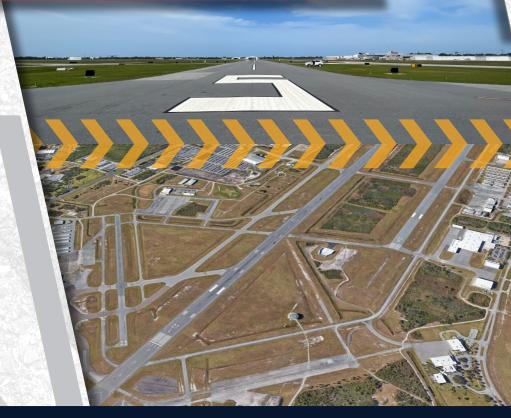
FLORIDA DEPARTMENT OF TRANSPORTATION | AVIATION OFFICE



Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

MLB - Melbourne Orlando International Airport | District 5





Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

Prepared by:

FDOT Aviation Office 605 Suwannee Street Tallahassee, Florida 32399-0450

Website: FDOT Aviation Office

Interactive Web Application: FDOT SAPMP Interactive Web Application



TABLE OF CONTENTS

EXECUTIVE SUMMARY	
Program Background	
Current Pavement Conditions	
Forecasted Pavement Conditions	
Major Rehabilitation Planning 2023-2032	
CHAPTER 1 – INTRODUCTION	
1.1 Background	14
1.2 Stakeholders	
1.3 General Scope of Work	
1.4 FDOT SAPMP Objectives	17
CHAPTER 2 – METHODOLOGY	20
2.1 Airfield Pavement Database	
2.2 Airfield Pavement Record Keeping (Historical Records Research)	21
2.3 Airfield Pavement Structure	
2.3.1 Asphalt Concrete	
2.3.2 Portland Cement Concrete	
2.3.3 Composite Structure – Whitetopping Pavement	
2.4 Airfield Pavement Traffic	
2.5 Pavement Management Program Network Definition Terminology	
2.5.1 Pavement Network Identification	
2.5.2 Pavement Branch Identification	
2.5.3 Pavement Section Identification	
2.5.4 Pavement Sample Unit Identification	
2.5.5 Terminology Summary	
2.6 Airfield PCI Survey Methodology	
2.6.1 Pavement Distress Types	
2.6.2 PCI Survey Procedures	20
CHAPTER 3 – AIRFIELD PAVEMENT SYSTEM INVENTORY	29
3.1 Airfield Pavement Network Information	
3.1.1 Previous and/or Anticipated Airfield Pavement Construction	
3.1.2 Estimated Pavement Age	
3.1.3 Functional Use	
3.1.4 Pavement Surface Type	
3.1.5 Pavement System Inventory Details	35
CHAPTER 4 - AIRFIELD PAVEMENT CONDITION ANALYSIS	
4.1 Airfield Pavement Condition Index	
4.1.1 Network-Level Analysis	
4.1.2 Branch-Level Analysis	40
4.1.3 Section-Level Analysis	
4.2 Summary of Pavement Condition Evaluation Results	48

4.2.1 Network-Level Observations	
4.2.2 Branch-Level Observations	
CHAPTER 5 – SAPMP CUSTOMIZATION	
5.1 Network-Level Customization	
5.2 Pavement Condition Forecasts	
5.2.1 Forecasting PCI Considerations	
5.2.2 Performance Models	
5.2.3 Branch-Level Pavement Condition Forecast	
5.2.4 Section-Level Pavement Condition Forecast	
5.3 Critical PCI Value	
5.4 Localized Maintenance and Repair	77
5.4.1 Localized Maintenance and Repair Approach	77
5.4.2 Localized Work Types	
5.4.3 Localized Maintenance Planning-Level Unit Costs	80
5.4.4 Localized Maintenance and Repair Policy	80
5.5 Major Rehabilitation	
5.5.1 Major Rehabilitation Pavement Section Development	83
5.5.2 Major Rehabilitation Planning-Level Unit Costs	86
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	s88
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	s88 92
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations	s88 92
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs	s88 92 92
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION.	s88 92
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION	s88
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION. 7.1 Recommendations 7.1.1 Continued PCI Surveys	s88 .92 92
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair	s88 .92 .92 .92 .98
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation	s
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation. 7.1.4 Pavement Management System.	s88
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 Continued PCI Surveys 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation. 7.1.4 Pavement Management System. 7.2 Supporting Documents	S
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 Recommendations 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation. 7.1.4 Pavement Management System. 7.2 Supporting Documents Airfield Pavement Network Definition Exhibit.	s
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation. 7.1.4 Pavement Management System. 7.2 Supporting Documents Airfield Pavement Network Definition Exhibit Airfield Pavement System Inventory Exhibit	s
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation 7.1.4 Pavement Management System Airfield Pavement Network Definition Exhibit Airfield Pavement Network Definition Exhibit Airfield Pavement System Inventory Exhibit Airfield Pavement Estimated Age Exhibit	S
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION 7.1 Recommendations 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation 7.1.4 Pavement Management System 7.1.4 Pavement Management System Airfield Pavement Network Definition Exhibit Airfield Pavement Network Definition Exhibit Airfield Pavement System Inventory Exhibit Airfield Pavement Estimated Age Exhibit Airfield Pavement Condition Index Exhibit	S
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	S
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION 7.1 Recommendations 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation 7.1.4 Pavement Management System 7.2 Supporting Documents Airfield Pavement Network Definition Exhibit. Airfield Pavement System Inventory Exhibit Airfield Pavement Condition Index Exhibit. Airfield Pavement Condition Index Exhibit. Airfield Pavement Major Rehabilitation Exhibit.	S
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS 6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	S

APPENDIX

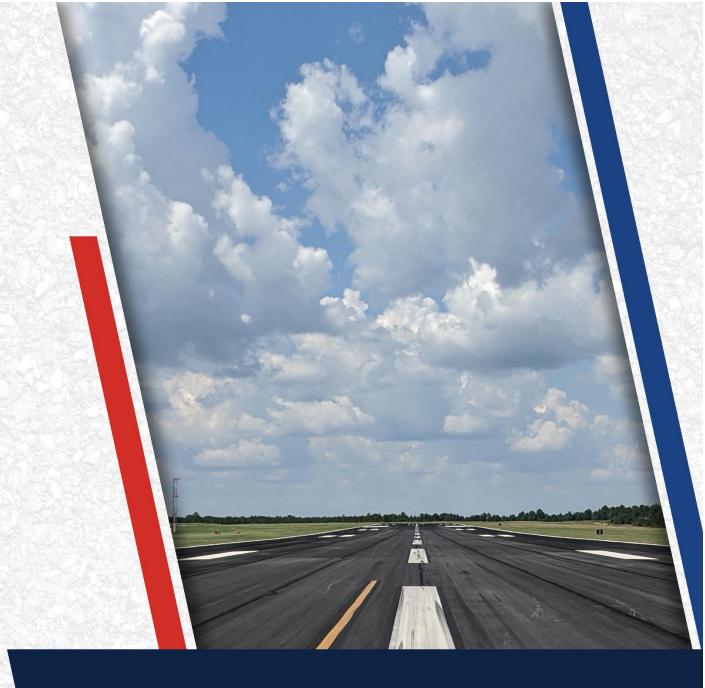
Appendix A: Airfield Pavement Analysis Appendix B: Maintenance and Rehabilitation Planning Needs Appendix C: Technical Exhibits Appendix D: Inspection Photograph Documentation Appendix E: Inspection Distress Details

LIST OF TABLES

Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level	2
Table E.2: Forecasted PCI Values 2023-2032 – Section-Level	5
Table E.3: Major Rehabilitation Planning 2023-2032	9
Table 1.2: FDOT SAPMP Stakeholders	16
Table 2.5.5: SAPMP Terminology	24
Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete	25
Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete	26
Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete	26
Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete	27
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction	29
Table 3.1.5: Pavement System Inventory Details	35
Table 4.1.2: Current Condition Summary – Branch-Level	43
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level	44
Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level	71
Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects	75
Table 5.3 (b): Critical PCI Values by Branch Use	75
Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete	80
Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete	80
Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy	81
Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy	82
Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation	84
Table 5.5.2: PR Major Rehabilitation Planning-Level Unit Cost by Pavement Type	86
Table 6.1 (a): Year 1 Summary of Localized Maintenance	88
Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary	89
Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary	89
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs	93

LIST OF FIGURES

Figure E.1: PCI Rating	
Figure E.2: Current Condition Summary – Branch-Level	
Figure E.3: 10-Year Major Rehabilitation Needs by Program Year	.12
Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts	
Figure 1.4: Pavement Life and the Effect of Treatments	
Figure 2: FDOT SAPMP General Process	
Figure 3.1.1 (a): Airfield Pavement Network Definition Exhibit	
Figure 3.1.1 (b): Airfield Pavement System Inventory Exhibit	
Figure 3.1.2 (a): Age of Pavements at PCI Survey	.32
Figure 3.1.2 (b): Airfield Pavement Estimated Age Exhibit	.33
Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)	
Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)	
Figure 4.1.1: Current Condition – Overall Network	
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	.42
Figure 4.1.2 (e): Current Condition – Apron	
Figure 4.1.3: Airfield Pavement Condition Index Exhibit	
Figure 5.2.3: Forecasted Branch-Level Pavement Performance	.70
Figure 5.3 (a): Pavement Life and the Effect of Treatments	
Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI	.76
Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI	
Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year	
Figure 6.2.1 (b): Airfield Pavement Major Rehabilitation Exhibit	.96



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. Melbourne Orlando 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**.

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

Figure E.1: PCI Rating



Current Pavement Conditions

In April 2022, approximately 8.6 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Melbourne Orlando International Airport (MLB). In general, airfield pavements at MLB are in Satisfactory condition with an area-weighted PCI of 81. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 90, 73, 87, and 83, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for MLB.

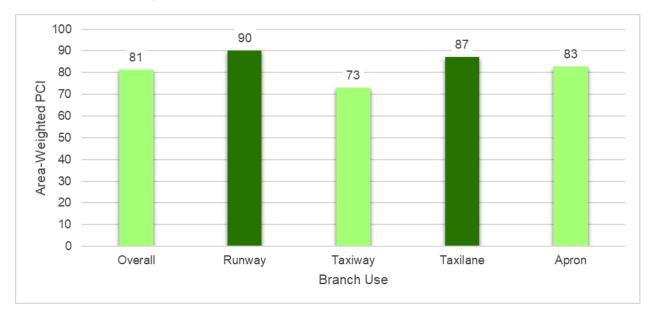


Figure E.2: Current Condition Summary – Branch-Level

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
MLB	RW 5-23	Runway	6305	211,297	84	Satisfactory
MLB	RW 5-23	Runway	6310	6,900	83	Satisfactory
MLB	RW 5-23	Runway	6315	6,900	87	Good
MLB	RW 9L-27R	Runway	6203	8,750	86	Good
MLB	RW 9L-27R	Runway	6204	17,500	87	Good
MLB	RW 9L-27R	Runway	6205	282,550	90	Good
MLB	RW 9L-27R	Runway	6210	565,100	86	Good
MLB	RW 9L-27R	Runway	6215	8,750	94	Good
MLB	RW 9L-27R	Runway	6220	17,500	89	Good
MLB	RW 9R-27L	Runway	6105	950,000	93	Good
MLB	RW 9R-27L	Runway	6110	475,000	93	Good
MLB	RW 9R-27L	Runway	6115	68,068	93	Good
MLB	RW 9R-27L	Runway	6120	34,034	86	Good
MLB	TW A	Taxiway	105	33,560	64	Fair
MLB	TW A	Taxiway	107	4,933	85	Satisfactory
MLB	TW A	Taxiway	120	691,660	64	Fair



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TW A	Taxiway	130	33,690	80	Satisfactory
MLB	TW A	Taxiway	132	52,331	80	Satisfactory
MLB	TW A	Taxiway	133	5,988	89	Good
MLB	TW B	Taxiway	1105	104,990	93	Good
MLB	TW C	Taxiway	306	12,368	65	Fair
MLB	TW C	Taxiway	307	3,692	94	Good
MLB	TW C	Taxiway	308	9,892	84	Satisfactory
MLB	TW C	Taxiway	315	58,917	69	Fair
MLB	TW C	Taxiway	320	33,067	79	Satisfactory
MLB	TW C	Taxiway	325	8,038	89	Good
MLB	TW C	Taxiway	327	6,422	94	Good
MLB	TW C	Taxiway	330	101,728	59	Fair
MLB	TW C	Taxiway	337	18,730	94	Good
MLB	TW C	Taxiway	340	4,919	70	Fair
MLB	TW C	Taxiway	350	76,637	72	Satisfactory
MLB	TW D	Taxiway	405	8,073	66	Fair
MLB	TW D	Taxiway	408	7,061	72	Satisfactory
MLB	TW D	Taxiway	410	105,094	57	Fair
MLB	TW D	Taxiway	415	18,312	78	Satisfactory
MLB	TW D	Taxiway	416	8,423	68	Fair
MLB	TW F	Taxiway	810	62,514	80	Satisfactory
MLB	TW G	Taxiway	605	36,079	89	Good
MLB	TW H	Taxiway	805	18,700	45	Poor
MLB	TW K	Taxiway	1110	5,207	71	Satisfactory
MLB	TW K	Taxiway	1115	144,746	74	Satisfactory
MLB	TW K	Taxiway	1116	6,760	63	Fair
MLB	TW K	Taxiway	1125	94,162	73	Satisfactory
MLB	TW K	Taxiway	1127	52,047	86	Good
MLB	TW K	Taxiway	1130	76,184	79	Satisfactory
MLB	TW K	Taxiway	1132	20,621	88	Good
MLB	TW K	Taxiway	1135	78,460	71	Satisfactory
MLB	TW K	Taxiway	1137	4,907	94	Good
MLB	TW K	Taxiway	1140	22,923	89	Good
MLB	TW K1	Taxiway	1740	21,686	91	Good
MLB	TW L	Taxiway	1204	10,911	94	Good
MLB	TW L	Taxiway	1210	33,859	68	Fair
MLB	TW M	Taxiway	1303	23,381	90	Good
MLB	TW M	Taxiway	1305	3,968	62	Fair
MLB	TW M	Taxiway	1315	50,873	63	Fair
MLB	TW M	Taxiway	1320	4,651	70	Fair
MLB	TW M	Taxiway	1325	5,526	70	Fair
MLB	TW N	Taxiway	1404	11,055	94	Good
MLB	TW N	Taxiway	1405	33,774	84	Satisfactory
MLB	TW Q	Taxiway	1705	91,926	72	Satisfactory
MLB	TW Q	Taxiway	1710	12,104	78	Satisfactory
MLB	TW Q	Taxiway	1720	41,653	79	Satisfactory
MLB	TW Q	Taxiway	1722	20,462	82	Satisfactory



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID Branch		Section ID	Area (SF)	PCI	Condition Rating
MLB	TW Q	Taxiway	1723	5,968	90	Good
MLB	TW Q	Taxiway	1725	78,549	75	Satisfactory
MLB	TW Q	Taxiway	1727	27,505	91	Good
MLB	TW Q	Taxiway	1732	4,295	60	Fair
MLB	TW Q	Taxiway	1735	9,173	82	Satisfactory
MLB	TW R	Taxiway	1805	56,463	70	Fair
MLB	TW R	Taxiway	1807	18,996	92	Good
MLB	TW R	Taxiway	1810	57,323	75	Satisfactory
MLB	TW R	Taxiway	1815	4,676	94	Good
MLB	TW R	Taxiway	1820	18,335	72	Satisfactory
MLB	TW S	Taxiway	510	68,429	43	Poor
MLB	TW S	Taxiway	515	18,556	71	Satisfactory
MLB	TW S1	Taxiway	520	14,644	73	Satisfactory
MLB	TW S1	Taxiway	525	19,360	91	Good
MLB	TW T	Taxiway	2005	47,619	74	Satisfactory
MLB	TW T	Taxiway	2015	48,962	76	Satisfactory
MLB	TW T	Taxiway	2017	5,769	89	Good
MLB	TW U	Taxiway	2105	69,240	68	Fair
MLB	TW U	Taxiway	2110	8,070	78	Satisfactory
MLB	TW U	Taxiway	2115	128,747	87	Good
MLB	TW V	Taxiway	1602	13,947	90	Good
MLB	TW V	Taxiway	1605	56,864	67	Fair
MLB	TW V	Taxiway	1610	37,184	86	Good
MLB	TW V	Taxiway	2205	14,782	89	Good
MLB	TW V	Taxiway	2210	13,665	86	Good
MLB	TW V1	Taxiway	710	11,452	84	Satisfactory
MLB	TW V2	Taxiway	720	8,446	79	Satisfactory
MLB	TL AP S	Taxilane	3450	23,692	89	Good
MLB	TL AP S	Taxilane	3455	31,584	86	Good
MLB	AP E	Apron	4404	75,613	77	Satisfactory
MLB	AP E	Apron	4406	12,591	36	Very Poor
MLB	AP E	Apron	4415	13,932	88	Good
MLB	AP E	Apron	4425	254,107	100	Good
MLB	AP E	Apron	4430	76,004	100	Good
MLB	AP N	Apron	4105	110,170	63	Fair
MLB	AP N	Apron	4110	109,958	58	Fair
MLB	AP N	Apron	4115	162,260	89	Good
MLB	AP N	Apron	4120	96,139	56	Fair
MLB	AP N	Apron	4130	41,477	73	Satisfactory
MLB	AP N	Apron	4132	52,865	91	Good
MLB	AP N	Apron	4135	22,070	67	Fair
MLB	AP N	Apron	4140	23,711	91	Good
MLB	AP N	Apron	4145	6,550	82	Satisfactory
MLB	AP N	Apron	4150	85,092	88	Good
MLB	AP N	Apron	4155	26,516	94	Good
MLB	AP RU TW C	Apron	5105	17,051	100	Good
MLB	AP RU TW C	Apron	5110	22,526	100	Good



Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	AP S	Apron	4305	34,060	85	Satisfactory
MLB	AP S	Apron	4310	47,311	85	Satisfactory
MLB	AP S	Apron	4312	8,547	12	Serious
MLB	AP S	Apron	4315	45,425	86	Good
MLB	AP SW	Apron	4710	216,728	78	Satisfactory
MLB	AP SW	AP SW Apron 4720 146,718		74	Satisfactory	
MLB	AP SW	Apron 4730 101,878		101,878	87	Good
MLB	AP TERM	Apron	4205 199,700		78	Satisfactory
MLB	AP TERM	Apron	4210	254,613	73	Satisfactory
MLB	AP TERM	Apron	4215	110,213	100	Good
MLB	AP TERM	Apron	4220	220,071	100	Good
MLB	AP TERM	Apron	4225	25,600	100	Good
MLB	AP TERM	Apron	4230	21,115	68	Fair

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.

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	RW 5-23	6305	84	82	80	78	76	74	72	70	68	66	64
MLB	RW 5-23	6310	83	81	79	77	75	73	71	69	67	65	63
MLB	RW 5-23	6315	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6203	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6204	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6205	90	88	86	84	82	80	78	76	74	72	70
MLB	RW 9L-27R	6210	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6215	94	92	90	88	86	84	82	80	78	76	74
MLB	RW 9L-27R	6220	89	87	85	83	81	79	77	75	73	71	69
MLB	RW 9R-27L	6105	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6110	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6115	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6120	86	84	82	80	78	76	74	72	70	68	66
MLB	TW A	105	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	107	85	82	80	78	76	74	72	70	69	67	65
MLB	TW A	120	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	130	80	77	75	73	72	70	68	66	65	64	62

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TW A	132	80	77	75	73	72	70	68	66	65	64	62
MLB	TW A	133	89	86	84	82	79	77	75	73	72	70	68
MLB	TW B	1105	93	90	88	85	83	81	79	77	75	73	71
MLB	TW C	306	65	63	62	61	59	58	57	56	56	55	54
MLB	TW C	307	94	91	89	88	86	84	82	81	79	78	76
MLB	TW C	308	84	82	80	79	77	76	75	73	72	71	70
MLB	TW C	315	69	67	65	64	63	61	60	59	58	57	56
MLB	TW C	320	79	76	74	73	71	69	67	66	64	63	62
MLB	TW C	325	89	86	84	82	79	77	75	73	72	70	68
MLB	TW C	327	94	91	89	86	84	82	80	78	75	74	72
MLB	TW C	330	59	58	57	56	55	55	54	53	52	51	50
MLB	TW C	337	94	91	89	88	86	84	82	81	79	78	76
MLB	TW C	340	70	69	68	67	66	65	64	63	62	61	61
MLB	TW C	350	72	71	70	68	67	66	66	65	64	63	62
MLB	TW D	405	66	64	63	61	60	59	58	57	56	55	54
MLB	TW D	408	72	70	68	66	65	64	62	61	60	59	58
MLB	TW D	410	57	56	55	54	53	52	51	50	49	48	47
MLB	TW D	415	78	76	75	74	72	71	70	69	68	67	66
MLB	TW D	416	68	67	66	65	64	63	62	61	61	60	59
MLB	TW F	810	80	78	77	75	74	73	72	71	69	68	67
MLB	TW G	605	89	87	85	83	82	80	79	77	76	74	73
MLB	TW H	805	45	44	43	41	40	38	36	34	32	30	27
MLB	TW K	1110	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1115	74	72	70	68	67	65	64	62	61	60	59
MLB	TW K	1116	63	61	60	59	58	57	56	55	54	54	53
MLB	TW K	1125	73	71	69	67	66	64	63	62	60	59	58
MLB	TW K	1127	86	84	82	81	79	78	76	75	74	72	71
MLB	TW K	1130	79	76	74	73	71	69	67	66	64	63	62
MLB	TW K	1132	88	86	84	82	81	79	78	76	75	74	73
MLB	TW K	1135	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1137	94	91	89	86	84	82	80	78	75	74	72
MLB	TW K	1140	89	87	85	83	82	80	79	77	76	74	73
MLB	TW K1	1740	91	89	87	85	83	82	80	79	77	76	74
MLB	TW L	1204	94	91	89	86	84	82	80	78	75	74	72
MLB	TW L	1210	68	66	65	63	62	61	59	58	57	56	55
MLB	TW M	1303	90	88	86	84	82	81	79	78	76	75	74
MLB	TW M	1305	62	61	60	59	59	58	57	56	55	54	53
MLB	TW M	1315	63	62	61	60	59	59	58	57	56	55	54
MLB	TW M	1320	70	68	66	65	63	62	61	60	58	57	56
MLB	TW M	1325	70	68	66	65	63	62	61	60	58	57	56
MLB	TW N	1404	94	91	89	86	84	82	80	78	75	74	72
MLB	TW N	1405	84	81	79	77	75	73	71	69	68	66	65
MLB	TW Q	1705	72	70	68	66	65	64	62	61	60	59	58
MLB	TW Q	1710	78	76	74	72	70	68	67	65	64	62	61
MLB	TW Q	1720	79	76	74	73	71	69	67	66	64	63	62
MLB	TW Q	1722	82	79	77	75	73	71	70	68	66	65	63



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TW Q	1723	90	87	85	83	80	78	76	74	72	70	69
MLB	TW Q	1725	75	73	72	71	70	69	68	67	66	65	64
MLB	TW Q	1727	91	89	87	85	83	82	80	79	77	76	74
MLB	TW Q	1732	60	59	58	57	56	55	54	53	53	52	51
MLB	TW Q	1735	82	79	77	75	73	71	70	68	66	65	63
MLB	TW R	1805	70	68	66	65	63	62	61	60	58	57	56
MLB	TW R	1807	92	89	87	84	82	80	78	76	74	72	70
MLB	TW R	1810	75	73	71	69	67	66	64	63	62	60	59
MLB	TW R	1815	94	91	89	86	84	82	80	78	75	74	72
MLB	TW R	1820	72	70	68	66	65	64	62	61	60	59	58
MLB	TW S	510	43	41	40	38	37	35	32	30	27	24	21
MLB	TW S	515	71	70	69	68	67	66	65	64	63	62	61
MLB	TW S1	520	73	72	70	69	68	67	66	65	64	64	63
MLB	TW S1	525	91	89	87	85	83	82	80	79	77	76	74
MLB	TW T	2005	74	72	70	68	67	65	64	62	61	60	59
MLB	TW T	2015	76	74	73	72	71	70	69	68	67	66	65
MLB	TW T	2017	89	86	84	82	79	77	75	73	72	70	68
MLB	TW U	2105	68	67	66	65	64	63	62	61	61	60	59
MLB	TW U	2110	78	76	75	74	72	71	70	69	68	67	66
MLB	TW U	2115	87	85	83	81	80	78	77	76	74	73	72
MLB	TW V	1602	90	87	85	83	80	78	76	74	72	70	69
MLB	TW V	1605	67	65	64	62	61	60	59	58	57	56	55
MLB	TW V	1610	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V	2205	89	86	84	82	79	77	75	73	72	70	68
MLB	TW V	2210	86	83	81	79	77	75	73	71	69	68	66
MLB	TW V1	710	84	82	80	79	77	76	75	73	72	71	70
MLB	TW V2	720	79	77	76	75	73	72	71	70	69	68	67
MLB	TL AP S	3450	89	86	84	82	79	77	75	73	72	70	68
MLB	TL AP S	3455	86	83	81	79	77	75	73	71	69	68	66
MLB	AP E	4404	77	75	73	72	70	68	67	65	63	62	60
MLB	AP E	4406	36	34	32	29	27	25	22	20	17	14	11
MLB	AP E	4415	88	85	82	80	78	76	74	72	70	68	66
MLB	AP E	4425	100	98	97	96	95	94	93	92	91	90	89
MLB	AP E	4430	100	97	96	95	94	93	92	91	90	89	88
MLB	AP N	4105	63	61	59	58	56	54	53	51	49	48	46
MLB	AP N	4110	58	56	54	53	51	49	48	46	44	43	41
MLB	AP N	4115	89	88	87	86	86	85	84	84	83	82	82
MLB	AP N	4120	56	54	52	51	49	47	46	44	42	41	39
MLB	AP N	4130	73	71	69	68	66	64	63	61	59	58	56
MLB	AP N	4132	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4135	67	65	63	62	60	59	57	56	55	53	52
MLB	AP N	4140	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4145	82	79	77	75	73	71	69	67	66	64	63
MLB	AP N	4150	88	86	84	83	81	79	78	76	74	73	71
MLB	AP N	4155	94	92	90	89	87	85	84	82	80	79	77
MLB	AP RU TW C	5105	100	96	94	92	91	89	87	86	84	82	81



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	AP RU TW C	5110	100	97	96	94	93	92	91	90	89	89	88
MLB	AP S	4305	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4310	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4312	12	8	5	1	0	0	0	0	0	0	0
MLB	AP S	4315	86	83	81	78	76	74	72	70	68	67	65
MLB	AP SW	4710	78	76	74	73	71	69	68	66	64	63	61
MLB	AP SW	4720	74	72	70	69	67	65	64	62	60	59	57
MLB	AP SW	4730	87	85	83	82	80	78	77	75	73	72	70
MLB	AP TERM	4205	78	77	77	76	76	75	75	74	73	73	72
MLB	AP TERM	4210	73	71	69	67	66	64	62	61	59	58	57
MLB	AP TERM	4215	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4220	100	98	96	94	92	91	89	87	86	84	82
MLB	AP TERM	4225	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4230	68	66	64	63	61	60	58	57	56	54	53



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 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 \$84.96M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are \$31.71M and localized maintenance needs for Year 1 are \$0.33M.

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	\$ 470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	\$ 9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	\$ 174,000
2023	MLB	TW C	315	AAC	58,917	67	AC Rehabilitation	\$ 825,000
2023	MLB	TW C	330	AC	101,728	58	AC Rehabilitation	\$ 1,425,000
2023	MLB	TW C	340	AC	4,919	69	AC Rehabilitation	\$ 69,000
2023	MLB	TW D	405	AAC	8,073	64	AC Rehabilitation	\$ 114,000
2023	MLB	TW D	408	AAC	7,061	70	AC Rehabilitation	\$ 99,000
2023	MLB	TW D	410	AC	105,094	56	AC Rehabilitation	\$ 1,472,000
2023	MLB	TW D	416	AC	8,423	67	AC Rehabilitation	\$ 118,000
2023	MLB	TW H	805	AAC	18,700	44	AC Reconstruction	\$ 571,000
2023	MLB	TW K	1110	AAC	5,207	69	AC Rehabilitation	\$ 73,000
2023	MLB	TW K	1116	AAC	6,760	61	AC Rehabilitation	\$ 95,000
2023	MLB	TW K	1135	AAC	78,460	69	AC Rehabilitation	\$ 1,099,000
2023	MLB	TW L	1210	AAC	33,859	66	AC Rehabilitation	\$ 475,000
2023	MLB	TW M	1305	AC	3,968	61	AC Rehabilitation	\$ 56,000
2023	MLB	TW M	1315	AC	50,873	62	AC Rehabilitation	\$ 713,000
2023	MLB	TW M	1320	AAC	4,651	68	AC Rehabilitation	\$ 66,000
2023	MLB	TW M	1325	AAC	5,526	68	AC Rehabilitation	\$ 78,000

Table E.3: Major Rehabilitation Planning 2023-2032



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2023	MLB	TW Q	1705	AAC	91,926	70	AC Rehabilitation	\$ 1,287,000
2023	MLB	TW Q	1732	AAC	4,295	59	AC Rehabilitation	\$ 61,000
2023	MLB	TW R	1805	AAC	56,463	68	AC Rehabilitation	\$ 791,000
2023	MLB	TW R	1820	AAC	18,335	70	AC Rehabilitation	\$ 257,000
2023	MLB	TW S	510	AAC	68,429	41	AC Reconstruction	\$ 2,088,000
2023	MLB	TW S	515	AC	18,556	70	AC Rehabilitation	\$ 260,000
2023	MLB	TW U	2105	AC	69,240	67	AC Rehabilitation	\$ 970,000
2023	MLB	TW V	1605	AAC	56,864	65	AC Rehabilitation	\$ 797,000
2023	MLB	AP E	4406	APC	12,591	34	AC Reconstruction	\$ 385,000
2023	MLB	AP N	4105	AC	110,170	61	AC Rehabilitation	\$ 1,543,000
2023	MLB	AP N	4110	AC	109,958	56	AC Rehabilitation	\$ 1,540,000
2023	MLB	AP N	4120	AC	96,139	54	AC Reconstruction	\$ 2,933,000
2023	MLB	AP N	4135	APC	22,070	65	AC Rehabilitation	\$ 309,000
2023	MLB	AP S	4312	PCC	8,547	8	PCC Reconstruction	\$ 513,000
2023	MLB	AP TERM	4230	AAC	21,115	66	AC Rehabilitation	\$ 296,000
2024	MLB	TW C	350	AC	76,637	70	AC Rehabilitation	\$ 1,127,000
2024	MLB	TW K	1115	AAC	144,746	70	AC Rehabilitation	\$ 2,128,000
2024	MLB	TW K	1125	AAC	94,162	69	AC Rehabilitation	\$ 1,385,000
2024	MLB	TW T	2005	AAC	47,619	70	AC Rehabilitation	\$ 700,000
2024	MLB	AP N	4130	AC	41,477	69	AC Rehabilitation	\$ 610,000
2024	MLB	AP TERM	4210	AAC	254,613	69	AC Rehabilitation	\$ 3,743,000
2025	MLB	TW R	1810	AAC	57,323	69	AC Rehabilitation	\$ 885,000
2025	MLB	TW S1	520	AC	14,644	69	AC Rehabilitation	\$ 227,000
2025	MLB	AP SW	4720	AC	146,718	69	AC Rehabilitation	\$ 2,265,000
2026	MLB	TW Q	1710	AAC	12,104	70	AC Rehabilitation	\$ 197,000
2026	MLB	TW Q	1725	AC	78,549	70	AC Rehabilitation	\$ 1,273,000
2026	MLB	AP E	4404	AC	75,613	70	AC Rehabilitation	\$ 1,226,000
2027	MLB	TW A	130	AAC	33,690	70	AC Rehabilitation	\$ 574,000
2027	MLB	TW A	132	AAC	52,331	70	AC Rehabilitation	\$ 891,000
2027	MLB	TW C	320	AAC	33,067	69	AC Rehabilitation	\$ 563,000
2027	MLB	TW K	1130	AAC	76,184	69	AC Rehabilitation	\$ 1,297,000
2027	MLB	TW Q	1720	AAC	41,653	69	AC Rehabilitation	\$ 709,000
2027	MLB	TW T	2015	AC	48,962	70	AC Rehabilitation	\$ 834,000
2027	MLB	AP SW	4710	AC	216,728	69	AC Rehabilitation	\$ 3,688,000
2028	MLB	TW Q	1722	AAC	20,462	70	AC Rehabilitation	\$ 366,000
2028	MLB	TW Q	1735	AAC	9,173	70	AC Rehabilitation	\$ 164,000
2028	MLB	AP N	4145	AAC	6,550	69	AC Rehabilitation	\$ 118,000
2029	MLB	RW 5-23	6310	AAC	6,900	69	AC Rehabilitation	\$ 130,000
2029	MLB	TW D	415	AC	18,312	69	AC Rehabilitation	\$ 344,000
2029	MLB	TW N	1405	AAC	33,774	69	AC Rehabilitation	\$ 634,000
2029	MLB	TW U	2110	AC	8,070	69	AC Rehabilitation	\$ 152,000
2029	MLB	TW V2	720	AC	8,446	70	AC Rehabilitation	\$ 159,000
2029	MLB	AP S	4305	AAC	34,060	70	AC Rehabilitation	\$ 639,000
2029	MLB	AP S	4310	AAC	47,311	70	AC Rehabilitation	\$ 888,000
2030	MLB	RW 5-23	6305	AAC	211,297	68	AC Rehabilitation	\$ 4,163,000
2030	MLB	TW A	107	AAC	4,933	69	AC Rehabilitation	\$ 98,000



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2030	MLB	TW F	810	AC	62,514	69	AC Rehabilitation	\$ 1,232,000
2030	MLB	TW V	2210	AAC	13,665	69	AC Rehabilitation	\$ 270,000
2030	MLB	TL AP S	3455	AAC	31,584	69	AC Rehabilitation	\$ 623,000
2030	MLB	AP E	4415	APC	13,932	70	AC Rehabilitation	\$ 275,000
2030	MLB	AP S	4315	AAC	45,425	68	AC Rehabilitation	\$ 895,000
2031	MLB	RW 5-23	6315	AAC	6,900	69	AC Rehabilitation	\$ 143,000
2031	MLB	RW 9L-27R	6203	AAC	8,750	68	AC Rehabilitation	\$ 181,000
2031	MLB	RW 9L-27R	6204	AAC	17,500	69	AC Rehabilitation	\$ 362,000
2031	MLB	RW 9L-27R	6210	AAC	565,100	68	AC Rehabilitation	\$ 11,689,000
2031	MLB	RW 9R-27L	6120	AAC	34,034	68	AC Rehabilitation	\$ 704,000
2031	MLB	TW A	133	AAC	5,988	70	AC Rehabilitation	\$ 124,000
2031	MLB	TW C	325	AAC	8,038	70	AC Rehabilitation	\$ 167,000
2031	MLB	TW T	2017	AAC	5,769	70	AC Rehabilitation	\$ 120,000
2031	MLB	TW V	2205	AAC	14,782	70	AC Rehabilitation	\$ 306,000
2031	MLB	TL AP S	3450	AAC	23,692	70	AC Rehabilitation	\$ 491,000
2032	MLB	RW 9L-27R	6220	AAC	17,500	69	AC Rehabilitation	\$ 381,000
2032	MLB	TW C	308	AC	9,892	70	AC Rehabilitation	\$ 215,000
2032	MLB	TW Q	1723	AAC	5,968	69	AC Rehabilitation	\$ 130,000
2032	MLB	TW V	1602	AAC	13,947	69	AC Rehabilitation	\$ 303,000
2032	MLB	TW V1	710	AC	11,452	70	AC Rehabilitation	\$ 249,000
2032	MLB	AP SW	4730	AC	101,878	70	AC Rehabilitation	\$ 2,213,000

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



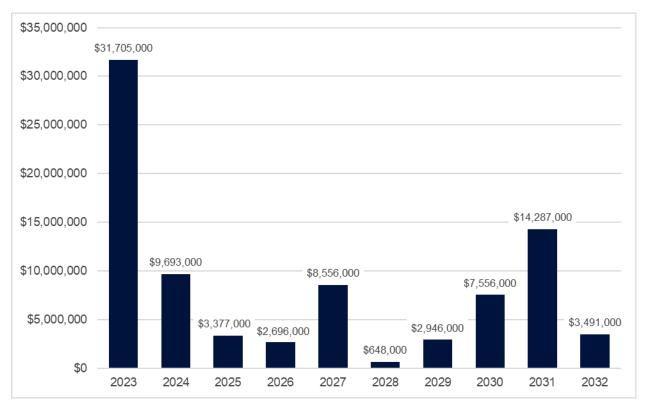
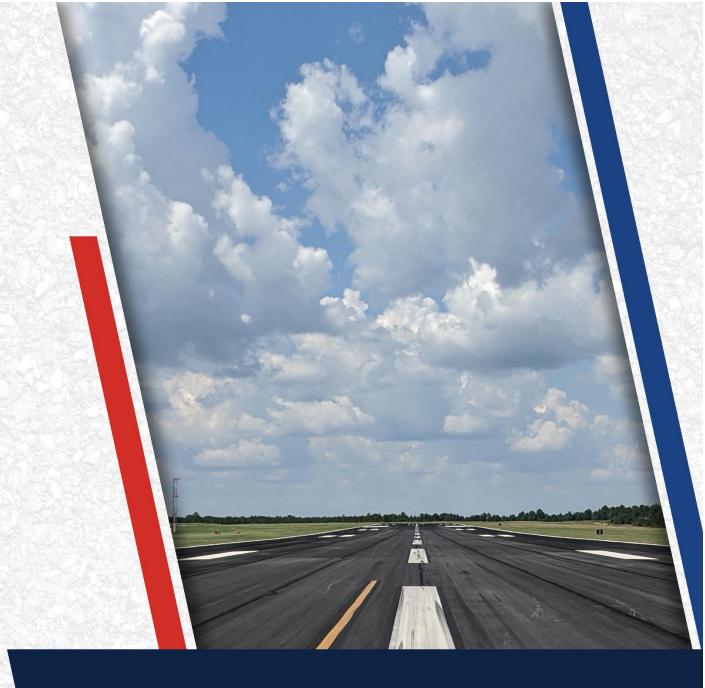


Figure E.3: 10-Year Major Rehabilitation Needs by Program Year





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".

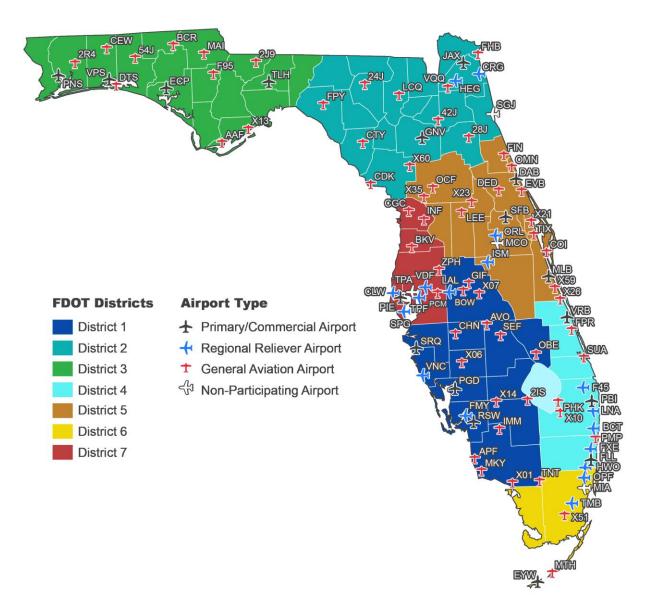
In general, adherence to the FAA Advisory Circulars is mandatory for projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies,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



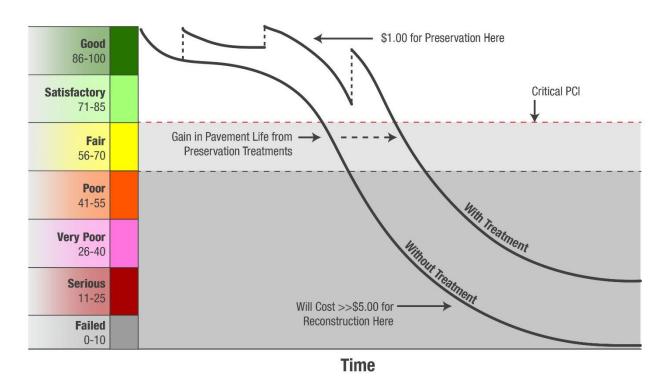
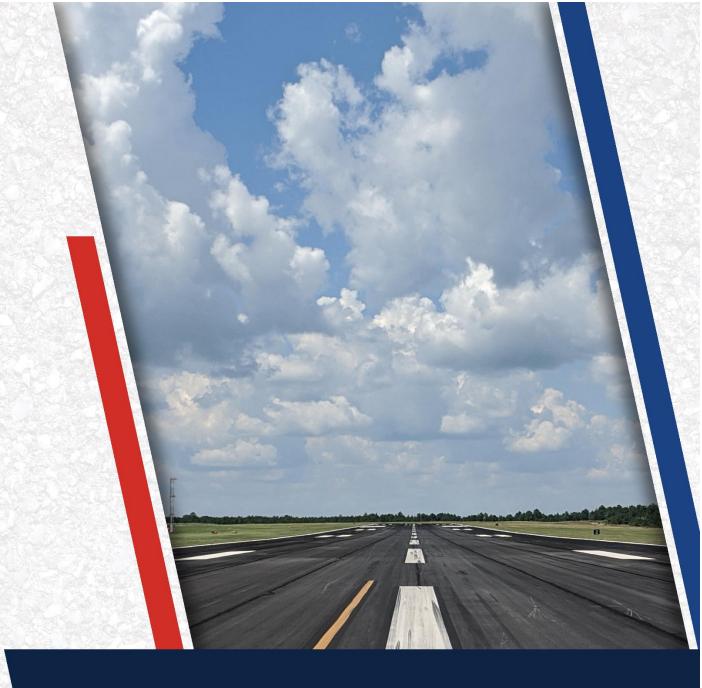


Figure 1.4: Pavement Life and the Effect of Treatments

FAA Eligibility 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.

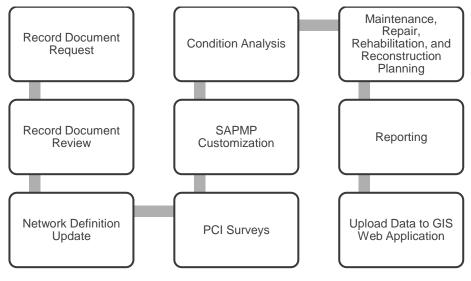


Figure 2: FDOT SAPMP General Process

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
- Senerate 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.



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 MLB'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 ($\pm 2,000$ SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

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

SAPMP Terminology	Common Definition	Airport Example		
Network	Totality of pavement assets maintained by the Airport.	"Tallahassee International Airport – Airfield Pavements"		
Branch Name	Commonly defined asset name as established by Airport and by use.	"Runway 18-36"		
	Codified shorthand name for commonly	"RW 18-36"		
Branch ID	defined asset established for database identification.	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 \pm 2,000 SF of AC or 20 \pm 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-20.	"300"		

Table 2.5.5: SAPMP Terminology

2.6 Airfield PCI Survey Methodology

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

Overall, a visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can help identify if any



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

2.6.1 Pavement Distress Types

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

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 (a): Pavement Distress Types – Asphalt 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			

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

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

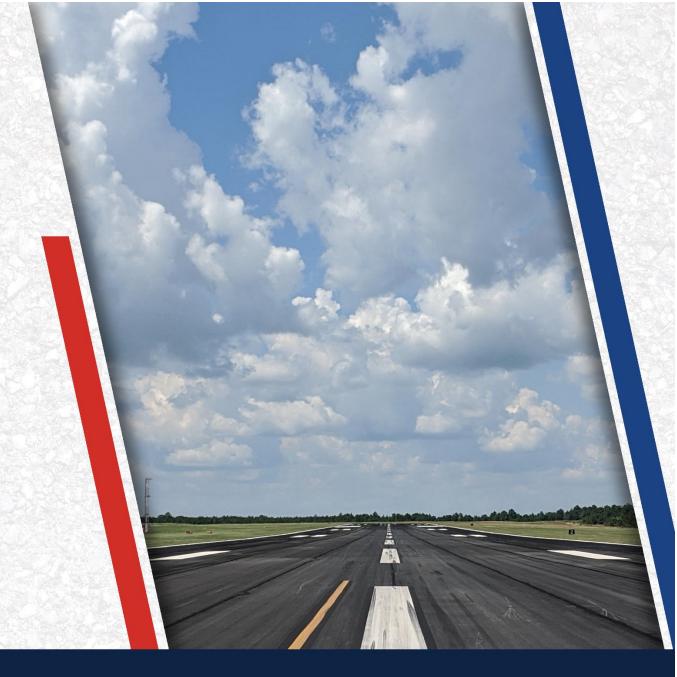


Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

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 networklevel 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.

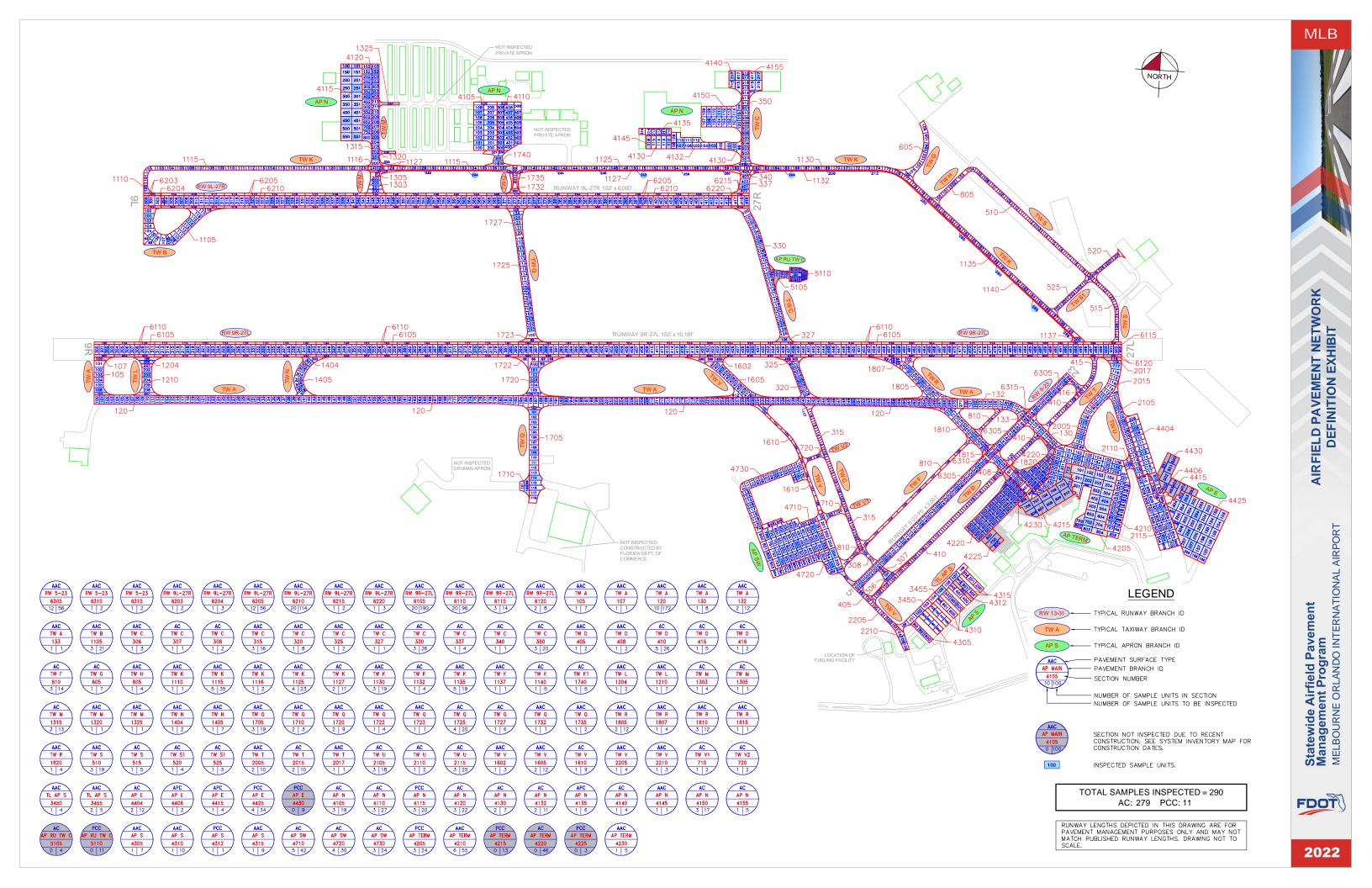
Construction Year	Location	Work Type / Pavement Section				
2017	AP N	Complete Reconstruction - AC				
2017	AP N	New Construction - AC				
2018	RW 9L-27R, TW B	Mill and Overlay				
2010	TW C, TW M, TW Q	Complete Reconstruction - AC				
2019	RW 5-23, RW 9R-27L, TW A, TW C, TW K, TW L, TW N, TW Q, TW R, TW T, TW V	Mill and Overlay				
	TW C	New Construction - AC				
2021	AP RU TW C	New Construction - AC				
2021	AP RU TW C, AP E	New Construction - PCC				
2022	AP TERM	New Construction - PCC 17" P-501, 5" P-306, 6" P-211, 12" P-152				
2022	AP TERM	New Construction - AC 4" P-401, 4" P-401 Base, 14" P-211, 12" P-152				

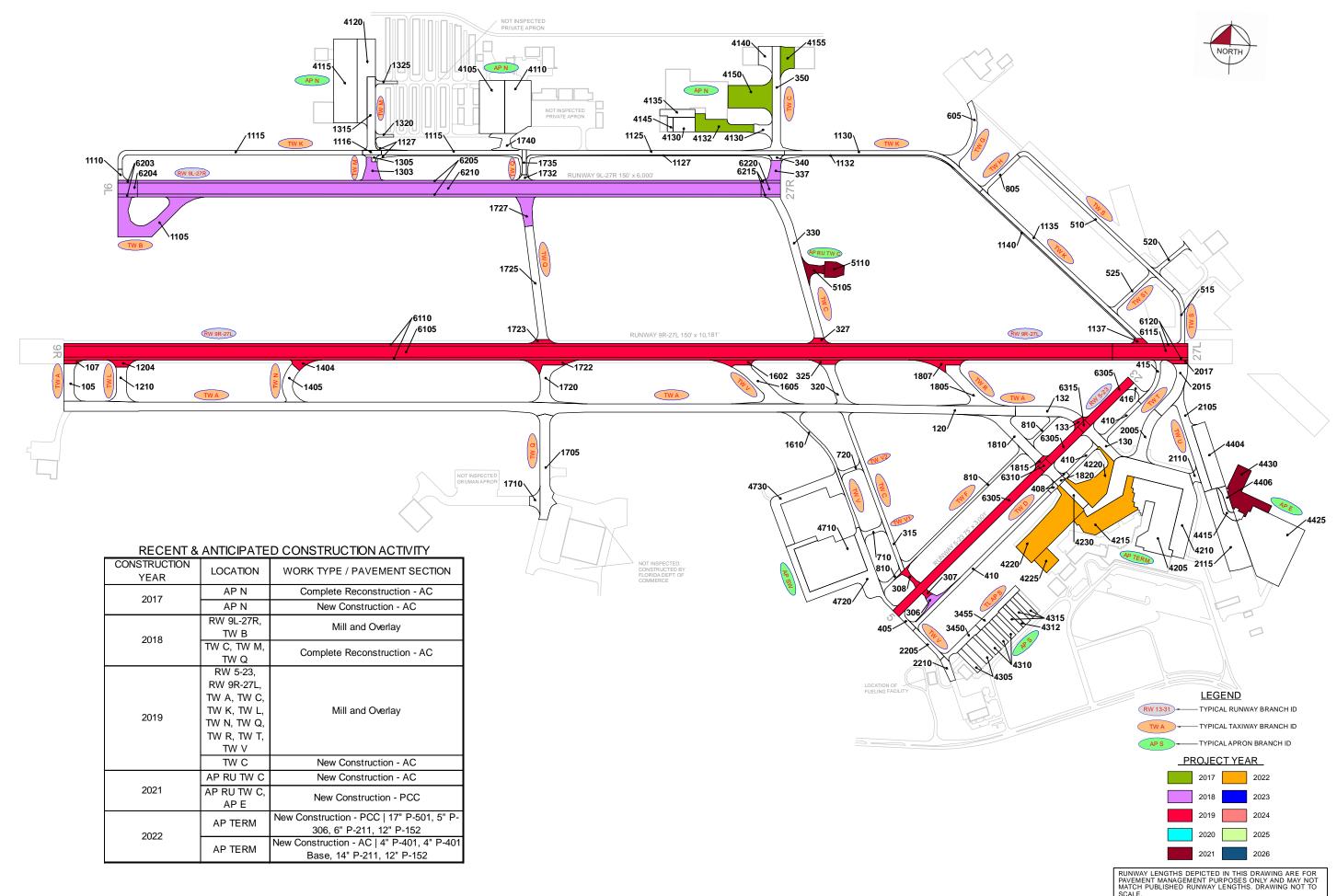
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

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.







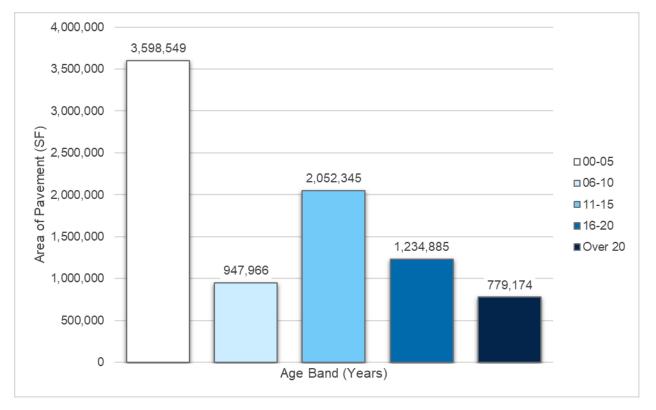
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

MLB

Statewide Airfield Pavement Management Program MELBOURNE ORLANDO INTERNATIONAL AIRPORT FDOT

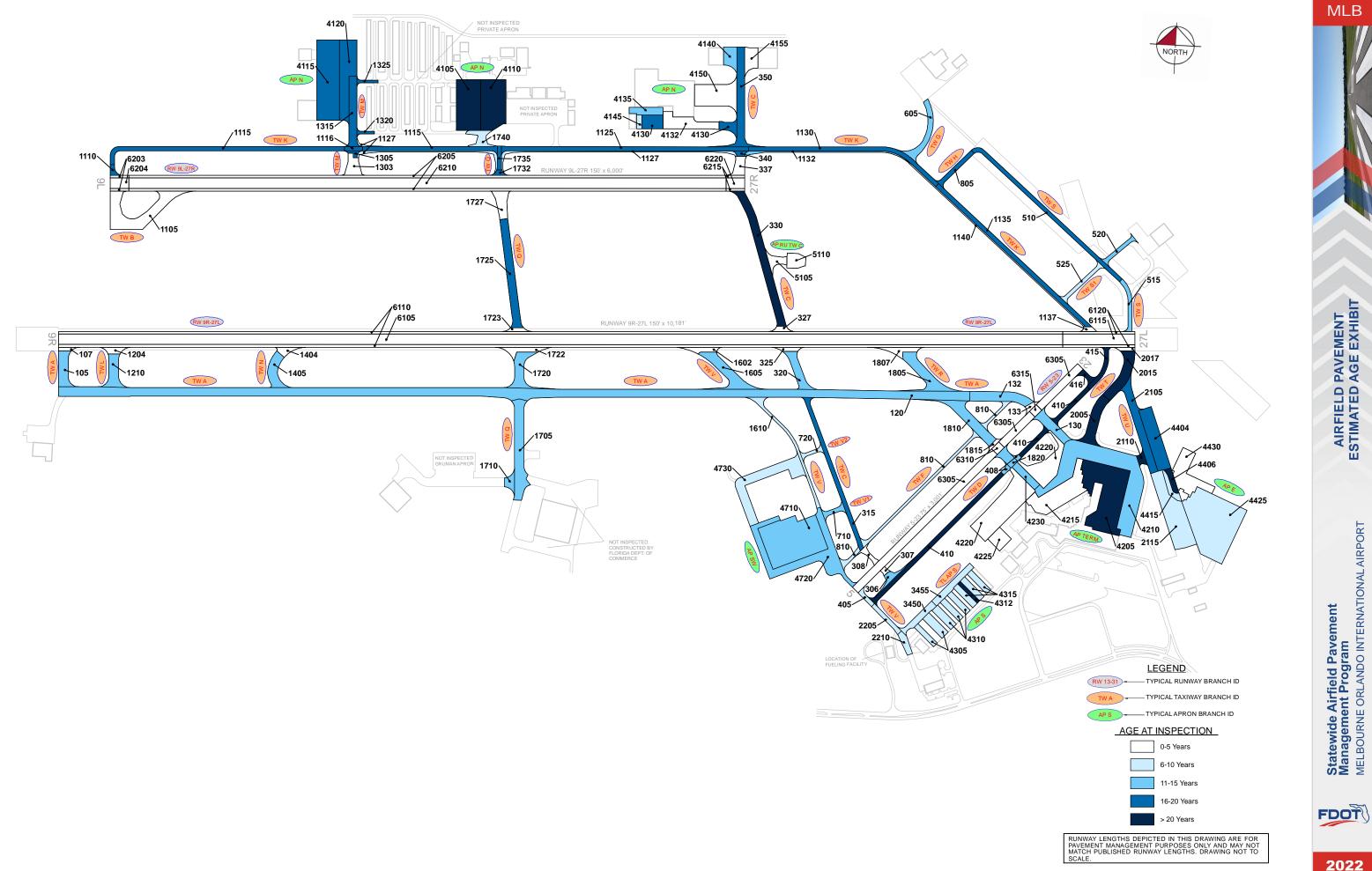
3.1.2 Estimated Pavement Age

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.



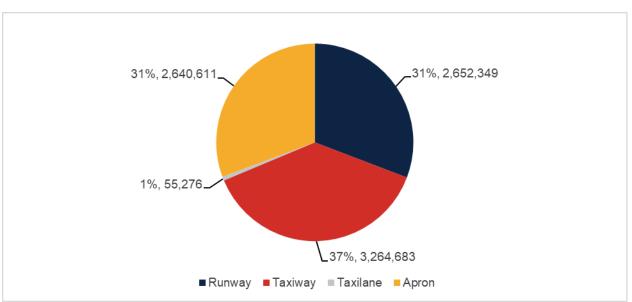






3.1.3 Functional Use

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.





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 MLB.



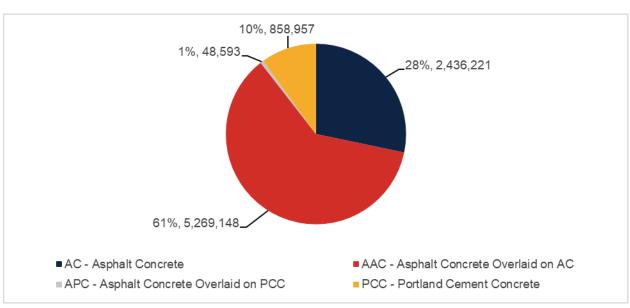


Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)

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.

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	RW 5-23	Runway	6305	211,297	AAC	1/1/2019
MLB	RW 5-23	Runway	6310	6,900	AAC	1/1/2019
MLB	RW 5-23	Runway	6315	6,900	AAC	1/1/2019
MLB	RW 9L-27R	Runway	6203	8,750	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6204	17,500	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6205	282,550	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6210	565,100	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6215	8,750	AAC	1/1/2018

Table 3.1.5: Pavement System Inventory Details



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	RW 9L-27R	Runway	6220	17,500	AAC	1/1/2018
MLB	RW 9R-27L	Runway	6105	950,000	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6110	475,000	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6115	68,068	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6120	34,034	AAC	1/1/2019
MLB	TW A	Taxiway	105	33,560	AAC	1/1/2009
MLB	TW A	Taxiway	107	4,933	AAC	1/1/2019
MLB	TW A	Taxiway	120	691,660	AAC	1/1/2009
MLB	TW A	Taxiway	130	33,690	AAC	1/1/2009
MLB	TW A	Taxiway	132	52,331	AAC	1/1/2009
MLB	TW A	Taxiway	133	5,988	AAC	1/1/2019
MLB	TW B	Taxiway	1105	104,990	AAC	1/1/2018
MLB	TW C	Taxiway	306	12,368	AAC	1/1/2007
MLB	TW C	Taxiway	307	3,692	AC	1/1/2019
MLB	TW C	Taxiway	308	9,892	AC	1/1/2019
MLB	TW C	Taxiway	315	58,917	AAC	1/1/2004
MLB	TW C	Taxiway	320	33,067	AAC	1/1/2009
MLB	TW C	Taxiway	325	8,038	AAC	1/1/2019
MLB	TW C	Taxiway	327	6,422	AAC	1/1/2019
MLB	TW C	Taxiway	330	101,728	AC	1/1/1991
MLB	TW C	Taxiway	337	18,730	AC	1/1/2018
MLB	TW C	Taxiway	340	4,919	AC	1/1/2003
MLB	TW C	Taxiway	350	76,637	AC	1/1/2003
MLB	TW D	Taxiway	405	8,073	AAC	1/1/2012
MLB	TW D	Taxiway	408	7,061	AAC	1/1/2008
MLB	TW D	Taxiway	410	105,094	AC	1/1/1979
MLB	TW D	Taxiway	415	18,312	AC	1/1/2001
MLB	TW D	Taxiway	416	8,423	AC	1/1/2001
MLB	TW F	Taxiway	810	62,514	AC	1/1/2013
MLB	TW G	Taxiway	605	36,079	AC	1/1/2010
MLB	TW H	Taxiway	805	18,700	AAC	1/1/2004
MLB	TW K	Taxiway	1110	5,207	AAC	1/1/2006
MLB	TW K	Taxiway	1115	144,746	AAC	1/1/2006
MLB	TW K	Taxiway	1116	6,760	AAC	1/1/2006
MLB	TW K	Taxiway	1125	94,162	AAC	1/1/2006
MLB	TW K	Taxiway	1127	52,047	AC	1/1/2016
MLB	TW K	Taxiway	1130	76,184	AAC	1/1/2006
MLB	TW K	Taxiway	1132	20,621	AC	1/1/2011
MLB	TW K	Taxiway	1135	78,460	AAC	1/1/2006
MLB	TW K	Taxiway	1137	4,907	AAC	1/1/2019
MLB	TW K	Taxiway	1140	22,923	AC	1/1/2014
MLB	TW K1	Taxiway	1740	21,686	AC	1/1/2016
MLB	TW L	Taxiway	1204	10,911	AAC	1/1/2019
MLB	TW L	Taxiway	1210	33,859	AAC	1/1/2009
MLB	TW M	Taxiway	1303	23,381	AC	1/1/2018
MLB	TW M	Taxiway	1305	3,968	AC	1/1/2003



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

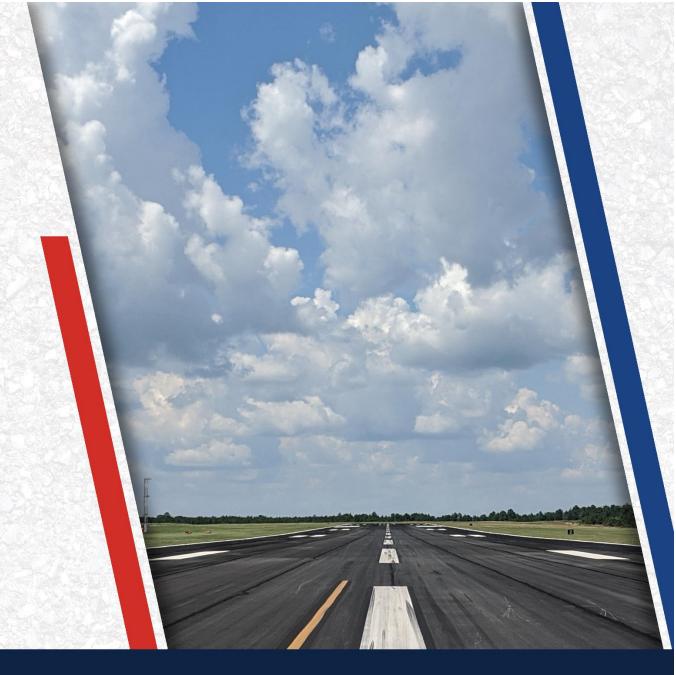
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	TW M	Taxiway	1315	50,873	AC	1/1/2003
MLB	TW M	Taxiway	1320	4,651	AAC	1/1/2003
MLB	TW M	Taxiway	1325	5,526	AAC	1/1/2003
MLB	TW N	Taxiway	1404	11,055	AAC	1/1/2019
MLB	TW N	Taxiway	1405	33,774	AAC	1/1/2009
MLB	TW Q	Taxiway	1705	91,926	AAC	1/1/2007
MLB	TW Q	Taxiway	1710	12,104	AAC	1/1/2007
MLB	TW Q	Taxiway	1720	41,653	AAC	1/1/2009
MLB	TW Q	Taxiway	1722	20,462	AAC	1/1/2019
MLB	TW Q	Taxiway	1723	5,968	AAC	1/1/2019
MLB	TW Q	Taxiway	1725	78,549	AC	1/1/2004
MLB	TW Q	Taxiway	1727	27,505	AC	1/1/2018
MLB	TW Q	Taxiway	1732	4,295	AAC	1/1/2006
MLB	TW Q	Taxiway	1735	9,173	AAC	1/1/2006
MLB	TW R	Taxiway	1805	56,463	AAC	1/1/2009
MLB	TW R	Taxiway	1807	18,996	AAC	1/1/2019
MLB	TW R	Taxiway	1810	57,323	AAC	1/1/2009
MLB	TW R	Taxiway	1815	4,676	AAC	1/1/2019
MLB	TW R	Taxiway	1820	18,335	AAC	1/1/2009
MLB	TW S	Taxiway	510	68,429	AAC	1/1/2006
MLB	TW S	Taxiway	515	18,556	AC	1/1/2010
MLB	TW S1	Taxiway	520	14,644	AC	1/1/2009
MLB	TW S1	Taxiway	525	19,360	AC	1/1/2014
MLB	TW T	Taxiway	2005	47,619	AAC	1/1/1986
MLB	TW T	Taxiway	2015	48,962	AC	1/1/2001
MLB	TW T	Taxiway	2017	5,769	AAC	1/1/2019
MLB	TW U	Taxiway	2105	69,240	AC	1/1/2004
MLB	TW U	Taxiway	2110	8,070	AC	1/1/1989
MLB	TW U	Taxiway	2115	128,747	AC	1/1/2014
MLB	TW V	Taxiway	1602	13,947	AAC	1/1/2019
MLB	TW V	Taxiway	1605	56,864	AAC	1/1/2009
MLB	TW V	Taxiway	1610	37,184	AC	1/1/2013
MLB	TW V	Taxiway	2205	14,782	AAC	1/1/2012
MLB	TW V	Taxiway	2210	13,665	AAC	1/1/2012
MLB	TW V1	Taxiway	710	11,452	AC	1/1/2008
MLB	TW V2	Taxiway	720	8,446	AC	1/1/2013
MLB	TL AP S	Taxilane	3450	23,692	AAC	1/1/2012
MLB	TL AP S	Taxilane	3455	31,584	AAC	1/1/2012
MLB	AP E	Apron	4404	75,613	AC	1/1/2004
MLB	AP E	Apron	4406	12,591	APC	1/1/1998
MLB	AP E	Apron	4415	13,932	APC	1/1/2014
MLB	AP E	Apron	4425	254,107	PCC	1/1/2014
MLB	AP E	Apron	4430	76,004	PCC	7/1/2021
MLB	AP N	Apron	4105	110,170	AC	1/1/1986
MLB	AP N	Apron	4110	109,958	AC	1/1/1982
MLB	AP N	Apron	4115	162,260	PCC	1/1/2003



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	AP N	Apron	4120	96,139	AC	1/1/2003
MLB	AP N	Apron	4130	41,477	AC	1/1/2006
MLB	AP N	Apron	4132	52,865	AC	1/1/2017
MLB	AP N	Apron	4135	22,070	APC	1/1/2010
MLB	AP N	Apron	4140	23,711	AC	1/1/2010
MLB	AP N	Apron	4145	6,550	AAC	1/1/2013
MLB	AP N	Apron	4150	85,092	AC	1/1/2017
MLB	AP N	Apron	4155	26,516	AC	1/1/2017
MLB	AP RU TW C	Apron	5105	17,051	AC	1/1/2021
MLB	AP RU TW C	Apron	5110	22,526	PCC	1/1/2021
MLB	AP S	Apron	4305	34,060	AAC	1/1/2012
MLB	AP S	Apron	4310	47,311	AAC	1/1/2012
MLB	AP S	Apron	4312	8,547	PCC	12/25/1994
MLB	AP S	Apron	4315	45,425	AAC	1/1/2012
MLB	AP SW	Apron	4710	216,728	AC	1/1/2008
MLB	AP SW	Apron	4720	146,718	AC	1/1/2008
MLB	AP SW	Apron	4730	101,878	AC	1/1/2013
MLB	AP TERM	Apron	4205	199,700	PCC	1/1/1989
MLB	AP TERM	Apron	4210	254,613	AAC	1/1/2009
MLB	AP TERM	Apron	4215	110,213	PCC	1/1/2022
MLB	AP TERM	Apron	4220	220,071	AC	1/1/2022
MLB	AP TERM	Apron	4225	25,600	PCC	1/1/2022
MLB	AP TERM	Apron	4230	21,115	AAC	1/1/2009





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 78% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 19% of inspected pavements are in Fair condition and the remaining 3% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

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

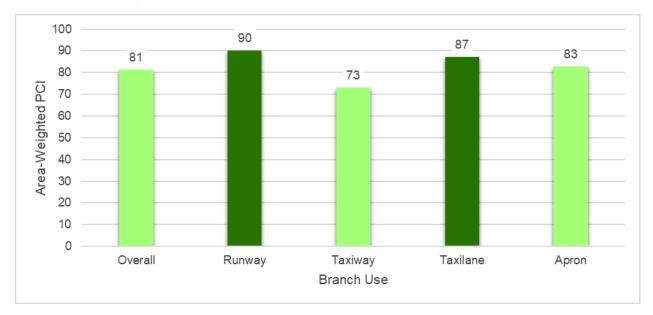


Figure 4.1.2 (a): Current Condition Summary – Branch-Level



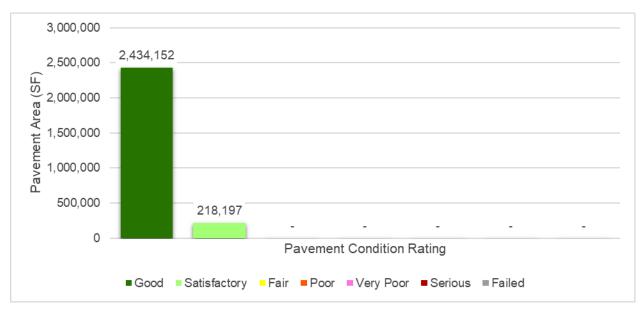
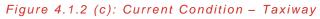
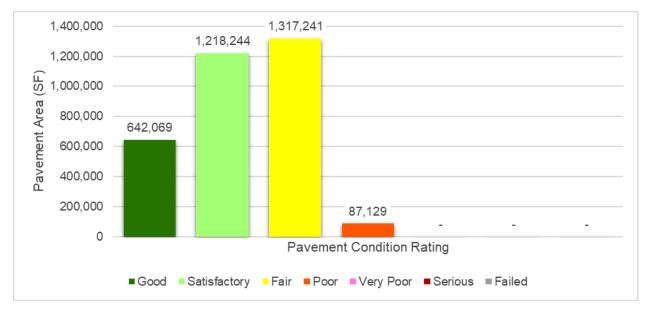


Figure 4.1.2 (b): Current Condition - Runway







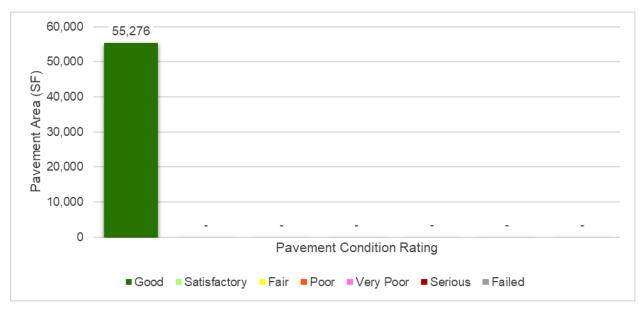


Figure 4.1.2 (d): Current Condition - Taxilane



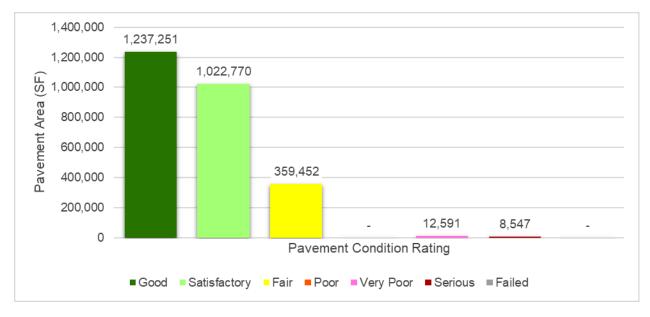




Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 5-23	Runway	3	225,097	84	Satisfactory
RW 9L-27R	Runway	6	900,150	87	Good
RW 9R-27L	Runway	4	1,527,102	93	Good
TW A	Taxiway	6	822,162	66	Fair
TW B	Taxiway	1	104,990	93	Good
TW C	Taxiway	11	334,410	71	Satisfactory
TW D	Taxiway	5	146,963	61	Fair
TW F	Taxiway	1	62,514	80	Satisfactory
TW G	Taxiway	1	36,079	89	Good
TW H	Taxiway	1	18,700	45	Poor
TW K	Taxiway	10	506,017	77	Satisfactory
TW K1	Taxiway	1	21,686	91	Good
TW L	Taxiway	2	44,770	74	Satisfactory
TW M	Taxiway	5	88,399	71	Satisfactory
TW N	Taxiway	2	44,829	86	Good
TW Q	Taxiway	9	291,635	77	Satisfactory
TW R	Taxiway	5	155,793	75	Satisfactory
TW S	Taxiway	2	86,985	49	Poor
TW S1	Taxiway	2	34,004	83	Satisfactory
TW T	Taxiway	3	102,350	76	Satisfactory
TW U	Taxiway	3	206,057	80	Satisfactory
TW V	Taxiway	5	136,442	79	Satisfactory
TW V1	Taxiway	1	11,452	84	Satisfactory
TW V2	Taxiway	1	8,446	79	Satisfactory
TL AP S	Taxilane	2	55,276	87	Good
AP E	Apron	5	432,247	94	Good
AP N	Apron	11	736,808	75	Satisfactory
AP RU TW C	Apron	2	39,577	100	Good
AP S	Apron	4	135,343	81	Satisfactory
AP SW	Apron	3	465,324	79	Satisfactory
AP TERM	Apron	6	831,312	86	Good

Table 4.1.2: Current Condition Summary – Branch-Level

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.



