:	144	Slab Len	gth:		15 Ft		Slab Width:		15 Ft		Joint Lengtl	3,855 F	₹t
Shoulder	r :	Street Ty	vpe:				Grade: 0				Lanes: 0)	
Section (Comments:	·											
	ate: 5/1/2007	W	ork Typ	oe: New Co	onstructi	on - Init	ial	•	Code: NU-IN		Is Majo	r M&R: True	
Conditio	p. Date: 7/18/20. ns: PCI: 61 on Comments:			TotalSan	nples:	7		Survey	red: 2				
	Number: 250	Тур	oe:	R		Area:	18	3.00 Slabs	PC	CI: 86			
-	Comments:												
65 JT	Γ SEAL DMG		L		18.00	Slabs							
	MALL PATCH		L			Slabs							
73 S	HRINKAGE CR		N		8.00	Slabs							
74 JO	DINT SPALL		L		1.00								
75 C	ORNER SPALL		L		1.00	Slabs							
Sample N	Number: 451	Тур	e:	R	P	Area:	24	1.00 Slabs	PC	ZI: 42			
Sample (Comments:												
62 C	ORNER BREAK		L		1.00	Slabs							
63 L	INEAR CR		L		7.00	Slabs							
63 L	INEAR CR		M		1.00	Slabs							
65 JT	Γ SEAL DMG		L		24.00	Slabs							
66 S	MALL PATCH		L		5.00	Slabs							
66 S	MALL PATCH		M		2.00	Slabs							
67 L	ARGE PATCH		L		2.00	Slabs							
72 S	HAT. SLAB		L		4.00	Slabs							
73 S	HRINKAGE CR		N		24.00	Slabs							
74 JO	OINT SPALL		L		1.00	Slabs							
75 0	ODNIED CDALL		т		1 00	C1 1							

75

75

CORNER SPALL

CORNER SPALL

L

M

1.00 Slabs

Network: JAX		Name:	JACKSONVILL	E INTERNATIONAL	AIRPORT	
Branch: AP GA	Name:	GA APRON	Use:	APRON	Area:	471,356 SqFt
Section: 4205	of 4	From: -		То: -		Last Const.: 1/1/2016
Surface: AC	Family: CA653-PR-A	AP-AC Zone:		Category:		Rank: P
Area: 76,146	0 SqFt Length	: 282 Ft	Width:	270 Ft		
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Leng	th: Ft
Shoulder:	Street Type:	Gra	nde: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/1968	Work Type: BU	IILT	C	ode: IMPORTED	Is Maj	or M&R: True
Work Date: 1/1/2016	Work Type: Co	mplete Reconstruction - A	AC C	ode: CR-AC	Is Maj	or M&R: True
Last Insp. Date: 7/18/2022	Total	Samples: 15	Surveye	ed: 2		
Conditions: PCI: 80		-	·			
Inspection Comments:						
Sample Number: 100	Type: R	Area:	6000.00 SqFt	PCI: 83		
Sample Comments:	• •		•			
48 L & T CR	L	117.00 Ft				
56 SWELLING	L	11.00 SqFt				
57 WEATHERING	L	5700.00 SqFt				
57 WEATHERING	M	300.00 SqFt				
Sample Number: 203	Type: R	Area:	5000.00 SqFt	PCI: 78		
Sample Comments:						
48 L & T CR	L	194.00 Ft				
56 SWELLING	L	15.00 SqFt				
57 WEATHERING	L	4750.00 SqFt				
JI WEATHERING	L	4/30.00 Sqrt				

M

57

WEATHERING

250.00 SqFt

Network:	JAX			Na	me: JAC	KSONVILL	E INTERNATION	NAL AIRPORT		
Branch:	AP GA		Name:	GA APRON		Use:	APRON	Area:	471,356 SqF	ît .
Section:	5105	of 4	Fre	om: -			То: -		Last Cor	nst.: 1/1/200
Surface:	AC	Family: CA	653-PR-AP-A	AC Zoi	ne:		Category:		Rank:	P
Area:	127,65	3 SqFt	Length:	420	Ft	Width:	225 Ft			
Slabs:		Slab Length:	_	Ft	Slab Width:		Ft	Joint	Length:	Ft
Shoulder:		Street Type:			Grade: 0			Lanes		
Section Co	omments:	, 1								
	e: 1/1/2006	Words	Trimas Navy C	onstruction - AC	7		ode: NC-AC	T.	Moior Me.D. Tou	
work Dat	e: 1/1/2006	WORK	Type: New Co	onstruction - AC			ode: NC-AC	18	s Major M&R: Tru	e
Last Insp.	Date: 7/18/2022	2	TotalSam	nples: 28		Surveye	d: 3			
Condition	s: PCI: 45									
Inspection	Comments:									
Sample Nu	umber: 198	Туре:	R	Area:	5600).00 SqFt	PCI:	57		
Sample Co	omments:									
45 DE	PRESSION		L	150.00 SqFt						
	t T CR		L	453.00 Ft						
	t T CR		M	100.00 Ft						
	VELING			1680.00 SqFt						
	EATHERING			3920.00 SqFt						
Sample Nu	umber: 499	Туре:	R	Area:	3600	0.00 SqFt	PCI:	49		
Sample Co	omments:									
45 DE	PRESSION		L	60.00 SqFt						
48 L &	t T CR		L	468.00 Ft						
48 L &	t T CR		M	100.00 Ft						
52 RA	VELING		L	1080.00 SqFt						
56 SW	ELLING		L	50.00 SqFt						
57 WE	EATHERING		M :	2520.00 SqFt						
Sample Nu	umber: 89	Type:	R	Area:	5747	7.00 SqFt	PCI:	30		
Sample Co	omments:									
41 AL	LIGATOR CR		L	25.00 SqFt						
43 BL	OCK CR		L	4578.00 SqFt						
45 DE	PRESSION		L	172.00 SqFt						
	PRESSION		M	376.00 SqFt						
	t T CR		L	150.00 Ft						
	t T CR		M	50.00 Ft						
	VELING			1724.00 SqFt						
	EATHERING			4023.00 SqFt						

Netwo	ork: JAX			Name:	JACKSONVILLI	E INTERNATIO	NAL AIRPORT	,
Branc			Name:	GA APRON	Use:	APRON	Area:	471,356 SqFt
		of 4	vaine.		Use.		Aica.	
Sectio			52 DD 4	From: -		To: -		Last Const.: 1/1/2006
Surfa		-	53-PR-A			Category:		Rank: P
Area:	· ·	-	Length		Width:	280 Ft		
Slabs:		Slab Length:		Ft Slab	Width:	Ft	Join	t Length: Ft
Shoul	der:	Street Type:		Gra	de: 0		Lan	es: 0
Sectio	on Comments:							
Work	Date: 1/1/2006	Work Ty	ype: Nev	w Construction - AC	Co	ode: NC-AC		Is Major M&R: True
Last I	nsp. Date: 7/18/2022		Total	Samples: 45	Surveye	d: 5		
Condi	itions: PCI: 67							
Inspec	ction Comments:							
		Т	D	A	5669 00 C-E4	DCI.	72	
-	le Number: 108	Type:	R	Area:	5668.00 SqFt	PCI:	12	
Samp	le Comments:							
48	L & T CR	L		249.00 Ft				
52	RAVELING	L		823.00 SqFt				
52 57	RAVELING WEATHERING	M. L		180.00 SqFt 4665.00 SqFt				
				•	5600 00 G Fr	DCI.	(5	
_	le Number: 200	Type:	R	Area:	5600.00 SqFt	PCI:	65	
Samp	le Comments:							
48	L & T CR	L		534.00 Ft				
50	PATCHING	L		4.00 SqFt				
52	RAVELING	L		560.00 SqFt				
57	WEATHERING	L		5036.00 SqFt	5600 00 G Fr	D.C.I.		
_	le Number: 305	Type:	R	Area:	5600.00 SqFt	PCI:	66	
Samp	le Comments:							
48	L & T CR	L		393.00 Ft				
48	L & T CR	N		100.00 Ft				
52	RAVELING	L		560.00 SqFt				
57	WEATHERING	L		5040.00 SqFt				
	le Number: 402	Type:	R	Area:	5600.00 SqFt	PCI:	71	
Samp	le Comments:							
48	L & T CR	L		250.00 Ft				
48	L & T CR	N		60.00 Ft				
52	RAVELING	L		560.00 SqFt				
57	WEATHERING	L		5040.00 SqFt	260202 = =			
_	le Number: 507	Type:	R	Area:	3600.00 SqFt	PCI:	53	
Samp	le Comments:							
43	BLOCK CR	L		800.00 SqFt				
48	L & T CR	L		287.00 Ft				
48	L & T CR	M		50.00 Ft				
52	RAVELING	L		894.00 SqFt				
52 57	RAVELING WEATHERING	M. L		24.00 SqFt				
31	WEATHEKING	L		2682.00 SqFt				

Netw	ork: JAX			Na	me: JAC	CKSONVILLI	E INTERNATION	AL AIRPORT		
Bran	ch: AP GA		Name:	GA APRON		Use:	APRON	Area:	471,356 SqFt	
Secti	on: 5115	of	f 4	From: -			То: -		Last Const	.: 1/1/2006
Surf	ace: AC	Family:	CA653-PR-A	P-AC Zo	ne:		Category:		Rank: P	
Area	: 28,	389 SqFt	Length:	165	Ft	Width:	170 Ft			
Slabs	s:	Slab Len	gth:	Ft	Slab Width:		Ft	Joint L	ength:	Ft
Shou	lder:	Street Ty	pe:		Grade: 0			Lanes:	0	
Secti	on Comments:									
Wor	k Date: 1/1/2006	Wo	ork Type: Nev	v Construction - A	C	Co	ode: NC-AC	Is I	Major M&R: True	
Last	Insp. Date: 7/18/20	22	Total	Samples: 6		Surveye	d: 2			
Conc	litions: PCI: 56	;		•						
Insp	ection Comments:									
Samj	ple Number: 409	Тур	oe: R	Area:	5600	0.00 SqFt	PCI:	58		
Sam	ple Comments:									
48	L & T CR		L	482.00 Ft						
48	L & T CR		M	100.00 Ft						
52	RAVELING		L	1680.00 SqFt						
56	SWELLING		L	280.00 SqFt						
57	WEATHERING		M	3920.00 SqFt						
Sam	ple Number: 510	Тур	e: R	Area:	3920	0.00 SqFt	PCI:	53		
Sam	ple Comments:									
45	DEPRESSION		L	50.00 SqFt						
48	L & T CR		L	318.00 Ft						
48	L & T CR		M	80.00 Ft						
	RAVELING		L	1176.00 SqFt						
52										
52 56	SWELLING		L	196.00 SqFt						

Network:	JAX			Name	e: JACKS	SONVILLE	EINTERNATIO	NAL AII	RPORT		
Branch:	AP HOLD		Name:	HOLDING AP RWS 4, 13	RON BETWEEN	N Use:	APRON	Ar	ea:	150,030 Sql	Ft
Section:	4405	of 1	F	rom: -			То: -			Last Co	nst.: 1/1/1992
Surface:	PCC	Family: CA	A653-PR-AP-	PCC Zone	:		Category:			Rank:	P
Area:	150,03	0 SqFt	Length:	533 Ft	V	Vidth:	281 I	it .			
Slabs:	464	Slab Length:		17 Ft	Slab Width:		19 Ft		Joint Lengt	th: 15,8	79 Ft
Shoulder:	:	Street Type:			Grade: 0				Lanes:	0	
Section Co	omments:										
Work Date	te: 1/1/1992	Work	Type: BUIL	Т		Co	de: IMPORT	ED	Is Majo	or M&R: Tru	ie
Last Insp.	. Date: 7/18/2022	<u> </u>	TotalSa	mples: 24		Surveyed	1: 3				
Condition				•		•					
Conditions	is: PCI: 83										
	n Comments:										
Inspection		Type:	R	Area:	20.00	0 Slabs	PCI:	84			
Inspection Sample Nu	Cumber: 104	Туре:	R	Area:	20.00	0 Slabs	PCI:	84			
Inspection Sample Nu Sample Co	Cumber: 104	Туре:	R N	Area:	20.00	0 Slabs	PCI:	84			
Inspection Sample Nu Sample Co	umber: 104 comments:	Туре:			20.00	0 Slabs	PCI:	84			
Inspection Sample No Sample Co 73 SH 74 JOI	umber: 104 comments:	Type:	N	20.00 Slabs		0 Slabs	PCI:				
Inspection Sample Nu Sample Co 73 SH 74 JOI Sample Nu	n Comments: fumber: 104 comments: HRINKAGE CR DINT SPALL fumber: 301		N L	20.00 Slabs 1.00 Slabs							
Inspection Sample No Sample Co 73 SH 74 JOI Sample No Sample Co	umber: 104 comments: HRINKAGE CR DINT SPALL umber: 301		N L	20.00 Slabs 1.00 Slabs							
Inspection Sample No Sample Co 73 SH 74 JOI Sample No Sample Co 66 SM	umber: 104 comments: HRINKAGE CR DINT SPALL cumber: 301 comments:	Туре:	N L R	20.00 Slabs 1.00 Slabs Area:							
Inspection Sample Nu Sample Co 73 SH 74 JOI Sample Nu Sample Co 66 SM 73 SH	n Comments: fumber: 104 fomments: HRINKAGE CR DINT SPALL fumber: 301 fomments: MALL PATCH	Туре:	N L R	20.00 Slabs 1.00 Slabs Area: 3.00 Slabs	20.00			84			
Sample No Sample Co 73 SH 74 JOI Sample No Sample Co 66 SM 73 SH	n Comments: umber: 104 comments: HRINKAGE CR DINT SPALL cumber: 301 comments: MALL PATCH HRINKAGE CR umber: 307	Туре:	N L R	20.00 Slabs 1.00 Slabs Area: 3.00 Slabs 20.00 Slabs	20.00	0 Slabs	PCI:	84			

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 2,946,368 SqFt **Branch:** AP TERM TERMINAL APRON Use: APRON Name: Area: Section: 4305 of 16 **Last Const.:** 1/1/1985 From: To: -Surface: PCC Family: CA653-PR-AP-PCC Zone: Category: Rank: P Area: 36,141 SqFt Length: 210 Ft Width: 180 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 2,634 Ft 58 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 76 **Inspection Comments: PCI:** 76 Sample Number: 101 Type: R 20.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 2.00 Slabs SMALL PATCH M 1.00 Slabs 66 SHRINKAGE CR 73 N 20.00 Slabs

74

74

JOINT SPALL

JOINT SPALL

L

M

1.00 Slabs

Netwo	ork: JAX	ζ				Name:	JACKSONVILL	E INTERNATION	AL AIRPORT		
Branc	h: AP	TERM		Name	: TERM	IINAL APRON	Use:	APRON	Area:	2,946,368 SqFt	
Section	n: 4310		of	16	From:	-		То: -		Last Const.:	1/1/1985
Surfac	ce: PCC		Family:	CA653-PF	R-AP-PCC	Zone:		Category:		Rank: P	
Area:		144,83	8 SqFt	Leng	th:	580 Ft	Width:	250 Ft			
Slabs:	232		Slab Lengt	h:	25 Ft	Slab W	idth:	25 Ft	Joint Len	gth: 10,770 Ft	
Should	der:		Street Typ	e:		Grade:	0		Lanes:	0	
Section	n Comment	s:									
Work	Date: 1/1/1	985	Wor	k Type: 1	BUILT		C	ode: IMPORTEI) Is Ma	njor M&R: True	
Last I	nsp. Date:	7/18/2022	2	То	talSamples:	12	Surveye	d: 2			
Condi	tions: PC	CI: 77									
Inspec	ction Comm	ents:									
Sampl	le Number:	102	Type	R	A	Area:	20.00 Slabs	PCI:	73		
Sampl	le Comment	s:									
65	JT SEAL D	MG		L	20.00	Slabs					
66	SMALL PA	ATCH		L	1.00						
66	SMALL PA			M	1.00						
73	SHRINKA			N	20.00						
	JOINT SPA			L	2.00						
				N /I	1.00	Slabs					
74	JOINT SPA			M	1.00						
74 Sampl	le Number:	204	Туре			Area:	20.00 Slabs	PCI:	81		
•		204	Туре				20.00 Slabs	PCI:	81		
74 Sampl	le Number:	204 s:	Туре		A		20.00 Slabs	PCI:	81		
74 Sampl Sampl	le Number: le Comment	204 ss:	Туре	R	A	Area: Slabs	20.00 Slabs	PCI:	81		
74 Sampl Sampl 65 66	le Number: le Comment JT SEAL D	204 s: DMG ATCH	Туре	R L	20.00	Area: Slabs Slabs	20.00 Slabs	PCI:	81		
74 Sampl Sampl	le Number: le Comment JT SEAL D SMALL PA	204 s: DMG ATCH GE CR	Туре	R L L L	20.00 1.00	Area: Slabs Slabs	20.00 Slabs	PCI:	81		
74 Sampl Sampl 65 66 73	le Number: le Comment JT SEAL E SMALL PA SHRINKA	204 s: DMG ATCH GE CR ALL	Туре	L L N	20.00 1.00 11.00	Area: Slabs Slabs Slabs	20.00 Slabs	PCI:	81		

Networl	k: JAX			Nar	ne: JACKSONVILL	E INTERNATIONAL	L AIRPORT			
Branch:	: AP TERM		Name:	TERMINAL .	APRON Use:	APRON	Area:	2,946,3	368 SqFt	
Section:	: 4315	of	16	From: -		То: -		I	ast Const.:	1/1/1985
Surface	: PCC	Family:	CA653-PR-AF	P-PCC Zon	ie:	Category:		R	Rank: P	
Area:	146,	,950 SqFt	Length:	570 I	Ft Width:	250 Ft				
Slabs:	235	Slab Leng	th:	25 Ft	Slab Width:	25 Ft	Joint Len	ngth:	10,580 Ft	
Shoulde	er:	Street Typ	e:		Grade: 0		Lanes:	0		
Section	Comments:									
Work D	Date: 1/1/1985	Woı	rk Type: BUII	LT	C	ode: IMPORTED	Is Ma	ajor M&	R: True	
Last Ins	sp. Date: 7/18/20)22	TotalS	Samples: 12	Surveye	ed: 2				
Conditio			TotalS	samples: 12	Surveye	ed: 2				
Condition Inspecti	ons: PCI: 83			Samples: 12	Surveye 20.00 Slabs	PCI: 83				
Condition Inspection Sample	ons: PCI: 83	3								
Condition Inspectin Sample Sample	ons: PCI: 83 ion Comments: Number: 102	3								
Condition Inspection Sample Sample 63 I	ons: PCI: 83 ion Comments: Number: 102 Comments:	3	:: R	Area:						
Condition Inspection Sample Sample 63 I 66 S	ons: PCI: 83 ion Comments: Number: 102 Comments: LINEAR CR	3	:: R	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 12.00 Slabs						
Condition Inspection Sample Sample 63 I 66 S 73 S	ons: PCI: 83 ion Comments: Number: 102 Comments: LINEAR CR SMALL PATCH	3	: R L L	Area: 1.00 Slabs 1.00 Slabs						
Conditional Condit	ons: PCI: 83 ion Comments: Number: 102 Comments: LINEAR CR SMALL PATCH SHRINKAGE CR	3	E R L L N L	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 12.00 Slabs						
Condition Inspection Sample Sample 63 I 66 S 73 S 75 C Sample	ons: PCI: 83 ion Comments: Number: 102 Comments: LINEAR CR SMALL PATCH SHRINKAGE CR CORNER SPALL	Туре	E R L L N L	Area: 1.00 Slabs 1.00 Slabs 12.00 Slabs 1.00 Slabs	20.00 Slabs	PCI: 83				
Condition Inspection Sample Sample 63 I 66 S 73 S 75 C Sample Sample	ons: PCI: 83 ion Comments: Number: 102 Comments: LINEAR CR SMALL PATCH SHRINKAGE CR CORNER SPALL Number: 204	Туре	E R L L N L	Area: 1.00 Slabs 1.00 Slabs 12.00 Slabs 1.00 Slabs	20.00 Slabs	PCI: 83				

