FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

LAL - Lakeland Linder International Airport | *District 1*

FDOT | AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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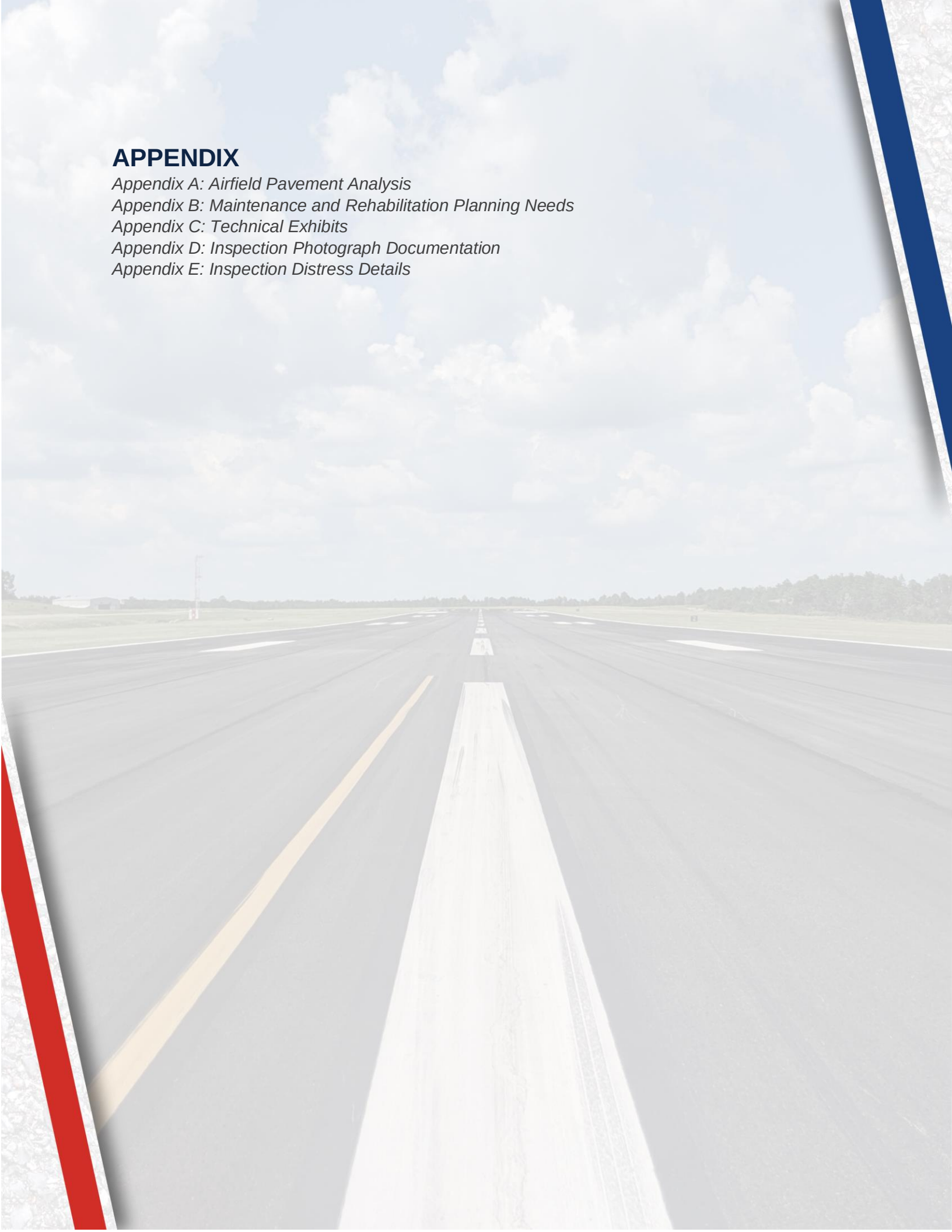

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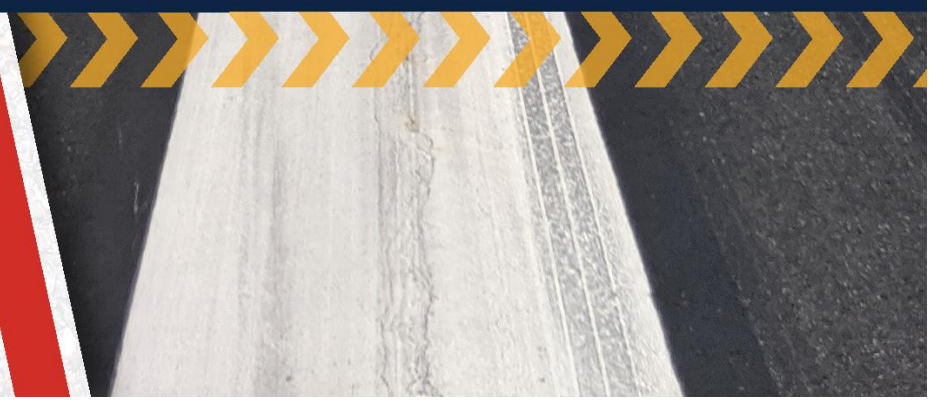


Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. Lakeland Linder 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 March 2022, approximately 7.9 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Lakeland Linder International Airport (LAL). In general, airfield pavements at LAL are in Good condition with an area-weighted PCI of 88. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 90, 92, 61, and 87, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for LAL.

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

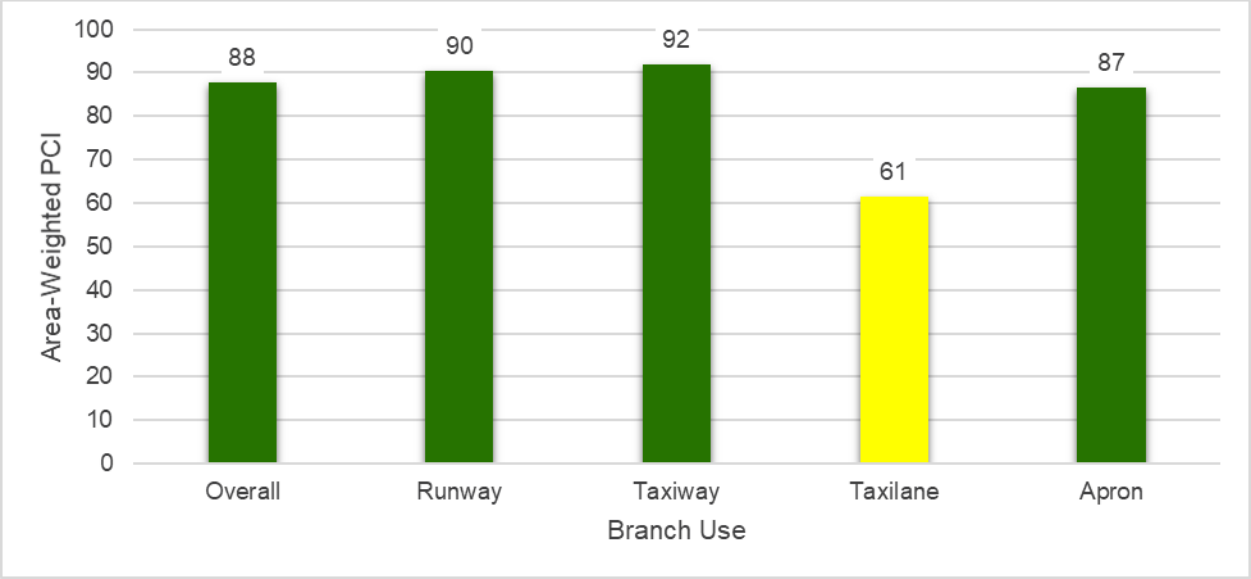


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	RW 5-23	Runway	6215	243,056	65	Fair
LAL	RW 5-23	Runway	6220	121,528	68	Fair
LAL	RW 5-23	Runway	6225	14,166	100	Good
LAL	RW 5-23	Runway	6245	144,316	70	Fair
LAL	RW 5-23	Runway	6247	21,926	100	Good
LAL	RW 5-23	Runway	6250	72,158	69	Fair
LAL	RW 5-23	Runway	6252	10,963	100	Good
LAL	RW 5-23	Runway	6255	60,548	100	Good
LAL	RW 5-23	Runway	6260	30,274	100	Good
LAL	RW 10-28	Runway	6105	331,787	100	Good
LAL	RW 10-28	Runway	6110	663,573	100	Good
LAL	RW 10-28	Runway	6165	93,213	100	Good
LAL	RW 10-28	Runway	6170	186,427	100	Good
LAL	TW A	Taxiway	105	120,000	91	Good
LAL	TW A	Taxiway	110	49,540	92	Good
LAL	TW A	Taxiway	130	283,622	92	Good
LAL	TW A	Taxiway	131	57,957	90	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TW A	Taxiway	150	117,730	100	Good
LAL	TW A1	Taxiway	103	17,365	91	Good
LAL	TW A1	Taxiway	104	21,237	100	Good
LAL	TW A2	Taxiway	115	52,869	100	Good
LAL	TW A3	Taxiway	120	46,497	100	Good
LAL	TW AP CENT	Taxiway	425	15,514	56	Fair
LAL	TW B	Taxiway	205	38,653	90	Good
LAL	TW B	Taxiway	206	7,819	100	Good
LAL	TW B	Taxiway	207	22,787	89	Good
LAL	TW B	Taxiway	210	162,657	100	Good
LAL	TW B	Taxiway	213	17,827	100	Good
LAL	TW B	Taxiway	215	139,222	84	Satisfactory
LAL	TW B1	Taxiway	217	19,804	89	Good
LAL	TW B2	Taxiway	209	28,288	100	Good
LAL	TW B3	Taxiway	230	11,810	94	Good
LAL	TW C	Taxiway	305	35,929	100	Good
LAL	TW C	Taxiway	307	32,690	100	Good
LAL	TW C	Taxiway	310	79,972	100	Good
LAL	TW D	Taxiway	403	87,308	91	Good
LAL	TW D	Taxiway	405	80,693	83	Satisfactory
LAL	TW D	Taxiway	410	53,031	88	Good
LAL	TW D	Taxiway	435	48,487	74	Satisfactory
LAL	TW D	Taxiway	440	4,241	84	Satisfactory
LAL	TW D1	Taxiway	526	54,605	100	Good
LAL	TW E	Taxiway	503	7,208	100	Good
LAL	TW E	Taxiway	507	29,771	100	Good
LAL	TW E	Taxiway	510	171,192	100	Good
LAL	TW E	Taxiway	525	34,213	100	Good
LAL	TW E	Taxiway	540	11,282	47	Poor
LAL	TW E	Taxiway	545	8,501	51	Poor
LAL	TW E1	Taxiway	550	84,408	86	Good
LAL	TW E2	Taxiway	555	5,538	94	Good
LAL	TW E3	Taxiway	560	4,058	89	Good
LAL	TW F	Taxiway	610	14,180	100	Good
LAL	TW F	Taxiway	615	25,205	100	Good
LAL	TW F	Taxiway	617	4,131	94	Good
LAL	TW F	Taxiway	619	4,591	18	Serious
LAL	TW F	Taxiway	620	42,251	94	Good
LAL	TW FBO	Taxiway	1705	17,881	100	Good
LAL	TW G	Taxiway	1210	19,829	94	Good
LAL	TW G	Taxiway	1215	40,578	94	Good
LAL	TW G	Taxiway	1225	48,847	94	Good
LAL	TW H	Taxiway	800	16,987	94	Good
LAL	TW H	Taxiway	805	72,911	91	Good
LAL	TW H	Taxiway	808	6,347	94	Good
LAL	TW H	Taxiway	810	34,008	76	Satisfactory
LAL	TW J	Taxiway	245	34,168	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TW J	Taxiway	1103	14,643	90	Good
LAL	TW J	Taxiway	1105	38,145	70	Fair
LAL	TW K	Taxiway	238	18,088	100	Good
LAL	TW K	Taxiway	240	29,541	100	Good
LAL	TW M	Taxiway	1305	34,978	94	Good
LAL	TW M	Taxiway	1310	26,447	100	Good
LAL	TW P	Taxiway	1604	12,432	100	Good
LAL	TW P	Taxiway	1605	113,732	71	Satisfactory
LAL	TW P2	Taxiway	1608	12,251	100	Good
LAL	TW P2	Taxiway	1610	17,429	60	Fair
LAL	TW S	Taxiway	1905	90,796	100	Good
LAL	TL AP N	Taxilane	225	15,662	87	Good
LAL	TL AP N	Taxilane	235	6,017	100	Good
LAL	TL AP N	Taxilane	250	32,500	75	Satisfactory
LAL	TL HANG NW	Taxilane	3800	30,654	94	Good
LAL	TL HANG NW	Taxilane	3805	52,048	94	Good
LAL	TL HANG NW	Taxilane	3810	20,001	92	Good
LAL	TL HANG NW	Taxilane	3815	8,990	94	Good
LAL	TL HANG NW	Taxilane	3820	4,846	29	Very Poor
LAL	TL HANG NW	Taxilane	3825	13,703	94	Good
LAL	TL HANG NW	Taxilane	3830	10,180	72	Satisfactory
LAL	TL HANG NW	Taxilane	3835	19,120	28	Very Poor
LAL	TL HANG NW	Taxilane	3840	19,300	94	Good
LAL	TL HANG NW	Taxilane	3845	17,219	66	Fair
LAL	TL HANG NW	Taxilane	3850	18,572	63	Fair
LAL	TL HANG NW	Taxilane	3855	36,799	68	Fair
LAL	TL HANG NW	Taxilane	3860	6,478	81	Satisfactory
LAL	TL HANG NW	Taxilane	3865	2,273	81	Satisfactory
LAL	TL HANG NW	Taxilane	3870	3,280	82	Satisfactory
LAL	TL HANG SW	Taxilane	3905	105,514	49	Poor
LAL	TL HANG SW	Taxilane	3910	12,763	29	Very Poor
LAL	TL HANG SW	Taxilane	3915	38,471	22	Serious
LAL	TL HANG SW	Taxilane	3920	4,533	9	Failed
LAL	TL HANG SW	Taxilane	3925	11,499	15	Serious
LAL	TL HANG SW	Taxilane	3930	14,742	14	Serious
LAL	TL HANG SW	Taxilane	3935	4,963	52	Poor
LAL	TL HANG SW	Taxilane	3940	4,572	6	Failed
LAL	TL HANG SW	Taxilane	3945	4,824	17	Serious
LAL	TL HANG SW	Taxilane	3950	14,432	33	Very Poor
LAL	AP CARGO	Apron	4905	272,791	100	Good
LAL	AP CARGO	Apron	4910	241,404	100	Good
LAL	AP CENTER	Apron	4510	304,107	69	Fair
LAL	AP FBO	Apron	4805	120,000	100	Good
LAL	AP N	Apron	4105	80,113	89	Good
LAL	AP N	Apron	4115	139,017	73	Satisfactory
LAL	AP N	Apron	4123	82,949	74	Satisfactory
LAL	AP N	Apron	4125	80,609	94	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	AP N	Apron	4140	88,156	100	Good
LAL	AP N	Apron	4143	67,426	100	Good
LAL	AP N	Apron	4145	21,026	100	Good
LAL	AP N	Apron	4150	58,693	77	Satisfactory
LAL	AP N	Apron	4155	102,262	76	Satisfactory
LAL	AP N	Apron	4160	6,608	49	Poor
LAL	AP NE	Apron	4215	10,562	100	Good
LAL	AP RU SW	Apron	5105	7,735	38	Very Poor
LAL	AP S	Apron	4705	211,428	80	Satisfactory
LAL	AP S	Apron	4710	47,426	88	Good
LAL	AP S	Apron	4715	27,737	84	Satisfactory
LAL	AP S	Apron	4720	13,260	89	Good
LAL	AP S	Apron	4725	20,517	81	Satisfactory
LAL	AP S	Apron	4730	33,280	94	Good
LAL	AP S	Apron	4735	34,184	94	Good
LAL	AP SE	Apron	4307	5,199	29	Very Poor
LAL	AP SE	Apron	4310	134,895	69	Fair
LAL	AP SE	Apron	4312	12,922	94	Good
LAL	AP SE	Apron	4315	184,412	93	Good
LAL	AP SE	Apron	4320	60,613	94	Good
LAL	AP SE	Apron	4325	3,850	99	Good
LAL	AP SE	Apron	4330	34,083	99	Good

Forecasted Pavement Conditions

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

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	RW 5-23	6215	65	64	64	63	63	62	62	61	60	59	58
LAL	RW 5-23	6220	68	67	67	66	66	65	65	64	64	63	63
LAL	RW 5-23	6225	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6245	70	69	68	68	67	67	66	66	65	65	64
LAL	RW 5-23	6247	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6250	69	68	68	67	67	66	66	65	65	64	64
LAL	RW 5-23	6252	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6255	100	95	94	92	90	88	87	85	83	81	80

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	RW 5-23	6260	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 10-28	6105	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6110	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6165	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6170	100	93	90	88	86	84	82	81	79	78	76
LAL	TW A	105	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A	110	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	130	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	131	90	87	85	83	81	80	78	76	75	74	72
LAL	TW A	150	100	96	94	92	90	88	86	84	82	81	79
LAL	TW A1	103	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A1	104	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A2	115	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A3	120	100	94	92	90	88	86	84	82	81	79	78
LAL	TW AP CENT	425	56	55	55	55	54	54	53	53	52	52	51
LAL	TW B	205	90	87	85	83	81	80	78	76	75	74	72
LAL	TW B	206	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	207	89	86	84	82	81	79	77	76	74	73	72
LAL	TW B	210	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B	213	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	215	84	82	80	79	77	76	74	73	72	71	70
LAL	TW B1	217	89	86	85	83	81	80	78	77	75	74	73
LAL	TW B2	209	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B3	230	94	91	89	87	85	83	81	79	78	76	75
LAL	TW C	305	100	96	94	92	90	88	86	84	82	81	79
LAL	TW C	307	100	94	92	90	87	85	84	82	80	78	77
LAL	TW C	310	100	94	92	90	87	85	84	82	80	78	77
LAL	TW D	403	91	88	86	85	83	81	80	78	77	75	74
LAL	TW D	405	83	81	79	78	76	75	74	73	71	70	69
LAL	TW D	410	88	86	84	82	80	79	77	76	75	73	72
LAL	TW D	435	74	72	71	70	69	68	67	66	66	65	64
LAL	TW D	440	84	82	80	78	77	75	74	72	71	70	68
LAL	TW D1	526	100	96	94	92	90	88	86	84	83	81	79
LAL	TW E	503	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	507	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	510	100	96	94	92	90	88	86	84	83	81	79
LAL	TW E	525	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	540	47	46	45	44	43	42	41	40	39	37	36
LAL	TW E	545	51	50	50	49	48	47	47	46	45	44	43
LAL	TW E1	550	86	84	82	80	79	77	76	75	73	72	71
LAL	TW E2	555	94	91	89	87	85	84	82	80	79	77	76
LAL	TW E3	560	89	86	85	83	81	80	78	77	75	74	73
LAL	TW F	610	100	94	92	90	88	86	84	82	81	79	78
LAL	TW F	615	100	94	91	89	87	85	83	81	80	78	76
LAL	TW F	617	94	91	89	87	85	83	81	79	78	76	75
LAL	TW F	619	18	18	17	17	16	16	15	15	14	14	13

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TW F	620	94	91	89	87	85	84	82	80	79	77	76
LAL	TW FBO	1705	100	95	92	90	88	86	85	83	81	80	78
LAL	TW G	1210	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1215	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1225	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	800	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	805	91	88	86	85	83	81	80	78	77	75	74
LAL	TW H	808	94	91	89	87	85	83	81	79	78	76	75
LAL	TW H	810	76	74	73	72	71	70	69	68	67	66	65
LAL	TW J	245	100	94	91	89	87	85	83	81	80	78	76
LAL	TW J	1103	90	87	85	83	81	80	78	76	75	74	72
LAL	TW J	1105	70	69	68	67	66	65	64	64	63	62	62
LAL	TW K	238	100	94	92	90	87	85	84	82	80	78	77
LAL	TW K	240	100	94	92	90	87	85	84	82	80	78	77
LAL	TW M	1305	94	91	89	87	85	84	82	80	79	77	76
LAL	TW M	1310	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P	1604	100	94	91	89	87	85	83	81	80	78	76
LAL	TW P	1605	71	69	68	67	66	65	64	63	62	62	61
LAL	TW P2	1608	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P2	1610	60	59	58	58	57	56	56	55	54	53	52
LAL	TW S	1905	100	96	94	92	90	88	86	84	83	81	79
LAL	TL AP N	225	87	84	82	81	79	77	76	74	73	72	70
LAL	TL AP N	235	100	95	92	90	88	86	85	83	81	80	78
LAL	TL AP N	250	75	73	72	71	70	69	68	67	66	65	65
LAL	TL HANG NW	3800	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3805	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3810	92	89	87	85	84	82	80	79	77	76	75
LAL	TL HANG NW	3815	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3820	29	27	26	24	23	22	21	20	19	19	18
LAL	TL HANG NW	3825	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3830	72	71	69	68	67	66	64	63	61	60	58
LAL	TL HANG NW	3835	28	26	25	23	22	21	20	19	19	18	18
LAL	TL HANG NW	3840	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3845	66	65	64	64	63	62	62	61	61	60	60
LAL	TL HANG NW	3850	63	62	62	61	61	60	60	59	59	58	58
LAL	TL HANG NW	3855	68	67	66	65	64	63	62	61	60	60	59
LAL	TL HANG NW	3860	81	79	77	76	74	73	71	70	69	68	67
LAL	TL HANG NW	3865	81	80	80	79	79	78	77	77	76	75	74
LAL	TL HANG NW	3870	82	81	81	81	80	80	79	78	78	77	76
LAL	TL HANG SW	3905	49	48	47	47	46	45	44	43	42	41	40
LAL	TL HANG SW	3910	29	27	25	23	21	19	16	14	12	10	8
LAL	TL HANG SW	3915	22	21	20	19	18	18	18	17	17	16	16
LAL	TL HANG SW	3920	9	8	8	7	7	7	6	6	5	5	4
LAL	TL HANG SW	3925	15	12	10	8	6	3	1	0	0	0	0
LAL	TL HANG SW	3930	14	11	9	7	5	2	0	0	0	0	0
LAL	TL HANG SW	3935	52	51	51	50	49	49	48	47	47	46	45

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TL HANG SW	3940	6	5	5	4	4	4	3	3	2	2	1
LAL	TL HANG SW	3945	17	16	16	15	15	15	14	14	13	13	12
LAL	TL HANG SW	3950	33	31	29	27	26	24	22	20	17	15	13
LAL	AP CARGO	4905	100	92	90	88	86	84	82	80	78	76	74
LAL	AP CARGO	4910	100	96	95	94	92	91	90	89	88	87	85
LAL	AP CENTER	4510	69	67	66	64	63	62	61	60	59	58	57
LAL	AP FBO	4805	100	97	96	95	94	93	91	90	89	88	87
LAL	AP N	4105	89	86	84	82	79	77	75	73	71	69	66
LAL	AP N	4115	73	71	69	68	66	65	64	63	61	60	59
LAL	AP N	4123	74	72	70	69	67	66	64	63	62	61	60
LAL	AP N	4125	94	91	89	87	85	83	81	79	77	75	73
LAL	AP N	4140	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4143	100	97	96	95	93	92	91	90	89	88	86
LAL	AP N	4145	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4150	77	74	72	70	67	65	63	61	59	57	54
LAL	AP N	4155	76	73	71	69	66	64	62	60	58	56	53
LAL	AP N	4160	49	48	47	46	45	44	43	41	40	38	36
LAL	AP NE	4215	100	95	92	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	38	35	33	30	28	24	21	18	15	13	10
LAL	AP S	4705	80	77	75	73	70	68	66	64	62	60	57
LAL	AP S	4710	88	85	83	81	78	76	74	72	70	68	65
LAL	AP S	4715	84	81	79	77	76	74	72	71	69	68	66
LAL	AP S	4720	89	86	84	82	79	77	75	73	71	69	66
LAL	AP S	4725	81	78	77	75	73	71	70	68	67	65	64
LAL	AP S	4730	94	91	89	87	84	82	80	78	76	74	71
LAL	AP S	4735	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4307	29	27	26	25	24	23	22	20	19	18	17
LAL	AP SE	4310	69	66	64	62	59	57	55	53	51	49	46
LAL	AP SE	4312	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4315	93	90	88	86	84	82	80	78	76	74	73
LAL	AP SE	4320	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4325	99	97	96	95	94	93	92	90	89	88	87
LAL	AP SE	4330	99	97	96	95	94	93	92	90	89	88	87

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 $36.27M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $20.97M and localized maintenance needs for Year 1 are $0.26M.

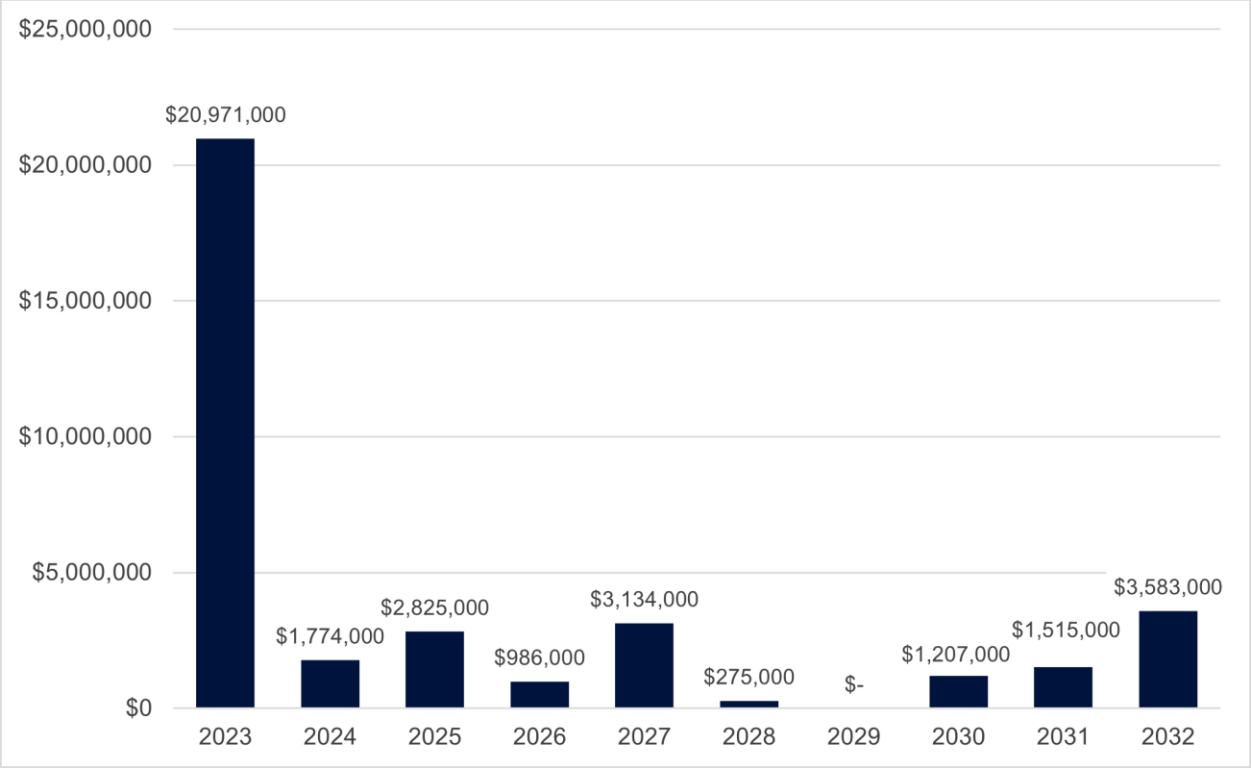
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	LAL	RW 5-23	6215	AC	243,056	64	AC Rehabilitation	$ 2,553,000
2023	LAL	RW 5-23	6220	AC	121,528	67	AC Rehabilitation	$ 1,277,000
2023	LAL	RW 5-23	6245	AC	144,316	69	AC Rehabilitation	$ 1,516,000
2023	LAL	RW 5-23	6250	AC	72,158	68	AC Rehabilitation	$ 758,000
2023	LAL	TW AP CENT	425	AC	15,514	55	AC Rehabilitation	$ 163,000
2023	LAL	TW E	540	AC	11,282	46	AC Reconstruction	$ 209,000
2023	LAL	TW E	545	AC	8,501	50	AC Reconstruction	$ 158,000
2023	LAL	TW F	619	PCC	4,591	18	PCC Reconstruction	$ 207,000
2023	LAL	TW J	1105	AC	38,145	69	AC Rehabilitation	$ 401,000
2023	LAL	TW P	1605	AAC	113,732	69	AC Rehabilitation	$ 1,195,000
2023	LAL	TW P2	1610	AAC	17,429	59	AC Rehabilitation	$ 184,000
2023	LAL	TL HANG NW	3820	PCC	4,846	27	PCC Reconstruction	$ 219,000
2023	LAL	TL HANG NW	3835	PCC	19,120	26	PCC Reconstruction	$ 861,000
2023	LAL	TL HANG NW	3845	AC	17,219	65	AC Rehabilitation	$ 181,000
2023	LAL	TL HANG NW	3850	AC	18,572	62	AC Rehabilitation	$ 196,000
2023	LAL	TL HANG NW	3855	AAC	36,799	67	AC Rehabilitation	$ 387,000
2023	LAL	TL HANG SW	3905	AC	105,514	48	AC Reconstruction	$ 1,952,000
2023	LAL	TL HANG SW	3910	AC	12,763	27	AC Reconstruction	$ 237,000
2023	LAL	TL HANG SW	3915	PCC	38,471	21	PCC Reconstruction	$ 1,732,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**LAL**	TL HANG SW	3920	PCC	4,533	8	PCC Reconstruction	$ 204,000
2023	**LAL**	TL HANG SW	3925	AC	11,499	12	AC Reconstruction	$ 213,000
2023	**LAL**	TL HANG SW	3930	AC	14,742	11	AC Reconstruction	$ 273,000
2023	**LAL**	TL HANG SW	3935	AC	4,963	51	AC Reconstruction	$ 92,000
2023	**LAL**	TL HANG SW	3940	PCC	4,572	5	PCC Reconstruction	$ 206,000
2023	**LAL**	TL HANG SW	3945	PCC	4,824	16	PCC Reconstruction	$ 218,000
2023	**LAL**	TL HANG SW	3950	AC	14,432	31	AC Reconstruction	$ 267,000
2023	**LAL**	AP CENTER	4510	AC	304,107	67	AC Rehabilitation	$ 3,194,000
2023	**LAL**	AP N	4160	AC	6,608	48	AC Reconstruction	$ 123,000
2023	**LAL**	AP RU SW	5105	AC	7,735	35	AC Reconstruction	$ 144,000
2023	**LAL**	AP SE	4307	PCC	5,199	27	PCC Reconstruction	$ 234,000
2023	**LAL**	AP SE	4310	AAC	134,895	66	AC Rehabilitation	$ 1,417,000
2024	**LAL**	TL HANG NW	3830	PCC	10,180	69	PCC Rehabilitation	$ 241,000
2024	**LAL**	AP N	4115	AC	139,017	69	AC Rehabilitation	$ 1,533,000
2025	**LAL**	AP N	4123	AC	82,949	69	AC Rehabilitation	$ 961,000
2025	**LAL**	AP N	4150	AAC	58,693	70	AC Rehabilitation	$ 680,000
2025	**LAL**	AP N	4155	AAC	102,262	69	AC Rehabilitation	$ 1,184,000
2026	**LAL**	TW D	435	AC	48,487	69	AC Rehabilitation	$ 590,000
2026	**LAL**	TL AP N	250	AC	32,500	70	AC Rehabilitation	$ 396,000
2027	**LAL**	TW H	810	AC	34,008	70	AC Rehabilitation	$ 435,000
2027	**LAL**	AP S	4705	AAC	211,428	68	AC Rehabilitation	$ 2,699,000
2028	**LAL**	AP S	4725	AC	20,517	70	AC Rehabilitation	$ 275,000
2030	**LAL**	TL HANG NW	3860	AAC	6,478	69	AC Rehabilitation	$ 96,000
2030	**LAL**	AP S	4710	AAC	47,426	70	AC Rehabilitation	$ 701,000
2030	**LAL**	AP S	4715	AC	27,737	69	AC Rehabilitation	$ 410,000
2031	**LAL**	TW D	440	AAC	4,241	70	AC Rehabilitation	$ 66,000
2031	**LAL**	AP N	4105	AAC	80,113	69	AC Rehabilitation	$ 1,243,000
2031	**LAL**	AP S	4720	AAC	13,260	69	AC Rehabilitation	$ 206,000
2032	**LAL**	TW B	215	AC	139,222	70	AC Rehabilitation	$ 2,268,000
2032	**LAL**	TW D	405	AC	80,693	69	AC Rehabilitation	$ 1,315,000

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

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



Chapter 1: Introduction

Chapter 1 – Introduction

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

1.1 Background

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

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

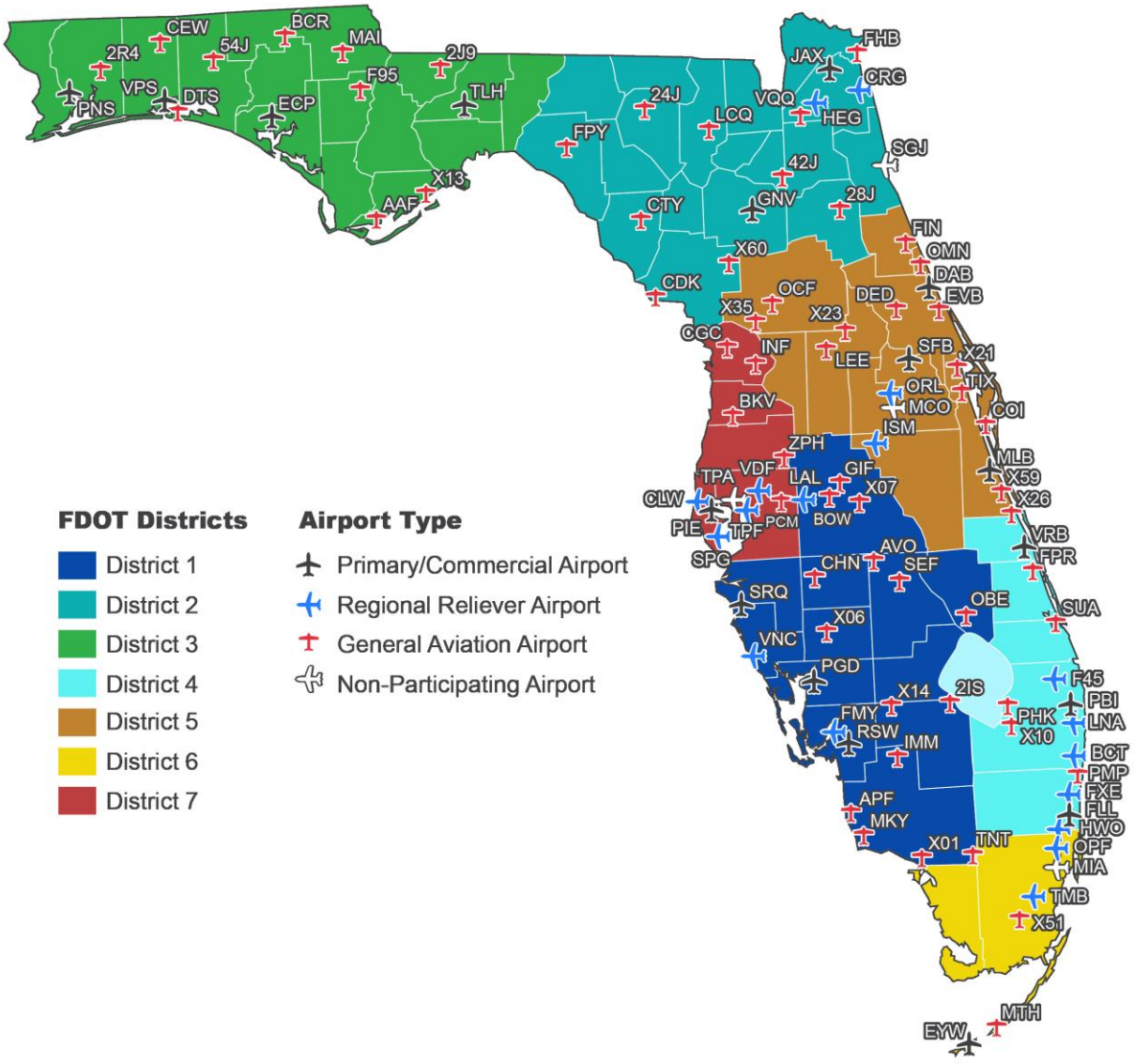
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and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

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

The SAPMP addresses the requirements of maintaining an effective pavement management program for participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and knowledge of the pavement facilities that are

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

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



1.2 Stakeholders

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

Table 1.2: FDOT SAPMP Stakeholders

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

1.3 General Scope of Work

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

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

1.4 FDOT SAPMP Objectives

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

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

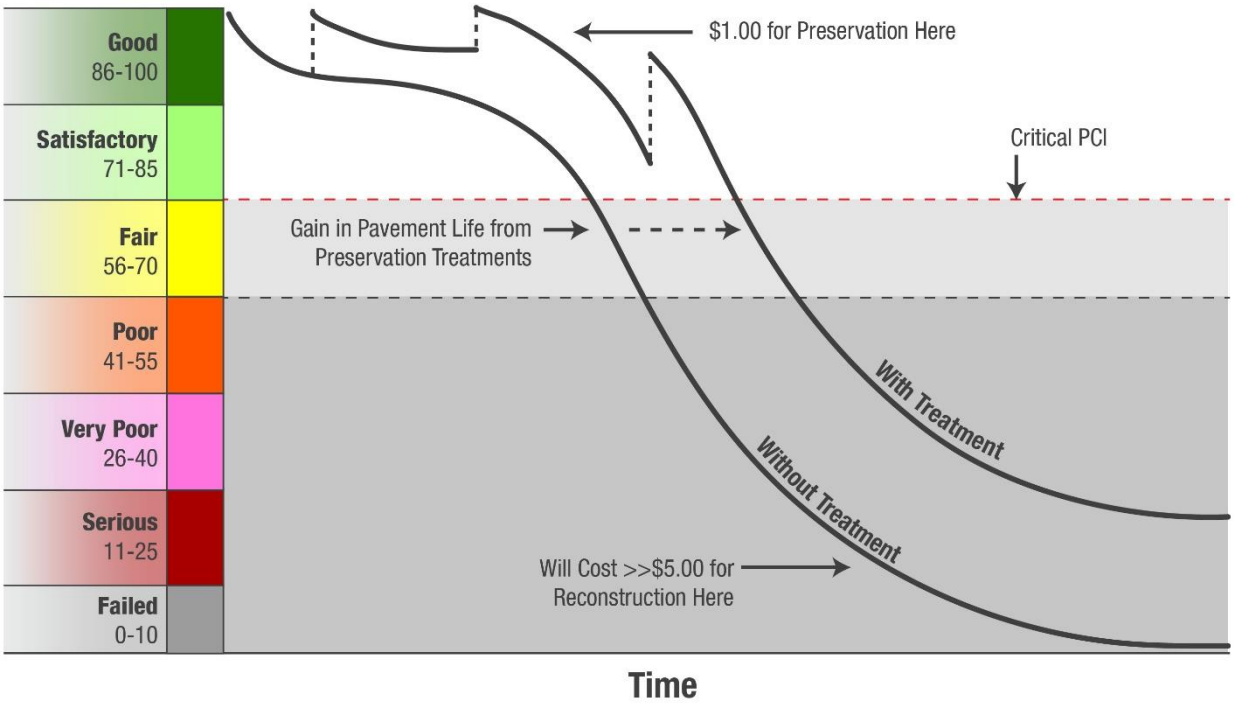
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

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

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

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

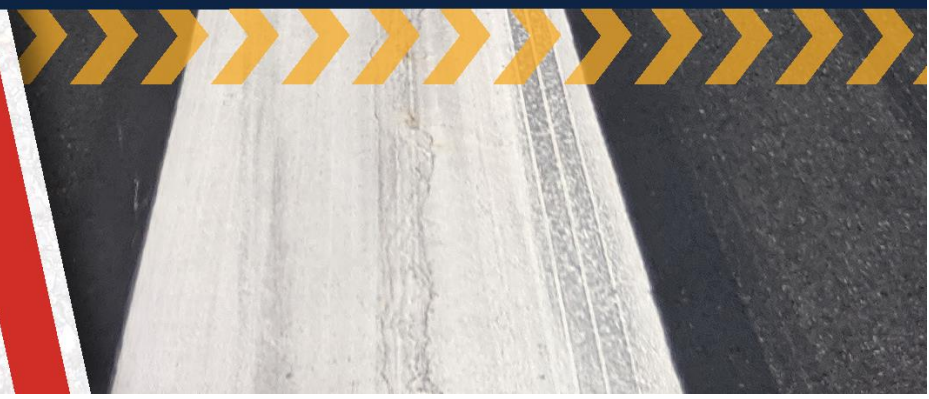
Figure 1.4: Pavement Life and the Effect of Treatments



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

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

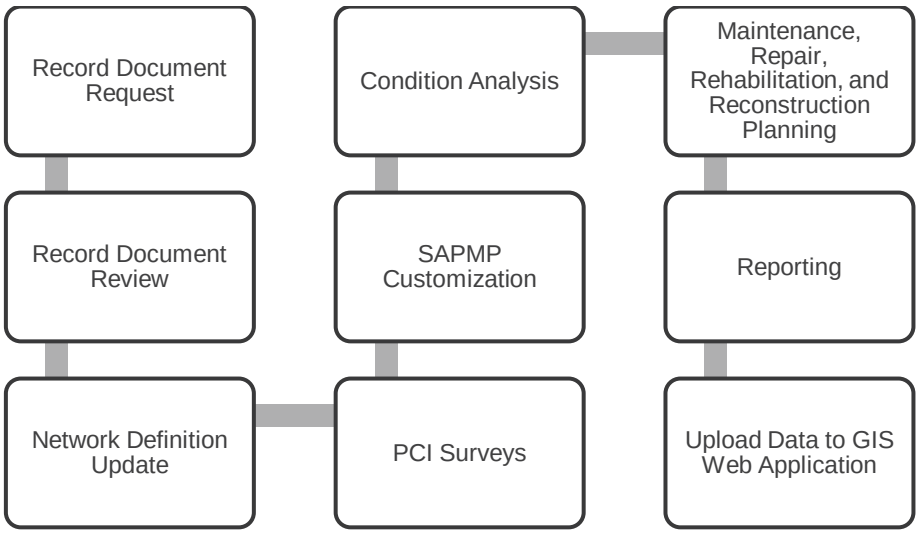
Chapter 2: Methodology



Chapter 2 – Methodology

An effective pavement management program incorporates both the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

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

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

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

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

2.2 Airfield Pavement Record Keeping (Historical Records Research)

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

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

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

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

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

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

2.3 Airfield Pavement Structure

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

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes three (3) Asphalt Concrete surface types: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), and Asphalt Concrete overlaid on Portland cement concrete (APC).

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation or a direct overlay of Asphalt Concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes Portland cement concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation” are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

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

Conventional Whitetopping (WT)

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

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

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

2.4 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually from aircraft loading and environmental conditions.

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

2.5 Pavement Management Program Network Definition Terminology

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

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

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. For example, a network can be all the pavements within an Airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual Airport's airfield pavement facilities maintained by the Airport.