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
MLB	RW 5-23	Runway	6305	211,297	AAC	84	Satisfactory	100	0	0	12	56
MLB	RW 5-23	Runway	6310	6,900	AAC	83	Satisfactory	100	0	0	1	2
MLB	RW 5-23	Runway	6315	6,900	AAC	87	Good	100	0	0	1	2
MLB	RW 9L-27R	Runway	6203	8,750	AAC	86	Good	100	0	0	1	2
MLB	RW 9L-27R	Runway	6204	17,500	AAC	87	Good	100	0	0	1	3
MLB	RW 9L-27R	Runway	6205	282,550	AAC	90	Good	100	0	0	12	56
MLB	RW 9L-27R	Runway	6210	565,100	AAC	86	Good	100	0	0	20	114
MLB	RW 9L-27R	Runway	6215	8,750	AAC	94	Good	100	0	0	1	2
MLB	RW 9L-27R	Runway	6220	17,500	AAC	89	Good	100	0	0	1	3
MLB	RW 9R-27L	Runway	6105	950,000	AAC	93	Good	100	0	0	20	190
MLB	RW 9R-27L	Runway	6110	475,000	AAC	93	Good	100	0	0	20	96
MLB	RW 9R-27L	Runway	6115	68,068	AAC	93	Good	100	0	0	3	14
MLB	RW 9R-27L	Runway	6120	34,034	AAC	86	Good	100	0	0	2	8
MLB	TW A	Taxiway	105	33,560	AAC	64	Fair	73	0	27	1	7
MLB	TW A	Taxiway	107	4,933	AAC	85	Satisfactory	100	0	0	1	1
MLB	TW A	Taxiway	120	691,660	AAC	64	Fair	74	0	26	10	172
MLB	TW A	Taxiway	130	33,690	AAC	80	Satisfactory	95	0	5	1	8
MLB	TW A	Taxiway	132	52,331	AAC	80	Satisfactory	91	0	9	2	12
MLB	TW A	Taxiway	133	5,988	AAC	89	Good	100	0	0	1	1
MLB	TW B	Taxiway	1105	104,990	AAC	93	Good	100	0	0	3	21
MLB	TW C	Taxiway	306	12,368	AAC	65	Fair	100	0	0	1	3
MLB	TW C	Taxiway	307	3,692	AC	94	Good	100	0	0	1	1
MLB	TW C	Taxiway	308	9,892	AC	84	Satisfactory	92	0	8	1	2
MLB	TW C	Taxiway	315	58,917	AAC	69	Fair	100	0	0	3	16
MLB	TW C	Taxiway	320	33,067	AAC	79	Satisfactory	76	0	24	1	8
MLB	TW C	Taxiway	325	8,038	AAC	89	Good	100	0	0	1	2
MLB	TW C	Taxiway	327	6,422	AAC	94	Good	100	0	0	1	1
MLB	TW C	Taxiway	330	101,728	AC	59	Fair	76	18	6	3	26
MLB	TW C	Taxiway	337	18,730	AC	94	Good	100	0	0	1	4
MLB	TW C	Taxiway	340	4,919	AC	70	Fair	100	0	0	1	1
MLB	TW C	Taxiway	350	76,637	AC	72	Satisfactory	77	0	23	3	20
MLB	TW D	Taxiway	405	8,073	AAC	66	Fair	100	0	0	1	2
MLB	TW D	Taxiway	408	7,061	AAC	72	Satisfactory	95	0	5	1	2
MLB	TW D	Taxiway	410	105,094	AC	57	Fair	79	21	0	5	26
MLB	TW D	Taxiway	415	18,312	AC	78	Satisfactory	100	0	0	1	5
MLB	TW D	Taxiway	416	8,423	AC	68	Fair	96	0	4	1	2
MLB	TW F	Taxiway	810	62,514	AC	80	Satisfactory	100	0	0	3	14
MLB	TW G	Taxiway	605	36,079	AC	89	Good	100	0	0	1	7
MLB	TW H	Taxiway	805	18,700	AAC	45	Poor	81	19	0	1	4
MLB	TW K	Taxiway	1110	5,207	AAC	71	Satisfactory	100	0	0	1	1
MLB	TW K	Taxiway	1115	144,746	AAC	74	Satisfactory	98	0	2	5	35
MLB	TW K	Taxiway	1116	6,760	AAC	63	Fair	96	0	4	1	2
MLB	TW K	Taxiway	1125	94,162	AAC	73	Satisfactory	97	0	3	4	23

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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
MLB	TW K	Taxiway	1127	52,047	AC	86	Good	100	0	0	2	11
MLB	TW K	Taxiway	1130	76,184	AAC	79	Satisfactory	100	0	0	3	19
MLB	TW K	Taxiway	1132	20,621	AC	88	Good	100	0	0	1	4
MLB	TW K	Taxiway	1135	78,460	AAC	71	Satisfactory	96	0	4	5	19
MLB	TW K	Taxiway	1137	4,907	AAC	94	Good	100	0	0	1	1
MLB	TW K	Taxiway	1140	22,923	AC	89	Good	100	0	0	1	5
MLB	TW K1	Taxiway	1740	21,686	AC	91	Good	100	0	0	1	5
MLB	TW L	Taxiway	1204	10,911	AAC	94	Good	100	0	0	1	2
MLB	TW L	Taxiway	1210	33,859	AAC	68	Fair	80	0	20	1	7
MLB	TW M	Taxiway	1303	23,381	AC	90	Good	100	0	0	1	4
MLB	TW M	Taxiway	1305	3,968	AC	62	Fair	100	0	0	1	1
MLB	TW M	Taxiway	1315	50,873	AC	63	Fair	87	0	13	2	13
MLB	TW M	Taxiway	1320	4,651	AAC	70	Fair	100	0	0	1	1
MLB	TW M	Taxiway	1325	5,526	AAC	70	Fair	100	0	0	1	1
MLB	TW N	Taxiway	1404	11,055	AAC	94	Good	100	0	0	1	2
MLB	TW N	Taxiway	1405	33,774	AAC	84	Satisfactory	91	0	9	1	7
MLB	TW Q	Taxiway	1705	91,926	AAC	72	Satisfactory	95	0	5	3	19
MLB	TW Q	Taxiway	1710	12,104	AAC	78	Satisfactory	94	0	6	2	3
MLB	TW Q	Taxiway	1720	41,653	AAC	79	Satisfactory	87	0	13	2	9
MLB	TW Q	Taxiway	1722	20,462	AAC	82	Satisfactory	100	0	0	1	4
MLB	TW Q	Taxiway	1723	5,968	AAC	90	Good	100	0	0	1	1
MLB	TW Q	Taxiway	1725	78,549	AC	75	Satisfactory	95	0	5	4	20
MLB	TW Q	Taxiway	1727	27,505	AC	91	Good	100	0	0	1	6
MLB	TW Q	Taxiway	1732	4,295	AAC	60	Fair	100	0	0	1	1
MLB	TW Q	Taxiway	1735	9,173	AAC	82	Satisfactory	100	0	0	1	2
MLB	TW R	Taxiway	1805	56,463	AAC	70	Fair	89	0	11	2	12
MLB	TW R	Taxiway	1807	18,996	AAC	92	Good	100	0	0	1	4
MLB	TW R	Taxiway	1810	57,323	AAC	75	Satisfactory	89	0	11	3	12
MLB	TW R	Taxiway	1815	4,676	AAC	94	Good	100	0	0	1	1
MLB	TW R	Taxiway	1820	18,335	AAC	72	Satisfactory	89	0	11	1	4
MLB	TW S	Taxiway	510	68,429	AAC	43	Poor	99	0	1	3	19
MLB	TW S	Taxiway	515	18,556	AC	71	Satisfactory	92	0	8	1	5
MLB	TW S1	Taxiway	520	14,644	AC	73	Satisfactory	100	0	0	1	4
MLB	TW S1	Taxiway	525	19,360	AC	91	Good	100	0	0	1	5
MLB	TW T	Taxiway	2005	47,619	AAC	74	Satisfactory	82	0	18	2	10
MLB	TW T	Taxiway	2005	48,962	AAC	74	Satisfactory	100	0	0	2	10
MLB	TW T	Taxiway	2013	5,769	AAC	89	Good	100	0	0	1	1
MLB	TW U	Taxiway	2105	69,240	AAC	68	Fair	66	29	5	3	18
MLB	TW U	-	2105	8,070	AC		Satisfactory			7	1	2
MLB	TW U	Taxiway	2110	128,747	AC	78 87	Good	93 100	0	0	3	25
		Taxiway					Good		0			
MLB	TW V	Taxiway	1602	13,947	AAC	90		100	0	0	1	3
MLB	TWV	Taxiway	1605	56,864	AAC	67	Fair	82	0	18	2	12
MLB	TW V	Taxiway	1610	37,184	AC	86	Good	100	0	0	1	9
MLB	TW V	Taxiway	2205	14,782	AAC	89	Good	100	0	0	1	4
MLB		Taxiway	2210	13,665	AAC	86	Good	100	0	0	1	3
MLB	TW V1	Taxiway	710	11,452	AC	84	Satisfactory	100	0	0	1	2



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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
MLB	TW V2	Taxiway	720	8,446	AC	79	Satisfactory	61	0	39	1	2
MLB	TL AP S	Taxilane	3450	23,692	AAC	89	Good	100	0	0	1	4
MLB	TL AP S	Taxilane	3455	31,584	AAC	86	Good	100	0	0	2	5
MLB	AP E	Apron	4404	75,613	AC	77	Satisfactory	100	0	0	2	12
MLB	AP E	Apron	4406	12,591	APC	36	Very Poor	98	0	2	1	2
MLB	AP E	Apron	4415	13,932	APC	88	Good	100	0	0	1	4
MLB	AP E	Apron	4425	254,107	PCC	100	Good	0	0	100	4	34
MLB	AP E	Apron	4430	76,004	PCC	100	Good	0	0	0	0	0
MLB	AP N	Apron	4105	110,170	AC	63	Fair	100	0	0	3	19
MLB	AP N	Apron	4110	109,958	AC	58	Fair	95	0	5	3	27
MLB	AP N	Apron	4115	162,260	PCC	89	Good	60	0	40	3	20
MLB	AP N	Apron	4120	96,139	AC	56	Fair	86	0	14	3	22
MLB	AP N	Apron	4130	41,477	AC	73	Satisfactory	80	0	20	2	7
MLB	AP N	Apron	4132	52,865	AC	91	Good	100	0	0	2	11
MLB	AP N	Apron	4135	22,070	APC	67	Fair	100	0	0	1	6
MLB	AP N	Apron	4140	23,711	AC	91	Good	100	0	0	1	4
MLB	AP N	Apron	4145	6,550	AAC	82	Satisfactory	100	0	0	1	1
MLB	AP N	Apron	4150	85,092	AC	88	Good	94	0	6	3	17
MLB	AP N	Apron	4155	26,516	AC	94	Good	100	0	0	1	5
MLB	AP RU TW C	Apron	5105	17,051	AC	100	Good	0	0	0	0	0
MLB	AP RU TW C	Apron	5110	22,526	PCC	100	Good	0	0	0	0	0
MLB	AP S	Apron	4305	34,060	AAC	85	Satisfactory	75	0	25	1	7
MLB	AP S	Apron	4310	47,311	AAC	85	Satisfactory	100	0	0	1	10
MLB	AP S	Apron	4312	8,547	PCC	12	Serious	10	82	8	1	1
MLB	AP S	Apron	4315	45,425	AAC	86	Good	68	0	32	1	9
MLB	AP SW	Apron	4710	216,728	AC	78	Satisfactory	87	0	13	5	42
MLB	AP SW	Apron	4720	146,718	AC	74	Satisfactory	100	0	0	4	30
MLB	AP SW	Apron	4730	101,878	AC	87	Good	100	0	0	3	24
MLB	AP TERM	Apron	4205	199,700	PCC	78	Satisfactory	0	0	100	3	24
MLB	AP TERM	Apron	4210	254,613	AAC	73	Satisfactory	85	0	15	6	55
MLB	AP TERM	Apron	4215	110,213	PCC	100	Good	0	0	0	0	0
MLB	AP TERM	Apron	4220	220,071	AC	100	Good	0	0	0	0	0
MLB	AP TERM	Apron	4225	25,600	PCC	100	Good	0	0	0	0	0
MLB	AP TERM	Apron	4230	21,115	AAC	68	Fair	90	0	10	1	5

* 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.



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program



4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Melbourne Orlando International Airport (MLB) was performed in April 2022. The overall area-weighted average PCI value of the network was 81, representing a condition rating of Satisfactory. A portion of the airfield pavement was not inspected due to recent construction in 2021 and 2022. These areas include the entirety of the Taxiway C Run-Up Apron and portions of the Terminal Apron and East Apron.

Based on the FAA 5010 Report as of 11/11/2022, the Airport has reported 103,660 operations for 12 months ending 12/31/2020.

4.2.2 Branch-Level Observations

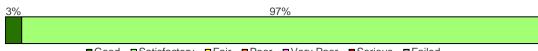
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative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

<u>Runways</u>

RW 5-23

Brancl	ו ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 5-	23	RUNWAY	3	225,097	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: 3% Good (86-100 PCI), 97% Satisfactory (71-85 PCI).



■Good ■Satisfactory ■Fair ■Poor ■Very Poor ■Serious ■Failed

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6305	AAC	211,297	84	Satisfactory
6310	AAC	6,900	83	Satisfactory
6315	AAC	6,900	87	Good



RW 5-23 consists of 3 flexible pavement sections, totaling 225,097 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, RW 5-23 is in Satisfactory condition with an area-weighted average PCI of 84.

RW 9L-27R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 9L-27R	RUNWAY	6	900,150	87	Good

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

	100%								
Good	Satisfactory	Fair	Poor	Very Poor	Serious	■Failed			

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6203	AAC	8,750	86	Good
6204	AAC	17,500	87	Good
6205	AAC	282,550	90	Good
6210	AAC	565,100	86	Good
6215	AAC	8,750	94	Good
6220	AAC	17,500	89	Good

RW 9L-27R consists of 6 flexible pavement sections, totaling 900,150 sf. The last major construction date for the branch was 2018, resulting in an area-weighted average age at inspection of 4 years old. Overall, RW 9L-27R is in Good condition with an area-weighted average PCI of 87.

RW 9R-27L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
RW 9R-27L	RUNWAY	4	1,527,102	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).



			100%		
	∎Good	■Satisfactory ■Fair ■Po	oor ∎Very Poor ■S	erious Failed	
tion ID		Surface Type	Section Area (SF)	PCI	Condition Rating
105		A A C	050.000	02	Cood

6105	AAC	950,000	93	Good
6110	AAC	475,000	93	Good
6115	AAC	68,068	93	Good
6120	AAC	34,034	86	Good

RW 9R-27L consists of 4 flexible pavement sections, totaling 1,527,102 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, RW 9R-27L is in Good condition with an area-weighted average PCI of 93.

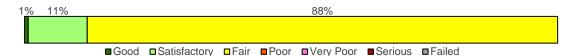
<u>Taxiways</u>

Sect

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	6	822,162	66	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: 1% Good (86-100 PCI), 11% Satisfactory (71-85 PCI), 88% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
105	AAC	33,560	64	Fair
107	AAC	4,933	85	Satisfactory
120	AAC	691,660	64	Fair
130	AAC	33,690	80	Satisfactory
132	AAC	52,331	80	Satisfactory
133	AAC	5,988	89	Good

TW A consists of 6 flexible pavement sections, totaling 822,162 sf. The last major construction dates range from 2009 to 2019, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW A is in Fair condition with an area-weighted average PCI of 66.



Good

93

2022

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	1	104,990	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).

			100)%			
	Good	■Satisfactory ■Fair	■ Poor	■Very Poor	■ Serio	ous ∎Failed	
Se	ection ID	Surface Type	9	Section Are (SF)	a	PCI	Condition Rating

AAC

TW B consists of 1 flexible pavement section, totaling 104,990 sf. The last major construction date for the branch was 2018, 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.

104.990

TW C

1105

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	11	334,410	71	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: 11% Good (86-100 PCI), 36% Satisfactory (71-85 PCI), 53% Fair (56-70 PCI).





Airport Pavement Evaluation Report

2022

Statewide Airfield Pavement Management Program

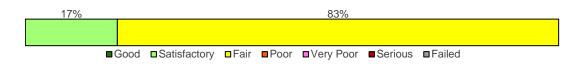
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
306	AAC	12,368	65	Fair
307	AC	3,692	94	Good
308	AC	9,892	84	Satisfactory
315	AAC	58,917	69	Fair
320	AAC	33,067	79	Satisfactory
325	AAC	8,038	89	Good
327	AAC	6,422	94	Good
330	AC	101,728	59	Fair
337	AC	18,730	94	Good
340	AC	4,919	70	Fair
350	AC	76,637	72	Satisfactory

TW C consists of 11 flexible pavement sections, totaling 334,410 sf. The last major construction dates range from 1991 to 2019, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 71.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	5	146,963	61	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 17% Satisfactory (71-85 PCI), 83% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AAC	8,073	66	Fair
408	AAC	7,061	72	Satisfactory
410	AC	105,094	57	Fair
415	AC	18,312	78	Satisfactory
416	AC	8,423	68	Fair

TW D consists of 5 flexible pavement sections, totaling 146,963 sf. The last major construction dates range from 1979 to 2012, resulting in an area-weighted average age at inspection of 36 years old. Overall, TW D is in Fair condition with an area-weighted average PCI of 61.



TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	1	62,514	80	Satisfactory

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

Good	■Satisfactory ■Fai	· ■Poor ■Very Poor ■S	Serious Eailed	
		100%		

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
810	AC	62,514	80	Satisfactory

TW F consists of 1 flexible pavement section, totaling 62,514 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 F is in Satisfactory condition with an area-weighted average PCI of 80.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	1	36,079	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).

100%					
■Good	□Satisfactory □Fair ■Poo	r ∎Very Poor ∎S	erious ∎Failed		
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating	
605	AC	36,079	89	Good	

TW G consists of 1 flexible pavement section, totaling 36,079 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW G is in Good condition with an area-weighted average PCI of 89.



TW H

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW H	TAXIWAY	1	18,700	45	Poor

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

Section ID		Surfa	e Type		Section Are	ea	PCI	Condition	
	■Good	■Satisfactory	□Fair	■ Poor	■Very Poor	Serio	ous ∎Failed		
				100	%				
					~ /				

Section ID	Surface Type	(SF)	PCI	Rating
805	AAC	18,700	45	Poor

TW H consists of 1 flexible pavement section, totaling 18,700 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW H is in Poor condition with an area-weighted average PCI of 45.

TW K

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW K	TAXIWAY	10	506,017	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: 20% Good (86-100 PCI), 79% Satisfactory (71-85 PCI), 1% Fair (56-70 PCI).





Airport Pavement Evaluation Report

2022

Statewide Airfield Pavement Management Program

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1110	AAC	5,207	71	Satisfactory
1115	AAC	144,746	74	Satisfactory
1116	AAC	6,760	63	Fair
1125	AAC	94,162	73	Satisfactory
1127	AC	52,047	86	Good
1130	AAC	76,184	79	Satisfactory
1132	AC	20,621	88	Good
1135	AAC	78,460	71	Satisfactory
1137	AAC	4,907	94	Good
1140	AC	22,923	89	Good

TW K consists of 10 flexible pavement sections, totaling 506,017 sf. The last major construction dates range from 2006 to 2019, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW K is in Satisfactory condition with an area-weighted average PCI of 77.

TW K1

1740

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW K1	TAXIWAY	1	21,686	91	Good

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

	10	0%		
■Good	■Satisfactory ■Fair ■Poor	r ∎Very Poor ∎S	erious Failed	
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating

TW K1 consists of 1 flexible pavement section, totaling 21,686 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 K1 is in Good condition with an area-weighted average PCI of 91.

21,686

91

Good

AC



TW L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW L	TAXIWAY	2	44,770	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: 24% Good (86-100 PCI), 76% Fair (56-70 PCI).

24%				76%	6		
Good	■Satisfactory	□Fair	■Poor	■Very Poor	Serious	■Failed	

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1204	AAC	10,911	94	Good
1210	AAC	33,859	68	Fair

TW L consists of 2 flexible pavement sections, totaling 44,770 sf. The last major construction dates range from 2009 to 2019, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW L is in Satisfactory condition with an area-weighted average PCI of 74.

TW M

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW M	TAXIWAY	5	88,399	71	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: 26% Good (86-100 PCI), 74% Fair (56-70 PCI).

26%			74	%		
■Good ■	Satisfactory Defair	Poor	Very Poor	Serious	Failed	

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1303	AC	23,381	90	Good
1305	AC	3,968	62	Fair
1315	AC	50,873	63	Fair
1320	AAC	4,651	70	Fair
1325	AAC	5,526	70	Fair



TW M consists of 5 flexible pavement sections, totaling 88,399 sf. The last major construction dates range from 2003 to 2018, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW M is in Satisfactory condition with an area-weighted average PCI of 71.

TW N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW N	TAXIWAY	2	44,829	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: 25% Good (86-100 PCI), 75% Satisfactory (71-85 PCI).



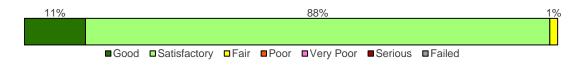
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1404	AAC	11,055	94	Good
1405	AAC	33,774	84	Satisfactory

TW N consists of 2 flexible pavement sections, totaling 44,829 sf. The last major construction dates range from 2009 to 2019, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW N is in Good condition with an area-weighted average PCI of 86.

TW Q

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW Q	TAXIWAY	9	291,635	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: 11% Good (86-100 PCI), 88% Satisfactory (71-85 PCI), 1% Fair (56-70 PCI).





Airport Pavement Evaluation Report

2022

Statewide Airfield Pavement Management Program

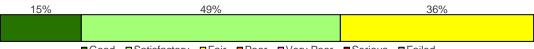
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1705	AAC	91,926	72	Satisfactory
1710	AAC	12,104	78	Satisfactory
1720	AAC	41,653	79	Satisfactory
1722	AAC	20,462	82	Satisfactory
1723	AAC	5,968	90	Good
1725	AC	78,549	75	Satisfactory
1727	AC	27,505	91	Good
1732	AAC	4,295	60	Fair
1735	AAC	9,173	82	Satisfactory

TW Q consists of 9 flexible pavement sections, totaling 291,635 sf. The last major construction dates range from 2004 to 2019, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW Q is in Satisfactory condition with an area-weighted average PCI of 77.

TW R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW R	TAXIWAY	5	155,793	75	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: 15% Good (86-100 PCI), 49% Satisfactory (71-85 PCI), 36% Fair (56-70 PCI).



Good	Satisfactory	Fair	Poor	Very Poor	Serious	Failed	
------	--------------	------	------	-----------	---------	--------	--

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1805	AAC	56,463	70	Fair
1807	AAC	18,996	92	Good
1810	AAC	57,323	75	Satisfactory
1815	AAC	4,676	94	Good
1820	AAC	18,335	72	Satisfactory

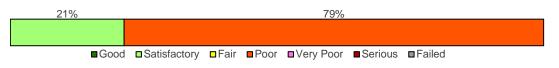
TW R consists of 5 flexible pavement sections, totaling 155,793 sf. The last major construction dates range from 2009 to 2019, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW R is in Satisfactory condition with an area-weighted average PCI of 75.



TW S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW S	TAXIWAY	2	86,985	49	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: 21% Satisfactory (71-85 PCI), 79% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
510	AAC	68,429	43	Poor
515	AC	18,556	71	Satisfactory

TW S consists of 2 flexible pavement sections, totaling 86,985 sf. The last major construction dates range from 2006 to 2010, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW S is in Poor condition with an area-weighted average PCI of 49.

TW S1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW S1	TAXIWAY	2	34,004	83	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: 57% Good (86-100 PCI), 43% Satisfactory (71-85 PCI).

	57%					43%	
■Good	Satisfactory	∎Fair	Poor	■Very Poo	r ■Serious	■ Failed	
	,			.,			

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
520	AC	14,644	73	Satisfactory
525	AC	19,360	91	Good

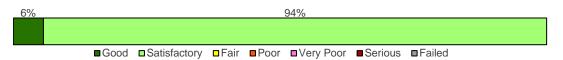


TW S1 consists of 2 flexible pavement sections, totaling 34,004 sf. The last major construction dates range from 2009 to 2014, resulting in an area-weighted average age at inspection of 10 years old. Overall, TW S1 is in Satisfactory condition with an area-weighted average PCI of 83.

TW T

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW T	TAXIWAY	3	102,350	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 6% Good (86-100 PCI), 94% Satisfactory (71-85 PCI).



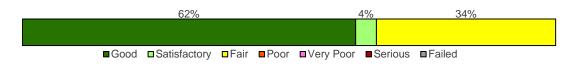
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2005	AAC	47,619	74	Satisfactory
2015	AC	48,962	76	Satisfactory
2017	AAC	5,769	89	Good

TW T consists of 3 flexible pavement sections, totaling 102,350 sf. The last major construction dates range from 1986 to 2019, resulting in an area-weighted average age at inspection of 27 years old. Overall, TW T is in Satisfactory condition with an area-weighted average PCI of 76.

TW U

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW U	TAXIWAY	3	206,057	80	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 62% Good (86-100 PCI), 4% Satisfactory (71-85 PCI), 34% Fair (56-70 PCI).





Airport Pavement Evaluation Report

Statewide Airfield Pavement Management Program

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2105	AC	69,240	68	Fair
2110	AC	8,070	78	Satisfactory
2115	AC	128,747	87	Good

TW U consists of 3 flexible pavement sections, totaling 206,057 sf. The last major construction dates range from 1989 to 2014, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW U is in Satisfactory condition with an area-weighted average PCI of 80.

TW V

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW V	TAXIWAY	5	136,442	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: 58% Good (86-100 PCI), 42% Fair (56-70 PCI).

 58%			42%	

■Good ■Satisfactory ■Fair ■Poor ■Very Poor ■Serious ■Failed

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1602	AAC	13,947	90	Good
1605	AAC	56,864	67	Fair
1610	AC	37,184	86	Good
2205	AAC	14,782	89	Good
2210	AAC	13,665	86	Good

TW V consists of 5 flexible pavement sections, totaling 136,442 sf. The last major construction dates range from 2009 to 2019, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW V is in Satisfactory condition with an area-weighted average PCI of 79.

TW V1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW V1	TAXIWAY	1	11,452	84	Satisfactory



Satisfactory

84

2022

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

		-		
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
Good	□Satisfactory □Fair ■Poor	r ∎Very Poor ∎S	erious ∎Failed	
	10	0%		
	10	00/		

AC

TW V1 consists of 1 flexible pavement section, totaling 11,452 sf. The last major construction date for the branch was 2008, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW V1 is in Satisfactory condition with an area-weighted average PCI of 84.

11,452

TW V2

710

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TW V2	TAXIWAY	1	8,446	79	Satisfactory

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

	100%							
	- Cotiofootom (P Foir	D oor		- Corious	P Foiled		
Good	Satisfactory	∎Fair	Poor	Very Poor	Serious	Falled		

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
720	AC	8,446	79	Satisfactory

TW V2 consists of 1 flexible pavement section, totaling 8,446 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 V2 is in Satisfactory condition with an area-weighted average PCI of 79.

<u>Taxilanes</u>

TL AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
TL AP S	TAXILANE	2	55,276	87	Good



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

	100%					
■Good	■Satisfactory ■Fair ■Poo	r ∎Very Poor ∎S	erious Failed			
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating		
3450	AAC	23,692	89	Good		
3455	AAC	31,584	86	Good		

TL AP S consists of 2 flexible pavement sections, totaling 55,276 sf. The last major construction date for the branch was 2012, resulting in an area-weighted average age at inspection of 10 years old. Overall, TL AP S is in Good condition with an area-weighted average PCI of 87.

<u>Aprons</u>

4430

AP E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating	
AP E	APRON	5	432,247	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: 80% Good (86-100 PCI), 17% Satisfactory (71-85 PCI), 3% Very Poor (26-40 PCI).

■ Good	80% ■Satisfactory ■Fair ■Poo	r ∎Very Poor ■S	erious © Failed	17%	3%
Section ID	Surface Type	Section Area (SF)	PCI		Condition Rating
4404	AC	75,613	77		Satisfactory
4406	APC	12,591	36		Very Poor
4415	APC	13,932	88		Good
4425	PCC	254,107	100		Good

AP E consists of 3 flexible and 2 rigid pavement sections, totaling 432,247 sf. The last major construction dates range from 1998 to 2021, resulting in an area-weighted average age at inspection of 9 years old. Overall, AP E is in Good condition with an area-weighted average PCI of 94.

76.004

PCC



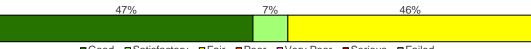
100

Good

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP N	APRON	11	736,808	75	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: 47% Good (86-100 PCI), 7% Satisfactory (71-85 PCI), 46% Fair (56-70 PCI).



■Good ■Satisfactory ■Fair ■Poor ■Very Poor ■Serious ■Failed

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	110,170	63	Fair
4110	AC	109,958	58	Fair
4115	PCC	162,260	89	Good
4120	AC	96,139	56	Fair
4130	AC	41,477	73	Satisfactory
4132	AC	52,865	91	Good
4135	APC	22,070	67	Fair
4140	AC	23,711	91	Good
4145	AAC	6,550	82	Satisfactory
4150	AC	85,092	88	Good
4155	AC	26,516	94	Good

AP N consists of 10 flexible and 1 rigid pavement sections, totaling 736,808 sf. The last major construction dates range from 1982 to 2017, resulting in an area-weighted average age at inspection of 21 years old. Overall, AP N is in Satisfactory condition with an area-weighted average PCI of 75.

AP RU TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP RU TW C	APRON	2	39,577	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).

	100%									
	Good	Satisfactory	∎Fair	Poor	■Very Poor	Se	rious ∎Failed			
Section ID		Surfac	е Туре		Section Are (SF)	ea	PCI	Condition Rating		
5105		A	C	Ē	17,051		100	Good		
5110		P	CC		22,526		100	Good		

AP RU TW C consists of 1 flexible and 1 rigid pavement sections, totaling 39,577 sf. The last major construction date for the branch was 2021. Overall, AP RU TW C is in Good condition with an area-weighted average PCI of 100.

AP S

Bran	ch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AF	° S	APRON	4	135,343	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: 34% Good (86-100 PCI), 60% Satisfactory (71-85 PCI), 6% Serious (11-25 PCI).

34%			60	1%		6%
Good	Satisfactory Fair	Poor	Verv Poor	Serious	Failed	

Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	AAC	34,060	85	Satisfactory
4310	AAC	47,311	85	Satisfactory
4312	PCC	8,547	12	Serious
4315	AAC	45,425	86	Good

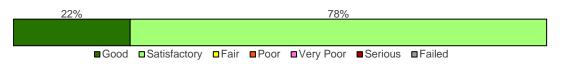
AP S consists of 3 flexible and 1 rigid pavement sections, totaling 135,343 sf. The last major construction dates range from 1994 to 2012, resulting in an area-weighted average age at inspection of 11 years old. Overall, AP S is in Satisfactory condition with an area-weighted average PCI of 81.



AP SW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP SW	APRON	3	465,324	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: 22% Good (86-100 PCI), 78% Satisfactory (71-85 PCI).



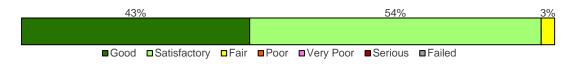
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4710	AC	216,728	78	Satisfactory
4720	AC	146,718	74	Satisfactory
4730	AC	101,878	87	Good

AP SW consists of 3 flexible pavement sections, totaling 465,324 sf. The last major construction dates range from 2008 to 2013, resulting in an area-weighted average age at inspection of 13 years old. Overall, AP SW is in Satisfactory condition with an area-weighted average PCI of 79.

AP TERM

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area- Weighted Avg PCI	Branch Condition Rating
AP TERM	APRON	6	831,312	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: 43% Good (86-100 PCI), 54% Satisfactory (71-85 PCI), 3% Fair (56-70 PCI).





Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4205	PCC	199,700	78	Satisfactory
4210	AAC	254,613	73	Satisfactory
4215	PCC	110,213	100	Good
4220	AC	220,071	100	Good
4225	PCC	25,600	100	Good
4230	AAC	21,115	68	Fair

AP TERM consists of 3 flexible and 3 rigid pavement sections, totaling 831,312 sf. The last major construction dates range from 1989 to 2022, resulting in an area-weighted average age at inspection of 12 years old. Overall, AP TERM 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;
 - o "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

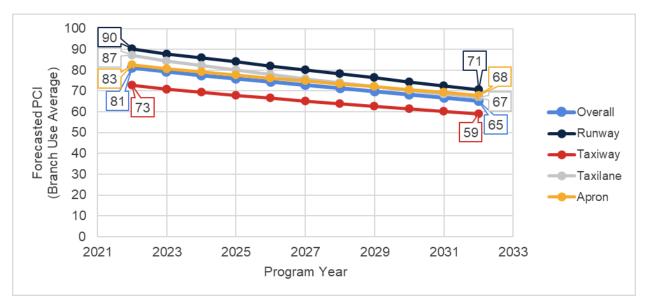
Performance models will continue to be refined as the FDOT updates the SAPMP with subsequent PCI surveys. With the refinement of additional PCI and age data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the FAS. As a reminder, 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.







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.

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	RW 5-23	6305	84	82	80	78	76	74	72	70	68	66	64
MLB	RW 5-23	6310	83	81	79	77	75	73	71	69	67	65	63
MLB	RW 5-23	6315	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6203	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6204	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6205	90	88	86	84	82	80	78	76	74	72	70
MLB	RW 9L-27R	6210	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6215	94	92	90	88	86	84	82	80	78	76	74
MLB	RW 9L-27R	6220	89	87	85	83	81	79	77	75	73	71	69
MLB	RW 9R-27L	6105	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6110	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6115	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6120	86	84	82	80	78	76	74	72	70	68	66
MLB	TW A	105	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	107	85	82	80	78	76	74	72	70	69	67	65
MLB	TW A	120	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	130	80	77	75	73	72	70	68	66	65	64	62
MLB	TW A	132	80	77	75	73	72	70	68	66	65	64	62
MLB	TW A	133	89	86	84	82	79	77	75	73	72	70	68
MLB	TW B	1105	93	90	88	85	83	81	79	77	75	73	71
MLB	TW C	306	65	63	62	61	59	58	57	56	56	55	54
MLB	TW C	307	94	91	89	88	86	84	82	81	79	78	76
MLB	TW C	308	84	82	80	79	77	76	75	73	72	71	70
MLB	TW C	315	69	67	65	64	63	61	60	59	58	57	56
MLB	TW C	320	79	76	74	73	71	69	67	66	64	63	62
MLB	TW C	325	89	86	84	82	79	77	75	73	72	70	68
MLB	TW C	327	94	91	89	86	84	82	80	78	75	74	72
MLB	TW C	330	59	58	57	56	55	55	54	53	52	51	50
MLB	TW C	337	94	91	89	88	86	84	82	81	79	78	76
MLB	TW C	340	70	69	68	67	66	65	64	63	62	61	61
MLB	TW C	350	72	71	70	68	67	66	66	65	64	63	62
MLB	TW D	405	66	64	63	61	60	59	58	57	56	55	54
MLB	TW D	408	72	70	68	66	65	64	62	61	60	59	58
MLB	TW D	410	57	56	55	54	53	52	51	50	49	48	47
MLB	TW D	415	78	76	75	74	72	71	70	69	68	67	66
MLB	TW D	416	68	67	66	65	64	63	62	61	61	60	59
MLB	TW F	810	80	78	77	75	74	73	72	71	69	68	67
MLB	TW G	605	89	87	85	83	82	80	79	77	76	74	73
MLB	TW H	805	45	44	43	41	40	38	36	34	32	30	27

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TW K	1110	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1115	74	72	70	68	67	65	64	62	61	60	59
MLB	TW K	1116	63	61	60	59	58	57	56	55	54	54	53
MLB	TW K	1125	73	71	69	67	66	64	63	62	60	59	58
MLB	TW K	1127	86	84	82	81	79	78	76	75	74	72	71
MLB	TW K	1130	79	76	74	73	71	69	67	66	64	63	62
MLB	TW K	1132	88	86	84	82	81	79	78	76	75	74	73
MLB	TW K	1135	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1137	94	91	89	86	84	82	80	78	75	74	72
MLB	TW K	1140	89	87	85	83	82	80	79	77	76	74	73
MLB	TW K1	1740	91	89	87	85	83	82	80	79	77	76	74
MLB	TW L	1204	94	91	89	86	84	82	80	78	75	74	72
MLB	TW L	1210	68	66	65	63	62	61	59	58	57	56	55
MLB	TW M	1303	90	88	86	84	82	81	79	78	76	75	74
MLB	TW M	1305	62	61	60	59	59	58	57	56	55	54	53
MLB	TW M	1315	63	62	61	60	59	59	58	57	56	55	54
MLB	TW M	1320	70	68	66	65	63	62	61	60	58	57	56
MLB	TW M	1325	70	68	66	65	63	62	61	60	58	57	56
MLB	TW N	1404	94	91	89	86	84	82	80	78	75	74	72
MLB	TW N	1405	84	81	79	77	75	73	71	69	68	66	65
MLB	TW Q	1705	72	70	68	66	65	64	62	61	60	59	58
MLB	TW Q	1710	78	76	74	72	70	68	67	65	64	62	61
MLB	TW Q	1720	79	76	74	73	71	69	67	66	64	63	62
MLB	TW Q	1722	82	79	77	75	73	71	70	68	66	65	63
MLB	TW Q	1723	90	87	85	83	80	78	76	74	72	70	69
MLB	TW Q	1725	75	73	72	71	70	69	68	67	66	65	64
MLB	TW Q	1727	91	89	87	85	83	82	80	79	77	76	74
MLB	TW Q	1732	60	59	58	57	56	55	54	53	53	52	51
MLB	TW Q	1735	82	79	77	75	73	71	70	68	66	65	63
MLB	TW R	1805	70	68	66	65	63	62	61	60	58	57	56
MLB	TW R	1807	92	89	87	84	82	80	78	76	74	72	70
MLB	TW R	1810	75	73	71	69	67	66	64	63	62	60	59
MLB	TW R	1815	94	91	89	86	84	82	80	78	75	74	72
MLB	TW R	1820	72	70	68	66	65	64	62	61	60	59	58
MLB	TW S	510	43	41	40	38	37	35	32	30	27	24	21
MLB	TW S	515	71	70	69	68	67	66	65	64	63	62	61
MLB	TW S1	520	73	72	70	69	68	67	66	65	64	64	63
MLB	TW S1	525	91	89	87	85	83	82	80	79	77	76	74
MLB	TWT	2005	74	72	70	68	67	65	64	62	61	60	59
MLB	TW T	2015	76	74	73	72	71	70	69	68	67	66	65
MLB	TW T	2017	89	86	84	82	79	77	75	73	72	70	68
MLB	TW U	2105	68	67	66	65	64	63	62	61	61	60	59
MLB	TW U	2110	78	76	75	74	72	71	70	69	68	67	66
MLB	TWU	2115	87	85	83	81	80	78	77	76	74	73	72
MLB	TW V	1602	90	87	85	83	80	78	76	74	72	70	69
MLB	TW V	1605	67	65	64	62	61	60	59	58	57	56	55



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TW V	1610	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V	2205	89	86	84	82	79	77	75	73	72	70	68
MLB	TW V	2210	86	83	81	79	77	75	73	71	69	68	66
MLB	TW V1	710	84	82	80	79	77	76	75	73	72	71	70
MLB	TW V2	720	79	77	76	75	73	72	71	70	69	68	67
MLB	TL AP S	3450	89	86	84	82	79	77	75	73	72	70	68
MLB	TL AP S	3455	86	83	81	79	77	75	73	71	69	68	66
MLB	AP E	4404	77	75	73	72	70	68	67	65	63	62	60
MLB	AP E	4406	36	34	32	29	27	25	22	20	17	14	11
MLB	AP E	4415	88	85	82	80	78	76	74	72	70	68	66
MLB	AP E	4425	100	98	97	96	95	94	93	92	91	90	89
MLB	AP E	4430	100	97	96	95	94	93	92	91	90	89	88
MLB	AP N	4105	63	61	59	58	56	54	53	51	49	48	46
MLB	AP N	4110	58	56	54	53	51	49	48	46	44	43	41
MLB	AP N	4115	89	88	87	86	86	85	84	84	83	82	82
MLB	AP N	4120	56	54	52	51	49	47	46	44	42	41	39
MLB	AP N	4130	73	71	69	68	66	64	63	61	59	58	56
MLB	AP N	4132	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4135	67	65	63	62	60	59	57	56	55	53	52
MLB	AP N	4140	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4145	82	79	77	75	73	71	69	67	66	64	63
MLB	AP N	4150	88	86	84	83	81	79	78	76	74	73	71
MLB	AP N	4155	94	92	90	89	87	85	84	82	80	79	77
MLB	AP RU TW C	5105	100	96	94	92	91	89	87	86	84	82	81
MLB	AP RU TW C	5110	100	97	96	94	93	92	91	90	89	89	88
MLB	AP S	4305	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4310	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4312	12	8	5	1	0	0	0	0	0	0	0
MLB	AP S	4315	86	83	81	78	76	74	72	70	68	67	65
MLB	AP SW	4710	78	76	74	73	71	69	68	66	64	63	61
MLB	AP SW	4720	74	72	70	69	67	65	64	62	60	59	57
MLB	AP SW	4730	87	85	83	82	80	78	77	75	73	72	70
MLB	AP TERM	4205	78	77	77	76	76	75	75	74	73	73	72
MLB	AP TERM	4210	73	71	69	67	66	64	62	61	59	58	57
MLB	AP TERM	4215	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4220	100	98	96	94	92	91	89	87	86	84	82
MLB	AP TERM	4225	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4230	68	66	64	63	61	60	58	57	56	54	53

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.

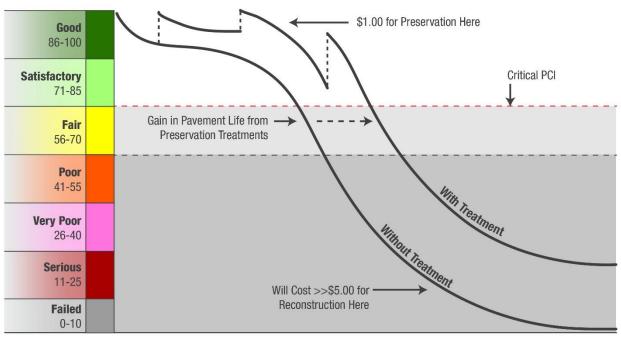


Figure 5.3 (a): Pavement Life and the Effect of Treatments

Time

FAA Eligibility Thresholds: 🗌 >70: Routine Maintenance 🔲 55-70: Rehabilitation Eligible 🔲 <55: Reconstruction Eligible

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

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



and/or PFC eligibility for project planning. Moving forward, the critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown in **Table 5.3 (b)**.

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

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

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

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

Runway	Taxiway	Apron
70	70	70

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



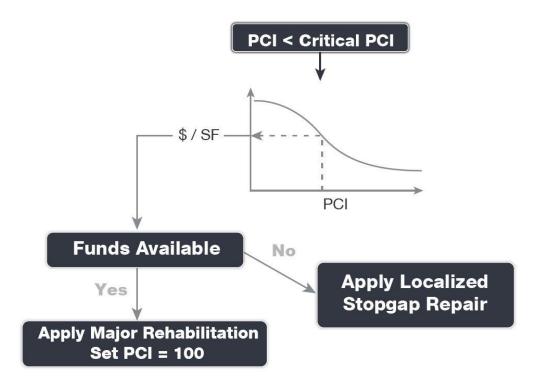
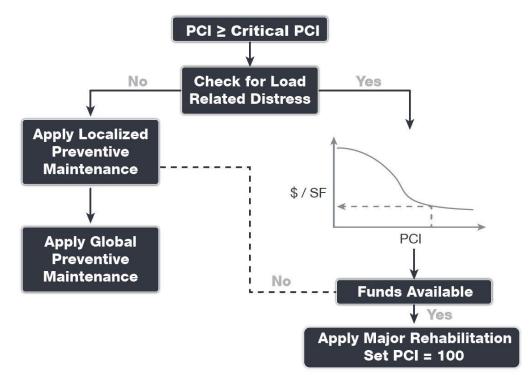


Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI

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.



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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

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

<u>Grinding</u>

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

Monitor Pavement

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



PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

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

PCC Slab Replacement

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

Surface Seal

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



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.

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

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

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

Localized Work Type	Primary/Commercial Costs		Work Type Unit
Grinding	\$	2.00	SF
PCC Crack Sealing	\$	7.00	LF
PCC Joint Seal	\$	4.25	LF
PCC Full-Depth Patching	\$	75.00	SF
PCC Partial-Depth Patching	\$	169.00	SF
PCC Slab Replacement	\$	51.50	SF

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

5.4.4 Localized Maintenance and Repair Policy

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



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

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

2022

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

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

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



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

5.5 Major Rehabilitation

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

5.5.1 Major Rehabilitation Pavement Section Development

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

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



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

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation



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

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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



5.5.2 Major Rehabilitation Planning-Level Unit Costs

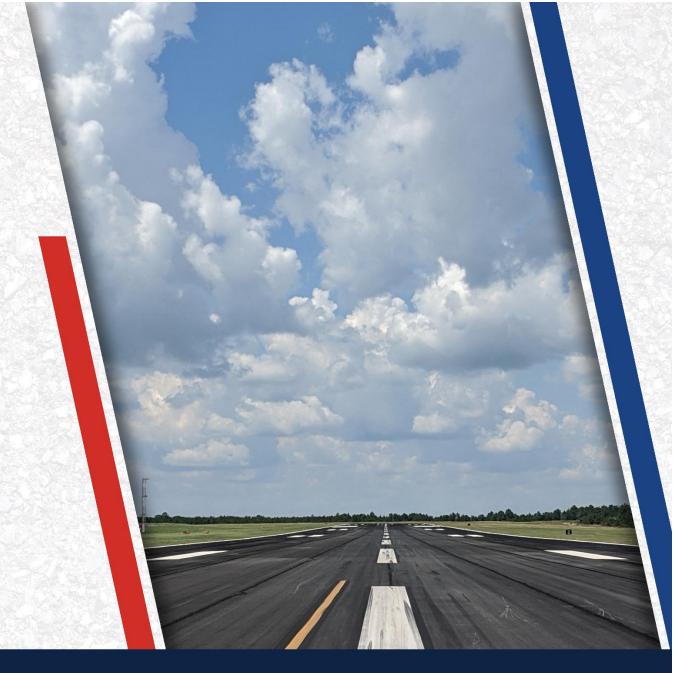
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for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

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

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

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	\$14.00	\$30.50
Reconstruction	0 to 55	\$30.50	\$60.00





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.

Work Category	Cost	
Preventive	\$	319,170
Stopgap	\$	7,210
Planning-Level Localized M&R Needs =	\$	326,380

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

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.



Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	anning erial Cost
	AC Crack Sealing	5,011	LF	\$ 20,140
Localized Preventive Maintenance	Surface Seal	265,616	SF	\$ 199,510
	PCC Joint Seal	14,903	LF	\$ 63,350
	PCC Partial-Depth Patching	213	SF	\$ 36,170
	AC Full-Depth Patching	146	SF	\$ 2,760
Localized Stopgap Maintenance	PCC Crack Sealing	243	LF	\$ 1,710
	PCC Joint Seal	644	LF	\$ 2,740

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

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	
MLB	RW 5-23	6305	211,297	84	87	\$	3,470
MLB	RW 5-23	6310	6,900	83 89		\$	260
MLB	RW 5-23	6315	6,900	87	87	\$	-
MLB	RW 9L-27R	6203	8,750	86	86	\$	-
MLB	RW 9L-27R	6204	17,500	87	87	\$	-
MLB	RW 9L-27R	6205	282,550	90	90	\$	-
MLB	RW 9L-27R	6210	565,100	86	86	\$	1,140
MLB	RW 9L-27R	6215	8,750	94	94	\$	-
MLB	RW 9L-27R	6220	17,500	89	89	\$	-
MLB	RW 9R-27L	6105	950,000	93	93	\$	-
MLB	RW 9R-27L	R-27L 6110 475,000		93	93	\$	-
MLB	RW 9R-27L	6115	6115 68,068		93	\$	-
MLB	RW 9R-27L	6120	34,034	86	86	\$	-
MLB	TW A 105 33,560		33,560	64	67	\$	2,760
MLB	TW A	107	4,933	85 85		\$	-
MLB	TW A	120	691,660	64	64	\$	-
MLB	TW A	130	33,690	80	88	\$	3,850
MLB	TW A	132	52,331	80	84	\$	2,920
MLB	TW A	133	5,988	89	89	\$	-
MLB	TW B	1105	104,990	93	93	\$	-
MLB	TW C	306	12,368	65	65	\$	-
MLB	TW C	307	3,692	94	94	\$	-
MLB	TW C	308	9,892	84	86	\$	160
MLB	TW C	315	58,917	69 69		\$	-
MLB	TW C	320	33,067	79	84	\$	2,490



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost		
MLB	TW C	325	8,038	89	89	\$	-	
MLB	TW C	327	6,422	94	94	\$	-	
MLB	TW C	330	101,728	59	59	\$	-	
MLB	TW C	337	18,730	94	94	\$	-	
MLB	TW C	340	4,919	70	70	\$	-	
MLB	TW C	350	76,637	72	77	\$	4,390	
MLB	TW D	405	8,073	66	66	\$	-	
MLB	TW D	408	7,061	72	81	\$	970	
MLB	TW D	410	105,094	57	57	\$	-	
MLB	TW D	415	18,312	78	88	\$	1,580	
MLB	TW D	416	8,423	68	68	\$	-	
MLB	TW F	810	62,514	80	86	\$	2,990	
MLB	TW G	605	36,079	89	94	\$	2,710	
MLB	TW H	805	18,700	45	45	\$	-	
MLB	TW K	1110	5,207	71	71	\$	-	
MLB	TW K	1115	144,746	74	79	\$	8,860	
MLB	TW K	1116	6,760	63	63	\$	-	
MLB	TW K	1125	94,162	73	79	\$	8,060	
MLB	TW K	1127	52,047	86	90	\$	40	
MLB	TW K	1130	76,184	79	85	\$	6,740	
MLB	TW K	1132	20,621	88	92	\$	780	
MLB	TW K	1135	78,460	71	77	\$	5,030	
MLB	TW K	1137	4,907	94	94	\$	-	
MLB	TW K	1140	22,923	89	94	\$	1,720	
MLB	TW K1	1740	21,686	91	94	\$	820	
MLB	TWL	1204	10,911	94	94	\$	-	
MLB	TWL	1210	33,859	68	68	\$	-	
MLB	TW M	1303	23,381	90	90	\$		
MLB	TW M	1305	3,968	62	62	\$		
MLB	TW M	1315	50,873	63	63	\$	-	
MLB	TW M	1320	4,651	70	70	\$	-	
MLB	TW M	1325	5,526	70	70	\$		
MLB	TW N	1404	11,055	94	94	\$	-	
MLB	TW N	1405	33,774	84	90	\$	3,800	
MLB	TW Q	1705	91,926	72	79	\$	18,320	
MLB	TW Q	1710	12,104	72	84	\$	1,390	
MLB	TW Q	1720	41,653	79	86	\$	2,430	
MLB	TW Q	1720	20,462	82	82	\$		
MLB	TW Q	1722	5,968	90	90	\$	-	
MLB	TW Q	1725	78,549	75	79	\$	5,050	
MLB	TW Q	1725	27,505	91	91	\$	0,000	
MLB	TW Q	1727	4,295	60	60	\$	-	
MLB	TW Q	1732	9,173	82	85	\$ \$	350	
MLB	TW Q	1805	56,463	70	70		350	
MLB				92		\$	-	
	TW R	1807	18,996		92	\$	7 440	
MLB	TW R	1810	57,323	75	80	\$	7,410	
MLB	TW R	1815	4,676	94	94	\$	-	



/

Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI		Cost
MLB	TW R	1820	18,335	72	83	\$	3,490
MLB	TW S	510	68,429	43	43	\$	-
MLB	TW S	515	18,556	71	92	\$	1,510
MLB	TW S1	520	14,644	73	96	\$	10,990
MLB	TW S1	525	19,360	91	94	\$	730
MLB	TW T	2005	47,619	74	75	\$	1,040
MLB	TW T	2015	48,962	76	87	\$	3,680
MLB	TW T	2017	5,769	89	89	\$	-
MLB	TW U	2105	69,240	68	68	\$	-
MLB	TW U	2110	8,070	78	83	\$	610
MLB	TW U	2115	128,747	87	92	\$	9,660
MLB	TW V	1602	13,947	90	90	\$	-
MLB	TW V	1605	56,864	67	67	\$	-
MLB	TW V	1610	37,184	86	91	\$	2,790
MLB	TWV	2205	14,782	89	94	\$	1,110
MLB	TWV	2210	13,665	86	91	\$	1,030
MLB	TW V1	710	11,452	84	89	\$	860
MLB	TW V2	720	8,446	79	82	\$	320
MLB	TL AP S	3450	23,692	89	94	\$	1,780
MLB	TL AP S	3455	31,584	86	91	\$	1,740
MLB	APE	4404	75,613	77	81	\$	490
MLB	APE	4406	12,591	36	36	\$	-
MLB	APE	4415	13,932	88	94	\$	1,570
MLB	APE	4425	254,107	100	100	\$	-
MLB	APE	4430	76,004	100	100	\$	-
MLB	AP N	4105	110,170	63	63	\$	
MLB	AP N	4110	109,958	58	58	\$	
MLB	AP N	4115	162,260	89	94	\$	63,340
MLB	AP N	4120	96,139	56	56	\$	-
MLB	AP N	4130	41,477	73	78	\$	3,070
MLB	AP N	4132	52,865	91	94	\$	1,990
MLB	AP N	4135	22,070	67	67	\$	-
MLB	AP N	4140	23,711	91	94	\$	870
MLB	AP N	4145	6,550	82	90	\$	990
MLB	AP N	4150	85,092	88	91	\$	3,200
MLB	AP N	4155	26,516	94	94	\$	-
MLB	AP RU TW C	5105	17,051	100	100	\$	-
MLB	AP RU TW C	5110	22,526	100	100	\$	-
MLB	AF KO TW C	4305	34,060	85	90	\$	2,560
MLB	APS	4310	47,311	85	90	\$	3,550
MLB	APS	4312	8,547	12	29	\$	4,440
MLB	APS	4315	45,425	86	90	\$	1,710
MLB	AP SW	4313	216,728	78	84	\$	19,300
MLB	AP SW	4710	146,718	74	79	\$	12,210
MLB	AP SW	4720	101,878	87	91	\$	5,230
MLB	AP TERM	4730	199,700	78	82	φ \$	36,170
MLB	AP TERM AP TERM	4205	254,613	73	80	\$ \$	23,710



Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
MLB	AP TERM	4215	110,213	100	100 100	
MLB	AP TERM	4220 220,071		100	100	\$-
MLB	MLB AP TERM 4225 25,600		25,600	100	100	\$-
MLB	MLB AP TERM 4230		21,115	68	68	\$ -

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.



Program	Network	Branch	Section	Surface	Area	PCI	Rehabilitation	Plar	ning Cost
Year	ID	ID	ID	Surface	(SF)	Before	Туре		stimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	\$	470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	\$	9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	\$	174,000
2023	MLB	TW C	315	AAC	58,917	67	AC Rehabilitation	\$	825,000
2023	MLB	TW C	330	AC	101,728	58	AC Rehabilitation	\$	1,425,000
2023	MLB	TW C	340	AC	4,919	69	AC Rehabilitation	\$	69,000
2023	MLB	TW D	405	AAC	8,073	64	AC Rehabilitation	\$	114,000
2023	MLB	TW D	408	AAC	7,061	70	AC Rehabilitation	\$	99,000
2023	MLB	TW D	410	AC	105,094	56	AC Rehabilitation	\$	1,472,000
2023	MLB	TW D	416	AC	8,423	67	AC Rehabilitation	\$	118,000
2023	MLB	TW H	805	AAC	18,700	44	AC Reconstruction	\$	571,000
2023	MLB	TW K	1110	AAC	5,207	69	AC Rehabilitation	\$	73,000
2023	MLB	TW K	1116	AAC	6,760	61	AC Rehabilitation	\$	95,000
2023	MLB	TW K	1135	AAC	78,460	69	AC Rehabilitation	\$	1,099,000
2023	MLB	TW L	1210	AAC	33,859	66	AC Rehabilitation	\$	475,000
2023	MLB	TW M	1305	AC	3,968	61	AC Rehabilitation	\$	56,000
2023	MLB	TW M	1315	AC	50,873	62	AC Rehabilitation	\$	713,000
2023	MLB	TW M	1320	AAC	4,651	68	AC Rehabilitation	\$	66,000
2023	MLB	TW M	1325	AAC	5,526	68	AC Rehabilitation	\$	78,000
2023	MLB	TW Q	1705	AAC	91,926	70	AC Rehabilitation	\$	1,287,000
2023	MLB	TW Q	1732	AAC	4,295	59	AC Rehabilitation	\$	61,000
2023	MLB	TW R	1805	AAC	56,463	68	AC Rehabilitation	\$	791,000
2023	MLB	TW R	1820	AAC	18,335	70	AC Rehabilitation	\$	257,000
2023	MLB	TW S	510	AAC	68,429	41	AC Reconstruction	\$	2,088,000
2023	MLB	TW S	515	AC	18,556	70	AC Rehabilitation	\$	260,000
2023	MLB	TW U	2105	AC	69,240	67	AC Rehabilitation	\$	970,000
2023	MLB	TW V	1605	AAC	56,864	65	AC Rehabilitation	\$	797,000
2023	MLB	AP E	4406	APC	12,591	34	AC Reconstruction	\$	385,000
2023	MLB	AP N	4105	AC	110,170	61	AC Rehabilitation	\$	1,543,000
2023	MLB	AP N	4110	AC	109,958	56	AC Rehabilitation	\$	1,540,000
2023	MLB	AP N	4120	AC	96,139	54	AC Reconstruction	\$	2,933,000
2023	MLB	AP N	4135	APC	22,070	65	AC Rehabilitation	\$	309,000
2023	MLB	AP S	4312	PCC	8,547	8	PCC Reconstruction	\$	513,000
2023	MLB	AP TERM	4230	AAC	21,115	66	AC Rehabilitation	\$	296,000
2024	MLB	TW C	350	AC	76,637	70	AC Rehabilitation	\$	1,127,000
2024	MLB	TW K	1115	AAC	144,746	70	AC Rehabilitation	\$	2,128,000
2024	MLB	TW K	1125	AAC	94,162	69	AC Rehabilitation	\$	1,385,000
2024	MLB	TW T	2005	AAC	47,619	70	AC Rehabilitation	\$	700,000
2024	MLB	AP N	4130	AC	41,477	69	AC Rehabilitation		
2024	MLB	AP TERM	4210	AAC	254,613	69	AC Rehabilitation		
2025	MLB	TW R	1810	AAC	57,323	69	AC Rehabilitation	\$	885,000
2025	MLB	TW S1	520	AC	14,644	69	AC Rehabilitation	\$	227,000
2025	MLB	AP SW	4720	AC	146,718	69	AC Rehabilitation	\$	2,265,000
2026	MLB	TW Q	1710	AAC	12,104	70	AC Rehabilitation	\$	197,000

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

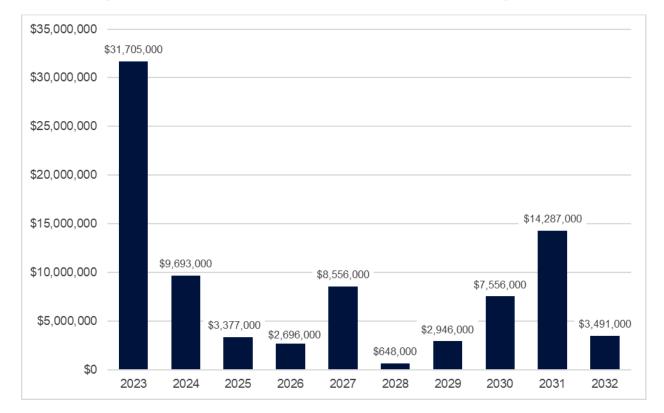


Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2026	MLB	TW Q	1725	AC	78,549	70	AC Rehabilitation	\$ 1,273,000
2026	MLB	AP E	4404	AC	75,613	70	AC Rehabilitation	\$ 1,226,000
2027	MLB	TW A	130	AAC	33,690	70	AC Rehabilitation	\$ 574,000
2027	MLB	TW A	132	AAC	52,331	70	AC Rehabilitation	\$ 891,000
2027	MLB	TW C	320	AAC	33,067	69	AC Rehabilitation	\$ 563,000
2027	MLB	TW K	1130	AAC	76,184	69	AC Rehabilitation	\$ 1,297,000
2027	MLB	TW Q	1720	AAC	41,653	69	AC Rehabilitation	\$ 709,000
2027	MLB	TW T	2015	AC	48,962	70	AC Rehabilitation	\$ 834,000
2027	MLB	AP SW	4710	AC	216,728	69	AC Rehabilitation	\$ 3,688,000
2028	MLB	TW Q	1722	AAC	20,462	70	AC Rehabilitation	\$ 366,000
2028	MLB	TW Q	1735	AAC	9,173	70	AC Rehabilitation	\$ 164,000
2028	MLB	AP N	4145	AAC	6,550	69	AC Rehabilitation	\$ 118,000
2029	MLB	RW 5-23	6310	AAC	6,900	69	AC Rehabilitation	\$ 130,000
2029	MLB	TW D	415	AC	18,312	69	AC Rehabilitation	\$ 344,000
2029	MLB	TW N	1405	AAC	33,774	69	AC Rehabilitation	\$ 634,000
2029	MLB	TW U	2110	AC	8,070	69	AC Rehabilitation	\$ 152,000
2029	MLB	TW V2	720	AC	8,446	70	AC Rehabilitation	\$ 159,000
2029	MLB	AP S	4305	AAC	34,060	70	AC Rehabilitation	\$ 639,000
2029	MLB	AP S	4310	AAC	47,311	70	AC Rehabilitation	\$ 888,000
2030	MLB	RW 5-23	6305	AAC	211,297	68	AC Rehabilitation	\$ 4,163,000
2030	MLB	TW A	107	AAC	4,933	69	AC Rehabilitation	\$ 98,000
2030	MLB	TW F	810	AC	62,514	69	AC Rehabilitation	\$ 1,232,000
2030	MLB	TW V	2210	AAC	13,665	69	AC Rehabilitation	\$ 270,000
2030	MLB	TL AP S	3455	AAC	31,584	69	AC Rehabilitation	\$ 623,000
2030	MLB	AP E	4415	APC	13,932	70	AC Rehabilitation	\$ 275,000
2030	MLB	AP S	4315	AAC	45,425	68	AC Rehabilitation	\$ 895,000
2031	MLB	RW 5-23	6315	AAC	6,900	69	AC Rehabilitation	\$ 143,000
2031	MLB	RW 9L-27R	6203	AAC	8,750	68	AC Rehabilitation	\$ 181,000
2031	MLB	RW 9L-27R	6204	AAC	17,500	69	AC Rehabilitation	\$ 362,000
2031	MLB	RW 9L-27R	6210	AAC	565,100	68	AC Rehabilitation	\$ 11,689,000
2031	MLB	RW 9R-27L	6120	AAC	34,034	68	AC Rehabilitation	\$ 704,000
2031	MLB	TW A	133	AAC	5,988	70	AC Rehabilitation	\$ 124,000
2031	MLB	TW C	325	AAC	8,038	70	AC Rehabilitation	\$ 167,000
2031	MLB	TW T	2017	AAC	5,769	70	AC Rehabilitation	\$ 120,000
2031	MLB	TW V	2205	AAC	14,782	70	AC Rehabilitation	\$ 306,000
2031	MLB	TL AP S	3450	AAC	23,692	70	AC Rehabilitation	\$ 491,000
2032	MLB	RW 9L-27R	6220	AAC	17,500	69	AC Rehabilitation	\$ 381,000
2032	MLB	TW C	308	AC	9,892	70	AC Rehabilitation	\$ 215,000
2032	MLB	TW Q	1723	AAC	5,968	69	AC Rehabilitation	\$ 130,000
2032	MLB	TW V	1602	AAC	13,947	69	AC Rehabilitation	\$ 303,000
2032	MLB	TW V1	710	AC	11,452	70	AC Rehabilitation	\$ 249,000
2032	MLB	AP SW	4730	AC	101,878	70	AC Rehabilitation	\$ 2,213,000

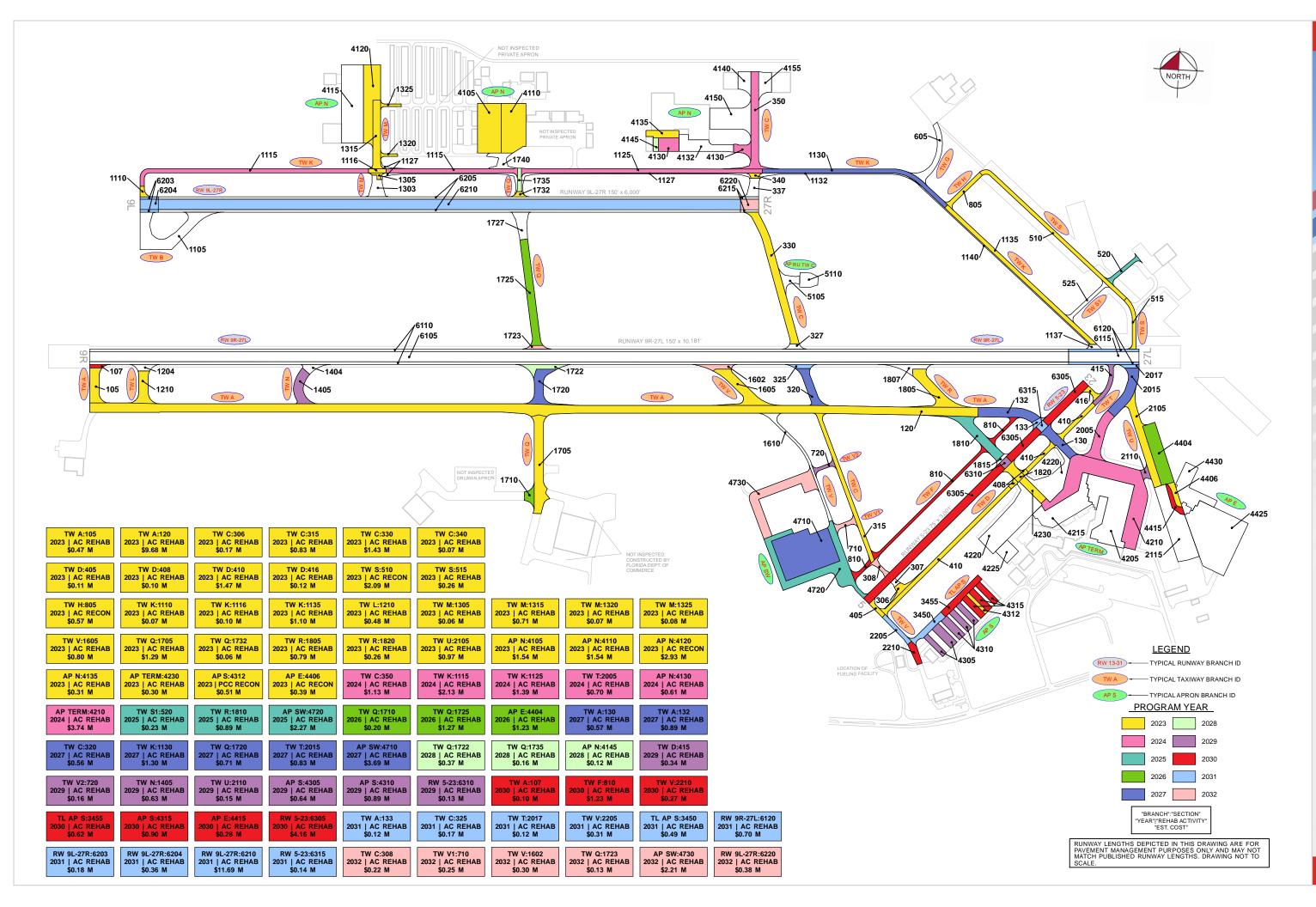


Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit, graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level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









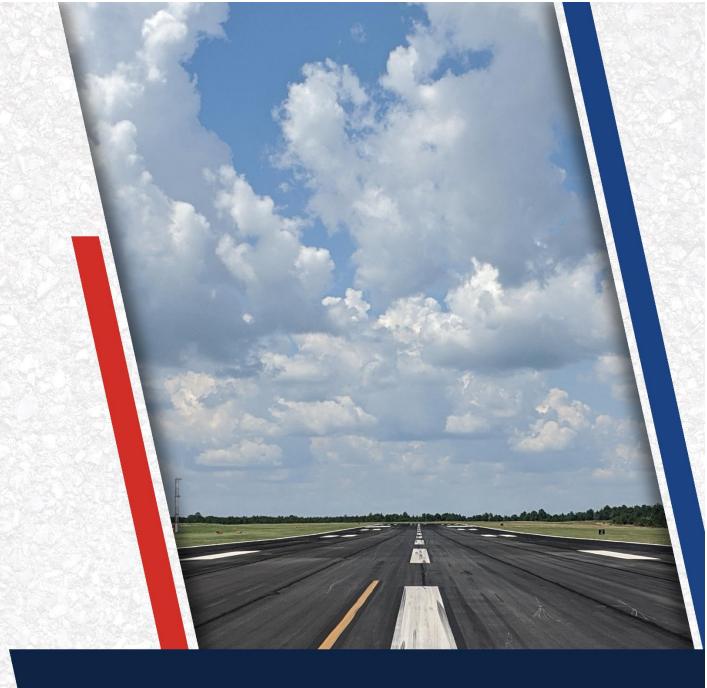
AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

MLB

Statewide Airfield Pavement Management Program MELBOURNE ORLANDO INTERNATIONALAIRPORT



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).



