FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

ORL - Orlando Executive Airport | *District 5*

FDOT AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

Prepared by:

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

Website: FDOT Aviation Office

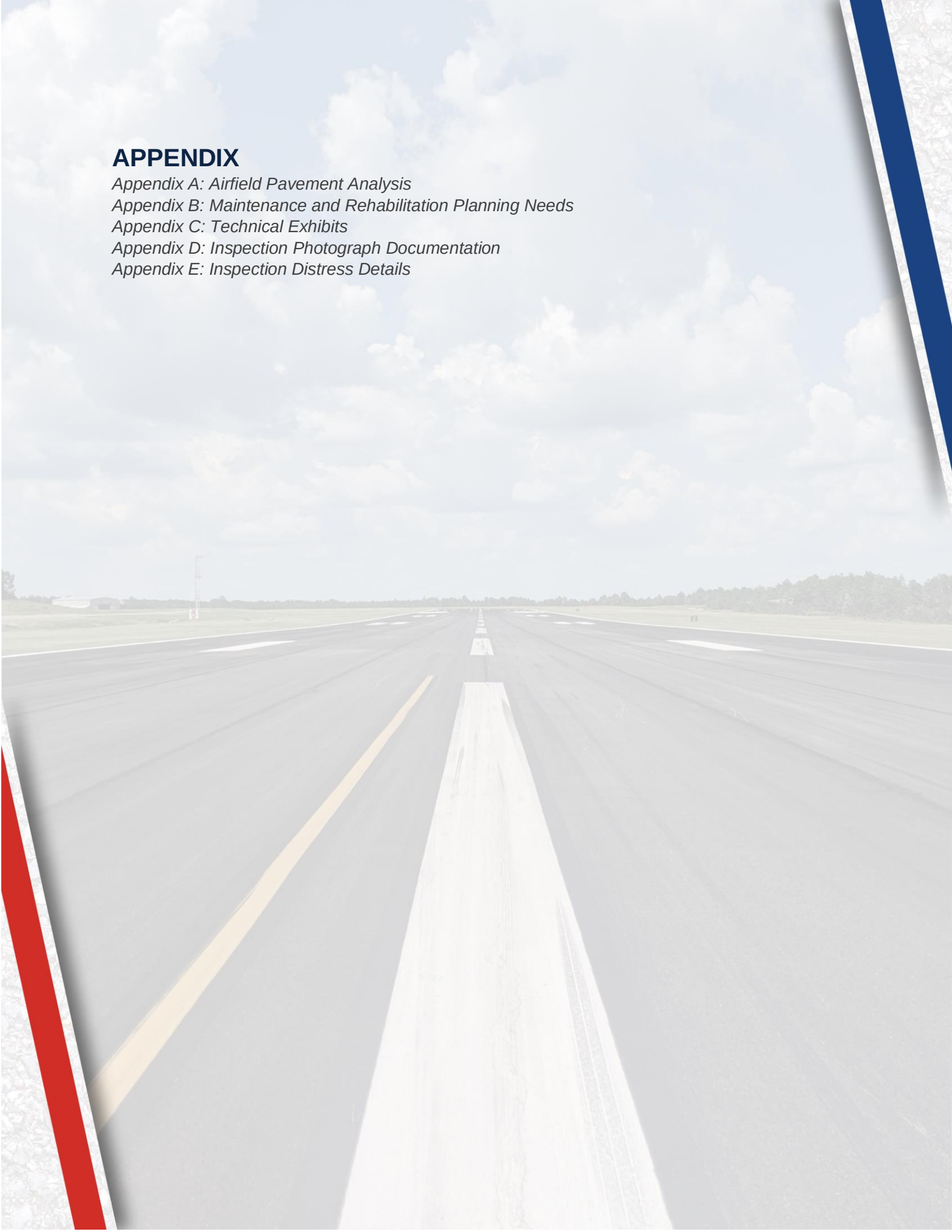
Interactive Web Application: FDOT SAPMP Interactive Web Application

FDOT AVIATION

TABLE OF CONTENTS

APPENDIX

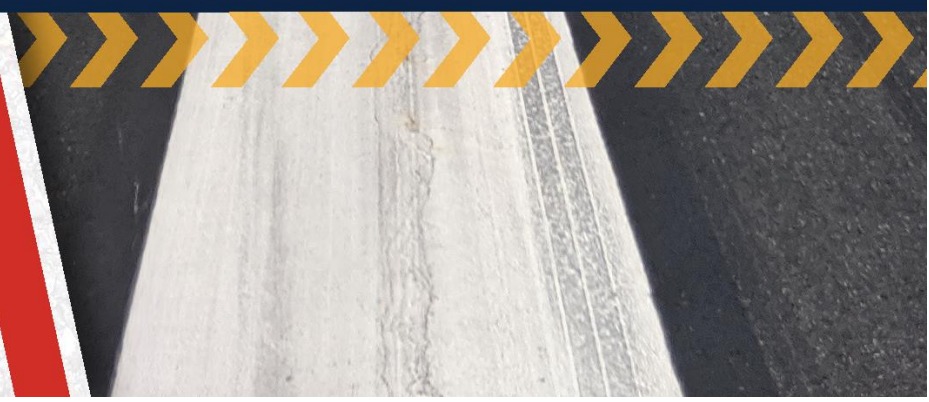
Appendix A: Airfield Pavement Analysis
Appendix B: Maintenance and Rehabilitation Planning Needs
Appendix C: Technical Exhibits
Appendix D: Inspection Photograph Documentation
Appendix E: Inspection Distress Details



LIST OF TABLES

LIST OF FIGURES

Executive Summary



Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. Orlando Executive 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 5.9 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Orlando Executive Airport (ORL). In general, airfield pavements at ORL are in Fair condition with an area-weighted PCI of 66. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 60, 71, 48, and 67, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for ORL.

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

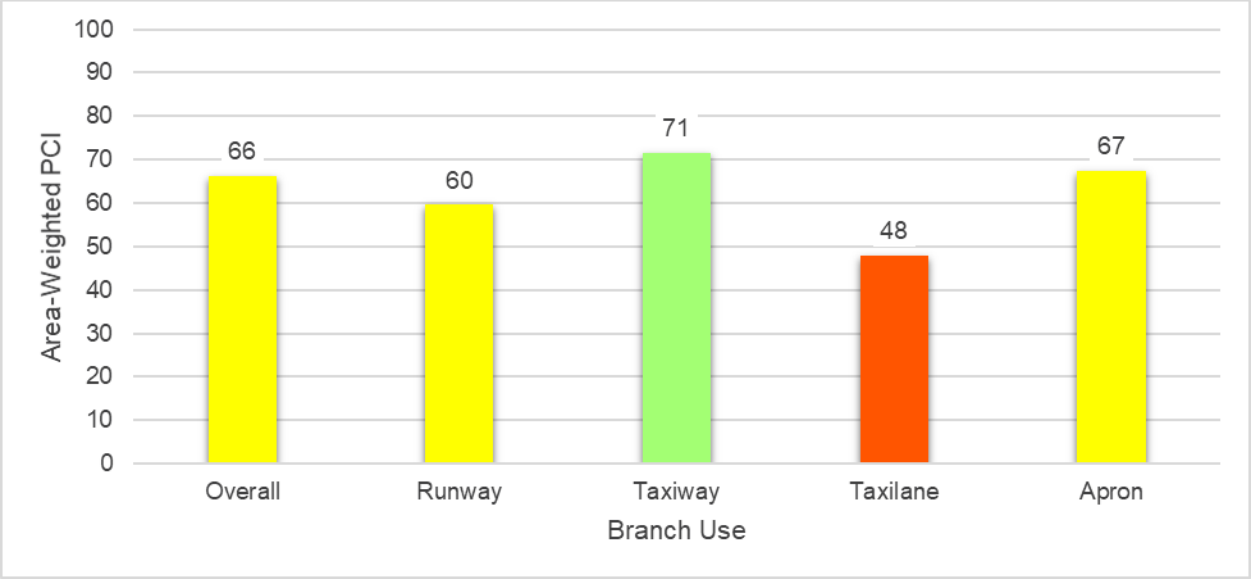


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ORL	RW 7-25	Runway	6105	600,500	56	Fair
ORL	RW 7-25	Runway	6110	300,250	60	Fair
ORL	RW 13-31	Runway	6205	445,836	64	Fair
ORL	TW A	Taxiway	104	11,949	62	Fair
ORL	TW A	Taxiway	114	12,579	75	Satisfactory
ORL	TW A	Taxiway	115	31,644	48	Poor
ORL	TW A	Taxiway	116	11,579	61	Fair
ORL	TW A	Taxiway	118	12,843	90	Good
ORL	TW A	Taxiway	119	8,568	87	Good
ORL	TW A	Taxiway	125	257,040	63	Fair
ORL	TW A	Taxiway	155	59,105	100	Good
ORL	TW A1	Taxiway	111	15,537	75	Satisfactory
ORL	TW A1	Taxiway	112	14,428	54	Poor
ORL	TW A2	Taxiway	120	30,935	54	Poor
ORL	TW A3	Taxiway	130	56,163	61	Fair
ORL	TW A3	Taxiway	150	60,358	55	Poor
ORL	TW A4	Taxiway	140	15,668	62	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ORL	TW A5	Taxiway	405	37,049	58	Fair
ORL	TW A5	Taxiway	425	9,443	62	Fair
ORL	TW A6	Taxiway	113	26,953	66	Fair
ORL	TW A7	Taxiway	170	30,387	100	Good
ORL	TW A8	Taxiway	180	25,086	100	Good
ORL	TW B	Taxiway	103	57,000	54	Poor
ORL	TW B	Taxiway	105	30,470	78	Satisfactory
ORL	TW B1	Taxiway	102	6,388	40	Very Poor
ORL	TW E	Taxiway	505	78,110	63	Fair
ORL	TW E	Taxiway	530	46,191	89	Good
ORL	TW E	Taxiway	540	21,326	94	Good
ORL	TW E	Taxiway	550	52,982	90	Good
ORL	TW E1	Taxiway	501	5,073	50	Poor
ORL	TW E2	Taxiway	510	9,644	43	Poor
ORL	TW E2	Taxiway	512	2,687	61	Fair
ORL	TW E3	Taxiway	417	8,311	26	Very Poor
ORL	TW E3	Taxiway	420	36,384	47	Poor
ORL	TW E3	Taxiway	520	9,009	44	Poor
ORL	TW E3	Taxiway	522	2,133	48	Poor
ORL	TW E4	Taxiway	1105	6,580	69	Fair
ORL	TW E4	Taxiway	1110	20,682	92	Good
ORL	TW E5	Taxiway	560	5,540	63	Fair
ORL	TW E5	Taxiway	565	9,465	90	Good
ORL	TW E6	Taxiway	805	17,742	60	Fair
ORL	TW E6	Taxiway	820	11,139	90	Good
ORL	TW F	Taxiway	605	32,622	100	Good
ORL	TW G	Taxiway	705	27,048	100	Good
ORL	TW G	Taxiway	715	8,289	100	Good
ORL	TW K	Taxiway	1115	16,585	100	Good
ORL	TW K	Taxiway	1120	16,840	100	Good
ORL	TW K1	Taxiway	1125	18,899	100	Good
ORL	TL H	Taxilane	806	62,452	48	Poor
ORL	AP E	Apron	4205	608,614	41	Poor
ORL	AP E	Apron	4230	10,914	46	Poor
ORL	AP E	Apron	4235	12,700	100	Good
ORL	AP N	Apron	4105	30,918	39	Very Poor
ORL	AP N	Apron	4110	1,087,685	100	Good
ORL	AP N	Apron	4125	7,873	28	Very Poor
ORL	AP N	Apron	4130	9,931	90	Good
ORL	AP N	Apron	4155	54,941	43	Poor
ORL	AP N	Apron	4158	131,066	6	Failed
ORL	AP N	Apron	4165	27,156	5	Failed
ORL	AP N	Apron	4166	12,857	88	Good
ORL	AP N	Apron	4170	82,701	66	Fair
ORL	AP N	Apron	4175	38,770	63	Fair
ORL	AP NE	Apron	4305	52,643	23	Serious
ORL	AP NE	Apron	4312	8,541	59	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ORL	AP NE	Apron	4315	24,518	75	Satisfactory
ORL	AP NE	Apron	4320	53,040	74	Satisfactory
ORL	AP RU 25	Apron	5110	25,880	74	Satisfactory
ORL	AP RU 31	Apron	5205	36,282	70	Fair
ORL	AP RU 7	Apron	5305	20,757	100	Good
ORL	AP RU 7	Apron	5310	41,766	66	Fair
ORL	AP W	Apron	4605	34,600	64	Fair
ORL	AP W	Apron	4610	260,825	38	Very Poor
ORL	AP W	Apron	4640	153,619	91	Good
ORL	AP W	Apron	4645	23,080	94	Good
ORL	AP W	Apron	4650	115,747	46	Poor
ORL	AP W	Apron	4665	10,775	94	Good
ORL	AP W	Apron	4670	9,610	94	Good
ORL	AP W	Apron	4675	1,760	100	Good
ORL	AP W	Apron	4805	131,335	62	Fair
ORL	AP W	Apron	4810	79,530	65	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
ORL	RW 7-25	6105	56	54	52	50	49	47	45	43	42	40	38
ORL	RW 7-25	6110	60	58	56	54	53	51	49	47	46	44	42
ORL	RW 13-31	6205	64	63	63	62	62	61	60	59	58	58	56
ORL	TW A	104	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A	114	75	73	72	71	70	69	68	67	66	66	65
ORL	TW A	115	48	47	46	45	45	44	43	42	40	39	38
ORL	TW A	116	61	60	60	59	59	58	58	58	57	57	56
ORL	TW A	118	90	87	85	84	82	80	78	77	75	74	72
ORL	TW A	119	87	85	83	81	79	78	76	74	73	72	70
ORL	TW A	125	63	62	61	60	60	59	58	58	57	56	55
ORL	TW A	155	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A1	111	75	73	72	71	69	68	67	66	65	64	63
ORL	TW A1	112	54	53	52	51	51	50	49	47	46	45	44
ORL	TW A2	120	54	53	52	51	51	50	49	47	46	45	44

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ORL	TW A3	130	61	60	59	59	58	57	57	56	55	54	54
ORL	TW A3	150	55	54	54	54	53	53	52	52	51	51	50
ORL	TW A4	140	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A5	405	58	57	56	56	55	54	54	53	52	51	50
ORL	TW A5	425	62	61	60	60	59	58	57	57	56	55	55
ORL	TW A6	113	66	65	64	64	63	62	62	61	61	60	60
ORL	TW A7	170	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A8	180	100	93	90	88	87	85	83	81	80	78	77
ORL	TW B	103	54	53	52	51	51	50	49	47	46	45	44
ORL	TW B	105	78	76	75	73	72	71	69	68	67	66	65
ORL	TW B1	102	40	39	37	36	34	33	31	30	28	26	24
ORL	TW E	505	63	62	62	61	61	60	60	59	59	58	58
ORL	TW E	530	89	86	85	83	81	79	77	76	74	73	72
ORL	TW E	540	94	91	89	87	85	83	81	80	78	76	75
ORL	TW E	550	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E1	501	50	49	49	48	47	46	45	44	44	43	41
ORL	TW E2	510	43	42	41	39	38	37	36	34	33	31	29
ORL	TW E2	512	61	60	60	59	59	58	58	58	57	57	56
ORL	TW E3	417	26	24	22	20	17	15	13	11	9	6	4
ORL	TW E3	420	47	46	45	44	43	42	41	40	39	38	36
ORL	TW E3	520	44	43	42	41	39	38	37	36	34	33	31
ORL	TW E3	522	48	47	46	45	45	44	43	42	40	39	38
ORL	TW E4	1105	69	68	67	66	65	65	64	63	63	62	61
ORL	TW E4	1110	92	89	87	85	83	82	80	78	77	75	74
ORL	TW E5	560	63	62	62	61	61	60	60	59	59	58	58
ORL	TW E5	565	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E6	805	60	59	59	59	58	58	57	57	56	56	56
ORL	TW E6	820	90	88	86	84	82	81	79	78	76	75	74
ORL	TW F	605	100	96	94	92	90	88	86	84	83	81	79
ORL	TW G	705	100	96	94	92	90	88	86	84	83	81	79
ORL	TW G	715	100	93	90	88	87	85	83	81	80	78	77
ORL	TW K	1115	100	93	90	88	87	85	83	81	80	78	77
ORL	TW K	1120	100	96	94	92	90	88	86	84	83	81	79
ORL	TW K1	1125	100	96	94	92	90	88	86	84	83	81	79
ORL	TL H	806	48	47	46	45	45	44	43	42	40	39	38
ORL	AP E	4205	41	39	37	35	33	30	27	24	21	18	15
ORL	AP E	4230	46	45	43	42	41	39	37	35	32	30	27
ORL	AP E	4235	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4105	39	37	34	32	29	26	23	20	17	14	12
ORL	AP N	4110	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4125	28	24	21	18	15	12	9	6	4	1	0
ORL	AP N	4130	90	87	85	83	81	79	76	74	72	70	68
ORL	AP N	4155	43	41	40	38	36	33	31	28	25	22	19
ORL	AP N	4158	6	3	1	0	0	0	0	0	0	0	0
ORL	AP N	4165	5	1	0	0	0	0	0	0	0	0	0
ORL	AP N	4166	88	85	83	81	79	78	76	74	72	71	69

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ORL	AP N	4170	66	64	63	62	61	60	59	58	57	57	56
ORL	AP N	4175	63	62	61	60	59	58	57	56	56	55	54
ORL	AP NE	4305	23	19	16	14	11	8	5	2	0	0	0
ORL	AP NE	4312	59	58	57	56	56	55	54	54	53	53	52
ORL	AP NE	4315	75	72	70	68	66	64	61	59	57	55	53
ORL	AP NE	4320	74	71	69	67	65	63	60	58	56	54	52
ORL	AP RU 25	5110	74	72	70	69	67	66	65	63	62	61	60
ORL	AP RU 31	5205	70	68	67	65	64	63	62	61	60	59	58
ORL	AP RU 7	5305	100	93	91	89	87	85	82	81	79	77	75
ORL	AP RU 7	5310	66	64	63	62	61	60	59	58	57	57	56
ORL	AP W	4605	64	63	61	60	59	59	58	57	56	56	55
ORL	AP W	4610	38	36	33	31	28	25	22	19	16	13	10
ORL	AP W	4640	91	88	86	84	82	80	77	75	73	71	69
ORL	AP W	4645	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4650	46	45	43	42	41	39	37	35	32	30	27
ORL	AP W	4665	94	91	89	87	85	83	81	79	77	75	74
ORL	AP W	4670	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4675	100	99	97	96	95	94	93	92	90	89	88
ORL	AP W	4805	62	61	60	59	58	57	56	56	55	54	54
ORL	AP W	4810	65	62	60	58	56	54	51	49	47	45	43

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 $64.16M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $59.37M and localized maintenance needs for Year 1 are $0.35M.

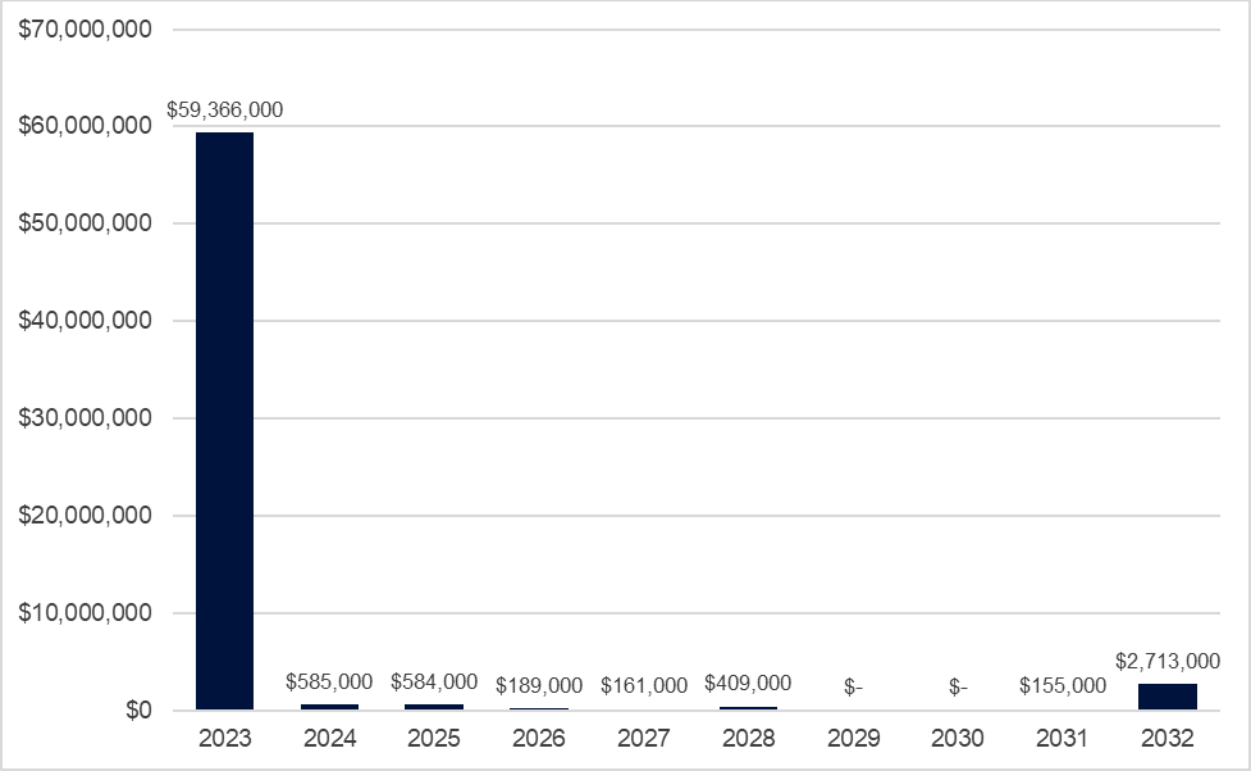
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	RW 7-25	6105	AAC	600,500	54	AC Reconstruction	$ 11,110,000
2023	ORL	RW 7-25	6110	AAC	300,250	58	AC Rehabilitation	$ 3,153,000
2023	ORL	RW 13-31	6205	AC	445,836	63	AC Rehabilitation	$ 4,682,000
2023	ORL	TW A	104	AC	11,949	61	AC Rehabilitation	$ 126,000
2023	ORL	TW A	115	AC	31,644	47	AC Reconstruction	$ 586,000
2023	ORL	TW A	116	AC	11,579	60	AC Rehabilitation	$ 122,000
2023	ORL	TW A	125	AAC	257,040	62	AC Rehabilitation	$ 2,699,000
2023	ORL	TW A1	112	AAC	14,428	53	AC Reconstruction	$ 267,000
2023	ORL	TW A2	120	AAC	30,935	53	AC Reconstruction	$ 573,000
2023	ORL	TW A3	130	AAC	56,163	60	AC Rehabilitation	$ 590,000
2023	ORL	TW A3	150	AC	60,358	54	AC Reconstruction	$ 881,000
2023	ORL	TW A4	140	AC	15,668	61	AC Rehabilitation	$ 165,000
2023	ORL	TW A5	405	AAC	37,049	57	AC Rehabilitation	$ 390,000
2023	ORL	TW A5	425	AAC	9,443	61	AC Rehabilitation	$ 100,000
2023	ORL	TW A6	113	AC	26,953	65	AC Rehabilitation	$ 284,000
2023	ORL	TW B	103	AAC	57,000	53	AC Reconstruction	$ 1,055,000
2023	ORL	TW B1	102	AC	6,388	39	AC Reconstruction	$ 119,000
2023	ORL	TW E	505	AC	78,110	62	AC Rehabilitation	$ 821,000
2023	ORL	TW E1	501	AC	5,073	49	AC Reconstruction	$ 94,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	TW E2	510	AC	9,644	42	AC Reconstruction	$ 179,000
2023	ORL	TW E2	512	AC	2,687	60	AC Rehabilitation	$ 29,000
2023	ORL	TW E3	417	AC	8,311	24	AC Reconstruction	$ 154,000
2023	ORL	TW E3	420	AC	36,384	46	AC Reconstruction	$ 674,000
2023	ORL	TW E3	520	AC	9,009	43	AC Reconstruction	$ 167,000
2023	ORL	TW E3	522	AC	2,133	47	AC Reconstruction	$ 40,000
2023	ORL	TW E4	1105	AC	6,580	68	AC Rehabilitation	$ 70,000
2023	ORL	TW E5	560	AC	5,540	62	AC Rehabilitation	$ 59,000
2023	ORL	TW E6	805	AC	17,742	59	AC Rehabilitation	$ 187,000
2023	ORL	TL H	806	AC	62,452	47	AC Reconstruction	$ 1,156,000
2023	ORL	AP E	4205	AC	608,614	39	AC Reconstruction	$ 11,260,000
2023	ORL	AP E	4230	AC	10,914	45	AC Reconstruction	$ 202,000
2023	ORL	AP N	4105	AC	30,918	37	AC Reconstruction	$ 572,000
2023	ORL	AP N	4125	AC	7,873	24	AC Reconstruction	$ 146,000
2023	ORL	AP N	4155	AC	54,941	41	AC Reconstruction	$ 1,017,000
2023	ORL	AP N	4158	AAC	131,066	3	AC Reconstruction	$ 2,425,000
2023	ORL	AP N	4165	AC	27,156	1	AC Reconstruction	$ 503,000
2023	ORL	AP N	4170	AC	82,701	64	AC Rehabilitation	$ 869,000
2023	ORL	AP N	4175	AC	38,770	62	AC Rehabilitation	$ 408,000
2023	ORL	AP NE	4305	AC	52,643	19	AC Reconstruction	$ 974,000
2023	ORL	AP NE	4312	AC	8,541	58	AC Rehabilitation	$ 90,000
2023	ORL	AP RU 31	5205	AC	36,282	68	AC Rehabilitation	$ 381,000
2023	ORL	AP RU 7	5310	AC	41,766	64	AC Rehabilitation	$ 439,000
2023	ORL	AP W	4605	AC	34,600	63	AC Rehabilitation	$ 364,000
2023	ORL	AP W	4610	AC	260,825	36	AC Reconstruction	$ 4,826,000
2023	ORL	AP W	4650	AC	115,747	45	AC Reconstruction	$ 2,142,000
2023	ORL	AP W	4805	AC	131,335	61	AC Rehabilitation	$ 1,380,000
2023	ORL	AP W	4810	APC	79,530	62	AC Rehabilitation	$ 836,000
2024	ORL	AP NE	4320	AAC	53,040	69	AC Rehabilitation	$ 585,000
2025	ORL	AP NE	4315	AAC	24,518	68	AC Rehabilitation	$ 284,000
2025	ORL	AP RU 25	5110	AC	25,880	69	AC Rehabilitation	$ 300,000
2026	ORL	TW A1	111	AAC	15,537	69	AC Rehabilitation	$ 189,000
2027	ORL	TW A	114	AC	12,579	69	AC Rehabilitation	$ 161,000
2028	ORL	TW B	105	AAC	30,470	69	AC Rehabilitation	$ 409,000
2031	ORL	AP N	4130	AAC	9,931	70	AC Rehabilitation	$ 155,000
2032	ORL	AP N	4166	AC	12,857	69	AC Rehabilitation	$ 210,000
2032	ORL	AP W	4640	AAC	153,619	69	AC Rehabilitation	$ 2,503,000

**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.

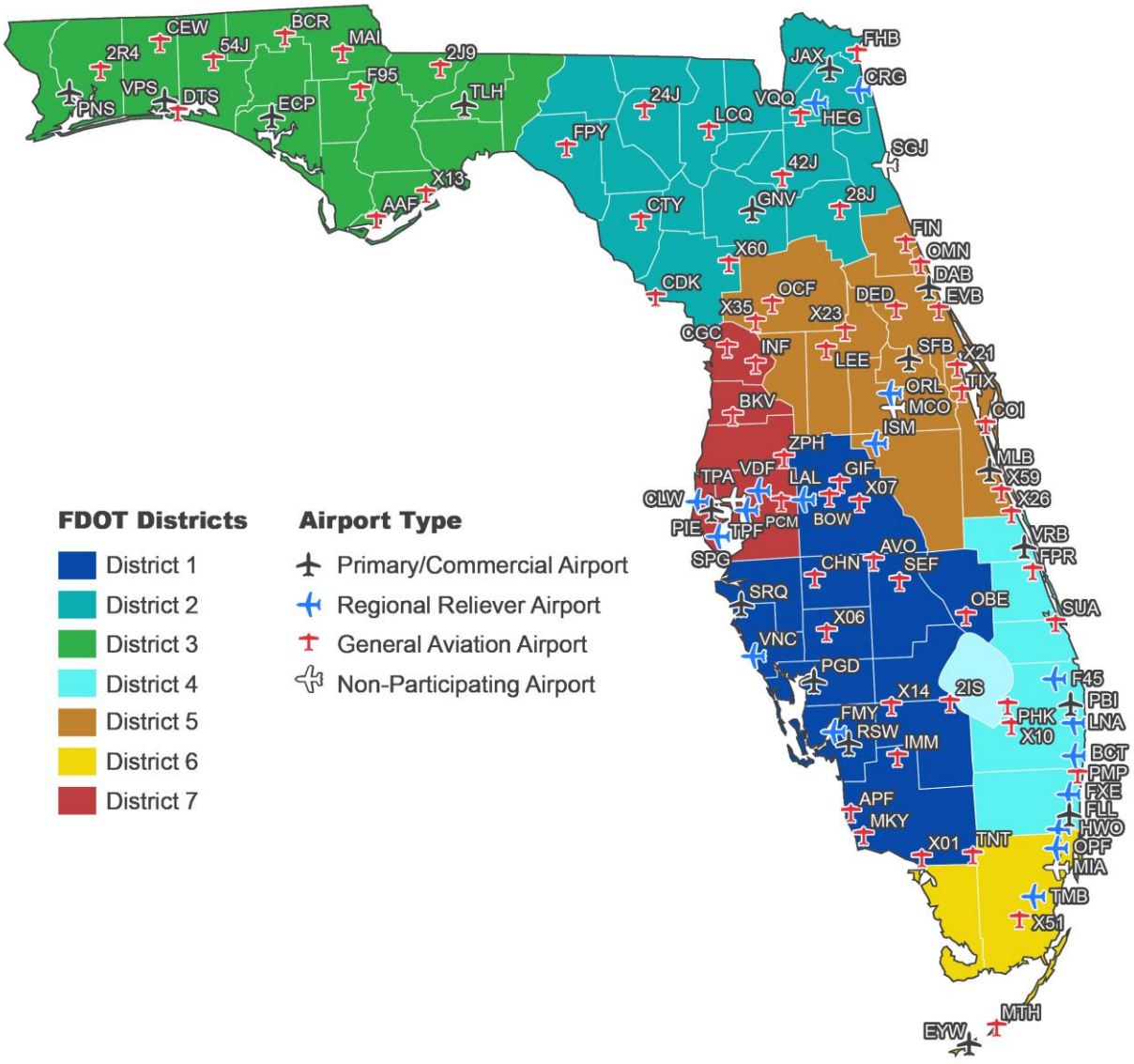
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 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.