2.5.2 Pavement Branch Identification

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

2.5.3 Pavement Section Identification

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

2.5.4 Pavement Sample Unit Identification

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

2.5.5 Terminology Summary

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

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of pavement assets maintained by the Airport.	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use.	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification.	"RW 18-36" RW, Branch Use, "Runway" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000 ± 2,000 SF of AC or 20 ± 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey procedure is a visual statistical sampling of pavements for recording primary distress types (e.g., cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, a visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. Timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.1 Pavement Distress Types

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

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

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

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

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

2.6.2 PCI Survey Procedures

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

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

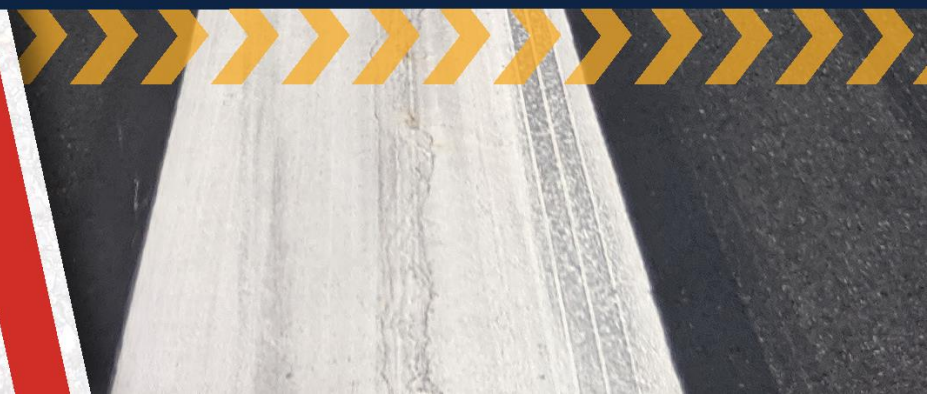
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

This chapter discusses the inventory data collected from the Airport and summarizes network-level characteristics of the Airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition Exhibit for accuracy. Furthermore, participating airports are asked to provide documentation of any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

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

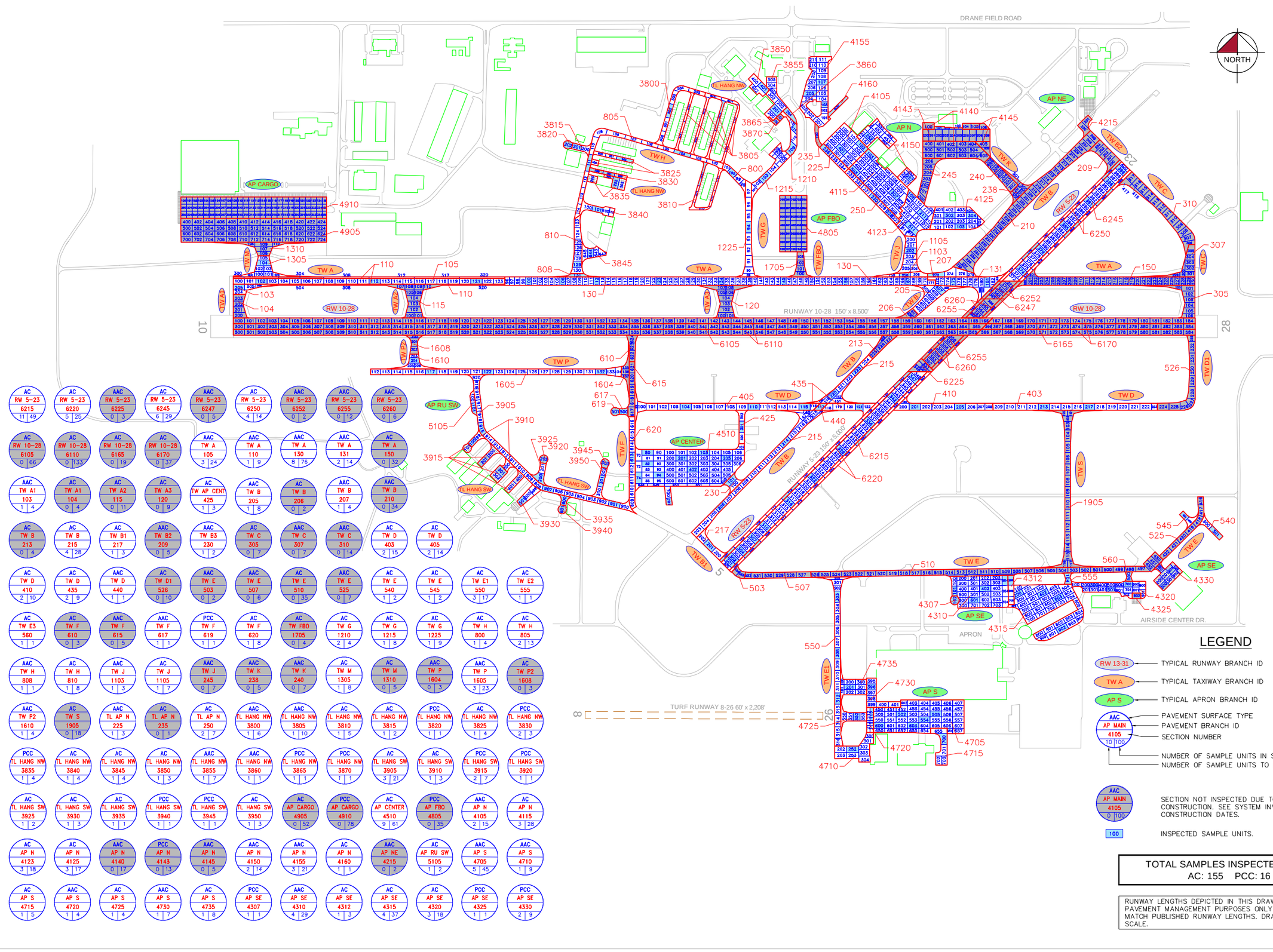
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2017	TW G, TW H, AP S	New Construction - AC
	AP S	Mill and Overlay
	TW E2, AP SE	Complete Reconstruction - AC
2018	TW A, TW B, TW H, TW J	Mill and Overlay
	TW A1	Mill and Overlay | 1" Mill, 4" P-401SP Overlay
	TL HANG NW	New Construction - AC
	TW M	New Construction - AC | 4" P-401, 12" P-211
	AP N	Complete Reconstruction - AC | 4" P-401, 10" P-211
2019	TW B3	Mill and Overlay
	TW F	Complete Reconstruction - AC
	TW H, TL HANG NW	Complete Reconstruction - AC | 4" P-401, 8" P-211
	TL HANG NW	Mill and Overlay | 4" Mill, 4" P-401 Overlay; Widening 4" P-401, 8" P-211
	TL HANG NW	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TL HANG NW	Complete Reconstruction - AC | 3" P-401, 6" P-211
	AP SE	New Construction - PCC
2020	AP CARGO	New Construction - AC
	AP CARGO	New Construction - PCC
	RW 5-23	Mill and Overlay | 3" Mill, 3" P-401 Overlay
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 6" P-211/existing limerock
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-220
	TW A1	Complete Reconstruction - AC | 3" P-401, 6" P-403, 8" P-211
	TW A2	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-211
	TW A3	New Construction - AC | 3" P-401, 6" P-403, 10" P-211

Construction Year	Location	Work Type / Pavement Section
2020	TW B, TW F, TW P2	Complete Reconstruction - AC | 4" P-401, existing limerock
	TW F, TW P	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TW J, AP N	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	TW M	Complete Reconstruction - AC
	AP N	Complete Reconstruction - PCC | 14" P-501, 6" P-211
2021	TW B, TW B2, TW C	Mill and Overlay | 1" Mill, 3" P-401 Overlay
	TW K	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	TW K	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	AP NE	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	TW FBO, TL AP N	New Construction - AC
	AP FBO	New Construction - PCC
	TW A, TW C	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
2022	TW E	Mill and Overlay | 3" Mill, 4" P-401 Overlay
	TW E, TW D1	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
	TW S	New Construction - AC
2023	TW P, TW P1, TW P2	New Construction - AC Mill and Overlay
2024	AP CARGO	New Construction | Future Extension
	TW A	New Construction - AC | Future Extension
	TW A RU	New Construction - AC | Future Extension

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.



LAL

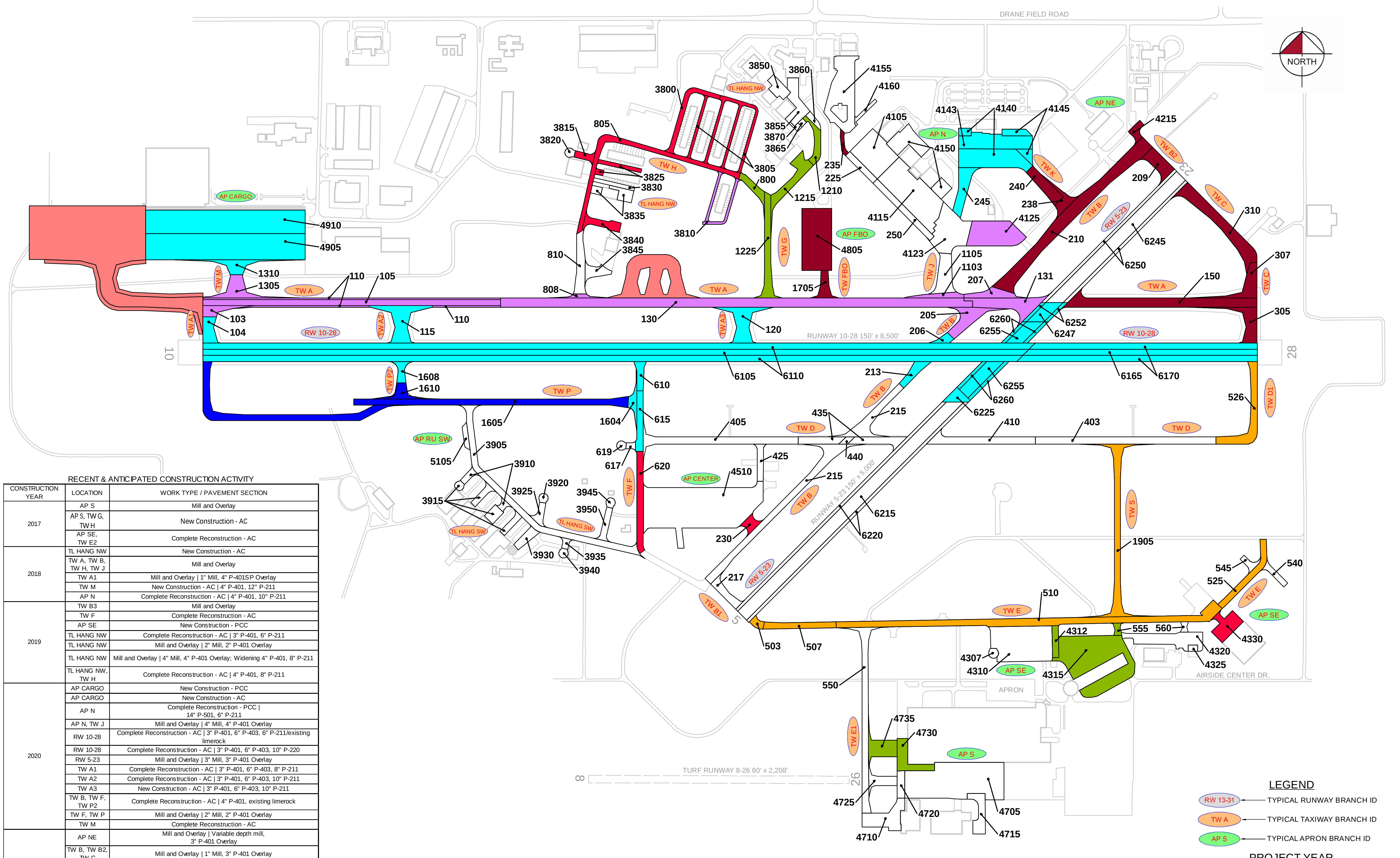
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

2022



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

RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP S	Mill and Overlay
	AP S, TW G, TW H	New Construction - AC
	AP SE, TW E2	Complete Reconstruction - AC
2018	TL HANG NW	New Construction - AC
	TW A, TW B, TW H, TW J	Mill and Overlay
	TW A1	Mill and Overlay | 1" Mill, 4" P-401SP Overlay
	TW M	New Construction - AC | 4" P-401, 12" P-211
	AP N	Complete Reconstruction - AC | 4" P-401, 10" P-211
2019	TW B3	Mill and Overlay
	TW F	Complete Reconstruction - AC
	AP SE	New Construction - PCC
	TL HANG NW	Complete Reconstruction - AC | 3" P-401, 6" P-211
	TL HANG NW	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TL HANG NW	Mill and Overlay | 4" Mill, 4" P-401 Overlay; Widening 4" P-401, 8" P-211
	TL HANG NW, TW H	Complete Reconstruction - AC | 4" P-401, 8" P-211
2020	AP CARGO	New Construction - PCC
	AP CARGO	New Construction - AC
	AP N	Complete Reconstruction - PCC | 14" P-501, 6" P-211
	AP N, TW J	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 6" P-211/existing limerock
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-220
	RW 5-23	Mill and Overlay | 3" Mill, 3" P-401 Overlay
	TW A1	Complete Reconstruction - AC | 3" P-401, 6" P-403, 8" P-211
	TW A2	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-211
	TW A3	New Construction - AC | 3" P-401, 6" P-403, 10" P-211
	TW B, TW F, TW P2	Complete Reconstruction - AC | 4" P-401, existing limerock
	TW F, TW P	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TW M	Complete Reconstruction - AC
2021	AP NE	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	TW B, TW B2, TW C	Mill and Overlay | 1" Mill, 3" P-401 Overlay
	TW K	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	TW K	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	AP FBO	New Construction - PCC
	TL AP N, TW FBO	New Construction - AC
	TW A, TW C	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
2022	TW E	Mill and Overlay | 3" Mill, 4" P-401 Overlay
	TW E, TW D1	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
	TW S	New Construction - AC
2023	TW P, TW P1, TW P2	New Construction - AC Mill and Overlay
2024	TW A RU	New Construction - AC | Future Expainsion
	TW A	New Construction - AC | Future Expainsion
	AP CARGO	New Construction | Future Expainsion

LAL

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
LAKELAND LINDER INTERNATIONAL AIRPORT

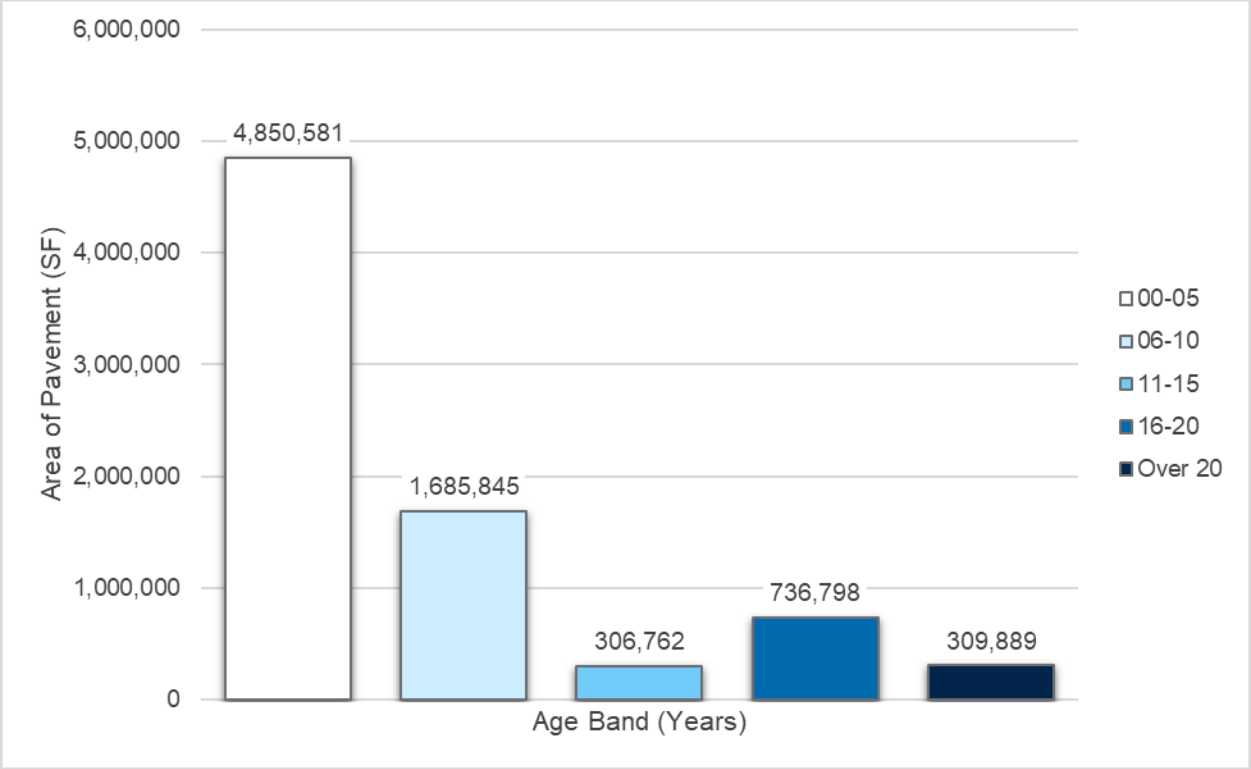
FDOT

2022

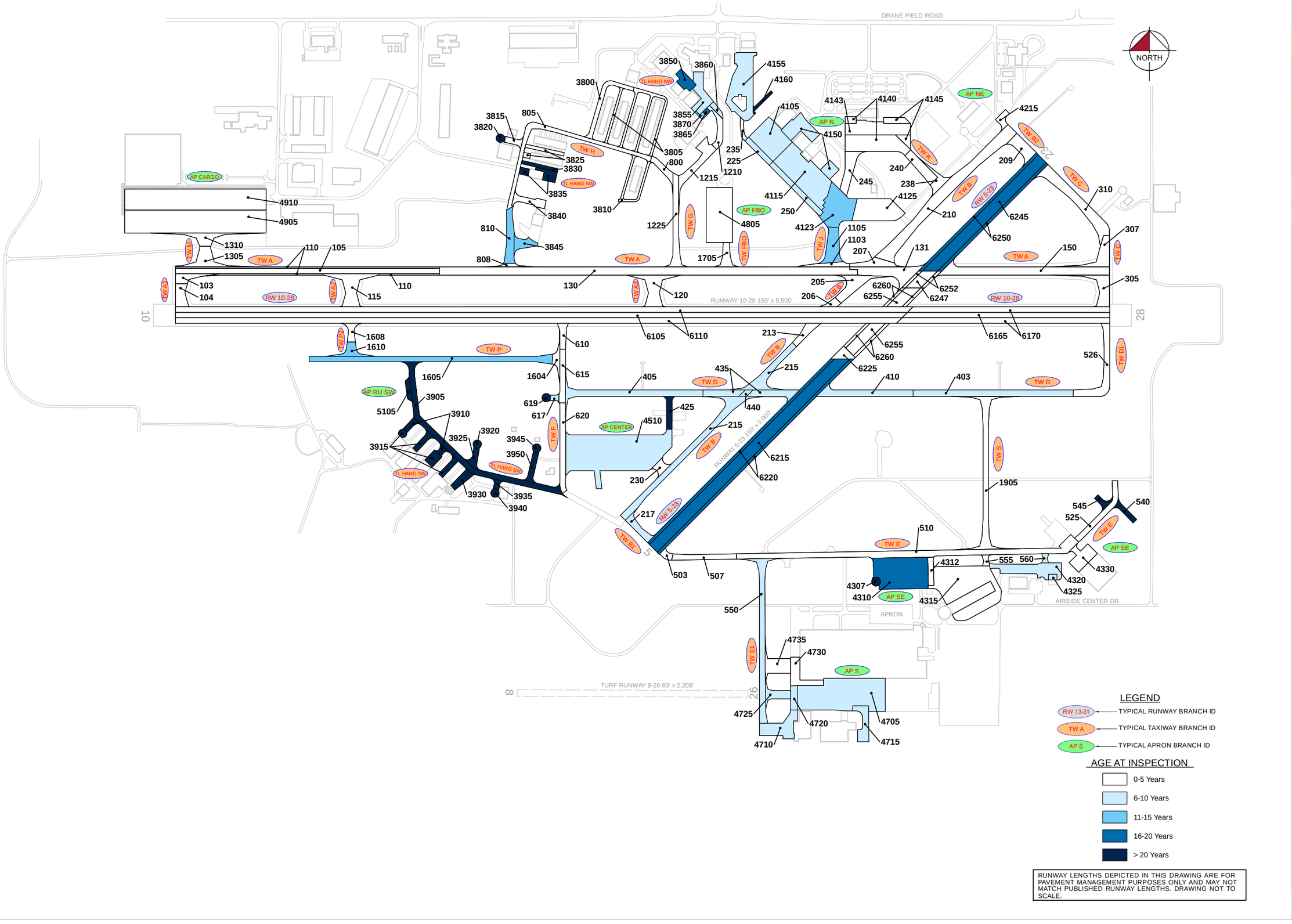
3.1.2 Estimated Pavement Age

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

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



LAL



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

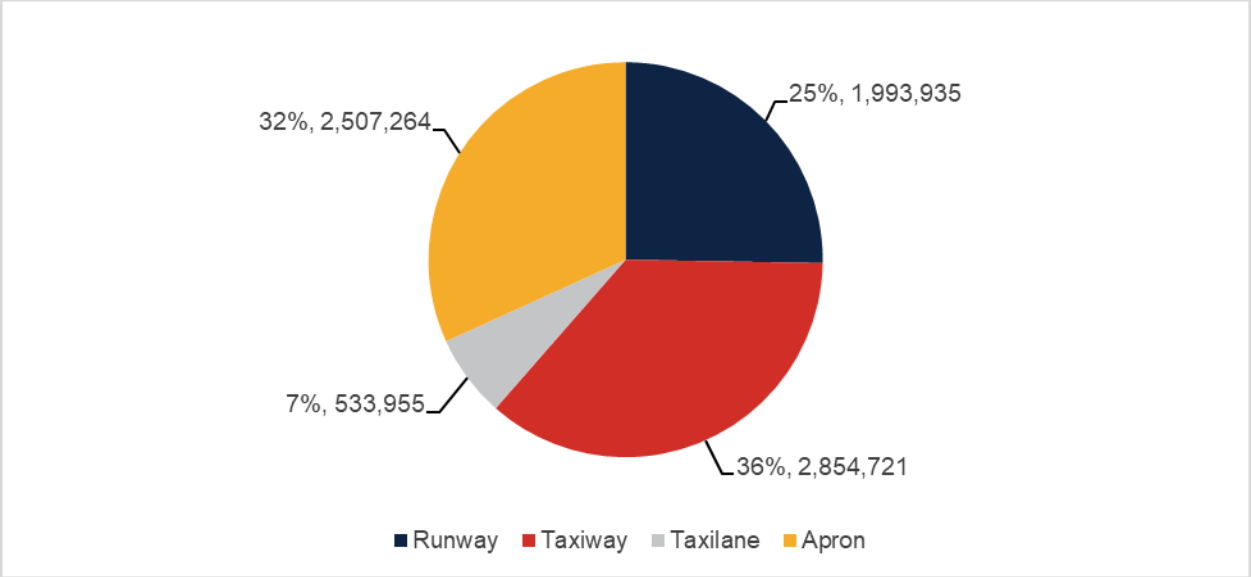
FDOT

2022

3.1.3 Functional Use

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

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

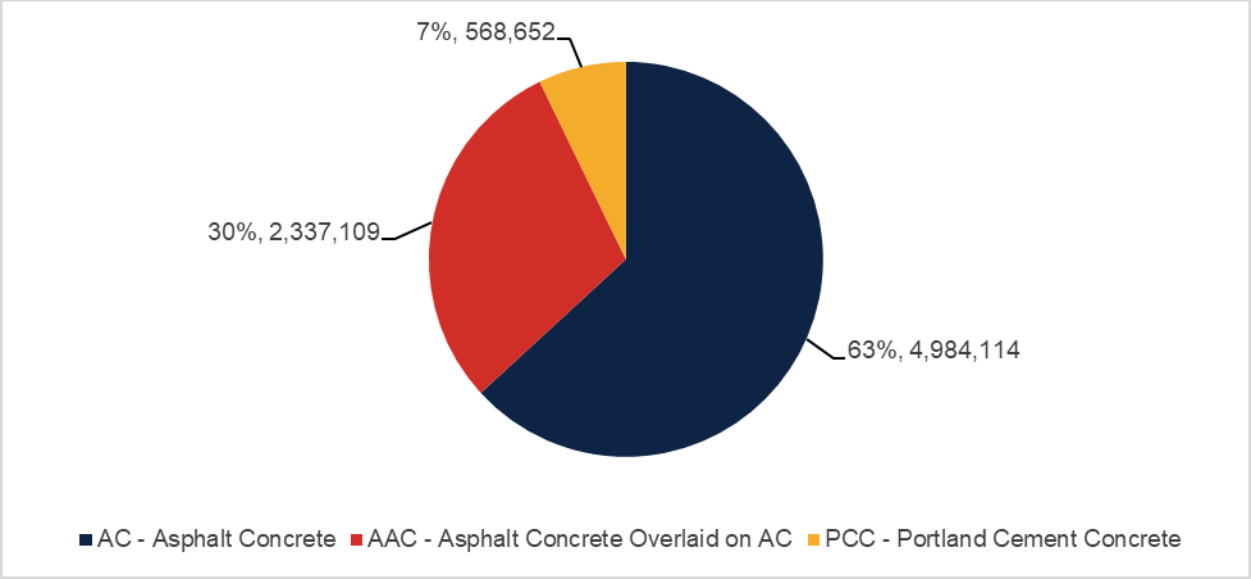


3.1.4 Pavement Surface Type

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

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

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



3.1.5 Pavement System Inventory Details

The pavement inventory scope includes updates to existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix C** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit, which visually summarize the results of the airfield pavement system inventory analysis.

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

Table 3.1.5: Pavement System Inventory Details

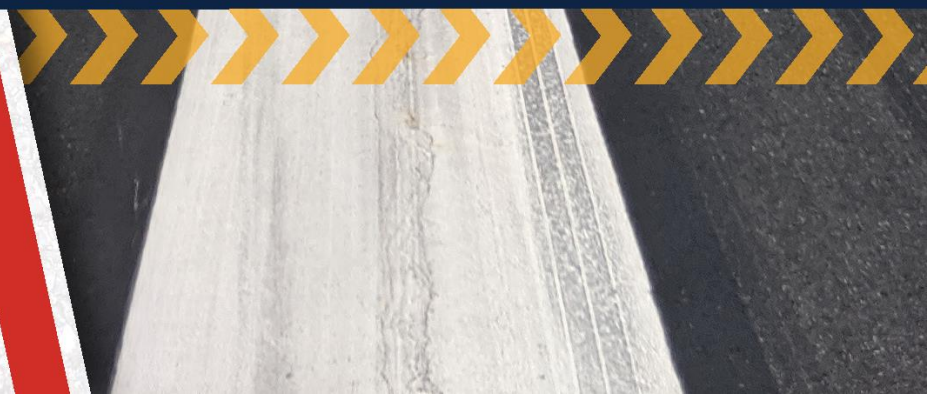
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	RW 5-23	Runway	6215	243,056	AC	1/1/2005
LAL	RW 5-23	Runway	6220	121,528	AC	1/1/2005
LAL	RW 5-23	Runway	6225	14,166	AAC	11/1/2020
LAL	RW 5-23	Runway	6245	144,316	AC	1/1/2005
LAL	RW 5-23	Runway	6247	21,926	AAC	11/1/2020
LAL	RW 5-23	Runway	6250	72,158	AC	1/1/2005
LAL	RW 5-23	Runway	6252	10,963	AAC	11/1/2020
LAL	RW 5-23	Runway	6255	60,548	AAC	11/1/2020

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	RW 5-23	Runway	6260	30,274	AAC	11/1/2020
LAL	RW 10-28	Runway	6105	331,787	AC	11/1/2020
LAL	RW 10-28	Runway	6110	663,573	AC	11/1/2020
LAL	RW 10-28	Runway	6165	93,213	AC	11/1/2020
LAL	RW 10-28	Runway	6170	186,427	AC	11/1/2020
LAL	TW A	Taxiway	105	120,000	AAC	1/1/2018
LAL	TW A	Taxiway	110	49,540	AAC	1/1/2018
LAL	TW A	Taxiway	130	283,622	AAC	1/1/2018
LAL	TW A	Taxiway	131	57,957	AAC	1/1/2018
LAL	TW A	Taxiway	150	117,730	AC	11/1/2021
LAL	TW A1	Taxiway	103	17,365	AAC	1/1/2018
LAL	TW A1	Taxiway	104	21,237	AC	11/1/2020
LAL	TW A2	Taxiway	115	52,869	AC	11/1/2020
LAL	TW A3	Taxiway	120	46,497	AC	11/1/2020
LAL	TW AP CENT	Taxiway	425	15,514	AC	12/25/1999
LAL	TW B	Taxiway	205	38,653	AAC	1/1/2018
LAL	TW B	Taxiway	206	7,819	AC	11/1/2020
LAL	TW B	Taxiway	207	22,787	AAC	1/1/2018
LAL	TW B	Taxiway	210	162,657	AAC	1/1/2021
LAL	TW B	Taxiway	213	17,827	AC	11/1/2020
LAL	TW B	Taxiway	215	139,222	AC	1/1/2013
LAL	TW B1	Taxiway	217	19,804	AC	1/1/2013
LAL	TW B2	Taxiway	209	28,288	AAC	1/1/2021
LAL	TW B3	Taxiway	230	11,810	AAC	1/1/2019
LAL	TW C	Taxiway	305	35,929	AC	11/1/2021
LAL	TW C	Taxiway	307	32,690	AAC	1/1/2021
LAL	TW C	Taxiway	310	79,972	AAC	1/1/2021
LAL	TW D	Taxiway	403	87,308	AC	1/1/2016
LAL	TW D	Taxiway	405	80,693	AC	1/1/2016
LAL	TW D	Taxiway	410	53,031	AC	1/1/2016
LAL	TW D	Taxiway	435	48,487	AC	1/1/2016
LAL	TW D	Taxiway	440	4,241	AAC	1/1/2013
LAL	TW D1	Taxiway	526	54,605	AC	1/1/2022
LAL	TW E	Taxiway	503	7,208	AAC	1/1/2022
LAL	TW E	Taxiway	507	29,771	AAC	1/1/2022
LAL	TW E	Taxiway	510	171,192	AC	1/1/2022
LAL	TW E	Taxiway	525	34,213	AAC	1/1/2022
LAL	TW E	Taxiway	540	11,282	AC	12/25/1999
LAL	TW E	Taxiway	545	8,501	AC	12/25/1999
LAL	TW E1	Taxiway	550	84,408	AC	3/1/2014
LAL	TW E2	Taxiway	555	5,538	AC	5/1/2017
LAL	TW E3	Taxiway	560	4,058	AC	1/1/2016
LAL	TW F	Taxiway	610	14,180	AC	11/1/2020
LAL	TW F	Taxiway	615	25,205	AAC	11/1/2020
LAL	TW F	Taxiway	617	4,131	AAC	1/1/2016
LAL	TW F	Taxiway	619	4,591	PCC	1/1/1944

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	TW F	Taxiway	620	42,251	AC	1/1/2019
LAL	TW FBO	Taxiway	1705	17,881	AC	3/1/2021
LAL	TW G	Taxiway	1210	19,829	AC	1/1/2017
LAL	TW G	Taxiway	1215	40,578	AC	1/1/2017
LAL	TW G	Taxiway	1225	48,847	AC	1/1/2017
LAL	TW H	Taxiway	800	16,987	AC	1/1/2017
LAL	TW H	Taxiway	805	72,911	AC	10/1/2019
LAL	TW H	Taxiway	808	6,347	AAC	1/1/2018
LAL	TW H	Taxiway	810	34,008	AC	1/1/2011
LAL	TW J	Taxiway	245	34,168	AAC	11/1/2020
LAL	TW J	Taxiway	1103	14,643	AAC	1/1/2018
LAL	TW J	Taxiway	1105	38,145	AC	1/1/2011
LAL	TW K	Taxiway	238	18,088	AAC	1/1/2021
LAL	TW K	Taxiway	240	29,541	AAC	1/1/2021
LAL	TW M	Taxiway	1305	34,978	AC	1/1/2018
LAL	TW M	Taxiway	1310	26,447	AC	11/1/2020
LAL	TW P	Taxiway	1604	12,432	AAC	11/1/2020
LAL	TW P	Taxiway	1605	113,732	AAC	1/1/2008
LAL	TW P2	Taxiway	1608	12,251	AC	11/1/2020
LAL	TW P2	Taxiway	1610	17,429	AAC	1/1/2008
LAL	TW S	Taxiway	1905	90,796	AC	1/1/2022
LAL	TL AP N	Taxilane	225	15,662	AAC	1/1/2015
LAL	TL AP N	Taxilane	235	6,017	AC	3/1/2021
LAL	TL AP N	Taxilane	250	32,500	AC	1/1/2015
LAL	TL HANG NW	Taxilane	3800	30,654	AAC	10/1/2019
LAL	TL HANG NW	Taxilane	3805	52,048	AAC	10/1/2019
LAL	TL HANG NW	Taxilane	3810	20,001	AC	1/1/2018
LAL	TL HANG NW	Taxilane	3815	8,990	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3820	4,846	PCC	1/1/1944
LAL	TL HANG NW	Taxilane	3825	13,703	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3830	10,180	PCC	12/25/1999
LAL	TL HANG NW	Taxilane	3835	19,120	PCC	12/25/1999
LAL	TL HANG NW	Taxilane	3840	19,300	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3845	17,219	AC	1/1/2011
LAL	TL HANG NW	Taxilane	3850	18,572	AC	1/1/2005
LAL	TL HANG NW	Taxilane	3855	36,799	AAC	1/1/2015
LAL	TL HANG NW	Taxilane	3860	6,478	AAC	1/1/2015
LAL	TL HANG NW	Taxilane	3865	2,273	PCC	12/25/2002
LAL	TL HANG NW	Taxilane	3870	3,280	PCC	12/25/2010
LAL	TL HANG SW	Taxilane	3905	105,514	AC	1/1/1992
LAL	TL HANG SW	Taxilane	3910	12,763	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3915	38,471	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3920	4,533	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3925	11,499	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3930	14,742	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3935	4,963	AC	12/25/1999

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	TL HANG SW	Taxilane	3940	4,572	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3945	4,824	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3950	14,432	AC	12/25/1999
LAL	AP CARGO	Apron	4905	272,791	AC	1/1/2020
LAL	AP CARGO	Apron	4910	241,404	PCC	1/1/2020
LAL	AP CENTER	Apron	4510	304,107	AC	1/1/2015
LAL	AP FBO	Apron	4805	120,000	PCC	3/1/2021
LAL	AP N	Apron	4105	80,113	AAC	1/1/2015
LAL	AP N	Apron	4115	139,017	AC	1/1/2015
LAL	AP N	Apron	4123	82,949	AC	1/1/2011
LAL	AP N	Apron	4125	80,609	AC	6/1/2018
LAL	AP N	Apron	4140	88,156	AAC	11/1/2020
LAL	AP N	Apron	4143	67,426	PCC	11/1/2020
LAL	AP N	Apron	4145	21,026	AAC	11/1/2020
LAL	AP N	Apron	4150	58,693	AAC	1/1/2015
LAL	AP N	Apron	4155	102,262	AAC	1/1/2015
LAL	AP N	Apron	4160	6,608	AC	12/25/1999
LAL	AP NE	Apron	4215	10,562	AAC	1/1/2021
LAL	AP RU SW	Apron	5105	7,735	AC	12/25/1999
LAL	AP S	Apron	4705	211,428	AAC	1/1/2014
LAL	AP S	Apron	4710	47,426	AAC	1/1/2014
LAL	AP S	Apron	4715	27,737	AC	1/1/2014
LAL	AP S	Apron	4720	13,260	AAC	1/1/2014
LAL	AP S	Apron	4725	20,517	AC	3/1/2014
LAL	AP S	Apron	4730	33,280	AAC	1/1/2017
LAL	AP S	Apron	4735	34,184	AC	1/1/2017
LAL	AP SE	Apron	4307	5,199	PCC	1/1/1944
LAL	AP SE	Apron	4310	134,895	AAC	1/1/2005
LAL	AP SE	Apron	4312	12,922	AC	5/1/2017
LAL	AP SE	Apron	4315	184,412	AC	5/1/2017
LAL	AP SE	Apron	4320	60,613	AC	1/1/2016
LAL	AP SE	Apron	4325	3,850	PCC	1/1/2016
LAL	AP SE	Apron	4330	34,083	PCC	10/1/2019

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

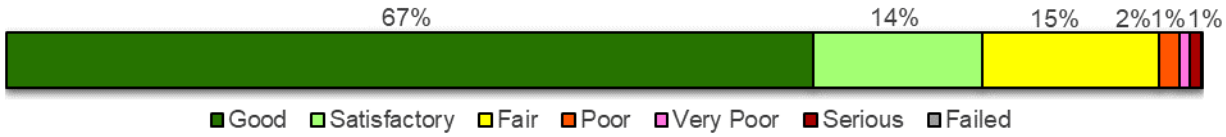
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual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

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 81% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 15% of inspected pavements are in Fair condition and the remaining 4% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

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

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

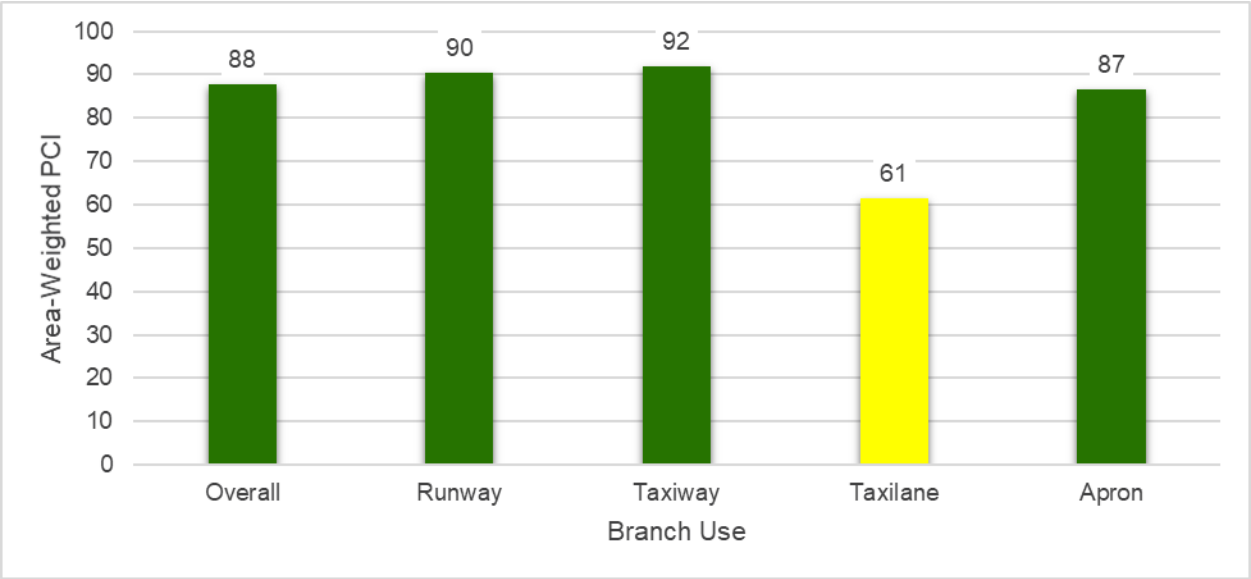


Figure 4.1.2 (b): Current Condition – Runway

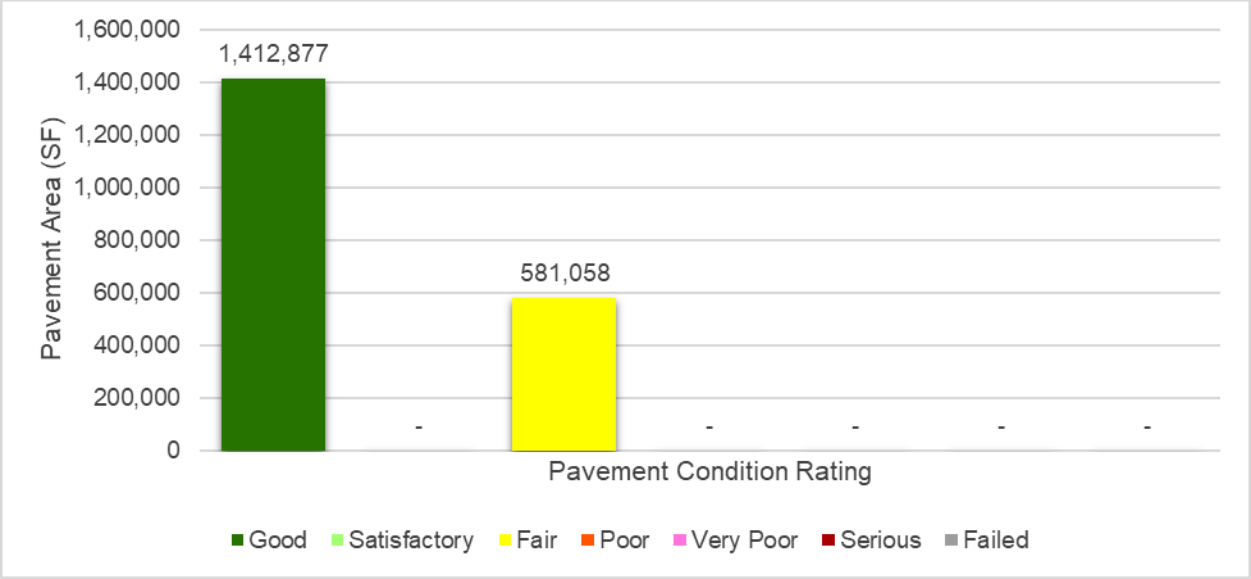


Figure 4.1.2 (c): Current Condition – Taxiway

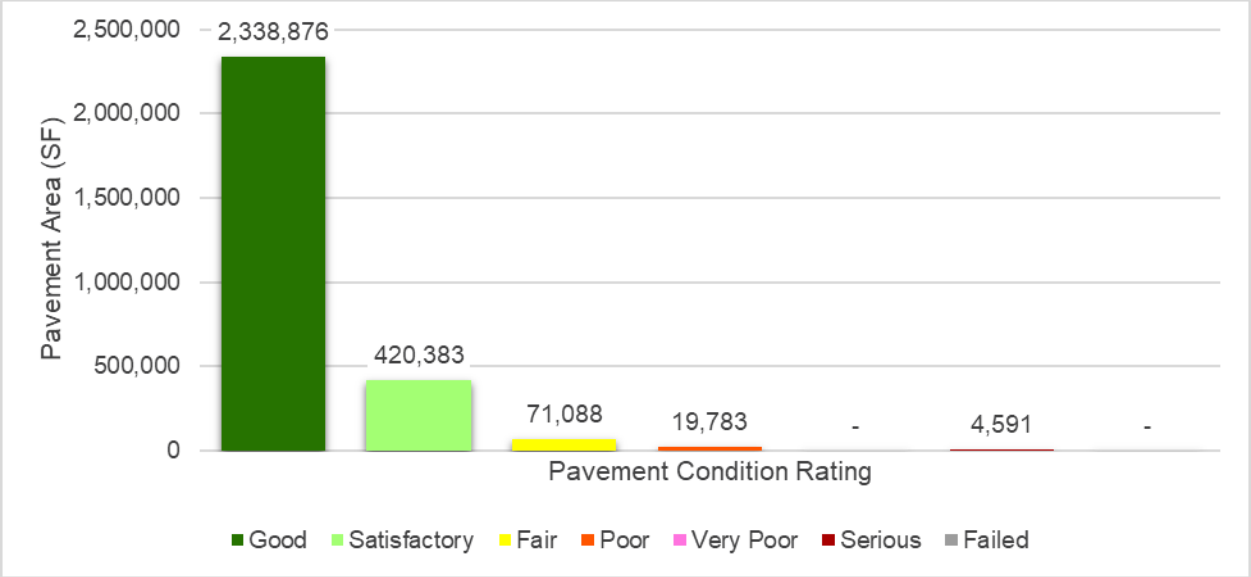


Figure 4.1.2 (d): Current Condition – Taxilane

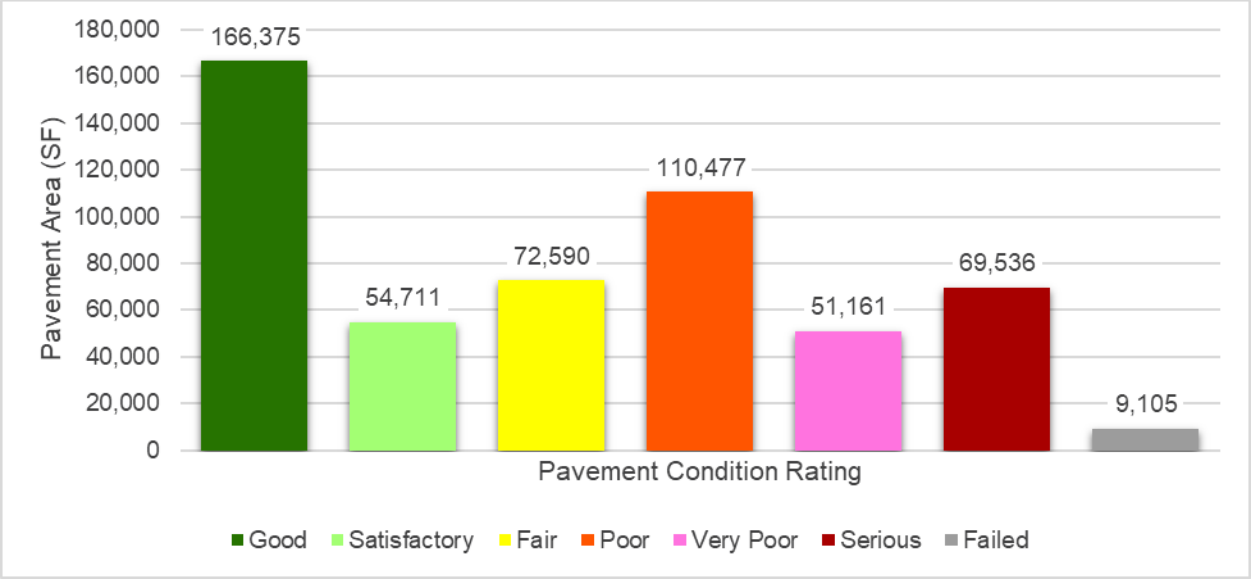


Figure 4.1.2 (e): Current Condition – Apron

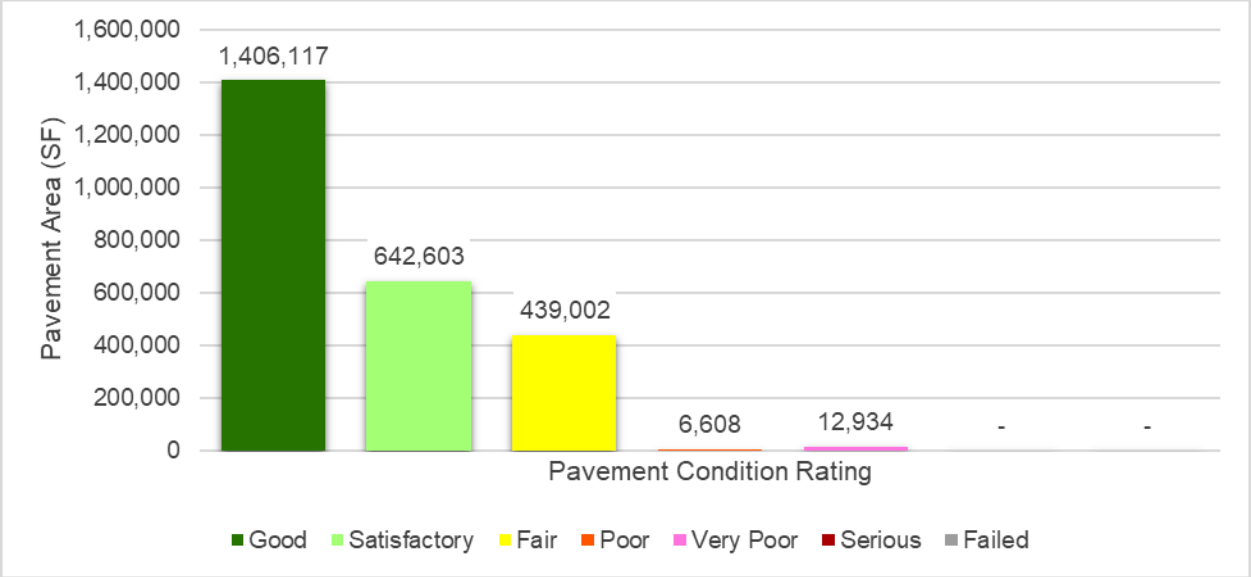


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 5-23	Runway	9	718,935	74	Satisfactory
RW 10-28	Runway	4	1,275,000	100	Good
TW A	Taxiway	5	628,849	93	Good
TW A1	Taxiway	2	38,602	96	Good
TW A2	Taxiway	1	52,869	100	Good
TW A3	Taxiway	1	46,497	100	Good
TW AP CENT	Taxiway	1	15,514	56	Fair
TW B	Taxiway	6	388,965	93	Good
TW B1	Taxiway	1	19,804	89	Good
TW B2	Taxiway	1	28,288	100	Good
TW B3	Taxiway	1	11,810	94	Good
TW C	Taxiway	3	148,591	100	Good
TW D	Taxiway	5	273,760	85	Satisfactory
TW D1	Taxiway	1	54,605	100	Good
TW E	Taxiway	6	262,167	96	Good
TW E1	Taxiway	1	84,408	86	Good
TW E2	Taxiway	1	5,538	94	Good
TW E3	Taxiway	1	4,058	89	Good
TW F	Taxiway	5	90,358	93	Good
TW FBO	Taxiway	1	17,881	100	Good
TW G	Taxiway	3	109,254	94	Good
TW H	Taxiway	4	130,253	88	Good
TW J	Taxiway	3	86,956	85	Satisfactory
TW K	Taxiway	2	47,629	100	Good
TW M	Taxiway	2	61,425	97	Good
TW P	Taxiway	2	126,164	74	Satisfactory
TW P2	Taxiway	2	29,680	77	Satisfactory
TW S	Taxiway	1	90,796	100	Good
TL AP N	Taxilane	3	54,179	81	Satisfactory
TL HANG NW	Taxilane	15	263,463	79	Satisfactory
TL HANG SW	Taxilane	10	216,313	35	Very Poor
AP CARGO	Apron	2	514,195	100	Good
AP CENTER	Apron	1	304,107	69	Fair
AP FBO	Apron	1	120,000	100	Good
AP N	Apron	10	726,859	84	Satisfactory
AP NE	Apron	1	10,562	100	Good
AP RU SW	Apron	1	7,735	38	Very Poor
AP S	Apron	7	387,832	84	Satisfactory
AP SE	Apron	7	435,974	86	Good

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.