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



Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	RW 5-23	Runway	6305	211,297	AAC	1/1/2019
MLB	RW 5-23	Runway	6310	6,900	AAC	1/1/2019
MLB	RW 5-23	Runway	6315	6,900	AAC	1/1/2019
MLB	RW 9L-27R	Runway	6203	8,750	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6204	17,500	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6205	282,550	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6210	565,100	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6215	8,750	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6220	17,500	AAC	1/1/2018
MLB	RW 9R-27L	Runway	6105	950,000	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6110	475,000	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6115	68,068	AAC	1/1/2019
MLB	RW 9R-27L	Runway	6120	34,034	AAC	1/1/2019
MLB	TW A	Taxiway	105	33,560	AAC	1/1/2009
MLB	TW A	Taxiway	107	4,933	AAC	1/1/2019
MLB	TW A	Taxiway	120	691,660	AAC	1/1/2009
MLB	TW A	Taxiway	130	33,690	AAC	1/1/2009
MLB	TW A	Taxiway	132	52,331	AAC	1/1/2009
MLB	TW A	Taxiway	133	5,988	AAC	1/1/2019
MLB	TW B	Taxiway	1105	104,990	AAC	1/1/2018
MLB	TW C	Taxiway	306	12,368	AAC	1/1/2007
MLB	TW C	Taxiway	307	3,692	AC	1/1/2019
MLB	TW C	Taxiway	308	9,892	AC	1/1/2019
MLB	TW C	Taxiway	315	58,917	AAC	1/1/2004
MLB	TW C	Taxiway	320	33,067	AAC	1/1/2009
MLB	TW C	Taxiway	325	8,038	AAC	1/1/2019
MLB	TW C	Taxiway	327	6,422	AAC	1/1/2019
MLB	TW C	Taxiway	330	101,728	AC	1/1/1991
MLB	TW C	Taxiway	337	18,730	AC	1/1/2018
MLB	TW C	Taxiway	340	4,919	AC	1/1/2003
MLB	TW C	Taxiway	350	76,637	AC	1/1/2003
MLB	TW D	Taxiway	405	8,073	AAC	1/1/2012
MLB	TW D	Taxiway	408	7,061	AAC	1/1/2008
MLB	TW D	Taxiway	410	105,094	AC	1/1/1979
MLB	TW D	Taxiway	415	18,312	AC	1/1/2001
MLB	TW D	Taxiway	416	8,423	AC	1/1/2001
MLB	TW F	Taxiway	810	62,514	AC	1/1/2013
MLB	TW G	Taxiway	605	36,079	AC	1/1/2010
MLB	TW H	Taxiway	805	18,700	AAC	1/1/2004
MLB	TW K	Taxiway	1110	5,207	AAC AAC	1/1/2006 1/1/2006
MLB	TWK	Taxiway Taxiway	1115 1116	144,746 6,760	AAC	1/1/2006
MLB	TWK	Taxiway	1125	94,162	AAC	1/1/2006
MLB	TWK	Taxiway	1125	52,047	AAC	1/1/2016
IVILD		Taxiway	1127	52,047	AC	1/1/2010

Table A.1: Pavement System Inventory Details



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	TW K	Taxiway	1130	76,184	AAC	1/1/2006
MLB	TW K	Taxiway	1132	20,621	AC	1/1/2011
MLB	TW K	Taxiway	1135	78,460	AAC	1/1/2006
MLB	TW K	Taxiway	1137	4,907	AAC	1/1/2019
MLB	TW K	Taxiway	1140	22,923	AC	1/1/2014
MLB	TW K1	Taxiway	1740	21,686	AC	1/1/2016
MLB	TW L	Taxiway	1204	10,911	AAC	1/1/2019
MLB	TW L	Taxiway	1210	33,859	AAC	1/1/2009
MLB	TW M	Taxiway	1303	23,381	AC	1/1/2018
MLB	TW M	Taxiway	1305	3,968	AC	1/1/2003
MLB	TW M	Taxiway	1315	50,873	AC	1/1/2003
MLB	TW M	Taxiway	1320	4,651	AAC	1/1/2003
MLB	TW M	Taxiway	1325	5,526	AAC	1/1/2003
MLB	TW N	Taxiway	1404	11,055	AAC	1/1/2019
MLB	TW N	Taxiway	1405	33,774	AAC	1/1/2009
MLB	TW Q	Taxiway	1705	91,926	AAC	1/1/2007
MLB	TW Q	Taxiway	1710	12,104	AAC	1/1/2007
MLB	TW Q	Taxiway	1720	41,653	AAC	1/1/2009
MLB	TW Q	Taxiway	1722	20,462	AAC	1/1/2019
MLB	TW Q	Taxiway	1723	5,968	AAC	1/1/2019
MLB	TW Q	Taxiway	1725	78,549	AC	1/1/2004
MLB	TW Q	Taxiway	1727	27,505	AC	1/1/2018
MLB	TW Q	Taxiway	1732	4,295	AAC	1/1/2006
MLB	TW Q	Taxiway	1735	9,173	AAC	1/1/2006
MLB	TW R	Taxiway	1805	56,463	AAC	1/1/2009
MLB	TW R	Taxiway	1807	18,996	AAC	1/1/2019
MLB	TW R	Taxiway	1810	57,323	AAC	1/1/2009
MLB	TW R	Taxiway	1815	4,676	AAC	1/1/2019
MLB	TW R	Taxiway	1820	18,335	AAC	1/1/2009
MLB	TW S	Taxiway	510	68,429	AAC	1/1/2006
MLB	TW S	Taxiway	515	18,556	AC	1/1/2010
MLB	TW S1	Taxiway	520	14,644	AC	1/1/2009
MLB	TW S1	Taxiway	525	19,360	AC	1/1/2014
MLB	TW T	Taxiway	2005	47,619	AAC	1/1/1986
MLB	TW T	Taxiway	2015	48,962	AC	1/1/2001
MLB	TW T	Taxiway	2017	5,769	AAC	1/1/2019
MLB	TW U	Taxiway	2105	69,240	AC	1/1/2004
MLB	TW U	Taxiway	2110	8,070	AC	1/1/1989
MLB	TW U	Taxiway	2115	128,747	AC	1/1/2014
MLB	TW V	Taxiway	1602	13,947	AAC	1/1/2019
MLB	TW V	Taxiway	1605	56,864	AAC	1/1/2009
MLB	TW V	Taxiway	1610	37,184	AC	1/1/2013
MLB	TW V	Taxiway	2205	14,782	AAC	1/1/2012
MLB	TW V	Taxiway	2210	13,665	AAC	1/1/2012
MLB	TW V1	Taxiway	710	11,452	AC	1/1/2008
MLB	TW V2	Taxiway	720	8,446	AC	1/1/2013



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	TL AP S	Taxilane	3450	23,692	AAC	1/1/2012
MLB	TL AP S	Taxilane	3455	31,584	AAC	1/1/2012
MLB	AP E	Apron	4404	75,613	AC	1/1/2004
MLB	AP E	Apron	4406	12,591	APC	1/1/1998
MLB	AP E	Apron	4415	13,932	APC	1/1/2014
MLB	AP E	Apron	4425	254,107	PCC	1/1/2014
MLB	AP E	Apron	4430	76,004	PCC	7/1/2021
MLB	AP N	Apron	4105	110,170	AC	1/1/1986
MLB	AP N	Apron	4110	109,958	AC	1/1/1982
MLB	AP N	Apron	4115	162,260	PCC	1/1/2003
MLB	AP N	Apron	4120	96,139	AC	1/1/2003
MLB	AP N	Apron	4130	41,477	AC	1/1/2006
MLB	AP N	Apron	4132	52,865	AC	1/1/2017
MLB	AP N	Apron	4135	22,070	APC	1/1/2010
MLB	AP N	Apron	4140	23,711	AC	1/1/2010
MLB	AP N	Apron	4145	6,550	AAC	1/1/2013
MLB	AP N	Apron	4150	85,092	AC	1/1/2017
MLB	AP N	Apron	4155	26,516	AC	1/1/2017
MLB	AP RU TW C	Apron	5105	17,051	AC	1/1/2021
MLB	AP RU TW C	Apron	5110	22,526	PCC	1/1/2021
MLB	AP S	Apron	4305	34,060	AAC	1/1/2012
MLB	AP S	Apron	4310	47,311	AAC	1/1/2012
MLB	AP S	Apron	4312	8,547	PCC	12/25/1994
MLB	AP S	Apron	4315	45,425	AAC	1/1/2012
MLB	AP SW	Apron	4710	216,728	AC	1/1/2008
MLB	AP SW	Apron	4720	146,718	AC	1/1/2008
MLB	AP SW	Apron	4730	101,878	AC	1/1/2013
MLB	AP TERM	Apron	4205	199,700	PCC	1/1/1989
MLB	AP TERM	Apron	4210	254,613	AAC	1/1/2009
MLB	AP TERM	Apron	4215	110,213	PCC	1/1/2022
MLB	AP TERM	Apron	4220	220,071	AC	1/1/2022
MLB	AP TERM	Apron	4225	25,600	PCC	1/1/2022
MLB	AP TERM	Apron	4230	21,115	AAC	1/1/2009



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
MLB	RW 5-23	Runway	6305	211,297	84	Satisfactory
MLB	RW 5-23	Runway	6310	6,900	83	Satisfactory
MLB	RW 5-23	Runway	6315	6,900	87	Good
MLB	RW 9L-27R	Runway	6203	8,750	86	Good
MLB	RW 9L-27R	Runway	6204	17,500	87	Good
MLB	RW 9L-27R	Runway	6205	282,550	90	Good
MLB	RW 9L-27R	Runway	6210	565,100	86	Good
MLB	RW 9L-27R	Runway	6215	8,750	94	Good
MLB	RW 9L-27R	Runway	6220	17,500	89	Good
MLB	RW 9R-27L	Runway	6105	950,000	93	Good
MLB	RW 9R-27L	Runway	6110	475,000	93	Good
MLB	RW 9R-27L	Runway	6115	68,068	93	Good
MLB	RW 9R-27L	Runway	6120	34,034	86	Good
MLB	TW A	Taxiway	105	33,560	64	Fair
MLB	TW A	Taxiway	107	4,933	85	Satisfactory
MLB	TW A	Taxiway	120	691,660	64	Fair
MLB	TW A	Taxiway	130	33,690	80	Satisfactory
MLB	TW A	Taxiway	132	52,331	80	Satisfactory
MLB	TW A	Taxiway	133	5,988	89	Good
MLB	TW B	Taxiway	1105	104,990	93	Good
MLB	TW C	Taxiway	306	12,368	65	Fair
MLB	TW C	Taxiway	307	3,692	94	Good
MLB	TW C	Taxiway	308	9,892	84	Satisfactory
MLB	TW C	Taxiway	315	58,917	69	Fair
MLB	TW C	Taxiway	320	33,067	79	Satisfactory
MLB	TW C	Taxiway	325	8,038	89	Good
MLB	TW C	Taxiway	327	6,422	94	Good
MLB	TW C	Taxiway	330	101,728	59	Fair
MLB	TW C	Taxiway	337	18,730	94	Good
MLB	TW C	Taxiway	340	4,919	70	Fair
MLB	TW C	Taxiway	350	76,637	72	Satisfactory
MLB	TW D	Taxiway	405	8,073	66	Fair
MLB	TW D	Taxiway	408	7,061	72	Satisfactory
MLB	TW D	Taxiway	410	105,094	57	Fair
MLB	TW D	Taxiway	415	18,312	78	Satisfactory
MLB	TW D	Taxiway	416	8,423	68	Fair
MLB	TW F	Taxiway	810	62,514	80	Satisfactory
MLB	TW G	Taxiway	605	36,079	89	Good
MLB	TW H	Taxiway	805	18,700	45	Poor
MLB	TW K	Taxiway	1110	5,207	71	Satisfactory
MLB	TW K	Taxiway	1115	144,746	74	Satisfactory
MLB	TW K	Taxiway	1116	6,760	63	Fair
MLB	TW K	Taxiway	1125	94,162	73	Satisfactory
MLB	TW K	Taxiway	1127	52,047	86	Good
MLB	TW K	Taxiway	1130	76,184	79	Satisfactory



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	TW K	Taxiway	1132	20,621	88	Good
MLB	TW K	Taxiway	1135	78,460	71	Satisfactory
MLB	TW K	Taxiway	1137	4,907	94	Good
MLB	TW K	Taxiway	1140	22,923	89	Good
MLB	TW K1	Taxiway	1740	21,686	91	Good
MLB	TW L	Taxiway	1204	10,911	94	Good
MLB	TW L	Taxiway	1210	33,859	68	Fair
MLB	TW M	Taxiway	1303	23,381	90	Good
MLB	TW M	Taxiway	1305	3,968	62	Fair
MLB	TW M	Taxiway	1315	50,873	63	Fair
MLB	TW M	Taxiway	1320	4,651	70	Fair
MLB	TW M	Taxiway	1325	5,526	70	Fair
MLB	TW N	Taxiway	1404	11,055	94	Good
MLB	TW N	Taxiway	1405	33,774	84	Satisfactory
MLB	TW Q	Taxiway	1705	91,926	72	Satisfactory
MLB	TW Q	Taxiway	1710	12,104	78	Satisfactory
MLB	TW Q	Taxiway	1720	41,653	79	Satisfactory
MLB	TW Q	Taxiway	1722	20,462	82	Satisfactory
MLB	TW Q	Taxiway	1723	5,968	90	Good
MLB	TW Q	Taxiway	1725	78,549	75	Satisfactory
MLB	TW Q	Taxiway	1727	27,505	91	Good
MLB	TW Q	Taxiway	1732	4,295	60	Fair
MLB	TW Q	Taxiway	1735	9,173	82	Satisfactory
MLB	TW R	Taxiway	1805	56,463	70	Fair
MLB	TW R	Taxiway	1807	18,996	92	Good
MLB	TW R	Taxiway	1810	57,323	75	Satisfactory
MLB	TW R	Taxiway	1815	4,676	94	Good
MLB	TW R	Taxiway	1820	18,335	72	Satisfactory
MLB	TW S	Taxiway	510	68,429	43	Poor
MLB	TW S	Taxiway	515	18,556	71	Satisfactory
MLB	TW S1	Taxiway	520	14,644	73	Satisfactory
MLB	TW S1	Taxiway	525	19,360	91	Good
MLB	TWT	Taxiway	2005	47,619	74	Satisfactory
MLB	TW T	Taxiway	2015	48,962	76	Satisfactory
MLB	TW T	Taxiway	2017	5,769	89	Good
MLB	TW U	Taxiway	2105	69,240	68	Fair
MLB	TW U	Taxiway	2110	8,070	78	Satisfactory
MLB	TW U	Taxiway	2115	128,747	87	Good
MLB	TW V	Taxiway	1602	13,947	90	Good
MLB	TW V	Taxiway	1605	56,864	67	Fair
MLB	TW V	Taxiway	1610	37,184	86	Good
MLB	TW V	Taxiway	2205	14,782	89	Good
MLB	TW V	Taxiway	2210	13,665	86	Good
MLB	TW V1	Taxiway	710	11,452	84	Satisfactory
MLB	TW V2	Taxiway	720	8,446	79	Satisfactory
MLB	TL AP S	Taxilane	3450	23,692	89	Good
MLB	TL AP S	Taxilane	3455	31,584	86	Good



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
MLB	AP E	Apron	4404	75,613	77	Satisfactory
MLB	AP E	Apron	4406	12,591	36	Very Poor
MLB	AP E	Apron	4415	13,932	88	Good
MLB	AP E	Apron	4425	254,107	100	Good
MLB	AP E	Apron	4430	76,004	100	Good
MLB	AP N	Apron	4105	110,170	63	Fair
MLB	AP N	Apron	4110	109,958	58	Fair
MLB	AP N	Apron	4115	162,260	89	Good
MLB	AP N	Apron	4120	96,139	56	Fair
MLB	AP N	Apron	4130	41,477	73	Satisfactory
MLB	AP N	Apron	4132	52,865	91	Good
MLB	AP N	Apron	4135	22,070	67	Fair
MLB	AP N	Apron	4140	23,711	91	Good
MLB	AP N	Apron	4145	6,550	82	Satisfactory
MLB	AP N	Apron	4150	85,092	88	Good
MLB	AP N	Apron	4155	26,516	94	Good
MLB	AP RU TW C	Apron	5105	17,051	100	Good
MLB	AP RU TW C	Apron	5110	22,526	100	Good
MLB	AP S	Apron	4305	34,060	85	Satisfactory
MLB	AP S	Apron	4310	47,311	85	Satisfactory
MLB	AP S	Apron	4312	8,547	12	Serious
MLB	AP S	Apron	4315	45,425	86	Good
MLB	AP SW	Apron	4710	216,728	78	Satisfactory
MLB	AP SW	Apron	4720	146,718	74	Satisfactory
MLB	AP SW	Apron	4730	101,878	87	Good
MLB	AP TERM	Apron	4205	199,700	78	Satisfactory
MLB	AP TERM	Apron	4210	254,613	73	Satisfactory
MLB	AP TERM	Apron	4215	110,213	100	Good
MLB	AP TERM	Apron	4220	220,071	100	Good
MLB	AP TERM	Apron	4225	25,600	100	Good
MLB	AP TERM	Apron	4230	21,115	68	Fair



									1				
Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	RW 5-23	6305	84	82	80	78	76	74	72	70	68	66	64
MLB	RW 5-23	6310	83	81	79	77	75	73	71	69	67	65	63
MLB	RW 5-23	6315	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6203	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6204	87	85	83	81	79	77	75	73	71	69	67
MLB	RW 9L-27R	6205	90	88	86	84	82	80	78	76	74	72	70
MLB	RW 9L-27R	6210	86	84	82	80	78	76	74	72	70	68	66
MLB	RW 9L-27R	6215	94	92	90	88	86	84	82	80	78	76	74
MLB	RW 9L-27R	6220	89	87	85	83	81	79	77	75	73	71	69
MLB	RW 9R-27L	6105	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6110	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6115	93	91	89	87	85	83	81	79	77	75	73
MLB	RW 9R-27L	6120	86	84	82	80	78	76	74	72	70	68	66
MLB	TW A	105	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	107	85	82	80	78	76	74	72	70	69	67	65
MLB	TW A	120	64	62	61	60	59	58	57	56	55	54	53
MLB	TW A	130	80	77	75	73	72	70	68	66	65	64	62
MLB	TW A	132	80	77	75	73	72	70	68	66	65	64	62
MLB	TW A	133	89	86	84	82	79	77	75	73	72	70	68
MLB	TW B	1105	93	90	88	85	83	81	79	77	75	73	71
MLB	TW C	306	65	63	62	61	59	58	57	56	56	55	54
MLB	TW C	307	94	91	89	88	86	84	82	81	79	78	76
MLB	TW C	308	84	82	80	79	77	76	75	73	72	71	70
MLB	TW C	315	69	67	65	64	63	61	60	59	58	57	56
MLB	TW C	320	79	76	74	73	71	69	67	66	64	63	62
MLB	TW C	325	89	86	84	82	79	77	75	73	72	70	68
MLB	TW C	327	94	91	89	86	84	82	80	78	75	74	72
MLB	TW C	330	59	58	57	56	55	55	54	53	52	51	50
MLB	TW C	337	94	91	89	88	86	84	82	81	79	78	76
MLB MLB	TW C TW C	340 350	70 72	69 71	68 70	67 68	66 67	65 66	64 66	63 65	62 64	61 63	61 62
MLB	TW D	405	66	64	63	61	60	59	58	57	56	55	54
MLB	TW D	403	72	70	68	66	65	64	62	61	60	59	58
MLB	TW D	410	57	56	55	54	53	52	51	50	49	48	47
MLB	TW D	415	78	76	75	74	72	71	70	69	68	67	66
MLB	TW D	416	68	67	66	65	64	63	62	61	61	60	59
MLB	TW F	810	80	78	77	75	74	73	72	71	69	68	67
MLB	TW G	605	89	87	85	83	82	80	79	77	76	74	73
MLB	TW H	805	45	44	43	41	40	38	36	34	32	30	27
MLB	TW K	1110	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1115	74	72	70	68	67	65	64	62	61	60	59
MLB	TW K	1116	63	61	60	59	58	57	56	55	54	54	53
MLB	TW K	1125	73	71	69	67	66	64	63	62	60	59	58
MLB	TW K	1127	86	84	82	81	79	78	76	75	74	72	71

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TW K	1130	79	76	74	73	71	69	67	66	64	63	62
MLB	TW K	1132	88	86	84	82	81	79	78	76	75	74	73
MLB	TW K	1135	71	69	67	66	64	63	61	60	59	58	57
MLB	TW K	1137	94	91	89	86	84	82	80	78	75	74	72
MLB	TW K	1140	89	87	85	83	82	80	79	77	76	74	73
MLB	TW K1	1740	91	89	87	85	83	82	80	79	77	76	74
MLB	TW L	1204	94	91	89	86	84	82	80	78	75	74	72
MLB	TW L	1210	68	66	65	63	62	61	59	58	57	56	55
MLB	TW M	1303	90	88	86	84	82	81	79	78	76	75	74
MLB	TW M	1305	62	61	60	59	59	58	57	56	55	54	53
MLB	TW M	1315	63	62	61	60	59	59	58	57	56	55	54
MLB	TW M	1320	70	68	66	65	63	62	61	60	58	57	56
MLB	TW M	1325	70	68	66	65	63	62	61	60	58	57	56
MLB	TW N	1404	94	91	89	86	84	82	80	78	75	74	72
MLB	TW N	1405	84	81	79	77	75	73	71	69	68	66	65
MLB	TW Q	1705	72	70	68	66	65	64	62	61	60	59	58
MLB	TW Q	1710	78	76	74	72	70	68	67	65	64	62	61
MLB	TW Q	1720	79	76	74	73	71	69	67	66	64	63	62
MLB	TW Q	1722	82	79	77	75	73	71	70	68	66	65	63
MLB	TW Q	1723	90	87	85	83	80	78	76	74	72	70	69
MLB	TW Q	1725	75	73	72	71	70	69	68	67	66	65	64
MLB	TW Q	1727	91	89	87	85	83	82	80	79	77	76	74
MLB	TW Q	1732	60	59	58	57	56	55	54	53	53	52	51
MLB	TW Q	1735	82	79	77	75	73	71	70	68	66	65	63
MLB	TW R	1805	70	68	66	65	63	62	61	60	58	57	56
MLB	TW R	1807	92	89	87	84	82	80	78	76	74	72	70
MLB	TW R	1810	75	73	71	69	67	66	64	63	62	60	59
MLB	TW R	1815	94	91	89	86	84	82	80	78	75	74	72
MLB	TW R	1820	72	70	68	66	65	64	62	61	60	59	58
MLB	TW S	510	43	41	40	38	37	35	32	30	27	24	21
MLB	TW S	515	71	70	69	68	67	66	65	64	63	62	61
MLB	TW S1	520	73	72	70	69	68	67	66	65	64	64	63
MLB	TW S1	525	91	89	87	85	83	82	80	79	77	76	74
MLB	TW T	2005	74	72	70	68	67	65	64	62	61	60	59
MLB	TW T	2015	76	74	73	72	71	70	69	68	67	66	65
MLB	TW T	2017	89	86	84	82	79	77	75	73	72	70	68
MLB	TW U	2105	68	67	66	65	64	63	62	61	61	60	59
MLB	TW U	2110	78	76	75	74	72	71	70	69	68	67	66
MLB	TWU	2115	87	85	83	81	80	78	77	76	74	73	72
MLB	TW V	1602	90	87	85	83	80	78	76	74 59	72	70	69 55
MLB	TW V	1605	67	65	64	62	61	60	59	58	57	56	55
MLB	TW V	1610	86	84	82	81	79	78	76	75	74	72	71
MLB	TW V	2205	89	86	84	82	79	77	75	73	72	70	68
MLB	TW V	2210	86	83	81	79	77	75	73	71	69	68	66
MLB	TW V1	710	84	82	80	79	77	76	75	73	72	71	70
MLB	TW V2	720	79	77	76	75	73	72	71	70	69	68	67



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
MLB	TL AP S	3450	89	86	84	82	79	77	75	73	72	70	68
MLB	TL AP S	3455	86	83	81	79	77	75	73	71	69	68	66
MLB	AP E	4404	77	75	73	72	70	68	67	65	63	62	60
MLB	AP E	4406	36	34	32	29	27	25	22	20	17	14	11
MLB	AP E	4415	88	85	82	80	78	76	74	72	70	68	66
MLB	AP E	4425	100	98	97	96	95	94	93	92	91	90	89
MLB	AP E	4430	100	97	96	95	94	93	92	91	90	89	88
MLB	AP N	4105	63	61	59	58	56	54	53	51	49	48	46
MLB	AP N	4110	58	56	54	53	51	49	48	46	44	43	41
MLB	AP N	4115	89	88	87	86	86	85	84	84	83	82	82
MLB	AP N	4120	56	54	52	51	49	47	46	44	42	41	39
MLB	AP N	4130	73	71	69	68	66	64	63	61	59	58	56
MLB	AP N	4132	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4135	67	65	63	62	60	59	57	56	55	53	52
MLB	AP N	4140	91	89	87	86	84	82	81	79	77	76	74
MLB	AP N	4145	82	79	77	75	73	71	69	67	66	64	63
MLB	AP N	4150	88	86	84	83	81	79	78	76	74	73	71
MLB	AP N	4155	94	92	90	89	87	85	84	82	80	79	77
MLB	AP RU TW C	5105	100	96	94	92	91	89	87	86	84	82	81
MLB	AP RU TW C	5110	100	97	96	94	93	92	91	90	89	89	88
MLB	AP S	4305	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4310	85	82	80	77	75	73	71	70	68	66	65
MLB	AP S	4312	12	8	5	1	0	0	0	0	0	0	0
MLB	AP S	4315	86	83	81	78	76	74	72	70	68	67	65
MLB	AP SW	4710	78	76	74	73	71	69	68	66	64	63	61
MLB	AP SW	4720	74	72	70	69	67	65	64	62	60	59	57
MLB	AP SW	4730	87	85	83	82	80	78	77	75	73	72	70
MLB	AP TERM	4205	78	77	77	76	76	75	75	74	73	73	72
MLB	AP TERM	4210	73	71	69	67	66	64	62	61	59	58	57
MLB	AP TERM	4215	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4220	100	98	96	94	92	91	89	87	86	84	82
MLB	AP TERM	4225	100	98	97	96	94	93	92	91	90	89	89
MLB	AP TERM	4230	68	66	64	63	61	60	58	57	56	54	53



Work History Report

Pavement Database: FDOT Network: MELBOURNE ORL Branch: AP E EAST APRON Section: 4404 Surface:AC L.C.D. 1/1/2004 Use: APRON Rank: P Length: 605.00 (Ft) Width: 125.00 (Ft) True Area: 75613.00002 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R Complete Reconstruction - AC 1/1/2004 CR-AC 0.00 0.00 4"AC/12"P-211 \checkmark 1/1/1996 IMPORT OVERLAY 0.00 1.00 \checkmark 1996 1" P401 ED 1/1/1947 IMPORT BUILT 0.00 1947 6" P501 6.00 \checkmark ED Network: MELBOURNE ORL Branch: AP E EAST APRON Section: 4406 Surface: APC L.C.D. 1/1/1998 Use: APRON Rank: P Length: 245.00 (Ft) Width: 50.00 (Ft) True Area: 12591.00000 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 1/1/1998 IMPORT OVERLAY 1998 1" P401 0.00 1.00 < ED 1/1/1942 IMPORT BUILT 0.00 6.00 1942 6" P501 \checkmark ED Network: MELBOURNE ORL Branch: AP E EAST APRON Section: 4415 Surface:APC L.C.D. 1/1/2014 Use: APRON Rank: P Length: 325.00 (Ft) Width: 50.00 (Ft) True Area: 13932.00000 (SqFt Work Thickness Major Work Date **Work Description** Cost Comments M&R Code (in) 1/1/2014 ML-OVL Mill and Overlay 2014: TRANSITIONAL ML&OL 2" P 0.00 0.00 \checkmark 1/1/1998 IMPORT OVERLAY 0.00 1.00 \checkmark 1998 1" P401 ED 1/1/1942 IMPORT BUILT 0.00 6.00 1942 6" P501 \checkmark ED Network: MELBOURNE ORL Branch: AP E EAST APRON Section: 4425 Surface:PCC **L.C.D.** 1/1/2014 Width: 560.00 (Ft) True Area: 254107.0000 (SqFt Use: APRON Rank: P Length: 515.00 (Ft) Work Thickness Maior Work Date Work Description Cost Comments Code (in) M&R 1/1/2014 NU-IN New Construction - Initial 0.00 14.00 2014: 14" P-501, 8" P-211, COMPAC \checkmark Network: MELBOURNE ORL Branch: AP E EAST APRON Section: 4430 Surface:PCC L.C.D. 7/1/2021 Use: APRON Rank: P Length: 515.00 (Ft) Width: 70.00 (Ft) True Area: 76004.00002 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 7/1/2021 NC-PC New Construction - PCC 0.00 0.00 \checkmark Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4105 Surface:AC L.C.D. 1/1/1986 480.00 (Ft) Width: 230.00 (Ft) True Area: 110170.0000 (SqFt Use: APRON Rank: P Length: Thickness Work Major Work Date Work Description Cost Comments Code M&R (in) 1/1/1986 IMPORT BUILT 0.00 1.00 1986: 1" P-401 ON 8" P-211 ED

Work History Report

Pavement Database: FDOT

Page 2 of 23

Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4110 Surface: AC L.C.D. 1/1/1982 Use: APRON Rank: P Length: 480.00 (Ft) Width: 240.00 (Ft) True Area: 109958.0000 (SqFt Work Thickness Major Work Date Cost Work Description Comments Code (in) M&R 1/1/1982 IMPORT BUILT 0.00 1.00 1982: 1" P-401 ON 8" P-211 \checkmark ED Network: MELBOURNE ORL NORTH APRON Branch: AP N Section: 4115 Surface:PCC Use: APRON 760.00 (Ft) Width: 214.00 (Ft) True Area: 162260.0000 (SqFt L.C.D. 1/1/2003 Rank: P Length: Work Thickness Major Work Description Work Date Cost Comments Code (in) M&R 1/1/2003 NU-IN 0.00 0.00 14" PCC/EXISTING New Construction - Initial \checkmark Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4120 Surface:AC L.C.D. 1/1/2003 Use: APRON Rank: P Length: 950.00 (Ft) Width: 100.00 (Ft) True Area: 96139.00002 (SqFt Work Thickness Major Work Date Work Description Cost Comments M&R Code (in) 4" AC/16" P-211 1/1/2003 NU-IN New Construction - Initial 0.00 0.00 \checkmark Network: MELBOURNE ORL NORTH APRON Branch: AP N Section: 4130 Surface:AC L.C.D. 1/1/2006 Rank: P Use: APRON Length: 370.00 (Ft) Width: 130.00 (Ft) True Area: 41477.00001 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 1/1/2006 NC-AC New Construction - AC 0.00 0.00 \checkmark 1/1/2003 NU-IN 4" AC/16" P-211 New Construction - Initial 0.00 0.00 \checkmark Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4132 Surface:AC **L.C.D.** 1/1/2017 Use: APRON Rank: P 530.00 (Ft) Width: 110.00 (Ft) True Area: 52865.00001 (SqFt Length: Work Thickness Major Work Date Work Description Cost Comments Code M&R (in) 1/1/2017 CR-AC Complete Reconstruction - AC 0.00 0.00 < 1/1/2006 NC-AC New Construction - AC 0.00 0.00 \checkmark 1/1/2003 NU-IN New Construction - Initial 0.00 0.00 \checkmark 4" AC/16" P-211 Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4135 Surface: APC L.C.D. 1/1/2010 Use: APRON Rank: P Width: 100.00 (Ft) True Area: 22070.00000 (SqFt Length: 350.00 (Ft) Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 1/1/2010 OL-AS Overlay - AC Structural 0.00 0.00 \checkmark 12/25/2004 NU-IN New Construction - Initial 0.00 0.00 \checkmark Network: MELBOURNE ORL Branch: AP N NORTH APRON Section: 4140 Surface:AC L.C.D. 1/1/2010 Use: APRON Rank: P Length: 185.00 (Ft) Width: 125.00 (Ft) True Area: 23711.00000 (SqFt Work Thickness Major Work Date Work Description Cost Comments

(in)

0.00

0.00

M&R

~

1/1/2010

Code

NU-IN

New Construction - Initial

Work History Report

Network:				'H APRON	Section: 4	
L.C.D. 1/1/2		se: APRON Rank: P L	ength: 150	< ,) (Ft) True Area: 6550.000002 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2013	NU-IN	New Construction - Initial	0.00	0.00		
Network:	MELBOU	RNE ORL Branch: AP N	NORT	`H APRON	Section: 4	4150 Surface:AC
L.C.D. 1/1/2	017 Us	e: APRON Rank: P L	ength: 400	0.00 (Ft) Wi	dth: 200.00) (Ft) True Area: 85092.00002 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017		New Construction - AC	0.00	、 <i>,</i>		
Network:	MELBOU	RNE ORL Branch: AP N	NORT	'H APRON	Section: 4	4155 Surface:AC
L.C.D. 1/1/2	017 Us	e: APRON Rank: P L			dth: 125.00) (Ft) True Area: 26516.00000 (SqF
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code NC-AC	New Construction - AC	0.00	(in) 0.00	M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00		
Work Date 1/1/2021	Work Code NC-AC	Work Description New Construction - AC	Cost 0.00	Thickness (in) 0.00	Major M&R	Comments
Network	MEI BOU	RNE ORI Branch: AP RU	TWC TAXI	WAYCRU	Section: 4	5110 Surface PCC
Network: L.C.D. 1/1/2					Section: 5	
	021 Us Work			5.00 (Ft) Wi Thickness	dth: 140.00 Major	
L.C.D. 1/1/2	021 Us Work Code	e: APRON Rank: P L	ength: 176	5.00 (Ft) Wi Thickness (in)	dth: 140.00	0 (Ft) True Area: 22526.00000 (SqF
L.C.D. 1/1/2 Work Date	021 Us Work Code NC-PC	ee: APRON Rank: P L Work Description New Construction - PCC	ength: 176 Cost 0.00	5.00 (Ft) Wi Thickness (in)	dth: 140.00 Major M&R	0 (Ft) True Area: 22526.00000 (SqF Comments
L.C.D. 1/1/2 Work Date 1/1/2021 Network:	021 Us Work Code NC-PC MELBOU	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S	ength: 176 Cost 0.00 SOUT	6.00 (Ft) Wi Thickness (in) 0.00 H APRON	dth: 140.00 Major M&R V Section: 4	0 (Ft) True Area: 22526.00000 (SqI Comments 4305 Surface: AAC
L.C.D. 1/1/2 Work Date 1/1/2021 Network:	021 Us Work Code NC-PC MELBOU	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S	ength: 176 Cost 0.00 SOUT	6.00 (Ft) Wi Thickness (in) 0.00 H APRON	dth: 140.00 Major M&R V Section: 4	0 (Ft) True Area: 22526.00000 (SqF Comments 4305 Surface: AAC
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2	021 Us Work Code NC-PC MELBOU 012 Us Work Code	ee: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S see: APRON Rank: P L	ength: 176 Cost 0.00 SOUT ength: 170	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in)	dth: 140.00 Major M&R Section: 4 dth: 200.00 Major	O(Ft) True Area: 22526.00000 (SqF Comments 4305 Surface:AAC O(Ft) True Area: 34060.00001 (SqF
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979	021 Us Work Code NC-PC MELBOU 012 Us Work Code ML-OVL ST-SC	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 0.00	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ □	O (Ft) True Area: 22526.00000 (SqI Comments 4305 Surface: AAC 0 (Ft) True Area: 34060.00001 (SqI Comments Comments THIS PAVEMENT HAS AN EMULS
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012	021 Us Work Code NC-PC MELBOU 012 Us Work Code ML-OVL	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 0.00	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ □	O (Ft) True Area: 22526.00000 (SqI Comments 4305 Surface:AAC 0 (Ft) True Area: 34060.00001 (SqI Comments Comments
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979 1/1/1979	021 Us Work Code NC-PC MELBOU 012 Us Work Code ML-OVL ST-SC IMPORT ED	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S se: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat BUILT	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 0.00 1.00	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	2) (Ft) True Area: 22526.00000 (SqF Comments 4305 Surface: AAC 2) (Ft) True Area: 34060.00001 (SqF Comments THIS PAVEMENT HAS AN EMULS 1979: 1" P-401 ON 6" P-211
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979 1/1/1979 Network:	021 Us Work Code NC-PC 012 Us Work Code ML-OVL ST-SC IMPORT ED	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat BUILT RNE ORL Branch: AP S	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 H APRON	dth: 140.00 Major M&R Section: 4 dth: 200.00 Major M&R Section: 4 Section: 4	(Ft) True Area: 22526.00000 (SqI Comments 4305 Surface:AAC 0 (Ft) True Area: 34060.00001 (SqI Comments THIS PAVEMENT HAS AN EMULS 1979: 1" P-401 ON 6" P-211 4310 Surface:AAC
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979 1/1/1979	021 Us Work Code NC-PC 012 Us Work Code ML-OVL ST-SC IMPORT ED MELBOU 012 Us Work	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat BUILT RNE ORL Branch: AP S	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 H APRON 0.00 (Ft) Wi Thickness	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ ✓ Section: 4 dth: 200.00 Major	(Ft) True Area: 22526.00000 (SqF Comments 4305 Surface:AAC 0 (Ft) True Area: 34060.00001 (SqF Comments THIS PAVEMENT HAS AN EMULS 1979: 1" P-401 ON 6" P-211 4310 Surface:AAC
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979 1/1/1979 Network: L.C.D. 1/1/2	021 Us Work Code NC-PC 012 Us Work Code ML-OVL ST-SC IMPORT ED MELBOU 012 Us Work Code	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S ie: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat BUILT RNE ORL Branch: AP S ie: APRON Rank: P L	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00 0.00 0.00 0.00	6.00 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 0.00 1.00 H APRON H APRON 0.00 (Ft) Wi	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ Section: 4 dth: 200.00 Major Major Major M&R	(Ft) True Area: 22526.00000 (SqF Comments 4305 Surface:AAC 0 (Ft) True Area: 34060.00001 (SqF Comments THIS PAVEMENT HAS AN EMULS 1979: 1" P-401 ON 6" P-211 4310 Surface:AAC 0 (Ft) True Area: 47311.00001 (SqF
L.C.D. 1/1/2 Work Date 1/1/2021 Network: L.C.D. 1/1/2 Work Date 1/1/2012 1/2/1979 1/1/1979 Network: L.C.D. 1/1/2 Work Date	021 Us Work Code NC-PC 012 Us Work Code ML-OVL ST-SC IMPORT ED MELBOU 012 Us Work Code	e: APRON Rank: P L Work Description New Construction - PCC RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay Surface Treatment - Seal Coat BUILT RNE ORL Branch: AP S e: APRON Rank: P L Work Description Mill and Overlay	ength: 176 Cost 0.00 SOUT ength: 170 Cost 0.00 0.00 0.00 0.00 SOUT ength: 235 Cost	000 (Ft) Wi Thickness (in) 0.00 H APRON 0.00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 H APRON 0.00 (Ft) Wi 5.00 (Ft) Wi	dth: 140.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ Section: 4 dth: 200.00 Major M&R ✓ M&R ✓ M&R ✓	(Ft) True Area: 22526.00000 (SqF Comments 4305 Surface:AAC (Ft) True Area: 34060.00001 (SqF Comments THIS PAVEMENT HAS AN EMULS 1979: 1" P-401 ON 6" P-211 4310 Surface:AAC 0 (Ft) True Area: 47311.00001 (SqF

Work History Report

Page 4 of 23

		RNE ORL Branch: AP S		H APRON	Section:	
L.C.D. 12/25	Work		Length: 260	.00 (Ft) Wi	dth: 32.0 Major	0 (Ft) True Area: 8547.000002 (SqF
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
12/25/1994	NU-IN	New Construction - Initial	0.00	0.00		
Network:	MELBOU	RNE ORL Branch: AP S	SOUT	H APRON	Section:	4315 Surface:AAC
L.C.D. 1/1/2	012 Us	se: APRON Rank: P	Length: 785	.00 (Ft) Wi	dth: 55.0	0 (Ft) True Area: 45425.00001 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00		
1/2/1965	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		THIS FEATURE HAS AN EMULSIC
1/1/1965	IMPORT ED	BUILT	0.00	0.00		ESTIMATE 1965 AC PAVEMENT
Network:	MELBOU	RNE ORL Branch: AP SV	W SOUT	HWEST AP	Section:	4710 Surface:AC
L.C.D. 1/1/2	008 Us	se: APRON Rank: P	Length: 500	.00 (Ft) Wi	dth: 420.0	0 (Ft) True Area: 216728.0000 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00		
	008 Us Work		Length: 1,500	.00 (Ft) Wi Thickness	dth: 100.0 Major	
L.C.D. 1/1/2 Work Date 1/1/2008	Work Code	se: APRON Rank: P Work Description New Construction - Initial	Length: 1,500 Cost 0.00			0 (Ft) True Area: 146718.0000 (SqF Comments
Work Date	Work Code	Work Description New Construction - Initial	Cost 0.00	Thickness (in)	Major M&R	
Work Date	Work Code NU-IN MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV	Cost 0.00	Thickness (in) 0.00 HWEST AP	Major M&R V Section:	Comments 4730 Surface:AC
Work Date 1/1/2008 Network:	Work Code NU-IN MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV	Cost 0.00 W SOUT	Thickness (in) 0.00 HWEST AP	Major M&R V Section:	
Work Date 1/1/2008 Network: L.C.D. 1/1/2	Work Code NU-IN MELBOU 013 Us Work Code	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P	Cost 0.00 W SOUT Length: 1,200	Thickness (in) 0.00 HWEST AP .00 (Ft) Wi Thickness (in)	Major M&R Section: dth: 85.0 Major	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqF
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013	Work Code NU-IN MELBOU 013 Us Work Code NU-IN	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial	Cost 0.00 W SOUT Length: 1,200 Cost 0.00	Thickness (in) 0.00 HWEST AP .00 (Ft) Wi Thickness (in) 2.00	Major M&R Section: dth: 85.0 Major M&R	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqF Comments 2013: 2" P-401, 6" P-211, 8" WORK
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network:	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI	Cost 0.00 W SOUT Length: 1,200 Cost 0.00	Thickness (in) 0.00 HWEST AP 0.00 (Ft) Wi Thickness (in) 2.00	Major M&R Section: dth: 85.0 Major M&R V Section:	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqF Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI	Cost 0.00 W SOUT Length: 1,200 Cost 0.00	Thickness (in) 0.00 HWEST AP .00 (Ft) Wi Thickness (in) 2.00 HINAL APR .00 (Ft) Wi Thickness IINAL APR .00 (Ft) Wi	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0 Major	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqI Comments Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC Surface:PCC
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU 989 Us Work	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description	Cost 0.00 W SOUT Length: 1,200 Cost 0.00 ERM TERM Length: 620	Thickness (in) 0.00 HWEST AP .00 (Ft) Wi Thickness (in) 2.00 HNAL APR .00 (Ft) Wi	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqF Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC 0 (Ft) True Area: 199700.0000 (SqF
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1 Work Date 1/1/1989	Work Code NU-IN 013 Us Work Code NU-IN MELBOU 989 Us Work Code IMPORT ED	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description Built	Cost 0.00 W SOUT Length: 1,200 Cost 0.00 ERM TERM Length: 620 Cost 0.00	Thickness (in) 0.00 HWEST AP 0.00 (Ft) Wi Thickness (in) 2.00 HNAL APR 0.00 (Ft) Wi Thickness (in) 14.00	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0 Major M&R	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqI Comments Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC 0 (Ft) 0 (Ft) True Area: 199700.0000 (SqI Comments 1989: 14" P-501
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1 Work Date 1/1/1989 Network:	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description Built RNE ORL Branch: AP TI se: APRON Rank: P Work Description BUILT RNE ORL Branch: AP TI	Cost 0.00 W SOUT Length: 1,200 Cost 0.00 ERM TERM Length: 620 Cost 0.00	Thickness (in) 0.00 HWEST AP 0.00 (Ft) Wi Thickness (in) 2.00 HINAL APR 0.00 (Ft) Wi Thickness (in) 14.00	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0 Major M&R V Section:	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqI Comments Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC 0 (Ft) 0 (Ft) True Area: 199700.0000 (SqI Comments 199700.0000 (SqI Comments 1989: 14" P-501 4210 Surface:AAC
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1 Work Date 1/1/1989	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SV se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description BUILT RNE ORL Branch: AP TI Work Description BUILT	Cost 0.00 V SOUT Length: 1,200 Cost 0.00 ERM TERM Length: 620 Cost 0.00	Thickness (in) 0.00 HWEST AP 0.00 (Ft) Wi Thickness (in) 2.00 HINAL APR 0.00 (Ft) Wi Thickness (in) 14.00	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0 Major M&R V Section:	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqI Comments Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC 0 (Ft) 0 (Ft) True Area: 199700.0000 (SqI Comments 1989: 14" P-501
Work Date 1/1/2008 Network: L.C.D. 1/1/2 Work Date 1/1/2013 Network: L.C.D. 1/1/1 Work Date 1/1/1989 Network: L.C.D. 1/1/2	Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU 989 Us Work Code IMPORT ED MELBOU	Work Description New Construction - Initial RNE ORL Branch: AP SY se: APRON Rank: P Work Description New Construction - Initial RNE ORL Branch: AP TI se: APRON Rank: P Work Description BUILT RNE ORL Branch: AP TI se: APRON Rank: P Se: APRON Rank: P	Cost 0.00 W SOUT Length: 1,200 Cost 0.00 ERM TERM Length: 620 Cost 0.00	Thickness (in) 0.00 HWEST AP 0.00 (Ft) Wi Thickness (in) 2.00 IINAL APR 0.00 (Ft) Wi IINAL APR 0.00 (Ft) Wi	Major M&R Section: dth: 85.0 Major M&R Section: dth: 440.0 Major M&R Section: dth: 155.0 Major	Comments 4730 Surface:AC 0 (Ft) True Area: 101878.0000 (SqI Comments Comments 2013: 2" P-401, 6" P-211, 8" WORK 4205 Surface:PCC 0 (Ft) True Area: 199700.0000 (SqI Comments 1989: 14" P-501 4210 Surface:AAC 0 (Ft) True Area: 254613.0000 (SqI

Work History Report

Network: L.C.D. 1/1/2				INAL APR .00 (Ft) Wi	Section:	4215 Surface:PCC 0 (Ft) True Area: 110213.0000 (SqFt			
	Work		5	Thickness	Major				
Work Date	Code	Work Description	Cost	(in)	M&R	Comments			
1/1/2022	NC-PC	New Construction - PCC	0.00	0.00		17" P-501, 5" P-306, 6" P-211, 12" P-			
Network:	MELBOU	RNE ORL Branch: AP TE	RM TERM	IINAL APR	Section:	4220 Surface:AC			
L.C.D. 1/1/2	022 Us	e: APRON Rank: P L	ength: 200	.00 (Ft) Wi	dth: 1105.0	0 (Ft) True Area: 220071.0000 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2022		New Construction - AC	0.00	0.00		4" P-401, 4" P-401 Base, 14" P-211, 1			
Network: L.C.D. 1/1/2	Network: MELBOURNE ORLBranch: AP TERMTERMINAL APRSection: 4225Surface:PCCL.C.D. 1/1/2022Use: APRONRank: PLength: 160.00 (Ft)Width: 160.00 (Ft)True Area: 25600.00000 (SqFt)								
	Work		ength: 160	.00 (Ft) Wi Thickness	Major	0 (Ft) 1 Fue Area: 23600.00000 (SqFt			
Work Date	Code	Work Description	Cost	(in)	M&R	Comments			
1/1/2022	NC-PC	New Construction - PCC	0.00	0.00		17" P-501, 5" P-306, 6" P-211, 12" P-			
Network:	MELDOLI	RNE ORL Branch: AP TE		INAL APR	Section:	4230 Surface: AAC			
L.C.D. 1/1/2					~~~~~	4250 Surface: AAC 0 (Ft) True Area: 21115.00000 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2009		Mill and Overlay	0.00	0.00					
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401 OVERLAY			
1/1/1991		OVERLAY	0.00	6.50		EXISTING 6.5" P-401 ON 10" P-211			
1/1/1978	ED IMPORT ED	BUILT	0.00	2.00		1978: 2" P-401 OVERLAY			
Network:	MELBOU			VAY 5-23	Section:				
L.C.D. 1/1/2		e: RUNWAY Rank: S L	ength: 2,800			0 (Ft) True Area: 211297.0000 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2019		Mill and Overlay	0.00	0.00					
1/1/1992	IMPORT ED	BUILT	0.00	2.00		1992: 2" P-401 ON 6" P-211			
•									
Network: L.C.D. 1/1/2				VAY 5-23 .00 (Ft) Wie	Section: dth: 45.0	6310 Surface:AAC 0 (Ft) True Area: 6900.000002 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2019		Mill and Overlay	0.00	0.00					
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00		1992: 0" - 11" P-401 OVERLAY			
1/1/1991		OVERLAY	0.00	2.00		1991: 2" MIN - 3" AVG P-401 OVERLAY			
1/1/1978	IMPORT ED	BUILT	0.00	3.00		1978: 3" P-401 ON 12" P-211			

Work History Report

Page 6 of 23

Pavement Database: FDOT

Network:	MELBOU	RNE ORL Branch: RW 5-	-23 RUNV	VAY 5-23	Section:	6315 Surface:AAC
L.C.D. 1/1/2	019 Us	e: RUNWAY Rank: S	Length: 92	.00 (Ft) Wi	dth: 75.0	0 (Ft) True Area: 6900.000002 (SqF
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		
1/1/1992	IMPORT ED	OVERLAY	0.00	0.00		1992: 0" - 6" P-401 OVERLAY
1/1/1989	IMPORT ED	BUILT	0.00	3.00		1989: 3" P-401 ON 12" P-211
Network:	MELBOU	RNE ORL Branch: RW 9	L-27R RUNW	VAY 9L-27	Section:	6203 Surface:AAC
L.C.D. 1/1/2	018 Us	e: RUNWAY Rank: P	Length: 350	.00 (Ft) Wi	dth: 25.0	0 (Ft) True Area: 8750.000002 (SqF
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		
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00		
1/1/2018 1/1/2011 1/1/1991	ML-OVL	Mill and Overlay Mill and Overlay New Construction - Initial	0.00 0.00 0.00	(in) 0.00 0.00 0.00	M&R ✓ ✓ ✓	
Network: L.C.D. 1/1/20			L-27R RUNV Length: 5,642		Section: dth: 25.0	6205 Surface: AAC 0 (Ft) True Area: 282550.0000 (Sql
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		
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401 OVERLAY
1/1/1981	IMPORT ED	BUILT	0.00	1.00		1981: 1" P-401 ON 8" P-211
Network:	MELBOU	RNE ORL Branch: RW 9	L-27R RUNW	VAY 9L-27	Section:	6210 Surface:AAC
L.C.D. 1/1/2	018 Us	e: RUNWAY Rank: S	Length: 5,651	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 565100.0001 (SqI
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		
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401 OVERLAY
1/1/1981	IMPORT ED	BUILT	0.00	1.00		1981: 1" P-401 ON 8" P-211

Work History Report

			25 D DIDU		a	
Network: L.C.D. 1/1/2					Section:	
L.C.D. 1/1/2	Work	e: RUNWAY Kank: 5 L	ength: 350	.00 (Ft) Wie Thickness		0 (Ft) True Area: 8750.000002 (SqFt
Work Date	Code	Work Description	Cost	(in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991		OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401
1/1/1985	ED IMPORT	BUILT	0.00	1.00		OVERLAY 1985: 1" P-401 ON 8" P-211
	ED					
			270 01000	LANOL 27	G	
Network:					Section:	
L.C.D. 1/1/2	1	e: RUNWAY Rank: S L	ength: 175	· /		0 (Ft) True Area: 17500.00000 (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		
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	IMPORT ED	BUILT	0.00	3.00		1991: 3" P-401 ON 8" P-211
	ED					
Network:	MELBOU	RNE ORL Branch: RW 9R	-27L RUNW	VAY 9R-27	Section:	6105 Surface:AAC
L.C.D. 1/1/2	019 Us	e: RUNWAY Rank: P L	ength: 9,300	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 950000.0002 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019		Mill and Overlay	0.00	0.00		
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1998		OVERLAY	0.00	2.00		1998 2" P401 OVERLAY
1/1/1998	ED IMPORT	OVERLAY	0.00	2.00		EXISTING 2" AC ON 4"
	ED					BITUMONOUS BASE COURSE
1/1/1998	IMPORT ED	OVERLAY	0.00	1.50		ON 1.5" AC ON 9" SOIL CEMENT BASE COURSE
1/1/1983	IMPORT	BUILT	0.00	2.25		1983 2.25" P401 OVERLAY
	ED					
Network:	MELDOUT	RNE ORL Branch: RW 9R	27I DINI	VAV OP 27	Section:	6110 Surface:AAC
L.C.D. 1/1/2			ength: 19,000			0 (Ft) True Area: 475000.0001 (SqFt
	Work			Thickness	Major	
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
1/1/2019		Mill and Overlay	0.00	0.00		
1/1/1998		Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1998	IMPORT ED	OVERLAY	0.00	2.00		1998 2" P401 OVERLAY ON
1/1/1998	IMPORT	OVERLAY	0.00	2.00		EXISTING 2"P401 ON 4" P201
1/1/1998	ED IMPORT	OVERLAY	0.00	1.50		ON 1.5" P401 ON 9" P301
	ED					
1/1/1983	IMPORT ED	BUILT	0.00	2.25		1983 2.25" P401 OVERLAY ON

Work History Report

Page 8 of 23

Network:					Section:	
L.C.D. 1/1/2	1	e: RUNWAY Rank: P L	ength: 430	()		0 (Ft) True Area: 68068.00002 (SqF
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		
1/1/2001	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00		
Network:	MELBOU	RNE ORL Branch: RW 9R	-27L RUNW	/AY 9R-27	Section:	6120 Surface:AAC
L.C.D. 1/1/2		e: RUNWAY Rank: P L	ength: 1,361	. ,		0 (Ft) True Area: 34034.00001 (SqF
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		
1/1/2001	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00		
Network: L.C.D. 1/1/2	012 Us			< <i>/</i>		3450 Surface:AAC 0 (Ft) True Area: 23692.00000 (Sql
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012		Mill and Overlay	0.00	0.00		
1/1/1979	IMPORT ED	BUILT	0.00	1.00		1979: 1" P-401 ON 6" P-211
			a		a	
Network: L.C.D. 1/1/2				H APRON T .00 (Ft) Wi	Section: dth: 60.0	3455 Surface:AAC 0 (Ft) True Area: 31584.00000 (SqI
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1965	IMPORT ED	BUILT	0.00	0.00		ESTIMATE 1965 AC PAVEMENT
Network:	MELDOLI	RNE ORL Branch: TW A	TAVI	WAY A	Section:	105 Surface:AAC
L.C.D. 1/1/2						0 (Ft) True Area: 33560.00001 (SqI
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	IMPORT ED	BUILT	0.00	3.00		1991: 3" P401 OVERLAY
1/1/1991	IMPORT	OVERLAY	0.00	5.00		EXISTING: 5" P401 ON 9" SOIL-

Work History Report

Page 9 of 23

Pavement Database: FDOT Network: MELBOURNE ORL Branch: TW A TAXIWAY A Section: 107 Surface:AAC L.C.D. 1/1/2019 Use: TAXIWAY Rank: P Length: 34.00 (Ft) Width: 150.00 (Ft) True Area: 4933.000001 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 1/1/2019 ML-OVL Mill and Overlay 0.00 0.00 1/1/2009 ML-OVL Mill and Overlay 0.00 0.00 \checkmark 1/1/1991 IMPORT BUILT 0.00 1991: 3" P401 OVERLAY 3.00 \checkmark ED IMPORT OVERLAY 1/1/1991 EXISTING: 5" P401 ON 9" SOIL-0.00 5.00 \checkmark CEMENT BASE ED Network: MELBOURNE ORL Branch: TW A TAXIWAY A Section: 120 Surface:AAC L.C.D. 1/1/2009 Use: TAXIWAY Rank: P Length: 9,000.00 (Ft) Width: 75.00 (Ft) True Area: 691660.0002 (SqFt Work Thickness Major Work Date Work Description Cost Comments Code (in) M&R 1/1/2009 ML-OVL Mill and Overlay 0.00 0.00 IMPORT OVERLAY 1/1/1991 0.00 1991: 2" MIN. - 3" AVG. P-401 2.00 \checkmark ED **OVERLAY** 1/1/1978 IMPORT BUILT 0.00 1978: 3" P-401 ON 12" P-211 3.00 \checkmark ED Network: MELBOURNE ORL Branch: TW A TAXIWAY A Section: 130 Surface:AAC L.C.D. 1/1/2009 Use: TAXIWAY Rank: P 380.00 (Ft) Width: 80.00 (Ft) True Area: 33690.00001 (SqFt Length: Work Thickness Major Work Date Work Description Cost Comments Code M&R (in) 1/1/2009 ML-OVL Mill and Overlay 0.00 0.00 \checkmark 1/1/1989 IMPORT BUILT 0.00 3.00 \checkmark 1989: 3" P-401 ON 12" P-211 ED Network: MELBOURNE ORL TAXIWAY A Branch: TW A Section: 132 Surface:AAC L.C.D. 1/1/2009 600.00 (Ft) Width: 90.00 (Ft) True Area: 52331.00001 (SqFt Use: TAXIWAY Rank: P Length: Work Thickness Major Work Date **Work Description** Cost Comments Code M&R (in) 1/1/2009 ML-OVL Mill and Overlay 0.00 0.00 $| \checkmark |$ 1/2/1991 ST-SC Surface Treatment - Seal Coat 0.00 0.00 THIS PAVEMENT HAS AN EMULS 1/1/1991 IMPORT BUILT 0.00 3.00 ESTIMATE 1991 CONSTR. AND \checkmark ASSUME: 3" P-401 ON 12" P-211 ED Network: MELBOURNE ORL Section: 133 Branch: TW A TAXIWAY A Surface:AAC L.C.D. 1/1/2019 Use: TAXIWAY Rank: P Length: 50.00 (Ft) Width: 130.00 (Ft) True Area: 5988.000001 (SqFt Thickness Work Major Work Date Work Description Cost Comments M&R Code (in) 1/1/2019 ML-OVL Mill and Overlay 0.00 0.00 $| \checkmark |$ 1/1/2009 ML-OVL Mill and Overlay 0.00 0.00 \checkmark 1/2/1991 ST-SC Surface Treatment - Seal Coat 0.00 0.00 THIS PAVEMENT HAS AN EMULS 1/1/1991 IMPORT BUILT ESTIMATE 1991 CONSTR. AND 0.00 3.00 \checkmark

ED

ASSUME: 3" P-401 ON 12" P-211

Work History Report

Page 10 of 23

Network:	MELBOU	RNE ORL Branch : TW B		WAY B	Section:	1105 Surface:AAC
L.C.D. 1/1/2			ength: 950	.00 (Ft) Wie	d th: 90.0	0 (Ft) True Area: 104990.0000 (Sql
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		
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	NU-IN	New Construction - Initial	0.00	3.00		1991: 3" P-401 ON 8" P-211
Network:	MELBOU	RNE ORL Branch: TW C	TAXIV	WAY C	Section:	306 Surface:AAC
L.C.D. 1/1/2	1	se: TAXIWAY Rank: P I	ength: 90	· · ·		0 (Ft) True Area: 12368.00000 (Sql
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	PA-AC	Patching - AC	0.00	0.00		
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2.5" AC
1/1/1987	IMPORT	•	0.00	1.50		1987: 1.5" P-401 AND 8" MIN 10'
1/1/1987	ED IMPORT	OVERLAY	0.00	0.00		AVG. P-211 PLACED ON EXISTING BASE COURSE
	ED					
	019 Us Work			.00 (Ft) Wie Thickness	dth: 55.0 Major	
L.C.D. 1/1/20 Work Date 1/1/2019	Work Code	e: TAXIWAY Rank: P I Work Description New Construction - AC	Length: 60 Cost 0.00	()	Major M&R	0 (Ft) True Area: 3692.000001 (Sql Comments
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major	
Work Date	Work Code NC-AC	Work Description New Construction - AC	Cost 0.00	Thickness (in)	Major M&R	Comments
Work Date 1/1/2019	Work Code NC-AC MELBOU	Work Description New Construction - AC RNE ORL Branch: TW C	Cost 0.00 TAXIV	Thickness (in) 0.00 WAY C	Major M&R	Comments 308 Surface:AC
Work Date 1/1/2019 Network: L.C.D. 1/1/20	Work Code NC-AC MELBOU 019 Us Work	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I	Cost 0.00 TAXIV cength: 190	Thickness (in) 0.00 WAY C	Major M&R Section: dth: 35.0 Major	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date	Work Code NC-AC MELBOU 019 Us Work Code	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description	Cost 0.00 TAXIV cength: 190 Cost	Thickness (in) 0.00 WAY C .00 (Ft) With Thickness (in)	Major M&R V Section: dth: 35.0 Major M&R	Comments 308 Surface:AC
Work Date 1/1/2019 Network: L.C.D. 1/1/20	Work Code NC-AC MELBOU 019 Us Work Code	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I	Cost 0.00 TAXIV cength: 190	Thickness (in) 0.00 WAY C .00 (Ft) With Thickness	Major M&R Section: dth: 35.0 Major	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019	Work Code NC-AC MELBOU 019 Us Work Code NC-AC	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description New Construction - AC	Cost 0.00 TAXIV cength: 190 Cost 0.00	Thickness (in) 0.00 WAY C .00 (Ft) With Thickness (in) 0.00	Major M&R V Section: dth: 35.0 Major M&R V	Comments Comments Comments Comments Comments Comments
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date	Work Code NC-AC MELBOU 019 Us Work Code NC-AC	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C	Cost 0.00 TAXIV cength: 190 Cost 0.00	Thickness (in) 0.00 WAY C .00 (Ft) With Thickness (in) 0.00 WAY C	Major M&R Section: dth: 35.0 Major M&R Section:	Comments Comments Comments Comments Comments Comments Surface:AAC Surface:AAC
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network:	Work Code NC-AC MELBOU 019 Us Work Code NC-AC	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C	Cost 0.00 TAXIV cength: 190 Cost 0.00 TAXIV	Thickness (in) 0.00 WAY C .00 (Ft) With Thickness (in) 0.00 WAY C	Major M&R Section: dth: 35.0 Major M&R Section:	Comments Comments Comments Comments Comments Comments
Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2019 Network: L.C.D. 1/1/2	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P	Cost 0.00 TAXIV eength: 190 Cost 0.00 TAXIV eength: 1,550	Thickness (in) 0.00 WAY C .00 (Ft) Wid Thickness (in) 0.00 WAY C .00 (Ft) Wid Thickness	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Image: Taxi	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost	Thickness (in) 0.00 WAY C .00 (Ft) Wid Thickness (in) 0.00 WAY C .00 (Ft) Wid Thickness (in)	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10"
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2004	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Image: Taxi	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost 0.00	Thickness (in) Output 0.00 0.00 WAY C 0.00 WAY C 0.00 WAY C 0.00 WAY C 0.00 (Ft) Window (intervention of the second of the	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments I.5-2.5" AC
Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2004 1/1/2004 1/1/1987	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT BUILT	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost 0.00 0.00	Thickness (in) O.00 WAY C .00 (Ft) With the set of the	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V V	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON ON
Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2004 1/1/2004 1/1/1987	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT OVERLAY	Cost 0.00 TAXIV eength: 190 Cost 0.00 TAXIV eength: 1,550 Cost 0.00 0.00	Thickness (in) O.00 WAY C .00 (Ft) With the set of the	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V V	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON EXISTING BASE COURSE
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1987 1/1/1987	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT OVERLAY RNE ORL Branch: TW C	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost 0.00 0.00 0.00 0.00	Thickness (in) Output 0.00 0.00 WAY C 0.00 Thickness (in) 0.00 WAY C 0.00 0.00 1.50 0.00 0.00 WAY C 0.00	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V V V V Section:	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON EXISTING BASE COURSE
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1987 1/1/1987 1/1/1987 Network: Network:	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT OVERLAY RNE ORL Branch: TW C	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost 0.00 0.00 0.00 0.00	Thickness (in) Output 0.00 0.00 WAY C 0.00 Thickness (in) 0.00 WAY C 0.00 0.00 1.50 0.00 0.00 WAY C 0.00	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V V V V Section:	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON EXISTING BASE COURSE 320 Surface:AAC
Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2019 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1987 1/1/1987 Network: L.C.D. 1/1/20	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT ED IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Overlay - AC Structural BUILT OVERLAY Branch: TW C se: TAXIWAY Rank: P I	Cost 0.00 TAXIV ength: 190 Cost 0.00 TAXIV ength: 1,550 Cost 0.00 0.00 0.00 0.00 1,000 0.00	Thickness (in) Output 0.00 0.00 WAY C 0.00 0.00 (Ft) Wing 0.00 1.50 0.00 0.00 WAY C 0.000 WAY C 0.000 WAY C 0.000	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V Section: dth: 80.0 Major	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON EXISTING BASE COURSE 320 Surface:AAC 0 (Ft) True Area: 33067.00001 (Sq
Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2019 Network: L.C.D. 1/1/2 Work Date 1/1/2004 1/1/1987 1/1/1987 Network: L.C.D. 1/1/2 Work Date	Work Code NC-AC MELBOU 019 Us Work Code NC-AC MELBOU 004 Us Work Code OL-AS IMPORT ED IMPORT ED IMPORT ED	Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description New Construction - AC RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT OVERLAY RNE ORL Branch: TW C se: TAXIWAY Rank: P I Work Description Overlay - AC Structural BUILT OVERLAY I Work Description I I Mill and Overlay I I	Cost Cost 0.00 TAXIV cength: 190 Cost 0.00 TAXIV cength: 1,550 0.00 0.00 0.00 0.00 Cost 1,550 Cost 0.00 0.00	Thickness (in) Output 0.00 0.00 WAY C 0.00 0.00 (Ft) Wing 0.00 1.50 0.00 0.00 WAY C 0.000 WAY C 0.000 WAY C 0.000	Major M&R V Section: dth: 35.0 Major M&R V Section: dth: 40.0 Major M&R V Section: dth: 80.0 Major M&R	Comments 308 Surface:AC 0 (Ft) True Area: 9892.000003 (Sq Comments Comments 315 Surface:AAC 0 (Ft) True Area: 58917.00001 (Sq Comments Comments 1.5-2.5" AC 1987: 1.5" P-401 ON 8" MIN 10" AVG. P-211 PLACED ON EXISTING BASE COURSE 320 Surface:AAC 0 (Ft) True Area: 33067.00001 (Sq

Work History Report

Page 11 of 23

Network:	MELBOU	RNE ORL Branch: TW C	TAXI	WAY C	Section:	325 Surface:AAC
L.C.D. 1/1/20	019 Us	se: TAXIWAY Rank: P	Length: 40	.00 (Ft) Wi	i dth: 190.0	0 (Ft) True Area: 8038.000002 (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		
		Mill and Overlay	0.00	0.00		
1/1/1991	IMPORT ED	BUILT	0.00	3.00		1991: 3" P-401 ON 8" P-211
	ED					
Network:	MELBOU	RNE ORL Branch: TW C	TAXI	WAY C	Section:	327 Surface:AAC
L.C.D. 1/1/20	019 Us	se: TAXIWAY Rank: P	Length: 50	.00 (Ft) Wi	idth: 120.0	0 (Ft) True Area: 6422.000001 (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		
1/1/1991	IMPORT	BUILT	0.00	0.00		ASSUME: 1991 AC PAVEMENT
	ED					
Network:	MELBOU	RNE ORL Branch: TW C	TAXI	WAY C	Section:	330 Surface:AC
L.C.D. 1/1/19	991 Us	se: TAXIWAY Rank: P	Length: 1,345	.00 (Ft) Wi	i dth: 75.0	0 (Ft) True Area: 101728.0000 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORT	BUILT	0.00	0.00		ASSUME: 1991 AC PAVEMENT
	ED					
Network:	MEI BOU	RNE ORL Branch: TW C		WAY C	Section:	337 Surface:AC
			ΙΑΛΙ	WATC	Section.	JJ/ Surface.AC
$\mathbf{L} \mathbf{C} \mathbf{D} = 1/1/20$	018 Us	se TAXIWAV Rank P	Length 180	00 (Et) Wi	idth• 90.0	0 (Et) True Ares: 18730 00000 (SaEt
L.C.D. 1/1/20				()		0 (Ft) True Area: 18730.00000 (SqFt
L.C.D. 1/1/20 Work Date	018 Us Work Code	Work Description	Length: 180 Cost	.00 (Ft) Wi Thickness (in)	Major M&R	0 (Ft) True Area: 18730.00000 (SqFt Comments
Work Date 1/1/2018	Work Code CR-AC	Work Description Complete Reconstruction - AC	Cost 0.00	Thickness (in) 0.00	Major M&R ✓	
Work Date 1/1/2018 1/1/2003	Work Code CR-AC SR-AC	Work Description Complete Reconstruction - AC Surface Reconstruction - AC	Cost 0.00 0.00	Thickness (in) 0.00 0.00	Major M&R ♥ ♥	Comments 2" AC/8" P-211/EXISTING BASE
Work Date 1/1/2018	Work Code CR-AC SR-AC IMPORT	Work Description Complete Reconstruction - AC	Cost 0.00	Thickness (in) 0.00	Major M&R ✓	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED
Work Date 1/1/2018 1/1/2003 1/1/1991	Work Code CR-AC SR-AC	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY	Cost 0.00 0.00	Thickness (in) 0.00 0.00	Major M&R	Comments 2" AC/8" P-211/EXISTING BASE
Work Date 1/1/2018 1/1/2003 1/1/1991	Work Code CR-AC SR-AC IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY	Cost 0.00 0.00 0.00	Thickness (in) 0.00 0.00 0.00 0.00	Major M&R ♥ ♥	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT	Cost 0.00 0.00 0.00 0.00	Thickness (in) 0.00 0.00 0.00 1.00	Major M&R	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C	Cost 0.00 0.00 0.00 0.00	Thickness (in) 0.00 0.00 0.00 0.00 1.00	Major M&R V V V Section:	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: 1 L.C.D. 1/1/20	Work Code CR-AC SR-AC IMPORT ED IMPORT ED MELBOU	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P	Cost 0.00 0.00 0.00 0.00 TAXI ¹ Length: 500	Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00	Major M&R V V Section: idth: 40.0	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description	Cost 0.00 0.00 0.00 0.00	Thickness (in) 0.00 0.00 0.00 0.00 1.00	Major M&R V V Section: idth: 40.0 Major M&R	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface: AC 0 (Ft) True Area: 4919.000001 (SqFt Comments Comments
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: Interpretation of the second seco	Work Code CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code CR-AC	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC	Cost 0.00 0.00 0.00 0.00 TAXP Length: 500 Cost 0.00	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00 WAY C .00 (Ft) Wi Thickness (in) 0.00	Major M&R V V Section: idth: 40.0 Major M&R	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: 1 L.C.D. 1/1/20 Work Date	Work Code CR-AC SR-AC IMPORT ED IMPORT BO MELBOU 003 US Work Code CR-AC IMPORT	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC	Cost 0.00 0.00 0.00 0.00 Cost	Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00 WAY C .00 (Ft) Wi Thickness (in)	Major M&R V V Section: idth: 40.0 Major M&R	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. Work Date 1/1/2003	Work Code CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code CR-AC	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY	Cost 0.00 0.00 0.00 0.00 TAXP Length: 500 Cost 0.00	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00 WAY C .00 (Ft) Wi Thickness (in) 0.00	Major M&R V V Section: idth: 40.0 Major M&R V V	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: 1 L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1991	Work Code CR-AC SR-AC IMPORT ED IMPORT ED 003 Us Work Code CR-AC IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY	Cost 0.00 0.00 0.00 0.00 TAXI ¹ Length: 500 Cost 0.00 0.00	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00	Major M&R V V Section: idth: 40.0 Major M&R	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. 1/1/2003 1/1/2003 1/1/1991 1/1/1991 1/1/1991 1/1/1995	Work Code CR-AC SR-AC IMPORT ED IMPORT ED Work Code CR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY	Cost 0.00 0.00 0.00 Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00	Major M&R V V Section: idth: 40.0 Major M&R V V	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. 1/1/2003 1/1/2003 1/1/2003 1/1/2003 1/1/1991 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED 003 US Work Code CR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C RNE ORL Branch: TW C	Cost 0.00 0.00 0.00 0.00 Cost Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00	Major M&R V V Section: idth: 40.0 Major M&R V V Section:	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 350 Surface:AC
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. 1/1/2003 1/1/2003 1/1/1991 1/1/1991 1/1/1991 1/1/1995	Work Code CR-AC SR-AC IMPORT ED IMPORT ED MELBOU IMPORT ED IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C RNE ORL Branch: TW C	Cost 0.00 0.00 0.00 0.00 Cost Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Thickness (in) 0.00 0.00 0.00 0.00 0.00 0.00 1.00 0.00 WAY C .00 (Ft) Window (in) 0.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	Major M&R V V V Section: idth: 40.0 Major M&R V V Section: idth: 75.0	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. 1/1/2003 1/1/2003 1/1/2003 1/1/2003 1/1/1991 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED 003 US Work Code CR-AC IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C RNE ORL Branch: TW C	Cost 0.00 0.00 0.00 0.00 Cost Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00	Major M&R V V Section: idth: 40.0 Major M&R V V Section:	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 350
Work Date 1/1/2018 1/1/2003 1/1/1991 1/1/1985 Network: L.C.D. 1/1/20 Work Date 1/1/1991 1/1/1995 Network: L.C.D. 1/1/2003 1/1/1991 1/1/1985	Work Code CR-AC SR-AC IMPORT ED IMPORT ED MELBOU CR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	Work Description Complete Reconstruction - AC Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY Rank: P Work Description Complete Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW C se: TAXIWAY RNE ORL BUILT RNE ORL BUILT	Cost 0.00 0.00 0.00 0.00 Cost Cost 0.00 0.00 Cost Cost 0.00 0.00 Cost Cost 0.00 0.00 0.00 0.00 Cost Cost 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.	Thickness (in) 0.00 0.00 0.00 0.00 0.00 1.00 1.00	Major M&R V V V V Section: idth: 40.0 Major M&R V V V Section: idth: 75.0	Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 340 Surface:AC 0 (Ft) True Area: 4919.000001 (SqFt Comments 2" AC/8" P-211/EXISTING BASE 1991: P-401 FEATHERED OVERLAY 1985: 1" P-401 ON 8" P-211 350 Surface:AC 0 (Ft) 350 Surface:AC 0 (Ft) True Area: 76637.00002 (SqFt

Work History Report

Page 12 of 23

Network:	MELBOU	RNE ORL	Branch: TW	D	TAXIV	WAY D	Section:	405	Surface:AAC
L.C.D. 1/1/2	012 Us	e: TAXIWAY	Rank: P	Le	ngth: 95	.00 (Ft) Wi	dth: 40.0	0 (Ft)	True Area: 8073.000002 (Sq
Work Date	Work Code	Work D	escription		Cost	Thickness (in)	Major M&R		Comments
1/1/2012	ML-OVL	Mill and Overla	ay		0.00	0.00			
1/1/1992	IMPORT ED	BUILT			0.00	2.00		1992:	2" P-401 ON 6" P-211
Network:	MELBOU	RNE ORL	Branch: TW	D	TAXIV	WAY D	Section:	408	Surface:AAC
L.C.D. 1/1/20	008 Us	e: TAXIWAY	Rank: P	Le	ngth: 140	.00 (Ft) Wi	dth: 40.0	0 (Ft)	True Area: 7061.000002 (Sq
Work Date	Work Code		escription		Cost	Thickness (in)	Major M&R		Comments
1/1/2008		Mill and Overla	•		0.00	0.00			
1/1/1979	NU-IN	New Construct	ion - Initial		0.00	1.00		1979:	1" P-401 ON 6" P-211
Network:	MELBOU	RNE ORL	Branch: TW	D	TAXI	WAY D	Section:	410	Surface:AC
L.C.D. 1/1/19	979 Us	e: TAXIWAY	Rank: P	Le	ngth: 2,640	.00 (Ft) Wi	dth: 40.0	0 (Ft)	True Area: 105094.0000 (Sq
Work Date	Work Code	Work D	escription		Cost	Thickness (in)	Major M&R		Comments
	Coue							1070	1" P-401 ON 6" P-211
1/1/1979	IMPORT ED	BUILT			0.00	1.00		1979:	1" P-401 ON 6" P-211
1/1/1979 Network: L.C.D. 1/1/20	IMPORT ED MELBOU		Branch: TW Rank: P		TAXIV	WAY D	Section:	415	Surface:AC True Area: 18312.00000 (Sq
	IMPORT ED MELBOU	RNE ORL Se: TAXIWAY			TAXIV	WAY D	Section:	415	Surface:AC
Network: L.C.D. 1/1/20 Work Date	IMPORT ED MELBOU 001 Us Work Code	RNE ORL Se: TAXIWAY	Rank: P Description		TAXIV ngth: 450	WAY D .00 (Ft) Wi Thickness	Section: dth: 40.0 Major	415 0 (Ft)	Surface: AC True Area: 18312.00000 (Sq
Network: L.C.D. 1/1/2(IMPORT ED MELBOU 001 Us Work Code NU-IN	RNE ORL se: TAXIWAY Work D New Construct	Rank: P Description	Le	TAXIV ngth: 450 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in)	Section: dth: 40.0 Major M&R	415 0 (Ft) 2" AC	Surface:AC True Area: 18312.00000 (Sq Comments
Network: L.C.D. 1/1/2 Work Date 1/1/2001 Network:	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU	RNE ORL se: TAXIWAY Work D New Construct	Rank: P escription ion - Initial Branch: TW	Le	TAXIV ngth: 450 Cost 0.00 TAXIV	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D	Section: dth: 40.0 Major M&R V Section:	415 0 (Ft) 2" AC 416	Surface:AC True Area: 18312.00000 (Sq Comments //8" P-211
Network: L.C.D. 1/1/20 Work Date 1/1/2001	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 001 Us Work Code	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY	Rank: P escription ion - Initial Branch: TW	Le	TAXIV ngth: 450 Cost 0.00 TAXIV	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D	Section: dth: 40.0 Major M&R V Section:	415 0 (Ft) 2" AC 416	Surface:AC True Area: 18312.00000 (Sq Comments 2/8" P-211 Surface:AC
Network: L.C.D. 1/1/2 Work Date 1/1/2001 Network: L.C.D. 1/1/20	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 001 Us Work Code	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY	Rank: P escription ion - Initial Branch: TW Rank: P escription	Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major	415 0 (Ft) 2" AC 416 0 (Ft)	Surface:AC True Area: 18312.00000 (Sq Comments 5/8" P-211 Surface:AC True Area: 8423.000002 (Sq
Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network: L.C.D. 1/1/20 Work Date	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 001 Us Work Code NU-IN	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY Work D New Construct	Rank: P escription ion - Initial Branch: TW Rank: P escription	Le D Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in)	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments
Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network:	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU MELBOU	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY Work D New Construct	Rank: P escription ion - Initial Branch: TW Rank: P escription ion - Initial Branch: TW	Le D Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R V Section: Section:	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810	Surface:AC True Area: 18312.00000 (Sq Comments 2/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 2/8" P-211
Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network:	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU MELBOU	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY New Construct RNE ORL we: TAXIWAY	Rank: P escription ion - Initial Branch: TW Rank: P escription ion - Initial Branch: TW	Le D Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00 TAXIV	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R V Section: Section:	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 7/8" P-211 Surface:AC
Network: L.C.D. 1/1/2 Work Date 1/1/2001 Network: L.C.D. 1/1/2 Work Date L.C.D. 1/1/2 Network: L.C.D. 1/1/2 Work Date	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 001 Us Work Code NU-IN MELBOU 013 Us	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY New Construct RNE ORL we: TAXIWAY	Rank: P escription ion - Initial Branch: TW Rank: P escription ion - Initial Branch: TW Rank: P	Le D Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00 TAXIV ngth: 2,225	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F .00 (Ft) Wi	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R Section: dth: 25.0 Major	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810 0 (Ft)	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 7/8" P-211 Surface:AC True Area: 62514.00001 (Sq
Network: L.C.D. 1/1/2 Work Date 1/1/2001 Network: L.C.D. 1/1/2 Work Date L.C.D. 1/1/2 Network: L.C.D. 1/1/2 Work Date	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 001 Us Work Code NU-IN MELBOU 013 Us Work Code NU-IN	RNE ORL e: TAXIWAY Work D New Construct RNE ORL e: TAXIWAY New Construct RNE ORL e: TAXIWAY Work D New Construct	Rank: P escription ion - Initial Branch: TW Rank: P escription ion - Initial Branch: TW Rank: P	Le D Le F Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00 TAXIV ngth: 2,225 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F .00 (Ft) Wi Thickness (in) 2.00	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R Section: dth: 25.0 Major M&R V	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810 0 (Ft) 2013:	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 7/8" P-211 Surface:AC True Area: 62514.00001 (Sq Comments 2" P-401, 8" P-211, 8" WORK
Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network: L.C.D. 1/1/20 Network: L.C.D. 1/1/20 Work Date 1/1/2013 Network:	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU	RNE ORL e: TAXIWAY Work D New Construct RNE ORL e: TAXIWAY New Construct RNE ORL e: TAXIWAY Work D New Construct	Rank: P Pescription ion - Initial Branch: TW Rank: P Pescription ion - Initial Branch: TW Rank: P Pescription ion - Initial	Le D Le F Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00 TAXIV ngth: 2,225 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F .00 (Ft) Wi Thickness (in) 2.00 WAY G	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R Section: dth: 25.0 Major M&R Section: dth: 25.0	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810 0 (Ft) 2013: 605	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 7/8" P-211 Surface:AC True Area: 62514.00001 (Sq Comments
Network: L.C.D. 1/1/20 Work Date 1/1/2001 Network: L.C.D. 1/1/20 Network: L.C.D. 1/1/20 Work Date 1/1/2013	IMPORT ED MELBOU 001 Us Work Code NU-IN MELBOU 013 Us Work Code NU-IN MELBOU	RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: TAXIWAY Work D New Construct RNE ORL we: Construct RNE ORL RNE ORL we: TAXIWAY	Rank: P Pescription ion - Initial Branch: TW Rank: P Pescription ion - Initial Branch: TW Rank: P Pescription ion - Initial	Le D Le F Le	TAXIV ngth: 450 Cost 0.00 TAXIV ngth: 210 Cost 0.00 TAXIV ngth: 2,225 Cost 0.00	WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY D .00 (Ft) Wi Thickness (in) 0.00 WAY F .00 (Ft) Wi Thickness (in) 2.00 WAY G	Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R Section: dth: 25.0 Major M&R Section: dth: 25.0	415 0 (Ft) 2" AC 416 0 (Ft) 2" AC 810 0 (Ft) 2013: 605	Surface:AC True Area: 18312.00000 (Sq Comments 7/8" P-211 Surface:AC True Area: 8423.000002 (Sq Comments 7/8" P-211 Surface:AC True Area: 62514.00001 (Sq Comments 2" P-401, 8" P-211, 8" WORK Surface:AC