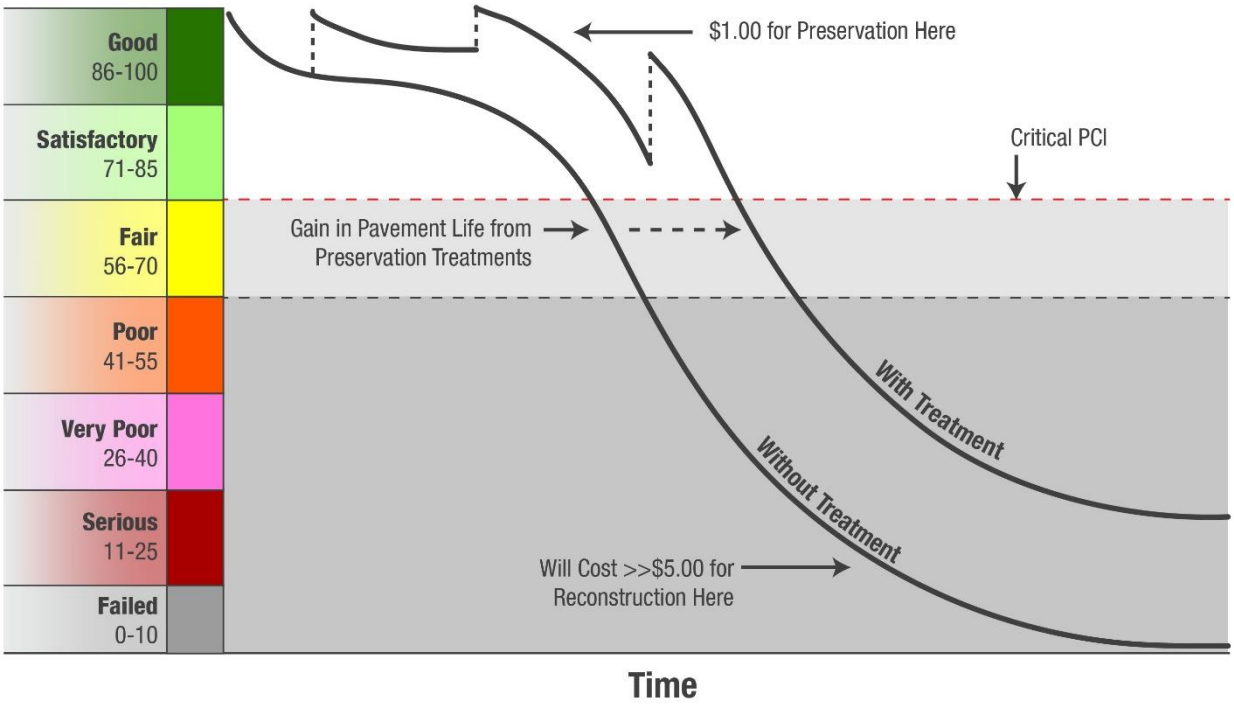
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- 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.

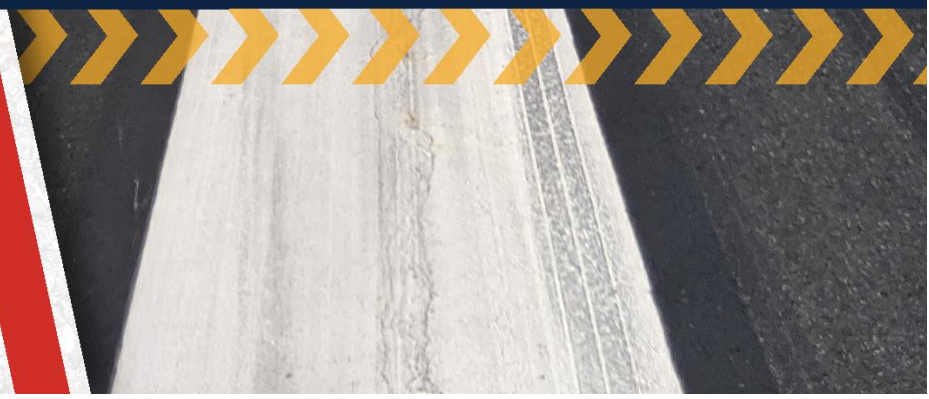
Figure 1.4: Pavement Life and the Effect of Treatments



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*

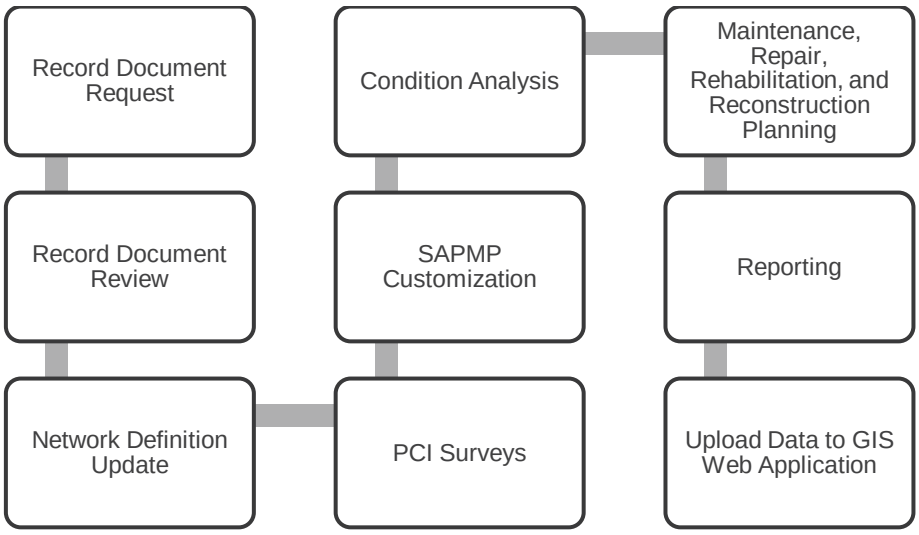
Chapter 2: Methodology



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 ORL'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

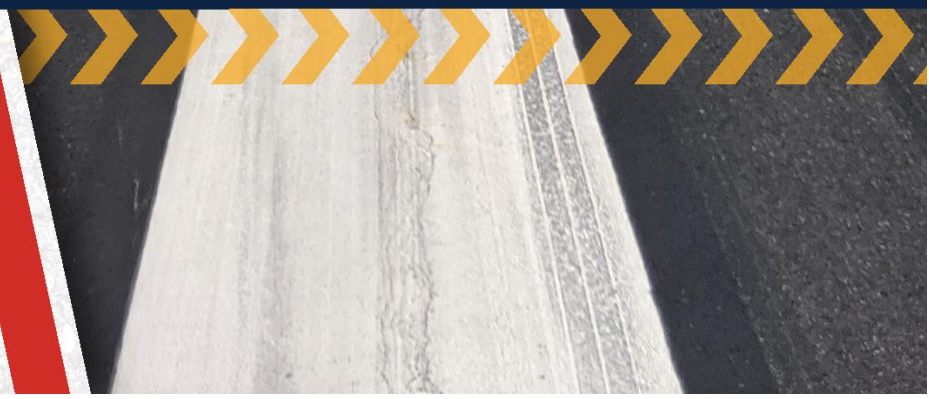
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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.

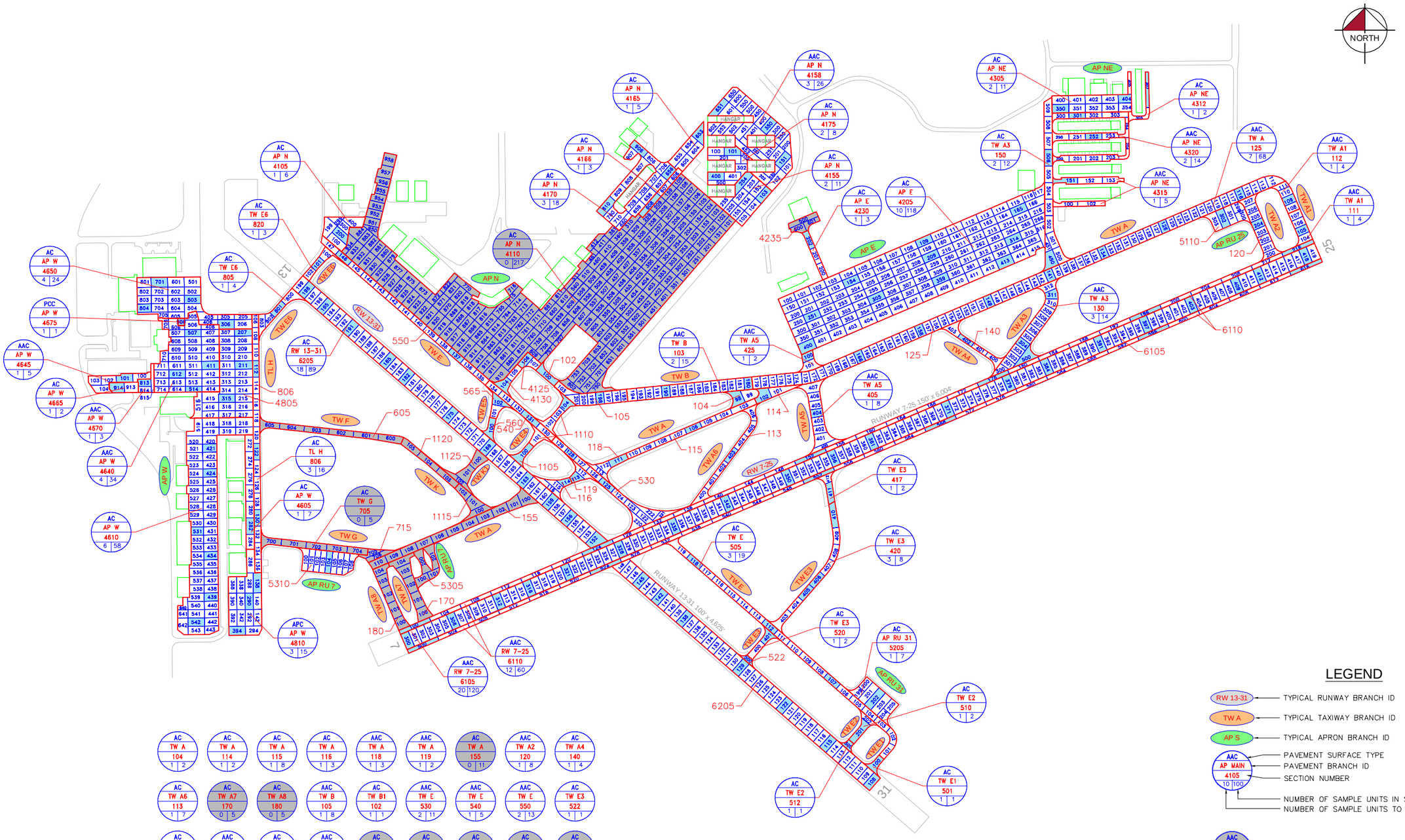
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2017	AP W	New Construction - AC
2019	AP W	Complete Reconstruction - PCC
	AP W	Complete Reconstruction - AC | 4" P-401, 8" P-211/P-219, 6" P-154, 12"-24" P-152
	AP W	Mill and Overlay | 2" Mill, 2" P-401 Overlay
2020	TW A, TW A7, TW A8, TW G, TW K, AP RU 7	New Construction - AC
2022	TW F, TW G, TW K	Complete Reconstruction - AC | 5" P-401, 9" P-211
	TW K1	New Construction - AC | 5" P-401, 9" P-211
	AP E, AP N	Complete Reconstruction - AC | 4" P-401, scarify and recompact existing base

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.

ORL



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 = 165
AC: 164 PCC: 1

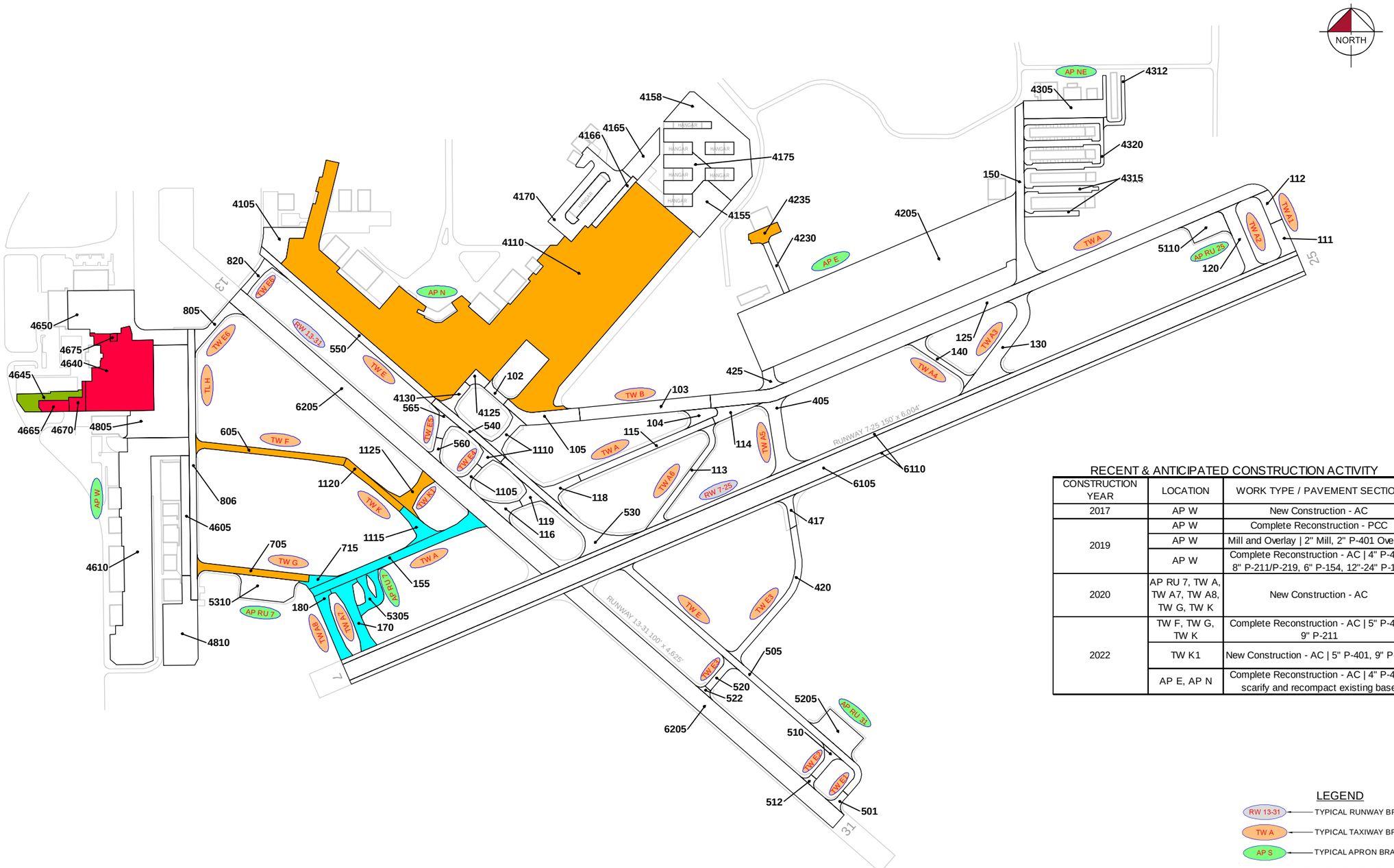
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program
ORLANDO EXECUTIVE AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP W	New Construction - AC
2019	AP W	Complete Reconstruction - PCC
	AP W	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	AP W	Complete Reconstruction - AC | 4" P-401, 8" P-211/P-219, 6" P-154, 12"-24" P-152
2020	AP RU 7, TW A, TW A7, TW A8, TW G, TW K	New Construction - AC
2022	TW F, TW G, TW K	Complete Reconstruction - AC | 5" P-401, 9" P-211
	TW K1	New Construction - AC | 5" P-401, 9" P-211
	AP E, AP N	Complete Reconstruction - AC | 4" P-401, scarify and recompact existing base

LEGEND

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

PROJECT YEAR

2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026

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

ORL

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT

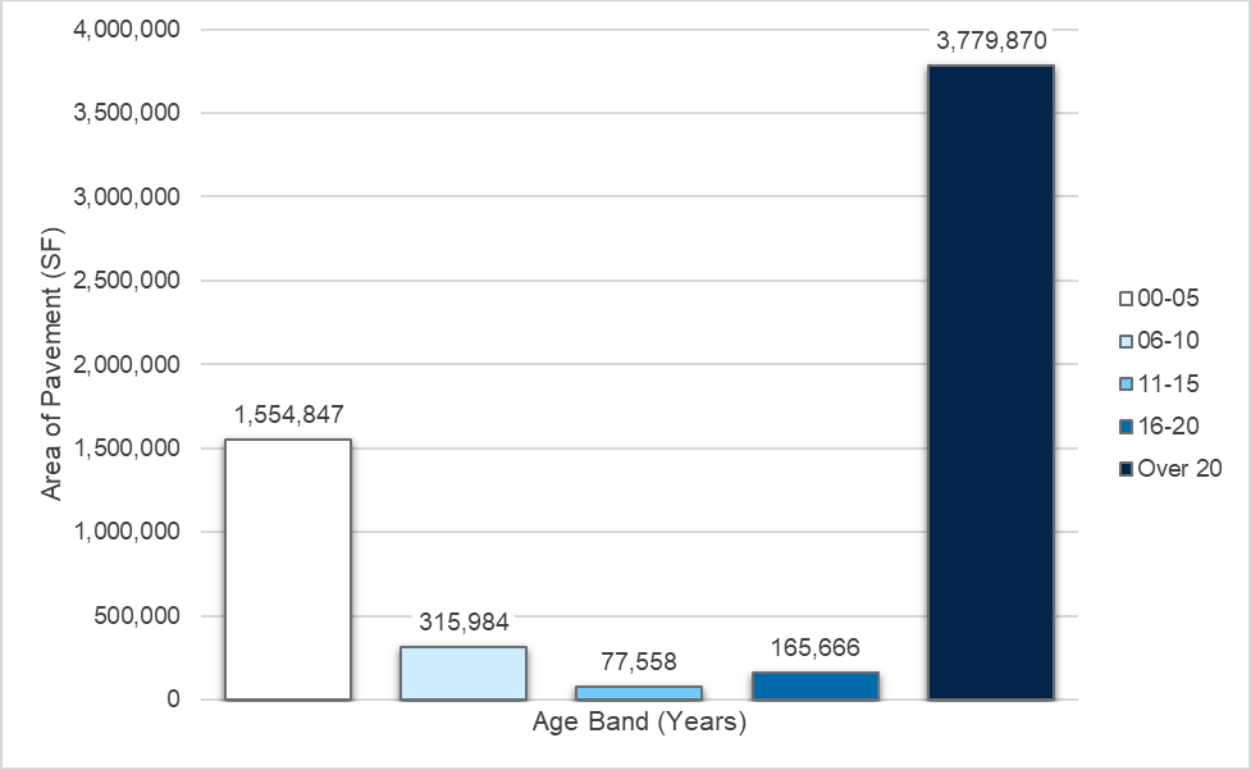
FDOT

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



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.

ORL

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program
ORLANDO EXECUTIVE AIRPORT

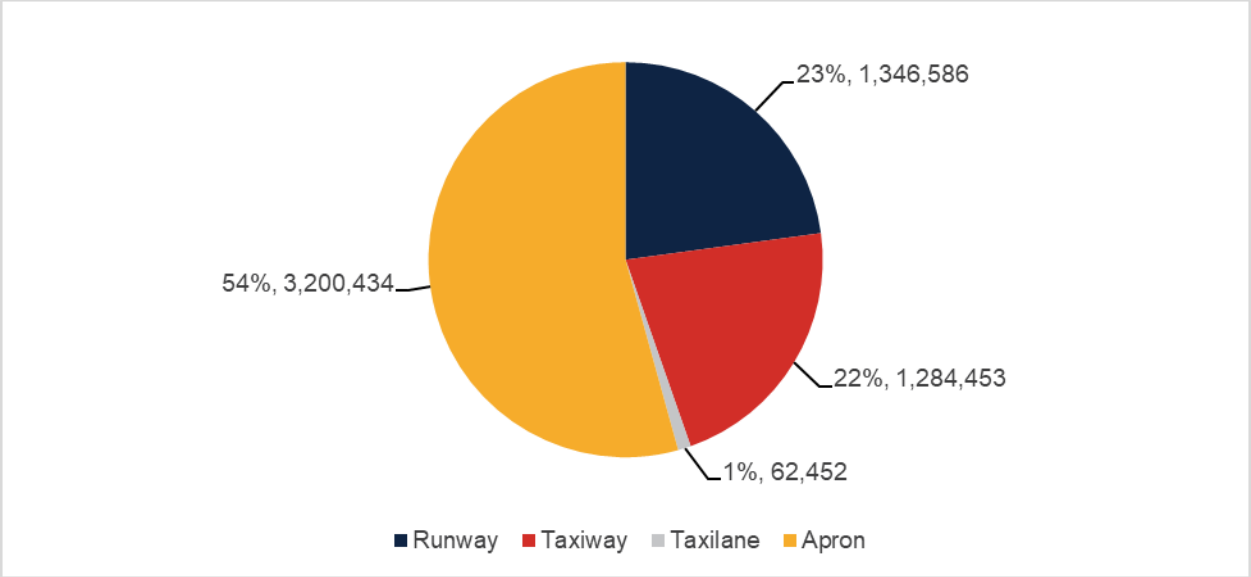
FDOT

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)

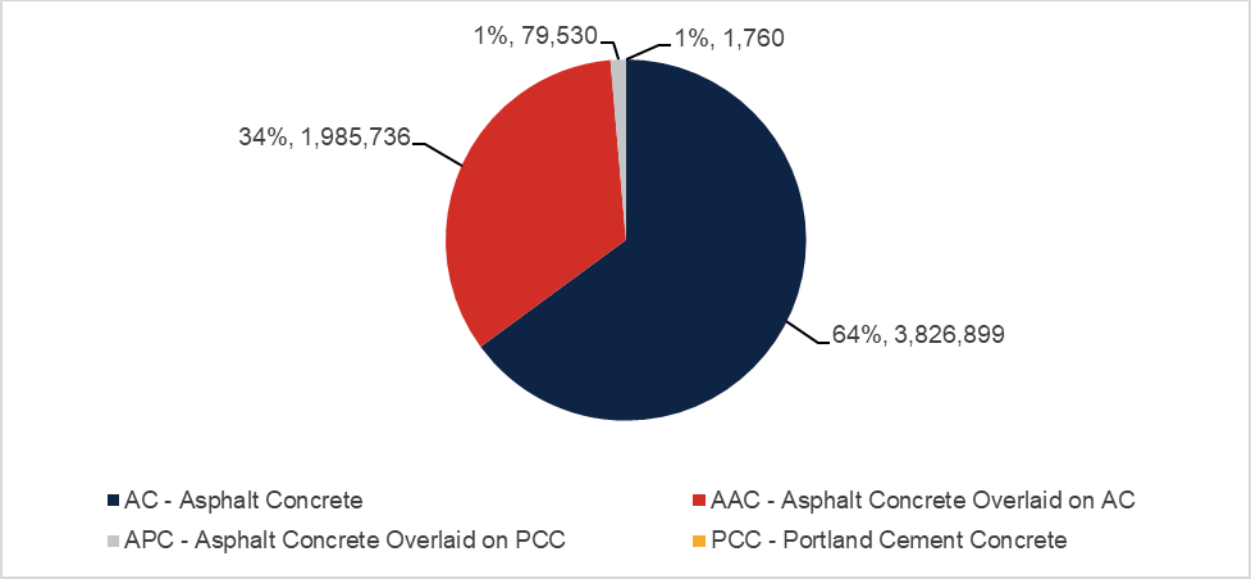


3.1.4 Pavement Surface Type

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 ORL.

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.

