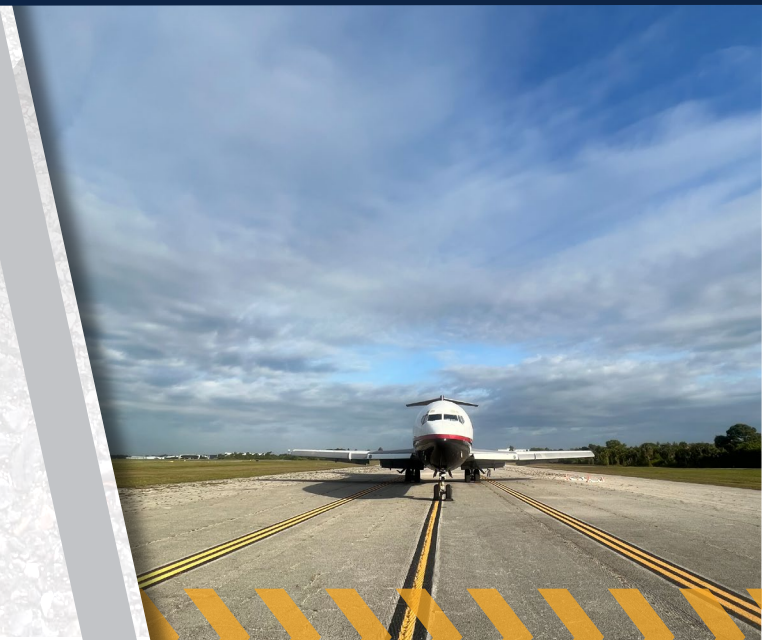
FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

MLB - Melbourne Orlando International Airport | *District 5*



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Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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Interactive Web Application: FDOT SAPMP Interactive Web Application

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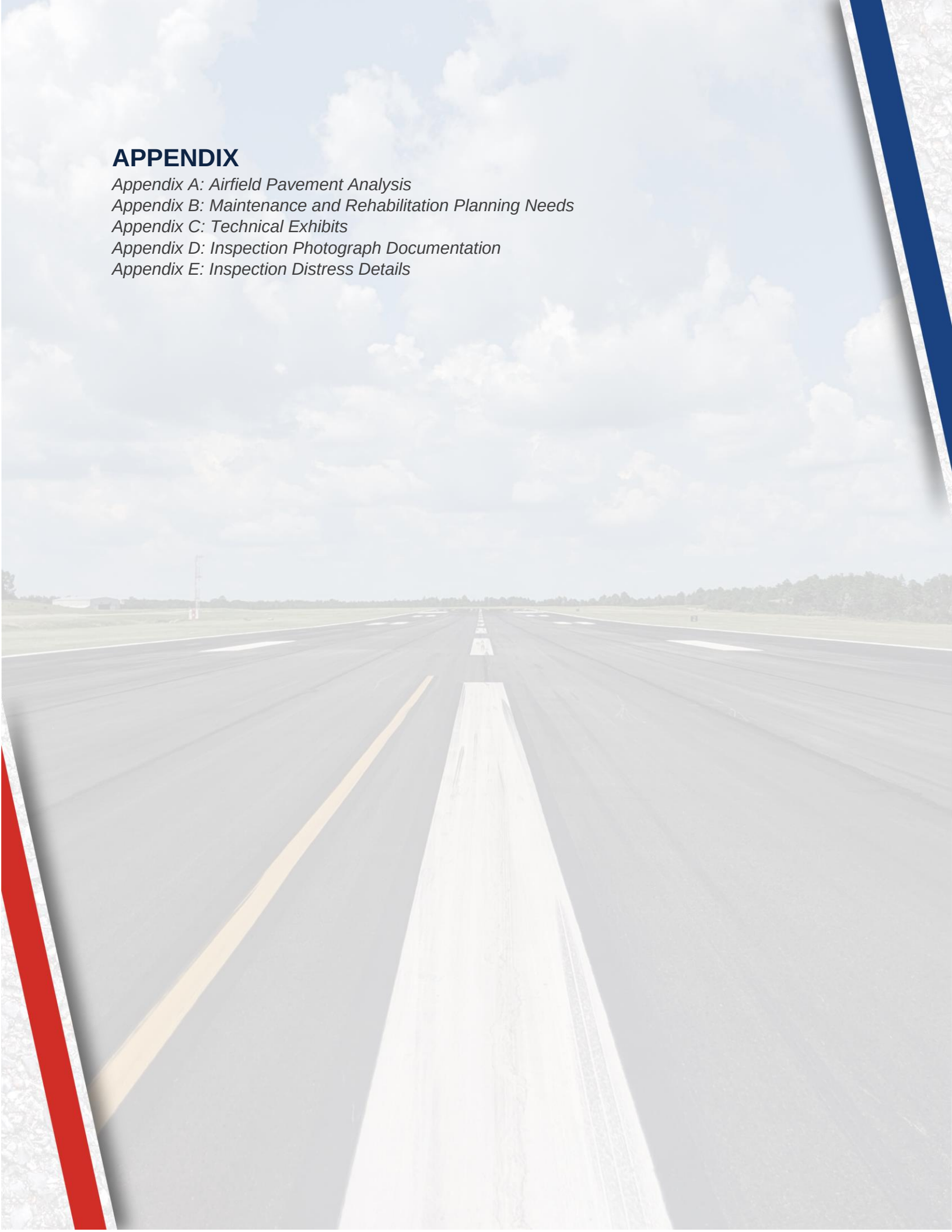

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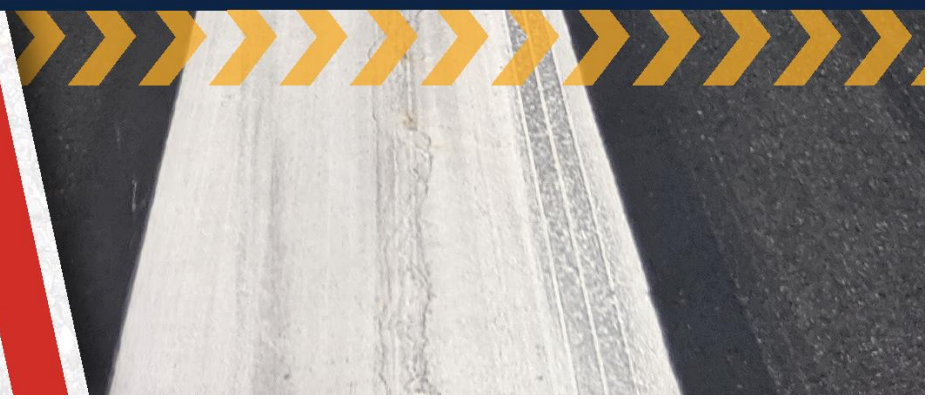


Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. 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**.

Figure E.1: PCI Rating

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

Current Pavement Conditions

In April 2022, approximately 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

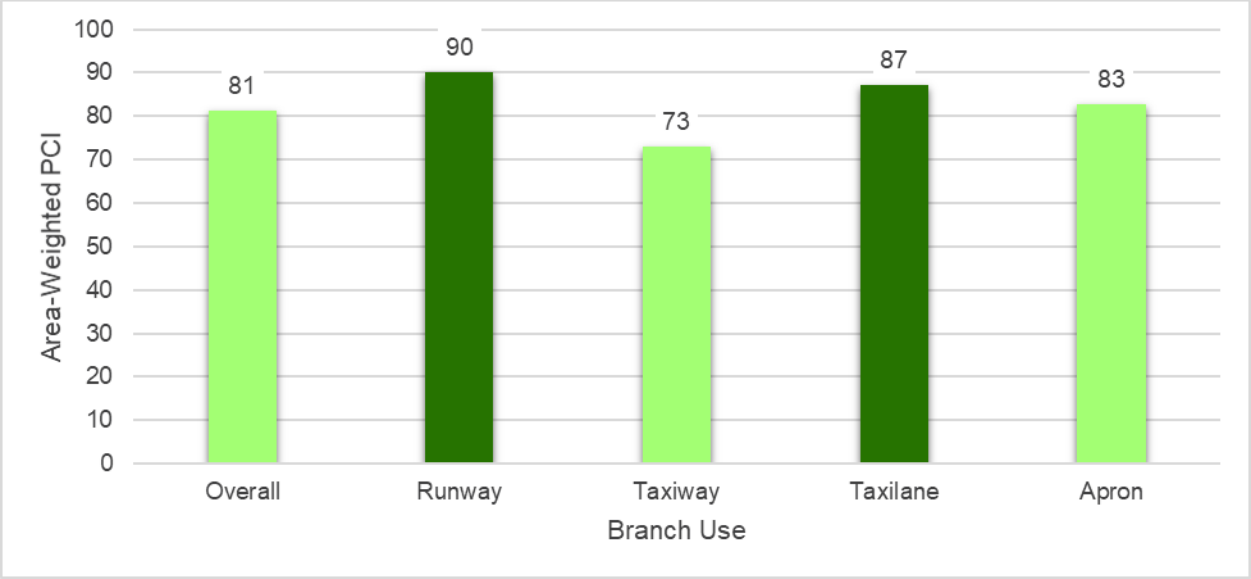


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

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

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

Network ID	Branch ID	Branch Use	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

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	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

Forecasted Pavement Conditions

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

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
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

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

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

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 should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

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

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $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.

Table E.3: Major Rehabilitation Planning 2023-2032

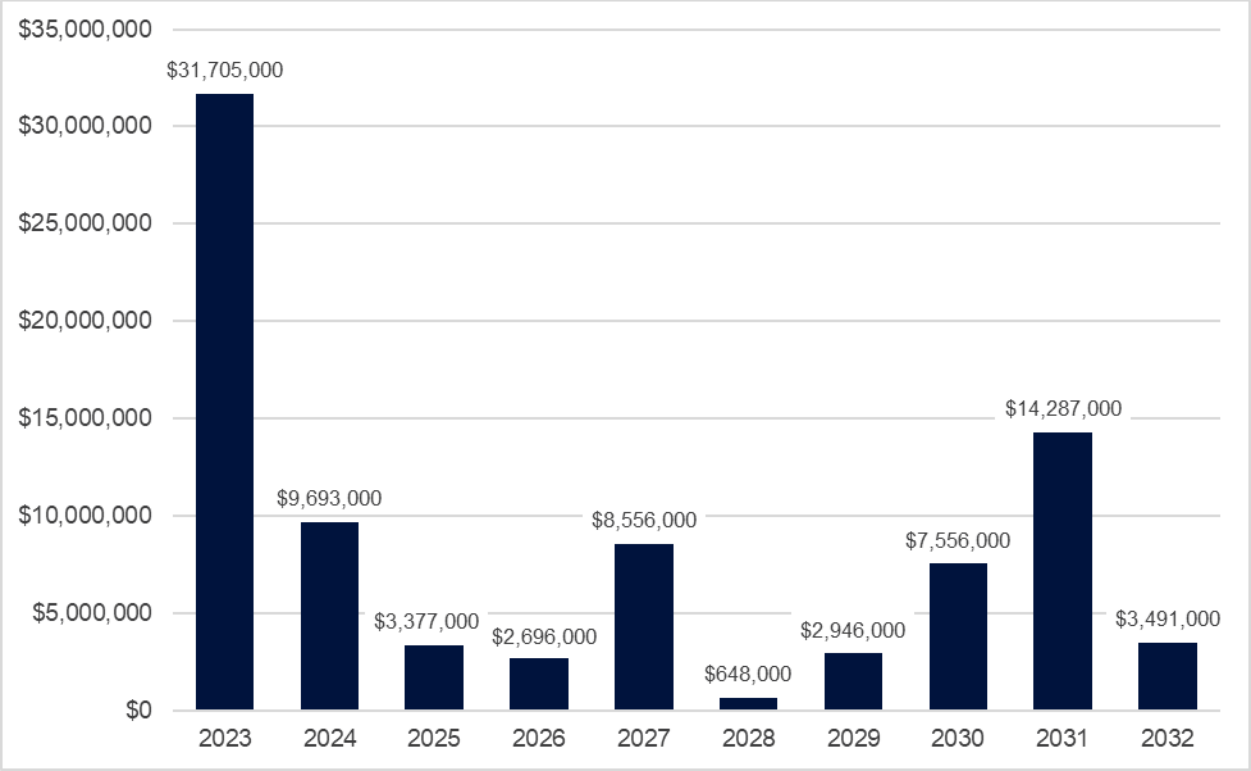
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	$ 470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	$ 9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	$ 174,000
2023	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

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning 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

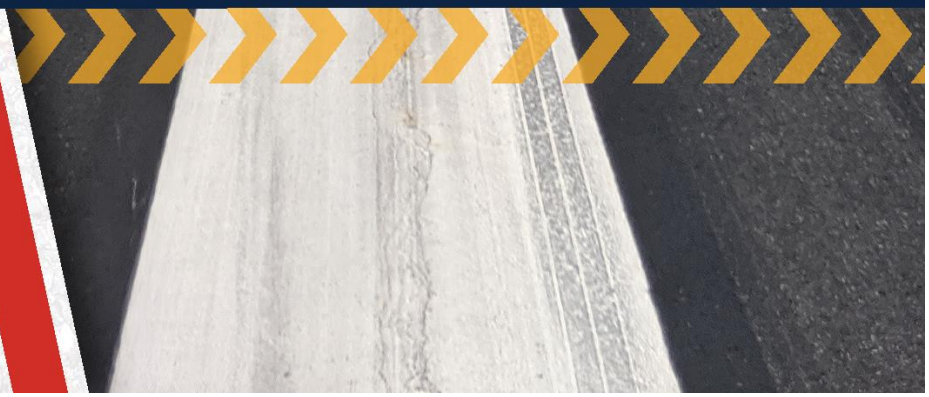
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2030	**MLB**	TW F	810	AC	62,514	69	AC Rehabilitation	$ 1,232,000
2030	**MLB**	TW V	2210	AAC	13,665	69	AC Rehabilitation	$ 270,000
2030	**MLB**	TL AP S	3455	AAC	31,584	69	AC Rehabilitation	$ 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.

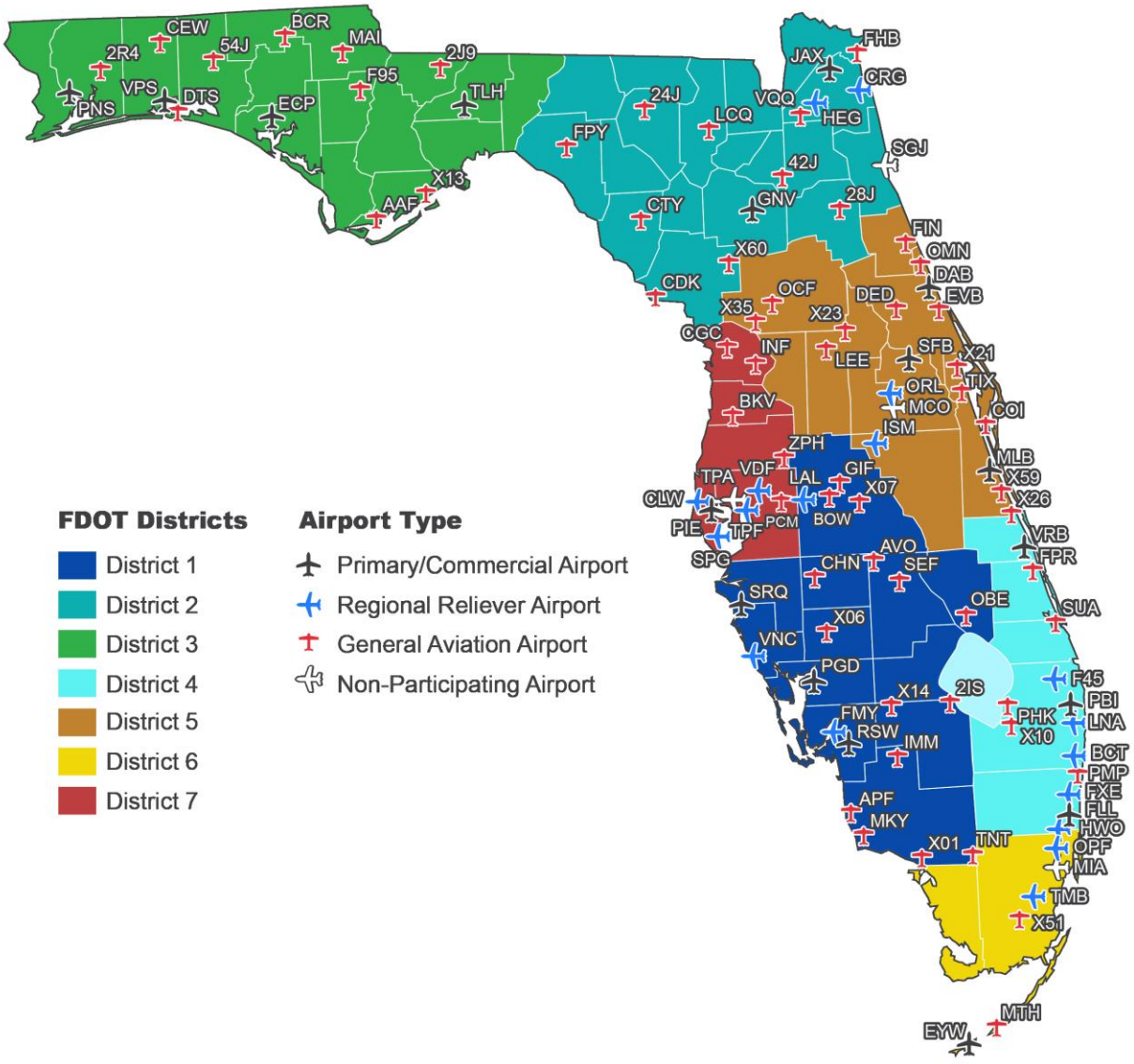
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 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 PAVER™ software including prioritization, policies, and performance models;
- Analysis of condition data; and
- Maintenance, repair, and rehabilitation planning.

1.4 FDOT SAPMP Objectives

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

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

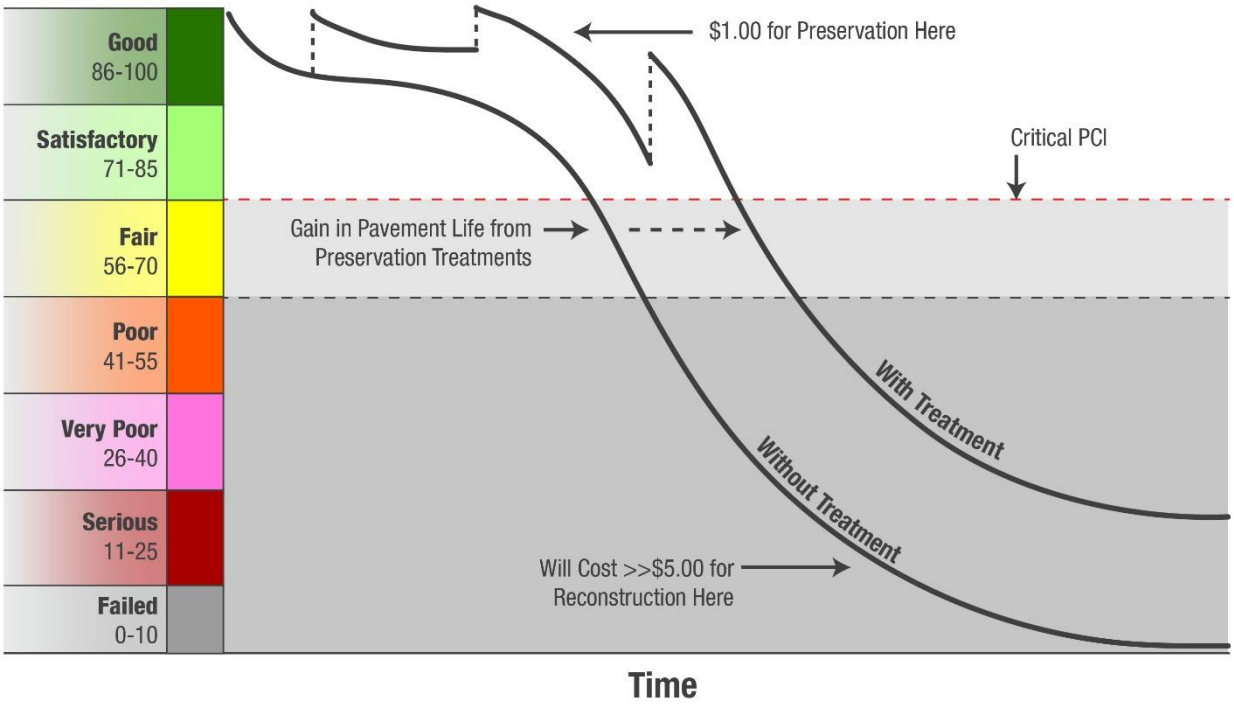
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

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

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

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

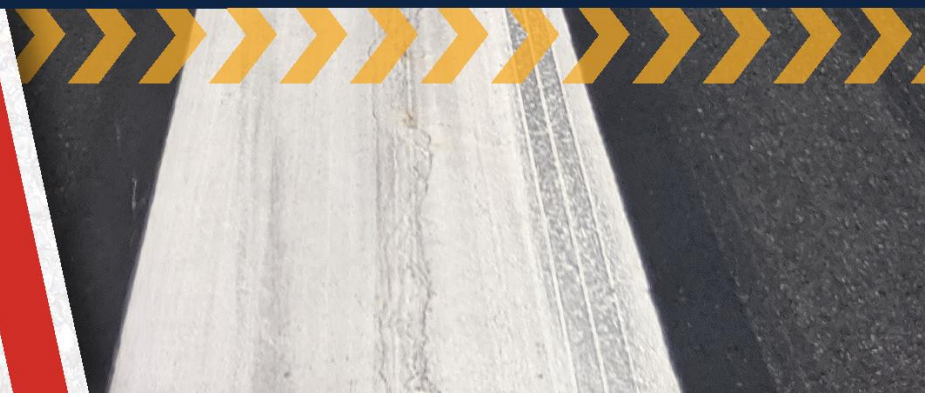
Figure 1.4: Pavement Life and the Effect of Treatments



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

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

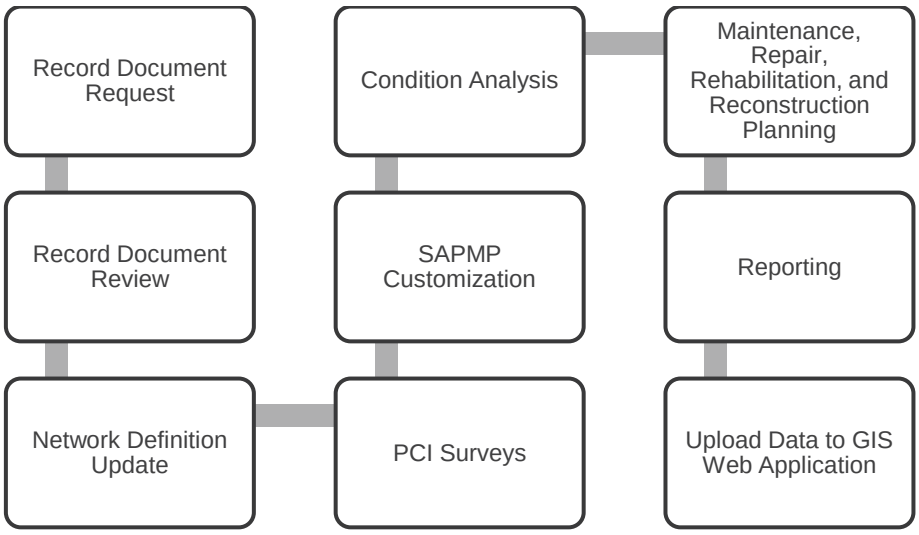
Chapter 2: Methodology



Chapter 2 – Methodology

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

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

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

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

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

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

2.2 Airfield Pavement Record Keeping (Historical Records Research)

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

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

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

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

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

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

2.3 Airfield Pavement Structure

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

2.3.1 Asphalt Concrete

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

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

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

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

2.3.2 Portland Cement Concrete

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

Portland Cement Concrete (PCC)

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

2.3.3 Composite Structure – Whitetopping Pavement

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

Conventional Whitetopping (WT)

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

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

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

2.4 Airfield Pavement Traffic

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

This System Update does not involve a study or analysis of 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 (±2,000 SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

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

Table 2.5.5: SAPMP Terminology

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

2.6 Airfield PCI Survey Methodology

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

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

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

2.6.1 Pavement Distress Types

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

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

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

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

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

2.6.2 PCI Survey Procedures

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

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

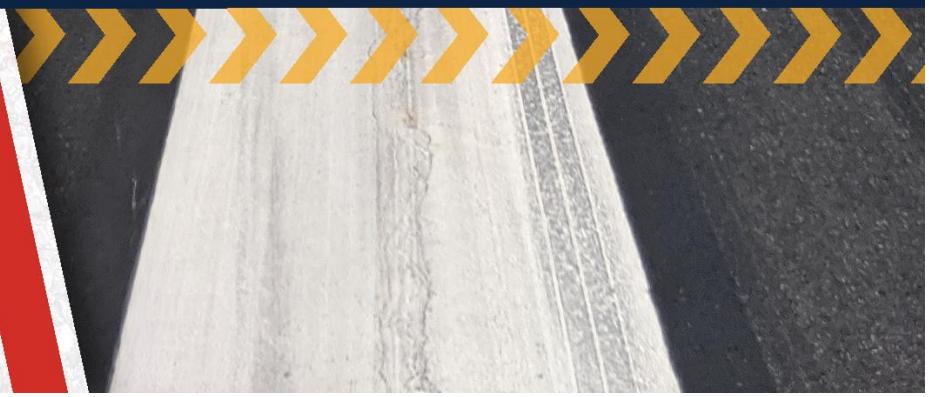
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

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

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

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

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

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

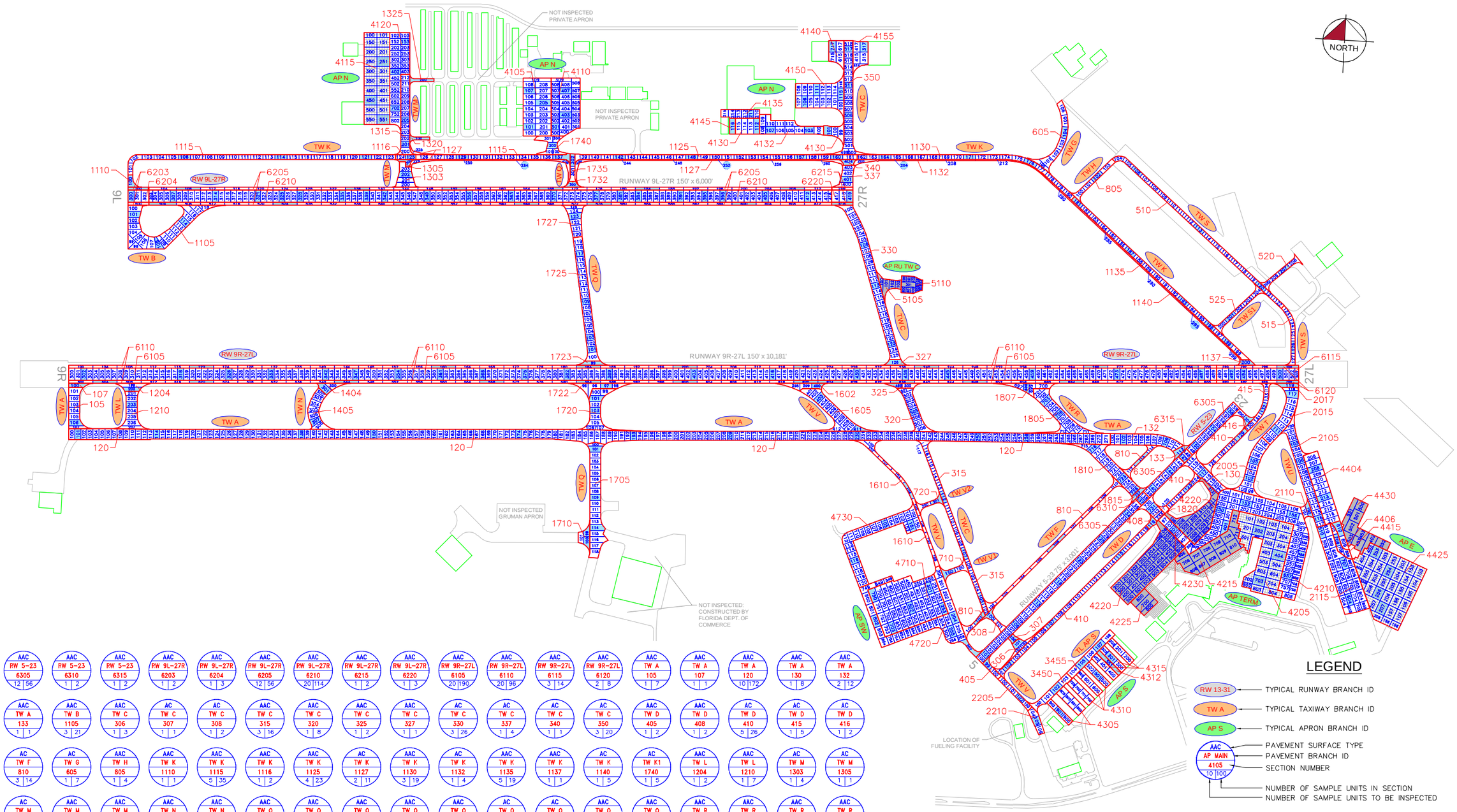
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

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

Construction Year	Location	Work Type / Pavement Section
2017	AP N	Complete Reconstruction - AC
	AP N	New Construction - AC
2018	RW 9L-27R, TW B	Mill and Overlay
	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
	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
	AP TERM	New Construction - AC | 4" P-401, 4" P-401 Base, 14" P-211, 12" P-152

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.



AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
RW 5-23	RW 5-23	RW 5-23	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9R-27L	RW 9R-27L	RW 9R-27L	RW 9R-27L	TW A	TW A	TW A	TW A	TW A	TW A	TW A
6305	6310	6315	6203	6204	6205	6210	6215	6220	6105	6110	6115	6120	105	107	120	130	132	133	1105
12 | 56	1 | 2	1 | 2	1 | 2	1 | 3	12 | 56	20 | 114	1 | 2	1 | 3	20 | 190	20 | 96	3 | 14	2 | 8	1 | 7	1 | 1	10 | 172	1 | 8	2 | 12	1 | 1	3 | 21

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW B	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW D	TW D	TW D	TW D	TW F	TW G	TW H	TW K
1105	306	307	308	315	320	325	327	330	337	340	350	405	408	410	415	810	605	805	1110
3 | 16	1 | 3	1 | 1	1 | 2	3 | 16	1 | 8	1 | 2	1 | 1	3 | 26	1 | 4	1 | 1	3 | 20	1 | 2	1 | 2	5 | 26	1 | 5	3 | 14	1 | 7	1 | 4	1 | 1

AC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K1	TW L	TW L	TW M	TW M	TW N	TW N	TW Q
1115	1116	1125	1127	1130	1132	1135	1137	1140	1740	1204	1210	1303	1305	1315	1320	1325	1404	1405	1705
4 | 23	1 | 2	2 | 11	3 | 19	1 | 4	5 | 19	1 | 1	1 | 5	1 | 5	1 | 2	1 | 7	1 | 4	1 | 1	2 | 13	1 | 1	1 | 2	1 | 7	3 | 19

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW Q	TW Q	TW Q	TW Q	TW Q	TW Q	TW Q	TW R	TW R	TW R	TW R	TW S	TW S	TW T	TW T	TW U	TW U	TW V	TW V	TW V
1710	1720	1722	1723	1725	1727	1732	1735	1805	1807	1810	510	515	2005	2015	2105	2110	1602	1605	1610
2 | 3	2 | 9	1 | 4	1 | 1	4 | 20	1 | 6	1 | 1	1 | 2	2 | 12	1 | 4	3 | 12	3 | 19	1 | 5	2 | 10	2 | 10	1 | 1	3 | 18	1 | 3	2 | 12	1 | 9

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW V	TW V1	TW V2	TW W	TW W	TW WA	TW WB	TW WC	TW WD	TW WE	TW WF	TW WG	TW WH	TW WJ	TW WK	TW WL	TW WM	TW WN	TW WP	TW WQ
2205	710	720	1303	1305	1315	1320	1325	1404	1405	1705	1710	1720	1722	1723	1725	1727	1732	1735	1805
1 | 4	1 | 2	1 | 2	1 | 4	1 | 1	2 | 13	1 | 1	1 | 1	1 | 2	1 | 7	3 | 19	2 | 3	2 | 9	1 | 4	1 | 1	4 | 20	1 | 6	1 | 1	1 | 2	2 | 12

AAC	AAC	AAC	APC	APC	PCC	PCC	AC	AC	AC	PCC	AC	AC	AC	APC	AC	AAC	AC	AC	AC
TW R	TW S	TW S	TW S1	TW S1	TW T	TW T	TW U	TW U	TW U	TW V	TW V	TW V	TW V	TW V	TW V1	TW V2	TL APS	TL APS	AP E
1807	1810	1815	1820	2017	2005	2015	2105	2110	2115	1602	1605	1610	2205	2210	710	720	3450	3455	4404
1 | 4	3 | 12	1 | 1	1 | 4	1 | 1	2 | 10	2 | 10	3 | 18	1 | 2	3 | 25	1 | 3	2 | 12	1 | 9	1 | 4	1 | 3	1 | 2	1 | 2	1 | 4	2 | 5	2 | 12

APC	PCC	PCC	AC	AC	PCC	AC	AC	AC	PCC	AC	AC	AC	APC	AC	AAC	AC	AC	PCC	AAC
AP E	AP E	AP E	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP S	AP S
4406	4425	4430	4105	4110	4115	4120	4130	4132	4135	4140	4145	4150	4155	4215	4220	4225	4230	4305	4310
1 | 2	4 | 34	0 | 9	3 | 19	3 | 27	3 | 20	3 | 22	2 | 7	2 | 11	1 | 6	1 | 4	1 | 1	3 | 17	1 | 5	0 | 13	0 | 46	0 | 3	1 | 5	1 | 7	1 | 10

AC	PCC	AAC	AAC	PCC	AAC	AC	AC	AC	PCC	AAC	PCC	AC	PCC	AAC
AP RU TW C	AP RU TW C	AP S	AP S	AP S	AP S	AP SW	AP SW	AP SW	AP TERM	AP TERM	AP TERM	AP TERM	AP TERM	AP TERM
5105	5110	4305	4310	4312	4315	4710	4720	4730	4205	4210	4215	4220	4225	4230
0 | 4	0 | 11	1 | 7	1 | 10	1 | 1	1 | 9	5 | 42	4 | 30	3 | 24	3 | 24	6 | 55	0 | 13	0 | 46	0 | 3	1 | 5

LEGEND

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

TOTAL SAMPLES INSPECTED = 290
AC: 279 PCC: 11

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

MLB

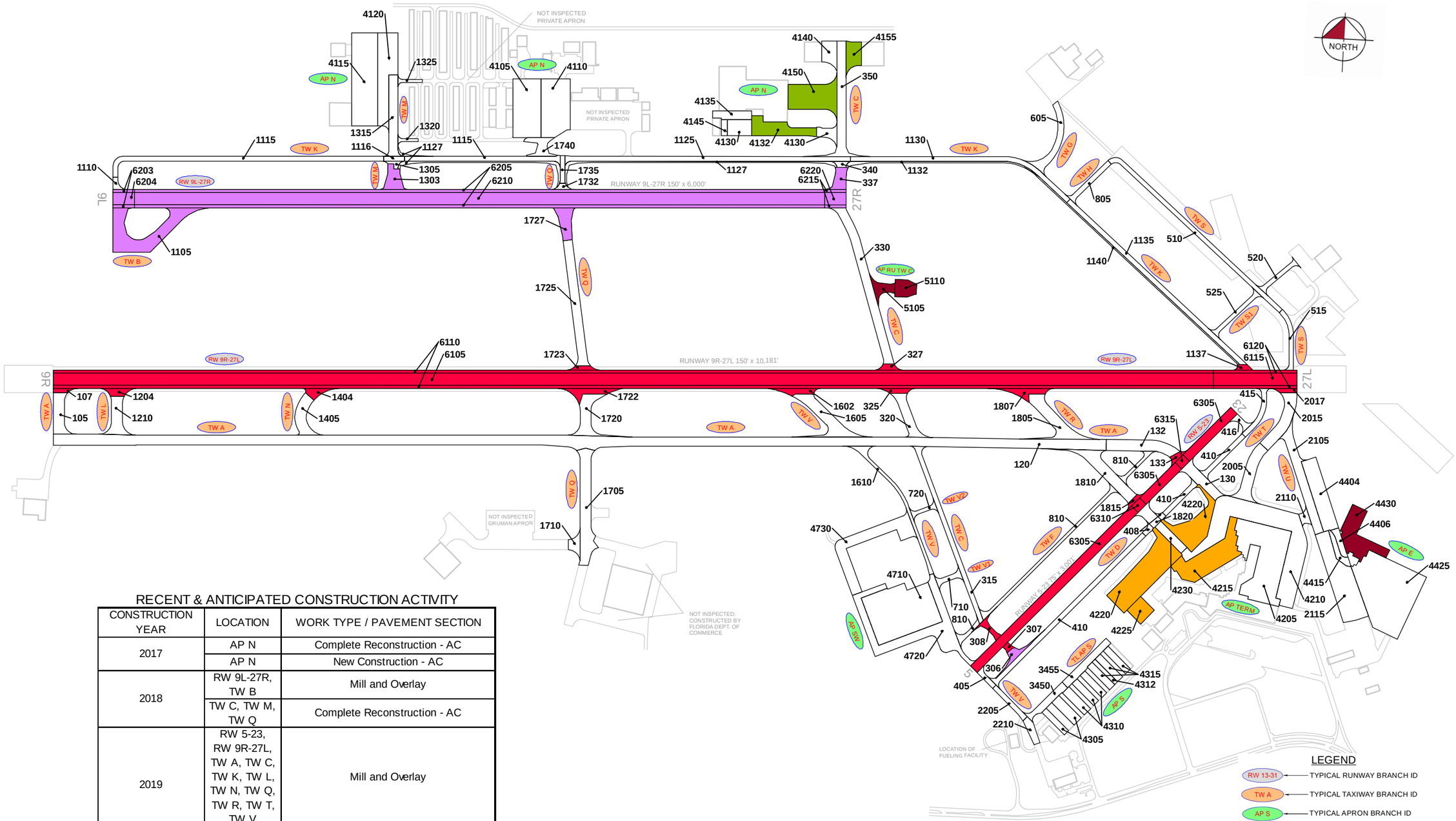
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Complete Reconstruction - AC
	AP N	New Construction - AC
2018	RW 9L-27R, TW B	Mill and Overlay
	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
	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
	AP TERM	New Construction - AC | 4" P-401, 4" P-401 Base, 14" P-211, 12" P-152

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

MLB

Statewide Airfield Pavement Management Program

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

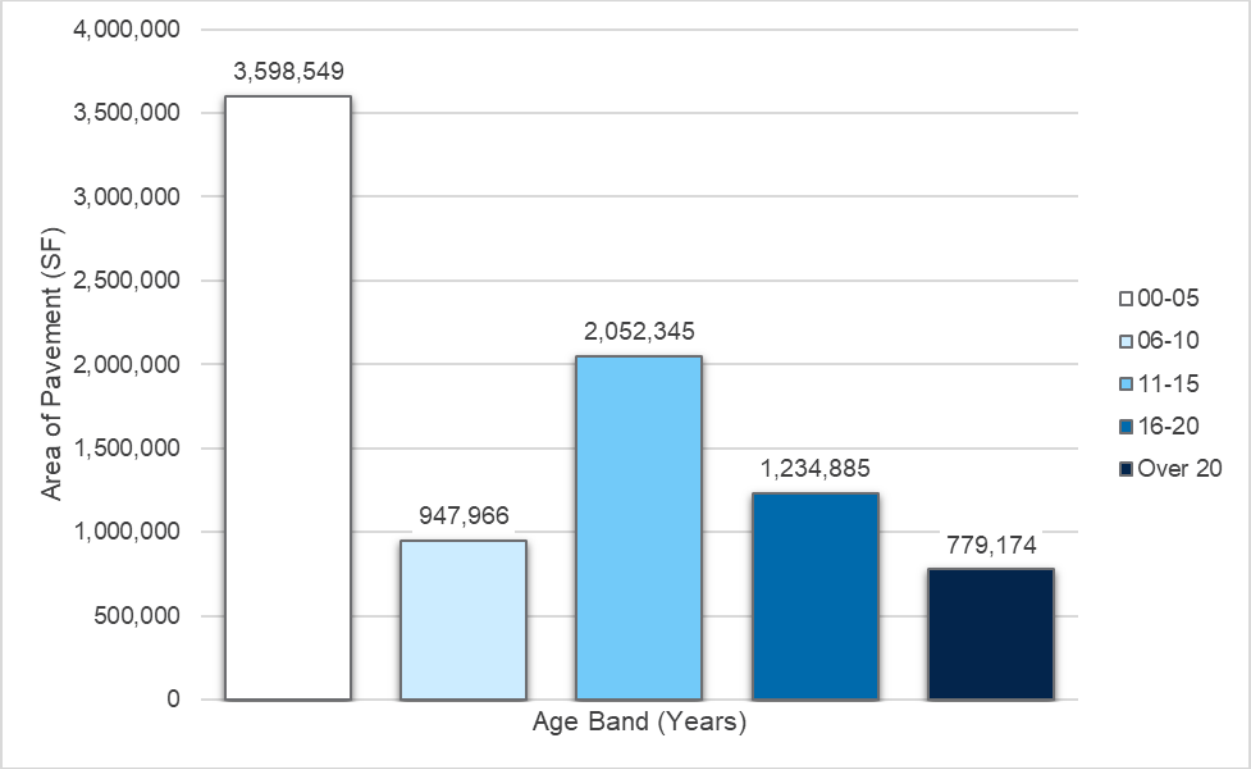
FDOT

2022

3.1.2 Estimated Pavement Age

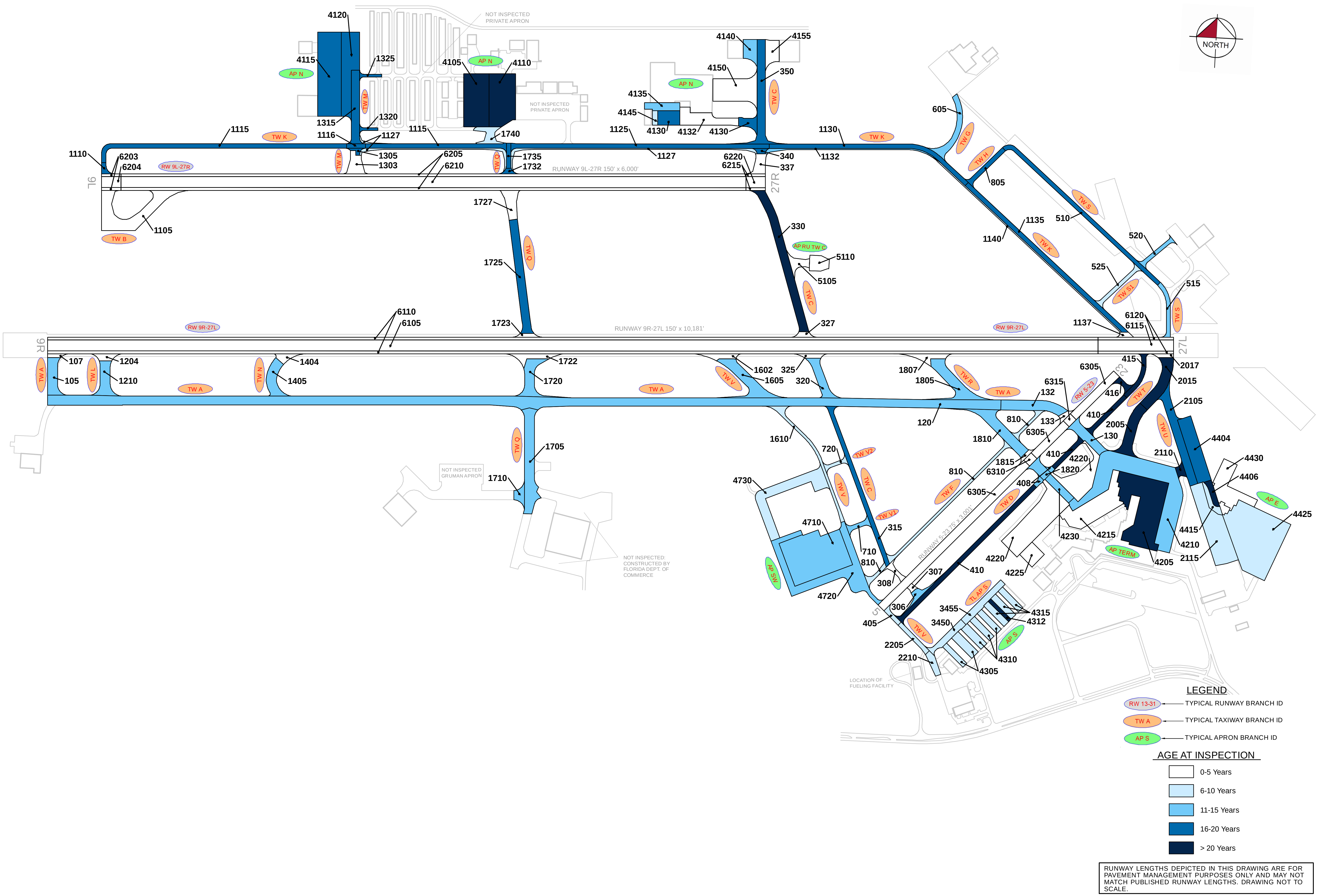
Standard pavement design practice considers a design life of 20 years. Design inputs typically require subgrade soil conditions, pavement layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of historic airfield pavement construction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

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



MLB

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT



NORTH
NOT INSPECTED PRIVATE APRON
NOT INSPECTED PRIVATE APRON
NOT INSPECTED GRUMAN APRON
NOT INSPECTED. CONSTRUCTED BY FLORIDA DEPT. OF COMMERCE
LOCATION OF FUELING FACILITY
RUNWAY 9L-27R 150' x 6,000'
RUNWAY 9R-27L 150' x 10,181'
RUNWAY 5-23 75' x 3,001'
9L
27R
9R
27L
RW 9L-27R
RW 9R-27L
RW 5-23
TW A
TW B
TW C
TW D
TW E
TW G
TW H
TW K
TW L
TW M
TW N
TW Q
TW R
TW S
TW S1
TW T
TW U
TW V
TW V1
TW V2
AP N
AP E
AP S
AP SW
AP TERM
AP RU TW C
TL AP S
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
AGE AT INSPECTION
0-5 Years
6-10 Years
11-15 Years
16-20 Years
> 20 Years
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

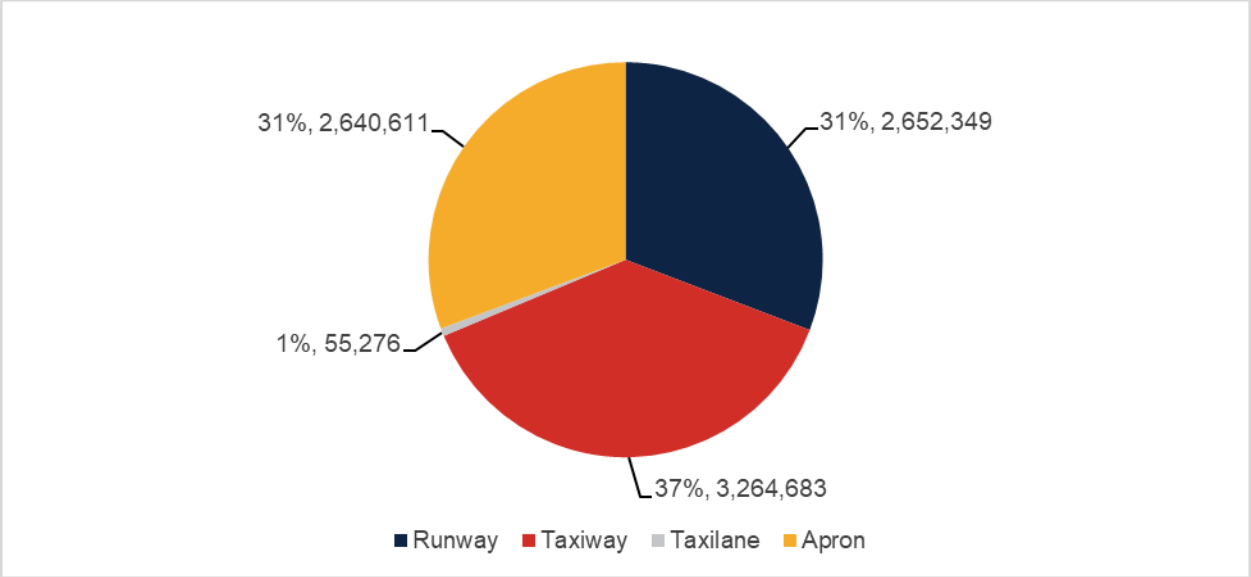
FDOT

2022

3.1.3 Functional Use

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

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

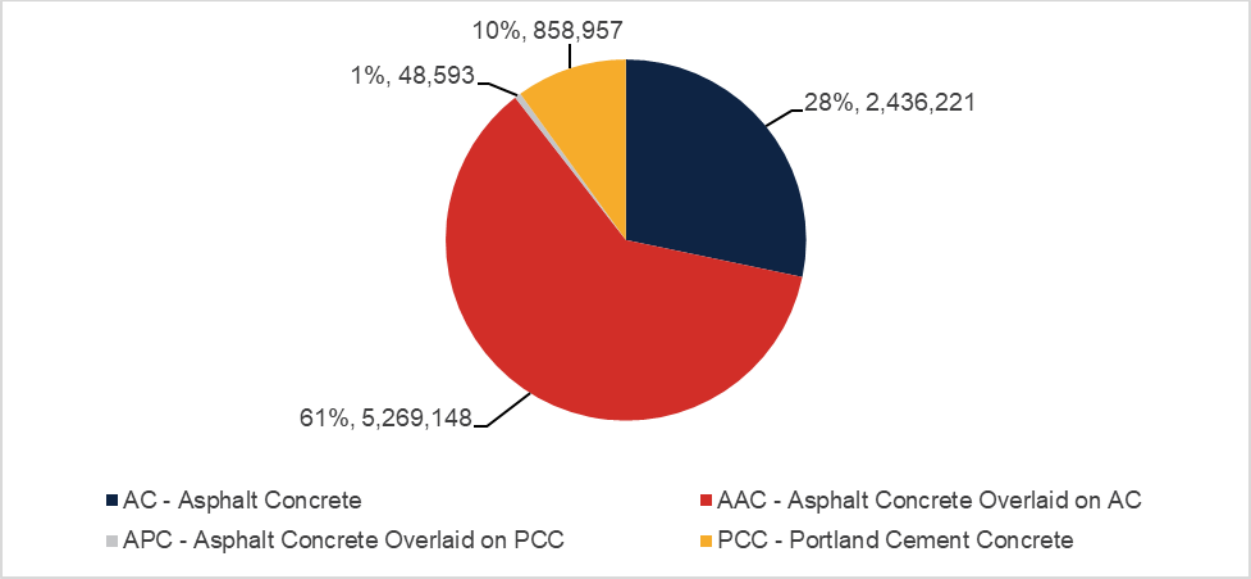


3.1.4 Pavement Surface Type

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

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

Table 3.1.5: Pavement System Inventory Details

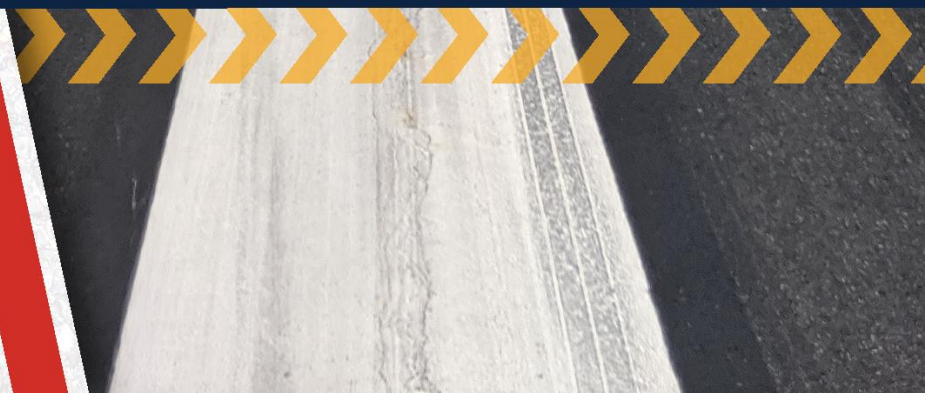
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
MLB	RW 5-23	Runway	6305	211,297	AAC	1/1/2019
MLB	RW 5-23	Runway	6310	6,900	AAC	1/1/2019
MLB	RW 5-23	Runway	6315	6,900	AAC	1/1/2019
MLB	RW 9L-27R	Runway	6203	8,750	AAC	1/1/2018
MLB	RW 9L-27R	Runway	6204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

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

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

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

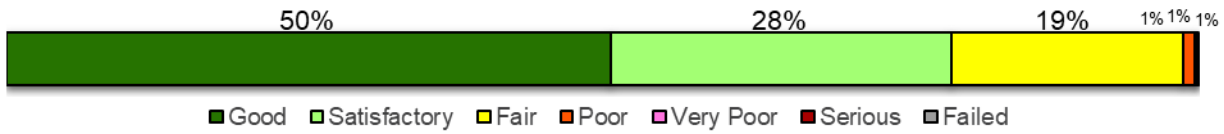
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual 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