Network: JAX		Name:	JACKSONVILLE	INTERNATIONAL	AIRPORT	
Branch: AP TERM	Name:	TERMINAL APRON	Use:	APRON	Area: 2,	,946,368 SqFt
Section: 4320	of 16 I	rom: -		То: -		Last Const.: 1/1/1982
Surface: PCC	Family: CA653-PR-RW	/-TW-PCC Zone:		Category:		Rank: P
Area: 56,545	5 SqFt Length:	615 Ft	Width:	75 Ft		
Slabs: 90	Slab Length:	25 Ft Slab W	Vidth:	25 Ft	Joint Length	: 3,000 Ft
Shoulder:	Street Type:	Grade			Lanes: 0	
Section Comments:	street Type.	Grade	•		Danes. 0	
Work Date: 1/1/1982	Work Type: BUIL	T	Co	de: IMPORTED	Is Major	M&R: True
Last Insp. Date: 7/18/2022	TotalS	amples: 2	Surveyed	l : 3		
Conditions: PCI: 68		•	·			
Inspection Comments:						
Sample Number: 111	Type: R	Area:	21.00 Slabs	PCI: 69		
Sample Comments:						
65 JT SEAL DMG	L	21.00 Slabs				
66 SMALL PATCH	L	1.00 Slabs				
66 SMALL PATCH	M	3.00 Slabs				
67 LARGE PATCH	L	1.00 Slabs				
70 SCALING	L	3.00 Slabs				
73 SHRINKAGE CR	N	21.00 Slabs				
74 JOINT SPALL	L	2.00 Slabs				
Sample Number: 112	Type: R	Area:	21.00 Slabs	PCI: 67		
Sample Comments:						
65 JT SEAL DMG	L	21.00 Slabs				
66 SMALL PATCH	L	2.00 Slabs				
66 SMALL PATCH	M	2.00 Slabs				
73 SHRINKAGE CR	N	21.00 Slabs				
74 JOINT SPALL	L	2.00 Slabs				
75 CORNER SPALL	L	2.00 Slabs				
75 CORNER SPALL	M	1.00 Slabs				
Sample Number: 113	Type: R	Area:	21.00 Slabs	PCI : 69		
Sample Comments:						
65 JT SEAL DMG	L	21.00 Slabs				
66 SMALL PATCH	L	3.00 Slabs				
66 SMALL PATCH	M	1.00 Slabs				
67 LARGE PATCH	L	2.00 Slabs				
73 SHRINKAGE CR	N	18.00 Slabs				
74 JOINT SPALL	L	3.00 Slabs				
		1.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAXName: **Branch:** AP TERM TERMINAL APRON Use: APRON 2,946,368 SqFt Name: Area: Section: 4325 of 16 4325 -To: 4325 -**Last Const.:** 1/1/1989 From: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 9,993 SqFt Length: 133 Ft Width: 75 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 590 Ft 16 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1989 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 8 Surveyed: 1 **Conditions: PCI:** 82 **Inspection Comments: PCI:** 82 Sample Number: 109 Type: R 18.00 Slabs Area: **Sample Comments:** 73 SHRINKAGE CR N 18.00 Slabs 74 JOINT SPALL L 1.00 Slabs

75

CORNER SPALL

L

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** AP TERM TERMINAL APRON Use: APRON 2,946,368 SqFt Name: Area: 4330 of 16 **Last Const.:** 1/1/1982 Section: From: To: -Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 60,825 SqFt Length: 811 Ft Width: 75 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 3,980 Ft 97 Shoulder: **Street Type:** Grade: Lanes: **Section Comments: Work Date:** 1/1/1982 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 5 Surveyed: 1 **Conditions: PCI:** 74 **Inspection Comments:** PCI: 74 Sample Number: 122 Type: R 21.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 21.00 Slabs SMALL PATCH L 4.00 Slabs 66 SHRINKAGE CR 21.00 Slabs 73 N

JOINT SPALL

CORNER SPALL

L

L

5.00 Slabs

1.00 Slabs

74

75

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: Branch: AP TERM TERMINAL APRON Use: APRON 2,946,368 SqFt Name: Area: 4335 of 16 Section: From: To: -**Last Const.:** 1/1/1989 PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Surface: Area: 8,909 SqFt Length: 250 Ft Width: 75 Ft Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: Slabs: 14 1,175 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1989 Work Type: BUILT Code: IMPORTED Is Major M&R: True Work Date: 1/1/2022 Work Type: Joint Seal - PCC Code: JS-PC Is Major M&R: False **Last Insp. Date:** 7/18/2022 TotalSamples: 1 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** R **PCI:** 86 Sample Number: 120 Type: Area: 15.00 Slabs **Sample Comments:** SHRINKAGE CR N 12.00 Slabs 73

L

1.00 Slabs

74

JOINT SPALL

Network	: JAX			Name:	JACKSONVILL	E INTERNATIONA	L AIRPORT	
Branch:	AP TERM		Name:	TERMINAL APRO	V Use:	APRON	Area:	2,946,368 SqFt
Section:	4410	of 1	16 I	From: -		То: -		Last Const.: 12/11/2007
Surface:	PCC	Family: C.	A653-PR-AP	P-PCC Zone:		Category:		Rank: P
Area:	95,56	57 SqFt	Length:	642 Ft	Width:	150 Ft		
Slabs:	251	Slab Length	:	20 Ft Slab	Width:	19 Ft	Joint Len	ngth: 9,091 Ft
Shoulder	:	Street Type:	•	Grad	e: 0		Lanes:	0
Section C	Comments:							
Work Da	ate: 12/11/2007	Work	Type: New	Construction - PCC	C	ode: NC-PC	Is Ma	ajor M&R: True
Last Insp	o. Date: 7/18/2022	2	TotalS	amples: 12	Surveye	d: 2		
Condition	ns: PCI: 93							
Inspectio	n Comments:							
Sample N	Number: 108	Type:	R	Area:	20.00 Slabs	PCI: 94	4	
Sample (Comments:							
65 JT	SEAL DMG		L	20.00 Slabs				
73 SI	HRINKAGE CR		N	6.00 Slabs				
Sample N	Number: 205	Type:	R	Area:	20.00 Slabs	PCI: 93	3	
Sample (Comments:							
65 JT	SEAL DMG		L	20.00 Slabs				
73 SI	HRINKAGE CR		N	7.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAXName: **Branch:** AP TERM Name: TERMINAL APRON Use: APRON Area: 2,946,368 SqFt Section: 4412 of 16 **Last Const.:** 12/11/2007 From: To: -PCC Surface: Family: CA653-PR-AP-PCC Zone: Category: Rank: P Area: 24,650 SqFt Length: 125 Ft Width: 105 Ft Slabs: 39 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 820 Ft **Street Type:** Shoulder: Grade: Lanes: **Section Comments:** Work Date: 12/11/2007 Work Type: New Construction - PCC Code: NC-PC Is Major M&R: True TotalSamples: 2 **Last Insp. Date:** 7/18/2022 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 96 Sample Number: 207 Type: R 28.00 Slabs Area: **Sample Comments:**

73

SHRINKAGE CR

N

Network:	JAX			Nan	ie: JACKSO	ONVILLE INTE	RNATIONAL	L AIRPORT	
Branch:	AP TERM		Name:	TERMINAL A	APRON	Use: APR	ON	Area:	2,946,368 SqFt
Section:	4415	of	16 I	From: -		T	o: -		Last Const.: 12/11/2007
Surface:	PCC	Family:	CA653-PR-AP	-PCC Zon	e:	C	ategory:		Rank: P
Area:	101,70	4 SqFt	Length:	360 F	t Wi	dth:	285 Ft		
Slabs:	254	Slab Lengtl	h:	20 Ft	Slab Width:	20 Ft	t	Joint Len	gth: 9,615 Ft
Shoulder:		Street Type	:		Grade: 0			Lanes:	0
Section Co	omments:								
Work Dat	te: 12/11/2007	Work	τype: New	Construction - PCC		Code: 1	NC-PC	Is Ma	jor M&R: True
Last Insp.	. Date: 7/18/2022		TotalSa	amples: 12		Surveyed: 2			
Condition	s: PCI: 92								
Inspection	n Comments:								
	umber: 200	Type:	R	Area:	17.00	Slabs	PCI: 92		
	umber: 200	Туре:	R	Area:	17.00	Slabs	PCI : 92		
Sample No	umber: 200	Type:	R M	Area:	17.00	Slabs	PCI: 92		
Sample No Sample Co	umber: 200 omments:	Type:			17.00	Slabs	PCI: 92		
Sample No Sample Co 65 JT 73 SH	umber: 200 omments:	Type:	M N	17.00 Slabs	24.00		PCI: 92		
Sample No Sample Co 65 JT 73 SH	umber: 200 comments: SEAL DMG IRINKAGE CR umber: 401		M N	17.00 Slabs 1.00 Slabs					

Network: JAX		Name:	JACKSONVILLE I	INTERNATIONAL	AIRPORT	
Branch: AP TERM	Name:	TERMINAL APRON	Use:	APRON	Area: 2,94	16,368 SqFt
Section: 4420	of 16 F 1	rom: -		То: -		Last Const.: 12/11/2007
Surface: PCC I	Family: CA653-PR-AP-	PCC Zone:		Category:		Rank: P
Area: 195,814	SqFt Length:	660 Ft	Width:	310 Ft		
Slabs: 490	Slab Length:	20 Ft Slab Wi	dth:	20 Ft	Joint Length:	19,490 Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0	
Section Comments:						
Work Date: 12/11/2007	Work Type: New O	Construction - PCC	Cod	e: NC-PC	Is Major N	I&R: True
Last Insp. Date: 7/18/2022	TotalSa	mples: 24	Surveyed:	4		
Conditions: PCI: 93						
Inspection Comments:						
Sample Number: 201	Type: R	Area:	20.00 Slabs	PCI: 96		
Sample Comments:						
65 JT SEAL DMG	L	20.00 Slabs				
73 SHRINKAGE CR	N	2.00 Slabs				
Sample Number: 302	Type: R	Area:	20.00 Slabs	PCI: 95		
Sample Comments:						
65 JT SEAL DMG	L	20.00 Slabs				
73 SHRINKAGE CR	N	3.00 Slabs				
Sample Number: 500	Type: R	Area:	16.00 Slabs	PCI: 89		
Sample Comments:						
66 SMALL PATCH	L	1.00 Slabs				
66 SMALL PATCH	M	2.00 Slabs				
73 SHRINKAGE CR	N P	3.00 Slabs	20.00.01.1	DCI 02		
Sample Number: 602	Type: R	Area:	20.00 Slabs	PCI: 92		
Sample Comments:						
65 JT SEAL DMG	L	20.00 Slabs				
73 SHRINKAGE CR	N	8.00 Slabs				

Netw	ork: JAX				Nam	e: JAC	KSONVILL	E INTERNAT	IONAI	. AIRPOI	RT		
Bran	ch: AP TERM		Name:	TERI	MINAL A	PRON	Use:	APRON		Area:	2,9	946,368 SqFt	
Section		of 1		From:	-			To: -				Last Const.:	12/11/2007
Surfa		·	A653-PR-		Zone			Categor	-			Rank: P	
Area:	,	-	Lengt		1,020 Ft		Width:	630) Ft			60 610 F	
Slabs	<i>,</i>	Slab Length		20 Ft		Slab Width:		20 Ft			int Length:	62,610 Ft	
Shoul	on Comments:	Street Type:				Grade: 0				La	nnes: 0		
	Date: 12/11/2007	Work	Type: N	ew Construct	ion - PCC	<u> </u>	C	Code: NC-PC			Is Maior	M&R: True	
	Insp. Date: 7/18/2022			alSamples:	89		Surveye						
	itions: PCI: 92		100	prost	0,		2 , e., e	,					
Inspe	ction Comments:												
Samn	le Number: 458	Type:	R		Area:	20	0.00 Slabs	PC	I: 98				
_	le Comments:	- J P * *				20			. , ,				
73	SHRINKAGE CR		N	2.00) Slabs								
	le Number: 511	Type:	R		Area:	2(0.00 Slabs	P/	I: 94				
_	le Comments:	i ypc.	K		. 11 041	20	51405	10	· 1.) T				
_			т	20.00) C1 1								
65 73	JT SEAL DMG SHRINKAGE CR		L N	20.00 3.00) Slabs) Slabs								
74	JOINT SPALL		L	1.00									
Samp	le Number: 555	Type:	R		Area:	20	0.00 Slabs	PC	I: 85				
Samp	le Comments:												
73	SHRINKAGE CR		N	15.00	Slabs								
74	JOINT SPALL		M	1.00	Slabs								
_	le Number: 558	Type:	R		Area:	20	0.00 Slabs	PC	I: 93				
Samp	le Comments:												
65	JT SEAL DMG		L		Slabs								
73	SHRINKAGE CR	T	N		Slabs	20	0.00 01.1	n.c	T. 02				
_	le Number: 602 le Comments:	Type:	R		Area:	20	0.00 Slabs	PC	I: 92				
•													
73	SHRINKAGE CR		N		Slabs	2/	000 01 1	D.C.	· · · · · ·				
_	le Number: 610	Type:	R		Area:	20	0.00 Slabs	PC	I: 90				
Samp	le Comments:												
66 71	SMALL PATCH FAULTING		M) Slabs) Slabs								
73	SHRINKAGE CR		L N) Slabs								
74	JOINT SPALL		L		Slabs								
Samp	le Number: 704	Type:	R		Area:	20	0.00 Slabs	PC	I: 89				
Samp	le Comments:												
73	SHRINKAGE CR		N	15.00	Slabs								
Samp	le Number: 759	Type:	R		Area:	20	0.00 Slabs	PC	I: 94				
Samp	le Comments:												
66	SMALL PATCH		L	1.00	Slabs								
73	SHRINKAGE CR		N	5.00									
74 Same	JOINT SPALL	T	L		Slabs	24	5.00 Slabs	D.C.	I: 92				
_	le Number: 811 le Comments:	Туре:	R		Area:	23	olu Siabs	PC	.1; 92				
65	JT SEAL DMG		L	25.00) Slabs								
73	SHRINKAGE CR		N) Slabs								

Netwo								E INTERNATIO	INAL A	AIRPURI			
Brand	ch: AP TERM			me: TEF	RMINA	L APRON	Use:	APRON		Area:	2,94	46,368 SqFt	
Section	on: 4430	of 16	6	From:	-			To: -				Last Const.:	12/11/200
Surfa	ce: PCC	Family: CA	A653	-PR-AP-PCC	Z	one:		Category:				Rank: P	
Area:	361,365	5 SqFt	L	ength:	820	0 Ft	Width:	440 F	t				
Slabs		Slab Length:		25 1		Slab Width:		25 Ft		Loint	Length:	27,604 Ft	
		_		23 1				23 Ft			_	27,004 Ft	
Shoul		Street Type:				Grade: 0				Lane	s: 0		
Section	on Comments:												
Work	Date: 12/11/2007	Work '	Тур	e: New Construc	ction - I	PCC	C	ode: NC-PC		Is	s Major N	1&R: True	
Last	Insp. Date: 7/18/2022			TotalSamples:	36		Surveye	d: 4					
Cond	itions: PCI: 71												
Inspe	ction Comments:												
	le Number: 302	Type:		R	Area:	2	0.00 Slabs	PCI:	77				
_	le Comments:	• •											
65	JT SEAL DMG		L	20.0	0 Slal	ns							
66	SMALL PATCH		L	2.0									
73	SHRINKAGE CR		N		0 Slal								
74	JOINT SPALL		L		0 Slal								
75	CORNER SPALL		L		0 Slal								
Samp	le Number: 405	Type:		R	Area:		0.00 Slabs	PCI:	54				
_	le Comments:												
63	LINEAR CR		L	2.0	0 Slal	os							
65	JT SEAL DMG		L	20.0	0 Slal	os							
66	SMALL PATCH		L	3.0	0 Slal	os							
66	SMALL PATCH		M	3.0	0 Slal	os							
67	LARGE PATCH		L	1.0	0 Slal	os							
67	LARGE PATCH		M	1.0	0 Slal	os							
73	SHRINKAGE CR		N	20.0	0 Slal	os							
74	JOINT SPALL		L	6.0									
74	JOINT SPALL		M	1.0	0 Slal	os							
75	CORNER SPALL		L		00 Slal								
Samp	le Number: 505	Type:		R	Area:	2	0.00 Slabs	PCI:	69				
Samp	le Comments:												
65	JT SEAL DMG		M	20.0	0 Slat	os							
66	SMALL PATCH		L	1.0	0 Slal	os							
73	SHRINKAGE CR		N		0 Slal								
74	JOINT SPALL		L	6.0	0 Slal	os							
74	JOINT SPALL		M	1.0	0 Slal	os							
75	CORNER SPALL		L	1.0	00 Slal	os							
Samp	le Number: 604	Type:		R	Area:	2	0.00 Slabs	PCI:	82				
Samp	le Comments:												
65	JT SEAL DMG		L	20.0	0 Slat	os							
65 73	JT SEAL DMG SHRINKAGE CR		L N		00 Slal 00 Slal								

Netwo	ork: JAX				Nam	ne: JAC	CKSONVILI	LE INTERNATIO	NAL	AIRPORT	Γ			
Branc	ch: AP TERM		Name:	TERN	MINAL A	APRON	Use:	APRON		Area:	2,	946,368	SqFt	
Section	on: 4435	of 1	.6	From:	-			То: -				Last	Const.:	12/11/2007
Surfa	ce: PCC	Family: C.	A653-PR	-AP-PCC	Zone	e:		Category:				Ran	k: P	
Area:	625,54	8 SqFt	Leng	th:	1,040 F	t	Width:	600 F	't					
Slabs	: 1,564	Slab Length	:	20 Ft		Slab Width:		20 Ft		Join	nt Length:	: (50,760 Ft	
Shoul	lder:	Street Type:	•			Grade: 0				Lan	nes: 0			
Section	on Comments:													
Work	Date: 12/11/2007	Work	Type: N	lew Constructi	on - PCC	2	(Code: NC-PC			Is Major	M&R:	True	
Last l	Insp. Date: 7/18/2022	2	Tot	alSamples:	86		Survey	ed: 10						
Cond	itions: PCI: 88													
Inspe	ction Comments:													
Samp	ole Number: 507	Type:	R		Area:	20	0.00 Slabs	PCI:	91					
Samp	ole Comments:													
73	SHRINKAGE CR		N	10.00	Slabs									
74	JOINT SPALL		L	1.00	Slabs									
_	ole Number: 560	Type:	R	1	Area:	20	0.00 Slabs	PCI:	85					
Samp	ole Comments:													
70	SCALING		L		Slabs									
73	SHRINKAGE CR		N		Slabs		0.00.01.1	D.C.I.	0.4					
_	ole Number: 602	Type:	R	1	Area:	20	0.00 Slabs	PCI:	94					
_	ole Comments:													
65 73	JT SEAL DMG SHRINKAGE CR		L N	20.00 5.00										
	ole Number: 604	Туре:	R		Area:	20	0.00 Slabs	PCI:	87					
_	ole Comments:	- J P - 3				_								
73	SHRINKAGE CR		N	18.00	Slabs									
Samp	ole Number: 609	Туре:	R		Area:	20	0.00 Slabs	PCI:	83					
Samp	ole Comments:													
66	SMALL PATCH		L	1.00	Slabs									
73	SHRINKAGE CR		N	17.00	Slabs									
74	JOINT SPALL		M		Slabs									
_	ole Number: 661	Type:	R	1	Area:	20	0.00 Slabs	PCI:	89					
Samp	ole Comments:													
73	SHRINKAGE CR		N		Slabs									
_	ole Number: 702	Type:	R	1	Area:	20	0.00 Slabs	PCI:	99					
Samp	ole Comments:													
73	SHRINKAGE CR		N	1.00	Slabs									
_	ole Number: 754	Type:	R		Area:	20	0.00 Slabs	PCI:	87					
Samp	ole Comments:													
70 72	SCALING SUBINIVACE CR		L N		Slabs									
73 Samn	SHRINKAGE CR ble Number: 761	Temas	N R		Slabs	<u> </u>	5.00 Slabs	PCI:	96					
_	ole Number: 761	Type:	K	1	Area:	2:	J.UU SIADS	rti:	00					
_			N.T.	6.5 6.5	C1 1									
73	SHRINKAGE CR	Tr.	N		Slabs	-	0.00.01.1	D.C.F	02					
_	ole Number: 858	Туре:	R	1	Area:	20	0.00 Slabs	PCI:	82					
_	le Comments:													
65 66	JT SEAL DMG SMALL PATCH		L L		Slabs Slabs									
73	SHRINKAGE CR		N		Slabs									