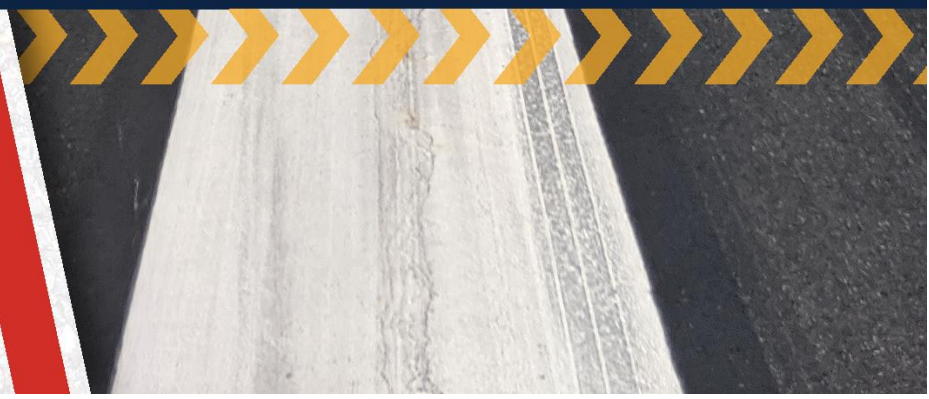
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ORL	RW 7-25	Runway	6105	600,500	AAC	1/1/2001
ORL	RW 7-25	Runway	6110	300,250	AAC	1/1/2001
ORL	RW 13-31	Runway	6205	445,836	AC	1/1/1999
ORL	TW A	Taxiway	104	11,949	AC	1/1/2001
ORL	TW A	Taxiway	114	12,579	AC	1/1/1999
ORL	TW A	Taxiway	115	31,644	AC	1/1/1984
ORL	TW A	Taxiway	116	11,579	AC	1/1/1984
ORL	TW A	Taxiway	118	12,843	AAC	10/1/2015

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ORL	TW A	Taxiway	119	8,568	AAC	10/1/2015
ORL	TW A	Taxiway	125	257,040	AAC	1/1/1997
ORL	TW A	Taxiway	155	59,105	AC	4/1/2020
ORL	TW A1	Taxiway	111	15,537	AAC	1/1/1997
ORL	TW A1	Taxiway	112	14,428	AAC	1/1/1997
ORL	TW A2	Taxiway	120	30,935	AAC	1/1/1997
ORL	TW A3	Taxiway	130	56,163	AAC	1/1/1997
ORL	TW A3	Taxiway	150	60,358	AC	1/1/1963
ORL	TW A4	Taxiway	140	15,668	AC	1/1/1999
ORL	TW A5	Taxiway	405	37,049	AAC	1/1/1997
ORL	TW A5	Taxiway	425	9,443	AAC	1/1/1997
ORL	TW A6	Taxiway	113	26,953	AC	1/1/2001
ORL	TW A7	Taxiway	170	30,387	AC	4/1/2020
ORL	TW A8	Taxiway	180	25,086	AC	4/1/2020
ORL	TW B	Taxiway	103	57,000	AAC	1/1/1999
ORL	TW B	Taxiway	105	30,470	AAC	8/15/2015
ORL	TW B1	Taxiway	102	6,388	AC	1/1/1991
ORL	TW E	Taxiway	505	78,110	AC	1/1/1983
ORL	TW E	Taxiway	530	46,191	AAC	8/15/2015
ORL	TW E	Taxiway	540	21,326	AAC	8/15/2015
ORL	TW E	Taxiway	550	52,982	AAC	8/15/2015
ORL	TW E1	Taxiway	501	5,073	AC	1/1/1977
ORL	TW E2	Taxiway	510	9,644	AC	1/1/1983
ORL	TW E2	Taxiway	512	2,687	AC	1/1/1983
ORL	TW E3	Taxiway	417	8,311	AC	1/1/1977
ORL	TW E3	Taxiway	420	36,384	AC	1/1/1984
ORL	TW E3	Taxiway	520	9,009	AC	1/1/1983
ORL	TW E3	Taxiway	522	2,133	AC	1/1/1983
ORL	TW E4	Taxiway	1105	6,580	AC	1/1/1991
ORL	TW E4	Taxiway	1110	20,682	AAC	8/15/2015
ORL	TW E5	Taxiway	560	5,540	AC	1/1/1991
ORL	TW E5	Taxiway	565	9,465	AAC	10/1/2015
ORL	TW E6	Taxiway	805	17,742	AC	1/1/1984
ORL	TW E6	Taxiway	820	11,139	AC	8/15/2015
ORL	TW F	Taxiway	605	32,622	AC	1/1/2022
ORL	TW G	Taxiway	705	27,048	AC	1/1/2022
ORL	TW G	Taxiway	715	8,289	AC	4/1/2020
ORL	TW K	Taxiway	1115	16,585	AC	4/1/2020
ORL	TW K	Taxiway	1120	16,840	AC	1/1/2022
ORL	TW K1	Taxiway	1125	18,899	AC	1/1/2022
ORL	TL H	Taxilane	806	62,452	AC	1/1/1983
ORL	AP E	Apron	4205	608,614	AC	1/1/1984
ORL	AP E	Apron	4230	10,914	AC	12/25/1999
ORL	AP E	Apron	4235	12,700	AC	4/1/2022
ORL	AP N	Apron	4105	30,918	AC	1/1/1979
ORL	AP N	Apron	4110	1,087,685	AC	4/1/2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ORL	AP N	Apron	4125	7,873	AC	1/1/1978
ORL	AP N	Apron	4130	9,931	AAC	8/15/2015
ORL	AP N	Apron	4155	54,941	AC	1/1/1984
ORL	AP N	Apron	4158	131,066	AAC	1/1/2002
ORL	AP N	Apron	4165	27,156	AC	1/1/1984
ORL	AP N	Apron	4166	12,857	AC	9/1/2012
ORL	AP N	Apron	4170	82,701	AC	1/1/1984
ORL	AP N	Apron	4175	38,770	AC	1/1/1960
ORL	AP NE	Apron	4305	52,643	AC	1/1/1984
ORL	AP NE	Apron	4312	8,541	AC	12/25/1999
ORL	AP NE	Apron	4315	24,518	AAC	1/1/2007
ORL	AP NE	Apron	4320	53,040	AAC	1/1/2007
ORL	AP RU 25	Apron	5110	25,880	AC	1/1/2001
ORL	AP RU 31	Apron	5205	36,282	AC	1/1/2001
ORL	AP RU 7	Apron	5305	20,757	AC	4/1/2020
ORL	AP RU 7	Apron	5310	41,766	AC	1/1/2001
ORL	AP W	Apron	4605	34,600	AC	1/1/2002
ORL	AP W	Apron	4610	260,825	AC	1/1/1999
ORL	AP W	Apron	4640	153,619	AAC	11/1/2019
ORL	AP W	Apron	4645	23,080	AAC	11/1/2019
ORL	AP W	Apron	4650	115,747	AC	12/1/1998
ORL	AP W	Apron	4665	10,775	AC	11/1/2019
ORL	AP W	Apron	4670	9,610	AAC	11/1/2019
ORL	AP W	Apron	4675	1,760	PCC	3/1/2019
ORL	AP W	Apron	4805	131,335	AC	1/1/2001
ORL	AP W	Apron	4810	79,530	APC	1/1/2012

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

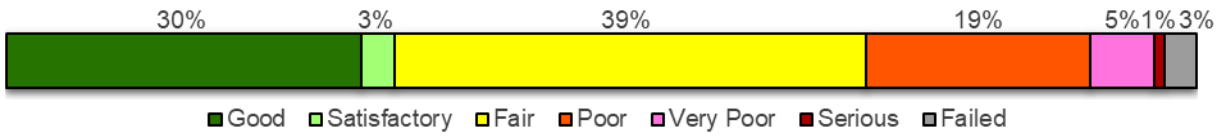
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual 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 33% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 39% of inspected pavements are in Fair condition and the remaining 28% 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

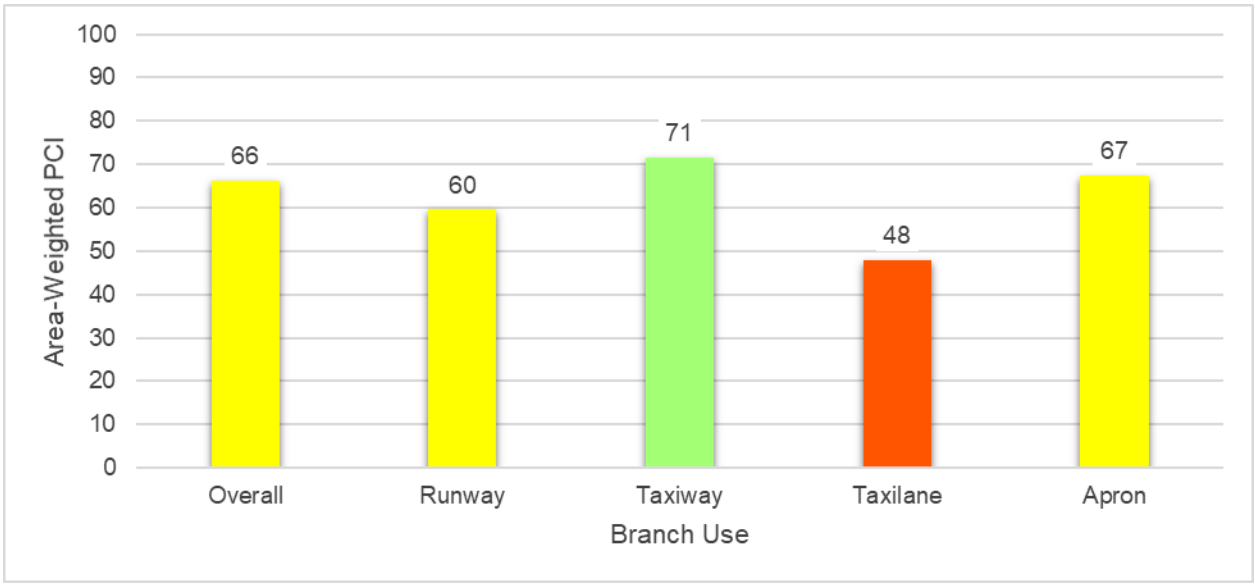


Figure 4.1.2 (b): Current Condition – Runway

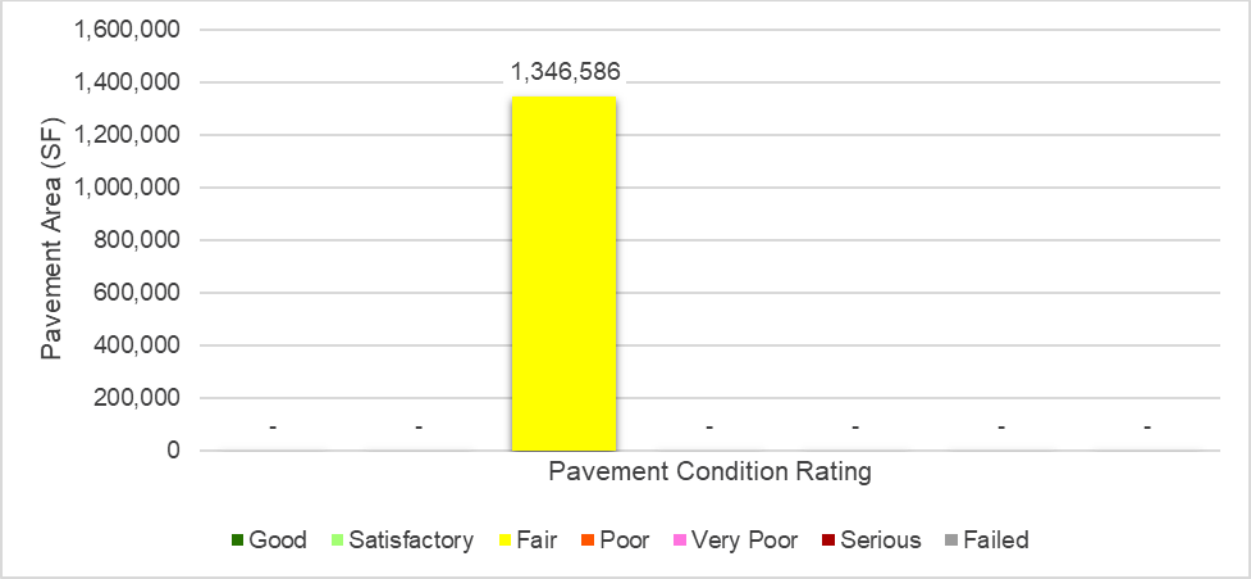


Figure 4.1.2 (c): Current Condition – Taxiway

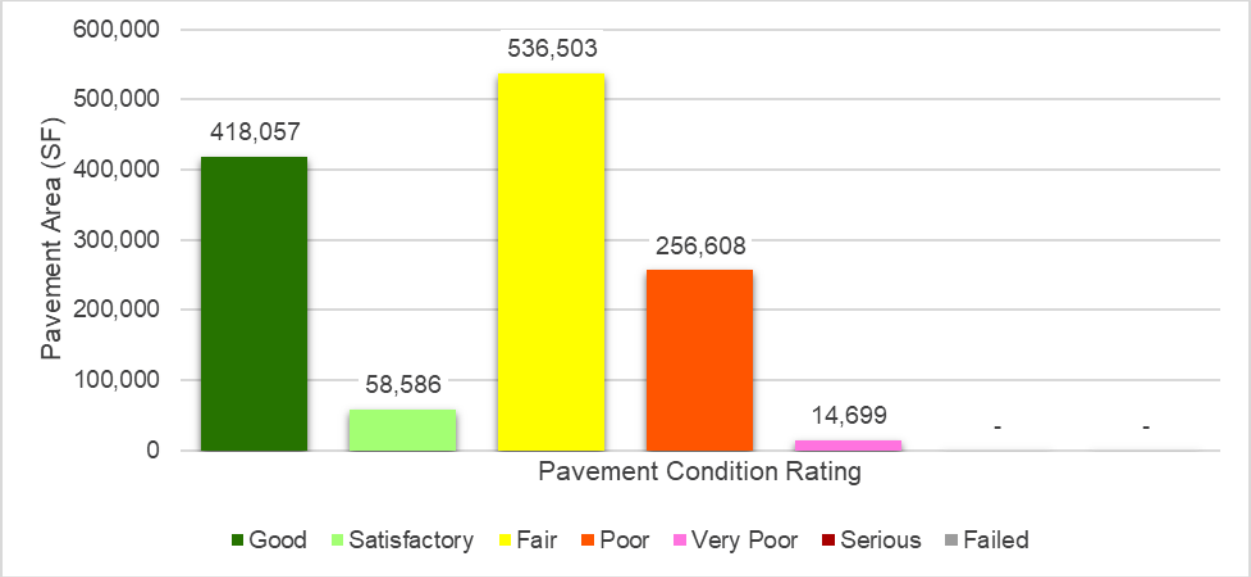


Figure 4.1.2 (d): Current Condition – Taxilane

Figure 4.1.2 (e): Current Condition – Apron

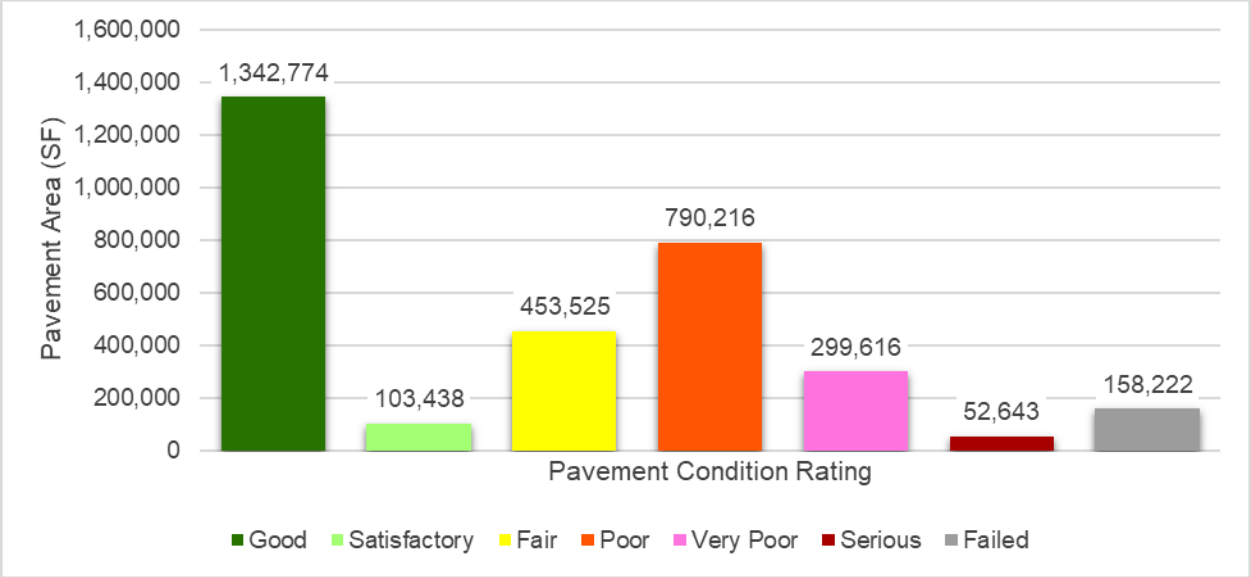


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

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 7-25	Runway	2	900,750	57	Fair
RW 13-31	Runway	1	445,836	64	Fair
TW A	Taxiway	8	405,307	69	Fair
TW A1	Taxiway	2	29,965	65	Fair
TW A2	Taxiway	1	30,935	54	Poor
TW A3	Taxiway	2	116,521	58	Fair
TW A4	Taxiway	1	15,668	62	Fair
TW A5	Taxiway	2	46,492	59	Fair
TW A6	Taxiway	1	26,953	66	Fair
TW A7	Taxiway	1	30,387	100	Good
TW A8	Taxiway	1	25,086	100	Good
TW B	Taxiway	2	87,470	62	Fair
TW B1	Taxiway	1	6,388	40	Very Poor
TW E	Taxiway	4	198,609	80	Satisfactory
TW E1	Taxiway	1	5,073	50	Poor
TW E2	Taxiway	2	12,331	47	Poor
TW E3	Taxiway	4	55,837	43	Poor
TW E4	Taxiway	2	27,262	86	Good
TW E5	Taxiway	2	15,005	80	Satisfactory
TW E6	Taxiway	2	28,881	72	Satisfactory
TW F	Taxiway	1	32,622	100	Good
TW G	Taxiway	2	35,337	100	Good
TW K	Taxiway	2	33,425	100	Good
TW K1	Taxiway	1	18,899	100	Good
TL H	Taxilane	1	62,452	48	Poor
AP E	Apron	3	632,228	42	Poor
AP N	Apron	10	1,483,898	83	Satisfactory
AP NE	Apron	4	138,742	54	Poor
AP RU 25	Apron	1	25,880	74	Satisfactory
AP RU 31	Apron	1	36,282	70	Fair
AP RU 7	Apron	2	62,523	77	Satisfactory
AP W	Apron	10	820,881	60	Fair

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.

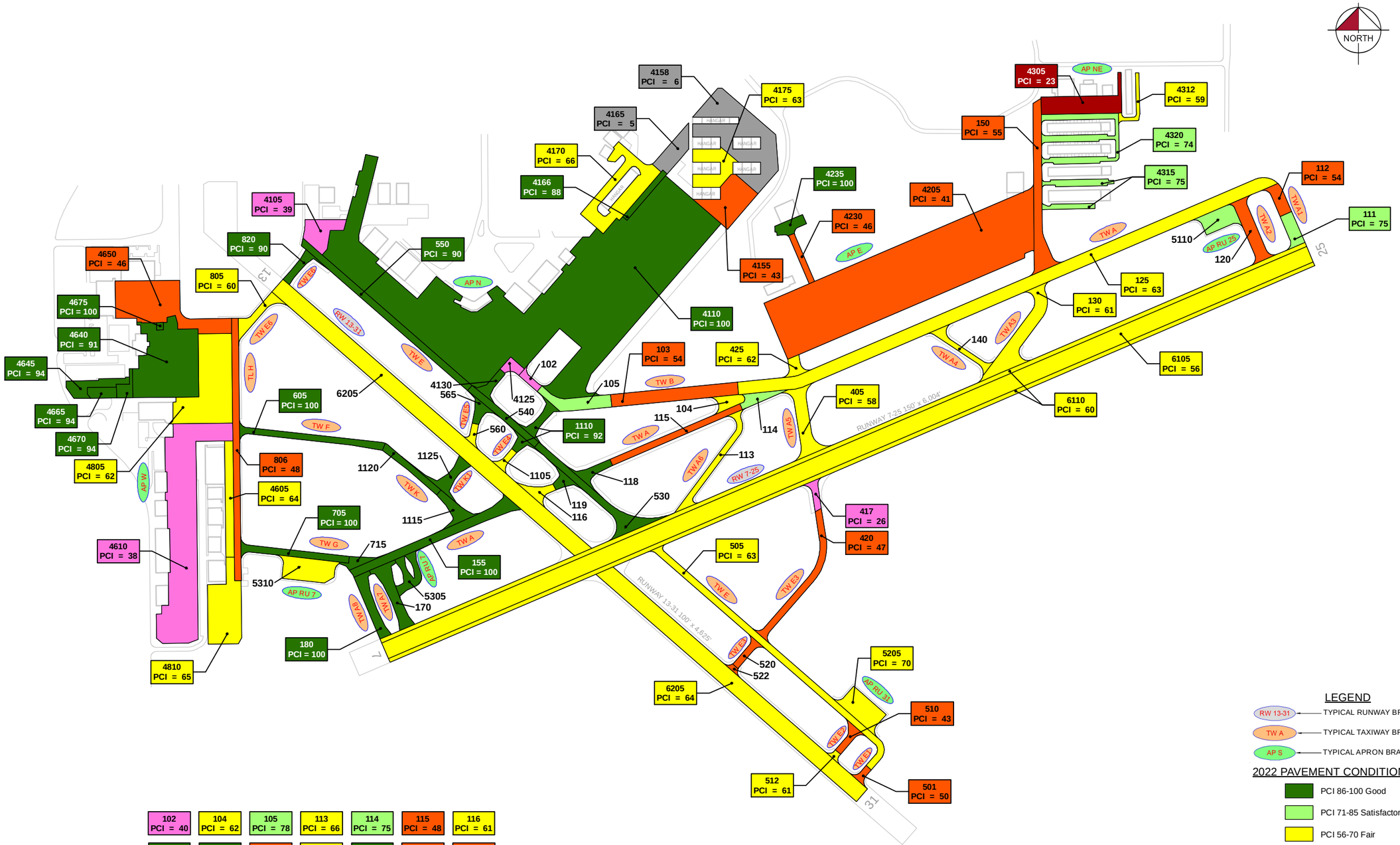
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

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
ORL	RW 7-25	Runway	6105	600,500	AAC	56	Fair	81	9	10	20	120
ORL	RW 7-25	Runway	6110	300,250	AAC	60	Fair	76	0	24	12	60
ORL	RW 13-31	Runway	6205	445,836	AC	64	Fair	69	0	31	18	89
ORL	TW A	Taxiway	104	11,949	AC	62	Fair	79	0	21	1	2
ORL	TW A	Taxiway	114	12,579	AC	75	Satisfactory	100	0	0	1	2
ORL	TW A	Taxiway	115	31,644	AC	48	Poor	100	0	0	1	8
ORL	TW A	Taxiway	116	11,579	AC	61	Fair	100	0	0	1	3
ORL	TW A	Taxiway	118	12,843	AAC	90	Good	100	0	0	1	3
ORL	TW A	Taxiway	119	8,568	AAC	87	Good	100	0	0	1	2
ORL	TW A	Taxiway	125	257,040	AAC	63	Fair	72	0	28	7	68
ORL	TW A	Taxiway	155	59,105	AC	100	Good	0	0	0	0	0
ORL	TW A1	Taxiway	111	15,537	AAC	75	Satisfactory	100	0	0	1	4
ORL	TW A1	Taxiway	112	14,428	AAC	54	Poor	66	34	0	1	4
ORL	TW A2	Taxiway	120	30,935	AAC	54	Poor	89	0	11	1	8
ORL	TW A3	Taxiway	130	56,163	AAC	61	Fair	66	0	34	3	14
ORL	TW A3	Taxiway	150	60,358	AC	55	Poor	75	0	25	2	12
ORL	TW A4	Taxiway	140	15,668	AC	62	Fair	70	0	30	1	4
ORL	TW A5	Taxiway	405	37,049	AAC	58	Fair	86	0	14	1	8
ORL	TW A5	Taxiway	425	9,443	AAC	62	Fair	87	0	13	1	2
ORL	TW A6	Taxiway	113	26,953	AC	66	Fair	82	0	18	1	7
ORL	TW A7	Taxiway	170	30,387	AC	100	Good	0	0	0	0	0
ORL	TW A8	Taxiway	180	25,086	AC	100	Good	0	0	0	0	0
ORL	TW B	Taxiway	103	57,000	AAC	54	Poor	77	0	23	2	15
ORL	TW B	Taxiway	105	30,470	AAC	78	Satisfactory	85	0	15	1	8
ORL	TW B1	Taxiway	102	6,388	AC	40	Very Poor	100	0	0	1	1
ORL	TW E	Taxiway	505	78,110	AC	63	Fair	100	0	0	3	19
ORL	TW E	Taxiway	530	46,191	AAC	89	Good	100	0	0	2	11
ORL	TW E	Taxiway	540	21,326	AAC	94	Good	100	0	0	1	5
ORL	TW E	Taxiway	550	52,982	AAC	90	Good	100	0	0	2	13
ORL	TW E1	Taxiway	501	5,073	AC	50	Poor	92	0	8	1	1
ORL	TW E2	Taxiway	510	9,644	AC	43	Poor	97	0	3	1	2
ORL	TW E2	Taxiway	512	2,687	AC	61	Fair	91	0	9	1	1
ORL	TW E3	Taxiway	417	8,311	AC	26	Very Poor	100	0	0	1	2
ORL	TW E3	Taxiway	420	36,384	AC	47	Poor	50	9	41	3	8
ORL	TW E3	Taxiway	520	9,009	AC	44	Poor	94	0	6	1	2
ORL	TW E3	Taxiway	522	2,133	AC	48	Poor	80	0	20	1	1
ORL	TW E4	Taxiway	1105	6,580	AC	69	Fair	92	0	8	1	1
ORL	TW E4	Taxiway	1110	20,682	AAC	92	Good	100	0	0	1	4
ORL	TW E5	Taxiway	560	5,540	AC	63	Fair	100	0	0	1	1
ORL	TW E5	Taxiway	565	9,465	AAC	90	Good	100	0	0	1	2
ORL	TW E6	Taxiway	805	17,742	AC	60	Fair	100	0	0	1	4
ORL	TW E6	Taxiway	820	11,139	AC	90	Good	100	0	0	1	3
ORL	TW F	Taxiway	605	32,622	AC	100	Good	0	0	0	0	0

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ORL	TW G	Taxiway	705	27,048	AC	100	Good	0	0	0	0	0
ORL	TW G	Taxiway	715	8,289	AC	100	Good	0	0	0	0	0
ORL	TW K	Taxiway	1115	16,585	AC	100	Good	0	0	0	0	0
ORL	TW K	Taxiway	1120	16,840	AC	100	Good	0	0	0	0	0
ORL	TW K1	Taxiway	1125	18,899	AC	100	Good	0	0	0	0	0
ORL	TL H	Taxilane	806	62,452	AC	48	Poor	100	0	0	3	16
ORL	AP E	Apron	4205	608,614	AC	41	Poor	91	0	9	10	118
ORL	AP E	Apron	4230	10,914	AC	46	Poor	100	0	0	1	3
ORL	AP E	Apron	4235	12,700	AC	100	Good	0	0	0	0	0
ORL	AP N	Apron	4105	30,918	AC	39	Very Poor	90	0	10	1	6
ORL	AP N	Apron	4110	1,087,685	AC	100	Good	0	0	0	0	0
ORL	AP N	Apron	4125	7,873	AC	28	Very Poor	100	0	0	1	2
ORL	AP N	Apron	4130	9,931	AAC	90	Good	100	0	0	1	2
ORL	AP N	Apron	4155	54,941	AC	43	Poor	100	0	0	2	8
ORL	AP N	Apron	4158	131,066	AAC	6	Failed	96	0	4	3	25
ORL	AP N	Apron	4165	27,156	AC	5	Failed	86	0	14	1	5
ORL	AP N	Apron	4166	12,857	AC	88	Good	100	0	0	1	3
ORL	AP N	Apron	4170	82,701	AC	66	Fair	100	0	0	3	18
ORL	AP N	Apron	4175	38,770	AC	63	Fair	82	0	18	2	8
ORL	AP NE	Apron	4305	52,643	AC	23	Serious	84	6	10	2	11
ORL	AP NE	Apron	4312	8,541	AC	59	Fair	67	0	33	1	2
ORL	AP NE	Apron	4315	24,518	AAC	75	Satisfactory	100	0	0	1	5
ORL	AP NE	Apron	4320	53,040	AAC	74	Satisfactory	100	0	0	2	14
ORL	AP RU 25	Apron	5110	25,880	AC	74	Satisfactory	69	0	31	1	5
ORL	AP RU 31	Apron	5205	36,282	AC	70	Fair	75	0	25	1	7
ORL	AP RU 7	Apron	5305	20,757	AC	100	Good	0	0	0	0	0
ORL	AP RU 7	Apron	5310	41,766	AC	66	Fair	70	0	30	1	9
ORL	AP W	Apron	4605	34,600	AC	64	Fair	100	0	0	1	7
ORL	AP W	Apron	4610	260,825	AC	38	Very Poor	86	0	14	6	58
ORL	AP W	Apron	4640	153,619	AAC	91	Good	91	0	9	4	34
ORL	AP W	Apron	4645	23,080	AAC	94	Good	100	0	0	1	5
ORL	AP W	Apron	4650	115,747	AC	46	Poor	93	0	7	4	24
ORL	AP W	Apron	4665	10,775	AC	94	Good	100	0	0	1	2
ORL	AP W	Apron	4670	9,610	AAC	94	Good	100	0	0	1	3
ORL	AP W	Apron	4675	1,760	PCC	100	Good	8	89	3	1	1
ORL	AP W	Apron	4805	131,335	AC	62	Fair	100	0	0	3	26
ORL	AP W	Apron	4810	79,530	APC	65	Fair	79	17	4	3	15

** 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.*

ORL



102 PCI = 40	104 PCI = 62	105 PCI = 78	113 PCI = 66	114 PCI = 75	115 PCI = 48	116 PCI = 61
118 PCI = 90	119 PCI = 87	120 PCI = 54	140 PCI = 62	170 PCI = 100	520 PCI = 44	522 PCI = 48
530 PCI = 89	540 PCI = 94	560 PCI = 63	565 PCI = 90	715 PCI = 100	1105 PCI = 69	1115 PCI = 100
1120 PCI = 100	1125 PCI = 100	4125 PCI = 28	4130 PCI = 90	5110 PCI = 74	5305 PCI = 100	5310 PCI = 66

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.

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Orlando Executive Airport (ORL) was performed in April 2022. The overall area-weighted average PCI value of the network was 66, representing a condition rating of Fair. A portion of the airfield pavement was not inspected due to recent construction in 2020 and 2022. These areas include a portion of TW A, Taxiway A7, Taxiway A8, Runup Apron RW 7, a portion of Taxiway K and a portion of TW G. Additionally, a majority of the North Apron was not inspected along with Taxiway K, Taxiway K1, and Taxiway G due to the recent rehabilitation project in 2022.

Based on the FAA 5010 Report as of 11/03/2022, the Airport has reported 122,835 operations for 12 months ending 12/31/2020

4.2.2 Branch-Level Observations

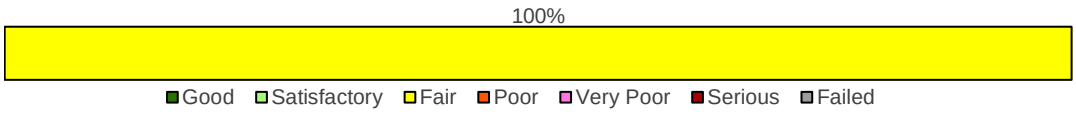
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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 13-31

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 13-31	RUNWAY	1	445,836	64	Fair

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



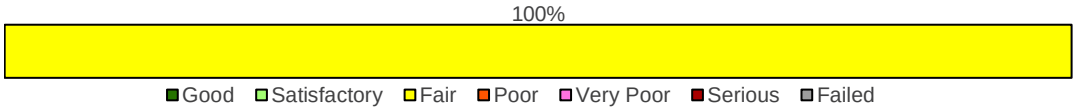
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AC	445,836	64	Fair

RW 13-31 consists of 1 flexible pavement section, totaling 445,836 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 23 years old. Overall, RW 13-31 is in Fair condition with an area-weighted average PCI of 64.