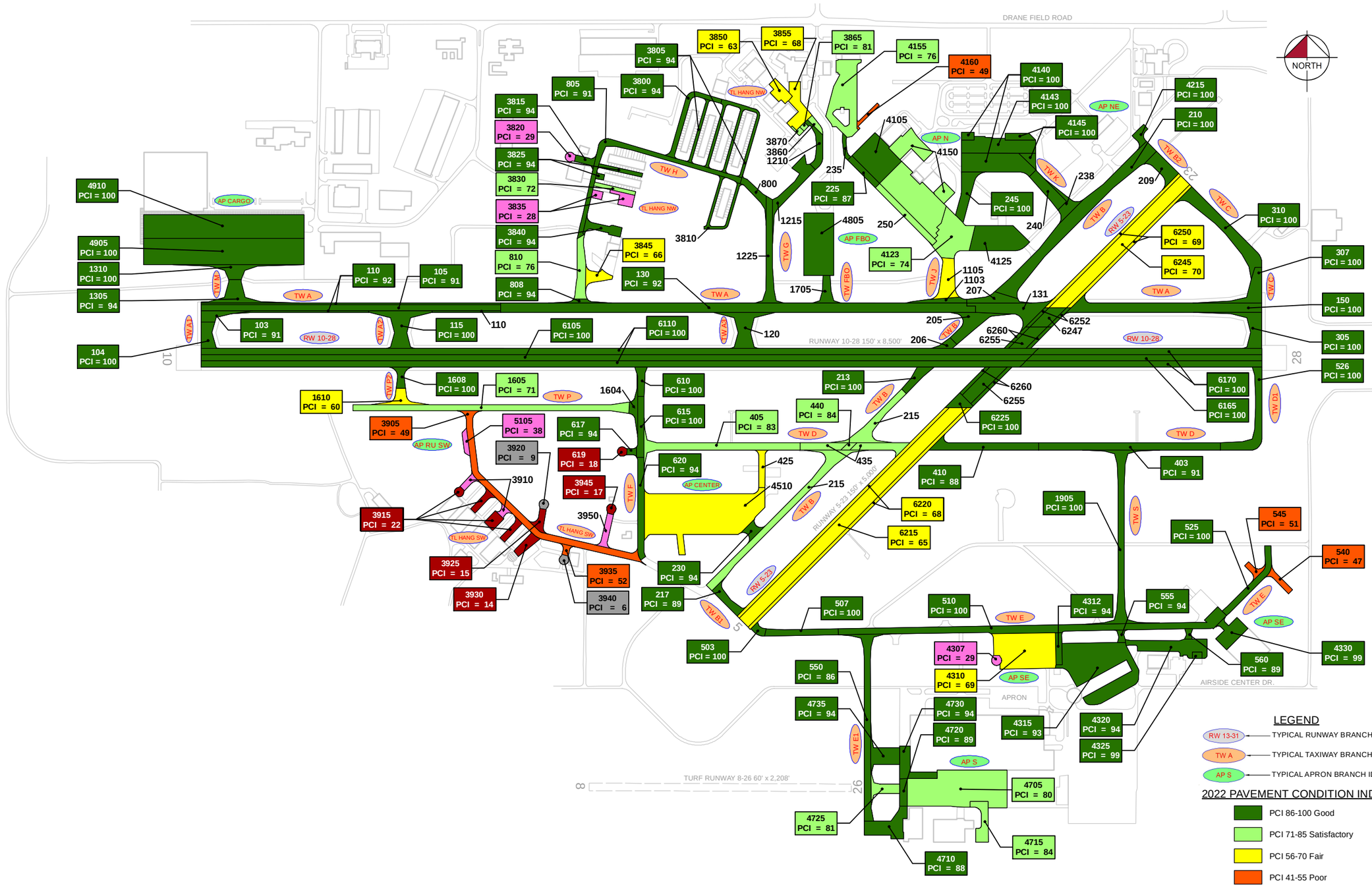
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

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
LAL	RW 5-23	Runway	6215	243,056	AC	65	Fair	98	0	2	11	49
LAL	RW 5-23	Runway	6220	121,528	AC	68	Fair	98	0	2	5	25
LAL	RW 5-23	Runway	6225	14,166	AAC	100	Good	0	0	0	0	0
LAL	RW 5-23	Runway	6245	144,316	AC	70	Fair	93	0	7	6	29
LAL	RW 5-23	Runway	6247	21,926	AAC	100	Good	0	0	0	0	0
LAL	RW 5-23	Runway	6250	72,158	AC	69	Fair	96	0	4	4	14
LAL	RW 5-23	Runway	6252	10,963	AAC	100	Good	0	0	0	0	0
LAL	RW 5-23	Runway	6255	60,548	AAC	100	Good	0	0	0	0	0
LAL	RW 5-23	Runway	6260	30,274	AAC	100	Good	0	0	0	0	0
LAL	RW 10-28	Runway	6105	331,787	AC	100	Good	0	0	0	0	0
LAL	RW 10-28	Runway	6110	663,573	AC	100	Good	0	0	0	0	0
LAL	RW 10-28	Runway	6165	93,213	AC	100	Good	0	0	0	0	0
LAL	RW 10-28	Runway	6170	186,427	AC	100	Good	0	0	0	0	0
LAL	TW A	Taxiway	105	120,000	AAC	91	Good	100	0	0	3	24
LAL	TW A	Taxiway	110	49,540	AAC	92	Good	100	0	0	1	9
LAL	TW A	Taxiway	130	283,622	AAC	92	Good	100	0	0	8	76
LAL	TW A	Taxiway	131	57,957	AAC	90	Good	100	0	0	2	14
LAL	TW A	Taxiway	150	117,730	AC	100	Good	0	0	0	0	0
LAL	TW A1	Taxiway	103	17,365	AAC	91	Good	100	0	0	1	4
LAL	TW A1	Taxiway	104	21,237	AC	100	Good	0	0	0	0	0
LAL	TW A2	Taxiway	115	52,869	AC	100	Good	0	0	0	0	0
LAL	TW A3	Taxiway	120	46,497	AC	100	Good	0	0	0	0	0
LAL	TW AP CENT	Taxiway	425	15,514	AC	56	Fair	98	0	2	1	3
LAL	TW B	Taxiway	205	38,653	AAC	90	Good	100	0	0	1	8
LAL	TW B	Taxiway	206	7,819	AC	100	Good	0	0	0	0	0
LAL	TW B	Taxiway	207	22,787	AAC	89	Good	100	0	0	1	4
LAL	TW B	Taxiway	210	162,657	AAC	100	Good	0	0	0	0	0
LAL	TW B	Taxiway	213	17,827	AC	100	Good	0	0	0	0	0
LAL	TW B	Taxiway	215	139,222	AC	84	Satisfactory	97	0	3	4	28
LAL	TW B1	Taxiway	217	19,804	AC	89	Good	100	0	0	1	3
LAL	TW B2	Taxiway	209	28,288	AAC	100	Good	0	0	0	0	0
LAL	TW B3	Taxiway	230	11,810	AAC	94	Good	100	0	0	1	2
LAL	TW C	Taxiway	305	35,929	AC	100	Good	0	0	0	0	0
LAL	TW C	Taxiway	307	32,690	AAC	100	Good	0	0	0	0	0
LAL	TW C	Taxiway	310	79,972	AAC	100	Good	0	0	0	0	0
LAL	TW D	Taxiway	403	87,308	AC	91	Good	100	0	0	2	15
LAL	TW D	Taxiway	405	80,693	AC	83	Satisfactory	94	0	6	2	14
LAL	TW D	Taxiway	410	53,031	AC	88	Good	100	0	0	2	10
LAL	TW D	Taxiway	435	48,487	AC	74	Satisfactory	95	0	5	2	9
LAL	TW D	Taxiway	440	4,241	AAC	84	Satisfactory	100	0	0	1	1
LAL	TW D1	Taxiway	526	54,605	AC	100	Good	0	0	0	0	0
LAL	TW E	Taxiway	503	7,208	AAC	100	Good	0	0	0	0	0
LAL	TW E	Taxiway	507	29,771	AAC	100	Good	0	0	0	0	0

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
LAL	TW E	Taxiway	510	171,192	AC	100	Good	0	0	0	0	0
LAL	TW E	Taxiway	525	34,213	AAC	100	Good	0	0	0	0	0
LAL	TW E	Taxiway	540	11,282	AC	47	Poor	79	0	21	1	2
LAL	TW E	Taxiway	545	8,501	AC	51	Poor	84	0	16	1	2
LAL	TW E1	Taxiway	550	84,408	AC	86	Good	100	0	0	3	17
LAL	TW E2	Taxiway	555	5,538	AC	94	Good	100	0	0	1	1
LAL	TW E3	Taxiway	560	4,058	AC	89	Good	100	0	0	1	1
LAL	TW F	Taxiway	610	14,180	AC	100	Good	0	0	0	0	0
LAL	TW F	Taxiway	615	25,205	AAC	100	Good	0	0	0	0	0
LAL	TW F	Taxiway	617	4,131	AAC	94	Good	100	0	0	1	1
LAL	TW F	Taxiway	619	4,591	PCC	18	Serious	8	70	22	1	1
LAL	TW F	Taxiway	620	42,251	AC	94	Good	100	0	0	1	15
LAL	TW FBO	Taxiway	1705	17,881	AC	100	Good	0	0	0	0	0
LAL	TW G	Taxiway	1210	19,829	AC	94	Good	100	0	0	2	4
LAL	TW G	Taxiway	1215	40,578	AC	94	Good	100	0	0	1	8
LAL	TW G	Taxiway	1225	48,847	AC	94	Good	100	0	0	1	9
LAL	TW H	Taxiway	800	16,987	AC	94	Good	100	0	0	1	4
LAL	TW H	Taxiway	805	72,911	AC	91	Good	100	0	0	2	13
LAL	TW H	Taxiway	808	6,347	AAC	94	Good	100	0	0	1	1
LAL	TW H	Taxiway	810	34,008	AC	76	Satisfactory	93	0	7	1	8
LAL	TW J	Taxiway	245	34,168	AAC	100	Good	0	0	0	0	0
LAL	TW J	Taxiway	1103	14,643	AAC	90	Good	100	0	0	1	3
LAL	TW J	Taxiway	1105	38,145	AC	70	Fair	95	0	5	1	7
LAL	TW K	Taxiway	238	18,088	AAC	100	Good	0	0	0	0	0
LAL	TW K	Taxiway	240	29,541	AAC	100	Good	0	0	0	0	0
LAL	TW M	Taxiway	1305	34,978	AC	94	Good	100	0	0	1	8
LAL	TW M	Taxiway	1310	26,447	AC	100	Good	0	0	0	0	0
LAL	TW P	Taxiway	1604	12,432	AAC	100	Good	0	0	0	0	0
LAL	TW P	Taxiway	1605	113,732	AAC	71	Satisfactory	96	0	4	3	24
LAL	TW P2	Taxiway	1608	12,251	AC	100	Good	0	0	0	0	0
LAL	TW P2	Taxiway	1610	17,429	AAC	60	Fair	84	0	16	1	4
LAL	TW S	Taxiway	1905	90,796	AC	100	Good	0	0	0	0	0
LAL	TL AP N	Taxilane	225	15,662	AAC	87	Good	85	0	15	1	3
LAL	TL AP N	Taxilane	235	6,017	AC	100	Good	0	0	0	0	0
LAL	TL AP N	Taxilane	250	32,500	AC	75	Satisfactory	100	0	0	2	7
LAL	TL HANG NW	Taxilane	3800	30,654	AAC	94	Good	100	0	0	1	6
LAL	TL HANG NW	Taxilane	3805	52,048	AAC	94	Good	100	0	0	1	10
LAL	TL HANG NW	Taxilane	3810	20,001	AC	92	Good	100	0	0	1	5
LAL	TL HANG NW	Taxilane	3815	8,990	AC	94	Good	100	0	0	1	3
LAL	TL HANG NW	Taxilane	3820	4,846	PCC	29	Very Poor	11	61	28	1	1
LAL	TL HANG NW	Taxilane	3825	13,703	AC	94	Good	100	0	0	1	4
LAL	TL HANG NW	Taxilane	3830	10,180	PCC	72	Satisfactory	35	0	65	2	4
LAL	TL HANG NW	Taxilane	3835	19,120	PCC	28	Very Poor	8	88	4	1	4
LAL	TL HANG NW	Taxilane	3840	19,300	AC	94	Good	100	0	0	1	4
LAL	TL HANG NW	Taxilane	3845	17,219	AC	66	Fair	94	0	6	1	4
LAL	TL HANG NW	Taxilane	3850	18,572	AC	63	Fair	100	0	0	1	3

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
LAL	TL HANG NW	Taxilane	3855	36,799	AAC	68	Fair	94	0	6	1	7
LAL	TL HANG NW	Taxilane	3860	6,478	AAC	81	Satisfactory	100	0	0	1	1
LAL	TL HANG NW	Taxilane	3865	2,273	PCC	81	Satisfactory	33	49	18	1	1
LAL	TL HANG NW	Taxilane	3870	3,280	PCC	82	Satisfactory	68	16	16	1	1
LAL	TL HANG SW	Taxilane	3905	105,514	AC	49	Poor	99	0	1	3	21
LAL	TL HANG SW	Taxilane	3910	12,763	AC	29	Very Poor	100	0	0	1	3
LAL	TL HANG SW	Taxilane	3915	38,471	PCC	22	Serious	8	67	25	2	7
LAL	TL HANG SW	Taxilane	3920	4,533	PCC	9	Failed	8	68	24	1	1
LAL	TL HANG SW	Taxilane	3925	11,499	AC	15	Serious	86	0	14	1	2
LAL	TL HANG SW	Taxilane	3930	14,742	AC	14	Serious	62	35	3	1	3
LAL	TL HANG SW	Taxilane	3935	4,963	AC	52	Poor	98	0	2	1	1
LAL	TL HANG SW	Taxilane	3940	4,572	PCC	6	Failed	5	57	38	1	1
LAL	TL HANG SW	Taxilane	3945	4,824	PCC	17	Serious	8	58	34	1	1
LAL	TL HANG SW	Taxilane	3950	14,432	AC	33	Very Poor	100	0	0	1	3
LAL	AP CARGO	Apron	4905	272,791	AC	100	Good	0	0	0	0	0
LAL	AP CARGO	Apron	4910	241,404	PCC	100	Good	0	0	0	0	0
LAL	AP CENTER	Apron	4510	304,107	AC	69	Fair	98	0	2	9	61
LAL	AP FBO	Apron	4805	120,000	PCC	100	Good	0	0	0	0	0
LAL	AP N	Apron	4105	80,113	AAC	89	Good	100	0	0	2	15
LAL	AP N	Apron	4115	139,017	AC	73	Satisfactory	100	0	0	3	28
LAL	AP N	Apron	4123	82,949	AC	74	Satisfactory	97	0	3	3	18
LAL	AP N	Apron	4125	80,609	AC	94	Good	100	0	0	3	17
LAL	AP N	Apron	4140	88,156	AAC	100	Good	0	0	0	0	0
LAL	AP N	Apron	4143	67,426	PCC	100	Good	0	0	0	0	0
LAL	AP N	Apron	4145	21,026	AAC	100	Good	0	0	0	0	0
LAL	AP N	Apron	4150	58,693	AAC	77	Satisfactory	35	56	9	2	14
LAL	AP N	Apron	4155	102,262	AAC	76	Satisfactory	100	0	0	3	21
LAL	AP N	Apron	4160	6,608	AC	49	Poor	75	17	8	1	1
LAL	AP NE	Apron	4215	10,562	AAC	100	Good	0	0	0	0	0
LAL	AP RU SW	Apron	5105	7,735	AC	38	Very Poor	63	0	37	1	2
LAL	AP S	Apron	4705	211,428	AAC	80	Satisfactory	88	0	12	5	46
LAL	AP S	Apron	4710	47,426	AAC	88	Good	100	0	0	1	9
LAL	AP S	Apron	4715	27,737	AC	84	Satisfactory	93	0	7	1	5
LAL	AP S	Apron	4720	13,260	AAC	89	Good	100	0	0	1	4
LAL	AP S	Apron	4725	20,517	AC	81	Satisfactory	100	0	0	1	4
LAL	AP S	Apron	4730	33,280	AAC	94	Good	100	0	0	1	7
LAL	AP S	Apron	4735	34,184	AC	94	Good	100	0	0	1	8
LAL	AP SE	Apron	4307	5,199	PCC	29	Very Poor	8	52	40	1	1
LAL	AP SE	Apron	4310	134,895	AAC	69	Fair	95	0	5	4	29
LAL	AP SE	Apron	4312	12,922	AC	94	Good	100	0	0	1	3
LAL	AP SE	Apron	4315	184,412	AC	93	Good	72	0	28	4	38
LAL	AP SE	Apron	4320	60,613	AC	94	Good	100	0	0	3	18
LAL	AP SE	Apron	4325	3,850	PCC	99	Good	0	0	100	1	1
LAL	AP SE	Apron	4330	34,083	PCC	99	Good	0	0	100	2	9

** 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.*



120 PCI = 100	131 PCI = 90	205 PCI = 90	206 PCI = 100	207 PCI = 89	209 PCI = 100	215 PCI = 84	235 PCI = 100	238 PCI = 100	240 PCI = 100	250 PCI = 75	425 PCI = 56
435 PCI = 74	800 PCI = 94	1103 PCI = 90	1105 PCI = 70	1210 PCI = 94	1215 PCI = 94	1225 PCI = 94	1604 PCI = 100	1705 PCI = 100	3810 PCI = 92	3860 PCI = 81	3870 PCI = 82
3910 PCI = 29	3950 PCI = 33	4105 PCI = 89	4115 PCI = 73	4125 PCI = 94	4150 PCI = 77	4510 PCI = 69	4805 PCI = 100	6247 PCI = 100	6252 PCI = 100	6255 PCI = 100	6260 PCI = 100

LAL

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Lakeland Linder International Airport (LAL) was performed in March 2022. The overall area-weighted average PCI value of the network was 88, representing a condition rating of Good. Many areas of the airfield pavement were not inspected due to recent construction in 2020, 2021, and 2022. These areas include the entirety of Runway 10-28 and a portion of Runway 5-23, portion of Taxiway A, Taxiway A1, Taxiway A2, Taxiway A3, Taxiway B, Taxiway C, Taxiway D1, Taxiway E, Taxiway F, Taxiway K, Taxiway P2, North Apron, FBO Apron, and Cargo Apron.

Based on the FAA 5010 Report as of 11/11/2022, the Airport has reported 128,576 operations for 12 months ending 12/31/2021.

4.2.2 Branch-Level Observations

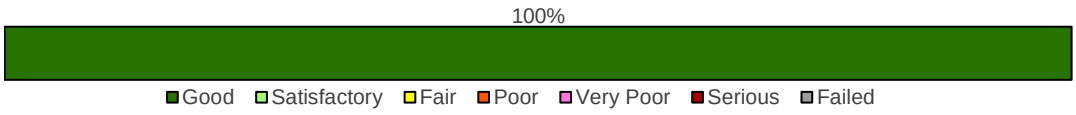
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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 10-28

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 10-28	RUNWAY	4	1,275,000	100	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).



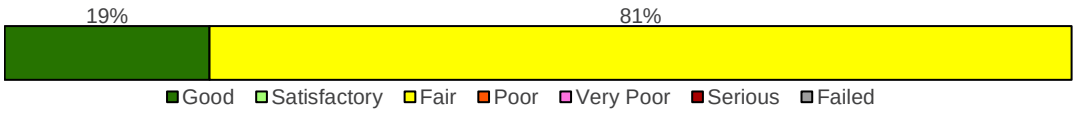
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AC	331,787	100	Good
6110	AC	663,573	100	Good
6165	AC	93,213	100	Good
6170	AC	186,427	100	Good

RW 10-28 consists of 4 flexible pavement sections, totaling 1,275,000 sf. The last major construction date for the branch was 2020. Overall, RW 10-28 is in Good condition with an area-weighted average PCI of 100.

RW 5-23

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 5-23	RUNWAY	9	718,935	74	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: 19% Good (86-100 PCI), 81% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6215	AC	243,056	65	Fair
6220	AC	121,528	68	Fair
6225	AAC	14,166	100	Good
6245	AC	144,316	70	Fair
6247	AAC	21,926	100	Good
6250	AC	72,158	69	Fair
6252	AAC	10,963	100	Good
6255	AAC	60,548	100	Good
6260	AAC	30,274	100	Good

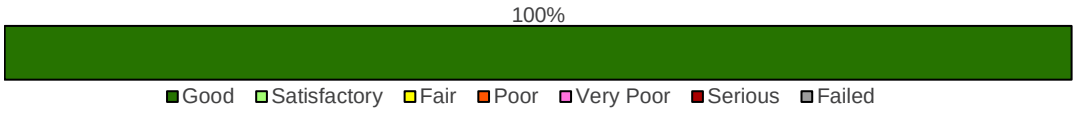
RW 5-23 consists of 9 flexible pavement sections, totaling 718,935 sf. The last major construction dates range from 2005 to 2020, resulting in an area-weighted average age at inspection of 14 years old. Overall, RW 5-23 is in Satisfactory condition with an area-weighted average PCI of 74.

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	628,849	93	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).



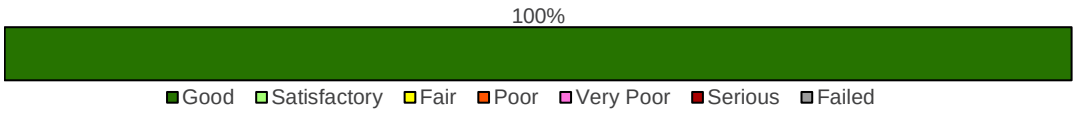
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
105	AAC	120,000	91	Good
110	AAC	49,540	92	Good
130	AAC	283,622	92	Good
131	AAC	57,957	90	Good
150	AC	117,730	100	Good

TW A consists of 5 flexible pavement sections, totaling 628,849 sf. The last major construction dates range from 2018 to 2021, resulting in an area-weighted average age at inspection of 3 years old. Overall, TW A is in Good condition with an area-weighted average PCI of 93.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	2	38,602	96	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).



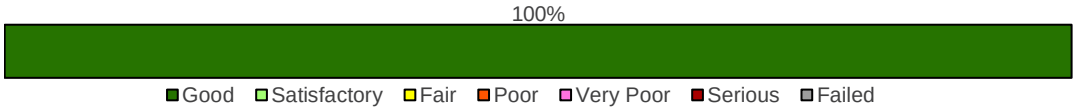
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
103	AAC	17,365	91	Good
104	AC	21,237	100	Good

TW A1 consists of 2 flexible pavement sections, totaling 38,602 sf. The last major construction dates range from 2018 to 2020, resulting in an area-weighted average age at inspection of 2 years old. Overall, TW A1 is in Good condition with an area-weighted average PCI of 96.

TW A2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	1	52,869	100	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).



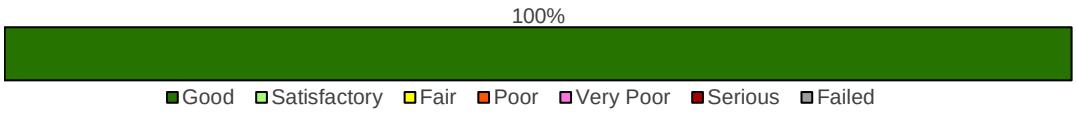
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
115	AC	52,869	100	Good

TW A2 consists of 1 flexible pavement section, totaling 52,869 sf. The last major construction date for the branch was 2020. Overall, TW A2 is in Good condition with an area-weighted average PCI of 100.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	1	46,497	100	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).



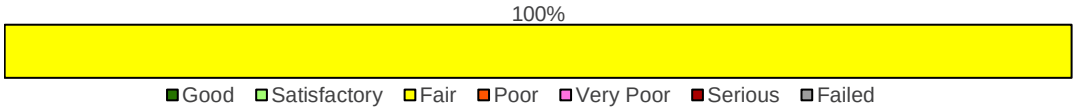
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
120	AC	46,497	100	Good

TW A3 consists of 1 flexible pavement section, totaling 46,497 sf. The last major construction date for the branch was 2020. Overall, TW A3 is in Good condition with an area-weighted average PCI of 100.

TW AP CENT

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW AP CENT	TAXIWAY	1	15,514	56	Fair

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



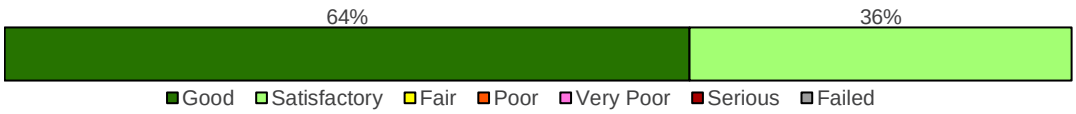
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
425	AC	15,514	56	Fair

TW AP CENT consists of 1 flexible pavement section, totaling 15,514 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW AP CENT is in Fair condition with an area-weighted average PCI of 56.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	6	388,965	93	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: 64% Good (86-100 PCI), 36% Satisfactory (71-85 PCI).



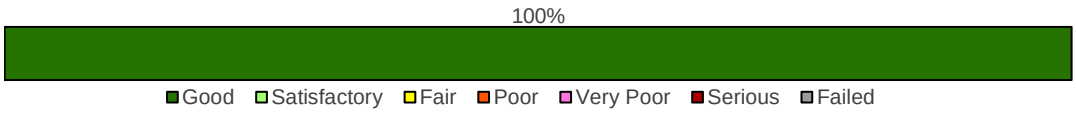
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
205	AAC	38,653	90	Good
206	AC	7,819	100	Good
207	AAC	22,787	89	Good
210	AAC	162,657	100	Good
213	AC	17,827	100	Good
215	AC	139,222	84	Satisfactory

TW B consists of 6 flexible pavement sections, totaling 388,965 sf. The last major construction dates range from 2013 to 2021, resulting in an area-weighted average age at inspection of 4 years old. Overall, TW B is in Good condition with an area-weighted average PCI of 93.

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B1	TAXIWAY	1	19,804	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).



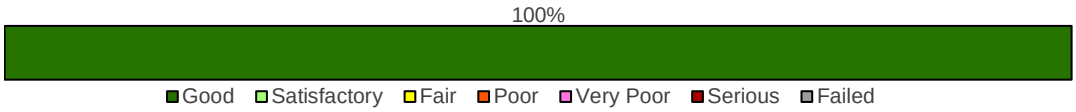
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
217	AC	19,804	89	Good

TW B1 consists of 1 flexible pavement section, totaling 19,804 sf. The last major construction date for the branch was 2013, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW B1 is in Good condition with an area-weighted average PCI of 89.

TW B2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B2	TAXIWAY	1	28,288	100	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).



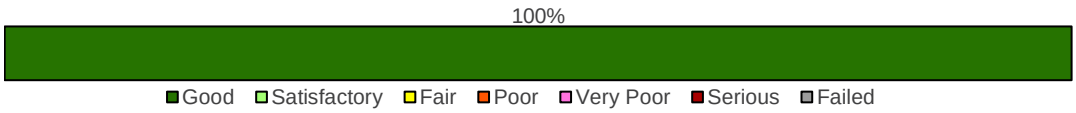
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
209	AAC	28,288	100	Good

TW B2 consists of 1 flexible pavement section, totaling 28,288 sf. The last major construction date for the branch was 2021. Overall, TW B2 is in Good condition with an area-weighted average PCI of 100.

TW B3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B3	TAXIWAY	1	11,810	94	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).



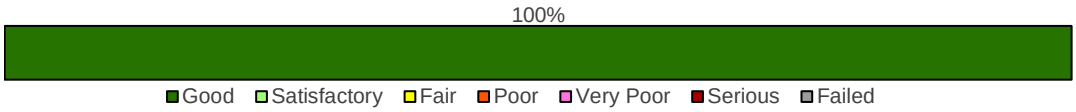
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
230	AAC	11,810	94	Good

TW B3 consists of 1 flexible pavement section, totaling 11,810 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at inspection of 3 years old. Overall, TW B3 is in Good condition with an area-weighted average PCI of 94.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	3	148,591	100	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).



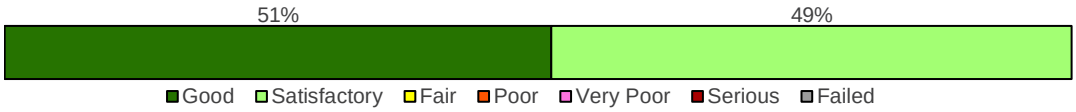
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
305	AC	35,929	100	Good
307	AAC	32,690	100	Good
310	AAC	79,972	100	Good

TW C consists of 3 flexible pavement sections, totaling 148,591 sf. The last major construction date for the branch was 2021. Overall, TW C is in Good condition with an area-weighted average PCI of 100.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	5	273,760	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: 51% Good (86-100 PCI), 49% Satisfactory (71-85 PCI).



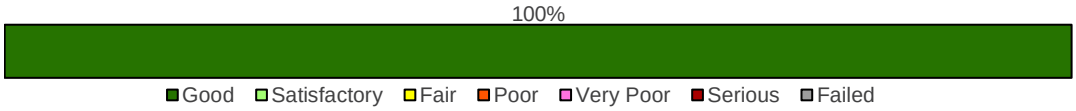
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
403	AC	87,308	91	Good
405	AC	80,693	83	Satisfactory
410	AC	53,031	88	Good
435	AC	48,487	74	Satisfactory
440	AAC	4,241	84	Satisfactory

TW D consists of 5 flexible pavement sections, totaling 273,760 sf. The last major construction dates range from 2013 to 2016, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 85.

TW D1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D1	TAXIWAY	1	54,605	100	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).



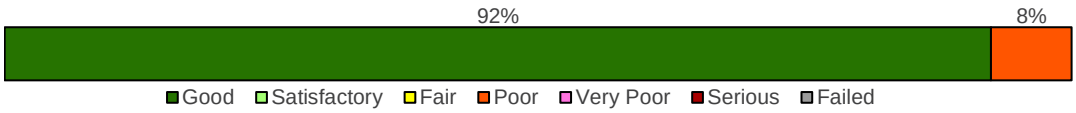
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
526	AC	54,605	100	Good

TW D1 consists of 1 flexible pavement section, totaling 54,605 sf. The last major construction date for the branch was 2022. Overall, TW D1 is in Good condition with an area-weighted average PCI of 100.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	6	262,167	96	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: 92% Good (86-100 PCI), 8% Poor (41-55 PCI).



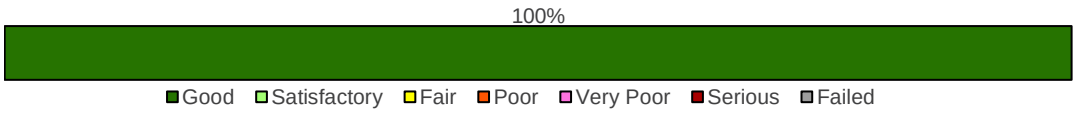
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
503	AAC	7,208	100	Good
507	AAC	29,771	100	Good
510	AC	171,192	100	Good
525	AAC	34,213	100	Good
540	AC	11,282	47	Poor
545	AC	8,501	51	Poor

TW E consists of 6 flexible pavement sections, totaling 262,167 sf. The last major construction dates range from 1999 to 2022, resulting in an area-weighted average age at inspection of 2 years old. Overall, TW E is in Good condition with an area-weighted average PCI of 96.

TW E1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E1	TAXIWAY	1	84,408	86	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).



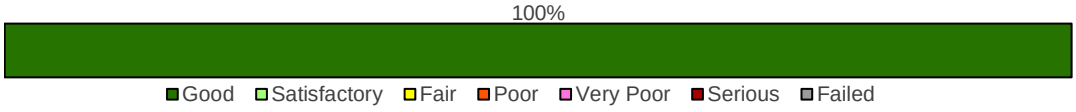
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
550	AC	84,408	86	Good

TW E1 consists of 1 flexible pavement section, totaling 84,408 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 8 years old. Overall, TW E1 is in Good condition with an area-weighted average PCI of 86.

TW E2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E2	TAXIWAY	1	5,538	94	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).



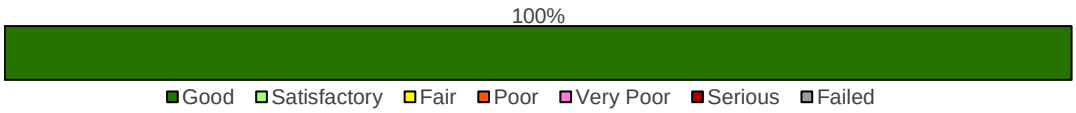
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
555	AC	5,538	94	Good

TW E2 consists of 1 flexible pavement section, totaling 5,538 sf. The last major construction date for the branch was 2017, resulting in an area-weighted average age at inspection of 5 years old. Overall, TW E2 is in Good condition with an area-weighted average PCI of 94.

TW E3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E3	TAXIWAY	1	4,058	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).



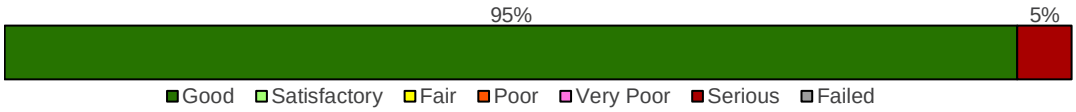
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
560	AC	4,058	89	Good

TW E3 consists of 1 flexible pavement section, totaling 4,058 sf. The last major construction date for the branch was 2016, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW E3 is in Good condition with an area-weighted average PCI of 89.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	5	90,358	93	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% Serious (11-25 PCI).



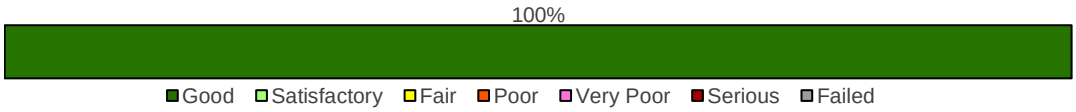
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
610	AC	14,180	100	Good
615	AAC	25,205	100	Good
617	AAC	4,131	94	Good
619	PCC	4,591	18	Serious
620	AC	42,251	94	Good

TW F consists of 4 flexible and 1 rigid pavement sections, totaling 90,358 sf. The last major construction dates range from 1944 to 2020, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW F is in Good condition with an area-weighted average PCI of 93.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	3	109,254	94	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).



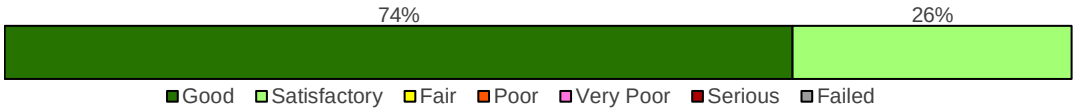
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1210	AC	19,829	94	Good
1215	AC	40,578	94	Good
1225	AC	48,847	94	Good

TW G consists of 3 flexible pavement sections, totaling 109,254 sf. The last major construction date for the branch was 2017, resulting in an area-weighted average age at inspection of 5 years old. Overall, TW G is in Good condition with an area-weighted average PCI of 94.

TW H

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW H	TAXIWAY	4	130,253	88	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: 74% Good (86-100 PCI), 26% Satisfactory (71-85 PCI).



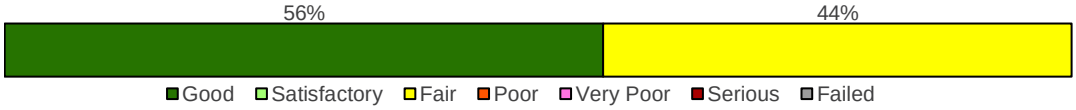
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
800	AC	16,987	94	Good
805	AC	72,911	91	Good
808	AAC	6,347	94	Good
810	AC	34,008	76	Satisfactory

TW H consists of 4 flexible pavement sections, totaling 130,253 sf. The last major construction dates range from 2011 to 2019, resulting in an area-weighted average age at inspection of 5 years old. Overall, TW H is in Good condition with an area-weighted average PCI of 88.

TW J

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW J	TAXIWAY	3	86,956	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: 56% Good (86-100 PCI), 44% Fair (56-70 PCI).



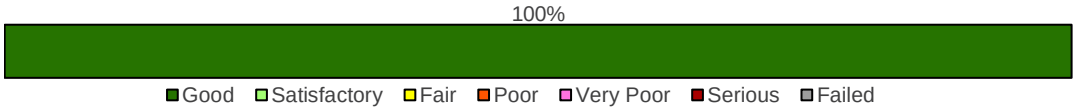
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1103	AAC	14,643	90	Good
1105	AC	38,145	70	Fair
245	AAC	34,168	100	Good

TW J consists of 3 flexible pavement sections, totaling 86,956 sf. The last major construction dates range from 2011 to 2020, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW J is in Satisfactory condition with an area-weighted average PCI of 85.

TW M

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW M	TAXIWAY	2	61,425	97	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).



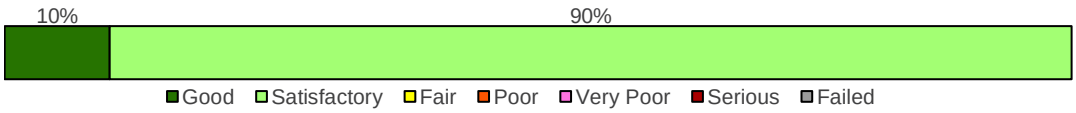
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1305	AC	34,978	94	Good
1310	AC	26,447	100	Good

TW M consists of 2 flexible pavement sections, totaling 61,425 sf. The last major construction dates range from 2018 to 2020, resulting in an area-weighted average age at inspection of 2 years old. Overall, TW M is in Good condition with an area-weighted average PCI of 97.

TW P

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW P	TAXIWAY	2	126,164	74	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: 10% Good (86-100 PCI), 90% Satisfactory (71-85 PCI).



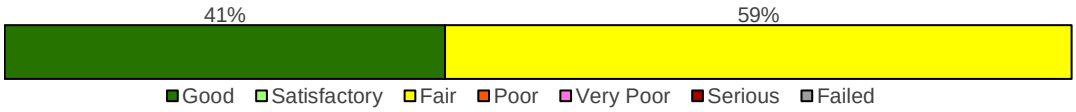
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1604	AAC	12,432	100	Good
1605	AAC	113,732	71	Satisfactory

TW P consists of 2 flexible pavement sections, totaling 126,164 sf. The last major construction dates range from 2008 to 2020, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW P is in Satisfactory condition with an area-weighted average PCI of 74.

TW P2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW P2	TAXIWAY	2	29,680	77	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: 41% Good (86-100 PCI), 59% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1608	AC	12,251	100	Good
1610	AAC	17,429	60	Fair

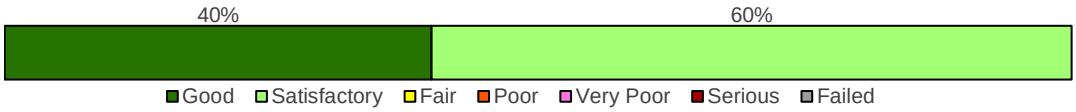
TW P2 consists of 2 flexible pavement sections, totaling 29,680 sf. The last major construction dates range from 2008 to 2020, resulting in an area-weighted average age at inspection of 8 years old. Overall, TW P2 is in Satisfactory condition with an area-weighted average PCI of 77.

Taxilanes

TL AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL AP N	TAXILANE	3	54,179	81	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: 40% Good (86-100 PCI), 60% Satisfactory (71-85 PCI).



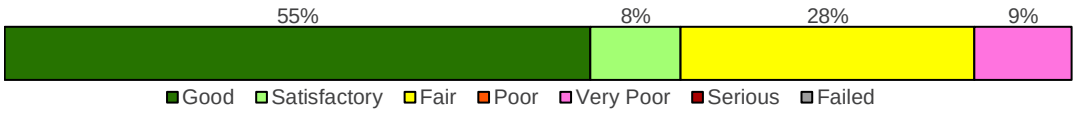
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
225	AAC	15,662	87	Good
235	AC	6,017	100	Good
250	AC	32,500	75	Satisfactory

TL AP N consists of 3 flexible pavement sections, totaling 54,179 sf. The last major construction dates range from 2015 to 2021, resulting in an area-weighted average age at inspection of 6 years old. Overall, TL AP N is in Satisfactory condition with an area-weighted average PCI of 81.