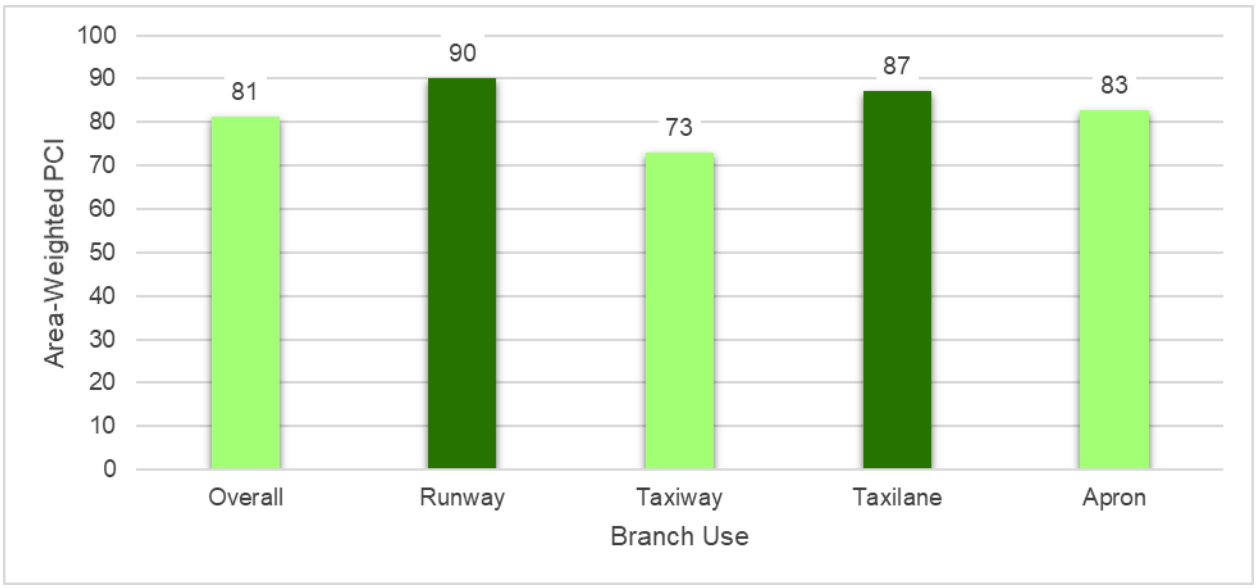


Figure 4.1.2 (b): Current Condition – Runway

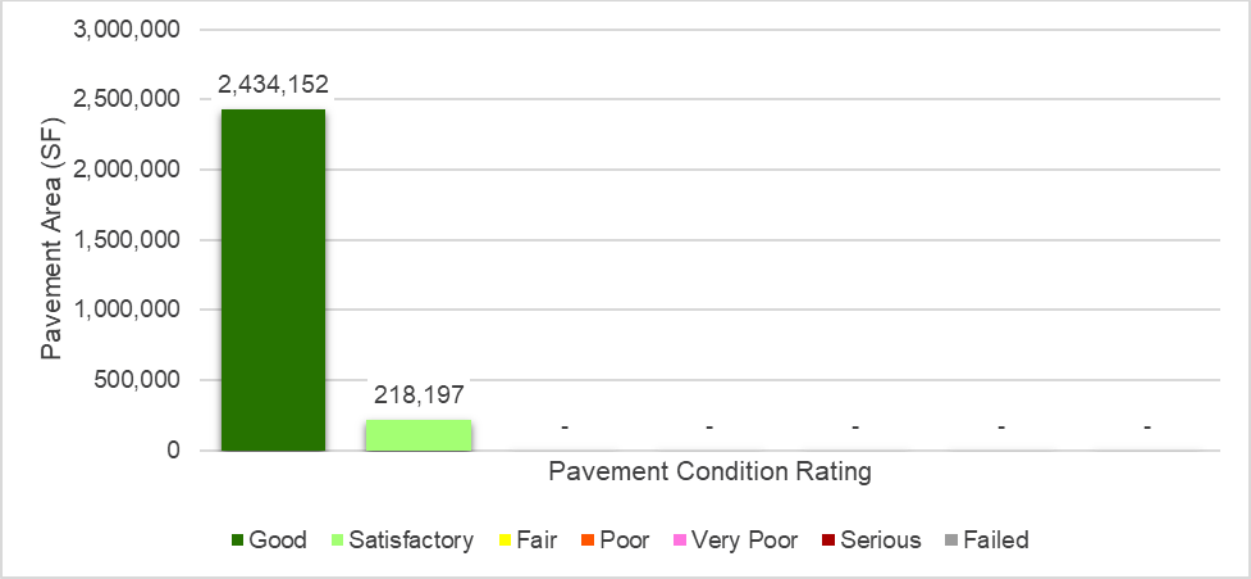


Figure 4.1.2 (c): Current Condition – Taxiway

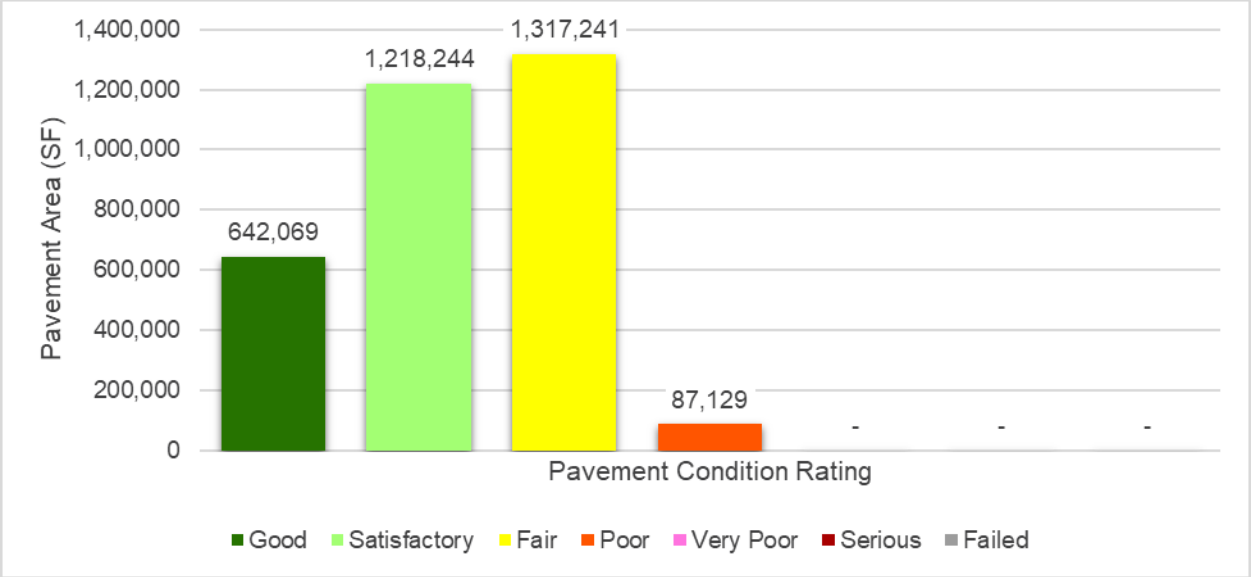


Figure 4.1.2 (d): Current Condition – Taxilane

Figure 4.1.2 (e): Current Condition – Apron

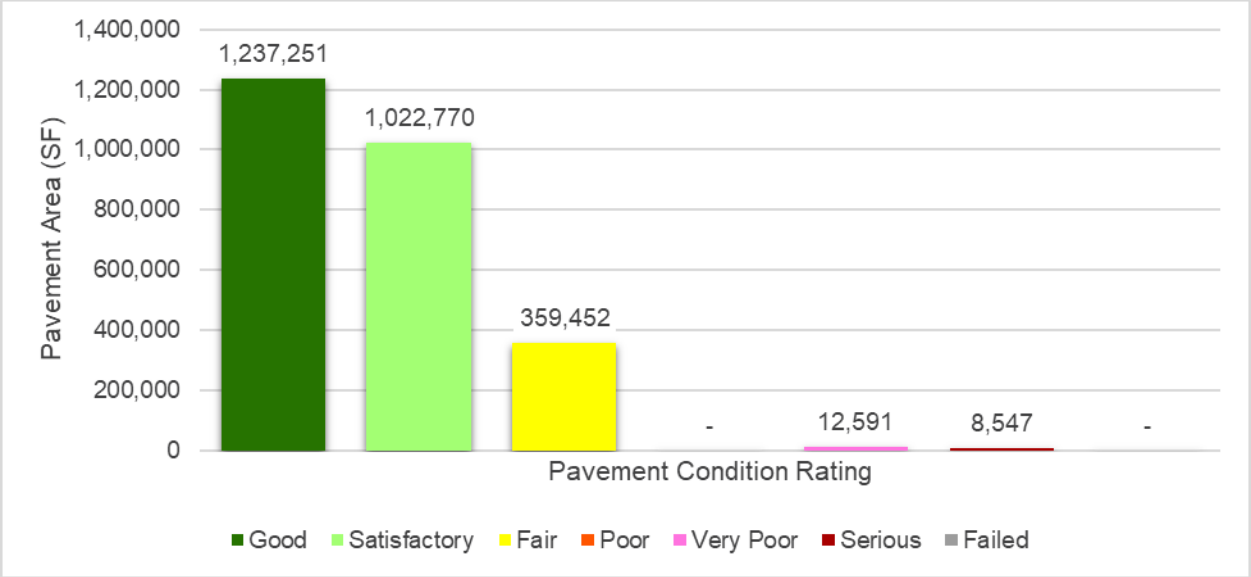


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 5-23	Runway	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

4.1.3 Section-Level Analysis

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

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

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

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
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

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	2015	48,962	AC	76	Satisfactory	100	0	0	2	10
MLB	TW T	Taxiway	2017	5,769	AAC	89	Good	100	0	0	1	1
MLB	TW U	Taxiway	2105	69,240	AC	68	Fair	66	29	5	3	18
MLB	TW U	Taxiway	2110	8,070	AC	78	Satisfactory	93	0	7	1	2
MLB	TW U	Taxiway	2115	128,747	AC	87	Good	100	0	0	3	25
MLB	TW V	Taxiway	1602	13,947	AAC	90	Good	100	0	0	1	3
MLB	TW V	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	TW V	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

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.*

105 PCI = 64	107 PCI = 85	120 PCI = 64	130 PCI = 80	132 PCI = 80	133 PCI = 89	306 PCI = 65	307 PCI = 94	308 PCI = 84	315 PCI = 69	320 PCI = 79	325 PCI = 89	327 PCI = 94	330 PCI = 59
337 PCI = 94	340 PCI = 70	350 PCI = 72	405 PCI = 66	408 PCI = 72	410 PCI = 57	415 PCI = 78	416 PCI = 68	510 PCI = 43	515 PCI = 71	520 PCI = 73	525 PCI = 91	605 PCI = 89	710 PCI = 84
720 PCI = 79	805 PCI = 45	810 PCI = 80	1105 PCI = 93	1110 PCI = 71	1115 PCI = 74	1116 PCI = 63	1125 PCI = 73	1127 PCI = 86	1130 PCI = 79	1132 PCI = 88	1135 PCI = 71	1137 PCI = 94	1140 PCI = 89
1204 PCI = 94	1210 PCI = 68	1303 PCI = 90	1305 PCI = 62	1315 PCI = 63	1320 PCI = 70	1325 PCI = 70	1404 PCI = 94	1405 PCI = 84	1602 PCI = 90	1605 PCI = 67	1610 PCI = 86	1705 PCI = 72	1710 PCI = 78
1720 PCI = 79	1722 PCI = 82	1723 PCI = 90	1725 PCI = 75	1727 PCI = 91	1732 PCI = 60	1735 PCI = 82	1740 PCI = 91	1805 PCI = 70	1807 PCI = 92	1810 PCI = 75	1815 PCI = 94	1820 PCI = 72	2005 PCI = 74
2015 PCI = 76	2017 PCI = 89	2105 PCI = 68	2110 PCI = 78	2115 PCI = 87	2205 PCI = 89	2210 PCI = 86	3450 PCI = 89	3455 PCI = 86	4105 PCI = 63	4110 PCI = 58	4115 PCI = 89	4120 PCI = 56	4130 PCI = 73
4132 PCI = 91	4135 PCI = 67	4140 PCI = 91	4145 PCI = 82	4150 PCI = 88	4155 PCI = 94	4205 PCI = 78	4210 PCI = 73	4215 PCI = 100	4220 PCI = 100	4225 PCI = 100	4230 PCI = 68	4305 PCI = 85	4310 PCI = 85
4312 PCI = 12	4315 PCI = 86	4404 PCI = 77	4406 PCI = 36	4415 PCI = 88	4425 PCI = 100	4430 PCI = 100	4710 PCI = 78	4720 PCI = 74	4730 PCI = 87	5105 PCI = 100	5110 PCI = 100	6105 PCI = 93	6110 PCI = 93
6115 PCI = 93	6120 PCI = 86	6203 PCI = 86	6204 PCI = 87	6205 PCI = 90	6210 PCI = 86	6215 PCI = 94	6220 PCI = 89	6305 PCI = 84	6310 PCI = 83	6315 PCI = 87			

LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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

MLB

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022

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

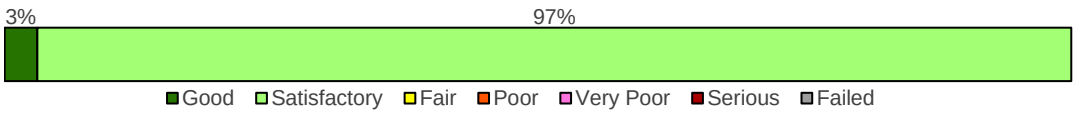
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative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

Runways

RW 5-23

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 5-23	RUNWAY	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).



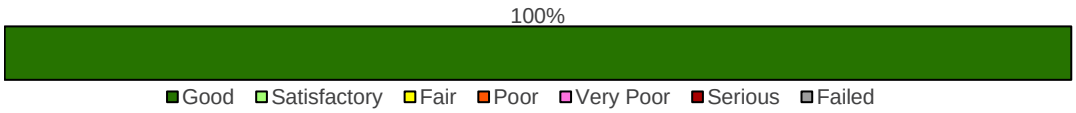
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6305	AAC	211,297	84	Satisfactory
6310	AAC	6,900	83	Satisfactory
6315	AAC	6,900	87	Good

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).



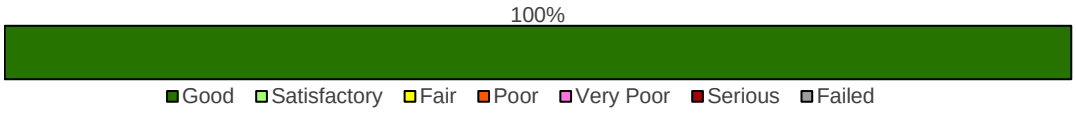
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6203	AAC	8,750	86	Good
6204	AAC	17,500	87	Good
6205	AAC	282,550	90	Good
6210	AAC	565,100	86	Good
6215	AAC	8,750	94	Good
6220	AAC	17,500	89	Good

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).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	950,000	93	Good
6110	AAC	475,000	93	Good
6115	AAC	68,068	93	Good
6120	AAC	34,034	86	Good

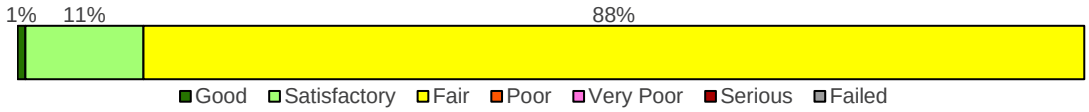
RW 9R-27L consists of 4 flexible pavement sections, totaling 1,527,102 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at inspection of 3 years old. Overall, RW 9R-27L is in Good condition with an area-weighted average PCI of 93.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	6	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).



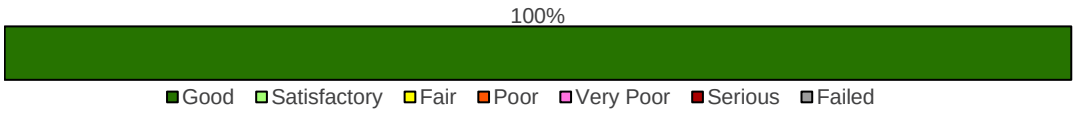
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
105	AAC	33,560	64	Fair
107	AAC	4,933	85	Satisfactory
120	AAC	691,660	64	Fair
130	AAC	33,690	80	Satisfactory
132	AAC	52,331	80	Satisfactory
133	AAC	5,988	89	Good

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.

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).



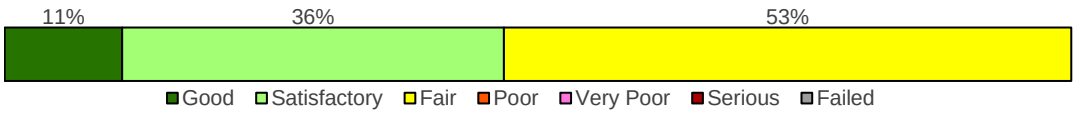
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1105	AAC	104,990	93	Good

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.

TW C

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).



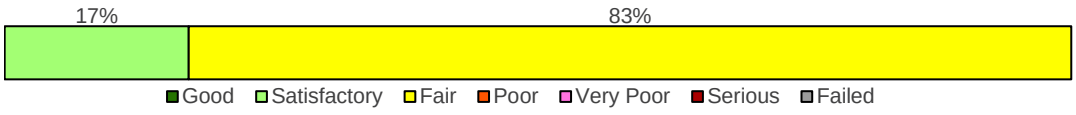
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
306	AAC	12,368	65	Fair
307	AC	3,692	94	Good
308	AC	9,892	84	Satisfactory
315	AAC	58,917	69	Fair
320	AAC	33,067	79	Satisfactory
325	AAC	8,038	89	Good
327	AAC	6,422	94	Good
330	AC	101,728	59	Fair
337	AC	18,730	94	Good
340	AC	4,919	70	Fair
350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



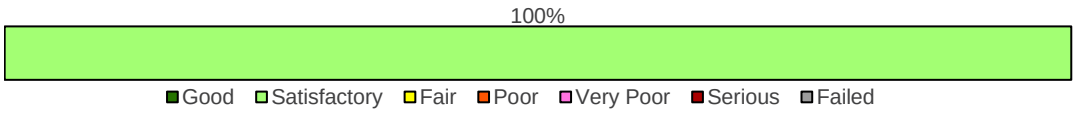
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AAC	8,073	66	Fair
408	AAC	7,061	72	Satisfactory
410	AC	105,094	57	Fair
415	AC	18,312	78	Satisfactory
416	AC	8,423	68	Fair

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).



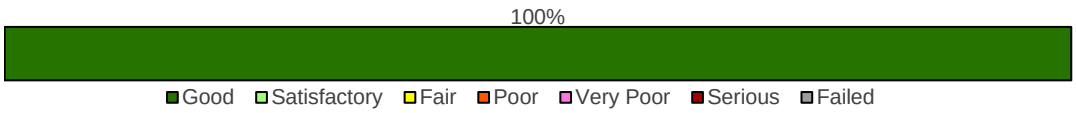
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
810	AC	62,514	80	Satisfactory

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).



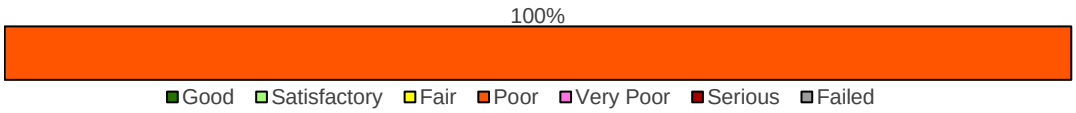
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AC	36,079	89	Good

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).



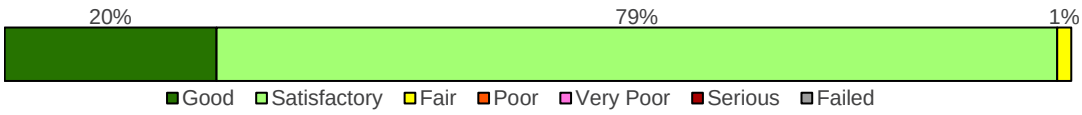
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
805	AAC	18,700	45	Poor

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).



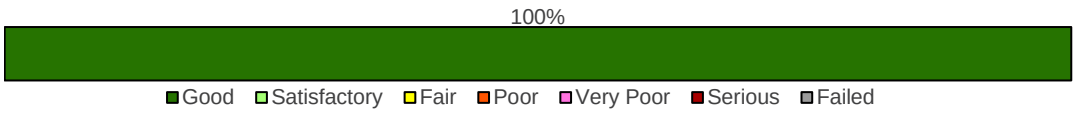
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1110	AAC	5,207	71	Satisfactory
1115	AAC	144,746	74	Satisfactory
1116	AAC	6,760	63	Fair
1125	AAC	94,162	73	Satisfactory
1127	AC	52,047	86	Good
1130	AAC	76,184	79	Satisfactory
1132	AC	20,621	88	Good
1135	AAC	78,460	71	Satisfactory
1137	AAC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

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).



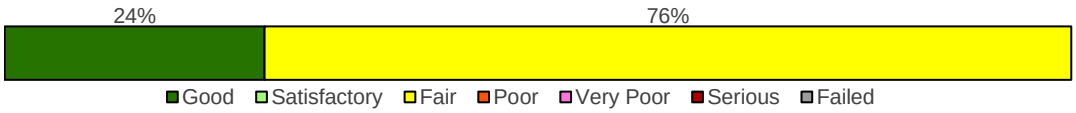
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1740	AC	21,686	91	Good

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.

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).



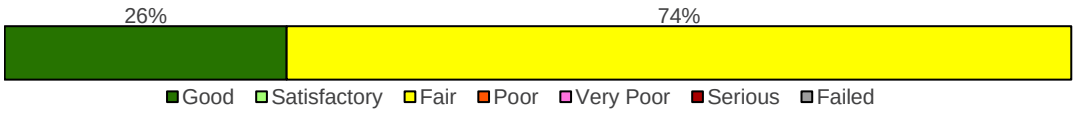
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1204	AAC	10,911	94	Good
1210	AAC	33,859	68	Fair

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).



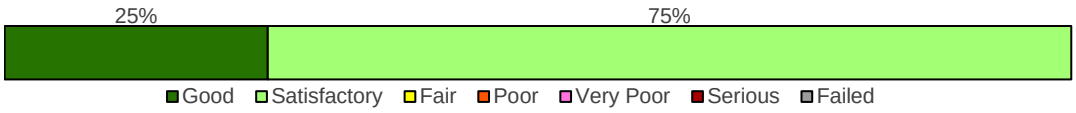
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1303	AC	23,381	90	Good
1305	AC	3,968	62	Fair
1315	AC	50,873	63	Fair
1320	AAC	4,651	70	Fair
1325	AAC	5,526	70	Fair

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).



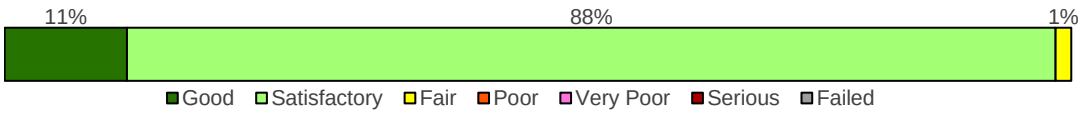
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1404	AAC	11,055	94	Good
1405	AAC	33,774	84	Satisfactory

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).



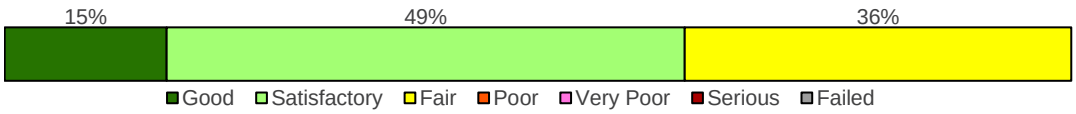
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1705	AAC	91,926	72	Satisfactory
1710	AAC	12,104	78	Satisfactory
1720	AAC	41,653	79	Satisfactory
1722	AAC	20,462	82	Satisfactory
1723	AAC	5,968	90	Good
1725	AC	78,549	75	Satisfactory
1727	AC	27,505	91	Good
1732	AAC	4,295	60	Fair
1735	AAC	9,173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



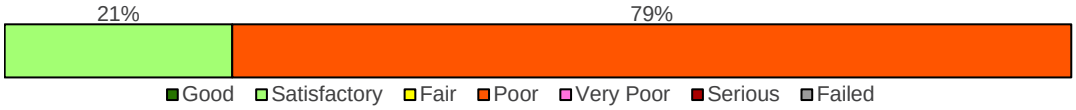
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1805	AAC	56,463	70	Fair
1807	AAC	18,996	92	Good
1810	AAC	57,323	75	Satisfactory
1815	AAC	4,676	94	Good
1820	AAC	18,335	72	Satisfactory

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).



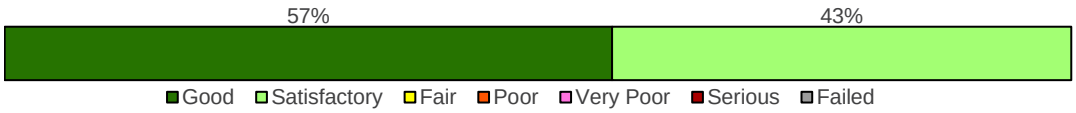
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
510	AAC	68,429	43	Poor
515	AC	18,556	71	Satisfactory

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).



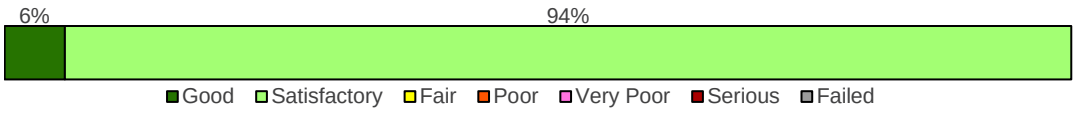
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
520	AC	14,644	73	Satisfactory
525	AC	19,360	91	Good

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).



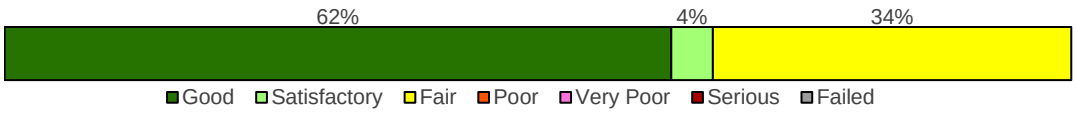
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2005	AAC	47,619	74	Satisfactory
2015	AC	48,962	76	Satisfactory
2017	AAC	5,769	89	Good

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).



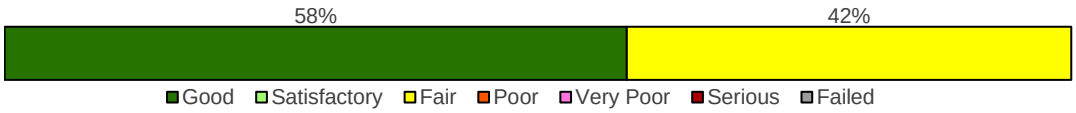
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
2105	AC	69,240	68	Fair
2110	AC	8,070	78	Satisfactory
2115	AC	128,747	87	Good

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).



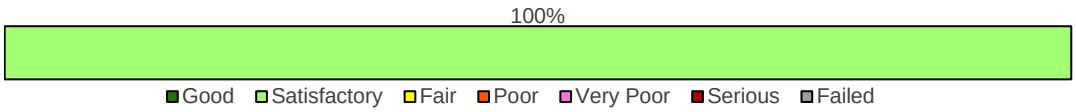
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1602	AAC	13,947	90	Good
1605	AAC	56,864	67	Fair
1610	AC	37,184	86	Good
2205	AAC	14,782	89	Good
2210	AAC	13,665	86	Good

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

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).



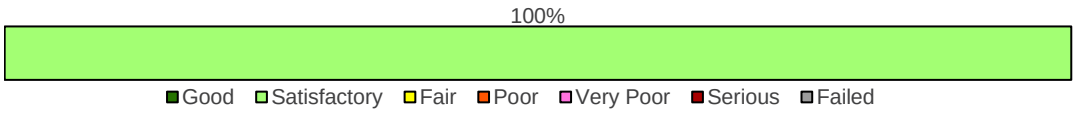
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
710	AC	11,452	84	Satisfactory

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.

TW V2

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).



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

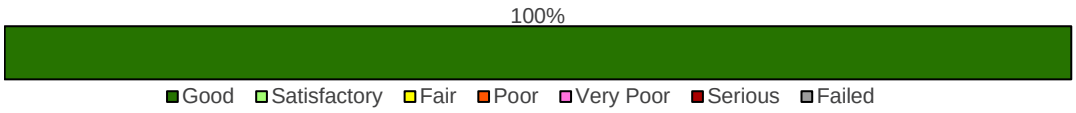
TW V2 consists of 1 flexible pavement section, totaling 8,446 sf. The last major construction date for the branch was 2013, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW V2 is in Satisfactory condition with an area-weighted average PCI of 79.