RW 7-25

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 7-25	RUNWAY	2	900,750	57	Fair

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



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	600,500	56	Fair
6110	AAC	300,250	60	Fair

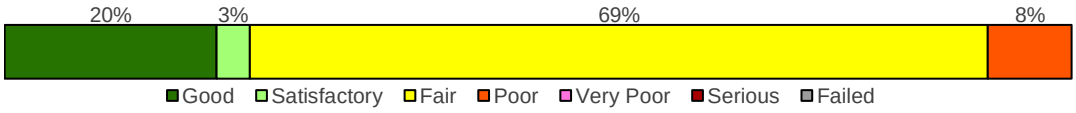
RW 7-25 consists of 2 flexible pavement sections, totaling 900,750 sf. The last major construction date for the branch was 2001, resulting in an area-weighted average age at inspection of 21 years old. Overall, RW 7-25 is in Fair condition with an area-weighted average PCI of 57.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	8	405,307	69	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 20% Good (86-100 PCI), 3% Satisfactory (71-85 PCI), 69% Fair (56-70 PCI), 8% Poor (41-55 PCI).



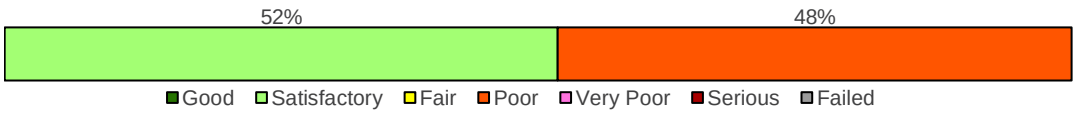
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
104	AC	11,949	62	Fair
114	AC	12,579	75	Satisfactory
115	AC	31,644	48	Poor
116	AC	11,579	61	Fair
118	AAC	12,843	90	Good
119	AAC	8,568	87	Good
125	AAC	257,040	63	Fair
155	AC	59,105	100	Good

TW A consists of 8 flexible pavement sections, totaling 405,307 sf. The last major construction dates range from 1984 to 2020, resulting in an area-weighted average age at inspection of 22 years old. Overall, TW A is in Fair condition with an area-weighted average PCI of 69.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	2	29,965	65	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: 52% Satisfactory (71-85 PCI), 48% Poor (41-55 PCI).



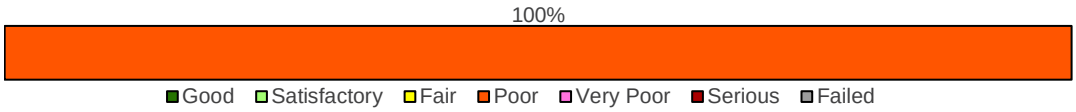
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
111	AAC	15,537	75	Satisfactory
112	AAC	14,428	54	Poor

TW A1 consists of 2 flexible pavement sections, totaling 29,965 sf. The last major construction date for the branch was 1997, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW A1 is in Fair condition with an area-weighted average PCI of 65.

TW A2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	1	30,935	54	Poor

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



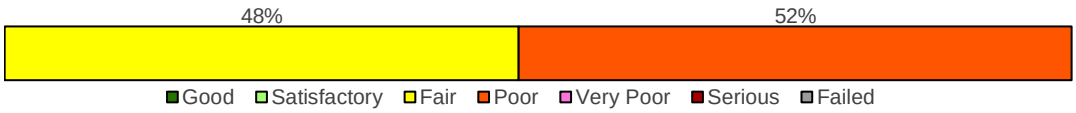
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
120	AAC	30,935	54	Poor

TW A2 consists of 1 flexible pavement section, totaling 30,935 sf. The last major construction date for the branch was 1997, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW A2 is in Poor condition with an area-weighted average PCI of 54.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	2	116,521	58	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: 48% Fair (56-70 PCI), 52% Poor (41-55 PCI).



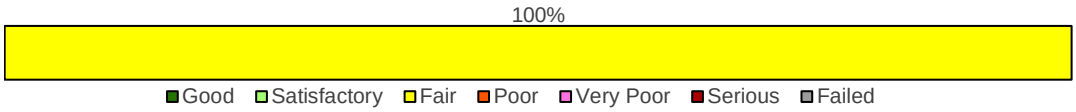
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
130	AAC	56,163	61	Fair
150	AC	60,358	55	Poor

TW A3 consists of 2 flexible pavement sections, totaling 116,521 sf. The last major construction dates range from 1963 to 1997, resulting in an area-weighted average age at inspection of 43 years old. Overall, TW A3 is in Fair condition with an area-weighted average PCI of 58.

TW A4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A4	TAXIWAY	1	15,668	62	Fair

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



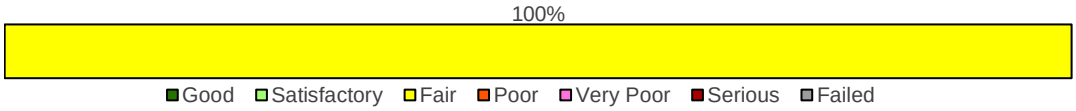
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
140	AC	15,668	62	Fair

TW A4 consists of 1 flexible pavement section, totaling 15,668 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 23 years old. Overall, TW A4 is in Fair condition with an area-weighted average PCI of 62.

TW A5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A5	TAXIWAY	2	46,492	59	Fair

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



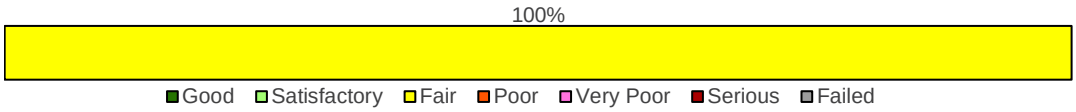
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AAC	37,049	58	Fair
425	AAC	9,443	62	Fair

TW A5 consists of 2 flexible pavement sections, totaling 46,492 sf. The last major construction date for the branch was 1997, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW A5 is in Fair condition with an area-weighted average PCI of 59.

TW A6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A6	TAXIWAY	1	26,953	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: 100% Fair (56-70 PCI).



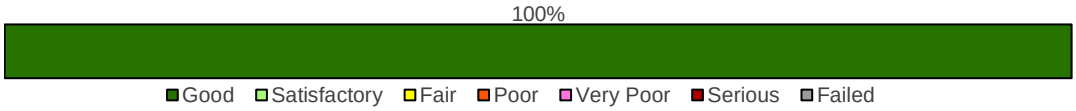
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
113	AC	26,953	66	Fair

TW A6 consists of 1 flexible pavement section, totaling 26,953 sf. The last major construction date for the branch was 2001, resulting in an area-weighted average age at inspection of 21 years old. Overall, TW A6 is in Fair condition with an area-weighted average PCI of 66.

TW A7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A7	TAXIWAY	1	30,387	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).



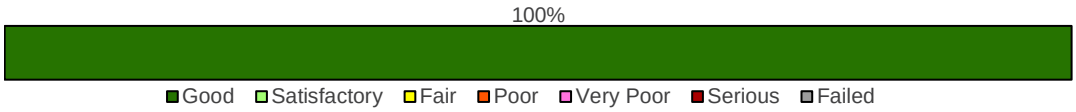
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
170	AC	30,387	100	Good

TW A7 consists of 1 flexible pavement section, totaling 30,387 sf. The last major construction date for the branch was 2020. Overall, TW A7 is in Good condition with an area-weighted average PCI of 100.

TW A8

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A8	TAXIWAY	1	25,086	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).



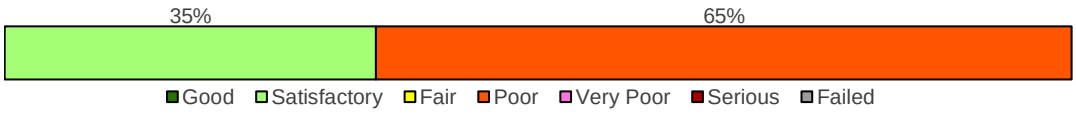
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
180	AC	25,086	100	Good

TW A8 consists of 1 flexible pavement section, totaling 25,086 sf. The last major construction date for the branch was 2020. Overall, TW A8 is in Good condition with an area-weighted average PCI of 100.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	2	87,470	62	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 35% Satisfactory (71-85 PCI), 65% Poor (41-55 PCI).



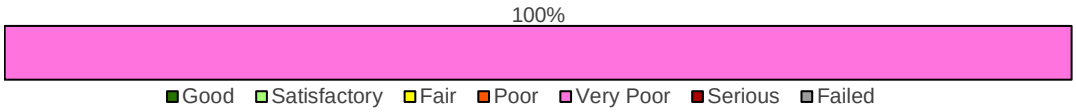
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
103	AAC	57,000	54	Poor
105	AAC	30,470	78	Satisfactory

TW B consists of 2 flexible pavement sections, totaling 87,470 sf. The last major construction dates range from 1999 to 2015, resulting in an area-weighted average age at inspection of 17 years old. Overall, TW B is in Fair condition with an area-weighted average PCI of 62.

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B1	TAXIWAY	1	6,388	40	Very Poor

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



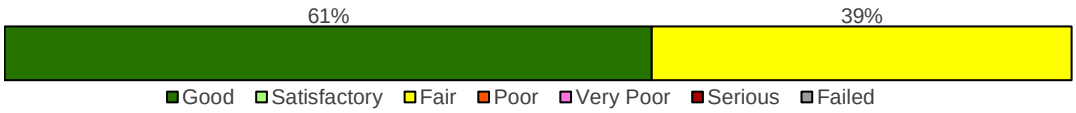
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
102	AC	6,388	40	Very Poor

TW B1 consists of 1 flexible pavement section, totaling 6,388 sf. The last major construction date for the branch was 1991, resulting in an area-weighted average age at inspection of 31 years old. Overall, TW B1 is in Very Poor condition with an area-weighted average PCI of 40.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	4	198,609	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: 61% Good (86-100 PCI), 39% Fair (56-70 PCI).



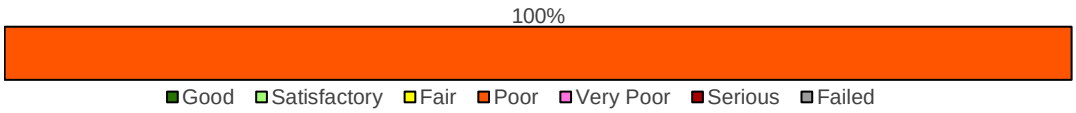
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
505	AC	78,110	63	Fair
530	AAC	46,191	89	Good
540	AAC	21,326	94	Good
550	AAC	52,982	90	Good

TW E consists of 4 flexible pavement sections, totaling 198,609 sf. The last major construction dates range from 1983 to 2015, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW E is in Satisfactory condition with an area-weighted average PCI of 80.

TW E1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E1	TAXIWAY	1	5,073	50	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).



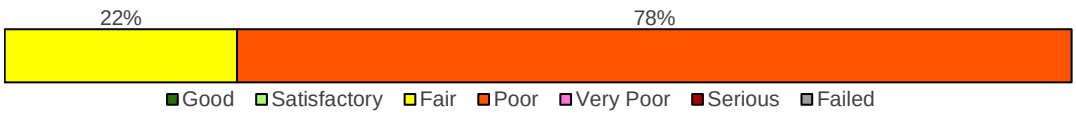
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
501	AC	5,073	50	Poor

TW E1 consists of 1 flexible pavement section, totaling 5,073 sf. The last major construction date for the branch was 1977, resulting in an area-weighted average age at inspection of 45 years old. Overall, TW E1 is in Poor condition with an area-weighted average PCI of 50.

TW E2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E2	TAXIWAY	2	12,331	47	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: 22% Fair (56-70 PCI), 78% Poor (41-55 PCI).



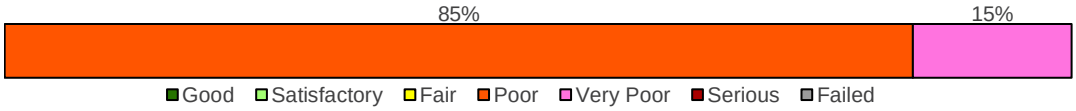
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
510	AC	9,644	43	Poor
512	AC	2,687	61	Fair

TW E2 consists of 2 flexible pavement sections, totaling 12,331 sf. The last major construction date for the branch was 1983, resulting in an area-weighted average age at inspection of 39 years old. Overall, TW E2 is in Poor condition with an area-weighted average PCI of 47.

TW E3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E3	TAXIWAY	4	55,837	43	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: 85% Poor (41-55 PCI), 15% Very Poor (26-40 PCI).



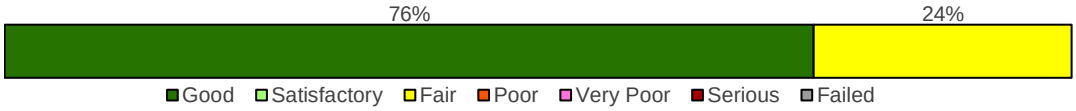
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
417	AC	8,311	26	Very Poor
420	AC	36,384	47	Poor
520	AC	9,009	44	Poor
522	AC	2,133	48	Poor

TW E3 consists of 4 flexible pavement sections, totaling 55,837 sf. The last major construction dates range from 1977 to 1984, resulting in an area-weighted average age at inspection of 40 years old. Overall, TW E3 is in Poor condition with an area-weighted average PCI of 43.

TW E4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E4	TAXIWAY	2	27,262	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: 76% Good (86-100 PCI), 24% Fair (56-70 PCI).



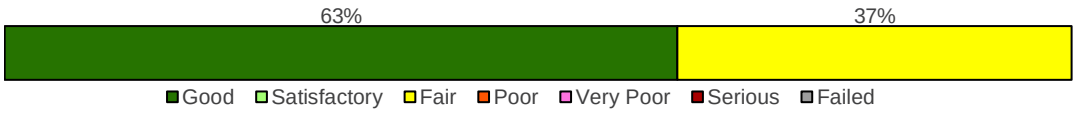
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1105	AC	6,580	69	Fair
1110	AAC	20,682	92	Good

TW E4 consists of 2 flexible pavement sections, totaling 27,262 sf. The last major construction dates range from 1991 to 2015, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW E4 is in Good condition with an area-weighted average PCI of 86.

TW E5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E5	TAXIWAY	2	15,005	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: 63% Good (86-100 PCI), 37% Fair (56-70 PCI).



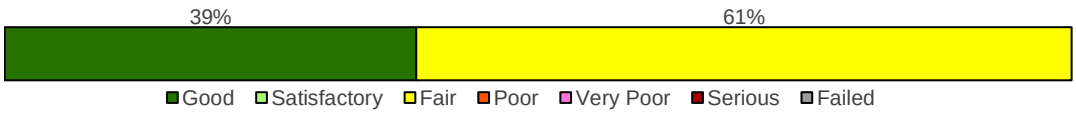
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
560	AC	5,540	63	Fair
565	AAC	9,465	90	Good

TW E5 consists of 2 flexible pavement sections, totaling 15,005 sf. The last major construction dates range from 1991 to 2015, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW E5 is in Satisfactory condition with an area-weighted average PCI of 80.

TW E6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E6	TAXIWAY	2	28,881	72	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 39% Good (86-100 PCI), 61% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
805	AC	17,742	60	Fair
820	AC	11,139	90	Good

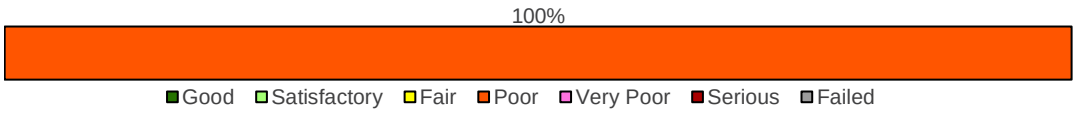
TW E6 consists of 2 flexible pavement sections, totaling 28,881 sf. The last major construction dates range from 1984 to 2015, resulting in an area-weighted average age at inspection of 26 years old. Overall, TW E6 is in Satisfactory condition with an area-weighted average PCI of 72.

Taxilanes

TL H

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL H	TAXILANE	1	62,452	48	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
806	AC	62,452	48	Poor

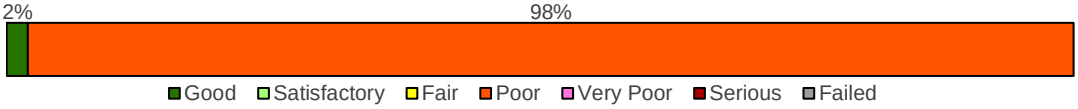
TL H consists of 1 flexible pavement section, totaling 62,452 sf. The last major construction date for the branch was 1983, resulting in an area-weighted average age at inspection of 39 years old. Overall, TL H is in Poor condition with an area-weighted average PCI of 48.

Aprons

AP E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP E	APRON	3	632,228	42	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 2% Good (86-100 PCI), 98% Poor (41-55 PCI).



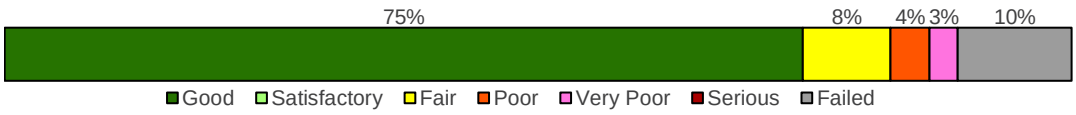
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4205	AC	608,614	41	Poor
4230	AC	10,914	46	Poor
4235	AC	12,700	100	Good

AP E consists of 3 flexible pavement sections, totaling 632,228 sf. The last major construction dates range from 1984 to 2022, resulting in an area-weighted average age at inspection of 37 years old. Overall, AP E is in Poor condition with an area-weighted average PCI of 42.

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	10	1,483,898	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: 75% Good (86-100 PCI), 8% Fair (56-70 PCI), 4% Poor (41-55 PCI), 3% Very Poor (26-40 PCI), 10% Failed (0-10 PCI).



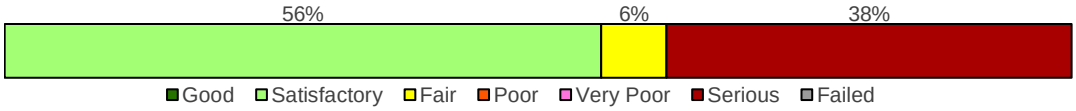
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	30,918	39	Very Poor
4110	AC	1,087,685	100	Good
4125	AC	7,873	28	Very Poor
4130	AAC	9,931	90	Good
4155	AC	54,941	43	Poor
4158	AAC	131,066	6	Failed
4165	AC	27,156	5	Failed
4166	AC	12,857	88	Good
4170	AC	82,701	66	Fair
4175	AC	38,770	63	Fair

AP N consists of 10 flexible pavement sections, totaling 1,483,898 sf. The last major construction dates range from 1960 to 2022, resulting in an area-weighted average age at inspection of 9 years old. Overall, AP N is in Satisfactory condition with an area-weighted average PCI of 83.

AP NE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP NE	APRON	4	138,742	54	Poor

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 56% Satisfactory (71-85 PCI), 6% Fair (56-70 PCI), 38% Serious (11-25 PCI).



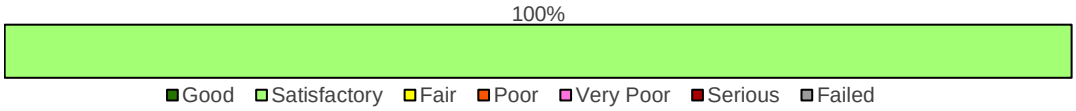
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	AC	52,643	23	Serious
4312	AC	8,541	59	Fair
4315	AAC	24,518	75	Satisfactory
4320	AAC	53,040	74	Satisfactory

AP NE consists of 4 flexible pavement sections, totaling 138,742 sf. The last major construction dates range from 1984 to 2007, resulting in an area-weighted average age at inspection of 24 years old. Overall, AP NE is in Poor condition with an area-weighted average PCI of 54.

AP RU 25

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 25	APRON	1	25,880	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: 100% Satisfactory (71-85 PCI).



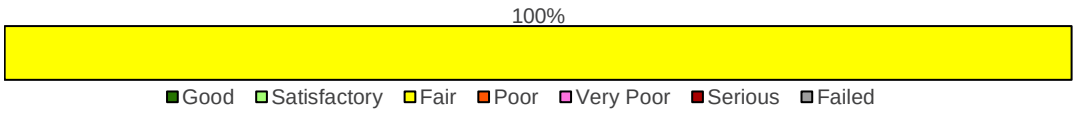
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5110	AC	25,880	74	Satisfactory

AP RU 25 consists of 1 flexible pavement section, totaling 25,880 sf. The last major construction date for the branch was 2001, resulting in an area-weighted average age at inspection of 21 years old. Overall, AP RU 25 is in Satisfactory condition with an area-weighted average PCI of 74.

AP RU 31

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 31	APRON	1	36,282	70	Fair

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



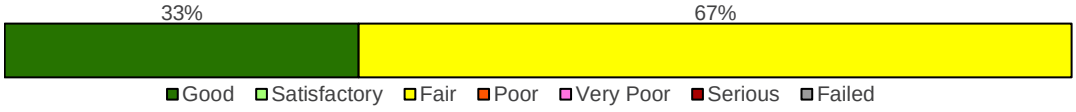
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5205	AC	36,282	70	Fair

AP RU 31 consists of 1 flexible pavement section, totaling 36,282 sf. The last major construction date for the branch was 2001, resulting in an area-weighted average age at inspection of 21 years old. Overall, AP RU 31 is in Fair condition with an area-weighted average PCI of 70.

AP RU 7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 7	APRON	2	62,523	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: 33% Good (86-100 PCI), 67% Fair (56-70 PCI).



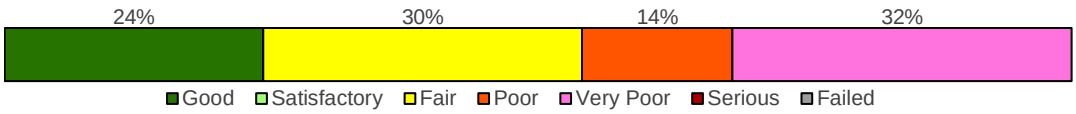
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5305	AC	20,757	100	Good
5310	AC	41,766	66	Fair

AP RU 7 consists of 2 flexible pavement sections, totaling 62,523 sf. The last major construction dates range from 2001 to 2020, resulting in an area-weighted average age at inspection of 14 years old. Overall, AP RU 7 is in Satisfactory condition with an area-weighted average PCI of 77.

AP W

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP W	APRON	10	820,881	60	Fair

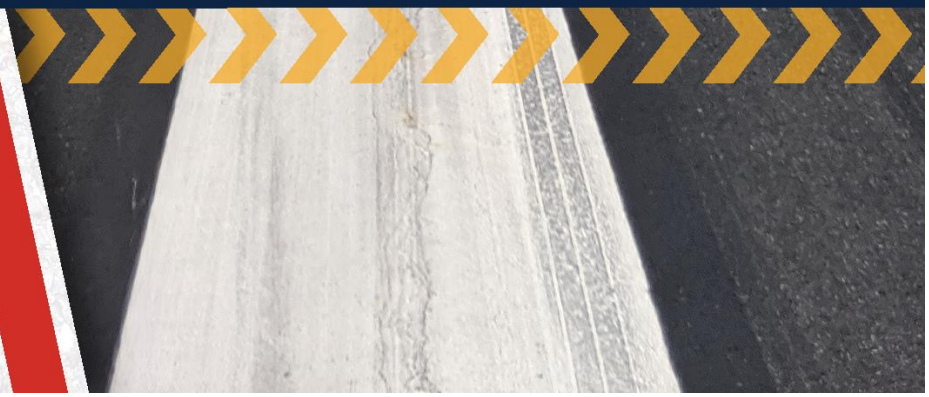
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 24% Good (86-100 PCI), 30% Fair (56-70 PCI), 14% Poor (41-55 PCI), 32% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4605	AC	34,600	64	Fair
4610	AC	260,825	38	Very Poor
4640	AAC	153,619	91	Good
4645	AAC	23,080	94	Good
4650	AC	115,747	46	Poor
4665	AC	10,775	94	Good
4670	AAC	9,610	94	Good
4675	PCC	1,760	100	Good
4805	AC	131,335	62	Fair
4810	APC	79,530	65	Fair

AP W consists of 9 flexible and 1 rigid pavement sections, totaling 820,881 sf. The last major construction dates range from 1998 to 2019, resulting in an area-weighted average age at inspection of 17 years old. Overall, AP W is in Fair condition with an area-weighted average PCI of 60.

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.

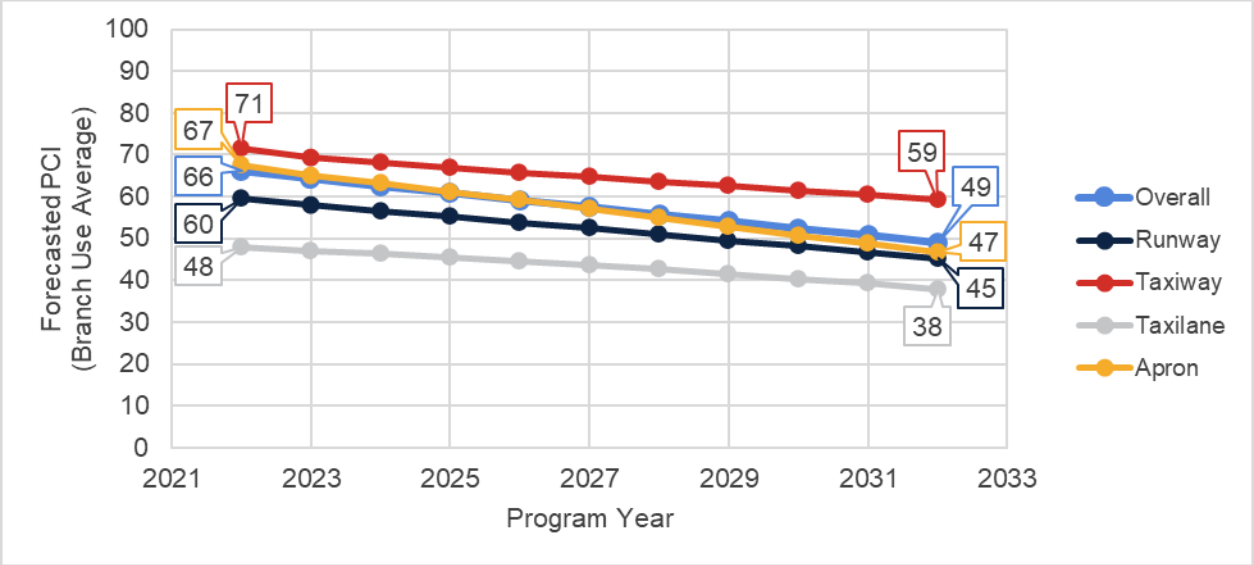
5.2.2 Performance Models

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
ORL	RW 7-25	6105	56	54	52	50	49	47	45	43	42	40	38
ORL	RW 7-25	6110	60	58	56	54	53	51	49	47	46	44	42
ORL	RW 13-31	6205	64	63	63	62	62	61	60	59	58	58	56
ORL	TW A	104	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A	114	75	73	72	71	70	69	68	67	66	66	65
ORL	TW A	115	48	47	46	45	45	44	43	42	40	39	38
ORL	TW A	116	61	60	60	59	59	58	58	58	57	57	56
ORL	TW A	118	90	87	85	84	82	80	78	77	75	74	72
ORL	TW A	119	87	85	83	81	79	78	76	74	73	72	70
ORL	TW A	125	63	62	61	60	60	59	58	58	57	56	55
ORL	TW A	155	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A1	111	75	73	72	71	69	68	67	66	65	64	63
ORL	TW A1	112	54	53	52	51	51	50	49	47	46	45	44
ORL	TW A2	120	54	53	52	51	51	50	49	47	46	45	44
ORL	TW A3	130	61	60	59	59	58	57	57	56	55	54	54
ORL	TW A3	150	55	54	54	54	53	53	52	52	51	51	50
ORL	TW A4	140	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A5	405	58	57	56	56	55	54	54	53	52	51	50
ORL	TW A5	425	62	61	60	60	59	58	57	57	56	55	55
ORL	TW A6	113	66	65	64	64	63	62	62	61	61	60	60
ORL	TW A7	170	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A8	180	100	93	90	88	87	85	83	81	80	78	77
ORL	TW B	103	54	53	52	51	51	50	49	47	46	45	44
ORL	TW B	105	78	76	75	73	72	71	69	68	67	66	65
ORL	TW B1	102	40	39	37	36	34	33	31	30	28	26	24
ORL	TW E	505	63	62	62	61	61	60	60	59	59	58	58
ORL	TW E	530	89	86	85	83	81	79	77	76	74	73	72
ORL	TW E	540	94	91	89	87	85	83	81	80	78	76	75
ORL	TW E	550	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E1	501	50	49	49	48	47	46	45	44	44	43	41
ORL	TW E2	510	43	42	41	39	38	37	36	34	33	31	29
ORL	TW E2	512	61	60	60	59	59	58	58	58	57	57	56
ORL	TW E3	417	26	24	22	20	17	15	13	11	9	6	4
ORL	TW E3	420	47	46	45	44	43	42	41	40	39	38	36
ORL	TW E3	520	44	43	42	41	39	38	37	36	34	33	31
ORL	TW E3	522	48	47	46	45	45	44	43	42	40	39	38
ORL	TW E4	1105	69	68	67	66	65	65	64	63	63	62	61
ORL	TW E4	1110	92	89	87	85	83	82	80	78	77	75	74
ORL	TW E5	560	63	62	62	61	61	60	60	59	59	58	58