TL HANG NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL HANG NW	TAXILANE	15	263,463	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: 55% Good (86-100 PCI), 8% Satisfactory (71-85 PCI), 28% Fair (56-70 PCI), 9% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3800	AAC	30,654	94	Good
3805	AAC	52,048	94	Good
3810	AC	20,001	92	Good
3815	AC	8,990	94	Good
3820	PCC	4,846	29	Very Poor
3825	AC	13,703	94	Good
3830	PCC	10,180	72	Satisfactory
3835	PCC	19,120	28	Very Poor
3840	AC	19,300	94	Good
3845	AC	17,219	66	Fair
3850	AC	18,572	63	Fair
3855	AAC	36,799	68	Fair

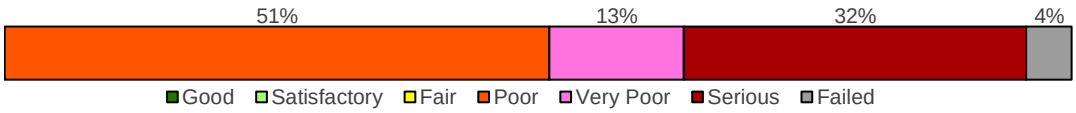
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3860	AAC	6,478	81	Satisfactory
3865	PCC	2,273	81	Satisfactory
3870	PCC	3,280	82	Satisfactory

TL HANG NW consists of 10 flexible and 5 rigid pavement sections, totaling 263,463 sf. The last major construction dates range from 1944 to 2019, resulting in an area-weighted average age at inspection of 9 years old. Overall, TL HANG NW is in Satisfactory condition with an area-weighted average PCI of 79.

TL HANG SW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL HANG SW	TAXILANE	10	216,313	35	Very Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 51% Poor (41-55 PCI), 13% Very Poor (26-40 PCI), 32% Serious (11-25 PCI), 4% Failed (0-10 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3905	AC	105,514	49	Poor
3910	AC	12,763	29	Very Poor
3915	PCC	38,471	22	Serious
3920	PCC	4,533	9	Failed
3925	AC	11,499	15	Serious
3930	AC	14,742	14	Serious
3935	AC	4,963	52	Poor
3940	PCC	4,572	6	Failed
3945	PCC	4,824	17	Serious
3950	AC	14,432	33	Very Poor

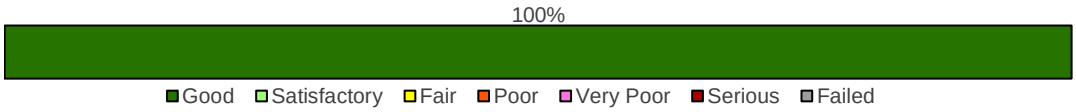
TL HANG SW consists of 6 flexible and 4 rigid pavement sections, totaling 216,313 sf. The last major construction dates range from 1944 to 1999, resulting in an area-weighted average age at inspection of 40 years old. Overall, TL HANG SW is in Very Poor condition with an area-weighted average PCI of 35.

Aprons

AP CARGO

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP CARGO	APRON	2	514,195	100	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).



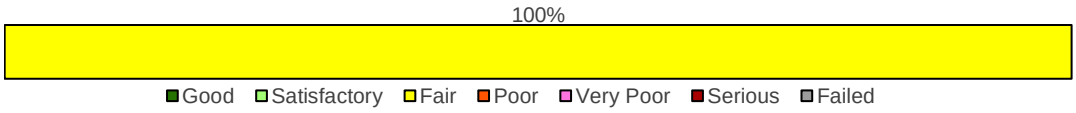
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4905	AC	272,791	100	Good
4910	PCC	241,404	100	Good

AP CARGO consists of 1 flexible and 1 rigid pavement sections, totaling 514,195 sf. The last major construction date for the branch was 2020. Overall, AP CARGO is in Good condition with an area-weighted average PCI of 100.

AP CENTER

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP CENTER	APRON	1	304,107	69	Fair

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



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4510	AC	304,107	69	Fair

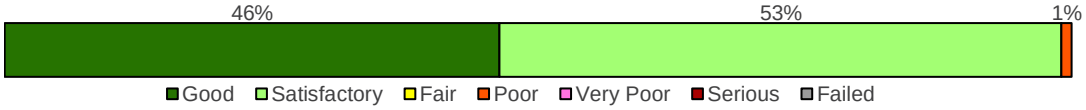
AP CENTER consists of 1 flexible pavement section, totaling 304,107 sf. The last major construction date for the branch was 2015, resulting in an area-weighted average age at

inspection of 7 years old. Overall, AP CENTER is in Fair condition with an area-weighted average PCI of 69.

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	10	726,859	84	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: 46% Good (86-100 PCI), 53% Satisfactory (71-85 PCI), 1% Poor (41-55 PCI).



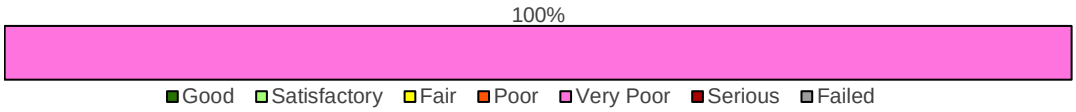
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AAC	80,113	89	Good
4115	AC	139,017	73	Satisfactory
4123	AC	82,949	74	Satisfactory
4125	AC	80,609	94	Good
4140	AAC	88,156	100	Good
4143	PCC	67,426	100	Good
4145	AAC	21,026	100	Good
4150	AAC	58,693	77	Satisfactory
4155	AAC	102,262	76	Satisfactory
4160	AC	6,608	49	Poor

AP N consists of 9 flexible and 1 rigid pavement sections, totaling 726,859 sf. The last major construction dates range from 1999 to 2020, resulting in an area-weighted average age at inspection of 6 years old. Overall, AP N is in Satisfactory condition with an area-weighted average PCI of 84.

AP RU SW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU SW	APRON	1	7,735	38	Very Poor

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



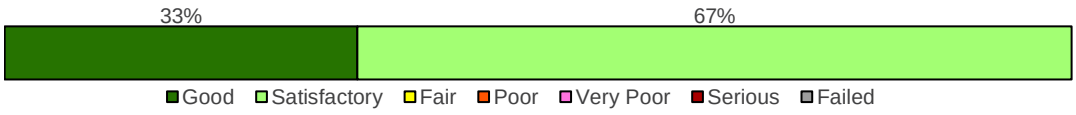
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5105	AC	7,735	38	Very Poor

AP RU SW consists of 1 flexible pavement section, totaling 7,735 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 22 years old. Overall, AP RU SW is in Very Poor condition with an area-weighted average PCI of 38.

AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP S	APRON	7	387,832	84	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: 33% Good (86-100 PCI), 67% Satisfactory (71-85 PCI).



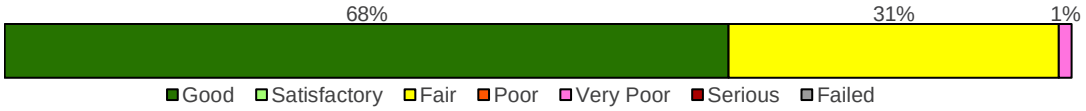
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4705	AAC	211,428	80	Satisfactory
4710	AAC	47,426	88	Good
4715	AC	27,737	84	Satisfactory
4720	AAC	13,260	89	Good
4725	AC	20,517	81	Satisfactory
4730	AAC	33,280	94	Good
4735	AC	34,184	94	Good

AP S consists of 7 flexible pavement sections, totaling 387,832 sf. The last major construction dates range from 2014 to 2017, resulting in an area-weighted average age at inspection of 8 years old. Overall, AP S is in Satisfactory condition with an area-weighted average PCI of 84.

AP SE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP SE	APRON	7	435,974	86	Good

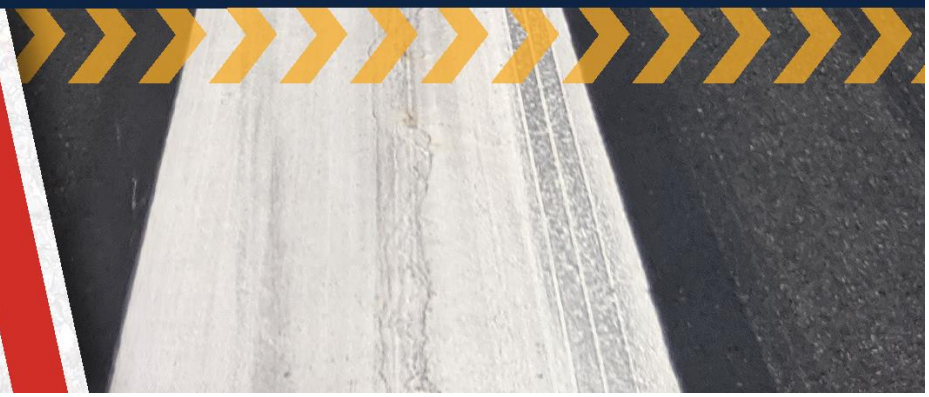
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 68% Good (86-100 PCI), 31% Fair (56-70 PCI), 1% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4307	PCC	5,199	29	Very Poor
4310	AAC	134,895	69	Fair
4312	AC	12,922	94	Good
4315	AC	184,412	93	Good
4320	AC	60,613	94	Good
4325	PCC	3,850	99	Good
4330	PCC	34,083	99	Good

AP SE consists of 4 flexible and 3 rigid pavement sections, totaling 435,974 sf. The last major construction dates range from 1944 to 2019, resulting in an area-weighted average age at inspection of 10 years old. Overall, AP SE is in Good condition with an area-weighted average PCI of 86.

Chapter 5: SAPMP Customization



Chapter 5 – SAPMP Customization

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

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

5.1 Network-Level Customization

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

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

5.2 Pavement Condition Forecasts

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

5.2.1 Forecasting PCI Considerations

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

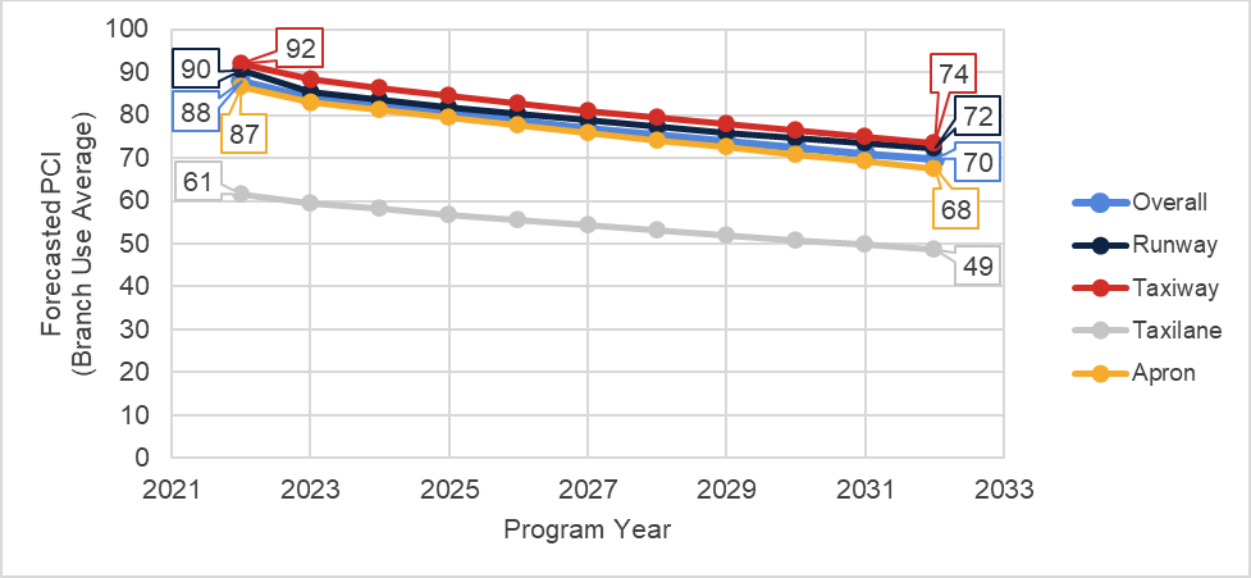
5.2.2 Performance Models

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

5.2.3 Branch-Level Pavement Condition Forecast

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

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	RW 5-23	6215	65	64	64	63	63	62	62	61	60	59	58
LAL	RW 5-23	6220	68	67	67	66	66	65	65	64	64	63	63
LAL	RW 5-23	6225	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6245	70	69	68	68	67	67	66	66	65	65	64
LAL	RW 5-23	6247	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6250	69	68	68	67	67	66	66	65	65	64	64
LAL	RW 5-23	6252	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6255	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6260	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 10-28	6105	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6110	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6165	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6170	100	93	90	88	86	84	82	81	79	78	76
LAL	TW A	105	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A	110	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	130	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	131	90	87	85	83	81	80	78	76	75	74	72
LAL	TW A	150	100	96	94	92	90	88	86	84	82	81	79
LAL	TW A1	103	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A1	104	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A2	115	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A3	120	100	94	92	90	88	86	84	82	81	79	78
LAL	TW AP CENT	425	56	55	55	55	54	54	53	53	52	52	51
LAL	TW B	205	90	87	85	83	81	80	78	76	75	74	72
LAL	TW B	206	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	207	89	86	84	82	81	79	77	76	74	73	72
LAL	TW B	210	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B	213	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	215	84	82	80	79	77	76	74	73	72	71	70
LAL	TW B1	217	89	86	85	83	81	80	78	77	75	74	73
LAL	TW B2	209	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B3	230	94	91	89	87	85	83	81	79	78	76	75
LAL	TW C	305	100	96	94	92	90	88	86	84	82	81	79

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TW C	307	100	94	92	90	87	85	84	82	80	78	77
LAL	TW C	310	100	94	92	90	87	85	84	82	80	78	77
LAL	TW D	403	91	88	86	85	83	81	80	78	77	75	74
LAL	TW D	405	83	81	79	78	76	75	74	73	71	70	69
LAL	TW D	410	88	86	84	82	80	79	77	76	75	73	72
LAL	TW D	435	74	72	71	70	69	68	67	66	66	65	64
LAL	TW D	440	84	82	80	78	77	75	74	72	71	70	68
LAL	TW D1	526	100	96	94	92	90	88	86	84	83	81	79
LAL	TW E	503	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	507	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	510	100	96	94	92	90	88	86	84	83	81	79
LAL	TW E	525	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	540	47	46	45	44	43	42	41	40	39	37	36
LAL	TW E	545	51	50	50	49	48	47	47	46	45	44	43
LAL	TW E1	550	86	84	82	80	79	77	76	75	73	72	71
LAL	TW E2	555	94	91	89	87	85	84	82	80	79	77	76
LAL	TW E3	560	89	86	85	83	81	80	78	77	75	74	73
LAL	TW F	610	100	94	92	90	88	86	84	82	81	79	78
LAL	TW F	615	100	94	91	89	87	85	83	81	80	78	76
LAL	TW F	617	94	91	89	87	85	83	81	79	78	76	75
LAL	TW F	619	18	18	17	17	16	16	15	15	14	14	13
LAL	TW F	620	94	91	89	87	85	84	82	80	79	77	76
LAL	TW FBO	1705	100	95	92	90	88	86	85	83	81	80	78
LAL	TW G	1210	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1215	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1225	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	800	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	805	91	88	86	85	83	81	80	78	77	75	74
LAL	TW H	808	94	91	89	87	85	83	81	79	78	76	75
LAL	TW H	810	76	74	73	72	71	70	69	68	67	66	65
LAL	TW J	245	100	94	91	89	87	85	83	81	80	78	76
LAL	TW J	1103	90	87	85	83	81	80	78	76	75	74	72
LAL	TW J	1105	70	69	68	67	66	65	64	64	63	62	62
LAL	TW K	238	100	94	92	90	87	85	84	82	80	78	77
LAL	TW K	240	100	94	92	90	87	85	84	82	80	78	77
LAL	TW M	1305	94	91	89	87	85	84	82	80	79	77	76
LAL	TW M	1310	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P	1604	100	94	91	89	87	85	83	81	80	78	76
LAL	TW P	1605	71	69	68	67	66	65	64	63	62	62	61

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TW P2	1608	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P2	1610	60	59	58	58	57	56	56	55	54	53	52
LAL	TW S	1905	100	96	94	92	90	88	86	84	83	81	79
LAL	TL AP N	225	87	84	82	81	79	77	76	74	73	72	70
LAL	TL AP N	235	100	95	92	90	88	86	85	83	81	80	78
LAL	TL AP N	250	75	73	72	71	70	69	68	67	66	65	65
LAL	TL HANG NW	3800	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3805	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3810	92	89	87	85	84	82	80	79	77	76	75
LAL	TL HANG NW	3815	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3820	29	27	26	24	23	22	21	20	19	19	18
LAL	TL HANG NW	3825	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3830	72	71	69	68	67	66	64	63	61	60	58
LAL	TL HANG NW	3835	28	26	25	23	22	21	20	19	19	18	18
LAL	TL HANG NW	3840	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3845	66	65	64	64	63	62	62	61	61	60	60
LAL	TL HANG NW	3850	63	62	62	61	61	60	60	59	59	58	58
LAL	TL HANG NW	3855	68	67	66	65	64	63	62	61	60	60	59
LAL	TL HANG NW	3860	81	79	77	76	74	73	71	70	69	68	67
LAL	TL HANG NW	3865	81	80	80	79	79	78	77	77	76	75	74
LAL	TL HANG NW	3870	82	81	81	81	80	80	79	78	78	77	76
LAL	TL HANG SW	3905	49	48	47	47	46	45	44	43	42	41	40
LAL	TL HANG SW	3910	29	27	25	23	21	19	16	14	12	10	8
LAL	TL HANG SW	3915	22	21	20	19	18	18	18	17	17	16	16
LAL	TL HANG SW	3920	9	8	8	7	7	7	6	6	5	5	4
LAL	TL HANG SW	3925	15	12	10	8	6	3	1	0	0	0	0
LAL	TL HANG SW	3930	14	11	9	7	5	2	0	0	0	0	0
LAL	TL HANG SW	3935	52	51	51	50	49	49	48	47	47	46	45
LAL	TL HANG SW	3940	6	5	5	4	4	4	3	3	2	2	1
LAL	TL HANG SW	3945	17	16	16	15	15	15	14	14	13	13	12
LAL	TL HANG SW	3950	33	31	29	27	26	24	22	20	17	15	13
LAL	AP CARGO	4905	100	92	90	88	86	84	82	80	78	76	74
LAL	AP CARGO	4910	100	96	95	94	92	91	90	89	88	87	85
LAL	AP CENTER	4510	69	67	66	64	63	62	61	60	59	58	57
LAL	AP FBO	4805	100	97	96	95	94	93	91	90	89	88	87
LAL	AP N	4105	89	86	84	82	79	77	75	73	71	69	66
LAL	AP N	4115	73	71	69	68	66	65	64	63	61	60	59
LAL	AP N	4123	74	72	70	69	67	66	64	63	62	61	60
LAL	AP N	4125	94	91	89	87	85	83	81	79	77	75	73

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	AP N	4140	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4143	100	97	96	95	93	92	91	90	89	88	86
LAL	AP N	4145	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4150	77	74	72	70	67	65	63	61	59	57	54
LAL	AP N	4155	76	73	71	69	66	64	62	60	58	56	53
LAL	AP N	4160	49	48	47	46	45	44	43	41	40	38	36
LAL	AP NE	4215	100	95	92	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	38	35	33	30	28	24	21	18	15	13	10
LAL	AP S	4705	80	77	75	73	70	68	66	64	62	60	57
LAL	AP S	4710	88	85	83	81	78	76	74	72	70	68	65
LAL	AP S	4715	84	81	79	77	76	74	72	71	69	68	66
LAL	AP S	4720	89	86	84	82	79	77	75	73	71	69	66
LAL	AP S	4725	81	78	77	75	73	71	70	68	67	65	64
LAL	AP S	4730	94	91	89	87	84	82	80	78	76	74	71
LAL	AP S	4735	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4307	29	27	26	25	24	23	22	20	19	18	17
LAL	AP SE	4310	69	66	64	62	59	57	55	53	51	49	46
LAL	AP SE	4312	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4315	93	90	88	86	84	82	80	78	76	74	73
LAL	AP SE	4320	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4325	99	97	96	95	94	93	92	90	89	88	87
LAL	AP SE	4330	99	97	96	95	94	93	92	90	89	88	87

5.3 Critical PCI Value

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

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

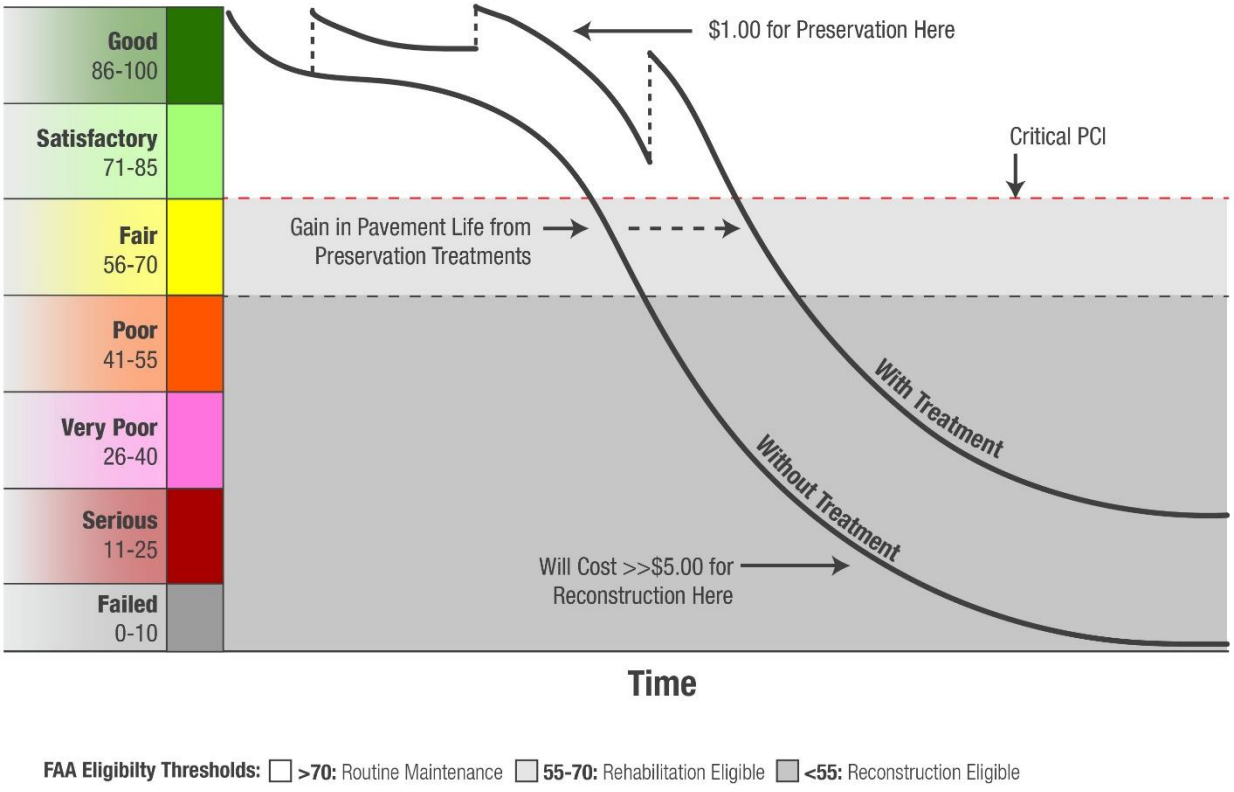


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

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

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

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

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

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

Runway	Taxiway	Apron
70	70	70

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

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

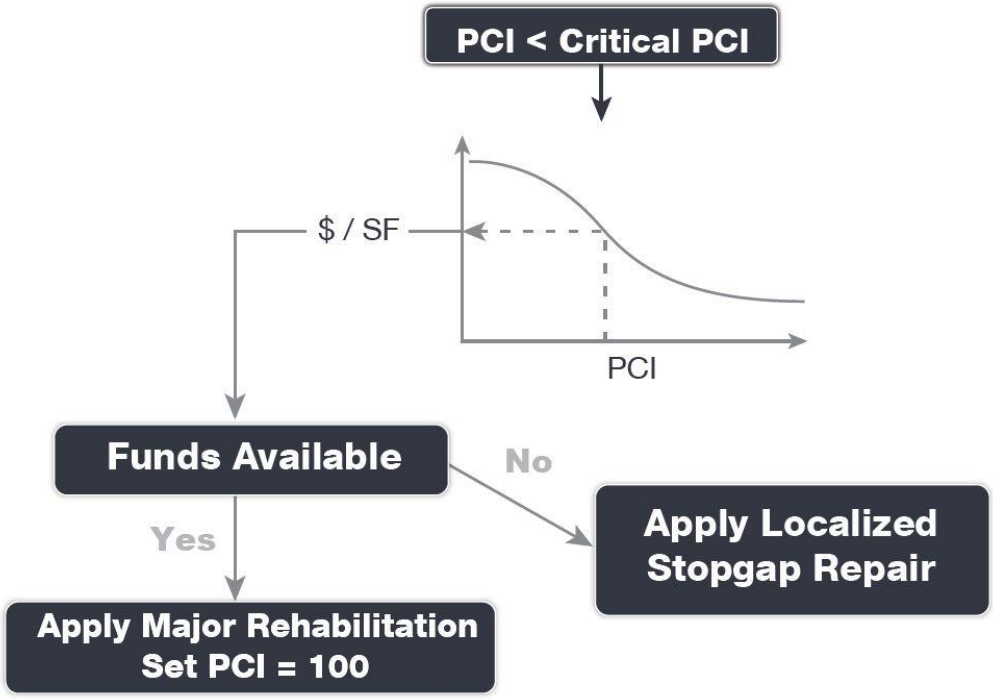
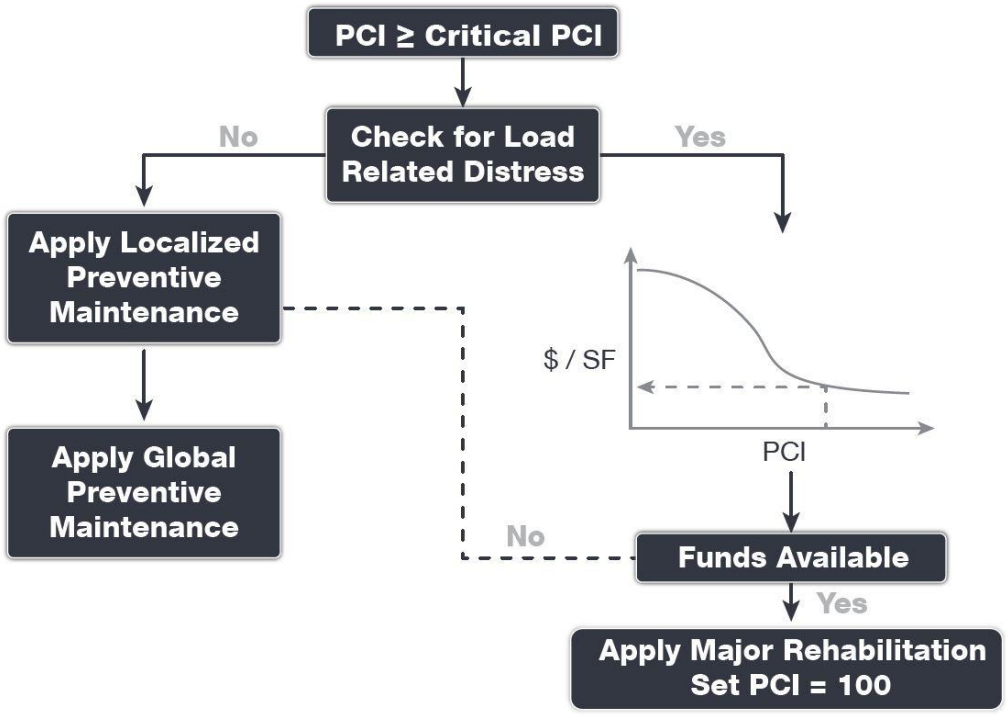


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

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

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

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

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

5.4.1 Localized Maintenance and Repair Approach

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

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

5.4.2 Localized Work Types

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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

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

Grinding

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

Monitor Pavement

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

PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

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

PCC Slab Replacement

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

Surface Seal

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

5.4.3 Localized Maintenance Planning-Level Unit Costs

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

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

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

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

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

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

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

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

5.4.4 Localized Maintenance and Repair Policy

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

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

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

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

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

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

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

5.5 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay.

5.5.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (ACSM) Survey, topographic survey, utilities survey, environmental, or site-specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this Report.

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

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

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

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets. **This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.**

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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

5.5.2 Major Rehabilitation Planning-Level Unit Costs

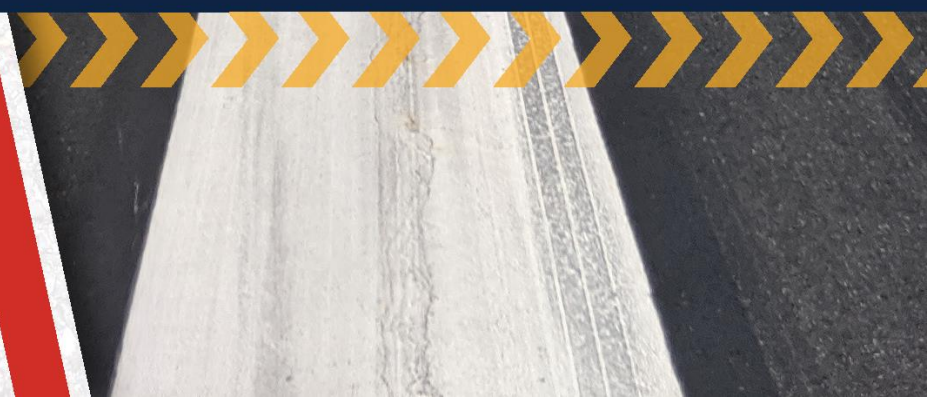
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs. **Table 5.5.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

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

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

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

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

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

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

Work Category	Cost
Preventive	$ 114,480
Stopgap	$ 150,330
Planning-Level Localized M&R Needs =	***$ 264,810***

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

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

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

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing	478	LF	$ 1,930
	Surface Seal	132,402	SF	$ 99,350
	PCC Joint Seal	1,038	LF	$ 4,420
	PCC Partial-Depth Patching	4	SF	$ 780
	PCC Full-Depth Patching	123	SF	$ 8,000
Localized Stopgap Maintenance	AC Partial-Depth Patching	6,675	SF	$ 31,730
	AC Full-Depth Patching	398	SF	$ 4,590
	PCC Crack Sealing	2,037	LF	$ 14,330
	PCC Joint Seal	5,959	LF	$ 25,390
	PCC Partial-Depth Patching	267	SF	$ 45,190
	PCC Full-Depth Patching	216	SF	$ 14,100
	PCC Slab Replacement	291	SF	$ 15,000

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
LAL	RW 5-23	6215	243,056	65	65	$ -
LAL	RW 5-23	6220	121,528	68	68	$ -
LAL	RW 5-23	6225	14,166	100	100	$ -
LAL	RW 5-23	6245	144,316	70	70	$ -
LAL	RW 5-23	6247	21,926	100	100	$ -
LAL	RW 5-23	6250	72,158	69	69	$ -
LAL	RW 5-23	6252	10,963	100	100	$ -
LAL	RW 5-23	6255	60,548	100	100	$ -
LAL	RW 5-23	6260	30,274	100	100	$ -
LAL	RW 10-28	6105	331,787	100	100	$ -
LAL	RW 10-28	6110	663,573	100	100	$ -
LAL	RW 10-28	6165	93,213	100	100	$ -
LAL	RW 10-28	6170	186,427	100	100	$ -
LAL	TW A	105	120,000	91	91	$ -
LAL	TW A	110	49,540	92	92	$ -
LAL	TW A	130	283,622	92	92	$ 320
LAL	TW A	131	57,957	90	90	$ -
LAL	TW A	150	117,730	100	100	$ -
LAL	TW A1	103	17,365	91	91	$ -
LAL	TW A1	104	21,237	100	100	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
LAL	TW A2	115	52,869	100	100	$ -
LAL	TW A3	120	46,497	100	100	$ -
LAL	TW AP CENT	425	15,514	56	56	$ -
LAL	TW B	205	38,653	90	90	$ -
LAL	TW B	206	7,819	100	100	$ -
LAL	TW B	207	22,787	89	89	$ -
LAL	TW B	210	162,657	100	100	$ -
LAL	TW B	213	17,827	100	100	$ -
LAL	TW B	215	139,222	84	84	$ -
LAL	TW B1	217	19,804	89	89	$ -
LAL	TW B2	209	28,288	100	100	$ -
LAL	TW B3	230	11,810	94	94	$ -
LAL	TW C	305	35,929	100	100	$ -
LAL	TW C	307	32,690	100	100	$ -
LAL	TW C	310	79,972	100	100	$ -
LAL	TW D	403	87,308	91	92	$ 550
LAL	TW D	405	80,693	83	83	$ -
LAL	TW D	410	53,031	88	88	$ -
LAL	TW D	435	48,487	74	75	$ 60
LAL	TW D	440	4,241	84	84	$ -
LAL	TW D1	526	54,605	100	100	$ -
LAL	TW E	503	7,208	100	100	$ -
LAL	TW E	507	29,771	100	100	$ -
LAL	TW E	510	171,192	100	100	$ -
LAL	TW E	525	34,213	100	100	$ -
LAL	TW E	540	11,282	47	48	$ 670
LAL	TW E	545	8,501	51	51	$ -
LAL	TW E1	550	84,408	86	86	$ -
LAL	TW E2	555	5,538	94	94	$ -
LAL	TW E3	560	4,058	89	94	$ 310
LAL	TW F	610	14,180	100	100	$ -
LAL	TW F	615	25,205	100	100	$ -
LAL	TW F	617	4,131	94	94	$ -
LAL	TW F	619	4,591	18	35	$ 9,220
LAL	TW F	620	42,251	94	94	$ -
LAL	TW FBO	1705	17,881	100	100	$ -
LAL	TW G	1210	19,829	94	94	$ 40
LAL	TW G	1215	40,578	94	94	$ -
LAL	TW G	1225	48,847	94	94	$ -
LAL	TW H	800	16,987	94	94	$ -
LAL	TW H	805	72,911	91	91	$ -
LAL	TW H	808	6,347	94	94	$ -
LAL	TW H	810	34,008	76	81	$ 630
LAL	TW J	245	34,168	100	100	$ -
LAL	TW J	1103	14,643	90	90	$ -
LAL	TW J	1105	38,145	70	70	$ -
LAL	TW K	238	18,088	100	100	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
LAL	TW K	240	29,541	100	100	$ -
LAL	TW M	1305	34,978	94	94	$ -
LAL	TW M	1310	26,447	100	100	$ -
LAL	TW P	1604	12,432	100	100	$ -
LAL	TW P	1605	113,732	71	87	$ 85,200
LAL	TW P2	1608	12,251	100	100	$ -
LAL	TW P2	1610	17,429	60	60	$ -
LAL	TW S	1905	90,796	100	100	$ -
LAL	TL AP N	225	15,662	87	87	$ -
LAL	TL AP N	235	6,017	100	100	$ -
LAL	TL AP N	250	32,500	75	75	$ -
LAL	TL HANG NW	3800	30,654	94	94	$ -
LAL	TL HANG NW	3805	52,048	94	94	$ -
LAL	TL HANG NW	3810	20,001	92	92	$ -
LAL	TL HANG NW	3815	8,990	94	94	$ -
LAL	TL HANG NW	3820	4,846	29	57	$ 5,810
LAL	TL HANG NW	3825	13,703	94	94	$ -
LAL	TL HANG NW	3830	10,180	72	91	$ 10,670
LAL	TL HANG NW	3835	19,120	28	34	$ 790
LAL	TL HANG NW	3840	19,300	94	94	$ -
LAL	TL HANG NW	3845	17,219	66	66	$ -
LAL	TL HANG NW	3850	18,572	63	63	$ -
LAL	TL HANG NW	3855	36,799	68	68	$ -
LAL	TL HANG NW	3860	6,478	81	84	$ 250
LAL	TL HANG NW	3865	2,273	81	86	$ 1,190
LAL	TL HANG NW	3870	3,280	82	94	$ 1,330
LAL	TL HANG SW	3905	105,514	49	55	$ 10,440
LAL	TL HANG SW	3910	12,763	29	29	$ -
LAL	TL HANG SW	3915	38,471	22	39	$ 39,240
LAL	TL HANG SW	3920	4,533	9	40	$ 9,740
LAL	TL HANG SW	3925	11,499	15	25	$ 13,730
LAL	TL HANG SW	3930	14,742	14	21	$ 11,470
LAL	TL HANG SW	3935	4,963	52	52	$ -
LAL	TL HANG SW	3940	4,572	6	35	$ 24,640
LAL	TL HANG SW	3945	4,824	17	45	$ 10,890
LAL	TL HANG SW	3950	14,432	33	33	$ -
LAL	AP CARGO	4905	272,791	100	100	$ -
LAL	AP CARGO	4910	241,404	100	100	$ -
LAL	AP CENTER	4510	304,107	69	69	$ -
LAL	AP FBO	4805	120,000	100	100	$ -
LAL	AP N	4105	80,113	89	89	$ -
LAL	AP N	4115	139,017	73	76	$ 3,850
LAL	AP N	4123	82,949	74	77	$ 2,230
LAL	AP N	4125	80,609	94	94	$ -
LAL	AP N	4140	88,156	100	100	$ -
LAL	AP N	4143	67,426	100	100	$ -
LAL	AP N	4145	21,026	100	100	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
LAL	AP N	4150	58,693	77	77	$ -
LAL	AP N	4155	102,262	76	77	$ 1,490
LAL	AP N	4160	6,608	49	49	$ -
LAL	AP NE	4215	10,562	100	100	$ -
LAL	AP RU SW	5105	7,735	38	38	$ -
LAL	AP S	4705	211,428	80	82	$ 6,120
LAL	AP S	4710	47,426	88	88	$ -
LAL	AP S	4715	27,737	84	85	$ 210
LAL	AP S	4720	13,260	89	89	$ -
LAL	AP S	4725	20,517	81	81	$ -
LAL	AP S	4730	33,280	94	94	$ -
LAL	AP S	4735	34,184	94	94	$ -
LAL	AP SE	4307	5,199	29	41	$ 13,480
LAL	AP SE	4310	134,895	69	69	$ -
LAL	AP SE	4312	12,922	94	94	$ -
LAL	AP SE	4315	184,412	93	93	$ -
LAL	AP SE	4320	60,613	94	94	$ -
LAL	AP SE	4325	3,850	99	99	$ -
LAL	AP SE	4330	34,083	99	99	$ -

6.2 Major Rehabilitation Needs

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

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, major rehabilitation activities are recommended when a pavement section has deteriorated below the critical PCI value, a point at which localized maintenance and repair activities may not be a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. This is done over a 10-year analysis period. While this is financially impractical, it does yield the unbiased pavement needs over a 10-year time frame at the Airport given current and forecasted pavement conditions. The FDOT recognizes that airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing

pavement rehabilitation. Each airport has a unique set of challenges and FDOT's goals are to provide it with the data needed to formulate a practical Capital Improvement Program and identify needs in the Joint Automated Capital Improvement Program (JACIP). This includes:

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

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

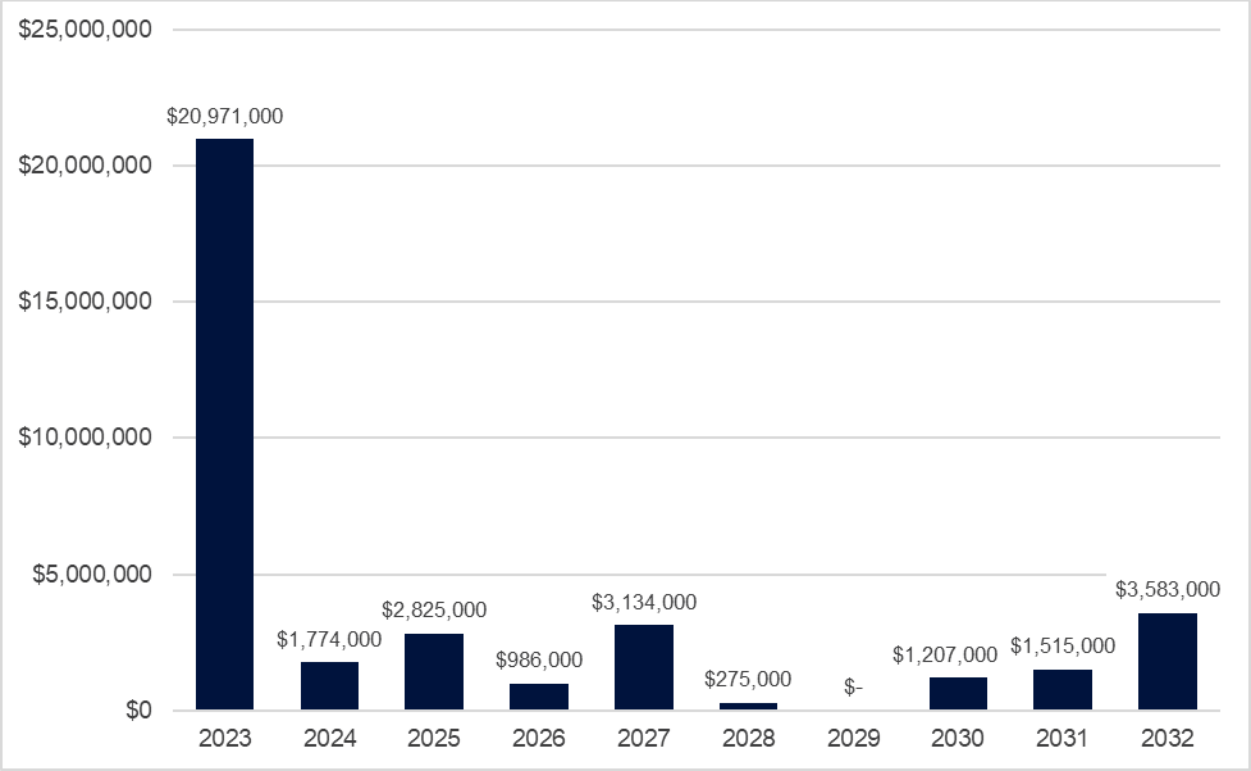
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