Taxilanes

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).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3450	AAC	23,692	89	Good
3455	AAC	31,584	86	Good

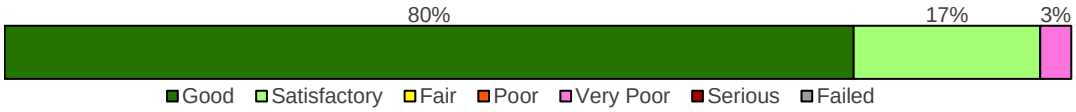
TL AP S consists of 2 flexible pavement sections, totaling 55,276 sf. The last major construction date for the branch was 2012, resulting in an area-weighted average age at inspection of 10 years old. Overall, TL AP S is in Good condition with an area-weighted average PCI of 87.

Aprons

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).



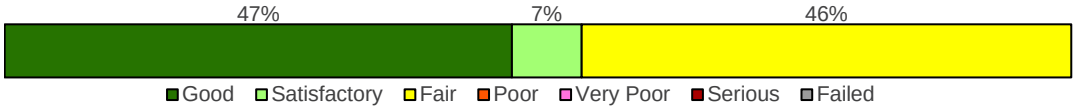
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4404	AC	75,613	77	Satisfactory
4406	APC	12,591	36	Very Poor
4415	APC	13,932	88	Good
4425	PCC	254,107	100	Good
4430	PCC	76,004	100	Good

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.

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).



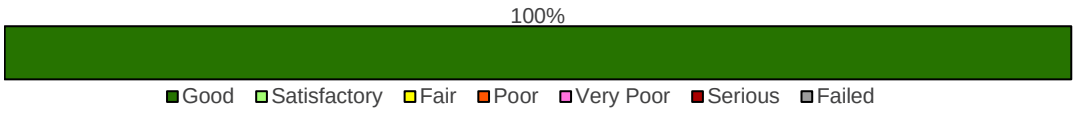
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	110,170	63	Fair
4110	AC	109,958	58	Fair
4115	PCC	162,260	89	Good
4120	AC	96,139	56	Fair
4130	AC	41,477	73	Satisfactory
4132	AC	52,865	91	Good
4135	APC	22,070	67	Fair
4140	AC	23,711	91	Good
4145	AAC	6,550	82	Satisfactory
4150	AC	85,092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



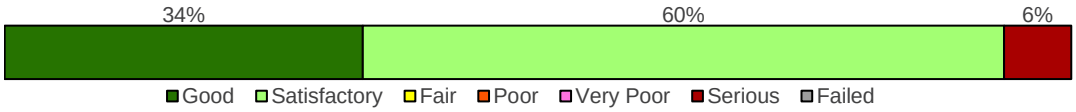
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5105	AC	17,051	100	Good
5110	PCC	22,526	100	Good

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

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP 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).



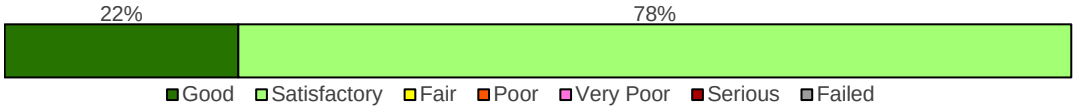
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	AAC	34,060	85	Satisfactory
4310	AAC	47,311	85	Satisfactory
4312	PCC	8,547	12	Serious
4315	AAC	45,425	86	Good

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).



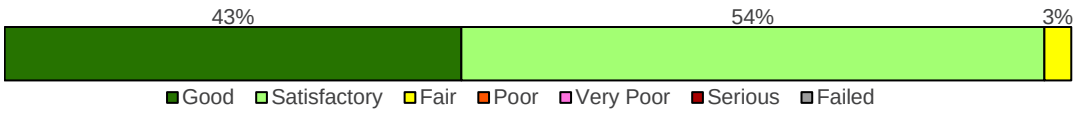
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4710	AC	216,728	78	Satisfactory
4720	AC	146,718	74	Satisfactory
4730	AC	101,878	87	Good

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

5.2 Pavement Condition Forecasts

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

5.2.1 Forecasting PCI Considerations

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

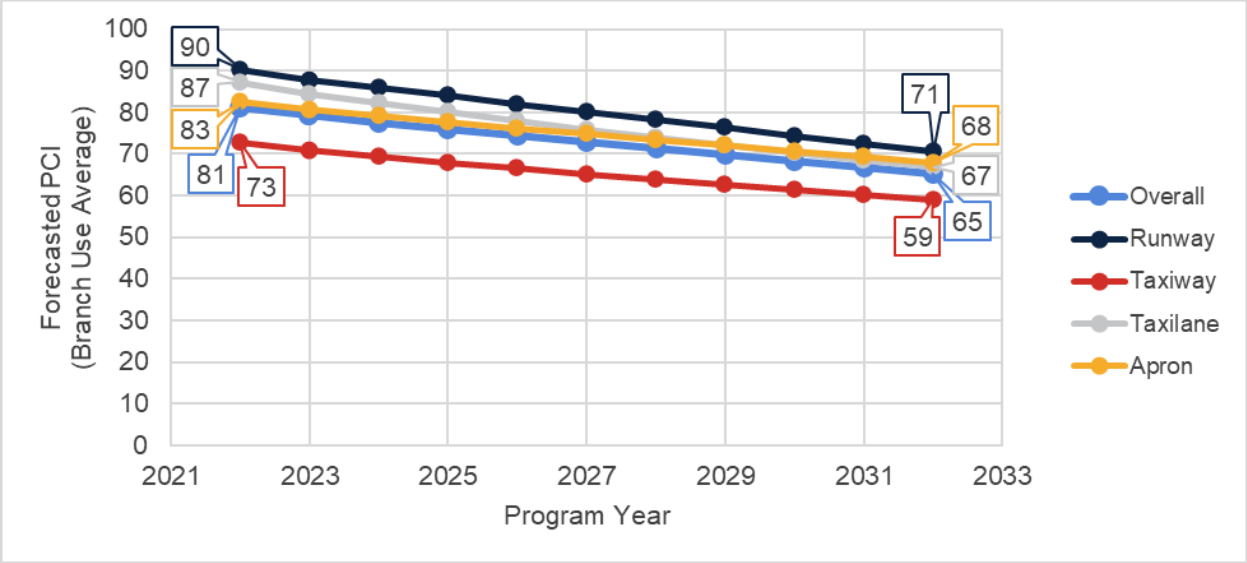
5.2.2 Performance Models

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

5.2.3 Branch-Level Pavement Condition Forecast

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

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
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

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	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

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

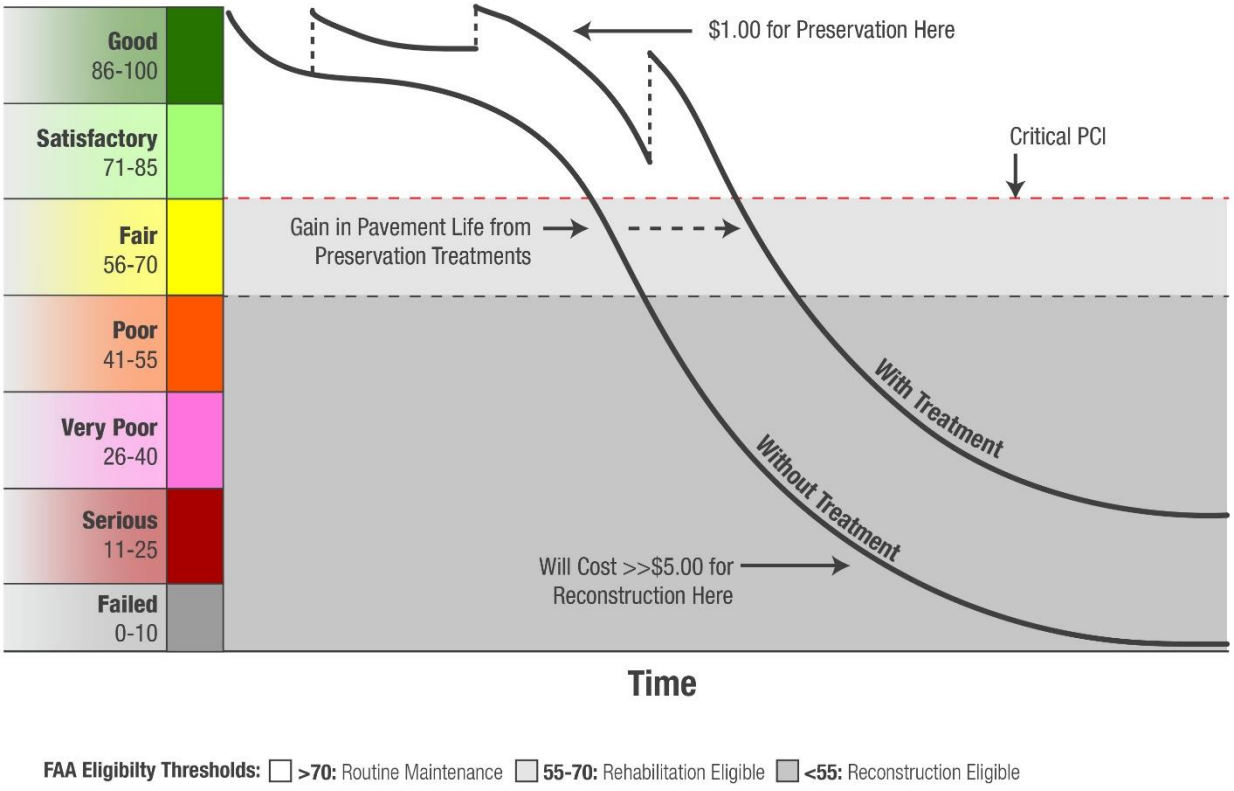


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

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

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

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

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

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

Runway	Taxiway	Apron
70	70	70

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

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

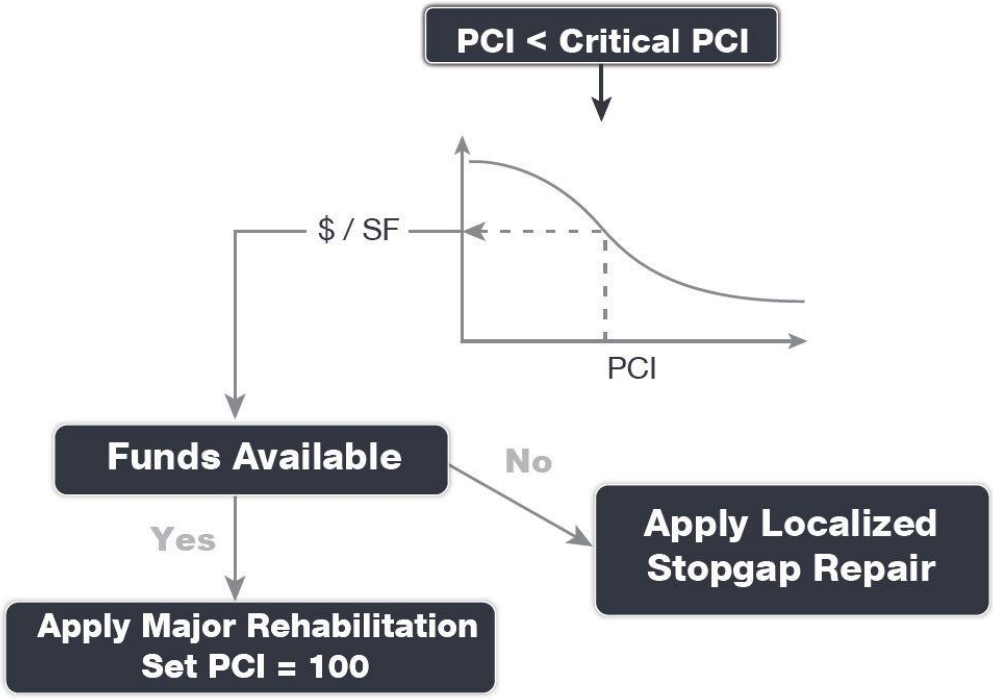
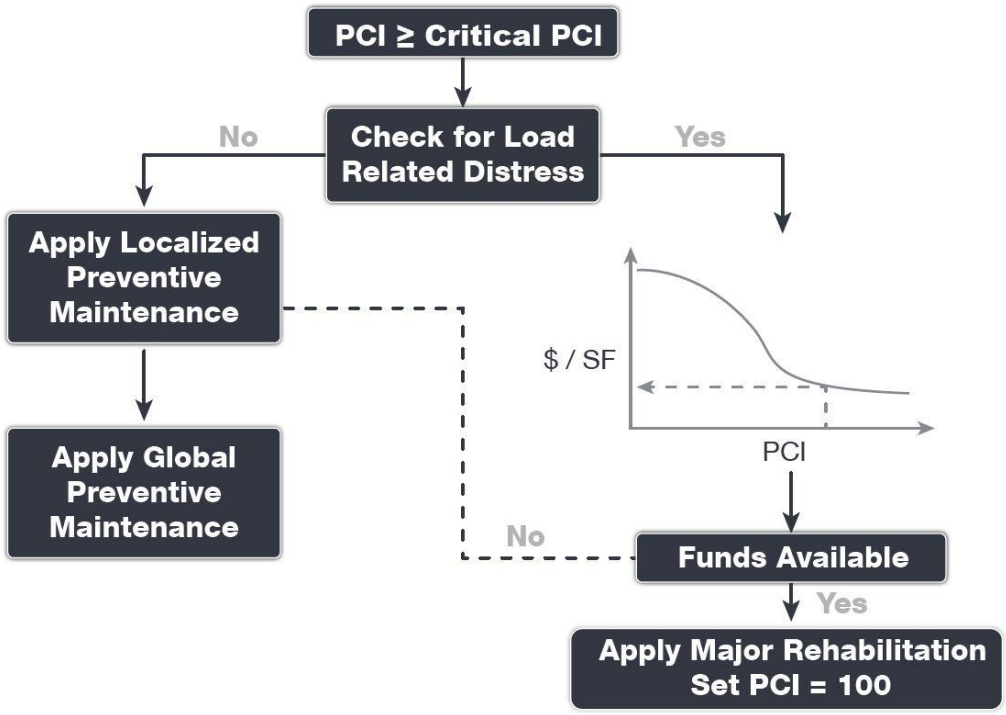


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

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

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

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

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

5.4.1 Localized Maintenance and Repair Approach

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

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

5.4.2 Localized Work Types

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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

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

Grinding

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

Monitor Pavement

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

PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

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

PCC Slab Replacement

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

Surface Seal

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

5.4.3 Localized Maintenance Planning-Level Unit Costs

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

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

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

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

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

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

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

5.4.4 Localized Maintenance and Repair Policy

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

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

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

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

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

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

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

5.5 Major Rehabilitation

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

5.5.1 Major Rehabilitation Pavement Section Development

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

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

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

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

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

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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

5.5.2 Major Rehabilitation Planning-Level Unit Costs

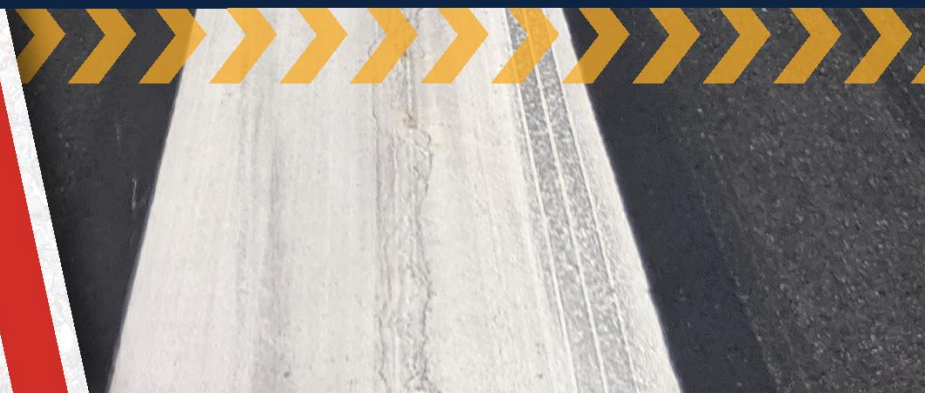
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for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

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

Table 5.5.2: 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.

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

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

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

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

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

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

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	6110	475,000	93	93	$ -
MLB	RW 9R-27L	6115	68,068	93	93	$ -
MLB	RW 9R-27L	6120	34,034	86	86	$ -
MLB	TW A	105	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

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	TW L	1204	10,911	94	94	$ -
MLB	TW L	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	78	84	$ 1,390
MLB	TW Q	1720	41,653	79	86	$ 2,430
MLB	TW Q	1722	20,462	82	82	$ -
MLB	TW Q	1723	5,968	90	90	$ -
MLB	TW Q	1725	78,549	75	79	$ 5,050
MLB	TW Q	1727	27,505	91	91	$ -
MLB	TW Q	1732	4,295	60	60	$ -
MLB	TW Q	1735	9,173	82	85	$ 350
MLB	TW R	1805	56,463	70	70	$ -
MLB	TW R	1807	18,996	92	92	$ -
MLB	TW R	1810	57,323	75	80	$ 7,410
MLB	TW R	1815	4,676	94	94	$ -

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	TW V	2205	14,782	89	94	$ 1,110
MLB	TW V	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	AP E	4404	75,613	77	81	$ 490
MLB	AP E	4406	12,591	36	36	$ -
MLB	AP E	4415	13,932	88	94	$ 1,570
MLB	AP E	4425	254,107	100	100	$ -
MLB	AP E	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	AP S	4305	34,060	85	90	$ 2,560
MLB	AP S	4310	47,311	85	90	$ 3,550
MLB	AP S	4312	8,547	12	29	$ 4,440
MLB	AP S	4315	45,425	86	90	$ 1,710
MLB	AP SW	4710	216,728	78	84	$ 19,300
MLB	AP SW	4720	146,718	74	79	$ 12,210
MLB	AP SW	4730	101,878	87	91	$ 5,230
MLB	AP TERM	4205	199,700	78	82	$ 36,170
MLB	AP TERM	4210	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	$ -
MLB	AP TERM	4220	220,071	100	100	$ -
MLB	AP TERM	4225	25,600	100	100	$ -
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.

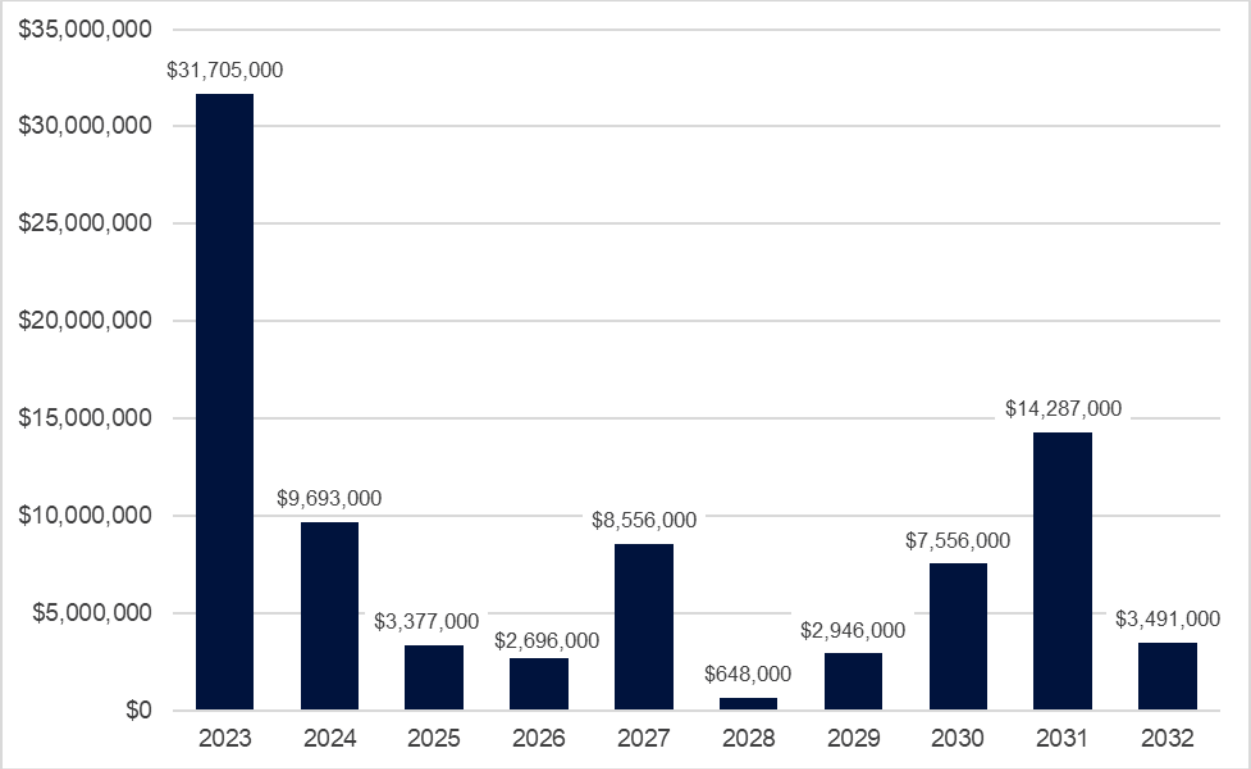
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

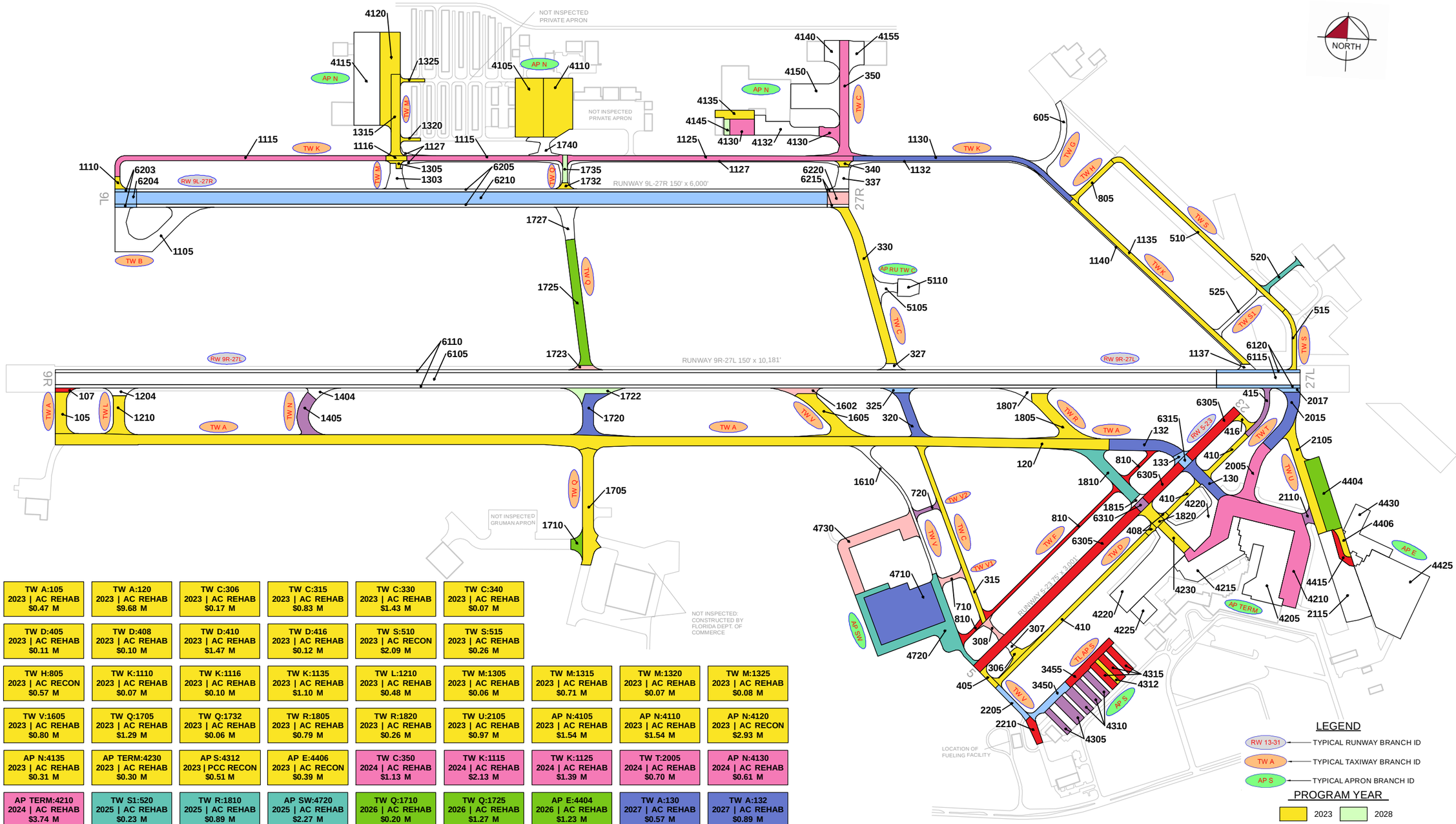
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	$ 470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	$ 9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	$ 174,000
2023	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	$ 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

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning 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.