Netwo	ork: JAX			Name	: JACKSONVILL	E INTERNATIONA	AL AIRPORT		
Branc	h: AP TERM		Name:	TERMINAL AF	PRON Use:	APRON	Area:	2,946,368 SqFt	
Sectio	n: 4440	of 1	16	From: -		То: -		Last Const.:	12/11/2007
Surfa	ce: PCC	Family: C	A653-PR-A	P-PCC Zone:		Category:		Rank: P	
Area:	121,63	0 SqFt	Length:	810 Ft	Width:	150 Ft			
Slabs:	320	Slab Length	ı:	20 Ft S	lab Width:	19 Ft	Joint	t Length: 11,510 Ft	
Shoul	der:	Street Type:	:	(Grade: 0		Lane	es: 0	
Sectio	n Comments:								
Work	Date: 12/11/2007	Work	Type: New	v Construction - PCC	(Code: NC-PC	I	Is Major M&R: True	
Last I	nsp. Date: 7/18/2022		Total	Samples: 19	Survey	ed: 4			
Condi	itions: PCI: 96								
Inspe	ction Comments:								
Samp	le Number: 103	Type:	R	Area:	16.00 Slabs	PCI: 9	93		
Samp	le Comments:								
65	JT SEAL DMG		L	16.00 Slabs					
73	SHRINKAGE CR		N	3.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
Samp	le Number: 107	Type:	R	Area:	16.00 Slabs	PCI: 9	98		
Samp	le Comments:								
73	SHRINKAGE CR		N	2.00 Slabs					
Samp	le Number: 203	Type:	R	Area:	16.00 Slabs	PCI: 9	96		
Samp	le Comments:								
65	JT SEAL DMG		L	16.00 Slabs					
73	SHRINKAGE CR		N	2.00 Slabs					
Samp	le Number: 207	Type:	R	Area:	16.00 Slabs	PCI: 9	98		
Samp	le Comments:								
73	SHRINKAGE CR		N	2.00 Slabs					

Networ	k: JAX				Name:	JACKSONVILL	E INTERNATION.	AL AIRPORT	
Branch	: AP TERM		Name:	TERM	IINAL APRON	Use:	APRON	Area:	2,946,368 SqFt
Section	: 4445	of 16	5	From:	-		То: -		Last Const.: 1/1/1991
Surface	e: PCC	Family: CA	.653-PR-A	AP-PCC	Zone:		Category:		Rank: P
Area:	312,67	0 SqFt	Length	:	875 Ft	Width:	355 Ft		
Slabs:	500	Slab Length:		25 Ft	Slab W	idth:	25 Ft	Joint	Length: 23,620 Ft
Should	er:	Street Type:			Grade	: 0		Lane	s: 0
Section	Comments:	• •							
Work I	Date: 1/1/1979	Work	Гуре: Ne	w Construction	on - PCC	C	ode: NC-PC	I	s Major M&R: True
Work I	Date: 1/1/1983	Work	Type: Ne	w Construction	on - PCC	C	ode: NC-PC	I	s Major M&R: True
Work I	Date: 1/1/1991	Work	Гуре: Ne	w Construction	on - PCC	C	ode: NC-PC	I	s Major M&R: True
Last In	sp. Date: 7/18/2022		Total	Samples:	28	Surveye	ed: 4		
Conditi	ions: PCI: 75								
Inspect	ion Comments:								
	Number: 104	Type:	R		Area:	20.00 Slabs	PCI:	77	
-	Comments:	• •							
66	SMALL PATCH		M	1.00	Slabs				
	SHRINKAGE CR		N		Slabs				
74 .	JOINT SPALL		L	10.00	Slabs				
Sample	Number: 403	Type:	R	A	Area:	20.00 Slabs	PCI:	77	
Sample	Comments:								
65 .	JT SEAL DMG		L	20.00	Slabs				
73	SHRINKAGE CR		N	20.00	Slabs				
74 .	JOINT SPALL		L	2.00	Slabs				
75	CORNER SPALL		L	2.00	Slabs				
Sample	Number: 804	Туре:	R	P	Area:	19.00 Slabs	PCI:	78	
Sample	Comments:								
66	SMALL PATCH		L	1.00	Slabs				
	SMALL PATCH		M		Slabs				
	SHRINKAGE CR		N		Slabs				
	JOINT SPALL		L	1.00	Slabs				
75	CORNER SPALL		L	1.00	Slabs				
Sample	Number: 92	Туре:	R		Area:	20.00 Slabs	PCI:	69	
Sample	Comments:								
65 .	JT SEAL DMG		L	20.00	Slabs				
	SMALL PATCH		L		Slabs				
	SHRINKAGE CR		N		Slabs				
74 .	JOINT SPALL		L	3.00	Slabs				
	JOINT SPALL		M		Slabs				
75 (CORNER SPALL		M	1.00	Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** RW 14-32 **RUNWAY 14-32** Use: RUNWAY 1,155,000 SqFt Name: Area: Section: 6205 of 7 From: To: -**Last Const.:** 1/1/1996 Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 25,000 SqFt Length: 500 Ft Width: 50 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 40 1,450 Ft 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1996 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions: PCI:** 79 **Inspection Comments: PCI:** 79 Sample Number: 301 Type: R 20.00 Slabs Area: **Sample Comments:** 67 LARGE PATCH L 5.00 Slabs 70 SCALING L 2.00 Slabs SHRINKAGE CR 73 N 4.00 Slabs

JOINT SPALL

CORNER SPALL

L

L

1.00

Slabs

1.00 Slabs

74

75

Network: JAX			Name: JA	ACKSONVILL	E INTERNATIONAL	AIRPORT	
Branch: RW 14-32	N	Name: RUN	WAY 14-32	Use:	RUNWAY	Area:	1,155,000 SqFt
Section: 6207	of 7	From:	-		То: -		Last Const.: 1/1/1996
Surface: PCC	Family: CA65	3-PR-RW-TW-PC	C Zone:		Category:		Rank: P
Area: 50,	000 SqFt	Length:	1,000 Ft	Width:	50 Ft		
Slabs: 80	Slab Length:	25 Ft	Slab Widtl	ı:	25 Ft	Joint Lengt	t h: 2,950 Ft
Shoulder:	Street Type:		Grade:	0		Lanes:	0
Section Comments:							
Work Date: 1/1/1996	Work Ty	pe: BUILT		C	ode: IMPORTED	Is Majo	or M&R: True
Last Insp. Date: 7/18/20	22	TotalSamples:	4	Surveye	ed: 2		
Conditions: PCI: 87	7						
Inspection Comments:							
Sample Number: 100	Type:	R	Area:	20.00 Slabs	PCI: 91		
Sample Comments:							
67 LARGE PATCH	L	2.00	Slabs				
73 SHRINKAGE CR	N	3.00	Slabs				
Sample Number: 500	Type:	R	Area:	20.00 Slabs	PCI: 83		
Sample Comments:							
67 LARGE PATCH	L	2.00	Slabs				
73 SHRINKAGE CR	N	14.00					
74 JOINT SPALL	L	1.00	Slabs				

Network: JAX		Name:	JACKSONVILLE	INTERNATIONAL	AIRPORT	
Branch: RW 14-32	Name:	RUNWAY 14-32	Use:	RUNWAY	Area: 1,155,000 SqF	`t
Section: 6210	of 7 From	n: -		То: -	Last Cor	nst.: 1/1/2000
Surface: PCC F	CA653-PR-RW-T	W-PCC Zone:		Category:	Rank:	?
Area: 330,000	SqFt Length:	6,600 Ft	Width:	50 Ft		
Slabs: 528	Slab Length:	25 Ft Slab W	idth:	25 Ft	Joint Length: 19,75	50 Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1977	Work Type: BUILT		Cod	le: IMPORTED	Is Major M&R: Tru	e
Work Date: 1/1/2000	Work Type: Surface I	Reconstruction - PCC	Cod	le: SR-PC	Is Major M&R: Tru	e
Last Insp. Date: 7/18/2022	TotalSamp	oles: 27	Surveyed:	: 7		
Conditions: PCI: 92						
Inspection Comments:						
Sample Number: 303	Type: R	Area:	20.00 Slabs	PCI: 96		
Sample Comments:						
66 SMALL PATCH	L	1.00 Slabs				
73 SHRINKAGE CR	N	4.00 Slabs				
Sample Number: 308	Type: R	Area:	20.00 Slabs	PCI: 95		
Sample Comments:						
73 SHRINKAGE CR	N	3.00 Slabs				
75 CORNER SPALL	L	1.00 Slabs				
Sample Number: 312	Type: R	Area:	20.00 Slabs	PCI: 91		
Sample Comments:						
66 SMALL PATCH	L	3.00 Slabs				
73 SHRINKAGE CR74 JOINT SPALL	N L	5.00 Slabs 2.00 Slabs				
Sample Number: 316	Type: R	Area:	20.00 Slabs	PCI: 95		
Sample Comments:	Type.	111011	20.00 51405	101. 73		
66 SMALL PATCH	L	2.00 Slabs				
73 SHRINKAGE CR	N	4.00 Slabs				
Sample Number: 320	Type: R	Area:	20.00 Slabs	PCI: 87		
Sample Comments:						
66 SMALL PATCH	L	2.00 Slabs				
73 SHRINKAGE CR	N	12.00 Slabs				
74 JOINT SPALL	L	1.00 Slabs	20.00.01.1	DOI 00		
Sample Number: 324	Type: R	Area:	20.00 Slabs	PCI: 89		
Sample Comments:						
66 SMALL PATCH	L N	4.00 Slabs				
73 SHRINKAGE CR74 JOINT SPALL	N L	7.00 Slabs 2.00 Slabs				
Sample Number: 328	Type: R	Area:	12.00 Slabs	PCI: 91		
Sample Comments:						
73 SHRINKAGE CR	N	3.00 Slabs				
74 JOINT SPALL	L	2.00 Slabs				

Network: JAX		Name:	JACKSONVILLE	INTERNATIONAL	AIRPORT
Branch: RW 14-32	Name:	RUNWAY 14-32	Use:	RUNWAY	Area: 1,155,000 SqFt
Section: 6215	of 7	From: -		То: -	Last Const.: 1/1/2000
Surface: PCC	Family: CA653-PR-R	W-TW-PCC Zone:		Category:	Rank: P
Area: 622,500	SqFt Length	: 13,200 Ft	Width:	50 Ft	
Slabs: 996	Slab Length:	25 Ft Slab W	idth:	25 Ft	Joint Length: 39,550 Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0
Section Comments:					
Work Date: 1/1/1968	Work Type: BU	ILT	Co	de: IMPORTED	Is Major M&R: True
Work Date: 1/1/2000	Work Type: Sur	face Reconstruction - PCC	Co	de: SR-PC	Is Major M&R: True
Work Date: 1/1/2022	Work Type: Join	nt Seal - PCC	Co	de: JS-PC	Is Major M&R: False
Last Insp. Date: 7/18/2022	Total	Samples: 51	Surveyed	: 12	
Conditions: PCI: 93					
Inspection Comments:					
Sample Number: 102	Type: R	Area:	20.00 Slabs	PCI: 93	
Sample Comments:	V F			70	
73 SHRINKAGE CR 74 JOINT SPALL	N L	8.00 Slabs 1.00 Slabs			
Sample Number: 107	Type: R	Area:	20.00 Slabs	PCI: 97	
Sample Comments:	••				
73 SHRINKAGE CR	N	4.00 Slabs			
Sample Number: 113	Type: R	Area:	20.00 Slabs	PCI: 85	
Sample Comments:	1 per	1110111	20100 51465	1 021 00	
-	т	20.00			
65 JT SEAL DMG 66 SMALL PATCH	L M	20.00 Slabs 1.00 Slabs			
73 SHRINKAGE CR	N	13.00 Slabs			
Sample Number: 119	Type: R	Area:	20.00 Slabs	PCI: 94	
Sample Comments:					
73 SHRINKAGE CR	N	9.00 Slabs			
Sample Number: 123	Type: R	Area:	20.00 Slabs	PCI: 97	
Sample Comments:					
73 SHRINKAGE CR	N	4.00 Slabs			
Sample Number: 127	Type: R	Area:	16.00 Slabs	PCI: 93	
Sample Comments:	Type. K	mica.	10.00 51405	101. 93	
-		2.00 21.1			
73 SHRINKAGE CR74 JOINT SPALL	N L	2.00 Slabs 1.00 Slabs			
75 CORNER SPALL	L	1.00 Slabs			
Sample Number: 505	Type: R	Area:	20.00 Slabs	PCI: 94	
Sample Comments:					
73 SHRINKAGE CR	N	9.00 Slabs			
Sample Number: 510	Type: R	Area:	20.00 Slabs	PCI: 92	
Sample Comments:	- 1				
73 SHRINKAGE CR	N	11.00 Slabs			
Sample Number: 515	Type: R	Area:	20.00 Slabs	PCI: 93	
Sample Comments:					
73 SHRINKAGE CR	N	10.00 Slabs			
Sample Number: 517	Type: R	Area:	20.00 Slabs	PCI: 96	
Sample Comments:	v E				
	ът	5.00 Slab-			
73 SHRINKAGE CR	N	5.00 Slabs			

Sam	ple Number: 521	Type: R	Area:	20.00 Slabs	PCI: 90
Sam	ple Comments:				
73	SHRINKAGE CR	N	11.00 Slabs		
74	JOINT SPALL	L	1.00 Slabs		
Sam	ple Number: 525	Type: R	Area:	20.00 Slabs	PCI: 95
Sam	ple Comments:				

73 SHRINKAGE CR N 7.00 Slabs

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** RW 14-32 **RUNWAY 14-32** Use: RUNWAY Area: 1,155,000 SqFt Name: Section: 6220 of 7 **Last Const.:** 1/1/1996 From: To: -PCC Surface: Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 30,000 SqFt Length: 600 Ft Width: 50 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 48 1,750 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1996 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 82 **Inspection Comments: PCI:** 82 Sample Number: 302 Type: R 16.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH M 1.00 Slabs LARGE PATCH L 3.00 Slabs 67

JOINT SPALL

74

L

Network: JAX		Name:	JACKSONVILLE IN	TERNATIONAL .	AIRPORT	
Branch: RW 14-32	Name:	RUNWAY 14-32	Use: R	UNWAY	Area: 1,155,	000 SqFt
Section: 6225	of 7 Fr	om: -		То: -	1	Last Const.: 1/1/1996
Surface: PCC	Family: CA653-PR-RW-	TW-PCC Zone:		Category:	I	Rank: P
Area: 60,000) SqFt Length:	1,200 Ft	Width:	50 Ft		
Slabs: 96	Slab Length:	25 Ft Slab W	idth: 25	5 Ft	Joint Length:	3,550 Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1996	Work Type: BUILT		Code:	IMPORTED	Is Major M&	R: True
Last Insp. Date: 7/18/2022	TotalSai	nples: 6	Surveyed:	2		
Conditions: PCI: 93						
Inspection Comments:						
Sample Number: 101	Type: R	Area:	16.00 Slabs	PCI: 94		
Sample Comments:						
66 SMALL PATCH	L	2.00 Slabs				
73 SHRINKAGE CR	N	4.00 Slabs				
Sample Number: 501	Type: R	Area:	16.00 Slabs	PCI: 93		
Sample Comments:						
67 LARGE PATCH	L	2.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** RW 14-32 **RUNWAY 14-32** Use: RUNWAY Area: 1,155,000 SqFt Name: Section: 6230 of 7 **Last Const.:** 1/1/1996 From: To: -PCC Surface: Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 37,500 SqFt Length: 750 Ft Width: 50 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 60 2,200 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1996 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 90 Sample Number: 519 Type: R 20.00 Slabs Area: **Sample Comments:**

73

74

SHRINKAGE CR

JOINT SPALL

N

L

9.00 Slabs

Networ	k: JAX			Nan	ne: JACKSONVILL	E INTERNATIONA	L AIRPORT	`	
Branch	: RW 8-26		Name:	RUNWAY 8-	26 Use:	RUNWAY	Area:	1,500,000 SqFt	
Section	: 6105	of 2	2 1	From: -		То: -		Last Const.:	1/1/1994
Surface	e: PCC	Family: C	A653-PR-RV	V-TW-PCC Zon	e:	Category:		Rank: P	
Area:	1,000,00	0 SqFt	Length:	10,000 F	t Width:	100 Ft			
Slabs:	1,600	Slab Length	ı:	25 Ft	Slab Width:	25 Ft	Join	t Length: 69,900 Ft	
Shoulde	er:	Street Type:	:		Grade: 0		Lan	es: 0	
Section	Comments:								
Work D	Date: 1/1/1994	Work	Type: BUII	T	C	ode: IMPORTED]	Is Major M&R: True	
Last Ins	sp. Date: 7/18/2022		TotalS	amples: 80	Surveye	ed: 17			
Conditi	_			•	·				
Inspecti	ion Comments:								
Samnle	Number: 301	Type:	R	Area:	20.00 Slabs	PCI: 94	<u> </u>		
_	Comments:	1 Jpc.		711000	20.00 51465	101.			
_			N.T.	0.00 ==================================					
	SHRINKAGE CR		N	9.00 Slabs	20.05.51.5		-		
_	Number: 304	Type:	R	Area:	20.00 Slabs	PCI: 95	•		
Sample	Comments:								
73	SHRINKAGE CR		N	7.00 Slabs					
Sample	Number: 308	Type:	R	Area:	20.00 Slabs	PCI: 92	2		
Sample	Comments:								
66	SMALL PATCH		L	1.00 Slabs					
73	SHRINKAGE CR		N	10.00 Slabs					
Sample	Number: 309	Type:	A	Area:	20.00 Slabs	PCI: 83	3		
Sample	Comments:								
63]	LINEAR CR		L	3.00 Slabs					
	SCALING		L	2.00 Slabs					
73	SHRINKAGE CR		N	5.00 Slabs					
Sample	Number: 313	Type:	R	Area:	20.00 Slabs	PCI: 93	}		
Sample	Comments:								
66	SMALL PATCH		M	1.00 Slabs					
73	SHRINKAGE CR		N	5.00 Slabs					
Sample	Number: 318	Type:	R	Area:	20.00 Slabs	PCI: 92	2		
Sample	Comments:								
73 5	SHRINKAGE CR		N	11.00 Slabs					
	Number: 324	Type:	R	Area:	20.00 Slabs	PCI: 88	3		
_	Comments:								
_			т	1.00 01.1					
	SCALING SHRINKAGE CR		L N	1.00 Slabs 12.00 Slabs					
	JOINT SPALL		L	1.00 Slabs					
Sample	Number: 329	Type:	R	Area:	20.00 Slabs	PCI: 92	2		
Sample	Comments:								
65 .	JT SEAL DMG		L	20.00 Slabs					
	SHRINKAGE CR		N	8.00 Slabs					
Sample	Number: 336	Type:	R	Area:	20.00 Slabs	PCI: 92	2		
Sample	Comments:								
73 5	SHRINKAGE CR		N	11.00 Slabs					
	Number: 346	Type:	R	Area:	20.00 Slabs	PCI: 93	,		
_	Comments:	7 F							
_			N	0.00 01.1					
	SHRINKAGE CR JOINT SPALL		N L	8.00 Slabs 1.00 Slabs					
, T	VOINT BLALL		L	1.00 51808					