Work History Report

Page 13 of 23

Code Comments Magor Comments Magor Comments Magor Comments Magor Code Code <thc< th=""><th>THE WOLK.</th><th>MELBOU</th><th>RNE ORL Branch: TW H</th><th>I TAXI</th><th>WAY H</th><th>Section:</th><th>805 Surface:AAC</th></thc<>	THE WOLK.	MELBOU	RNE ORL Branch: TW H	I TAXI	WAY H	Section:	805 Surface:AAC
Work Date (J1/2004 Code ML-OVL Work Description Cost (in) M&R (in) M&R (in) Comments (in) M&R (in) Comments (in) Network: ML-OVL Mill and Overlay 0.00 0.0	L.C.D. 1/1/2	004 Us	e: TAXIWAY Rank: P	Length: 485	.00 (Ft) Wi	dth: 40.0	0 (Ft) True Area: 18700.00000 (SqF
N2225/1951 NU-IN New Construction - Initial 0.00 0.00 ✓ EST. CONST. OF ABANDON RW Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1110 Surface: AAC C.D. 1//2006 Use: TAXIWAY Rank: P Length: 120.00 (F) Width: 40.00 (F) True Area: 5207.000001 (SqF Work Date Work Overlag 0.00 0.00 0.00 I 1//2006 Mit-OVL Maid Overlag 0.00 0.00 I 1991; 2" MIN - 3" AVG, P-401 1//1991 IMPORT OVERLAY 0.00 1.00 ✓ 1991; 1" HOIO N 8" P-211 1//1981 IMPORT OVERLAY 0.00 1.00 ✓ 1981; 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1115 Surface:AAC C.D. 1//2006 Use: TAXIWAY Rank: P Length: 3,510.00 (F) Width: 40.00 (F) True Area: 14746.0000 (SqF Work Date Work Work Work Date Maior Maior Comments <td>Work Date</td> <td></td> <td>Work Description</td> <td>Cost</td> <td></td> <td></td> <td>Comments</td>	Work Date		Work Description	Cost			Comments
Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1110 Surface:AAC C.D. 1//2006 Use: TAXIWAY Rank: P Length: 120.00 (F) Width: 40.00 (F) True Area: 5207.000001 (SqF Work Date Work Work More Orthwith Major Comments Work Date Work Work Overlay 0.00 0.00 1991: 2" MIN 3" AVG. P-401 OVERLAY 1/1/1991 IMPORT OVERLAY 0.00 2.00 IP 1981: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1115 Surface:AAC C.D. I/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (F) Width: 40.00 (F) True Area: 144746.0000 (SqF Work Date Work Code Work Date: Thickness Major Comments V1/2006 Use: TAXIWAY Rank: P Length: 170.00 (F) Width: 40.00 (F) True Area:	1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00		
ACLO. 1/1/2006 Use: TAXIWAY Rank: P Length: 120.00 (F) Width: 40.00 (F) True Area: 5207.000001 (SqF Work Date Work Code Work Description Cost Thickness Major (in) Comments V/1/2006 UACVL Mill and Overlay 0.00 0.00 2.00 Image: Provided in the end of the end o	12/25/1951	NU-IN	New Construction - Initial	0.00	0.00		EST. CONST. OF ABANDON RW
Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments //1/2006 ML-OVL Mill and Overlay 0.00 0.00 Import overlay 0.00 0.00 Import overlay 1991; 2" MIN 3" AVG, P-401 OVERLAY //1/1991 IMPORT BUILT 0.00 0.00 Import overlay 1991; 2" MIN 3" AVG, P-401 OVERLAY Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1115 Surface:AAC .a.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (F) Width: 40.00 (F) True Area: 144746.0000 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments V1/2006 UN-OVL Mill and Overlay 0.00 0.00 Image: Major M&R Comments V1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Major M&R Comments V1/2006 Use: TAXIWAY Rank: P Length: 170.00 (F) Width: 40.00 (F) True Area: 6760.000002 (SqF Work Date Work Code Work Descripti	Network:	MELBOU	RNE ORL Branch: TW F	K TAXI	WAY K	Section:	1110 Surface:AAC
Work Date (J1/2006 Code ML-OVL ED Work Description Cost (in) M&R (in) Comments V1/2006 ML-OVL ED Mill and Overlay 0.00 0.00 Image: Second Second Secon	L.C.D. 1/1/2	006 Us	e: TAXIWAY Rank: P	Length: 120	.00 (Ft) Wi	dth: 40.0	0 (Ft) True Area: 5207.000001 (SqF
V//1991 IMPORT ED OVERLAY 0.00 2.00 ▼ 1991: 2" MIN 3" AVG. P-401 OVERLAY IMPORT ED BUILT 0.00 1.00 ▼ 1981: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1115 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (Ft) Width: 40.00 (Ft) True Area: 144746.0000 (SqF Work Date Work Code Work Date Work Date Ocol 0.00 0.00 Import 1983: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 676.000002 (SqF Work Date Code Work Date Mork Date: Code Maker Comments V1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 676.000002 (SqF Work Date Work	Work Date		Work Description	Cost		•	Comments
ED IMPORT ED IMPORT ED IMPORT OULLT OUNCENDE OUNCENDE <t< td=""><td>1/1/2006</td><td>ML-OVL</td><td>Mill and Overlay</td><td>0.00</td><td>0.00</td><td></td><td></td></t<>	1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00		
ED Image: Construction - Initial TAXIWAY K Section: 1115 Surface:AAC Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1115 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (Ft) Width: 40.00 (Ft) True Area: 144746.0000 (SqF Work Date Work Code Work Description Cost Thickness (in) Major (M&R) Comments //1/2006 ML-OVL Mill and Overlay 0.00 0.00 ✓ 1983: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Work Code Work Description Cost Thickness Major MAR Comments //1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337	1/1/1991		OVERLAY	0.00	2.00		
C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (Ft) Width: 40.00 (Ft) True Area: 144746.0000 (SqF Work Date Work Odd More Major Major Major Major Work Date Work Odd Odd Odd Major Major Comments Work Date More More More Comments Major Major Major Mill and Overlay 0.00 0.00 0.00 0.00 0.00 Import Bult Import Bult Bult Dength: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC Work Date Work Odd Mode Major Major Major Major Work Date Work ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC V//2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) <td>1/1/1981</td> <td></td> <td>BUILT</td> <td>0.00</td> <td>1.00</td> <td></td> <td>1981: 1" P-401 ON 8" P-211</td>	1/1/1981		BUILT	0.00	1.00		1981: 1" P-401 ON 8" P-211
C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 3,510.00 (Ft) Width: 40.00 (Ft) True Area: 144746.0000 (SqF Work Date Work Odd More Major Major Major Major Work Date Work Odd Odd Odd Major Major Comments Work Date More More More Comments Major Major Major Mill and Overlay 0.00 0.00 0.00 0.00 0.00 Import Bult Import Bult Bult Dength: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC Work Date Work Odd Mode Major Major Major Major Work Date Work ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC V//2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Work Date Work Code Work Description Cost Thickness (in) Major (M&R) Comments //1/2006 ML-OVL Mill and Overlay 0.00 0.00 0.00 1983: 1" P-401 ON 8" P-211 //1/1/1983 IMPORT BUILT 0.00 0.00 0.00 Import BUILT 1983: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Work Code Work Description Cost Thickness Major M&R Comments //1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Image: Comments //1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Image: Comments //1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness Major Major <td>Network:</td> <td>MELBOU</td> <td>RNE ORL Branch: TW B</td> <td>K TAXI</td> <td>WAY K</td> <td>Section:</td> <td>1115 Surface:AAC</td>	Network:	MELBOU	RNE ORL Branch: TW B	K TAXI	WAY K	Section:	1115 Surface:AAC
Work Date Code Work Description Cost Important M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ✓ 1983: 1" P-401 ON 8" P-211 1/1/1983 IMPORT ED BUILT 0.00 1.00 ✓ 1983: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface:AAC .C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Code Work Description Cost Thickness (in) Major Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ✓ 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ✓ Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code	L.C.D. 1/1/2	006 Us	e: TAXIWAY Rank: P	Length: 3,510	.00 (Ft) Wi	dth: 40.0	0 (Ft) True Area: 144746.0000 (SqF
1/1/1983 IMPORT ED BUILT 0.00 1.00 Image: Text of the second se	Work Date		Work Description	Cost			Comments
ED ED Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1116 Surface: ACC ACD 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Work Code Work Description Cost Thickness Major M&R Comments ////2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Comments ////2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Surface: AAC Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface: AAC ////2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness Major Major Maior ///2006 ML-OVL Mill and Overlay 0.00 0.00 0.00 Imo Imo <td>1/1/2006</td> <td>ML-OVL</td> <td>Mill and Overlay</td> <td>0.00</td> <td>0.00</td> <td></td> <td></td>	1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00		
L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL (1/1/983 Mill and Overlay NU-IN More Construction - Initial 0.00 0.00 ✓ Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC V/1/2006 Work Code Work Description Cost Thickness (in) Major M&R Interest end to the section: Section: 1125 Surface:AAC V.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Toue Area: 94162.00002 (SqF Nutrue Work Description Cost Thickness (in) Major M&R Comments Nutrue BuiltT 0.00 0.00 0.00 Image: Image: Surface:AC <	1/1/1983		BUILT	0.00	1.00		1983: 1" P-401 ON 8" P-211
L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 170.00 (Ft) Width: 40.00 (Ft) True Area: 6760.000002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL (1/1/983 Mill and Overlay NU-IN More Construction - Initial 0.00 0.00 ✓ Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC V/1/2006 Work Code Work Description Cost Thickness (in) Major M&R Interest end to the section: Section: 1125 Surface:AAC V.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Toue Area: 94162.00002 (SqF Nutrue Work Description Cost Thickness (in) Major M&R Comments Nutrue BuiltT 0.00 0.00 0.00 Image: Image: Surface:AC <							
Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Image: Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments Image: Comments 1/1/1983 NU-IN New Construction - Initial 0.00 0.00 Image: Comments Image: Comments Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Image: Comments 1/1/1985 IMPORT BUILT 0.00 0.00 Image: Comments Image: Comments	N.4 l.	MELDOLI				Seed a se	
Work Date Code Work Description Cost (in) M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 1/1/1983 NU-IN New Construction - Initial 0.00 0.00 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 1/1/1985 IMPORT ED BUILT 0.00 0.00 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface:AC C.D. 1/1/201							
1/1/1983 NU-IN New Construction - Initial 0.00 0.00 Image: Construction - Initial Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface:AAC L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL IMPORT ED Mill and Overlay BUILT 0.00 0.00 Image: P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface:AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Code Work Description Cost Thickness (in) Ma		006 Us			.00 (Ft) Wi	dth: 40.0	
Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1125 Surface: AAC L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 0.00 Import P-211 1/1/1985 MPORT BUILT 0.00 0.00 1.00 Import 1985: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Work Code Work Description Cost Thickness (in) Major M&R Comments		006 Us Work	e: TAXIWAY Rank: P	Length: 170	.00 (Ft) Wi Thickness	dth: 40.0 Major	0 (Ft) True Area: 6760.000002 (SqF
L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Import ED 1985: 1" P-401 ON 8" P-211 1/1/1985 IMPORT ED BUILT 0.00 1.00 Import ED 1985: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R	L.C.D. 1/1/2	006 Us Work Code	e: TAXIWAY Rank: P Work Description	Length: 170 Cost	.00 (Ft) Wi Thickness (in)	dth: 40.0 Major M&R	0 (Ft) True Area: 6760.000002 (SqF
L.C.D. 1/1/2006 Use: TAXIWAY Rank: P Length: 2,337.00 (Ft) Width: 40.00 (Ft) True Area: 94162.00002 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 Import ED 1985: 1" P-401 ON 8" P-211 1/1/1985 IMPORT ED BUILT 0.00 1.00 Import ED 1985: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R	L.C.D. 1/1/2 Work Date	006 Us Work Code ML-OVL	e: TAXIWAY Rank : P Work Description Mill and Overlay	Length: 170	0.00 (Ft) Wi Thickness (in) 0.00	dth: 40.0 Major M&R	0 (Ft) True Area: 6760.000002 (SqF
Work Date Code Work Description Cost (in) M&R Comments 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 0.00 Import 2000 1985: 1" P-401 ON 8" P-211 1/1/1985 IMPORT ED BUILT 0.00 1.00 Import 2000 1985: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TWK TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Work Description Cost Thickness (in) M&R Comments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983	006 Us Work Code ML-OVL NU-IN	e: TAXIWAY Rank: P Work Description Mill and Overlay New Construction - Initial	Length: 170 Cost 0.00 0.00	00 (Ft) Wi Thickness (in) 0.00 0.00	dth: 40.0 Major M&R ♥ ♥	0 (Ft) True Area: 6760.000002 (SqF Comments
I///1985 IMPORT ED BUILT 0.00 1.00 Import I 1985: 1" P-401 ON 8" P-211 Network: MELBOURNE ORL Branch: TWK TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network:	006 Us Work Code ML-OVL NU-IN MELBOUI	e: TAXIWAY Rank : P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch : TW F	Length: 170 Cost 0.00 0.00	00 (Ft) Wi Thickness (in) 0.00 0.00 WAY K	dth: 40.0 Major M&R V Section:	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC
ED Image: Constraint of the system Network: MELBOURNE ORL Branch: TW K TAXIWAY K Section: 1127 Surface: AC L.C.D. 1/1/2016 Use: TAXIWAY Rank: P Length: 3,965.00 (Ft) Width: 10.00 (Ft) True Area: 52047.00001 (SqF Work Odd Work Cost Thickness (in) Major M&R Comments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network:	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work	e: TAXIWAY Rank : P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch : TW F se: TAXIWAY Rank : P	Length: 170 Cost 0.00 0.00 C TAXIT Length: 2,337	00 (Ft) Wi Thickness (in) 0.00 0.00 WAY K .00 (Ft) Wi Thickness	dth: 40.0 Major M&R V Section: dth: 40.0 Major	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC 0 (Ft) True Area: 94162.00002 (SqF
Length:3,965.00 (Ft)Width:10.00 (Ft)True Area:52047.00001 (SqF)Work DateWork CodeWork DescriptionCostThickness (in)Major M&RComments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network: L.C.D. 1/1/20	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work Code	e: TAXIWAY Rank : P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch : TW F se: TAXIWAY Rank : P Work Description	Length: 170 Cost 0.00 0.00 Cost Cost	00 (Ft) Wi Thickness (in) 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in)	dth: 40.0 Major M&R ✓ Section: dth: 40.0 Major M&R	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC 0 (Ft) True Area: 94162.00002 (SqF
Length:3,965.00 (Ft)Width:10.00 (Ft)True Area:52047.00001 (SqF)Work DateWork CodeWork DescriptionCostThickness (in)Major M&RComments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network: L.C.D. 1/1/2 Work Date	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work Code ML-OVL IMPORT	ee: TAXIWAY Rank: P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch: TW F See: TAXIWAY Rank: P Work Description Mill and Overlay	Length: 170 Cost 0.00 0.00 Cost Cost 0.00	000 (Ft) Wi Thickness (in) 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00	dth: 40.0 Major M&R V Section: dth: 40.0 Major M&R V V	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC 0 (Ft) True Area: 94162.00002 (SqF Comments
Work Date Work Code Work Description Cost Thickness (in) Major M&R Comments	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2006	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work Code ML-OVL IMPORT	ee: TAXIWAY Rank: P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch: TW F See: TAXIWAY Rank: P Work Description Mill and Overlay	Length: 170 Cost 0.00 0.00 Cost Cost 0.00	000 (Ft) Wi Thickness (in) 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00	dth: 40.0 Major M&R V Section: dth: 40.0 Major M&R V V	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC 0 (Ft) True Area: 94162.00002 (SqF Comments
	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1985 Network:	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work Code ML-OVL IMPORT ED MELBOUI	ee: TAXIWAY Rank: P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch: TW F See: TAXIWAY Rank: P Work Description Mill and Overlay BUILT RNE ORL Branch: TW F	Length: 170 Cost 0.00 0.00 Cost Cost 0.00 0.00	000 (Ft) Wi Thickness (in) 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 1.00	dth: 40.0 Major M&R V Section: dth: 40.0 Major M&R V Section: Section:	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface:AAC 0 (Ft) True Area: 94162.00002 (SqF Comments 1985: 1" P-401 ON 8" P-211 1127 Surface:AC
	L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2006 1/1/1985 Network:	006 Us Work Code ML-OVL NU-IN MELBOUI 006 Us Work Code ML-OVL IMPORT ED MELBOUI 016 Us Work	e: TAXIWAY Rank: P Work Description Mill and Overlay New Construction - Initial RNE ORL Branch: TW F Se: TAXIWAY Rank: P Work Description Mill and Overlay BUILT RNE ORL Branch: TW F Se: TAXIWAY Rank: P	Length: 170 Cost 0.00 0.00 Cost 0.00 0.00 0.00 0.00 Cost 0.00 0.00 0.00	000 (Ft) Wi Thickness (in) 0.00 0.00 WAY K 000 (Ft) Wi Thickness (in) 0.00 1.00 WAY K .00 (Ft) Wi Thickness	dth: 40.0 Major M&R V Section: dth: 40.0 Major Section: dth: 10.0 Major	0 (Ft) True Area: 6760.000002 (SqF Comments 1125 Surface: AAC 0 (Ft) True Area: 94162.00002 (SqF Comments 1985: 1" P-401 ON 8" P-211 1127 Surface: AC 0 (Ft) True Area: 52047.00001 (SqF

Work History Report

Page 14 of 23

Network: L.C.D. 1/1/2	MELBOU			WAY K	Section:	1130 Surface:AAC 0 (Ft) True Area: 76184.00002 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006 1/1/1986	ML-OVL IMPORT ED	Mill and Overlay BUILT	0.00	0.00 1.00		1986: 1" P-401 ON 8" P-211
	MELBOU			WAY K	Section:	
L.C.D. 1/1/2 Work Date	Work Code	se: TAXIWAY Rank: P Work Description	Length: 1,700 Cost	Thickness (in)	Major M&R	0 (Ft) True Area: 20621.00000 (SqF Comments
1/1/2011		New Construction - Initial	0.00	0.00		
Network: L.C.D. 1/1/2	MELBOU		TAXIV	WAY K .00 (Ft) Wi	Section: dth: 40.0	1135 Surface:AAC 0 (Ft) True Area: 78460.00002 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00		1983: 1" P-401 AND 6" MIN 8"
1/1/1983	IMPORT ED	BUILT	0.00	1.00		AVG. P-211 PLACED ON
	IMPORT ED	BUILT OVERLAY	0.00	1.00 0.00		
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2	IMPORT ED IMPORT ED MELBOUI 019 Us Work	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P	0.00 C TAXIV Length: 45	0.00 WAY K .00 (Ft) Wi t	Section: dth: 110.0 Major	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description	0.00 C TAXIV Length: 45 Cost	0.00 WAY K .00 (Ft) With Thickness (in)	Section: dth: 110.0 Major M&R	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay	0.00 C TAXIV Length: 45	0.00 WAY K .00 (Ft) Wi t	✓ Section: dth: 110.0 Major M&R ✓	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface: AAC 0 (Ft) True Area: 4907.000001 (Sq
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL	OVERLAY RNE ORL Branch : TW k se: TAXIWAY Rank : P Work Description Mill and Overlay Mill and Overlay	0.00 TAXIV Length: 45 Cost 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 110.0 Major M&R	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface: AAC 0 (Ft) True Area: 4907.000001 (Sql
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL ML-OVL IMPORT ED	OVERLAY RNE ORL Branch : TW k se: TAXIWAY Rank : P Work Description Mill and Overlay Mill and Overlay	0.00 C TAXIV Length: 45 Cost 0.00 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 0.00	Section: dth: 110.0 Major M&R	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface: AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8"
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983 1/1/1983 Network:	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL ML-OVL IMPORT ED IMPORT ED	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay Mill and Overlay BUILT OVERLAY RNE ORL Branch: TW K	0.00 TAXIV Length: 45 Cost 0.00 0.00 0.00 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 1.00 0.00	Section: dth: 110.0 Major M&R V V V Section:	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8" AVG. P-211 PLACED ON EXISTING BASE COURSE
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983 1/1/1983 Network: L.C.D. 1/1/2	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL ML-OVL IMPORT ED IMPORT ED	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay Mill and Overlay BUILT OVERLAY RNE ORL Branch: TW K	0.00 TAXIV Length: 45 Cost 0.00 0.00 0.00 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 1.00 0.00	Section: dth: 110.0 Major M&R V V V Section:	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8" AVG. P-211 PLACED ON EXISTING BASE COURSE
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL IMPORT ED IMPORT ED MELBOUI 014 Us	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay Mill and Overlay BUILT OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P	0.00 TAXIV Length: 45 Cost 0.00 0.00 0.00 0.00 0.00 Cost 0.00 0.00 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 0.00 0.00 0.00 0.00 0.0	▼ Section: dth: 110.0 Major M&R ▼ ▼ ▼ ▼ Section: dth: 10.0 Major Major	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8" AVG. P-211 PLACED ON EXISTING BASE COURSE 1140 Surface:AC 0 (Ft) True Area: 22923.00000 (Sql
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2014 Network:	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay Mill and Overlay BUILT OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description New Construction - Initial RNE ORL Branch: TW K	Cost Cost Cost 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 110.0 Major M&R V Section: dth: 10.0 Major M&R V Section:	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8" AVG. P-211 PLACED ON EXISTING BASE COURSE 1140 Surface:AC 0 (Ft) True Area: 22923.00000 (Sql Comments 2014: 3" P-401, 8" P-211, 8" WORK 1740 Surface:AC
1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2006 1/1/1983 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2014	IMPORT ED IMPORT ED MELBOUI 019 Us Work Code ML-OVL IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description Mill and Overlay Mill and Overlay BUILT OVERLAY RNE ORL Branch: TW K se: TAXIWAY Rank: P Work Description New Construction - Initial RNE ORL Branch: TW K	Cost Cost Cost 0.00	0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00 0.00 1.00 0.00 0.00 0.00 WAY K .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 110.0 Major M&R V Section: dth: 10.0 Major M&R V Section:	AVG. P-211 PLACED ON EXISTING BASE COURSE 1137 Surface:AAC 0 (Ft) True Area: 4907.000001 (Sql Comments 1983: 1" P-401 AND 6" MIN 8" AVG. P-211 PLACED ON EXISTING BASE COURSE 1140 Surface:AC 0 (Ft) True Area: 22923.00000 (Sql Comments 2014: 3" P-401, 8" P-211, 8" WORK

Work History Report

Network:	MELBOU	RNE ORL Branch: TW L	TAXIV	WAY L	Section:	1204 Surface:AAC
L.C.D. 1/1/20	019 Us	se: TAXIWAY Rank: P I	ength: 115	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 10911.00000 (SqF
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code			(in)	M&R	Comments
		Mill and Overlay	0.00	0.00		1.5.01.4.0
1/1/1998		Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1998	IMPORT ED	BUILT	0.00	2.00		1998 FEATHERED AC SURFACE ON 2" MILLED FOR BUTT JOINT
1/1/1975		New Construction - Initial	0.00	0.00		1975: 4" P-401ON 10" P-211
Network:	MELBOU	RNE ORL Branch: TW L	TAXIV	WAY L	Section:	1210 Surface:AAC
L.C.D. 1/1/20	009 Us	se: TAXIWAY Rank: P I	.ength: 380	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 33859.00001 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1975	IMPORT	BUILT	0.00	4.00		1975: 4" P-401 ON 10" P-211
	ED					
Network:	MELBOU	RNE ORL Branch: TW M	TAXIV	WAY M	Section:	1303 Surface:AC
L.C.D. 1/1/20	018 Us	se: TAXIWAY Rank: P I	Length: 170	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 23381.00000 (SqF
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code	work Description	Cust	(in)	M&R	Comments
Work Date	Code	G 1. D	0.00	0.00		
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00		
1/1/2018 1/1/2003	CR-AC SR-AC	Surface Reconstruction - AC	0.00	0.00		
1/1/2018 1/1/2003	CR-AC SR-AC IMPORT	÷				1991: 3" P-401 OVERLAY
1/1/2018 1/1/2003 1/1/1991	CR-AC SR-AC	Surface Reconstruction - AC OVERLAY	0.00	0.00		1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211
1/1/2018 1/1/2003 1/1/1991	CR-AC SR-AC IMPORT ED	Surface Reconstruction - AC OVERLAY	0.00	0.00 3.00		
1/1/2018 1/1/2003 1/1/1991 1/1/1983	CR-AC SR-AC IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT	0.00 0.00	0.00 3.00 1.00		1983: 1" P-401 ON 8" P-211
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network:	CR-AC SR-AC IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M	0.00 0.00 0.00 TAXIV	0.00 3.00 1.00 WAY M	Section:	1983: 1" P-401 ON 8" P-211 1305 Surface:AC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: 1 L.C.D. 1/1/20	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L	0.00 0.00 0.00 TAXIV Length: 200	0.00 3.00 1.00 WAY M .00 (Ft) Wi	 ✓ ✓ ✓ Section: dth: 40.0 	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network:	CR-AC SR-AC IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M	0.00 0.00 0.00 TAXIV	0.00 3.00 1.00 WAY M	Section:	1983: 1" P-401 ON 8" P-211 1305 Surface:AC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L	0.00 0.00 0.00 TAXIV Length: 200	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness	Section: dth: 40.0 Major	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqI
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description	0.00 0.00 TAXIV ength: 200 Cost	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in)	Section: dth: 40.0 Major M&R	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1/2091	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00	Section: dth: 40.0 Major M&R	1983: 1" P-401 ON 8" P-211 1305 Surface:AC 10 (Ft) True Area: 3968.000001 (SqI Comments 1991: 3" P-401 OVERLAY
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: 1 L.C.D. 1/1/20	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY	0.00 0.00 TAXIV Length: 200 Cost 0.00	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 40.0 Major M&R	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF Comments
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1/2014	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT ED IMPORT	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00	Section: dth: 40.0 Major M&R	1983: 1" P-401 ON 8" P-211 1305 Surface:AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2003 1/1/1991	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00	Section: Major M&R V Section: Section:	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 10 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1991 1/1/1993 Network: Network:	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi 0.00 3.00 1.00 WAY M .00 (Ft) Wi	Section: Major M&R V Section: Section:	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 10 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US SR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M	Section: dth: 40.0 Major M&R V Section: dth: 75.0 Major M&R	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 00 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00 0.00 TAXIV cength: 660	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness	Section: dth: 40.0 Major M&R V V Section: dth: 75.0 Major	1983: 1" P-401 ON 8" P-211 1305 Surface:AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface:AC 0 (Ft) True Area: 50873.00001 (SqF
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/1991 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2003 1/1/2003 Work Date 1/1/2003 1/1/2003	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 Us Work Code SR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description New Construction - Initial	0.00 0.00 TAXIV cength: 200 Cost 0.00 0.00 0.00 TAXIV cength: 660 Cost	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00	▼ ▼ Section: dth: 40.0 Major M&R ▼ Section: dth: 75.0 Major Major Major Major Major	1983: 1" P-401 ON 8" P-211 1305 Surface:AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface:AC 0 (Ft) True Area: 50873.00001 (SqF Comments Comments
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 Network: 1/1/2003 Network:	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code NU-IN	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description New Construction - Initial RNE ORL Branch: TW M	0.00 0.00 TAXIV ength: 200 Cost 0.00 0.00 TAXIV ength: 660 Cost 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 40.0 Major M&R V Section: dth: 75.0 Major M&R V Section: dth: 75.0	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC 0 (Ft) True Area: 50873.00001 (SqF Comments Image: Surface: AC 1315 Surface: AC 1315 Surface: AC 1316 Surface: AC 1317 Surface: AC 1320 Surface: AAC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 Network: 1/1/2003 Network:	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED SR-AC SR-AC	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description New Construction - Initial RNE ORL Branch: TW M	0.00 0.00 TAXIV ength: 200 Cost 0.00 0.00 TAXIV ength: 660 Cost 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M .00 (Ft) Wi 0.00 WAY M .00 (Ft) Wi	▼ ▼ ▼ Section: dth: 40.0 Major M&R ▼ Section: dth: 75.0 Major M&R ▼ Section: dth: 75.0 Major M&R ▼ Section: dth: 25.0	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC 0 (Ft) True Area: 50873.00001 (SqF Comments Image: Surface: AC 1315 Surface: AC 1315 Surface: AC 1316 Surface: AC 1317 Surface: AC 1320 Surface: AAC
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/1991 1/1/1983 Network: L.C.D. 1/1/2 Work Date 1/1/2003 1/1/2003 Work Date 1/1/2003 1/1/2003	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPO	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P L Work Description New Construction - Initial RNE ORL Branch: TW M	0.00 0.00 TAXIV ength: 200 Cost 0.00 0.00 TAXIV ength: 660 Cost 0.00 TAXIV	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 XAY M .00 (Ft) Wi Thickness (in) 0.00 WAY M .00 (Ft) Wi	Section: dth: 40.0 Major M&R Section: dth: 75.0 Major M&R Section: dth: 25.0 Major	1983: 1" P-401 ON 8" P-211 1305 Surface: AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface: AC 0 (Ft) True Area: 50873.00001 (SqF Comments
1/1/2018 1/1/2003 1/1/1991 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/1983 Network: L.C.D. 1/1/20 Work Date 1/1/2003 Network: L.C.D. 1/1/20 Work Date 1/1/2003 Network: L.C.D. 1/1/20 Network: L.C.D. 1/1/20	CR-AC SR-AC IMPORT ED IMPORT ED MELBOU 003 US Work Code SR-AC IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED SR-AC SR-AC	Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P I Work Description Surface Reconstruction - AC OVERLAY BUILT RNE ORL Branch: TW M se: TAXIWAY Rank: P I Work Description New Construction - Initial	0.00 0.00 TAXIV eength: 200 Cost 0.00 0.00 0.00 TAXIV eength: 660 Cost 0.00 TAXIV eength: 165	0.00 3.00 1.00 WAY M .00 (Ft) Wi Thickness (in) 0.00 3.00 1.00 WAY M .00 (Ft) Wi 0.00 WAY M .00 (Ft) Wi	▼ ▼ ▼ Section: dth: 40.0 Major M&R ▼ Section: dth: 75.0 Major M&R ▼ Section: dth: 75.0 Major M&R ▼ Section: dth: 25.0	1983: 1" P-401 ON 8" P-211 1305 Surface:AC 0 (Ft) True Area: 3968.000001 (SqF Comments 1991: 3" P-401 OVERLAY 1983: 1" P-401 ON 8" P-211 1315 Surface:AC 0 (Ft) True Area: 50873.00001 (SqF Comments 1320 Surface:AAC 0 (Ft) True Area: 4651.000001 (SqF

Work History Report

Page 16 of 23

Network:		RNE ORL Branch: TW M	TAXIV		Section:	1325 Surface: AAC
L.C.D. 1/1/2					~~~~~	0 (Ft) True Area: 5526.000001 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003		Overlay - AC Structural	0.00	6.00		
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00		
Network:	MELBOU	RNE ORL Branch: TW N	TAXIV	WAY N	Section:	1404 Surface:AAC
L.C.D. 1/1/2	019 Us	se: TAXIWAY Rank: P	Length: 110	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 11055.00000 (Sql
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		
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1998	IMPORT ED	OVERLAY	0.00	2.00		1998 2" AC PAVEMENT FEATHERED TO MATCH R/W AN
1/1/1986	IMPORT	BUILT	0.00	3.00		1986 3" P401 ON 12" P211
	ED					
Network	MEI BOU	RNF ORI Branch TW N	TAXI	WAYN	Section:	1405 Surface: A A C
Network: L.C.D. 1/1/2	009 Us					
L.C.D. 1/1/2 Work Date	009 Us Work Code	se: TAXIWAY Rank: P I Work Description			~~~~~	1405 Surface:AAC 0 (Ft) True Area: 33774.00001 (Sql Comments
L.C.D. 1/1/20 Work Date 1/1/2009	009 Us Work Code ML-OVL	e: TAXIWAY Rank: P I Work Description Mill and Overlay	Cost 0.00	.00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R	0 (Ft) True Area: 33774.00001 (Sql Comments
L.C.D. 1/1/2 Work Date	009 Us Work Code	e: TAXIWAY Rank: P I Work Description Mill and Overlay	Length: 380 Cost	.00 (Ft) Wi Thickness (in)	dth: 90.0 Major M&R	0 (Ft) True Area: 33774.00001 (Sql
L.C.D. 1/1/20 Work Date 1/1/2009	009 Us Work Code ML-OVL IMPORT	e: TAXIWAY Rank: P I Work Description Mill and Overlay	Cost 0.00	.00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R	0 (Ft) True Area: 33774.00001 (Sql Comments
L.C.D. 1/1/20 Work Date 1/1/2009	009 Us Work Code ML-OVL IMPORT ED	ee: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT	Cost 0.00 0.00 0.00	.00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R	0 (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211
L.C.D. 1/1/20 Work Date 1/1/2009 1/1/1986 Network:	009 Us Work Code ML-OVL IMPORT ED	e: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q	Cost 0.00 0.00 0.00	00 (Ft) With the second	dth: 90.0 Major M&R V Section:	O (Ft) True Area: 33774.00001 (Sq. Comments 1986: 3" P-401 ON 12" P-211 1705 Surface:AAC
L.C.D. 1/1/20 Work Date 1/1/2009 1/1/1986 Network:	009 Us Work Code ML-OVL IMPORT ED	e: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q	Cost 0.00 0.00 TAXIV	00 (Ft) With the second	dth: 90.0 Major M&R V Section:	0 (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/2 Work Date 1/1/2007	009 Us Work Code ML-OVL IMPORT ED MELBOUI 007 Us Work Code ML-OVL	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay	Length: 380 Cost 0.00 0.00 0.00 TAXIV Cost Cost 0.00	.00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V V	O (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211 1705 Surface:AAC 0 (Ft) True Area: 91926.00002 (Sq
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/2 Work Date 1/1/2007	009 Us Work Code ML-OVL IMPORT ED MELBOUI 007 Us Work Code ML-OVL IMPORT	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay	Cost Cost 0.00 0.00 TAXIV Length: 1,000 Cost	.00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness (in)	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R	O (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211 1705 Surface: AAC 0 (Ft) True Area: 91926.00002 (Sq
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/2 Work Date 1/1/2007	009 Us Work Code ML-OVL IMPORT ED MELBOUI 007 Us Work Code ML-OVL	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay	Length: 380 Cost 0.00 0.00 0.00 TAXIV Cost Cost 0.00	.00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V V	0 (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211 1705 Surface: AAC 0 (Ft) True Area: 91926.00002 (Sq Comments
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/2 Work Date 1/1/2007	009 Us Work Code ML-OVL IMPORT ED MELBOUI 007 Us Work Code ML-OVL IMPORT ED	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT	Length: 380 Cost 0.00 0.00 TAXIV Length: 1,000 Cost 0.00 0.00	.00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness (in) 0.00	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V V	0 (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211 1705 Surface: AAC 0 (Ft) True Area: 91926.00002 (Sq Comments 1987: 3" P-401 ON 12" P-211
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/2 Work Date 1/1/2007 1/1/1987 Network:	009 Us Work Code ML-OVL IMPORT ED MELBOUI ML-OVL IMPORT ED	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q	Length: 380 Cost 0.00 0.00 0.00 TAXIV Cost Cost 0.00 Cost 0.00 TAXIV Cost TAXIV TAXIV	00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q 00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V V Section: Section:	O (Ft) True Area: 33774.00001 (Sq Comments Comments 1986: 3" P-401 ON 12" P-211 1705 Surface:AAC 0 (Ft) True Area: 91926.00002 (Sq Comments 1987: 3" P-401 ON 12" P-211 1710 Surface:AAC
L.C.D. 1/1/2 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/20 Work Date 1/1/2007 1/1/1987	009 Us Work Code ML-OVL IMPORT ED MELBOUI ML-OVL IMPORT ED	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q	Length: 380 Cost 0.00 0.00 0.00 TAXIV Cost Cost 0.00 Cost 0.00 TAXIV Cost TAXIV TAXIV	00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q 00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V V Section: Section:	O (Ft) True Area: 33774.00001 (Sq Comments 1986: 3" P-401 ON 12" P-211 1705 Surface: AAC 0 (Ft) True Area: 91926.00002 (Sq Comments 1987: 3" P-401 ON 12" P-211 1710 Surface: AAC
L.C.D. 1/1/20 Work Date 1/1/2009 1/1/1986 Network: L.C.D. 1/1/20 Work Date 1/1/2007 1/1/1987 Network: L.C.D. 1/1/20	009 Us Work Code ML-OVL IMPORT ED MELBOUI 007 Us MELBOUI 007 Us MELBOUI 007 Us	se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P I Work Description Mill and Overlay	Length: 380 Cost 0.00 0.00 TAXIV Length: 1,000 Cost 0.00 0.00 TAXIV Length: 120	.00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness (in) 0.00 3.00 WAY Q .00 (Ft) Wi Thickness	dth: 90.0 Major M&R V Section: dth: 90.0 Major M&R V Section: dth: 100.0 Major	O (Ft) True Area: 33774.00001 (Sqi Comments 1986: 3" P-401 ON 12" P-211 1705 Surface: AAC 0 (Ft) True Area: 91926.00002 (Sqi Comments 1987: 3" P-401 ON 12" P-211 1710 Surface: AAC 0 (Ft) True Area: 1204.00000 (Sqi

Work History Report

Network:	MELBOU	RNE ORL Branch : TW Q	TAXIV	WAY Q	Section:	1720 Surface:AAC
L.C.D. 1/1/2						0 (Ft) True Area: 41653.00001 (SqI
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1978	IMPORT ED	BUILT	0.00	2.00		1978: 2" P-401 OVERLAY
1/1/1978	IMPORT ED	OVERLAY	0.00	6.50		EXISTING 6.5" AC ON 10" LIME ROCK
Network:	MELBOU	RNE ORL Branch: TW Q	TAXI	WAY Q	Section:	1722 Surface:AAC
L.C.D. 1/1/2	019 Us				lth: 60.0	0 (Ft) True Area: 20462.00000 (SqI
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		
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1998	OL-AS	Overlay - AC Structural	0.00	0.00		1.5-2" AC
1/1/1978	IMPORT ED	BUILT	0.00	2.00		1978 2" P401 OVERLAY ON
Network: L.C.D. 1/1/2				WAY Q .00 (Ft) Wi d	Section: Ith: 150.0	
L.C.D. 1/1/2 Work Date	019 Us Work Code	ee: TAXIWAY Rank: P L Work Description			lth: 150.0 Major M&R	
L.C.D. 1/1/20 Work Date 1/1/2019	019 Us Work Code ML-OVL	e: TAXIWAY Rank: P L Work Description Mill and Overlay	ength: 35 Cost 0.00	.00 (Ft) Wid Thickness (in) 0.00	lth: 150.0 Major M&R	0 (Ft) True Area: 5968.000001 (Sq Comments
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004	019 Us Work Code ML-OVL SR-AC	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC	ength: 35 Cost 0.00 0.00	.00 (Ft) Wit Thickness (in) 0.00 0.00	dth: 150.0 Major M&R ♥ ♥	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004	019 Us Work Code ML-OVL	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC	ength: 35 Cost 0.00	.00 (Ft) Wid Thickness (in) 0.00	lth: 150.0 Major M&R	0 (Ft) True Area: 5968.000001 (Sq Comments
L.C.D. 1/1/2	019 Us Work Code ML-OVL SR-AC IMPORT ED	ee: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT	ength: 35 Cost 0.00 0.00 0.00	.00 (Ft) Wit Thickness (in) 0.00 0.00	dth: 150.0 Major M&R ♥ ♥	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211
L.C.D. 1/1/2 Work Date 1/1/2019 1/1/2004 1/1/1981 Network:	019 Us Work Code ML-OVL SR-AC IMPORT ED	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q	ength: 35 Cost 0.00 0.00 0.00	.00 (Ft) Wit Thickness (in) 0.00 0.00 1.00 WAY Q	Ith: 150.0 Major M&R ♥ ♥ Section:	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ee: TAXIWAY Rank: P L Work Description	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost	.00 (Ft) Win Thickness (in) 0.00 0.00 1.00 WAY Q .00 (Ft) Win Thickness (in)	Ith: 150.0 Major M&R ♥ ♥ Section: Ith: 75.0 Major M&R	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date 1/1/2004	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code CR-AC	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost 0.00	.00 (Ft) With the second secon	ith: 150.0 Major M&R ♥ ♥ ♥ ♥ Section: Ith: 75.0 Major M&R ♥ ♥ ♥ ●	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost	.00 (Ft) With the second secon	Ith: 150.0 Major M&R ♥ ♥ Section: Ith: 75.0 Major M&R	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date 1/1/2004	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code CR-AC IMPORT ED	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q se: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC BUILT	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost 0.00 0.00	.00 (Ft) With the second secon	ith: 150.0 Major M&R ♥ ♥ ♥ ♥ Section: Ith: 75.0 Major M&R ♥ ♥ ♥ ●	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1981 Network:	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Kode CR-AC IMPORT ED MELBOUI	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC BUILT RNE ORL Branch: TW Q	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost 0.00 0.00 0.00 TAXIV	.00 (Ft) Win Thickness (in) 0.00 0.00 1.00 WAY Q .00 (Ft) Win Thickness (in) 0.00 1.00 0.00 1.00 0.00 0.00 0.00 0.0	tth: 150.0 Major M&R ♥ ♥ ♥ Section: th: 75.0 Major M&R ♥ ♥ ♥ Section:	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1727 Surface: AC
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1981	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Kode CR-AC IMPORT ED MELBOUI	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC BUILT RNE ORL Branch: TW Q	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost 0.00 0.00 0.00 TAXIV	.00 (Ft) Win Thickness (in) 0.00 0.00 1.00 WAY Q .00 (Ft) Win Thickness (in) 0.00 1.00 0.00 1.00 0.00 0.00 0.00 0.0	tth: 150.0 Major M&R ♥ ♥ ♥ Section: th: 75.0 Major M&R ♥ ♥ ♥ Section:	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Network: L.C.D. 1/1/20	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code CR-AC IMPORT ED MELBOUI 018 Us	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q Se: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC BUILT RNE ORL Branch: TW Q Se: TAXIWAY Rank: P L	ength: 35 Cost 0.00 0.00 0.00 TAXIV ength: 1,400 Cost 0.00 0.00 0.00 0.00 0.00	.00 (Ft) Win Thickness (in) 0.00 0.00 1.00 0.00 1.00 0.00 1.00 0.00 1.00 0	ith: 150.0 Major M& ✓ ✓ ✓ ✓ ✓ ✓ Section: Ith: Ith: 75.0 Major M& ✓ ✓ ✓ ✓ Section: Ith: Ith: 100.0 Major Major Major ✓ ✓ ✓	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1727 Surface: AC 0 (Ft) True Area: 27505.00000 (Sq
L.C.D. 1/1/20 Work Date 1/1/2019 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1981 Network: L.C.D. 1/1/20 Work Date	019 Us Work Code ML-OVL SR-AC IMPORT ED MELBOUI 004 Us Work Code CR-AC IMPORT ED MELBOUI 018 Us	e: TAXIWAY Rank: P L Work Description Mill and Overlay Surface Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description Complete Reconstruction - AC BUILT RNE ORL Branch: TW Q ie: TAXIWAY Rank: P L Work Description	ength: 35 Cost 0.00 0.00 0.00 0.00 TAXIV ength: 1,400 Cost TAXIV ength: 270 Cost	.00 (Ft) Win Thickness (in) 0.00 0.00 1.00 WAY Q .00 (Ft) Win 0.00 1.00 WAY Q .00 (Ft) Win WAY Q .00 (Ft) Win Thickness (in)	ith: 150.0 Major M&R ♥ ♥ ♥ Section: Ith: 75.0 Major M&R ♥ ♥ Section: Ith: 100.0 Major M&R	0 (Ft) True Area: 5968.000001 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1725 Surface: AC 0 (Ft) True Area: 78549.00002 (Sq Comments 4" AC/12" P-211/EXISTING BASE 1981: 1" P-401 ON 8" P-211 1727 Surface: AC 0 (Ft) True Area: 27505.00000 (Sq

Work History Report

Page 18 of 23

INCLWORK .	MELDOT	RNE ORL Branch: TW Q	TAVI	WAY Q	Section:	1732 Surface:AAC
L.C.D. 1/1/2		· · · · · · · · · · · · · · · · · · ·				
L.C.D. 1/1/2		se: TAXIWAY Rank: P L	ength: 100	()		0 (Ft) True Area: 4295.000001 (SqF
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	IMPORT ED	OVERLAY	0.00	3.00		1991: 3" P-401 OVERLAY
1/1/1982	IMPORT	BUILT	0.00	1.00		1982: 1" P-401 ON 8" P-211
	ED					
Network:	MEI BOU	RNE ORL Branch: TW Q	ΤΑΧΙ	WAY Q	Section:	1735 Surface:AAC
L.C.D. 1/1/2						0 (Ft) True Area: 9173.000002 (Sql
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code			(in)	M&R	Comments
1/1/2006 1/1/1982	IMPORT	Mill and Overlay	0.00 0.00	0.00 1.00		1982: 1" P-401 ON 8" P-211
1/1/1962	ED	BUILT	0.00	1.00		1962. 1 1 401 01 6 1 211
Network:				WAY R	Section:	
L.C.D. 1/1/2		e: TAXIWAY Rank: P L	ength: 1,200	()		0 (Ft) True Area: 56463.00001 (Sql
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN - 3" AVG. P-401
	LD					OVERLAY
1/1/1991	IMPORT	OVERLAY	0.00	6.50		EXISTING 6.5" AC ON 10" LIME
1/1/1991 1/1/1978	IMPORT ED IMPORT		0.00 0.00	6.50 2.00		
	IMPORT ED					EXISTING 6.5" AC ON 10" LIME ROCK
	IMPORT ED IMPORT ED	BUILT	0.00			EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY
1/1/1978	IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R	0.00 TAXIV	2.00 WAY R	Section:	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY
1/1/1978 Network:	IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R	0.00 TAXIV	2.00 WAY R	Section:	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface: AAC
1/1/1978 Network: L.C.D. 1/1/2 Work Date	IMPORT ED IMPORT ED MELBOU 019 Us Work Code	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L	0.00 TAXIV ength: 350	2.00 WAY R .00 (Ft) With Thickness	Section: dth: 40.0 Major	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface: AAC 0 (Ft) True Area: 18996.00000 (Sql
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description	0.00 TAXIV ength: 350 Cost	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 40.0 Major M&R	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface: AAC 0 (Ft) True Area: 18996.00000 (Sql
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay	0.00 TAXIV ength: 350 Cost 0.00	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00	Section: dth: 40.0 Major M&R	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface: AAC 0 (Ft) True Area: 18996.00000 (Sq Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE
1/1/1978 Network: L.C.D. 1/1/2	IMPORT ED IMPORT D MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural	0.00 TAXIV ength: 350 Cost 0.00 0.00	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 0.00	Section: dth: 40.0 Major M&R	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface: AAC 0 (Ft) True Area: 18996.00000 (Sql Comments
1/1/1978 Network: L.C.D. 1/1/2' Work Date 1/1/2019 1/1/1998 1/1/1998	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY	0.00 TAXIV ength: 350 Cost 0.00 0.00	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 0.00 2.00	Section: dth: 40.0 Major M&R	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLED AC SURFACE
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 0.00 2.00 3.00	Section: dth: 40.0 Major M&R V V	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE AC SURFACE 1981 3" P401 OVERLAY
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY OVERLAY BUILT	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00 0.00	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 0.00 2.00 3.00	Section: dth: 40.0 Major M&R V V V	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE AC SURFACE 1981 3" P401 OVERLAY 1978 3" P401 ON 12" P211
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981 1/1/1978	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R ae: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY OVERLAY BUILT RNE ORL Branch: TW R	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00 0.00	2.00 WAY R .00 (Ft) Win Thickness (in) 0.00 2.00 3.00 3.00 3.00	Section: dth: 40.0 Major M&R V V V Section:	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE AC SURFACE 1981 3" P401 OVERLAY 1978 3" P401 ON 12" P211
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981 1/1/1978 Network:	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R ae: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY OVERLAY BUILT RNE ORL Branch: TW R	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00 0.00 0.00	2.00 WAY R .00 (Ft) Wii Thickness (in) 0.00 2.00 3.00 3.00 3.00 WAY R .00 (Ft) Wii Thickness	Section: dth: 40.0 Major M&R V V Section: dth: 40.0 Major	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLED AC SURFACE 1981 3" P401 OVERLAY 1978 3" P401 ON 12" P211 1810 Surface:AAC
1/1/1978 Network: L.C.D. 1/1/2 Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981 1/1/1978 Network: L.C.D. 1/1/2	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL OL-AS IMPORT ED IMPORT	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY OVERLAY BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00 0.00 0.00 TAXIV ength: 1,500	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 0.00 2.00 3.00 3.00 3.00 VAY R .00 (Ft) Wi	Section: dth: 40.0 Major M&R V V Section: dth: 40.0 Major M&R	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sql Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE AC SURFACE 1981 3" P401 OVERLAY 1978 3" P401 ON 12" P211 1810 Surface:AAC 0 (Ft) True Area: 57323.00001 (Sql
1/1/1978 Network: L.C.D. 1/1/2' Work Date 1/1/2019 1/1/1998 1/1/1998 1/1/1981 1/1/1978 Network: L.C.D. 1/1/2' Work Date	IMPORT ED IMPORT ED MELBOU 019 Us Work Code ML-OVL IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED IMPORT ED	BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description Mill and Overlay Overlay - AC Structural OVERLAY OVERLAY BUILT RNE ORL Branch: TW R se: TAXIWAY Rank: P L Work Description	0.00 TAXIV ength: 350 Cost 0.00 0.00 0.00 0.00 0.00 0.00 TAXIV ength: 1,500	2.00 WAY R .00 (Ft) Wi Thickness (in) 0.00 2.00 3.00 3.00 3.00 WAY R .00 (Ft) Wi Thickness (in)	Section: dth: 40.0 Major M&R V V Section: dth: 40.0 Major	EXISTING 6.5" AC ON 10" LIME ROCK 1978: 2" P-401 OVERLAY 1807 Surface:AAC 0 (Ft) True Area: 18996.00000 (Sq Comments 1.5-2" AC 1998 TAPERED AC ON 2" MILLEE AC SURFACE 1981 3" P401 OVERLAY 1978 3" P401 ON 12" P211 1810 Surface:AAC 0 (Ft) True Area: 57323.00001 (Sq

Work History Report

Network:	MELBOU	RNE ORL Branch: TW R	TAXIV	WAY R	Section:	1815 Surface:AAC					
L.C.D. 1/1/2	019 Us	se: TAXIWAY Rank: P L	ength: 35	.00 (Ft) Wie	dth: 150.0	0 (Ft) True Area: 4676.000001 (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							
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00							
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401 OVERLAY					
1/1/1978	IMPORT ED	BUILT	0.00	3.00		1978: 3" P-401 ON 12" P-211					
Network: L.C.D. 1/1/2				VAY R .00 (Ft) Wi d	Section: dth: 90.0	1820 Surface:AAC 0 (Ft) True Area: 18335.00000 (SqFt)					
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments					
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00							
1/1/1991	IMPORT ED	OVERLAY	0.00	2.00		1991: 2" MIN 3" AVG. P-401 OVERLAY					
1/1/1991	IMPORT ED	OVERLAY	0.00	6.50		EXISTING 6.5" P-401 ON 10" P-211					
1/1/1978	IMPORT ED	BUILT	0.00	2.00		1978: 2" P-401 OVERLAY					
Work Date 1/1/2009	Work Code NU-IN	Work Description	Cost 0.00	Thickness (in) 0.00	Major M&R	Comments					
1/1/2009	NO IN		0.00	0.00	• .						
Network:	MELBOU	RNE ORL Branch: TW S1	TAXIV	WAY S1	Section:	525 Surface:AC					
L.C.D. 1/1/2	014 Us	se: TAXIWAY Rank: P L	ength: 525	.00 (Ft) Wie	dth: 35.0	0 (Ft) True Area: 19360.00000 (SqF					
Work Date	Work Code	Work Description	Cost Thickness Major (in) M&R			Comments					
1/1/2014		New Construction - Initial	0.00	3.00		2014: 3" P-401, 8" P-211					
Network:	MELBOU	RNE ORL Branch: TW S	TAXI	WAY S	Section:	510 Surface:AAC					
L.C.D. 1/1/2	006 Us	se: TAXIWAY Rank: P L	ength: 1,900	.00 (Ft) Wie	dth: 36.0	0 (Ft) True Area: 68429.00002 (SqF					
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments					
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00							
1/1/1983	ML-OVL	Mill and Overlay	0.00	0.00		EST. OVERLAY					
12/25/1951	NU-IN	New Construction - Initial	0.00	0.00							
Network:	MELBOU	RNE ORL Branch: TW S	TAXIV	WAY S	Section:	515 Surface:AC					
L.C.D. 1/1/2	010 Us	se: TAXIWAY Rank: P L	ength: 520	.00 (Ft) Wie	dth: 40.0	0 (Ft) True Area: 18556.00000 (SqF					
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments					
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00							
1/1/2010	on no	comprete recombination fre	0.00	0.00	1 • 1						

Work History Report

Page 20 of 23

Network:					WAY T	Section:			
L.C.D. 1/1/19		se: TAXIWAY Rank: F	2 L	ength: 600	· · ·	dth: 75.0	0 (Ft) True Area: 47619.00001 (SqF		
Work Date	Work Code	Work Description	n	Cost	Thickness (in)	Major M&R	Comments		
1/1/1986	IMPORT ED	BUILT		0.00	2.00		1986: 2" MIN 3" AVG. P-401 OVERLAY		
1/1/1986		OVERLAY		0.00	7.00		EXISTING 7" AC ON 12" LIMEROCK		
Network:	MELBOU	RNE ORL Branch:	TW T	TAXI	WAY T	Section:	2015 Surface:AC		
L.C.D. 1/1/2	001 Us	se: TAXIWAY Rank: F	P L	ength: 540	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 48962.00001 (SqF		
Work Date	Work Code	Work Description	n	Cost	Thickness (in)	Major M&R	Comments		
1/1/2001	NU-IN	New Construction - Initia	al	0.00	0.00		4" AC/12" P-211/6" P-152/20" SUBG		
Network:	MELBOU	RNE ORL Branch:	TW T	TAXIV	WAY T	Section:			
L.C.D. 1/1/2		se: TAXIWAY Rank: F	? L	ength: 35	< <i>/</i>		0 (Ft) True Area: 5769.000001 (SqF		
Work Date	Work Code	Work Description	n	Cost	Thickness (in)	Major M&R	Comments		
1/1/2019		Mill and Overlay		0.00	0.00				
1/1/2001	NU-IN	New Construction - Initia	1	0.00	0.00		4" AC/12" P-211/6" P-152/20" SUBG		
		new construction minut	41	0.00	0.00		4 ACT2 1-211/0 1-152/20 50DG		
Network	MEI BOU								
Network: L.C.D. 1/1/2/		RNE ORL Branch:	TW U	TAXIV	WAY U	Section:	2105 Surface:AC		
Network: L.C.D. 1/1/2 Work Date	004 Us Work		TWU PL	TAXIV	WAY U .00 (Ft) Wi Thickness	Section: dth: 75.0 Major			
L.C.D. 1/1/2	004 Us	RNE ORL Branch: se: TAXIWAY Rank: F	TWU PL	TAXIV ength: 875	WAY U .00 (Ft) Wi	Section: dth: 75.0	2105 Surface: AC 0 (Ft) True Area: 69240.00002 (SqF		
L.C.D. 1/1/2 Work Date	004 Us Work Code	RNE ORL Branch: se: TAXIWAY Rank: F Work Description	TWU PL	TAXIV ength: 875 Cost	WAY U .00 (Ft) Wi Thickness (in)	Section: dth: 75.0 Major M&R	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqF Comments		
L.C.D. 1/1/20 Work Date 1/1/2004	004 Us Work Code CR-AC	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction	TW U P L n n - AC	TAXIV ength: 875 Cost 0.00	WAY U .00 (Ft) Wi Thickness (in) 4.00	Section: dth: 75.0 Major M&R	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211		
L.C.D. 1/1/2 Work Date 1/1/2004 1/1/1996 1/1/1947	004 Us Work Code CR-AC OL-AS NU-IN	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia	TW U P L n n - AC	TAXIV ength: 875 Cost 0.00 0.00 0.00	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00	Section: dth: 75.0 Major M&R V V	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501		
L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1996 1/1/1947 Network:	004 Us Work Code CR-AC OL-AS NU-IN MELBOU	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia	TW U PL h h - AC al	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00	Section: dth: 75.0 Major M&R V Section:	2105 Surface: AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface: AC		
L.C.D. 1/1/2 Work Date 1/1/2004 1/1/1996 1/1/1947	004 Us Work Code CR-AC OL-AS NU-IN MELBOU	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia	TWU PLA n - AC al TWU PL	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00	Section: dth: 75.0 Major M&R V Section:	2105 Surface: AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface: AC		
L.C.D. 1/1/2 Work Date 1/1/2004 1/1/1996 1/1/1947 Network: L.C.D. 1/1/19	004 U: Work Code CR-AC OL-AS NU-IN MELBOU 989 U: Work Code IMPORT	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia RNE ORL Branch: se: TAXIWAY Rank: F Work Description	TWU PLA n - AC al TWU PL	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV ength: 80	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00 WAY U .00 (Ft) Wi Thickness (in)	Section: dth: 75.0 Major M&R V Section: dth: 90.0 Major M&R	2105 Surface: AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface: AC 0 (Ft) True Area: 8070.000002 (SqF		
L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1996 1/1/1947 Network: L.C.D. 1/1/19 Work Date	004 Us Work Code CR-AC OL-AS NU-IN MELBOU 989 Us Work Code	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia RNE ORL Branch: se: TAXIWAY Rank: F Work Description	TWU PLA n - AC al TWU PL	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV ength: 80 Cost	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00 WAY U .00 (Ft) Wi Thickness (in)	Section: dth: 75.0 Major M&R V V Section: dth: 90.0 Major M&R	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqI Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface:AC 0 (Ft) True Area: 8070.000002 (SqI Comments Comments		
L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1996 1/1/1947 Network: L.C.D. 1/1/19 Work Date	004 Us Work Code CR-AC OL-AS NU-IN MELBOU 989 Us Work Code IMPORT ED	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia RNE ORL Branch: se: TAXIWAY Rank: F Work Description BUILT	TWU PLA n - AC al TWU PLA	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV ength: 80 Cost 0.00	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00 WAY U .00 (Ft) Wi Thickness (in)	Section: dth: 75.0 Major M&R V V Section: dth: 90.0 Major M&R	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface:AC 0 (Ft) True Area: 8070.000002 (SqF Comments 1989: 1.5" P-401 ON 8" P-211		
L.C.D. 1/1/2 Work Date 1/1/2004 1/1/1996 1/1/1947 Network: L.C.D. 1/1/19 Work Date 1/1/1989	004 US Work Code CR-AC OL-AS NU-IN MELBOU 989 US Work Code IMPORT ED	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia RNE ORL Branch: se: TAXIWAY Rank: F Work Description BUILT	TW U P L A A A A A A A A A A A A A A A A A A	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV ength: 80 Cost 0.00 TAXIV	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00 WAY U .00 (Ft) Wi Thickness (in) 1.50	Section: dth: 75.0 Major M&R V Section: dth: 90.0 Major M&R V Section:	2105 Surface: AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface: AC 0 (Ft) True Area: 8070.000002 (SqF Comments 1989: 1.5" P-401 ON 8" P-211 2115 Surface: AC		
L.C.D. 1/1/20 Work Date 1/1/2004 1/1/1996 1/1/1947 Network: L.C.D. 1/1/19 Work Date 1/1/1989 Network:	004 US Work Code CR-AC OL-AS NU-IN MELBOU 989 US Work Code IMPORT ED	RNE ORL Branch: se: TAXIWAY Rank: F Work Description Complete Reconstruction Overlay - AC Structural New Construction - Initia RNE ORL Branch: se: TAXIWAY Rank: F Work Description BUILT	TWU PLA 1 - AC Al TWU PLA TWU PLA	TAXIV ength: 875 Cost 0.00 0.00 0.00 TAXIV ength: 80 Cost 0.00 TAXIV	WAY U .00 (Ft) Wi Thickness (in) 4.00 1.00 6.00 WAY U .00 (Ft) Wi Thickness (in) 1.50	Section: dth: 75.0 Major M&R V Section: dth: 90.0 Major M&R V Section:	2105 Surface:AC 0 (Ft) True Area: 69240.00002 (SqF Comments 2004 4" AC/12" P-211 1996 1" P401 1947 6" P501 2110 Surface:AC 0 (Ft) True Area: 8070.000002 (SqF Comments 1989: 1.5" P-401 ON 8" P-211		

Work History Report

Page 21 of 23

Network:	MELBOU	RNE ORL I	Branch: TW V		WAY V	Section:	
L.C.D. 1/1/20	019 Us	e: TAXIWAY	Rank: P L	ength: 115	.00 (Ft) Wi	dth: 90.0	00 (Ft) True Area: 13947.00000 (SqF
Work Date	Work Code	Work De	scription	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	У	0.00	0.00		
1/1/1998	OL-AS	Overlay - AC St	ructural	0.00	0.00		1.5-2" AC
1/1/1998	IMPORT ED	OVERLAY		0.00	2.00		1998 TAPERED AC PAVEMENT OF 2" MILLED AC SURFACE
1/1/1978	IMPORT ED	BUILT		0.00	3.00		1978 3" P401 ON 12" P211
Network:	MELBOU	RNE ORL	Branch: TW V	TAXIV	WAY V	Section:	1605 Surface:AAC
L.C.D. 1/1/2	009 Us	e: TAXIWAY	Rank: P L	ength: 505	.00 (Ft) Wi	dth: 90.0	00 (Ft) True Area: 56864.00001 (SqF
Work Date	Work Code	Work De	-	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	У	0.00	0.00		
1/1/1978	IMPORT ED	BUILT		0.00	3.00		1978: 3" P-401 OVERLAY ON 12" P 211
Network	MELBOU	RNE ORL	Branch: TW V	TAXIV	WAY V	Section:	1610 Surface:AC
					00 (E)) 1	dth: 25.0	0 (Et) True Arrest 27184 00001 (S-I
	013 Us	e: TAXIWAY	Rank: P L	ength: 1,250	.00 (Ft) Wi	utii. 23.0	00 (Ft) True Area: 37184.00001 (SqF
L.C.D. 1/1/20 Work Date	Work Code	Work De	escription	ength: 1,250 Cost	.00 (Ft) Wi Thickness (in)	Major M&R	Comments
L.C.D. 1/1/2	Work Code		escription		Thickness	Major	
L.C.D. 1/1/20 Work Date	Work Code NU-IN	Work De	escription	Cost 0.00	Thickness (in)	Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK
L.C.D. 1/1/20 Work Date 1/1/2013 Network:	Work Code NU-IN MELBOUI	Work De	escription on - Initial Branch: TW V1	Cost 0.00 TAXIV	Thickness (in) 0.00 WAY V1	Major M&R V Section:	Comments 2013: 2" P-401, 8" P-211, 8" WORK
L.C.D. 1/1/20 Work Date 1/1/2013	Work Code NU-IN MELBOUI	Work De New Constructio RNE ORL I e: TAXIWAY	escription on - Initial Branch: TW V1	Cost 0.00 TAXIV	Thickness (in) 0.00 WAY V1	Major M&R V Section:	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface: AC
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20	Work Code NU-IN MELBOUI 008 Us Work Code	Work De New Constructio RNE ORL I e: TAXIWAY	escription on - Initial Branch: TW V1 Rank: P L escription	Cost 0.00 TAXIV ength: 225	Thickness (in) 0.00 WAY V1 .00 (Ft) Wi Thickness	Major M&R Section: dth: 40.0 Major	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface: AC 00 (Ft) True Area: 11452.00000 (SqF
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN	Work De New Construction RNE ORL Re: TAXIWAY Work De New Construction	escription on - Initial Branch: TW V1 Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00	Thickness (in) 0.00 WAY V1 .00 (Ft) Wi Thickness (in)	Major M&R V Section: dth: 40.0 Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network:	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN	Work De New Construction RNE ORL Re: TAXIWAY Work De New Construction	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV	Thickness (in) 0.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V	Major M&R Section: dth: 40.0 Major M&R Section:	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN MELBOUI 012 Us Work Code	Work De New Construction RNE ORL I ee: TAXIWAY New Construction RNE ORL I ee: TAXIWAY Work De	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments 2205 Surface:AAC
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN MELBOUI 012 Us Work Code	Work De New Construction RNE ORL I ee: TAXIWAY Work De New Construction RNE ORL I ee: TAXIWAY	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380	Thickness (in) Output 0.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness 1 0.00 (Ft) Wi	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN MELBOUI 012 Us Work Code	Work De New Construction RNE ORL I e: TAXIWAY New Construction RNE ORL I e: TAXIWAY Work De Mill and Overlay	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date 1/1/2012	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN 012 Us Work Code ML-OVL IMPORT ED	Work De New Construction RNE ORL I ee: TAXIWAY Work De New Construction RNE ORL I ee: TAXIWAY Work De Mill and Overlay BUILT	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost 0.00 0.00	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF Comments Comments 1979: 1" P-401 ON 6" P-211
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date 1/1/2012 1/1/2012 1/1/1979 Network:	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN 012 Us Work Code ML-OVL IMPORT ED	Work De New Construction RNE ORL I ee: TAXIWAY Work De New Construction RNE ORL I ee: TAXIWAY Work De Mill and Overlay BUILT	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription y Branch: TW V	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost 0.00 0.00 TAXIV	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R V Section:	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF Comments Comments 1979: 1" P-401 ON 6" P-211
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date 1/1/2012 1/1/1979	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN 012 Us Work Code ML-OVL IMPORT ED	Work De New Construction RNE ORL I we: TAXIWAY New Construction RNE ORL I we: TAXIWAY Work De Mill and Overlay BUILT	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription y Branch: TW V	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost 0.00 0.00 TAXIV	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi	Major M&R Section: dth: 40.0 Major M&R Section: dth: 40.0 Major M&R V Section:	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF Comments Interview 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF Comments Interview 1979: 1" P-401 ON 6" P-211 2210 Surface:AAC
L.C.D. 1/1/20 Work Date 1/1/2013 Network: L.C.D. 1/1/20 Work Date 1/1/2008 Network: L.C.D. 1/1/20 Work Date 1/1/2012 1/1/1979 Network: L.C.D. 1/1/20	Work Code NU-IN MELBOUI 008 Us Work Code NU-IN 012 Us Work Code ML-OVL IMPORT ED MELBOUI 012 Us	Work De New Construction RNE ORL I we: TAXIWAY New Construction RNE ORL I we: TAXIWAY Work De Mill and Overlay BUILT	escription on - Initial Branch: TW V1 Rank: P L escription on - Initial Branch: TW V Rank: P L escription y Branch: TW V Rank: P L escription	Cost 0.00 TAXIV ength: 225 Cost 0.00 TAXIV ength: 380 Cost 0.00 0.00 0.00 0.00 0.00	Thickness (in) O.00 WAY V1 .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi Thickness (in) 0.00 WAY V .00 (Ft) Wi WAY V .00 .00 WAY V .00 .00 WAY V .00 .00 1.00 .00 .00 WAY V .00 .00	Major M&R Section: dth: 40.0 Major M&R V Section: dth: 40.0 Major M&R V Section: dth: 50.0 Major	Comments 2013: 2" P-401, 8" P-211, 8" WORK 710 Surface:AC 00 (Ft) True Area: 11452.00000 (SqF Comments 2205 Surface:AAC 00 (Ft) True Area: 14782.00000 (SqF Comments 1979: 1" P-401 ON 6" P-211 2210 Surface:AAC 00 (Ft) True Area: 13665.00000 (SqF

Work History Report

Page 22 of 23

Network: MELBOURNE ORL			Branch: TW V2	TAXI	WAY V2	Section:	720 Surface:AC	
L.C.D. 1/1/2	L.C.D. 1/1/2013 Use: TAXIWAY Rank: P Length: 250.00 (Ft) Width: 30.00 (Ft) True Area: 8446.000002 (SqFt							
	Work							
Work Date	Code	Work I	Description	Cost	Thickness (in)	Major M&R	Comments	

Work History Report

Pavement Database: FDOT

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	69	5,792,603.00	2.19	1.95
Complete Reconstruction - AC	9	369,358.00	0.44	1.26
Mill and Overlay	77	5,476,393.00	0.00	0.00
New Construction - AC	10	530,389.00	0.00	0.00
New Construction - Initial	43	2,160,837.00	0.86	2.40
New Construction - PCC	4	234,343.00	0.00	0.00
OVERLAY	42	6,605,632.00	2.31	1.95
Overlay - AC Structural	15	1,775,245.00	0.87	2.03
Patching - AC	2	89,005.00	0.00	0.00
Surface Reconstruction - AC	5	79,552.00	0.00	0.00
Surface Treatment - Seal Coat	4	137,804.00	0.00	0.00

11/18/2022				ondition Re	port		Ι	Page 1 of 2
		Pavement Do	tabase: FDC	DT				
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 E	5	2,205.00	171.00	432,247.00	APRON	80.20	23.70	93.73
AP N	11	4,850.00	147.64	736,808.00	APRON	77.45	13.76	74.83
AP RU TW	2	356.00	105.00	39,577.00	APRON	100.00	0.00	100.00
AP S	4	1,450.00	121.75	135,343.00	APRON	67.00	31.76	80.73
AP SW	3	3,200.00	201.67	465,324.00	APRON	79.67	5.44	78.71
AP TERM	6	3,040.00	415.00	831,312.00	APRON	86.50	13.81	85.63
RW 5-23	3	2,967.00	65.00	225,097.00	RUNWAY	84.67	1.70	84.06
RW 9L-27R	6	12,343.00	62.50	900,150.00	RUNWAY	88.67	2.81	87.41
RW 9R-27L	4	30,091.00	62.50	1,527,102.00	RUNWAY	91.25	3.03	92.84
TL AP S	2	880.00	60.00	55,276.00	TAXILANE	87.50	1.50	87.29
TW A	6	10,464.00	102.50	822,162.00	TAXIWAY	77.00	9.70	65.98
TW B	1	950.00	90.00	104,990.00	TAXIWAY	93.00	0.00	93.00
TW C	11	5,395.00	80.00	334,410.00	TAXIWAY	79.00	12.16	70.58
TW D	5	3,535.00	40.00	146,963.00	TAXIWAY	68.20	6.94	61.46
TW F	1	2,225.00	25.00	62,514.00	TAXIWAY	80.00	0.00	80.00
TW G	1	610.00	50.00	36,079.00	TAXIWAY	89.00	0.00	89.00
TW H	1	485.00	40.00	18,700.00	TAXIWAY	45.00	0.00	45.00
TW K	10	17,947.00	38.20	506,017.00	TAXIWAY	78.80	9.48	76.60
TW K1	1	154.00	77.00	21,686.00	TAXIWAY	91.00	0.00	91.00
TW L	2	495.00	90.00	44,770.00	TAXIWAY	81.00	13.00	74.34
TW M	5	1,415.00	53.00	88,399.00	TAXIWAY	71.00	10.08	70.90
TW N	2	490.00	90.00	44,829.00	TAXIWAY	89.00	5.00	86.47
TW Q	9	3,813.00	83.89	291,635.00	TAXIWAY	78.78	8.88	77.06
TW R	5	3,265.00	74.00	155,793.00	TAXIWAY	80.60	10.27	75.48
TW S	2	2,420.00	38.00	86,985.00	TAXIWAY	57.00	14.00	48.97
TW S1	2	900.00	36.50	34,004.00	TAXIWAY	82.00	9.00	83.25
TW T	3	1,175.00	115.00	102,350.00	TAXIWAY	79.67	6.65	75.80
TW U	3	1,720.00	123.33	206,057.00	TAXIWAY	77.67	7.76	80.26
TW V	5	2,520.00	59.00	136,442.00	TAXIWAY	83.60	8.45	78.82
TW V1	1	225.00	40.00	11,452.00	TAXIWAY	84.00	0.00	84.00
TW V2	1	250.00	30.00	8,446.00	TAXIWAY	79.00	0.00	79.00

11/18/2022 Branch Condition Report Page 2 of Pavement Database: FDOT							
Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI		
APRON	31	2,640,611.00	79.97	19.64	82.69		
RUNWAY	13	2,652,349.00	88.54	3.59	90.25		
TAXILANE	2	55,276.00	87.50	1.50	87.29		
TAXIWAY	77	3,264,683.00	77.87	11.65	72.87		
ALL	123	8,612,919.00	79.68	13.96	81.33		

Pavement Dat	abase: FDOT			NetworkId: MLB						
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspec tion	PCI
AP E	4404	1/1/2004	AC	APRON	Р	0	75,613.00			77
AP E	4406	1/1/1998	APC	APRON	Р	0	12,591.00	4/13/2022	24	36
AP E	4415	1/1/2014	APC	APRON	Р	0	13,932.00	4/13/2022	8	88
AP E	4425	1/1/2014	PCC	APRON	Р	0	254,107.00	4/13/2022	8	100
AP E	4430	7/1/2021	PCC	APRON	Р	0	76,004.00	7/1/2021	0	100
AP N	4105	1/1/1986	AC	APRON	Р	0	110,170.00	4/13/2022	36	63
AP N	4110	1/1/1982	AC	APRON	Р	0	109,958.00	4/13/2022	40	58
AP N	4115	1/1/2003	PCC	APRON	Р	0	162,260.00	4/13/2022	19	89
AP N	4120	1/1/2003	AC	APRON	Р	0	96,139.00	4/13/2022	19	56
AP N	4130	1/1/2006	AC	APRON	Р	0	41,477.00	4/13/2022	16	73
AP N	4132	1/1/2017	AC	APRON	Р	0	52,865.00	4/13/2022	5	91
AP N	4135	1/1/2010	APC	APRON	Р	0	22,070.00	4/13/2022	12	67
AP N	4140	1/1/2010	AC	APRON	Р	0	23,711.00	4/13/2022	12	91
AP N	4145	1/1/2013	AAC	APRON	Р	0	6,550.00	4/13/2022	9	82
AP N	4150	1/1/2017	AC	APRON	Р	0	85,092.00	4/13/2022	5	88
AP N	4155	1/1/2017	AC	APRON	Р	0	26,516.00	4/13/2022	5	94
AP RU TW C	5105	1/1/2021	AC	APRON	Р	0	17,051.00	1/1/2021	0	100
AP RU TW C	5110	1/1/2021	PCC	APRON	Р	0	22,526.00	1/1/2021	0	100
AP S	4305	1/1/2012	AAC	APRON	Р	0	34,060.00	4/13/2022	10	85
AP S	4310	1/1/2012	AAC	APRON	Р	0	47,311.00	4/13/2022	10	85
AP S	4312	12/25/1994	PCC	APRON	Р	0	8,547.00		28	12
AP S	4315	1/1/2012	AAC	APRON	Р	0	45,425.00		10	86
AP SW	4710	1/1/2008	AC	APRON	P	0	216,728.00		14	78
AP SW	4720	1/1/2008	AC	APRON	P	0	146,718.00	4/13/2022	14	74
AP SW	4730	1/1/2013	AC	APRON	P	0	101,878.00	4/13/2022	9	87
AP TERM	4205	1/1/1989	PCC	APRON	P	0	199,700.00	4/13/2022	33	78
AP TERM	4205	1/1/2009	AAC	APRON	P	0	254,613.00	4/13/2022	13	73
AP TERM	4215	1/1/2009	PCC	APRON	P	0	110,213.00	1/1/2022	0	100
AP TERM	4220	1/1/2022	AC	APRON	P	0	220,071.00	1/1/2022	0	100
AP TERM	4225	1/1/2022	PCC	APRON	P	0	25,600.00	1/1/2022	0	100
AP TERM	4230	1/1/2022	AAC	APRON	P	0	21,115.00		13	68
						-				
RW 5-23	6305	1/1/2019	AAC	RUNWAY	S	0	211,297.00	4/13/2022	3	84
RW 5-23	6310 6315	1/1/2019	AAC AAC	RUNWAY	S S	0 0	6,900.00	4/13/2022	3	83 87
RW 5-23	0315	1/1/2019		RUNWAY		÷	6,900.00		3	
RW 9L-27R	6203	1/1/2018	AAC	RUNWAY	Р	0	8,750.00		4	86
RW 9L-27R	6204	1/1/2018	AAC	RUNWAY	Р	0	17,500.00		4	87
RW 9L-27R	6205	1/1/2018	AAC	RUNWAY	S	0	282,550.00		4	90
RW 9L-27R	6210	1/1/2018	AAC	RUNWAY	S	0	565,100.00		4	86
RW 9L-27R	6215	1/1/2018	AAC	RUNWAY	S	0	8,750.00		4	94
RW 9L-27R	6220	1/1/2018	AAC	RUNWAY	S	0	17,500.00	4/13/2022	4	89
RW 9R-27L	6105	1/1/2019	AAC	RUNWAY	Р	0	950,000.00	4/13/2022	3	93
RW 9R-27L	6110	1/1/2019	AAC	RUNWAY	Р	0	475,000.00	4/13/2022	3	93
RW 9R-27L	6115	1/1/2019	AAC	RUNWAY	Р	0	68,068.00		3	93
RW 9R-27L	6120	1/1/2019	AAC	RUNWAY	Р	0	34,034.00	4/13/2022	3	86
TL AP S	3450	1/1/2012	AAC	TAXILANE	Р	0	23,692.00	4/13/2022	10	89
TL AP S	3455	1/1/2012	AAC	TAXILANE	Р	0	31,584.00	4/13/2022	10	86
TW A	105	1/1/2009	AAC	TAXIWAY	P	0	33,560.00	4/13/2022	13	64
TW A	107	1/1/2019	AAC	TAXIWAY	P	0	4,933.00		3	85
TW A	120	1/1/2009	AAC	TAXIWAY	P	0	691,660.00		13	64
TW A	130	1/1/2009		TAXIWAY	P	0		4/13/2022	13	