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





TW A:105 2023 | AC REHAB $0.47 M	TW A:120 2023 | AC REHAB $9.68 M	TW C:306 2023 | AC REHAB $0.17 M	TW C:315 2023 | AC REHAB $0.83 M	TW C:330 2023 | AC REHAB $1.43 M	TW C:340 2023 | AC REHAB $0.07 M				
TW D:405 2023 | AC REHAB $0.11 M	TW D:408 2023 | AC REHAB $0.10 M	TW D:410 2023 | AC REHAB $1.47 M	TW D:416 2023 | AC REHAB $0.12 M	TW S:510 2023 | AC RECON $2.09 M	TW S:515 2023 | AC REHAB $0.26 M				
TW H:805 2023 | AC RECON $0.57 M	TW K:1110 2023 | AC REHAB $0.07 M	TW K:1116 2023 | AC REHAB $0.10 M	TW K:1135 2023 | AC REHAB $1.10 M	TW L:1210 2023 | AC REHAB $0.48 M	TW M:1305 2023 | AC REHAB $0.06 M	TW M:1315 2023 | AC REHAB $0.71 M	TW M:1320 2023 | AC REHAB $0.07 M	TW M:1325 2023 | AC REHAB $0.08 M	
TW V:1605 2023 | AC REHAB $0.80 M	TW Q:1705 2023 | AC REHAB $1.29 M	TW Q:1732 2023 | AC REHAB $0.06 M	TW R:1805 2023 | AC REHAB $0.79 M	TW R:1820 2023 | AC REHAB $0.26 M	TW U:2105 2023 | AC REHAB $0.97 M	AP N:4105 2023 | AC REHAB $1.54 M	AP N:4110 2023 | AC REHAB $1.54 M	AP N:4120 2023 | AC RECON $2.93 M	
AP N:4135 2023 | AC REHAB $0.31 M	AP TERM:4230 2023 | AC REHAB $0.30 M	AP S:4312 2023 | PCC RECON $0.51 M	AP E:4406 2023 | AC RECON $0.39 M	TW C:350 2024 | AC REHAB $1.13 M	TW K:1115 2024 | AC REHAB $2.13 M	TW K:1125 2024 | AC REHAB $1.39 M	TW T:2005 2024 | AC REHAB $0.70 M	AP N:4130 2024 | AC REHAB $0.61 M	
AP TERM:4210 2024 | AC REHAB $3.74 M	TW S1:520 2025 | AC REHAB $0.23 M	TW R:1810 2025 | AC REHAB $0.89 M	AP SW:4720 2025 | AC REHAB $2.27 M	TW Q:1710 2026 | AC REHAB $0.20 M	TW Q:1725 2026 | AC REHAB $1.27 M	AP E:4404 2026 | AC REHAB $1.23 M	TW A:130 2027 | AC REHAB $0.57 M	TW A:132 2027 | AC REHAB $0.89 M	
TW C:320 2027 | AC REHAB $0.56 M	TW K:1130 2027 | AC REHAB $1.30 M	TW Q:1720 2027 | AC REHAB $0.71 M	TW T:2015 2027 | AC REHAB $0.83 M	AP SW:4710 2027 | AC REHAB $3.69 M	TW Q:1722 2028 | AC REHAB $0.37 M	TW Q:1735 2028 | AC REHAB $0.16 M	AP N:4145 2028 | AC REHAB $0.12 M	TW D:415 2029 | AC REHAB $0.34 M	
TW V2:720 2029 | AC REHAB $0.16 M	TW N:1405 2029 | AC REHAB $0.63 M	TW U:2110 2029 | AC REHAB $0.15 M	AP S:4305 2029 | AC REHAB $0.64 M	AP S:4310 2029 | AC REHAB $0.89 M	RW 5-23:6310 2029 | AC REHAB $0.13 M	TW A:107 2030 | AC REHAB $0.10 M	TW F:810 2030 | AC REHAB $1.23 M	TW V:2210 2030 | AC REHAB $0.27 M	
TL AP S:3455 2030 | AC REHAB $0.62 M	AP S:4315 2030 | AC REHAB $0.90 M	AP E:4415 2030 | AC REHAB $0.28 M	RW 5-23:6305 2030 | AC REHAB $4.16 M	TW A:133 2031 | AC REHAB $0.12 M	TW C:325 2031 | AC REHAB $0.17 M	TW T:2017 2031 | AC REHAB $0.12 M	TW V:2205 2031 | AC REHAB $0.31 M	TL AP S:3450 2031 | AC REHAB $0.49 M	RW 9R-27L:6120 2031 | AC REHAB $0.70 M
RW 9L-27R:6203 2031 | AC REHAB $0.18 M	RW 9L-27R:6204 2031 | AC REHAB $0.36 M	RW 9L-27R:6210 2031 | AC REHAB $11.69 M	RW 5-23:6315 2031 | AC REHAB $0.14 M	TW C:308 2032 | AC REHAB $0.22 M	TW V1:710 2032 | AC REHAB $0.25 M	TW V:1602 2032 | AC REHAB $0.30 M	TW Q:1723 2032 | AC REHAB $0.13 M	AP SW:4730 2032 | AC REHAB $2.21 M	RW 9L-27R:6220 2032 | AC REHAB $0.38 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

🟨	2023	🟩	2028
🟪	2024	🟪	2029
🟩	2025	🟥	2030
🟩	2026	🟦	2031
🟦	2027	🟥	2032

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

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

MLB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

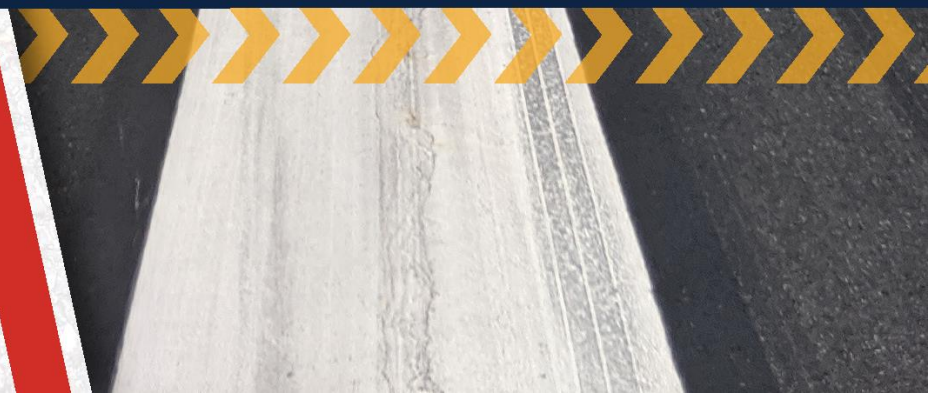
MELBOURNE ORLANDO INTERNATIONAL AIRPORT

Statewide Airfield Pavement Management Program

FDOT

2022

Chapter 7: Conclusion



Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

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

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

7.1.2 Localized Maintenance and Repair

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

7.1.3 Major Rehabilitation

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

7.1.4 Pavement Management System

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

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

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

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

Airfield Pavement System Inventory Exhibit

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

Airfield Pavement Estimated Age Exhibit

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

Airfield Pavement Condition Index Exhibit

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

Airfield Pavement Major Rehabilitation Exhibit

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

Inspection Photograph Documentation

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

7.3 Conclusion

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

7.4 References

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

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

Appendix A: Airfield Pavement Analysis

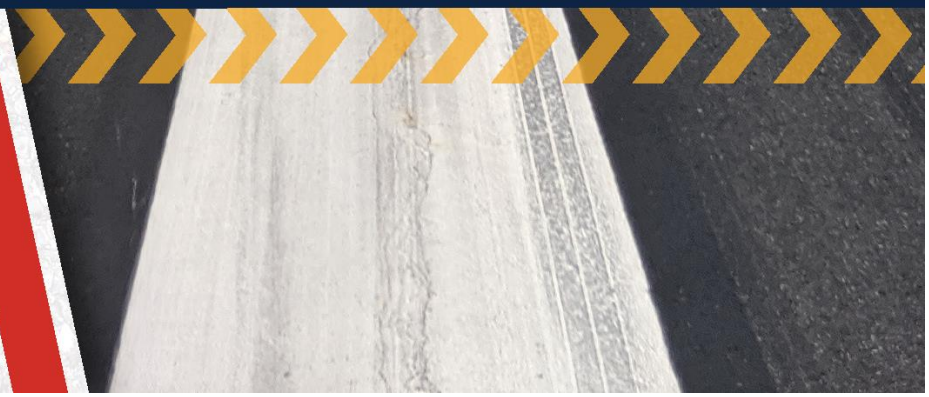


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
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	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

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

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

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	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

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
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
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

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	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

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

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

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

Network: 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 Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2014: TRANSITIONAL ML&OL 2" P
1/1/1998	IMPORTED	OVERLAY	0.00	1.00	☑	1998 1" P401
1/1/1942	IMPORTED	BUILT	0.00	6.00	☑	1942 6" P501

Network: MELBOURNE ORL **Branch:** AP E EAST APRON **Section:** 4425 **Surface:**PCC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 515.00 (Ft) **Width:** 560.00 (Ft) **True Area:** 254107.0000 (SqFt

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

Network: 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 Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4105 **Surface:**AC

L.C.D. 1/1/1986 **Use:** APRON **Rank:** P **Length:** 480.00 (Ft) **Width:** 230.00 (Ft) **True Area:** 110170.0000 (SqFt

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

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4115 **Surface:**PCC

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

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

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4130 **Surface:**AC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 370.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 41477.00001 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4132 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4135 **Surface:**APC

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

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

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4145 **Surface:**AAC
L.C.D. 1/1/2013 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6550.000002 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4150 **Surface:**AC
L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 85092.00002 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP N NORTH APRON **Section:** 4155 **Surface:**AC
L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 195.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 26516.00000 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP RU TW C TAXIWAY C RU **Section:** 5105 **Surface:**AC
L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 17051.00000 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP RU TW C TAXIWAY C RU **Section:** 5110 **Surface:**PCC
L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 176.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 22526.00000 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP S SOUTH APRON **Section:** 4305 **Surface:**AAC
L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 170.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 34060.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1979	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS PAVEMENT HAS AN EMULS
1/1/1979	IMPORTED	BUILT	0.00	1.00	☑	1979: 1" P-401 ON 6" P-211

Network: MELBOURNE ORL **Branch:** AP S SOUTH APRON **Section:** 4310 **Surface:**AAC
L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 235.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 47311.00001 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP S SOUTH APRON **Section:** 4312 **Surface:**PCC

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

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

Network: MELBOURNE ORL **Branch:** AP S SOUTH APRON **Section:** 4315 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 785.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 45425.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1965	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS FEATURE HAS AN EMULSIO
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1965 AC PAVEMENT

Network: MELBOURNE ORL **Branch:** AP SW SOUTHWEST AP **Section:** 4710 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** AP SW SOUTHWEST AP **Section:** 4720 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** AP SW SOUTHWEST AP **Section:** 4730 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4205 **Surface:**PCC

L.C.D. 1/1/1989 **Use:** APRON **Rank:** P **Length:** 620.00 (Ft) **Width:** 440.00 (Ft) **True Area:** 199700.0000 (SqFt

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

Network: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4210 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 1,580.00 (Ft) **Width:** 155.00 (Ft) **True Area:** 254613.0000 (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	☑	
1/1/1989	IMPORTED	BUILT	0.00	4.00	☑	1989: 4" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4215 **Surface:**PCC

L.C.D. 1/1/2022 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 560.00 (Ft) **True Area:** 110213.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major 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: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4220 **Surface:**AC

L.C.D. 1/1/2022 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 1105.00 (Ft) **True Area:** 220071.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 4" P-401 Base, 14" P-211, 1

Network: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4225 **Surface:**PCC

L.C.D. 1/1/2022 **Use:** APRON **Rank:** P **Length:** 160.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 25600.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major 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: MELBOURNE ORL **Branch:** AP TERM TERMINAL APR **Section:** 4230 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 21115.00000 (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	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	6.50	☑	EXISTING 6.5" P-401 ON 10" P-211
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978: 2" P-401 OVERLAY

Network: MELBOURNE ORL **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6305 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 2,800.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 211297.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	BUILT	0.00	2.00	☑	1992: 2" P-401 ON 6" P-211

Network: MELBOURNE ORL **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6310 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 75.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 6900.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	1992: 0" - 11" P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN - 3" AVG P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6315 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** S **Length:** 92.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 6900.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1992	IMPORTED	OVERLAY	0.00	0.00	☑	1992: 0" - 6" P-401 OVERLAY
1/1/1989	IMPORTED	BUILT	0.00	3.00	☑	1989: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6203 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8750.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-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	☑	

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6204 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-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	☑	

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 5,642.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 282550.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 5,651.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 565100.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6215 **Surface:** AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8750.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1985	IMPORTED	BUILT	0.00	1.00	☑	1985: 1" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6220 **Surface:** AAC

L.C.D. 1/1/2018 **Use:** RUNWAY **Rank:** S **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6105 **Surface:** AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 9,300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 950000.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" P401 OVERLAY
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	EXISTING 2" AC ON 4" BITUMONOUS BASE COURSE
1/1/1998	IMPORTED	OVERLAY	0.00	1.50	☑	ON 1.5" AC ON 9" SOIL CEMENT BASE COURSE
1/1/1983	IMPORTED	BUILT	0.00	2.25	☑	1983 2.25" P401 OVERLAY

Network: MELBOURNE ORL **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6110 **Surface:** AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 19,000.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 475000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" P401 OVERLAY ON
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	EXISTING 2"P401 ON 4" P201
1/1/1998	IMPORTED	OVERLAY	0.00	1.50	☑	ON 1.5" P401 ON 9" P301
1/1/1983	IMPORTED	BUILT	0.00	2.25	☑	1983 2.25" P401 OVERLAY ON

Network: MELBOURNE ORL **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6115 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 430.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 68068.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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: MELBOURNE ORL **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6120 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 1,361.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 34034.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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: MELBOURNE ORL **Branch:** TL AP S SOUTH APRON T **Section:** 3450 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TL AP S SOUTH APRON T **Section:** 3455 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXILAN **Rank:** P **Length:** 510.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 31584.00000 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

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

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

Network: 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 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	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	5.00	☑	EXISTING: 5" P401 ON 9" SOIL-CEMENT BASE

Network: 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 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	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW A TAXIWAY A **Section:** 130 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 380.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 33690.00001 (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	☑	
1/1/1989	IMPORTED	BUILT	0.00	3.00	☑	1989: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW A TAXIWAY A **Section:** 132 **Surface:**AAC

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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1991	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS PAVEMENT HAS AN EMULS
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	ESTIMATE 1991 CONSTR. AND ASSUME: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW A TAXIWAY A **Section:** 133 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 5988.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1991	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS PAVEMENT HAS AN EMULS
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	ESTIMATE 1991 CONSTR. AND ASSUME: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW B TAXIWAY B **Section:** 1105 **Surface:**AAC

L.C.D. 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 950.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 104990.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2006	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: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 306 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 307 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 308 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 315 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 325 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 190.00 (Ft) **True Area:** 8038.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 327 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 120.00 (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	IMPORTED	BUILT	0.00	0.00	☑	ASSUME: 1991 AC PAVEMENT

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 330 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,345.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 101728.0000 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 337 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 340 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW C TAXIWAY C **Section:** 350 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 940.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 76637.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	PA-AC	Patching - AC	0.00	0.00	☐	Fillet widening
1/1/2003	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/16" P-211

Network: MELBOURNE ORL **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW D TAXIWAY D **Section:** 408 **Surface:**AAC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7061.000002 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AC

L.C.D. 1/1/1979 **Use:** TAXIWAY **Rank:** P **Length:** 2,640.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 105094.0000 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW D TAXIWAY D **Section:** 416 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW F TAXIWAY F **Section:** 810 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW G TAXIWAY G **Section:** 605 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 610.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 36079.00001 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW H TAXIWAY H **Section:** 805 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1110 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1115 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1116 **Surface:**AAC

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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-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 (SqFt

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	☑	
1/1/1985	IMPORTED	BUILT	0.00	1.00	☑	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 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1130 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1132 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1135 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1137 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 45.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 4907.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1983	IMPORTED	BUILT	0.00	1.00	☑	1983: 1" P-401 AND 6" MIN. - 8" AVG. P-211 PLACED ON
1/1/1983	IMPORTED	OVERLAY	0.00	0.00	☑	EXISTING BASE COURSE

Network: MELBOURNE ORL **Branch:** TW K TAXIWAY K **Section:** 1140 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 2,300.00 (Ft) **Width:** 10.00 (Ft) **True Area:** 22923.00000 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW K1 TAXIWAY K1 **Section:** 1740 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW L TAXIWAY L **Section:** 1204 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 10911.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	BUILT	0.00	2.00	☑	1998 FEATHERED AC SURFACE ON 2" MILLED FOR BUTT JOINT
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	1975: 4" P-401ON 10" P-211

Network: MELBOURNE ORL **Branch:** TW L TAXIWAY L **Section:** 1210 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW M TAXIWAY M **Section:** 1303 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW M TAXIWAY M **Section:** 1305 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW M TAXIWAY M **Section:** 1315 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW M TAXIWAY M **Section:** 1320 **Surface:**AAC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 4651.000001 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW M TAXIWAY M **Section:** 1325 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW N TAXIWAY N **Section:** 1404 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 11055.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" AC PAVEMENT FEATHERED TO MATCH R/W AND
1/1/1986	IMPORTED	BUILT	0.00	3.00	☑	1986 3" P401 ON 12" P211

Network: MELBOURNE ORL **Branch:** TW N TAXIWAY N **Section:** 1405 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1705 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1710 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1720 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1722 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 20462.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	BUILT	0.00	2.00	☑	1978 2" P401 OVERLAY ON

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1723 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 5968.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2004	SR-AC	Surface Reconstruction - AC	0.00	0.00	☑	4" AC/12" P-211/EXISTING BASE
1/1/1981	IMPORTED	BUILT	0.00	1.00	☑	1981: 1" P-401 ON 8" P-211

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1725 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1727 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1732 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW Q TAXIWAY Q **Section:** 1735 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW R TAXIWAY R **Section:** 1805 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW R TAXIWAY R **Section:** 1807 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 18996.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	OVERLAY	0.00	2.00	☑	1998 TAPERED AC ON 2" MILLED AC SURFACE
1/1/1981	IMPORTED	OVERLAY	0.00	3.00	☑	1981 3" P401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P401 ON 12" P211

Network: MELBOURNE ORL **Branch:** TW R TAXIWAY R **Section:** 1810 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW R TAXIWAY R **Section:** 1815 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 4676.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW R TAXIWAY R **Section:** 1820 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 90.00 (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	IMPORTED	OVERLAY	0.00	2.00	☑	1991: 2" MIN. - 3" AVG. P-401 OVERLAY
1/1/1991	IMPORTED	OVERLAY	0.00	6.50	☑	EXISTING 6.5" P-401 ON 10" P-211
1/1/1978	IMPORTED	BUILT	0.00	2.00	☑	1978: 2" P-401 OVERLAY

Network: MELBOURNE ORL **Branch:** TW S1 TAXIWAY S1 **Section:** 520 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW S1 TAXIWAY S1 **Section:** 525 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW S TAXIWAY S **Section:** 510 **Surface:**AAC

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

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-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: MELBOURNE ORL **Branch:** TW S TAXIWAY S **Section:** 515 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW T TAXIWAY T **Section:** 2005 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW T TAXIWAY T **Section:** 2015 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW T TAXIWAY T **Section:** 2017 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 170.00 (Ft) **True Area:** 5769.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	4" AC/12" P-211/6" P-152/20" SUBG

Network: MELBOURNE ORL **Branch:** TW U TAXIWAY U **Section:** 2105 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 875.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 69240.00002 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW U TAXIWAY U **Section:** 2110 **Surface:**AC

L.C.D. 1/1/1989 **Use:** TAXIWAY **Rank:** P **Length:** 80.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 8070.000002 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW U TAXIWAY U **Section:** 2115 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 765.00 (Ft) **Width:** 205.00 (Ft) **True Area:** 128747.0000 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW V TAXIWAY V **Section:** 1602 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 13947.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-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	IMPORTED	OVERLAY	0.00	2.00	☑	1998 TAPERED AC PAVEMENT ON 2" MILLED AC SURFACE
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P401 ON 12" P211

Network: MELBOURNE ORL **Branch:** TW V TAXIWAY V **Section:** 1605 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 505.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 56864.00001 (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	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978: 3" P-401 OVERLAY ON 12" P-211

Network: MELBOURNE ORL **Branch:** TW V TAXIWAY V **Section:** 1610 **Surface:**AC

L.C.D. 1/1/2013 **Use:** TAXIWAY **Rank:** P **Length:** 1,250.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 37184.00001 (SqFt

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

Network: MELBOURNE ORL **Branch:** TW V1 TAXIWAY V1 **Section:** 710 **Surface:**AC

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

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

Network: MELBOURNE ORL **Branch:** TW V TAXIWAY V **Section:** 2205 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW V TAXIWAY V **Section:** 2210 **Surface:**AAC

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

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

Network: MELBOURNE ORL **Branch:** TW V2 TAXIWAY V2 **Section:** 720 **Surface:**AC

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

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

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	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

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP 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

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 Database: FDOT *NetworkId: MLB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4404	1/1/2004	AC	APRON	P	0	75,613.00	4/13/2022	18	77
AP E	4406	1/1/1998	APC	APRON	P	0	12,591.00	4/13/2022	24	36
AP E	4415	1/1/2014	APC	APRON	P	0	13,932.00	4/13/2022	8	88
AP E	4425	1/1/2014	PCC	APRON	P	0	254,107.00	4/13/2022	8	100
AP E	4430	7/1/2021	PCC	APRON	P	0	76,004.00	7/1/2021	0	100
AP N	4105	1/1/1986	AC	APRON	P	0	110,170.00	4/13/2022	36	63
AP N	4110	1/1/1982	AC	APRON	P	0	109,958.00	4/13/2022	40	58
AP N	4115	1/1/2003	PCC	APRON	P	0	162,260.00	4/13/2022	19	89
AP N	4120	1/1/2003	AC	APRON	P	0	96,139.00	4/13/2022	19	56
AP N	4130	1/1/2006	AC	APRON	P	0	41,477.00	4/13/2022	16	73
AP N	4132	1/1/2017	AC	APRON	P	0	52,865.00	4/13/2022	5	91
AP N	4135	1/1/2010	APC	APRON	P	0	22,070.00	4/13/2022	12	67
AP N	4140	1/1/2010	AC	APRON	P	0	23,711.00	4/13/2022	12	91
AP N	4145	1/1/2013	AAC	APRON	P	0	6,550.00	4/13/2022	9	82
AP N	4150	1/1/2017	AC	APRON	P	0	85,092.00	4/13/2022	5	88
AP N	4155	1/1/2017	AC	APRON	P	0	26,516.00	4/13/2022	5	94
AP RU TW C	5105	1/1/2021	AC	APRON	P	0	17,051.00	1/1/2021	0	100
AP RU TW C	5110	1/1/2021	PCC	APRON	P	0	22,526.00	1/1/2021	0	100
AP S	4305	1/1/2012	AAC	APRON	P	0	34,060.00	4/13/2022	10	85
AP S	4310	1/1/2012	AAC	APRON	P	0	47,311.00	4/13/2022	10	85
AP S	4312	12/25/1994	PCC	APRON	P	0	8,547.00	4/13/2022	28	12
AP S	4315	1/1/2012	AAC	APRON	P	0	45,425.00	4/13/2022	10	86
AP SW	4710	1/1/2008	AC	APRON	P	0	216,728.00	4/13/2022	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	4210	1/1/2009	AAC	APRON	P	0	254,613.00	4/13/2022	13	73
AP TERM	4215	1/1/2022	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	1/1/2009	AAC	APRON	P	0	21,115.00	4/13/2022	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	1/1/2019	AAC	RUNWAY	S	0	6,900.00	4/13/2022	3	83
RW 5-23	6315	1/1/2019	AAC	RUNWAY	S	0	6,900.00	4/13/2022	3	87
RW 9L-27R	6203	1/1/2018	AAC	RUNWAY	P	0	8,750.00	4/13/2022	4	86
RW 9L-27R	6204	1/1/2018	AAC	RUNWAY	P	0	17,500.00	4/13/2022	4	87
RW 9L-27R	6205	1/1/2018	AAC	RUNWAY	S	0	282,550.00	4/13/2022	4	90
RW 9L-27R	6210	1/1/2018	AAC	RUNWAY	S	0	565,100.00	4/13/2022	4	86
RW 9L-27R	6215	1/1/2018	AAC	RUNWAY	S	0	8,750.00	4/13/2022	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	P	0	950,000.00	4/13/2022	3	93
RW 9R-27L	6110	1/1/2019	AAC	RUNWAY	P	0	475,000.00	4/13/2022	3	93
RW 9R-27L	6115	1/1/2019	AAC	RUNWAY	P	0	68,068.00	4/13/2022	3	93
RW 9R-27L	6120	1/1/2019	AAC	RUNWAY	P	0	34,034.00	4/13/2022	3	86
TL AP S	3450	1/1/2012	AAC	TAXILANE	P	0	23,692.00	4/13/2022	10	89
TL AP S	3455	1/1/2012	AAC	TAXILANE	P	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	4/13/2022	3	85
TW A	120	1/1/2009	AAC	TAXIWAY	P	0	691,660.00	4/13/2022	13	64
TW A	130	1/1/2009	AAC	TAXIWAY	P	0	33,690.00	4/13/2022	13	80

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	P	0	5,988.00	4/13/2022	3	89
TW B	1105	1/1/2018	AAC	TAXIWAY	P	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	P	0	3,692.00	4/13/2022	3	94
TW C	308	1/1/2019	AC	TAXIWAY	P	0	9,892.00	4/13/2022	3	84
TW C	315	1/1/2004	AAC	TAXIWAY	P	0	58,917.00	4/13/2022	18	69
TW C	320	1/1/2009	AAC	TAXIWAY	P	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	4/13/2022	3	94
TW C	330	1/1/1991	AC	TAXIWAY	P	0	101,728.00	4/13/2022	31	59
TW C	337	1/1/2018	AC	TAXIWAY	P	0	18,730.00	4/13/2022	4	94
TW C	340	1/1/2003	AC	TAXIWAY	P	0	4,919.00	4/13/2022	19	70
TW C	350	1/1/2003	AC	TAXIWAY	P	0	76,637.00	4/13/2022	19	72
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	415	1/1/2001	AC	TAXIWAY	P	0	18,312.00	4/13/2022	21	78
TW D	416	1/1/2001	AC	TAXIWAY	P	0	8,423.00	4/13/2022	21	68
TW F	810	1/1/2013	AC	TAXIWAY	P	0	62,514.00	4/13/2022	9	80
TW G	605	1/1/2010	AC	TAXIWAY	P	0	36,079.00	4/13/2022	12	89
TW H	805	1/1/2004	AAC	TAXIWAY	P	0	18,700.00	4/13/2022	18	45
TW K	1110	1/1/2006	AAC	TAXIWAY	P	0	5,207.00	4/13/2022	16	71
TW K	1115	1/1/2006	AAC	TAXIWAY	P	0	144,746.00	4/13/2022	16	74
TW K	1116	1/1/2006	AAC	TAXIWAY	P	0	6,760.00	4/13/2022	16	63
TW K	1125	1/1/2006	AAC	TAXIWAY	P	0	94,162.00	4/13/2022	16	73
TW K	1127	1/1/2016	AC	TAXIWAY	P	0	52,047.00	4/13/2022	6	86
TW K	1130	1/1/2006	AAC	TAXIWAY	P	0	76,184.00	4/13/2022	16	79
TW K	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
TW K	1137	1/1/2019	AAC	TAXIWAY	P	0	4,907.00	4/13/2022	3	94
TW K	1140	1/1/2014	AC	TAXIWAY	P	0	22,923.00	4/13/2022	8	89
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
TW L	1210	1/1/2009	AAC	TAXIWAY	P	0	33,859.00	4/13/2022	13	68
TW M	1303	1/1/2018	AC	TAXIWAY	P	0	23,381.00	4/13/2022	4	90
TW M	1305	1/1/2003	AC	TAXIWAY	P	0	3,968.00	4/13/2022	19	62
TW M	1315	1/1/2003	AC	TAXIWAY	P	0	50,873.00	4/13/2022	19	63
TW M	1320	1/1/2003	AAC	TAXIWAY	P	0	4,651.00	4/13/2022	19	70
TW M	1325	1/1/2003	AAC	TAXIWAY	P	0	5,526.00	4/13/2022	19	70
TW N	1404	1/1/2019	AAC	TAXIWAY	P	0	11,055.00	4/13/2022	3	94
TW N	1405	1/1/2009	AAC	TAXIWAY	P	0	33,774.00	4/13/2022	13	84
TW Q	1705	1/1/2007	AAC	TAXIWAY	P	0	91,926.00	4/13/2022	15	72
TW Q	1710	1/1/2007	AAC	TAXIWAY	P	0	12,104.00	4/13/2022	15	78
TW Q	1720	1/1/2009	AAC	TAXIWAY	P	0	41,653.00	4/13/2022	13	79
TW Q	1722	1/1/2019	AAC	TAXIWAY	P	0	20,462.00	4/13/2022	3	82
TW Q	1723	1/1/2019	AAC	TAXIWAY	P	0	5,968.00	4/13/2022	3	90
TW Q	1725	1/1/2004	AC	TAXIWAY	P	0	78,549.00	4/13/2022	18	75
TW Q	1727	1/1/2018	AC	TAXIWAY	P	0	27,505.00	4/13/2022	4	91
TW Q	1732	1/1/2006	AAC	TAXIWAY	P	0	4,295.00	4/13/2022	16	60
TW Q	1735	1/1/2006	AAC	TAXIWAY	P	0	9,173.00	4/13/2022	16	82
TW R	1805	1/1/2009	AAC	TAXIWAY	P	0	56,463.00	4/13/2022	13	70
TW R	1807	1/1/2019	AAC	TAXIWAY	P	0	18,996.00	4/13/2022	3	92
TW R	1810	1/1/2009	AAC	TAXIWAY	P	0	57,323.00	4/13/2022	13	75