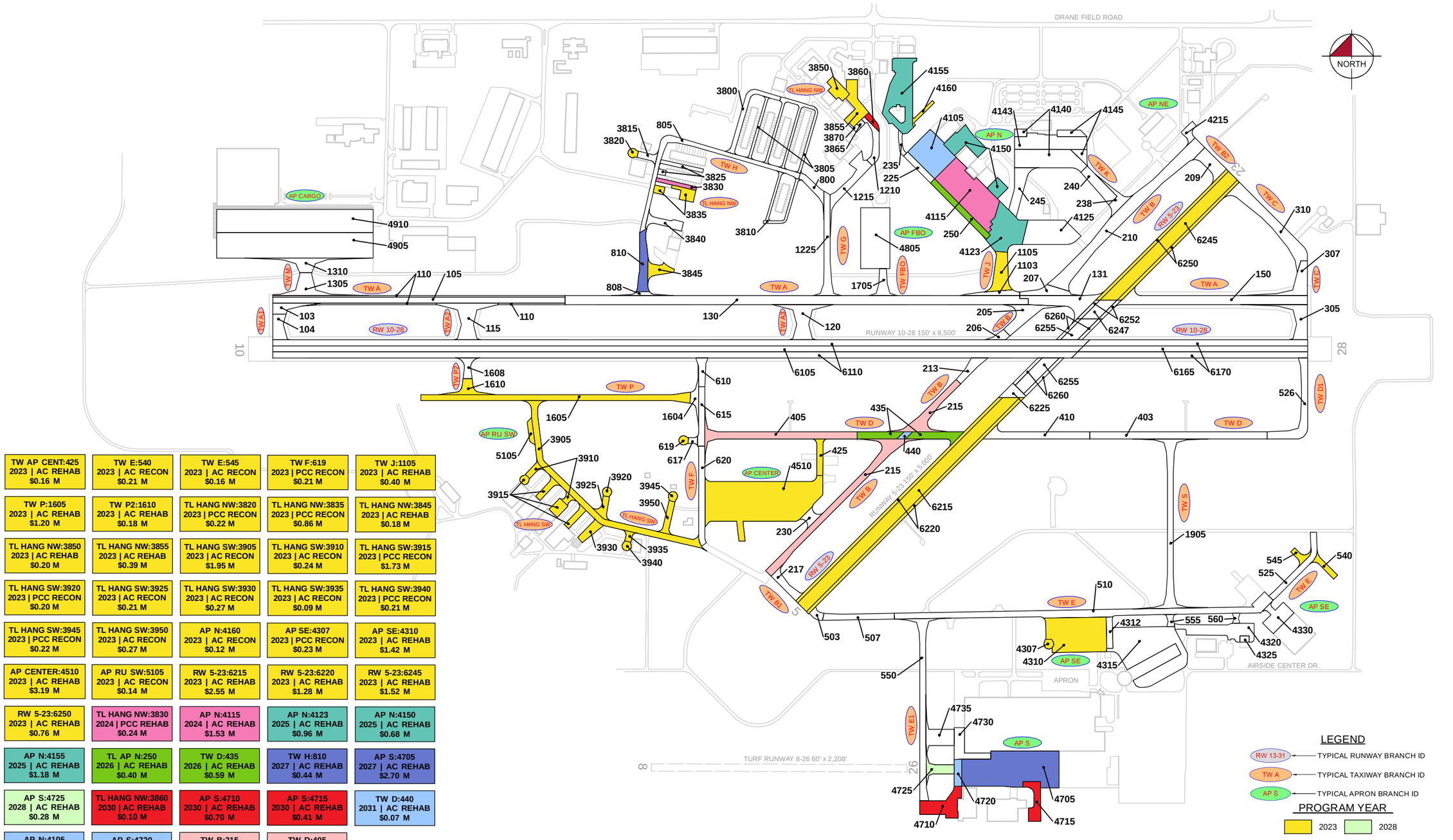
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	LAL	RW 5-23	6215	AC	243,056	64	AC Rehabilitation	$ 2,553,000
2023	LAL	RW 5-23	6220	AC	121,528	67	AC Rehabilitation	$ 1,277,000
2023	LAL	RW 5-23	6245	AC	144,316	69	AC Rehabilitation	$ 1,516,000
2023	LAL	RW 5-23	6250	AC	72,158	68	AC Rehabilitation	$ 758,000
2023	LAL	TW AP CENT	425	AC	15,514	55	AC Rehabilitation	$ 163,000
2023	LAL	TW E	540	AC	11,282	46	AC Reconstruction	$ 209,000
2023	LAL	TW E	545	AC	8,501	50	AC Reconstruction	$ 158,000
2023	LAL	TW F	619	PCC	4,591	18	PCC Reconstruction	$ 207,000
2023	LAL	TW J	1105	AC	38,145	69	AC Rehabilitation	$ 401,000
2023	LAL	TW P	1605	AAC	113,732	69	AC Rehabilitation	$ 1,195,000
2023	LAL	TW P2	1610	AAC	17,429	59	AC Rehabilitation	$ 184,000
2023	LAL	TL HANG NW	3820	PCC	4,846	27	PCC Reconstruction	$ 219,000
2023	LAL	TL HANG NW	3835	PCC	19,120	26	PCC Reconstruction	$ 861,000
2023	LAL	TL HANG NW	3845	AC	17,219	65	AC Rehabilitation	$ 181,000
2023	LAL	TL HANG NW	3850	AC	18,572	62	AC Rehabilitation	$ 196,000
2023	LAL	TL HANG NW	3855	AAC	36,799	67	AC Rehabilitation	$ 387,000
2023	LAL	TL HANG SW	3905	AC	105,514	48	AC Reconstruction	$ 1,952,000
2023	LAL	TL HANG SW	3910	AC	12,763	27	AC Reconstruction	$ 237,000
2023	LAL	TL HANG SW	3915	PCC	38,471	21	PCC Reconstruction	$ 1,732,000
2023	LAL	TL HANG SW	3920	PCC	4,533	8	PCC Reconstruction	$ 204,000
2023	LAL	TL HANG SW	3925	AC	11,499	12	AC Reconstruction	$ 213,000
2023	LAL	TL HANG SW	3930	AC	14,742	11	AC Reconstruction	$ 273,000
2023	LAL	TL HANG SW	3935	AC	4,963	51	AC Reconstruction	$ 92,000
2023	LAL	TL HANG SW	3940	PCC	4,572	5	PCC Reconstruction	$ 206,000
2023	LAL	TL HANG SW	3945	PCC	4,824	16	PCC Reconstruction	$ 218,000
2023	LAL	TL HANG SW	3950	AC	14,432	31	AC Reconstruction	$ 267,000
2023	LAL	AP CENTER	4510	AC	304,107	67	AC Rehabilitation	$ 3,194,000
2023	LAL	AP N	4160	AC	6,608	48	AC Reconstruction	$ 123,000
2023	LAL	AP RU SW	5105	AC	7,735	35	AC Reconstruction	$ 144,000
2023	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	$ 234,000
2023	LAL	AP SE	4310	AAC	134,895	66	AC Rehabilitation	$ 1,417,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2024	**LAL**	TL HANG NW	3830	PCC	10,180	69	PCC Rehabilitation	$ 241,000
2024	**LAL**	AP N	4115	AC	139,017	69	AC Rehabilitation	$ 1,533,000
2025	**LAL**	AP N	4123	AC	82,949	69	AC Rehabilitation	$ 961,000
2025	**LAL**	AP N	4150	AAC	58,693	70	AC Rehabilitation	$ 680,000
2025	**LAL**	AP N	4155	AAC	102,262	69	AC Rehabilitation	$ 1,184,000
2026	**LAL**	TW D	435	AC	48,487	69	AC Rehabilitation	$ 590,000
2026	**LAL**	TL AP N	250	AC	32,500	70	AC Rehabilitation	$ 396,000
2027	**LAL**	TW H	810	AC	34,008	70	AC Rehabilitation	$ 435,000
2027	**LAL**	AP S	4705	AAC	211,428	68	AC Rehabilitation	$ 2,699,000
2028	**LAL**	AP S	4725	AC	20,517	70	AC Rehabilitation	$ 275,000
2030	**LAL**	TL HANG NW	3860	AAC	6,478	69	AC Rehabilitation	$ 96,000
2030	**LAL**	AP S	4710	AAC	47,426	70	AC Rehabilitation	$ 701,000
2030	**LAL**	AP S	4715	AC	27,737	69	AC Rehabilitation	$ 410,000
2031	**LAL**	TW D	440	AAC	4,241	70	AC Rehabilitation	$ 66,000
2031	**LAL**	AP N	4105	AAC	80,113	69	AC Rehabilitation	$ 1,243,000
2031	**LAL**	AP S	4720	AAC	13,260	69	AC Rehabilitation	$ 206,000
2032	**LAL**	TW B	215	AC	139,222	70	AC Rehabilitation	$ 2,268,000
2032	**LAL**	TW D	405	AC	80,693	69	AC Rehabilitation	$ 1,315,000

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

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





TW AP CENT:425 2023 | AC REHAB $0.16 M	TW E:540 2023 | AC RECON $0.21 M	TW E:545 2023 | AC RECON $0.16 M	TW F:619 2023 | PCC RECON $0.21 M	TW J:1105 2023 | AC REHAB $0.40 M
TW P:1605 2023 | AC REHAB $1.20 M	TW P2:1610 2023 | AC REHAB $0.18 M	TL HANG NW:3820 2023 | PCC RECON $0.22 M	TL HANG NW:3835 2023 | PCC RECON $0.86 M	TL HANG NW:3845 2023 | AC REHAB $0.18 M
TL HANG NW:3850 2023 | AC REHAB $0.20 M	TL HANG NW:3855 2023 | AC REHAB $0.39 M	TL HANG SW:3905 2023 | AC RECON $1.95 M	TL HANG SW:3910 2023 | AC RECON $0.24 M	TL HANG SW:3915 2023 | PCC RECON $1.73 M
TL HANG SW:3920 2023 | PCC RECON $0.20 M	TL HANG SW:3925 2023 | AC RECON $0.21 M	TL HANG SW:3930 2023 | AC RECON $0.27 M	TL HANG SW:3935 2023 | AC RECON $0.09 M	TL HANG SW:3940 2023 | PCC RECON $0.21 M
TL HANG SW:3945 2023 | PCC RECON $0.22 M	TL HANG SW:3950 2023 | AC RECON $0.27 M	AP N:4160 2023 | AC RECON $0.12 M	AP SE:4307 2023 | PCC RECON $0.23 M	AP SE:4310 2023 | AC REHAB $1.42 M
AP CENTER:4510 2023 | AC REHAB $3.19 M	AP RU SW:5105 2023 | AC RECON $0.14 M	RW 5-23:6215 2023 | AC REHAB $2.55 M	RW 5-23:6220 2023 | AC REHAB $1.28 M	RW 5-23:6245 2023 | AC REHAB $1.52 M
RW 5-23:6250 2023 | AC REHAB $0.76 M	TL HANG NW:3830 2024 | PCC REHAB $0.24 M	AP N:4115 2024 | AC REHAB $1.53 M	AP N:4123 2025 | AC REHAB $0.96 M	AP N:4150 2025 | AC REHAB $0.68 M
AP N:4155 2025 | AC REHAB $1.18 M	TL AP N:250 2026 | AC REHAB $0.40 M	TW D:435 2026 | AC REHAB $0.59 M	TW H:810 2027 | AC REHAB $0.44 M	AP S:4705 2027 | AC REHAB $2.70 M
AP S:4725 2028 | AC REHAB $0.28 M	TL HANG NW:3860 2030 | AC REHAB $0.10 M	AP S:4710 2030 | AC REHAB $0.70 M	AP S:4715 2030 | AC REHAB $0.41 M	TW D:440 2031 | AC REHAB $0.07 M
AP N:4105 2031 | AC REHAB $1.24 M	AP S:4720 2031 | AC REHAB $0.21 M	TW B:215 2032 | AC REHAB $2.27 M	TW D:405 2032 | AC REHAB $1.32 M	

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

LAL

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

2022

Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

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

A high priority should be placed on maintaining good record keeping and re-inspecting the Airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, a series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. It is recommended that Airport sponsors coordinate with their respective Airport maintenance staff and Airport engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 also identified major pavement rehabilitation project needs from 2023-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

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

- Develop a detailed preventive maintenance program for the Airport based on the recommendations provided in **Section 6.1**;
- Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- Maintain detailed records on pavement maintenance, construction, and inspection; and
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-20. The Exhibit is intended for planning purposes only. Further details can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A.**

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts recent and/or anticipated construction activity within the airfield pavement facilities reported by Airport staff. The Exhibit is intended to schematically identify the pavement limits of work and general work description. The information reported on the Airport Response Form provided by each participating airport was used as the basis of the changes. Furthermore, changes are confirmed at the Airport with Airport staff during the in-brief and debrief meeting.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix C**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Airfield Pavement Condition Index Exhibit

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

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix C**. The Exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The Exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. Area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B**.

Inspection Photograph Documentation

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

7.3 Conclusion

The FDOT SAPMP System Update Phase 2 2021-2023 was completed for the Airport on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM D5340-20.

7.4 References

The following documents are referenced as specific guidelines and procedures for maintaining Airport pavements, establishing an effective pavement maintenance program, and identifying specific pavement distresses, probable causes of distresses, survey guidelines, and recommended methods of repair.

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

Appendix A: Airfield Pavement Analysis

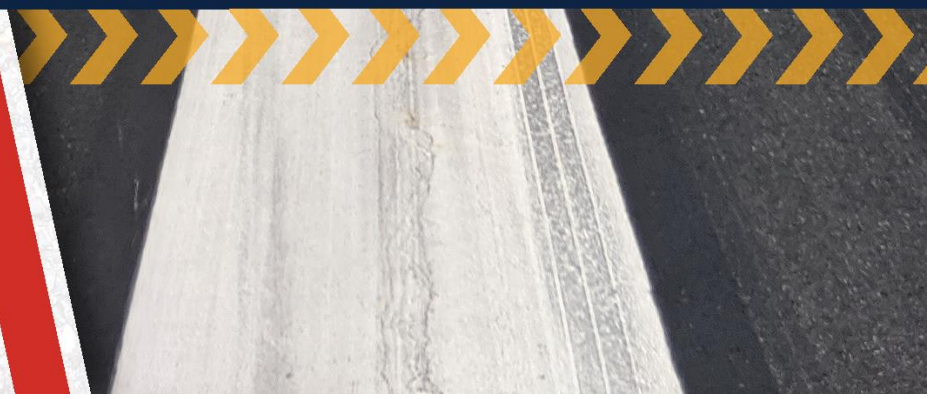


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	RW 5-23	Runway	6215	243,056	AC	1/1/2005
LAL	RW 5-23	Runway	6220	121,528	AC	1/1/2005
LAL	RW 5-23	Runway	6225	14,166	AAC	11/1/2020
LAL	RW 5-23	Runway	6245	144,316	AC	1/1/2005
LAL	RW 5-23	Runway	6247	21,926	AAC	11/1/2020
LAL	RW 5-23	Runway	6250	72,158	AC	1/1/2005
LAL	RW 5-23	Runway	6252	10,963	AAC	11/1/2020
LAL	RW 5-23	Runway	6255	60,548	AAC	11/1/2020
LAL	RW 5-23	Runway	6260	30,274	AAC	11/1/2020
LAL	RW 10-28	Runway	6105	331,787	AC	11/1/2020
LAL	RW 10-28	Runway	6110	663,573	AC	11/1/2020
LAL	RW 10-28	Runway	6165	93,213	AC	11/1/2020
LAL	RW 10-28	Runway	6170	186,427	AC	11/1/2020
LAL	TW A	Taxiway	105	120,000	AAC	1/1/2018
LAL	TW A	Taxiway	110	49,540	AAC	1/1/2018
LAL	TW A	Taxiway	130	283,622	AAC	1/1/2018
LAL	TW A	Taxiway	131	57,957	AAC	1/1/2018
LAL	TW A	Taxiway	150	117,730	AC	11/1/2021
LAL	TW A1	Taxiway	103	17,365	AAC	1/1/2018
LAL	TW A1	Taxiway	104	21,237	AC	11/1/2020
LAL	TW A2	Taxiway	115	52,869	AC	11/1/2020
LAL	TW A3	Taxiway	120	46,497	AC	11/1/2020
LAL	TW AP CENT	Taxiway	425	15,514	AC	12/25/1999
LAL	TW B	Taxiway	205	38,653	AAC	1/1/2018
LAL	TW B	Taxiway	206	7,819	AC	11/1/2020
LAL	TW B	Taxiway	207	22,787	AAC	1/1/2018
LAL	TW B	Taxiway	210	162,657	AAC	1/1/2021
LAL	TW B	Taxiway	213	17,827	AC	11/1/2020
LAL	TW B	Taxiway	215	139,222	AC	1/1/2013
LAL	TW B1	Taxiway	217	19,804	AC	1/1/2013
LAL	TW B2	Taxiway	209	28,288	AAC	1/1/2021
LAL	TW B3	Taxiway	230	11,810	AAC	1/1/2019
LAL	TW C	Taxiway	305	35,929	AC	11/1/2021
LAL	TW C	Taxiway	307	32,690	AAC	1/1/2021
LAL	TW C	Taxiway	310	79,972	AAC	1/1/2021
LAL	TW D	Taxiway	403	87,308	AC	1/1/2016
LAL	TW D	Taxiway	405	80,693	AC	1/1/2016
LAL	TW D	Taxiway	410	53,031	AC	1/1/2016
LAL	TW D	Taxiway	435	48,487	AC	1/1/2016
LAL	TW D	Taxiway	440	4,241	AAC	1/1/2013
LAL	TW D1	Taxiway	526	54,605	AC	1/1/2022
LAL	TW E	Taxiway	503	7,208	AAC	1/1/2022
LAL	TW E	Taxiway	507	29,771	AAC	1/1/2022
LAL	TW E	Taxiway	510	171,192	AC	1/1/2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	TW E	Taxiway	525	34,213	AAC	1/1/2022
LAL	TW E	Taxiway	540	11,282	AC	12/25/1999
LAL	TW E	Taxiway	545	8,501	AC	12/25/1999
LAL	TW E1	Taxiway	550	84,408	AC	3/1/2014
LAL	TW E2	Taxiway	555	5,538	AC	5/1/2017
LAL	TW E3	Taxiway	560	4,058	AC	1/1/2016
LAL	TW F	Taxiway	610	14,180	AC	11/1/2020
LAL	TW F	Taxiway	615	25,205	AAC	11/1/2020
LAL	TW F	Taxiway	617	4,131	AAC	1/1/2016
LAL	TW F	Taxiway	619	4,591	PCC	1/1/1944
LAL	TW F	Taxiway	620	42,251	AC	1/1/2019
LAL	TW FBO	Taxiway	1705	17,881	AC	3/1/2021
LAL	TW G	Taxiway	1210	19,829	AC	1/1/2017
LAL	TW G	Taxiway	1215	40,578	AC	1/1/2017
LAL	TW G	Taxiway	1225	48,847	AC	1/1/2017
LAL	TW H	Taxiway	800	16,987	AC	1/1/2017
LAL	TW H	Taxiway	805	72,911	AC	10/1/2019
LAL	TW H	Taxiway	808	6,347	AAC	1/1/2018
LAL	TW H	Taxiway	810	34,008	AC	1/1/2011
LAL	TW J	Taxiway	245	34,168	AAC	11/1/2020
LAL	TW J	Taxiway	1103	14,643	AAC	1/1/2018
LAL	TW J	Taxiway	1105	38,145	AC	1/1/2011
LAL	TW K	Taxiway	238	18,088	AAC	1/1/2021
LAL	TW K	Taxiway	240	29,541	AAC	1/1/2021
LAL	TW M	Taxiway	1305	34,978	AC	1/1/2018
LAL	TW M	Taxiway	1310	26,447	AC	11/1/2020
LAL	TW P	Taxiway	1604	12,432	AAC	11/1/2020
LAL	TW P	Taxiway	1605	113,732	AAC	1/1/2008
LAL	TW P2	Taxiway	1608	12,251	AC	11/1/2020
LAL	TW P2	Taxiway	1610	17,429	AAC	1/1/2008
LAL	TW S	Taxiway	1905	90,796	AC	1/1/2022
LAL	TL AP N	Taxilane	225	15,662	AAC	1/1/2015
LAL	TL AP N	Taxilane	235	6,017	AC	3/1/2021
LAL	TL AP N	Taxilane	250	32,500	AC	1/1/2015
LAL	TL HANG NW	Taxilane	3800	30,654	AAC	10/1/2019
LAL	TL HANG NW	Taxilane	3805	52,048	AAC	10/1/2019
LAL	TL HANG NW	Taxilane	3810	20,001	AC	1/1/2018
LAL	TL HANG NW	Taxilane	3815	8,990	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3820	4,846	PCC	1/1/1944
LAL	TL HANG NW	Taxilane	3825	13,703	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3830	10,180	PCC	12/25/1999
LAL	TL HANG NW	Taxilane	3835	19,120	PCC	12/25/1999
LAL	TL HANG NW	Taxilane	3840	19,300	AC	10/1/2019
LAL	TL HANG NW	Taxilane	3845	17,219	AC	1/1/2011
LAL	TL HANG NW	Taxilane	3850	18,572	AC	1/1/2005
LAL	TL HANG NW	Taxilane	3855	36,799	AAC	1/1/2015

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
LAL	TL HANG NW	Taxilane	3860	6,478	AAC	1/1/2015
LAL	TL HANG NW	Taxilane	3865	2,273	PCC	12/25/2002
LAL	TL HANG NW	Taxilane	3870	3,280	PCC	12/25/2010
LAL	TL HANG SW	Taxilane	3905	105,514	AC	1/1/1992
LAL	TL HANG SW	Taxilane	3910	12,763	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3915	38,471	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3920	4,533	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3925	11,499	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3930	14,742	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3935	4,963	AC	12/25/1999
LAL	TL HANG SW	Taxilane	3940	4,572	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3945	4,824	PCC	1/1/1944
LAL	TL HANG SW	Taxilane	3950	14,432	AC	12/25/1999
LAL	AP CARGO	Apron	4905	272,791	AC	1/1/2020
LAL	AP CARGO	Apron	4910	241,404	PCC	1/1/2020
LAL	AP CENTER	Apron	4510	304,107	AC	1/1/2015
LAL	AP FBO	Apron	4805	120,000	PCC	3/1/2021
LAL	AP N	Apron	4105	80,113	AAC	1/1/2015
LAL	AP N	Apron	4115	139,017	AC	1/1/2015
LAL	AP N	Apron	4123	82,949	AC	1/1/2011
LAL	AP N	Apron	4125	80,609	AC	6/1/2018
LAL	AP N	Apron	4140	88,156	AAC	11/1/2020
LAL	AP N	Apron	4143	67,426	PCC	11/1/2020
LAL	AP N	Apron	4145	21,026	AAC	11/1/2020
LAL	AP N	Apron	4150	58,693	AAC	1/1/2015
LAL	AP N	Apron	4155	102,262	AAC	1/1/2015
LAL	AP N	Apron	4160	6,608	AC	12/25/1999
LAL	AP NE	Apron	4215	10,562	AAC	1/1/2021
LAL	AP RU SW	Apron	5105	7,735	AC	12/25/1999
LAL	AP S	Apron	4705	211,428	AAC	1/1/2014
LAL	AP S	Apron	4710	47,426	AAC	1/1/2014
LAL	AP S	Apron	4715	27,737	AC	1/1/2014
LAL	AP S	Apron	4720	13,260	AAC	1/1/2014
LAL	AP S	Apron	4725	20,517	AC	3/1/2014
LAL	AP S	Apron	4730	33,280	AAC	1/1/2017
LAL	AP S	Apron	4735	34,184	AC	1/1/2017
LAL	AP SE	Apron	4307	5,199	PCC	1/1/1944
LAL	AP SE	Apron	4310	134,895	AAC	1/1/2005
LAL	AP SE	Apron	4312	12,922	AC	5/1/2017
LAL	AP SE	Apron	4315	184,412	AC	5/1/2017
LAL	AP SE	Apron	4320	60,613	AC	1/1/2016
LAL	AP SE	Apron	4325	3,850	PCC	1/1/2016
LAL	AP SE	Apron	4330	34,083	PCC	10/1/2019

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
LAL	RW 5-23	Runway	6215	243,056	65	Fair
LAL	RW 5-23	Runway	6220	121,528	68	Fair
LAL	RW 5-23	Runway	6225	14,166	100	Good
LAL	RW 5-23	Runway	6245	144,316	70	Fair
LAL	RW 5-23	Runway	6247	21,926	100	Good
LAL	RW 5-23	Runway	6250	72,158	69	Fair
LAL	RW 5-23	Runway	6252	10,963	100	Good
LAL	RW 5-23	Runway	6255	60,548	100	Good
LAL	RW 5-23	Runway	6260	30,274	100	Good
LAL	RW 10-28	Runway	6105	331,787	100	Good
LAL	RW 10-28	Runway	6110	663,573	100	Good
LAL	RW 10-28	Runway	6165	93,213	100	Good
LAL	RW 10-28	Runway	6170	186,427	100	Good
LAL	TW A	Taxiway	105	120,000	91	Good
LAL	TW A	Taxiway	110	49,540	92	Good
LAL	TW A	Taxiway	130	283,622	92	Good
LAL	TW A	Taxiway	131	57,957	90	Good
LAL	TW A	Taxiway	150	117,730	100	Good
LAL	TW A1	Taxiway	103	17,365	91	Good
LAL	TW A1	Taxiway	104	21,237	100	Good
LAL	TW A2	Taxiway	115	52,869	100	Good
LAL	TW A3	Taxiway	120	46,497	100	Good
LAL	TW AP CENT	Taxiway	425	15,514	56	Fair
LAL	TW B	Taxiway	205	38,653	90	Good
LAL	TW B	Taxiway	206	7,819	100	Good
LAL	TW B	Taxiway	207	22,787	89	Good
LAL	TW B	Taxiway	210	162,657	100	Good
LAL	TW B	Taxiway	213	17,827	100	Good
LAL	TW B	Taxiway	215	139,222	84	Satisfactory
LAL	TW B1	Taxiway	217	19,804	89	Good
LAL	TW B2	Taxiway	209	28,288	100	Good
LAL	TW B3	Taxiway	230	11,810	94	Good
LAL	TW C	Taxiway	305	35,929	100	Good
LAL	TW C	Taxiway	307	32,690	100	Good
LAL	TW C	Taxiway	310	79,972	100	Good
LAL	TW D	Taxiway	403	87,308	91	Good
LAL	TW D	Taxiway	405	80,693	83	Satisfactory
LAL	TW D	Taxiway	410	53,031	88	Good
LAL	TW D	Taxiway	435	48,487	74	Satisfactory
LAL	TW D	Taxiway	440	4,241	84	Satisfactory
LAL	TW D1	Taxiway	526	54,605	100	Good
LAL	TW E	Taxiway	503	7,208	100	Good
LAL	TW E	Taxiway	507	29,771	100	Good
LAL	TW E	Taxiway	510	171,192	100	Good
LAL	TW E	Taxiway	525	34,213	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TW E	Taxiway	540	11,282	47	Poor
LAL	TW E	Taxiway	545	8,501	51	Poor
LAL	TW E1	Taxiway	550	84,408	86	Good
LAL	TW E2	Taxiway	555	5,538	94	Good
LAL	TW E3	Taxiway	560	4,058	89	Good
LAL	TW F	Taxiway	610	14,180	100	Good
LAL	TW F	Taxiway	615	25,205	100	Good
LAL	TW F	Taxiway	617	4,131	94	Good
LAL	TW F	Taxiway	619	4,591	18	Serious
LAL	TW F	Taxiway	620	42,251	94	Good
LAL	TW FBO	Taxiway	1705	17,881	100	Good
LAL	TW G	Taxiway	1210	19,829	94	Good
LAL	TW G	Taxiway	1215	40,578	94	Good
LAL	TW G	Taxiway	1225	48,847	94	Good
LAL	TW H	Taxiway	800	16,987	94	Good
LAL	TW H	Taxiway	805	72,911	91	Good
LAL	TW H	Taxiway	808	6,347	94	Good
LAL	TW H	Taxiway	810	34,008	76	Satisfactory
LAL	TW J	Taxiway	245	34,168	100	Good
LAL	TW J	Taxiway	1103	14,643	90	Good
LAL	TW J	Taxiway	1105	38,145	70	Fair
LAL	TW K	Taxiway	238	18,088	100	Good
LAL	TW K	Taxiway	240	29,541	100	Good
LAL	TW M	Taxiway	1305	34,978	94	Good
LAL	TW M	Taxiway	1310	26,447	100	Good
LAL	TW P	Taxiway	1604	12,432	100	Good
LAL	TW P	Taxiway	1605	113,732	71	Satisfactory
LAL	TW P2	Taxiway	1608	12,251	100	Good
LAL	TW P2	Taxiway	1610	17,429	60	Fair
LAL	TW S	Taxiway	1905	90,796	100	Good
LAL	TL AP N	Taxilane	225	15,662	87	Good
LAL	TL AP N	Taxilane	235	6,017	100	Good
LAL	TL AP N	Taxilane	250	32,500	75	Satisfactory
LAL	TL HANG NW	Taxilane	3800	30,654	94	Good
LAL	TL HANG NW	Taxilane	3805	52,048	94	Good
LAL	TL HANG NW	Taxilane	3810	20,001	92	Good
LAL	TL HANG NW	Taxilane	3815	8,990	94	Good
LAL	TL HANG NW	Taxilane	3820	4,846	29	Very Poor
LAL	TL HANG NW	Taxilane	3825	13,703	94	Good
LAL	TL HANG NW	Taxilane	3830	10,180	72	Satisfactory
LAL	TL HANG NW	Taxilane	3835	19,120	28	Very Poor
LAL	TL HANG NW	Taxilane	3840	19,300	94	Good
LAL	TL HANG NW	Taxilane	3845	17,219	66	Fair
LAL	TL HANG NW	Taxilane	3850	18,572	63	Fair
LAL	TL HANG NW	Taxilane	3855	36,799	68	Fair
LAL	TL HANG NW	Taxilane	3860	6,478	81	Satisfactory
LAL	TL HANG NW	Taxilane	3865	2,273	81	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
LAL	TL HANG NW	Taxilane	3870	3,280	82	Satisfactory
LAL	TL HANG SW	Taxilane	3905	105,514	49	Poor
LAL	TL HANG SW	Taxilane	3910	12,763	29	Very Poor
LAL	TL HANG SW	Taxilane	3915	38,471	22	Serious
LAL	TL HANG SW	Taxilane	3920	4,533	9	Failed
LAL	TL HANG SW	Taxilane	3925	11,499	15	Serious
LAL	TL HANG SW	Taxilane	3930	14,742	14	Serious
LAL	TL HANG SW	Taxilane	3935	4,963	52	Poor
LAL	TL HANG SW	Taxilane	3940	4,572	6	Failed
LAL	TL HANG SW	Taxilane	3945	4,824	17	Serious
LAL	TL HANG SW	Taxilane	3950	14,432	33	Very Poor
LAL	AP CARGO	Apron	4905	272,791	100	Good
LAL	AP CARGO	Apron	4910	241,404	100	Good
LAL	AP CENTER	Apron	4510	304,107	69	Fair
LAL	AP FBO	Apron	4805	120,000	100	Good
LAL	AP N	Apron	4105	80,113	89	Good
LAL	AP N	Apron	4115	139,017	73	Satisfactory
LAL	AP N	Apron	4123	82,949	74	Satisfactory
LAL	AP N	Apron	4125	80,609	94	Good
LAL	AP N	Apron	4140	88,156	100	Good
LAL	AP N	Apron	4143	67,426	100	Good
LAL	AP N	Apron	4145	21,026	100	Good
LAL	AP N	Apron	4150	58,693	77	Satisfactory
LAL	AP N	Apron	4155	102,262	76	Satisfactory
LAL	AP N	Apron	4160	6,608	49	Poor
LAL	AP NE	Apron	4215	10,562	100	Good
LAL	AP RU SW	Apron	5105	7,735	38	Very Poor
LAL	AP S	Apron	4705	211,428	80	Satisfactory
LAL	AP S	Apron	4710	47,426	88	Good
LAL	AP S	Apron	4715	27,737	84	Satisfactory
LAL	AP S	Apron	4720	13,260	89	Good
LAL	AP S	Apron	4725	20,517	81	Satisfactory
LAL	AP S	Apron	4730	33,280	94	Good
LAL	AP S	Apron	4735	34,184	94	Good
LAL	AP SE	Apron	4307	5,199	29	Very Poor
LAL	AP SE	Apron	4310	134,895	69	Fair
LAL	AP SE	Apron	4312	12,922	94	Good
LAL	AP SE	Apron	4315	184,412	93	Good
LAL	AP SE	Apron	4320	60,613	94	Good
LAL	AP SE	Apron	4325	3,850	99	Good
LAL	AP SE	Apron	4330	34,083	99	Good

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
LAL	RW 5-23	6215	65	64	64	63	63	62	62	61	60	59	58
LAL	RW 5-23	6220	68	67	67	66	66	65	65	64	64	63	63
LAL	RW 5-23	6225	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6245	70	69	68	68	67	67	66	66	65	65	64
LAL	RW 5-23	6247	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6250	69	68	68	67	67	66	66	65	65	64	64
LAL	RW 5-23	6252	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6255	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 5-23	6260	100	95	94	92	90	88	87	85	83	81	80
LAL	RW 10-28	6105	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6110	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6165	100	93	90	88	86	84	82	81	79	78	76
LAL	RW 10-28	6170	100	93	90	88	86	84	82	81	79	78	76
LAL	TW A	105	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A	110	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	130	92	89	87	85	83	81	80	78	76	75	73
LAL	TW A	131	90	87	85	83	81	80	78	76	75	74	72
LAL	TW A	150	100	96	94	92	90	88	86	84	82	81	79
LAL	TW A1	103	91	88	86	84	82	81	79	77	76	74	73
LAL	TW A1	104	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A2	115	100	94	92	90	88	86	84	82	81	79	78
LAL	TW A3	120	100	94	92	90	88	86	84	82	81	79	78
LAL	TW AP CENT	425	56	55	55	55	54	54	53	53	52	52	51
LAL	TW B	205	90	87	85	83	81	80	78	76	75	74	72
LAL	TW B	206	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	207	89	86	84	82	81	79	77	76	74	73	72
LAL	TW B	210	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B	213	100	94	92	90	88	86	84	82	81	79	78
LAL	TW B	215	84	82	80	79	77	76	74	73	72	71	70
LAL	TW B1	217	89	86	85	83	81	80	78	77	75	74	73
LAL	TW B2	209	100	94	92	90	87	85	84	82	80	78	77
LAL	TW B3	230	94	91	89	87	85	83	81	79	78	76	75
LAL	TW C	305	100	96	94	92	90	88	86	84	82	81	79
LAL	TW C	307	100	94	92	90	87	85	84	82	80	78	77
LAL	TW C	310	100	94	92	90	87	85	84	82	80	78	77
LAL	TW D	403	91	88	86	85	83	81	80	78	77	75	74
LAL	TW D	405	83	81	79	78	76	75	74	73	71	70	69
LAL	TW D	410	88	86	84	82	80	79	77	76	75	73	72
LAL	TW D	435	74	72	71	70	69	68	67	66	66	65	64
LAL	TW D	440	84	82	80	78	77	75	74	72	71	70	68
LAL	TW D1	526	100	96	94	92	90	88	86	84	83	81	79
LAL	TW E	503	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	507	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	510	100	96	94	92	90	88	86	84	83	81	79

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TW E	525	100	96	94	92	90	87	85	84	82	80	78
LAL	TW E	540	47	46	45	44	43	42	41	40	39	37	36
LAL	TW E	545	51	50	50	49	48	47	47	46	45	44	43
LAL	TW E1	550	86	84	82	80	79	77	76	75	73	72	71
LAL	TW E2	555	94	91	89	87	85	84	82	80	79	77	76
LAL	TW E3	560	89	86	85	83	81	80	78	77	75	74	73
LAL	TW F	610	100	94	92	90	88	86	84	82	81	79	78
LAL	TW F	615	100	94	91	89	87	85	83	81	80	78	76
LAL	TW F	617	94	91	89	87	85	83	81	79	78	76	75
LAL	TW F	619	18	18	17	17	16	16	15	15	14	14	13
LAL	TW F	620	94	91	89	87	85	84	82	80	79	77	76
LAL	TW FBO	1705	100	95	92	90	88	86	85	83	81	80	78
LAL	TW G	1210	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1215	94	91	89	87	85	84	82	80	79	77	76
LAL	TW G	1225	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	800	94	91	89	87	85	84	82	80	79	77	76
LAL	TW H	805	91	88	86	85	83	81	80	78	77	75	74
LAL	TW H	808	94	91	89	87	85	83	81	79	78	76	75
LAL	TW H	810	76	74	73	72	71	70	69	68	67	66	65
LAL	TW J	245	100	94	91	89	87	85	83	81	80	78	76
LAL	TW J	1103	90	87	85	83	81	80	78	76	75	74	72
LAL	TW J	1105	70	69	68	67	66	65	64	64	63	62	62
LAL	TW K	238	100	94	92	90	87	85	84	82	80	78	77
LAL	TW K	240	100	94	92	90	87	85	84	82	80	78	77
LAL	TW M	1305	94	91	89	87	85	84	82	80	79	77	76
LAL	TW M	1310	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P	1604	100	94	91	89	87	85	83	81	80	78	76
LAL	TW P	1605	71	69	68	67	66	65	64	63	62	62	61
LAL	TW P2	1608	100	94	92	90	88	86	84	82	81	79	78
LAL	TW P2	1610	60	59	58	58	57	56	56	55	54	53	52
LAL	TW S	1905	100	96	94	92	90	88	86	84	83	81	79
LAL	TL AP N	225	87	84	82	81	79	77	76	74	73	72	70
LAL	TL AP N	235	100	95	92	90	88	86	85	83	81	80	78
LAL	TL AP N	250	75	73	72	71	70	69	68	67	66	65	65
LAL	TL HANG NW	3800	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3805	94	91	89	87	85	83	81	79	78	76	75
LAL	TL HANG NW	3810	92	89	87	85	84	82	80	79	77	76	75
LAL	TL HANG NW	3815	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3820	29	27	26	24	23	22	21	20	19	19	18
LAL	TL HANG NW	3825	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3830	72	71	69	68	67	66	64	63	61	60	58
LAL	TL HANG NW	3835	28	26	25	23	22	21	20	19	19	18	18
LAL	TL HANG NW	3840	94	91	89	87	85	84	82	80	79	77	76
LAL	TL HANG NW	3845	66	65	64	64	63	62	62	61	61	60	60
LAL	TL HANG NW	3850	63	62	62	61	61	60	60	59	59	58	58
LAL	TL HANG NW	3855	68	67	66	65	64	63	62	61	60	60	59

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
LAL	TL HANG NW	3860	81	79	77	76	74	73	71	70	69	68	67
LAL	TL HANG NW	3865	81	80	80	79	79	78	77	77	76	75	74
LAL	TL HANG NW	3870	82	81	81	81	80	80	79	78	78	77	76
LAL	TL HANG SW	3905	49	48	47	47	46	45	44	43	42	41	40
LAL	TL HANG SW	3910	29	27	25	23	21	19	16	14	12	10	8
LAL	TL HANG SW	3915	22	21	20	19	18	18	18	17	17	16	16
LAL	TL HANG SW	3920	9	8	8	7	7	7	6	6	5	5	4
LAL	TL HANG SW	3925	15	12	10	8	6	3	1	0	0	0	0
LAL	TL HANG SW	3930	14	11	9	7	5	2	0	0	0	0	0
LAL	TL HANG SW	3935	52	51	51	50	49	49	48	47	47	46	45
LAL	TL HANG SW	3940	6	5	5	4	4	4	3	3	2	2	1
LAL	TL HANG SW	3945	17	16	16	15	15	15	14	14	13	13	12
LAL	TL HANG SW	3950	33	31	29	27	26	24	22	20	17	15	13
LAL	AP CARGO	4905	100	92	90	88	86	84	82	80	78	76	74
LAL	AP CARGO	4910	100	96	95	94	92	91	90	89	88	87	85
LAL	AP CENTER	4510	69	67	66	64	63	62	61	60	59	58	57
LAL	AP FBO	4805	100	97	96	95	94	93	91	90	89	88	87
LAL	AP N	4105	89	86	84	82	79	77	75	73	71	69	66
LAL	AP N	4115	73	71	69	68	66	65	64	63	61	60	59
LAL	AP N	4123	74	72	70	69	67	66	64	63	62	61	60
LAL	AP N	4125	94	91	89	87	85	83	81	79	77	75	73
LAL	AP N	4140	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4143	100	97	96	95	93	92	91	90	89	88	86
LAL	AP N	4145	100	94	92	90	88	85	83	81	79	77	74
LAL	AP N	4150	77	74	72	70	67	65	63	61	59	57	54
LAL	AP N	4155	76	73	71	69	66	64	62	60	58	56	53
LAL	AP N	4160	49	48	47	46	45	44	43	41	40	38	36
LAL	AP NE	4215	100	95	92	90	88	86	84	81	79	77	75
LAL	AP RU SW	5105	38	35	33	30	28	24	21	18	15	13	10
LAL	AP S	4705	80	77	75	73	70	68	66	64	62	60	57
LAL	AP S	4710	88	85	83	81	78	76	74	72	70	68	65
LAL	AP S	4715	84	81	79	77	76	74	72	71	69	68	66
LAL	AP S	4720	89	86	84	82	79	77	75	73	71	69	66
LAL	AP S	4725	81	78	77	75	73	71	70	68	67	65	64
LAL	AP S	4730	94	91	89	87	84	82	80	78	76	74	71
LAL	AP S	4735	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4307	29	27	26	25	24	23	22	20	19	18	17
LAL	AP SE	4310	69	66	64	62	59	57	55	53	51	49	46
LAL	AP SE	4312	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4315	93	90	88	86	84	82	80	78	76	74	73
LAL	AP SE	4320	94	91	89	87	85	83	81	79	77	75	73
LAL	AP SE	4325	99	97	96	95	94	93	92	90	89	88	87
LAL	AP SE	4330	99	97	96	95	94	93	92	90	89	88	87

Network: LAKELAND LINDE **Branch:** AP CARGO CARGO APRON **Section:** 4905 **Surface:**AC

L.C.D. 1/1/2020 **Use:** APRON **Rank:** P **Length:** 1,287.00 (Ft) **Width:** 212.00 (Ft) **True Area:** 272791.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP CARGO CARGO APRON **Section:** 4910 **Surface:**PCC

L.C.D. 1/1/2020 **Use:** APRON **Rank:** P **Length:** 1,288.00 (Ft) **Width:** 188.00 (Ft) **True Area:** 241404.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP CENTER CENTER APRON **Section:** 4510 **Surface:**AC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 965.00 (Ft) **Width:** 325.00 (Ft) **True Area:** 304107.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	NU-IN	New Construction - Initial	0.00	4.00	☑	2015: 4" P-401, 12" P-211, COMPAC

Network: LAKELAND LINDE **Branch:** AP FBO FBO APRON **Section:** 4805 **Surface:**PCC

L.C.D. 3/1/2021 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 240.00 (Ft) **True Area:** 120000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2021	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4105 **Surface:**AAC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 313.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 80113.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" P-401 MILL AND OVERLA
1/1/1986	IMPORTED	OVERLAY	0.00	2.00	☑	1986 2" P-401 OL
1/1/1961	IMPORTED	BUILT	0.00	2.00	☑	1961 2" P-401 8" P-211

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4115 **Surface:**AC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 525.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 139017.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2020	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2015	NU-IN	New Construction - Initial	0.00	0.00	☑	2015: 4" P-401, 8" P-211, COMPACT

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4123 **Surface:**AC

L.C.D. 1/1/2011 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 270.00 (Ft) **True Area:** 82949.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4125 **Surface:**AC

L.C.D. 6/1/2018 **Use:** APRON **Rank:** P **Length:** 470.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 80609.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211
1/1/1962	IMPORTED	BUILT	0.00	0.00	☑	1962 P-401 ON P-211

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4140 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 151.00 (Ft) **True Area:** 88156.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill, 4" P-401 Overlay
1/1/2005	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	5" P-401, 8" P-211, 12" P-160, 20" P-

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4143 **Surface:**PCC

L.C.D. 11/1/2020 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 67426.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	14" P-501, 6" P-211
1/1/2005	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	5" P-401, 8" P-211, 12" P-160, 20" P-

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4145 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 21026.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill, 4" P-401 Overlay
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4150 **Surface:**AAC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 345.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 58693.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" P-401 MILL AND OVERLA
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	☑	EST. UNKNOWN SECTION

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4155 **Surface:**AAC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 550.00 (Ft) **Width:** 185.00 (Ft) **True Area:** 102262.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: MILL AND OVERLAY
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	EST. CONST. SECTION UNKNOW

Network: LAKELAND LINDE **Branch:** AP N NORTH APRON **Section:** 4160 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 255.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 6608.000002 (SqFt

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

Network: LAKELAND LINDE **Branch:** AP NE NORTHEAST AP **Section:** 4215 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10562.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable depth mill, 3" P-401 Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP RU SW SOUTHWEST AP **Section:** 5105 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7735.000002 (SqFt

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

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4705 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 800.00 (Ft) **Width:** 221.00 (Ft) **True Area:** 211428.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	☑	1-2" AC UNKNOWN SECTION

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4710 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 314.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 47426.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	☑	1-2" UNKNOWN SECTION

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4715 **Surface:**AC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 325.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 27737.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	0.00	☑	2014:4" P-401, 8" FDOT 334 SP 9.5,

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4720 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 221.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 13260.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	☑	1-2" AC UNKNOWN SECTION

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4725 **Surface:**AC

L.C.D. 3/1/2014 **Use:** APRON **Rank:** P **Length:** 230.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 20517.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
3/1/2014	NU-IN	New Construction - Initial	0.00	4.00	☑	2014: 4" P-401, 18" P-211, 12" COM

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4730 **Surface:**AAC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 475.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 33280.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 2" MILL AND OVERLAY
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00	☑	1-2" AC UNKNOWN SECTION

Network: LAKELAND LINDE **Branch:** AP S SOUTH APRON **Section:** 4735 **Surface:**AC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 233.00 (Ft) **Width:** 135.00 (Ft) **True Area:** 34184.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4307 **Surface:**PCC

L.C.D. 1/1/1944 **Use:** APRON **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5199.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4310 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** APRON **Rank:** P **Length:** 475.00 (Ft) **Width:** 282.00 (Ft) **True Area:** 134895.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4312 **Surface:**AC

L.C.D. 5/1/2017 **Use:** APRON **Rank:** P **Length:** 257.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12922.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4315 **Surface:**AC

L.C.D. 5/1/2017 **Use:** APRON **Rank:** P **Length:** 450.00 (Ft) **Width:** 400.00 (Ft) **True Area:** 184412.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4320 **Surface:**AC

L.C.D. 1/1/2016 **Use:** APRON **Rank:** P **Length:** 560.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 60613.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4325 **Surface:**PCC

L.C.D. 1/1/2016 **Use:** APRON **Rank:** P **Length:** 77.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3850.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	PA-PC	Patching - PCC	0.00	0.00	☐	
1/1/2016	NC-PC	New Construction - PCC	0.00	0.00	☑	Unknown

Network: LAKELAND LINDE **Branch:** AP SE SOUTHEAST AP **Section:** 4330 **Surface:**PCC

L.C.D. 10/1/2019 **Use:** APRON **Rank:** P **Length:** 240.00 (Ft) **Width:** 145.00 (Ft) **True Area:** 34083.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** RW 10-28 RUNWAY 10-28 **Section:** 6105 **Surface:**AC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** T **Length:** 6,636.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 331787.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 6" P-211/existing l
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Surface reconstruction, 4" P-401,Reha
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211