Pavement Management System

PAVER 7.0 TM

11/18/2022		Section	Conc	lition Rep	ort				Page 2	2 of 4
TW A	132	1/1/2009	AAC	TAXIWAY	P	0	52,331.00	4/13/2022	13	80
TW A	133	1/1/2019	AAC	TAXIWAY	Р	0	5,988.00	4/13/2022	3	89
TW B	1105	1/1/2018	AAC	TAXIWAY	Р	0	104,990.00	4/13/2022	4	93
TW C	306	1/1/2007	AAC	TAXIWAY	P	0	12,368.00	4/13/2022	15	65
TW C	307	1/1/2019	AC	TAXIWAY	Р	0	3,692.00	4/13/2022	3	94
TW C	308	1/1/2019	AC	TAXIWAY	Р	0	9,892.00	4/13/2022	3	84
TW C	315	1/1/2004	AAC	TAXIWAY	Р	0	58,917.00	4/13/2022	18	69
TW C	320	1/1/2009	AAC	TAXIWAY	Р	0	33,067.00	4/13/2022	13	79
TW C	325	1/1/2019	AAC	TAXIWAY	P	0	8,038.00	4/13/2022	3	89
TW C	327	1/1/2019	AAC	TAXIWAY	P	0	6,422.00		3	94
TW C	330	1/1/1991	AC	TAXIWAY	P	0	101,728.00	4/13/2022	31	59
TWC	337	1/1/2018	AC	TAXIWAY	P	0	18,730.00	4/13/2022	4	94
TWC	340	1/1/2003	AC	TAXIWAY	P P	0	4,919.00	4/13/2022	19 19	70 72
TWC	350	1/1/2003	AC	TAXIWAY		-	76,637.00			
TW D	405	1/1/2012	AAC	TAXIWAY	P	0	8,073.00	4/13/2022	10	66
TW D	408	1/1/2008	AAC	TAXIWAY	P	0	7,061.00	4/13/2022	14	72
TW D	410	1/1/1979	AC	TAXIWAY	P	0	105,094.00	4/13/2022	43	57
TW D TW D	415 416	1/1/2001	AC	TAXIWAY	P P	0 0	18,312.00 8,423.00	4/13/2022 4/13/2022	21 21	78
		1/1/2001	AC	TAXIWAY						68
TW F	810	1/1/2013	AC	TAXIWAY	P	0	62,514.00		9	80
TW G	605	1/1/2010	AC	TAXIWAY	P	0	36,079.00		12	89
TW H	805	1/1/2004	AAC	TAXIWAY	Р	0	18,700.00	4/13/2022	18	45
тwк	1110	1/1/2006	AAC	TAXIWAY	Р	0	5,207.00	4/13/2022	16	71
TWK	1115	1/1/2006	AAC	TAXIWAY	P	0	144,746.00	4/13/2022	16	74
TWK	1116	1/1/2006	AAC	TAXIWAY	P	0	6,760.00	4/13/2022	16	63
TWK	1125	1/1/2006	AAC	TAXIWAY	P	0	94,162.00	4/13/2022	16	73
TWK	1127	1/1/2016	AC	TAXIWAY	P	0	52,047.00		6	86
TWK	1130	1/1/2006	AAC	TAXIWAY	P	0	76,184.00	4/13/2022	16	79
TWK	1132	1/1/2011	AC	TAXIWAY	P	0	20,621.00	4/13/2022	11	88
TW K	1135	1/1/2006	AAC	TAXIWAY	P	0	78,460.00	4/13/2022	16	71 94
TW K TW K	1137 1140	1/1/2019 1/1/2014	AAC AC	TAXIWAY TAXIWAY	P P	0 0	4,907.00 22,923.00		3 8	94 89
					-	-	i İ			
TW K1	1740	1/1/2016	AC	TAXIWAY	P	0	21,686.00	4/13/2022	6	91
TW L	1204	1/1/2019	AAC	TAXIWAY	P	0	10,911.00	4/13/2022	3	94
TWL	1210	1/1/2009	AAC	TAXIWAY	P	0	33,859.00		13	68
TW M	1303	1/1/2018	AC	TAXIWAY	P	0	23,381.00		4	90
TW M	1305	1/1/2003	AC	TAXIWAY	P	0		4/13/2022	19	
TW M	1315	1/1/2003	AC	TAXIWAY	P	0	50,873.00		19	63
TW M	1320	1/1/2003	AAC		P P	0 0	4,651.00		19 10	70
TW M	1325	1/1/2003	AAC	TAXIWAY	1	1	5,526.00		19	
TWN	1404	1/1/2019	AAC	TAXIWAY	P	0	11,055.00		3	94
TW N	1405	1/1/2009	AAC	TAXIWAY	P	0	33,774.00		13	84
TW Q	1705	1/1/2007	AAC	TAXIWAY	P	0	91,926.00		15	72
TW Q	1710	1/1/2007	AAC	TAXIWAY	P	0	12,104.00		15	78
TW Q	1720	1/1/2009	AAC	TAXIWAY	P	0	41,653.00		13	79
TW Q	1722	1/1/2019	AAC	TAXIWAY	P	0	20,462.00		3	82
TW Q	1723	1/1/2019	AAC	TAXIWAY	P	0	5,968.00		3	90 75
TW Q	1725	1/1/2004	AC		P	0	78,549.00		18	75
TW Q	1727	1/1/2018	AC		P P	0	27,505.00		4 16	91 60
TW Q TW Q	1732 1735	1/1/2006 1/1/2006	AAC AAC	TAXIWAY TAXIWAY	P	0 0	4,295.00 9,173.00		16 16	60 82
				-	1		1			
TW R TW R	1805 1807	1/1/2009 1/1/2019	AAC AAC	TAXIWAY TAXIWAY	P P	0 0	56,463.00 18,996.00		13 3	70 92
TWR	1810	1/1/2019		TAXIWAY	P	0		4/13/2022		
	1010	1/1/2009			l r	0	1 57,525.00	+/10/2022	13	15

Pavement Management System

PAVER 7.0 TM

11/18/2022		Section	Conc	lition Rep	ort				Page 3	8 of 4
TW R	1815	1/1/2019	AAC	TAXIWAY	P	0	4,676.00	4/13/2022	3	94
TW R	1820	1/1/2009	AAC	TAXIWAY	Р	0	18,335.00	4/13/2022	13	72
TW S	510	1/1/2006	AAC	TAXIWAY	Р	0	68,429.00	4/13/2022	16	43
TW S	515	1/1/2010	AC	TAXIWAY	Р	0	18,556.00	4/13/2022	12	71
TW S1	520	1/1/2009	AC	TAXIWAY	Р	0	14,644.00	4/13/2022	13	73
TW S1	525	1/1/2014	AC	TAXIWAY	Р	0	19,360.00	4/13/2022	8	91
TW T	2005	1/1/1986	AAC	TAXIWAY	Р	0	47,619.00	4/13/2022	36	74
TW T	2015	1/1/2001	AC	TAXIWAY	Р	0	48,962.00	4/13/2022	21	76
TW T	2017	1/1/2019	AAC	TAXIWAY	Р	0	5,769.00	4/13/2022	3	89
TW U	2105	1/1/2004	AC	TAXIWAY	Р	0	69,240.00	4/13/2022	18	68
TW U	2110	1/1/1989	AC	TAXIWAY	Р	0	8,070.00	4/13/2022	33	78
TW U	2115	1/1/2014	AC	TAXIWAY	Р	0	128,747.00	4/13/2022	8	87
TW V	1602	1/1/2019	AAC	TAXIWAY	Р	0	13,947.00	4/13/2022	3	90
TW V	1605	1/1/2009	AAC	TAXIWAY	Р	0	56,864.00	4/13/2022	13	67
TW V	1610	1/1/2013	AC	TAXIWAY	Р	0	37,184.00	4/13/2022	9	86
TW V	2205	1/1/2012	AAC	TAXIWAY	Р	0	14,782.00	4/13/2022	10	89
TW V	2210	1/1/2012	AAC	TAXIWAY	Р	0	13,665.00	4/13/2022	10	86
TW V1	710	1/1/2008	AC	TAXIWAY	Р	0	11,452.00	4/13/2022	14	84
TW V2	720	1/1/2013	AC	TAXIWAY	Р	0	8,446.00	4/13/2022	9	79

11/18/2022

Section Condition Report (Summary)

Page 4 of 4

	1 uvenie	ni Duiubuse: 1001				
Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		471,465.00	6	100.00	0.00	100.00
03-05	3	3,127,084.00	35	89.89	3.66	90.33
06-10	9	947,966.00	20	85.90	6.25	89.69
11-15	13	2,052,345.00	27	75.00	7.52	71.33
16-20	17	1,234,885.00	23	68.48	10.35	71.37
21-25	22	88,288.00	4	64.50	16.87	69.95
26-30	28	8,547.00	1	12.00	0.00	12.00
31-35	32	309,498.00	3	71.67	8.96	71.75
36-40	37	267,747.00	3	65.00	6.68	62.90
41-50	43	105,094.00	1	57.00	0.00	57.00
ALL	12	8,612,919.00	123	79.68	13.96	81.33

Pavement Database: FDOT



Appendix B: Maintenance and Rehabilitation Planning Needs

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Wo
MLB	RW 5-23	6305	RAVELING	Low	4,616	SF	2.2%	Preventive	Surface Seal	4
MLB	RW 5-23	6310	RAVELING	Low	344	SF	5.0%	Preventive	Surface Seal	
MLB	RW 9L-27R	6210	L & T CR	Medium	283	LF	0.1%	Preventive	AC Crack Sealing	:
MLB	TW A	130	RAVELING	Low	76	SF	0.2%	Preventive	Surface Seal	
MLB	TW A	130	WEATHERING	Medium	5,054	SF	15.0%	Preventive	Surface Seal	5
MLB	TW A	132	WEATHERING	Medium	3,891	SF	7.4%	Preventive	Surface Seal	3
MLB	TW C	308	WEATHERING	Medium	209	SF	2.1%	Preventive	Surface Seal	
MLB	TW C	320	WEATHERING	Medium	3,307	SF	10.0%	Preventive	Surface Seal	3
MLB	TW C	350	L & T CR	Medium	136	LF	0.2%	Preventive	AC Crack Sealing	
MLB	TW C	350	WEATHERING	Medium	5,116	SF	6.7%	Preventive	Surface Seal	5
MLB	TW D	408	L & T CR	Medium	41	LF	0.6%	Preventive	AC Crack Sealing	
MLB	TW D	408	WEATHERING	Medium	1,060	SF	15.0%	Preventive	Surface Seal	1
MLB	TW D	415	L & T CR	Medium	50	LF	0.3%	Preventive	AC Crack Sealing	
MLB	TW D	415	WEATHERING	Medium	1,831	SF	10.0%	Preventive	Surface Seal	1
MLB	TW F	810	RAVELING	Medium	107	SF	0.2%	Preventive	Surface Seal	
MLB	TW F	810	WEATHERING	Medium	3,874	SF	6.2%	Preventive	Surface Seal	3
MLB	TW G	605	WEATHERING	Medium	3,605	SF	10.0%	Preventive	Surface Seal	3
MLB	TW K	1115	L & T CR	Medium	928	LF	0.6%	Preventive	AC Crack Sealing	
MLB	TW K	1115	RAVELING	Low	4,222	SF	2.9%	Preventive	Surface Seal	4
MLB	TW K	1115	RAVELING	Medium	64	SF	0.0%	Preventive	Surface Seal	
MLB	TW K	1115	WEATHERING	Medium	2,572	SF	1.8%	Preventive	Surface Seal	2
MLB	TW K	1125	L & T CR	Medium	253	LF	0.3%	Preventive	AC Crack Sealing	:

SF

SF

LF

SF

SF

LF

SF

SF

SF

SF

SF

SF

SF

SF

SF

LF

SF

SF

SF

LF

SF

SF

SF

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

10.0%

0.1%

0.3%

10.2%

5.0%

0.5%

6.0%

10.0%

5.0%

15.0%

1.0%

25.5%

0.3%

15.0%

7.8%

0.7%

5.0%

5.0%

17.2%

0.1%

25.0%

10.8%

35.0%

Preventive



MLB

TW K

TW K1

TW N

TW Q

TW R

TW R

TW R

TW S

TW S1

1125

1127

1130

1130

1132

1135

1135

1140

1740

1405

1705

1705

1710

1710

1720

1725

1725

1735

1810

1820

1820

515

520

WEATHERING

RAVELING

L&TCR

WEATHERING

WEATHERING

L&TCR

WEATHERING

WEATHERING

WEATHERING

WEATHERING

RAVELING

WEATHERING

RAVELING

WEATHERING

RAVELING

L&TCR

WEATHERING

WEATHERING

WEATHERING

L&TCR

WEATHERING

RAVELING

RAVELING

Medium

Low

Medium

Low

Medium

Low

Medium

Medium

Medium

Medium

Medium

Medium

Medium

Low

9,393

52

234

7,735

1,031

373

4,708

2,292

1,084

5,066

943

23,477

30

1,816

3,233

524

3,938

459

9,869

12

4,585

2,004

5,125



Surface Seal

Surface Seal

AC Crack Sealing

Surface Seal

Surface Seal

AC Crack Sealing

Surface Seal

AC Crack Sealing

Surface Seal

Surface Seal

Surface Seal

AC Crack Sealing

Surface Seal

Surface Seal

Surface Seal

lark Otu	Work Unit	 nit Coot	V	lork Cost
/ork Qty	Work Unit	nit Cost		Vork Cost
4,616	SF	\$ 0.75	\$	3,470
345	SF	\$ 0.75	\$	260
283	LF	\$ 4.00	\$	1,140
75	SF	\$ 0.75	\$	60
5,054	SF	\$ 0.75	\$	3,800
3,891	SF	\$ 0.75	\$	2,920
209	SF	\$ 0.75	\$	160
3,307	SF	\$ 0.75	\$	2,490
136	LF	\$ 4.00	\$	550
5,116	SF	\$ 0.75	\$	3,840
41	LF	\$ 4.00	\$	170
1,059	SF	\$ 0.75	\$	800
50	LF	\$ 4.00	\$	210
1,831	SF	\$ 0.75	\$	1,380
108	SF	\$ 0.75	\$	90
3,874	SF	\$ 0.75	\$	2,910
3,605	SF	\$ 0.75	\$	2,710
928	LF	\$ 4.00	\$	3,720
4,223	SF	\$ 0.75	\$	3,170
65	SF	\$ 0.75	\$	50
2,572	SF	\$ 0.75	\$	1,930
253	LF	\$ 4.00	\$	1,020
9,393	SF	\$ 0.75	\$	7,050
52	SF	\$ 0.75	\$	40
234	LF	\$ 4.00	\$	940
7,735	SF	\$ 0.75	\$	5,810
1,031	SF	\$ 0.75	\$	780
373	LF	\$ 4.00	\$	1,500
4,708	SF	\$ 0.75	\$	3,540
2,293	SF	\$ 0.75	\$	1,720
1,084	SF	\$ 0.75	\$	820
5,066	SF	\$ 0.75	\$	3,800
943	SF	\$ 0.75	\$	710
23,477	SF	\$ 0.75	\$	17,610
30	SF	\$ 0.75	\$	30
1,816	SF	\$ 0.75		1,370
	SF	 0.75	\$	
3,234	LF	\$	\$	2,430
524		\$ 4.00	\$	2,100
3,937	SF	\$ 0.75	\$	2,960
460	SF	\$ 0.75	\$	350
9,869	SF	\$ 0.75	\$	7,410
12	LF	\$ 4.00	\$	50
4,584	SF	\$ 0.75	\$	3,440
2,004	SF	\$ 0.75	\$	1,510
5,126	SF	\$ 0.75	\$	3,850

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Un	it Cost	W	ork Cost
MLB	TW S1	520	WEATHERING	Medium	9,519	SF	65.0%	Preventive	Surface Seal	9,519	SF	\$	0.75	\$	7,140
MLB	TW S1	525	WEATHERING	Medium	968	SF	5.0%	Preventive	Surface Seal	968	SF	\$	0.75	\$	730
MLB	TW T	2005	L&TCR	Medium	259	LF	0.5%	Preventive	AC Crack Sealing	259	LF	\$	4.00	\$	1,040
MLB	TW T	2015	L&TCR	Medium	266	LF	0.5%	Preventive	AC Crack Sealing	266	LF	\$	4.00	\$	1,070
MLB	TW T	2015	RAVELING	Low	1,414	SF	2.9%	Preventive	Surface Seal	1,414	SF	\$	0.75	\$	1,070
MLB	TW T	2015	WEATHERING	Medium	2,072	SF	4.2%	Preventive	Surface Seal	2,072	SF	\$	0.75	\$	1,560
MLB	TW U	2110	WEATHERING	Medium	807	SF	10.0%	Preventive	Surface Seal	807	SF	\$	0.75	\$	610
MLB	TW U	2115	WEATHERING	Medium	12,875	SF	10.0%	Preventive	Surface Seal	12,875	SF	\$	0.75	\$	9,660
MLB	TW V	1610	WEATHERING	Medium	3,716	SF	10.0%	Preventive	Surface Seal	3,717	SF	\$	0.75	\$	2,790
MLB	TW V	2205	WEATHERING	Medium	1,478	SF	10.0%	Preventive	Surface Seal	1,478	SF	\$	0.75	\$	1,110
MLB	TW V	2210	WEATHERING	Medium	1,367	SF	10.0%	Preventive	Surface Seal	1,367	SF	\$	0.75	\$	1,030
MLB	TW V1	710	WEATHERING	Medium	1,146	SF	10.0%	Preventive	Surface Seal	1,145	SF	\$	0.75	\$	860
MLB	TW V2	720	WEATHERING	Medium	423	SF	5.0%	Preventive	Surface Seal	423	SF	\$	0.75	\$	320
MLB	TL AP S	3450	WEATHERING	Medium	2,369	SF	10.0%	Preventive	Surface Seal	2,369	SF	\$	0.75	\$	1,780
MLB	TL AP S	3455	WEATHERING	Medium	2,312	SF	7.3%	Preventive	Surface Seal	2,312	SF	\$	0.75	\$	1,740
MLB	AP E	4404	L&TCR	Medium	121	LF	0.2%	Preventive	AC Crack Sealing	121	LF	\$	4.00	\$	490
MLB	AP E	4415	WEATHERING	Medium	2,088	SF	15.0%	Preventive	Surface Seal	2,088	SF	\$	0.75	\$	1,570
MLB	AP N	4115	JT SEAL DMG	Low	129	Slabs	33.3%	Preventive	PCC Joint Seal	4,968	LF	\$	4.25	\$	21,120
MLB	AP N	4115	JT SEAL DMG	Medium	257	Slabs	66.7%	Preventive	PCC Joint Seal	9,935	LF	\$	4.25	\$	42,230
MLB	AP N	4130	WEATHERING	Medium	4,083	SF	9.8%	Preventive	Surface Seal	4,083	SF	\$	0.75	\$	3,070
MLB	AP N	4132	WEATHERING	Medium	2,643	SF	5.0%	Preventive	Surface Seal	2,644	SF	\$	0.75	\$	1,990
MLB	AP N	4140	WEATHERING	Medium	1,155	SF	4.9%	Preventive	Surface Seal	1,155	SF	\$	0.75	\$	870
MLB	AP N	4145	WEATHERING	Medium	1,310	SF	20.0%	Preventive	Surface Seal	1,310	SF	\$	0.75	\$	990
MLB	AP N	4150	WEATHERING	Medium	4,255	SF	5.0%	Preventive	Surface Seal	4,255	SF	\$	0.75	\$	3,200
MLB	AP S	4305	WEATHERING	Medium	3,406	SF	10.0%	Preventive	Surface Seal	3,406	SF	\$	0.75	\$	2,560
MLB	AP S	4310	WEATHERING	Medium	4,731	SF	10.0%	Preventive	Surface Seal	4,731	SF	\$	0.75	\$	3,550
MLB	AP S	4315	WEATHERING	Medium	2,271	SF	5.0%	Preventive	Surface Seal	2,271	SF	\$	0.75	\$	1,710
MLB	AP SW	4710	WEATHERING	Medium	25,731	SF	11.9%	Preventive	Surface Seal	25,731	SF	\$	0.75	\$	19,300
MLB	AP SW	4720	RAVELING	Low	4,003	SF	2.7%	Preventive	Surface Seal	4,002	SF	\$	0.75	\$	3,010
MLB	AP SW	4720	WEATHERING	Medium	12,275	SF	8.4%	Preventive	Surface Seal	12,274	SF	\$	0.75	\$	9,210
MLB	AP SW	4730	WEATHERING	Medium	6,973	SF	6.8%	Preventive	Surface Seal	6,973	SF	\$	0.75	\$	5,230
MLB	AP TERM	4205	JOINT SPALL	Medium	23	Slabs	4.7%	Preventive	PCC Partial-Depth Patching	151	SF	\$	169.00	\$	25,530
MLB	AP TERM	4205	JOINT SPALL	High	8	Slabs	1.6%	Preventive	PCC Partial-Depth Patching	62	SF	\$	169.00	\$	10,640
MLB	AP TERM	4210	JT REF. CR	Medium	450	LF	0.2%	Preventive	AC Crack Sealing	451	LF	\$	4.00	\$	1,810
MLB	AP TERM	4210	L & T CR	Medium	1,081	LF	0.4%	Preventive	AC Crack Sealing	1,081	LF	\$	4.00	\$	4,330
MLB	AP TERM	4210	WEATHERING	Medium	23,440	SF	9.2%	Preventive	Surface Seal	23,440	SF	\$	0.75	\$	17,580
MLB	TW A	105	SLIPPAGE CR	N/A	102	SF	0.3%	Stopgap	AC Full-Depth Patching	146	SF	\$	18.75	\$	2,760
MLB	AP S	4312	JT SEAL DMG	High	27	Slabs	100.0%	Stopgap	PCC Joint Seal	644	LF	\$	4.25	\$	2,740
MLB	AP S	4312	SHAT. SLAB	Medium	7	Slabs	25.0%	Stopgap	PCC Crack Sealing	243	LF	\$	7.00	\$	1,710



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	ning Cost stimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	\$ 470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	\$ 9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	\$ 174,000
2023	MLB	TW C	315	AAC	58,917	67	AC Rehabilitation	\$ 825,000
2023	MLB	TW C	330	AC	101,728	58	AC Rehabilitation	\$ 1,425,000
2023	MLB	TW C	340	AC	4,919	69	AC Rehabilitation	\$ 69,000
2023	MLB	TW D	405	AAC	8,073	64	AC Rehabilitation	\$ 114,000
2023	MLB	TW D	408	AAC	7,061	70	AC Rehabilitation	\$ 99,000
2023	MLB	TW D	410	AC	105,094	56	AC Rehabilitation	\$ 1,472,000
2023	MLB	TW D	416	AC	8,423	67	AC Rehabilitation	\$ 118,000
2023	MLB	TW H	805	AAC	18,700	44	AC Reconstruction	\$ 571,000
2023	MLB	TW K	1110	AAC	5,207	69	AC Rehabilitation	\$ 73,000
2023	MLB	TW K	1116	AAC	6,760	61	AC Rehabilitation	\$ 95,000
2023	MLB	TW K	1135	AAC	78,460	69	AC Rehabilitation	\$ 1,099,000
2023	MLB	TW L	1210	AAC	33,859	66	AC Rehabilitation	\$ 475,000
2023	MLB	TW M	1305	AC	3,968	61	AC Rehabilitation	\$ 56,000
2023	MLB	TW M	1315	AC	50,873	62	AC Rehabilitation	\$ 713,000
2023	MLB	TW M	1320	AAC	4,651	68	AC Rehabilitation	\$ 66,000
2023	MLB	TW M	1325	AAC	5,526	68	AC Rehabilitation	\$ 78,000
2023	MLB	TW Q	1705	AAC	91,926	70	AC Rehabilitation	\$ 1,287,000
2023	MLB	TW Q	1732	AAC	4,295	59	AC Rehabilitation	\$ 61,000
2023	MLB	TW R	1805	AAC	56,463	68	AC Rehabilitation	\$ 791,000
2023	MLB	TW R	1820	AAC	18,335	70	AC Rehabilitation	\$ 257,000
2023	MLB	TW S	510	AAC	68,429	41	AC Reconstruction	\$ 2,088,000
2023	MLB	TW S	515	AC	18,556	70	AC Rehabilitation	\$ 260,000
2023	MLB	TW U	2105	AC	69,240	67	AC Rehabilitation	\$ 970,000
2023	MLB	TW V	1605	AAC	56,864	65	AC Rehabilitation	\$ 797,000
2023	MLB	AP E	4406	APC	12,591	34	AC Reconstruction	\$ 385,000
2023	MLB	AP N	4105	AC	110,170	61	AC Rehabilitation	\$ 1,543,000
2023	MLB	AP N	4110	AC	109,958	56	AC Rehabilitation	\$ 1,540,000

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	MLB	AP N	4120	AC	96,139	54	AC Reconstruction	\$ 2,933,000
2023	MLB	AP N	4135	APC	22,070	65	AC Rehabilitation	\$ 309,000
2023	MLB	AP S	4312	PCC	8,547	8	PCC Reconstruction	\$ 513,000
2023	MLB	AP TERM	4230	AAC	21,115	66	AC Rehabilitation	\$ 296,000
2024	MLB	TW C	350	AC	76,637	70	AC Rehabilitation	\$ 1,127,000
2024	MLB	TW K	1115	AAC	144,746	70	AC Rehabilitation	\$ 2,128,000
2024	MLB	TW K	1125	AAC	94,162	69	AC Rehabilitation	\$ 1,385,000
2024	MLB	TW T	2005	AAC	47,619	70	AC Rehabilitation	\$ 700,000
2024	MLB	AP N	4130	AC	41,477	69	AC Rehabilitation	\$ 610,000
2024	MLB	AP TERM	4210	AAC	254,613	69	AC Rehabilitation	\$ 3,743,000
2025	MLB	TW R	1810	AAC	57,323	69	AC Rehabilitation	\$ 885,000
2025	MLB	TW S1	520	AC	14,644	69	AC Rehabilitation	\$ 227,000
2025	MLB	AP SW	4720	AC	146,718	69	AC Rehabilitation	\$ 2,265,000
2026	MLB	TW Q	1710	AAC	12,104	70	AC Rehabilitation	\$ 197,000
2026	MLB	TW Q	1725	AC	78,549	70	AC Rehabilitation	\$ 1,273,000
2026	MLB	AP E	4404	AC	75,613	70	AC Rehabilitation	\$ 1,226,000
2027	MLB	TW A	130	AAC	33,690	70	AC Rehabilitation	\$ 574,000
2027	MLB	TW A	132	AAC	52,331	70	AC Rehabilitation	\$ 891,000
2027	MLB	TW C	320	AAC	33,067	69	AC Rehabilitation	\$ 563,000
2027	MLB	TW K	1130	AAC	76,184	69	AC Rehabilitation	\$ 1,297,000
2027	MLB	TW Q	1720	AAC	41,653	69	AC Rehabilitation	\$ 709,000
2027	MLB	TW T	2015	AC	48,962	70	AC Rehabilitation	\$ 834,000
2027	MLB	AP SW	4710	AC	216,728	69	AC Rehabilitation	\$ 3,688,000
2028	MLB	TW Q	1722	AAC	20,462	70	AC Rehabilitation	\$ 366,000
2028	MLB	TW Q	1735	AAC	9,173	70	AC Rehabilitation	\$ 164,000
2028	MLB	AP N	4145	AAC	6,550	69	AC Rehabilitation	\$ 118,000
2029	MLB	RW 5-23	6310	AAC	6,900	69	AC Rehabilitation	\$ 130,000
2029	MLB	TW D	415	AC	18,312	69	AC Rehabilitation	\$ 344,000
2029	MLB	TW N	1405	AAC	33,774	69	AC Rehabilitation	\$ 634,000
2029	MLB	TW U	2110	AC	8,070	69	AC Rehabilitation	\$ 152,000
2029	MLB	TW V2	720	AC	8,446	70	AC Rehabilitation	\$ 159,000
2029	MLB	AP S	4305	AAC	34,060	70	AC Rehabilitation	\$ 639,000



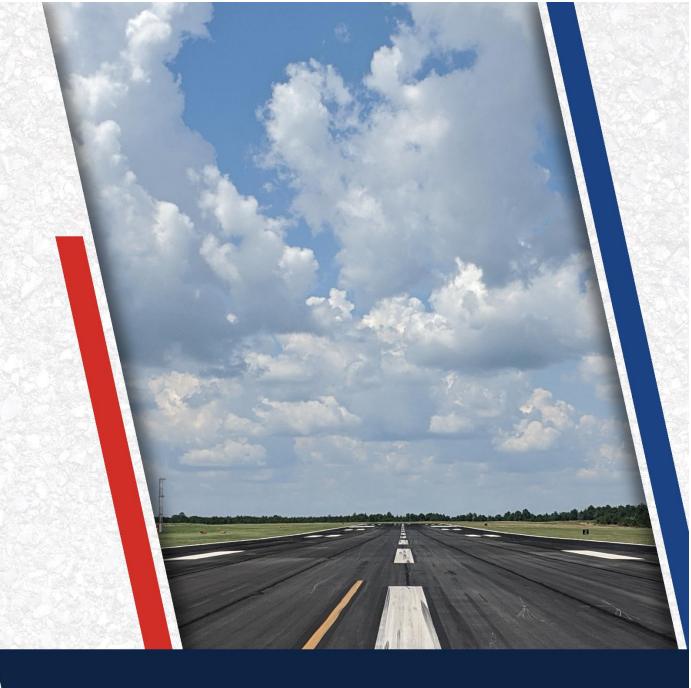
Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

2022

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2029	MLB	AP S	4310	AAC	47,311	70	AC Rehabilitation	\$ 888,000
2030	MLB	RW 5-23	6305	AAC	211,297	68	AC Rehabilitation	\$ 4,163,000
2030	MLB	TW A	107	AAC	4,933	69	AC Rehabilitation	\$ 98,000
2030	MLB	TW F	810	AC	62,514	69	AC Rehabilitation	\$ 1,232,000
2030	MLB	TW V	2210	AAC	13,665	69	AC Rehabilitation	\$ 270,000
2030	MLB	TL AP S	3455	AAC	31,584	69	AC Rehabilitation	\$ 623,000
2030	MLB	AP E	4415	APC	13,932	70	AC Rehabilitation	\$ 275,000
2030	MLB	AP S	4315	AAC	45,425	68	AC Rehabilitation	\$ 895,000
2031	MLB	RW 5-23	6315	AAC	6,900	69	AC Rehabilitation	\$ 143,000
2031	MLB	RW 9L-27R	6203	AAC	8,750	68	AC Rehabilitation	\$ 181,000
2031	MLB	RW 9L-27R	6204	AAC	17,500	69	AC Rehabilitation	\$ 362,000
2031	MLB	RW 9L-27R	6210	AAC	565,100	68	AC Rehabilitation	\$ 11,689,000
2031	MLB	RW 9R-27L	6120	AAC	34,034	68	AC Rehabilitation	\$ 704,000
2031	MLB	TW A	133	AAC	5,988	70	AC Rehabilitation	\$ 124,000
2031	MLB	TW C	325	AAC	8,038	70	AC Rehabilitation	\$ 167,000
2031	MLB	TW T	2017	AAC	5,769	70	AC Rehabilitation	\$ 120,000
2031	MLB	TW V	2205	AAC	14,782	70	AC Rehabilitation	\$ 306,000
2031	MLB	TL AP S	3450	AAC	23,692	70	AC Rehabilitation	\$ 491,000
2032	MLB	RW 9L-27R	6220	AAC	17,500	69	AC Rehabilitation	\$ 381,000
2032	MLB	TW C	308	AC	9,892	70	AC Rehabilitation	\$ 215,000
2032	MLB	TW Q	1723	AAC	5,968	69	AC Rehabilitation	\$ 130,000
2032	MLB	TW V	1602	AAC	13,947	69	AC Rehabilitation	\$ 303,000
2032	MLB	TW V1	710	AC	11,452	70	AC Rehabilitation	\$ 249,000
2032	MLB	AP SW	4730	AC	101,878	70	AC Rehabilitation	\$ 2,213,000

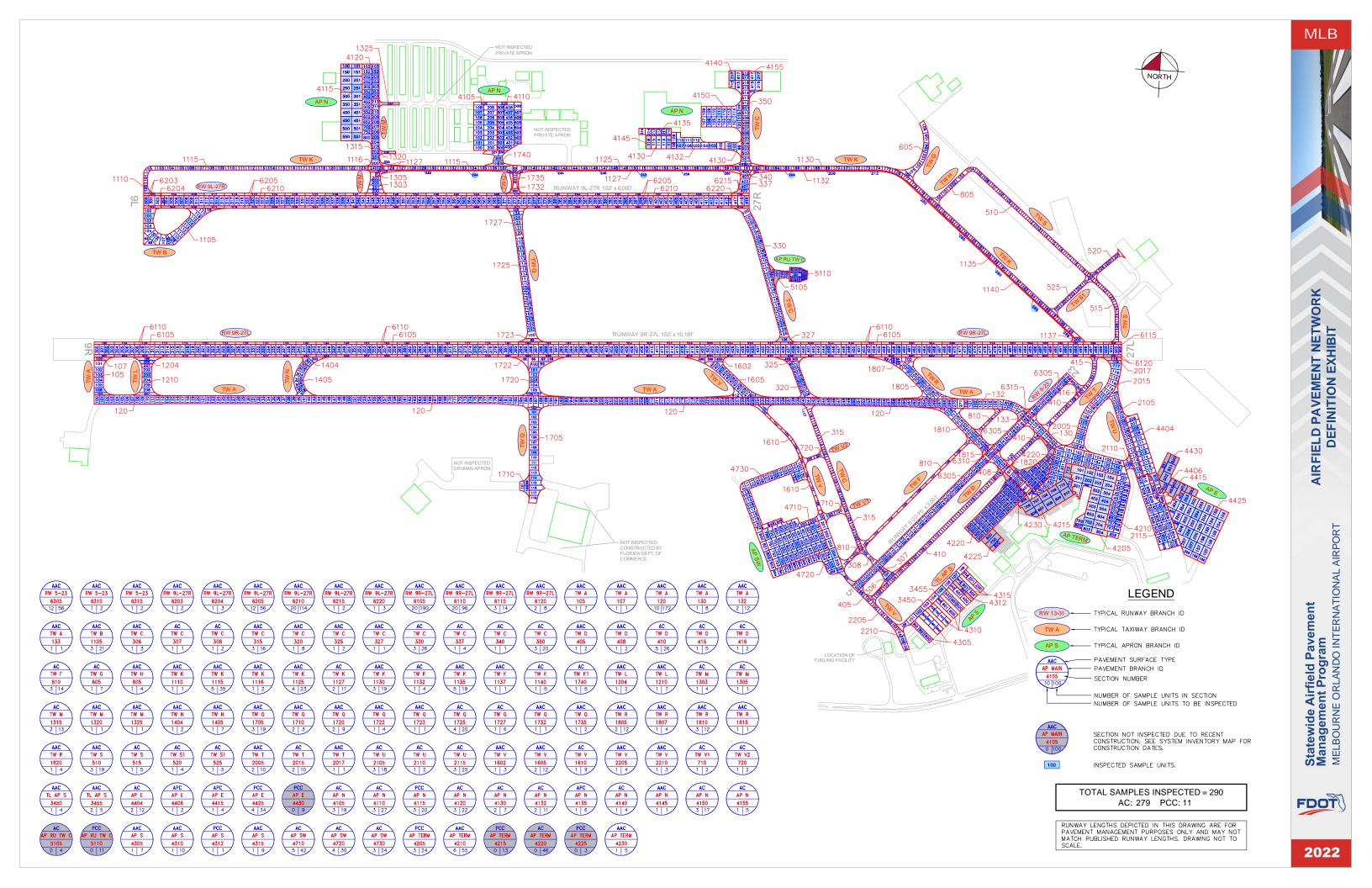
*All planning cost values have been rounded up to the nearest thousand dollars.

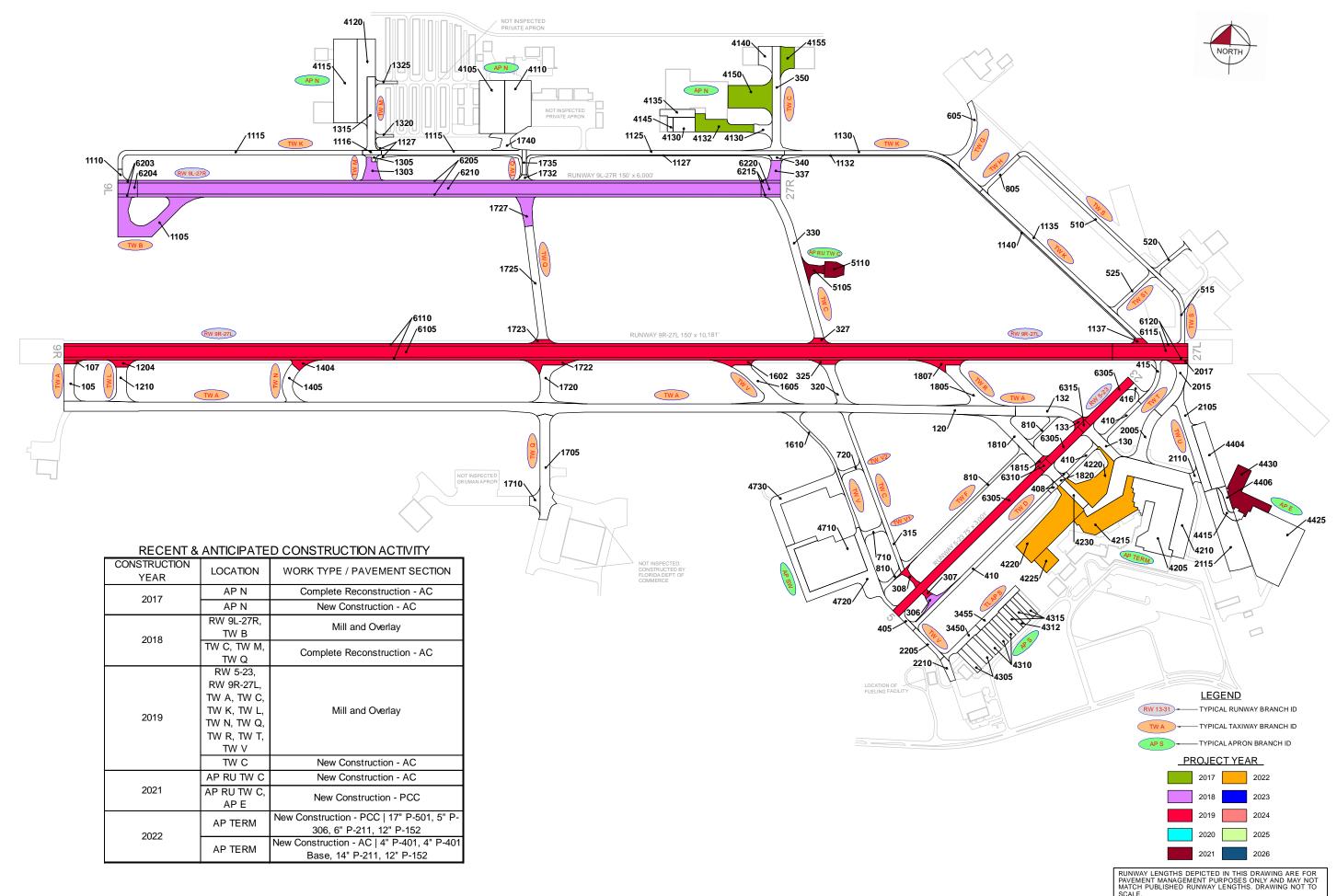




Appendix C: Technical Exhibits



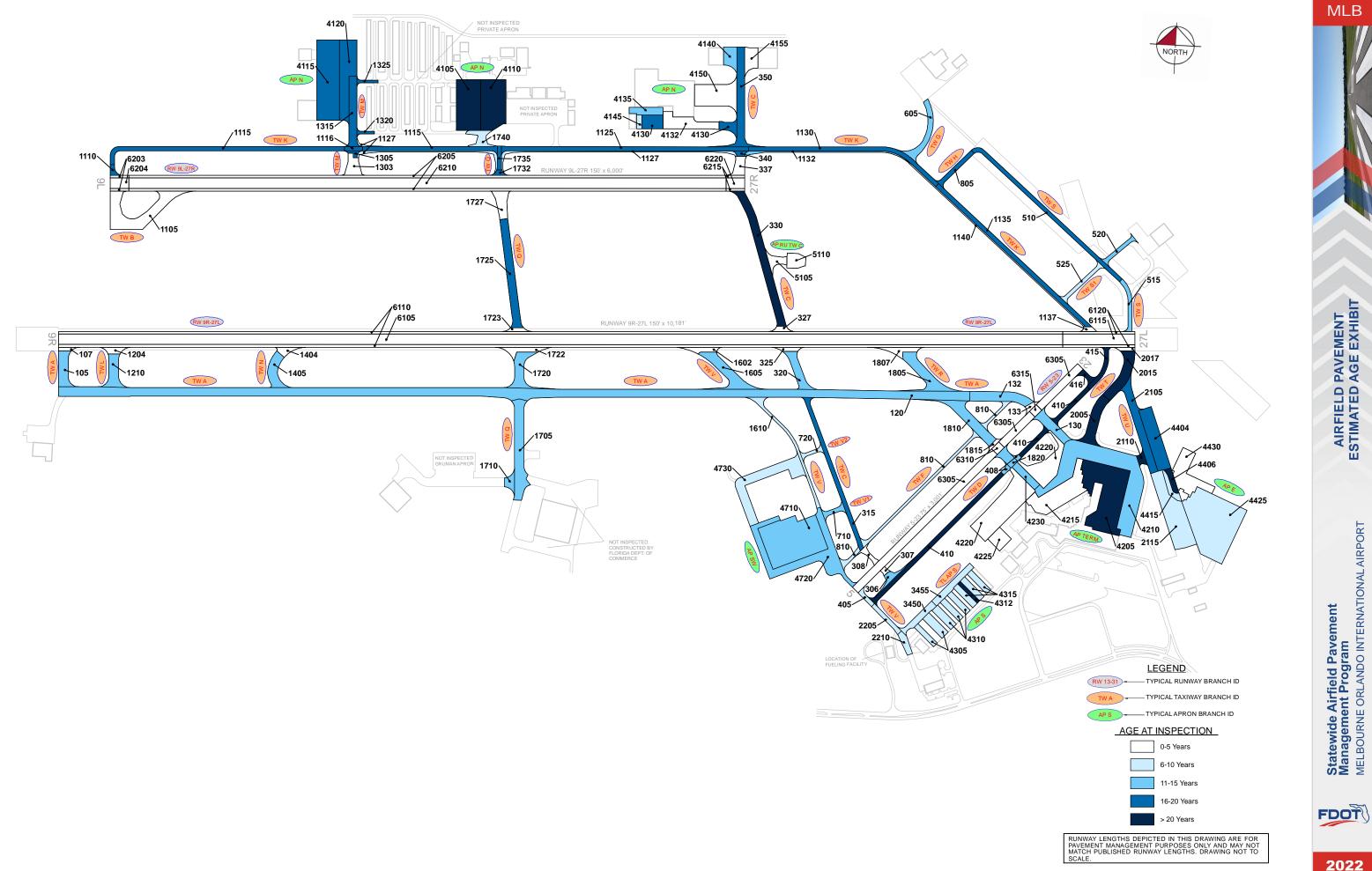




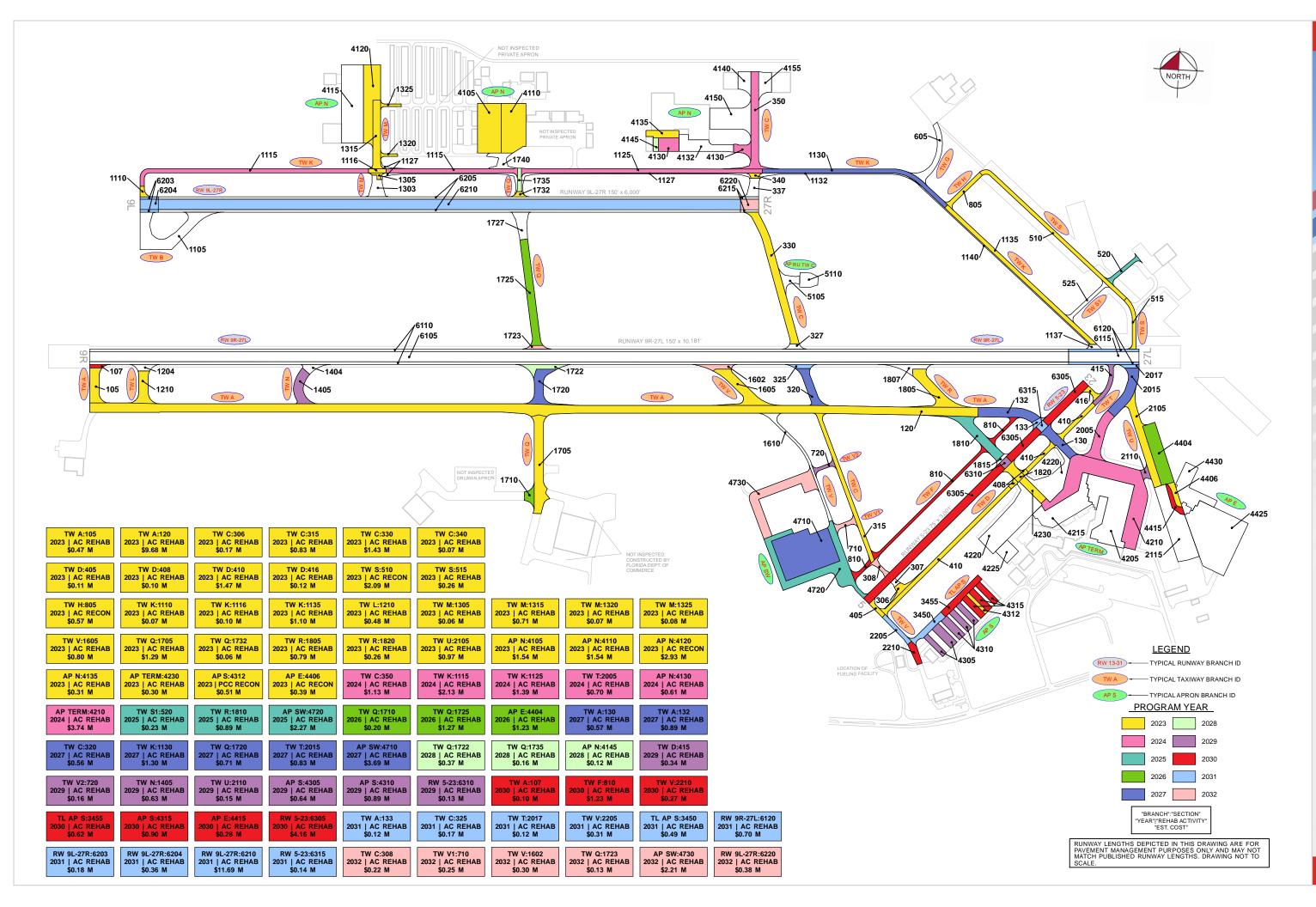
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

MLB

Statewide Airfield Pavement Management Program MELBOURNE ORLANDO INTERNATIONAL AIRPORT FDOT







AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

MLB

Statewide Airfield Pavement Management Program MELBOURNE ORLANDO INTERNATIONALAIRPORT





Appendix D: Inspection Photograph Documentation





RW 5-23, Section 6305, Sample Unit 108 - Raveling



RW 5-23, Section 6305, Sample Unit 154 - Patching





RW 9L-27R, Section 6210, Sample Unit 363 - Vicinity



RW 9L-27R, Section 6210, Sample Unit 381 - Longitudinal and Transverse Cracking



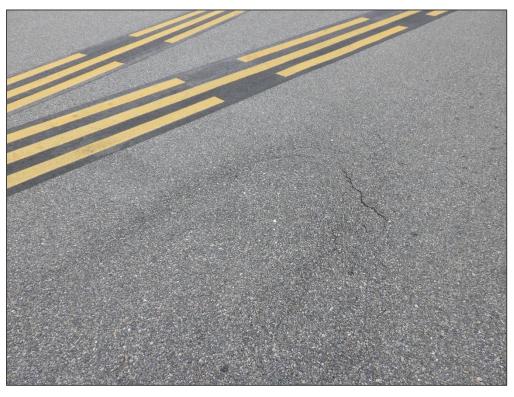


RW 9R-27L, Section 6105, Sample Unit 382 - Longitudinal & Transverse Cracking and Weathering



RW 9R-27L, Section 6110, Sample Unit 504 - Vicinity



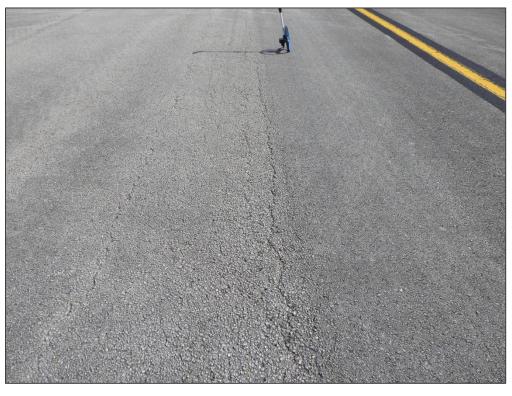


TW A, Section 105, Sample Unit 106 - Slippage Cracking



TW A, Section 120, Sample Unit 101 - Longitudinal & Transverse Cracking





TW C, Section 330, Sample Unit 113 – Alligator Cracking and Longitudinal & Transverse Cracking



TW D, Section 410, Sample Unit 123 – Alligator Cracking and Longitudinal & Transverse Cracking





TW F, Section 810, Sample Unit 101 - Vicinity



TW K, Section 1135, Sample Unit 187 - Longitudinal & Transverse Cracking, Swelling, and Weathering





TW S, Section 510, Sample Unit 106 - Block Cracking and Swelling



TW U, Section 2105, Sample Unit 103 - Rutting





AP E, Section 4406, Sample Unit 810 - Block Cracking



AP N, Section 4120, Sample Unit 402 - Longitudinal & Transverse Cracking and Swelling



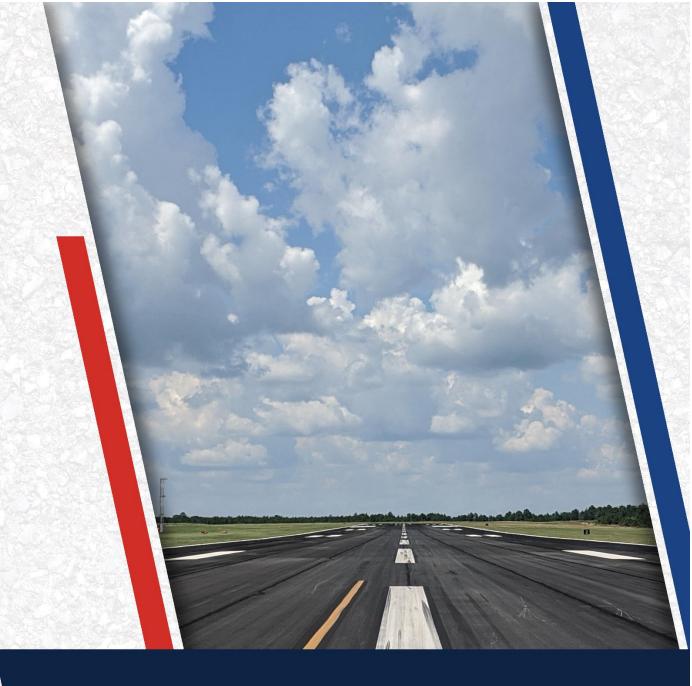


AP TERM, Section 4205, Sample Unit 202 - Joint Spall



AP SW, Section 4710, Sample Unit 301 - Longitudinal & Transverse Cracking





Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT										
Generated	Date	1	1/18/2022							Page 1 of 1
Network:	MLB			Na	me: MELB AIRPO		LANDO INTERN.	ATIONAL		
Branch:	AP E		Name:	EAST APRO	N	Use:	APRON	Area:	432,24	7 SqFt
Section:	4404	of :	5	From: -			To: -		Las	st Const.: 1/1/2004
Surface:	AC	Family: C	A653-PR-A	P-AC Zo	ne:		Category:		Ra	nk: P
Area:	75,61	3 SqFt	Length:	605	Ft V	idth:	125 Ft			
Slabs:		Slab Length	ı:	Ft	Slab Width:		Ft	Joint L	ength:	Ft
Shoulder:		Street Type	:		Grade: 0			Lanes:	0	
Section Co	mments:									
Work Date	: 1/1/1947	Work	Type: BUI	LT		Cod	e: IMPORTED	Is I	Major M&R:	: True
Work Date	: 1/1/1996	Work	Type: OV	ERLAY		Cod	e: IMPORTED	Is I	Major M&R	: True
Work Date	: 1/1/2004	Work	Type: Con	nplete Reconstructi	on - AC	Cod	e: CR-AC	Is I	Major M&R	: True
Last Insp.]	Date: 4/13/2022	2	Total	Samples: 12		Surveyed:	2			
Conditions	: PCI: 77									
Inspection	Comments:									
Sample Nu	mber: 208	Туре:	R		(a					
		i ypc.	K	Area:	6250.0) SqFt	PCI: 76			
Sample Co		Type:	K	Area:	6250.0) SqFt	PCI: 76			
-		Type.	L	Area: 312.00 Ft	6250.0) SqFt	PCI: 76			
48 L&	mments:	Type.			6250.0) SqFt	PCI: 76			
48 L& 48 L&	mments: T CR	Type:	L	312.00 Ft	6250.0	J SqFt	PCI: 76			
48 L& 48 L& 57 WE.	mments: T CR T CR	Туре:	L M	312.00 Ft 10.00 Ft	6250.00		PCI: 76			
48 L & 48 L & 57 WE. Sample Nu	mments: T CR T CR ATHERING mber: 213		L M L	312.00 Ft 10.00 Ft 6250.00 SqFt						
48 L & 57 WE. Sample Nu Sample Co	mments: T CR T CR ATHERING mber: 213		L M L	312.00 Ft 10.00 Ft 6250.00 SqFt						
48 L& 48 L& 57 WE. Sample Nu Sample Co 48 L& 48 L&	mments: T CR T CR ATHERING mber: 213 mments:		L M L R	312.00 Ft 10.00 Ft 6250.00 SqFt Area:						

Network	: MLB				Nar		LBOURNE C PORT	ORLANDO INT	ERNATIONAL		
Branch:	AP E		Name	EAST	APRO	N	Use:	APRON	Area:	432,2	47 SqFt
Section:	4406	0	of 5	From:	-			То: -		L	ast Const.: 1/1/1998
Surface:	APC	Family:	CA653-PF	R-AP-AAC-APC	Z Zon	ie:		Category	:	R	ank: P
Area:		12,591 SqFt	Leng	gth:	245 I	Ft	Width:	50	Ft		
Slabs:		Slab Lei	ngth:	Ft		Slab Width:		Ft	Join	t Length:	Ft
Shoulder	r:	Street T	ype:			Grade: 0			Lane	es: 0	
Section (Comments:										
Work Da	ate: 1/1/1942	2 W	ork Type: 1	BUILT			C	ode: IMPORT	ΈD Ι	ls Major M&I	R: True
Work Da	ate: 1/1/1998	3 W	ork Type: (OVERLAY			C	ode: IMPORT	'ED l	ls Major M&I	R: True
Last Insp	p. Date: 4/1	3/2022	То	talSamples:	2		Surveye	d: 1			
Conditio Inspectio	ons: PCI: on Comment										
Sample I	Number: 8	10 Ty	pe: R	A	rea:	677	7.00 SqFt	PCI	: 36		
Sample (Comments:										
42 B	LEEDING		Ν	5.00	SqFt						
43 B	LOCK CR		М	6777.00	SqFt						
52 R	AVELING		L	678.00	-						
56 S	WELLING		L	10.00	SqFt						

Network:	MLB				Nam		LBOURNE (PORT	ORLAND) INTERNA	ATIONAL		
Branch:	AP E		Name:	EAST A	APRON	1	Use:	APRON	1	Area:	432,247 SqF	t
Section:	4415	0	f 5	From: -				To:	-		Last Con	st.: 1/1/2014
Surface:	APC	Family:	CA653-PR-A	AP-AAC-APC	Zone	:		Cate	egory:		Rank: I	þ
Area:		13,932 SqFt	Length	ı:	325 Ft	t	Width:		50 Ft			
Slabs:		Slab Ler	igth:	Ft		Slab Width:		Ft		Joint Leng	gth:	Ft
Shoulder:		Street T	ype:			Grade: 0				Lanes:	0	
Section C	omments:											
Work Da	te: 1/1/1942	W	ork Type: BU	ЛLT			С	ode: IM	PORTED	Is Ma	jor M&R: True	8
Work Dat	te: 1/1/1998	W	ork Type: OV	/ERLAY			С	ode: IM	PORTED	Is Ma	jor M&R: True	3
Work Dat	te: 1/1/2014	w	ork Type: Mi	ll and Overlay			С	ode: ML	-OVL	Is Ma	jor M&R: True	2
Last Insp.	. Date: 4/1	3/2022	Tota	ISamples: 4	ļ		Surveye	ed: 1				
Condition	s: PCI:	88										
Inspection	n Comments	s:										
Sample N	umber: 70	09 Ty j	pe: R	A	rea:	4056	5.00 SqFt		PCI: 88			
Sample C	omments:											
57 W	EATHERIN	G	L	3448.00	SqFt							
57 W	EATHERIN	G	М	608.00	SqFt							

Network:	MLB				Na		ELBOURNE IRPORT	ORLANDO	INTERNA	TIONAL		
Branch:	AP E			Name:	EAST APRO	N	Use:	APRON		Area:	432,247 SqFt	
Section:	4425		of	5	From: -			To:	-		Last Const.:	1/1/2014
Surface:	PCC	Fa	mily:	CA653-PR-A	P-PCC Zor	ne:		Categ	ory:		Rank: P	
Area:		254,107 S	qFt	Length:	515	Ft	Width:	5	60 Ft			
Slabs:	635	S	lab Leng	gth:	20 Ft	Slab Width	:	20 Ft		Joint Lengt	h: 27,765 Ft	
Shoulder:		S	treet Ty	pe:		Grade:	0			Lanes:	0	
Section Co	omments:											
Work Date	e: 1/1/201	14	Wo	rk Type: Nev	v Construction - Ini	tial	(Code: NU-I	N	Is Majo	or M&R: True	
Last Insp.	Date: 4	/13/2022		Total	Samples: 34		Survey	ed: 4				
Conditions	s: PCI:	: 100										
Inspection	Commen	its:										
Sample Nu	umber:	207	Тур	e: R	Area:		20.00 Slabs	Ι	PCI: 100)		
Sample Co	omments:											
<no distre<="" td=""><td>ess></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ess>											
Sample Nu	umber:	254	Тур	e: R	Area:		20.00 Slabs	I	PCI: 100)		
Sample Co	omments:											
<no distre<="" td=""><td>ess></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ess>											
Sample Nu	umber:	256	Тур	e: R	Area:		20.00 Slabs	I	PCI: 100)		
Sample Co	omments:											
<no distre<="" td=""><td>ess></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></no>	ess>											
Sample Nu	umber:	353	Тур	e: R	Area:		20.00 Slabs	I	PCI: 98			
Sample Co	omments:											
74 JOI	NT SPAL	L		L	1.00 Slabs							

Network: MLB			Nar		LBOURNE PORT	ORLANDO INTERN	JATIONAL		
Branch: AP N		Name:	NORTH APR	ON	Use:	APRON	Area:	736,808 SqFt	
Section: 4105	of 11	F	rom: -			То: -		Last Const.:	1/1/1986
Surface: AC	Family: CA6	53-PR-AP-	AC Zor	ie:		Category:		Rank: P	
Area: 110	,170 SqFt	Length:	480 1	Ft	Width:	230 Ft			
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Len	gth: Ft	
Shoulder:	Street Type:			Grade: 0			Lanes:	0	
Section Comments:									
Work Date: 1/1/1986	Work T	ype: BUIL	Г		(Code: IMPORTED	Is Ma	jor M&R: True	
Last Insp. Date: 4/13/20 Conditions: PCI: 6 Inspection Comments:		TotalSa	mples: 19		Survey	red: 3			
Sample Number: 101	Trinot	R	Area:	500	0.00 SqFt	PCI: 64	4		
Sample Number: 101 Sample Comments:	Туре:	ĸ	Area:	500	0.00 SqFt	FCI: 04	+		
48 L&TCR	Ι		161.00 Ft						
52 RAVELING	I		4950.00 SqFt						
52 RAVELING	Ν		50.00 SqFt						
Sample Number: 107	Туре:	R	Area:	500	0.00 SqFt	PCI: 6	1		
Sample Comments:									
48 L & T CR	Ι		274.00 Ft						
50 PATCHING	Ι		20.00 SqFt						
52 RAVELING	Ι		4482.00 SqFt						
52 RAVELING	Ν		498.00 SqFt						
Sample Number: 205	Туре:	R	Area:	650	0.00 SqFt	PCI: 64	4		
Sample Comments:									
48 L & T CR	Ι	4	97.00 Ft						
52 RAVELING	Ι		6435.00 SqFt						
52 RAVELING	Ν	,	65.00 SqFt						

Network: MLB		Name:	MELBOURNE (AIRPORT	ORLANDO INTERNA	ATIONAL	
Branch: AP N	Name:	NORTH APRON	Use:	APRON	Area:	736,808 SqFt
Section: 4110	of 11	From: -		To: -		Last Const.: 1/1/1982
Surface: AC	Family: CA653-PR-A	AP-AC Zone:		Category:		Rank: P
Area: 109,958	8 SqFt Length	: 480 Ft	Width:	240 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length	Ft Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1982	Work Type: BU	ILT	С	ode: IMPORTED	Is Major	M&R: True
Last Insp. Date: 4/13/2022	Tota	Samples: 27	Surveye	d: 3		
Conditions: PCI: 58						
Inspection Comments:						
Sample Number: 301	Type: R	Area:	3500.00 SqFt	PCI: 47		
Sample Comments:	••		-			
45 DEPRESSION	L	9.00 SqFt				
48 L & T CR	L	231.00 Ft				
48 L & T CR	М	263.00 Ft				
49 OIL SPILLAGE	N	6.00 SqFt				
52 RAVELING	L	3325.00 SqFt				
52 RAVELING	М	175.00 SqFt				
Sample Number: 403	Type: R	Area:	5000.00 SqFt	PCI: 60		
Sample Comments:						
45 DEPRESSION	L	30.00 SqFt				
48 L & T CR	L	103.00 Ft				
52 RAVELING	L	4900.00 SqFt				
52 RAVELING	М	100.00 SqFt				
Sample Number: 407	Type: R	Area:	5000.00 SqFt	PCI: 64		
Sample Comments:						
48 L & T CR	L	132.00 Ft				
52 RAVELING	L	4950.00 SqFt				
	М	50.00 SqFt				

	vork: MLB					Name:	MELBOURNE AIRPORT	ORLANDO IN	TERN	ATIONAL		
Bran	ich: AP N		N	ame:	NORT	'H APRON	Use:	APRON		Area:	736,808 SqFt	
Secti	ion: 4115	of	11	Fr	om:	-		To: -			Last Const.:	1/1/2003
Surf	ace: PCC	Family:	CA653	B-PR-AP-I	PCC	Zone:		Categor	y:		Rank: P	
Area	: 16	2,260 SqFt	Ι	ength:		760 Ft	Width:	214	Ft			
Slab	s: 386	Slab Leng	gth:		20 Ft	Slab	Width:	21 Ft		Joint Lengt	th: 14,903 Fi	t
Shou	ılder:	Street Ty	pe:			Grad	de: 0			Lanes:	0	
Secti	on Comments:											
Wor	k Date: 1/1/2003	Wo	rk Typ	e: New C	Construction	on - Initial	(Code: NU-IN		Is Majo	or M&R: True	
Last	Insp. Date: 4/13/2	2022		TotalSa	mples:	20	Survey	ed: 3				
	ditions: PCI:						·					
Insp	ection Comments:											
	ection Comments: ple Number: 251	Тур	e:	R		Area:	20.00 Slabs	PC	I: 83			
Sam		Тур	e:	R	A	Area:	20.00 Slabs	РС	I: 83			
Samj Samj	ple Number: 251	Тур	e: M	R		Area: Slabs	20.00 Slabs	РС	I: 83			
Sam Sam	ple Number: 251 ple Comments:	Тур		R			20.00 Slabs	РС	I: 83			
Sam Sam 65 71	ple Number: 251 ple Comments: JT SEAL DMG		М	R	20.00 1.00	Slabs	20.00 Slabs	PC	I: 83			
Sam Sam 65 71 73	ple Number: 251 ple Comments: JT SEAL DMG FAULTING		M L N	R	20.00 1.00 8.00	Slabs Slabs	20.00 Slabs 20.00 Slabs		I: 83 I: 93			
Samj Samj 65 71 73 Samj	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF	2	M L N		20.00 1.00 8.00	Slabs Slabs Slabs						
Sam Sam 65 71 73 Sam	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF ple Number: 450	2	M L N		20.00 1.00 8.00	Slabs Slabs Slabs Area:						
Sam Sam 65 71 73 Sam Sam	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF ple Number: 450 ple Comments:	Тур	M L N		20.00 1.00 8.00 <i>A</i> 20.00	Slabs Slabs Slabs Area:						
Sam Sam 65 71 73 Sam Sam 65 73	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF ple Number: 450 ple Comments: JT SEAL DMG	Тур	M L N e: L N		20.00 1.00 8.00 20.00 7.00	Slabs Slabs Slabs Area: Slabs		PC				
Sam 5 71 73 Sam 5 3 5 73 Sam	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF ple Number: 450 ple Comments: JT SEAL DMG SHRINKAGE CF	२ Тур २	M L N e: L N	R	20.00 1.00 8.00 20.00 7.00	Slabs Slabs Slabs Area: Slabs Slabs	20.00 Slabs	PC	I: 93			
Sam 5 71 73 Sam 5 3 5 73 Sam	ple Number: 251 ple Comments: JT SEAL DMG FAULTING SHRINKAGE CF ple Number: 450 ple Comments: JT SEAL DMG SHRINKAGE CF ple Number: 551	२ Тур २	M L N e: L N	R	20.00 1.00 8.00 20.00 7.00	Slabs Slabs Slabs Area: Slabs Slabs	20.00 Slabs	PC	I: 93			

Network: MLB		Name:	MELBOURNE O AIRPORT	ORLANDO INTERN	NATIONAL	
Branch: AP N	Name:	NORTH APRON	Use:	APRON	Area:	736,808 SqFt
Section: 4120	of 11 I	rom: -		То: -		Last Const.: 1/1/2003
Surface: AC F	Samily: CA653-PR-AP	-AC Zone:		Category:		Rank: P
Area: 96,139	SqFt Length:	950 Ft	Width:	100 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Leng	th: Ft
Shoulder:	Street Type:	Grad	e: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/2003	Work Type: New	Construction - Initial	С	ode: NU-IN	Is Maje	or M&R: True
Last Insp. Date: 4/13/2022	TotalS	amples: 22	Surveye	d: 3		
Conditions: PCI: 56						
Inspection Comments:						
Sample Number: 153	Type: R	Area:	3750.00 SqFt	PCI: 6	8	
Sample Comments:			-			
48 L & T CR	L	224.00 Ft				
56 SWELLING	L	100.00 SqFt				
57 WEATHERING	L	3375.00 SqFt				
57 WEATHERING	M	375.00 SqFt				
Sample Number: 402	Type: R	Area:	4575.00 SqFt	PCI: 4	5	
Sample Comments:						
48 L & T CR	L	471.00 Ft				
48 L & T CR	М	300.00 Ft				
52 RAVELING	L	229.00 SqFt				
56 SWELLING 57 WEATHERING	L	300.00 SqFt				
57 WEATHERING 57 WEATHERING	L M	3202.00 SqFt 1144.00 SqFt				
Sample Number: 702	Type: R	Area:	4575.00 SqFt	PCI: 5	6	
Sample Comments:	- , P				•	
48 L&TCR	L	176.00 Ft				
48 L&TCR	M	200.00 Ft				
56 SWELLING	L	183.00 SqFt				
57 WEATHERING	L	3431.00 SqFt				
57 WEATHERING	М	1144.00 SqFt				

Network: MLB			Name	: MELBOURN AIRPORT	E ORLANDO INTI	ERNATIONAL			
Branch: AP N		Name:	NORTH APRO	N Us	e: APRON	Area:	736	,808 SqFt	
Section: 4130	of 11	Fr	·om: -		То: -]	Last Const.:	1/1/2006
Surface: AC	Family: CA	653-PR-AP-4	AC Zone:		Category:]	Rank: P	
Area: 4	1,477 SqFt	Length:	370 Ft	Width:	130 F	't			
Slabs:	Slab Length:		Ft S	Slab Width:	Ft	Join	t Length:	Ft	
Shoulder:	Street Type:		(Grade: 0		Lane	es: 0		
Section Comments:									
Work Date: 1/1/2003	Work T	ype: New C	Construction - Initia	1	Code: NU-IN]	ls Major Mð	kR: True	
Work Date: 1/1/2006	Work T	ype: New C	Construction - AC		Code: NC-AC]	ls Major Mð	&R: True	
Last Insp. Date: 4/13/2	2022	TotalSa	mples: 7	Surv	eyed: 2				
	2022 73	TotalSa	mples: 7	Surv	eyed: 2				
Conditions: PCI:		TotalSa	mples: 7	Surv	eyed: 2				
Conditions: PCI: Inspection Comments:		TotalSa R	mples: 7 Area:	Surv 5194.00 SqFt	eyed: 2 PCI:	71			
Conditions: PCI: Inspection Comments: Sample Number: 101	73		·			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments:	73 Туре:		·			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L&TCR	73 Туре:	R	Area:			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING	73 Type:	R	Area: 79.00 Ft			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L&TCR 50 PATCHING	73 Type:	R	Area: 79.00 Ft 180.00 SqFt			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING	73 Type:	R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt			71			
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING 57 WEATHERING 57 WEATHERING	73 Type:	R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt 4513.00 SqFt						
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING 57 WEATHERING	73 Type:	R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt 4513.00 SqFt 501.00 SqFt	5194.00 SqFt	PCI:				
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING 57 WEATHERING 57 WEATHERING Sample Number: 112 Sample Comments:	73 Type:	R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt 4513.00 SqFt 501.00 SqFt	5194.00 SqFt	PCI:				
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING 57 WEATHERING 57 WEATHERING 57 WEATHERING Sample Number: 112 Sample Comments: 48 L & T CR	73 Type: 1 1 1 1 1 1 1 1 1 1 1 1 1	R L M R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt 4513.00 SqFt 501.00 SqFt	5194.00 SqFt	PCI:				
Conditions: PCI: Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 50 PATCHING 56 SWELLING 57 WEATHERING 57 WEATHERING 57 WEATHERING Sample Number: 112 Sample Comments: 48 L & T CR	73 Type: 1 1 1 1 1 1 1 1 1 1 1 1 1	R L M R	Area: 79.00 Ft 180.00 SqFt 201.00 SqFt 4513.00 SqFt 501.00 SqFt 244.00 Ft	5194.00 SqFt	PCI:				

Network:	MLB				Na		ELBOURNE RPORT	EORLA	ANDO INTE	RNATI	ONAL			
Branch:	AP N		Nai	ne:	NORTH AP	RON	Use	: Al	PRON	A	rea:	73	6,808 SqFt	
Section:	4132	of	f 11	From	ı: -				То: -				Last Const.	: 1/1/2017
Surface:	AC	Family:	CA653-	PR-AP-AC	Zo	ne:			Category:				Rank: P	
Area:	52,8	865 SqFt	Le	ngth:	530	Ft	Width:		110 F	,				
Slabs:		Slab Len	gth:		Ft	Slab Width:			Ft		Joint L	ength:		Ft
Shoulder:		Street Ty	pe:			Grade: 0)				Lanes:	0		
Section Co	mments:													
Work Date	: 1/1/2003	We	ork Type	: New Cons	struction - In	itial		Code:	NU-IN		Is N	Aajor M	&R: True	
Work Date	: 1/1/2006	W	ork Type	: New Cons	struction - A	С		Code:	NC-AC		Is N	Aajor M	&R: True	
Work Date	: 1/1/2017	We	ork Type	: Complete	Reconstruct	ion - AC		Code:	CR-AC		Is N	Aajor M	&R: True	
Last Insp. l	Date: 4/13/202	22	,	FotalSamp	les: 11		Surve	yed:	2					
Conditions	: PCI: 91													
Inspection	Comments:													
Sample Nu	mber: 103	Тур	e:	R	Area:	504	0.00 SqFt		PCI:	91				
Sample Co	mments:													
57 WE.	ATHERING		L	47	88.00 SqFt									
57 WE.	ATHERING		Μ	2	52.00 SqFt									
Sample Nu	mber: 107	Тур	e:	R	Area:	504	0.00 SqFt		PCI:	91				
Sample Co	mments:													
57 WE.	ATHERING		L	47	88.00 SqFt									
57 WE.	ATHERING		М	2	52.00 SqFt									

Network:	MLB				Name:		LBOURNE (PORT	ORLANDO INT	ERNATIONAL		
Branch:	AP N		Name:	NORTH	I APRON		Use:	APRON	Area:	736,808 \$	SqFt
Section:	4135	0	of 11	From: -				To: -		Last	Const.: 1/1/2010
Surface:	APC	Family:	CA653-PR-A	P-AAC-APC	Zone:			Category		Rank	: P
Area:		22,070 SqFt	Length	:	350 Ft		Width:	100 1	ft		
Slabs:		Slab Lei	ngth:	Ft	Sla	ab Width:		Ft	Joint 1	Length:	Ft
Shoulder:	:	Street T	ype:		Gi	rade: 0			Lanes	: 0	
Section C	omments:										
Work Dat	te: 12/25/20	004 W	ork Type: Ne	w Construction	n - Initial		С	ode: NU-IN	Is	Major M&R:	True
Work Dat	te: 1/1/2010) W	ork Type: Ov	erlay - AC Str	uctural		С	ode: OL-AS	Is	Major M&R:	True
Last Insp.	. Date: 4/1	3/2022	Tota	Samples: 6			Surveye	e d: 1			
Condition	ns: PCI:	67									
Inspectior	n Comments	S:									
Sample N	umber: 21	1 Ty	pe: R	A	rea:	3550	0.00 SqFt	PCI	67		
Sample C	omments:										
47 JT	REF. CR		L	62.00	Ft						
47 JT	REF. CR		М	88.00							
57 WI	EATHERIN	G	L	3195.00	SqFt						
57 WI	EATHERIN	G	Μ	355.00	SqFt						

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch:	AP N		Name:	NORTH APRON	Use:	APRON	Area:	736,808 SqFt
Section:	4140	0	f 11 F	rom: -		То: -		Last Const.: 1/1/2010
Surface:	AC	Family:	CA653-PR-AP	-AC Zone:		Category:		Rank: P
Area:		23,711 SqFt	Length:	185 Ft	Width:	125 Ft		
Slabs:		Slab Ler	igth:	Ft Slab	Width:	Ft	Joint Ler	ngth: Ft
Shoulder:		Street T	ype:	Gra	de: 0		Lanes:	0
Section Co	omments:							
Work Dat	te: 1/1/201	0 W	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Ma	ajor M&R: True
Condition	Date: 4/1 s: PCI: Comment	91	TotalSa	amples: 4	Surveye	d: 1		
Sample N	umber: 7	17 Ty	e: R	Area:	5750.00 SqFt	PCI: 91		
Sample C	omments:							
	EATHERIN EATHERIN		L M	5310.00 SqFt 280.00 SqFt				