Sam	ple Number: 351	Type:	R	Area:	20.00 Slabs	PCI: 94	
Sam	ple Comments:						
73	SHRINKAGE CR		N	9.00 Slabs			
Sam	ple Number: 356	Type:	R	Area:	20.00 Slabs	PCI: 83	
Sam	ple Comments:						
63	LINEAR CR		L	1.00 Slabs			
65	JT SEAL DMG		L	20.00 Slabs			
73	SHRINKAGE CR		N	13.00 Slabs			
Sam	ple Number: 361	Type:	R	Area:	20.00 Slabs	PCI: 85	
Sam	ple Comments:						
66	SMALL PATCH		L	1.00 Slabs			
73	SHRINKAGE CR		N	20.00 Slabs			
Sam	ple Number: 365	Type:	R	Area:	20.00 Slabs	PCI: 86	
Sam	ple Comments:						
73	SHRINKAGE CR		N	20.00 Slabs			
Sam	ple Number: 369	Type:	R	Area:	20.00 Slabs	PCI: 84	
Sam	ple Comments:						
66	SMALL PATCH		M	1.00 Slabs			
73	SHRINKAGE CR		N	18.00 Slabs			
Sam	ple Number: 373	Type:	R	Area:	20.00 Slabs	PCI: 86	
Sam	ple Comments:						
73	SHRINKAGE CR		N	20.00 Slabs			
Sam	ple Number: 377	Type:	R	Area:	20.00 Slabs	PCI: 85	
Sam	ple Comments:						
66	SMALL PATCH		L	1.00 Slabs			
73	SHRINKAGE CR		N	20.00 Slabs			

Network: JAX		Name:	JACKSONVILLE	INTERNATIONAL	AIRPORT
Branch: RW 8-26	Name:	RUNWAY 8-26	Use:	RUNWAY	Area: 1,500,000 SqFt
Section: 6110		rom: -		То: -	Last Const.: 1/1/1994
	Family: CA653-PR-RW			Category:	Rank: P
Area: 500,000	-	20,000 Ft	Width:	25 Ft	
Slabs: 800	Slab Length:	25 Ft Slab V		25 Ft	Joint Length: 19,975 Ft
Shoulder:	Street Type:	Grade	e: 0		Lanes: 0
Section Comments: Work Date: 1/1/1994	Work Type: BUIL		Co	de: IMPORTED	Is Major M&R: True
Last Insp. Date: 7/18/2022	TotalSa		Surveyed		10 Major Mao 11 m
Conditions: PCI: 83	Totaisa	mpies. 40	Surveyed	. 0	
Inspection Comments:					
Sample Number: 104	Type: R	Area:	20.00 Slabs	PCI: 87	
Sample Comments:					
73 SHRINKAGE CR	N	17.00 Slabs			
Sample Number: 120	Type: R	Area:	20.00 Slabs	PCI: 81	
Sample Comments:					
66 SMALL PATCH	M	1.00 Slabs			
73 SHRINKAGE CR	N	20.00 Slabs			
75 CORNER SPALL	L D	1.00 Slabs	24.00 Slaha	DCI. 95	
Sample Number: 128 Sample Comments:	Type: R	Area:	24.00 Slabs	PCI: 85	
73 SHRINKAGE CR	N	24.00 Slabs			
74 JOINT SPALL	L	1.00 Slabs			
Sample Number: 148	Type: R	Area:	20.00 Slabs	PCI: 85	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			
73 SHRINKAGE CR	N P	20.00 Slabs	20.00.51.1	DCL 92	
Sample Number: 172 Sample Comments:	Type: R	Area:	20.00 Slabs	PCI: 82	
-					
66 SMALL PATCH 66 SMALL PATCH	L M	1.00 Slabs 1.00 Slabs			
73 SHRINKAGE CR	N	20.00 Slabs			
Sample Number: 524	Type: R	Area:	20.00 Slabs	PCI: 80	
Sample Comments:					
67 LARGE PATCH	L	1.00 Slabs			
73 SHRINKAGE CR74 JOINT SPALL	N L	19.00 Slabs 2.00 Slabs			
Sample Number: 540	Type: R	Area:	20.00 Slabs	PCI: 85	
Sample Comments:					
66 SMALL PATCH	L	1.00 Slabs			
70 SCALING	L	2.00 Slabs			
73 SHRINKAGE CR Sample Number: 564	Type: R	15.00 Slabs	20.00 Slabs	PCI: 78	
Sample Number: 364 Sample Comments:	Type: R	Area:	20.00 Stabs	PCI: /8	
_	T	2.00 (21.1			
66 SMALL PATCH 66 SMALL PATCH	L M	2.00 Slabs 2.00 Slabs			
73 SHRINKAGE CR	N	20.00 Slabs			
74 JOINT SPALL	L	1.00 Slabs			

Network:	JAX			Namo	e: JACKSONVIL	LE INTERNATIONAL	L AIRPORT	
Branch:	TW A		Name:	TAXIWAY A	Use	: TAXIWAY	Area:	750,073 SqFt
Section:	105	of	5 Fr	rom: -		То: -		Last Const.: 1/1/1983
Surface: I	PCC	Family:	CA653-PR-RW-	-TW-PCC Zone	:	Category:		Rank: P
Area:	5	54,448 SqFt	Length:	875 Ft	Width:	75 Ft		
Slabs: 8	87	Slab Leng	gth:	25 Ft	Slab Width:	25 Ft	Joint Length:	4,300 Ft
Shoulder:		Street Ty	pe:		Grade: 0		Lanes: 0	
Section Con	nments:							
Work Date:	: 1/1/1983	Wo	ork Type: BUILT	 Γ		Code: IMPORTED	Is Major	M&R: True
I ost Insn. F	Date: 7/18/	/2022	TotalSa	mples: 4	Surve	yed: 2		
_)ate. //10/	2022	1 Utaisai	iipies. 7	Surve	yeu. 2		
Conditioner	DCI.	70						
		78						
Conditions: Inspection (78						
Inspection (Comments:		e: R	Area:	21.00 Slabs	PCI: 79		
Inspection (Comments:		e: R	Area:	21.00 Slabs	PCI: 79		
Inspection (Sample Nur Sample Con	Comments:	Туро	e: R	Area:	21.00 Slabs	PCI: 79		
Inspection C Sample Nur Sample Con 73 SHR	Comments: mber: 100 mments:	Туро			21.00 Slabs	PCI: 79		
Inspection (Sample Nur Sample Con 73 SHR 74 JOIN	Comments: mber: 100 mments:	Type R	N	21.00 Slabs	21.00 Slabs	PCI : 79		
Inspection (Sample Nur Sample Con 73 SHR 74 JOIN	Comments: mber: 100 mments: LINKAGE CI NT SPALL RNER SPALL	Type R .L	N L L	21.00 Slabs 2.00 Slabs	21.00 Slabs 24.00 Slabs	PCI: 79		
Inspection C Sample Num Sample Com 73 SHR 74 JOIN 75 COR	Comments: mber: 100 mments: LINKAGE CI NT SPALL RNER SPALL mber: 103	Type R .L	N L L	21.00 Slabs 2.00 Slabs 2.00 Slabs				
Inspection C Sample Nur Sample Con 73 SHR 74 JOIN 75 COR Sample Nur Sample Con	Comments: mber: 100 mments: LINKAGE CI NT SPALL RNER SPALL mber: 103	Type R .L	N L L	21.00 Slabs 2.00 Slabs 2.00 Slabs				
Inspection C Sample Nur Sample Con 73 SHR 74 JOIN 75 COR Sample Nur Sample Con 65 JT SI	Comments: mber: 100 mments: LINKAGE CI NT SPALL RNER SPALI mber: 103 mments:	Type R .L Type	N L L	21.00 Slabs 2.00 Slabs 2.00 Slabs Area:				
Inspection C Sample Nur Sample Con 73 SHR 74 JOIN 75 COR Sample Nur Sample Con 65 JT SI 73 SHR	Comments: mber: 100 mments: CINKAGE CINT SPALL RNER SPALL mber: 103 mments: EAL DMG	Type R .L Type	N L L De: R	21.00 Slabs 2.00 Slabs 2.00 Slabs Area:				

Netw	ork: JAX			Name:	JACKSONVILL	E INTERNATIONAI	L AIRPORT	
Bran	ch: TW A		Name:	TAXIWAY A	Use:	TAXIWAY	Area:	750,073 SqFt
Secti	on: 110	of 5	F	rom: -		То: -		Last Const.: 1/1/1989
Surfa	ace: PCC	Family: CA6	553-PR-RW	/-TW-PCC Zone:		Category:		Rank: P
Area	: 168,75	50 SqFt	Length:	2,100 Ft	Width:	75 Ft		
Slabs	s: 270	Slab Length:		25 Ft Sla	ıb Width:	25 Ft	Joint l	Length: 10,425 Ft
Shou	lder:	Street Type:		Gr	rade: 0		Lanes	: 0
Secti	on Comments:							
	k Date: 1/1/1989	Work T	ype: BUIL	Т	C	ode: IMPORTED	Is	Major M&R: True
Last	Insp. Date: 7/18/2022	2	TotalSa	amples: 13	Surveye	d : 3		
Conc	litions: PCI: 81			•	·			
	ection Comments:							
		T.			21.00.01.1	DCI 02		
	ple Number: 106	Type:	R	Area:	21.00 Slabs	PCI: 82		
Sam	ple Comments:							
66	SMALL PATCH	I	_	1.00 Slabs				
67	LARGE PATCH	I		1.00 Slabs				
73	SHRINKAGE CR	N	N .	21.00 Slabs				
Sam	ple Number: 110	Type:	R	Area:	21.00 Slabs	PCI: 79		
Sam	ple Comments:							
66	SMALL PATCH	I	_	1.00 Slabs				
66	SMALL PATCH	N	М	1.00 Slabs				
73	SHRINKAGE CR	N	N	21.00 Slabs				
74	JOINT SPALL	I	_	2.00 Slabs				
Sam	ple Number: 115	Type:	R	Area:	21.00 Slabs	PCI: 82		
Sam	ple Comments:							
66	SMALL PATCH	I	_	3.00 Slabs				
73	SHRINKAGE CR	N		21.00 Slabs				
75	CORNER SPALL	I	_	1.00 Slabs				

Network:	JAX			Name	e: JACKSON	ILLE IN	TERNATIONAL	L AIRPORT			
Branch:	TW A		Name:	TAXIWAY A	J	se: T	AXIWAY	Area:	750,0	073 SqFt	
Section: 115	5	of 5	F	rom: -			То: -		L	ast Const.:	1/1/2000
Surface: PC	С	Family: C.	A653-PR-RW	/-TW-PCC Zone	:		Category:		R	ank: P	
Area:	118,12	5 SqFt	Length:	1,575 Ft	Width		75 Ft				
Slabs: 189	9	Slab Length	:	25 Ft	Slab Width:	25	5 Ft	Joint	Length:	7,800 Ft	
Shoulder:		Street Type:			Grade: 0			Lanes	: 0		
Section Comm	nents:										
Work Date: 1	/1/1999	Work	Type: BUIL	T		Code	: IMPORTED	Is	Major M&l	R: True	
Work Date: 1	/1/2000	Work	Type: Surfa	ce Reconstruction -	PCC	Code	: SR-PC	Is	Major M&l	R: True	
Last Insp. Dat	te: 7/18/2022		TotalSa	amples: 9	Sui	veyed:	2				
	te: 7/18/2022 PCI: 81		TotalSa	amples: 9	Sui	veyed:	2				
	PCI: 81		TotalSa	nmples: 9	Sui	veyed:	2				
Conditions:	PCI: 81	Type:	TotalS:	Area:	21.00 Sla		PCI: 83				
Conditions: Inspection Co	PCI: 81 mments: er: 118			•				6			
Conditions: Inspection Con Sample Numb Sample Comm	PCI: 81 mments: er: 118			•							
Conditions: Inspection Con Sample Numb Sample Comm	PCI: 81 mments: eer: 118 nents:		R	Area:				1			
Conditions: Inspection Con Sample Numb Sample Comm	PCI: 81 mments: eer: 118 nents: L PATCH KAGE CR		R M	Area:		os					
Conditions: Inspection Con Sample Numb Sample Comm 66 SMALI 73 SHRIN	PCI: 81 mments: ner: 118 nents: L PATCH KAGE CR ner: 123	Туре:	R M N	Area: 1.00 Slabs 21.00 Slabs	21.00 Sla	os	PCI: 83				
Conditions: Inspection Con Sample Numb Sample Comm 66 SMALI 73 SHRIN Sample Numb Sample Comm	PCI: 81 mments: ner: 118 nents: L PATCH KAGE CR ner: 123	Туре:	R M N	Area: 1.00 Slabs 21.00 Slabs	21.00 Sla	os	PCI: 83				
Conditions: Inspection Con Sample Numb Sample Comm 66 SMALI 73 SHRIN Sample Numb Sample Comm 65 JT SEA	PCI: 81 mments: her: 118 hents: L PATCH KAGE CR her: 123 hents:	Туре:	R M N	Area: 1.00 Slabs 21.00 Slabs Area:	21.00 Sla	os	PCI: 83				
Conditions: Inspection Con Sample Numb Sample Comm 66 SMALI 73 SHRIN Sample Numb Sample Comm 65 JT SEA 66 SMALI 67 LARGE	PCI: 81 mments: ner: 118 nents: L PATCH KAGE CR ner: 123 nents:	Туре:	R M N R	Area: 1.00 Slabs 21.00 Slabs Area:	21.00 Sla	os	PCI: 83				

Netwo	ork: JAX		Name:	JACKSONVILLI	E INTERNATIONAL	AIRPORT	
Branc	ch: TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area: 7:	50,073 SqFt
Sectio	on: 120	of 5	From: -		То: -		Last Const.: 1/1/1985
Surfa	ce: PCC Far	mily: CA653-PR-R	W-TW-PCC Zone:		Category:		Rank: P
Area:	271,875 Sc	qFt Length:	3,670 Ft	Width:	75 Ft		
Slabs:	: 435 SI	ab Length:	25 Ft Slab	Width:	25 Ft	Joint Length:	18,275 Ft
Shoul	der: St	treet Type:	Grad	le: 0		Lanes: 0	
Sectio	on Comments:						
Work	Date: 1/1/1985	Work Type: BUI	LT	C	ode: IMPORTED	Is Major N	1&R: True
Last I	Insp. Date: 7/18/2022	Totals	Samples: 21	Surveye	d: 4		
Condi	itions: PCI: 78						
Inspe	ction Comments:						
Samp	le Number: 128	Type: R	Area:	21.00 Slabs	PCI: 81		
Samp	le Comments:						
65	JT SEAL DMG	L	21.00 Slabs				
66	SMALL PATCH	L	1.00 Slabs				
66	SMALL PATCH	M	3.00 Slabs				
73	SHRINKAGE CR	N	15.00 Slabs	21.00.21.1			
_	le Number: 135	Type: R	Area:	21.00 Slabs	PCI: 67		
Samp	le Comments:						
62	CORNER BREAK	L	4.00 Slabs				
63	LINEAR CR	L	2.00 Slabs				
65 66	JT SEAL DMG SMALL PATCH	L L	21.00 Slabs 1.00 Slabs				
66 66	SMALL PATCH SMALL PATCH	L M	1.00 Slabs				
73	SHRINKAGE CR	N	18.00 Slabs				
74	JOINT SPALL	L	1.00 Slabs				
Samp	le Number: 141	Type: R	Area:	20.00 Slabs	PCI: 87		
Samp	le Comments:						
65	JT SEAL DMG	L	20.00 Slabs				
73	SHRINKAGE CR	N	7.00 Slabs				
74	JOINT SPALL	L	1.00 Slabs				
75	CORNER SPALL	M	1.00 Slabs				
_	le Number: 145	Type: R	Area:	21.00 Slabs	PCI: 76		
Samp	le Comments:						
63	LINEAR CR	L	1.00 Slabs				
66	SMALL PATCH	L	5.00 Slabs				
66	SMALL PATCH	M	2.00 Slabs				
73 74	SHRINKAGE CR	N L	13.00 Slabs 1.00 Slabs				
/+	JOINT SPALL	L	1.00 Staus				

Network	x: JAX		Name:	JACKSONVILLE II	NTERNATIONAL A	IRPORT	
Branch:	TW A	Nam	e: TAXIWAY A	Use:	ΓAXIWAY A	rea: 75	50,073 SqFt
Section:	125	of 5	From: -		То: -		Last Const.: 1/1/1994
Surface:	PCC	Family: CA653-P	R-RW-TW-PCC Zone:		Category:		Rank: P
Area:	136,87	75 SqFt Ler	1,780 Ft	Width:	75 Ft		
Slabs:	219	Slab Length:	25 Ft Slab	Width: 2	25 Ft	Joint Length:	8,825 Ft
Shoulder	r:	Street Type:	Gra	de: 0		Lanes: 0	
Section (Comments:						
	ate: 1/1/1994	Work Type:	BUILT	Code	e: IMPORTED	Is Major N	1&R: True
Last Ins	p. Date: 7/18/2022	2 T	otalSamples: 10	Surveyed:	2		
Conditio			•	•			
Inspectio	on Comments:						
	Number: 149	Type: R	Area:	21.00 Slabs	PCI: 71		
-	Comments:	турс.	Aica.	21.00 51403	101. 71		
•							
63 L	INEAR CR	L	6.00 Slabs				
		T	1.00 Slabs				
	MALL PATCH	L					
66 S	MALL PATCH	M	1.00 Slabs				
66 Si 70 Si	MALL PATCH CALING	M L	1.00 Slabs 1.00 Slabs				
66 Si 70 Si 73 Si	MALL PATCH CALING HRINKAGE CR	M L N	1.00 Slabs 1.00 Slabs 21.00 Slabs	21.00 (1.1	DCL 70		
66 Si 70 Si 73 Si Sample I	MALL PATCH CALING HRINKAGE CR Number: 155	M L	1.00 Slabs 1.00 Slabs 21.00 Slabs	21.00 Slabs	PCI: 78		
66 Si 70 Si 73 Si Sample I	MALL PATCH CALING HRINKAGE CR	M L N	1.00 Slabs 1.00 Slabs 21.00 Slabs	21.00 Slabs	PCI: 78		
66 S 70 S 73 S Sample I	MALL PATCH CALING HRINKAGE CR Number: 155	M L N	1.00 Slabs 1.00 Slabs 21.00 Slabs	21.00 Slabs	PCI: 78		
66 S. 70 S. 73 S. Sample I. Sample (70 S.	MALL PATCH CALING HRINKAGE CR Number: 155 Comments:	M L N Type: R	1.00 Slabs 1.00 Slabs 21.00 Slabs Area:	21.00 Slabs	PCI: 78		
66 S. 70 S. 73 S. Sample I. 70 S. 73 S.	MALL PATCH CALING CHRINKAGE CR Number: 155 Comments:	M L N Type: R	1.00 Slabs 1.00 Slabs 21.00 Slabs Area:	21.00 Slabs	PCI: 78		

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 142,021 SqFt **Branch:** TW AP TAXIWAYS WITHIN APRONS Use: TAXIWAY Name: Area: Section: 2715 of 5 **Last Const.:** 1/1/1994 From: To: Surface: AC Family: CA653-PR-TW-AC Zone: Category: Rank: P Area: 8,530 SqFt Length: 160 Ft Width: 45 Ft Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 28 Sample Number: 100 Type: R 4775.00 SqFt Area: **Sample Comments:** 41 ALLIGATOR CR L 50.00 SqFt 43 BLOCK CR L 3307.00 SqFt BLOCK CR 43 M 1418.00 SqFt RAVELING 52 L 3975.00 SqFt