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ORL	TW E5	565	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E6	805	60	59	59	59	58	58	57	57	56	56	56
ORL	TW E6	820	90	88	86	84	82	81	79	78	76	75	74
ORL	TW F	605	100	96	94	92	90	88	86	84	83	81	79
ORL	TW G	705	100	96	94	92	90	88	86	84	83	81	79
ORL	TW G	715	100	93	90	88	87	85	83	81	80	78	77
ORL	TW K	1115	100	93	90	88	87	85	83	81	80	78	77
ORL	TW K	1120	100	96	94	92	90	88	86	84	83	81	79
ORL	TW K1	1125	100	96	94	92	90	88	86	84	83	81	79
ORL	TL H	806	48	47	46	45	45	44	43	42	40	39	38
ORL	AP E	4205	41	39	37	35	33	30	27	24	21	18	15
ORL	AP E	4230	46	45	43	42	41	39	37	35	32	30	27
ORL	AP E	4235	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4105	39	37	34	32	29	26	23	20	17	14	12
ORL	AP N	4110	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4125	28	24	21	18	15	12	9	6	4	1	0
ORL	AP N	4130	90	87	85	83	81	79	76	74	72	70	68
ORL	AP N	4155	43	41	40	38	36	33	31	28	25	22	19
ORL	AP N	4158	6	3	1	0	0	0	0	0	0	0	0
ORL	AP N	4165	5	1	0	0	0	0	0	0	0	0	0
ORL	AP N	4166	88	85	83	81	79	78	76	74	72	71	69
ORL	AP N	4170	66	64	63	62	61	60	59	58	57	57	56
ORL	AP N	4175	63	62	61	60	59	58	57	56	56	55	54
ORL	AP NE	4305	23	19	16	14	11	8	5	2	0	0	0
ORL	AP NE	4312	59	58	57	56	56	55	54	54	53	53	52
ORL	AP NE	4315	75	72	70	68	66	64	61	59	57	55	53
ORL	AP NE	4320	74	71	69	67	65	63	60	58	56	54	52
ORL	AP RU 25	5110	74	72	70	69	67	66	65	63	62	61	60
ORL	AP RU 31	5205	70	68	67	65	64	63	62	61	60	59	58
ORL	AP RU 7	5305	100	93	91	89	87	85	82	81	79	77	75
ORL	AP RU 7	5310	66	64	63	62	61	60	59	58	57	57	56
ORL	AP W	4605	64	63	61	60	59	59	58	57	56	56	55
ORL	AP W	4610	38	36	33	31	28	25	22	19	16	13	10
ORL	AP W	4640	91	88	86	84	82	80	77	75	73	71	69
ORL	AP W	4645	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4650	46	45	43	42	41	39	37	35	32	30	27
ORL	AP W	4665	94	91	89	87	85	83	81	79	77	75	74
ORL	AP W	4670	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4675	100	99	97	96	95	94	93	92	90	89	88
ORL	AP W	4805	62	61	60	59	58	57	56	56	55	54	54
ORL	AP W	4810	65	62	60	58	56	54	51	49	47	45	43

5.3 Critical PCI Value

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

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

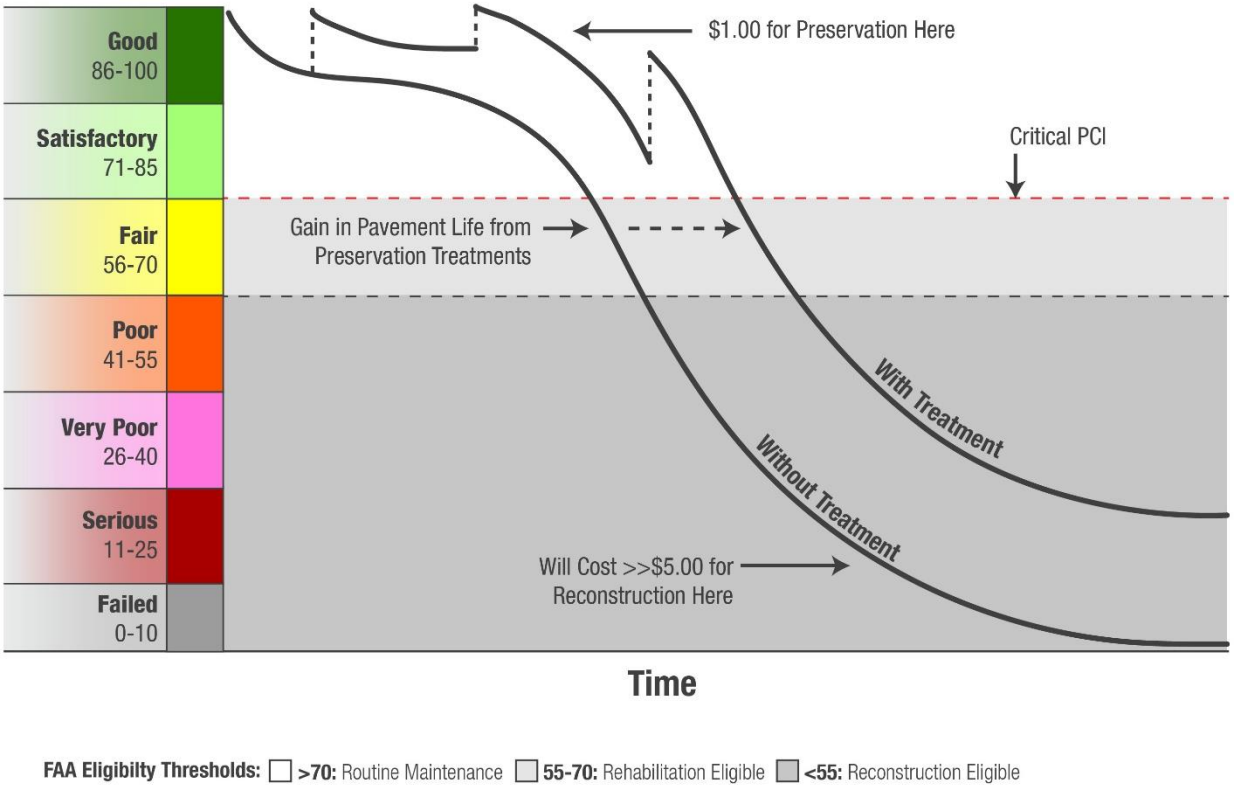


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

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

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

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

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

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

Runway	Taxiway	Apron
70	70	70

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

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

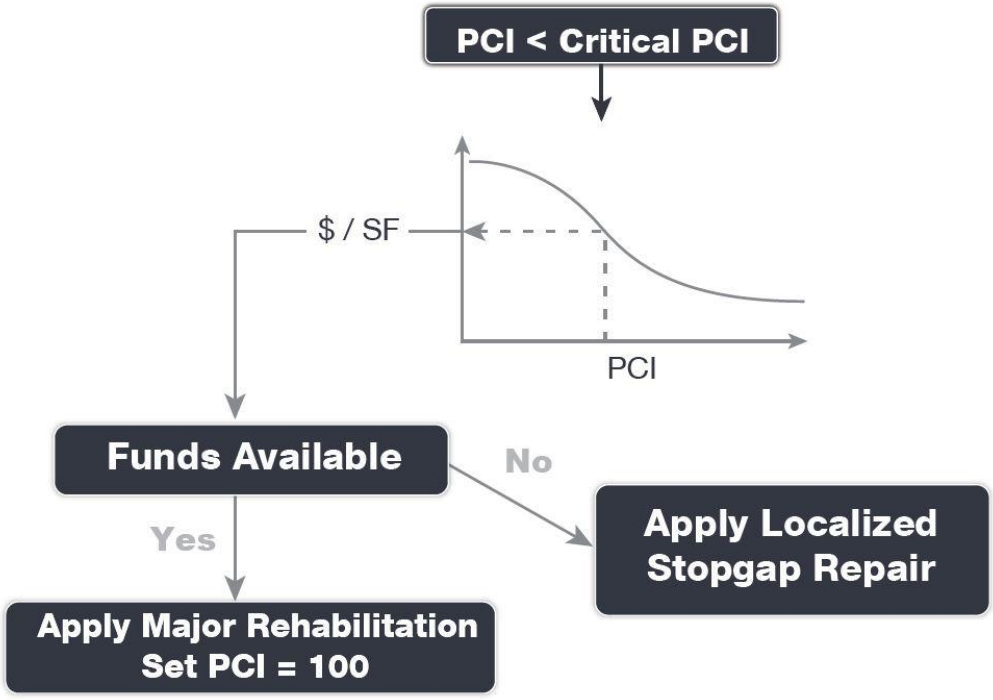
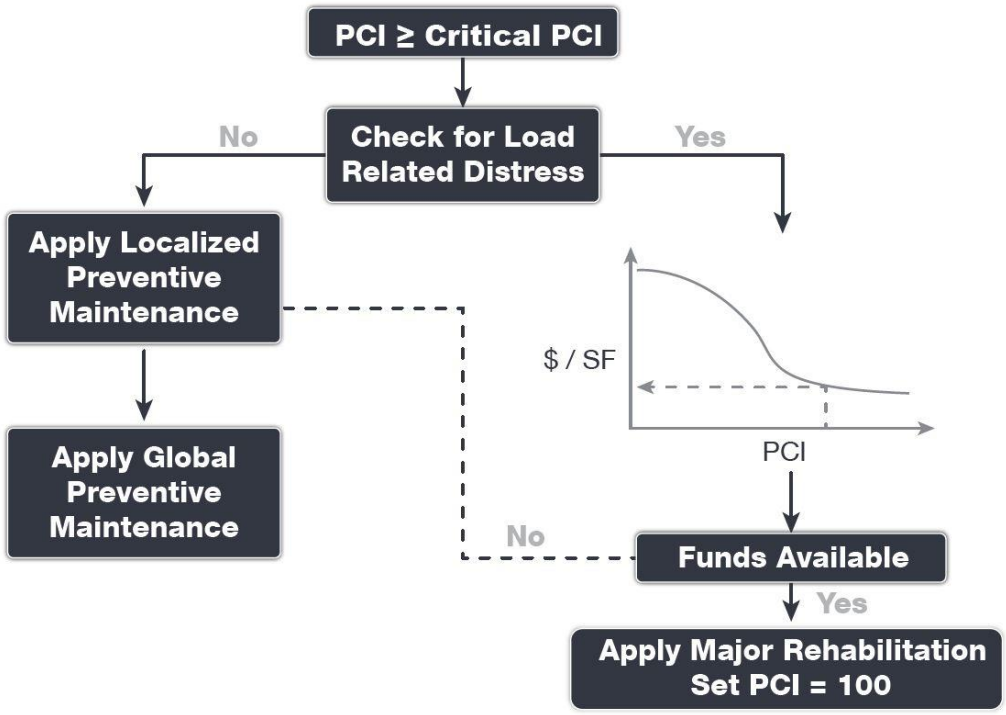


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

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

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

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

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

5.4.1 Localized Maintenance and Repair Approach

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

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

5.4.2 Localized Work Types

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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

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

Grinding

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

Monitor Pavement

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

PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

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

PCC Slab Replacement

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

Surface Seal

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

5.4.3 Localized Maintenance Planning-Level Unit Costs

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

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

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

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

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

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

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

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

5.4.4 Localized Maintenance and Repair Policy

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

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

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

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

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

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

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

5.5 Major Rehabilitation

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

5.5.1 Major Rehabilitation Pavement Section Development

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

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

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

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

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

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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

5.5.2 Major Rehabilitation Planning-Level Unit Costs

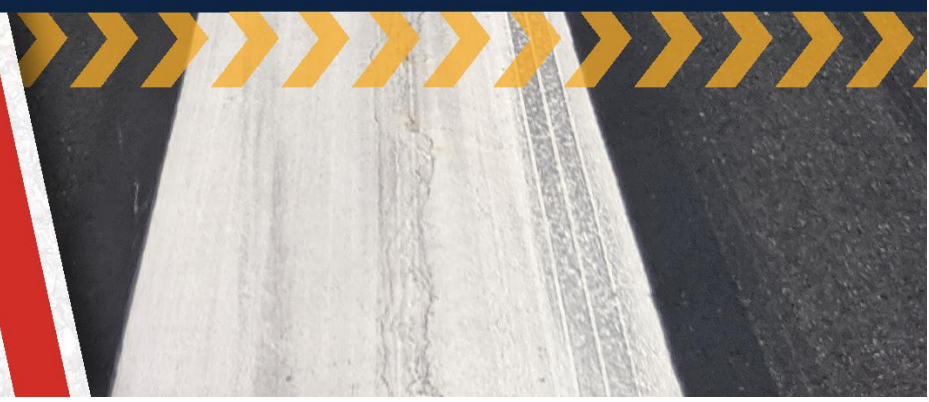
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for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

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

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

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

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

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

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

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

Work Category	Cost
Preventive	$ 69,530
Stopgap	$ 278,210
Planning-Level Localized M&R Needs =	***$ 347,740***

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	Surface Seal	92,649	SF	$ 69,530
Localized Stopgap Maintenance	AC Crack Sealing	42,553	LF	$ 170,220
	AC Partial-Depth Patching	20,461	SF	$ 97,210
	AC Full-Depth Patching	937	SF	$ 10,780

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
ORL	RW 7-25	6105	600,500	56	56	$ -
ORL	RW 7-25	6110	300,250	60	60	$ -
ORL	RW 13-31	6205	445,836	64	64	$ -
ORL	TW A	104	11,949	62	62	$ -
ORL	TW A	114	12,579	75	85	$ 1,420
ORL	TW A	115	31,644	48	48	$ -
ORL	TW A	116	11,579	61	61	$ -
ORL	TW A	118	12,843	90	90	$ -
ORL	TW A	119	8,568	87	87	$ -
ORL	TW A	125	257,040	63	63	$ -
ORL	TW A	155	59,105	100	100	$ -
ORL	TW A1	111	15,537	75	91	$ 4,080
ORL	TW A1	112	14,428	54	56	$ 1,400
ORL	TW A2	120	30,935	54	54	$ -
ORL	TW A3	130	56,163	61	61	$ -
ORL	TW A3	150	60,358	55	55	$ -
ORL	TW A4	140	15,668	62	62	$ -
ORL	TW A5	405	37,049	58	58	$ -
ORL	TW A5	425	9,443	62	62	$ -
ORL	TW A6	113	26,953	66	66	$ -
ORL	TW A7	170	30,387	100	100	$ -
ORL	TW A8	180	25,086	100	100	$ -
ORL	TW B	103	57,000	54	54	$ -
ORL	TW B	105	30,470	78	78	$ -
ORL	TW B1	102	6,388	40	40	$ -
ORL	TW E	505	78,110	63	63	$ -
ORL	TW E	530	46,191	89	89	$ -
ORL	TW E	540	21,326	94	94	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ORL	TW E	550	52,982	90	90	$ -
ORL	TW E1	501	5,073	50	50	$ -
ORL	TW E2	510	9,644	43	43	$ -
ORL	TW E2	512	2,687	61	61	$ -
ORL	TW E3	417	8,311	26	26	$ -
ORL	TW E3	420	36,384	47	51	$ 4,340
ORL	TW E3	520	9,009	44	44	$ -
ORL	TW E3	522	2,133	48	48	$ -
ORL	TW E4	1105	6,580	69	69	$ -
ORL	TW E4	1110	20,682	92	92	$ -
ORL	TW E5	560	5,540	63	63	$ -
ORL	TW E5	565	9,465	90	90	$ -
ORL	TW E6	805	17,742	60	60	$ -
ORL	TW E6	820	11,139	90	90	$ -
ORL	TW F	605	32,622	100	100	$ -
ORL	TW G	705	27,048	100	100	$ -
ORL	TW G	715	8,289	100	100	$ -
ORL	TW K	1115	16,585	100	100	$ -
ORL	TW K	1120	16,840	100	100	$ -
ORL	TW K1	1125	18,899	100	100	$ -
ORL	TL H	806	62,452	48	48	$ -
ORL	AP E	4205	608,614	41	41	$ -
ORL	AP E	4230	10,914	46	46	$ -
ORL	AP E	4235	12,700	100	100	$ -
ORL	AP N	4105	30,918	39	39	$ -
ORL	AP N	4110	1,087,685	100	100	$ -
ORL	AP N	4125	7,873	28	37	$ 480
ORL	AP N	4130	9,931	90	90	$ -
ORL	AP N	4155	54,941	43	43	$ -
ORL	AP N	4158	131,066	6	33	$ 250,290
ORL	AP N	4165	27,156	5	18	$ 16,380
ORL	AP N	4166	12,857	88	88	$ -
ORL	AP N	4170	82,701	66	66	$ -
ORL	AP N	4175	38,770	63	63	$ -
ORL	AP NE	4305	52,643	23	25	$ 5,300
ORL	AP NE	4312	8,541	59	59	$ -
ORL	AP NE	4315	24,518	75	94	$ 18,390
ORL	AP NE	4320	53,040	74	93	$ 39,780
ORL	AP RU 25	5110	25,880	74	79	$ 5,830
ORL	AP RU 31	5205	36,282	70	70	$ -
ORL	AP RU 7	5305	20,757	100	100	$ -
ORL	AP RU 7	5310	41,766	66	66	$ -
ORL	AP W	4605	34,600	64	64	$ -
ORL	AP W	4610	260,825	38	38	$ -
ORL	AP W	4640	153,619	91	91	$ -
ORL	AP W	4645	23,080	94	94	$ -
ORL	AP W	4650	115,747	46	46	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ORL	AP W	4665	10,775	94	94	$ -
ORL	AP W	4670	9,610	94	94	$ -
ORL	AP W	4675	1,760	100	100	$ -
ORL	AP W	4805	131,335	62	62	$ -
ORL	AP W	4810	79,530	65	65	$ -

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.

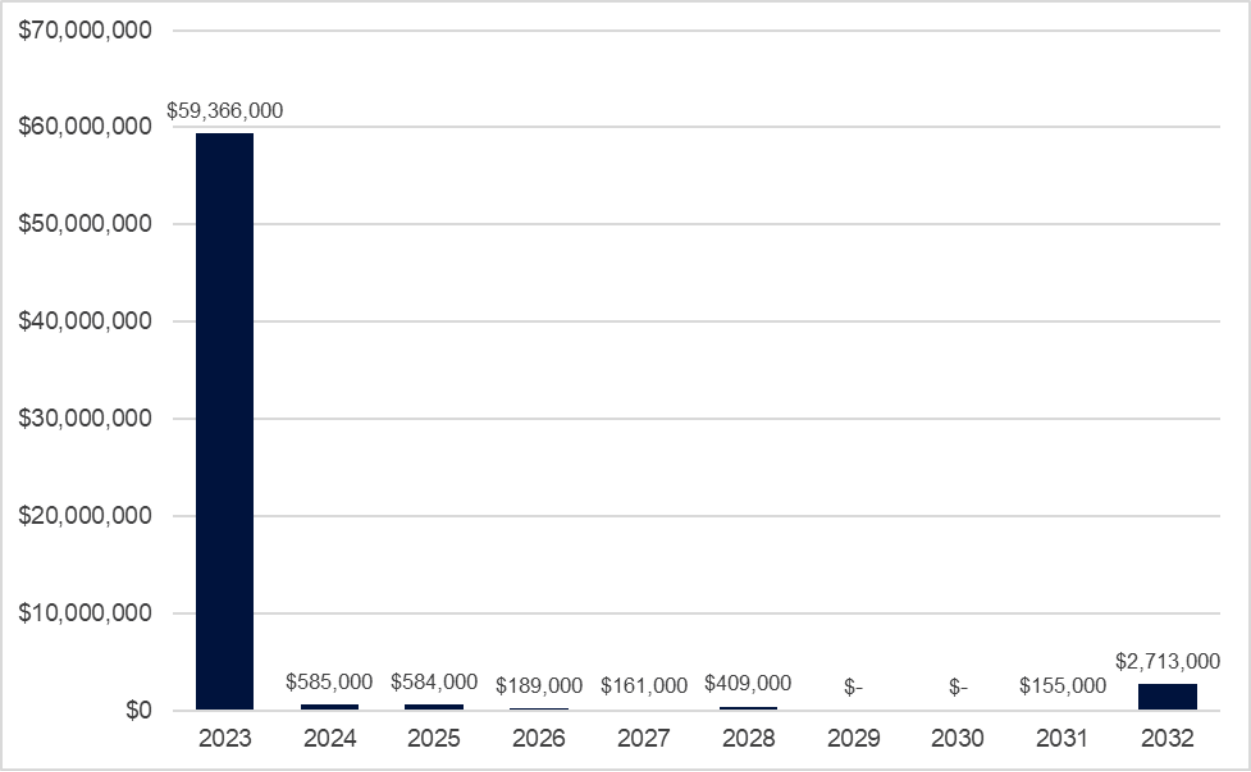
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	RW 7-25	6105	AAC	600,500	54	AC Reconstruction	$ 11,110,000
2023	ORL	RW 7-25	6110	AAC	300,250	58	AC Rehabilitation	$ 3,153,000
2023	ORL	RW 13-31	6205	AC	445,836	63	AC Rehabilitation	$ 4,682,000
2023	ORL	TW A	104	AC	11,949	61	AC Rehabilitation	$ 126,000
2023	ORL	TW A	115	AC	31,644	47	AC Reconstruction	$ 586,000
2023	ORL	TW A	116	AC	11,579	60	AC Rehabilitation	$ 122,000
2023	ORL	TW A	125	AAC	257,040	62	AC Rehabilitation	$ 2,699,000
2023	ORL	TW A1	112	AAC	14,428	53	AC Reconstruction	$ 267,000
2023	ORL	TW A2	120	AAC	30,935	53	AC Reconstruction	$ 573,000
2023	ORL	TW A3	130	AAC	56,163	60	AC Rehabilitation	$ 590,000
2023	ORL	TW A3	150	AC	60,358	54	AC Reconstruction	$ 881,000
2023	ORL	TW A4	140	AC	15,668	61	AC Rehabilitation	$ 165,000
2023	ORL	TW A5	405	AAC	37,049	57	AC Rehabilitation	$ 390,000
2023	ORL	TW A5	425	AAC	9,443	61	AC Rehabilitation	$ 100,000
2023	ORL	TW A6	113	AC	26,953	65	AC Rehabilitation	$ 284,000
2023	ORL	TW B	103	AAC	57,000	53	AC Reconstruction	$ 1,055,000
2023	ORL	TW B1	102	AC	6,388	39	AC Reconstruction	$ 119,000
2023	ORL	TW E	505	AC	78,110	62	AC Rehabilitation	$ 821,000
2023	ORL	TW E1	501	AC	5,073	49	AC Reconstruction	$ 94,000
2023	ORL	TW E2	510	AC	9,644	42	AC Reconstruction	$ 179,000
2023	ORL	TW E2	512	AC	2,687	60	AC Rehabilitation	$ 29,000
2023	ORL	TW E3	417	AC	8,311	24	AC Reconstruction	$ 154,000
2023	ORL	TW E3	420	AC	36,384	46	AC Reconstruction	$ 674,000
2023	ORL	TW E3	520	AC	9,009	43	AC Reconstruction	$ 167,000
2023	ORL	TW E3	522	AC	2,133	47	AC Reconstruction	$ 40,000
2023	ORL	TW E4	1105	AC	6,580	68	AC Rehabilitation	$ 70,000
2023	ORL	TW E5	560	AC	5,540	62	AC Rehabilitation	$ 59,000
2023	ORL	TW E6	805	AC	17,742	59	AC Rehabilitation	$ 187,000
2023	ORL	TL H	806	AC	62,452	47	AC Reconstruction	$ 1,156,000
2023	ORL	AP E	4205	AC	608,614	39	AC Reconstruction	$ 11,260,000
2023	ORL	AP E	4230	AC	10,914	45	AC Reconstruction	$ 202,000
2023	ORL	AP N	4105	AC	30,918	37	AC Reconstruction	$ 572,000
2023	ORL	AP N	4125	AC	7,873	24	AC Reconstruction	$ 146,000
2023	ORL	AP N	4155	AC	54,941	41	AC Reconstruction	$ 1,017,000
2023	ORL	AP N	4158	AAC	131,066	3	AC Reconstruction	$ 2,425,000
2023	ORL	AP N	4165	AC	27,156	1	AC Reconstruction	$ 503,000
2023	ORL	AP N	4170	AC	82,701	64	AC Rehabilitation	$ 869,000
2023	ORL	AP N	4175	AC	38,770	62	AC Rehabilitation	$ 408,000
2023	ORL	AP NE	4305	AC	52,643	19	AC Reconstruction	$ 974,000
2023	ORL	AP NE	4312	AC	8,541	58	AC Rehabilitation	$ 90,000
2023	ORL	AP RU 31	5205	AC	36,282	68	AC Rehabilitation	$ 381,000
2023	ORL	AP RU 7	5310	AC	41,766	64	AC Rehabilitation	$ 439,000
2023	ORL	AP W	4605	AC	34,600	63	AC Rehabilitation	$ 364,000
2023	ORL	AP W	4610	AC	260,825	36	AC Reconstruction	$ 4,826,000

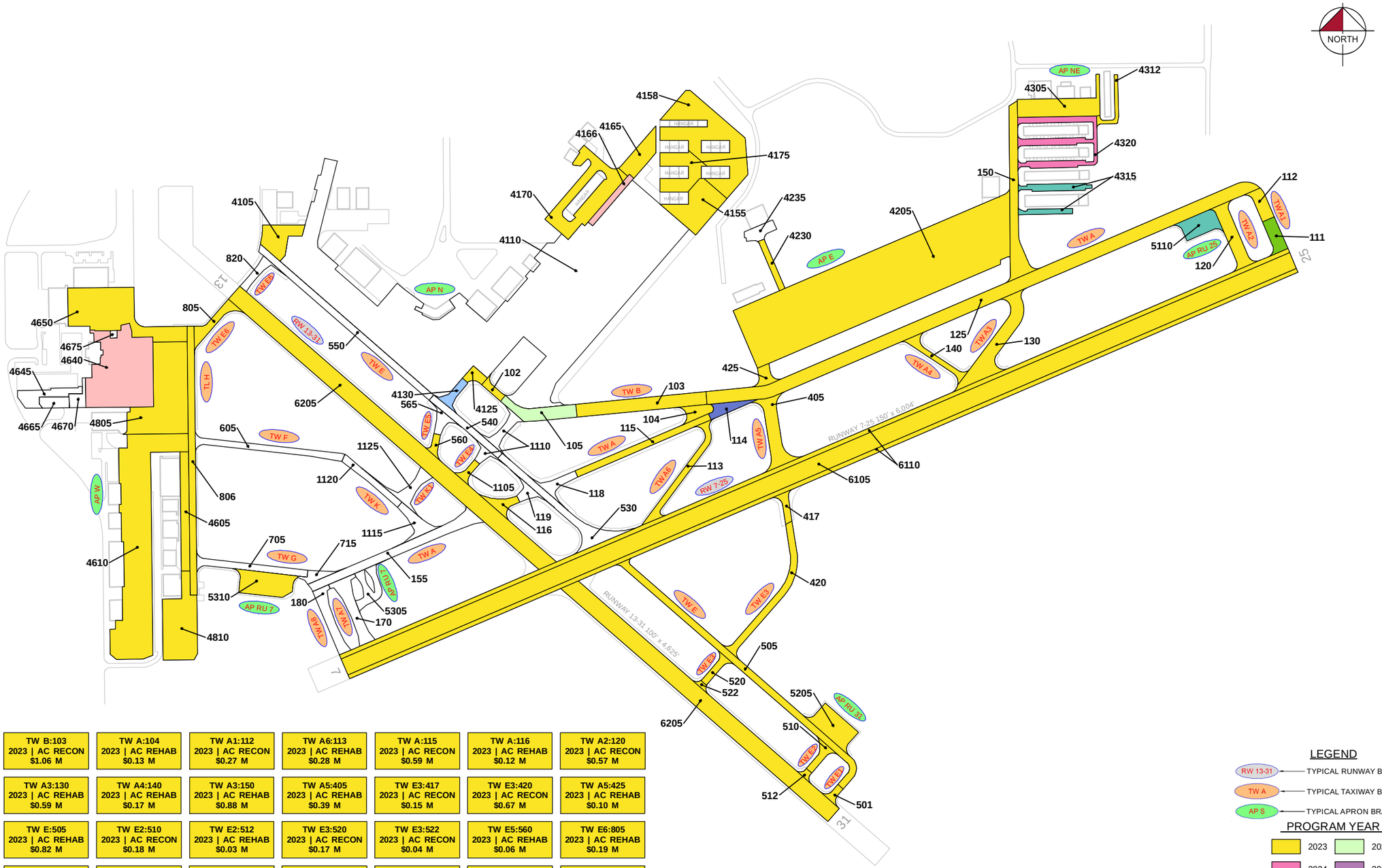
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	AP W	4650	AC	115,747	45	AC Reconstruction	$ 2,142,000
2023	ORL	AP W	4805	AC	131,335	61	AC Rehabilitation	$ 1,380,000
2023	ORL	AP W	4810	APC	79,530	62	AC Rehabilitation	$ 836,000
2024	ORL	AP NE	4320	AAC	53,040	69	AC Rehabilitation	$ 585,000
2025	ORL	AP NE	4315	AAC	24,518	68	AC Rehabilitation	$ 284,000
2025	ORL	AP RU 25	5110	AC	25,880	69	AC Rehabilitation	$ 300,000
2026	ORL	TW A1	111	AAC	15,537	69	AC Rehabilitation	$ 189,000
2027	ORL	TW A	114	AC	12,579	69	AC Rehabilitation	$ 161,000
2028	ORL	TW B	105	AAC	30,470	69	AC Rehabilitation	$ 409,000
2031	ORL	AP N	4130	AAC	9,931	70	AC Rehabilitation	$ 155,000
2032	ORL	AP N	4166	AC	12,857	69	AC Rehabilitation	$ 210,000
2032	ORL	AP W	4640	AAC	153,619	69	AC Rehabilitation	$ 2,503,000

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



ORL



TW B1:102 2023 | AC RECON $0.12 M	TW B:103 2023 | AC RECON $1.06 M	TW A:104 2023 | AC REHAB $0.13 M	TW A1:112 2023 | AC RECON $0.27 M	TW A6:113 2023 | AC REHAB $0.28 M	TW A:115 2023 | AC RECON $0.59 M	TW A:116 2023 | AC REHAB $0.12 M	TW A2:120 2023 | AC RECON $0.57 M
TW A:125 2023 | AC REHAB $2.70 M	TW A3:130 2023 | AC REHAB $0.59 M	TW A4:140 2023 | AC REHAB $0.17 M	TW A3:150 2023 | AC REHAB $0.88 M	TW A5:405 2023 | AC REHAB $0.39 M	TW E3:417 2023 | AC RECON $0.15 M	TW E3:420 2023 | AC RECON $0.67 M	TW A5:425 2023 | AC REHAB $0.10 M
TW E1:501 2023 | AC RECON $0.09 M	TW E:505 2023 | AC REHAB $0.82 M	TW E2:510 2023 | AC RECON $0.18 M	TW E2:512 2023 | AC REHAB $0.03 M	TW E3:520 2023 | AC RECON $0.17 M	TW E3:522 2023 | AC RECON $0.04 M	TW E5:560 2023 | AC REHAB $0.06 M	TW E6:805 2023 | AC REHAB $0.19 M
TL H:806 2023 | AC RECON $1.16 M	TW E4:1105 2023 | AC REHAB $0.07 M	AP N:4105 2023 | AC RECON $0.57 M	AP N:4125 2023 | AC RECON $0.15 M	AP N:4155 2023 | AC RECON $1.02 M	AP N:4158 2023 | AC RECON $2.43 M	AP N:4165 2023 | AC RECON $0.50 M	AP N:4170 2023 | AC REHAB $0.87 M
AP N:4175 2023 | AC REHAB $0.41 M	AP E:4205 2023 | AC RECON $11.26 M	AP E:4230 2023 | AC RECON $0.20 M	AP NE:4305 2023 | AC RECON $0.97 M	AP NE:4312 2023 | AC REHAB $0.09 M	AP W:4605 2023 | AC REHAB $0.36 M	AP W:4610 2023 | AC RECON $4.83 M	AP W:4650 2023 | AC RECON $2.14 M
AP W:4805 2023 | AC REHAB $1.38 M	AP W:4810 2023 | AC REHAB $0.84 M	AP RU 31:5205 2023 | AC REHAB $0.38 M	AP RU 7:5310 2023 | AC REHAB $0.44 M	RW 7-25:6105 2023 | AC RECON $11.11 M	RW 7-25:6110 2023 | AC REHAB $3.15 M	RW 13-31:6205 2023 | AC REHAB $4.68 M	AP NE:4320 2024 | AC REHAB $0.59 M
AP NE:4315 2025 | AC REHAB $0.28 M	AP RU 25:5110 2025 | AC REHAB $0.30 M	TW A1:111 2026 | AC REHAB $0.19 M	TW A:114 2027 | AC REHAB $0.16 M	TW B:105 2028 | AC REHAB $0.41 M	AP N:4130 2031 | AC REHAB $0.16 M	AP N:4166 2032 | AC REHAB $0.21 M	AP W:4640 2032 | AC REHAB $2.50 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.