Network:	MLB				Name:	MELBOURNE (AIRPORT	ORLANDO INTERI	NATIONAL	
Branch:	AP N		Name:	NORTH	APRON	Use:	APRON	Area:	736,808 SqFt
Section:	4145	0	f 11 I	rom: -			То: -		Last Const.: 1/1/2013
Surface:	AAC	Family:	CA653-PR-AP	-AAC-APC	Zone:		Category:		Rank: P
Area:		6,550 SqFt	Length:		150 Ft	Width:	50 Ft		
Slabs:		Slab Len	igth:	Ft	Slab W	idth:	Ft	Joint Leng	th: Ft
Shoulder:		Street Ty	ype:		Grade:	0		Lanes:	0
Section Co	omments:								
Work Dat	te: 1/1/2013	W	ork Type: New	Construction	- Initial	С	ode: NU-IN	Is Maj	or M&R: True
Last Insp. Condition	Date: 4/13		TotalS	amples: 1		Surveye	e d: 1		
Inspection	1 Comments	:							
Sample N	umber: 11	6 Ту <u>г</u>	be: R	Ar	ea:	6550.00 SqFt	PCI: 8	32	
Sample Co	omments:								
57 WI	& T CR EATHERING EATHERING		L L M	52.00 H 5240.00 S 1310.00 S	SqFt				

	/LB				Na		MELBOURNE AIRPORT	ORLANDO INTE	RNATIONAL			
Branch: A	AP N		N	ame:	NORTH AP	RON	Use:	APRON	Area:	7.	36,808 SqFt	
Section: 4150)	of	11	Fro	m: -			То: -			Last Const.:	1/1/2017
Surface: AC		Family:	CA65	3-PR-AP-A	C Zo	ne:		Category:			Rank: P	
Area:	85,09	92 SqFt	I	Length:	400	Ft	Width:	200 Ft				
Slabs:		Slab Leng	gth:		Ft	Slab Wid	th:	Ft	Join	t Length:	Ft	
Shoulder:		Street Ty	pe:			Grade:	0		Lane	es: 0		
Section Comme	ents:											
Work Date: 1/	1/2017	Wo	rk Tyr	e: New Co	nstruction - A	С	(Code: NC-AC]	ls Major N	A&R: True	
Last Insp. Date	: 4/13/2022	2		TotalSam	ples: 17		Survey	ed: 3				
Conditions:	PCI: 88											
Inspection Com	ments:											
Sample Numbe	r: 106	Туре	e:	R	Area:	:	5100.00 SqFt	PCI:	91			
Sample Commo	ents:											
57 WEATH	ERING		L	4	845.00 SqFt							
57 WEATH57 WEATH			L M		845.00 SqFt 255.00 SqFt							
	ERING	Туре	М		-		5000.00 SqFt	PCI:	87			
57 WEATH Sample Numbe	ERING r: 111	Туре	М		255.00 SqFt		5000.00 SqFt	PCI:	87			
57 WEATH Sample Numbe Sample Commo	ERING r: 111 ents:	Турс	M e:		255.00 SqFt		5000.00 SqFt	PCI:	87			
57 WEATH Sample Numbe Sample Commo	ERING r: 111 ents: R	Туре	М	R	255.00 SqFt Area: 18.00 Ft		5000.00 SqFt	PCI:	87			
57 WEATH Sample Numbe Sample Commo 48 L&TC	ERING r: 111 ents: R ERING	Турс	M e: L	R	255.00 SqFt Area:	:	5000.00 SqFt	PCI:	87			
 57 WEATH Sample Numbe Sample Common 48 L & T C 57 WEATH 57 WEATH 	ERING r: 111 ents: R ERING ERING	Туро	M e: L L M	R	255.00 SqFt Area: 18.00 Ft 750.00 SqFt		5000.00 SqFt 5000.00 SqFt	PCI: PCI:				
57 WEATH Sample Number Sample Common 48 L & T C 57 WEATH	ERING r: 111 ents: R ERING ERING r: 115		M e: L L M	R 4	255.00 SqFt Area: 18.00 Ft 750.00 SqFt 250.00 SqFt							
57WEATHSample NumberSample Common48L & T C57WEATH57WEATHSample NumberSample Common	ERING r: 111 ents: R ERING ERING r: 115 ents:		M e: L L M	R 4	255.00 SqFt Area: 18.00 Ft 750.00 SqFt 250.00 SqFt Area:							
57WEATHSample NumberSample Common48L & T C57WEATH57WEATHSample NumberSample Common	ERING r: 111 ents: R ERING ERING r: 115 ents: SSION		M e: L L M e:	R 4 R	255.00 SqFt Area: 18.00 Ft 750.00 SqFt 250.00 SqFt							

Network:	MLB				Na		LBOURNE O RPORT	ORLANDO INTERN	JATIONAL		
Branch:	AP N		Nam	e: N	ORTH API	RON	Use:	APRON	Area:	736,	808 SqFt
Section:	4155	0	f 11	From:	-			To: -		I	Last Const.: 1/1/2017
Surface:	AC	Family:	CA653-P	R-AP-AC	Zoi	ne:		Category:		ŀ	Rank: P
Area:	26,5	16 SqFt	Len	gth:	195	Ft	Width:	125 Ft			
Slabs:		Slab Ler	ngth:		Ft	Slab Width:		Ft	Joint Lo	ength:	Ft
Shoulder:		Street T	ype:			Grade: 0			Lanes:	0	
Section Co	omments:										
Work Date	e: 1/1/2017	W	ork Type:	New Const	ruction - AC	2	С	ode: NC-AC	Is N	/lajor M&	R: True
Last Insp.]	Date: 4/13/202	2	Т	otalSample	s: 5		Surveye	d: 1			
Conditions Inspection	s: PCI: 94 Comments:										
Sample Nu	umber: 317	Ту	pe: R		Area:	559	0.00 SqFt	PCI: 9	4		
Sample Co	omments:										
57 WE	EATHERING		L	5590	0.00 SqFt						

Network	: MLB				Name:		LBOURNE (PORT	ORLANDO INTER	NATIONAL		
Branch:	AP S		Name:	SOUTH	APRON		Use:	APRON	Area:	135,343 SqFt	
Section:	4305	0	f 4	From: -				To: -		Last Const.:	1/1/2012
Surface:	AAC	Family:	CA653-PR-	AP-AAC-APC	Zone:			Category:		Rank: P	
Area:		34,060 SqFt	Lengt	h:	170 Ft		Width:	200 Ft			
Slabs:		Slab Lei	ngth:	Ft	Sla	b Width:		Ft	Joint Len	egth: Ft	
Shoulde	r:	Street T	ype:		Gra	ade: 0			Lanes:	0	
Section (Comments:										
Work D	ate: 1/1/1979) W	ork Type: B	UILT			С	ode: IMPORTED) Is Ma	ajor M&R: True	
Work D	ate: 1/2/1979) W	ork Type: S	urface Treatmen	t - Seal Co	at	С	ode: ST-SC	Is Ma	ajor M&R: False	
Work D	ate: 1/1/2012	2 W	ork Type: N	lill and Overlay			С	ode: ML-OVL	Is Ma	ajor M&R: True	
Last Ins	p. Date: 4/1	3/2022	Tot	alSamples: 7			Surveye	ed: 1			
Conditio	ons: PCI:	85									
Inspectio	on Comments	5:									
Sample	Number: 90)1 Ty	pe: R	A	·ea:	4080	0.00 SqFt	PCI:	85		
Sample	Comments:										
54 S	HOVING		L	15.00	SqFt						
57 V	VEATHERIN	G	L	3672.00	SqFt						
57 V	VEATHERIN	G	М	408.00	SqFt						

Networ	k: MLB			Nar		LBOURNE (RPORT	ORLANDO INTERN	ATIONAL		
Branch	: AP S		Name:	SOUTH APR	ON	Use:	APRON	Area:	135,343 Sql	Ft
Section	: 4310	C	of 4	From: -			To: -		Last Co	nst.: 1/1/2012
Surface	: AAC	Family:	CA653-PR-A	P-AAC-APC Zor	ne:		Category:		Rank:	Р
Area:		47,311 SqFt	Length:	235 1	Ft	Width:	200 Ft			
Slabs:		Slab Lei	ngth:	Ft	Slab Width:		Ft	Joint Len	gth:	Ft
Should	er:	Street T	ype:		Grade: 0			Lanes:	0	
Section	Comments:									
Work I	Date: 1/1/1965	; w	ork Type: BUI	LT		С	ode: IMPORTED	Is Ma	njor M&R: Tru	ie
Work I	Date: 1/1/2012	2 W	ork Type: Mill	and Overlay		С	ode: ML-OVL	Is Ma	njor M&R: Tru	ie
Last In	sp. Date: 4/1	3/2022	Totals	Samples: 10		Surveye	e d: 1			
Conditi	ons: PCI:	85								
Inspect	ion Comments	5:								
Sample	Number: 50)1 Ty	pe: R	Area:	476	0.00 SqFt	PCI: 85			
Sample	Comments:					-				
48]	L & T CR		L	36.00 Ft						
	WEATHERIN		L	4284.00 SqFt						
57	WEATHERIN	G	М	476.00 SqFt						

Network	: MLB				Name:		LBOURNE (PORT	ORLANDC) INTERN	IATIONAL		
Branch:	AP S		Name:	SOUT	H APRON		Use:	APRON	[Area:	135,343 SqFt	
Section:	4312	0	of 4	From:	-			To:	-		Last Const.:	12/25/1994
Surface:	PCC	Family:	CA653-PR-	AP-PCC	Zone:			Cate	gory:		Rank: P	
Area:		8,547 SqFt	Lengt	h:	260 Ft		Width:		32 Ft			
Slabs:	27	Slab Ler	ngth:	16 Ft	SI	ab Width:		20 Ft		Joint Ler	ngth: 644 I	't
Shoulder	:	Street T	ype:		G	rade: 0				Lanes:	0	
Section C	Comments:											
Work Da	nte: 12/25/19	94 W	ork Type: No	ew Construction	on - Initial		0	Code: NU	-IN	Is Ma	ajor M&R: True	
Last Insp	Date: 4/1	3/2022	Tota	alSamples:	1		Survey	ed: 1				
Last Insp Condition		3/2022 12	Tota	alSamples:	1		Survey	ed: 1				
Condition		12	Tota	alSamples:	1		Survey	ed: 1				
Condition Inspectio	ns: PCI:	12			1 Area:	20	Surveyo		PCI: 12	2		
Condition Inspectio Sample N	ns: PCI: n Comments	12				20			PCI: 12	2		
Condition Inspectio Sample N Sample C	ns: PCI: n Comments Number: 35	12				2(PCI: 12	2		
Condition Inspectio Sample N Sample C 63 L1	ns: PCI: n Comments Number: 35 Comments:	12 : 1 Ty	pe: R		Area:	20			PCI: 12	2		
Condition Inspectio Sample N Sample C 63 L1 65 JT	ns: PCI: n Comments Number: 35 Comments: INEAR CR	12 : 1 Ty	pe: R L	1.00	Area: Slabs	20			PCI: 12	2		
Condition Inspectio Sample N Sample C 63 L1 65 JT 72 SI	ns: PCI: n Comments Number: 35 Comments: INEAR CR SEAL DMG	12 : 1 Ty	pe: R L H	1.00 20.00 14.00	Area: Slabs Slabs	20			PCI: 12	2		
Condition Inspectio Sample N Sample C 63 L1 65 JT 72 SF 72 SF 72 SF	ns: PCI: n Comments Number: 35 Comments: INEAR CR T SEAL DMG HAT. SLAB	12 :: 1 Ty	pe: R L H L	1.00 20.00 14.00	Area: Slabs Slabs Slabs	20			PCI: 12	2		

Network	: MLB			Na		LBOURNE C RPORT	RLANDO INTER	NATIONAL		
Branch:	AP S		Name:	SOUTH API	RON	Use:	APRON	Area:	135,343 SqFt	
Section:	4315		of 4	From: -			To: -		Last Const.	: 1/1/2012
Surface:	AAC	Family:	CA653-PR-A	AP-AAC-APC Zo	ne:		Category:		Rank: P	
Area:		45,425 SqFt	Length	1: 785	Ft	Width:	55 Ft			
Slabs:		Slab L	ength:	Ft	Slab Width:		Ft	Joint Len	gth:	Ft
Shoulder	:	Street	Гуре:		Grade: 0			Lanes:	0	
Section (Comments:									
Work Da	te: 1/1/196	5 1	Vork Type: BU	ЛГТ		C	ode: IMPORTED	Is Ma	jor M&R: True	
Work Da	te: 1/2/196	5 V	Vork Type: Su	rface Treatment - Se	eal Coat	C	ode: ST-SC	Is Ma	ijor M&R: False	
Work Da	te: 1/1/201	2	Work Type: Mi	ll and Overlay		C	ode: ML-OVL	Is Ma	jor M&R: True	
Last Insp	. Date: 4/2	13/2022	Tota	ISamples: 9		Surveye	d: 1			
Conditio	ns: PCI:	86								
Inspectio	n Comment	ts:								
Sample N	Number: 3	01 T	ype: R	Area:	580	0.00 SqFt	PCI: 8	36		
Sample (Comments:									
45 D	EPRESSION	1	L	12.00 SqFt						
54 S	HOVING		L	19.00 SqFt						
57 W	EATHERIN	IG	L	5510.00 SqFt						
57 W	EATHERIN	IG	М	290.00 SqFt						

Netwo	ork: MLB			Nai		IELBOURNE (IRPORT	ORLANDO INTER	RNATIONAL		
Branc	ch: AP SW		Name:	SOUTHWES	T APRON	Use:	APRON	Area:	465,3	24 SqFt
Section	on: 4710	of 3	3	From: -			To: -		Lŧ	ast Const.: 1/1/2008
Surfac	ce: AC	Family: CA	A653-PR-A	AP-AC Zor	ne:		Category:		R	ank: P
Area:	216,728	8 SqFt	Length:	1: 500 1	Ft	Width:	420 Ft			
Slabs:		Slab Length:	<i>ı</i> :	Ft	Slab Width	1:	Ft	Joint	t Length:	Ft
Should	der:	Street Type:	:		Grade:	0		Lanes	es: 0	
Section	on Comments:									
Work	Date: 1/1/2008	Work	Type: Nev	w Construction - Init	tial	(Code: NU-IN	Is	ls Major M&R	₹: True
Last I	nsp. Date: 4/13/2022		Total	ISamples: 42		Survey	/ed: 5			
Condi	itions: PCI: 78									
Inspec	ction Comments:									
Sampl	le Number: 253	Type:	R	Area:	50	000.00 SqFt	PCI:	74		
-	le Comments:									
48	L & T CR		L	275.00 Ft						
57	WEATHERING		L	4500.00 SqFt						
57	WEATHERING		М	500.00 SqFt						
-	le Number: 301	Туре:	R	Area:	504	000.00 SqFt	PCI:	73		
Sampl	le Comments:									
45	DEPRESSION		L	8.00 SqFt						
48 57	L & T CR WEATHERING		L L	301.00 Ft 4500.00 SqFt						
57 57	WEATHERING		L M	500.00 SqFt						
	le Number: 502	Туре:	R	Area:		000.00 SqFt	PCI:	82		
-	le Comments:									
48	L & T CR		L	28.00 Ft						
49	OIL SPILLAGE		N	4.00 SqFt						
57	WEATHERING		L	4250.00 SqFt						
57	WEATHERING		M	750.00 SqFt						
	le Number: 703	Туре:	R	Area:	504	000.00 SqFt	PCI:	83		
Sampi	le Comments:									
48	L & T CR		L	68.00 Ft						
57 57	WEATHERING WEATHERING		L M	4250.00 SqFt 750.00 SqFt						
	le Number: 750	Туре:	R	/50.00 SqFt Area:		726.00 SqFt	PCI:	<u></u>		
-	le Comments:	турс.	К	Aita.	01.	20.00 Sqr i	1 (80		
-			÷	167 00 Et						
48 56	L & T CR SWELLING		L L	167.00 Ft 10.00 SqFt						
50 57	WEATHERING		L L	6053.00 SqFt						
57	WEATHERING		M	673.00 SqFt						

Network: MLB		Name:	MELBOURNE C AIRPORT	RLANDO INTERNA	ATIONAL	
Branch: AP SW	Name:	SOUTHWEST APR		APRON	Area:	465,324 SqFt
Section: 4720	of 3			To: -		-
						Last Const.: 1/1/2008
Surface: AC	Family: CA653-PR-A			Category:		Rank: P
Area: 146,71	8 SqFt Length:	1,500 Ft	Width:	100 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length	: Ft
Shoulder:	Street Type:	Grad	le: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/2008	Work Type: Nev	Construction - Initial	C	ode: NU-IN	Is Major	M&R: True
Last Insp. Date: 4/13/2022	2. Totals	Samples: 30	Surveye	d: 4		
Conditions: PCI: 74						
Inspection Comments:						
Sample Number: 204	Type: R	Area:	6600.00 SqFt	PCI: 78		
Sample Comments:	rype. K	Ai ta.	0000.00 5411	101, 78		
48 L & T CR	L	261.00 Ft				
52 RAVELING	L	660.00 SqFt				
57 WEATHERING	L	5940.00 SqFt				
Sample Number: 207	Type: R	Area:	6693.00 SqFt	PCI: 63		
Sample Comments:						
48 L & T CR	L	78.00 Ft				
50 PATCHING	L	1556.00 SqFt				
57 WEATHERING	L	4203.00 SqFt				
57 WEATHERING	М	934.00 SqFt				
Sample Number: 255	Type: R	Area:	5000.00 SqFt	PCI: 78		
Sample Comments:						
48 L & T CR	L	191.00 Ft				
57 WEATHERING	L	4500.00 SqFt				
57 WEATHERING	М	500.00 SqFt				
Sample Number: 802	Type: R	Area:	5900.00 SqFt	PCI: 77		
Sample Comments:						
42 BLEEDING	Ν	10.00 SqFt				
48 L & T CR	L	231.00 Ft				
57 WEATHERING	L	5310.00 SqFt				
57 WEATHERING	M	590.00 SqFt				

Network	K: MLB			Nan	me: MELBOURNE (AIRPORT	ORLANDO INTERN	NATIONAL	
Branch:	AP SW		Name:	SOUTHWEST	T APRON Use:	APRON	Area:	465,324 SqFt
Section:	4730	of 3	3 1	From: -		To: -		Last Const.: 1/1/2013
Surface:	AC AC	Family: C	CA653-PR-AP	P-AC Zon	ie:	Category:		Rank: P
Area:	101,878	3 SqFt	Length:	1,200 F	Ft Width:	85 Ft		
Slabs:		Slab Length	h:	Ft	Slab Width:	Ft	Joint Leng	th: Ft
Shoulder	r:	Street Type	e:		Grade: 0		Lanes:	0
Section (Comments:							
Work Da	ate: 1/1/2013	Worl	k Type: New	Construction - Init	tial C	Code: NU-IN	Is Maj	or M&R: True
Last Ins	p. Date: 4/13/2022		TotalS	Samples: 24	Surveye	ed: 3		
Conditio	ons: PCI: 87							
Inspectio	on Comments:							
Sample I	Number: 105	Туре:	: R	Area:	4250.00 SqFt	PCI: 8	8	
Sample (Comments:							
	& T CR		L	6.00 Ft				
	VEATHERING		L	4038.00 SqFt				
	VEATHERING		М	212.00 SqFt				
-	Number: 116	Type:	: R	Area:	4250.00 SqFt	PCI: 8	7	
Sample (Comments:							
	. & T CR		L	13.00 Ft				
	VEATHERING		L	4038.00 SqFt				
	WEATHERING		М	212.00 SqFt				
-	Number: 151	Туре:	: R	Area:	5000.00 SqFt	PCI: 8	7	
Sample (Comments:							
	2 & T CR		L	2.00 Ft				
	VEATHERING		L	4500.00 SqFt				
57 W	VEATHERING		Μ	500.00 SqFt				

Network:	MLB				Nar		MELBOURNI AIRPORT	EOR	LANDO INTERN	ATIONAL		
Branch:	AP TERM		Name:	TERM	INAL .	APRON	Use	:	APRON	Area:	831,312 SqFt	
Section:	4205	of 6	Fr	om:	-				To: -		Last Const.:	1/1/1989
Surface:	PCC	Family: C.	A653-PR-AP-P	PCC	Zon	ie:			Category:		Rank: P	
Area:	199,700) SqFt	Length:		620 I	Ft	Width:		440 Ft			
Slabs:	499	Slab Length	:	20 Ft		Slab Wid	th:		20 Ft	Joint Lengt	h: 26,220 Ft	
Shoulder:		Street Type:				Grade:	0			Lanes:)	
Section Co	mments:											
Work Date	e: 1/1/1989	Work	Type: BUILT					Cod	e: IMPORTED	Is Majo	r M&R: True	
Last Insp.]	Date: 4/13/2022		TotalSan	nples:	24		Surve	yed	3			
Conditions	: PCI: 78											
Inspection	Comments:											
Sample Nu	mber: 202	Туре:	R	A	Area:		20.00 Slabs		PCI: 69)		
Sample Co	omments:											
66 SM	ALL PATCH		L	1.00	Slabs							
	RGE PATCH		L	2.00								
	ALING		L	2.00								
	RINKAGE CR		N	10.00								
	NT SPALL		L	1.00								
	NT SPALL		M	2.00	Slabs							
	NT SPALL		H	1.00								
-	mber: 404	Type:	R	A	Area:		24.00 Slabs		PCI: 87	/		
Sample Co	mments:											
66 SM/	ALL PATCH		L	1.00	Slabs							
73 SHF	RINKAGE CR		Ν	10.00								
74 JOR	NT SPALL		L	2.00								
74 JOR	NT SPALL		М	1.00	Slabs							
Sample Nu	mber: 703	Type:	R	I	Area:		20.00 Slabs		PCI: 75	5		
Sample Co	mments:											
57 LAF	RGE PATCH		L	1.00	Slabs							
	ULTING		L	5.00	Slabs							
	NT SPALL		L		Slabs							

Netwo	ork: MLB			Name:	MELBOURNE OF AIRPORT	PRLANDO INTERNA	ATIONAL	
Branc	ch: AP TERM		Name:	TERMINAL APRON	Use:	APRON	Area: 8	331,312 SqFt
Sectio	on: 4210	of 6		From: -		То: -		Last Const.: 1/1/2009
Surfa	ce: AAC Fai	mily: CA	4653-PR-	-AP-AAC-APC Zone:		Category:		Rank: P
Area:	254,613 Sq	JFt	Lengtl	th: 1,580 Ft	Width:	155 Ft		
Slabs:		ab Length:	-	Ft Slab W	/idth:	Ft	Joint Length:	Ft
Shoul		treet Type:		Grade:			Lanes: 0	
	on Comments:	1000 -JT -			~			
	Date: 1/1/1989	Work	Type: BU	UILT	C(ode: IMPORTED	Is Major 1	M&R: True
Work	Date: 1/1/2009	Work	Туре: М	fill and Overlay	Co	ode: ML-OVL	Is Major I	M&R: True
Last I	Insp. Date: 4/13/2022		Tot:	alSamples: 55	Surveyed	d: 6		
Condi	itions: PCI: 73							
Inspe	ction Comments:							
	le Number: 152	Туре:	R	Area:	5000.00 SqFt	PCI: 80		
-		Type.	К	Area:	5000.00 Sqrt	FUI. 60		
Samp	le Comments:							
48	L & T CR		L	62.00 Ft				
56 57	SWELLING WEATHERING		L L	75.00 SqFt 4500.00 SqFt				
57 57	WEATHERING		L M	500.00 SqFt				
	le Number: 156	Туре:	R	Area:	5000.00 SqFt	PCI: 76		
-	le Comments:	1			1			
-								
48 56	L & T CR SWELLING		L L	144.00 Ft 75.00 SqFt				
56 57	SWELLING WEATHERING		L L	75.00 SqFt 4500.00 SqFt				
57	WEATHERING		M	500.00 SqFt				
Samp	le Number: 250	Type:	R	Area:	4500.00 SqFt	PCI: 71		
-	le Comments:							
42	BLEEDING		Ν	35.00 SqFt				
	L & T CR SWFLLING		L T	162.00 Ft 100.00 SaFt				
56 57	SWELLING WEATHERING		L L	100.00 SqFt 4275.00 SqFt				
57	WEATHERING		M	225.00 SqFt				
Samp	le Number: 401	Type:	R	Area:	6088.00 SqFt	PCI: 64		
-	le Comments:	-						
-			Ŧ	101.00 E4				
48 48	L & T CR L & T CR		L M	101.00 Ft 120.00 Ft				
40 56	SWELLING		L	120.00 Ft 122.00 SqFt				
57	WEATHERING		L	5479.00 SqFt				
57	WEATHERING		М	609.00 SqFt				
-	le Number: 458	Type:	R	Area:	3176.00 SqFt	PCI: 77		
Samp	le Comments:							
48	L & T CR		L	42.00 Ft				
56	SWELLING		L	100.00 SqFt				
57 57	WEATHERING		L M	2858.00 SqFt				
57 Samp	WEATHERING		M	318.00 SqFt	1700 00 SaEt	BCI. 72		
-	le Number: 657 le Comments:	Туре:	R	Area:	4500.00 SqFt	PCI: 72		
-			-	16.00 54				
47 47	JT REF. CR JT REF. CR		L M	15.00 Ft 50.00 Ft				
47 48	L & T CR		M L	50.00 Ft 92.00 Ft				
56	SWELLING		L	35.00 SqFt				
57	WEATHERING		L	4050.00 SqFt				
57	WEATHERING		М	450.00 SqFt				

Network:	MLB				Name:	MELBOURNE AIRPORT	ORLAN	DO INTERNA	ATIONAL			
Branch:	AP TERM		Name:	TERMI	NAL APRON	Use	APRO	ON	Area:	831,312	SqFt	
Section:	4230	0	f 6	From: -			Т): -		Last	Const.:	1/1/2009
Surface:	AAC	Family:	CA653-PR-	AP-AAC-APC	Zone:		C	ategory:		Ran	k: P	
Area:	21,1	15 SqFt	Lengt	h:	300 Ft	Width:		70 Ft				
Slabs:		Slab Ler	igth:	Ft	Slab Wi	idth:	Ft		Joint Lengt	h:	F	t
Shoulder:		Street T	ype:		Grade:	0			Lanes:	0		
Section Co	mments:											
Work Date	e: 1/1/1978	W	ork Type: B	UILT			Code: I	MPORTED	Is Majo	or M&R:	True	
Work Date	e: 1/1/1991	W	ork Type: O	VERLAY			Code: I	MPORTED	Is Majo	or M&R:	True	
Work Date	e: 1/1/1991	W	ork Type: O	VERLAY			Code: I	MPORTED	Is Majo	or M&R:	True	
Work Date	e: 1/1/2009	W	ork Type: M	lill and Overlay			Code: N	/L-OVL	Is Majo	or M&R:	True	
Last Insp. I	Date: 4/13/202	.2	Tot	alSamples: 5		Surve	yed: 1					
Conditions	: PCI: 68											
Inspection	Comments:											
Sample Nu	mber: 207	Ту	pe: R	A	rea:	3475.00 SqFt		PCI: 68				
Sample Co	mments:											
48 L&	TCR		L	134.00	Ft							
48 L&	TCR		М	50.00	Ft							
56 SWI	ELLING		L	50.00	SqFt							
	ATHERING		L	3127.00	-							
57 WE	ATTERING		Ľ	5127.00	Sqrt							

Netwo	ork: MLB					Name:		BOURNE C PORT	ORLANDO IN	FERNA	TIONAL			
Branc	h: RW 5-23		Ν	Name:	RUNW	/AY 5-23		Use:	RUNWAY		Area:	2	25,097 SqF	t
Sectio	n: 6305	of	3		From: -				To: -				Last Con	st.: 1/1/201
Surfa	ce: AAC	Family:	CA65 APC	53-PR-R	W-AAC-	Zone:			Category	:			Rank: S	5
Area:	211,29	97 SqFt		Length:	2	2,800 Ft		Width:	75	Ft				
Slabs:		Slab Leng	gth:		Ft	Slal	b Width:		Ft		Joi	nt Length:		Ft
Shoul	der:	Street Ty	pe:			Gra	ide: 0				La	nes: 0		
Sectio	n Comments:													
Work	Date: 1/1/1992	Wo	rk Ty	pe: BUI	LT			C	ode: IMPOR	TED		Is Major N	A&R: True	2
Work	Date: 1/1/2019	Wo	rk Ty	pe: Mill	and Overlay	7		С	ode: ML-OV	L		Is Major N	A&R: True	e
Last I Condi	nsp. Date: 4/13/2022 tions: PCI: 84	2		Totals	Samples:	56		Surveye	d: 12					
Inspec	ction Comments:													
Samp	le Number: 101	Тур	e:	R	А	rea:	3750.	00 SqFt	PCI	[: 71				
Samp	le Comments:													
50	PATCHING		L		630.00	SqFt								
52	RAVELING		L		156.00	SqFt								
57	WEATHERING		L		2964.00	-								
-	le Number: 108	Туро	e:	R	А	rea:	3750.	00 SqFt	PCI	: 83				
Sampl	le Comments:													
48	L & T CR		L		41.00									
52 57	RAVELING WEATHERING		L L		188.00 3562.00									
	le Number: 113	Тур		R		rea:	3750	00 SqFt	PC	: 88				
-	le Comments:	- , P		it.		i cui	5750.	oo sqi t	10	. 00				
-					100.00	G . E.								
52 57	RAVELING WEATHERING		L L		188.00 3562.00									
	le Number: 118	Тур		R		rea:	3750.	00 SqFt	PC	: 84				
-	le Comments:							I						
48	L & T CR		L		15.00									
52	RAVELING		L		188.00									
57	WEATHERING		L		3562.00									
-	le Number: 123	Туро	e:	R	А	rea:	3750.	00 SqFt	PCI	[: 86				
Samp	le Comments:													
48	L & T CR		L		100.00									
57	WEATHERING		L		3750.00									
-	le Number: 128 le Comments:	Туро	e:	R	А	rea:	3750.	00 SqFt	PC	: 83				
48	L & T CR		L		55.00	Ft								
52	RAVELING		L		188.00									
57	WEATHERING		L		3562.00	-								
Samp	le Number: 134	Тур	e:	R	A	rea:	3750.	00 SqFt	PCI	i: 86				
Samp	le Comments:													
48	L & T CR		L		21.00	Ft								
52	RAVELING		L		75.00									
57	WEATHERING		L		3675.00	-								
-	le Number: 140	Туро	e:	R	А	rea:	3750.	00 SqFt	PCI	[: 89				
Samp	le Comments:													
48	L & T CR		L		58.00	Ft								
57	WEATHERING		L		3750.00									

Sample Number: 144	Type: R	Area:	3750.00 SqFt	PCI: 89	
Sample Comments:					
18 L & T CR	L	56.00 Ft			
57 WEATHERING	L	3750.00 SqFt			
Sample Number: 150	Type: R	Area:	3749.00 SqFt	PCI: 89	
Sample Comments:					
18 L & T CR	L	59.00 Ft			
57 WEATHERING	L	3749.00 SqFt			
Sample Number: 154	Type: R	Area:	3750.00 SqFt	PCI: 72	
Sample Comments:					
18 L & T CR	L	182.00 Ft			
50 PATCHING	L	600.00 SqFt			
57 WEATHERING	L	3150.00 SqFt			
Sample Number: 158	Type: R	Area:	3750.00 SqFt	PCI: 90	
Sample Comments:					
48 L & T CR	L	26.00 Ft			
57 WEATHERING	L	3750.00 SqFt			

Network:	MLB			٦	ame:	MELBOUR AIRPORT	NE ORL	ANDO INTERNA	ATIONAL	
Branch:	RW 5-23		Name:	RUNWAY	5-23	U	se: R	UNWAY	Area:	225,097 SqFt
Section:	6310	0	f 3 F	rom: -				То: -		Last Const.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-RW APC	-AAC- Z	Zone:			Category:		Rank: S
Area:		6,900 SqFt	Length:	7	5 Ft	Width	:	45 Ft		
Slabs:		Slab Ler	ngth:	Ft	Slab W	idth:		Ft	Joint Lengt	h: Ft
Shoulder	:	Street T	уре:		Grade	: 0			Lanes:	0
Section C	omments:									
Work Da	te: 1/1/1978	W	ork Type: BUIL	Т			Code	IMPORTED	Is Majo	or M&R: True
Work Da	te: 1/1/1991	W	ork Type: OVE	RLAY			Code	IMPORTED	Is Majo	or M&R: True
Work Da	te: 1/1/1992	W	ork Type: OVE	RLAY			Code	IMPORTED	Is Majo	or M&R: True
Work Da	te: 1/1/2019	W	ork Type: Mill a	nd Overlay			Code	ML-OVL	Is Majo	or M&R: True
Last Insp	. Date: 4/13/	/2022	TotalSa	mples: 2		Sur	veyed:	1		
Condition	ns: PCI:	83								
Inspection	n Comments:									
Sample N	umber: 137	Ту	pe: R	Area	:	3450.00 SqF	ŕt	PCI: 83		
Sample C	comments:									
48 L	& T CR		L	54.00 Ft						
	AVELING EATHERING		L L	172.00 Sql 3278.00 Sql						

Network:	MLB				Nai		LBOURNE (PORT	ORLANDO	INTERNA	ATIONAL			
Branch:	RW 5-23		Name:	RUN	WAY 5-	-23	Use:	RUNWA	ΑY	Area:	225,097	7 SqFt	
Section:	6315	0	of 3	From:	-			To:	-		Las	t Const.:	1/1/2019
Surface:	AAC	Family:	CA653-PR- APC	RW-AAC-	Zor	ie:		Cate	gory:		Ran	ık: S	
Area:	ϵ	5,900 SqFt	Lengt	h:	92]	Ft	Width:		75 Ft				
Slabs:		Slab Lei	ngth:	Ft		Slab Width:		Ft		Joint Le	ngth:	F	t
Shoulder:		Street T	ype:			Grade: 0				Lanes:	0		
Section Co	omments:												
Work Date	e: 1/1/1989	W	ork Type: B	UILT			С	Code: IMP	ORTED	Is N	lajor M&R:	True	
Work Date	e: 1/1/1992	W	ork Type: O	VERLAY			С	Code: IMP	ORTED	Is M	lajor M&R:	True	
Work Date	e: 1/1/2019	W	ork Type: M	ill and Overla	ay		С	code: ML	OVL	Is M	lajor M&R:	True	
Conditions	Date: 4/13/2 s: PCI: 8 Comments:		Tota	alSamples:	2		Surveye	e d: 1					
Sample Nu Sample Co	umber: 147 omments:	Ty	pe: R		Area:	307′	7.00 SqFt		PCI: 87				
	ε T CR EATHERING		L L	69.00 3077.00									

Network:	MLB				Name:	MELBOURNE AIRPORT	ORLANDO	INTERNAT	ΓΙΟΝΑL		
Branch:	RW 9L-27R		Name:	RUNWA	Y 9L-27R	Use:	RUNWA	Y A	Area:	900,150 Sql	Ft
Section:	6203	0	f 6	From: -			To:	-		Last Co	nst.: 1/1/2018
Surface:	AAC	Family:	CA653-PR-R APC	W-AAC-	Zone:		Categ	gory:		Rank:	Р
Area:	8,75	50 SqFt	Length:	3	50 Ft	Width:		25 Ft			
Slabs:		Slab Ler	igth:	Ft	Slab Wi	dth:	Ft		Joint Le	ngth:	Ft
Shoulder:		Street T	ype:		Grade:	0			Lanes:	0	
Section Co	omments:										
Work Date	e: 1/1/1991	W	ork Type: New	Construction -	Initial		Code: NU-	IN	Is M	ajor M&R: Tru	ie
Work Date	e: 1/1/2011	W	ork Type: Mill	and Overlay			Code: ML-	OVL	Is M	ajor M&R: Tru	ie
Work Date	e: 1/1/2018	W	ork Type: Mill	and Overlay			Code: ML-	OVL	Is M	ajor M&R: Tru	ie
Conditions	Date: 4/13/2022 s: PCI: 86 Comments:	2	TotalS	Samples: 2		Survey	v ed: 1				
	umber: 100	Туј	e: R	Are	a:	4375.00 SqFt		PCI: 86			
Sample Co	omments:					1					
	Σ T CR EATHERING		L L	115.00 Ft 4375.00 Sc							

Network:	MLB				Name:		LBOURNE O PORT	ORLANDO	INTERN	ATIONAL			
Branch:	RW 9L-27R		Name:	RUNW	AY 9L-27R		Use:	RUNWA	Υ	Area:	900,1	50 SqFt	
Section:	6204	0	f 6	From: -				To:	-		L	st Const.:	1/1/2018
Surface:	AAC	Family:	CA653-PR-R APC	W-AAC-	Zone:			Cate	gory:		R	ank: P	
Area:	17,5	00 SqFt	Length:		175 Ft		Width:		100 Ft				
Slabs:		Slab Ler	ngth:	Ft	Slab	Width:		Ft		Joint L	ength:	H	⁷ t
Shoulder:		Street T	ype:		Grad	le: 0				Lanes:	0		
Section Co	omments:												
Work Dat	te: 1/1/1991	W	ork Type: New	Construction	n - Initial		С	ode: NU-	IN	Is	Major M&F	R: True	
Work Dat	te: 1/1/2011	W	ork Type: Mill	and Overlay			С	ode: ML-	OVL	Is	Major M&F	R: True	
Work Dat	te: 1/1/2018	W	ork Type: Mill	and Overlay			С	ode: ML-	OVL	Is	Major M&F	R: True	
Condition	Date: 4/13/202 s: PCI: 87 Comments:	2	TotalS	Samples: 3			Surveye	e d: 1					
Sample Ni Sample Co	umber: 300 omments:	Туј	pe: R	Aı	rea:	5000	0.00 SqFt		PCI: 87	,			
48 L&	& T CR EATHERING		L L	105.00 5000.00									

Network: MLB			Name:	MELBOURNE OR AIRPORT	LANDO INTERNA	ATIONAL	
Branch: RW 9L-27R		Name:	RUNWAY 9L-27R	Use:	RUNWAY	Area:	900,150 SqFt
Section: 6205	of 6		From: -		То: -		Last Const.: 1/1/2018
Surface: AAC	Family: CA		W-AAC- Zone:		Category:		Rank: S
Area: 282,55	50 SqFt	Length	: 5,642 Ft	Width:	25 Ft		
Slabs:	Slab Length:		Ft Slab V	Vidth:	Ft	Joint Leng	th: Ft
Shoulder:	Street Type:		Grade	: 0		Lanes:	0
Section Comments:							
Work Date: 1/1/1981	Work 7	Гуре: ВU	ILT	Cod	e: IMPORTED	Is Maj	or M&R: True
Work Date: 1/1/1991	Work 7	Гуре: ОЪ	ERLAY	Cod	e: IMPORTED	Is Maj	or M&R: True
Work Date: 1/1/2018	Work 7	Гуре: Mi	ll and Overlay	Cod	e: ML-OVL	Is Maj	or M&R: True
Last Insp. Date: 4/13/2022	2	Tota	Samples: 56	Surveyed:	12		
Conditions: PCI: 90							
Inspection Comments:							
Sample Number: 108	Type:	R	Area:	5000.00 SqFt	PCI: 89		
Sample Comments:							
48 L & T CR57 WEATHERING		L L	57.00 Ft 5000.00 SqFt				
Sample Number: 136	Туре:	R	Area:	5000.00 SqFt	PCI: 91		
Sample Comments:	- , P						
48 L & T CR		L	12.00 Ft				
57 WEATHERING		L	5000.00 SqFt				
Sample Number: 152	Туре:	R	Area:	5000.00 SqFt	PCI: 90		
Sample Comments:							
48 L & T CR 57 WEATHERING		L L	15.00 Ft 5000.00 SqFt				
Sample Number: 168	Туре:	R	Area:	5000.00 SqFt	PCI: 88		
Sample Comments:							
48 L & T CR57 WEATHERING		L L	100.00 Ft 5000.00 SqFt				
		R	Area:	5000 00 SaEt	PCI: 88		
Sample Number: 184 Sample Comments:	Туре:	К	Alta.	5000.00 SqFt	1 CI; 88		
-			100.00 5				
48 L & T CR57 WEATHERING		L L	100.00 Ft 5000.00 SqFt				
Sample Number: 208	Туре:	R	Area:	5000.00 SqFt	PCI: 87		
Sample Comments:	- 1			1			
48 L & T CR57 WEATHERING		L L	112.00 Ft 5000.00 SqFt				
Sample Number: 504	Туре:	R	Area:	5625.00 SqFt	PCI: 91		
Sample Comments:	. E			1			
48 L & T CR		L	8.00 Ft				
57 WEATHERING		L	5625.00 SqFt				
Sample Number: 524	Туре:	R	Area:	5000.00 SqFt	PCI: 91		
Sample Comments:							
48 L & T CR		L	11.00 Ft				
57 WEATHERING		L	5000.00 SqFt				
Sample Number: 544 Sample Comments:	Туре:	R	Area:	5000.00 SqFt	PCI: 89		
48 L & T CR		L	72.00 Ft				

57 WEATHERING	L	5000.00 SqFt			
Sample Number: 564	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 576	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 600	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	т	5000 00 C E(

57 WEATHERING L 5000.00 SqFt

Netwo	ork: MLB			Na		ELBOURNE RPORT	ORLA	NDO INTERNA	ATIONA	L		
Branc	h: RW 9L-27R		Name:	RUNWAY 9	PL-27R	Use	RU	JNWAY	Area:	900,150	SqFt	
Sectio	n: 6210	of (6	From: -				То: -		Last	Const.: 1/1/	2018
Surfac	ce: AAC		CA653-PR-H APC	RW-AAC- Zo	ne:			Category:		Ran	k: S	
Area:	565,100	SqFt	Length	: 5,651	Ft	Width:		100 Ft				
Slabs:		Slab Length	1:	Ft	Slab Width:			Ft	Jo	oint Length:	Ft	
Should	der:	Street Type	:		Grade: 0)			L	anes: 0		
Sectio	n Comments:											
Vork	Date: 1/1/1981	Work	Type: BU	ЛГТ			Code:	IMPORTED		Is Major M&R:	True	
	Date: 1/1/1991		Type: O					IMPORTED		Is Major M&R:		
	Date: 1/1/2018	Work		ll and Overlay				ML-OVL		Is Major M&R:	True	
	nsp. Date: 4/13/2022		Tota	ISamples: 114		Surve	yed: 2	20				
	tions: PCI: 86											
Sampl	le Number: 307	Туре:	R	Area:	500	0.00 SqFt		PCI: 89				
Sampl	le Comments:											
18 57	L & T CR WEATHERING		L L	59.00 Ft 5000.00 SqFt								
	le Number: 314	Туре:	R	Area:	500	0.00 SqFt		PCI: 94				
-	le Comments:	JF				1						
57	WEATHERING		L	5000.00 SqFt								
	le Number: 321	Туре:	R	Area:	500	0.00 SqFt		PCI: 88				
	le Comments:					1						
18	L & T CR		L	100.00 Ft								
57	WEATHERING		L	5000.00 SqFt								
Sampl	le Number: 325	Type:	R	Area:	500	0.00 SqFt		PCI: 89				
Sampl	le Comments:											
48 57	L & T CR WEATHERING		L L	64.00 Ft 5000.00 SqFt								
Sampl	le Number: 328	Туре:	R	Area:	500	0.00 SqFt		PCI: 90				
Sampl	le Comments:											
18	L & T CR		L	30.00 Ft								
57	WEATHERING		L	5000.00 SqFt								
Sampl	le Number: 335	Type:	R	Area:	500	0.00 SqFt		PCI: 89				
Sampl	le Comments:											
18	L & T CR		L	64.00 Ft								
57	WEATHERING	T	L	5000.00 SqFt	500			DCI 90				
-	le Number: 339 le Comments:	Туре:	R	Area:	500	0.00 SqFt		PCI: 89				
48	L & T CR		L	66.00 Ft								
57	WEATHERING		L	5000.00 SqFt								
Sampl	le Number: 342	Туре:	R	Area:	500	0.00 SqFt		PCI: 89				
Sampl	le Comments:											
48	L & T CR		L	78.00 Ft								
57	WEATHERING		L	5000.00 SqFt								
-	le Number: 349 le Comments:	Туре:	R	Area:	500	0.00 SqFt		PCI: 89				
-8	L & T CR		L	46.00 Ft								
	Laren		L									

Sample Number: 356	Type: R	Area:	5000.00 SqFt	PCI: 86	
Sample Comments:					
48 L & T CR	L	134.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 363	Type: R	Area:	5000.00 SqFt	PCI: 85	
Sample Comments:					
48 L & T CR	L	147.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 370	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: 377	Type: R	Area:	5000.00 SqFt	PCI: 80	
Sample Comments:					
48 L & T CR	L	264.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 381	Type: R	Area:	5000.00 SqFt	PCI: 77	
Sample Comments:					
48 L&TCR	L	200.00 Ft			
48 L&TCR	M	50.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 384	Type: R	Area:	5000.00 SqFt	PCI: 83	
Sample Comments:					
48 L & T CR	L	198.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 391	Type: R	Area:	5000.00 SqFt	PCI: 84	
Sample Comments:					
48 L & T CR	L	176.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 395	Type: R	Area:	5000.00 SqFt	PCI: 82	
Sample Comments:					
48 L & T CR	L	200.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 398	Type: R	Area:	5000.00 SqFt	PCI: 84	
Sample Comments:					
48 L & T CR	L	171.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 405	Type: R	Area:	5000.00 SqFt	PCI: 84	
Sample Comments:					
48 L & T CR	L	162.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 412	Type: R	Area:	5000.00 SqFt	PCI: 86	
Sample Comments:					
48 L&TCR	L	125.00 Ft			
48 L & I CR 57 WEATHERING	L L	5000.00 SqFt			
		1			

Network:	MLB				Name:	MELI AIRP		ORLAN	DO INTERNA	ATIONAL		
Branch:	RW 9L-2	7R	Name:	RUNWA	Y 9L-27R		Use:	RUN	WAY	Area:	900,150 SqFt	
Section:	6215	0	f 6 F	rom: -				Т	0: -		Last Const	.: 1/1/2018
Surface:	AAC	Family:	CA653-PR-RW APC	-AAC-	Zone:			C	ategory:		Rank: S	
Area:		8,750 SqFt	Length:	3	50 Ft	,	Width:		25 Ft			
Slabs:		Slab Lei	ngth:	Ft	Slab V	Vidth:		F	t	Joint Leng	gth:	Ft
Shoulder:		Street T	ype:		Grade	: 0				Lanes:	0	
Section Cor	mments:											
Work Date	: 1/1/1985	W	ork Type: BUIL	Т			C	ode:]	MPORTED	Is Maj	or M&R: True	
Work Date	: 1/1/1991	W	ork Type: OVE	RLAY			C	ode:]	MPORTED	Is Maj	or M&R: True	
Work Date	: 1/1/2011	W	ork Type: Mill a	nd Overlay			C	ode:]	ML-OVL	Is Maj	or M&R: True	
Work Date	: 1/1/2018	W	ork Type: Mill a	nd Overlay			C	ode:]	ML-OVL	Is Maj	or M&R: True	
Last Insp. I	Date: 4/13/	2022	TotalSa	mples: 2			Surveye	d: 1				
Conditions	: PCI:	94										
Inspection	Comments:											
Sample Nu	mber: 616	Ty	pe: R	Are	a:	4375.0	00 SqFt		PCI: 94			
Sample Co	mments:											
57 WE	ATHERING		L	4375.00 So	qFt							

Network:	MLB				Name:	MELBOUR AIRPORT	NE OF	LANDO INTERNA	ATIONAL		
Branch:	RW 9L-27R		Name:	RUNW	AY 9L-27R	I	J se:	RUNWAY	Area:	900,150 Sc	qFt
Section:	6220	0	f 6	From: -				То: -		Last C	onst.: 1/1/2018
Surface:	AAC	Family:	CA653-PR-R APC	W-AAC-	Zone:			Category:		Rank:	S
Area:	17,5	00 SqFt	Length	:	175 Ft	Widtł	:	100 Ft			
Slabs:		Slab Ler	ngth:	Ft	Slab V	Width:		Ft	Joint L	ength:	Ft
Shoulder:		Street T	ype:		Grade	e: 0			Lanes:	0	
Section Co	omments:										
Work Date	e: 1/1/1991	W	ork Type: BU	ILT			Coc	le: IMPORTED	Is N	Aajor M&R: Ti	rue
Work Date	e: 1/1/2011	W	ork Type: Mil	l and Overlay			Cod	le: ML-OVL	Is N	lajor M&R: Ti	rue
Work Date	e: 1/1/2018	W	ork Type: Mil	l and Overlay			Coc	le: ML-OVL	Is N	lajor M&R: Ti	rue
Conditions	Date: 4/13/202 s: PCI: 89 Comments:	22	Total	Samples: 3		Su	rveyed	: 1			
Sample Nu Sample Co	umber: 419 omments:	Туј	pe: R	Aı	·ea:	5099.00 Sq	Ft	PCI: 89			
	t T CR EATHERING		L L	66.00 1 5099.00							

Network: MLB			MELBOURNE ORLA AIRPORT	ANDO INTERNA	ΓΙΟΝΑL
Branch: RW 9R-27L	Name:	RUNWAY 9R-27L	Use: RU	JNWAY	Area: 1,527,102 SqFt
Section: 6105	of 4 F	rom: -		То: -	Last Const.: 1/1/2019
Surface: AAC F	amily: CA653-PR-RW APC	-AAC- Zone:		Category:	Rank: P
Area: 950,000 \$	SqFt Length:	9,300 Ft	Width:	100 Ft	
Slabs:	Slab Length:	Ft Slab Wid	th:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade:	0		Lanes: 0
Section Comments:					
Work Date: 1/1/1983	Work Type: BUIL			IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVER	RLAY	Code:	IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVER	RLAY	Code:	IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVER	RLAY	Code:	IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: Overla	ay - AC Structural	Code:	OL-AS	Is Major M&R: True
Work Date: 1/1/2019	Work Type: Mill a	nd Overlay	Code:	ML-OVL	Is Major M&R: True
Last Insp. Date: 4/13/2022	TotalSa	mples: 190	Surveyed:	20	
Conditions: PCI: 93					
Inspection Comments:					
Sample Number: 302	Type: R	Area:	5000.00 SqFt	PCI: 88	
Sample Comments:					
48 L&TCR	L	93.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 318	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 326	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 333	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 342	Type: R	-	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 347	Type: R		5000.00 SqFt	PCI: 92	
Sample Comments:			-		
48 L & T CR	L	3.00 Ft			
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 354	Type: R	Area:	5000.00 SqFt	PCI: 91	
Sample Comments:					
48 L & T CR57 WEATHERING	L L	8.00 Ft 5000.00 SqFt			
Sample Number: 361	Type: R	-	5000.00 SqFt	PCI: 94	
Sample Comments:			-		
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 368	Type: R	-	5000.00 SqFt	PCI: 94	
Sample Comments:					

57	WEATHERING		L	5000.00 SqFt			
	ple Number: 375	Туре:	R		5000.00 SqFt	PCI: 91	
-	ple Comments:				-		
48	L & T CR		L	14.00 Ft			
57	WEATHERING		L	5000.00 SqFt			
Sam	ple Number: 382	Type:	R	Area:	5000.00 SqFt	PCI: 89	
Sam	ple Comments:						
48	L & T CR		L	56.00 Ft			
57	WEATHERING		L	5000.00 SqFt			
-	ple Number: 389	Type:	R	Area:	5000.00 SqFt	PCI: 92	
Samj	ple Comments:						
48	L & T CR		L	6.00 Ft			
57	WEATHERING	T	L	5000.00 SqFt	5000 00 S-Et	PCI: 94	
-	ple Number: 403 ple Comments:	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
			-	- 000 00 - -			
57	WEATHERING		L	5000.00 SqFt	5000 00 G E	DCI 04	
	ple Number: 416	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samj	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			
-	ple Number: 430	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Samj	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			
-	ple Number: 438	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Sam	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			
Sam	ple Number: 445	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Samj	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			
Sam	ple Number: 459	Type:	R	Area:	5000.00 SqFt	PCI: 92	
Sam	ple Comments:						
48	L & T CR		L	2.00 Ft			
57	WEATHERING		L	5000.00 SqFt			
-	ple Number: 473	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Sam	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			
	ple Number: 487	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Samj	ple Comments:						
57	WEATHERING		L	5000.00 SqFt			

Network: MLB		Name:	MELBOURNE O AIRPORT	DRLANDO INTERNATIO	NAL
Branch: RW 9R-27L	Name:	RUNWAY 9R-27L	Use:	RUNWAY Are:	a: 1,527,102 SqFt
Section: 6110	of 4 F	rom: -		To: -	Last Const.: 1/1/2019
Surface: AAC	Family: CA653-PR-RW	-AAC- Zone:		Category:	Rank: P
Area: 475,000	APC SaFt Length :	19,000 Ft	Width:	25 Ft	
Slabs:	Slab Length:	Ft Slab V		Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade			Lanes: 0
Section Comments:	• •				
Work Date: 1/1/1983	Work Type: BUIL	Г	C	ode: IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVEF	RLAY	С	ode: IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVER	RLAY	С	ode: IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: OVER	RLAY	С	ode: IMPORTED	Is Major M&R: True
Work Date: 1/1/1998	Work Type: Overla	ay - AC Structural	С	ode: OL-AS	Is Major M&R: True
Work Date: 1/1/2019	Work Type: Mill a	nd Overlay	С	ode: ML-OVL	Is Major M&R: True
Last Insp. Date: 4/13/2022	TotalSa	mples: 96	Surveye	ed: 20	
Conditions: PCI: 93					
Inspection Comments:					
Sample Number: 120	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 160	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 184	Type: R	Area:	5000.00 SqFt	PCI: 92	
Sample Comments:					
48 L & T CR	L	6.00 Ft			
57 WEATHERING	L Type: P	5000.00 SqFt	5 000 00 8~E4	DCI. 00	
Sample Number: 200 Sample Comments:	Type: R	Area:	5000.00 SqFt	PCI: 90	
-	Ŧ				
48 L & T CR57 WEATHERING	L L	17.00 Ft 5000.00 SqFt			
Sample Number: 220	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 240	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 268	Type: R	Area:	5000.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	5000.00 SqFt			
Sample Number: 284	Type: R	Area:	3750.00 SqFt	PCI: 94	
Sample Comments:					
57 WEATHERING	L	3750.00 SqFt			
Sample Number: 504	Type: R	Area:	5000.00 SqFt	PCI: 89	
Sample Comments:					
48 L & T CR	L	73.00 Ft			

57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 520	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 544	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 568	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 584	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:				-		
57	WEATHERING		L	5000.00 SqFt			
	le Number: 600	Type:	R	Area:	5000.00 SqFt	PCI: 91	
-	le Comments:	J 1 ***			I I		
48	L & T CR		т	10.00 Ft			
40 57	WEATHERING		L L	5000.00 SqFt			
Samp	le Number: 620	Туре:	R	Area:	5000.00 SqFt	PCI: 91	
Samp	le Comments:						
48	L & T CR		L	12.00 Ft			
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 624	Type:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 636	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 648	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
Samp	le Number: 664	Туре:	R	Area:	5000.00 SqFt	PCI: 94	
Samp	le Comments:						
57	WEATHERING		L	5000.00 SqFt			
	le Number: 684	Туре:	R	Area:	3750.00 SqFt	PCI: 94	
-	le Comments:						
57	WEATHERING		L	3750.00 SqFt			

Network:	MLB			Namo		.BOURNE O PORT	RLANDO INTE	RNATIONA	AL		
Branch:	RW 9R-27L		Name:	RUNWAY 9R-	-27L	Use:	RUNWAY	Area:	1,527	7,102 SqFt	
Section: 6	115	of	4	From: -			To: -			Last Const.:	1/1/2019
Surface: A	AC	•	CA653-PR- APC	RW-AAC- Zone	:		Category:			Rank: P	
Area:	68,06	58 SqFt	Lengtl	1: 430 Ft		Width:	100 Ft				
Slabs:		Slab Leng	th:	Ft	Slab Width:		Ft	J	oint Length:	F	t
Shoulder:		Street Typ	be:		Grade: 0			I	anes: 0		
Section Com	ments:										
Work Date:	1/1/1975	Wor	rk Type: Ne	ew Construction - Initia	ıl	Co	ode: NU-IN		Is Major Ma	&R: True	
Work Date:	1/1/2001	Wor	rk Type: Ov	verlay - AC Structural		Co	ode: OL-AS		Is Major Ma	&R: True	
Work Date:	1/1/2019	Wor	rk Type: M	ill and Overlay		Co	ode: ML-OVL		Is Major M	&R: True	
Last Insp. Da	ate: 4/13/2022	2	Tota	ISamples: 14		Surveye	d: 3				
Conditions:	PCI: 93										
Inspection C	omments:										
Sample Num	ber: 492	Туре	: R	Area:	5000	.00 SqFt	PCI:	94			
Sample Com	ments:										
57 WEA	THERING		L	5000.00 SqFt							
Sample Num	ber: 494	Туре	: R	Area:	5000	.00 SqFt	PCI:	94			
Sample Com	ments:										
57 WEA	THERING		L	5000.00 SqFt							
Sample Num	ber: 500	Туре	: R	Area:	5000	.00 SqFt	PCI:	91			
Sample Com	ments:										
48 L & T 57 WEA	T CR THERING		L L	13.00 Ft 5000.00 SqFt							

Network:	MLB			Name:	MELBOURNE AIRPORT	ORLANDO INTE	RNATIONAL		
Branch:	RW 9R-27L		Name:	RUNWAY 9R-27L	Use:	RUNWAY	Area:	1,527,102 SqFt	
Section: (6120	of	f 4	From: -		To: -		Last Con	st.: 1/1/2019
Surface: 1	AAC	Family:	CA653-PR-I APC	RW-AAC- Zone:		Category:		Rank: P	
Area:	34,03	34 SqFt	Lengtł	1,361 Ft	Width:	25 Ft			
Slabs:		Slab Len	gth:	Ft Slab	Width:	Ft	Joi	int Length:	Ft
Shoulder:		Street Ty	pe:	Gra	de: 0		La	ines: 0	
Section Con	nments:								
Work Date:	: 1/1/1975	We	ork Type: Ne	w Construction - Initial	(Code: NU-IN		Is Major M&R: True	:
Work Date:	: 1/1/2001	Wo	ork Type: Ov	erlay - AC Structural	(Code: OL-AS		Is Major M&R: True	:
Work Date:	: 1/1/2019	We	ork Type: Mi	ll and Overlay	(Code: ML-OVL		Is Major M&R: True	:
Last Insp. D	Date: 4/13/202	2	Tota	ISamples: 8	Survey	ed: 2			
Conditions:	PCI: 86								
Inspection (Comments:								
Sample Nur	mber: 300	Тур	e: R	Area:	4517.00 SqFt	PCI:	89		
Sample Con	nments:								
48 L&'	T CR		L	41.00 Ft					
57 WEA	ATHERING		L	4517.00 SqFt					
Sample Nur	mber: 700	Тур	e: R	Area:	4517.00 SqFt	PCI:	83		
Sample Con	nments:								
48 L&	T CR		L	168.00 Ft					
57 WEA	ATHERING		L	4517.00 SqFt					

Network:	MLB			Nan		LBOURNE O PORT	ORLANDO INTERNA	ATIONAL	
Branch:	TL AP S		Name:	SOUTH APR	ON TAXILAN	E Use:	TAXILANE	Area:	55,276 SqFt
Section:	3450	of	2 F	rom: -			To: -		Last Const.: 1/1/2012
Surface:	AAC		CA653-PR-TW APC	-AAC- Zon	e:		Category:		Rank: P
Area:	23	,692 SqFt	Length:	370 H	⁷ t	Width:	60 Ft		
Slabs:		Slab Leng	th:	Ft	Slab Width:		Ft	Joint Leng	th: Ft
Shoulder:		Street Typ	e:		Grade: 0			Lanes:	0
Section Co	omments:								
Work Dat	e: 1/1/1979	Woi	rk Type: BUIL	Т		С	ode: IMPORTED	Is Maj	or M&R: True
Work Dat	e: 1/1/2012	Woi	r k Type: Mill a	nd Overlay		С	ode: ML-OVL	Is Maj	or M&R: True
Last Insp.	Date: 4/13/2	022	TotalSa	mples: 4		Surveye	d: 1		
Condition Inspection	s: PCI: 8 1 Comments:	9							
Sample Nu	umber: 102	Туре	: R	Area:	6000	0.00 SqFt	PCI: 89		
Sample Co	omments:								
	EATHERING EATHERING		L M	5400.00 SqFt 600.00 SqFt					

Network: MLB		Name:	MELBOURNE AIRPORT	ORLANDO INTERNA	ATIONAL	
Branch: TL AP S	Name:	SOUTH APRON 7	TAXILANE Use:	TAXILANE	Area:	55,276 SqFt
Section: 3455	of 2	From: -		То: -		Last Const.: 1/1/2012
Surface: AAC	Family: CA653-PR-T APC	W-AAC- Zone:		Category:		Rank: P
Area: 31,5	584 SqFt Length:	510 Ft	Width:	60 Ft		
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length	: Ft
Shoulder:	Street Type:	Gra	ade: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1965	Work Type: BU	ILT	(Code: IMPORTED	Is Major	M&R: True
Work Date: 1/1/2012	Work Type: Mil	l and Overlay	(Code: ML-OVL	Is Major	M&R: True
Last Insp. Date: 4/13/202	22 Total	Samples: 5	Survey	red: 2		
Conditions: PCI: 86						
Inspection Comments:						
Sample Number: 105	Type: R	Area:	6700.00 SqFt	PCI: 86		
Sample Comments:						
48 L & T CR	L	52.00 Ft				
57 WEATHERING	L	6365.00 SqFt				
57 WEATHERING	М	335.00 SqFt				
Sample Number: 107	Type: R	Area:	5800.00 SqFt	PCI: 87		
Sample Comments:						
48 L & T CR	L	5.00 Ft				
57 WEATHERING	L	5220.00 SqFt				
57 WEATHERING	М	580.00 SqFt				

Network:	MLB				Name		LBOURNE O PORT	ORLANDO INTERI	NATIONAL			
Branch:	TW A		Name	: TAXI	WAY A		Use:	TAXIWAY	Area:	822,	162 SqFt	
Section:	105	C	of 6	From:	-			То: -		I	ast Const.:	1/1/2009
Surface: 1	AAC	Family:	CA653-PF APC	R-TW-AAC-	Zone:			Category:		R	Rank: P	
Area:		33,560 SqFt	Leng	gth:	400 Ft		Width:	90 Ft				
Slabs:		Slab Lei	ngth:	Ft	S	Slab Width:		Ft	Joint L	ength:	Ft	
Shoulder:		Street T	ype:		(Grade: 0			Lanes:	0		
Section Con	nments:											
Work Date:	: 1/1/1991	W	ork Type: 1	BUILT			C	ode: IMPORTED	Is]	Major M&	R: True	
Work Date:	: 1/1/1991	W	ork Type: (OVERLAY			С	ode: IMPORTED	Is]	Major M&	R: True	
Work Date:	: 1/1/2009	W	ork Type: 1	Mill and Overla	у		С	ode: ML-OVL	Is]	Major M&	R: True	
Last Insp. D	Date: 4/13	/2022	То	talSamples:	7		Surveye	ed: 1				
Conditions:	PCI:	64										
Inspection (Comments:											
Sample Nur	mber: 106	5 Ty	pe: R	1	Area:	5253	.00 SqFt	PCI: 6	4			
Sample Con	mments:											
48 L&	T CR		L	135.00	Ft							
48 L&	T CR		М	50.00	Ft							
55 SLIP	PPAGE CR		Ν	16.00	SqFt							
			L	100.00	SaFt							
56 SWE	ELLING		L	100.00	~1							
	ELLING ATHERING	ŕ	L	4728.00	1							

Network:	MLB			Nan		LBOURNE C PORT	ORLANDO INTERN	NATIONAL		
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	822,162 SqFt	
Section:	107	0	of 6 F	rom: -			To: -		Last Const.:	1/1/2019
Surface:	AAC	Family:	CA653-PR-TW APC	Z-AAC- Zon	e:		Category:		Rank: P	
Area:		4,933 SqFt	Length:	34 F	't	Width:	150 Ft			
Slabs:		Slab Lei	ngth:	Ft	Slab Width:		Ft	Joint Leng	th: Ft	
Shoulder:		Street T	ype:		Grade: 0			Lanes:	0	
Section Co	omments:									
Work Dat	te: 1/1/1991	W	ork Type: BUIL	Т		С	ode: IMPORTED	Is Maj	or M&R: True	
Work Dat	te: 1/1/1991	W	ork Type: OVE	RLAY		C	ode: IMPORTED	Is Maj	or M&R: True	
Work Dat	te: 1/1/2009	W	ork Type: Mill a	nd Overlay		C	ode: ML-OVL	Is Maj	or M&R: True	
Work Dat	te: 1/1/2019	W	ork Type: Mill a	nd Overlay		C	ode: ML-OVL	Is Maj	or M&R: True	
Last Insp.	. Date: 4/13	3/2022	TotalSa	mples: 1		Surveye	d: 1			
Condition	s: PCI:	85								
Inspection	n Comments	:								
Sample N	umber: 10	0 Ty	pe: R	Area:	493.	3.00 SqFt	PCI: 8	5		
Sample Co	omments:									
48 L &	& T CR		L	142.00 Ft						
57 WI	EATHERING	ũ	L	4933.00 SqFt						

Netwo	ork: MLB				Name		LBOURNE PORT	ORLAN	NDO INTER	NATIONA	L	
Branc	ch: TW A		Name:	TAXI	WAY A		Use:	ТАУ	KIWAY	Area:	822,162	SqFt
Sectio	on: 120	of (6	From:	-]	Го: -		Last	Const.: 1/1/2009
Surfa	ce: AAC	·	A653-PR-7 PC	ГW-AAC-	Zone:			(Category:		Ran	k: P
Area:	691,66	0 SqFt	Lengtł	1:	9,000 Ft		Width:		75 Ft			
Slabs	:	Slab Length	ı:	Ft	5	Slab Width:		F	7t	J	oint Length:	Ft
Shoul	der:	Street Type	:		(Grade: 0				L	anes: 0	
Sectio	on Comments:											
Work	Date: 1/1/1978	Work	t Type: BU	JILT			1	Code:	IMPORTED)	Is Major M&R:	True
Work	Date: 1/1/1991	Work	Type: O	VERLAY				Code:	IMPORTED)	Is Major M&R:	True
Work	Date: 1/1/2009	Work	x Type: Mi	ill and Overla	у		1	Code:	ML-OVL		Is Major M&R:	True
Last I	Insp. Date: 4/13/2022		Tota	lSamples:	172		Survey	y ed: 10)			
Condi	itions: PCI: 64											
Inspe	ction Comments:											
Samp	le Number: 101	Туре:	R		Area:	4500	.00 SqFt		PCI:	60		
-	le Comments:						Ĩ					
48	L & T CR		L	364.00								
48 56	L & T CR		M	100.00								
56 57	SWELLING WEATHERING		L L	150.00 4050.00								
57 57	WEATHERING		M	4030.00								
Samp	le Number: 114	Туре:	R		Area:	4000	0.00 SqFt		PCI:	62		
Samp	le Comments:											
48	L & T CR		L	389.00	Ft							
40 56	SWELLING		L L	200.00								
57	WEATHERING		L	3000.00	SqFt							
57	WEATHERING		М	1000.00	SqFt							
-	le Number: 138 le Comments:	Туре:	R	A	Area:	4000).00 SqFt		PCI:	58		
48	L & T CR		L	361.00	Ft							
40 56	SWELLING		L L	160.00								
56	SWELLING		М	3.00	SqFt							
57	WEATHERING		L	3000.00								
57	WEATHERING		M	1000.00	-		00 0 5		- DOT	(0)		
-	le Number: 150 le Comments:	Туре:	R	I	Area:	4000).00 SqFt		PCI:	69		
48	L & T CR		L	112.00	Ft							
48 48	L&TCR L&TCR		L M	50.00								
56	SWELLING		L	50.00	SqFt							
57	WEATHERING		L M	3200.00								
57 Somn	WEATHERING	T	M R	800.00	SqFt	4000	00 9-54		PCI:	71		
-	le Number: 174 le Comments:	Туре:	К	P	1178;	4000).00 SqFt		ru:	/ 1		
48	L & T CR		L	187.00	Ft							
56	SWELLING		L	200.00	SqFt							
57 57	WEATHERING WEATHERING		L M	3000.00 1000.00								
	le Number: 193	Туре:	R		SqFt Area:	3927	.00 SqFt		PCI:	60		
-	le Comments:						·					
48	L & T CR		L	441.00								
56	SWELLING		L	157.00								
57 57	WEATHERING		L M	2945.00								
57	WEATHERING		М	982.00	SqFt							

Samp	ble Number: 209	Туре:	R	Area:	3750.00 SqFt	PCI:	69
Samp	ole Comments:						
48	L & T CR	Ι	_	212.00 Ft			
56	SWELLING	Ι	_	62.00 SqFt			
57	WEATHERING	Ι	<u>ب</u>	3000.00 SqFt			
57	WEATHERING	Ν	M	750.00 SqFt			
Samp	ole Number: 230	Type:	R	Area:	3750.00 SqFt	PCI:	64
Samp	ole Comments:						
48	L & T CR	Ι	_	325.00 Ft			
56	SWELLING	Ι	_	67.00 SqFt			
57	WEATHERING	Ι	-	2812.00 SqFt			
57	WEATHERING	Ν	M	938.00 SqFt			
Samp	ole Number: 250	Type:	R	Area:	3750.00 SqFt	PCI:	62
Samp	ole Comments:						
43	BLOCK CR	Ι	L	600.00 SqFt			
48	L & T CR	Ι	-	241.00 Ft			
56	SWELLING	Ι	-	40.00 SqFt			
57	WEATHERING	Ι	-	2812.00 SqFt			
57	WEATHERING	Ν	M	938.00 SqFt			
Samp	ole Number: 258	Type:	R	Area:	3761.00 SqFt	PCI:	67
Samp	ole Comments:						
48	L & T CR	Ι		241.00 Ft			
56	SWELLING	Ι	_	188.00 SqFt			
57	WEATHERING	Ι	_	2821.00 SqFt			
57	WEATHERING	Ν	М	940.00 SqFt			

Network:	MLB				Nan		LBOURNE (RPORT	ORLANDO INT	ERNATIO	NAL		
Branch:	TW A		Name:	TAXI	WAY A	1	Use:	TAXIWAY	Are	ea:	822,162 S	qFt
Section:	130	0	of 6 1	From:	-			To: -			Last C	onst.: 1/1/2009
Surface:	AAC	Family:	CA653-PR-TW APC	V-AAC-	Zon	ie:		Category	:		Rank:	Р
Area:		33,690 SqFt	Length:		380 I	Ft	Width:	80	Ft			
Slabs:		Slab Ler	ngth:	Ft		Slab Width:		Ft		Joint Len	gth:	Ft
Shoulder:	:	Street T	ype:			Grade: 0				Lanes:	0	
Section C	omments:											
Work Dat	te: 1/1/1989) W	ork Type: BUII	LT			(Code: IMPORT	ED	Is Ma	jor M&R: T	rue
Work Dat	te: 1/1/2009) W	ork Type: Mill	and Overla	y		(Code: ML-OVI	_	Is Ma	jor M&R: T	rue
Last Insp. Condition	. Date: 4/1 ns: PCI:		TotalS	amples:	8		Survey	ed: 1				
	n Comment						0.00 G E					
-	umber: 1	17 Ty J	pe: R	A	Area:	446	0.00 SqFt	PCI	: 80			
48 La	& T CR		L	62.00	Ft							
	AVELING		L	10.00								
	VELLING		L	5.00	SqFt							
	EATHERIN		L	3781.00	1							
57 WI	EATHERIN	G	М	669.00	SqFt							

Network: MLB		Name:	MELBOURNE C AIRPORT	PRLANDO INTERNA	TIONAL
Branch: TW A	Name:	TAXIWAY A	Use:	TAXIWAY	Area: 822,162 SqFt
Section: 132	of 6 F	rom: -		То: -	Last Const.: 1/1/2009
Surface: AAC	Family: CA653-PR-TW APC	-AAC- Zone:		Category:	Rank: P
Area: 52,331	SqFt Length:	600 Ft	Width:	90 Ft	
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grad	le: 0		Lanes: 0
Section Comments:					
Work Date: 1/1/1991	Work Type: BUIL	Т	C	ode: IMPORTED	Is Major M&R: True
Work Date: 1/2/1991	Work Type: Surfa	ce Treatment - Seal Coat	C	ode: ST-SC	Is Major M&R: False
Work Date: 1/1/2009	Work Type: Mill a	nd Overlay	C	ode: ML-OVL	Is Major M&R: True
Last Insp. Date: 4/13/2022	TotalSa	mples: 12	Surveye	d: 2	
Conditions: PCI: 80					
Inspection Comments:					
Sample Number: 102	Type: R	Area:	4600.00 SqFt	PCI: 86	
Sample Comments:					
48 L & T CR	L	59.00 Ft			
57 WEATHERING	L	4370.00 SqFt			
57 WEATHERING	М	230.00 SqFt			
Sample Number: 109	Type: R	Area:	4370.00 SqFt	PCI: 74	
Sample Comments:					
48 L & T CR	L	178.00 Ft			
56 SWELLING	L	45.00 SqFt			
57 WEATHERING	L	3933.00 SqFt			
57 WEATHERING	М	437.00 SqFt			

Network:	MLB				Name:	MELBOURN AIRPORT	IE ORL	ANDO INTERNA	ATIONAL	
Branch:	TW A		Name:	TAXIWA	AY A	Us	e: T	AXIWAY	Area:	822,162 SqFt
Section:	133	0	f 6	From: -				То: -		Last Const.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-TV APC	W-AAC-	Zone:			Category:		Rank: P
Area:		5,988 SqFt	Length:		50 Ft	Width:		130 Ft		
Slabs:		Slab Ler	ngth:	Ft	Slab W	Vidth:		Ft	Joint Lengtl	h: Ft
Shoulder:		Street T	ype:		Grade	: 0			Lanes: ()
Section C	omments:									
Work Dat	te: 1/1/1991	W	ork Type: BUII	LT			Code	: IMPORTED	Is Majo	r M&R: True
Work Dat	te: 1/2/1991	W	ork Type: Surfa	ace Treatment	- Seal Coat		Code	: ST-SC	Is Majo	r M&R: False
Work Dat	te: 1/1/2009	W	ork Type: Mill	and Overlay			Code	: ML-OVL	Is Majo	r M&R: True
Work Dat	te: 1/1/2019	W	ork Type: Mill	and Overlay			Code	: ML-OVL	Is Majo	r M&R: True
-	. Date: 4/13		TotalS	amples: 1		Surv	veyed:	1		
Condition Inspectior	is: PCI: n Comments	89 :								
Sample N	umber: 112	2 Ty	pe: R	Are	a:	5988.00 SqFt		PCI: 89		
- Sample C	omments:		-			1				
	& T CR EATHERING	Ĵ	L L	95.00 Ft 5988.00 So						

Network:	MLB				Name:		BOURNE (PORT	ORLANDO) INTE	RNATION	AL		
Branch:	TW B		Name	: TAXIW	AY B		Use:	TAXIW	AY	Area	:	104,990 SqFt	
Section:	1105	of	1	From: -				To:	-			Last Const.	: 1/1/2018
Surface:	AAC	Family:	CA653-PF APC	R-TW-AAC-	Zone:			Cate	egory:			Rank: P	
Area:	104	4,990 SqFt	Leng	gth:	950 Ft		Width:		90 Ft	t			
Slabs:		Slab Leng	gth:	Ft	Slab	Width:		Ft			Joint Length	: 1	Ft
Shoulder:		Street Ty	pe:		Grae	de: 0					Lanes: 0		
Section Co	mments:												
Work Date	e: 1/1/1991	Wo	ork Type: 1	New Construction	1 - Initial		С	ode: NU	-IN		Is Major	M&R: True	
Work Date	e: 1/1/2006	Wo	rk Type: 1	Mill and Overlay			С	ode: ML	-OVL		Is Major	M&R: True	
Work Date	e: 1/1/2018	Wo	ork Type: 1	Mill and Overlay			С	ode: ML	-OVL		Is Major	M&R: True	
Last Insp.	Date: 4/13/2	.022	To	talSamples: 2	1		Surveye	ed: 3					
Conditions	: PCI: 9	93											
Inspection	Comments:												
Sample Nu	mber: 101	Туре	e: R	Aı	rea:	5171	.00 SqFt		PCI:	94			
Sample Co	mments:												
57 WE	ATHERING		L	5171.00	SqFt								
Sample Nu	mber: 108	Туре	e: R	Ai	rea:	4334	.00 SqFt		PCI:	94			
Sample Co	mments:												
57 WE	ATHERING		L	4334.00	SqFt								
Sample Nu	mber: 114	Туре	e: R	Ai	rea:	4500	.00 SqFt		PCI:	91			
Sample Co	mments:												
	T CR ATHERING		L L	6.00 4500.00									