Network: LAKELAND LINDE **Branch:** RW 10-28 RUNWAY 10-28 **Section:** 6110 **Surface:**AC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 6,636.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 663573.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 6" P-211/existing l
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Surface reconstruction, 4" P-401,Reha
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211

Network: LAKELAND LINDE **Branch:** RW 10-28 RUNWAY 10-28 **Section:** 6165 **Surface:**AC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 1,864.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 93213.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 10" P-220
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 4" P-401 MILL AND OVERLA
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1989	IMPORTED	BUILT	0.00	2.00	☑	1989 2" P-401 8" P-211 8" STAB LIMEROCK

Network: LAKELAND LINDE **Branch:** RW 10-28 RUNWAY 10-28 **Section:** 6170 **Surface:**AC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 1,864.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 186427.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 10" P-220
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: 4" P-401 MILL AND OVERLA
1/1/2000	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1989	IMPORTED	BUILT	0.00	2.00	☑	1989 2" P-401 8" P-211 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6215 **Surface:**AC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 2,431.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 243056.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1984	IMPORTED	OVERLAY	0.00	1.00	☑	1984 1" MIN P-401 OL
1/1/1966	IMPORTED	OVERLAY	0.00	1.50	☑	1966 1.5" P-401 OL
1/1/1944	IMPORTED	BUILT	0.00	1.50	☑	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6220 **Surface:**AC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 2,431.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 121528.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1984	IMPORTED	OVERLAY	0.00	1.00	☑	1984 1" MIN P-401 OL
1/1/1966	IMPORTED	OVERLAY	0.00	1.50	☑	1966 1.5" P-401 OL
1/1/1944	IMPORTED	BUILT	0.00	1.50	☑	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6225 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 14166.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 3" P-401 Overlay
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1984	IMPORTED	OVERLAY	0.00	1.00	☑	1984 1" MIN P-401 OL
1/1/1966	IMPORTED	OVERLAY	0.00	1.50	☑	1966 1.5" P-401 OL
1/1/1944	IMPORTED	BUILT	0.00	1.50	☑	1944 1.5" TAR BINDER 6" LIMEROCK

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6245 **Surface:**AC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 1,443.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 144316.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6247 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21926.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 3" P-401 Overlay
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6250 **Surface:**AC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 1,443.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 72158.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6252 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10963.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 3" P-401 Overlay
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6255 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 607.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 60548.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 3" P-401 Overlay
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6260 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** RUNWAY **Rank:** P **Length:** 607.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 30274.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 3" P-401 Overlay
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL AP N NORTH APRON **Section:** 225 **Surface:**AAC

L.C.D. 1/1/2015 **Use:** TAXILAN **Rank:** P **Length:** 313.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15662.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" P-401 MILL AND OVERLA
1/1/1986	OL-AS	Overlay - AC Structural	0.00	1.00	☑	1986 1" P-401 OL
1/1/1964	NU-IN	New Construction - Initial	0.00	1.25	☑	1964 1.25" P-401 ON EXISTING

Network: LAKELAND LINDE **Branch:** TL AP N NORTH APRON **Section:** 235 **Surface:**AC

L.C.D. 3/1/2021 **Use:** TAXILAN **Rank:** P **Length:** 215.00 (Ft) **Width:** 28.00 (Ft) **True Area:** 6017.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL AP N NORTH APRON **Section:** 250 **Surface:**AC

L.C.D. 1/1/2015 **Use:** TAXILAN **Rank:** P **Length:** 650.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 32500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2015	NU-IN	New Construction - Initial	0.00	4.00	☑	2015: 4" P-401, 8" P-211, COMPACT

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3800 **Surface:**AAC

L.C.D. 10/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 770.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 30654.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill, 4" P-401 Overlay; Widening
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3805 **Surface:**AAC

L.C.D. 10/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 2,415.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 52048.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3810 **Surface:**AC

L.C.D. 1/1/2018 **Use:** TAXILAN **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 20001.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3815 **Surface:**AC
L.C.D. 10/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 170.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8990.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3820 **Surface:**PCC
L.C.D. 1/1/1944 **Use:** TAXILAN **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4846.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3825 **Surface:**AC
L.C.D. 10/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 425.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 13703.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-211
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3830 **Surface:**PCC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 340.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 10180.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	SL-PC	Slab Replacement - PCC	0.00	0.00	☐	Slab Replacement of the six entrance s
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3835 **Surface:**PCC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 205.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 19120.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3840 **Surface:**AC
L.C.D. 10/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 295.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19300.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3845 **Surface:**AC
L.C.D. 1/1/2011 **Use:** TAXILAN **Rank:** P **Length:** 215.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 17219.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3850 **Surface:**AC
L.C.D. 1/1/2005 **Use:** TAXILAN **Rank:** P **Length:** 198.00 (Ft) **Width:** 84.00 (Ft) **True Area:** 18572.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3855 **Surface:**AAC
L.C.D. 1/1/2015 **Use:** TAXILAN **Rank:** P **Length:** 430.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 36799.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3860 **Surface:**AAC
L.C.D. 1/1/2015 **Use:** TAXILAN **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6478.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: MILL AND OVERLAY
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	EST. CONST. SECTION UNKNOW

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3865 **Surface:**PCC
L.C.D. 12/25/200 **Use:** TAXILAN **Rank:** P **Length:** 50.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 2273.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2002	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG N NORTHWEST T- **Section:** 3870 **Surface:**PCC
L.C.D. 12/25/201 **Use:** TAXILAN **Rank:** P **Length:** 55.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 3280.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3905 **Surface:**AC
L.C.D. 1/1/1992 **Use:** TAXILAN **Rank:** T **Length:** 2,100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 105514.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1992	IMPORTED	BUILT	0.00	1.50	☑	1992 1.5" P-401 EXISTING LIMEROCK

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3910 **Surface:**AC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 250.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12763.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3915 **Surface:**PCC
L.C.D. 1/1/1944 **Use:** TAXILAN **Rank:** P **Length:** 150.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 38471.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3920 **Surface:**PCC
L.C.D. 1/1/1944 **Use:** TAXILAN **Rank:** P **Length:** 50.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 4533.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3925 **Surface:**AC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 230.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11499.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3930 **Surface:**AC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 290.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14742.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3935 **Surface:**AC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4963.000001 (SqFt

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

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3940 **Surface:**PCC
L.C.D. 1/1/1944 **Use:** TAXILAN **Rank:** P **Length:** 50.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 4572.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3945 **Surface:**PCC
L.C.D. 1/1/1944 **Use:** TAXILAN **Rank:** P **Length:** 50.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 4824.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TL HANG S SOUTHWEST HA **Section:** 3950 **Surface:**AC
L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 280.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14432.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 2,400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 120000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 2,400.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 49540.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	12.00	☑	12" P211 ON 12" P160
1/1/1998	IMPORTED	OVERLAY	0.00	3.00	☑	1998 3" P401 ON

Network: LAKELAND LINDE **Branch:** TW A1 TAXIWAY A1 **Section:** 103 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 17365.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 4" P-401SP Overlay
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE **Branch:** TW A1 TAXIWAY A1 **Section:** 104 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 21237.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	86,825.00	0.00	☑	3" P-401, 6" P-403, 8" P-211
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 4" P-401SP Overlay
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE **Branch:** TW A TAXIWAY A **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 3,735.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 283622.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	3.00	☑	1998 3" P401 ON 12" P211 ON 12" P160

Network: LAKELAND LINDE **Branch:** TW A TAXIWAY A **Section:** 131 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 650.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 57957.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160

Network: LAKELAND LINDE **Branch:** TW A TAXIWAY A **Section:** 150 **Surface:**AC

L.C.D. 11/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 1,500.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 117730.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 5" P-403, 6" P-211
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	1984 P-401 WEDGE
1/1/1972	IMPORTED	BUILT	0.00	2.00	☑	1972 2" P-401 8" P-211

Network: LAKELAND LINDE **Branch:** TW A2 TAXIWAY A2 **Section:** 115 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 52869.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 10" P-211
1/1/1993	IMPORTED	BUILT	0.00	3.00	☑	1993 3" P401 ON 12" P211 ON 12 " P160

Network: LAKELAND LINDE **Branch:** TW A3 TAXIWAY A3 **Section:** 120 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 263.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 46497.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	3" P-401, 6" P-403, 10" P-211

Network: LAKELAND LINDE **Branch:** TW AP CENT CENTER APRON **Section:** 425 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 297.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15514.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TW B1 TAXIWAY B1 **Section:** 217 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 19804.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** T **Length:** 325.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 38653.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 206 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 7819.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, existing limerock
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 207 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 520.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 22787.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	
1/1/1999	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 1,711.00 (Ft) **Width:** 116.00 (Ft) **True Area:** 162657.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 3" P-401 Overlay
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 20" P-154, 14" P
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 213 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 17827.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, existing limerock
1/1/2013	NU-IN	New Construction - Initial	0.00	4.00	☑	2013: 4" P-401, 18" P-211

Network: LAKELAND LINDE **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 2,025.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 139222.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2013	NU-IN	New Construction - Initial	0.00	4.00	☑	2013: 4" P-401, 18" P-211

Network: LAKELAND LINDE **Branch:** TW B2 TAXIWAY B2 **Section:** 209 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 105.00 (Ft) **True Area:** 28288.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 3" P-401 Overlay
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 20" P-154, 14" P
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW B3 TAXIWAY B3 **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 11810.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
9/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	2012: 4" P-401, 18" P-211

Network: LAKELAND LINDE **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AC

L.C.D. 11/1/2021 **Use:** TAXIWAY **Rank:** T **Length:** 288.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 35929.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 5" P-403, 6" P-211
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 12" P-160, 8" P-
1/1/1972	IMPORTED	BUILT	0.00	2.00	☑	1972 2" P-401 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** TW C TAXIWAY C **Section:** 307 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 285.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 32690.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 3" P-401 Overlay
1/1/2000	NC-AC	New Construction - AC	0.00	3.00	☑	2000 3" P-401, 10" P-211, 12" P-160,
1/1/1972	NU-IN	New Construction - Initial	0.00	2.00	☑	1972 2" P-401, 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** TW C TAXIWAY C **Section:** 310 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 825.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 79972.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	1" Mill, 3" P-401 Overlay
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	3" P-401, 10" P-211, 20" P-154, 14" P
1/1/1992	IMPORTED	BUILT	0.00	1.50	☑	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAKELAND LINDE **Branch:** TW D1 TAXIWAY D1 **Section:** 526 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 54605.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 5" P-403, 6" P-211
1/1/2016	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401SP Overlay
1/1/1992	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1992 CHIP SEAL
1/1/1964	IMPORTED	BUILT	0.00	0.00	☑	1964 BIT SECTION UNKNOWN

Network: LAKELAND LINDE **Branch:** TW D TAXIWAY D **Section:** 403 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 1,455.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 87308.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 10" P-211

Network: LAKELAND LINDE **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 1,250.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 80693.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 880.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 53031.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW D TAXIWAY D **Section:** 435 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 806.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 48487.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211
1/1/2013	ML-OVL	Mill and Overlay	0.00	0.00	☑	2013: 2" P-401 Mill and Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW D TAXIWAY D **Section:** 440 **Surface:**AAC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 4241.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2013	ML-OVL	Mill and Overlay	0.00	0.00	☑	2013: 2" P-401 Mill and Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW E1 TAXIWAY E1 **Section:** 550 **Surface:**AC

L.C.D. 3/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 1,494.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 84408.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
3/1/2014	NU-IN	New Construction - Initial	0.00	4.00	☑	2014: 4" P-401, 18" P-211, 12" COM

Network: LAKELAND LINDE **Branch:** TW E2 TAXIWAY E2 **Section:** 555 **Surface:**AC

L.C.D. 5/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5538.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW E3 TAXIWAY E3 **Section:** 560 **Surface:**AC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4058.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	NC-AC	New Construction - AC	0.00	0.00	☑	Unknown

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 503 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 7208.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 4" P-401 Overlay
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	3" P-401, 8" P-211, 12" P-160
1/1/1992	IMPORTED	BUILT	0.00	1.50	☑	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 507 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 590.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 29771.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 4" Overlay
1/1/1992	IMPORTED	BUILT	0.00	1.50	☑	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 3,125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 171192.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 5" P-403, 6" P-211
1/1/1992	IMPORTED	BUILT	0.00	1.50	☑	1992 1.5" MIN P-401 ON EXISTING LIMEROCK

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 525 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 34213.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	3" Mill, 4" P-401 Overlay
1/1/1992	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1992 CHIP SEAL
1/1/1964	IMPORTED	BUILT	0.00	0.00	☑	1964 BIT SECTION UNKNOWN

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 540 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 11282.00000 (SqFt

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

Network: LAKELAND LINDE **Branch:** TW E TAXIWAY E **Section:** 545 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8501.000002 (SqFt

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

Network: LAKELAND LINDE **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 235.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 14180.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, existing limerock
1/1/1986	IMPORTED	BUILT	0.00	1.00	☑	1986 1" P-401
1/1/1986	IMPORTED	OVERLAY	0.00	3.00	☑	3" BIT 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** TW F TAXIWAY F **Section:** 615 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 485.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25205.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/1986	IMPORTED	BUILT	0.00	1.00	☑	1986 1" P-401
1/1/1986	IMPORTED	OVERLAY	0.00	3.00	☑	3" BIT 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** TW F TAXIWAY F **Section:** 617 **Surface:**AAC

L.C.D. 1/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 76.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4131.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW F TAXIWAY F **Section:** 619 **Surface:**PCC

L.C.D. 1/1/1944 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4591.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW F TAXIWAY F **Section:** 620 **Surface:**AC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 812.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 42251.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	1.00	☑	1986 1" P-401
1/1/1986	IMPORTED	OVERLAY	0.00	3.00	☑	3" BIT 8" LIMEROCK

Network: LAKELAND LINDE **Branch:** TW FBO FBO APRON TA **Section:** 1705 **Surface:**AC

L.C.D. 3/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 221.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 17881.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW G TAXIWAY G **Section:** 1210 **Surface:**AC

L.C.D. 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19829.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW G TAXIWAY G **Section:** 1215 **Surface:**AC

L.C.D. 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 40578.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW G TAXIWAY G **Section:** 1225 **Surface:**AC

L.C.D. 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 48847.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW H TAXIWAY H **Section:** 800 **Surface:**AC

L.C.D. 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16987.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AC

L.C.D. 10/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 1,920.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 72911.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW H TAXIWAY H **Section:** 808 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 31.00 (Ft) **True Area:** 6347.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW H TAXIWAY H **Section:** 810 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 480.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 34008.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NC-AC	New Construction - AC	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW J TAXIWAY J **Section:** 1103 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 488.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 14643.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW J TAXIWAY J **Section:** 1105 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 38145.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW J TAXIWAY J **Section:** 245 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 34168.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill, 4" P-401 Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: LAKELAND LINDE **Branch:** TW K TAXIWAY K **Section:** 238 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 130.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 18088.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable depth mill, 3" P-401 Overlay
12/25/1999	NC-AC	New Construction - AC	0.00	0.00	☑	5" P-401, 8" P-211, 12" P-160, 20" P-

Network: LAKELAND LINDE **Branch:** TW K TAXIWAY K **Section:** 240 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 29541.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill, 4" P-401 Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	5" P401, 8" P-211, 12" P-160, 20" P-1

Network: LAKELAND LINDE **Branch:** TW M TAXIWAY M **Section:** 1305 **Surface:**AC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 188.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 34978.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 12" P-211

Network: LAKELAND LINDE **Branch:** TW M TAXIWAY M **Section:** 1310 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 119.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 26447.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/2018	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 12" P-211

Network: LAKELAND LINDE **Branch:** TW P TAXIWAY P **Section:** 1604 **Surface:**AAC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 12432.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/2008	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	12.00	☑	1996 12" P211 ON 12" P160
1/1/1996	IMPORTED	OVERLAY	0.00	3.00	☑	1996 3" P401

Network: LAKELAND LINDE **Branch:** TW P TAXIWAY P **Section:** 1605 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 2,275.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 113732.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	12.00	☑	1996 12" P211 ON 12" P160
1/1/1996	IMPORTED	OVERLAY	0.00	3.00	☑	1996 3" P401

Network: LAKELAND LINDE **Branch:** TW P2 TAXIWAY P2 **Section:** 1608 **Surface:**AC

L.C.D. 11/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 12251.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2020	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, existing limerock
7/10/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Surface reconstruction, 4" P-401,Reha
1/1/2008	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	12.00	☑	1996 12" P211 ON 12" P160
1/1/1996	IMPORTED	OVERLAY	0.00	3.00	☑	1996 3" P401 ON

Network: LAKELAND LINDE **Branch:** TW P2 TAXIWAY P2 **Section:** 1610 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17429.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	12.00	☑	1996 12" P211 ON 12" P160
1/1/1996	IMPORTED	OVERLAY	0.00	3.00	☑	1996 3" P401 ON

Network: LAKELAND LINDE **Branch:** TW S TAXIWAY S **Section:** 1905 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,385.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 90796.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	35	3,482,082.00	3.03	3.79
Complete Reconstruction - AC	52	4,909,337.00	0.75	1.30
Complete Reconstruction - PCC	1	67,426.00	0.00	0.00
Crack Sealing - AC	6	419,905.00	0.00	0.00
Mill and Overlay	56	2,806,860.00	0.00	0.00
New Construction - AC	23	991,535.00	0.13	0.61
New Construction - Initial	73	3,101,632.00	0.43	1.19
New Construction - PCC	6	404,890.00	0.00	0.00
OVERLAY	16	1,242,363.00	2.09	0.99
Overlay - AC Structural	1	15,662.00	1.00	0.00
Patching - PCC	1	3,850.00	0.00	0.00
Slab Replacement - PCC	1	10,180.00	0.00	0.00
Surface Reconstruction - AC	1	186,427.00	3.00	0.00
Surface Treatment - Seal Coat	8	825,458.00	0.00	0.00

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP CARGO	2	2,575.00	200.00	514,195.00	APRON	100.00	0.00	100.00
AP CENTE	1	965.00	325.00	304,107.00	APRON	69.00	0.00	69.00
AP FBO	1	500.00	240.00	120,000.00	APRON	100.00	0.00	100.00
AP N	10	4,208.00	166.10	726,859.00	APRON	83.20	15.64	84.29
AP NE	1	180.00	50.00	10,562.00	APRON	100.00	0.00	100.00
AP RU SW	1	200.00	50.00	7,735.00	APRON	38.00	0.00	38.00
AP S	7	2,598.00	105.86	387,832.00	APRON	87.14	5.30	84.06
AP SE	7	2,149.00	151.71	435,974.00	APRON	82.43	23.80	85.50
RW 10-28	4	17,000.00	75.00	1,275,000.00	RUNWAY	100.00	0.00	100.00
RW 5-23	9	9,497.00	83.33	718,935.00	RUNWAY	85.78	15.95	73.62
TL AP N	3	1,178.00	42.67	54,179.00	TAXILANE	87.33	10.21	81.25
TL HANG	15	6,833.00	49.93	263,463.00	TAXILANE	75.47	21.32	78.78
TL HANG S	10	3,540.00	77.00	216,313.00	TAXILANE	24.60	15.15	35.37
TW A	5	10,685.00	60.00	628,849.00	TAXIWAY	93.00	3.58	93.12
TW A1	2	400.00	95.00	38,602.00	TAXIWAY	95.50	4.50	95.95
TW A2	1	300.00	160.00	52,869.00	TAXIWAY	100.00	0.00	100.00
TW A3	1	263.00	160.00	46,497.00	TAXIWAY	100.00	0.00	100.00
TW AP CE	1	297.00	50.00	15,514.00	TAXIWAY	56.00	0.00	56.00
TW B	6	4,981.00	76.00	388,965.00	TAXIWAY	93.83	6.44	92.63
TW B1	1	285.00	60.00	19,804.00	TAXIWAY	89.00	0.00	89.00
TW B2	1	250.00	105.00	28,288.00	TAXIWAY	100.00	0.00	100.00
TW B3	1	100.00	100.00	11,810.00	TAXIWAY	94.00	0.00	94.00
TW C	3	1,398.00	93.33	148,591.00	TAXIWAY	100.00	0.00	100.00
TW D	5	4,476.00	60.00	273,760.00	TAXIWAY	84.00	5.76	84.94
TW D1	1	1,000.00	50.00	54,605.00	TAXIWAY	100.00	0.00	100.00
TW E	6	4,865.00	50.83	262,167.00	TAXIWAY	83.00	24.07	96.13
TW E1	1	1,494.00	50.00	84,408.00	TAXIWAY	86.00	0.00	86.00
TW E2	1	100.00	50.00	5,538.00	TAXIWAY	94.00	0.00	94.00
TW E3	1	80.00	50.00	4,058.00	TAXIWAY	89.00	0.00	89.00
TW F	5	1,698.00	51.00	90,358.00	TAXIWAY	81.20	31.71	92.75
TW FBO	1	221.00	80.00	17,881.00	TAXIWAY	100.00	0.00	100.00
TW G	3	1,650.00	53.33	109,254.00	TAXIWAY	94.00	0.00	94.00
TW H	4	2,810.00	41.50	130,253.00	TAXIWAY	88.75	7.46	87.62
TW J	3	1,198.00	68.33	86,956.00	TAXIWAY	86.67	12.47	85.16
TW K	2	480.00	82.50	47,629.00	TAXIWAY	100.00	0.00	100.00
TW M	2	307.00	150.00	61,425.00	TAXIWAY	97.00	3.00	96.58
TW P	2	2,450.00	60.00	126,164.00	TAXIWAY	85.50	14.50	73.86
TW P2	2	520.00	52.50	29,680.00	TAXIWAY	80.00	20.00	76.51
TW S	1	1,385.00	50.00	90,796.00	TAXIWAY	100.00	0.00	100.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	30	2,507,264.00	84.20	18.31	86.51
RUNWAY	13	1,993,935.00	90.15	14.81	90.49
TAXILANE	28	533,955.00	58.57	31.47	61.44
TAXIWAY	62	2,854,721.00	89.89	15.42	91.90
ALL	133	7,889,875.00	82.04	23.84	87.77

Pavement Database: FDOT *NetworkId: LAL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO	4905	1/1/2020	AC	APRON	P	0	272,791.00	1/1/2020	0	100
AP CARGO	4910	1/1/2020	PCC	APRON	P	0	241,404.00	1/1/2020	0	100
AP CENTER	4510	1/1/2015	AC	APRON	P	0	304,107.00	2/28/2022	7	69
AP FBO	4805	3/1/2021	PCC	APRON	P	0	120,000.00	3/1/2021	0	100
AP N	4105	1/1/2015	AAC	APRON	P	0	80,113.00	2/28/2022	7	89
AP N	4115	1/1/2015	AC	APRON	P	0	139,017.00	2/28/2022	7	73
AP N	4123	1/1/2011	AC	APRON	P	0	82,949.00	2/28/2022	11	74
AP N	4125	6/1/2018	AC	APRON	P	0	80,609.00	2/28/2022	4	94
AP N	4140	11/1/2020	AAC	APRON	P	0	88,156.00	11/1/2020	0	100
AP N	4143	11/1/2020	PCC	APRON	P	0	67,426.00	11/1/2020	0	100
AP N	4145	11/1/2020	AAC	APRON	P	0	21,026.00	11/1/2020	0	100
AP N	4150	1/1/2015	AAC	APRON	P	0	58,693.00	2/28/2022	7	77
AP N	4155	1/1/2015	AAC	APRON	P	0	102,262.00	2/28/2022	7	76
AP N	4160	12/25/1999	AC	APRON	P	0	6,608.00	2/28/2022	23	49
AP NE	4215	1/1/2021	AAC	APRON	P	0	10,562.00	1/1/2021	0	100
AP RU SW	5105	12/25/1999	AC	APRON	P	0	7,735.00	2/28/2022	23	38
AP S	4705	1/1/2014	AAC	APRON	P	0	211,428.00	2/28/2022	8	80
AP S	4710	1/1/2014	AAC	APRON	P	0	47,426.00	2/28/2022	8	88
AP S	4715	1/1/2014	AC	APRON	P	0	27,737.00	2/28/2022	8	84
AP S	4720	1/1/2014	AAC	APRON	P	0	13,260.00	2/28/2022	8	89
AP S	4725	3/1/2014	AC	APRON	P	0	20,517.00	2/28/2022	8	81
AP S	4730	1/1/2017	AAC	APRON	P	0	33,280.00	2/28/2022	5	94
AP S	4735	1/1/2017	AC	APRON	P	0	34,184.00	2/28/2022	5	94
AP SE	4307	1/1/1944	PCC	APRON	P	0	5,199.00	2/28/2022	78	29
AP SE	4310	1/1/2005	AAC	APRON	P	0	134,895.00	2/28/2022	17	69
AP SE	4312	5/1/2017	AC	APRON	P	0	12,922.00	2/28/2022	5	94
AP SE	4315	5/1/2017	AC	APRON	P	0	184,412.00	2/28/2022	5	93
AP SE	4320	1/1/2016	AC	APRON	P	0	60,613.00	2/28/2022	6	94
AP SE	4325	1/1/2016	PCC	APRON	P	0	3,850.00	2/28/2022	6	99
AP SE	4330	10/1/2019	PCC	APRON	P	0	34,083.00	2/28/2022	3	99
RW 10-28	6105	11/1/2020	AC	RUNWAY	T	0	331,787.00	11/1/2020	0	100
RW 10-28	6110	11/1/2020	AC	RUNWAY	P	0	663,573.00	11/1/2020	0	100
RW 10-28	6165	11/1/2020	AC	RUNWAY	P	0	93,213.00	11/1/2020	0	100
RW 10-28	6170	11/1/2020	AC	RUNWAY	P	0	186,427.00	11/1/2020	0	100
RW 5-23	6215	1/1/2005	AC	RUNWAY	P	0	243,056.00	2/28/2022	17	65
RW 5-23	6220	1/1/2005	AC	RUNWAY	P	0	121,528.00	2/28/2022	17	68
RW 5-23	6225	11/1/2020	AAC	RUNWAY	P	0	14,166.00	11/1/2020	0	100
RW 5-23	6245	1/1/2005	AC	RUNWAY	P	0	144,316.00	2/28/2022	17	70
RW 5-23	6247	11/1/2020	AAC	RUNWAY	P	0	21,926.00	11/1/2020	0	100
RW 5-23	6250	1/1/2005	AC	RUNWAY	P	0	72,158.00	2/28/2022	17	69
RW 5-23	6252	11/1/2020	AAC	RUNWAY	P	0	10,963.00	11/1/2020	0	100
RW 5-23	6255	11/1/2020	AAC	RUNWAY	P	0	60,548.00	11/1/2020	0	100
RW 5-23	6260	11/1/2020	AAC	RUNWAY	P	0	30,274.00	11/1/2020	0	100
TL AP N	225	1/1/2015	AAC	TAXILANE	P	0	15,662.00	2/28/2022	7	87
TL AP N	235	3/1/2021	AC	TAXILANE	P	0	6,017.00	3/1/2021	0	100
TL AP N	250	1/1/2015	AC	TAXILANE	P	0	32,500.00	2/28/2022	7	75
TL HANG NW	3800	10/1/2019	AAC	TAXILANE	P	0	30,654.00	2/28/2022	3	94
TL HANG NW	3805	10/1/2019	AAC	TAXILANE	P	0	52,048.00	2/28/2022	3	94
TL HANG NW	3810	1/1/2018	AC	TAXILANE	P	0	20,001.00	2/28/2022	4	92
TL HANG NW	3815	10/1/2019	AC	TAXILANE	P	0	8,990.00	2/28/2022	3	94

TL HANG NW	3820	1/1/1944	PCC	TAXILANE	P	0	4,846.00	2/28/2022	78	29
TL HANG NW	3825	10/1/2019	AC	TAXILANE	P	0	13,703.00	2/28/2022	3	94
TL HANG NW	3830	12/25/1999	PCC	TAXILANE	P	0	10,180.00	2/28/2022	23	72
TL HANG NW	3835	12/25/1999	PCC	TAXILANE	P	0	19,120.00	2/28/2022	23	28
TL HANG NW	3840	10/1/2019	AC	TAXILANE	P	0	19,300.00	2/28/2022	3	94
TL HANG NW	3845	1/1/2011	AC	TAXILANE	P	0	17,219.00	2/28/2022	11	66
TL HANG NW	3850	1/1/2005	AC	TAXILANE	P	0	18,572.00	2/28/2022	17	63
TL HANG NW	3855	1/1/2015	AAC	TAXILANE	P	0	36,799.00	2/28/2022	7	68
TL HANG NW	3860	1/1/2015	AAC	TAXILANE	P	0	6,478.00	2/28/2022	7	81
TL HANG NW	3865	12/25/2002	PCC	TAXILANE	P	0	2,273.00	2/28/2022	20	81
TL HANG NW	3870	12/25/2010	PCC	TAXILANE	P	0	3,280.00	2/28/2022	12	82
TL HANG SW	3905	1/1/1992	AC	TAXILANE	T	0	105,514.00	2/28/2022	30	49
TL HANG SW	3910	12/25/1999	AC	TAXILANE	P	0	12,763.00	2/28/2022	23	29
TL HANG SW	3915	1/1/1944	PCC	TAXILANE	P	0	38,471.00	2/28/2022	78	22
TL HANG SW	3920	1/1/1944	PCC	TAXILANE	P	0	4,533.00	2/28/2022	78	9
TL HANG SW	3925	12/25/1999	AC	TAXILANE	P	0	11,499.00	2/28/2022	23	15
TL HANG SW	3930	12/25/1999	AC	TAXILANE	P	0	14,742.00	2/28/2022	23	14
TL HANG SW	3935	12/25/1999	AC	TAXILANE	P	0	4,963.00	2/28/2022	23	52
TL HANG SW	3940	1/1/1944	PCC	TAXILANE	P	0	4,572.00	2/28/2022	78	6
TL HANG SW	3945	1/1/1944	PCC	TAXILANE	P	0	4,824.00	2/28/2022	78	17
TL HANG SW	3950	12/25/1999	AC	TAXILANE	P	0	14,432.00	2/28/2022	23	33
TW A	105	1/1/2018	AAC	TAXIWAY	T	0	120,000.00	2/28/2022	4	91
TW A	110	1/1/2018	AAC	TAXIWAY	P	0	49,540.00	2/28/2022	4	92
TW A	130	1/1/2018	AAC	TAXIWAY	P	0	283,622.00	2/28/2022	4	92
TW A	131	1/1/2018	AAC	TAXIWAY	P	0	57,957.00	2/28/2022	4	90
TW A	150	11/1/2021	AC	TAXIWAY	P	0	117,730.00	11/1/2021	0	100
TW A1	103	1/1/2018	AAC	TAXIWAY	P	0	17,365.00	2/28/2022	4	91
TW A1	104	11/1/2020	AC	TAXIWAY	P	0	21,237.00	11/1/2020	0	100
TW A2	115	11/1/2020	AC	TAXIWAY	P	0	52,869.00	11/1/2020	0	100
TW A3	120	11/1/2020	AC	TAXIWAY	P	0	46,497.00	11/1/2020	0	100
TW AP CENT	425	12/25/1999	AC	TAXIWAY	P	0	15,514.00	2/28/2022	23	56
TW B	205	1/1/2018	AAC	TAXIWAY	T	0	38,653.00	2/28/2022	4	90
TW B	206	11/1/2020	AC	TAXIWAY	P	0	7,819.00	11/1/2020	0	100
TW B	207	1/1/2018	AAC	TAXIWAY	P	0	22,787.00	2/28/2022	4	89
TW B	210	1/1/2021	AAC	TAXIWAY	P	0	162,657.00	1/1/2021	0	100
TW B	213	11/1/2020	AC	TAXIWAY	P	0	17,827.00	11/1/2020	0	100
TW B	215	1/1/2013	AC	TAXIWAY	P	0	139,222.00	2/28/2022	9	84
TW B1	217	1/1/2013	AC	TAXIWAY	P	0	19,804.00	2/28/2022	9	89
TW B2	209	1/1/2021	AAC	TAXIWAY	P	0	28,288.00	1/1/2021	0	100
TW B3	230	1/1/2019	AAC	TAXIWAY	P	0	11,810.00	2/28/2022	3	94
TW C	305	11/1/2021	AC	TAXIWAY	T	0	35,929.00	11/1/2021	0	100
TW C	307	1/1/2021	AAC	TAXIWAY	P	0	32,690.00	1/1/2021	0	100
TW C	310	1/1/2021	AAC	TAXIWAY	P	0	79,972.00	1/1/2021	0	100
TW D	403	1/1/2016	AC	TAXIWAY	P	0	87,308.00	2/28/2022	6	91
TW D	405	1/1/2016	AC	TAXIWAY	P	0	80,693.00	2/28/2022	6	83
TW D	410	1/1/2016	AC	TAXIWAY	P	0	53,031.00	2/28/2022	6	88
TW D	435	1/1/2016	AC	TAXIWAY	P	0	48,487.00	2/28/2022	6	74
TW D	440	1/1/2013	AAC	TAXIWAY	P	0	4,241.00	2/28/2022	9	84
TW D1	526	1/1/2022	AC	TAXIWAY	P	0	54,605.00	1/1/2022	0	100
TW E	503	1/1/2022	AAC	TAXIWAY	P	0	7,208.00	1/1/2022	0	100
TW E	507	1/1/2022	AAC	TAXIWAY	P	0	29,771.00	1/1/2022	0	100
TW E	510	1/1/2022	AC	TAXIWAY	P	0	171,192.00	1/1/2022	0	100
TW E	525	1/1/2022	AAC	TAXIWAY	P	0	34,213.00	1/1/2022	0	100
TW E	540	12/25/1999	AC	TAXIWAY	P	0	11,282.00	2/28/2022	23	47

TW E	545	12/25/1999	AC	TAXIWAY	P	0	8,501.00	2/28/2022	23	51
TW E1	550	3/1/2014	AC	TAXIWAY	P	0	84,408.00	2/28/2022	8	86
TW E2	555	5/1/2017	AC	TAXIWAY	P	0	5,538.00	2/28/2022	5	94
TW E3	560	1/1/2016	AC	TAXIWAY	P	0	4,058.00	2/28/2022	6	89
TW F	610	11/1/2020	AC	TAXIWAY	P	0	14,180.00	11/1/2020	0	100
TW F	615	11/1/2020	AAC	TAXIWAY	P	0	25,205.00	11/1/2020	0	100
TW F	617	1/1/2016	AAC	TAXIWAY	P	0	4,131.00	2/28/2022	6	94
TW F	619	1/1/1944	PCC	TAXIWAY	P	0	4,591.00	2/28/2022	78	18
TW F	620	1/1/2019	AC	TAXIWAY	P	0	42,251.00	2/28/2022	3	94
TW FBO	1705	3/1/2021	AC	TAXIWAY	P	0	17,881.00	3/1/2021	0	100
TW G	1210	1/1/2017	AC	TAXIWAY	P	0	19,829.00	2/28/2022	5	94
TW G	1215	1/1/2017	AC	TAXIWAY	P	0	40,578.00	2/28/2022	5	94
TW G	1225	1/1/2017	AC	TAXIWAY	P	0	48,847.00	2/28/2022	5	94
TW H	800	1/1/2017	AC	TAXIWAY	P	0	16,987.00	2/28/2022	5	94
TW H	805	10/1/2019	AC	TAXIWAY	P	0	72,911.00	2/28/2022	3	91
TW H	808	1/1/2018	AAC	TAXIWAY	P	0	6,347.00	2/28/2022	4	94
TW H	810	1/1/2011	AC	TAXIWAY	P	0	34,008.00	2/28/2022	11	76
TW J	1103	1/1/2018	AAC	TAXIWAY	P	0	14,643.00	2/28/2022	4	90
TW J	1105	1/1/2011	AC	TAXIWAY	P	0	38,145.00	2/28/2022	11	70
TW J	245	11/1/2020	AAC	TAXIWAY	P	0	34,168.00	11/1/2020	0	100
TW K	238	1/1/2021	AAC	TAXIWAY	P	0	18,088.00	1/1/2021	0	100
TW K	240	1/1/2021	AAC	TAXIWAY	P	0	29,541.00	1/1/2021	0	100
TW M	1305	1/1/2018	AC	TAXIWAY	P	0	34,978.00	2/28/2022	4	94
TW M	1310	11/1/2020	AC	TAXIWAY	P	0	26,447.00	11/1/2020	0	100
TW P	1604	11/1/2020	AAC	TAXIWAY	P	0	12,432.00	11/1/2020	0	100
TW P	1605	1/1/2008	AAC	TAXIWAY	P	0	113,732.00	2/28/2022	14	71
TW P2	1608	11/1/2020	AC	TAXIWAY	P	0	12,251.00	11/1/2020	0	100
TW P2	1610	1/1/2008	AAC	TAXIWAY	P	0	17,429.00	2/28/2022	14	60
TW S	1905	1/1/2022	AC	TAXIWAY	P	0	90,796.00	1/1/2022	0	100

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		3,421,752.00	43	100.00	0.00	100.00
03-05	4	1,428,829.00	30	93.07	1.93	92.66
06-10	7	1,685,845.00	26	83.54	7.71	79.75
11-15	12	306,762.00	7	71.29	6.56	71.45
16-20	17	736,798.00	7	69.29	5.31	67.60
21-25	23	137,339.00	12	40.33	16.56	37.88
26-30	30	105,514.00	1	49.00	0.00	49.00
50+	78	67,036.00	7	18.57	8.30	20.44
ALL	10	7,889,875.00	133	82.04	23.84	87.77

Appendix B: Maintenance and Rehabilitation Planning Needs

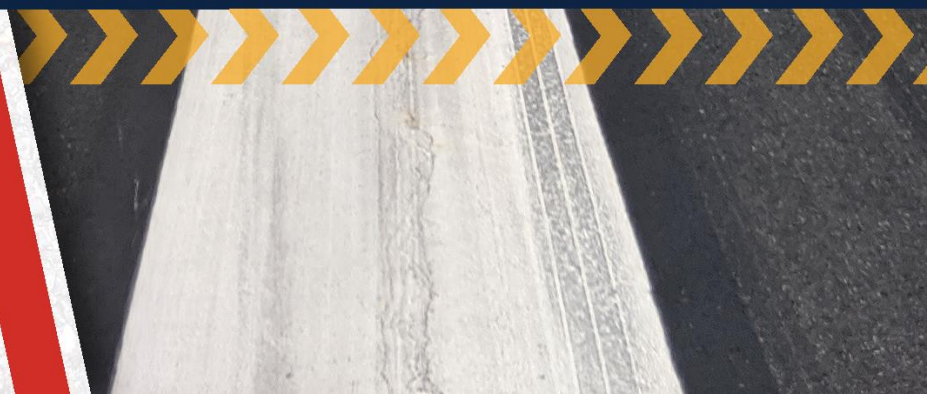


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
LAL	TW A	130	WEATHERING	Medium	425	SF	0.2%	Preventive	Surface Seal	425	SF	$ 0.75	$ 320
LAL	TW D	403	WEATHERING	Medium	728	SF	0.8%	Preventive	Surface Seal	728	SF	$ 0.75	$ 550
LAL	TW D	435	L & T CR	Medium	15	LF	0.0%	Preventive	AC Crack Sealing	14	LF	$ 4.00	$ 60
LAL	TW E3	560	WEATHERING	Medium	406	SF	10.0%	Preventive	Surface Seal	406	SF	$ 0.75	$ 310
LAL	TW G	1210	WEATHERING	Medium	52	SF	0.3%	Preventive	Surface Seal	52	SF	$ 0.75	$ 40
LAL	TW H	810	RAVELING	Low	836	SF	2.5%	Preventive	Surface Seal	836	SF	$ 0.75	$ 630
LAL	TW P	1605	RAVELING	Low	1,896	SF	1.7%	Preventive	Surface Seal	1,896	SF	$ 0.75	$ 1,430
LAL	TW P	1605	WEATHERING	Medium	111,700	SF	98.2%	Preventive	Surface Seal	111,700	SF	$ 0.75	$ 83,780
LAL	TL HANG NW	3830	JT SEAL DMG	High	16	Slabs	100.0%	Preventive	PCC Joint Seal	446	LF	$ 4.25	$ 1,900
LAL	TL HANG NW	3830	LARGE PATCH	Medium	1	Slabs	6.3%	Preventive	PCC Full-Depth Patching	123	SF	$ 65.00	$ 8,000
LAL	TL HANG NW	3830	JOINT SPALL	Medium	1	Slabs	3.1%	Preventive	PCC Partial-Depth Patching	3	SF	$ 169.00	$ 550
LAL	TL HANG NW	3830	CORNER SPALL	Medium	1	Slabs	3.1%	Preventive	PCC Partial-Depth Patching	1	SF	$ 169.00	$ 230
LAL	TL HANG NW	3860	WEATHERING	Medium	324	SF	5.0%	Preventive	Surface Seal	324	SF	$ 0.75	$ 250
LAL	TL HANG NW	3865	JT SEAL DMG	Medium	15	Slabs	100.0%	Preventive	PCC Joint Seal	280	LF	$ 4.25	$ 1,190
LAL	TL HANG NW	3870	JT SEAL DMG	High	22	Slabs	100.0%	Preventive	PCC Joint Seal	312	LF	$ 4.25	$ 1,330
LAL	AP N	4115	L & T CR	Medium	93	LF	0.1%	Preventive	AC Crack Sealing	93	LF	$ 4.00	$ 380
LAL	AP N	4115	WEATHERING	Medium	4,634	SF	3.3%	Preventive	Surface Seal	4,634	SF	$ 0.75	$ 3,480
LAL	AP N	4123	RAVELING	Medium	1,211	SF	1.5%	Preventive	Surface Seal	1,211	SF	$ 0.75	$ 910
LAL	AP N	4123	WEATHERING	Medium	1,759	SF	2.1%	Preventive	Surface Seal	1,759	SF	$ 0.75	$ 1,320
LAL	AP N	4155	L & T CR	Medium	371	LF	0.4%	Preventive	AC Crack Sealing	371	LF	$ 4.00	$ 1,490
LAL	AP S	4705	WEATHERING	Medium	8,153	SF	3.9%	Preventive	Surface Seal	8,153	SF	$ 0.75	$ 6,120
LAL	AP S	4715	WEATHERING	Medium	279	SF	1.0%	Preventive	Surface Seal	279	SF	$ 0.75	$ 210
LAL	TW E	540	RAVELING	High	139	SF	1.2%	Stopgap	AC Partial-Depth Patching	139	SF	$ 4.75	$ 670
LAL	TW F	619	LINEAR CR	Medium	2	Slabs	10.0%	Stopgap	PCC Crack Sealing	29	LF	$ 7.00	$ 210
LAL	TW F	619	JT SEAL DMG	High	18	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	TW F	619	SHAT. SLAB	Medium	2	Slabs	10.0%	Stopgap	PCC Crack Sealing	58	LF	$ 7.00	$ 410
LAL	TW F	619	JOINT SPALL	Medium	5	Slabs	30.0%	Stopgap	PCC Partial-Depth Patching	34	SF	$ 169.00	$ 5,900
LAL	TW F	619	CORNER SPALL	Medium	2	Slabs	10.0%	Stopgap	PCC Partial-Depth Patching	4	SF	$ 169.00	$ 820
LAL	TL HANG NW	3820	LINEAR CR	Medium	9	Slabs	45.0%	Stopgap	PCC Crack Sealing	139	LF	$ 7.00	$ 980
LAL	TL HANG NW	3820	JT SEAL DMG	High	19	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	TL HANG NW	3820	JOINT SPALL	Medium	2	Slabs	10.0%	Stopgap	PCC Partial-Depth Patching	12	SF	$ 169.00	$ 2,080
LAL	TL HANG NW	3820	CORNER SPALL	Medium	2	Slabs	10.0%	Stopgap	PCC Partial-Depth Patching	5	SF	$ 169.00	$ 870
LAL	TL HANG NW	3835	SHAT. SLAB	Medium	3	Slabs	5.6%	Stopgap	PCC Crack Sealing	112	LF	$ 7.00	$ 790
LAL	TL HANG SW	3905	RAVELING	High	2,197	SF	2.1%	Stopgap	AC Partial-Depth Patching	2,197	SF	$ 4.75	$ 10,440
LAL	TL HANG SW	3915	CORNER BREAK	Medium	4	Slabs	2.7%	Stopgap	PCC Full-Depth Patching	123	SF	$ 65.00	$ 8,000
LAL	TL HANG SW	3915	LINEAR CR	Medium	15	Slabs	10.8%	Stopgap	PCC Crack Sealing	252	LF	$ 7.00	$ 1,770
LAL	TL HANG SW	3915	JT SEAL DMG	High	141	Slabs	100.0%	Stopgap	PCC Joint Seal	3,290	LF	$ 4.25	$ 13,990
LAL	TL HANG SW	3915	SHAT. SLAB	Medium	19	Slabs	13.5%	Stopgap	PCC Crack Sealing	629	LF	$ 7.00	$ 4,410
LAL	TL HANG SW	3915	JOINT SPALL	Medium	4	Slabs	2.7%	Stopgap	PCC Partial-Depth Patching	25	SF	$ 169.00	$ 4,160
LAL	TL HANG SW	3915	JOINT SPALL	High	4	Slabs	2.7%	Stopgap	PCC Partial-Depth Patching	31	SF	$ 169.00	$ 5,200
LAL	TL HANG SW	3915	CORNER SPALL	Medium	4	Slabs	2.7%	Stopgap	PCC Partial-Depth Patching	11	SF	$ 169.00	$ 1,740
LAL	TL HANG SW	3920	CORNER BREAK	Medium	1	Slabs	5.0%	Stopgap	PCC Full-Depth Patching	29	SF	$ 65.00	$ 1,890
LAL	TL HANG SW	3920	LINEAR CR	Medium	8	Slabs	45.0%	Stopgap	PCC Crack Sealing	132	LF	$ 7.00	$ 930
LAL	TL HANG SW	3920	JT SEAL DMG	High	18	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	TL HANG SW	3920	SHAT. SLAB	Medium	6	Slabs	35.0%	Stopgap	PCC Crack Sealing	205	LF	$ 7.00	$ 1,440