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT

FDOT

2022

Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

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

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

7.1.2 Localized Maintenance and Repair

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

7.1.3 Major Rehabilitation

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

7.1.4 Pavement Management System

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

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

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

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

Airfield Pavement System Inventory Exhibit

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

Airfield Pavement Estimated Age Exhibit

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

Airfield Pavement Condition Index Exhibit

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

Airfield Pavement Major Rehabilitation Exhibit

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

Inspection Photograph Documentation

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

7.3 Conclusion

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

7.4 References

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

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

Appendix A: Airfield Pavement Analysis

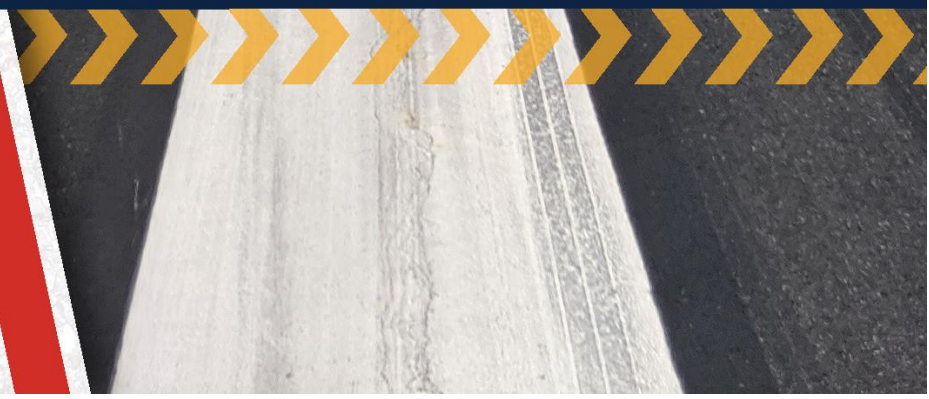


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ORL	RW 7-25	Runway	6105	600,500	AAC	1/1/2001
ORL	RW 7-25	Runway	6110	300,250	AAC	1/1/2001
ORL	RW 13-31	Runway	6205	445,836	AC	1/1/1999
ORL	TW A	Taxiway	104	11,949	AC	1/1/2001
ORL	TW A	Taxiway	114	12,579	AC	1/1/1999
ORL	TW A	Taxiway	115	31,644	AC	1/1/1984
ORL	TW A	Taxiway	116	11,579	AC	1/1/1984
ORL	TW A	Taxiway	118	12,843	AAC	10/1/2015
ORL	TW A	Taxiway	119	8,568	AAC	10/1/2015
ORL	TW A	Taxiway	125	257,040	AAC	1/1/1997
ORL	TW A	Taxiway	155	59,105	AC	4/1/2020
ORL	TW A1	Taxiway	111	15,537	AAC	1/1/1997
ORL	TW A1	Taxiway	112	14,428	AAC	1/1/1997
ORL	TW A2	Taxiway	120	30,935	AAC	1/1/1997
ORL	TW A3	Taxiway	130	56,163	AAC	1/1/1997
ORL	TW A3	Taxiway	150	60,358	AC	1/1/1963
ORL	TW A4	Taxiway	140	15,668	AC	1/1/1999
ORL	TW A5	Taxiway	405	37,049	AAC	1/1/1997
ORL	TW A5	Taxiway	425	9,443	AAC	1/1/1997
ORL	TW A6	Taxiway	113	26,953	AC	1/1/2001
ORL	TW A7	Taxiway	170	30,387	AC	4/1/2020
ORL	TW A8	Taxiway	180	25,086	AC	4/1/2020
ORL	TW B	Taxiway	103	57,000	AAC	1/1/1999
ORL	TW B	Taxiway	105	30,470	AAC	8/15/2015
ORL	TW B1	Taxiway	102	6,388	AC	1/1/1991
ORL	TW E	Taxiway	505	78,110	AC	1/1/1983
ORL	TW E	Taxiway	530	46,191	AAC	8/15/2015
ORL	TW E	Taxiway	540	21,326	AAC	8/15/2015
ORL	TW E	Taxiway	550	52,982	AAC	8/15/2015
ORL	TW E1	Taxiway	501	5,073	AC	1/1/1977
ORL	TW E2	Taxiway	510	9,644	AC	1/1/1983
ORL	TW E2	Taxiway	512	2,687	AC	1/1/1983
ORL	TW E3	Taxiway	417	8,311	AC	1/1/1977
ORL	TW E3	Taxiway	420	36,384	AC	1/1/1984
ORL	TW E3	Taxiway	520	9,009	AC	1/1/1983
ORL	TW E3	Taxiway	522	2,133	AC	1/1/1983
ORL	TW E4	Taxiway	1105	6,580	AC	1/1/1991
ORL	TW E4	Taxiway	1110	20,682	AAC	8/15/2015
ORL	TW E5	Taxiway	560	5,540	AC	1/1/1991
ORL	TW E5	Taxiway	565	9,465	AAC	10/1/2015
ORL	TW E6	Taxiway	805	17,742	AC	1/1/1984
ORL	TW E6	Taxiway	820	11,139	AC	8/15/2015
ORL	TW F	Taxiway	605	32,622	AC	1/1/2022
ORL	TW G	Taxiway	705	27,048	AC	1/1/2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ORL	TW G	Taxiway	715	8,289	AC	4/1/2020
ORL	TW K	Taxiway	1115	16,585	AC	1/1/2022
ORL	TW K	Taxiway	1120	16,840	AC	1/1/2022
ORL	TW K1	Taxiway	1125	18,899	AC	1/1/2022
ORL	TL H	Taxilane	806	62,452	AC	1/1/1983
ORL	AP E	Apron	4205	608,614	AC	1/1/1984
ORL	AP E	Apron	4230	10,914	AC	12/25/1999
ORL	AP E	Apron	4235	12,700	AC	4/1/2022
ORL	AP N	Apron	4105	30,918	AC	1/1/1979
ORL	AP N	Apron	4110	1,087,685	AC	4/1/2022
ORL	AP N	Apron	4125	7,873	AC	1/1/1978
ORL	AP N	Apron	4130	9,931	AAC	8/15/2015
ORL	AP N	Apron	4155	54,941	AC	1/1/1984
ORL	AP N	Apron	4158	131,066	AAC	1/1/2002
ORL	AP N	Apron	4165	27,156	AC	1/1/1984
ORL	AP N	Apron	4166	12,857	AC	9/1/2012
ORL	AP N	Apron	4170	82,701	AC	1/1/1984
ORL	AP N	Apron	4175	38,770	AC	1/1/1960
ORL	AP NE	Apron	4305	52,643	AC	1/1/1984
ORL	AP NE	Apron	4312	8,541	AC	12/25/1999
ORL	AP NE	Apron	4315	24,518	AAC	1/1/2007
ORL	AP NE	Apron	4320	53,040	AAC	1/1/2007
ORL	AP RU 25	Apron	5110	25,880	AC	1/1/2001
ORL	AP RU 31	Apron	5205	36,282	AC	1/1/2001
ORL	AP RU 7	Apron	5305	20,757	AC	4/1/2020
ORL	AP RU 7	Apron	5310	41,766	AC	1/1/2001
ORL	AP W	Apron	4605	34,600	AC	1/1/2002
ORL	AP W	Apron	4610	260,825	AC	1/1/1999
ORL	AP W	Apron	4640	153,619	AAC	11/1/2019
ORL	AP W	Apron	4645	23,080	AAC	11/1/2019
ORL	AP W	Apron	4650	115,747	AC	12/1/1998
ORL	AP W	Apron	4665	10,775	AC	11/1/2019
ORL	AP W	Apron	4670	9,610	AAC	11/1/2019
ORL	AP W	Apron	4675	1,760	PCC	3/1/2019
ORL	AP W	Apron	4805	131,335	AC	1/1/2001
ORL	AP W	Apron	4810	79,530	APC	1/1/2012

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
ORL	RW 7-25	Runway	6105	600,500	56	Fair
ORL	RW 7-25	Runway	6110	300,250	60	Fair
ORL	RW 13-31	Runway	6205	445,836	64	Fair
ORL	TW A	Taxiway	104	11,949	62	Fair
ORL	TW A	Taxiway	114	12,579	75	Satisfactory
ORL	TW A	Taxiway	115	31,644	48	Poor
ORL	TW A	Taxiway	116	11,579	61	Fair
ORL	TW A	Taxiway	118	12,843	90	Good
ORL	TW A	Taxiway	119	8,568	87	Good
ORL	TW A	Taxiway	125	257,040	63	Fair
ORL	TW A	Taxiway	155	59,105	100	Good
ORL	TW A1	Taxiway	111	15,537	75	Satisfactory
ORL	TW A1	Taxiway	112	14,428	54	Poor
ORL	TW A2	Taxiway	120	30,935	54	Poor
ORL	TW A3	Taxiway	130	56,163	61	Fair
ORL	TW A3	Taxiway	150	60,358	55	Poor
ORL	TW A4	Taxiway	140	15,668	62	Fair
ORL	TW A5	Taxiway	405	37,049	58	Fair
ORL	TW A5	Taxiway	425	9,443	62	Fair
ORL	TW A6	Taxiway	113	26,953	66	Fair
ORL	TW A7	Taxiway	170	30,387	100	Good
ORL	TW A8	Taxiway	180	25,086	100	Good
ORL	TW B	Taxiway	103	57,000	54	Poor
ORL	TW B	Taxiway	105	30,470	78	Satisfactory
ORL	TW B1	Taxiway	102	6,388	40	Very Poor
ORL	TW E	Taxiway	505	78,110	63	Fair
ORL	TW E	Taxiway	530	46,191	89	Good
ORL	TW E	Taxiway	540	21,326	94	Good
ORL	TW E	Taxiway	550	52,982	90	Good
ORL	TW E1	Taxiway	501	5,073	50	Poor
ORL	TW E2	Taxiway	510	9,644	43	Poor
ORL	TW E2	Taxiway	512	2,687	61	Fair
ORL	TW E3	Taxiway	417	8,311	26	Very Poor
ORL	TW E3	Taxiway	420	36,384	47	Poor
ORL	TW E3	Taxiway	520	9,009	44	Poor
ORL	TW E3	Taxiway	522	2,133	48	Poor
ORL	TW E4	Taxiway	1105	6,580	69	Fair
ORL	TW E4	Taxiway	1110	20,682	92	Good
ORL	TW E5	Taxiway	560	5,540	63	Fair
ORL	TW E5	Taxiway	565	9,465	90	Good
ORL	TW E6	Taxiway	805	17,742	60	Fair
ORL	TW E6	Taxiway	820	11,139	90	Good
ORL	TW F	Taxiway	605	32,622	100	Good
ORL	TW G	Taxiway	705	27,048	100	Good
ORL	TW G	Taxiway	715	8,289	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ORL	TW K	Taxiway	1115	16,585	100	Good
ORL	TW K	Taxiway	1120	16,840	100	Good
ORL	TW K1	Taxiway	1125	18,899	100	Good
ORL	TL H	Taxilane	806	62,452	48	Poor
ORL	AP E	Apron	4205	608,614	41	Poor
ORL	AP E	Apron	4230	10,914	46	Poor
ORL	AP E	Apron	4235	12,700	100	Good
ORL	AP N	Apron	4105	30,918	39	Very Poor
ORL	AP N	Apron	4110	1,087,685	100	Good
ORL	AP N	Apron	4125	7,873	28	Very Poor
ORL	AP N	Apron	4130	9,931	90	Good
ORL	AP N	Apron	4155	54,941	43	Poor
ORL	AP N	Apron	4158	131,066	6	Failed
ORL	AP N	Apron	4165	27,156	5	Failed
ORL	AP N	Apron	4166	12,857	88	Good
ORL	AP N	Apron	4170	82,701	66	Fair
ORL	AP N	Apron	4175	38,770	63	Fair
ORL	AP NE	Apron	4305	52,643	23	Serious
ORL	AP NE	Apron	4312	8,541	59	Fair
ORL	AP NE	Apron	4315	24,518	75	Satisfactory
ORL	AP NE	Apron	4320	53,040	74	Satisfactory
ORL	AP RU 25	Apron	5110	25,880	74	Satisfactory
ORL	AP RU 31	Apron	5205	36,282	70	Fair
ORL	AP RU 7	Apron	5305	20,757	100	Good
ORL	AP RU 7	Apron	5310	41,766	66	Fair
ORL	AP W	Apron	4605	34,600	64	Fair
ORL	AP W	Apron	4610	260,825	38	Very Poor
ORL	AP W	Apron	4640	153,619	91	Good
ORL	AP W	Apron	4645	23,080	94	Good
ORL	AP W	Apron	4650	115,747	46	Poor
ORL	AP W	Apron	4665	10,775	94	Good
ORL	AP W	Apron	4670	9,610	94	Good
ORL	AP W	Apron	4675	1,760	100	Good
ORL	AP W	Apron	4805	131,335	62	Fair
ORL	AP W	Apron	4810	79,530	65	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
ORL	RW 7-25	6105	56	54	52	50	49	47	45	43	42	40	38
ORL	RW 7-25	6110	60	58	56	54	53	51	49	47	46	44	42
ORL	RW 13-31	6205	64	63	63	62	62	61	60	59	58	58	56
ORL	TW A	104	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A	114	75	73	72	71	70	69	68	67	66	66	65
ORL	TW A	115	48	47	46	45	45	44	43	42	40	39	38
ORL	TW A	116	61	60	60	59	59	58	58	58	57	57	56
ORL	TW A	118	90	87	85	84	82	80	78	77	75	74	72
ORL	TW A	119	87	85	83	81	79	78	76	74	73	72	70
ORL	TW A	125	63	62	61	60	60	59	58	58	57	56	55
ORL	TW A	155	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A1	111	75	73	72	71	69	68	67	66	65	64	63
ORL	TW A1	112	54	53	52	51	51	50	49	47	46	45	44
ORL	TW A2	120	54	53	52	51	51	50	49	47	46	45	44
ORL	TW A3	130	61	60	59	59	58	57	57	56	55	54	54
ORL	TW A3	150	55	54	54	54	53	53	52	52	51	51	50
ORL	TW A4	140	62	61	61	60	60	59	59	58	58	58	57
ORL	TW A5	405	58	57	56	56	55	54	54	53	52	51	50
ORL	TW A5	425	62	61	60	60	59	58	57	57	56	55	55
ORL	TW A6	113	66	65	64	64	63	62	62	61	61	60	60
ORL	TW A7	170	100	93	90	88	87	85	83	81	80	78	77
ORL	TW A8	180	100	93	90	88	87	85	83	81	80	78	77
ORL	TW B	103	54	53	52	51	51	50	49	47	46	45	44
ORL	TW B	105	78	76	75	73	72	71	69	68	67	66	65
ORL	TW B1	102	40	39	37	36	34	33	31	30	28	26	24
ORL	TW E	505	63	62	62	61	61	60	60	59	59	58	58
ORL	TW E	530	89	86	85	83	81	79	77	76	74	73	72
ORL	TW E	540	94	91	89	87	85	83	81	80	78	76	75
ORL	TW E	550	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E1	501	50	49	49	48	47	46	45	44	44	43	41
ORL	TW E2	510	43	42	41	39	38	37	36	34	33	31	29
ORL	TW E2	512	61	60	60	59	59	58	58	58	57	57	56
ORL	TW E3	417	26	24	22	20	17	15	13	11	9	6	4
ORL	TW E3	420	47	46	45	44	43	42	41	40	39	38	36
ORL	TW E3	520	44	43	42	41	39	38	37	36	34	33	31
ORL	TW E3	522	48	47	46	45	45	44	43	42	40	39	38
ORL	TW E4	1105	69	68	67	66	65	65	64	63	63	62	61
ORL	TW E4	1110	92	89	87	85	83	82	80	78	77	75	74
ORL	TW E5	560	63	62	62	61	61	60	60	59	59	58	58
ORL	TW E5	565	90	87	85	84	82	80	78	77	75	74	72
ORL	TW E6	805	60	59	59	59	58	58	57	57	56	56	56
ORL	TW E6	820	90	88	86	84	82	81	79	78	76	75	74
ORL	TW F	605	100	96	94	92	90	88	86	84	83	81	79
ORL	TW G	705	100	96	94	92	90	88	86	84	83	81	79

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ORL	TW G	715	100	93	90	88	87	85	83	81	80	78	77
ORL	TW K	1115	100	96	94	92	90	88	86	84	83	81	79
ORL	TW K	1120	100	96	94	92	90	88	86	84	83	81	79
ORL	TW K1	1125	100	96	94	92	90	88	86	84	83	81	79
ORL	TL H	806	48	47	46	45	45	44	43	42	40	39	38
ORL	AP E	4205	41	39	37	35	33	30	27	24	21	18	15
ORL	AP E	4230	46	45	43	42	41	39	37	35	32	30	27
ORL	AP E	4235	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4105	39	37	34	32	29	26	23	20	17	14	12
ORL	AP N	4110	100	97	95	93	91	89	87	85	82	81	79
ORL	AP N	4125	28	24	21	18	15	12	9	6	4	1	0
ORL	AP N	4130	90	87	85	83	81	79	76	74	72	70	68
ORL	AP N	4155	43	41	40	38	36	33	31	28	25	22	19
ORL	AP N	4158	6	3	1	0	0	0	0	0	0	0	0
ORL	AP N	4165	5	1	0	0	0	0	0	0	0	0	0
ORL	AP N	4166	88	85	83	81	79	78	76	74	72	71	69
ORL	AP N	4170	66	64	63	62	61	60	59	58	57	57	56
ORL	AP N	4175	63	62	61	60	59	58	57	56	56	55	54
ORL	AP NE	4305	23	19	16	14	11	8	5	2	0	0	0
ORL	AP NE	4312	59	58	57	56	56	55	54	54	53	53	52
ORL	AP NE	4315	75	72	70	68	66	64	61	59	57	55	53
ORL	AP NE	4320	74	71	69	67	65	63	60	58	56	54	52
ORL	AP RU 25	5110	74	72	70	69	67	66	65	63	62	61	60
ORL	AP RU 31	5205	70	68	67	65	64	63	62	61	60	59	58
ORL	AP RU 7	5305	100	93	91	89	87	85	82	81	79	77	75
ORL	AP RU 7	5310	66	64	63	62	61	60	59	58	57	57	56
ORL	AP W	4605	64	63	61	60	59	59	58	57	56	56	55
ORL	AP W	4610	38	36	33	31	28	25	22	19	16	13	10
ORL	AP W	4640	91	88	86	84	82	80	77	75	73	71	69
ORL	AP W	4645	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4650	46	45	43	42	41	39	37	35	32	30	27
ORL	AP W	4665	94	91	89	87	85	83	81	79	77	75	74
ORL	AP W	4670	94	91	89	87	85	83	80	78	76	74	72
ORL	AP W	4675	100	99	97	96	95	94	93	92	90	89	88
ORL	AP W	4805	62	61	60	59	58	57	56	56	55	54	54
ORL	AP W	4810	65	62	60	58	56	54	51	49	47	45	43

Pavement Database: FDOT

Network: ORLANDO EXECUT **Branch:** AP E EAST APRON **Section:** 4205 **Surface:**AC
L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 1,675.00 (Ft) **Width:** 364.00 (Ft) **True Area:** 608614.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2007	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE

Network: ORLANDO EXECUT **Branch:** AP E EAST APRON **Section:** 4230 **Surface:**AC
L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 310.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 10914.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2007	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP E EAST APRON **Section:** 4235 **Surface:**AC
L.C.D. 4/1/2022 **Use:** APRON **Rank:** P **Length:** 185.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 12700.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, scarify and recompact existi
4/1/2007	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4105 **Surface:**AC
L.C.D. 1/1/1979 **Use:** APRON **Rank:** P **Length:** 210.00 (Ft) **Width:** 240.00 (Ft) **True Area:** 30918.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1984 SLURRY SEAL
1/1/1979	IMPORTED	BUILT	0.00	2.00	☑	1979 2" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4110 **Surface:**AC
L.C.D. 4/1/2022 **Use:** APRON **Rank:** P **Length:** 1,610.00 (Ft) **Width:** 525.00 (Ft) **True Area:** 1087685.000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, scarify and recompact existi
1/1/1984	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1984 SLURRY SEAL
1/1/1968	IMPORTED	BUILT	0.00	1.50	☑	1968 1.5" P-401 7" P-211

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4125 **Surface:**AC
L.C.D. 1/1/1978 **Use:** APRON **Rank:** P **Length:** 95.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 7873.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1984 SLURRY SEAL
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4130 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9931.000003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" MILL AND OVERLAY
1/1/1984	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1984 TRIPLE COAT P625 SURFACE
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" P401 AC SURFACE ON 8" P211 BASE

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4155 **Surface:**AC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 280.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 54941.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EAST SIDE OF NORTH RAMP WAS
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 SLURRY SEAL 2" P-401 6" P-211

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4158 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 595.00 (Ft) **Width:** 270.00 (Ft) **True Area:** 131066.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EAST SIDE OF NORTH RAMP WAS
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4165 **Surface:**AC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 270.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 27156.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EAST SIDE OF NORTH RAMP WAS
1/1/1984	IMPORTED	BUILT	0.00	0.00	☑	1984 SLURRY SEAL EST 1984 BIT

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4166 **Surface:**AC

L.C.D. 9/1/2012 **Use:** APRON **Rank:** P **Length:** 365.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12857.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2012	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	SEPT 2012 COMPLETED - RECONS
1/1/1984	IMPORTED	BUILT	0.00	0.00	☑	1984 SLURRY SEAL EST 1984 BIT

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4170 **Surface:**AC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 475.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 82701.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EAST SIDE OF NORTH RAMP WAS
1/1/1984	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP N NORTH APRON **Section:** 4175 **Surface:**AC

L.C.D. 1/1/1960 **Use:** APRON **Rank:** P **Length:** 229.00 (Ft) **Width:** 169.00 (Ft) **True Area:** 38770.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/1/2012	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EAST SIDE OF NORTH RAMP WAS
1/1/1960	IMPORTED	BUILT	0.00	0.00	☑	EST 1960 BIT

Network: ORLANDO EXECUT **Branch:** AP NE NORTHEAST AP **Section:** 4305 **Surface:**AC

L.C.D. 1/1/1984 **Use:** APRON **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 52643.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	0.00	☑	EST 1984 BIT

Network: ORLANDO EXECUT **Branch:** AP NE NORTHEAST AP **Section:** 4312 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 450.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 8541.000002 (SqFt

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

Network: ORLANDO EXECUT **Branch:** AP NE NORTHEAST AP **Section:** 4315 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 24518.00000 (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	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP NE NORTHEAST AP **Section:** 4320 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** APRON **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 53040.00001 (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	☑	
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP RU 25 RUN-UP APRON **Section:** 5110 **Surface:**AC

L.C.D. 1/1/2001 **Use:** APRON **Rank:** P **Length:** 233.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25880.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/6" P-211/ 6" P-154

Network: ORLANDO EXECUT **Branch:** AP RU 31 RUN-UP APRON **Section:** 5205 **Surface:**AC

L.C.D. 1/1/2001 **Use:** APRON **Rank:** P **Length:** 255.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 36282.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/6" P-211/ 6" P-154

Network: ORLANDO EXECUT **Branch:** AP RU 7 RUN-UP APRON **Section:** 5305 **Surface:**AC

L.C.D. 4/1/2020 **Use:** APRON **Rank:** P **Length:** 450.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 20757.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP RU 7 RUN-UP APRON **Section:** 5310 **Surface:**AC

L.C.D. 1/1/2001 **Use:** APRON **Rank:** P **Length:** 315.00 (Ft) **Width:** 310.00 (Ft) **True Area:** 41766.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/6" P-211/ 6" P-154

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4605 **Surface:**AC

L.C.D. 1/1/2002 **Use:** APRON **Rank:** P **Length:** 700.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 34600.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/1/1942	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1942 AC PAVEMENT
1/1/1942	IMPORTED	OVERLAY	0.00	0.00	☑	NO HISTORY KNOWN FOR THIS SECTION. IT IS PLANNED FOR RE

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4610 **Surface:**AC

L.C.D. 1/1/1999 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 1700.00 (Ft) **True Area:** 260825.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1999	IMPORTED	BUILT	0.00	0.00	☑	1999 RECONSTRUCTION OR OVERLAY PLANNED

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4640 **Surface:**AAC

L.C.D. 11/1/2019 **Use:** APRON **Rank:** P **Length:** 445.00 (Ft) **Width:** 395.00 (Ft) **True Area:** 153619.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay [2" P-401 H
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/1/1998	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASE

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4645 **Surface:**AAC

L.C.D. 11/1/2019 **Use:** APRON **Rank:** P **Length:** 380.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 23080.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
12/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4650 **Surface:**AC

L.C.D. 12/1/1998 **Use:** APRON **Rank:** P **Length:** 520.00 (Ft) **Width:** 220.00 (Ft) **True Area:** 115747.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/1/1998	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/2/1997	OL-AS	Overlay - AC Structural	0.00	0.00	☑	OLD PCC PAVEMENT
1/1/1997	NC-PC	New Construction - PCC	0.00	2.00	☑	1997 2" P401 AC OVERLAY

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4665 **Surface:**AC

L.C.D. 11/1/2019 **Use:** APRON **Rank:** P **Length:** 175.00 (Ft) **Width:** 63.00 (Ft) **True Area:** 10775.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 8" P-211/P-219, 6" P-154, 1
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4670 **Surface:**AAC

L.C.D. 11/1/2019 **Use:** APRON **Rank:** P **Length:** 80.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 9610.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
11/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/1/1998	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASE

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4675 **Surface:**PCC

L.C.D. 3/1/2019 **Use:** APRON **Rank:** P **Length:** 44.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 1760.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/1/2019	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/1/1998	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/1/1997	IMPORTED	BUILT	0.00	2.00	☑	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASE

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4805 **Surface:**AC

L.C.D. 1/1/2001 **Use:** APRON **Rank:** P **Length:** 535.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 131335.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2001	SR-AC	Surface Reconstruction - AC	0.00	4.00	☑	4" AC/6" P-211/6" P-154
1/1/1960	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** AP W WEST APRON **Section:** 4810 **Surface:**APC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 79530.00002 (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	☑	
1/1/1960	OL-AS	Overlay - AC Structural	0.00	0.00	☑	EST 1960 AC OVERLAY
1/1/1945	NC-PC	New Construction - PCC	0.00	0.00	☑	EST 1940s PCC

Network: ORLANDO EXECUT **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6205 **Surface:**AC

L.C.D. 1/1/1999 **Use:** RUNWAY **Rank:** P **Length:** 4,500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 445836.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	NC-AC	New Construction - AC	0.00	0.00	☑	1999 RESURFACING PLANNED

Network: ORLANDO EXECUT **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 6,005.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 600500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	ML-OVL	Mill and Overlay	0.00	0.00	☑	1.5 - 3"
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	UNKNOWN DATE 2" P401 AC SURFACE ON 8" P211 BASE

Network: ORLANDO EXECUT **Branch:** RW 7-25 RUNWAY 7-25 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2001 **Use:** RUNWAY **Rank:** P **Length:** 12,010.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 300250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	ML-OVL	Mill and Overlay	0.00	0.00	☑	1.5-3"
1/1/1977	IMPORTED	BUILT	0.00	3.00	☑	1977 1.5-3" P-401 O ON 2" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TL H TAXILANE H **Section:** 806 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXILAN **Rank:** P **Length:** 1,560.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 62452.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1983	IMPORTED	BUILT	0.00	0.00	☑	EST 1983 AC PAVEMENT

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 104 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 11949.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/6" P-211/6" P-154

Network: ORLANDO EXECUT **Branch:** TW A1 TAXIWAY A1 **Section:** 111 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 15537.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	OL-AS	Overlay - AC Structural	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	NU-IN	New Construction - Initial	0.00	3.00	☑	1960: 3" P401 AC SURFACE ON 10-

Network: ORLANDO EXECUT **Branch:** TW A1 TAXIWAY A1 **Section:** 112 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 14428.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	OL-AS	Overlay - AC Structural	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	NU-IN	New Construction - Initial	0.00	3.00	☑	1960: 3" P401 AC SURFACE ON 10-

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 114 **Surface:**AC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12579.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	IMPORTED	BUILT	0.00	0.00	☑	1999 RESURFACING OR RECONSTRUCTION PLANNED

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 870.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 31644.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 116 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 11579.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 118 **Surface:**AAC

L.C.D. 10/1/2015 **Use:** TAXIWAY **Rank:** P **Length:** 208.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 12843.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	Mill 2" Overlay 2.5" P-401SP
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 119 **Surface:**AAC

L.C.D. 10/1/2015 **Use:** TAXIWAY **Rank:** P **Length:** 104.00 (Ft) **Width:** 78.00 (Ft) **True Area:** 8568.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill and 2.5" P-401SP Overlay
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 125 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 3,400.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 257040.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	OL-AS	Overlay - AC Structural	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	NU-IN	New Construction - Initial	0.00	3.00	☑	1960: 3" P401 AC SURFACE ON 10-

Network: ORLANDO EXECUT **Branch:** TW A TAXIWAY A **Section:** 155 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 1,060.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 59105.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW A2 TAXIWAY A2 **Section:** 120 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 387.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 30935.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	OVERLAY	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	IMPORTED	BUILT	0.00	3.00	☑	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORLANDO EXECUT **Branch:** TW A3 TAXIWAY A3 **Section:** 130 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 56163.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	OVERLAY	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	IMPORTED	BUILT	0.00	3.00	☑	1960 3" P401 AC PAVEMENT ON 10-18" P211 BASE

Network: ORLANDO EXECUT **Branch:** TW A3 TAXIWAY A3 **Section:** 150 **Surface:**AC

L.C.D. 1/1/1963 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 60358.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2007	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1963	IMPORTED	BUILT	0.00	2.00	☑	1963 2" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW A4 TAXIWAY A4 **Section:** 140 **Surface:**AC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 397.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 15668.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/8" P-211/6" P-154

Network: ORLANDO EXECUT **Branch:** TW A5 TAXIWAY A5 **Section:** 405 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 37049.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC OVERLAY
1/1/1960	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1960 AC PAVEMENT SECTION UNKNOWN

Network: ORLANDO EXECUT **Branch:** TW A5 TAXIWAY A5 **Section:** 425 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 9443.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	1997 TAPERED AC OVERLAY
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE

Network: ORLANDO EXECUT **Branch:** TW A6 TAXIWAY A6 **Section:** 113 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 640.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 26953.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/6" P-211/6" P-154

Network: ORLANDO EXECUT **Branch:** TW A7 TAXIWAY A7 **Section:** 170 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 30387.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW A8 TAXIWAY A8 **Section:** 180 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25086.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW B TAXIWAY B **Section:** 103 **Surface:**AAC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 760.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 57000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	IMPORTED	OVERLAY	0.00	0.00	☑	1999 RESURFACING OR RECONSTRUCTION PLANNED
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORLANDO EXECUT **Branch:** TW B TAXIWAY B **Section:** 105 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 435.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 30470.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" MILL and VAR. DEPTH P-401SP
1/1/1997	IMPORTED	OVERLAY	0.00	2.00	☑	1997 2" P401 AC OVERLAY
1/1/1960	IMPORTED	BUILT	0.00	3.00	☑	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORLANDO EXECUT **Branch:** TW B1 TAXIWAY B1 **Section:** 102 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 145.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6388.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORLANDO EXECUT **Branch:** TW E1 TAXIWAY E1 **Section:** 501 **Surface:**AC

L.C.D. 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 5073.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	EST 1977 AC PAVEMENT

Network: ORLANDO EXECUT **Branch:** TW E2 TAXIWAY E2 **Section:** 510 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9644.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 7" P-211

Network: ORLANDO EXECUT **Branch:** TW E2 TAXIWAY E2 **Section:** 512 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 2687.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW E3 TAXIWAY E3 **Section:** 417 **Surface:**AC

L.C.D. 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 42.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 8311.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	EST 1977 AC PAVEMENT

Network: ORLANDO EXECUT **Branch:** TW E3 TAXIWAY E3 **Section:** 420 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 900.00 (Ft) **True Area:** 36384.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P-401 6" P-211

Network: ORLANDO EXECUT **Branch:** TW E3 TAXIWAY E3 **Section:** 520 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 225.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9009.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 7" P-211

Network: ORLANDO EXECUT **Branch:** TW E3 TAXIWAY E3 **Section:** 522 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 67.00 (Ft) **Width:** 32.00 (Ft) **True Area:** 2133.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW E4 TAXIWAY E4 **Section:** 1105 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 6580.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" BASE

Network: ORLANDO EXECUT **Branch:** TW E4 TAXIWAY E4 **Section:** 1110 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 20682.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" MILL AND OVERLAY
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" BASE

Network: ORLANDO EXECUT **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AC

L.C.D. 1/1/1983 **Use:** TAXIWAY **Rank:** P **Length:** 1,822.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 78110.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 7" P-211

Network: ORLANDO EXECUT **Branch:** TW E TAXIWAY E **Section:** 530 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 680.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 46191.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" MILL AND OVERLAY
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 7" P-211

Network: ORLANDO EXECUT **Branch:** TW E TAXIWAY E **Section:** 540 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 21326.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" MILL AND OVERLAY
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORLANDO EXECUT **Branch:** TW E TAXIWAY E **Section:** 550 **Surface:**AAC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 1,336.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 52982.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2015: 2" MILL AND OVERLAY
1/1/1984	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1984 SLURRY SEAL
1/1/1979	IMPORTED	BUILT	0.00	2.00	☑	1979 2" P-401 8" P-211

Network: ORLANDO EXECUT **Branch:** TW E5 TAXIWAY E5 **Section:** 560 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5540.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORLANDO EXECUT **Branch:** TW E5 TAXIWAY E5 **Section:** 565 **Surface:**AAC

L.C.D. 10/1/2015 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9465.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill and 2.5" P-401SP Overlay
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORLANDO EXECUT **Branch:** TW E6 TAXIWAY E6 **Section:** 805 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 185.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 17742.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1984	IMPORTED	BUILT	0.00	6.00	☑	1984 4' P-401 6" P-211

Network: ORLANDO EXECUT **Branch:** TW E6 TAXIWAY E6 **Section:** 820 **Surface:**AC

L.C.D. 8/15/2015 **Use:** TAXIWAY **Rank:** P **Length:** 145.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 11139.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
8/15/2015	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-219 CRUSHED CON
1/1/1999	IMPORTED	BUILT	0.00	0.00	☑	RECONSTRUCTION PLANNED IN 1999 SECTION UNKNOWN

Network: ORLANDO EXECUT **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 870.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 32622.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	5" P-401, 9" P-211
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 6" P-211

Network: ORLANDO EXECUT **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 650.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 27048.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	5" P-401, 9" P-211
1/1/1984	IMPORTED	BUILT	0.00	4.00	☑	1984 4" P-401 6" P-211

Network: ORLANDO EXECUT **Branch:** TW G TAXIWAY G **Section:** 715 **Surface:**AC

L.C.D. 4/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 8289.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW K1 TAXIWAY K1 **Section:** 1125 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18899.00000 (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	☑	5" P-401, 9" P-211

Network: ORLANDO EXECUT **Branch:** TW K TAXIWAY K **Section:** 1115 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16585.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
4/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: ORLANDO EXECUT **Branch:** TW K TAXIWAY K **Section:** 1120 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 425.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 16840.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	5" P-401, 9" P-211
1/1/1999	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/ 8" P-211/ 6" P-154

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	48	4,117,871.00	2.32	1.62
Complete Reconstruction - AC	13	1,541,827.00	1.23	1.85
Complete Reconstruction - PCC	1	1,760.00	0.00	0.00
Crack Sealing - AC	1	17,742.00	0.00	0.00
Mill and Overlay	18	1,587,671.00	0.00	0.00
New Construction - AC	10	730,725.00	0.00	0.00
New Construction - Initial	20	850,052.00	1.85	1.88
New Construction - PCC	2	195,277.00	1.00	1.00
OVERLAY	7	255,660.00	0.86	0.99
Overlay - AC Structural	5	482,282.00	1.20	0.98
Surface Reconstruction - AC	2	133,095.00	4.00	0.00
Surface Treatment - Seal Coat	23	2,992,945.00	0.00	0.00

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP E	3	2,170.00	161.33	632,228.00	APRON	62.33	26.71	42.27
AP N	10	4,309.00	182.90	1,483,898.00	APRON	52.80	32.41	83.16
AP NE	4	2,550.00	52.50	138,742.00	APRON	57.75	21.04	53.90
AP RU 25	1	233.00	100.00	25,880.00	APRON	74.00	0.00	74.00
AP RU 31	1	255.00	130.00	36,282.00	APRON	70.00	0.00	70.00
AP RU 7	2	765.00	170.00	62,523.00	APRON	83.00	17.00	77.29
AP W	10	3,429.00	301.80	820,881.00	APRON	74.80	21.36	59.70
RW 13-31	1	4,500.00	100.00	445,836.00	RUNWAY	64.00	0.00	64.00
RW 7-25	2	18,015.00	62.50	900,750.00	RUNWAY	58.00	2.00	57.33
TL H	1	1,560.00	40.00	62,452.00	TAXILANE	48.00	0.00	48.00
TW A	8	6,097.00	69.12	405,307.00	TAXIWAY	73.25	16.61	68.87
TW A1	2	390.00	100.00	29,965.00	TAXIWAY	64.50	10.50	64.89
TW A2	1	387.00	75.00	30,935.00	TAXIWAY	54.00	0.00	54.00
TW A3	2	1,600.00	62.50	116,521.00	TAXIWAY	58.00	3.00	57.89
TW A4	1	397.00	30.00	15,668.00	TAXIWAY	62.00	0.00	62.00
TW A5	2	495.00	87.50	46,492.00	TAXIWAY	60.00	2.00	58.81
TW A6	1	640.00	35.00	26,953.00	TAXIWAY	66.00	0.00	66.00
TW A7	1	400.00	55.00	30,387.00	TAXIWAY	100.00	0.00	100.00
TW A8	1	400.00	50.00	25,086.00	TAXIWAY	100.00	0.00	100.00
TW B	2	1,195.00	75.00	87,470.00	TAXIWAY	66.00	12.00	62.36
TW B1	1	145.00	50.00	6,388.00	TAXIWAY	40.00	0.00	40.00
TW E	4	4,188.00	40.00	198,609.00	TAXIWAY	84.00	12.27	79.58
TW E1	1	40.00	125.00	5,073.00	TAXIWAY	50.00	0.00	50.00
TW E2	2	215.00	40.00	12,331.00	TAXIWAY	52.00	9.00	46.92
TW E3	4	374.00	293.00	55,837.00	TAXIWAY	41.25	8.93	43.43
TW E4	2	245.00	56.50	27,262.00	TAXIWAY	80.50	11.50	86.45
TW E5	2	255.00	40.00	15,005.00	TAXIWAY	76.50	13.50	80.03
TW E6	2	330.00	55.00	28,881.00	TAXIWAY	75.00	15.00	71.57
TW F	1	870.00	35.00	32,622.00	TAXIWAY	100.00	0.00	100.00
TW G	2	765.00	55.00	35,337.00	TAXIWAY	100.00	0.00	100.00
TW K	2	655.00	42.50	33,425.00	TAXIWAY	100.00	0.00	100.00
TW K1	1	230.00	50.00	18,899.00	TAXIWAY	100.00	0.00	100.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	31	3,200,434.00	64.65	27.23	67.46
RUNWAY	3	1,346,586.00	60.00	3.27	59.54
TAXILANE	1	62,452.00	48.00	0.00	48.00
TAXIWAY	45	1,284,453.00	71.64	20.75	71.42
ALL	80	5,893,925.00	68.20	23.43	66.31

Pavement Database: FDOT *NetworkId: ORL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4205	1/1/1984	AC	APRON	P	0	608,614.00	4/11/2022	38	41
AP E	4230	12/25/1999	AC	APRON	P	0	10,914.00	4/11/2022	23	46
AP E	4235	4/1/2022	AC	APRON	P	0	12,700.00	4/1/2022	0	100
AP N	4105	1/1/1979	AC	APRON	P	0	30,918.00	4/11/2022	43	39
AP N	4110	4/1/2022	AC	APRON	P	0	1,087,685.	4/1/2022	0	100
AP N	4125	1/1/1978	AC	APRON	P	0	7,873.00	4/11/2022	44	28
AP N	4130	8/15/2015	AAC	APRON	P	0	9,931.00	4/11/2022	7	90
AP N	4155	1/1/1984	AC	APRON	P	0	54,941.00	4/11/2022	38	43
AP N	4158	1/1/2002	AAC	APRON	P	0	131,066.00	4/11/2022	20	6
AP N	4165	1/1/1984	AC	APRON	P	0	27,156.00	4/11/2022	38	5
AP N	4166	9/1/2012	AC	APRON	P	0	12,857.00	4/11/2022	10	88
AP N	4170	1/1/1984	AC	APRON	P	0	82,701.00	4/11/2022	38	66
AP N	4175	1/1/1960	AC	APRON	P	0	38,770.00	4/11/2022	62	63
AP NE	4305	1/1/1984	AC	APRON	P	0	52,643.00	4/11/2022	38	23
AP NE	4312	12/25/1999	AC	APRON	P	0	8,541.00	4/11/2022	23	59
AP NE	4315	1/1/2007	AAC	APRON	P	0	24,518.00	4/11/2022	15	75
AP NE	4320	1/1/2007	AAC	APRON	P	0	53,040.00	4/11/2022	15	74
AP RU 25	5110	1/1/2001	AC	APRON	P	0	25,880.00	4/11/2022	21	74
AP RU 31	5205	1/1/2001	AC	APRON	P	0	36,282.00	4/11/2022	21	70
AP RU 7	5305	4/1/2020	AC	APRON	P	0	20,757.00	4/1/2020	0	100
AP RU 7	5310	1/1/2001	AC	APRON	P	0	41,766.00	4/11/2022	21	66
AP W	4605	1/1/2002	AC	APRON	P	0	34,600.00	4/11/2022	20	64
AP W	4610	1/1/1999	AC	APRON	P	0	260,825.00	4/11/2022	23	38
AP W	4640	11/1/2019	AAC	APRON	P	0	153,619.00	4/11/2022	3	91
AP W	4645	11/1/2019	AAC	APRON	P	0	23,080.00	4/11/2022	3	94
AP W	4650	12/1/1998	AC	APRON	P	0	115,747.00	4/11/2022	24	46
AP W	4665	11/1/2019	AC	APRON	P	0	10,775.00	4/11/2022	3	94
AP W	4670	11/1/2019	AAC	APRON	P	0	9,610.00	4/11/2022	3	94
AP W	4675	3/1/2019	PCC	APRON	P	0	1,760.00	4/11/2022	3	100
AP W	4805	1/1/2001	AC	APRON	P	0	131,335.00	4/11/2022	21	62
AP W	4810	1/1/2012	APC	APRON	P	0	79,530.00	4/11/2022	10	65
RW 13-31	6205	1/1/1999	AC	RUNWAY	P	0	445,836.00	4/11/2022	23	64
RW 7-25	6105	1/1/2001	AAC	RUNWAY	P	0	600,500.00	4/11/2022	21	56
RW 7-25	6110	1/1/2001	AAC	RUNWAY	P	0	300,250.00	4/11/2022	21	60
TL H	806	1/1/1983	AC	TAXILANE	P	0	62,452.00	4/11/2022	39	48
TW A	104	1/1/2001	AC	TAXIWAY	P	0	11,949.00	4/11/2022	21	62
TW A	114	1/1/1999	AC	TAXIWAY	P	0	12,579.00	4/11/2022	23	75
TW A	115	1/1/1984	AC	TAXIWAY	P	0	31,644.00	4/11/2022	38	48
TW A	116	1/1/1984	AC	TAXIWAY	P	0	11,579.00	4/11/2022	38	61
TW A	118	10/1/2015	AAC	TAXIWAY	P	0	12,843.00	4/11/2022	7	90
TW A	119	10/1/2015	AAC	TAXIWAY	P	0	8,568.00	4/11/2022	7	87
TW A	125	1/1/1997	AAC	TAXIWAY	P	0	257,040.00	4/11/2022	25	63
TW A	155	4/1/2020	AC	TAXIWAY	P	0	59,105.00	4/1/2020	0	100
TW A1	111	1/1/1997	AAC	TAXIWAY	P	0	15,537.00	4/11/2022	25	75
TW A1	112	1/1/1997	AAC	TAXIWAY	P	0	14,428.00	4/11/2022	25	54
TW A2	120	1/1/1997	AAC	TAXIWAY	P	0	30,935.00	4/11/2022	25	54
TW A3	130	1/1/1997	AAC	TAXIWAY	P	0	56,163.00	4/11/2022	25	61
TW A3	150	1/1/1963	AC	TAXIWAY	P	0	60,358.00	4/11/2022	59	55
TW A4	140	1/1/1999	AC	TAXIWAY	P	0	15,668.00	4/11/2022	23	62

TW A5	405	1/1/1997	AAC	TAXIWAY	P	0	37,049.00	4/11/2022	25	58
TW A5	425	1/1/1997	AAC	TAXIWAY	P	0	9,443.00	4/11/2022	25	62
TW A6	113	1/1/2001	AC	TAXIWAY	P	0	26,953.00	4/11/2022	21	66
TW A7	170	4/1/2020	AC	TAXIWAY	P	0	30,387.00	4/1/2020	0	100
TW A8	180	4/1/2020	AC	TAXIWAY	P	0	25,086.00	4/1/2020	0	100
TW B	103	1/1/1999	AAC	TAXIWAY	P	0	57,000.00	4/11/2022	23	54
TW B	105	8/15/2015	AAC	TAXIWAY	P	0	30,470.00	4/11/2022	7	78
TW B1	102	1/1/1991	AC	TAXIWAY	P	0	6,388.00	4/11/2022	31	40
TW E	505	1/1/1983	AC	TAXIWAY	P	0	78,110.00	4/11/2022	39	63
TW E	530	8/15/2015	AAC	TAXIWAY	P	0	46,191.00	4/11/2022	7	89
TW E	540	8/15/2015	AAC	TAXIWAY	P	0	21,326.00	4/11/2022	7	94
TW E	550	8/15/2015	AAC	TAXIWAY	P	0	52,982.00	4/11/2022	7	90
TW E1	501	1/1/1977	AC	TAXIWAY	P	0	5,073.00	4/11/2022	45	50
TW E2	510	1/1/1983	AC	TAXIWAY	P	0	9,644.00	4/11/2022	39	43
TW E2	512	1/1/1983	AC	TAXIWAY	P	0	2,687.00	4/11/2022	39	61
TW E3	417	1/1/1977	AC	TAXIWAY	P	0	8,311.00	4/11/2022	45	26
TW E3	420	1/1/1984	AC	TAXIWAY	P	0	36,384.00	4/11/2022	38	47
TW E3	520	1/1/1983	AC	TAXIWAY	P	0	9,009.00	4/11/2022	39	44
TW E3	522	1/1/1983	AC	TAXIWAY	P	0	2,133.00	4/11/2022	39	48
TW E4	1105	1/1/1991	AC	TAXIWAY	P	0	6,580.00	4/11/2022	31	69
TW E4	1110	8/15/2015	AAC	TAXIWAY	P	0	20,682.00	4/11/2022	7	92
TW E5	560	1/1/1991	AC	TAXIWAY	P	0	5,540.00	4/11/2022	31	63
TW E5	565	10/1/2015	AAC	TAXIWAY	P	0	9,465.00	4/11/2022	7	90
TW E6	805	1/1/1984	AC	TAXIWAY	P	0	17,742.00	4/11/2022	38	60
TW E6	820	8/15/2015	AC	TAXIWAY	P	0	11,139.00	4/11/2022	7	90
TW F	605	1/1/2022	AC	TAXIWAY	P	0	32,622.00	1/1/2022	0	100
TW G	705	1/1/2022	AC	TAXIWAY	P	0	27,048.00	1/1/2022	0	100
TW G	715	4/1/2020	AC	TAXIWAY	P	0	8,289.00	4/1/2020	0	100
TW K	1115	1/1/2022	AC	TAXIWAY	P	0	16,585.00	1/1/2022	0	100
TW K	1120	1/1/2022	AC	TAXIWAY	P	0	16,840.00	1/1/2022	0	100
TW K1	1125	1/1/2022	AC	TAXIWAY	P	0	18,899.00	1/1/2022	0	100

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		1,356,003.00	12	100.00	0.00	100.00
03-05	3	198,844.00	5	94.60	2.94	91.74
06-10	8	315,984.00	12	86.92	7.58	82.64
11-15	15	77,558.00	2	74.50	0.50	74.32
16-20	20	165,666.00	2	35.00	29.00	18.11
21-25	23	2,522,620.00	23	60.30	9.00	57.58
31-35	31	18,508.00	3	57.33	12.50	57.19
36-40	38	1,087,439.00	15	46.73	15.49	44.25
41-50	44	52,175.00	4	35.75	9.60	36.34
50+	61	99,128.00	2	59.00	4.00	58.13
ALL	21	5,893,925.00	80	68.20	23.43	66.31

Appendix B: Maintenance and Rehabilitation Planning Needs

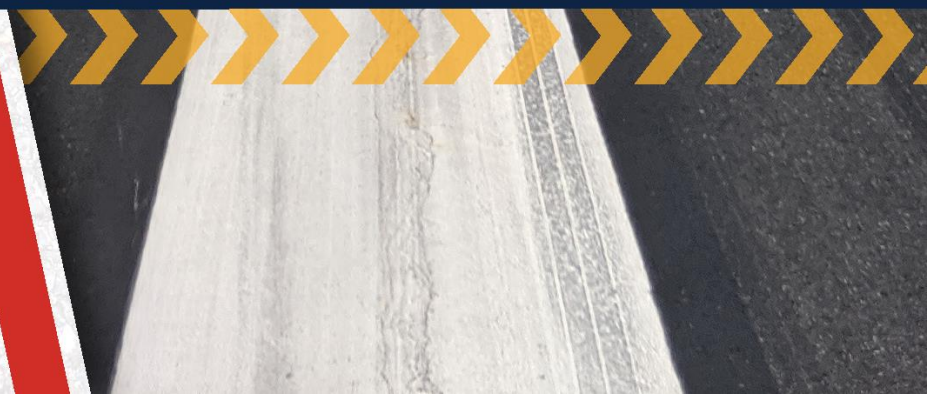


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

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
ORL	TW A	114	RAVELING	Low	630	SF	5.0%	Preventive	Surface Seal	630	SF	$ 0.75	$ 480
ORL	TW A	114	WEATHERING	Medium	1,257	SF	10.0%	Preventive	Surface Seal	1,257	SF	$ 0.75	$ 950
ORL	TW A1	111	RAVELING	Low	779	SF	5.0%	Preventive	Surface Seal	779	SF	$ 0.75	$ 590
ORL	TW A1	111	WEATHERING	Medium	4,661	SF	30.0%	Preventive	Surface Seal	4,661	SF	$ 0.75	$ 3,500
ORL	AP NE	4315	WEATHERING	Medium	24,518	SF	100.0%	Preventive	Surface Seal	24,518	SF	$ 0.75	$ 18,390
ORL	AP NE	4320	RAVELING	Low	6,188	SF	11.7%	Preventive	Surface Seal	6,188	SF	$ 0.75	$ 4,650
ORL	AP NE	4320	WEATHERING	Medium	46,852	SF	88.3%	Preventive	Surface Seal	46,852	SF	$ 0.75	$ 35,140
ORL	AP RU 25	5110	WEATHERING	Medium	7,764	SF	30.0%	Preventive	Surface Seal	7,764	SF	$ 0.75	$ 5,830
ORL	TW A1	112	ALLIGATOR CR	Medium	81	SF	0.6%	Stopgap	AC Full-Depth Patching	121	SF	$ 11.50	$ 1,400
ORL	TW E3	420	DEPRESSION	High	303	SF	0.8%	Stopgap	AC Full-Depth Patching	378	SF	$ 11.50	$ 4,340
ORL	AP N	4125	BLOCK CR	High	393	SF	5.0%	Stopgap	AC Crack Sealing	120	LF	$ 4.00	$ 480
ORL	AP N	4158	BLOCK CR	High	131,066	SF	100.0%	Stopgap	AC Crack Sealing	39,949	LF	$ 4.00	$ 159,800
ORL	AP N	4158	RAVELING	High	19,049	SF	14.5%	Stopgap	AC Partial-Depth Patching	19,049	SF	$ 4.75	$ 90,490
ORL	AP N	4165	BLOCK CR	High	8,149	SF	30.0%	Stopgap	AC Crack Sealing	2,484	LF	$ 4.00	$ 9,940
ORL	AP N	4165	RAVELING	High	1,357	SF	5.0%	Stopgap	AC Partial-Depth Patching	1,356	SF	$ 4.75	$ 6,450
ORL	AP NE	4305	ALLIGATOR CR	Medium	62	SF	0.1%	Stopgap	AC Full-Depth Patching	98	SF	$ 11.50	$ 1,130
ORL	AP NE	4305	PATCHING	High	270	SF	0.5%	Stopgap	AC Full-Depth Patching	340	SF	$ 11.50	$ 3,910
ORL	AP NE	4305	RAVELING	High	56	SF	0.1%	Stopgap	AC Partial-Depth Patching	56	SF	$ 4.75	$ 270