RAVELING

SWELLING

M

L

800.00 SqFt

478.00 SqFt

52

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 142,021 SqFt Branch: TW AP TAXIWAYS WITHIN APRONS Use: TAXIWAY Name: Area: 2720 of 5 **Last Const.:** 1/1/2017 Section: From: To: -Surface: AAC Family: CA653-PR-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 10,052 SqFt Length: 180 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: 0 Grade: **Section Comments:** Work Date: 1/1/1992 Work Type: BUILT Code: IMPORTED Is Major M&R: True Work Date: 1/1/2017 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 101 R **PCI:** 80 Type: Area: 4526.00 SqFt **Sample Comments:** 45 DEPRESSION L 11.00 SqFt L & T CR L 110.00 Ft 48 52 RAVELING L 226.00 SqFt

4300.00 SqFt

L

57

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 142,021 SqFt **Branch:** TW AP TAXIWAYS WITHIN APRONS Use: TAXIWAY Name: Area: Section: 2772 of 5 **Last Const.:** 1/1/1981 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 33,940 SqFt Length: 450 Ft Width: 50 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 54 1,300 Ft 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments: Work Date:** 1/1/1981 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 75 **Inspection Comments: PCI:** 75 Sample Number: 101 Type: R 16.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 1.00 Slabs SMALL PATCH M 1.00 Slabs 66 70 SCALING L 9.00 Slabs 73 SHRINKAGE CR N 16.00 Slabs

1.00 Slabs

L

JOINT SPALL

Network:	: JAX			Name	JACKSONVILI	E INTERNATIONA	AL AIRPORT	
Branch:	TW AP		Name:	TAXIWAYS W	THIN APRONS Use:	TAXIWAY	Area:	42,021 SqFt
Section:	2774	of	5 Fr	om: -		То: -		Last Const.: 1/1/1981
Surface:	PCC	Family:	A653-PR-RW-	TW-PCC Zone:		Category:		Rank: P
Area:	50,9	06 SqFt	Length:	450 Ft	Width:	75 Ft		
Slabs:	81	Slab Lengtl	1:	25 Ft S	lab Width:	25 Ft	Joint Length:	2,175 Ft
Shoulder:	:	Street Type	:	C	Frade: 0		Lanes: 0	
Section C	Comments:							
Work Da	ite: 1/1/1981	Worl	Type: BUILT	Γ	(Code: IMPORTED	Is Major	M&R: True
Last Insp	Date: 7/18/202	2	TotalSa	mples: 6	Survey	ed: 2		
Condition	ns: PCI: 79							
Inspectio	n Comments:							
Sample N	Number: 100	Type:	R	Area:	21.00 Slabs	PCI: 8	33	
Sample C	Comments:							
66 SN	MALL PATCH		L	2.00 Slabs				
66 SN	MALL PATCH		M	1.00 Slabs				
73 SF	HRINKAGE CR		N	11.00 Slabs				
74 JO	DINT SPALL		L	4.00 Slabs				
		Т	R	Area:	15.00 Slabs	PCI: 7	75	
Sample N	Number: 102	Type:	K	111000				
_	Number: 102 Comments:	1 ype:	K					
Sample C		туре:	L	6.00 Slabs				
Sample C	Comments:	туре:						
Sample C 66 SM 66 SM	Comments:	Туре:	L	6.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: Branch: TW AP TAXIWAYS WITHIN APRONS Use: TAXIWAY 142,021 SqFt Name: Area: 2775 of 5 Section: From: To: **Last Const.:** 1/1/1968 Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Rank: P Category: Area: 38,593 SqFt Length: 450 Ft Width: 75 Ft Slab Length: 25 Ft Slab Width: Joint Length: Slabs: 62 25 Ft 2,175 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1968 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 53 **Inspection Comments:** Sample Number: 102 Type: R 28.00 Slabs **PCI:** 53 Area: **Sample Comments:** 63 LINEAR CR L 11.00 Slabs JT SEAL DMG L 28.00 Slabs 65 SMALL PATCH L 10.00 Slabs 66 SMALL PATCH 1.00 66 M Slabs LARGE PATCH 4.00 Slabs 67 L 72 SHAT. SLAB L 1.00 Slabs

73

74

74

SHRINKAGE CR

JOINT SPALL

JOINT SPALL

N

L

M

28.00

2.00

Slabs

Slabs

Network:	JAX			Nar	ne: JA	CKSONVIL	LE INTERI	NATIONA	L AIRPORT			
Branch:	TW B	ľ	Name:	TAXIWAY E	3	Use:	TAXIV	/AY	Area:	39	00,195 SqFt	
Section:	805	of 2	Fro	m: -			To:	-			Last Const.:	1/1/1985
Surface:	PCC	Family: CA6	53-PR-RW-T	W-PCC Zon	e:		Cat	egory:			Rank: P	
Area:	253,320) SqFt	Length:	3,275 I	-t	Width:		75 Ft				
Slabs:	405	Slab Length:		25 Ft	Slab Width	:	25 Ft		Joint Le	ngth:	16,300 Ft	
Shoulder:		Street Type:			Grade:	0			Lanes:	0		
Section Co	omments:											
Work Date	e: 1/1/1985	Work Ty	pe: BUILT			(Code: IM	PORTED	Is M	lajor M	I&R: True	
Last Insp.	Date: 7/18/2022		TotalSam	ples: 19		Survey	ved: 3					
Conditions	s: PCI: 82											
Inspection	Comments:											
Sample Nu	umber: 102	Type:	R	Area:		21.00 Slabs		PCI: 8	1			
Sample Co	omments:	• •										
66 SM	IALL PATCH	L		1.00 Slabs								
	IALL PATCH	M	I	1.00 Slabs								
	RINKAGE CR	N		16.00 Slabs								
74 JOI	INT SPALL	L		2.00 Slabs								
Sample Nu	umber: 108	Type:	R	Area:		21.00 Slabs		PCI: 8	9			
Sample Co	omments:											
73 SH	RINKAGE CR	N		15.00 Slabs								
Sample Nu	umber: 114	Type:	R	Area:	:	21.00 Slabs		PCI: 7	6			
Sample Co	omments:											
65 JT :	SEAL DMG	L		21.00 Slabs								
66 SM	IALL PATCH	L		5.00 Slabs								
	IALL PATCH	M		3.00 Slabs								
	RINKAGE CR	N		13.00 Slabs								
75 CO	RNER SPALL	M	[1.00 Slabs								

Network	k: JAX			N	ame: JAC	CKSONVILL	E INTERNATIONA	L AIRPORT		
Branch:	TW B		Name:	TAXIWAY	В	Use:	TAXIWAY	Area:	390,195 SqFt	
Section:	810	of 2	2 F	rom: -			То: -		Last Const.:	1/1/1994
Surface:	: PCC	Family: C	A653-PR-RW	V-TW-PCC Z	one:		Category:		Rank: P	
Area:	136,	,875 SqFt	Length:	1,825	Ft	Width:	75 Ft			
Slabs:	219	Slab Length	ı:	25 Ft	Slab Width:		25 Ft	Joint Length	9,050 Ft	
Shoulde	r:	Street Type	:		Grade: 0			Lanes: 0)	
Section (Comments:									
Work D	ate: 1/1/1994	Work	Type: BUIL	T		C	ode: IMPORTED	Is Major	r M&R: True	
Last Ins	p. Date: 7/18/20	022	TotalSa	amples: 10		Surveye	d· 2			
		<i></i>	1 Otalisa	impics. 10		Surveye	u. 2			
Conditio	_		TotalSt	impies. 10		Surveye	u. 2			
Conditio	ons: PCI: 8		Totalsa	impies.		Surveye	u. 2			
Conditio	_		R	Area:	2′	7.00 Slabs	PCI: 80	0		
Condition Inspection Sample 1	ons: PCI: 8 on Comments:	1		•	2'			0		
Condition Inspection Sample I	ons: PCI: 8 on Comments: Number: 119	1		•		·		0		
Condition Inspection Sample I Sample (ons: PCI: 8 on Comments: Number: 119 Comments:	1	R	Area:	s	·		0		
Condition Inspection Sample Complete Sample Co	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG	1	R L	Area:	s s	·		0		
Condition Inspection Sample 1 Sample 6 65 Jr 70 S 73 S	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG GCALING	1	R L L	Area: 27.00 Slab 4.00 Slab	s s s	·		0		
Conditional Condit	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG SCALING SHRINKAGE CR	1	R L L N	27.00 Slab 4.00 Slab 27.00 Slab	S S S	·				
Conditional Condit	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG GCALING SHRINKAGE CR OINT SPALL	Туре:	R L L N L	27.00 Slab 4.00 Slab 27.00 Slab 1.00 Slab	S S S	7.00 Slabs	PCI: 80			
Conditional Condit	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG GCALING SHRINKAGE CR OINT SPALL Number: 127	Туре:	R L L N L	27.00 Slab 4.00 Slab 27.00 Slab 1.00 Slab	s s s s	7.00 Slabs	PCI: 80			
Condition Inspection Sample Condition Sa	ons: PCI: 8 on Comments: Number: 119 Comments: T SEAL DMG GCALING SHRINKAGE CR OINT SPALL Number: 127 Comments:	Туре:	R L L N L	27.00 Slab 4.00 Slab 27.00 Slab 1.00 Slab Area:	s s s s s s	7.00 Slabs	PCI: 80			

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW C TAXIWAY C Use: TAXIWAY 74,920 SqFt Name: Area: Section: 1480 of 2 **Last Const.:** 1/1/1994 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 24,260 SqFt Length: 176 Ft Width: 90 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,001 Ft 39 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions: PCI:** 73 **Inspection Comments: PCI:** 73 Sample Number: 101 Type: R 28.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 28.00 Slabs 70 SCALING L 8.00 Slabs SHRINKAGE CR 73 N 28.00 Slabs JOINT SPALL L 74 2.00 Slabs 74 JOINT SPALL M 1.00 Slabs

75

CORNER SPALL

L

Networl	k: JAX			Name:	JACKSONVILL:	E INTERNATIONA	AL AIRPORT	
Branch:	: TW C		Name:	TAXIWAY C	Use:	TAXIWAY	Area:	74,920 SqFt
Section:	: 1490	of	2	From: -		То: -		Last Const.: 1/1/1994
Surface	: PCC	Family:	CA653-PR-RV	W-TW-PCC Zone:		Category:		Rank: P
Area:	50	,660 SqFt	Length:	488 Ft	Width:	90 Ft		
Slabs:	81	Slab Leng	gth:	25 Ft SI	ab Width:	25 Ft	Joint Length:	2,936 Ft
Shoulde	er:	Street Ty	pe:	G	rade: 0		Lanes: 0	
Section	Comments:							
Work D	Pate: 1/1/1994	Wo	rk Type: BUII	LT	C	ode: IMPORTED	Is Major	M&R: True
Last Ins	sp. Date: 7/18/20	022	TotalS	amples: 4	Surveye	ed: 2		
				•	•			
Condition	ons: PCI: 7	7						
		7						
Inspecti	ion Comments:				2000011	207		
Inspecti Sample	ion Comments: Number: 100	7	e: R	Area:	28.00 Slabs	PCI: 7	74	
Inspecti Sample	ion Comments:		e: R	Area:	28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample	ion Comments: Number: 100		e: R	Area:	28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample	ion Comments: Number: 100 Comments:				28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample 66 S 70 S	ion Comments: Number: 100 Comments: SMALL PATCH	Тур	M	2.00 Slabs	28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample 66 S 70 S 73 S	ion Comments: Number: 100 Comments: SMALL PATCH SCALING	Тур	M L	2.00 Slabs 5.00 Slabs	28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample 66 S 70 S 73 S 74 J	ion Comments: Number: 100 Comments: SMALL PATCH SCALING SHRINKAGE CR	Тур	M L N	2.00 Slabs 5.00 Slabs 28.00 Slabs	28.00 Slabs	PCI: 7	74	
Inspecti Sample Sample 66 S 70 S 73 S 74 J 75 C	ion Comments: Number: 100 Comments: SMALL PATCH SCALING SHRINKAGE CR IOINT SPALL	Тур	M L N L	2.00 Slabs 5.00 Slabs 28.00 Slabs 3.00 Slabs	28.00 Slabs 20.00 Slabs	PCI: 5		
Sample Sample 66 S 70 S 73 S 74 J 75 C Sample	ion Comments: Number: 100 Comments: SMALL PATCH SCALING SHRINKAGE CR IOINT SPALL CORNER SPALL	Тур	M L N L	2.00 Slabs 5.00 Slabs 28.00 Slabs 3.00 Slabs 1.00 Slabs				
Inspecti Sample Sample 66 S 70 S 73 S 74 J 75 C Sample Sample	ion Comments: Number: 100 Comments: SMALL PATCH SCALING SHRINKAGE CR IOINT SPALL CORNER SPALL Number: 102	Тур	M L N L	2.00 Slabs 5.00 Slabs 28.00 Slabs 3.00 Slabs 1.00 Slabs				
Sample Sample 66 S 70 S 73 S 74 J 75 C Sample Sample	ion Comments: Number: 100 Comments: SMALL PATCH SCALING SHRINKAGE CR IOINT SPALL CORNER SPALL Number: 102 Comments:	Тур	M L N L L	2.00 Slabs 5.00 Slabs 28.00 Slabs 3.00 Slabs 1.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 88,543 SqFt **Branch:** TW E TAXIWAY E Use: TAXIWAY Name: Area: of 2 Section: 1670 **Last Const.:** 1/1/1994 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 29,143 SqFt Length: 176 Ft Width: 90 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,001 Ft 47 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 78 **Inspection Comments: PCI:** 78 Sample Number: 100 Type: R 19.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 19.00 Slabs 73 SHRINKAGE CR N 19.00 Slabs JOINT SPALL L 74 2.00 Slabs

75

CORNER SPALL

L

Network:	JAX					Name:	JACKSONVIL	LE INTERNA	TIONAL	AIRPORT		
Branch:	TW E		N	ame:	TAXIW	AY E	Use:	TAXIWA	Y	Area:	88,543 SqFt	
Section:	1680		of 2	Fro	m: -			To:			Last Const.:	1/1/1985
Surface:	PCC	Family:	CA653	3-PR-RW-T	W-PCC	Zone:		Catego	ry:		Rank: P	
Area:		59,400 SqFt	I	Length:		488 Ft	Width:	ģ	00 Ft			
Slabs:	95	Slab Lo	ength:		25 Ft	Slab W	idth:	25 Ft		Joint Length:	: 2,936 Ft	t
Shoulder:		Street	Гуре:			Grade:	0			Lanes: 0		
Section Co	mments:											
Work Date	e: 1/1/1985	, v	Vork Typ	e: New Co	nstruction	- Initial		Code: NU-II	1	Is Major	M&R: True	
Last Insp. 1	Date: 7/1	8/2022		TotalSam	nless 0		C	red: 2				
	Date. //1	0/2022		i otaisain	pies: o		Survey	cu. Z				
Conditions				Totaisaiii	pies: o		Survey	eu. 2				
Conditions	s: PCI:	80		Totaisain	pies: o		Survey	cu. 2				
Conditions Inspection	s: PCI:	80 s:	/pe:	R	Ar	ea:	20.00 Slabs		CI: 81			
Conditions Inspection Sample Nu	S: PCI: Comments umber: 10	80 s:	/pe:			ea:			CI: 81			
Conditions Inspection Sample Nu Sample Co	S: PCI: Comments umber: 10	80 s: 00 Ty	/ pe:						CI: 81			
Conditions Inspection Sample Nu Sample Co	Comments mber: 10 mments:	80 s: 00 Ty			20.00 S 5.00 S	Slabs Slabs			CI: 81			
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA	comments comments comments:	80 s: 00 Ty	L		Ar 20.00 S	Slabs Slabs			CI: 81			
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA 73 SHB	comments comments comments: comments: comments: comments:	80 s: 00 T; G	L L		20.00 S 5.00 S	Slabs Slabs Slabs		P	CI: 81			
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA 73 SHB	comments: SEAL DMC ALING RINKAGE	80 s: 00 T; G	L L N	R	20.00 S 5.00 S 20.00 S	Slabs Slabs Slabs	20.00 Slabs	P				
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA 73 SHI Sample Nu Sample Co	comments: SEAL DMC ALING RINKAGE	80 ss: 00 Ty	L L N	R	20.00 S 5.00 S 20.00 S	Slabs Slabs Slabs ea:	20.00 Slabs	P				
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA 73 SHI Sample Nu Sample Co 65 JT S	Comments: SEAL DMC ALING RINKAGE (mmeerts: 10 mmeerts: 10 mmeerts: 10	80 ss: 00 Ty	L L N	R	20.00 S 5.00 S 20.00 S Ar	Slabs Slabs Slabs ea:	20.00 Slabs	P				
Conditions Inspection Sample Nu Sample Co 65 JT S 70 SCA 73 SHI Sample Nu Sample Co 65 JT S 70 SCA 73 SHI SAMPLE CO 65 JT S 70 SCA 73 SHI	comments: SEAL DMC ALING RINKAGE Comments: Comments: SEAL DMC Comments: SEAL DMC	80 s: 00 Ty G CR 02 Ty	L L N V pe:	R	20.00 S 5.00 S 20.00 S Ar 20.00 S 9.00 S 20.00 S	Slabs Slabs Slabs ea:	20.00 Slabs	P				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW F TAXIWAY F Use: TAXIWAY Area: 214,516 SqFt Name: **Section:** 1145 of 5 **Last Const.:** 1/1/1985 From: To: PCC Surface: Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 94 Ft Area: 30,320 SqFt Length: 176 Ft Width: Slabs: 49 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,054 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 6 Surveyed: 1 **Conditions:** PCI: **Inspection Comments: PCI:** 90 Sample Number: 101 Type: R 16.00 Slabs Area: **Sample Comments:**

66

73

SMALL PATCH

SHRINKAGE CR

L

N

1.00 Slabs

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW F TAXIWAY F Use: TAXIWAY 214,516 SqFt Name: Area: **Section:** 1150 of 5 **Last Const.:** 1/1/1985 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 18,725 SqFt Length: 125 Ft Width: 75 Ft Slabs: 30 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 550 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 86 **Inspection Comments: PCI:** 86 Sample Number: 100 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 20.00 Slabs SHRINKAGE CR N 12.00 Slabs 73

74

JOINT SPALL

L

Network: JAX		Name:	JACKSONVILLI	E INTERNATIONAL	LAIRPORT	
Branch: TW F	Name:	TAXIWAY F	Use:	TAXIWAY	Area:	214,516 SqFt
Section: 1155	of 5	rom: -		То: -		Last Const.: 1/1/1968
Surface: AC	Family: CA653-PR-TW	V-AC Zone:		Category:		Rank: P
Area: 98,961	SqFt Length:	1,320 Ft	Width:	75 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length	: Ft
Shoulder:	Street Type:	Grad	e: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1968	Work Type: BUII	Т	Co	ode: IMPORTED	Is Major	M&R: True
Last Insp. Date: 7/18/2022	TotalS	amples: 18	Surveye	d: 3		
Conditions: PCI: 28		•	•			
Inspection Comments:						
Sample Number: 102	Type: R	Area:	5625.00 SqFt	PCI: 25		
Sample Comments:						
43 BLOCK CR	L	3937.00 SqFt				
43 BLOCK CR	M	1406.00 SqFt				
48 L & T CR	L	32.00 Ft				
48 L & T CR	M	125.00 Ft				
52 RAVELING	L	5344.00 SqFt				
52 RAVELING	M	281.00 SqFt				
53 RUTTING	L	150.00 SqFt				
56 SWELLING	L	900.00 SqFt				
Sample Number: 106	Type: R	Area:	5625.00 SqFt	PCI: 33		
Sample Comments:						
43 BLOCK CR	L	3750.00 SqFt				
43 BLOCK CR	M	975.00 SqFt				
48 L & T CR	L	69.00 Ft				
48 L & T CR	M	45.00 Ft				
52 RAVELING	L	5344.00 SqFt				
52 RAVELING	M	281.00 SqFt				
56 SWELLING	L	850.00 SqFt				
Sample Number: 116	Type: R	Area:	5625.00 SqFt	PCI: 28		
Sample Comments:						
42 BLEEDING	N	25.00 SqFt				
43 BLOCK CR	L	4219.00 SqFt				
43 BLOCK CR	M	1406.00 SqFt				
45 DEPRESSION	L	63.00 SqFt				
52 RAVELING	L	5344.00 SqFt				
52 RAVELING	M	281.00 SqFt				
56 SWELLING	L	1406.00 SqFt				
56 SWELLING	M	56.00 SqFt				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW F TAXIWAY F Use: TAXIWAY Area: 214,516 SqFt Name: **Section:** 1170 of 5 **Last Const.:** 1/1/1994 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 90 Ft Area: 27,436 SqFt Length: 222 Ft Width: Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,286 Ft 44 **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments: Work Date:** 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 82 **Inspection Comments: PCI:** 82 Sample Number: 101 Type: R 16.00 Slabs Area: **Sample Comments:** 2.00 Slabs 66 SMALL PATCH L SHRINKAGE CR N 16.00 Slabs 73