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
LAL	TL HANG SW	3920	JOINT SPALL	Medium	2	Slabs	10.0%	Stopgap	PCC Partial-Depth Patching	12	SF	$ 169.00	$ 1,970
LAL	TL HANG SW	3920	JOINT SPALL	High	1	Slabs	5.0%	Stopgap	PCC Partial-Depth Patching	8	SF	$ 169.00	$ 1,230
LAL	TL HANG SW	3920	CORNER SPALL	Medium	1	Slabs	5.0%	Stopgap	PCC Partial-Depth Patching	2	SF	$ 169.00	$ 410
LAL	TL HANG SW	3925	RAVELING	High	2,889	SF	25.1%	Stopgap	AC Partial-Depth Patching	2,889	SF	$ 4.75	$ 13,730
LAL	TL HANG SW	3930	ALLIGATOR CR	Medium	322	SF	2.2%	Stopgap	AC Full-Depth Patching	398	SF	$ 11.50	$ 4,590
LAL	TL HANG SW	3930	RAVELING	High	1,450	SF	9.8%	Stopgap	AC Partial-Depth Patching	1,450	SF	$ 4.75	$ 6,890
LAL	TL HANG SW	3940	LINEAR CR	Medium	7	Slabs	38.9%	Stopgap	PCC Crack Sealing	114	LF	$ 7.00	$ 800
LAL	TL HANG SW	3940	JT SEAL DMG	High	18	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	TL HANG SW	3940	FAULTING	High	1	Slabs	5.6%	Stopgap	PCC Slab Replacement	41	SF	$ 51.50	$ 2,120
LAL	TL HANG SW	3940	SHAT. SLAB	Medium	3	Slabs	16.7%	Stopgap	PCC Crack Sealing	97	LF	$ 7.00	$ 690
LAL	TL HANG SW	3940	SHAT. SLAB	High	1	Slabs	5.6%	Stopgap	PCC Slab Replacement	250	SF	$ 51.50	$ 12,880
LAL	TL HANG SW	3940	JOINT SPALL	Medium	2	Slabs	11.1%	Stopgap	PCC Partial-Depth Patching	13	SF	$ 169.00	$ 2,190
LAL	TL HANG SW	3940	JOINT SPALL	High	2	Slabs	11.1%	Stopgap	PCC Partial-Depth Patching	16	SF	$ 169.00	$ 2,730
LAL	TL HANG SW	3940	CORNER SPALL	Medium	1	Slabs	5.6%	Stopgap	PCC Partial-Depth Patching	2	SF	$ 169.00	$ 460
LAL	TL HANG SW	3940	CORNER SPALL	High	2	Slabs	11.1%	Stopgap	PCC Partial-Depth Patching	5	SF	$ 169.00	$ 910
LAL	TL HANG SW	3945	CORNER BREAK	Medium	1	Slabs	5.0%	Stopgap	PCC Full-Depth Patching	30	SF	$ 65.00	$ 2,000
LAL	TL HANG SW	3945	LINEAR CR	Medium	6	Slabs	30.0%	Stopgap	PCC Crack Sealing	93	LF	$ 7.00	$ 650
LAL	TL HANG SW	3945	JT SEAL DMG	High	19	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	TL HANG SW	3945	SHAT. SLAB	Medium	3	Slabs	15.0%	Stopgap	PCC Crack Sealing	93	LF	$ 7.00	$ 650
LAL	TL HANG SW	3945	JOINT SPALL	Medium	3	Slabs	15.0%	Stopgap	PCC Partial-Depth Patching	18	SF	$ 169.00	$ 3,120
LAL	TL HANG SW	3945	JOINT SPALL	High	2	Slabs	10.0%	Stopgap	PCC Partial-Depth Patching	15	SF	$ 169.00	$ 2,600
LAL	AP SE	4307	CORNER BREAK	Medium	1	Slabs	5.0%	Stopgap	PCC Full-Depth Patching	34	SF	$ 65.00	$ 2,210
LAL	AP SE	4307	LINEAR CR	Medium	1	Slabs	5.0%	Stopgap	PCC Crack Sealing	17	LF	$ 7.00	$ 120
LAL	AP SE	4307	JT SEAL DMG	High	21	Slabs	100.0%	Stopgap	PCC Joint Seal	445	LF	$ 4.25	$ 1,900
LAL	AP SE	4307	SHAT. SLAB	Medium	2	Slabs	10.0%	Stopgap	PCC Crack Sealing	68	LF	$ 7.00	$ 480
LAL	AP SE	4307	JOINT SPALL	Medium	6	Slabs	30.0%	Stopgap	PCC Partial-Depth Patching	41	SF	$ 169.00	$ 6,880
LAL	AP SE	4307	JOINT SPALL	High	1	Slabs	5.0%	Stopgap	PCC Partial-Depth Patching	9	SF	$ 169.00	$ 1,440
LAL	AP SE	4307	CORNER SPALL	Medium	1	Slabs	5.0%	Stopgap	PCC Partial-Depth Patching	3	SF	$ 169.00	$ 480

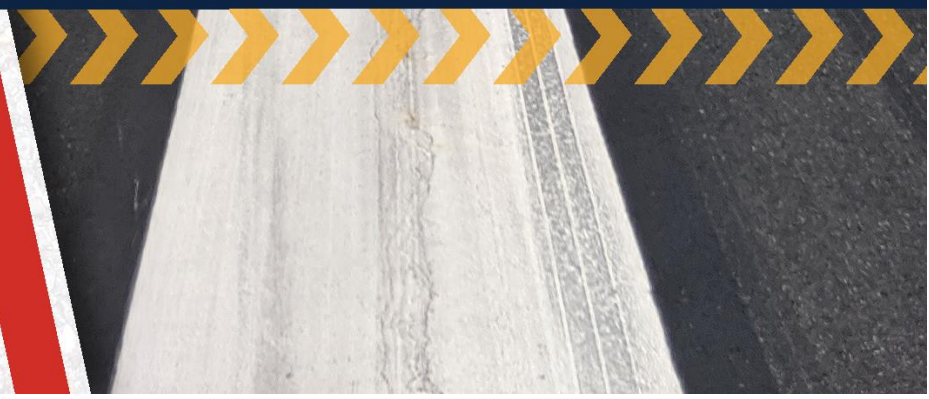
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

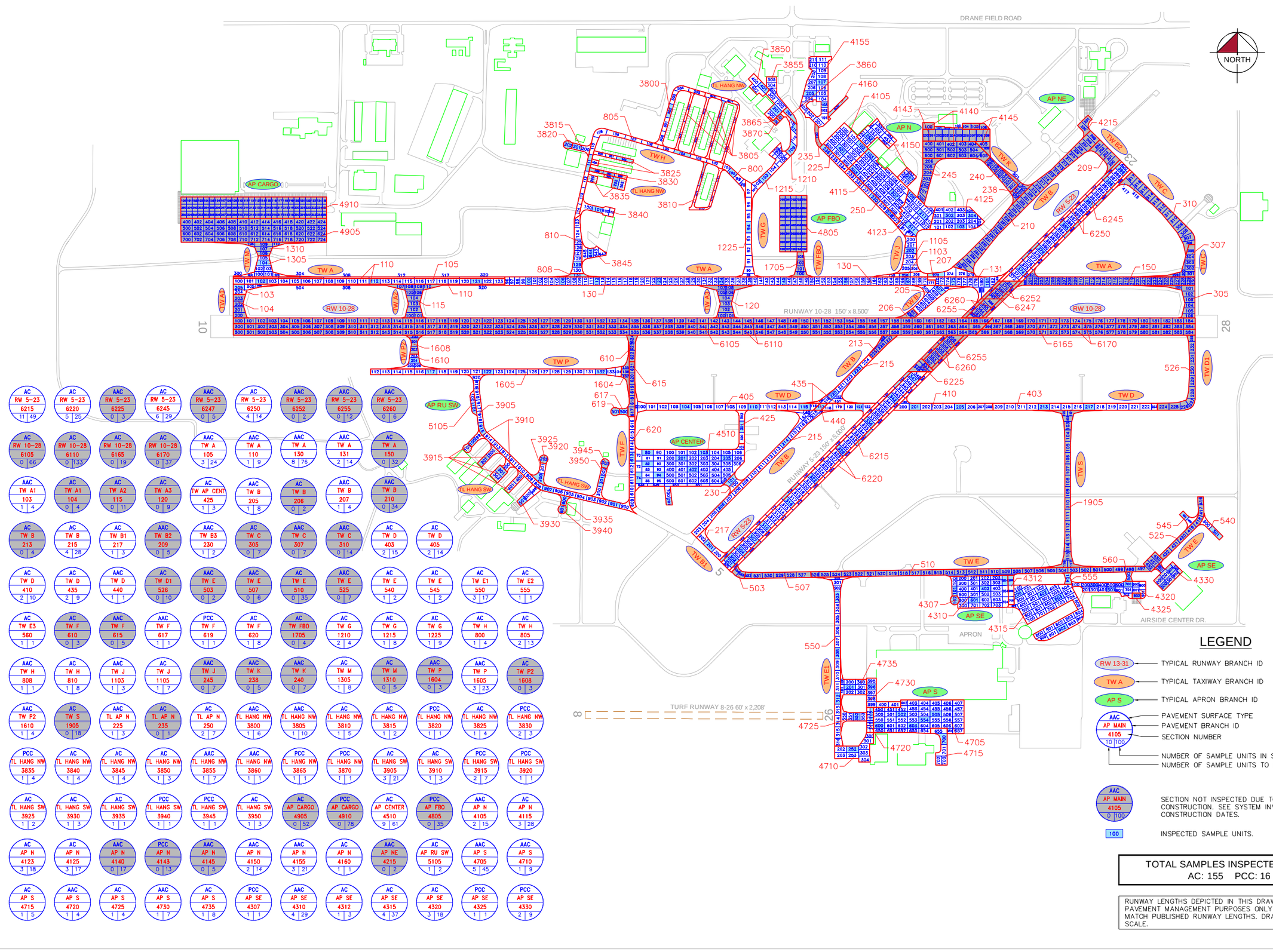
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	LAL	RW 5-23	6215	AC	243,056	64	AC Rehabilitation	$ 2,553,000
2023	LAL	RW 5-23	6220	AC	121,528	67	AC Rehabilitation	$ 1,277,000
2023	LAL	RW 5-23	6245	AC	144,316	69	AC Rehabilitation	$ 1,516,000
2023	LAL	RW 5-23	6250	AC	72,158	68	AC Rehabilitation	$ 758,000
2023	LAL	TW AP CENT	425	AC	15,514	55	AC Rehabilitation	$ 163,000
2023	LAL	TW E	540	AC	11,282	46	AC Reconstruction	$ 209,000
2023	LAL	TW E	545	AC	8,501	50	AC Reconstruction	$ 158,000
2023	LAL	TW F	619	PCC	4,591	18	PCC Reconstruction	$ 207,000
2023	LAL	TW J	1105	AC	38,145	69	AC Rehabilitation	$ 401,000
2023	LAL	TW P	1605	AAC	113,732	69	AC Rehabilitation	$ 1,195,000
2023	LAL	TW P2	1610	AAC	17,429	59	AC Rehabilitation	$ 184,000
2023	LAL	TL HANG NW	3820	PCC	4,846	27	PCC Reconstruction	$ 219,000
2023	LAL	TL HANG NW	3835	PCC	19,120	26	PCC Reconstruction	$ 861,000
2023	LAL	TL HANG NW	3845	AC	17,219	65	AC Rehabilitation	$ 181,000
2023	LAL	TL HANG NW	3850	AC	18,572	62	AC Rehabilitation	$ 196,000
2023	LAL	TL HANG NW	3855	AAC	36,799	67	AC Rehabilitation	$ 387,000
2023	LAL	TL HANG SW	3905	AC	105,514	48	AC Reconstruction	$ 1,952,000
2023	LAL	TL HANG SW	3910	AC	12,763	27	AC Reconstruction	$ 237,000
2023	LAL	TL HANG SW	3915	PCC	38,471	21	PCC Reconstruction	$ 1,732,000
2023	LAL	TL HANG SW	3920	PCC	4,533	8	PCC Reconstruction	$ 204,000
2023	LAL	TL HANG SW	3925	AC	11,499	12	AC Reconstruction	$ 213,000
2023	LAL	TL HANG SW	3930	AC	14,742	11	AC Reconstruction	$ 273,000
2023	LAL	TL HANG SW	3935	AC	4,963	51	AC Reconstruction	$ 92,000
2023	LAL	TL HANG SW	3940	PCC	4,572	5	PCC Reconstruction	$ 206,000
2023	LAL	TL HANG SW	3945	PCC	4,824	16	PCC Reconstruction	$ 218,000
2023	LAL	TL HANG SW	3950	AC	14,432	31	AC Reconstruction	$ 267,000
2023	LAL	AP CENTER	4510	AC	304,107	67	AC Rehabilitation	$ 3,194,000
2023	LAL	AP N	4160	AC	6,608	48	AC Reconstruction	$ 123,000
2023	LAL	AP RU SW	5105	AC	7,735	35	AC Reconstruction	$ 144,000
2023	LAL	AP SE	4307	PCC	5,199	27	PCC Reconstruction	$ 234,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**LAL**	AP SE	4310	AAC	134,895	66	AC Rehabilitation	$ 1,417,000
2024	**LAL**	TL HANG NW	3830	PCC	10,180	69	PCC Rehabilitation	$ 241,000
2024	**LAL**	AP N	4115	AC	139,017	69	AC Rehabilitation	$ 1,533,000
2025	**LAL**	AP N	4123	AC	82,949	69	AC Rehabilitation	$ 961,000
2025	**LAL**	AP N	4150	AAC	58,693	70	AC Rehabilitation	$ 680,000
2025	**LAL**	AP N	4155	AAC	102,262	69	AC Rehabilitation	$ 1,184,000
2026	**LAL**	TW D	435	AC	48,487	69	AC Rehabilitation	$ 590,000
2026	**LAL**	TL AP N	250	AC	32,500	70	AC Rehabilitation	$ 396,000
2027	**LAL**	TW H	810	AC	34,008	70	AC Rehabilitation	$ 435,000
2027	**LAL**	AP S	4705	AAC	211,428	68	AC Rehabilitation	$ 2,699,000
2028	**LAL**	AP S	4725	AC	20,517	70	AC Rehabilitation	$ 275,000
2030	**LAL**	TL HANG NW	3860	AAC	6,478	69	AC Rehabilitation	$ 96,000
2030	**LAL**	AP S	4710	AAC	47,426	70	AC Rehabilitation	$ 701,000
2030	**LAL**	AP S	4715	AC	27,737	69	AC Rehabilitation	$ 410,000
2031	**LAL**	TW D	440	AAC	4,241	70	AC Rehabilitation	$ 66,000
2031	**LAL**	AP N	4105	AAC	80,113	69	AC Rehabilitation	$ 1,243,000
2031	**LAL**	AP S	4720	AAC	13,260	69	AC Rehabilitation	$ 206,000
2032	**LAL**	TW B	215	AC	139,222	70	AC Rehabilitation	$ 2,268,000
2032	**LAL**	TW D	405	AC	80,693	69	AC Rehabilitation	$ 1,315,000

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

Appendix C: Technical Exhibits





LAL

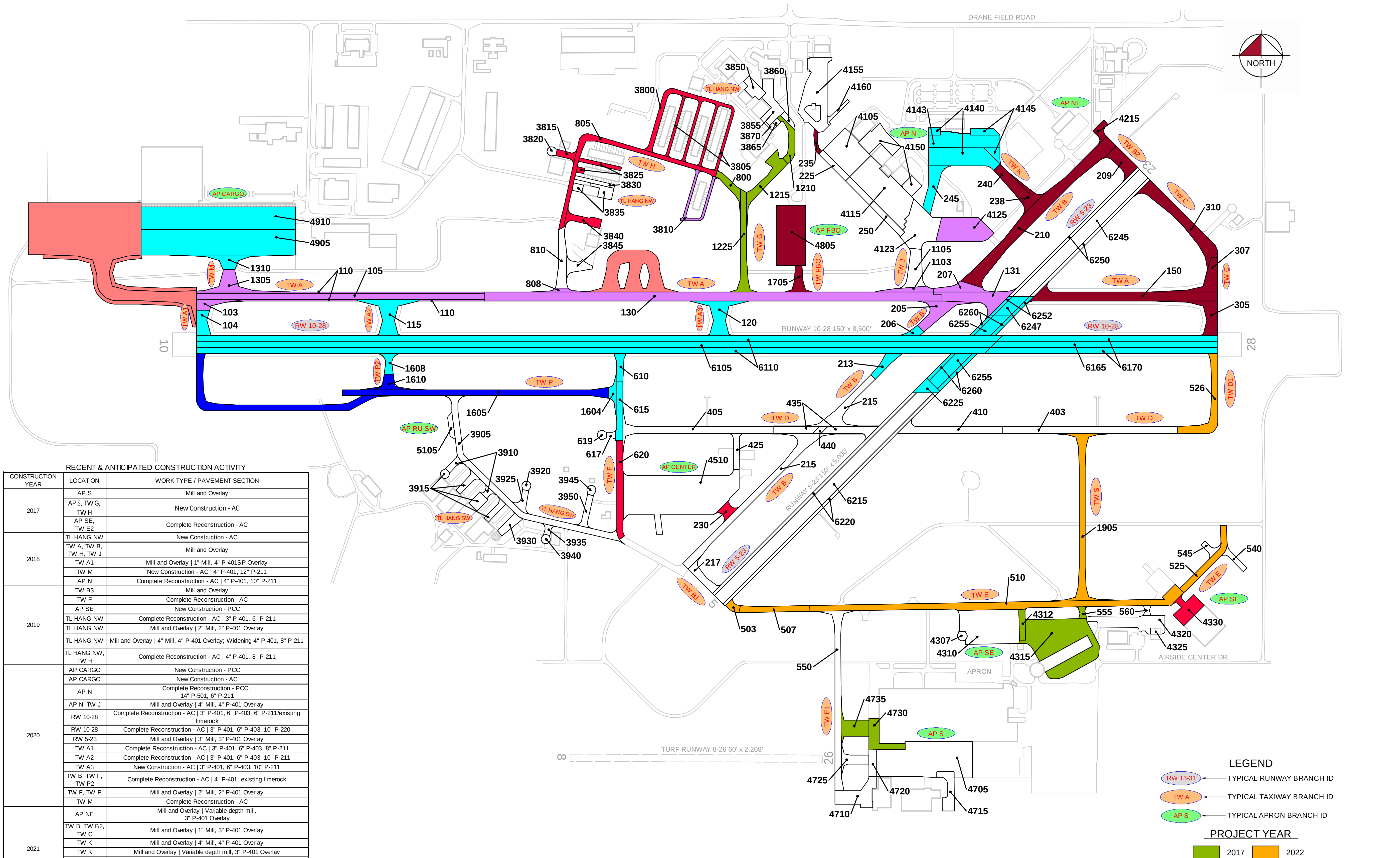
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP S	Mill and Overlay
	AP S, TW G, TW H	New Construction - AC
	AP SE, TW E2	Complete Reconstruction - AC
2018	TL HANG NW	New Construction - AC
	TW A, TW B, TW H, TW J	Mill and Overlay
	TW A1	Mill and Overlay | 1" Mill, 4" P-401SP Overlay
	TW M	New Construction - AC | 4" P-401, 12" P-211
	AP N	Complete Reconstruction - AC | 4" P-401, 10" P-211
2019	TW B3	Mill and Overlay
	TW F	Complete Reconstruction - AC
	AP SE	New Construction - PCC
	TL HANG NW	Complete Reconstruction - AC | 3" P-401, 6" P-211
	TL HANG NW	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TL HANG NW	Mill and Overlay | 4" Mill, 4" P-401 Overlay; Widening 4" P-401, 8" P-211
	TL HANG NW, TW H	Complete Reconstruction - AC | 4" P-401, 8" P-211
2020	AP CARGO	New Construction - PCC
	AP CARGO	New Construction - AC
	AP N	Complete Reconstruction - PCC | 14" P-501, 6" P-211
	AP N, TW J	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 6" P-211/existing limerock
	RW 10-28	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-220
	RW 5-23	Mill and Overlay | 3" Mill, 3" P-401 Overlay
	TW A1	Complete Reconstruction - AC | 3" P-401, 6" P-403, 8" P-211
	TW A2	Complete Reconstruction - AC | 3" P-401, 6" P-403, 10" P-211
	TW A3	New Construction - AC | 3" P-401, 6" P-403, 10" P-211
	TW B, TW F, TW P2	Complete Reconstruction - AC | 4" P-401, existing limerock
	TW F, TW P	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	TW M	Complete Reconstruction - AC
2021	AP NE	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	TW B, TW B2, TW C	Mill and Overlay | 1" Mill, 3" P-401 Overlay
	TW K	Mill and Overlay | 4" Mill, 4" P-401 Overlay
	TW K	Mill and Overlay | Variable depth mill, 3" P-401 Overlay
	AP FBO	New Construction - PCC
	TL AP N, TW FBO	New Construction - AC
	TW A, TW C	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
2022	TW E	Mill and Overlay | 3" Mill, 4" P-401 Overlay
	TW E, TW D1	Complete Reconstruction - AC | 4" P-401, 5" P-403, 6" P-211
	TW S	New Construction - AC
2023	TW P, TW P1, TW P2	New Construction - AC Mill and Overlay
2024	TW A RU	New Construction - AC | Future Expainsion
	TW A	New Construction - AC | Future Expainsion
	AP CARGO	New Construction | Future Expainsion

LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

LAL

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

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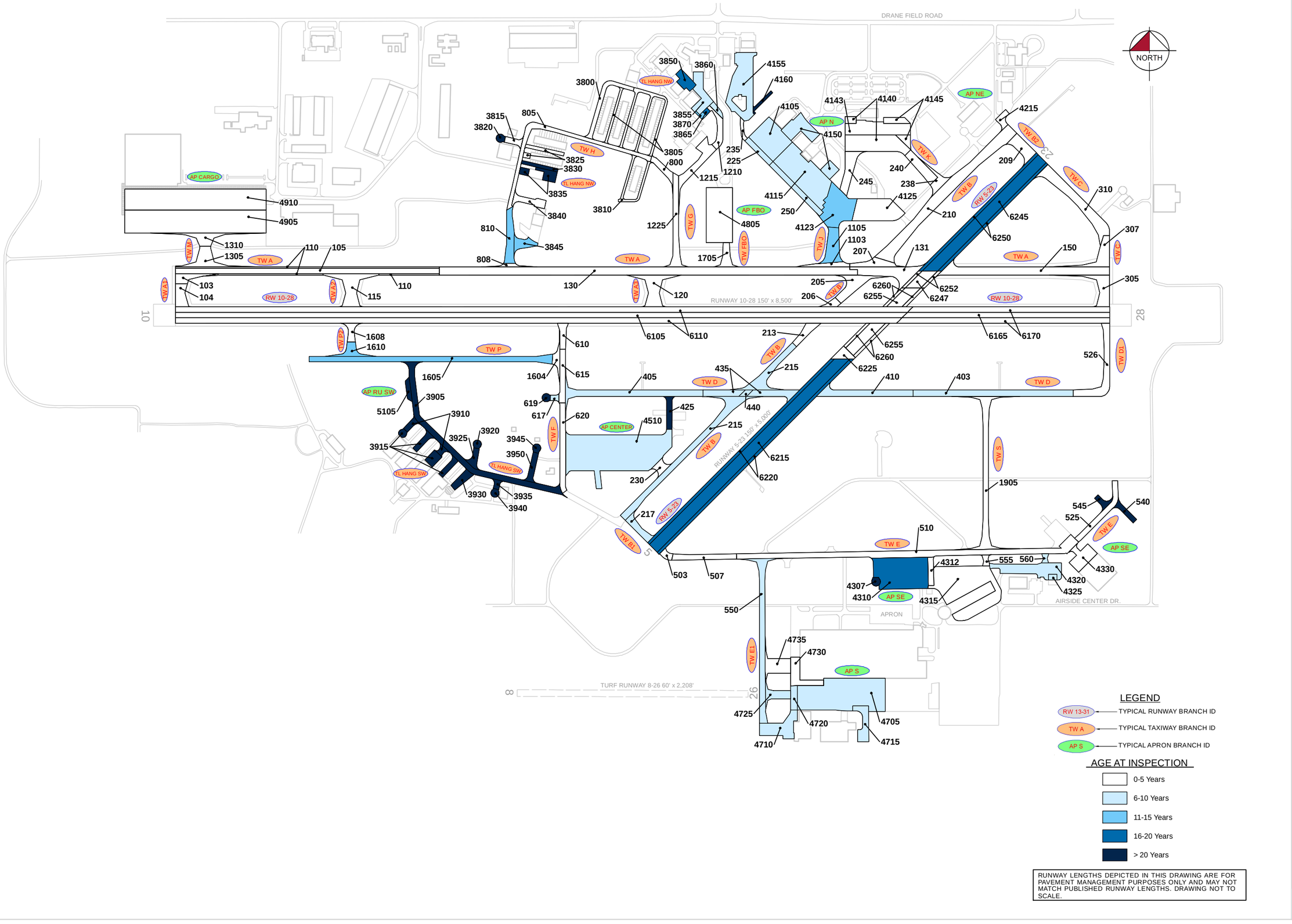

LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

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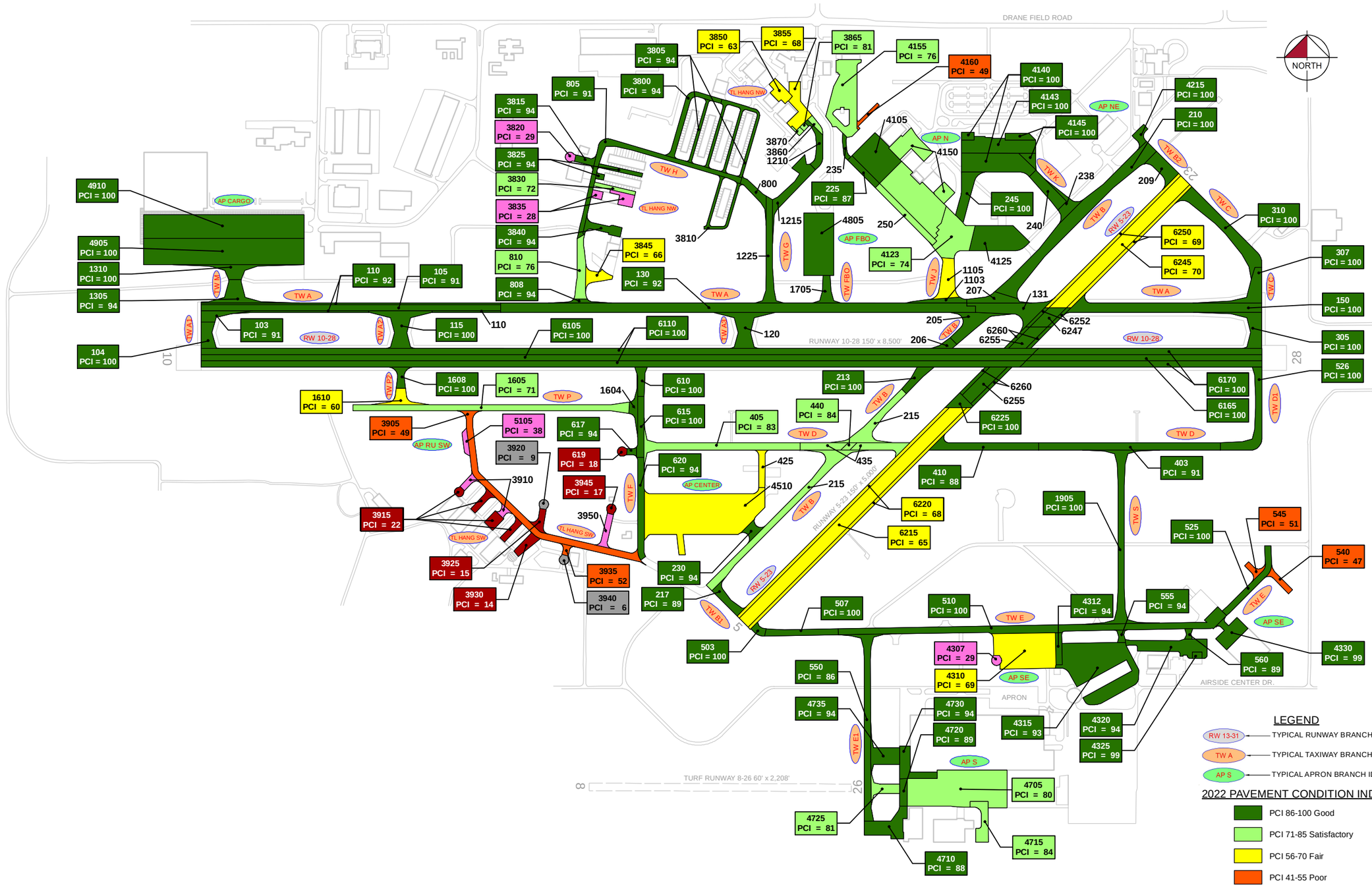


120 PCI = 100	131 PCI = 90	205 PCI = 90	206 PCI = 100	207 PCI = 89	209 PCI = 100	215 PCI = 84	235 PCI = 100	238 PCI = 100	240 PCI = 100	250 PCI = 75	425 PCI = 56
435 PCI = 74	800 PCI = 94	1103 PCI = 90	1105 PCI = 70	1210 PCI = 94	1215 PCI = 94	1225 PCI = 94	1604 PCI = 100	1705 PCI = 100	3810 PCI = 92	3860 PCI = 81	3870 PCI = 82
3910 PCI = 29	3950 PCI = 33	4105 PCI = 89	4115 PCI = 73	4125 PCI = 94	4150 PCI = 77	4510 PCI = 69	4805 PCI = 100	6247 PCI = 100	6252 PCI = 100	6255 PCI = 100	6260 PCI = 100

LAL

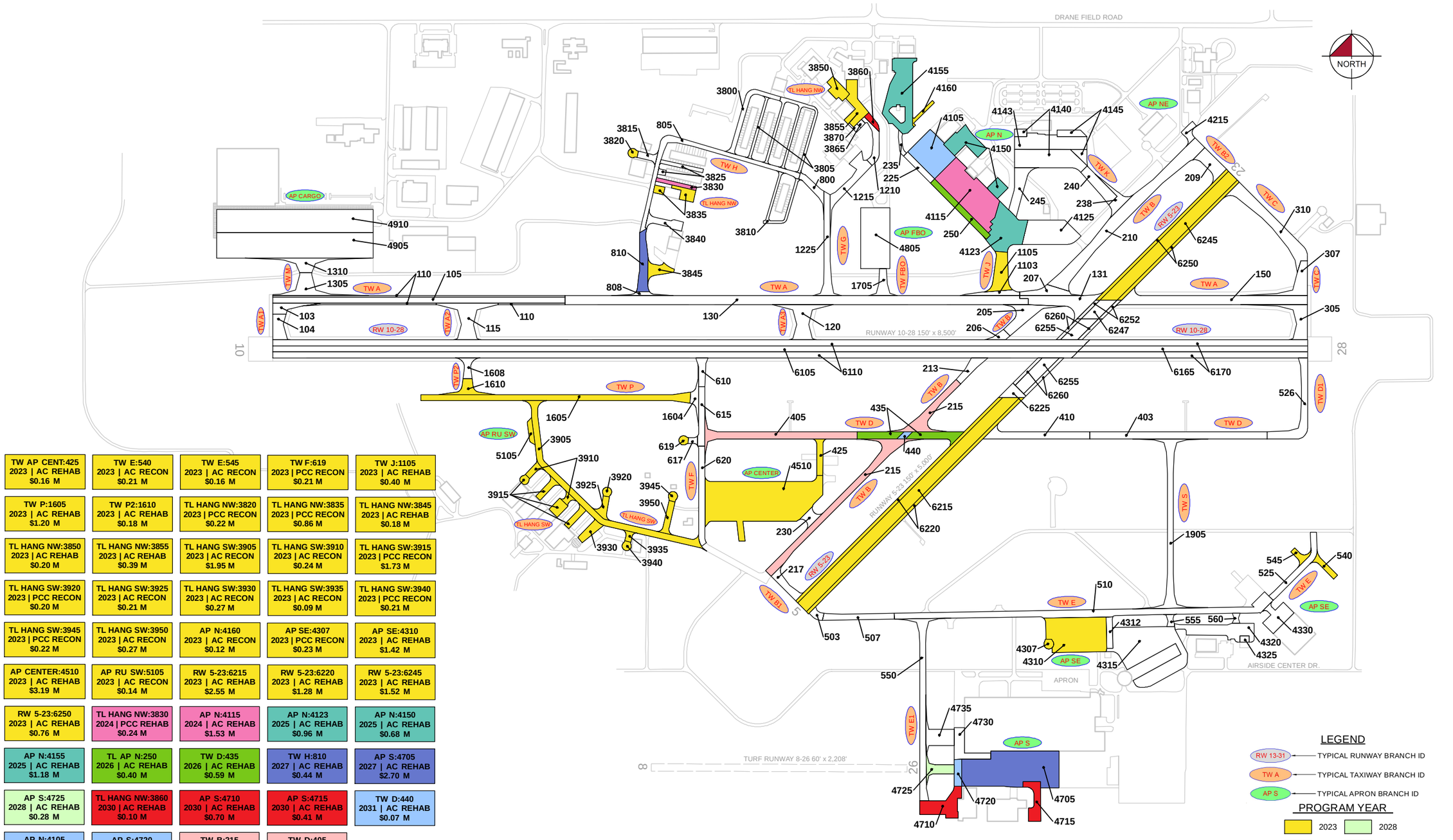
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

FDOT

2022



TW AP CENT:425 2023 | AC REHAB $0.16 M	TW E:540 2023 | AC RECON $0.21 M	TW E:545 2023 | AC RECON $0.16 M	TW F:619 2023 | PCC RECON $0.21 M	TW J:1105 2023 | AC REHAB $0.40 M
TW P:1605 2023 | AC REHAB $1.20 M	TW P2:1610 2023 | AC REHAB $0.18 M	TL HANG NW:3820 2023 | PCC RECON $0.22 M	TL HANG NW:3835 2023 | PCC RECON $0.86 M	TL HANG NW:3845 2023 | AC REHAB $0.18 M
TL HANG NW:3850 2023 | AC REHAB $0.20 M	TL HANG NW:3855 2023 | AC REHAB $0.39 M	TL HANG SW:3905 2023 | AC RECON $1.95 M	TL HANG SW:3910 2023 | AC RECON $0.24 M	TL HANG SW:3915 2023 | PCC RECON $1.73 M
TL HANG SW:3920 2023 | PCC RECON $0.20 M	TL HANG SW:3925 2023 | AC RECON $0.21 M	TL HANG SW:3930 2023 | AC RECON $0.27 M	TL HANG SW:3935 2023 | AC RECON $0.09 M	TL HANG SW:3940 2023 | PCC RECON $0.21 M
TL HANG SW:3945 2023 | PCC RECON $0.22 M	TL HANG SW:3950 2023 | AC RECON $0.27 M	AP N:4160 2023 | AC RECON $0.12 M	AP SE:4307 2023 | PCC RECON $0.23 M	AP SE:4310 2023 | AC REHAB $1.42 M
AP CENTER:4510 2023 | AC REHAB $3.19 M	AP RU SW:5105 2023 | AC RECON $0.14 M	RW 5-23:6215 2023 | AC REHAB $2.55 M	RW 5-23:6220 2023 | AC REHAB $1.28 M	RW 5-23:6245 2023 | AC REHAB $1.52 M
RW 5-23:6250 2023 | AC REHAB $0.76 M	TL HANG NW:3830 2024 | PCC REHAB $0.24 M	AP N:4115 2024 | AC REHAB $1.53 M	AP N:4123 2025 | AC REHAB $0.96 M	AP N:4150 2025 | AC REHAB $0.68 M
AP N:4155 2025 | AC REHAB $1.18 M	TL AP N:250 2026 | AC REHAB $0.40 M	TW D:435 2026 | AC REHAB $0.59 M	TW H:810 2027 | AC REHAB $0.44 M	AP S:4705 2027 | AC REHAB $2.70 M
AP S:4725 2028 | AC REHAB $0.28 M	TL HANG NW:3860 2030 | AC REHAB $0.10 M	AP S:4710 2030 | AC REHAB $0.70 M	AP S:4715 2030 | AC REHAB $0.41 M	TW D:440 2031 | AC REHAB $0.07 M
AP N:4105 2031 | AC REHAB $1.24 M	AP S:4720 2031 | AC REHAB $0.21 M	TW B:215 2032 | AC REHAB $2.27 M	TW D:405 2032 | AC REHAB $1.32 M	

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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

LAL

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

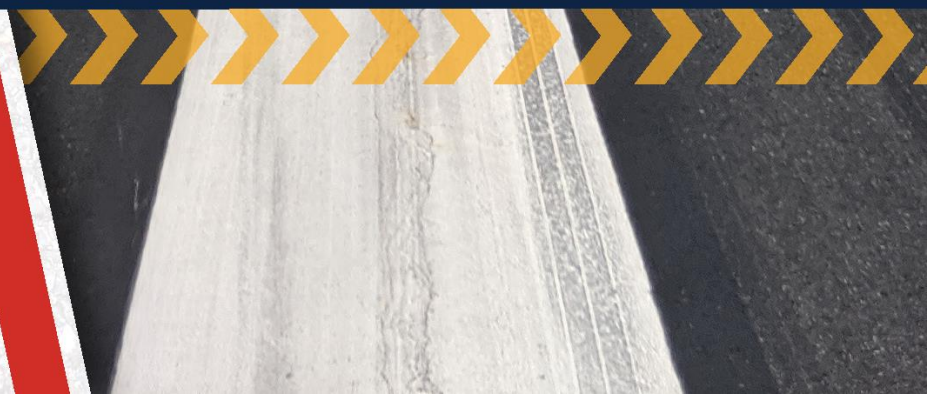
Statewide Airfield Pavement Management Program

LAKELAND LINDER INTERNATIONAL AIRPORT

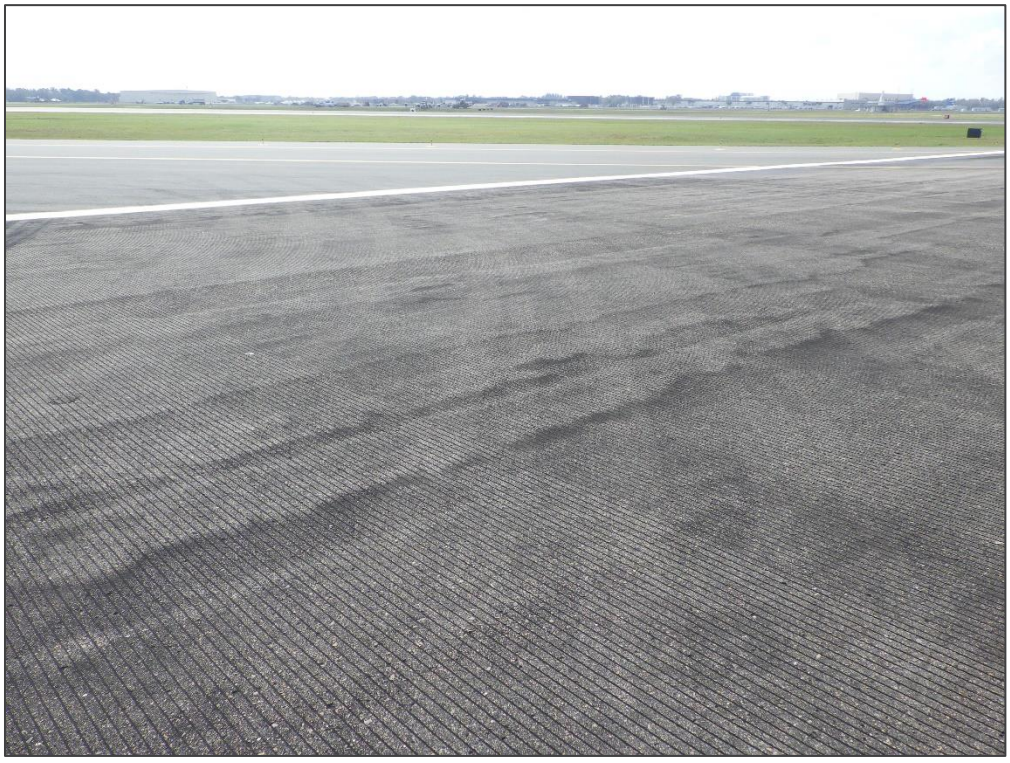
FDOT

2022

Appendix D: Inspection Photograph Documentation



RW 5-23, Section 6215, Sample Unit 322 – Longitudinal & Transverse Cracking



RW 5-23, Section 6245, Sample Unit 374 – Swelling

RW 5-23, Section 6250, Sample Unit 592 – Longitudinal & Transverse Cracking

TW A, Section 130, Sample Unit 123 – Vicinity

TW B, Section 215, Sample Unit 214 – Vicinity

TW D, Section 405, Sample Unit 110 – Longitudinal & Transverse Cracking

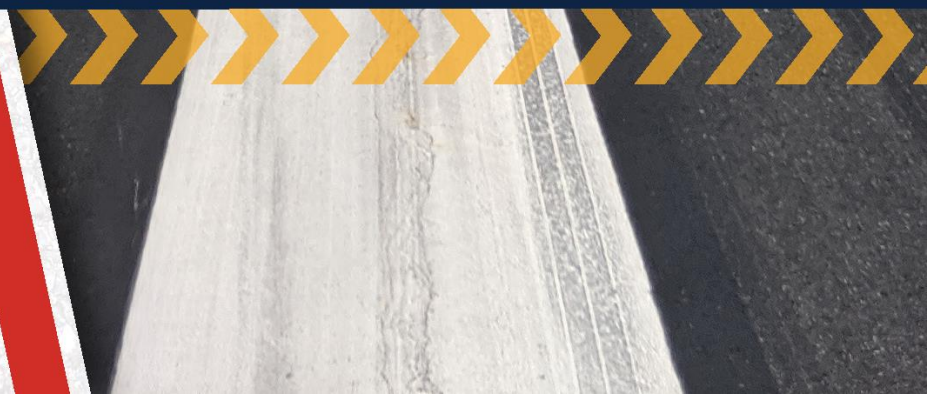
AP CENTER, Section 4510, Sample Unit 94 – Longitudinal & Transverse Cracking and Patching

AP N, Section 4115, Sample Unit 307 – Longitudinal & Transverse Cracking

AP N, Section 4155, Sample Unit 107 – Longitudinal & Transverse Cracking

AP SE, Section 4310, Sample Unit 601 – Longitudinal & Transverse Cracking

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT
Generated Date 11/18/2022

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP CENTER **Name:** CENTER APRON **Use:** APRON **Area:** 304,107 SqFt

Section: 4510 of 1 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 304,107 SqFt **Length:** 965 Ft **Width:** 325 Ft

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

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

Section Comments:

Work Date: 1/1/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 61 **Surveyed:** 9

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	214.00	Ft
50	PATCHING	L	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	118.00	Ft
50	PATCHING	L	1200.00	SqFt
57	WEATHERING	L	3800.00	SqFt

Sample Number: 205 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	174.00	Ft
50	PATCHING	L	1200.00	SqFt
57	WEATHERING	L	3800.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	289.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 701 **Type:** R **Area:** 3072.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	141.00	Ft
52	RAVELING	L	20.00	SqFt
57	WEATHERING	L	3052.00	SqFt

Sample Number: 74 **Type:** R **Area:** 5900.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	94.00	Ft
50	PATCHING	L	2242.00	SqFt
57	WEATHERING	L	3658.00	SqFt

Sample Number: 80 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	95.00	Ft
50	PATCHING	L	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt

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

Sample Comments:

48	L & T CR	L	219.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 94 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	97.00	Ft
50	PATCHING	L	1100.00	SqFt
57	WEATHERING	L	3900.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4105 of 10 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 80,113 SqFt **Length:** 313 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/1961	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1986	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5662.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	75.00	Ft
57	WEATHERING	L	5662.00	SqFt