Network:	MLB				Name:	MELBOURNE AIRPORT	EORLA	ANDO INTERNA	ATIONAL		
Branch:	TW C		Name:	TAXIW	VAY C	Use	: TA	XIWAY	Area:	334,410 SqFt	
Section:	306	C	of 11 I	From: -				То: -		Last Const	.: 1/1/2007
Surface:	AAC	Family:	CA653-PR-TV APC	-AAC-	Zone:			Category:		Rank: P	
Area:		12,368 SqFt	Length:		90 Ft	Width:		80 Ft			
Slabs:		Slab Lei	ngth:	Ft	Slab V	Vidth:		Ft	Joint Le	ength:	Ft
Shoulder:		Street T	ype:		Grade	: 0			Lanes:	0	
Section Co	omments:										
Work Date	e: 1/1/1987	W	ork Type: BUII	LT			Code:	IMPORTED	Is N	fajor M&R: True	
Work Date	e: 1/1/1987	W	ork Type: OVE	RLAY			Code:	IMPORTED	Is N	Iajor M&R: True	
Work Date	e: 1/1/2004	W	ork Type: Over	lay - AC Stri	uctural		Code:	OL-AS	Is N	Iajor M&R: True	
Work Date	e: 1/1/2007	W	ork Type: Mill	and Overlay			Code:	ML-OVL	Is N	Iajor M&R: True	
Work Date	e: 1/1/2018	W	ork Type: Patch	ing - AC			Code:	PA-AC	Is N	fajor M&R: False	
Last Insp.	Date: 4/13	/2022	TotalS	amples: 3		Surve	yed:	1			
Conditions	s: PCI:	65									
Inspection	Comments:										
Sample Nu	imber: 101	Ty	pe: R	A	rea:	4483.00 SqFt		PCI: 65			
Sample Co	omments:										
48 L&	t CR		L	72.00	Ft						
	TCHING		L	925.00	SqFt						
57 WE	ATHERING	ŕ	L	3202.00	-						
57 WE	ATHERING	ŕ	М	356.00	SqFt						

Network:	MLB				Nan		LBOURNE (PORT	ORLANDO INTE	RNATIONAL		
Branch:	TW C		Name	: TA	XIWAY C		Use:	TAXIWAY	Area:	334,410	SqFt
Section:	307	0	f 11	From:	-			To: -		Last	t Const.: 1/1/2019
Surface:	AC	Family:	CA653-PH	R-TW-AC	Zon	e:		Category:		Ran	k: P
Area:		3,692 SqFt	Leng	gth:	60 F	ł	Width:	55 Ft			
Slabs:		Slab Lei	ngth:		Ft	Slab Width:		Ft	Joir	nt Length:	Ft
Shoulder:		Street T	ype:			Grade: 0			Lar	nes: 0	
Section Co	mments:										
Work Date	e: 1/1/2019	W	ork Type:	New Constru	ction - AC		С	ode: NC-AC		Is Major M&R:	True
Last Insp.	Date: 4/13	/2022	To	talSamples:	1		Surveye	ed: 1			
Conditions	S: PCI:	94									
Inspection	Comments:										
Sample Nu	mber: 100) Ty	pe: R		Area:	3692	2.00 SqFt	PCI:	94		
Sample Co	omments:										
57 WE	ATHERING	1	т	2602	00 SaFt						

57 WEATHERING L 3692.00 SqFt

Network:	MLB			Nam	e: MELBO AIRPOF	URNE ORLAI RT	NDO INTEI	RNATIONAL		
Branch:	TW C		Name:	TAXIWAY C		Use: TA	XIWAY	Area:	334,410 Sq	lEt
Section:	308	C	of 11	From: -		r	Го: -		Last Co	onst.: 1/1/2019
Surface:	AC	Family:	CA653-PR-T	W-AC Zon	2:	(Category:		Rank:	Р
Area:		9,892 SqFt	Length:	190 F	t W i	dth:	35 Ft			
Slabs:		Slab Le	ngth:	Ft	Slab Width:	1	Ft	Joint Le	ength:	Ft
Shoulder	:	Street T	ype:		Grade: 0			Lanes:	0	
Section C	omments:									
Work Da	te: 1/1/2019	W	ork Type: New	v Construction - AC		Code:	NC-AC	Is N	fajor M&R: Tr	ue
Last Insp	. Date: 4/13	3/2022	Total	Samples: 2		Surveyed: 1				
Condition	ns: PCI:	84								
Inspectio	n Comments	:								
Sample N	umber: 10	0 Ty	pe: R	Area:	5217.00	SqFt	PCI:	84		
Sample C	comments:									
45 DI	EPRESSION		L	14.00 SqFt						
	& T CR		L	111.00 Ft						
	EATHERING		L	5107.00 SqFt						
57 W	EATHERING	Ĵ	М	110.00 SqFt						

Network: MLB		Name:	MELBOURN AIRPORT	E ORLANDO INTERNA	ATIONAL	
Branch: TW C	Name:	TAXIWAY C	Use	e: TAXIWAY	Area: 3	34,410 SqFt
Section: 315	of 11	From: -		To: -		Last Const.: 1/1/2004
Surface: AAC	Family: CA653-PR-TW APC	W-AAC- Zone:		Category:		Rank: P
Area: 58,91	17 SqFt Length:	1,550 Ft	Width:	40 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Grad	le: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1987	Work Type: BUI	LT		Code: IMPORTED	Is Major I	M&R: True
Work Date: 1/1/1987	Work Type: OVE	RLAY		Code: IMPORTED	Is Major N	M&R: True
Work Date: 1/1/2004		rlay - AC Structural		Code: OL-AS	Is Major N	M&R: True
Last Insp. Date: 4/13/2022	2 TotalS	Samples: 16	Surve	eyed: 3		
Conditions: PCI: 69						
Inspection Comments:						
Sample Number: 103	Type: R	Area:	3750.00 SqFt	PCI: 77		
Sample Comments:						
48 L & T CR	L	153.00 Ft				
57 WEATHERING57 WEATHERING	L M	2812.00 SqFt 938.00 SqFt				
Sample Number: 107	Type: R	938.00 SqFt Area:	3750.00 SqFt	PCI: 67		
Sample Number: 107 Sample Comments:	rype. R	Alva.	3730.00 Sqr (I CI. 07		
48 L & T CR	L	247.00 Ft				
50 PATCHING	L	286.00 SqFt				
57 WEATHERING	L	3118.00 SqFt				
57 WEATHERING	M Tunou B	346.00 SqFt	2750 00 SaEt	BCI. 62		
Sample Number: 112	Type: R	Area:	3750.00 SqFt	PCI: 63		
Sample Comments:						
48 L & T CR	L	134.00 Ft				
48 L & T CR	М	12.00 Ft				
50 PATCHING	L	495.00 SqFt				
57 WEATHERING	L	2441.00 SqFt				
57 WEATHERING	М	814.00 SqFt				

Network:	MLB				Nar		ELBOURNE (RPORT	ORLANDO) INTERI	NATIONAL			
Branch:	TW C		Name	TAXI	WAY C	2	Use:	TAXIW	'AY	Area:	334	4,410 SqFt	
Section:	320	0	of 11	From:	-			To:	-			Last Const.:	: 1/1/2009
Surface:	AAC	Family:	CA653-PR APC	-TW-AAC-	Zor	ie:		Cate	egory:			Rank: P	
Area:		33,067 SqFt	Leng	th:	450 1	Ft	Width:		80 Ft				
Slabs:		Slab Lei	ngth:	Ft		Slab Width:		Ft		Joint	Length:	I	Ft
Shoulder:		Street T	ype:			Grade: 0)			Lane	es: 0		
Section Co	omments:												
Work Dat	te: 1/1/1991	W	ork Type: E	UILT			С	ode: IMI	PORTED]	s Major M	&R: True	
Work Dat	te: 1/1/2009	W	ork Type: N	fill and Overla	у		C	ode: ML	-OVL]	s Major Ma	&R: True	
Last Insp.	Date: 4/13	3/2022	Tot	alSamples:	8		Surveye	ed: 1					
Condition	s: PCI:	79											
Inspection	n Comments	:											
Sample N	umber: 50	5 Tyj	pe: R	A	Area:	385	0.00 SqFt		PCI: 7	9			
Sample Co	omments:												
48 L&	& T CR		L	48.00	Ft								
56 SW	VELLING		L	77.00	SqFt								
57 WI	EATHERING	i	L	3465.00	SqFt								
57 WI	EATHERING	ť	М	385.00	SqFt								

Network:	MLB				Nar		ELBOURNE RPORT	ORLA	NDO INTERN	ATIONAL			
Branch:	TW C		Name:	TAXI	WAY C	2	Use:	TA	XIWAY	Area:	334	,410 SqFt	
Section:	325	0	f 11	From:	-				Го: -]	Last Const.:	: 1/1/2019
Surface:	AAC	Family:	CA653-PR APC	-TW-AAC-	Zon	ie:		(Category:]	Rank: P	
Area:		8,038 SqFt	Lengt	h:	40 I	Ft	Width:		190 Ft				
Slabs:		Slab Lei	ngth:	Ft		Slab Width:		1	Ft	Joint L	ength:	I	Ft
Shoulder:		Street T	ype:			Grade: 0)			Lanes:	0		
Section Co	omments:												
Work Dat	e: 1/1/1991	W	ork Type: B	UILT			(Code:	IMPORTED	Is	Major Mð	R: True	
Work Dat	e: 1/1/2009	W	ork Type: N	fill and Overla	у		(Code:	ML-OVL	Is]	Major Mð	kR: True	
Work Dat	e: 1/1/2019	W	ork Type: N	fill and Overla	у		(Code:	ML-OVL	Is]	Major Mð	kR: True	
Condition		2022 89	Tot	alSamples:	2		Survey	ed: 1					
•	Comments: umber: 499	Ty	pe: R		Area:	355	6.00 SqFt		PCI: 89)			
Sample Co		I y	ре, К	Г	11 ca.	555	Sqi i		101, 02	·			
	ε T CR EATHERING		L L	43.00 3556.00									

Network:	MLB				Name:	MELBOURNE AIRPORT	E ORLANDO INTER	NATIONAL	
Branch:	TW C		Name:	TAXIW	AY C	Use	: TAXIWAY	Area:	334,410 SqFt
Section:	327	0	of 11	From: -			To: -		Last Const.: 1/1/2019
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zone:		Category:		Rank: P
Area:		6,422 SqFt	Lengt	h:	50 Ft	Width:	120 Ft		
Slabs:		Slab Lei	ngth:	Ft	Slab W	idth:	Ft	Joint	Length: Ft
Shoulder:		Street T	ype:		Grade:	0		Lanes	s: 0
Section Co	omments:								
Work Dat	te: 1/1/1991	W	ork Type: B	UILT			Code: IMPORTED) Is	Major M&R: True
Work Dat	te: 1/1/2019	W	ork Type: M	ill and Overlay			Code: ML-OVL	Is	Major M&R: True
Last Insp.	Date: 4/13	3/2022	Tota	alSamples: 1		Surve	yed: 1		
Condition	s: PCI:	94							
Inspection	n Comments	:							
Sample N	umber: 12	6 Ty	pe: R	Ar	ea:	6422.00 SqFt	PCI:	94	
Sample Co	omments:								
57 WI	EATHERING	Ĵ	L	6422.00	SqFt				

Nume TAXIWAY Area: 334.410 SqFt Section: 30 of 11 From: · To: - Last Coast: 1/1/1991 Surface: AC Family: CA653-PR-TW-AC Zone: Category: Reak: P Area: 101,725 SqFt Length: L345 Ft Width: 75 Ft Joint Length: Ft Shoulder: Stree Type: Stab Vidth: Grade: 0 Lanes: 0 Scoulder: Stree Type: Grade: 0 Lanes: 0 Scoulder: Scoulder: Interpretion Interpretion Scoulder: Scould	Networ	k: MLB			Nai		LBOURNE (PORT	ORLANDO INTERI	NATIONAL	
Surface: C Family: CA653-PR-TW-AC Zone: Category: Raw: P Area: 101,728 SqFt Length: 1,345 Ft Width: 75 Ft Subo: Sub Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: Street Type: Grade: 0 Lanes: 0 Section Comments: Screet Type: TotalSamples: 26 Surveyed: 3 Conditions: PCI: 59 Inspection Comments: Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 M 200 SqFt	Branch	: TW C		Name:	TAXIWAY (TAXIWAY	Area:	334,410 SqFt
Surface:ACFamily:CAC633-PR-TW-ACZone:Category:Rate:P.Area:101,728 SqFtLength:1,345 FtWidth:75 FtJoint Length:FtSlabe:Slab Length:FtSlab Width:FtJoint Length:FtShoulder:Street Type:Grade:0Lane:0Section Comments:Vork Part:1/1/19/1Work Type:SUILTCode:IMPORTEDIs Major M&R: TrueLast Insp. Date:4/13/2022Total Samples:26Surveyed:3Condition:PCI:59Sample Number:106Type:RArea:3750.00 SqFtPCI:58Sample Number:106Type:RArea:3750.00 SqFtPCI:58Sample Number:113Type:RArea:3750.00 SqFtPCI:58Sample Number:106Type:RArea:3750.00 SqFtPCI:58Sample Number:113Type:RArea:3750.00 SqFtPCI:58Sample Number:113Type:RArea:3750.00 SqFtPCI:58Sample Number:113Type:Sample Sumple:Sample:<	Section	: 330	of 11	F	rom: -			То: -		Last Const.: 1/1/1991
Area: 101,728 SqFt Length: 1,345 Ft Width: 7 Ft Shoulder: Stab Length: Ft Slab Width: Ft Jeint Length: Ft Shoulder: Street Type: Grade: 0 Lanes: 0 Section Comments: Work Type: BUILT Code: IMPORTED Is Major M&R: True Work Date: //1/1991 Work Type: BUILT Code: IMPORTED Is Major M&R: True Last Insp. Date: //1/2022 TotalSamples: 26 Surveyed: 3 Conditions: PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 103 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58	Surface	: AC			V-AC Zor	ne:		Category:		
Slab ::Slab Length:FtSlab Width:FtJoint Length:FtShoulder:Street Type:Grade:0Lanes:0Section Comments:Work Date: $1/1/1991$ Work Type:BUIL.TCode:IMPORTEDIs Major M&R: TrueLast Insp. Date: $4/13/2022$ TotalSamples:26Surveyed:3Conditions:PCI:5959Surveyed:3Inspection Comments:Sample Number:106Type:RArea:3750.00 SqFtPCI:58Sample Number:106Type:RArea:3750.00 SqFtPCI:58Sample Number:106M2.00SqFtSurveyed:Surveyed:Surveyed:41ALLIGATOR CRL6.00SqFtSurveyed:Surveyed:Surveyed:Surveyed:Surveyed:50PATCHINGM2.00SqFtSurveyed:Surveyed:Surveyed:Surveyed:Surveyed:Surveyed:51WEATHENKOM3748.00SqFtSurveyed:Surveyee:Surveyed:Surveyee:Su			·				Width:			
Shoulder:Street Type:Grade:0Lanes:0Section Comments:Work Date:Work Type:BUILTCode:IMPORTEDIs Major M&R:TrueLast Insp. Date:4/13/2022TotalSample:26Surveyed:3Conditions:PCI:59ImperiodSurveyed:3Inspection Comments:Sample Comments:750.00 SqFtPCI:5841ALIGATOR CRL6.00SqFt42L & TCRM45.00Ft43L & TCRM2.00SqFt56SWELLINGL6.00SqFt56SWELLINGL40.00SqFt57WEATHERINGM3750.00 SqFtPCI:58Sample Comments:Imple:113Type:RArea:3750.00 SqFtPCI:58Sample Comments:Imple:113Type:RArea:3750.00 SqFtPCI:58Sample Comments:Imple:113Type:RArea:3750.00 SqFtPCI:58Sample Comments:Imple:113Type:RArea:3750.00 SqFtPCI:58Sample Comments:Imple:Imple:Imple:Imple:Imple:Imple:Imple:41ALLIGATOR CRL40.00SqFtImple:Imple:Imple:Imple:Imple:57WEATHERINGL182.00SqFtImple:Imple:Imple:Imple:			1	Dungun	,		··· 140-1-1		.Joint Le	noth• Ft
Section Comments: Work Type: BUIL T Code: IMPORTED Is Major M&R: True Last Insp. Date: 4/13/2022 TotalSamples: 26 Surveyed: 3 Conditions: PCI: 59 Impection Comments: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Com		a r.	0					1.		-
Work Date: I/I/1991 Work Type: BUILT Code: IMPORTED Is Major M&R: True Last Insp. Date: 4/13/2022 TotalSamples: 26 Surveyed: 3 Conditions: PCI: 59 Inspection Comments: 5 Surveyed: 3 Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: Sample Comments: 6 Surveyed: 3 56 SURVEYED 58 41 ALLIGATOR CR L 6.00 SqFt 56 SURVEYED 58 56 SURVEYED 58 56 SURVEYED 58 57 WEATHERING M 3748.00 SqFt 57 58 56 SURVEYED 58 57 Sample Comments: 57 Surveyed: 100 SqFt 58 58 58 58 56 59 50 SqFt 58 58 57 50 SqFt 58 57 Sam			Street Type.			Graue. U			Lanco	0
Intervalue of the second seco										
Conditions: PCI: 59 Inspection Comments: Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 6.00 SqFt 45 54 41 ALLIGATOR CR L 6.00 SqFt 56 50 PATCHING M 2.00 SqFt 50 PATCHING M 2.00 SqFt 56 58 56 SWELLING L 6.00 SqFt 56 SWELLING L 6.00 SqFt 58 58 Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 1 ALIGATOR CR L 40.00 SqFt 58 Sample Comments: 1 128.00 Ft 58 58 50 59 41 ALLIGATOR CR L 40.00 SqFt 56 58 50 Sqft 57 57 WEATHERING L 187.00 SqFt 57 </td <td>Work D</td> <td>)ate: 1/1/1991</td> <td>Work 7</td> <td>ype: BUIL</td> <td>.Τ</td> <td></td> <td>С</td> <td>ode: IMPORTED</td> <td>Is N</td> <td>fajor M&R: True</td>	Work D)ate: 1/1/1991	Work 7	ype: BUIL	.Τ		С	ode: IMPORTED	Is N	fajor M&R: True
Inspection Comments: Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 6.00 SqFt 5 48 L & T CR L 120.00 Ft 5 50 PATCHING M 45.00 SqFt 5 50 PATCHING L 6.00 SqFt 5 56 SVELLING L 6.00 SqFt 5 57 WEATHERING M 3748.00 SqFt 58 Sample Comments: I 128.00 SqFt 50 Sample Number: 123 Type: <td>Last In:</td> <td>sp. Date: 4/13/2022</td> <td></td> <td>TotalSa</td> <td>amples: 26</td> <td></td> <td>Surveye</td> <td>ed: 3</td> <td></td> <td></td>	Last In:	sp. Date: 4/13/2022		TotalSa	amples: 26		Surveye	ed: 3		
Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments:	Conditi	ons: PCI: 59								
Sample Number: 106 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments:	Inspecti	ion Comments:								
41 ALLIGATOR CR L 6.00 SqFt 41 ALLIGATOR CR L 120.00 Ft 48 L & T CR M 45.00 Ft 48 L & T CR M 45.00 Ft 50 PATCHING M 2.00 SqFt 50 PATCHING M 2.00 SqFt 57 WEATHERING M 3748.00 SqFt 57 WEATHERING M 3748.00 SqFt 57 WEATHERING M 3748.00 SqFt 58 Sample Number: 113 Type: R Area: 3750.00 SqFt 41 ALLGATOR CR L 40.00 SqFt 58 59 WELLING L 128.00 Ft 48 L & T CR L 128.00 Ft 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING L 295.00 Ft 48			Type		Area	375	0.00 SaFt	PCI: 5	58	
4 LuligATOR CR L 6.00 SqFt 48 L & T CR L 120.00 Ft 48 L & T CR M 45.00 Ft 50 PATCHING M 2.00 SqFt 56 SWELLING L 6.00 SqFt 57 WEATHERING M 3748.00 SqFt 58 Sample Comments:	-		тур».	K	2 11 vu v	575	0.00 541 5	1 (1) (00	
48 L & T CR L 120.00 Ft 48 L & T CR M 45.00 Ft 50 PATCHING M 2.00 SqFt 56 SWELLING M 3748.00 SqFt 57 WEATHERING M 3748.00 SqFt Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: I 40.00 SqFt SqFt SqFt SqFt 41 ALLIGATOR CR L 40.00 SqFt SqFt SqFt SqFt 48 L & T CR L 128.00 Ft SqFt SqFt SqFt 57 WEATHERING L 128.00 Ft SqFt SqFt SqFt 57 WEATHERING L 1875.00 SqFt SqFt SqFt SqFt 57 WEATHERING M 1875.00 SqFt SqFt SqFt SqFt 57 WEATHERING K Area: 3750.00 SqFt SqFt SqFt	-			Ŧ	6 00 SaEt					
48 L & T CR M 45.00 Ft 50 PATCHING M 2.00 SqFt 56 SWELLING L 6.00 SqFt 57 WEATHERING M 3748.00 SqFt Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 40.00 SqFt 48 L & T CR L 128.00 Ft 48 L & T CR L 128.00 Ft 57 WEATHERING L 1875.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING K Area: 3750.00 SqFt PCI: 60 Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR L 295.00					-					
50 PATCHING M 2.00 SqFt 56 SWELLING L 6.00 SqFt 57 WEATHERING M 3748.00 SqFt Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 40.00 SqFt 48 L & T CR L 128.00 Ft 48 L & T CR L 50.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Comments: Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR L 295.00 Ft 56 56 SWELLING L 180.00 SqFt 57 57 WEA										
56 SWELLING L 6.00 SqFt 57 WEATHERING M 3748.00 SqFt Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments:										
57 WEATHERING M 3748.00 SqFt Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 40.00 SqFt PCI: 58 41 ALLIGATOR CR L 40.00 SqFt PCI: 58 48 L & T CR L 128.00 Ft PCI: 58 56 SWELLING L 5.00 SqFt PCI: 56 57 WEATHERING L 1875.00 SqFt PCI: 60 Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments: 295.00 Ft 48 L & T CR M 100.00 Ft 56 48 L & T CR L 295.00 Ft 48 100.00 Ft 56 57 57 WEATHERING L 100.00 Ft 56 57 57 57 WEATHERING L 1875.00 SqFt 57 57 WEATHERING L 1875.00 SqFt 57 57 57 WEATHERING					1					
Sample Number: 113 Type: R Area: 3750.00 SqFt PCI: 58 Sample Comments: 41 ALLIGATOR CR L 40.00 SqFt 48 L & T CR L 128.00 Ft 48 L & T CR M 20.00 Ft 56 SWELLING L 1875.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 56 Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 57.00 SqFt 57 WEATHERING L 180.00 SqFt 57 57.00 59					-					
Sample Comments: 41 ALLIGATOR CR L 40.00 SqFt 48 L & T CR L 128.00 Ft 48 L & T CR M 20.00 Ft 56 SWELLING L 5.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING N 1875.00 SqFt 58 L & T CR L 295.00 Ft 48 L & T CR L 295.00 Ft 56 SWELLING L 180.00 SqFt 56 SWELLING L 180.00 SqFt 57 WEATHERING L 180.00 SqFt	Sample	Number: 113	Туре:	R		3750	0.00 SqFt	PCI: 5	58	
48 L & T CR L 128.00 Ft 48 L & T CR M 20.00 Ft 56 SWELLING L 5.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	Sample	Comments:								
48 L & T CR L 128.00 Ft 48 L & T CR M 20.00 Ft 56 SWELLING L 5.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	41	ALLIGATOR CR		F,	40.00 SqFt					
48 L & T CR M 20.00 Ft 56 SWELLING L 5.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING L 1875.00 SqFt					1					
56 SWELLING L 5.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt 57 WEATHERING L 1875.00 SqFt										
57 WEATHERING L 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt 57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments:										
57 WEATHERING M 1875.00 SqFt Sample Number: 123 Type: R Area: 3750.00 SqFt PCI: 60 Sample Comments:	57	WEATHERING		L	1875.00 SqFt					
Sample Comments: 48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	57	WEATHERING		M	1875.00 SqFt					
48 L & T CR L 295.00 Ft 48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	Sample	Number: 123	Туре:	R	Area:	375	0.00 SqFt	PCI: 6	50	
48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	Sample	Comments:								
48 L & T CR M 100.00 Ft 56 SWELLING L 180.00 SqFt 57 WEATHERING L 1875.00 SqFt	48 J	L & T CR		L	295.00 Ft					
57 WEATHERING L 1875.00 SqFt	48 J	L & T CR		М	100.00 Ft					
57 WEATHERING L 1875.00 SqFt		SWELLING		L	180.00 SqFt					
57 WEATHERING M 1875.00 SqFt	57	WEATHERING								
	57	WEATHERING		М	1875.00 SqFt					

Network:	MLB				Nan		AELBOURNE AIRPORT	ORLA	ANDO INTERNA	ATIONAL		
Branch:	TW C		Name:	TAX	CIWAY C	2	Use	TA	AXIWAY	Area:	334,410 SqFt	
Section:	337	C	of 11	From:	-				To: -		Last Cons	t.: 1/1/2018
Surface:	AC	Family:	CA653-PR	TW-AC	Zon	e:			Category:		Rank: P	
Area:		18,730 SqFt	Lengt	h:	180 H	Ŧt	Width:		90 Ft			
Slabs:		Slab Lei	ngth:	F	t	Slab Widt	h:		Ft	Joint Len	gth:	Ft
Shoulder:		Street T	уре:			Grade:	0			Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1985	W	ork Type: B	UILT				Code:	IMPORTED	Is Ma	jor M&R: True	
Work Dat	e: 1/1/1991	W	ork Type: O	VERLAY				Code:	IMPORTED	Is Ma	jor M&R: True	
Work Dat	e: 1/1/2003	W	ork Type: S	urface Recon	struction	- AC		Code:	SR-AC	Is Ma	jor M&R: True	
Work Dat	e: 1/1/2018	W	ork Type: C	omplete Rec	onstructio	on - AC		Code:	CR-AC	Is Ma	jor M&R: True	
Last Insp.	Date: 4/1	3/2022	Tot	alSamples:	4		Surve	yed:	1			
Condition	s: PCI:	94										
Inspection	Comments	:										
Sample Nu	umber: 40	01 Ty	pe: R		Area:	5	190.00 SqFt		PCI: 94			
Sample Co	omments:											
57 WE	EATHERIN	G	L	5190.0	0 SqFt							

Network:	MLB				Nan		LBOURNE (PORT	ORLA	NDO INTERN.	ATIONAL			
Branch:	TW C		Name:	TAXI	WAY C	l ,	Use:	TA	XIWAY	Area:	33	34,410 SqFt	
Section:	340	of	11	From:	-				То: -			Last Cons	t.: 1/1/2003
Surface:	AC	Family:	CA653-PR-T	W-AC	Zon	e:			Category:			Rank: P	
Area:	2	4,919 SqFt	Length:		500 F	ft	Width:		40 Ft				
Slabs:		Slab Len	gth:	Ft		Slab Width:			Ft	Joint L	ength:		Ft
Shoulder:		Street Ty	pe:			Grade: 0				Lanes:	0		
Section Co	mments:												
Work Date	: 1/1/1985	Wo	ork Type: BUI	LT			(Code:	IMPORTED	Is N	Aajor N	1&R: True	
Work Date	: 1/1/1991	Wo	ork Type: OVI	ERLAY			(Code:	IMPORTED	Is N	Aajor N	I&R: True	
Work Date	: 1/1/2003	Wo	ork Type: Con	plete Recor	nstructio	on - AC	(Code:	CR-AC	Is N	Aajor N	I&R: True	
Conditions	Date: 4/13/2 : PCI: 7 Comments:		Totals	Samples:	1		Survey	ed: 1					
Sample Nu Sample Co	mber: 404 mments:	Тур	e: R	4	Area:	4919	9.00 SqFt		PCI: 70				
-	T CR		L	238.00	Ft								
	T CR		М	50.00									
52 RAY	VELING		М	5.00	SqFt								
57 WE	ATHERING		L	4904.00	SqFt								
57 WE	ATHERING		М	10.00	SaEt								

Network: MLB		Name:	MELBOURNE O AIRPORT	ORLANDO INTERI	NATIONAL	
Branch: TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	334,410 SqFt
Section: 350	of 11	From: -		То: -		Last Const.: 1/1/2003
Surface: AC	Family: CA653-PR-T	W-AC Zone:		Category:		Rank: P
Area: 76,63	37 SqFt Length	940 Ft	Width:	75 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length	n: Ft
Shoulder:	Street Type:	Grad	e: 0		Lanes: 0)
Section Comments:						
Work Date: 1/1/2003	Work Type: Ne	w Construction - Initial	С	ode: NU-IN	Is Major	r M&R: True
Work Date: 1/1/2016	Work Type: Pat	ching - AC	С	ode: PA-AC	Is Major	r M&R: False
Last Insp. Date: 4/13/2022	2 Total	Samples: 20	Surveye	d: 3		
Conditions: PCI: 72						
Inspection Comments:						
Sample Number: 506	Type: R	Area:	3750.00 SqFt	PCI: 6	57	
Sample Comments:						
48 L & T CR	L	180.00 Ft				
48 L&TCR	М	20.00 Ft				
56 SWELLING	L	188.00 SqFt				
57 WEATHERING 57 WEATHERING	L M	3562.00 SqFt				
		188.00 SqFt	2750.00 0.7	DOI -		
Sample Number: 511 Sample Comments:	Type: R	Area:	3750.00 SqFt	PCI: 7	3	
-	_					
48 L&TCR	L	135.00 Ft				
56 SWELLING	L	115.00 SqFt				
57 WEATHERING 57 WEATHERING	L M	3562.00 SqFt 188.00 SqFt				
Sample Number: 517	Type: R	Area:	3750.00 SqFt	PCI: 7	/3	
Sample Comments:	Type. It		2720.00 5411	1.01. /	-	
48 L & T CR	L	143.00 Ft				
56 SWELLING	L	82.00 SqFt				
57 WEATHERING	L	3375.00 SqFt				
57 WEATHERING	M	375.00 SqFt				

Network:	MLB				Nar		LBOURNE O PORT	ORLANDC) INTE	RNATIONAI			
Branch:	TW D		Name:	TAXI	WAY E)	Use:	TAXIW	'AY	Area:	1	46,963 SqFt	
Section:	405	C	of 5	From:	-			To:	-			Last Const.	: 1/1/2012
Surface:	AAC	Family:	CA653-PR APC	-TW-AAC-	Zon	ie:		Cate	gory:			Rank: P	
Area:		8,073 SqFt	Lengt	h:	95 I	Ft	Width:		40 Ft				
Slabs:		Slab Le	ngth:	Ft		Slab Width:		Ft		Joi	nt Length:		Ft
Shoulder:		Street T	ype:			Grade: 0				La	nes: 0		
Section Co	omments:												
Work Date	e: 1/1/1992	W	ork Type: B	UILT			С	ode: IMI	PORTE	D	Is Major 1	M&R: True	
Work Date	e: 1/1/2012	W	ork Type: N	fill and Overla	У		С	ode: ML	-OVL		Is Major 1	M&R: True	
Last Insp.	Date: 4/13	3/2022	Tot	alSamples:	2		Surveye	d: 1					
Conditions	s: PCI:	66											
Inspection	Comments	:											
Sample Nu	imber: 99	Ту	pe: R	A	Area:	3817	.00 SqFt		PCI:	66			
Sample Co	omments:												
48 L&	t CR		L	23.00	Ft								
50 PA	TCHING		L	884.00	SqFt								
57 WE	EATHERING	Ĵ	L	2787.00	SqFt								
57 WE	EATHERING	2	М	146.00	SaEt								

Network:	MLB				Name:		LBOURNE (PORT	ORLANDO INTE	RNATIONAL		
Branch:	TW D		Name:	TAXIW	AY D		Use:	TAXIWAY	Area:	146,963	SqFt
Section:	408	0	of 5	From: -				To: -		Last	Const.: 1/1/2008
Surface:	AAC	Family:	CA653-PR-TV APC	V-AAC-	Zone:			Category:		Rank	: P
Area:		7,061 SqFt	Length:		140 Ft		Width:	40 F	t		
Slabs:		Slab Lei	ngth:	Ft	Sla	ab Width:		Ft	Joint	Length:	Ft
Shoulder	:	Street T	ype:		Gi	rade: 0			Lanes	s: 0	
Section C	omments:										
Work Da	te: 1/1/1979	W	ork Type: New	Construction	n - Initial		С	ode: NU-IN	Is	s Major M&R: ′	True
Work Da	te: 1/1/2008	W	ork Type: Mill	and Overlay			С	ode: ML-OVL	Is	s Major M&R: ′	True
Last Insp	. Date: 4/13	3/2022	TotalS	amples: 2	!		Surveye	ed: 1			
Conditior	ns: PCI:	72									
Inspection	n Comments	:									
Sample N	umber: 11	9 Ty]	pe: R	A	rea:	4265	.00 SqFt	PCI:	72		
Sample C	comments:										
48 L	& T CR		L	142.00	Ft						
48 L	& T CR		М	25.00	Ft						
56 SV	WELLING		L	15.00	SqFt						
57 W	EATHERING	ŕ	L	3625.00							
	EATHERING				-						

Network: MLB		Name:	MELBOURNE O	PRLANDO INTERNA	TIONAL	
Branch: TW D	Name:	TAXIWAY D	Use:	TAXIWAY	Area: 146,963 SqFt	—
Section: 410	of 5 F	From: -		То: -	Last Const.: 1/1/1979	— I
Surface: AC Fa	mily: CA653-PR-TW	V-AC Zone:		Category:	Rank: P	1
Area: 105,094 Se	qFt Length:	2,640 Ft	Width:	40 Ft		ļ
Slabs: Sl	lab Length:	Ft Slab	Width:	Ft	Joint Length: Ft	ļ
Shoulder: St	treet Type:	Grad	de: 0		Lanes: 0	ļ
Section Comments:						ļ
Work Date: 1/1/1979	Work Type: BUIL	.T	Co	ode: IMPORTED	Is Major M&R: True	—
Last Insp. Date: 4/13/2022	TotalSa	amples: 26	Surveyed	d: 5		_
Conditions: PCI: 57						!
Inspection Comments:						!
Sample Number: 102	Type: R	Area:	4000.00 SqFt	PCI: 56		—
Sample Comments:						l
43 BLOCK CR	L	465.00 SqFt				I
48 L & T CR	L	317.00 Ft				ļ
52 RAVELING 52 RAVELING	L M	3600.00 SqFt				ļ
		400.00 SqFt	4000 00 SaEt	DCI. 57		
Sample Number: 107	Type: R	Area:	4000.00 SqFt	PCI: 57		I
Sample Comments:						ļ
48 L & T CR 50 PATCHING	L	215.00 Ft				ļ
50 PATCHING 52 RAVELING	L L	14.00 SqFt 3189.00 SqFt				I
52 RAVELING	L M	797.00 SqFt				
Sample Number: 115	Type: R	Area:	4000.00 SqFt	PCI: 52		
Sample Comments:						
41 ALLIGATOR CR	L	39.00 SqFt				
48 L & T CR	L	539.00 Ft				
52 RAVELING	L	3400.00 SqFt				
57 WEATHERING	M Type: R	600.00 SqFt	4000.00 SqFt	PCI: 50		
Sample Number: 123 Sample Comments:	Туре: к	Area:	4000.00 Sqri	ru, ju		
-	_					
41 ALLIGATOR CR48 L & T CR	L L	178.00 SqFt 128.00 Ft				
52 RAVELING	L	3000.00 SqFt				
57 WEATHERING	M	1000.00 SqFt				
Sample Number: 129	Type: R	Area:	4880.00 SqFt	PCI: 67		
Sample Comments:						
48 L & T CR	L	147.00 Ft				
52 RAVELING	L	3416.00 SqFt				
57 WEATHERING	М	1464.00 SqFt				

Network:	MLB			Name	: MELBOURNE AIRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW D		Name:	TAXIWAY D	Use:	TAXIWAY	Area:	146,963 SqFt
Section:	415	0	of 5	From: -		То: -		Last Const.: 1/1/2001
Surface:	AC	Family:	CA653-PR-TV	W-AC Zone:		Category:		Rank: P
Area:		18,312 SqFt	Length:	450 Ft	Width:	40 Ft		
Slabs:		Slab Lei	ngth:	Ft S	Slab Width:	Ft	Joint Le	ength: Ft
Shoulder:		Street T	ype:	(Grade: 0		Lanes:	0
Section Co	mments:							
Work Date	e: 1/1/2001	W	ork Type: New	Construction - Initia	l (Code: NU-IN	Is M	fajor M&R: True
Last Insp.	Date: 4/13	3/2022	TotalS	Samples: 5	Survey	ed: 1		
Conditions	: PCI:	78						
Inspection	Comments	:						
Sample Nu	mber: 132	2 Ty	pe: R	Area:	4000.00 SqFt	PCI: 7	78	
Sample Co	mments:							
48 L&	T CR		L	70.00 Ft				
	T CR		М	11.00 Ft				
	ATHERING		L	3600.00 SqFt				
57 WE	ATHERING	Ĵ	М	400.00 SqFt				

Network:	MLB					ELBOURNE (IRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW D		Name:	TAXIWA	Y D	Use:	TAXIWAY	Area:	146,963 SqFt
Section:	416	0	f 5	From: -			To: -		Last Const.: 1/1/2001
Surface:	AC	Family:	CA653-PR-	TW-AC	Zone:		Category:		Rank: P
Area:		8,423 SqFt	Lengtl	h: 2	10 Ft	Width:	40 Ft		
Slabs:		Slab Len	igth:	Ft	Slab Width	:	Ft	Joint Lengt	h: Ft
Shoulder:		Street Ty	ype:		Grade:	0		Lanes: ()
Section Co	omments:								
Work Dat	e: 1/1/2001	W	ork Type: Ne	ew Construction -	Initial	C	ode: NU-IN	Is Maio	r M&R: True
WOIR Dat			orn ryper in		IIIItiai	e		15 1/10/0	i Marci IIIac
	Date: 4/13			ISamples: 2	Intur	Surveye		15 111430	i mart. The
Last Insp.	Date: 4/13							13 11 130	
Last Insp. Conditions	Date: 4/13	3/2022 68						13 1410	
Last Insp. Condition Inspection	Date: 4/13 s: PCI:	3/2022 68 :	Tota						
Last Insp. Conditions Inspection Sample Nu	Date: 4/13 s: PCI: Comments: umber: 20	3/2022 68 :	Tota	alSamples: 2		Surveyo	ed: 1		
Last Insp. Conditions Inspection Sample Nu Sample Co	Date: 4/13 s: PCI: Comments: umber: 20	3/2022 68 :	Tota	alSamples: 2	a: 42	Surveyo	ed: 1		
Last Insp. Conditions Inspection Sample Nu Sample Co 48 L &	Date: 4/13 s: PCI: Comments: umber: 20 omments:	3/2022 68 :	Tota	diSamples: 2	a: 42	Surveyo	ed: 1		
Last Insp. Conditions Inspection Sample Nu Sample Co 48 L & 48 L &	Date: 4/13 s: PCI: Comments: umber: 202 omments: & T CR	3/2022 68 :	Tota De: R L	AlSamples: 2 Are 97.00 Ft	a: 42	Surveyo	ed: 1		
Last Insp. Conditions Inspection Sample Nu Sample Co 48 L & 48 L & 50 PA	Date: 4/13 s: PCI: a Comments: aumber: 202 omments: & T CR & T CR	3/2022 68 :	Tota De: R L M	Are 97.00 Ft 25.00 Ft	a: 42 1Ft	Surveyo	ed: 1		
Last Insp. Conditions Inspection Sample Nu Sample Co 48 L & 48 L & 50 PA 56 SW	Date: 4/13 s: PCI: a Comments: a moder: 202 omments: & T CR & T CR & T CR T CHING	8/2022 68 : 1 Tyj	Tota De: R L M L	Are 97.00 Ft 25.00 Ft 219.00 Sc	a: 42 IFt	Surveyo	ed: 1		

Network:	MLB			Name:	MELBOURNE AIRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW F		Name:	TAXIWAY F	Use:	TAXIWAY	Area:	62,514 SqFt
Section:	810	of 1	l	From: -		То: -		Last Const.: 1/1/2013
Surface:	AC	Family: C	A653-PR-T	W-AC Zone:		Category:		Rank: P
Area:	62,	514 SqFt	Length	2,225 Ft	Width:	25 Ft		
Slabs:		Slab Length	:	Ft Slab V	Vidth:	Ft	Joint Length	: Ft
Shoulder:		Street Type	:	Grade	e: 0		Lanes: 0	
Section Co	omments:							
Work Dat	te: 1/1/2013	Work	Type: New	w Construction - Initial	(Code: NU-IN	Is Major	M&R: True
Last Insp.	Date: 4/13/20	22	Total	Samples: 14	Survey	ed: 3		
Condition	s: PCI: 80)						
Inspection	n Comments:							
Sample N	umber: 101	Туре:	R	Area:	4079.00 SqFt	PCI: 6	59	
Sample Co	omments:				-			
48 L &	& T CR		L	32.00 Ft				
	TCHING		L	500.00 SqFt				
	EATHERING		L	3221.00 SqFt				
57 WE	EATHERING		М	358.00 SqFt				
Sample N	umber: 106	Type:	R	Area:	5000.00 SqFt	PCI: 8	32	
Sample Co	omments:							
48 L &	& T CR		L	12.00 Ft				
	VELING		М	22.00 SqFt				
	EATHERING		L	4729.00 SqFt				
57 WI	EATHERING		М	249.00 SqFt				
Sample N	umber: 113	Туре:	R	Area:	3750.00 SqFt	PCI: 8	88	
Sample Co	omments:							
48 L &	& T CR		L	7.00 Ft				
	EATHERING		L	3562.00 SqFt				
3/ WE								

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch:	TW G		Name:	TAXIWAY G	Use:	TAXIWAY	Area:	36,079 SqFt
Section:	605	of	f 1 I	rom: -		То: -		Last Const.: 1/1/2010
Surface:	AC	Family:	CA653-PR-TW	AC Zone:		Category:		Rank: P
Area:		36,079 SqFt	Length:	610 Ft	Width:	50 Ft		
Slabs:		Slab Len	gth:	Ft Slab	Width:	Ft	Joint Length	h: Ft
Shoulder:		Street Ty	pe:	Grad	le: 0		Lanes: 0)
Section Co	omments:							
Work Dat	e: 1/1/2010) Wo	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Majo	r M&R: True
Condition		89	TotalS	amples: 7	Surveye	d: 1		
-	Comments		e: R	Area:	4004.00 SaEt	PCI: 89)	
Sample Co	umber: 10 omments:)4 Ty p	ю. К	Area.	4904.00 SqFt	FCI: 89	,	
	EATHERIN EATHERIN		L M	4414.00 SqFt 490.00 SqFt				

Networl	k: MLB				Name:		BOURNE (PORT	ORLANDO INTI	ERNATIO	NAL	
Branch	TW H		Name:	TAXIV	WAY H		Use:	TAXIWAY	Are	a:	18,700 SqFt
Section	805	0	of 1	From:	-			To: -			Last Const.: 1/1/200
Surface	: AAC	Family:	CA653-PR-7 APC	ГW-AAC-	Zone:			Category:			Rank: P
Area:		18,700 SqFt	Lengtl	1:	485 Ft		Width:	40 F	t		
Slabs:		Slab Lei	ngth:	Ft	Sla	b Width:		Ft		Joint Length:	Ft
Shoulde	er:	Street T	ype:		Gra	ade: 0				Lanes: 0	
Section	Comments:										
Work D	ate: 12/25/19	51 W	ork Type: Ne	w Construction	on - Initial		С	ode: NU-IN		Is Major	M&R: True
Work D	ate: 1/1/2004	W	ork Type: Mi	ll and Overlay	/		C	ode: ML-OVL		Is Major	M&R: True
Last Ins	sp. Date: 4/13	3/2022	Tota	lSamples:	4		Surveye	ed: 1			
Conditi	ons: PCI:	45									
Inspecti	on Comments	:									
Sample	Number: 10	2 Ty	pe: R	A	rea:	4000	.00 SqFt	PCI:	45		
Sample	Comments:										
Sampie			L	33.00	SaFt						
•	ALLIGATOR (CR	L								
41 /	ALLIGATOR (2 & T CR	CR		204.00	-						
41 / 48 I		CR .	L L M		Ft						
41 / 48 I 48 I	2 & T CR	L'K	L	204.00 235.00	Ft						
41 / 48 I 48 I 50 I	L & T CR L & T CR	LK.	L M	204.00 235.00	Ft Ft SqFt						

Netwo	rk: MLB				Nai		ELBOURNE RPORT	ORLA	ANDO INTERNA	ATIONAL			
Brancl	n: TW K		Name:	TAXI	WAY F	X	Use:	TA	AXIWAY	Area:	506,017	SqFt	
Sectior	: 1110	(of 10	From:	-				To: -		Last	Const.:	1/1/2006
Surfac	e: AAC	Family:	CA653-PR- APC	TW-AAC-	Zor	ie:			Category:		Rank	к: Р	
Area:		5,207 SqFt	Lengt	h:	120	Ft	Width:		40 Ft				
Slabs:		Slab Le	ngth:	Ft		Slab Width:			Ft	Joint Len	gth:	Ft	
Should	er:	Street T	ype:			Grade: ()			Lanes:	0		
Sectior	Comments:												
Work	Date: 1/1/1981	W	Vork Type: B	UILT			(Code:	IMPORTED	Is Ma	jor M&R:	True	
Work	Date: 1/1/1991	W	Vork Type: O	VERLAY			(Code:	IMPORTED	Is Ma	jor M&R:	True	
Work	Date: 1/1/2006	, w	Vork Type: N	lill and Overla	ıy		(Code:	ML-OVL	Is Ma	jor M&R:	True	
Last Ir	sp. Date: 4/1	3/2022	Tot	alSamples:	1		Survey	ed:	1				
Condit	ions: PCI:	71											
Inspec	tion Comments	:											
Sample	e Number: 10	00 Ty	pe: R		Area:	520	07.00 SqFt		PCI: 71				
Sample	e Comments:												
48	L & T CR		L	89.00	Ft								
	PATCHING		L	897.00									
57	WEATHERIN	G	L	4310.00	SqFt								

Network: MLB			Nan	ne: MELBOURN AIRPORT	E ORLANDO INTERNA	ATIONAL
Branch: TW K		Name:	TAXIWAY K	Use	e: TAXIWAY	Area: 506,017 SqFt
Section: 1115	of 10	F	rom: -		To: -	Last Const.: 1/1/2006
Surface: AAC	Family: CA	653-PR-TW C	-AAC- Zon	e:	Category:	Rank: P
Area: 144,74	6 SqFt	Length:	3,510 F	St Width:	40 Ft	
Slabs:	Slab Length:		Ft	Slab Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:			Grade: 0		Lanes: 0
Section Comments:						
Work Date: 1/1/1983	Work 7	Г уре: BUIL	.T		Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/2006	Work T	ſ ype: Mill a	and Overlay		Code: ML-OVL	Is Major M&R: True
Last Insp. Date: 4/13/2022		TotalSa	amples: 35	Surv	eyed: 5	
Conditions: PCI: 74						
Inspection Comments:						
Sample Number: 106	Туре:	R	Area:	4000.00 SqFt	PCI: 80	
Sample Comments:						
48 L & T CR		L	174.00 Ft			
56 SWELLING		L	5.00 SqFt			
57 WEATHERING		L	4000.00 SqFt			
Sample Number: 114 Sample Comments:	Туре:	R	Area:	4000.00 SqFt	PCI: 69	
48 L & T CR		L	301.00 Ft			
48 L & T CR		М	100.00 Ft			
56 SWELLING		L	15.00 SqFt			
57 WEATHERING		L R	4000.00 SqFt	4000.00 SqFt	PCI: 72	
Sample Number: 121 Sample Comments:	Туре:	ĸ	Area:	4000.00 Sqrt	FCI; 72	
48 L & T CR		L	142.00 Ft			
48 L & T CR		М	44.00 Ft			
52 RAVELING56 SWELLING		M L	10.00 SqFt 3.00 SqFt			
57 WEATHERING		L	3990.00 SqFt			
Sample Number: 129	Туре:	R	Area:	4000.00 SqFt	PCI: 70	
Sample Comments:						
48 L & T CR		L	277.00 Ft			
52 RAVELING		L	10.00 SqFt			
57 WEATHERING		L	3591.00 SqFt			
57WEATHERINGSample Number:137		M P	399.00 SqFt	6455.00 SqFt	PCI: 78	
Sample Number: 137	Туре:	R	Area:	0433.00 SQFT	rti; /8	
48 L & T CR		L	182.00 Ft			
50 PATCHING		L	9.00 SqFt			
52 RAVELING		L	645.00 SqFt			
57 WEATHERING		L	5801.00 SqFt			

Network:	MLB				Name:		LBOURNE (PORT	ORLANDO INTE	ERNATIONAL		
Branch:	TW K		Name:	TAXIW	AY K		Use:	TAXIWAY	Area:	506,017 S	qFt
Section:	1116	0	f 10	From: -				To: -		Last C	Const.: 1/1/200
Surface:	AAC	Family:	CA653-PR-TV APC	V-AAC-	Zone:			Category:		Rank:	Р
Area:		6,760 SqFt	Length:		170 Ft		Width:	40 F	t		
Slabs:		Slab Ler	ngth:	Ft	Sla	b Width:		Ft	Joint	Length:	Ft
Shoulder:	:	Street T	ype:		Gr	ade: 0			Lane	es: 0	
Section C	omments:										
Work Dat	te: 1/1/1983	W	ork Type: New	Construction	- Initial		С	ode: NU-IN	I	s Major M&R: T	rue
Work Dat	te: 1/1/2006	W	ork Type: Mill	and Overlay			С	ode: ML-OVL	1	s Major M&R: T	rue
Last Insp.	. Date: 4/13	3/2022	TotalS	amples: 2			Surveye	ed: 1			
Condition	s: PCI:	63									
Inspection	n Comments	:									
Sample N	umber: 12	5 Ty	pe: R	Ar	ea:	3400	.00 SqFt	PCI:	63		
Sample C	omments:										
48 La	& T CR		L	107.00 H	ťt						
48 L a	& T CR		М	100.00 H	ť						
52 RA	VELING		L	170.00 \$	qFt						
56 SV	VELLING		L	25.00 \$	qFt						
50 51											

: MLB			Nar			ORLANDO INTERN	JATIONAL		
TW K		Name:	TAXIWAY K	r •	Use:	TAXIWAY	Area:	506,017 SqFt	
1125	of 1	0 F	rom: -			То: -		Last Const.	: 1/1/2006
AAC			-AAC- Zon	le:		Category:		Rank: P	
94,16	2 SqFt	Length:	2,337 I		Width:	40 Ft			
	Slab Length:		Ft	Slab Width:		Ft	Joint L	Length:	Ft
:	Street Type:	7		Grade: 0			Lanes:	: 0	
Comments:									
ate: 1/1/1985	Work	Type: BUIL	Т		C	ode: IMPORTED	Is	Major M&R: True	
ate: 1/1/2006	Work	Type: Mill a	nd Overlay		C	ode: ML-OVL	Is	Major M&R: True	
p. Date: 4/13/2022	2	TotalSa	imples: 23		Surveye	ed: 4			
ns: PCI: 73									
on Comments:									
Number: 142	Туре:	R	Area:	4000	.00 SqFt	PCI: 7	7		
Comments:									
& T CR		L	174.00 Ft						
/EATHERING		L	3600.00 SqFt						
/EATHERING		М	400.00 SqFt						
Number: 148	Type:	R	Area:	4000	.00 SqFt	PCI: 7	7		
Comments:									
& T CR		L	172.00 Ft						
/EATHERING		L							
				4000	00 SaEt	PCI, 7	(1		
	rype.	К	Arta.	4000	.00 Syrı	ru. /	1		
/EATHERING		L M							
Number: 160		R		4000	.00 SqFt	PCI: 6	8		
Comments:					-				
& T CR		L	138.00 Ft						
& T CR		М	43.00 Ft						
ATCHING		L							
WELLING		L	18.00 SqFt						
/EATHERING		L	3568.00 SqFt						
	TW K 1125 AAC 94,162 : Comments: Ite: 1/1/1985 Ite: 1/1/2006 Date: 4/13/2022 ns: PCI: 73 n Comments: Number: 142 Comments: & T CR EATHERING EATHERING EATHERING Mumber: 148 Comments: & T CR EATHERING Mumber: 157 Comments: & T CR EATHERING Mumber: 157 Comments: & T CR EATHERING Mumber: 157 Comments: & T CR EATHERING Mumber: 160 Comments: & T CR & T CR & T CR Mumber: 160 Comments: % T CR	TW K 1125 of 10 AAC Family: CA 94,162 SqFt Slab Length: Street Type: Comments: Street Type: ite: 1/1/1985 Work 7 b. Date: 4/13/2022 ms: PCI: 73 ns: PCI: 73 Morect 7 n Comments: Yppe: Number: 142 Type: Comments: Yppe: & T CR Yppe: Comments:	TWKName:1125of 10FrAACFamily:CA653-PR-TW: APC94,162SqFtLength: Slab Length:94,162SqFtLength: Length:Slab Length:SizeStreet Type:Comments:Comments:Work Type:Aute:1/1/2006Work Type:Mull at Mork Type:Date:4/13/2022TotalSans:PCI:73rotalSan Comments:Vorker Type:Wumber:142Type:RComments:& T CRLEATHERINGLEATHERINGLComments:& T CRLEATHERINGMNumber:157Type:RComments:& T CRLEATHERINGLEATHERINGMNumber:157Type:RComments:& T CRLEATHERINGMNumber:160Type:RComments:& T CRL& T CR </td <td>TW KName:TAXIWAY K1125of 10From:-AACFamily:CA653-PR-TW-AAC-Zon APC94,162SqFtLength:2,337 HSlab Length:Ft:street Type:Street Type:Comments:.tte:1/1/1985Work Type: BUILTtte:1/1/2006Work Type: Mill and Overlayb. Date:4/13/2022TotalSamples:23ns:PCI:73nComments:& T CRL174.00 FtEATHERINGL3600.00 SqFtMumber:148Type:RArea:Comments:& T CRL172.00 FtEATHERINGL3600.00 SqFtNumber:157Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtMumber:157Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtMumber:160Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtKumber:160Type:RArea:Comments:& T CRL138.00 Ft& T CRL138.00 Ft& T CRL138.00 Ft& T CRL138.00 Ft& T CRL136.00 SqFt<td>TWK Name: TAXIWAY K 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: Castron (Construction) 94,162 SqFt Kength: Grade: 0 Comments: Street Type: Grade: 0 Comments: Work Type: BUILT TotalSamples: 23 ns: PCI: 73 Comments: 4000 Number: 142 Type: R Area: 4000 Comments: Vumber: 142 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 157 Type: R Area: 4000 Comm</td><td>TWK Name: TAXIWAY K Use: 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 Ft Width: Slab Length: Ft Slab Width: - - : Street Type: Grade: 0 - Jomments: - Grade: 0 - omments: - - C - tet: 1/1/2006 Work Type: BUILT C - obt: 4/13/2022 TotalSamples: 23 Surveyee ns: PCI: 73 - - - noments: - - 4000.00 SqFt - comments: - - - 4000.00 SqFt comments: - - - 4000.00 SqFt comments: - - -<td>TWK Name: TAXIWAY K Use: TAXIWAY 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- APC Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft -</td><td>TWK Name: TAXIWAY K Use: TAXIWAY Area: 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 Street Type: Ength: Code: 0 Lanes: comments: Street Type: BUILT Code: MPORTED Is att: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is abote: 4/13/2022 TotalSamples: 23 Surveyed: 4 servert: 4/13/2022 TotalSamples: 23 Surveyed: PCI: 77 comments: - - Area: 4000.00 SqFt</td><td>AIRPORT Name: TAXIWAY K Use: TAXIWAY Area: 506.017 SqFt 1125 of 10 From: - To: - Last Const. AAC Family: CAS53-PR-TW-AAC- Zone: Category: Rank: P 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Joint Length: 1 'Shab Length: Ft Slab Width: Ft Joint Length: 1 'Street Type: Street Type: Grade: 0 Lanes: 0 'omments: Code: IMPORTED Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Kork Type: Mill and Overlay Code: ML-OVL Is Major M&R: <</td></td></td>	TW KName:TAXIWAY K1125of 10From:-AACFamily:CA653-PR-TW-AAC-Zon APC94,162SqFtLength:2,337 HSlab Length:Ft:street Type:Street Type:Comments:.tte:1/1/1985Work Type: BUILTtte:1/1/2006Work Type: Mill and Overlayb. Date:4/13/2022TotalSamples:23ns:PCI:73nComments:& T CRL174.00 FtEATHERINGL3600.00 SqFtMumber:148Type:RArea:Comments:& T CRL172.00 FtEATHERINGL3600.00 SqFtNumber:157Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtMumber:157Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtMumber:160Type:RArea:Comments:& T CRL292.00 FtEATHERINGL3600.00 SqFtKumber:160Type:RArea:Comments:& T CRL138.00 Ft& T CRL138.00 Ft& T CRL138.00 Ft& T CRL138.00 Ft& T CRL136.00 SqFt <td>TWK Name: TAXIWAY K 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: Castron (Construction) 94,162 SqFt Kength: Grade: 0 Comments: Street Type: Grade: 0 Comments: Work Type: BUILT TotalSamples: 23 ns: PCI: 73 Comments: 4000 Number: 142 Type: R Area: 4000 Comments: Vumber: 142 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 157 Type: R Area: 4000 Comm</td> <td>TWK Name: TAXIWAY K Use: 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 Ft Width: Slab Length: Ft Slab Width: - - : Street Type: Grade: 0 - Jomments: - Grade: 0 - omments: - - C - tet: 1/1/2006 Work Type: BUILT C - obt: 4/13/2022 TotalSamples: 23 Surveyee ns: PCI: 73 - - - noments: - - 4000.00 SqFt - comments: - - - 4000.00 SqFt comments: - - - 4000.00 SqFt comments: - - -<td>TWK Name: TAXIWAY K Use: TAXIWAY 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- APC Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft -</td><td>TWK Name: TAXIWAY K Use: TAXIWAY Area: 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 Street Type: Ength: Code: 0 Lanes: comments: Street Type: BUILT Code: MPORTED Is att: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is abote: 4/13/2022 TotalSamples: 23 Surveyed: 4 servert: 4/13/2022 TotalSamples: 23 Surveyed: PCI: 77 comments: - - Area: 4000.00 SqFt</td><td>AIRPORT Name: TAXIWAY K Use: TAXIWAY Area: 506.017 SqFt 1125 of 10 From: - To: - Last Const. AAC Family: CAS53-PR-TW-AAC- Zone: Category: Rank: P 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Joint Length: 1 'Shab Length: Ft Slab Width: Ft Joint Length: 1 'Street Type: Street Type: Grade: 0 Lanes: 0 'omments: Code: IMPORTED Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Kork Type: Mill and Overlay Code: ML-OVL Is Major M&R: <</td></td>	TWK Name: TAXIWAY K 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: 2,337 94,162 SqFt Length: Castron (Construction) 94,162 SqFt Kength: Grade: 0 Comments: Street Type: Grade: 0 Comments: Work Type: BUILT TotalSamples: 23 ns: PCI: 73 Comments: 4000 Number: 142 Type: R Area: 4000 Comments: Vumber: 142 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 148 Type: R Area: 4000 Comments: Kumber: 157 Type: R Area: 4000 Comm	TWK Name: TAXIWAY K Use: 1125 of 10 From: - AAC Family: CA653-PR-TW-AAC- Zone: AAC Family: CA653-PR-TW-AAC- Zone: 94,162 SqFt Length: 2,337 Ft Width: Slab Length: Ft Slab Width: - - : Street Type: Grade: 0 - Jomments: - Grade: 0 - omments: - - C - tet: 1/1/2006 Work Type: BUILT C - obt: 4/13/2022 TotalSamples: 23 Surveyee ns: PCI: 73 - - - noments: - - 4000.00 SqFt - comments: - - - 4000.00 SqFt comments: - - - 4000.00 SqFt comments: - - - <td>TWK Name: TAXIWAY K Use: TAXIWAY 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- APC Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft -</td> <td>TWK Name: TAXIWAY K Use: TAXIWAY Area: 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 Street Type: Ength: Code: 0 Lanes: comments: Street Type: BUILT Code: MPORTED Is att: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is abote: 4/13/2022 TotalSamples: 23 Surveyed: 4 servert: 4/13/2022 TotalSamples: 23 Surveyed: PCI: 77 comments: - - Area: 4000.00 SqFt</td> <td>AIRPORT Name: TAXIWAY K Use: TAXIWAY Area: 506.017 SqFt 1125 of 10 From: - To: - Last Const. AAC Family: CAS53-PR-TW-AAC- Zone: Category: Rank: P 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Joint Length: 1 'Shab Length: Ft Slab Width: Ft Joint Length: 1 'Street Type: Street Type: Grade: 0 Lanes: 0 'omments: Code: IMPORTED Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Kork Type: Mill and Overlay Code: ML-OVL Is Major M&R: <</td>	TWK Name: TAXIWAY K Use: TAXIWAY 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- APC Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Slab Length: Ft Slab Width: Ft -	TWK Name: TAXIWAY K Use: TAXIWAY Area: 1125 of 10 From: - To: - AAC Family: CA653-PR-TW-AAC- Zone: Category: - 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 SqFt Length: 2,337 Ft Width: 40 Ft 94,162 Street Type: Ength: Code: 0 Lanes: comments: Street Type: BUILT Code: MPORTED Is att: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is abote: 4/13/2022 TotalSamples: 23 Surveyed: 4 servert: 4/13/2022 TotalSamples: 23 Surveyed: PCI: 77 comments: - - Area: 4000.00 SqFt	AIRPORT Name: TAXIWAY K Use: TAXIWAY Area: 506.017 SqFt 1125 of 10 From: - To: - Last Const. AAC Family: CAS53-PR-TW-AAC- Zone: Category: Rank: P 94,162 SqFt Length: 2,337 Ft Width: 40 Ft Joint Length: 1 'Shab Length: Ft Slab Width: Ft Joint Length: 1 'Street Type: Street Type: Grade: 0 Lanes: 0 'omments: Code: IMPORTED Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True tt: 1/1/2006 Kork Type: Mill and Overlay Code: ML-OVL Is Major M&R: <

Network:	MLB					Nar		ELBOURNE (RPORT	ORLANDO INTE	RNAT	TIONAL			
Branch:	TW K		N	ame:	TAX	WAY K	<u> </u>	Use:	TAXIWAY	1	Area:	500	6,017 SqFt	
Section:	1127	of	10	Fro	m:	-			То: -				Last Const.:	1/1/2016
Surface:	AC	Family:	CA65	3-PR-TW-A	С	Zon	ie:		Category:				Rank: P	
Area:	52	047 SqFt]	Length:		3,965 I	Ft	Width:	10 F	t				
Slabs:		Slab Leng	gth:		Ft		Slab Width:	:	Ft		Joint Leng	th:	F	t
Shoulder:		Street Ty	pe:				Grade: ()			Lanes:	0		
Section Cor	mments:													
Work Date:	: 1/1/2016	Wo	rk Tyj	pe: New Co	nstructi	on - AC	1	С	ode: NC-AC		Is Maj	or M	&R: True	
Last Insp. I	Date: 4/13/20	22		TotalSam	ples:	11		Surveye	d: 2					
Conditions:	: PCI: 8	5												
Inspection (Comments:													
Sample Nu	mbom 224			R		Area:	400	0.00 SqFt	PCI:	85				
	mber. 234	Тур	e:	ĸ		aica.	100	50.00 Sqi t	I CI.	05				
Sample Cor		Тур	e:	K		Al ca.		Service Sqr (T CI.	85				
-		Typ	e: L	ĸ	54.00			Soloo Sqrt	Tel.	85				
	mments:	Typ		ĸ	54.00			Soloo Sqr I	TCI.	85				
48 L & 52 RAV	mments: T CR	1 yp	L		54.00 3.00	Ft		50.00 Sqr (101.	85				
48 L & 52 RAV 57 WEA	mments: T CR /ELING	Тур	L M L		54.00 3.00 997.00	Ft SqFt		00.00 SqFt	PCI:					
48 L & 52 RAV 57 WEA	mments: T CR VELING ATHERING mber: 252		L M L	3	54.00 3.00 997.00	Ft SqFt SqFt		-						
48 L & 52 RAV 57 WEA Sample Nur Sample Cor	mments: T CR VELING ATHERING mber: 252		L M L	3	54.00 3.00 997.00	Ft SqFt SqFt Area:		-						
48 L & 52 RAV 57 WEA Sample Nur Sample Cor 48 L &	mments: T CR VELING ATHERING mber: 252 mments:		L M L	3	54.00 3.00 997.00	Ft SqFt SqFt Area:		-						

	: MLB			Ν		MELBOURNE AIRPORT	ORLANDO INTI	ERNATIONAL		
Branch:	TW K		Name	e: TAXIWAY	Y K	Use:	TAXIWAY	Area:	506,017 SqFt	
Section:	1130	of	f 10	From: -			To: -		Last Const.:	1/1/2006
Surface:	AAC	Family:	CA653-PH APC	R-TW-AAC- Z	Zone:		Category:		Rank: P	
Area:	,	76,184 SqFt	Leng	gth: 1,90	00 Ft	Width:	40 F	't		
Slabs:		Slab Len	gth:	Ft	Slab Wid	lth:	Ft	Joint	Length: F	t
Shoulder	:	Street Ty	vpe:		Grade:	0		Lane	s: 0	
Section C	Comments:									
Work Da	te: 1/1/1986	We	ork Type:]	BUILT			Code: IMPORT	ED Is	s Major M&R: True	
Work Da	te: 1/1/2006	W	ork Type:	Mill and Overlay			Code: ML-OVL	I	s Major M&R: True	
Condition	ns: PCI:	79								
Inspectio	n Comments: Number: 164	:	e: R	Area	:	4000.00 SqFt	PCI:	80		
Inspection Sample N	n Comments:	:	e: R	Area	:	4000.00 SqFt	PCI:	80		
Inspection Sample N Sample C	n Comments: Jumber: 164	:	De: R	119.00 Ft		4000.00 SqFt	PCI:	80		
Inspection Sample N Sample C 48 L 57 W	n Comments: Number: 164 Comments: & T CR 'EATHERING	: 4 Typ 3	L L	119.00 Ft 3600.00 SqI	Ft	4000.00 SqFt	PCI:	80		
Inspection Sample N Sample C 48 L 57 W 57 W	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING	: 4 Typ 3	L L M	119.00 Ft 3600.00 SqI 400.00 SqI	Ft Ft					
Inspection Sample N Sample C 48 L 57 W 57 W Sample N	n Comments: Number: 164 Comments: & T CR 'EATHERING	: 4 Typ 3	L L M	119.00 Ft 3600.00 SqI 400.00 SqI	Ft Ft	4000.00 SqFt 4000.00 SqFt	PCI: PCI:			
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample C	n Comments: Jumber: 164 Comments: & T CR EATHERING EATHERING Jumber: 171	: 4 Typ 3	L L M De: R	119.00 Ft 3600.00 Sql 400.00 Sql Area	Ft Ft					
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample C 48 L 4	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments:	: 4 Typ 3 3 1 Typ	L L M	119.00 Ft 3600.00 SqI 400.00 SqI	Ft Ft					
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample C 48 L 4 57 W 57 W	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING EATHERING	: 4 Typ 3 3 1 Typ 3 3	L L M Pe: R L	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft	Ft Ft Ft					
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample C 48 L 4 57 W 57 W	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING	: 4 Typ 3 3 1 Typ 3 3	L L M De: R L L M	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft 3800.00 SqI 200.00 SqI	Ft Ft Ft Ft			84		
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N 57 W 57 W 57 W 57 W Sample N	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING EATHERING	: 4 Typ 3 3 1 Typ 3 3	L L M De: R L L M	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft 3800.00 SqI 200.00 SqI	Ft Ft Ft Ft	4000.00 SqFt	PCI:	84		
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample N Sample N Sample C	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING EATHERING Number: 176	: 4 Typ 3 3 1 Typ 3 3	L L M De: R L L M	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft 3800.00 SqI 200.00 SqI	Ft Ft Ft Ft	4000.00 SqFt	PCI:	84		
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample N Sample C 48 L 4 57 W Sample C 48 L 4 57 W	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING EATHERING Number: 176 Comments:	: 4 Typ 3 3 1 Typ 3 3	L L M Pe: R L L M De: R	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft 3800.00 SqI 200.00 SqI Area	Ft Ft Ft Ft	4000.00 SqFt	PCI:	84		
Inspection Sample N Sample C 48 L 4 57 W 57 W Sample N Sample N Sample N Sample C 48 L 4 57 W Sample C 48 L 4 57 W	n Comments: Number: 164 Comments: & T CR EATHERING EATHERING Number: 171 Comments: & T CR EATHERING EATHERING Number: 176 Comments: & T CR	: 4 Typ 3 3 1 Typ 3 5 5 5 7 5 7 5 7	L L M Pe: R L M De: R L	119.00 Ft 3600.00 SqI 400.00 SqI Area 88.00 Ft 3800.00 SqI 200.00 SqI Area 131.00 Ft	Ft Ft Ft Ft	4000.00 SqFt	PCI:	84		

Network:	MLB			Name:	: MELBOURNE AIRPORT	ORLANDO INTERI	NATIONAL	
Branch:	TW K		Name:	TAXIWAY K	Use:	TAXIWAY	Area:	506,017 SqFt
Section:	1132	0	f 10	From: -		То: -		Last Const.: 1/1/2011
Surface:	AC	Family:	CA653-PR-TV	W-AC Zone:		Category:		Rank: P
Area:		20,621 SqFt	Length:	1,700 Ft	Width:	12 Ft		
Slabs:		Slab Ler	igth:	Ft S	lab Width:	Ft	Joint Len	gth: Ft
Shoulder:		Street T	ype:	0	Grade: 0		Lanes:	0
Section Co	omments:							
Work Dat	e: 1/1/2011	l W	ork Type: New	Construction - Initial	0	ode: NU-IN	Is Ma	jor M&R: True
Condition	Date: 4/1 s: PCI: Comment	88	TotalS	amples: 4	Survey	e d: 1		
Sample Nu Sample Co	umber: 20 omments:	04 Ty J	pe: R	Area:	4600.00 SqFt	PCI: 8	88	
57 WE	& T CR EATHERIN EATHERIN		L L M	3.00 Ft 4370.00 SqFt 230.00 SqFt				

Network: MLB		Nam	e: MELBOURNE AIRPORT	ORLANDO INTERNA	ATIONAL	
Branch: TW K	Name:	TAXIWAY K	Use:	TAXIWAY	Area: 5	06,017 SqFt
Section: 1135	of 10 I	From: -		То: -		Last Const.: 1/1/2006
Surface: AAC	Family: CA653-PR-TW APC	/-AAC- Zone	:	Category:		Rank: P
Area: 78,460	0 SqFt Length:	1,900 Ft	Width:	40 Ft		
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:		Grade: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1983	Work Type: BUIL	LT	(Code: IMPORTED	Is Major N	1&R: True
Work Date: 1/1/1983	Work Type: OVE	RLAY		Code: IMPORTED	Is Major N	1&R: True
Work Date: 1/1/2006	Work Type: Mill	and Overlay	(Code: ML-OVL	Is Major N	1&R: True
Last Insp. Date: 4/13/2022	TotalS	amples: 19	Survey	ed: 5		
Conditions: PCI: 71						
Inspection Comments:						
Sample Number: 181	Type: R	Area:	4000.00 SqFt	PCI: 71		
Sample Comments:			1			
48 L & T CR	L	187.00 Ft				
48 L & T CR	М	25.00 Ft				
56 SWELLING	L	10.00 SqFt				
57 WEATHERING	L	3800.00 SqFt				
57 WEATHERING	M	200.00 SqFt	1000 00 G E			
Sample Number: 187 Sample Comments:	Type: R	Area:	4000.00 SqFt	PCI: 67		
48 L&TCR	L	271.00 Ft				
48 L&TCR	M	30.00 Ft				
56 SWELLING	L	15.00 SqFt				
57 WEATHERING	L	3800.00 SqFt				
57 WEATHERING	M	200.00 SqFt				
Sample Number: 193	Type: R	Area:	4000.00 SqFt	PCI: 73		
Sample Comments:						
48 L&TCR	L	186.00 Ft				
48 L&TCR	M	25.00 Ft				
57 WEATHERING	L	3800.00 SqFt				
57 WEATHERING	M	200.00 SqFt				
Sample Number: 196	Type: R	Area:	4000.00 SqFt	PCI: 72		
Sample Comments:						
48 L & T CR	L	187.00 Ft				
48 L & T CR	М	15.00 Ft				
57 WEATHERING	L	3800.00 SqFt				
57 WEATHERING	N	200.00 SqFt	1000 00 0 -	R.C		
Sample Number: 198 Sample Comments:	Type: R	Area:	4000.00 SqFt	PCI: 71		
-	_					
48 L&TCR	L	290.00 Ft				
57 WEATHERING	L	3600.00 SqFt				
57 WEATHERING	М	400.00 SqFt				

Network:	MLB				Name:		LBOURNE (PORT	ORLAN	DO INTERN	ATIONAL		
Branch:	TW K		Name:	TAXIW	AY K		Use:	TAX	IWAY	Area:	506,017 Sql	Ft
Section:	1137	0	f 10	From: -				Т	0: -		Last Co	nst.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-T APC	W-AAC-	Zone:			С	ategory:		Rank:	Р
Area:		4,907 SqFt	Length	:	45 Ft		Width:		110 Ft			
Slabs:		Slab Lei	ngth:	Ft	Sla	b Width:		Ft		Joint Ler	igth:	Ft
Shoulder:		Street T	ype:		Gra	ade: 0				Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1983	W	ork Type: BU	JILT			С	ode: I	MPORTED	Is Ma	ajor M&R: Tru	ıe
Work Dat	e: 1/1/1983	W	ork Type: O	ERLAY			С	ode: I	MPORTED	Is Ma	ajor M&R: Tru	ıe
Work Dat	e: 1/1/2006	w	ork Type: Mi	ll and Overlay			C	ode: N	ML-OVL	Is Ma	ajor M&R: Tru	ıe
Work Dat	e: 1/1/2019	W	ork Type: Mi	ll and Overlay			C	ode: N	ML-OVL	Is Ma	ajor M&R: Tru	ıe
Last Insp. Condition	Date: 4/13 s: PCI:	/2022 94	Tota	ISamples: 1			Surveye	ed: 1				
Inspection	Comments:											
Sample Nu	umber: 200) Ty	pe: R	A	rea:	4907	7.00 SqFt		PCI: 94			
Sample Co	omments:											
57 WE	EATHERING	ŕ	L	4907.00	SqFt							

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch:	TW K		Name:	TAXIWAY K	Use:	TAXIWAY	Area:	506,017 SqFt
Section:	1140	ot	f 10	From: -		То: -		Last Const.: 1/1/2014
Surface:	AC	Family:	CA653-PR-TW	V-AC Zone:		Category:		Rank: P
Area:		22,923 SqFt	Length:	2,300 Ft	Width:	10 Ft		
Slabs:		Slab Len	gth:	Ft S	ab Width:	Ft	Joint Len	gth: Ft
Shoulder:		Street Ty	pe:	G	rade: 0		Lanes:	0
Section Co	omments:							
Work Dat	e: 1/1/2014	4 W	ork Type: New	Construction - Initial	C	Code: NU-IN	Is Ma	ajor M&R: True
Condition	Date: 4/1 s: PCI: Comment	89	TotalS	amples: 5	Surveyo	ed: 1		
Sample Nu	umber: 29	95 Typ	e: R	Area:	5000.00 SqFt	PCI: 89)	
Sample Co	omments:							
	EATHERIN EATHERIN		L M	4500.00 SqFt 500.00 SqFt				