JOINT SPALL

74

L

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW F TAXIWAY F Use: TAXIWAY Area: 214,516 SqFt Name: **Section:** 1175 of 5 **Last Const.:** 1/1/1985 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 90 Ft Area: 39,074 SqFt Length: 266 Ft Width: Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 63 1,559 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 91 **Inspection Comments: PCI:** 91 Sample Number: 103 Type: R 20.00 Slabs Area: **Sample Comments:**

65 JT SEAL DMG L 20.00 Slabs

N

10.00 Slabs

73

SHRINKAGE CR

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 283,931 SqFt **Branch:** TW G TAXIWAY G Use: TAXIWAY Name: Area: of 7 Section: 1020 **Last Const.:** 1/1/1985 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 29,478 SqFt Length: 176 Ft Width: 90 Ft Slabs: Slab Length: 20 Ft Slab Width: 25 Ft Joint Length: 1,160 Ft 59 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 6 Surveyed: 1 **Conditions: PCI:** 78 **Inspection Comments: PCI:** 78 Sample Number: 100 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 20.00 Slabs SCALING L 2.00 Slabs 70 SCALING Slabs 70 M 1.00

15.00 Slabs

1.00 Slabs

N

L

SHRINKAGE CR

JOINT SPALL

73

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 283,931 SqFt **Branch:** TW G TAXIWAY G Use: TAXIWAY Name: Area: of 7 Section: 1025 **Last Const.:** 1/1/1985 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 19,138 SqFt Length: 125 Ft Width: 75 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 31 550 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 83 **Inspection Comments: PCI:** 83 Sample Number: 100 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 20.00 Slabs SMALL PATCH L 3.00 Slabs 66 SMALL PATCH 66 M 1.00 Slabs

9.00 Slabs

2.00 Slabs

N

L

SHRINKAGE CR

JOINT SPALL

73

Network: JAX		Name:	JACKSONVILL	E INTERNATIONAL	AIRPORT	
Branch: TW G	Name:	TAXIWAY G	Use:	TAXIWAY	Area:	283,931 SqFt
Section: 1030	of 7 Fr	om: -		То: -		Last Const.: 1/1/2016
Surface: AC	Family: CA653-PR-TW-	AC Zone:		Category:		Rank: P
Area: 35,019	SqFt Length:	700 Ft	Width:	50 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Ler	ngth: Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/1968	Work Type: BUILT	,	C	ode: IMPORTED	Is Ma	ajor M&R: True
Work Date: 1/1/2001	Work Type: Overla	y - AC Structural	C	ode: OL-AS	Is Ma	ajor M&R: True
Work Date: 1/2/2001	Work Type: Surface	e Treatment - Seal Coa	ıt C	ode: ST-SC	Is M	ajor M&R: False
Work Date: 1/1/2016	Work Type: Compl	ete Reconstruction - A	C C	ode: CR-AC	Is Ma	ajor M&R: True
Last Insp. Date: 7/18/2022	TotalSai	mples: 7	Surveyo	ed: 2		
Conditions: PCI: 82						
Inspection Comments:						
Sample Number: 101	Type: R	Area:	5000.00 SqFt	PCI: 81		
Sample Comments:						
48 L & T CR	L	226.00 Ft				
57 WEATHERING	L	5000.00 SqFt				
Sample Number: 105	Type: R	Area:	5008.00 SqFt	PCI: 83		
Sample Comments:						
48 L & T CR	L	121.00 Ft				
50 PATCHING	L	1.00 SqFt				
57 WEATHERING	L	4994.00 SqFt				
57 WEATHERING	M	13.00 SqFt				

Network: JAX	ζ				Nai	ne:	JACKS	ONVIL	LE INT	ΓERNATIO	NAL A	IRPORT			•	
Branch: TW	G		Name:	T	AXIWAY (j		Use	: TA	XIWAY	A	rea:	2	83,931 S	qFt	
Section: 1032		of 7		From:	-					То: -				Last C	Const.:	1/1/2016
Surface: AC	Fami	ly: CA	A653-PR-	TW-AC	Zor	ie:				Category:				Rank:	P	
Area:	44,449 SqFt	t	Lengt	h:	870 1	Ft	W	idth:		50 F	`t					
Slabs:	Slab	Length	:		Ft	Slab Wio	dth:			Ft		Joint I	ength:		Ft	
Shoulder:	Stre	et Type:				Grade:	0					Lanes:	0			
Section Comment	s:															
Work Date: 1/1/1	968	Work	Type: B	UILT					Code:	IMPORT	ED	Is	Major N	M&R: T	rue	
Work Date: 1/1/2	001	Work	Type: O	verlay - A	C Structura	1			Code:	OL-AS		Is	Major N	M&R: T	rue	
Work Date: 1/2/2	001	Work	Type: Su	ırface Tre	atment - Sea	al Coat			Code:	ST-SC		Is	Major N	M&R: F	alse	
Work Date: 1/1/2	016	Work	Type: Co	omplete R	econstruction	on - AC			Code:	CR-AC		Is	Major N	M&R: T	rue	
Last Insp. Date:	7/18/2022		Tota	alSample	s: 9			Surve	yed: 2	2						
Conditions: PC	CI: 87															
Inspection Comm	ents:															
Sample Number:	108	Type:	R		Area:		5000.00	SqFt		PCI:	90					
Sample Comment	s:															
48 L & T CR			L	24	1.00 Ft											
57 WEATHER	RING		L	5000	0.00 SqFt											
Sample Number:	112	Type:	R		Area:		5000.00	SqFt		PCI:	84					
Sample Comment	s:															
48 L & T CR			L	170	0.00 Ft											
57 WEATHER	RING		L	5000	0.00 SqFt											

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 283,931 SqFt Branch: TW G TAXIWAY G Use: TAXIWAY Name: Area: of 7 1035 Section: From: To: Last Const.: 1/1/2016 ACFamily: CA653-PR-TW-AC Zone: Rank: P Surface: Category: Area: 7,929 SqFt Length: 190 Ft Width: 35 Ft Slab Length: Ft Slab Width: Ft Joint Length: Ft Slabs: Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 12/25/1999 Work Type: New Construction - Initial Code: NU-IN Is Major M&R: True Work Date: 1/1/2001 Work Type: Surface Treatment - Seal Coat Code: ST-SC Is Major M&R: False Work Date: 1/1/2016 Work Type: Complete Reconstruction - AC Code: CR-AC Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** R 4509.00 SqFt **PCI:** 90 Sample Number: 400 Type: Area: **Sample Comments:**

L & T CR L 21.00 Ft 48

L

4509.00 SqFt

57

Network:	JAX				Name	: JAC	CKSONVILI	LE INT	ΓERNATIONAI	L AIRPORT			
Branch:	TW G		Nam	e: TAXI	WAY G		Use:	TA	XIWAY	Area:	283,93	1 SqFt	
Section:	1040	0	f 7	From:	-				To: -		Las	st Const.:	1/1/2016
Surface:	AC	Family:	CA653-P	R-TW-AC	Zone:				Category:		Rai	nk: P	
Area:	14	4,096 SqFt	Len	gth:	150 Ft		Width:		60 Ft				
Slabs:		Slab Len	igth:	Ft	S	lab Width:			Ft	Joint Leng	gth:	Ft	
Shoulder:		Street T	ype:		(Grade: 0				Lanes:	0		
Section Co	mments:												
Work Date	e: 12/25/1999	W	ork Type:	New Constructi	on - Initial		(Code:	NU-IN	Is Ma	jor M&R:	True	
Work Date	e: 1/1/2001	W	ork Type:	Overlay - AC S	tructural		(Code:	OL-AS	Is Ma	jor M&R:	True	
Work Date	e: 1/2/2001	W	ork Type:	Surface Treatm	ent - Seal (Coat	(Code:	ST-SC	Is Ma	jor M&R	: False	
Work Date	e: 1/1/2016	W	ork Type:	Complete Reco	nstruction	- AC	(Code:	CR-AC	Is Ma	jor M&R:	True	
Last Insp.	Date: 7/18/2	2022	Т	otalSamples:	3		Survey	ed:	1				
Conditions	s: PCI: 8	84											
Inspection	Comments:												
Sample Nu	mber: 200	Тур	pe: R		Area:	478	0.00 SqFt		PCI: 84				
Sample Co	mments:												
48 L&	T CR		L	136.00	Ft								
57 WE	ATHERING		L	4747.00	SqFt								
57 WE	ATHERING		M	33.00	SqFt								

Network: JAX			Name:	JACKSONVILLI	E INTERNATIONAL	L AIRPORT	
Branch: TW G		Name:	TAXIWAY G	Use:	TAXIWAY	Area:	283,931 SqFt
Section: 1060	of 7	1	From: -		То: -		Last Const.: 1/1/199
Surface: PCC	Family: CA	653-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
Area: 1	33,822 SqFt	Length:	515 Ft	Width:	150 Ft		
Slabs: 214	Slab Length:		25 Ft Sla	b Width:	25 Ft	Joint Leng	5,515 Ft
Shoulder:	Street Type:		Gra	ade: 0		Lanes:	0
Section Comments:							
Work Date: 1/1/1994	Work 7	Гуре: BUII	LT	Co	ode: IMPORTED	Is Maj	or M&R: True
Work Date: 1/1/2022	Work 7	Type: Joint	Seal - PCC	Co	ode: JS-PC	Is Maj	or M&R: False
Last Insp. Date: 7/18	3/2022	TotalS	amples: 10	Surveye	d: 2		
-	3/2022 91	TotalS	amples: 10	Surveye	d: 2		
Conditions: PCI:	91	TotalS	amples: 10	Surveye	d: 2		
Conditions: PCI: Inspection Comments:	91	TotalS:	Area:	Surveyed	d: 2 PCI: 92	1	
Conditions: PCI: Inspection Comments: Sample Number: 102	91		-				
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments:	91 2 Type:		-):	
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCE	91 2 Type:	R	Area:				
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C	91 2 Type: H CR	R L	Area:				
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C 74 JOINT SPALL	91 2 Type:	R L N	Area: 1.00 Slabs 14.00 Slabs				
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C 74 JOINT SPALL Sample Number: 104	91 2 Type:	R L N L	Area: 1.00 Slabs 14.00 Slabs 1.00 Slabs	31.00 Slabs	PCI: 92		
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C 74 JOINT SPALL Sample Number: 104 Sample Comments:	91 2 Type: H CR 4 Type:	R L N L	Area: 1.00 Slabs 14.00 Slabs 1.00 Slabs	31.00 Slabs	PCI: 92		
Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C 74 JOINT SPALL Sample Number: 104 Sample Comments:	91 2 Type: H CR 4 Type:	R L N L R	Area: 1.00 Slabs 14.00 Slabs 1.00 Slabs Area:	31.00 Slabs	PCI: 92		
Conditions: PCI: Inspection Comments: Sample Number: 102 Sample Comments: 66 SMALL PATCH 73 SHRINKAGE C 74 JOINT SPALL Sample Number: 104 Sample Comments: 63 LINEAR CR	91 2 Type: H CR 4 Type:	R L N L R	Area: 1.00 Slabs 14.00 Slabs 1.00 Slabs Area:	31.00 Slabs	PCI: 92		

Network	x: JAX			Nar	ne: JAC	KSONVILL	E INTERNATION	AL AIRPORT	
Branch:	TW G1		Name:	TAXIWAY (i 1	Use:	TAXIWAY	Area:	167,455 SqFt
Section:	910	of 3		From: -			То: -		Last Const.: 1/1/2006
Surface:	AC	Family: Ca	A653-PR-T	TW-AC Zon	e:		Category:		Rank: P
Area:	134,973	3 SqFt	Length	: 1,245 I	₹t	Width:	108 Ft		
Slabs:		Slab Length	:	Ft	Slab Width:		Ft	Joint Len	gth: Ft
Shoulder	r:	Street Type:			Grade: 0			Lanes:	0
Section (Comments:								
Work Da	ate: 1/1/2006	Work	Type: Ne	w Construction - Init	ial	C	ode: NU-IN	Is Ma	jor M&R: True
Last Insp	p. Date: 7/18/2022		Total	Samples: 26		Surveyo	ed: 3		
Conditio	ons: PCI: 64								
Inspectio	on Comments:								
Sample 1	Number: 103	Type:	R	Area:	5853	.00 SqFt	PCI:	62	
Sample 6	Comments:					•			
	. & T CR		L	646.00 Ft					
	& T CR		M	25.00 Ft					
	VEATHERING		L	5560.00 SqFt					
	VEATHERING		M	293.00 SqFt					
-	Number: 113	Type:	R	Area:	5800	.00 SqFt	PCI:	65	
Sample (Comments:								
45 D	DEPRESSION		L	25.00 SqFt					
	& T CR		L	416.00 Ft					
	. & T CR		M	25.00 Ft					
	VEATHERING		L	5510.00 SqFt					
57 W	VEATHERING		M	290.00 SqFt					
Sample I	Number: 98	Type:	R	Area:	4970	.00 SqFt	PCI:	66	
Sample 6	Comments:								
48 L	& T CR		L	777.00 Ft					
	VEATHERING		L	4970.00 SqFt					

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW G1 TAXIWAY G1 Use: TAXIWAY167,455 SqFt Name: Area: 915 of 3 **Last Const.:** 1/1/2016 Section: From: To: Surface: ACFamily: CA653-PR-TW-AC Zone: Category: Rank: P Area: 8,630 SqFt Length: 190 Ft Width: 70 Ft Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/2006 Work Type: New Construction - Initial Code: NU-IN Is Major M&R: True Work Date: 1/1/2016 Work Type: Complete Reconstruction - AC Code: CR-AC Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** R 4675.00 SqFt **PCI:** 84 Sample Number: 96 Type: Area: **Sample Comments:** L & T CR L 151.00 Ft 48

L

4675.00 SqFt

57

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW G1 TAXIWAY G1 Use: TAXIWAY 167,455 SqFt Name: Area: 920 of 3 Last Const.: 1/1/2016 Section: From: To: Surface: ACFamily: CA653-PR-TW-AC Zone: Category: Rank: P Area: 23,852 SqFt Length: 210 Ft Width: 90 Ft Slab Length: Ft Slab Width: Ft Joint Length: Ft Slabs: Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/2006 Work Type: New Construction - Initial Code: NU-IN Is Major M&R: True Work Date: 1/1/2016 Work Type: Complete Reconstruction - AC Code: CR-AC Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** R **PCI:** 82 Sample Number: 125 Type: Area: 5665.00 SqFt **Sample Comments:** L & T CR L 209.00 Ft 48 57 WEATHERING L 5620.00 SqFt WEATHERING 57 M 45.00 SqFt

Netw	ork: JAX			Nam	e: JACKSONVILL	E INTERNATION	AL AIRPORT		
Bran	ch: TW H		Name:	TAXIWAY H	Use:	TAXIWAY	Area:	374,438 SqFt	
Secti	on: 550	of .	3 I	From: -		То: -		Last Const.:	1/1/1994
Surfa	ace: PCC	Family: C	A653-PR-RV	V-TW-PCC Zone	::	Category:		Rank: P	
Area	: 208,460	SqFt	Length:	488 Ft	Width:	160 Ft			
Slabs	s: 334	Slab Length	ı:	25 Ft	Slab Width:	25 Ft	Joint Le	ength: 5,598 Ft	t
Shou	lder:	Street Type	:		Grade: 0		Lanes:	0	
Secti	on Comments:								
Worl	k Date: 1/1/1994	Work	Type: BUII	LT	C	Code: IMPORTED	Is M	Tajor M&R: True	
Last	Insp. Date: 7/18/2022		TotalS	amples: 18	Surveyo	ed: 3			
Cond	litions: PCI: 88								
Inspe	ection Comments:								
Samı	ple Number: 103	Type:	R	Area:	24.00 Slabs	PCI: 9	94		
Samp	ple Comments:								
73	SHRINKAGE CR		N	5.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
75	CORNER SPALL		L	1.00 Slabs					
Samp	ole Number: 111	Type:	R	Area:	24.00 Slabs	PCI: 8	38		
Samp	ole Comments:								
66	SMALL PATCH		L	6.00 Slabs					
73	SHRINKAGE CR		N	12.00 Slabs					
74	JOINT SPALL		L	1.00 Slabs					
Samp	ple Number: 115	Type:	R	Area:	24.00 Slabs	PCI: 8	33		
Samp	ole Comments:								
63	LINEAR CR		L	1.00 Slabs					
66	SMALL PATCH		L	3.00 Slabs					
66	SMALL PATCH		M	1.00 Slabs					
	SHRINKAGE CR		N	13.00 Slabs					

Networ	·k: JAX		Name:	IACKSONVII I F	E INTERNATIONAL	AIRPORT	
							54 420 G F:
Branch	: TW H	Name:	TAXIWAY H	Use:	TAXIWAY	Area: 3	74,438 SqFt
Section	: 555	of 3	From: -		To: -		Last Const.: 1/1/1985
Surface	e: PCC	Family: CA653-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
Area:	127,29	3 SqFt Length:	1,540 Ft	Width:	75 Ft		
Slabs:	204	Slab Length:	25 Ft Slab	Width:	25 Ft	Joint Length:	7,625 Ft
Should	er:	Street Type:	Grade	e: 0		Lanes: 0	
Section	Comments:						
Work I	Date: 1/1/1985	Work Type: BUII	LT	Co	ode: IMPORTED	Is Major I	M&R: True
Work I	Date: 1/1/2012	Work Type: Slab	Replacement - PCC	Co	ode: SL-PC	Is Major I	M&R: False
Conditi Inspect	ions: PCI: 67			·			
Sample	Number: 101	Type: R	Area:	22.00 Slabs	PCI: 66		
Sample	Comments:						
62	CORNER BREAK	L	2.00 Slabs				
	LINEAR CR	M	1.00 Slabs				
	SMALL PATCH	L	5.00 Slabs				
	SMALL PATCH	M	1.00 Slabs				
	LARGE PATCH SHRINKAGE CR	M N	1.00 Slabs 20.00 Slabs				
	Number: 105	Type: R	Area:	21.00 Slabs	PCI: 68		
Sample	Comments:						
62	CORNER BREAK	L	2.00 Slabs				
63	LINEAR CR	L	4.00 Slabs				
66	SMALL PATCH	L	2.00 Slabs				
	SMALL PATCH	M	2.00 Slabs				
	SHRINKAGE CR	N	18.00 Slabs				
74	JOINT SPALL	L	1.00 Slabs				

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 374,438 SqFt Branch: TW H TAXIWAY H Use: TAXIWAY Name: Area: 557 of 3 **Section:** From: To: Last Const.: 1/1/2007 PCC Family: CA653-PR-RW-TW-PCC Zone: Rank: P Surface: Category: Area: 38,685 SqFt Length: 615 Ft Width: 60 Ft Slab Length: 25 Ft Slab Width: Joint Length: Slabs: 62 25 Ft 2,277 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1985 Work Type: BUILT Code: IMPORTED Is Major M&R: True Work Date: 1/1/2007 Work Type: Surface Reconstruction - PCC Code: SR-PC Is Major M&R: True **Last Insp. Date:** 7/18/2022 TotalSamples: 4 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** R **PCI:** 79 Sample Number: 101 Type: Area: 22.00 Slabs **Sample Comments:** SCALING L 2.00 Slabs 70 SHRINKAGE CR N 18.00 Slabs 73 JOINT SPALL 74 L 4.00 Slabs 75 CORNER SPALL L 1.00 Slabs