Sample Number: 401 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	84.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4115 of 10 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 139,017 SqFt **Length:** 525 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2020 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 28 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	341.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	537.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 503 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	208.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4123 of 10 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 82,949 SqFt **Length:** 300 Ft **Width:** 270 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4075.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	237.00	Ft
52	RAVELING	M	230.00	SqFt
57	WEATHERING	L	3845.00	SqFt

Sample Number: 211 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	344.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 511 **Type:** R **Area:** 6673.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	452.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	6339.00	SqFt
57	WEATHERING	M	334.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4125 of 10 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 80,609 SqFt **Length:** 470 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/1962 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 304 **Type:** R **Area:** 4766.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4766.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4140 of 10 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 88,156 SqFt **Length:** 600 Ft **Width:** 151 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 60 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4162.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	23.00	Ft
52	RAVELING	L	4162.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
48	L & T CR	L	89.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 500 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
48	L & T CR	L	76.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	30.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4143 of 10 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 67,426 SqFt **Length:** 600 Ft **Width:** 100 Ft

Slabs: 300 **Slab Length:** 15 Ft **Slab Width:** 15 Ft **Joint Length:** 7,300 Ft

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 60 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4162.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	23.00	Ft
52	RAVELING	L	4162.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
48	L & T CR	L	89.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 500 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	2000.00	SqFt
48	L & T CR	L	76.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	30.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4145 of 10 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 21,026 SqFt **Length:** 250 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 78 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 4150.00 SqFt **PCI:** 78

Sample Comments:

45	DEPRESSION	L	14.00	SqFt
48	L & T CR	L	117.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	4150.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4150 of 10 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 58,693 SqFt **Length:** 345 Ft **Width:** 150 Ft

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

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

Section Comments:

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

Work Date: 1/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 252 **Type:** R **Area:** 4750.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	107.00	Ft
57	WEATHERING	L	4750.00	SqFt

Sample Number: 257 **Type:** R **Area:** 3938.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	7.00	Ft
49	OIL SPILLAGE	N	27.00	SqFt
53	RUTTING	L	186.00	SqFt
57	WEATHERING	L	3938.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4155 of 10 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 102,262 SqFt **Length:** 550 Ft **Width:** 185 Ft

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

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

Section Comments:

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

Work Date: 1/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	49.00	Ft
50	PATCHING	L	18.00	SqFt
57	WEATHERING	L	2982.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	425.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 205 **Type:** R **Area:** 5785.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	396.00	Ft
57	WEATHERING	L	5785.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 726,859 SqFt

Section: 4160 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 6,608 SqFt **Length:** 255 Ft **Width:** 25 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 6608.00 SqFt **PCI:** 49

Sample Comments:

41	ALLIGATOR CR	L	28.00	SqFt
45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	220.00	Ft
48	L & T CR	M	68.00	Ft
52	RAVELING	L	6508.00	SqFt
52	RAVELING	M	100.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 10,562 SqFt

Section: 4215 of 1 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 10,562 SqFt **Length:** 180 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 18 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6096.00 SqFt **PCI:** 18

Sample Comments:

41	ALLIGATOR CR	M	216.00	SqFt
43	BLOCK CR	M	1450.00	SqFt
45	DEPRESSION	L	50.00	SqFt
48	L & T CR	L	65.00	Ft
52	RAVELING	L	4762.00	SqFt
53	RUTTING	M	245.00	SqFt
53	RUTTING	H	105.00	SqFt
57	WEATHERING	L	1334.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP RU SW **Name:** SOUTHWEST APRON RUN-UP **Use:** APRON **Area:** 7,735 SqFt

Section: 5105 of 1 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 7,735 SqFt **Length:** 200 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3885.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	440.00	SqFt
45	DEPRESSION	L	444.00	SqFt
45	DEPRESSION	M	50.00	SqFt
48	L & T CR	L	108.00	Ft
48	L & T CR	M	60.00	Ft
52	RAVELING	M	971.00	SqFt
57	WEATHERING	L	2914.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

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

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

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

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

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

Section Comments:

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

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 46 **Surveyed:** 5

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 505 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	159.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 554 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	58.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 600 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

45	DEPRESSION	L	42.00	SqFt
48	L & T CR	L	83.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 603 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

45	DEPRESSION	L	84.00	SqFt
48	L & T CR	L	146.00	Ft
50	PATCHING	L	984.00	SqFt
57	WEATHERING	L	3552.00	SqFt
57	WEATHERING	M	464.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4710 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 47,426 SqFt **Length:** 314 Ft **Width:** 110 Ft

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

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

Section Comments:

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

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 252 **Type:** R **Area:** 5830.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	115.00	Ft
57	WEATHERING	L	5830.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4715 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 27,737 SqFt **Length:** 325 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 700 **Type:** R **Area:** 6273.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	150.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	6210.00	SqFt
57	WEATHERING	M	63.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4720 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 13,260 SqFt **Length:** 221 Ft **Width:** 60 Ft

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

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

Section Comments:

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

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 3450.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	3450.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4725 of 7 **From:** - **To:** - **Last Const.:** 3/1/2014

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

Area: 20,517 SqFt **Length:** 230 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 3/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 352 **Type:** R **Area:** 4500.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	215.00	Ft
57	WEATHERING	L	4500.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4730 of 7 **From:** - **To:** - **Last Const.:** 1/1/2017

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

Area: 33,280 SqFt **Length:** 475 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 12/25/1994	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**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: 2/28/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 396 **Type:** R **Area:** 4420.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4420.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 387,832 SqFt

Section: 4735 of 7 **From:** AP CENTER **To:** 4735 **Last Const.:** 1/1/2017

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

Area: 34,184 SqFt **Length:** 233 Ft **Width:** 135 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4500.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4307 of 7 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 5,199 SqFt **Length:** 90 Ft **Width:** 50 Ft

Slabs: 21 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 29

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 20.00 Slabs **PCI:** 29

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	9.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
70	SCALING	L	9.00	Slabs
70	SCALING	M	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	4.00	Slabs
74	JOINT SPALL	M	6.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
75	CORNER SPALL	L	3.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4310 of 7 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 134,895 SqFt **Length:** 475 Ft **Width:** 282 Ft

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

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

Section Comments:

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

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 29 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3862.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	223.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3762.00	SqFt

Sample Number: 304 **Type:** R **Area:** 4638.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	322.00	Ft
57	WEATHERING	L	4174.00	SqFt
57	WEATHERING	M	464.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	368.00	Ft
49	OIL SPILLAGE	N	5.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 601 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	489.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4312 of 7 **From:** - **To:** - **Last Const.:** 5/1/2017

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

Area: 12,922 SqFt **Length:** 257 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 5/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 305 **Type:** R **Area:** 4422.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4422.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4315 of 7 **From:** - **To:** - **Last Const.:** 5/1/2017

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

Area: 184,412 SqFt **Length:** 450 Ft **Width:** 400 Ft

Slabs: 98 **Slab Length:** 25 Ft **Slab Width:** 75 Ft **Joint Length:** 8,750 Ft

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

Section Comments:

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

Work Date: 5/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 38 **Surveyed:** 4

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4375.00 SqFt **PCI:** 91

Sample Comments:

49	OIL SPILLAGE	N	12.00	SqFt
57	WEATHERING	L	4375.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 603 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 902 **Type:** R **Area:** 5800.00 SqFt **PCI:** 94

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
57	WEATHERING	L	5800.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4320 of 7 **From:** AP SE **To:** 4320 **Last Const.:** 1/1/2016

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

Area: 60,613 SqFt **Length:** 560 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 3000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3000.00	SqFt

Sample Number: 501 **Type:** R **Area:** 3375.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3375.00	SqFt

Sample Number: 700 **Type:** R **Area:** 3962.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3962.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4325 of 7 **From:** AP SE **To:** 4325 **Last Const.:** 1/1/2016

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

Area: 3,850 SqFt **Length:** 77 Ft **Width:** 50 Ft

Slabs: 26 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 502 Ft

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Patching - PCC **Code:** PA-PC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 802 **Type:** R **Area:** 24.00 Slabs **PCI:** 99

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 435,974 SqFt

Section: 4330 of 7 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 34,083 SqFt **Length:** 240 Ft **Width:** 145 Ft

Slabs: 119 **Slab Length:** 20 Ft **Slab Width:** 14 Ft **Joint Length:** 3,789 Ft

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

Section Comments:

Work Date: 10/1/2019 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 99

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

75	CORNER SPALL	L	1.00	Slabs

Sample Number: 300 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 10-28 **Name:** RUNWAY 10-28 **Use:** RUNWAY **Area:** 1,275,000 SqFt

Section: 6105 of 4 **From:** - **To:** - **Last Const.:** 11/1/2020

Surface: AC **Family:** CA653-RL-RW-AC **Zone:** **Category:** **Rank:** T

Area: 331,787 SqFt **Length:** 6,636 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 7/10/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 50 **Surveyed:** 11

Conditions: **PCI:** 86 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

50	PATCHING	L	650.00	SqFt
57	WEATHERING	L	4350.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

50	PATCHING	L	650.00	SqFt
57	WEATHERING	L	4350.00	SqFt

Sample Number: 311 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	17.00	Ft
50	PATCHING	L	650.00	SqFt
57	WEATHERING	L	4350.00	SqFt

Sample Number: 317 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	40.00	Ft
50	PATCHING	L	650.00	SqFt
57	WEATHERING	L	4350.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 340 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 344 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 348 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 10-28 **Name:** RUNWAY 10-28 **Use:** RUNWAY **Area:** 1,275,000 SqFt

Section: 6110 of 4 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 663,573 SqFt **Length:** 6,636 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1993	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 7/10/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 26 **Surveyed:** 5

Conditions: **PCI:** 93 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 512 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 536 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 544 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 10-28 **Name:** RUNWAY 10-28 **Use:** RUNWAY **Area:** 1,275,000 SqFt

Section: 6165 of 4 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 93,213 SqFt **Length:** 1,864 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1989	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 8 **Surveyed:** 3

Conditions: **PCI:** 90 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 463 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

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

Sample Number: 464 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 467 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 10-28 **Name:** RUNWAY 10-28 **Use:** RUNWAY **Area:** 1,275,000 SqFt

Section: 6170 of 4 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 186,427 SqFt **Length:** 1,864 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1989	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 262 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6215 of 9 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 243,056 SqFt **Length:** 2,431 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1966	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 49 **Surveyed:** 11

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 4500.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	71.00	Ft
52	RAVELING	L	4500.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	187.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	201.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	291.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 310 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	280.00	Ft
52	RAVELING	L	3000.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	110.00	Ft
50	PATCHING	L	1169.00	SqFt
50	PATCHING	M	180.00	SqFt
52	RAVELING	L	3651.00	SqFt
56	SWELLING	L	40.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	215.00	Ft

48	L & T CR	M	15.00	Ft
52	RAVELING	L	3750.00	SqFt
52	RAVELING	M	250.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	239.00	Ft
52	RAVELING	L	3000.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	337.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	331.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	353.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6220 of 9 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 121,528 SqFt **Length:** 2,431 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1966	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 25 **Surveyed:** 5

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4375.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	143.00	Ft
52	RAVELING	L	875.00	SqFt
57	WEATHERING	M	3500.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	215.00	Ft
52	RAVELING	L	2000.00	SqFt
56	SWELLING	L	17.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 144 **Type:** R **Area:** 4827.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	121.00	Ft
52	RAVELING	L	3138.00	SqFt
57	WEATHERING	M	1689.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	200.00	Ft
52	RAVELING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 532 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	167.00	Ft
52	RAVELING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6225 of 9 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 14,166 SqFt **Length:** 95 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1966	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 51 **Surveyed:** 11

Conditions: **PCI:** 66 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 4500.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	69.00	Ft
52	RAVELING	L	4500.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	155.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	82.00	Ft
52	RAVELING	L	2750.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	2250.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	114.00	Ft
52	RAVELING	L	2750.00	SqFt
57	WEATHERING	M	2250.00	SqFt

Sample Number: 310 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	92.00	Ft
52	RAVELING	L	3000.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	97.00	Ft
50	PATCHING	L	960.00	SqFt
52	RAVELING	L	2515.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	M	1525.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	157.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	3010.00	SqFt
52	RAVELING	M	90.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	96.00	Ft
52	RAVELING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	103.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	108.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	137.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6245 of 9 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 144,316 SqFt **Length:** 1,443 Ft **Width:** 100 Ft

Slabs: 462 **Slab Length:** 13 Ft **Slab Width:** 25 Ft **Joint Length:** 15,773 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 29 **Surveyed:** 6

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 374 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	86.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	180.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	98.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 385 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	85.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	188.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 396 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	159.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	158.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6247 of 9 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 21,926 SqFt **Length:** 220 Ft **Width:** 100 Ft

Slabs: 70 **Slab Length:** 13 Ft **Slab Width:** 25 Ft **Joint Length:** 2,320 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 34 **Surveyed:** 7

Conditions: **PCI:** 67 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 368 **Type:** R **Area:** 4844.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	63.00	Ft
52	RAVELING	L	2422.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	M	2422.00	SqFt

Sample Number: 374 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	72.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	180.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	96.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 385 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	28.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	15.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	68.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	35.00	SqFt

Sample Number: 396 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	79.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	47.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	104.00	Ft
52	RAVELING	L	3500.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6250 of 9 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 72,158 SqFt **Length:** 1,443 Ft **Width:** 50 Ft

Slabs: 231 **Slab Length:** 13 Ft **Slab Width:** 25 Ft **Joint Length:** 7,165 Ft

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 14 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 176 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	112.00	Ft
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 196 **Type:** R **Area:** 5753.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	37.00	Ft
52	RAVELING	L	2876.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	M	2877.00	SqFt

Sample Number: 584 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

50	PATCHING	L	336.00	SqFt
52	RAVELING	L	2500.00	SqFt
57	WEATHERING	M	2164.00	SqFt

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	155.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	67.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6252 of 9 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 10,963 SqFt **Length:** 220 Ft **Width:** 50 Ft

Slabs: 35 **Slab Length:** 13 Ft **Slab Width:** 25 Ft **Joint Length:** 1,050 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 17 **Surveyed:** 5

Conditions: **PCI:** 66 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	87.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 176 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	49.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 196 **Type:** R **Area:** 5753.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	12.00	Ft
52	RAVELING	L	3000.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	M	2753.00	SqFt

Sample Number: 584 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	16.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	65.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6255 of 9 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 60,548 SqFt **Length:** 607 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 64 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 351 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	160.00	Ft
52	RAVELING	L	2750.00	SqFt
57	WEATHERING	M	2250.00	SqFt

Sample Number: 353 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	50.00	SqFt
48	L & T CR	L	164.00	Ft
52	RAVELING	L	2750.00	SqFt
57	WEATHERING	M	2250.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 718,935 SqFt

Section: 6260 of 9 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 30,274 SqFt **Length:** 607 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1944	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 72 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 6250.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	10.00	Ft
52	RAVELING	L	3200.00	SqFt
57	WEATHERING	M	3050.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL AP N **Name:** NORTH APRON TAXILANE **Use:** TAXILANE **Area:** 54,179 SqFt

Section: 225 of 3 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 15,662 SqFt **Length:** 313 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1964	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1986	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 236 **Type:** R **Area:** 5662.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	85.00	Ft
56	SWELLING	L	34.00	SqFt
57	WEATHERING	L	5662.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL AP N **Name:** NORTH APRON TAXILANE **Use:** TAXILANE **Area:** 54,179 SqFt

Section: 250 of 3 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 32,500 SqFt **Length:** 650 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2015 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 228 **Type:** R **Area:** 3750.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	340.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 230 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	349.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3800 of 15 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 30,654 SqFt **Length:** 770 Ft **Width:** 40 Ft

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

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3805 of 15 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 52,048 SqFt **Length:** 2,415 Ft **Width:** 20 Ft

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

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5712.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5712.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3810 of 15 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 20,001 SqFt **Length:** 1,000 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 1/1/2018 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4686.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	4686.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3815 of 15 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 8,990 SqFt **Length:** 170 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 10/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4869.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4869.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3820 of 15 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 4,846 SqFt **Length:** 90 Ft **Width:** 50 Ft

Slabs: 19 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 29

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 20.00 Slabs **PCI:** 29

Sample Comments:

63	LINEAR CR	L	6.00	Slabs
63	LINEAR CR	M	9.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	2.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3825 of 15 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 13,703 SqFt **Length:** 425 Ft **Width:** 30 Ft

Slabs: 22 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 565 Ft

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 4500.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4500.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3830 of 15 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 10,180 SqFt **Length:** 340 Ft **Width:** 30 Ft

Slabs: 16 **Slab Length:** 25 Ft **Slab Width:** 25 Ft **Joint Length:** 446 Ft

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Slab Replacement - PCC **Code:** SL-PC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 18.00 Slabs **PCI:** 65

Sample Comments:

65	JT SEAL DMG	H	18.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	M	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 301 **Type:** R **Area:** 14.00 Slabs **PCI:** 82

Sample Comments:

65	JT SEAL DMG	H	14.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3835 of 15 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 19,120 SqFt **Length:** 205 Ft **Width:** 65 Ft

Slabs: 53 **Slab Length:** 17 Ft **Slab Width:** 20 Ft **Joint Length:** 1,141 Ft

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 28

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 18.00 Slabs **PCI:** 28

Sample Comments:

65	JT SEAL DMG	M	18.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	17.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3840 of 15 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 19,300 SqFt **Length:** 295 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4626.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4626.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3845 of 15 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 17,219 SqFt **Length:** 215 Ft **Width:** 80 Ft

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

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

Section Comments:

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

Work Date: 1/1/2011 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 644 **Type:** R **Area:** 4149.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	430.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	3995.00	SqFt
57	WEATHERING	M	154.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3850 of 15 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 18,572 SqFt **Length:** 198 Ft **Width:** 84 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 5151.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	584.00	Ft
50	PATCHING	L	9.00	SqFt
52	RAVELING	L	257.00	SqFt
57	WEATHERING	L	4885.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3855 of 15 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 36,799 SqFt **Length:** 430 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 12/25/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6242.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	467.00	Ft
52	RAVELING	L	312.00	SqFt
56	SWELLING	L	36.00	SqFt
57	WEATHERING	L	5930.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3860 of 15 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 6,478 SqFt **Length:** 175 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 6478.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	217.00	Ft
57	WEATHERING	L	6154.00	SqFt
57	WEATHERING	M	324.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3865 of 15 **From:** - **To:** - **Last Const.:** 12/25/2002

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

Area: 2,273 SqFt **Length:** 50 Ft **Width:** 45 Ft

Slabs: 15 **Slab Length:** 10 Ft **Slab Width:** 15 Ft **Joint Length:** 280 Ft

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

Section Comments:

Work Date: 12/25/2002 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 15.00 Slabs **PCI:** 81

Sample Comments:

63	LINEAR CR	L	2.00	Slabs
65	JT SEAL DMG	M	15.00	Slabs
70	SCALING	L	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 263,463 SqFt

Section: 3870 of 15 **From:** - **To:** - **Last Const.:** 12/25/2010

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

Area: 3,280 SqFt **Length:** 55 Ft **Width:** 45 Ft

Slabs: 22 **Slab Length:** 10 Ft **Slab Width:** 15 Ft **Joint Length:** 312 Ft

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

Section Comments:

Work Date: 12/25/2010 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 28.00 Slabs **PCI:** 82

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	H	28.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3905 of 10 **From:** - **To:** - **Last Const.:** 1/1/1992

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** T

Area: 105,514 SqFt **Length:** 2,100 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 901 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

48	L & T CR	L	350.00	Ft
48	L & T CR	M	62.00	Ft
52	RAVELING	L	4100.00	SqFt
52	RAVELING	M	575.00	SqFt
52	RAVELING	H	325.00	SqFt
56	SWELLING	L	12.00	SqFt

Sample Number: 907 **Type:** R **Area:** 4988.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	225.00	Ft
48	L & T CR	M	242.00	Ft
52	RAVELING	L	4888.00	SqFt
52	RAVELING	M	100.00	SqFt

Sample Number: 915 **Type:** R **Area:** 5618.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	254.00	Ft
48	L & T CR	M	208.00	Ft
52	RAVELING	L	5056.00	SqFt
52	RAVELING	M	562.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3910 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 12,763 SqFt **Length:** 250 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 29

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3750.00 SqFt **PCI:** 29

Sample Comments:

43	BLOCK CR	M	700.00	SqFt
48	L & T CR	L	108.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	938.00	SqFt
52	RAVELING	M	2812.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3915 of 10 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 38,471 SqFt **Length:** 150 Ft **Width:** 200 Ft

Slabs: 141 **Slab Length:** 16 Ft **Slab Width:** 17 Ft **Joint Length:** 3,290 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 22

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 21.00 Slabs **PCI:** 29

Sample Comments:

62	CORNER BREAK	L	2.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	10.00	Slabs
65	JT SEAL DMG	H	21.00	Slabs
67	LARGE PATCH	M	2.00	Slabs
72	SHAT. SLAB	L	3.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
73	SHRINKAGE CR	N	18.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 301 **Type:** R **Area:** 16.00 Slabs **PCI:** 13

Sample Comments:

63	LINEAR CR	L	5.00	Slabs
63	LINEAR CR	M	4.00	Slabs
65	JT SEAL DMG	H	16.00	Slabs
70	SCALING	M	1.00	Slabs
72	SHAT. SLAB	L	3.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3920 of 10 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 4,533 SqFt **Length:** 50 Ft **Width:** 90 Ft

Slabs: 18 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 9

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 20.00 Slabs **PCI:** 9

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	M	9.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	1.00	Slabs
72	SHAT. SLAB	M	7.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3925 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 11,499 SqFt **Length:** 230 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 15

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6965.00 SqFt **PCI:** 15

Sample Comments:

45	DEPRESSION	L	100.00	SqFt
45	DEPRESSION	M	62.00	SqFt
48	L & T CR	L	496.00	Ft
48	L & T CR	M	169.00	Ft
52	RAVELING	M	5215.00	SqFt
52	RAVELING	H	1750.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3930 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 14,742 SqFt **Length:** 290 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 14

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 4576.00 SqFt **PCI:** 14

Sample Comments:

41	ALLIGATOR CR	L	200.00	SqFt
41	ALLIGATOR CR	M	100.00	SqFt
43	BLOCK CR	L	250.00	SqFt
45	DEPRESSION	L	45.00	SqFt
48	L & T CR	L	240.00	Ft
48	L & T CR	M	185.00	Ft
52	RAVELING	M	4126.00	SqFt
52	RAVELING	H	450.00	SqFt
53	RUTTING	L	80.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3935 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 4,963 SqFt **Length:** 90 Ft **Width:** 50 Ft

Slabs: 13 **Slab Length:** 15 Ft **Slab Width:** 25 Ft **Joint Length:** 340 Ft

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 4963.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	228.00	Ft
48	L & T CR	M	172.00	Ft
52	RAVELING	L	4163.00	SqFt
52	RAVELING	M	800.00	SqFt
56	SWELLING	L	10.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3940 of 10 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 4,572 SqFt **Length:** 50 Ft **Width:** 90 Ft

Slabs: 18 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 601 **Type:** R **Area:** 18.00 Slabs **PCI:** 6

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	5.00	Slabs
63	LINEAR CR	M	7.00	Slabs
65	JT SEAL DMG	H	18.00	Slabs
70	SCALING	L	9.00	Slabs
71	FAULTING	L	3.00	Slabs
71	FAULTING	H	1.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	3.00	Slabs
74	JOINT SPALL	M	2.00	Slabs
74	JOINT SPALL	H	2.00	Slabs
75	CORNER SPALL	L	3.00	Slabs
75	CORNER SPALL	M	1.00	Slabs
75	CORNER SPALL	H	2.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3945 of 10 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 4,824 SqFt **Length:** 50 Ft **Width:** 90 Ft

Slabs: 19 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 17

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 20.00 Slabs **PCI:** 17

Sample Comments:

62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	4.00	Slabs
63	LINEAR CR	M	6.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
71	FAULTING	L	3.00	Slabs
72	SHAT. SLAB	M	3.00	Slabs
73	SHRINKAGE CR	N	8.00	Slabs
74	JOINT SPALL	M	3.00	Slabs
74	JOINT SPALL	H	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TL HANG SW **Name:** SOUTHWEST HANGAR TAXILANE **Use:** TAXILANE **Area:** 216,313 SqFt

Section: 3950 of 10 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 14,432 SqFt **Length:** 280 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 33

Sample Comments:

48	L & T CR	L	196.00	Ft
48	L & T CR	M	410.00	Ft
52	RAVELING	L	1000.00	SqFt
52	RAVELING	M	4000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 628,849 SqFt

Section: 105 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** T

Area: 120,000 SqFt **Length:** 2,400 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1993	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	62.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	25.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 628,849 SqFt

Section: 110 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 49,540 SqFt **Length:** 2,400 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1998	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 628,849 SqFt

Section: 130 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 283,622 SqFt **Length:** 3,735 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 76 **Surveyed:** 8

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	3734.00	SqFt
57	WEATHERING	M	16.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 112 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 134 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	22.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 145 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 156 **Type:** R **Area:** 3750.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	3721.00	SqFt
57	WEATHERING	M	29.00	SqFt

Sample Number: 167 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3750.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 628,849 SqFt

Section: 131 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 57,957 SqFt **Length:** 650 Ft **Width:** 75 Ft

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

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

Section Comments:

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

Work Date: 1/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 175 **Type:** R **Area:** 4047.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	4047.00	SqFt

Sample Number: 181 **Type:** R **Area:** 4530.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	4530.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 628,849 SqFt

Section: 150 of 5 **From:** - **To:** - **Last Const.:** 11/1/2021

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

Area: 117,730 SqFt **Length:** 1,500 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1972	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 29 **Surveyed:** 3

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 3750.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	158.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	M	3562.00	SqFt

Sample Number: 216 **Type:** R **Area:** 3750.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	236.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 227 **Type:** R **Area:** 3750.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	636.00	Ft
52	RAVELING	L	375.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	M	3375.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 38,602 SqFt

Section: 103 of 2 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 17,365 SqFt **Length:** 190 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1993	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 205 **Type:** R **Area:** 5007.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5007.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 38,602 SqFt

Section: 104 of 2 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 21,237 SqFt **Length:** 210 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1993	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 12/8/2014 **TotalSamples:** 37 **Surveyed:** 5

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	770.00	Ft
52	RAVELING	L	500.00	SqFt
52	RAVELING	M	22.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	391.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4800.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	564.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	4800.00	SqFt

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	228.00	Ft
52	RAVELING	L	600.00	SqFt
57	WEATHERING	M	4400.00	SqFt

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	93.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.00	Ft
52	RAVELING	L	300.00	SqFt
52	RAVELING	M	52.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 52,869 SqFt

Section: 115 of 1 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 52,869 SqFt **Length:** 300 Ft **Width:** 160 Ft

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

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

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 63 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4574.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	270.00	Ft
48	L & T CR	M	2.00	Ft
50	PATCHING	L	75.00	SqFt
52	RAVELING	L	250.00	SqFt
52	RAVELING	M	50.00	SqFt
56	SWELLING	L	20.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW AP CENT **Name:** CENTER APRON TAXIWAY **Use:** TAXIWAY **Area:** 15,514 SqFt

Section: 425 of 1 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 15,514 SqFt **Length:** 297 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	418.00	Ft
48	L & T CR	M	136.00	Ft
52	RAVELING	L	4880.00	SqFt
52	RAVELING	M	120.00	SqFt
56	SWELLING	L	10.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 205 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** T

Area: 38,653 SqFt **Length:** 325 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 407 **Type:** R **Area:** 4663.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	4663.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 206 of 6 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 7,819 SqFt **Length:** 100 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 12/8/2014 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 4751.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	48.00	Ft
52	RAVELING	L	101.00	SqFt
57	WEATHERING	M	4650.00	SqFt

Sample Number: 407 **Type:** R **Area:** 4133.31 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft
52	RAVELING	L	126.00	SqFt
57	WEATHERING	M	4007.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 207 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 22,787 SqFt **Length:** 520 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 272 **Type:** R **Area:** 5731.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	5731.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 210 of 6 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 162,657 SqFt **Length:** 1,711 Ft **Width:** 116 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 34 **Surveyed:** 4

Conditions: **PCI:** 71 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 5781.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	193.00	Ft
50	PATCHING	L	12.00	SqFt
52	RAVELING	L	4750.00	SqFt
57	WEATHERING	M	1019.00	SqFt

Sample Number: 217 **Type:** R **Area:** 5100.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	17.00	Ft
52	RAVELING	L	1020.00	SqFt
57	WEATHERING	M	4080.00	SqFt

Sample Number: 225 **Type:** R **Area:** 4794.00 SqFt **PCI:** 76

Sample Comments:

52	RAVELING	L	750.00	SqFt
57	WEATHERING	M	4044.00	SqFt

Sample Number: 234 **Type:** R **Area:** 5069.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	7.00	Ft
52	RAVELING	L	1200.00	SqFt
57	WEATHERING	M	3869.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 213 of 6 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 17,827 SqFt **Length:** 300 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 32 **Surveyed:** 4

Conditions: **PCI:** 90 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 214 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	73.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 220 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 223 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 388,965 SqFt

Section: 215 of 6 **From:** - **To:** - **Last Const.:** 1/1/2013

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

Area: 139,222 SqFt **Length:** 2,025 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 28 **Surveyed:** 4

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	224.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 214 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
48	L & T CR	L	170.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 220 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	135.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 223 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	90.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 19,804 SqFt

Section: 217 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

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

Area: 19,804 SqFt **Length:** 285 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6072.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	6072.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 28,288 SqFt

Section: 209 of 1 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 28,288 SqFt **Length:** 250 Ft **Width:** 105 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

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

Conditions: **PCI:** 72 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5304.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	51.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3304.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 11,810 SqFt

Section: 230 of 1 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 11,810 SqFt **Length:** 100 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 9/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5681.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5681.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 148,591 SqFt

Section: 305 of 3 **From:** - **To:** - **Last Const.:** 11/1/2021

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** T

Area: 35,929 SqFt **Length:** 288 Ft **Width:** 150 Ft

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

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

Section Comments: This section was modified on 07/26/05

Work Date: 1/1/1972	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	319.00	Ft
52	RAVELING	L	1241.00	SqFt
52	RAVELING	M	36.00	SqFt
56	SWELLING	L	20.00	SqFt

Sample Number: 203 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	245.00	Ft
52	RAVELING	L	2750.00	SqFt
56	SWELLING	L	225.00	SqFt
57	WEATHERING	M	2250.00	SqFt

Sample Number: 305 **Type:** R **Area:** 3757.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	3757.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 148,591 SqFt

Section: 307 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 32,690 SqFt **Length:** 285 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1972	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

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

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	199.00	Ft
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	50.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 148,591 SqFt

Section: 310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 79,972 SqFt **Length:** 825 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 310 **Type:** R **Area:** 4649.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	20.00	Ft
52	RAVELING	L	697.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3952.00	SqFt

Sample Number: 313 **Type:** R **Area:** 3840.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	2.00	Ft
52	RAVELING	L	576.00	SqFt
57	WEATHERING	L	3264.00	SqFt

Sample Number: 319 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	108.00	Ft
52	RAVELING	L	25.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3725.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 273,760 SqFt

Section: 403 of 5 **From:** TW D **To:** 403 **Last Const.:** 1/1/2016

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

Area: 87,308 SqFt **Length:** 1,455 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 213 **Type:** R **Area:** 6000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 217 **Type:** R **Area:** 6000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 273,760 SqFt

Section: 405 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 80,693 SqFt **Length:** 1,250 Ft **Width:** 60 Ft

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

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

Section Comments:

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

Work Date: 1/1/2016 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	133.00	Ft
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 110 **Type:** R **Area:** 6000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	282.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 273,760 SqFt

Section: 410 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 53,031 SqFt **Length:** 880 Ft **Width:** 60 Ft

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

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

Section Comments:

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

Work Date: 1/1/2016 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5999.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	156.00	Ft
57	WEATHERING	L	5999.00	SqFt

Sample Number: 205 **Type:** R **Area:** 6000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	L	6000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 273,760 SqFt

Section: 435 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 48,487 SqFt **Length:** 806 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**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: 2/28/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 6000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	516.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	6000.00	SqFt

Sample Number: 121 **Type:** R **Area:** 4017.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	191.00	Ft
48	L & T CR	M	3.00	Ft
57	WEATHERING	L	4017.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 273,760 SqFt

Section: 440 of 5 **From:** - **To:** - **Last Const.:** 1/1/2013

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

Area: 4,241 SqFt **Length:** 85 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2013	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 4242.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	139.00	Ft
57	WEATHERING	L	4242.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 54,605 SqFt

Section: 526 of 1 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 54,605 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1964	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2016	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 12/8/2014 **TotalSamples:** 21 **Surveyed:** 4

Conditions: **PCI:** 48 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	26.00	Ft
52	RAVELING	L	3843.00	SqFt
52	RAVELING	M	1100.00	SqFt
52	RAVELING	H	57.00	SqFt

Sample Number: 409 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CRACKING	L	429.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	84.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	307.00	Ft
52	RAVELING	L	4600.00	SqFt
52	RAVELING	M	400.00	SqFt

Sample Number: 416 **Type:** R **Area:** 5088.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CRACKING	M	567.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	457.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	51.00	Ft
52	RAVELING	L	3342.00	SqFt
52	RAVELING	M	1746.00	SqFt

Sample Number: 419 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	395.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	76.00	Ft
52	RAVELING	L	3176.00	SqFt
52	RAVELING	M	1824.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 503 of 6 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 7,208 SqFt **Length:** 120 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1992	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 533 **Type:** R **Area:** 4135.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	166.00	Ft
52	RAVELING	L	414.00	SqFt
57	WEATHERING	L	1653.00	SqFt
57	WEATHERING	M	2068.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 507 of 6 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 29,771 SqFt **Length:** 590 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 27 **Surveyed:** 4

Conditions: **PCI:** 57 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 506 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	300.00	SqFt
48	L & T CR	L	335.00	Ft
52	RAVELING	L	3620.00	SqFt
52	RAVELING	M	1300.00	SqFt

Sample Number: 515 **Type:** R **Area:** 5400.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	427.00	Ft
48	L & T CR	M	179.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 521 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	M	115.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 531 **Type:** R **Area:** 5447.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	341.00	Ft
48	L & T CR	M	300.00	Ft
52	RAVELING	L	5447.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 510 of 6 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 171,192 SqFt **Length:** 3,125 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 27 **Surveyed:** 4

Conditions: **PCI:** 57 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 506 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	300.00	SqFt
48	L & T CR	L	335.00	Ft
52	RAVELING	L	3620.00	SqFt
52	RAVELING	M	1300.00	SqFt

Sample Number: 515 **Type:** R **Area:** 5400.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	427.00	Ft
48	L & T CR	M	179.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 521 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	372.00	Ft
48	L & T CR	M	115.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 531 **Type:** R **Area:** 5447.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	341.00	Ft
48	L & T CR	M	300.00	Ft
52	RAVELING	L	5447.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 525 of 6 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 34,213 SqFt **Length:** 700 Ft **Width:** 50 Ft

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

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

Section Comments: THIS SECTION WAS RENAMED FROM 405 TO 525.

Work Date: 1/1/1964	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 47 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 409 **Type:** R **Area:** 3751.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	430.00	SqFt
48	L & T CR	L	330.00	Ft
52	RAVELING	L	2726.00	SqFt
52	RAVELING	M	1025.00	SqFt

Sample Number: 421 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	423.00	Ft
48	L & T CR	M	111.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 540 of 6 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 11,282 SqFt **Length:** 170 Ft **Width:** 45 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6075.00 SqFt **PCI:** 47

Sample Comments:

45	DEPRESSION	L	69.00	SqFt
45	DEPRESSION	M	18.00	SqFt
48	L & T CR	L	154.00	Ft
52	RAVELING	L	5866.00	SqFt
52	RAVELING	M	134.00	SqFt
52	RAVELING	H	75.00	SqFt
56	SWELLING	L	25.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 262,167 SqFt

Section: 545 of 6 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 8,501 SqFt **Length:** 160 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 2/28/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 3392.00 SqFt **PCI:** 51

Sample Comments:

45	DEPRESSION	L	16.00	SqFt
45	DEPRESSION	M	5.00	SqFt
48	L & T CR	L	49.00	Ft
50	PATCHING	M	12.00	SqFt
52	RAVELING	L	3364.00	SqFt
52	RAVELING	M	16.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 84,408 SqFt

Section: 550 of 1 **From:** - **To:** - **Last Const.:** 3/1/2014

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

Area: 84,408 SqFt **Length:** 1,494 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 3/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 2/28/2022 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 5313.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	152.00	Ft
57	WEATHERING	L	5313.00	SqFt

Sample Number: 308 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	107.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5091.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	145.00	Ft
57	WEATHERING	L	5091.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 5,538 SqFt

Section: 555 of 1 **From:** - **To:** - **Last Const.:** 5/1/2017

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

Area: 5,538 SqFt **Length:** 100 Ft **Width:** 50 Ft

Slabs: 3 **Slab Length:** 25 Ft **Slab Width:** 75 Ft **Joint Length:** 117 Ft

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

Section Comments:

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

Work Date: 5/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5538.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5538.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 4,058 SqFt

Section: 560 of 1 **From:** AP SE **To:** 4320 **Last Const.:** 1/1/2016

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

Area: 4,058 SqFt **Length:** 80 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 550 **Type:** R **Area:** 4058.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	3652.00	SqFt
57	WEATHERING	M	406.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 90,358 SqFt

Section: 610 of 5 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 14,180 SqFt **Length:** 235 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1986 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 11/1/2020 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 8 **Surveyed:** 3

Conditions: **PCI:** 46 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 617 **Type:** R **Area:** 5153.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	1958.00	SqFt
43	BLOCK CR	M	2937.00	SqFt
50	PATCHING	L	258.00	SqFt
52	RAVELING	L	4895.00	SqFt
56	SWELLING	L	35.00	SqFt

Sample Number: 623 **Type:** R **Area:** 3250.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	3250.00	SqFt
52	RAVELING	L	3250.00	SqFt
56	SWELLING	L	30.00	SqFt

Sample Number: 624 **Type:** R **Area:** 5051.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	3981.00	SqFt
50	PATCHING	L	1070.00	SqFt
52	RAVELING	L	3981.00	SqFt
56	SWELLING	L	35.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 90,358 SqFt

Section: 615 of 5 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 25,205 SqFt **Length:** 485 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1986	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 8 **Surveyed:** 3

Conditions: **PCI:** 46 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 617 **Type:** R **Area:** 5153.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	1958.00	SqFt
43	BLOCK CR	M	2937.00	SqFt
50	PATCHING	L	258.00	SqFt
52	RAVELING	L	4895.00	SqFt
56	SWELLING	L	35.00	SqFt

Sample Number: 623 **Type:** R **Area:** 3250.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	3250.00	SqFt
52	RAVELING	L	3250.00	SqFt
56	SWELLING	L	30.00	SqFt

Sample Number: 624 **Type:** R **Area:** 5051.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	3981.00	SqFt
50	PATCHING	L	1070.00	SqFt
52	RAVELING	L	3981.00	SqFt
56	SWELLING	L	35.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 90,358 SqFt

Section: 617 of 5 **From:** - **To:** - **Last Const.:** 1/1/2016

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

Area: 4,131 SqFt **Length:** 76 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 4131.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4131.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 90,358 SqFt

Section: 619 of 5 **From:** - **To:** - **Last Const.:** 1/1/1944

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

Area: 4,591 SqFt **Length:** 90 Ft **Width:** 50 Ft

Slabs: 18 **Slab Length:** 20 Ft **Slab Width:** 12 Ft **Joint Length:** 445 Ft

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

Section Comments:

Work Date: 1/1/1944 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 18

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 20.00 Slabs **PCI:** 18

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	8.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
70	SCALING	L	5.00	Slabs
72	SHAT. SLAB	L	7.00	Slabs
72	SHAT. SLAB	M	2.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs
74	JOINT SPALL	M	6.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 90,358 SqFt

Section: 620 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 42,251 SqFt **Length:** 812 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 15 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 613 **Type:** R **Area:** 5400.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5400.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 109,254 SqFt

Section: 1210 of 3 **From:** TW G **To:** 1210 **Last Const.:** 1/1/2017

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

Area: 19,829 SqFt **Length:** 300 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 6531.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6531.00	SqFt

Sample Number: 111 **Type:** R **Area:** 3062.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	3037.00	SqFt
57	WEATHERING	M	25.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 109,254 SqFt

Section: 1215 of 3 **From:** TW G **To:** 1215 **Last Const.:** 1/1/2017

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

Area: 40,578 SqFt **Length:** 500 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 6063.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6063.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 109,254 SqFt

Section: 1225 of 3 **From:** TW G **To:** 1225 **Last Const.:** 1/1/2017

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

Area: 48,847 SqFt **Length:** 850 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

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

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 130,253 SqFt

Section: 800 of 4 **From:** TW H **To:** 800 **Last Const.:** 1/1/2017

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

Area: 16,987 SqFt **Length:** 300 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4109.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4109.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 130,253 SqFt

Section: 805 of 4 **From:** - **To:** - **Last Const.:** 10/1/2019

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

Area: 72,911 SqFt **Length:** 1,920 Ft **Width:** 35 Ft

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

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

Section Comments:

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

Work Date: 10/1/2019 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5250.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5250.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5251.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	5251.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 130,253 SqFt

Section: 808 of 4 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 6,347 SqFt **Length:** 110 Ft **Width:** 31 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 131 **Type:** R **Area:** 6347.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6347.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 130,253 SqFt

Section: 810 of 4 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 34,008 SqFt **Length:** 480 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/2011 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 129 **Type:** R **Area:** 4026.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	163.00	Ft
52	RAVELING	L	99.00	SqFt
56	SWELLING	L	18.00	SqFt
57	WEATHERING	L	3927.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 86,956 SqFt

Section: 1103 of 3 **From:** - **To:** - **Last Const.:** 1/1/2018

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

Area: 14,643 SqFt **Length:** 488 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/2011	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 250 **Type:** R **Area:** 3765.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	3765.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 86,956 SqFt

Section: 1105 of 3 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 38,145 SqFt **Length:** 310 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5430.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	555.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5430.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 86,956 SqFt

Section: 245 of 3 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 34,168 SqFt **Length:** 400 Ft **Width:** 75 Ft

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

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

Section Comments:

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

Work Date: 11/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

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

Conditions: **PCI:** 56 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4520.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	654.00	Ft
52	RAVELING	L	4500.00	SqFt
52	RAVELING	H	20.00	SqFt
56	SWELLING	L	114.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 47,629 SqFt

Section: 238 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 18,088 SqFt **Length:** 130 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

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

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	38.00	Ft
52	RAVELING	L	150.00	SqFt
57	WEATHERING	M	2850.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 47,629 SqFt

Section: 240 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 29,541 SqFt **Length:** 350 Ft **Width:** 80 Ft

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

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

Section Comments:

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

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 51 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4422.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	140.00	Ft
48	L & T CR	M	3.00	Ft
52	RAVELING	L	4401.00	SqFt
52	RAVELING	M	21.00	SqFt
56	SWELLING	L	368.00	SqFt

Sample Number: 208 **Type:** R **Area:** 3750.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	875.00	SqFt
43	BLOCK CR	M	25.00	SqFt
48	L & T CR	L	143.00	Ft
52	RAVELING	L	3550.00	SqFt
52	RAVELING	M	200.00	SqFt
56	SWELLING	L	355.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 61,425 SqFt

Section: 1305 of 2 **From:** 0 **To:** 0 **Last Const.:** 1/1/2018

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

Area: 34,978 SqFt **Length:** 188 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/2018 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6100.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6100.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 126,164 SqFt

Section: 1604 of 2 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 12,432 SqFt **Length:** 175 Ft **Width:** 70 Ft

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

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

Section Comments:

Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 1/7/2019 **TotalSamples:** 37 **Surveyed:** 4

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	86.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	406.00	Ft
56	SWELLING	L	205.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	24.00	Ft
56	SWELLING	L	11.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	147.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 126,164 SqFt

Section: 1605 of 2 **From:** - **To:** - **Last Const.:** 1/1/2008

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

Area: 113,732 SqFt **Length:** 2,275 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1996 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	131.00	Ft
50	PATCHING	L	18.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	M	4982.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	108.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	250.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW P2 **Name:** TAXIWAY P2 **Use:** TAXIWAY **Area:** 29,680 SqFt

Section: 1608 of 2 **From:** - **To:** - **Last Const.:** 11/1/2020

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

Area: 12,251 SqFt **Length:** 170 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 7/10/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 11/1/2020	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

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

Conditions: **PCI:** 90 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3101.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	3101.00	SqFt

Network: LAL **Name:** LAKELAND LINDER INTERNATIONAL AIRPORT

Branch: TW P2 **Name:** TAXIWAY P2 **Use:** TAXIWAY **Area:** 29,680 SqFt

Section: 1610 of 2 **From:** - **To:** - **Last Const.:** 1/1/2008

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

Area: 17,429 SqFt **Length:** 350 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1996	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2008	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 2/28/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4553.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	197.00	Ft
48	L & T CR	M	105.00	Ft
52	RAVELING	L	228.00	SqFt
56	SWELLING	L	245.00	SqFt
57	WEATHERING	M	4325.00	SqFt

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