Network:	MLB			Name	: MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch:	TW K1		Name:	TAXIWAY K1	Use:	TAXIWAY	Area:	21,686 SqFt
Section:	1740	to	f 1 I	From: -		То: -		Last Const.: 1/1/2016
Surface:	AC	Family:	CA653-PR-TW	V-AC Zone:		Category:		Rank: P
Area:		21,686 SqFt	Length:	154 Ft	Width:	77 Ft		
Slabs:		Slab Len	gth:	Ft S	Slab Width:	Ft	Joint Length	n: Ft
Shoulder:		Street Ty	pe:	(Grade: 0		Lanes: 0)
Section Co	omments:							
Work Date	e: 1/1/2016	W	ork Type: New	Construction - AC	C	Code: NC-AC	Is Major	r M&R: True
Conditions		91	TotalS	amples: 5	Surveyo	ed: 1		
Inspection	Comments	:						
Sample Nu	imber: 20	0 Тур	e: R	Area:	4201.00 SqFt	PCI: 91		
Sample Co	omments:							
	EATHERING EATHERING		L M	3991.00 SqFt 210.00 SqFt				

Network:	MLB				Nan		AELBOURNI AIRPORT	E ORLA	ANDO INTERN.	ATIONAL		
Branch:	TW L		Name:	TAXI	WAY L		Use	e: TA	AXIWAY	Area:	44,770 SqFt	
Section:	1204	0	f 2 1	From:	-				To: -		Last Const.:	1/1/2019
Surface:	AAC	Family:	CA653-PR-TV APC	V-AAC-	Zon	e:			Category:		Rank: P	
Area:		10,911 SqFt	Length:		115 F	ťt	Width:		90 Ft			
Slabs:		Slab Ler	ngth:	Ft		Slab Widt	h:		Ft	Joint Leng	th: F	ft
Shoulder:		Street T	ype:			Grade:	0			Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1975	W	ork Type: New	Constructio	on - Initi	ial		Code:	NU-IN	Is Maj	or M&R: True	
Work Dat	e: 1/1/1998	W	ork Type: BUII	LT				Code:	IMPORTED	Is Maj	or M&R: True	
Work Dat	e: 1/1/1998	W	ork Type: Over	lay - AC St	ructural			Code:	OL-AS	Is Maj	or M&R: True	
Work Dat	e: 1/1/2019	w	ork Type: Mill	and Overlay	1			Code:	ML-OVL	Is Maj	or M&R: True	
Last Insp.	Date: 4/13	3/2022	TotalS	amples:	2		Surve	eyed:	1			
Condition	s: PCI:	94										
Inspection	Comments	:										
Sample Nu	umber: 20	0 Ty	pe: R	A	rea:	4	684.00 SqFt		PCI: 94			
Sample Co	omments:											
57 WE	EATHERING	Ĵ	L	4684.00	SqFt							

Network:	MLB				Nam		LBOURNE (PORT	ORLANDO INTER	NATIONAL		
Branch:	TW L		Name:	TAXIV	WAY L		Use:	TAXIWAY	Area:	44,770 SqFt	
Section:	1210	0	f 2	From: -	-			То: -		Last Const.: 1	/1/2009
Surface:	AAC	Family:	CA653-PR-TV APC	V-AAC-	Zone	2:		Category:		Rank: P	
Area:		33,859 SqFt	Length:		380 F	t	Width:	90 Ft			
Slabs:		Slab Ler	ngth:	Ft		Slab Width:		Ft	Joint Leng	th: Ft	
Shoulder:	:	Street T	ype:			Grade: 0			Lanes:	0	
Section Co	omments:										
Work Dat	te: 1/1/1975	5 W	ork Type: BUII	LT			C	ode: IMPORTED	Is Maj	or M&R: True	
Work Dat	te: 1/1/2009) W	ork Type: Mill	and Overlay	7		C	Code: ML-OVL	Is Maj	or M&R: True	
-	. Date: 4/1		TotalS	amples:	7		Survey	e d: 1			
Condition Inspectior	is: PCI: n Comment										
Sample N	umber: 20	03 Ty j	pe: R	A	rea:	4600).00 SqFt	PCI: 6	58		
Sample C	omments:										
48 L&	& T CR		L	158.00	Ft						
48 L&	& T CR		М	50.00	Ft						
52 RA	AVELING		L	230.00	SqFt						
56 SW	VELLING		L	175.00	SqFt						
57 WI	EATHERIN	G	L	4370.00	SqFt						

Network:	MLB			N		IELBOURNE (IRPORT	ORLANDO INTER	RNATIONAL		
Branch:	TW M		Name:	TAXIWAY	М	Use:	TAXIWAY	Area:	88,399 SqFt	
Section:	1303	of	5 H	rom: -			To: -		Last Cons	t.: 1/1/2018
Surface:	AC	Family:	CA653-PR-TW	AC Ze	one:		Category:		Rank: P	
Area:	23,38	81 SqFt	Length:	170	Ft	Width:	100 Ft			
Slabs:		Slab Leng	gth:	Ft	Slab Widtl	1:	Ft	Joint Ler	igth:	Ft
Shoulder:		Street Ty	pe:		Grade:	0		Lanes:	0	
Section Co	omments:									
Work Dat	e: 1/1/1983	Wo	rk Type: BUIL	л		С	ode: IMPORTE	D Is Ma	ajor M&R: True	
Work Dat	e: 1/1/1991	Wo	rk Type: OVE	RLAY		С	ode: IMPORTE	D Is Ma	ajor M&R: True	
Work Dat	e: 1/1/2003	Wo	rk Type: Surfa	ce Reconstructio	n - AC	С	ode: SR-AC	Is Ma	ajor M&R: True	
Work Dat	e: 1/1/2018	Wo	rk Type: Com	olete Reconstruct	tion - AC	С	ode: CR-AC	Is Ma	ajor M&R: True	
Last Insp.	Date: 4/13/202	2	TotalSa	amples: 4		Surveye	d: 1			
Condition	s: PCI: 90									
Inspection	Comments:									
Sample N	umber: 202	Туре	e: R	Area:	55	595.00 SqFt	PCI:	90		
Sample Co	omments:									
48 L&	& T CR		L	36.00 Ft						
57 WI	EATHERING		L	5595.00 SqFt	5					

Network:	MLB				Name:		LBOURNE (PORT	ORLANE	O INTERN	ATIONAL		
Branch:	TW M		Name:	TAXIWA	AY M		Use:	TAXI	WAY	Area:	88,399 So	qFt
Section:	1305	0	f 5	From: -				To	: -		Last C	onst.: 1/1/2003
Surface:	AC	Family:	CA653-PR-TV	V-AC	Zone:			Ca	tegory:		Rank:	Р
Area:		3,968 SqFt	Length:	2	200 Ft		Width:		40 Ft			
Slabs:		Slab Ler	ngth:	Ft	Slab '	Width:		Ft		Joint Leng	th:	Ft
Shoulder	:	Street T	ype:		Grad	le: 0				Lanes:	0	
Section C	omments:											
Work Da	te: 1/1/1983	W	ork Type: BUI	LT			С	ode: IN	IPORTED	Is Maj	or M&R: T	rue
Work Da	te: 1/1/1991	W	ork Type: OVE	ERLAY			С	ode: IN	IPORTED	Is Maj	or M&R: T	rue
Work Da	te: 1/1/2003	W	ork Type: Surf	ace Reconstruc	tion - AC		С	ode: SI	R-AC	Is Maj	or M&R: Ti	rue
Last Insp	. Date: 4/13	/2022	TotalS	amples: 1			Surveye	ed: 1				
Conditior	ns: PCI:	62										
Inspection	n Comments:											
Sample N	umber: 300) Ty	pe: R	Are	a:	3968	.00 SqFt		PCI: 62			
Sample C	comments:											
48 L	& T CR		L	68.00 F	t							
48 L	& T CR		М	172.00 F	t							
	AVELING		М	10.00 S	aFt							
52 RA	AVELING		141		qi i							

Network	: MLB				Nan		MELBO AIRPOI		RLAND) INTE	RNATI	ONAL			
Branch:	TW M		Name:	TAXIW	VAY M	1		Use:	TAXIW	AY	Α	rea:		88,399 SqFt	
Section:	1315	of	5 I	From: -					To:	-				Last Cons	t.: 1/1/2003
Surface:	AC	Family: (CA653-PR-TW	V-AC	Zon	e:			Cate	egory:				Rank: P	
Area:	4	50,873 SqFt	Length:		660 F	ťt	W	idth:		75 Ft					
Slabs:		Slab Lengt	h:	Ft		Slab Widt	h:		Ft			Joint Le	ength:		Ft
Shoulder	:	Street Type	e:			Grade:	0					Lanes:	0		
Section C	Comments:														
Work Da	ate: 1/1/2003	Wor	k Type: New	Construction	n - Initi	ial		С	ode: NU	-IN		Is N	lajor I	M&R: True	
Last Insp	D. Date: 4/13/	/2022	TotalS	amples: 1	3			Surveye	d: 2						
Conditio	ns: PCI:	63													
Inspectio	on Comments:														
•			R	A	rea.	3	750.00	SaFt		PCI	68				
Sample N	Number: 201		R	A	rea:	3	750.00	SqFt		PCI:	68				
Sample N Sample (Number: 201		R	A1 185.00		3	750.00	SqFt		PCI:	68				
Sample N Sample (48 L	Number: 201 Comments:			185.00 50.00	Ft Ft	3	750.00	SqFt		PCI:	68				
Sample N Sample C 48 L 48 L 56 S'	Number: 201 Comments: & T CR & T CR WELLING	Туре:	L M L	185.00 50.00 25.00	Ft Ft SqFt	3	750.00	SqFt		PCI:	68				
Sample N Sample C 48 L 48 L 56 S' 57 W	Number: 201 Comments: & T CR & T CR WELLING /EATHERING	Туре:	L M L L	185.00 50.00 25.00 2812.00	Ft Ft SqFt SqFt	3	750.00	SqFt		PCI:	68				
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING	Туре:	L M L L M	185.00 50.00 25.00 2812.00 938.00	Ft Ft SqFt SqFt SqFt										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING Number: 205	Туре:	L M L L M	185.00 50.00 25.00 2812.00 938.00	Ft Ft SqFt SqFt		750.00			PCI: PCI:					
Sample N Sample C 48 L 56 S' 57 W 57 W 57 W Sample N Sample N	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING	Туре:	L M L L M	185.00 50.00 25.00 2812.00 938.00	Ft Ft SqFt SqFt SqFt										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N Sample N Sample C Sample C	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING Number: 205	Туре:	L M L L M	185.00 50.00 25.00 2812.00 938.00	Ft Ft SqFt SqFt SqFt rea:										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N Sample C Sample C Sample C 48 L	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING Number: 205 Comments:	Туре:	L M L L M R	185.00 50.00 25.00 2812.00 938.00	Ft SqFt SqFt SqFt rea: Ft										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N Sample C Sample C Sample C 48 L	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING Number: 205 Comments: & T CR	Туре:	L M L L M R	185.00 50.00 25.00 2812.00 938.00 An 236.00	Ft SqFt SqFt SqFt rea: Ft										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N Sample N Sample L 48 48 L 57 W 57 W 57 W 58 Sample N 59 Sample C 48 L 48 L 52 R	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING Number: 205 Comments: & T CR & T CR	Туре:	L M L L M R	185.00 50.00 25.00 2812.00 938.00 A 1 236.00 50.00	Ft SqFt SqFt SqFt rea: Ft Ft SqFt										
Sample N Sample C 48 L 48 L 56 S' 57 W 57 W Sample N Sample N Sample L 48 48 L 52 R 56 S'	Number: 201 Comments: & T CR & T CR WELLING /EATHERING /EATHERING /EATHERING /EATHERING /EATHERING & T CR & T CR & T CR AVELING	туре:	L M L L M R	185.00 50.00 25.00 2812.00 938.00 A 236.00 50.00 188.00	Ft SqFt SqFt SqFt Trea: Ft Ft SqFt SqFt										

Network:	MLB				Nam		LBOURNE C PORT	ORLANDC	INTERN	ATIONAL		
Branch:	TW M		Name:	TAXI	WAY M		Use:	TAXIW	AY	Area:	88,399 S	qFt
Section:	1320	0	f 5	From:	-			To:	-		Last C	onst.: 1/1/2003
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zone	:		Cate	gory:		Rank:	Р
Area:	4,	651 SqFt	Lengt	h:	165 Ft		Width:		25 Ft			
Slabs:		Slab Len	igth:	Ft		Slab Width:		Ft		Joint Le	ngth:	Ft
Shoulder:		Street Ty	ype:			Grade: 0				Lanes:	0	
Section Co	omments:											
Work Dat	e: 12/25/1999	W	ork Type: No	ew Construction	on - Initia	al	C	ode: NU-	·IN	Is M	ajor M&R: T	rue
Work Dat	e: 1/1/2003	W	ork Type: Ov	verlay - AC St	ructural		С	ode: OL-	AS	Is M	ajor M&R: T	rue
Last Insp.	Date: 4/13/20	22	Tota	lSamples:	1		Surveye	ed: 1				
Condition	s: PCI: 70)										
Inspection	Comments:											
		Tur	e: R	A	Area:	4651	.00 SqFt		PCI: 70)		
Sample N	umber: 100	1 y j										
		Ty										
Sample Co		I y	L	121.00	Ft							
Sample Co 48 L &	omments:	ry		121.00 25.00								
Sample Co 48 L & 48 L &	omments: & T CR	ı yı	L		Ft							

Network:	MLB				Nam		LBOURNE C PORT	ORLANDO IN	TERNATION	IAL		
Branch:	TW M		Name:	TAXI	WAY M	[Use:	TAXIWAY	Area	: 8	8,399 SqFt	
Section:	1325	ot	f 5	From:	-			To: -			Last Const.:	1/1/2003
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zon	e:		Categor	y:		Rank: P	
Area:	5,5	526 SqFt	Lengt	h:	220 F	t	Width:	25	Ft			
Slabs:		Slab Len	gth:	Ft		Slab Width:		Ft		Joint Length:	F	t
Shoulder:		Street Ty	ype:			Grade: 0				Lanes: 0		
Section Co	omments:											
Work Date	e: 12/25/1999	W	ork Type: No	ew Construction	on - Initi	al	C	ode: NU-IN		Is Major M	&R: True	
Work Date	e: 1/1/2003	W	ork Type: O	verlay - AC St	tructural		C	ode: OL-AS		Is Major M	&R: True	
Last Insp.	Date: 4/13/202	22	Tota	alSamples:	1		Surveye	d: 1				
Conditions	s: PCI: 70											
Inspection	Comments:											
Sample Nu	umber: 200	Тур	e: R	A	Area:	5526	5.00 SqFt	РС	I: 70			
Sample Co	omments:											
48 L&	t CR		L	59.00	Ft							
50 PA	TCHING		L	250.00	SqFt							
57 WE	EATHERING		L	2638.00	SqFt							
				2638.00								

Network:	MLB				Nan		MELBOUR AIRPORT	NE ORL	ANDO INTERN	ATIONAL		
Branch:	TW N		Name:	TAXI	WAY N	1	τ	Jse: T	AXIWAY	Area:	44,829 SqFt	
Section:	1404	0	f 2	From:	-				То: -		Last Cons	t.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-T APC	W-AAC-	Zon	ie:			Category:		Rank: P	
Area:		11,055 SqFt	Length	:	110 F	Ft	Width	:	90 Ft			
Slabs:		Slab Ler	igth:	Ft		Slab Wid	th:		Ft	Joint Len	gth:	Ft
Shoulder:		Street T	ype:			Grade:	0			Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1986	W	ork Type: BU	ILT				Code	: IMPORTED	Is Ma	jor M&R: True	
Work Dat	e: 1/1/1998	W	ork Type: OV	ERLAY				Code	: IMPORTED	Is Ma	jor M&R: True	
Work Dat	e: 1/1/1998	W	ork Type: Ove	erlay - AC St	ructural	1		Code	: OL-AS	Is Ma	jor M&R: True	
Work Dat	e: 1/1/2019	w	ork Type: Mil	l and Overla	у			Code	: ML-OVL	Is Ma	jor M&R: True	
Last Insp.	Date: 4/1	3/2022	Total	Samples:	2		Su	rveyed:	1			
Condition	s: PCI:	94										
Inspection	Comments	:										
Sample N	umber: 30	1 Tyj	pe: R	I	Area:	(5027.00 Sql	ft	PCI: 94			
Sample Co	omments:											
57 WE	EATHERIN	G	L	6027.00	SqFt							

Network:	MLB				Name:		LBOURNE C PORT	RLANDO INTERN	NATIONAL		
Branch:	TW N		Name:	TAXIW	YAY N		Use:	TAXIWAY	Area:	44,829	SqFt
Section:	1405	0	f 2	From: -				To: -		Last	Const.: 1/1/2009
Surface:	AAC	Family:	CA653-PR-TV APC	W-AAC-	Zone:			Category:		Ranl	к: Р
Area:	3	3,774 SqFt	Length:		380 Ft		Width:	90 Ft			
Slabs:		Slab Ler	igth:	Ft	SI	ab Width:		Ft	Joint L	ength:	Ft
Shoulder:		Street T	ype:		G	rade: 0			Lanes:	0	
Section Co	omments:										
Work Dat	te: 1/1/1986	W	ork Type: BUI	LT			C	ode: IMPORTED	Is N	lajor M&R:	True
Work Dat	te: 1/1/2009	W	ork Type: Mill	and Overlay			C	ode: ML-OVL	Is N	lajor M&R:	True
Last Insp.	Date: 4/13/2	2022	Totals	amples: 7			Surveye	d: 1			
Condition	s: PCI:	84									
Inspection	Comments:										
Sample N	umber: 307	Туј	e: R	Aı	rea:	4627	.00 SqFt	PCI: 8	34		
Sample Co	omments:										
48 L&	& T CR		L	6.00	Ft						
56 SW	VELLING		L	10.00	SqFt						
57 WI	EATHERING		L	3933.00	SqFt						
57 WI	EATHERING		М	694.00	~ F						

Network: MLB			Nam	e: MELBOURN AIRPORT	IE ORLANDO INTERN	JATIONAL	
Branch: TW Q		Name:	TAXIWAY Q	U	e: TAXIWAY	Area:	291,635 SqFt
Section: 1705	of	f 9	From: -		To: -		Last Const.: 1/1/2007
Surface: AAC	Family:	CA653-PR-T APC	W-AAC- Zone	:	Category:		Rank: P
Area:	91,926 SqFt	Length:	1,000 F	t Width:	90 Ft		
Slabs:	Slab Len	gth:	Ft	Slab Width:	Ft	Joint L	ength: Ft
Shoulder:	Street Ty	pe:		Grade: 0		Lanes:	0
Section Comments:							
Work Date: 1/1/1987	Wo	ork Type: BU	LT		Code: IMPORTED	Is	Major M&R: True
Work Date: 1/1/2007	We	ork Type: Mil	and Overlay		Code: ML-OVL	Is	Major M&R: True
Last Insp. Date: 4/13	/2022	Total	Samples: 19	Sur	veyed: 3		
Conditions: PCI:	72						
Inspection Comments:							
Sample Number: 101	Тур	e: R	Area:	5260.00 SqF	PCI: 7	5	
Sample Comments:							
12 BLEEDING		Ν	1.00 SqFt				
48 L & T CR		L	212.00 Ft				
52 RAVELING		L	60.00 SqFt				
57 WEATHERING		L	4200.00 SqFt				
57 WEATHERING		М	1000.00 SqFt				
Sample Number: 109	Тур	e: R	Area:	4500.00 SqF	PCI: 7	0	
Sample Comments:							
2 BLEEDING		Ν	2.00 SqFt				
18 L & T CR		L	276.00 Ft				
2 RAVELING		L	50.00 SqFt				
57 WEATHERING		L	3250.00 SqFt				
57 WEATHERING		М	1200.00 SqFt				
Sample Number: 114	Тур	e: R	Area:	5832.00 SqF	PCI: 7	0	
Sample Comments:							
48 L & T CR		L	296.00 Ft				
52 RAVELING		L	50.00 SqFt				
56 SWELLING		L	45.00 SqFt				
57 WEATHERING		L	4000.00 SqFt				
57 WEATHERING		М	1782.00 SqFt				

Network:	MLB					Name		IELBOURNE IRPORT	E ORL	ANDO INTERI	NATIONAL		
Branch:	TW Q		N	lame:	TAXIW	AY Q		Use:	: Т	AXIWAY	Area:	291,635 SqFt	
Section:	1710	0	f 9	Fre	om: -					То: -		Last Const.:	1/1/2007
Surface:	AAC	Family:	CA65 APC	53-PR-TW-A	AAC-	Zone:	:			Category:		Rank: P	
Area:		12,104 SqFt	J	Length:		120 Ft		Width:		100 Ft			
Slabs:		Slab Ler	igth:		Ft	f	Slab Width	1:		Ft	Joint Le	ength: Fi	t
Shoulder:		Street T	уре:			(Grade:	0			Lanes:	0	
Section Co	omments:												
Work Dat	te: 1/1/1987	W	ork Typ	pe: BUILT	1				Code	: IMPORTED	Is M	fajor M&R: True	
Work Dat	te: 1/1/2007	W	ork Typ	pe: Mill and	d Overlay				Code	: ML-OVL	Is M	fajor M&R: True	
Condition	. Date: 4/13 ns: PCI: n Comments	78		TotalSam	nples: 3			Survey	yed:	2			
Sample N	umber: 10)0 Tyj	pe:	R	A	rea:	42	339.00 SqFt		PCI: 7	6		
Sample Co	omments:												
48 L&	& T CR		L		149.00 H	Ft							
52 RA	VELING		L		10.00 \$	-							
	VELLING		L		18.00 \$	-							
	EATHERING		L		3678.00 \$								
	EATHERING		M	R	651.00 \$		2	00.00.0 aEt		PCI: 8			
Sample No Sample Co	umber: 99 omments:	о Туј	be:	К	Ai	rea:	31	508.00 SqFt		FUI. 0	0		
42 BL	.EEDING		Ν		3.00 \$	SqFt							
	& T CR		L		91.00 H								
	VELING		L		10.00 \$								
		a	-										
57 WE	EATHERING	G	L		3057.00 \$	SqFt							

Network:	MLB				Nan		ELBOURNE RPORT	EORLA	ANDO INTERNA	ATIONAL			
Branch:	TW Q		Name:	TAXIW	VAY Q)	Use	: TA	AXIWAY	Area:	291,635	5 SqFt	
Section: 172	20	of	9	From: -					То: -		Las	t Const.:	1/1/2009
Surface: AA	٢C	•	CA653-PR- APC	TW-AAC-	Zon	e:			Category:		Ran	nk: P	
Area:	41,65	53 SqFt	Lengtl	n:	540 F	łt	Width:		100 Ft				
Slabs:		Slab Leng	gth:	Ft		Slab Width	:		Ft	Joint Le	ength:	Ft	
Shoulder:		Street Typ	pe:			Grade:	0			Lanes:	0		
Section Comm	ients:												
Work Date: 1	/1/1978	Wo	rk Type: BU	JILT				Code:	IMPORTED	Is N	lajor M&R:	True	
Work Date: 1	/1/1978	Wo	ork Type: O	VERLAY				Code:	IMPORTED	Is N	lajor M&R:	True	
Work Date: 1	./1/2004	Wo	rk Type: M	ill and Overlay				Code:	ML-OVL	Is N	Iajor M&R:	True	
Work Date: 1	./1/2009	Wo	rk Type: M	ill and Overlay				Code:	ML-OVL	Is N	Iajor M&R:	True	
Last Insp. Date	e: 4/13/2022	2	Tota	alSamples: 9	1		Surve	eyed: 2	2				
Conditions:	PCI: 79												
Inspection Cor	mments:												
Sample Numb	er: 101	Туре	e: R	A	rea:	54	56.00 SqFt		PCI: 77				
Sample Comm	ients:												
48 L&TC	CR		L	81.00	Ft								
52 RAVEL			L	545.00									
56 SWELL			L	50.00	-								
57 WEATH	HERING		L	4911.00									
Sample Numb	er: 103	Туре	e: R	A	rea:	44	00.00 SqFt		PCI: 81				
Sample Comm	ients:												
48 L&TC	CR		L	29.00	Ft								
52 RAVEL			L	220.00									
					-								
56 SWELL	UNG		L	50.00	SaFt								

Network:	MLB				Name:	MELBOURN AIRPORT	IE ORL.	ANDO INTERNA	ATIONAL	
Branch:	TW Q		Name:	TAXIWA	Y Q	Us	е: Т.	AXIWAY	Area:	291,635 SqFt
Section:	1722	C	of 9	From: -				То: -		Last Const.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-TV APC	W-AAC-	Zone:			Category:		Rank: P
Area:		20,462 SqFt	Length:	1	20 Ft	Width:		60 Ft		
Slabs:		Slab Lei	ngth:	Ft	Slab V	Vidth:		Ft	Joint Length	n: Ft
Shoulder:		Street T	ype:		Grade	: 0			Lanes: 0)
Section Co	omments:									
Work Dat	e: 1/1/1978	3 W	ork Type: BUII	LT			Code:	IMPORTED	Is Major	r M&R: True
Work Dat	e: 1/1/1998	3 W	ork Type: Over	lay - AC Struc	tural		Code:	OL-AS	Is Major	r M&R: True
Work Dat	e: 1/1/2004	4 W	ork Type: Mill	and Overlay			Code:	ML-OVL	Is Major	r M&R: True
Work Dat	e: 1/1/2019) W	ork Type: Mill	and Overlay			Code:	ML-OVL	Is Majo	r M&R: True
Condition	Date: 4/1 s: PCI: Comments	82	TotalS	amples: 4		Surv	eyed:	1		
Sample N	umber: 97	7 Ty	pe: R	Are	a:	4500.00 SqFt		PCI: 82		
Sample Co	omments:									
	& T CR EATHERIN	G	L L	198.00 Ft 4500.00 Sc						

Network:	MLB				Nan		MELBOURNI AIRPORT	EORL	ANDO INTERNA	ATIONAL		
Branch:	TW Q		Name:	TAXI	WAY Q	2	Use	: T	AXIWAY	Area:	291,635 SqF	t
Section:	1723	0	f 9	From:	-				То: -		Last Con	st.: 1/1/2019
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zon	ie:			Category:		Rank: H	,
Area:		5,968 SqFt	Lengt	h:	35 H	Ft	Width:		150 Ft			
Slabs:		Slab Ler	ngth:	Ft		Slab Widt	h:		Ft	Joint Le	ngth:	Ft
Shoulder:		Street T	ype:			Grade:	0			Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1981	W	ork Type: B	UILT				Code:	IMPORTED	Is M	ajor M&R: True	;
Work Dat	e: 1/1/2004	W	ork Type: S	urface Reconst	ruction	- AC		Code:	SR-AC	Is M	ajor M&R: True	;
Work Dat	e: 1/1/2019	W	ork Type: M	ill and Overla	у			Code:	ML-OVL	Is M	ajor M&R: True	;
Condition	Date: 4/13, s: PCI: Comments:	90	Tot	alSamples:	1		Surve	eyed:	1			
Sample Nu Sample Co	umber: 99 omments:	Tyj	pe: R	P	Area:	5	968.00 SqFt		PCI: 90			
48 L &	Ł T CR EATHERING		L L	37.00 5968.00								

				••				
Netwo	rk: MLB			Name:	MELBOURN AIRPORT	E ORLANDO INTERI	NATIONAL	
Branc	h: TW Q	N	ame: TAXIV	WAY Q	Use	e: TAXIWAY	Area:	291,635 SqFt
Sectio	n: 1725	of 9	From: -			То: -		Last Const.: 1/1/2004
Surfac	e: AC	Family: CA65	3-PR-TW-AC	Zone:		Category:		Rank: P
Area:	78,549	SqFt 1	Length:	1,400 Ft	Width:	75 Ft		
Slabs:		Slab Length:	Ft	Slab Wi	dth:	Ft	Joint Leng	th: Ft
Should		Street Type:		Grade:	0		Lanes:	0
Sectio	n Comments:							
Work	Date: 1/1/1981	Work Ty	pe: BUILT			Code: IMPORTED	Is Maj	or M&R: True
Work	Date: 1/1/2004	Work Ty	pe: Complete Recons	struction - AC		Code: CR-AC	Is Maj	or M&R: True
Last I	nsp. Date: 4/13/2022		TotalSamples: 2	20	Surv	eyed: 4		
Condi	tions: PCI: 75							
Inspec	tion Comments:							
Sampl	e Number: 101	Туре:	R A	rea:	3750.00 SqFt	PCI: 7	3	
-	e Comments:	J <u>r</u>			· · · · 1- ·			
48	L & T CR	L	194.00	Ft				
56	SWELLING	L	49.00					
57	WEATHERING	L	3562.00					
57	WEATHERING	M		-				
-	e Number: 103	Туре:	R A	rea:	3750.00 SqFt	PCI: 7	3	
Sampl	e Comments:							
48	L & T CR	L	164.00					
48	L & T CR	М	50.00					
57	WEATHERING	L	3562.00					
57	WEATHERING	M		-	2550.00 0 =			
-	e Number: 109	Type:	R A	rea:	3750.00 SqFt	PCI: 7	9	
Sampl	e Comments:							
48	L & T CR	L	126.00					
56	SWELLING	L	12.00	SqFt				
57	WEATHERING	L	3562.00					
57	WEATHERING	М						
	e Number: 117	Type:	R A	rea:	3750.00 SqFt	PCI: 7	4	
Sampl	e Comments:							
48	L & T CR	L	138.00	Ft				
48	L & T CR	М						
57	WEATHERING	L	3562.00					
57	WEATHERING	М						

Network:	MLB				Nar		LBOURNE (RPORT	ORLANDO INTERN	JATIONAL	
Branch:	TW Q		Name	: TA2	XIWAY (2	Use:	TAXIWAY	Area:	291,635 SqFt
Section:	1727		of 9	From:	-			То: -		Last Const.: 1/1/2018
Surface:	AC	Family:	CA653-PF	R-TW-AC	Zor	ie:		Category:		Rank: P
Area:		27,505 SqFt	Leng	gth:	270 1	Ft	Width:	100 Ft		
Slabs:		Slab Le	ength:	I	7t	Slab Width:		Ft	Joint Lengt	t h: Ft
Shoulder:		Street 1	Гуре:			Grade: 0			Lanes:	0
Section Co	omments:									
Work Dat	te: 1/1/1981	V	Vork Type:	BUILT			С	ode: IMPORTED	Is Majo	or M&R: True
Work Dat	te: 1/1/2004	ł V	Vork Type: S	Surface Reco	nstruction	- AC	С	ode: SR-AC	Is Majo	or M&R: True
Work Dat	te: 1/1/2018	3 V	Vork Type: (Complete Rec	onstructio	on - AC	С	ode: CR-AC	Is Majo	or M&R: True
Last Insp.	Date: 4/1	3/2022	To	talSamples:	6		Surveye	d: 1		
Condition	s: PCI:	91								
Inspection	n Comments	5:								
Sample N	umber: 12	23 Ty	v pe: R		Area:	532	9.00 SqFt	PCI: 9	1	
Sample Co	omments:	·					-			
48 L&	& T CR		L	9.0	00 Ft					
57 WI	EATHERIN	G	L	5329.0	0 SqFt					

Network:	MLB				Name		LBOURNE O PORT	RLANDO INTERN	ATIONAL		
Branch:	TW Q		Name	TAXI	WAY Q		Use:	TAXIWAY	Area:	291,63	5 SqFt
Section:	1732	0	f 9	From:	-			То: -		La	st Const.: 1/1/2006
Surface:	AAC	Family:	CA653-PF APC	R-TW-AAC-	Zone:			Category:		Ra	nk: P
Area:		4,295 SqFt	Leng	gth:	100 Ft		Width:	40 Ft			
Slabs:		Slab Ler	ngth:	Ft	5	Slab Width:		Ft	Joint Le	ength:	Ft
Shoulder:		Street T	ype:		(Grade: 0			Lanes:	0	
Section Co	mments:										
Work Date	: 1/1/1982	W	ork Type: 1	BUILT			Co	ode: IMPORTED	Is M	lajor M&R	: True
Work Date	: 1/1/1991	W	ork Type: (OVERLAY			Co	ode: IMPORTED	Is M	lajor M&R	: True
Work Date	: 1/1/2006	W	ork Type: 1	Mill and Overla	y		Co	ode: ML-OVL	Is M	lajor M&R	: True
Conditions	Date: 4/13 : PCI: Comments:	60	To	talSamples:	1		Surveye	d: 1			
Sample Nu	mber: 300) Tyj	pe: R		Area:	4295	.00 SqFt	PCI: 60)		
Sample Co	mments:										
48 L&	TCR		L	32.00	Ft						
50 PAT	TCHING		L	1777.00	SqFt						
52 RAV	VELING		L	50.00	SqFt						
57 WE.	ATHERING		L	2468.00	-						

Network:	MLB				Name		LBOURNE (PORT	ORLANE	O INTER	NATIONA	L		
Branch:	TW Q		Name:	TAXIV	VAY Q		Use:	TAXI	WAY	Area:	291,	635 SqFt	
Section:	1735	0	f 9	From: -				То	: -		I	Last Const	.: 1/1/2006
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zone:	:		Ca	tegory:		I	Rank: P	
Area:		9,173 SqFt	Lengt	h:	228 Ft		Width:		40 Ft				
Slabs:		Slab Ler	igth:	Ft	5	Slab Width:		Ft		Jo	int Length:		Ft
Shoulder:		Street T	ype:		(Grade: 0				La	anes: 0		
Section Co	omments:												
Work Dat	te: 1/1/1982	W	ork Type: BU	JILT			С	ode: IN	IPORTED)	Is Major M&	R: True	
Work Dat	te: 1/1/2006	W	ork Type: M	ill and Overlay			С	ode: M	L-OVL		Is Major M&	R: True	
Last Insp.	Date: 4/13	3/2022	Tota	alSamples: 2	2		Surveye	e d: 1					
Condition Inspection	s: PCI: Comments												
Sample N	umber: 30	2 Ty	pe: R	Α	rea:	4093	3.00 SqFt		PCI:	32			
Sample Co	omments:												
57 WI	& T CR EATHERING		L L	121.00 3888.00	SqFt								
57 WI	EATHERING	Ĵ	М	205.00	SqFt								

Network:	MLB				Na		MELBOURN AIRPORT	E ORL.	ANDO INTERN	ATIONAL			
Branch:	TW R		Nam	ie: T	TAXIWAY I	R	Us	e: T.	AXIWAY	Area:	155,7	93 SqFt	
Section: 1	1805	of	5	From:	-				To: -		L	ast Const.:	1/1/2009
Surface: A	AAC	Family:	CA653-P APC	PR-TW-AAG	C- Zoi	ne:			Category:		R	ank: P	
Area:	56,46	63 SqFt	Ler	ngth:	1,200	Ft	Width:		50 Ft				
Slabs:		Slab Leng	gth:		Ft	Slab Wid	lth:		Ft	Joint 1	Length:	Ft	
Shoulder:		Street Ty	pe:			Grade:	0			Lanes	: 0		
Section Com	aments:												
Work Date:	1/1/1978	Wo	ork Type:	BUILT				Code:	IMPORTED	Is	Major M&l	R: True	
Work Date:	1/1/1991	Wo	rk Type:	OVERLAY	ľ			Code:	IMPORTED	Is	Major M&l	R: True	
Work Date:	1/1/1991	Wo	rk Type:	OVERLAY	Y			Code:	IMPORTED	Is	Major M&I	R: True	
Work Date:	1/1/2009	Wo	rk Type:	Mill and O	verlay			Code:	ML-OVL	Is	Major M&l	R: True	
Last Insp. D	Date: 4/13/2022	<u></u>	т	otalSample	s • 12		Surv	eyed:	2				
····		2	1	otaisampie									
Conditions:		2	1	otaisampie									
	PCI: 70	2	1	otaisampre									
Conditions:	PCI: 70 Comments:	2			Area:		4811.00 SqFt		PCI: 70)			
Conditions: Inspection C	PCI: 70 Comments: nber: 703)			
Conditions: Inspection C Sample Num	PCI: 70 Comments: nber: 703 nments:			-)			
Conditions: Inspection C Sample Num Sample Com 48 L&T	PCI: 70 Comments: nber: 703 nments:		e: R	23	Area:)			
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWED 57 WEA	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING		e: R L L L	23 16 360	Area: 7.00 Ft 3.00 SqFt 8.00 SqFt)			
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWED 57 WEA	PCI: 70 Comments: nber: 703 nments: T CR ELLING		e: R L L	23 16 360	Area: 7.00 Ft 3.00 SqFt)			
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWED 57 WEA	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING		e: R L L L M	23 16 360 120	Area: 7.00 Ft 3.00 SqFt 8.00 SqFt								
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWEI 57 WEA 57 WEA	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING ATHERING	Туре	e: R L L L M	23 16 360 120	Area: 7.00 Ft 3.00 SqFt 8.00 SqFt 3.00 SqFt		4811.00 SqFt		PCI: 70				
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWED 57 WEA 57 WEA Sample Num	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING MBer: 706 nments:	Туре	e: R L L L M	23 16 360 120	Area: 7.00 Ft 3.00 SqFt 8.00 SqFt 3.00 SqFt		4811.00 SqFt		PCI: 70				
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWEI 57 WEA 57 WEA 57 WEA Sample Num Sample Com	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING THERING nber: 706 nments: T CR	Туре	e: R L L M e: R	23 16 360 120	Area: 37.00 Ft 33.00 SqFt 33.00 SqFt 33.00 SqFt 33.00 SqFt Area:		4811.00 SqFt		PCI: 70				
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWEI 57 WEA 57 WEA 57 WEA Sample Num Sample Com 48 L & T 48 L & T	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING THERING nber: 706 nments: T CR	Туре	e: R L L M e: R L	23 16 360 120 2 18 2	Area: 57.00 Ft 53.00 SqFt 53.00 SqFt 53.00 SqFt 53.00 SqFt 53.00 SqFt 53.00 SqFt 53.00 SqFt 54.00 SqFt 55.00 SqFt 5		4811.00 SqFt		PCI: 70				
Conditions: Inspection C Sample Num Sample Com 48 L & T 56 SWEI 57 WEA 57 WEA 57 WEA Sample Num Sample Com 48 L & T 48 L & T 48 L & T	PCI: 70 Comments: nber: 703 nments: T CR ELLING ATHERING ATHERING ATHERING Inber: 706 nments: T CR T CR	Туре	e: R L L M e: R L M	23 16 360 120 2 18 2 3	Area: 7.00 Ft 3.00 SqFt 8.00 SqFt 3.00 SqFt Area: 7.00 Ft 5.00 Ft		4811.00 SqFt		PCI: 70				

Network:	MLB				Name:		LBOURNE PORT	ORLA	NDO INTERNA	ATIONAL		
Branch:	TW R		Name:	TAXIV	VAY R		Use:	TA	XIWAY	Area:	155,793 SqFt	
Section:	1807	of	5 1	From:					То: -		Last Const.:	1/1/2019
Surface:	AAC	Family:	CA653-PR-TV APC	-AAC-	Zone:				Category:		Rank: P	
Area:		18,996 SqFt	Length:		350 Ft		Width:		40 Ft			
Slabs:		Slab Len	gth:	Ft	Sla	b Width:			Ft	Joint Le	ength: F	ťt
Shoulder:		Street Ty	pe:		Gra	ade: 0				Lanes:	0	
Section Co	omments:											
Work Date	e: 1/1/1978	Wo	ork Type: BUII	LT			(Code:	IMPORTED	Is N	Major M&R: True	
Work Date	e: 1/1/1981	Wo	ork Type: OVE	RLAY			(Code:	IMPORTED	Is N	Major M&R: True	
Work Date	e: 1/1/1998	Wo	ork Type: OVE	RLAY			(Code:	IMPORTED	Is N	Major M&R: True	
Work Date	e: 1/1/1998	Wo	ork Type: Over	lay - AC Sti	ructural		(Code:	OL-AS	Is N	Major M&R: True	
Work Date	e: 1/1/2019	Wo	ork Type: Mill	and Overlay	τ		(Code:	ML-OVL	Is N	Major M&R: True	
Last Insp.	Date: 4/13.		TotalS	amples:	1		Survey	ed: 1				
Conditions												
Inspection	Comments:											
Sample Nu	umber: 698	з Тур	e: R	А	rea:	3629	9.00 SqFt		PCI: 92			
Sample Co	omments:											
48 L&	& T CR		L	3.00	Ft							
57 WE	EATHERING	r	L	3629.00	SqFt							

Network:	MLB			Nan		LBOURNE C RPORT	ORLANDO INTERN	NATIONAL	
Branch:	TW R		Name:	TAXIWAY R	<u> </u>	Use:	TAXIWAY	Area:	155,793 SqFt
Section:	1810	of	5	From: -			То: -		Last Const.: 1/1/2009
Surface:	AAC		CA653-PR-TV APC	W-AAC- Zon	e:		Category:		Rank: P
Area:	57,32	23 SqFt	Length:	: 1,500 F	.²t	Width:	40 Ft		
Slabs:		Slab Lengt	,th:	Ft	Slab Width:		Ft	Joint Lo	ength: Ft
Shoulder:	5	Street Typ	pe:		Grade: 0			Lanes:	0
Section Co	omments:								
Work Dat	te: 1/1/1978	Wor	rk Type: BUI	LT		C	ode: IMPORTED	Is N	fajor M&R: True
Work Dat	te: 1/1/1991	Wor	rk Type: OVE	ERLAY		C	ode: IMPORTED	Is N	fajor M&R: True
Work Dat	te: 1/1/2009	Wor	rk Type: Mill	and Overlay		C	ode: ML-OVL	Is N	fajor M&R: True
Last Insp.	. Date: 4/13/2022	2	Totals	Samples: 12		Surveye	e d: 3		
Condition	ns: PCI: 75								
Inspection	n Comments:								
Sample N	umber: 716	Туре	e: R	Area:	466	8.00 SqFt	PCI: 7	5	
Sample Co	omments:								
48 L &	& T CR		L	133.00 Ft					
	WELLING		L	133.00 SqFt					
	EATHERING		L	3501.00 SqFt					
	EATHERING		М	1167.00 SqFt					
Sample N	umber: 723	Туре	e: R	Area:	4600	0.00 SqFt	PCI: 72	2	
Sample Co	omments:								
48 L &	& T CR		L	142.00 Ft					
	ATCHING		L	285.00 SqFt					
	VELLING		L	15.00 SqFt					
57 WE	EATHERING		L	3452.00 SqFt					
57 WE	EATHERING		М	863.00 SqFt					
Sample N	umber: 726	Туре	e: R	Area:	355	7.00 SqFt	PCI: 7	9	
Sample Co	omments:								
48 L &	& T CR		L	115.00 Ft					
	VELLING		L	10.00 SqFt					
56 SW				10.00 SqFt 3379.00 SqFt					

Network:	MLB				Name:		LBOURNE (PORT	ORLA	NDO INTERNA	ATIONAL		
Branch:	TW R		Name:	TAXIW	AY R		Use:	TA	XIWAY	Area:	155,793 SqI	⁷ t
Section:	1815	0	f 5 F	rom: -					То: -		Last Co	nst.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-TW APC	-AAC-	Zone:				Category:		Rank:	Р
Area:		4,676 SqFt	Length:		35 Ft		Width:		150 Ft			
Slabs:		Slab Ler	ngth:	Ft	Slab	Width:			Ft	Joint Ler	igth:	Ft
Shoulder:		Street T	ype:		Gra	de: 0				Lanes:	0	
Section Co	omments:											
Work Dat	e: 1/1/1978	W	ork Type: BUIL	JΤ			C	Code:	IMPORTED	Is Ma	ajor M&R: Tru	e
Work Dat	e: 1/1/1991	W	ork Type: OVE	RLAY			C	Code:	IMPORTED	Is Ma	ajor M&R: Tru	e
Work Dat	e: 1/1/2009	W	ork Type: Mill a	and Overlay			C	Code:	ML-OVL	Is Ma	ajor M&R: Tru	e
Work Dat	e: 1/1/2019	W	ork Type: Mill a	and Overlay			C	Code:	ML-OVL	Is Ma	ajor M&R: Tru	e
Last Insp. Condition	Date: 4/13 s: PCI:	94	TotalSa	amples: 1			Surveye	ed: 1				
-	Comments:											
-	umber: 727	7 Tyj	pe: R	Ar	ea:	4670	5.00 SqFt		PCI: 94			
Sample Co	omments:											
57 WE	EATHERING	Ì	L	4676.00	SqFt							

Network:	MLB				Name:		BOURNE (PORT	ORLAN	IDO INTERN	ATIONAL		
Branch:	TW R		Name:	TAXIW	AY R		Use:	TAX	IWAY	Area:	155,793 SqFt	
Section:	1820	0	of 5	From: -				Т	`o: -		Last Const.	: 1/1/2009
Surface:	AAC	Family:	CA653-PR-T APC	W-AAC-	Zone:			C	Category:		Rank: P	
Area:	1	8,335 SqFt	Length	:	180 Ft		Width:		90 Ft			
Slabs:		Slab Ler	ıgth:	Ft	Slab	Width:		F	t	Joint L	ength:	Ft
Shoulder:		Street T	ype:		Grae	de: 0				Lanes:	0	
Section Co	mments:											
Work Date	: 1/1/1978	W	ork Type: BU	ILT			C	ode:	IMPORTED	Is N	fajor M&R: True	
Work Date	: 1/1/1991	W	ork Type: OV	ERLAY			C	ode:	IMPORTED	Is N	Iajor M&R: True	
Work Date	: 1/1/1991	W	ork Type: OV	ERLAY			C	ode:	IMPORTED	Is N	Iajor M&R: True	
Work Date	: 1/1/2009	W	ork Type: Mil	l and Overlay			C	ode:	ML-OVL	Is N	fajor M&R: True	
Last Insp. I	Date: 4/13/	2022	Total	Samples: 4			Survey	ed: 1				
Conditions	: PCI:	72										
Inspection	Comments:											
Sample Nu	mber: 731	Ty	pe: R	A	·ea:	4607	.00 SqFt		PCI: 72			
Sample Co	mments:											
48 L&	T CR		L	112.00	Ft							
	T CR		М	3.00	Ft							
56 SWI	ELLING		L	56.00	SqFt							
57 WE	ATHERING		L	3455.00	SqFt							
57 WE	ATHERING		М	1152.00	а г .							

Network: MLB		Name:	MELBOURNE ORL AIRPORT	ANDO INTERNAT	NONAL	
Branch: TW S	Name:	TAXIWAY S	Use: T	TAXIWAY A	Area: 86,9	985 SqFt
Section: 510	of 2	From: -		То: -	I	Last Const.: 1/1/2006
Surface: AAC	Family: CA653-PR-TW APC	W-AAC- Zone:		Category:	F	Rank: P
Area: 68,42	29 SqFt Length:	1,900 Ft	Width:	36 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Grad	le: 0		Lanes: 0	
Section Comments:						
Work Date: 12/25/1951	Work Type: New	Construction - Initial	Code	: NU-IN	Is Major M&	R: True
Work Date: 1/1/1983	Work Type: Mill	and Overlay	Code	: ML-OVL	Is Major M&	R: True
Work Date: 1/1/2006	Work Type: Mill	and Overlay	Code	: ML-OVL	Is Major M&	R: True
Last Insp. Date: 4/13/202	2 TotalS	Samples: 19	Surveyed:	3		
Conditions: PCI: 43						
Inspection Comments:						
Sample Number: 106	Type: R	Area:	3600.00 SqFt	PCI: 42		
Sample Comments:						
43 BLOCK CR	М	780.00 SqFt				
48 L & T CR	М	226.00 Ft				
52 RAVELING	L	3240.00 SqFt				
52 RAVELING	М	360.00 SqFt				
CONTRA DIC						
56 SWELLING	L	30.00 SqFt				
Sample Number: 113			3600.00 SqFt	PCI: 47		
	L	30.00 SqFt	3600.00 SqFt	PCI: 47		
Sample Number: 113 Sample Comments:	L Type: R	30.00 SqFt Area:	3600.00 SqFt	PCI: 47		
Sample Number: 113	L	30.00 SqFt Area: 382.00 Ft	3600.00 SqFt	PCI: 47		
Sample Number: 113 Sample Comments: 48 L&TCR	L Type: R M	30.00 SqFt Area:	3600.00 SqFt	PCI: 47		
Sample Number: 113 Sample Comments: 48 L & T CR 52 RAVELING	L Type: R M L	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt	3600.00 SqFt 3600.00 SqFt	PCI: 47 PCI: 41		
Sample Number:113Sample Comments:48L & T CR52RAVELING52RAVELING	L Type: R M L M	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt 360.00 SqFt				
Sample Number:113Sample Comments:48L & T CR52RAVELING52RAVELINGSample Number:120Sample Comments:	L Type: R M L M Type: R	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt 360.00 SqFt Area:				
Sample Number:113Sample Comments:48L & T CR52RAVELING52RAVELINGSample Number:120Sample Comments:48L & T CR	L Type: R M L M	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt 360.00 SqFt				
Sample Number:113Sample Comments:48L & T CR52RAVELING52RAVELINGSample Number:120Sample Comments:48L & T CR48L & T CR48L & T CR	L Type: R M L M Type: R L	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt 360.00 SqFt Area: 52.00 Ft 389.00 Ft				
Sample Number:113Sample Comments:48L & T CR52RAVELING52RAVELINGSample Number:120Sample Comments:48L & T CR48L & T CR48L & T CR	L Type: R M L M Type: R L M	30.00 SqFt Area: 382.00 Ft 3240.00 SqFt 360.00 SqFt Area: 52.00 Ft				

Network:	MLB			Name	: MELBOURNE AIRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW S		Name:	TAXIWAY S	Use:	TAXIWAY	Area:	86,985 SqFt
Section:	515	of	2	From: -		То: -		Last Const.: 1/1/2010
Surface:	AC	Family:	CA653-PR-TV	W-AC Zone:		Category:		Rank: P
Area:	18,	556 SqFt	Length:	520 Ft	Width:	40 Ft		
Slabs:		Slab Len	gth:	Ft S	Slab Width:	Ft	Joint Length	: Ft
Shoulder:		Street Ty	pe:	(Grade: 0		Lanes: 0	
Section Co	omments:							
Work Dat	e: 12/25/1951	Wo	ork Type: New	Construction - Initia	1 (Code: NU-IN	Is Major	M&R: True
Work Dat	e: 1/1/2010	Wo	ork Type: Com	plete Reconstruction	- AC (Code: CR-AC	Is Major	M&R: True
Last Insp.	Date: 4/13/20	22	TotalS	Samples: 5	Survey	ed: 1		
Condition	s: PCI: 71							
Inspection	Comments:							
Sample Nu	umber: 126	Тур	e: R	Area:	3500.00 SqFt	PCI: 7	71	
Sample Co	omments:							
45 DE	PRESSION		L	14.00 SqFt				
	VELING		М	378.00 SqFt				
	VELING							

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW S1		Name:	TAXIWAY S1	Use:	TAXIWAY	Area:	34,004 SqFt
Section:	520	ot	f 2 F	rom: -		То: -		Last Const.: 1/1/2009
Surface:	AC	Family:	CA653-PR-TW	AC Zone:		Category:		Rank: P
Area:		14,644 SqFt	Length:	375 Ft	Width:	38 Ft		
Slabs:		Slab Len	igth:	Ft Slal	o Width:	Ft	Joint Length	h: Ft
Shoulder:		Street Ty	ype:	Gra	ide: 0		Lanes: 0)
Section Co	omments:							
Work Dat	e: 1/1/2009	W	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Major	r M&R: True
Condition	Date: 4/1 s: PCI: Comments	73	TotalSa	amples: 4	Surveye	e d: 1		
Sample Nu Sample Co	umber: 20 omments:)7 Ty r	e: R	Area:	3500.00 SqFt	PCI: 7	73	
52 RA	& T CR VELING EATHERIN	G	L L M	26.00 Ft 1225.00 SqFt 2275.00 SqFt				

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch:	TW S1		Name:	TAXIWAY S1	Use:	TAXIWAY	Area:	34,004 SqFt
Section:	525	0	f 2	From: -		То: -		Last Const.: 1/1/2014
Surface:	AC	Family:	CA653-PR-TV	V-AC Zone:		Category:		Rank: P
Area:		19,360 SqFt	Length:	525 Ft	Width:	35 Ft		
Slabs:		Slab Ler	igth:	Ft Sla	b Width:	Ft	Joint Lengtl	h: Ft
Shoulder:		Street T	ype:	Gra	ade: 0		Lanes: 0)
Section Co	mments:							
Work Date	e: 1/1/2014	W	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Majo	r M&R: True
Conditions	Date: 4/1 : PCI: Comments	91	TotalS	amples: 5	Surveye	ed: 1		
Sample Nu			be: R	Area:	3500.00 SqFt	PCI: 91		
Sample Co	omments:							
	ATHERING ATHERING		L M	3325.00 SqFt 175.00 SqFt				

Network:	MLB				Nar		ELBOURNE (RPORT	ORLAND) INTERNA	ATIONAL			
Branch:	TW T		Nar	me: T	TAXIWAY T	Г	Use:	TAXIV	/AY	Area:	102,35	50 SqFt	
Section:	2005	of	f 3	From:	: -			To:	-		La	st Const.:	1/1/1986
Surface:	AAC	Family:	CA653- APC	PR-TW-AAG	C- Zon	ne:		Cat	egory:		Ra	nk: P	
Area:	47	7,619 SqFt	Le	ength:	600 I	Ft	Width:		75 Ft				
Slabs:		Slab Len	gth:		Ft	Slab Width:		Ft		Joint Lei	ngth:	Ft	
Shoulder:	:	Street Ty	ype:			Grade: 0				Lanes:	0		
Section C	comments:												
Work Dat	te: 1/1/1986	W	ork Type:	: BUILT			(Code: IM	PORTED	Is M	ajor M&R	: True	
Work Dat	te: 1/1/1986	W	ork Type	: OVERLAY	ľ		(Code: IM	PORTED	Is M	ajor M&R	: True	
Last Insp.	. Date: 4/13/2	.022		TotalSample	es: 10		Survey	ed: 2					
Condition	ns: PCI: 7	/4											
Inspectior	n Comments:												
						460			PCI: 81				
Sample N	umber: 102	Тур	ve:	R	Area:	400	0.00 SqFt		FCI: 01				
-	Sumber: 102 Comments:	Туլ	be:	R	Area:	400	0.00 SqFt		rci: oi				
Sample C		Туј	pe: I		Area:	-100	0.00 SqFt		FCI: 61				
Sample Co 48 L & 56 SW	Comments: & T CR WELLING	Туј		4			0.00 SqFt						
Sample Co 48 L & 56 SW	Comments: & T CR	Туן	L	4 17	42.00 Ft		0.00 SqFt						
Sample C 48 L & 56 SW 57 WI	Comments: & T CR WELLING	Тур	L L L	4 17	12.00 Ft 75.00 SqFt		0.00 SqFt		PCI: 66				
Sample C 48 L & 56 SW 57 WI Sample N	Comments: & T CR WELLING EATHERING		L L L	4 17 460	42.00 Ft 75.00 SqFt 00.00 SqFt								
Sample C 48 L 4 56 SW 57 W1 Sample N Sample C	Comments: & T CR WELLING EATHERING Number: 105		L L L	4 17 460 R	42.00 Ft 75.00 SqFt 00.00 SqFt								
Sample C 48 L & 56 SW 57 WI Sample N Sample C 48 L &	Comments: & T CR WELLING EATHERING Tumber: 105 Comments:		L L L pe: F	4 17 460 R 37	42.00 Ft 75.00 SqFt 00.00 SqFt Area:								
Sample C 48 L & 56 SW 57 WI Sample N Sample C 48 L & 48 L &	Comments: & T CR WELLING EATHERING Number: 105 Comments: & T CR		L L Dpe: F	4 17 460 R 37 5	42.00 Ft 75.00 SqFt 00.00 SqFt Area: 78.00 Ft	460							

Network	: MLB					Name		LBOURNE C PORT	ORLANDO INTER	NATIONAL		
Branch:	TW T		Ν	Name:	TAXI	WAY T		Use:	TAXIWAY	Area:	102,350 SqFt	
Section:	2015	of	3	Fr	om:	-			To: -		Last Const.:	1/1/2001
Surface:	AC	Family:	CA65	53-PR-TW-	AC	Zone:	:		Category:		Rank: P	
Area:	48	,962 SqFt		Length:		540 Ft		Width:	100 Ft			
Slabs:		Slab Leng	gth:		Ft	5	Slab Width:		Ft	Joint Leng	th: F	t
Shoulder	•	Street Ty	pe:			(Grade: 0			Lanes:	0	
Section (Comments:											
Work Da	ate: 1/1/2001	Wo	ork Ty	pe: New C	Constructi	on - Initia	1	C	ode: NU-IN	Is Maj	or M&R: True	
Last Ins	D. Date: 4/13/20)22		TotalSa	mples:	10		Surveye	d: 2			
Conditio	ns: PCI: 7	6										
Inspectio	on Comments:											
Sample I	Number: 111	Тур	e:	R		Area:	4600	.00 SqFt	PCI:	76		
Sample (Comments:											
48 L	& T CR		L		87.00	Ft						
48 L	& T CR		М	[25.00	Ft						
	/EATHERING		L		4140.00	1						
57 W	/EATHERING		М	[460.00	SqFt						
Sample N	Number: 117	Тур	e:	R		Area:	6271	.00 SqFt	PCI:	76		
Sample (Comments:											
	Comments: & T CR		L		111.00	Ft						
48 L			L M	[111.00 34.00							
48 L 48 L	& T CR			[Ft						

Network:	MLB			Ň		MELBOURNE (AIRPORT	ORLANDO INTERN	IATIONAL	
Branch:	TW T		Name:	TAXIWAY	ΥT	Use:	TAXIWAY	Area:	102,350 SqFt
Section:	2017	of	3 F	rom: -			To: -		Last Const.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-TW APC	AAC- Z	one:		Category:		Rank: P
Area:		5,769 SqFt	Length:	3	5 Ft	Width:	170 Ft		
Slabs:		Slab Len	gth:	Ft	Slab Widt	h:	Ft	Joint Lei	ngth: Ft
Shoulder:		Street Ty	pe:		Grade:	0		Lanes:	0
Section Co	omments:								
Work Dat	te: 1/1/2001	We	ork Type: New	Construction - I	nitial	(Code: NU-IN	Is M	ajor M&R: True
Work Dat	te: 1/1/2019	We	ork Type: Mill a	and Overlay		(Code: ML-OVL	Is M	ajor M&R: True
Last Insp.	Date: 4/12	3/2022	TotalSa	amples: 1		Survey	ed: 1		
Condition Inspection	is: PCI: n Comments								
Sample N	umber: 11	9 Typ	e: R	Area	5	769.00 SqFt	PCI: 89)	
Sample Co	omments:								
	& T CR EATHERING	Ĵ	L L	48.00 Ft 5769.00 SqF	't				

Network:	MLB			N	ame:	MELBOURI	NE ORI	LANDO INTE	RNATIONAL		
						AIRPORT					
Branch:	TW U		Name:	TAXIWAY	Ū	U	se:	FAXIWAY	Area:	206,057 SqFt	
Section:	2105	of 3		From: -				То: -		Last Const.:	1/1/2004
Surface:	AC	Family: CA	653-PR-TV	W-AC Z	one:			Category:		Rank: P	
Area:	69,240) SqFt	Length:	87:	5 Ft	Width		75 F	į		
Slabs:		Slab Length:		Ft	Slab W	idth:		Ft	Join	it Length: F	ťt
Shoulder:	:	Street Type:			Grade:	0			Lan	es: 0	
Section Co	omments:										
Work Dat	te: 1/1/1947	Work '	Type: New	Construction - I	nitial		Code	e: NU-IN		Is Major M&R: True	
Work Dat	te: 1/1/1996	Work '	Type: Over	rlay - AC Structu	ral		Code	e: OL-AS		Is Major M&R: True	
Work Dat	te: 1/1/2004	Work '	Type: Com	plete Reconstruc	tion - AC		Code	e: CR-AC		Is Major M&R: True	
Last Insp.	Date: 4/13/2022		TotalS	amples: 18		Sur	veyed:	3			
Condition	is: PCI: 68										
Inspectior	n Comments:										
Sample N	umber: 103	Туре:	R	Area:		3750.00 SqF	t	PCI:	57		
Sample Co	omments:										
48 L&	& T CR		L	140.00 Ft							
	VELING		М	17.00 SqF	t						
	JTTING		L	65.00 SqF							
	VELLING		L	70.00 SqF							
	EATHERING		L	3360.00 SqF							
57 WI	EATHERING		М	373.00 SqF	t						
Sample N	umber: 106	Type:	R	Area:		3750.00 SqF	t	PCI:	72		
Sample Co	omments:										
48 L &	& T CR		L	214.00 Ft							
	VELLING		L	14.00 SqF	t						
	EATHERING		L	3188.00 SqF							
	EATHERING		M	562.00 SqF							
Sample N	umber: 116	Type:	R	Area:		3750.00 SqF	t	PCI:	76		
Sample Co	omments:										
48 L &	& T CR		L	181.00 Ft							
	VELLING		L	2.00 SqF	t						
	EATHERING		L	3562.00 SqF							
	EATHERING		M	188.00 SqF							
., ,,1	2			100.00 541	-						

Network	: MLB			Nan		LBOURNE (PORT	ORLANDO INTERI	NATIONAL	
Branch:	TW U		Name:	TAXIWAY U	[Use:	TAXIWAY	Area:	206,057 SqFt
Section:	2110		of 3	From: -			То: -		Last Const.: 1/1/198
Surface:	AC	Family:	CA653-PR-	TW-AC Zon	e:		Category:		Rank: P
Area:		8,070 SqFt	Lengt	h: 80 H	ł	Width:	90 Ft		
Slabs:		Slab Le	ength:	Ft	Slab Width:		Ft	Joint Le	ength: Ft
Shoulder	:	Street 7	Гуре:		Grade: 0			Lanes:	0
Section C	Comments:								
Work Da	te: 1/1/1989	v	Vork Type: B	UILT		C	ode: IMPORTED	Is N	Iajor M&R: True
Last Insp	. Date: 4/13	3/2022	Tot	alSamples: 2		Surveye	ed: 1		
Conditio	ns: PCI:	78							
Inspectio	n Comments	:							
Sample N	umber: 10	0 Ty	pe: R	Area:	4529	9.00 SqFt	PCI: 7	78	
Sample C	Comments:								
48 L	& T CR		L	143.00 Ft					
56 SV	WELLING		L	15.00 SqFt					
	EATHERING		L	4076.00 SqFt					
57 W	EATHERING	Ĵ	Μ	453.00 SqFt					

Network: MLB		Name:	MELBOURNE (AIRPORT	ORLANDO INTERN	ATIONAL	
Branch: TW U	Name:	TAXIWAY U	Use:	TAXIWAY	Area:	206,057 SqFt
Section: 2115	of 3	From: -		То: -		Last Const.: 1/1/2014
Surface: AC	Family: CA653-PR-T	W-AC Zone:		Category:		Rank: P
Area: 128,7	747 SqFt Length	765 Ft	Width:	205 Ft		
Slabs:	Slab Length:	Ft Slab	Width:	Ft	Joint Len	gth: Ft
Shoulder:	Street Type:	Gra	de: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/2014	Work Type: New	v Construction - Initial	C	Code: NU-IN	Is Ma	jor M&R: True
Last Insp. Date: 4/13/202	22 Total	Samples: 25	Survey	ed: 3		
Conditions: PCI: 87						
Inspection Comments:						
Sample Number: 510	Type: R	Area:	5000.00 SqFt	PCI: 89)	
Sample Comments:						
57 WEATHERING	L	4500.00 SqFt				
57 WEATHERING	М	500.00 SqFt				
Sample Number: 604	Type: R	Area:	5000.00 SqFt	PCI: 84	1	
Sample Comments:						
50 PATCHING	L	120.00 SqFt				
57 WEATHERING	L	4380.00 SqFt				
57 WEATHERING	М	500.00 SqFt				
Sample Number: 707	Type: R	Area:	5000.00 SqFt	PCI: 89)	
Sample Comments:						
42 BLEEDING	Ν	6.00 SqFt				
57 WEATHERING	L	4500.00 SqFt				
57 WEATHERING	М	500.00 SqFt				

Network:	MLB				Name:		LBOURNE C PORT	ORLAN	IDO INTERN	ATIONAL		
Branch:	TW V		Name:	TAXIW	VAY V		Use:	TAX	IWAY	Area:	136,442 SqFt	
Section:	1602	C	of 5 F	rom: -				Т	'o: -		Last Cons	t.: 1/1/2019
Surface:	AAC	Family:	CA653-PR-TW APC	-AAC-	Zone:			C	ategory:		Rank: P	
Area:		13,947 SqFt	Length:		115 Ft		Width:		90 Ft			
Slabs:		Slab Le	ngth:	Ft	Sla	ab Width:		F	t	Joint Leng	gth:	Ft
Shoulder:		Street T	ype:		Gr	·ade: 0				Lanes:	0	
Section Co	omments:											
Work Dat	te: 1/1/1978	3 W	ork Type: BUIL	Т			С	ode:	IMPORTED	Is Ma	jor M&R: True	
Work Dat	te: 1/1/1998	3 W	ork Type: OVE	RLAY			С	ode:]	IMPORTED	Is Ma	jor M&R: True	
Work Dat	te: 1/1/1998	3 W	ork Type: Overl	ay - AC Stru	uctural		С	ode: (OL-AS	Is Ma	jor M&R: True	
Work Dat	te: 1/1/2019) W	ork Type: Mill a	nd Overlay			C	ode:]	ML-OVL	Is Ma	jor M&R: True	
Last Insp.	Date: 4/1	3/2022	TotalSa	mples: 3			Surveye	d: 1				
Condition	s: PCI:	90										
Inspection	n Comments	s:										
Sample Nu	umber: 40	00 Ty	pe: R	Aı	rea:	4042	.00 SqFt		PCI: 90	1		
Sample Co	omments:											
48 L&	& T CR		L	24.00	Ft							
57 WE	EATHERIN	G	L	4042.00	SqFt							

Network:	MLB					Name:		LBOURNE PORT	ORLANDO INT	ERNATIO	NAL			
Branch:	TW V			Name:	TAXIWA	Y V		Use:	TAXIWAY	Are	a:	136,44	2 SqFt	
Section:	1605		of 5	F	rom: -				To: -			Las	st Const.:	1/1/2009
Surface:	AAC	Famil	ly: CA AP	A653-PR-TW- PC	-AAC-	Zone:			Category:			Ra	nk: P	
Area:		56,864 SqFt		Length:	5	05 Ft		Width:	90 H	ĩt				
Slabs:		Slab	Length:		Ft	Slab	Width:		Ft		Joint Len	gth:	Ft	t
Shoulder:		Stree	et Type:			Grad	le: 0				Lanes:	0		
Section Co	mments:													
Work Date	e: 1/1/1978		Work ?	Type: BUIL	T			(Code: IMPORT	ED	Is Ma	ijor M&R	: True	
Work Date	e: 1/1/2009		Work ?	Type: Mill a	nd Overlay			(Code: ML-OVL		Is Ma	ijor M&R	: True	
Last Insp.	Date: 4/1	3/2022		TotalSa	mples: 12			Survey	ed: 2					
				TotalSa	mples: 12			Survey	ed: 2					
Conditions		67		TotalSa	mples: 12			Survey	ed: 2					
Conditions Inspection	s: PCI:	67 5:	Туре:	TotalSa R	Are	a:	4568	Survey	ed: 2 PCI:	68				
Conditions Inspection	s: PCI: Comments umber: 40	67 5:	Туре:			a:	4568			68				
Conditions Inspection Sample Nu Sample Co	s: PCI: Comments imber: 40 omments:	67 5:					4568			68				
Conditions Inspection Sample Nu Sample Co 48 L &	s: PCI: Comments umber: 40	67 5:		R	Are	;	4568			68				
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW	s: PCI: Comments imber: 40 omments: z T CR	67 s:)3		R	Are 281.00 Ft	- qFt	4568			68				
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE	s: PCI: Comments imber: 40 omments: t CR ELLING	67 5:)3 G		R L L	Are 281.00 Ft 228.00 Sc	aFt qFt	4568			68				
Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE	s: PCI: Comments imber: 40 pmments: z T CR ELLING EATHERING	67 5:)3 G G		R L L L	281.00 Ft 228.00 So 4111.00 So	aFt aFt aFt aFt								
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE	s: PCI: Comments imber: 40 pomments: z T CR ELLING EATHERING EATHERING Imber: 41	67 5:)3 G G		R L L L M	281.00 Ft 228.00 Sc 4111.00 Sc 457.00 Sc	aFt aFt aFt aFt		.00 SqFt	PCI:					
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE Sample Nu Sample Co	s: PCI: Comments imber: 40 pomments: z T CR ELLING EATHERING EATHERING Imber: 41	67 5:)3 G G	Туре:	R L L L M	281.00 Ft 228.00 Sc 4111.00 Sc 457.00 Sc	qFt qFt qFt a:		.00 SqFt	PCI:					
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE 57 WE Sample Nu Sample Co 48 L &	s: PCI: Comments imber: 40 omments: a T CR ELLING EATHERING EATHERING imber: 41 omments:	67 5:)3 G G	Туре:	R L L M R	281.00 Ft 228.00 Sc 4111.00 Sc 457.00 Sc k re	qFt qFt qFt a:		.00 SqFt	PCI:					
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE 57 WE Sample Nu Sample Co 48 L & 48 L &	s: PCI: Comments imber: 40 omments: a T CR ELLING EATHERING EATHERING EATHERING imber: 41 omments: a T CR	67 5:)3 G G	Туре:	R L L M R L	281.00 Fr 228.00 So 4111.00 So 457.00 So 227.00 Fr	qFt qFt qFt a:		.00 SqFt	PCI:					
Conditions Inspection Sample Nu Sample Co 48 L & 56 SW 57 WE 57 WE Sample Nu Sample Co 48 L & 48 L & 56 SW	s: PCI: Comments imber: 40 omments: z T CR ELLING EATHER	67 s:)3 G G L 1	Туре:	R L L M R L M	281.00 Ft 228.00 So 4111.00 So 457.00 So 227.00 Ft 225.00 Ft	aFt aFt aFt a:		.00 SqFt	PCI:					

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERI	NATIONAL	
Branch:	TW V		Name:	TAXIWAY V	Use:	TAXIWAY	Area:	136,442 SqFt
Section:	1610	0	f 5 F	rom: -		То: -		Last Const.: 1/1/2013
Surface:	AC	Family:	CA653-PR-TW	AC Zone:		Category:		Rank: P
Area:		37,184 SqFt	Length:	1,250 Ft	Width:	25 Ft		
Slabs:		Slab Lei	ıgth:	Ft Sla	b Width:	Ft	Joint Leng	th: Ft
Shoulder:		Street T	ype:	Gra	ade: 0		Lanes:	0
Section Co	omments:							
Work Dat	e: 1/1/2013	3 W	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Maj	or M&R: True
Condition	Date: 4/1 s: PCI: Comments	86	TotalSa	amples: 9	Surveyo	e d: 1		
Sample Ni Sample Co	umber: 10)4 Ty]	pe: R	Area:	3812.00 SqFt	PCI: 8	36	
48 L & 57 WE	& T CR EATHERIN EATHERIN		L L M	8.00 Ft 3431.00 SqFt 381.00 SqFt				

Network:	MLB				Nar		MELBOU AIRPORT		ORLANDO) INTERN	ATIONAL			
Branch:	TW V		Name:	TAXI	WAY V	7		Use:	TAXIW	AY	Area:	136	,442 SqFt	
Section:	2205	0	f 5	From:	-				To:	-]	Last Const	t.: 1/1/2012
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zon	ie:			Cate	egory:]	Rank: P	
Area:		14,782 SqFt	Lengt	h:	380 I	Ft	Widt	h:		40 Ft				
Slabs:		Slab Ler	igth:	Ft		Slab Wid	lth:		Ft		Joint L	ength:		Ft
Shoulder:		Street T	ype:			Grade:	0				Lanes:	0		
Section Co	omments:													
Work Dat	te: 1/1/1979) W	ork Type: B	UILT				С	ode: IM	PORTED	Is	Major Mð	R: True	
Work Dat	te: 1/1/2012	e w	ork Type: M	ill and Overla	у			С	ode: ML	-OVL	Is	Major Mð	R: True	
Last Insp.	Date: 4/1	3/2022	Tot	alSamples:	4		S	urveye	ed: 1					
Condition	s: PCI:	89												
Inspection	n Comments	5:												
Sample N	umber: 10)2 Ty	pe: R	1	Area:		3200.00 Se	qFt		PCI: 89)			
Sample Co	omments:													
	EATHERIN EATHERIN		L M	2880.00 320.00	1									

Network:	MLB				Name:		LBOURNE (PORT	ORLANDO II	NTERNATIC	NAL	
Branch:	TW V		Name:	TAXIW	VAY V		Use:	TAXIWAY	ard Ard	ea:	136,442 SqFt
Section:	2210	C	of 5	From: -				To: -			Last Const.: 1/1/2012
Surface:	AAC	Family:	CA653-PR- APC	TW-AAC-	Zone:			Catego	ry:		Rank: P
Area:		13,665 SqFt	Lengt	h:	270 Ft		Width:	5	0 Ft		
Slabs:		Slab Lei	ngth:	Ft	Slab	Width:		Ft		Joint Length:	Ft Ft
Shoulder:		Street T	ype:		Grad	le: 0				Lanes: 0	
Section Co	omments:										
Work Dat	te: 1/1/1979) W	ork Type: N	ew Constructio	n - Initial		С	ode: NU-IN	I	Is Major	M&R: True
Work Dat	te: 1/1/2012	. W	ork Type: M	lill and Overlay			С	ode: ML-O	VL	Is Major	M&R: True
Condition	Date: 4/1 s: PCI: Comments	86	Tot	alSamples: 3	5		Surveye	e d: 1			
Sample N Sample C	umber: 10)5 Ty	pe: R	Α	rea:	4727	.00 SqFt	P	CI: 86		
57 WI	& T CR EATHERIN EATHERIN		L L M	14.00 4254.00 473.00	SqFt						

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTER	NATIONAL	
Branch:	TW V1		Name:	TAXIWAY V1	Use:	TAXIWAY	Area:	11,452 SqFt
Section:	710	of	1 F	rom: -		То: -		Last Const.: 1/1/2008
Surface:	AC	Family:	CA653-PR-TW	-AC Zone:		Category:		Rank: P
Area:		11,452 SqFt	Length:	225 Ft	Width:	40 Ft		
Slabs:		Slab Len	gth:	Ft Sla	b Width:	Ft	Joint Length	: Ft
Shoulder:		Street Ty	pe:	Gr	ade: 0		Lanes: 0	
Section Co	mments:							
Work Date	e: 1/1/2008	Wa	ork Type: New	Construction - Initial	С	ode: NU-IN	Is Major	M&R: True
Conditions	Date: 4/13 s: PCI: Comments	84	TotalSa	mples: 2	Surveye	e d: 1		
Sample Nu Sample Co	imber: 15	0 Тур	e: R	Area:	5907.00 SqFt	PCI:	84	
-								
	T CR		L	68.00 Ft				
	ATHERING ATHERING		L M	5316.00 SqFt 591.00 SqFt				

Network:	MLB			Name:	MELBOURNE (AIRPORT	ORLANDO INTERI	NATIONAL	
Branch:	TW V2		Name:	TAXIWAY V2	Use:	TAXIWAY	Area:	8,446 SqFt
Section:	720	of	f 1	From: -		То: -		Last Const.: 1/1/2013
Surface:	AC	Family:	CA653-PR-TW	V-AC Zone:		Category:		Rank: P
Area:		8,446 SqFt	Length:	250 Ft	Width:	30 Ft		
Slabs:		Slab Len	igth:	Ft S	ab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Ty	ype:	G	rade: 0		Lanes: 0	
Section Co	omments:							
Work Date: 1/1/2013 Work Type: New Construction - In				Construction - Initial	(Code: NU-IN Is Major M&R: True		
Last Insp.	Date: 4/13	/2022	TotalS	amples: 2	Survey	ed: 1		
Condition	s: PCI:	79						
Inspection	Comments:							
Sample Nu	umber: 201	l Typ	e: R	Area:	4073.00 SqFt	PCI: 7	79	
Sample Co	omments:							
45 DE	PRESSION		L	56.00 SqFt				
48 L&	k T CR		L	22.00 Ft				
57 WE	EATHERING	ŕ	L	3869.00 SqFt				
57 WE	EATHERING	ŕ	М	204.00 SqFt				