Netw	ork: JAX			Nai	me: JACKSONVILI	LE INTERNATIONA	AL AIRPORT		
Bran	ch: TW J		Name:	TAXIWAY J	Use:	TAXIWAY	Area:	344,394 SqFt	
Section	on: 740	of	3	From: -		То: -		Last Const.	: 1/1/1994
Surfa	ice: PCC	Family:	CA653-PR-R	W-TW-PCC Zoi	ne:	Category:		Rank: P	
Area	: 136,	,242 SqFt	Length	: 550	Ft Width:	150 Ft			
Slabs	: 218	Slab Leng	gth:	25 Ft	Slab Width:	25 Ft	Joint Le	ength: 5,900	Ft
Shoul	lder:	Street Typ	pe:		Grade: 0		Lanes:	0	
Section	on Comments:								
Work	Date: 1/1/1994	Wo	rk Type: BU	ILT	(Code: IMPORTED	Is M	Tajor M&R: True	
Last	Insp. Date: 7/18/20)22	Total	Samples: 12	Survey	red: 2			
	Insp. Date: 7/18/20		Total	Samples: 12	Survey	red: 2			
Cond	•		Total	Samples: 12	Survey	red: 2			
Cond Inspe	litions: PCI: 8'	7		Samples: 12	Survey 24.00 Slabs	PCI: 8	34		
Cond Inspe Samp	litions: PCI: 8'			•			34		
Cond Inspe Samp Samp	litions: PCI: 8 ection Comments: ole Number: 102	7		•	24.00 Slabs		34		
Cond Inspe Samp Samp	litions: PCI: 8' ection Comments: ble Number: 102 ble Comments:	7	e: R	Area:	24.00 Slabs		34		
Cond Inspe Samp Samp 65 70	litions: PCI: 8' ection Comments: ble Number: 102 ble Comments: JT SEAL DMG	7	e: R	Area:	24.00 Slabs		34		
Cond Inspe Samp Samp 65 70 73	litions: PCI: 8' ection Comments: ble Number: 102 ble Comments: JT SEAL DMG SCALING	7	e: R L L N	Area: 24.00 Slabs 1.00 Slabs	24.00 Slabs				
Cond Inspe Samp Samp 65 70 73	litions: PCI: 8' ection Comments: ple Number: 102 ple Comments: JT SEAL DMG SCALING SHRINKAGE CR	Туре	e: R L L N	Area: 24.00 Slabs 1.00 Slabs 20.00 Slabs	24.00 Slabs	PCI: 8			
Cond Inspe Samp Samp 65 70 73	litions: PCI: 8' ection Comments: ple Number: 102 ple Comments: JT SEAL DMG SCALING SHRINKAGE CR ple Number: 104	Туре	e: R L L N	Area: 24.00 Slabs 1.00 Slabs 20.00 Slabs	24.00 Slabs 24.00 Slabs	PCI: 8			

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW J TAXIWAY J Use: TAXIWAY 344,394 SqFt Name: Area: of 3 Section: 745 **Last Const.:** 1/1/1989 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 84,993 SqFt Length: 880 Ft Width: 75 Ft Slabs: 136 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 4,325 Ft 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1989 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 8 Surveyed: 1 **Conditions: PCI:** 78 **Inspection Comments: PCI:** 78 Sample Number: 101 Type: R 21.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 2.00 Slabs SMALL PATCH M 1.00 Slabs 66 LARGE PATCH 67 L 1.00 Slabs

SHRINKAGE CR

73

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Network: JAX			Name:	JACKSONVILL	E INTERNATION	IAL AIRPORT	
Branch: TW J		Name:	TAXIWAY J	Use:	TAXIWAY	Area:	344,394 SqFt
Section: 765	of 3	}	From: -		То: -		Last Const.: 1/1/201
Surface: PCC	Family: C	A653-PR-R	W-TW-PCC Zone:		Category:		Rank: P
Area:	23,159 SqFt	Length:	1,020 Ft	Width:	110 Ft		
Slabs: 324	Slab Length	:	19 Ft Slab	Width:	20 Ft	Joint I	Length: 10,385 Ft
Shoulder:	Street Type	:	Grad	le: 0		Lanes:	0
Section Comments:							
Work Date: 1/1/2013	Work	Type: Nev	v Construction - Initial	C	ode: NU-IN	Is	Major M&R: True
Last Insp. Date: 7/18	3/2022	Totals	Samples: 19	Surveye	ed: 3		
			•				
Conditions: PCI:			•				
	95						
Inspection Comments:	95	R	Area:	20.00 Slabs	PCI:	98	
Inspection Comments: Sample Number: 107	95				PCI:	98	
Conditions: PCI: Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C	95 7 Type:				PCI:	98	
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C	95 7 Type:	R	Area:		PCI:		
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C Sample Number: 110	95 7 Type:	R N	Area: 2.00 Slabs	20.00 Slabs			
Inspection Comments: Sample Number: 107 Sample Comments:	95 7 Type:	R N	Area: 2.00 Slabs	20.00 Slabs			
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C Sample Number: 110 Sample Comments:	95 7 Type: CR D Type:	R N R	Area: 2.00 Slabs Area:	20.00 Slabs			
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C Sample Number: 110 Sample Comments: 65 JT SEAL DMG 73 SHRINKAGE C	95 7 Type: CR D Type:	R N R	Area: 2.00 Slabs Area: 30.00 Slabs	20.00 Slabs		95	
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C Sample Number: 110 Sample Comments: 65 JT SEAL DMG	95 7 Type: CR D Type:	R N R L N	Area: 2.00 Slabs Area: 30.00 Slabs 7.00 Slabs	20.00 Slabs 30.00 Slabs	PCI:	95	
Inspection Comments: Sample Number: 107 Sample Comments: 73 SHRINKAGE C Sample Number: 110 Sample Comments: 65 JT SEAL DMG 73 SHRINKAGE C Sample Number: 114	95 7 Type: CR D Type:	R N R L N	Area: 2.00 Slabs Area: 30.00 Slabs 7.00 Slabs	20.00 Slabs 30.00 Slabs	PCI:	95	

Network:	JAX			Name:	JACKSONVILL	E INTERNATIONA	L AIRPORT	
Branch:	TW K		Name:	TAXIWAY K	Use:	TAXIWAY	Area:	107,334 SqFt
Section: 13	320	of	1 I	From: -		То: -		Last Const.: 1/1/1992
Surface: Po	CC	Family: C	A653-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
Area:	107,3	34 SqFt	Length:	795 Ft	Width:	92 Ft		
Slabs: 33	32	Slab Length	ı:	17 Ft Slal	Width:	19 Ft	Joint Length	7,265 Ft
Shoulder:		Street Type	:	Gra	de: 0		Lanes: 0)
Section Com	ments:							
Work Date:	1/1/1992	Work	Type: BUII	LT	C	ode: IMPORTED	Is Major	r M&R: True
 Last Insp. Da	ite: 7/18/202	.2	TotalS	amples: 18	Surveye	d: 3		
Conditions:	PCI: 85							
Inspection Co	omments:							
Sample Num	ber: 101	Type:	R	Area:	20.00 Slabs	PCI: 86)	
Sample Num Sample Com		Type:	R	Area:	20.00 Slabs	PCI: 86	5	
Sample Com		Туре:	R N	Area:	20.00 Slabs	PCI: 86	5	
Sample Com	ments: NKAGE CR	Туре:			20.00 Slabs 20.00 Slabs	PCI: 86		
Sample Company Sample Num	ments: NKAGE CR ber: 104		N	20.00 Slabs				
Sample Common Sample Num Sample Common Sampl	ments: NKAGE CR ber: 104		N	20.00 Slabs				
Sample Company Sample Num Sample Company Sample Com	ments: NKAGE CR ber: 104 ments:		N R	20.00 Slabs Area:			5	
Sample Common Sample Num Sample Common Sample Common Sample Num Sample Num	ments: NKAGE CR ber: 104 ments: NKAGE CR ber: 107	Туре:	N R	20.00 Slabs Area: 20.00 Slabs	20.00 Slabs	PCI: 86	5	
Sample Common Sample Common Sample Common Sample Num Sample Num Sample Common Sample C	ments: NKAGE CR ber: 104 ments: NKAGE CR ber: 107	Туре:	N R	20.00 Slabs Area: 20.00 Slabs	20.00 Slabs	PCI: 86	5	

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW L TAXIWAY L Use: TAXIWAY 149,684 SqFt Name: Area: Section: 205 of 5 **Last Const.:** 1/1/1994 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 25,258 SqFt Length: 244 Ft Width: 90 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 40 1,423 Ft 0 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1994 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 77 **Inspection Comments: PCI:** 77 Sample Number: 100 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 20.00 Slabs SMALL PATCH M 2.00 Slabs 66

SHRINKAGE CR

JOINT SPALL

N

L

20.00 Slabs

1.00 Slabs

73

74

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 149,684 SqFt **Branch:** TW L TAXIWAY L Use: TAXIWAY Name: Area: Section: 210 of 5 **Last Const.:** 1/1/1983 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 90 Ft Area: 28,620 SqFt Length: 244 Ft Width: Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 46 1,423 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1983 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 83 **Inspection Comments: PCI:** 83 Sample Number: 102 Type: R 24.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 5.00 Slabs SHRINKAGE CR N 20.00 Slabs 73

JOINT SPALL

74

L

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW L TAXIWAY L Use: TAXIWAY 149,684 SqFt Name: Area: Section: 215 of 5 **Last Const.:** 1/1/1983 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 18,195 SqFt Length: 206 Ft Width: 90 Ft 29 Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,187 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments: Work Date:** 1/1/1983 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions: PCI:** 75 **Inspection Comments: PCI:** 75 Sample Number: 105 Type: R 18.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 1.00 Slabs 73 SHRINKAGE CR N 18.00 Slabs JOINT SPALL L 74 4.00 Slabs

2.00 Slabs

L

75

CORNER SPALL

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW L TAXIWAY L Use: TAXIWAY 149,684 SqFt Name: Area: Section: 220 of 5 **Last Const.:** 1/1/1992 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 90 Ft Area: 25,304 SqFt Length: 240 Ft Width: Slabs: Slab Length: 17 Ft Slab Width: 19 Ft Joint Length: 78 2,077 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1992 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 81 **Inspection Comments: PCI:** 81 Sample Number: 103 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 20.00 Slabs SMALL PATCH L 4.00 Slabs 66

SHRINKAGE CR

73

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Netwo	r k: JAX					Nan	ne: JA	CKSONVIL	LE INTERI	NATIONAL	AIRPORT				
Branch	n: TW L		Na	ame:	TAXIV	WAY L	,	Use:	TAXIV	VAY	Area:	1	49,684	SqFt	
Section	n: 225	0	f 5	Fro	m: ·	-			To:	-			Last	Const.:	1/1/1992
Surfac	e: PCC	Family:	CA653	3-PR-RW-T	W-PCC	Zon	e:		Cat	egory:			Ranl	k: P	
Area:		52,307 SqFt	L	ength:		488 F	-t	Width:		90 Ft					
Slabs:	171	Slab Len	gth:		17 Ft		Slab Width	:	18 Ft		Joint L	ength:		4,446 Ft	
Should	er:	Street T	ype:				Grade:	0			Lanes:	0			
Section	Comments:														
Work	Date: 1/1/1992	W	ork Typ	e: BUILT					Code: IM	PORTED	Is N	Major I	M&R:	True	
												•			
Last In	sp. Date: 7/1	8/2022		TotalSam	ples:	9		Survey	ved: 2						
Last In	isp. Date: 7/1			TotalSam	ples:	9		Surve	v ed: 2						
Condit	ions: PCI:	81		TotalSam	ples:	9		Surve	v ed: 2						
Condit	ions: PCI:	81 s:	oe:	TotalSam _l		9 area:		Survey	ved: 2	PCI: 78					
Condit Inspect	ions: PCI:	81 s:	oe:						ved: 2	PCI: 78					
Condition Inspects Sample Sample	ions: PCI: tion Comments e Number: 10 e Comments:	81 s:			A	area:			ved: 2	PCI: 78					
Condition Inspects Sample Sample 70	ions: PCI: tion Comments e Number: 10	81 s: D1 Ty I	De:		A	area:			ved: 2	PCI: 78					
Condition Inspects Sample Sample 70 73	ions: PCI: tion Comments e Number: 10 e Comments: SCALING	81 s: 01 Ty I	L		5.00 20.00	area:			/ed: 2	PCI: 78					
Condit Inspect Sample Sample 70 73 74	ions: PCI: tion Comments e Number: 10 e Comments: SCALING SHRINKAGE	81 S: DI Tyj CR	L N L		5.00 20.00 4.00	Slabs			ved: 2	PCI: 78					
Condit Inspect Sample 70 73 74 Sample	ions: PCI: tion Comments PNumber: 10 Comments: SCALING SHRINKAGE JOINT SPALL	81 5: DI Tyj CR	L N L	R	5.00 20.00 4.00	Slabs Slabs Slabs		20.00 Slabs	ved: 2						
Condit Inspect Sample Sample 70 73 74 Sample Sample	ions: PCI: tion Comments e Number: 10 e Comments: SCALING SHRINKAGE JOINT SPALL e Number: 10	81 SE OI Tyl CCR D5 Tyl	L N L	R	5.00 20.00 4.00	Slabs Slabs Slabs		20.00 Slabs	ved: 2						

Netwo	ork: JAX		Name:	JACKSONVILLE INT	TERNATIONAL AIRP	ORT
Branc	eh: TW N	Name:	TAXIWAY N	Use: TA	XIWAY Area	: 577,575 SqFt
Sectio	on: 305	of 4	rom: -		То: -	Last Const.: 1/1/1992
Surfac	ce: PCC Fam	nily: CA653-PR-RW	/-TW-PCC Zone:		Category:	Rank: P
Area:	221,250 SqF	Ft Length:	2,950 Ft	Width:	75 Ft	
Slabs:	•	b Length:	17 Ft Slab V			Joint Length: 21,634 Ft
Should		eet Type:	Grade			Lanes: 0
	on Comments:	VI				
	Date: 1/1/1992	Work Type: BUIL	T	Code:	IMPORTED	Is Major M&R: True
Last I	nsp. Date: 7/18/2022	TotalSa	amples: 36	Surveyed: 5	<u> </u>	
	itions: PCI: 87	- • •	impico.	~ · -y · · ·	•	
	ction Comments:					
		тр	A	20.00 Claba	DCI. 02	
-	le Number: 128	Type: R	Area:	20.00 Slabs	PCI: 92	
Samp	le Comments:					
65	JT SEAL DMG	L	20.00 Slabs			
66 73	SMALL PATCH SHRINKAGE CR	L N	1.00 Slabs 7.00 Slabs			
	le Number: 134	Type: R	Area:	20.00 Slabs	PCI: 83	
_	le Comments:	Type.	Altu.	20.00 51005	101. 03	
_						
66 66	SMALL PATCH SMALL PATCH	L M	1.00 Slabs 1.00 Slabs			
70	SCALING	L	1.00 Slabs			
73	SHRINKAGE CR	N	11.00 Slabs			
74	JOINT SPALL	L	2.00 Slabs			
Sampl	le Number: 141	Type: R	Area:	20.00 Slabs	PCI: 90	
Sampl	le Comments:					
66	SMALL PATCH	L	1.00 Slabs			
73	SHRINKAGE CR	N	10.00 Slabs			
74	JOINT SPALL	L	1.00 Slabs			
Sampl	le Number: 149	Type: R	Area:	20.00 Slabs	PCI: 91	
Sampl	le Comments:					
66	SMALL PATCH	L	1.00 Slabs			
73	SHRINKAGE CR	N	7.00 Slabs			
74	JOINT SPALL	L	2.00 Slabs			
Sampl	le Number: 159	Type: R	Area:	20.00 Slabs	PCI: 79	
Sampl	le Comments:					
66	SMALL PATCH	L	5.00 Slabs			
73	SHRINKAGE CR	N	20.00 Slabs			
74	JOINT SPALL	L	1.00 Slabs			
75	CORNER SPALL	L	1.00 Slabs			

AX			Name:	JACKSONVIL	LE INTERNATIO	NAL AIRPORT	
WN	Nam	ne: TAXIW	VAY N	Use:	TAXIWAY	Area:	577,575 SqFt
	of 4	From: -			То: -		Last Const.: 1/1/1998
Family	: CA653-F	PR-RW-TW-PCC	Zone:		Category:		Rank: P
180,075 SqFt	Ler	ngth: 2	2,451 Ft	Width:	75 Ft		
Slab l	Length:	25 Ft	Slab W	Vidth:	25 Ft	Joint	Length: 12,180 Ft
Stree	t Type:		Grade	: 0		Lanes	: 0
ents:							
1/1998	Work Type:	BUILT		ı	Code: IMPORTE	D Is	Major M&R: True
1/2022	Work Type:	Joint Seal - PCC		-	Code: JS-PC	Is	Major M&R: False
: 7/18/2022	Т	otalSamples: 1	4	Surve	yed: 2		
PCI: 90							
iments:							
r: 102	Гуре: К	. A	rea:	21.00 Slabs	PCI:	91	
ents:							
. DMG	L	21.00	Slabs				
AGE CR	N	10.00	Slabs				
		A :	rea:	21.00 Slabs	PCI:	89	
r: 108	Гуре: R	Α.	ı ca.				
r: 108 °	Type: R	A	· ca.				
	Family 180,075 SqFt Slab I Street 7/1998 7/2022 7/18/2022 PCI: 90 ments: :: 102 nts: DMG	of 4 Family: CA653-F 180,075 SqFt Ler Slab Length: Street Type: nts: //1998 Work Type: //2022 Work Type: 7/18/2022 T PCI: 90 ments: :: 102 Type: R nts: DMG L	Name: TAXIW of 4 From: -	Name: TAXIWAY N Of 4 From: -	Name: TAXIWAY N Use: Of 4	Name: TAXIWAY Use: TAXIWAY	Name: TAXIWAY N Use: TAXIWAY Area:

Network:	JAX			Name:	JACK	SONVILLI	E INTERNATIO	NAL AIRPOR	T	
Branch:	TW N		Name:	TAXIWAY N		Use:	TAXIWAY	Area:	577,	575 SqFt
Section:	312	of 4	I	From: -			То: -		I	Last Const.: 1/1/2000
Surface:	PCC	Family: CA	A653-PR-RV	V-TW-PCC Zone:			Category:		F	Rank: P
Area:	131,25	0 SqFt	Length:	1,775 Ft	V	Vidth:	75 Ft	į		
Slabs:	210	Slab Length:		25 Ft Slal	b Width:		25 Ft	Joi	nt Length:	8,800 Ft
Shoulder:		Street Type:		Gra	ide: 0			Lai	nes: 0	
Section Co	omments:									
Work Dat	e: 1/1/1995	Work	Type: BUII	LT .		Co	ode: IMPORTE	ED	Is Major M&	R: True
Work Dat	e: 1/1/2000	Work	Type: Surfa	ce Reconstruction - PC	C	Co	ode: SR-PC		Is Major M&	R: True
Last Insp.	Date: 7/18/2022	2	TotalS	amples: 10		Surveye	d: 2			
Condition	s: PCI: 89									
Inspection	Comments:									
Sample N	umber: 119	Type:	R	Area:	21.0	0 Slabs	PCI:	86		
Sample Co	omments:									
73 SH	RINKAGE CR		N	21.00 Slabs						
Sample N	umber: 124	Type:	R	Area:	21.0	0 Slabs	PCI:	92		
Sample Co	omments:									

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW N TAXIWAY N Use: TAXIWAY 577,575 SqFt Name: Area: of 4 Section: 315 **Last Const.:** 1/1/1996 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 45,000 SqFt Length: 525 Ft Width: 75 Ft Slabs: 72 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 2,550 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1996 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 93 **Inspection Comments: PCI:** 93 Sample Number: 115 Type: R 25.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH M 1.00 Slabs SHRINKAGE CR N 3.00 Slabs