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

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		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

Appendix B: Maintenance and Rehabilitation Planning Needs

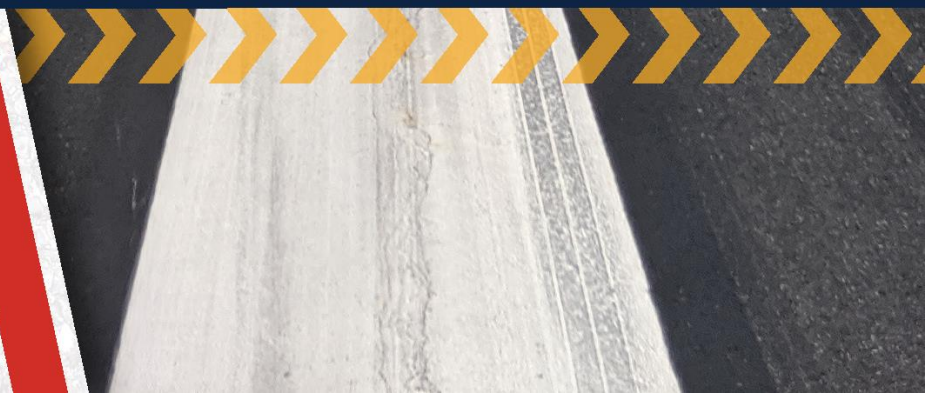


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
MLB	RW 5-23	6305	RAVELING	Low	4,616	SF	2.2%	Preventive	Surface Seal	4,616	SF	$ 0.75	$ 3,470
MLB	RW 5-23	6310	RAVELING	Low	344	SF	5.0%	Preventive	Surface Seal	345	SF	$ 0.75	$ 260
MLB	RW 9L-27R	6210	L & T CR	Medium	283	LF	0.1%	Preventive	AC Crack Sealing	283	LF	$ 4.00	$ 1,140
MLB	TW A	130	RAVELING	Low	76	SF	0.2%	Preventive	Surface Seal	75	SF	$ 0.75	$ 60
MLB	TW A	130	WEATHERING	Medium	5,054	SF	15.0%	Preventive	Surface Seal	5,054	SF	$ 0.75	$ 3,800
MLB	TW A	132	WEATHERING	Medium	3,891	SF	7.4%	Preventive	Surface Seal	3,891	SF	$ 0.75	$ 2,920
MLB	TW C	308	WEATHERING	Medium	209	SF	2.1%	Preventive	Surface Seal	209	SF	$ 0.75	$ 160
MLB	TW C	320	WEATHERING	Medium	3,307	SF	10.0%	Preventive	Surface Seal	3,307	SF	$ 0.75	$ 2,490
MLB	TW C	350	L & T CR	Medium	136	LF	0.2%	Preventive	AC Crack Sealing	136	LF	$ 4.00	$ 550
MLB	TW C	350	WEATHERING	Medium	5,116	SF	6.7%	Preventive	Surface Seal	5,116	SF	$ 0.75	$ 3,840
MLB	TW D	408	L & T CR	Medium	41	LF	0.6%	Preventive	AC Crack Sealing	41	LF	$ 4.00	$ 170
MLB	TW D	408	WEATHERING	Medium	1,060	SF	15.0%	Preventive	Surface Seal	1,059	SF	$ 0.75	$ 800
MLB	TW D	415	L & T CR	Medium	50	LF	0.3%	Preventive	AC Crack Sealing	50	LF	$ 4.00	$ 210
MLB	TW D	415	WEATHERING	Medium	1,831	SF	10.0%	Preventive	Surface Seal	1,831	SF	$ 0.75	$ 1,380
MLB	TW F	810	RAVELING	Medium	107	SF	0.2%	Preventive	Surface Seal	108	SF	$ 0.75	$ 90
MLB	TW F	810	WEATHERING	Medium	3,874	SF	6.2%	Preventive	Surface Seal	3,874	SF	$ 0.75	$ 2,910
MLB	TW G	605	WEATHERING	Medium	3,605	SF	10.0%	Preventive	Surface Seal	3,605	SF	$ 0.75	$ 2,710
MLB	TW K	1115	L & T CR	Medium	928	LF	0.6%	Preventive	AC Crack Sealing	928	LF	$ 4.00	$ 3,720
MLB	TW K	1115	RAVELING	Low	4,222	SF	2.9%	Preventive	Surface Seal	4,223	SF	$ 0.75	$ 3,170
MLB	TW K	1115	RAVELING	Medium	64	SF	0.0%	Preventive	Surface Seal	65	SF	$ 0.75	$ 50
MLB	TW K	1115	WEATHERING	Medium	2,572	SF	1.8%	Preventive	Surface Seal	2,572	SF	$ 0.75	$ 1,930
MLB	TW K	1125	L & T CR	Medium	253	LF	0.3%	Preventive	AC Crack Sealing	253	LF	$ 4.00	$ 1,020
MLB	TW K	1125	WEATHERING	Medium	9,393	SF	10.0%	Preventive	Surface Seal	9,393	SF	$ 0.75	$ 7,050
MLB	TW K	1127	RAVELING	Medium	52	SF	0.1%	Preventive	Surface Seal	52	SF	$ 0.75	$ 40
MLB	TW K	1130	L & T CR	Medium	234	LF	0.3%	Preventive	AC Crack Sealing	234	LF	$ 4.00	$ 940
MLB	TW K	1130	WEATHERING	Medium	7,735	SF	10.2%	Preventive	Surface Seal	7,735	SF	$ 0.75	$ 5,810
MLB	TW K	1132	WEATHERING	Medium	1,031	SF	5.0%	Preventive	Surface Seal	1,031	SF	$ 0.75	$ 780
MLB	TW K	1135	L & T CR	Medium	373	LF	0.5%	Preventive	AC Crack Sealing	373	LF	$ 4.00	$ 1,500
MLB	TW K	1135	WEATHERING	Medium	4,708	SF	6.0%	Preventive	Surface Seal	4,708	SF	$ 0.75	$ 3,540
MLB	TW K	1140	WEATHERING	Medium	2,292	SF	10.0%	Preventive	Surface Seal	2,293	SF	$ 0.75	$ 1,720
MLB	TW K1	1740	WEATHERING	Medium	1,084	SF	5.0%	Preventive	Surface Seal	1,084	SF	$ 0.75	$ 820
MLB	TW N	1405	WEATHERING	Medium	5,066	SF	15.0%	Preventive	Surface Seal	5,066	SF	$ 0.75	$ 3,800
MLB	TW Q	1705	RAVELING	Low	943	SF	1.0%	Preventive	Surface Seal	943	SF	$ 0.75	$ 710
MLB	TW Q	1705	WEATHERING	Medium	23,477	SF	25.5%	Preventive	Surface Seal	23,477	SF	$ 0.75	$ 17,610
MLB	TW Q	1710	RAVELING	Low	30	SF	0.3%	Preventive	Surface Seal	30	SF	$ 0.75	$ 30
MLB	TW Q	1710	WEATHERING	Medium	1,816	SF	15.0%	Preventive	Surface Seal	1,816	SF	$ 0.75	$ 1,370
MLB	TW Q	1720	RAVELING	Low	3,233	SF	7.8%	Preventive	Surface Seal	3,234	SF	$ 0.75	$ 2,430
MLB	TW Q	1725	L & T CR	Medium	524	LF	0.7%	Preventive	AC Crack Sealing	524	LF	$ 4.00	$ 2,100
MLB	TW Q	1725	WEATHERING	Medium	3,938	SF	5.0%	Preventive	Surface Seal	3,937	SF	$ 0.75	$ 2,960
MLB	TW Q	1735	WEATHERING	Medium	459	SF	5.0%	Preventive	Surface Seal	460	SF	$ 0.75	$ 350
MLB	TW R	1810	WEATHERING	Medium	9,869	SF	17.2%	Preventive	Surface Seal	9,869	SF	$ 0.75	$ 7,410
MLB	TW R	1820	L & T CR	Medium	12	LF	0.1%	Preventive	AC Crack Sealing	12	LF	$ 4.00	$ 50
MLB	TW R	1820	WEATHERING	Medium	4,585	SF	25.0%	Preventive	Surface Seal	4,584	SF	$ 0.75	$ 3,440
MLB	TW S	515	RAVELING	Medium	2,004	SF	10.8%	Preventive	Surface Seal	2,004	SF	$ 0.75	$ 1,510
MLB	TW S1	520	RAVELING	Low	5,125	SF	35.0%	Preventive	Surface Seal	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	Unit Cost	Work 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 & T CR	Medium	259	LF	0.5%	Preventive	AC Crack Sealing	259	LF	$ 4.00	$ 1,040
MLB	TW T	2015	L & T CR	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 & T CR	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

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

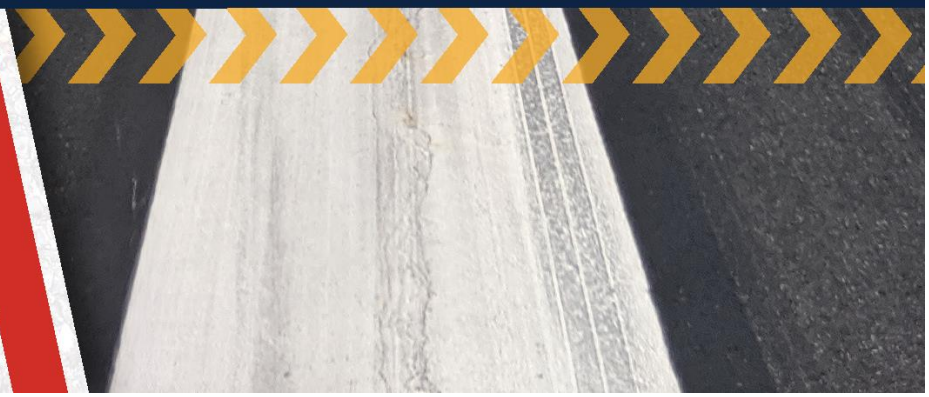
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	MLB	TW A	105	AAC	33,560	62	AC Rehabilitation	$ 470,000
2023	MLB	TW A	120	AAC	691,660	62	AC Rehabilitation	$ 9,683,000
2023	MLB	TW C	306	AAC	12,368	63	AC Rehabilitation	$ 174,000
2023	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

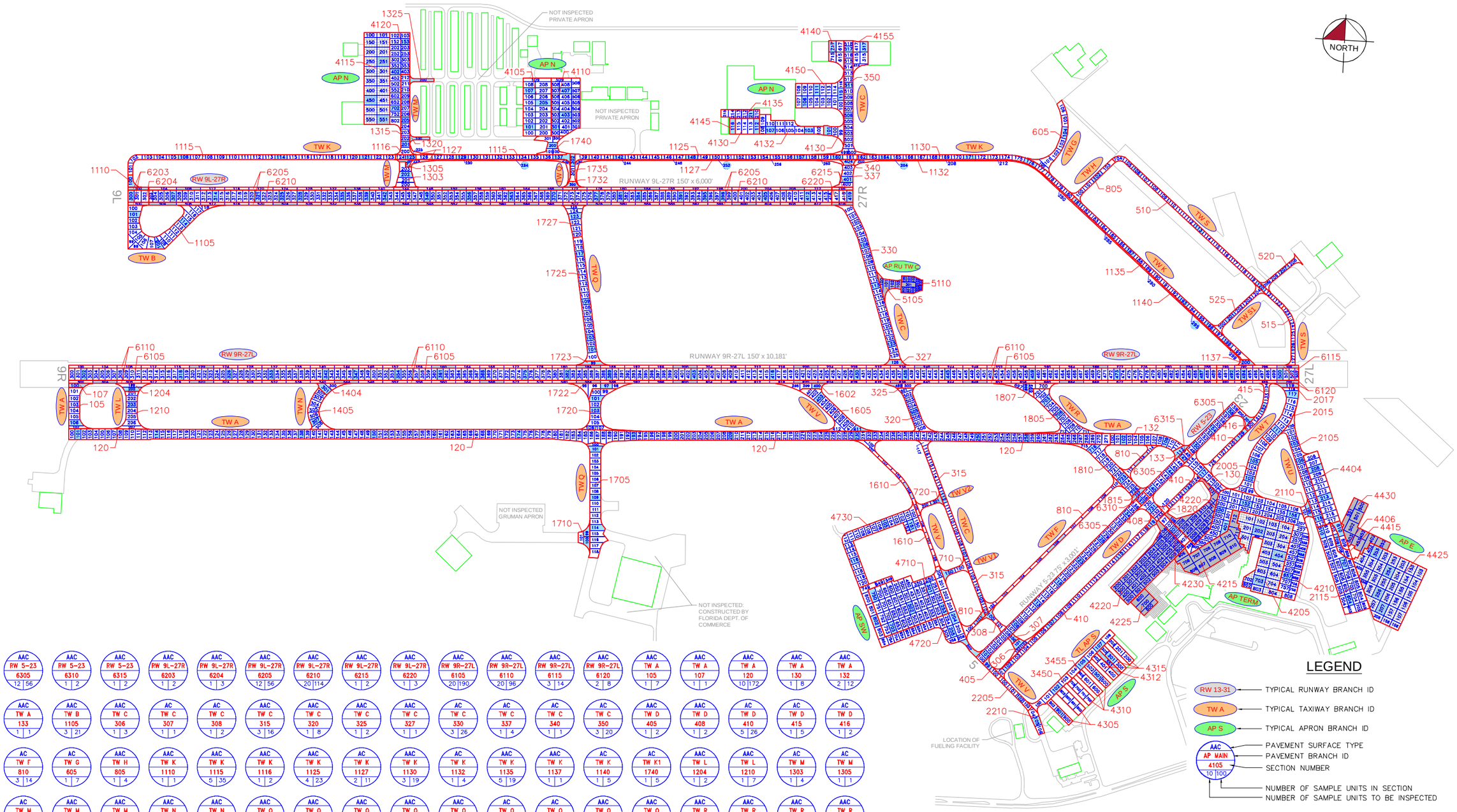
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	MLB	AP N	4120	AC	96,139	54	AC Reconstruction	$ 2,933,000
2023	MLB	AP N	4135	APC	22,070	65	AC Rehabilitation	$ 309,000
2023	MLB	AP S	4312	PCC	8,547	8	PCC Reconstruction	$ 513,000
2023	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

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning 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





AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
RW 5-23	RW 5-23	RW 5-23	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9L-27R	RW 9R-27L	RW 9R-27L	RW 9R-27L	RW 9R-27L	TW A	TW A	TW A	TW A	TW A	TW A	TW A
6305	6310	6315	6203	6204	6205	6210	6215	6220	6105	6110	6115	6120	105	107	120	130	132	133	1105
12 | 56	1 | 2	1 | 2	1 | 2	1 | 3	12 | 56	20 | 114	1 | 2	1 | 3	20 | 190	20 | 96	3 | 14	2 | 8	1 | 7	1 | 1	10 | 172	1 | 8	2 | 12	1 | 1	3 | 21

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW B	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW C	TW D	TW D	TW D	TW D	TW F	TW G	TW H	TW K
1105	306	307	308	315	320	325	327	330	337	340	350	405	408	410	415	810	605	805	1110
3 | 16	1 | 3	1 | 1	1 | 2	3 | 16	1 | 8	1 | 2	1 | 1	3 | 26	1 | 4	1 | 1	3 | 20	1 | 2	1 | 2	5 | 26	1 | 5	3 | 14	1 | 7	1 | 4	1 | 1

AC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K	TW K1	TW L	TW L	TW M	TW M	TW N	TW N	TW Q
1115	1116	1125	1127	1130	1132	1135	1137	1140	1740	1204	1210	1303	1305	1315	1320	1325	1404	1405	1705
4 | 23	1 | 2	2 | 11	3 | 19	1 | 4	5 | 19	1 | 1	1 | 5	1 | 5	1 | 2	1 | 7	1 | 4	1 | 1	2 | 13	1 | 1	1 | 2	1 | 7	3 | 19

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW Q	TW Q	TW Q	TW Q	TW Q	TW Q	TW Q	TW R	TW R	TW R	TW R	TW S	TW S	TW T	TW T	TW U	TW U	TW V	TW V	TW V
1710	1720	1722	1723	1725	1727	1732	1735	1805	1807	1810	510	515	2005	2015	2105	2110	1602	1605	1610
2 | 3	2 | 9	1 | 4	1 | 1	4 | 20	1 | 6	1 | 1	1 | 2	2 | 12	1 | 4	3 | 12	3 | 19	1 | 5	2 | 10	2 | 10	1 | 1	3 | 18	1 | 3	2 | 12	1 | 9

AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC
TW V	TW V1	TW V2	TW W	TW W	TW WA	TW WB	TW WC	TW WD	TW WE	TW WF	TW WG	TW WH	TW WJ	TW WK	TW WL	TW WM	TW WN	TW WP	TW WQ
2205	710	720	1303	1305	1315	1320	1325	1404	1405	1705	1710	1720	1722	1723	1725	1727	1732	1735	1805
1 | 4	1 | 2	1 | 2	1 | 4	1 | 1	2 | 13	1 | 1	1 | 1	1 | 2	1 | 7	3 | 19	2 | 3	2 | 9	1 | 4	1 | 1	4 | 20	1 | 6	1 | 1	1 | 2	2 | 12

AAC	AAC	AAC	APC	APC	PCC	PCC	AC	AC	AC	PCC	AC	AC	AC	APC	AC	AAC	AC	AC	AC
TW R	TW S	TW S	TW S1	TW S1	TW T	TW T	TW U	TW U	TW U	TW V	TW V	TW V	TW V	TW V	TW V1	TW V2	TL APS	TL APS	AP E
1807	1810	1815	1820	2017	2005	2015	2105	2110	2115	1602	1605	1610	2205	2210	710	720	3450	3455	4404
1 | 4	3 | 12	1 | 1	1 | 4	1 | 1	2 | 10	2 | 10	3 | 18	1 | 2	3 | 25	1 | 3	2 | 12	1 | 9	1 | 4	1 | 3	1 | 2	1 | 2	1 | 4	2 | 5	2 | 12

APC	PCC	PCC	AC	AC	PCC	AC	AC	AC	PCC	AC	AC	AC	APC	AC	AAC	AC	AC	PCC	AAC
AP E	AP E	AP E	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP N	AP S	AP S
4406	4425	4430	4105	4110	4115	4120	4130	4132	4135	4140	4145	4150	4155	4215	4220	4225	4230	4305	4310
1 | 2	4 | 34	0 | 9	3 | 19	3 | 27	3 | 20	3 | 22	2 | 7	2 | 11	1 | 6	1 | 4	1 | 1	3 | 17	1 | 5	0 | 13	0 | 46	0 | 3	1 | 5	1 | 7	1 | 10

AC	PCC	AAC	AAC	PCC	AAC	AC	AC	AC	PCC	AAC	PCC	AC	PCC	AAC
AP RU TW C	AP RU TW C	AP S	AP S	AP S	AP S	AP SW	AP SW	AP SW	AP TERM	AP TERM	AP TERM	AP TERM	AP TERM	AP TERM
5105	5110	4305	4310	4312	4315	4710	4720	4730	4205	4210	4215	4220	4225	4230
0 | 4	0 | 11	1 | 7	1 | 10	1 | 1	1 | 9	5 | 42	4 | 30	3 | 24	3 | 24	6 | 55	0 | 13	0 | 46	0 | 3	1 | 5

LEGEND

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

TOTAL SAMPLES INSPECTED = 290
AC: 279 PCC: 11

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

MLB

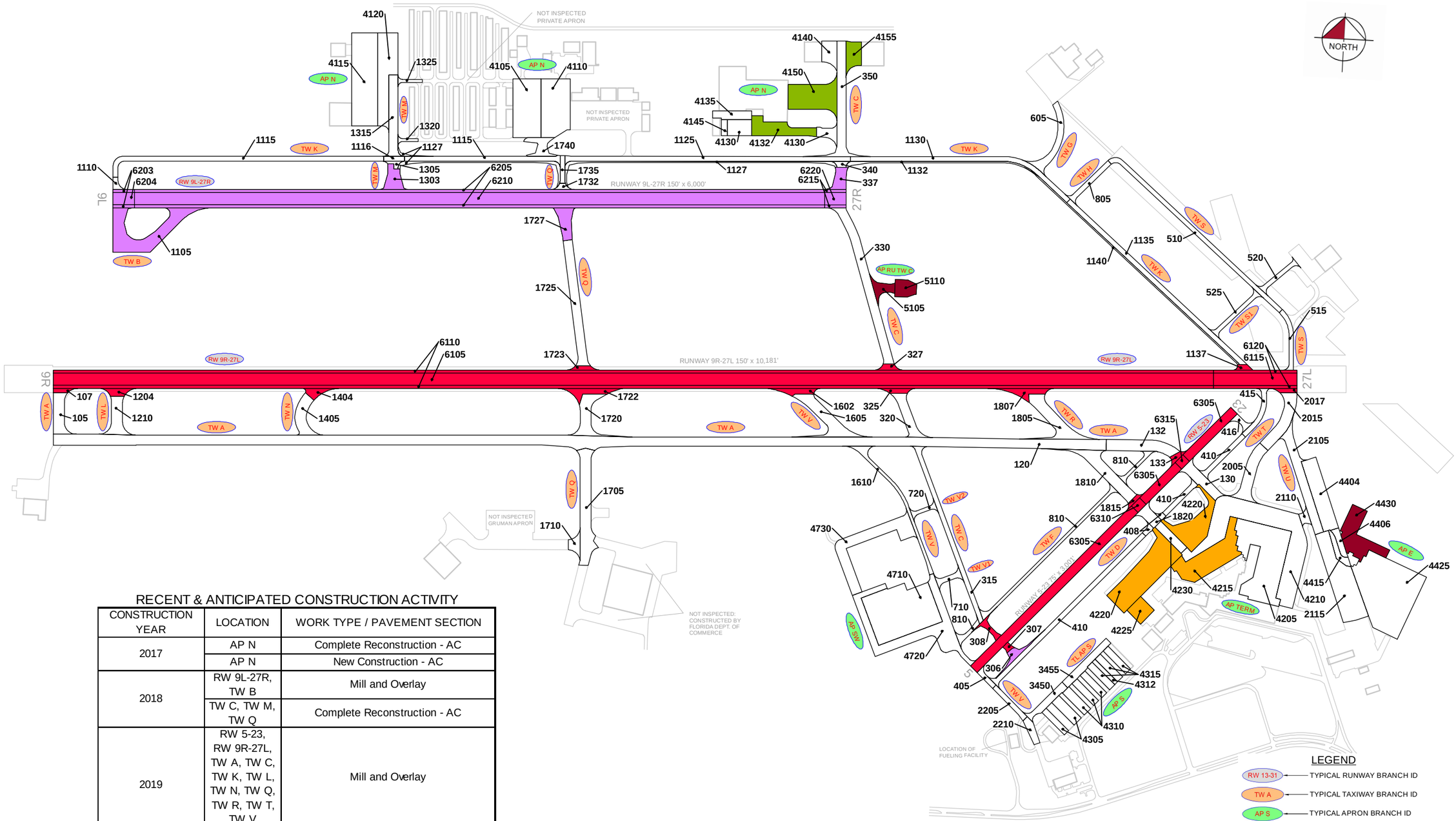
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Complete Reconstruction - AC
	AP N	New Construction - AC
2018	RW 9L-27R, TW B	Mill and Overlay
	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
	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
	AP TERM	New Construction - AC | 4" P-401, 4" P-401 Base, 14" P-211, 12" P-152

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

MLB

Statewide Airfield Pavement Management Program

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

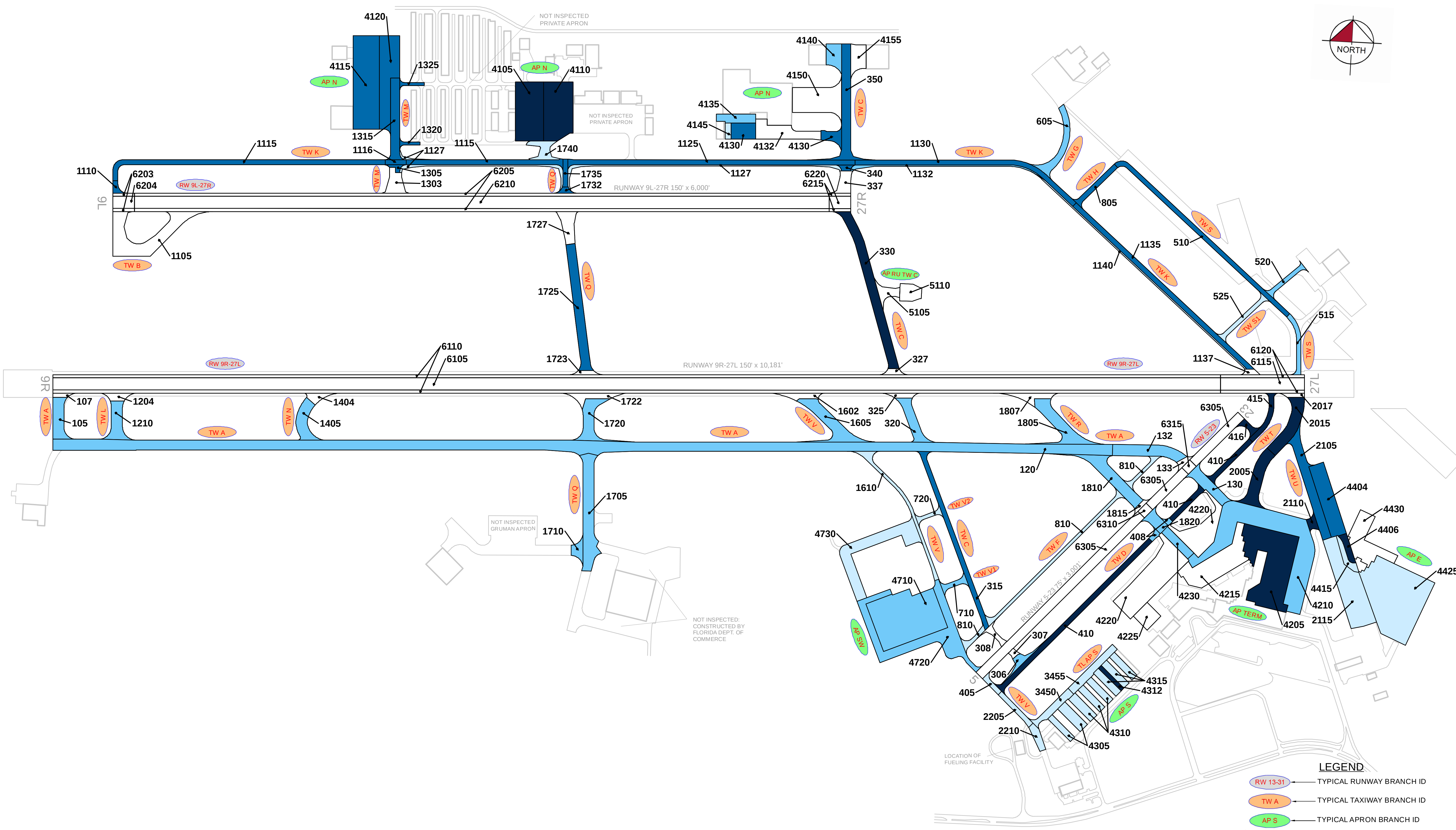
MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022