73

74

JOINT SPALL

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		Name:	JACKSONVILLE	EINTERNATIONAL	AIRPORT	
	Name:	TAXIWAY P	Use:	TAXIWAY	Area:	339,559 SqFt
of ?	3 F	From: -		То: -		Last Const.: 1/1/1992
Family: Ca	A653-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
133,322 SqFt	Length:	550 Ft	Width:	140 Ft		
Slab Length	1:	17 Ft Slab V	Width:	19 Ft	Joint Leng	th: 7,892 Ft
Street Type		Grad	e: 0		Lanes:	0
92 Work	Type: BUII	T	Co	ode: IMPORTED	Is Majo	or M&R: True
/18/2022	TotalS	amples: 19	Surveyed	d: 3		
96		•				
ts:						
105 Type:	R	Area:	24.00 Slabs	PCI: 95		
E CR	N	5.00 Slabs				
L	L	1.00 Slabs				
107 Type:	R	Area:	24.00 Slabs	PCI: 96		
	N	3.00 Slabs				
E CR	1N					
E CR L	L L	1.00 Slabs				
	L	1.00 Slabs Area:	24.00 Slabs	PCI: 97		
L	L		24.00 Slabs	PCI: 97		
	Family: CA 133,322 SqFt Slab Length Street Type: 2 Work 18/2022 96 ts: 05 Type:	of 3 F Family: CA653-PR-RW 133,322 SqFt Length: Slab Length: Street Type: 2 Work Type: BUIL 18/2022 TotalSa 96 ts: 05 Type: R	of 3 From: - Family: CA653-PR-RW-TW-PCC Zone: 133,322 SqFt Length: 550 Ft Slab Length: 17 Ft Slab V Street Type: Grade 2 Work Type: BUILT 18/2022 TotalSamples: 19 96 ts: 05 Type: R Area: 6 CR N 5.00 Slabs L 1.00 Slabs	of 3 From: - Family: CA653-PR-RW-TW-PCC Zone: 133,322 SqFt Length: 550 Ft Width: Slab Length: 17 Ft Slab Width: Street Type: Grade: 0 2 Work Type: BUILT Considered to the street stre	Of 3 From: - To: - Family: CA653-PR-RW-TW-PCC Zone: Category:	To: - Family: CA653-PR-RW-TW-PCC Zone: Category:

Network:	JAX			Name:	JACKSONVILL	E INTERNATIONAL	L AIRPORT	
Branch:	TW P		Name:	TAXIWAY P	Use:	TAXIWAY	Area:	339,559 SqFt
Section:	655	of	f 3 F	rom: -		То: -		Last Const.: 1/1/1992
Surface:	PCC	Family:	CA653-PR-RW	/-TW-PCC Zone:		Category:		Rank: P
Area:		79,579 SqFt	Length:	1,500 Ft	Width:	75 Ft		
Slabs:	246	Slab Len	gth:	17 Ft Sla	b Width:	19 Ft	Joint Lengt	h: 10,964 Ft
Shoulder:		Street Ty	ype:	Gr	ade: 0		Lanes:)
Section Co	omments:							
Work Date	e: 1/1/1992	W	ork Type: BUIL	Т	C	ode: IMPORTED	Is Majo	r M&R: True
Last Insp.	Date: 7/18	/2022	TotalSa	amples: 15	Surveye	ed: 2		
Conditions	s: PCI:	93						
Inspection	Comments:							
Sample Nu	umber: 101	Тур	oe: R	Area:	20.00 Slabs	PCI : 97		
Sample Co	omments:							
66 SM	ALL PATCE	I	L	1.00 Slabs				
73 SH	RINKAGE C	CR	N	2.00 Slabs				
Sample Nu	umber: 108	З Тур	oe: R	Area:	20.00 Slabs	PCI: 89	1	
Sample Co	omments:							
73 SH	RINKAGE C	CR	N	12.00 Slabs				
74 JOI	NT SPALL		L	1.00 Slabs				

Network: JAX		Name:	JACKSONVILLE	E INTERNATIONAL	L AIRPORT	
Branch: TW P	Name:	TAXIWAY P	Use:	TAXIWAY	Area:	339,559 SqFt
Section: 660	of 3	From: -		То: -		Last Const.: 1/1/2013
Surface: PCC 1	Family: CA653-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
Area: 126,658	SqFt Length:	1,050 Ft	Width:	100 Ft		
Slabs: 333	Slab Length:	19 Ft Slab V	Vidth:	20 Ft	Joint Length	: 9,626 Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/2013	Work Type: New	Construction - Initial	Co	ode: NU-IN	Is Major	M&R: True
Last Insp. Date: 7/18/2022	TotalS	amples: 19	Surveye	d: 3		
Conditions: PCI: 94						
Inspection Comments:						
Sample Number: 112	Type: R	Area:	20.00 Slabs	PCI: 99		
Sample Comments:						
73 SHRINKAGE CR	N	1.00 Slabs				
Sample Number: 118	Type: R	Area:	25.00 Slabs	PCI: 92		
Sample Comments:						
65 JT SEAL DMG	M	25.00 Slabs				
73 SHRINKAGE CR	N	1.00 Slabs				
Sample Number: 122	Type: R	Area:	24.00 Slabs	PCI: 91		
Sample Comments:						
65 JT SEAL DMG	M	24.00 Slabs				

3 7 / 1	7.4.77			N7 T		- DIEEDNIA EIO	NILL LIDDODT	
Network	: JAX			Name: J.	ACKSONVILLI	E INTERNATIO	NAL AIRPORT	
Branch:	TW Q	Na	me: TAXIW	'AY Q	Use:	TAXIWAY	Area:	115,700 SqFt
Section:	560	of 1	From: -			То: -		Last Const.: 1/1/1996
Surface:	PCC	Family: CA653	-PR-RW-TW-PCC	Zone:		Category:		Rank: P
Area:	115,70	0 SqFt L	ength:	690 Ft	Width:	90 F	t	
Slabs:	210	Slab Length:	22 Ft	Slab Widt	h:	25 Ft	Joint Le	ngth: 4,527 Ft
Shoulder	r :	Street Type:		Grade:	0		Lanes:	0
Section C	Comments:							
Work Da	ate: 1/1/1996	Work Typ	e: New Construction	ı - Initial	C	ode: NU-IN	Is M	ajor M&R: True
Last Insp	p. Date: 7/18/2022	<u> </u>	TotalSamples: 9		Surveye	d: 2		
Conditio	ons: PCI: 85							
Inspectio	on Comments:							
Sample N	Number: 100	Type:	R Ar	rea:	30.00 Slabs	PCI:	81	
Sample (Comments:							
65 JT	Γ SEAL DMG	L	30.00	Slabs				
	Γ SEAL DMG MALL PATCH	L L	30.00 S	Slabs Slabs				
66 SI			2.00					
66 SI 66 SI	MALL PATCH	L	2.00 S	Slabs				
66 SI 66 SI 73 SI	MALL PATCH MALL PATCH	L M	2.00 S 1.00 S 15.00 S	Slabs Slabs				
66 SI 66 SI 73 SI 74 JO	MALL PATCH MALL PATCH HRINKAGE CR	L M N	2.00 s 1.00 s 15.00 s 2.00 s	Slabs Slabs Slabs				
66 SI 66 SI 73 SI 74 JC 75 C	MALL PATCH MALL PATCH HRINKAGE CR OINT SPALL	L M N L	2.00 \$ 1.00 \$ 2.00 \$ 3.00 \$	Slabs Slabs Slabs Slabs	24.00 Slabs	PCI:	90	
66 SI 66 SI 73 SI 74 JO 75 CO	MALL PATCH MALL PATCH HRINKAGE CR OINT SPALL ORNER SPALL	L M N L L	2.00 \$ 1.00 \$ 2.00 \$ 3.00 \$	Slabs Slabs Slabs Slabs Slabs	24.00 Slabs	PCI:	90	
66 SI 66 SI 73 SI 74 JO 75 CO Sample N	MALL PATCH MALL PATCH HRINKAGE CR OINT SPALL CORNER SPALL Number: 104	L M N L L	2.00 \$ 1.00 \$ 2.00 \$ 3.00 \$	Slabs Slabs Slabs Slabs Slabs	24.00 Slabs	PCI:	90	
66 SI 66 SI 73 SI 74 JO 75 CO Sample N Sample C	MALL PATCH MALL PATCH HRINKAGE CR OINT SPALL CORNER SPALL Number: 104 Comments:	L M N L L Type:	2.00 : 1.00 : 15.00 : 2.00 : 3.00 : R Ar	Slabs Slabs Slabs Slabs Slabs	24.00 Slabs	PCI:	90	

SHRINKAGE CR

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JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: 185,103 SqFt **Branch:** TW R TAXIWAY R Use: TAXIWAY Name: Area: Section: 570 of 3 **Last Const.:** 1/1/1996 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 43,767 SqFt Length: 380 Ft Width: 90 Ft Slabs: Slab Length: 22 Ft Slab Width: 25 Ft Joint Length: 80 2,453 Ft Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1996 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 4 Surveyed: 1 **Conditions: PCI:** 86 **Inspection Comments: PCI:** 86 Sample Number: 100 Type: R 33.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG L 33.00 Slabs SMALL PATCH M 1.00 Slabs 66 SHRINKAGE CR 12.00 Slabs 73 N JOINT SPALL L 74 4.00 Slabs

CORNER SPALL

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1.00 Slabs

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Network:	JAX			Name:	JACKSONVILL	E INTERNATIONAL	AIRPORT	
Branch:	TW R		Name:	TAXIWAY R	Use:	TAXIWAY	Area:	185,103 SqFt
Section: 5	575	of 3	I	From: -		То: -		Last Const.: 1/1/1996
Surface: I	PCC	Family: CA6	553-PR-RV	V-TW-PCC Zone:		Category:		Rank: P
Area:	111,623	3 SqFt	Length:	1,210 Ft	Width:	75 Ft		
Slabs:	179	Slab Length:		25 Ft Slab	Width:	25 Ft	Joint Length	h: 5,975 Ft
Shoulder:		Street Type:		Grad	e: 0		Lanes: 0)
Section Con	nments:							
Work Date:	: 1/1/1996	Work T	ype: BUIL	LT	C	ode: IMPORTED	Is Major	r M&R: True
Last Insp. D	Date: 7/18/2022		TotalSa	amples: 7	Surveye	ed: 2		
Conditions:	PCI: 88		TotalS	amples: 7	Surveye	ed: 2		
Conditions:	PCI: 88	Туре:	TotalS:	Area:	Surveye	PCI: 89		
Conditions: Inspection (Sample Nur	PCI: 88 Comments:			_				
Conditions: Inspection (Sample Nur Sample Con	PCI: 88 Comments:		R	_				
Conditions: Inspection (Sample Nur Sample Con 66 SMA 66 SMA	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH	Туре:	R	Area: 1.00 Slabs 1.00 Slabs				
Conditions: Inspection (Sample Nur Sample Con 66 SMA 66 SMA 73 SHR	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH LINKAGE CR	Type:	R M	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 13.00 Slabs				
Conditions: Inspection (Sample Nur Sample Con 66 SMA 66 SMA 73 SHR	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH	Type:	R M	Area: 1.00 Slabs 1.00 Slabs				
Conditions: Inspection (Sample Nur Sample Con 66 SMA 66 SMA 73 SHR 74 JOIN	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH INKAGE CR NT SPALL	Type:	R M	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 13.00 Slabs				
Conditions: Inspection C Sample Nur Sample Con 66 SMA 66 SMA 73 SHR 74 JOIN Sample Nur	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH JINKAGE CR VT SPALL mber: 104	Type:	R M N	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 3.00 Slabs	32.00 Slabs	PCI: 89		
Conditions: Inspection (Sample Nur Sample Con 66 SMA 66 SMA 73 SHR 74 JOIN Sample Nur Sample Con	PCI: 88 Comments: mber: 101 mments: ALL PATCH ALL PATCH JINKAGE CR VT SPALL mber: 104	Type:	R M N R	Area: 1.00 Slabs 1.00 Slabs 1.00 Slabs 3.00 Slabs 3.00 Slabs	32.00 Slabs	PCI: 89		

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW R TAXIWAY R Use: TAXIWAY Area: 185,103 SqFt Name: Section: 576 of 3 **Last Const.:** 1/1/1991 From: To: -Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 29,713 SqFt Length: 240 Ft Width: 115 Ft Slabs: 48 Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,853 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1991 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 3 Surveyed: 1 **Conditions: PCI:** 84 **Inspection Comments: PCI:** 84 Sample Number: 107 Type: R 20.00 Slabs Area: **Sample Comments:**

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SHRINKAGE CR

JOINT SPALL

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20.00 Slabs

Networ	·k: JAX			Nar	ne: JACKSON	/ILLE 1	INTERNATIONA	L AIRPORT	
Branch	: TW S		Name:	TAXIWAY S	Ţ	se:	TAXIWAY	Area:	168,716 SqFt
Section	: 1285	of 2	I	From: -			То: -		Last Const.: 1/1/1989
Surface	e: PCC	Family: CA6	553-PR-RW	V-TW-PCC Zon	ie:		Category:		Rank: P
Area:	140,34	6 SqFt	Length:	1,385 I	Ft Widtl	:	75 Ft		
Slabs:	225	Slab Length:		25 Ft	Slab Width:		25 Ft	Joint Le	ngth: 6,850 Ft
Should	er:	Street Type:			Grade: 0			Lanes:	0
	Comments:	VI							
Work I	Date: 1/1/1989	Work T	ype: BUIL			Cod	e: IMPORTED	Is M	Iajor M&R: True
Last In	sp. Date: 7/18/2022	<u> </u>	TotalSa	amples: 12	Su	veyed:	3		
Condit				•		·			
	ion Comments:								
	Number: 101	Type:	R	Area:	20.00 Sla	he	PCI: 84	1	
_	e Comments:	Type.	K	mica.	20.00 510	03	101. 0	r	
•		_	_						
	SHRINKAGE CR JOINT SPALL	N I		20.00 Slabs 1.00 Slabs					
	Number: 105	Type:	R	Area:	21.00 Sla	he	PCI: 79	<u> </u>	
•	Comments:	Type.	K	Aica.	21.00 518	03	101. 7	,	
_									
	SHRINKAGE CR	N		21.00 Slabs					
	JOINT SPALL	I		1.00 Slabs					
	JOINT SPALL	N		1.00 Slabs					
75	CORNER SPALL	I	_	1.00 Slabs					
Sample	Number: 108	Type:	R	Area:	24.00 Sla	bs	PCI: 79	9	
Sample	e Comments:								
65	JT SEAL DMG	I	_	24.00 Slabs					
	SHRINKAGE CR	Ŋ		24.00 Slabs					
	JOINT SPALL	I		4.00 Slabs					

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW S TAXIWAY S Use: TAXIWAY 168,716 SqFt Name: Area: Section: 1290 of 2 **Last Const.:** 1/1/1989 From: To: -Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P Area: 28,370 SqFt Length: 220 Ft Width: 100 Ft Slabs: Slab Length: 25 Ft Slab Width: 25 Ft Joint Length: 1,440 Ft 45 Shoulder: **Street Type:** Grade: Lanes: **Section Comments:** Work Date: 1/1/1989 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 2 Surveyed: 1 **Conditions: PCI:** 78 **Inspection Comments: PCI:** 78 Sample Number: 101 Type: R 27.00 Slabs Area: **Sample Comments:** 62 CORNER BREAK L 1.00 Slabs SMALL PATCH L 1.00 Slabs 66 70 SCALING L 2.00 Slabs 73 SHRINKAGE CR N 27.00 Slabs

JOINT SPALL

L

2.00 Slabs

74

Network:	JAX				Name	e: JAC	CKSONVIL	LE INTE	RNATIO	NAL A	AIRPORT			
Branch:	TW T		Nam	e: TAXIV	VAY T		Use:	TAX	IWAY	Α	Area:	59	9,457 SqFt	
Section:	1282	0:	f 1	From: -				To	o: -				Last Const.:	1/1/2012
Surface:	PCC	Family:	CA653-P	R-RW-TW-PCC	Zone	:		C	ategory:				Rank: P	
Area:	:	59,457 SqFt	Len	gth:	487 Ft		Width:		148 F	t				
Slabs:	149	Slab Len	gth:	19 Ft		Slab Width:		21 Ft			Joint Le	ngth:	6,591 F	t
Shoulder:		Street Ty	ype:			Grade: 0					Lanes:	0		
Section Cor	nments:													
Work Date	: 1/1/2012	W	ork Type:	New Constructio	n - Initia	ıl	•	Code: N	NU-IN		Is M	ajor M	&R: True	
Work Date	: 1/1/2022	W	ork Type:	Joint Seal - PCC			(Code: J	S-PC		Is M	ajor M	&R: False	
Last Insp. I	Date: 7/18.	/2022	To	otalSamples:	7		Survey	ved: 2						
Conditions	PCI:	94												
Inspection (Comments:													
Sample Nu	mber: 102	Туг	e: R	A	rea:	2	0.00 Slabs		PCI:	96				
Sample Co	mments:													
65 JT S	EAL DMG		L	20.00	Slabs									
75 COF	RNER SPAL	L	L	1.00	Slabs									
	mber: 105	Тур	e: R	A	rea:	2	5.00 Slabs		PCI:	93				
Sample Nu	103													
Sample Nui Sample Coi														

JACKSONVILLE INTERNATIONAL AIRPORT Network: JAX Name: **Branch:** TW U TAXIWAY U Use: TAXIWAY 52,557 SqFt Name: Area: Section: 390 of 1 **Last Const.:** 1/1/1998 From: To: Surface: PCC Family: CA653-PR-RW-TW-PCC Zone: Category: Rank: P 90 Ft Area: 52,557 SqFt Length: 488 Ft Width: Slabs: Slab Length: 22 Ft Slab Width: 25 Ft Joint Length: 96 3,175 Ft **Street Type:** 0 Shoulder: Grade: Lanes: **Section Comments:** Work Date: 1/1/1998 Work Type: BUILT Code: IMPORTED Is Major M&R: True **Last Insp. Date:** 7/18/2022 **TotalSamples:** 5 Surveyed: 1 **Conditions: PCI:** 91 **Inspection Comments: PCI:** 91 Sample Number: 101 Type: R 28.00 Slabs Area: **Sample Comments:** 66 SMALL PATCH L 1.00 Slabs SHRINKAGE CR N 13.00 Slabs

73

74

JOINT SPALL

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Network: JAX				Name:	JAC	KSONVILL	E INTERNAT	TIONAL	AIRPORT	
Branch: TW V		Nam	e: TAXIV	VAY V		Use:	TAXIWAY	7	Area:	78,127 SqFt
Section: 905		of 1	From:	-			То: -			Last Const.: 1/1/201
Surface: PCC	Family:	: CA653-P	R-RW-TW-PCC	Zone:			Catego	ry:		Rank: P
Area:	78,127 SqFt	Len	gth:	785 Ft		Width:	10	0 Ft		
Slabs: 206	Slab L	ength:	19 Ft	Sla	ab Width:		20 Ft		Joint Length:	7,172 Ft
Shoulder:	Street	Type:		Gr	ade: 0				Lanes: 0	
Section Comments:										
Work Date: 1/1/2013 Work Type: New Construction - In						C	ode: NU-IN	Is Major M&R: True		
Last Insp. Date: 7/	18/2022	Т	otalSamples:	10		Surveye	ed: 2			
Conditions: PCI:	97									
Inspection Commen	ts:									
Sample Number:	.03 T	ype: R	. A	rea:	20	.00 Slabs	PC	CI: 98		
Sample Comments:										
73 SHRINKAGI	E CR	N	2.00	Slabs						
Sample Number:	.07 T	ype: R	A	rea:	20	.00 Slabs	PC	CI: 95		
G 1 G 4										
Sample Comments:										
Sample Comments: 65 JT SEAL DM	G	L	20.00	Slabs						



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