MLB

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT



LEGEND

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

AGE AT INSPECTION

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

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

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022

105 PCI = 64	107 PCI = 85	120 PCI = 64	130 PCI = 80	132 PCI = 80	133 PCI = 89	306 PCI = 65	307 PCI = 94	308 PCI = 84	315 PCI = 69	320 PCI = 79	325 PCI = 89	327 PCI = 94	330 PCI = 59
337 PCI = 94	340 PCI = 70	350 PCI = 72	405 PCI = 66	408 PCI = 72	410 PCI = 57	415 PCI = 78	416 PCI = 68	510 PCI = 43	515 PCI = 71	520 PCI = 73	525 PCI = 91	605 PCI = 89	710 PCI = 84
720 PCI = 79	805 PCI = 45	810 PCI = 80	1105 PCI = 93	1110 PCI = 71	1115 PCI = 74	1116 PCI = 63	1125 PCI = 73	1127 PCI = 86	1130 PCI = 79	1132 PCI = 88	1135 PCI = 71	1137 PCI = 94	1140 PCI = 89
1204 PCI = 94	1210 PCI = 68	1303 PCI = 90	1305 PCI = 62	1315 PCI = 63	1320 PCI = 70	1325 PCI = 70	1404 PCI = 94	1405 PCI = 84	1602 PCI = 90	1605 PCI = 67	1610 PCI = 86	1705 PCI = 72	1710 PCI = 78
1720 PCI = 79	1722 PCI = 82	1723 PCI = 90	1725 PCI = 75	1727 PCI = 91	1732 PCI = 60	1735 PCI = 82	1740 PCI = 91	1805 PCI = 70	1807 PCI = 92	1810 PCI = 75	1815 PCI = 94	1820 PCI = 72	2005 PCI = 74
2015 PCI = 76	2017 PCI = 89	2105 PCI = 68	2110 PCI = 78	2115 PCI = 87	2205 PCI = 89	2210 PCI = 86	3450 PCI = 89	3455 PCI = 86	4105 PCI = 63	4110 PCI = 58	4115 PCI = 89	4120 PCI = 56	4130 PCI = 73
4132 PCI = 91	4135 PCI = 67	4140 PCI = 91	4145 PCI = 82	4150 PCI = 88	4155 PCI = 94	4205 PCI = 78	4210 PCI = 73	4215 PCI = 100	4220 PCI = 100	4225 PCI = 100	4230 PCI = 68	4305 PCI = 85	4310 PCI = 85
4312 PCI = 12	4315 PCI = 86	4404 PCI = 77	4406 PCI = 36	4415 PCI = 88	4425 PCI = 100	4430 PCI = 100	4710 PCI = 78	4720 PCI = 74	4730 PCI = 87	5105 PCI = 100	5110 PCI = 100	6105 PCI = 93	6110 PCI = 93
6115 PCI = 93	6120 PCI = 86	6203 PCI = 86	6204 PCI = 87	6205 PCI = 90	6210 PCI = 86	6215 PCI = 94	6220 PCI = 89	6305 PCI = 84	6310 PCI = 83	6315 PCI = 87			

LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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

MLB

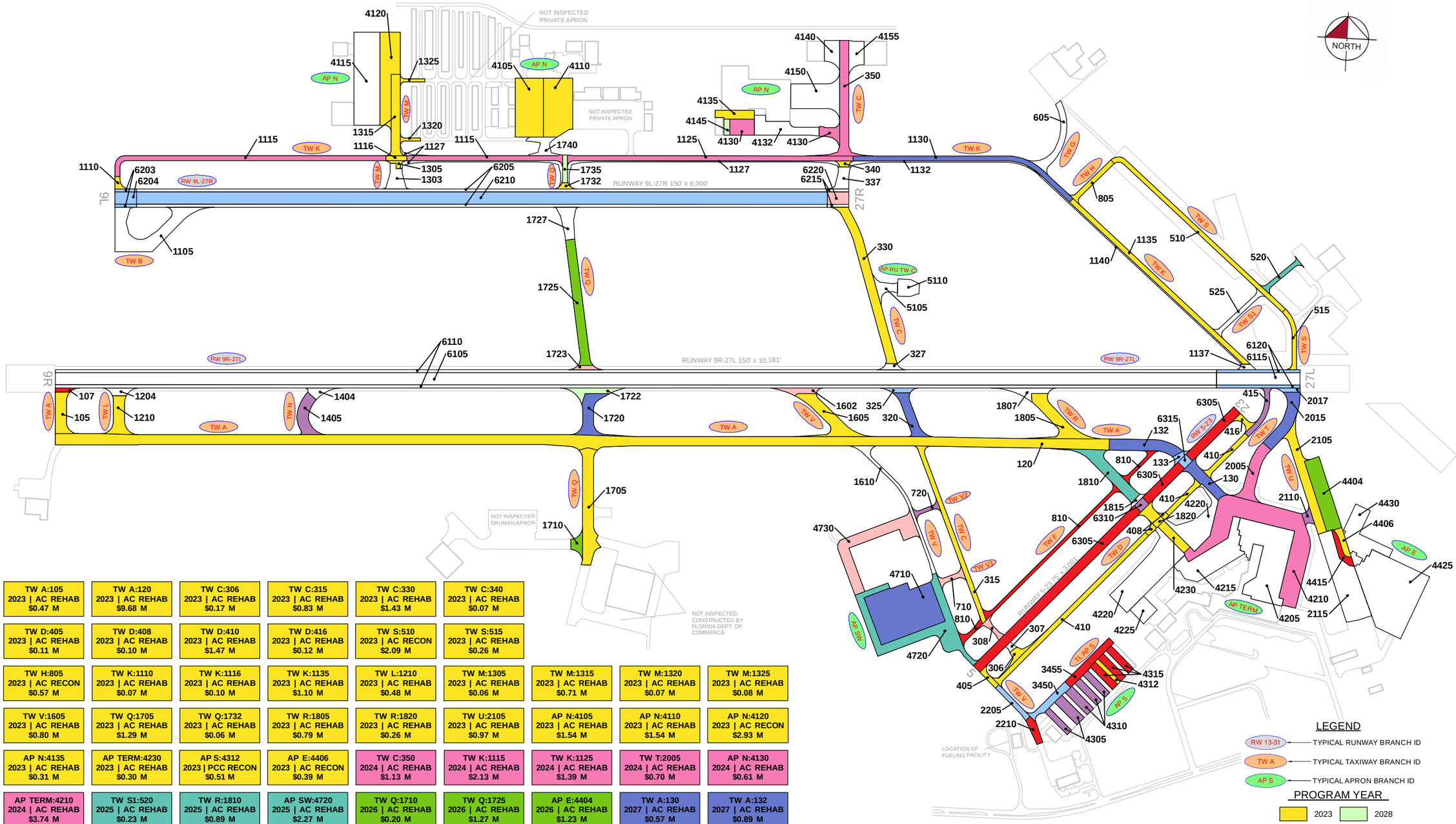
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

MELBOURNE ORLANDO INTERNATIONAL AIRPORT

FDOT

2022



TW A:105 2023 | AC REHAB $0.47 M	TW A:120 2023 | AC REHAB $9.68 M	TW C:306 2023 | AC REHAB $0.17 M	TW C:315 2023 | AC REHAB $0.83 M	TW C:330 2023 | AC REHAB $1.43 M	TW C:340 2023 | AC REHAB $0.07 M				
TW D:405 2023 | AC REHAB $0.11 M	TW D:408 2023 | AC REHAB $0.10 M	TW D:410 2023 | AC REHAB $1.47 M	TW D:416 2023 | AC REHAB $0.12 M	TW S:510 2023 | AC RECON $2.09 M	TW S:515 2023 | AC REHAB $0.26 M				
TW H:805 2023 | AC RECON $0.57 M	TW K:1110 2023 | AC REHAB $0.07 M	TW K:1116 2023 | AC REHAB $0.10 M	TW K:1135 2023 | AC REHAB $1.10 M	TW L:1210 2023 | AC REHAB $0.48 M	TW M:1305 2023 | AC REHAB $0.06 M	TW M:1315 2023 | AC REHAB $0.71 M	TW M:1320 2023 | AC REHAB $0.07 M	TW M:1325 2023 | AC REHAB $0.08 M	
TW V:1605 2023 | AC REHAB $0.80 M	TW Q:1705 2023 | AC REHAB $1.29 M	TW Q:1732 2023 | AC REHAB $0.06 M	TW R:1805 2023 | AC REHAB $0.79 M	TW R:1820 2023 | AC REHAB $0.26 M	TW U:2105 2023 | AC REHAB $0.97 M	AP N:4105 2023 | AC REHAB $1.54 M	AP N:4110 2023 | AC REHAB $1.54 M	AP N:4120 2023 | AC RECON $2.93 M	
AP N:4135 2023 | AC REHAB $0.31 M	AP TERM:4230 2023 | AC REHAB $0.30 M	AP S:4312 2023 | PCC RECON $0.51 M	AP E:4406 2023 | AC RECON $0.39 M	TW C:350 2024 | AC REHAB $1.13 M	TW K:1115 2024 | AC REHAB $2.13 M	TW K:1125 2024 | AC REHAB $1.39 M	TW T:2005 2024 | AC REHAB $0.70 M	AP N:4130 2024 | AC REHAB $0.61 M	
AP TERM:4210 2024 | AC REHAB $3.74 M	TW S1:520 2025 | AC REHAB $0.23 M	TW R:1810 2025 | AC REHAB $0.89 M	AP SW:4720 2025 | AC REHAB $2.27 M	TW Q:1710 2026 | AC REHAB $0.20 M	TW Q:1725 2026 | AC REHAB $1.27 M	AP E:4404 2026 | AC REHAB $1.23 M	TW A:130 2027 | AC REHAB $0.57 M	TW A:132 2027 | AC REHAB $0.89 M	
TW C:320 2027 | AC REHAB $0.56 M	TW K:1130 2027 | AC REHAB $1.30 M	TW Q:1720 2027 | AC REHAB $0.71 M	TW T:2015 2027 | AC REHAB $0.83 M	AP SW:4710 2027 | AC REHAB $3.69 M	TW Q:1722 2028 | AC REHAB $0.37 M	TW Q:1735 2028 | AC REHAB $0.16 M	AP N:4145 2028 | AC REHAB $0.12 M	TW D:415 2029 | AC REHAB $0.34 M	
TW V2:720 2029 | AC REHAB $0.16 M	TW N:1405 2029 | AC REHAB $0.63 M	TW U:2110 2029 | AC REHAB $0.15 M	AP S:4305 2029 | AC REHAB $0.64 M	AP S:4310 2029 | AC REHAB $0.89 M	RW 5-23:6310 2029 | AC REHAB $0.13 M	TW A:107 2030 | AC REHAB $0.10 M	TW F:810 2030 | AC REHAB $1.23 M	TW V:2210 2030 | AC REHAB $0.27 M	
TL AP S:3455 2030 | AC REHAB $0.62 M	AP S:4315 2030 | AC REHAB $0.90 M	AP E:4415 2030 | AC REHAB $0.28 M	RW 5-23:6305 2030 | AC REHAB $4.16 M	TW A:133 2031 | AC REHAB $0.12 M	TW C:325 2031 | AC REHAB $0.17 M	TW T:2017 2031 | AC REHAB $0.12 M	TW V:2205 2031 | AC REHAB $0.31 M	TL AP S:3450 2031 | AC REHAB $0.49 M	RW 9R-27L:6120 2031 | AC REHAB $0.70 M
RW 9L-27R:6203 2031 | AC REHAB $0.18 M	RW 9L-27R:6204 2031 | AC REHAB $0.36 M	RW 9L-27R:6210 2031 | AC REHAB $11.69 M	RW 5-23:6315 2031 | AC REHAB $0.14 M	TW C:308 2032 | AC REHAB $0.22 M	TW V1:710 2032 | AC REHAB $0.25 M	TW V:1602 2032 | AC REHAB $0.30 M	TW Q:1723 2032 | AC REHAB $0.13 M	AP SW:4730 2032 | AC REHAB $2.21 M	RW 9L-27R:6220 2032 | AC REHAB $0.38 M

LEGEND

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

PROGRAM YEAR

🟨	2023	🟩	2028
🟪	2024	🟪	2029
🟩	2025	🟥	2030
🟩	2026	🟦	2031
🟦	2027	🟥	2032

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

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

MLB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

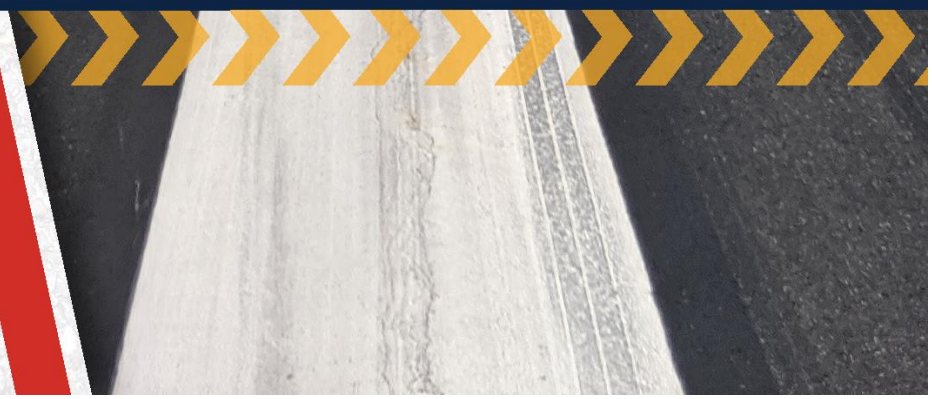
MELBOURNE ORLANDO INTERNATIONAL AIRPORT

Statewide Airfield Pavement Management Program

FDOT

2022

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

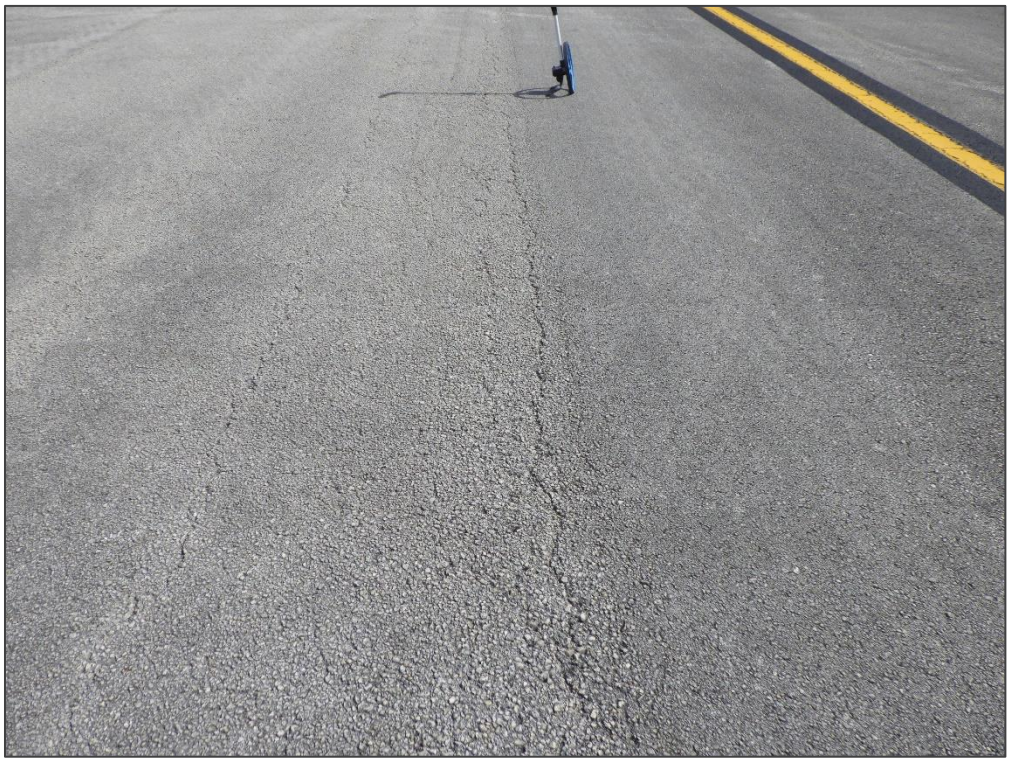
RW 9L-27R, Section 6210, Sample Unit 381 – Longitudinal and Transverse Cracking

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

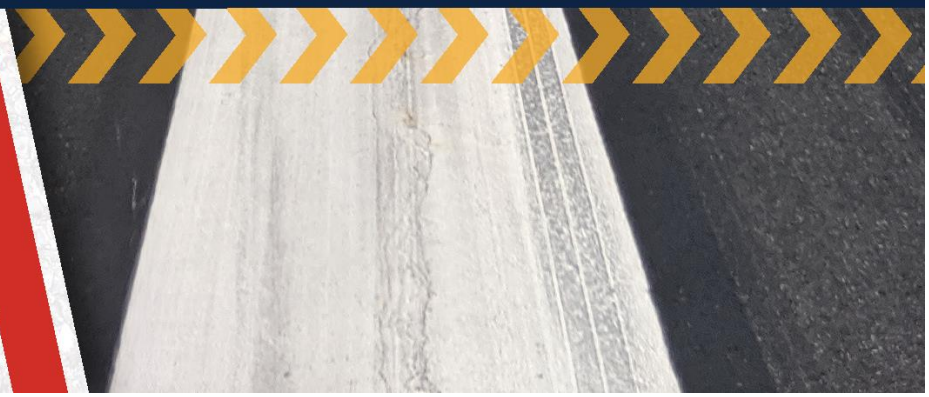
AP E, Section 4406, Sample Unit 810 – Block Cracking

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 11/18/2022

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

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 432,247 SqFt

Section: 4404 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 75,613 SqFt **Length:** 605 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/1947 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 208 **Type:** R **Area:** 6250.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	312.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	6250.00	SqFt

Sample Number: 213 **Type:** R **Area:** 6250.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	256.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	L	6250.00	SqFt

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

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 432,247 SqFt

Section: 4406 of 5 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 12,591 SqFt **Length:** 245 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 810 **Type:** R **Area:** 6777.00 SqFt **PCI:** 36

Sample Comments:

42	BLEEDING	N	5.00	SqFt
43	BLOCK CR	M	6777.00	SqFt
52	RAVELING	L	678.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	6099.00	SqFt

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

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 432,247 SqFt

Section: 4415 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 13,932 SqFt **Length:** 325 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 709 **Type:** R **Area:** 4056.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	3448.00	SqFt
57	WEATHERING	M	608.00	SqFt

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

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 432,247 SqFt

Section: 4425 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 254,107 SqFt **Length:** 515 Ft **Width:** 560 Ft

Slabs: 635 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 27,765 Ft

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 34 **Surveyed:** 4

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 254 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 256 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 353 **Type:** R **Area:** 20.00 Slabs **PCI:** 98

Sample Comments:

74	JOINT SPALL	L	1.00	Slabs

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

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

Area: 110,170 SqFt **Length:** 480 Ft **Width:** 230 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	161.00	Ft
52	RAVELING	L	4950.00	SqFt
52	RAVELING	M	50.00	SqFt

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

Sample Comments:

48	L & T CR	L	274.00	Ft
50	PATCHING	L	20.00	SqFt
52	RAVELING	L	4482.00	SqFt
52	RAVELING	M	498.00	SqFt

Sample Number: 205 **Type:** R **Area:** 6500.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	97.00	Ft
52	RAVELING	L	6435.00	SqFt
52	RAVELING	M	65.00	SqFt

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

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-AP-AC **Zone:** **Category:** **Rank:** P

Area: 109,958 SqFt **Length:** 480 Ft **Width:** 240 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 27 **Surveyed:** 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	M	263.00	Ft
49	OIL SPILLAGE	N	6.00	SqFt
52	RAVELING	L	3325.00	SqFt
52	RAVELING	M	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	M	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
52	RAVELING	M	50.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

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

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

Slabs: 386 **Slab Length:** 20 Ft **Slab Width:** 21 Ft **Joint Length:** 14,903 Ft

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 251 **Type:** R **Area:** 20.00 Slabs **PCI:** 83

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
71	FAULTING	L	1.00	Slabs
73	SHRINKAGE CR	N	8.00	Slabs

Sample Number: 450 **Type:** R **Area:** 20.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs

Sample Number: 551 **Type:** R **Area:** 20.00 Slabs **PCI:** 90

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
73	SHRINKAGE CR	N	4.00	Slabs

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

Surface: AC **Family:** 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 Length:** Ft

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 22 **Surveyed:** 3

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 3750.00 SqFt **PCI:** 68

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:** 45

Sample Comments:

48	L & T CR	L	471.00	Ft
48	L & T CR	M	300.00	Ft
52	RAVELING	L	229.00	SqFt
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	3202.00	SqFt
57	WEATHERING	M	1144.00	SqFt

Sample Number: 702 **Type:** R **Area:** 4575.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	176.00	Ft
48	L & T CR	M	200.00	Ft
56	SWELLING	L	183.00	SqFt
57	WEATHERING	L	3431.00	SqFt
57	WEATHERING	M	1144.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

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

Area: 41,477 SqFt **Length:** 370 Ft **Width:** 130 Ft

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

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

Section Comments:

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

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5194.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	79.00	Ft
50	PATCHING	L	180.00	SqFt
56	SWELLING	L	201.00	SqFt
57	WEATHERING	L	4513.00	SqFt
57	WEATHERING	M	501.00	SqFt

Sample Number: 112 **Type:** R **Area:** 6550.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	244.00	Ft
56	SWELLING	L	85.00	SqFt
57	WEATHERING	L	5895.00	SqFt
57	WEATHERING	M	655.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

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

Area: 52,865 SqFt **Length:** 530 Ft **Width:** 110 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5040.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4788.00	SqFt
57	WEATHERING	M	252.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5040.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4788.00	SqFt
57	WEATHERING	M	252.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

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

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

Area: 22,070 SqFt **Length:** 350 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 12/25/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 211 **Type:** R **Area:** 3550.00 SqFt **PCI:** 67

Sample Comments:

47	JT REF. CR	L	62.00	Ft
47	JT REF. CR	M	88.00	Ft
57	WEATHERING	L	3195.00	SqFt
57	WEATHERING	M	355.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

Section: 4140 of 11 **From:** - **To:** - **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 Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 717 **Type:** R **Area:** 5750.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5310.00	SqFt
57	WEATHERING	M	280.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

Section: 4145 of 11 **From:** - **To:** - **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 Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 6550.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	52.00	Ft
57	WEATHERING	L	5240.00	SqFt
57	WEATHERING	M	1310.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

Section: 4150 of 11 **From:** - **To:** - **Last Const.:** 1/1/2017

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

Area: 85,092 SqFt **Length:** 400 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5100.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4845.00	SqFt
57	WEATHERING	M	255.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	18.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

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

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 736,808 SqFt

Section: 4155 of 11 **From:** - **To:** - **Last Const.:** 1/1/2017

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

Area: 26,516 SqFt **Length:** 195 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 317 **Type:** R **Area:** 5590.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5590.00	SqFt

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

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 135,343 SqFt

Section: 4305 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 34,060 SqFt **Length:** 170 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/1979	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1979	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 901 **Type:** R **Area:** 4080.00 SqFt **PCI:** 85

Sample Comments:

54	SHOVING	L	15.00	SqFt
57	WEATHERING	L	3672.00	SqFt
57	WEATHERING	M	408.00	SqFt

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

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 135,343 SqFt

Section: 4310 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 47,311 SqFt **Length:** 235 Ft **Width:** 200 Ft

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

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

Section Comments:

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

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 4760.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	4284.00	SqFt
57	WEATHERING	M	476.00	SqFt

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

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 135,343 SqFt

Section: 4312 of 4 **From:** - **To:** - **Last Const.:** 12/25/1994

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

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

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

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 12

Inspection Comments:

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

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	H	20.00	Slabs
72	SHAT. SLAB	L	14.00	Slabs
72	SHAT. SLAB	M	5.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

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

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 135,343 SqFt

Section: 4315 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 45,425 SqFt **Length:** 785 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1965	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5800.00 SqFt **PCI:** 86

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
54	SHOVING	L	19.00	SqFt
57	WEATHERING	L	5510.00	SqFt
57	WEATHERING	M	290.00	SqFt

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

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

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

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

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

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 42 **Surveyed:** 5

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 253 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	275.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

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

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
48	L & T CR	L	301.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample 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

Sample Number: 703 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	68.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 750 **Type:** R **Area:** 6726.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	167.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	6053.00	SqFt
57	WEATHERING	M	673.00	SqFt

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

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

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

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

Area: 146,718 SqFt **Length:** 1,500 Ft **Width:** 100 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 30 **Surveyed:** 4

Conditions: **PCI:** 74

Inspection Comments:

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

Sample Comments:

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	M	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	M	500.00	SqFt

Sample Number: 802 **Type:** R **Area:** 5900.00 SqFt **PCI:** 77

Sample Comments:

42	BLEEDING	N	10.00	SqFt
48	L & T CR	L	231.00	Ft
57	WEATHERING	L	5310.00	SqFt
57	WEATHERING	M	590.00	SqFt

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

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

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

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

Area: 101,878 SqFt **Length:** 1,200 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4250.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4038.00	SqFt
57	WEATHERING	M	212.00	SqFt

Sample Number: 116 **Type:** R **Area:** 4250.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	13.00	Ft
57	WEATHERING	L	4038.00	SqFt
57	WEATHERING	M	212.00	SqFt

Sample Number: 151 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

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

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 831,312 SqFt

Section: 4205 of 6 **From:** - **To:** - **Last Const.:** 1/1/1989

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

Area: 199,700 SqFt **Length:** 620 Ft **Width:** 440 Ft

Slabs: 499 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 26,220 Ft

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

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 20.00 Slabs **PCI:** 69

Sample Comments:

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

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

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	10.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 703 **Type:** R **Area:** 20.00 Slabs **PCI:** 75

Sample Comments:

67	LARGE PATCH	L	1.00	Slabs
71	FAULTING	L	5.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

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

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 831,312 SqFt

Section: 4210 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 254,613 SqFt **Length:** 1,580 Ft **Width:** 155 Ft

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

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

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 55 **Surveyed:** 6

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	62.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	144.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 250 **Type:** R **Area:** 4500.00 SqFt **PCI:** 71

Sample Comments:

42	BLEEDING	N	35.00	SqFt
48	L & T CR	L	162.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4275.00	SqFt
57	WEATHERING	M	225.00	SqFt

Sample Number: 401 **Type:** R **Area:** 6088.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	101.00	Ft
48	L & T CR	M	120.00	Ft
56	SWELLING	L	122.00	SqFt
57	WEATHERING	L	5479.00	SqFt
57	WEATHERING	M	609.00	SqFt

Sample Number: 458 **Type:** R **Area:** 3176.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	42.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	2858.00	SqFt
57	WEATHERING	M	318.00	SqFt

Sample Number: 657 **Type:** R **Area:** 4500.00 SqFt **PCI:** 72

Sample Comments:

47	JT REF. CR	L	15.00	Ft
47	JT REF. CR	M	50.00	Ft
48	L & T CR	L	92.00	Ft
56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	4050.00	SqFt
57	WEATHERING	M	450.00	SqFt

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

Branch: AP TERM **Name:** TERMINAL APRON **Use:** APRON **Area:** 831,312 SqFt

Section: 4230 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 21,115 SqFt **Length:** 300 Ft **Width:** 70 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 3475.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	134.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	3127.00	SqFt
57	WEATHERING	M	348.00	SqFt

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

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6305 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 211,297 SqFt **Length:** 2,800 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 71

Sample Comments:

50	PATCHING	L	630.00	SqFt
52	RAVELING	L	156.00	SqFt
57	WEATHERING	L	2964.00	SqFt

Sample Number: 108 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	41.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 88

Sample Comments:

52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 118 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	15.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 123 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 128 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt

Sample Number: 134 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	21.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	3675.00	SqFt

Sample Number: 140 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	58.00	Ft
57	WEATHERING	L	3750.00	SqFt

Sample Number: 144 **Type:** R **Area:** 3750.00 SqFt **PCI:** 89

Sample Comments:

48	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:

48	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:

48	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 **Name:** MELBOURNE ORLANDO INTERNATIONAL AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 6,900 SqFt **Length:** 75 Ft **Width:** 45 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 137 **Type:** R **Area:** 3450.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	54.00	Ft
52	RAVELING	L	172.00	SqFt
57	WEATHERING	L	3278.00	SqFt

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

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 225,097 SqFt

Section: 6315 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 6,900 SqFt **Length:** 92 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1989	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1992	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 147 **Type:** R **Area:** 3077.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	69.00	Ft
57	WEATHERING	L	3077.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6203 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,750 SqFt **Length:** 350 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4375.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	115.00	Ft
57	WEATHERING	L	4375.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6204 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,500 SqFt **Length:** 175 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	105.00	Ft
57	WEATHERING	L	5000.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6205 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 282,550 SqFt **Length:** 5,642 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	57.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 184 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 208 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	112.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5625.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	5625.00	SqFt

Sample Number: 524 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 544 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

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	L	5000.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6210 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 565,100 SqFt **Length:** 5,651 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1981 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 114 **Surveyed:** 20

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	59.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 325 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	64.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	64.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 339 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	78.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 349 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	5000.00	SqFt

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 & T CR	L	200.00	Ft
48	L & T CR	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 & T CR	L	125.00	Ft
57	WEATHERING	L	5000.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6215 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 8,750 SqFt **Length:** 350 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1985	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 616 **Type:** R **Area:** 4375.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4375.00	SqFt

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

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6220 of 6 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 17,500 SqFt **Length:** 175 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 419 **Type:** R **Area:** 5099.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	5099.00	SqFt

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

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6105 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 950,000 SqFt **Length:** 9,300 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 190 **Surveyed:** 20

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	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 **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 347 **Type:** R **Area:** 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 CR	L	8.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 361 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 368 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 382 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	56.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 389 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 416 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 430 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 438 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 445 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 459 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 473 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 487 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

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

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6110 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 475,000 SqFt **Length:** 19,000 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 96 **Surveyed:** 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	5000.00	SqFt

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	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

Sample Number: 520 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 544 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 584 **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:** 91

Sample Comments:

48 L & T CR L 10.00 Ft
57 WEATHERING L 5000.00 SqFt

Sample Number: 620 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48 L & T CR L 12.00 Ft
57 WEATHERING L 5000.00 SqFt

Sample Number: 624 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 636 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 648 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 664 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 5000.00 SqFt

Sample Number: 684 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3750.00 SqFt

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

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6115 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 68,068 SqFt **Length:** 430 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 492 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 494 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 500 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	13.00	Ft
57	WEATHERING	L	5000.00	SqFt

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

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 1,527,102 SqFt

Section: 6120 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 34,034 SqFt **Length:** 1,361 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4517.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	41.00	Ft
57	WEATHERING	L	4517.00	SqFt

Sample Number: 700 **Type:** R **Area:** 4517.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	168.00	Ft
57	WEATHERING	L	4517.00	SqFt

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

Branch: TL AP S **Name:** SOUTH APRON TAXILANE **Use:** TAXILANE **Area:** 55,276 SqFt

Section: 3450 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 23,692 SqFt **Length:** 370 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	5400.00	SqFt
57	WEATHERING	M	600.00	SqFt

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

Branch: TL AP S **Name:** SOUTH APRON TAXILANE **Use:** TAXILANE **Area:** 55,276 SqFt

Section: 3455 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 31,584 SqFt **Length:** 510 Ft **Width:** 60 Ft

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

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

Section Comments:

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

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 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	M	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	M	580.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,560 SqFt **Length:** 400 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 5253.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	50.00	Ft
55	SLIPPAGE CR	N	16.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4728.00	SqFt
57	WEATHERING	M	525.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 107 of 6 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,933 SqFt **Length:** 34 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4933.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	142.00	Ft
57	WEATHERING	L	4933.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 120 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 691,660 SqFt **Length:** 9,000 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 172 **Surveyed:** 10

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4500.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	364.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4050.00	SqFt
57	WEATHERING	M	450.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	389.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 138 **Type:** R **Area:** 4000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	361.00	Ft
56	SWELLING	L	160.00	SqFt
56	SWELLING	M	3.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 150 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	112.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	3200.00	SqFt
57	WEATHERING	M	800.00	SqFt

Sample Number: 174 **Type:** R **Area:** 4000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	187.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 193 **Type:** R **Area:** 3927.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	441.00	Ft
56	SWELLING	L	157.00	SqFt
57	WEATHERING	L	2945.00	SqFt
57	WEATHERING	M	982.00	SqFt

Sample Number: 209 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	212.00	Ft
56	SWELLING	L	62.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 230 **Type:** R **Area:** 3750.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	325.00	Ft
56	SWELLING	L	67.00	SqFt
57	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	938.00	SqFt

Sample Number: 250 **Type:** R **Area:** 3750.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	600.00	SqFt
48	L & T CR	L	241.00	Ft
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	938.00	SqFt

Sample Number: 258 **Type:** R **Area:** 3761.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	241.00	Ft
56	SWELLING	L	188.00	SqFt
57	WEATHERING	L	2821.00	SqFt
57	WEATHERING	M	940.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 130 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,690 SqFt **Length:** 380 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 4460.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	62.00	Ft
52	RAVELING	L	10.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3781.00	SqFt
57	WEATHERING	M	669.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 132 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 52,331 SqFt **Length:** 600 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1991	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 12 **Surveyed:** 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	M	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	M	437.00	SqFt

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

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 822,162 SqFt

Section: 133 of 6 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,988 SqFt **Length:** 50 Ft **Width:** 130 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1991	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5988.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	95.00	Ft
57	WEATHERING	L	5988.00	SqFt

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

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 104,990 SqFt

Section: 1105 of 1 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 104,990 SqFt **Length:** 950 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 21 **Surveyed:** 3

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5171.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5171.00	SqFt

Sample Number: 108 **Type:** R **Area:** 4334.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4334.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4500.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4500.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 306 of 11 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,368 SqFt **Length:** 90 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1987	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Patching - AC	**Code:** PA-AC	**Is Major M&R:** False

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4483.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	72.00	Ft
50	PATCHING	L	925.00	SqFt
57	WEATHERING	L	3202.00	SqFt
57	WEATHERING	M	356.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 307 of 11 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 3,692 SqFt **Length:** 60 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3692.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3692.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 308 of 11 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 9,892 SqFt **Length:** 190 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5217.00 SqFt **PCI:** 84

Sample Comments:

45	DEPRESSION	L	14.00	SqFt
48	L & T CR	L	111.00	Ft
57	WEATHERING	L	5107.00	SqFt
57	WEATHERING	M	110.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 315 of 11 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 58,917 SqFt **Length:** 1,550 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1987 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 16 **Surveyed:** 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	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	938.00	SqFt

Sample Number: 107 **Type:** R **Area:** 3750.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	247.00	Ft
50	PATCHING	L	286.00	SqFt
57	WEATHERING	L	3118.00	SqFt
57	WEATHERING	M	346.00	SqFt

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	M	12.00	Ft
50	PATCHING	L	495.00	SqFt
57	WEATHERING	L	2441.00	SqFt
57	WEATHERING	M	814.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 320 of 11 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,067 SqFt **Length:** 450 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 505 **Type:** R **Area:** 3850.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	48.00	Ft
56	SWELLING	L	77.00	SqFt
57	WEATHERING	L	3465.00	SqFt
57	WEATHERING	M	385.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 325 of 11 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,038 SqFt **Length:** 40 Ft **Width:** 190 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 499 **Type:** R **Area:** 3556.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	L	3556.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 327 of 11 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,422 SqFt **Length:** 50 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 6422.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6422.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 330 of 11 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 101,728 SqFt **Length:** 1,345 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 26 **Surveyed:** 3

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
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

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	5.00	SqFt
57	WEATHERING	L	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	M	1875.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 337 of 11 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,730 SqFt **Length:** 180 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1985	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 5190.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5190.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 340 of 11 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,919 SqFt **Length:** 500 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 404 **Type:** R **Area:** 4919.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	238.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	M	5.00	SqFt
57	WEATHERING	L	4904.00	SqFt
57	WEATHERING	M	10.00	SqFt

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

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 334,410 SqFt

Section: 350 of 11 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 76,637 SqFt **Length:** 940 Ft **Width:** 75 Ft

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

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

Section Comments:

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

Work Date: 1/1/2016 **Work Type:** Patching - AC **Code:** PA-AC **Is Major M&R:** False

Last Insp. Date: 4/13/2022 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 506 **Type:** R **Area:** 3750.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	180.00	Ft
48	L & T CR	M	20.00	Ft
56	SWELLING	L	188.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 511 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	135.00	Ft
56	SWELLING	L	115.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 517 **Type:** R **Area:** 3750.00 SqFt **PCI:** 73

Sample Comments:

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 **Name:** MELBOURNE ORLANDO INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 146,963 SqFt

Section: 405 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,073 SqFt **Length:** 95 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1992 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 3817.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	23.00	Ft
50	PATCHING	L	884.00	SqFt
57	WEATHERING	L	2787.00	SqFt
57	WEATHERING	M	146.00	SqFt

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

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 146,963 SqFt

Section: 408 of 5 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,061 SqFt **Length:** 140 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2008 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 119 **Type:** R **Area:** 4265.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	142.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3625.00	SqFt
57	WEATHERING	M	640.00	SqFt

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

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 146,963 SqFt

Section: 410 of 5 **From:** - **To:** - **Last Const.:** 1/1/1979

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 105,094 SqFt **Length:** 2,640 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 26 **Surveyed:** 5

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	465.00	SqFt
48	L & T CR	L	317.00	Ft
52	RAVELING	L	3600.00	SqFt
52	RAVELING	M	400.00	SqFt

Sample Number: 107 **Type:** R **Area:** 4000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	215.00	Ft
50	PATCHING	L	14.00	SqFt
52	RAVELING	L	3189.00	SqFt
52	RAVELING	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	600.00	SqFt

Sample Number: 123 **Type:** R **Area:** 4000.00 SqFt **PCI:** 50

Sample Comments:

41	ALLIGATOR CR	L	178.00	SqFt
48	L & T CR	L	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	M	1464.00	SqFt

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

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 146,963 SqFt

Section: 415 of 5 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,312 SqFt **Length:** 450 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 132 **Type:** R **Area:** 4000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	70.00	Ft
48	L & T CR	M	11.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

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

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 146,963 SqFt

Section: 416 of 5 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,423 SqFt **Length:** 210 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4216.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	97.00	Ft
48	L & T CR	M	25.00	Ft
50	PATCHING	L	219.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3198.00	SqFt
57	WEATHERING	M	799.00	SqFt

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

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 62,514 SqFt

Section: 810 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 62,514 SqFt **Length:** 2,225 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4079.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	32.00	Ft
50	PATCHING	L	500.00	SqFt
57	WEATHERING	L	3221.00	SqFt
57	WEATHERING	M	358.00	SqFt

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	12.00	Ft
52	RAVELING	M	22.00	SqFt
57	WEATHERING	L	4729.00	SqFt
57	WEATHERING	M	249.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3750.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	7.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

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

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 36,079 SqFt

Section: 605 of 1 **From:** - **To:** - **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 Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4904.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4414.00	SqFt
57	WEATHERING	M	490.00	SqFt

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

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 18,700 SqFt

Section: 805 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,700 SqFt **Length:** 485 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 12/25/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 45

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4000.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CR	L	33.00	SqFt
48	L & T CR	L	204.00	Ft
48	L & T CR	M	235.00	Ft
50	PATCHING	M	1.00	SqFt
52	RAVELING	L	3599.00	SqFt
57	WEATHERING	M	400.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1110 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,207 SqFt **Length:** 120 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5207.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	89.00	Ft
50	PATCHING	L	897.00	SqFt
57	WEATHERING	L	4310.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1115 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 144,746 SqFt **Length:** 3,510 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 106 **Type:** 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 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	301.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 121 **Type:** R **Area:** 4000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	142.00	Ft
48	L & T CR	M	44.00	Ft
52	RAVELING	M	10.00	SqFt
56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	3990.00	SqFt

Sample Number: 129 **Type:** 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
57	WEATHERING	M	399.00	SqFt

Sample Number: 137 **Type:** R **Area:** 6455.00 SqFt **PCI:** 78

Sample Comments:

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:** MELBOURNE ORLANDO INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1116 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,760 SqFt **Length:** 170 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 125 **Type:** R **Area:** 3400.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	107.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	170.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	M	3230.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1125 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 94,162 SqFt **Length:** 2,337 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1985 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 23 **Surveyed:** 4

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 142 **Type:** R **Area:** 4000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	174.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 148 **Type:** R **Area:** 4000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	172.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 157 **Type:** R **Area:** 4000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	292.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 160 **Type:** R **Area:** 4000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	138.00	Ft
48	L & T CR	M	43.00	Ft
50	PATCHING	L	36.00	SqFt
56	SWELLING	L	18.00	SqFt
57	WEATHERING	L	3568.00	SqFt
57	WEATHERING	M	396.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1127 of 10 **From:** - **To:** - **Last Const.:** 1/1/2016

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 52,047 SqFt **Length:** 3,965 Ft **Width:** 10 Ft

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

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 234 **Type:** R **Area:** 4000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	54.00	Ft
52	RAVELING	M	3.00	SqFt
57	WEATHERING	L	3997.00	SqFt

Sample Number: 252 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	15.00	Ft
52	RAVELING	M	5.00	SqFt
57	WEATHERING	L	3995.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1130 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 76,184 SqFt **Length:** 1,900 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 164 **Type:** R **Area:** 4000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	119.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 171 **Type:** R **Area:** 4000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	88.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 176 **Type:** R **Area:** 4370.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	131.00	Ft
48	L & T CR	M	38.00	Ft
57	WEATHERING	L	3714.00	SqFt
57	WEATHERING	M	656.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1132 of 10 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 20,621 SqFt **Length:** 1,700 Ft **Width:** 12 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4600.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	4370.00	SqFt
57	WEATHERING	M	230.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1135 of 10 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 78,460 SqFt **Length:** 1,900 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1983 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 19 **Surveyed:** 5

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 181 **Type:** R **Area:** 4000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	187.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 187 **Type:** R **Area:** 4000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	271.00	Ft
48	L & T CR	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 & T CR	L	186.00	Ft
48	L & T CR	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	M	15.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Sample Number: 198 **Type:** R **Area:** 4000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	290.00	Ft
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1137 of 10 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,907 SqFt **Length:** 45 Ft **Width:** 110 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1983	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4907.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4907.00	SqFt

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

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 506,017 SqFt

Section: 1140 of 10 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 22,923 SqFt **Length:** 2,300 Ft **Width:** 10 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 295 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

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

Branch: TW K1 **Name:** TAXIWAY K1 **Use:** TAXIWAY **Area:** 21,686 SqFt

Section: 1740 of 1 **From:** - **To:** - **Last Const.:** 1/1/2016

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 21,686 SqFt **Length:** 154 Ft **Width:** 77 Ft

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

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

Section Comments:

Work Date: 1/1/2016 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4201.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3991.00	SqFt
57	WEATHERING	M	210.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 44,770 SqFt

Section: 1204 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,911 SqFt **Length:** 115 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 4684.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4684.00	SqFt

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

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 44,770 SqFt

Section: 1210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,859 SqFt **Length:** 380 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4600.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	158.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	230.00	SqFt
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4370.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 88,399 SqFt

Section: 1303 of 5 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 23,381 SqFt **Length:** 170 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5595.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5595.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 88,399 SqFt

Section: 1305 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 3,968 SqFt **Length:** 200 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 3968.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	68.00	Ft
48	L & T CR	M	172.00	Ft
52	RAVELING	M	10.00	SqFt
57	WEATHERING	L	3958.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 88,399 SqFt

Section: 1315 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 50,873 SqFt **Length:** 660 Ft **Width:** 75 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3750.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	185.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	938.00	SqFt

Sample Number: 205 **Type:** R **Area:** 3750.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	236.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	188.00	SqFt
56	SWELLING	L	188.00	SqFt
57	WEATHERING	L	3162.00	SqFt
57	WEATHERING	M	400.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 88,399 SqFt

Section: 1320 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,651 SqFt **Length:** 165 Ft **Width:** 25 Ft

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

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

Section Comments:

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

Work Date: 1/1/2003 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4651.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	121.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	2325.00	SqFt
57	WEATHERING	M	2326.00	SqFt

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

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 88,399 SqFt

Section: 1325 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,526 SqFt **Length:** 220 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5526.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	59.00	Ft
50	PATCHING	L	250.00	SqFt
57	WEATHERING	L	2638.00	SqFt
57	WEATHERING	M	2638.00	SqFt

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

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 44,829 SqFt

Section: 1404 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,055 SqFt **Length:** 110 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 6027.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6027.00	SqFt

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

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 44,829 SqFt

Section: 1405 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 33,774 SqFt **Length:** 380 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 4627.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	6.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3933.00	SqFt
57	WEATHERING	M	694.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1705 of 9 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 91,926 SqFt **Length:** 1,000 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5260.00 SqFt **PCI:** 75

Sample Comments:

42	BLEEDING	N	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	M	1000.00	SqFt

Sample Number: 109 **Type:** R **Area:** 4500.00 SqFt **PCI:** 70

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	276.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3250.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5832.00 SqFt **PCI:** 70

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	M	1782.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1710 of 9 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 12,104 SqFt **Length:** 120 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 2

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4339.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	149.00	Ft
52	RAVELING	L	10.00	SqFt
56	SWELLING	L	18.00	SqFt
57	WEATHERING	L	3678.00	SqFt
57	WEATHERING	M	651.00	SqFt

Sample Number: 99 **Type:** R **Area:** 3608.00 SqFt **PCI:** 80

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	91.00	Ft
52	RAVELING	L	10.00	SqFt
57	WEATHERING	L	3057.00	SqFt
57	WEATHERING	M	541.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1720 of 9 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 41,653 SqFt **Length:** 540 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5456.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	81.00	Ft
52	RAVELING	L	545.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4911.00	SqFt

Sample Number: 103 **Type:** R **Area:** 4400.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	29.00	Ft
52	RAVELING	L	220.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4180.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1722 of 9 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,462 SqFt **Length:** 120 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 97 **Type:** R **Area:** 4500.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	198.00	Ft
57	WEATHERING	L	4500.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1723 of 9 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,968 SqFt **Length:** 35 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 5968.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	37.00	Ft
57	WEATHERING	L	5968.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1725 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 78,549 SqFt **Length:** 1,400 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1981 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 20 **Surveyed:** 4

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3750.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	194.00	Ft
56	SWELLING	L	49.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	164.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 109 **Type:** R **Area:** 3750.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	126.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 117 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	138.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1727 of 9 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 27,505 SqFt **Length:** 270 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1981	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 123 **Type:** R **Area:** 5329.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	5329.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1732 of 9 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,295 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1982	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4295.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	32.00	Ft
50	PATCHING	L	1777.00	SqFt
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2468.00	SqFt

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

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 291,635 SqFt

Section: 1735 of 9 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,173 SqFt **Length:** 228 Ft **Width:** 40 Ft

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

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

Section Comments:

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

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4093.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	121.00	Ft
57	WEATHERING	L	3888.00	SqFt
57	WEATHERING	M	205.00	SqFt

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

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 155,793 SqFt

Section: 1805 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 56,463 SqFt **Length:** 1,200 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 703 **Type:** R **Area:** 4811.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	237.00	Ft
56	SWELLING	L	163.00	SqFt
57	WEATHERING	L	3608.00	SqFt
57	WEATHERING	M	1203.00	SqFt

Sample Number: 706 **Type:** R **Area:** 4600.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	187.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	30.00	SqFt
57	WEATHERING	L	3656.00	SqFt
57	WEATHERING	M	914.00	SqFt

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

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 155,793 SqFt

Section: 1807 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,996 SqFt **Length:** 350 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1981	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 698 **Type:** R **Area:** 3629.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	3629.00	SqFt

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

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 155,793 SqFt

Section: 1810 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 57,323 SqFt **Length:** 1,500 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 716 **Type:** R **Area:** 4668.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	133.00	Ft
56	SWELLING	L	133.00	SqFt
57	WEATHERING	L	3501.00	SqFt
57	WEATHERING	M	1167.00	SqFt

Sample Number: 723 **Type:** R **Area:** 4600.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	142.00	Ft
50	PATCHING	L	285.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3452.00	SqFt
57	WEATHERING	M	863.00	SqFt

Sample Number: 726 **Type:** R **Area:** 3557.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	115.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3379.00	SqFt
57	WEATHERING	M	178.00	SqFt

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

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 155,793 SqFt

Section: 1815 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,676 SqFt **Length:** 35 Ft **Width:** 150 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 727 **Type:** R **Area:** 4676.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4676.00	SqFt

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

Branch: TW R **Name:** TAXIWAY R **Use:** TAXIWAY **Area:** 155,793 SqFt

Section: 1820 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,335 SqFt **Length:** 180 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 731 **Type:** R **Area:** 4607.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	112.00	Ft
48	L & T CR	M	3.00	Ft
56	SWELLING	L	56.00	SqFt
57	WEATHERING	L	3455.00	SqFt
57	WEATHERING	M	1152.00	SqFt

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

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 86,985 SqFt

Section: 510 of 2 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 68,429 SqFt **Length:** 1,900 Ft **Width:** 36 Ft

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

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

Section Comments:

Work Date: 12/25/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1983 **Work Type:** Mill and Overlay **Code:** ML-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: 4/13/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3600.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	780.00	SqFt
48	L & T CR	M	226.00	Ft
52	RAVELING	L	3240.00	SqFt
52	RAVELING	M	360.00	SqFt
56	SWELLING	L	30.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3600.00 SqFt **PCI:** 47

Sample Comments:

48	L & T CR	M	382.00	Ft
52	RAVELING	L	3240.00	SqFt
52	RAVELING	M	360.00	SqFt

Sample Number: 120 **Type:** R **Area:** 3600.00 SqFt **PCI:** 41

Sample Comments:

48	L & T CR	L	52.00	Ft
48	L & T CR	M	389.00	Ft
50	PATCHING	L	44.00	SqFt
52	RAVELING	L	3023.00	SqFt
52	RAVELING	M	533.00	SqFt

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

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 86,985 SqFt

Section: 515 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,556 SqFt **Length:** 520 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 12/25/1951 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 3500.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	14.00	SqFt
52	RAVELING	M	378.00	SqFt
57	WEATHERING	L	3122.00	SqFt

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

Branch: TW S1 **Name:** TAXIWAY S1 **Use:** TAXIWAY **Area:** 34,004 SqFt

Section: 520 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 14,644 SqFt **Length:** 375 Ft **Width:** 38 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 3500.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	26.00	Ft
52	RAVELING	L	1225.00	SqFt
57	WEATHERING	M	2275.00	SqFt

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

Branch: TW S1 **Name:** TAXIWAY S1 **Use:** TAXIWAY **Area:** 34,004 SqFt

Section: 525 of 2 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 19,360 SqFt **Length:** 525 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3500.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

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

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2005 of 3 **From:** - **To:** - **Last Const.:** 1/1/1986

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 47,619 SqFt **Length:** 600 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1986 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1986 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4600.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	42.00	Ft
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4600.00	SqFt

Sample Number: 105 **Type:** R **Area:** 4600.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	378.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4600.00	SqFt

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

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2015 of 3 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 48,962 SqFt **Length:** 540 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4600.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	87.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	4140.00	SqFt
57	WEATHERING	M	460.00	SqFt

Sample Number: 117 **Type:** R **Area:** 6271.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	111.00	Ft
48	L & T CR	M	34.00	Ft
52	RAVELING	L	314.00	SqFt
57	WEATHERING	L	5957.00	SqFt

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

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 102,350 SqFt

Section: 2017 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,769 SqFt **Length:** 35 Ft **Width:** 170 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 119 **Type:** R **Area:** 5769.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	48.00	Ft
57	WEATHERING	L	5769.00	SqFt

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

Branch: TW U **Name:** TAXIWAY U **Use:** TAXIWAY **Area:** 206,057 SqFt

Section: 2105 of 3 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 69,240 SqFt **Length:** 875 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1947	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	140.00	Ft
52	RAVELING	M	17.00	SqFt
53	RUTTING	L	65.00	SqFt
56	SWELLING	L	70.00	SqFt
57	WEATHERING	L	3360.00	SqFt
57	WEATHERING	M	373.00	SqFt

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	214.00	Ft
56	SWELLING	L	14.00	SqFt
57	WEATHERING	L	3188.00	SqFt
57	WEATHERING	M	562.00	SqFt

Sample Number: 116 **Type:** R **Area:** 3750.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	181.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

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

Branch: TW U **Name:** TAXIWAY U **Use:** TAXIWAY **Area:** 206,057 SqFt

Section: 2110 of 3 **From:** - **To:** - **Last Const.:** 1/1/1989

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,070 SqFt **Length:** 80 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1989 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4529.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	143.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4076.00	SqFt
57	WEATHERING	M	453.00	SqFt

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

Branch: TW U **Name:** TAXIWAY U **Use:** TAXIWAY **Area:** 206,057 SqFt

Section: 2115 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 128,747 SqFt **Length:** 765 Ft **Width:** 205 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 25 **Surveyed:** 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	M	500.00	SqFt

Sample Number: 604 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

50	PATCHING	L	120.00	SqFt
57	WEATHERING	L	4380.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 707 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

42	BLEEDING	N	6.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

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

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,442 SqFt

Section: 1602 of 5 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,947 SqFt **Length:** 115 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 4042.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	24.00	Ft
57	WEATHERING	L	4042.00	SqFt

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

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,442 SqFt

Section: 1605 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 56,864 SqFt **Length:** 505 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 4568.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	281.00	Ft
56	SWELLING	L	228.00	SqFt
57	WEATHERING	L	4111.00	SqFt
57	WEATHERING	M	457.00	SqFt

Sample Number: 411 **Type:** R **Area:** 4414.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	227.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	3310.00	SqFt
57	WEATHERING	M	1104.00	SqFt

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

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,442 SqFt

Section: 1610 of 5 **From:** - **To:** - **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 Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3812.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	3431.00	SqFt
57	WEATHERING	M	381.00	SqFt

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

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,442 SqFt

Section: 2205 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,782 SqFt **Length:** 380 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1979	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3200.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	2880.00	SqFt
57	WEATHERING	M	320.00	SqFt

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

Branch: TW V **Name:** TAXIWAY V **Use:** TAXIWAY **Area:** 136,442 SqFt

Section: 2210 of 5 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,665 SqFt **Length:** 270 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4727.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	4254.00	SqFt
57	WEATHERING	M	473.00	SqFt

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

Branch: TW V1 **Name:** TAXIWAY V1 **Use:** TAXIWAY **Area:** 11,452 SqFt

Section: 710 of 1 **From:** - **To:** - **Last Const.:** 1/1/2008

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,452 SqFt **Length:** 225 Ft **Width:** 40 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 150 **Type:** R **Area:** 5907.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	68.00	Ft
57	WEATHERING	L	5316.00	SqFt
57	WEATHERING	M	591.00	SqFt

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

Branch: TW V2 **Name:** TAXIWAY V2 **Use:** TAXIWAY **Area:** 8,446 SqFt

Section: 720 of 1 **From:** - **To:** - **Last Const.:** 1/1/2013

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,446 SqFt **Length:** 250 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/2013 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/13/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4073.00 SqFt **PCI:** 79

Sample Comments:

45	DEPRESSION	L	56.00	SqFt
48	L & T CR	L	22.00	Ft
57	WEATHERING	L	3869.00	SqFt
57	WEATHERING	M	204.00	SqFt

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