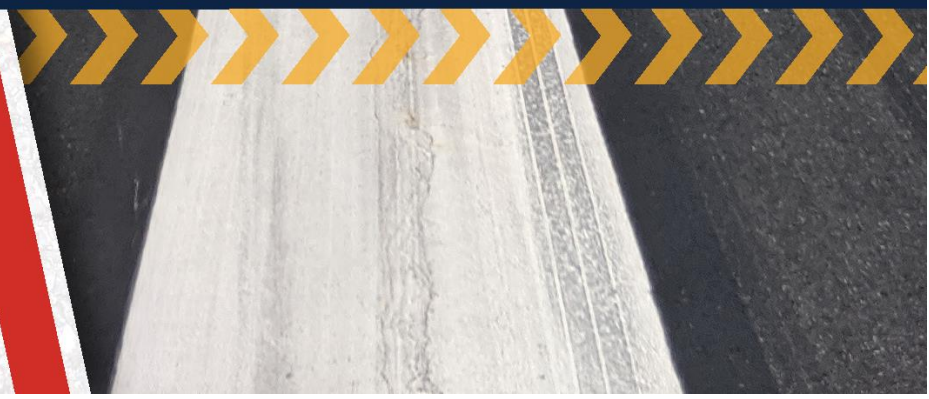
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	RW 7-25	6105	AAC	600,500	54	AC Reconstruction	$ 11,110,000
2023	ORL	RW 7-25	6110	AAC	300,250	58	AC Rehabilitation	$ 3,153,000
2023	ORL	RW 13-31	6205	AC	445,836	63	AC Rehabilitation	$ 4,682,000
2023	ORL	TW A	104	AC	11,949	61	AC Rehabilitation	$ 126,000
2023	ORL	TW A	115	AC	31,644	47	AC Reconstruction	$ 586,000
2023	ORL	TW A	116	AC	11,579	60	AC Rehabilitation	$ 122,000
2023	ORL	TW A	125	AAC	257,040	62	AC Rehabilitation	$ 2,699,000
2023	ORL	TW A1	112	AAC	14,428	53	AC Reconstruction	$ 267,000
2023	ORL	TW A2	120	AAC	30,935	53	AC Reconstruction	$ 573,000
2023	ORL	TW A3	130	AAC	56,163	60	AC Rehabilitation	$ 590,000
2023	ORL	TW A3	150	AC	60,358	54	AC Reconstruction	$ 881,000
2023	ORL	TW A4	140	AC	15,668	61	AC Rehabilitation	$ 165,000
2023	ORL	TW A5	405	AAC	37,049	57	AC Rehabilitation	$ 390,000
2023	ORL	TW A5	425	AAC	9,443	61	AC Rehabilitation	$ 100,000
2023	ORL	TW A6	113	AC	26,953	65	AC Rehabilitation	$ 284,000
2023	ORL	TW B	103	AAC	57,000	53	AC Reconstruction	$ 1,055,000
2023	ORL	TW B1	102	AC	6,388	39	AC Reconstruction	$ 119,000
2023	ORL	TW E	505	AC	78,110	62	AC Rehabilitation	$ 821,000
2023	ORL	TW E1	501	AC	5,073	49	AC Reconstruction	$ 94,000
2023	ORL	TW E2	510	AC	9,644	42	AC Reconstruction	$ 179,000
2023	ORL	TW E2	512	AC	2,687	60	AC Rehabilitation	$ 29,000
2023	ORL	TW E3	417	AC	8,311	24	AC Reconstruction	$ 154,000
2023	ORL	TW E3	420	AC	36,384	46	AC Reconstruction	$ 674,000
2023	ORL	TW E3	520	AC	9,009	43	AC Reconstruction	$ 167,000
2023	ORL	TW E3	522	AC	2,133	47	AC Reconstruction	$ 40,000
2023	ORL	TW E4	1105	AC	6,580	68	AC Rehabilitation	$ 70,000
2023	ORL	TW E5	560	AC	5,540	62	AC Rehabilitation	$ 59,000
2023	ORL	TW E6	805	AC	17,742	59	AC Rehabilitation	$ 187,000
2023	ORL	TL H	806	AC	62,452	47	AC Reconstruction	$ 1,156,000
2023	ORL	AP E	4205	AC	608,614	39	AC Reconstruction	$ 11,260,000

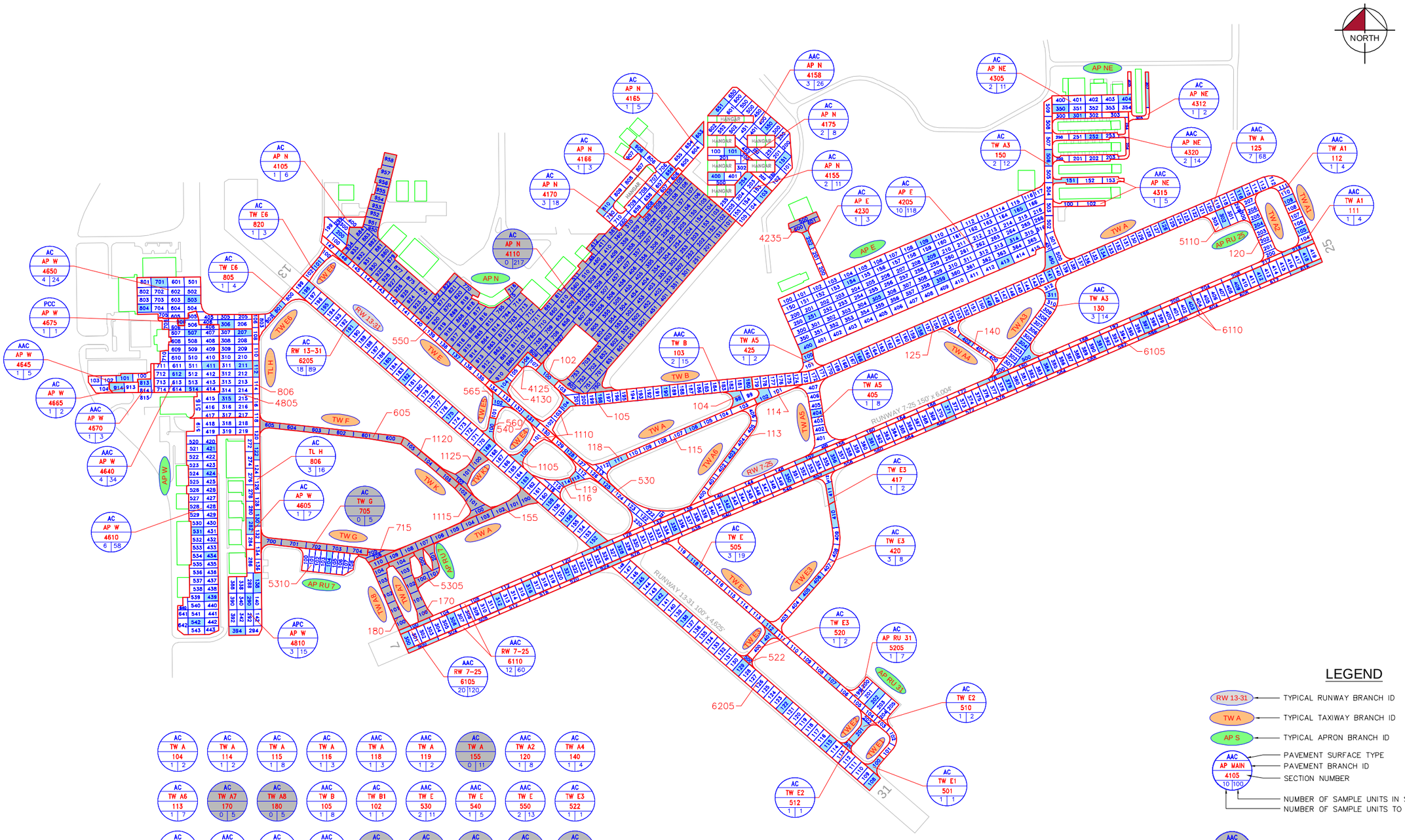
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ORL	AP E	4230	AC	10,914	45	AC Reconstruction	$ 202,000
2023	ORL	AP N	4105	AC	30,918	37	AC Reconstruction	$ 572,000
2023	ORL	AP N	4125	AC	7,873	24	AC Reconstruction	$ 146,000
2023	ORL	AP N	4155	AC	54,941	41	AC Reconstruction	$ 1,017,000
2023	ORL	AP N	4158	AAC	131,066	3	AC Reconstruction	$ 2,425,000
2023	ORL	AP N	4165	AC	27,156	1	AC Reconstruction	$ 503,000
2023	ORL	AP N	4170	AC	82,701	64	AC Rehabilitation	$ 869,000
2023	ORL	AP N	4175	AC	38,770	62	AC Rehabilitation	$ 408,000
2023	ORL	AP NE	4305	AC	52,643	19	AC Reconstruction	$ 974,000
2023	ORL	AP NE	4312	AC	8,541	58	AC Rehabilitation	$ 90,000
2023	ORL	AP RU 31	5205	AC	36,282	68	AC Rehabilitation	$ 381,000
2023	ORL	AP RU 7	5310	AC	41,766	64	AC Rehabilitation	$ 439,000
2023	ORL	AP W	4605	AC	34,600	63	AC Rehabilitation	$ 364,000
2023	ORL	AP W	4610	AC	260,825	36	AC Reconstruction	$ 4,826,000
2023	ORL	AP W	4650	AC	115,747	45	AC Reconstruction	$ 2,142,000
2023	ORL	AP W	4805	AC	131,335	61	AC Rehabilitation	$ 1,380,000
2023	ORL	AP W	4810	APC	79,530	62	AC Rehabilitation	$ 836,000
2024	ORL	AP NE	4320	AAC	53,040	69	AC Rehabilitation	$ 585,000
2025	ORL	AP NE	4315	AAC	24,518	68	AC Rehabilitation	$ 284,000
2025	ORL	AP RU 25	5110	AC	25,880	69	AC Rehabilitation	$ 300,000
2026	ORL	TW A1	111	AAC	15,537	69	AC Rehabilitation	$ 189,000
2027	ORL	TW A	114	AC	12,579	69	AC Rehabilitation	$ 161,000
2028	ORL	TW B	105	AAC	30,470	69	AC Rehabilitation	$ 409,000
2031	ORL	AP N	4130	AAC	9,931	70	AC Rehabilitation	$ 155,000
2032	ORL	AP N	4166	AC	12,857	69	AC Rehabilitation	$ 210,000
2032	ORL	AP W	4640	AAC	153,619	69	AC Rehabilitation	$ 2,503,000

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

Appendix C: Technical Exhibits



ORL



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 = 165
AC: 164 PCC: 1

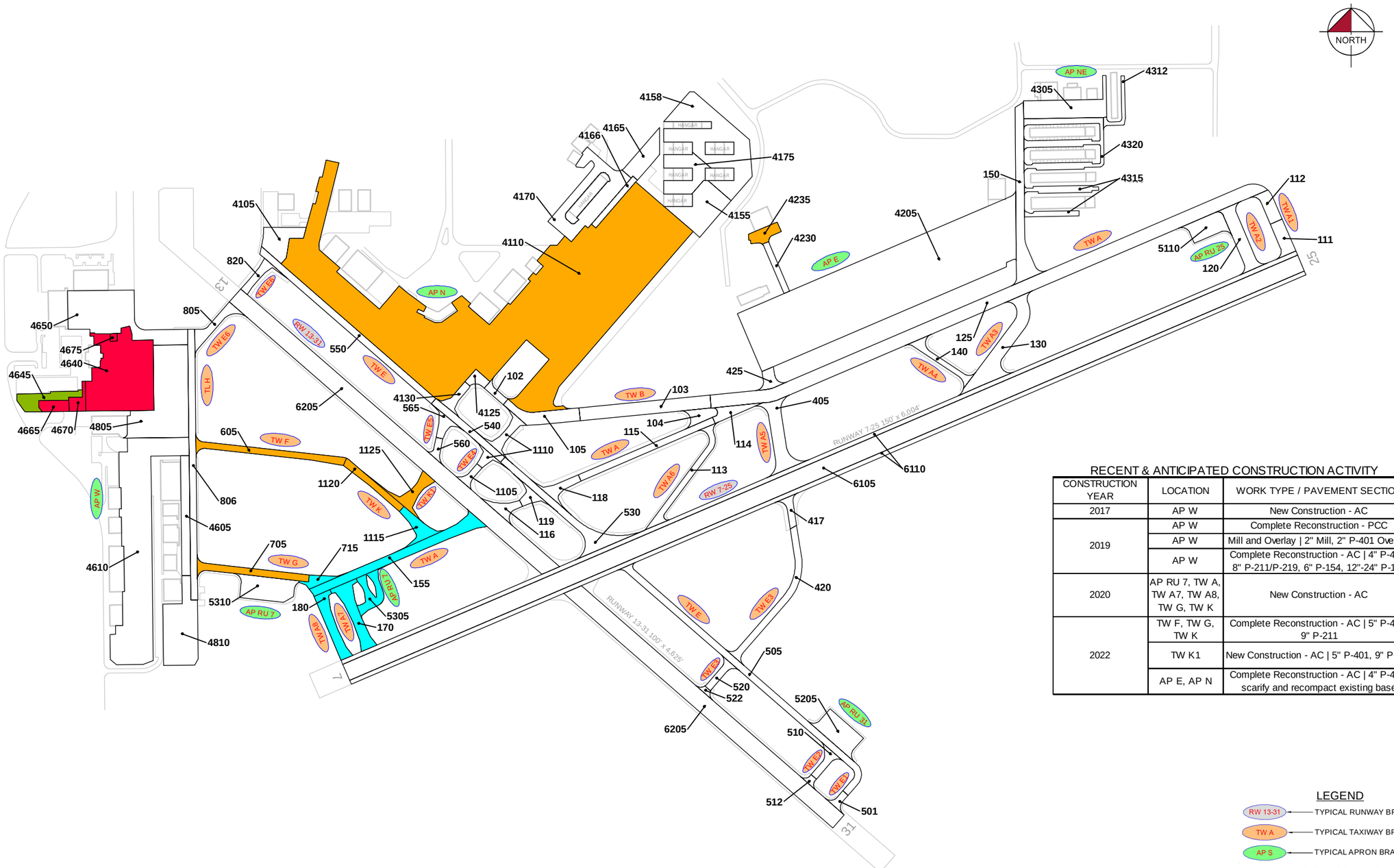
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program
ORLANDO EXECUTIVE AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP W	New Construction - AC
2019	AP W	Complete Reconstruction - PCC
	AP W	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	AP W	Complete Reconstruction - AC | 4" P-401, 8" P-211/P-219, 6" P-154, 12"-24" P-152
2020	AP RU 7, TW A, TW A7, TW A8, TW G, TW K	New Construction - AC
2022	TW F, TW G, TW K	Complete Reconstruction - AC | 5" P-401, 9" P-211
	TW K1	New Construction - AC | 5" P-401, 9" P-211
	AP E, AP N	Complete Reconstruction - AC | 4" P-401, scarify and recompact existing base

LEGEND

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

PROJECT YEAR

2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026

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

ORL

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT

FDOT

2022

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.

ORL

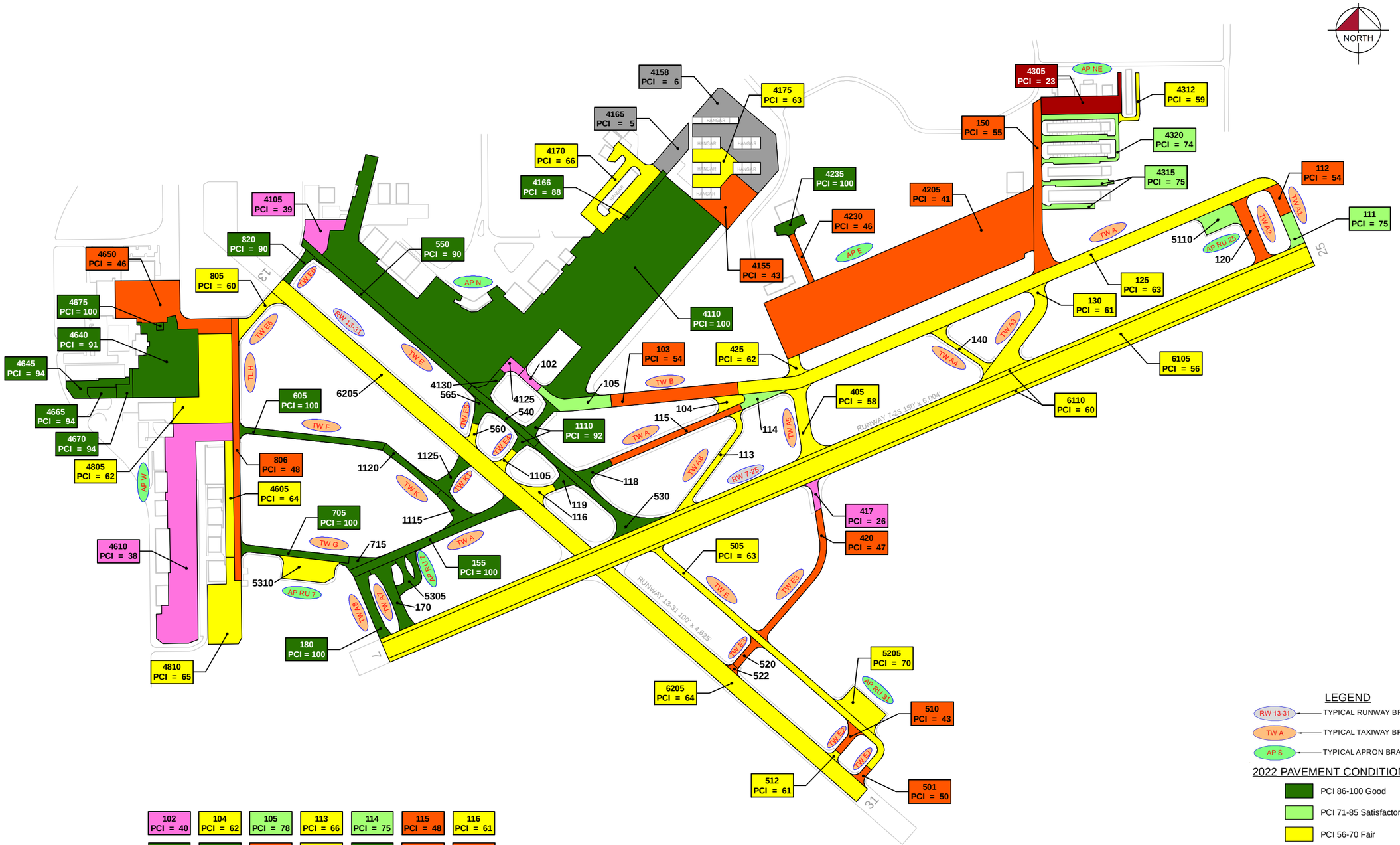
AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program
ORLANDO EXECUTIVE AIRPORT

FDOT

2022

ORL



102 PCI = 40	104 PCI = 62	105 PCI = 78	113 PCI = 66	114 PCI = 75	115 PCI = 48	116 PCI = 61
118 PCI = 90	119 PCI = 87	120 PCI = 54	140 PCI = 62	170 PCI = 100	520 PCI = 44	522 PCI = 48
530 PCI = 89	540 PCI = 94	560 PCI = 63	565 PCI = 90	715 PCI = 100	1105 PCI = 69	1115 PCI = 100
1120 PCI = 100	1125 PCI = 100	4125 PCI = 28	4130 PCI = 90	5110 PCI = 74	5305 PCI = 100	5310 PCI = 66

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.

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

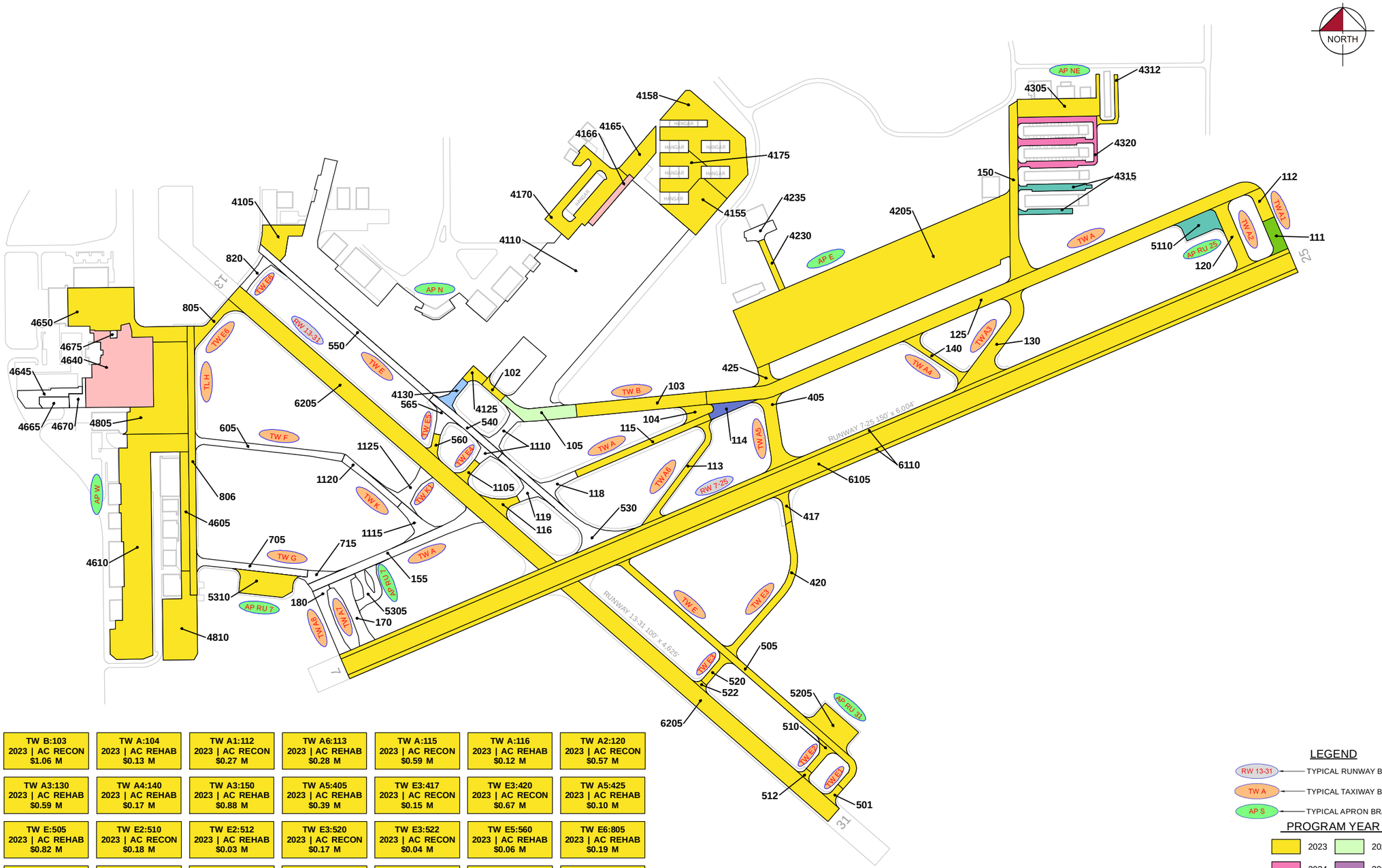
Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT

FDOT

2022

ORL



TW B1:102 2023 | AC RECON $0.12 M	TW B:103 2023 | AC RECON $1.06 M	TW A:104 2023 | AC REHAB $0.13 M	TW A1:112 2023 | AC RECON $0.27 M	TW A6:113 2023 | AC REHAB $0.28 M	TW A:115 2023 | AC RECON $0.59 M	TW A:116 2023 | AC REHAB $0.12 M	TW A2:120 2023 | AC RECON $0.57 M
TW A:125 2023 | AC REHAB $2.70 M	TW A3:130 2023 | AC REHAB $0.59 M	TW A4:140 2023 | AC REHAB $0.17 M	TW A3:150 2023 | AC REHAB $0.88 M	TW A5:405 2023 | AC REHAB $0.39 M	TW E3:417 2023 | AC RECON $0.15 M	TW E3:420 2023 | AC RECON $0.67 M	TW A5:425 2023 | AC REHAB $0.10 M
TW E1:501 2023 | AC RECON $0.09 M	TW E:505 2023 | AC REHAB $0.82 M	TW E2:510 2023 | AC RECON $0.18 M	TW E2:512 2023 | AC REHAB $0.03 M	TW E3:520 2023 | AC RECON $0.17 M	TW E3:522 2023 | AC RECON $0.04 M	TW E5:560 2023 | AC REHAB $0.06 M	TW E6:805 2023 | AC REHAB $0.19 M
TL H:806 2023 | AC RECON $1.16 M	TW E4:1105 2023 | AC REHAB $0.07 M	AP N:4105 2023 | AC RECON $0.57 M	AP N:4125 2023 | AC RECON $0.15 M	AP N:4155 2023 | AC RECON $1.02 M	AP N:4158 2023 | AC RECON $2.43 M	AP N:4165 2023 | AC RECON $0.50 M	AP N:4170 2023 | AC REHAB $0.87 M
AP N:4175 2023 | AC REHAB $0.41 M	AP E:4205 2023 | AC RECON $11.26 M	AP E:4230 2023 | AC RECON $0.20 M	AP NE:4305 2023 | AC RECON $0.97 M	AP NE:4312 2023 | AC REHAB $0.09 M	AP W:4605 2023 | AC REHAB $0.36 M	AP W:4610 2023 | AC RECON $4.83 M	AP W:4650 2023 | AC RECON $2.14 M
AP W:4805 2023 | AC REHAB $1.38 M	AP W:4810 2023 | AC REHAB $0.84 M	AP RU 31:5205 2023 | AC REHAB $0.38 M	AP RU 7:5310 2023 | AC REHAB $0.44 M	RW 7-25:6105 2023 | AC RECON $11.11 M	RW 7-25:6110 2023 | AC REHAB $3.15 M	RW 13-31:6205 2023 | AC REHAB $4.68 M	AP NE:4320 2024 | AC REHAB $0.59 M
AP NE:4315 2025 | AC REHAB $0.28 M	AP RU 25:5110 2025 | AC REHAB $0.30 M	TW A1:111 2026 | AC REHAB $0.19 M	TW A:114 2027 | AC REHAB $0.16 M	TW B:105 2028 | AC REHAB $0.41 M	AP N:4130 2031 | AC REHAB $0.16 M	AP N:4166 2032 | AC REHAB $0.21 M	AP W:4640 2032 | AC REHAB $2.50 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.

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

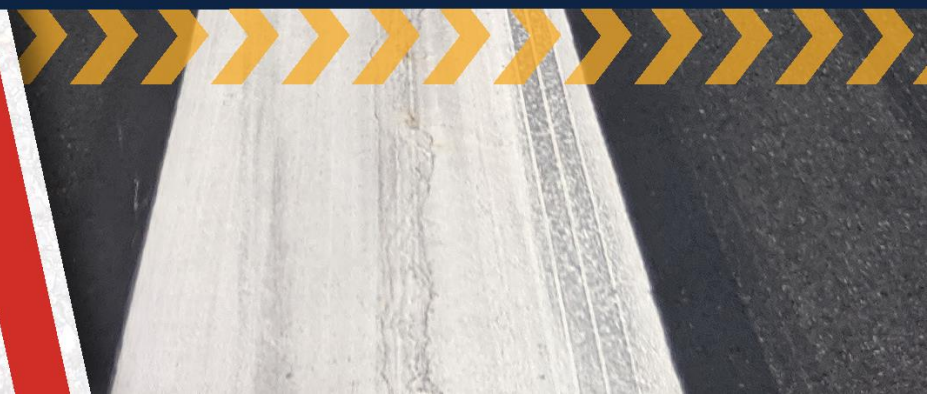
Statewide Airfield Pavement Management Program

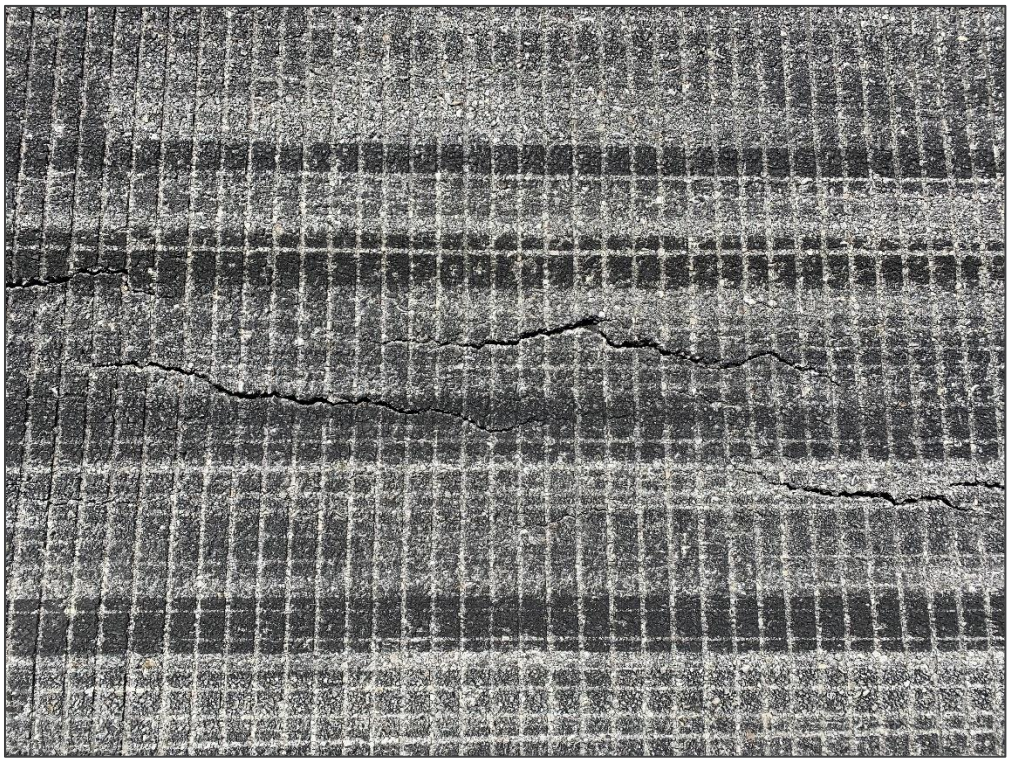
ORLANDO EXECUTIVE AIRPORT

FDOT

2022

Appendix D: Inspection Photograph Documentation





RW 7-25, Section 6105, Sample Unit 328 – Alligator Cracking

RW 7-25, Section 6105, Sample Unit 412 – Longitudinal & Transverse Cracking

RW 7-25, Section 6110, Sample Unit 568 – Swelling

RW 13-31, Section 6205, Sample Unit 115 – Swelling

RW 13-31, Section 6205, Sample Unit 185 – Swelling

TW A, Section 125, Sample Unit 166 – Swelling

TW A1, Section 112, Sample Unit 109 – Alligator Cracking

TW B, Section 103, Sample Unit 190 – Swelling

TW E, Section 505, Sample Unit 118 – Vicinity

TW E3, Section 420, Sample Unit 405 – Depression

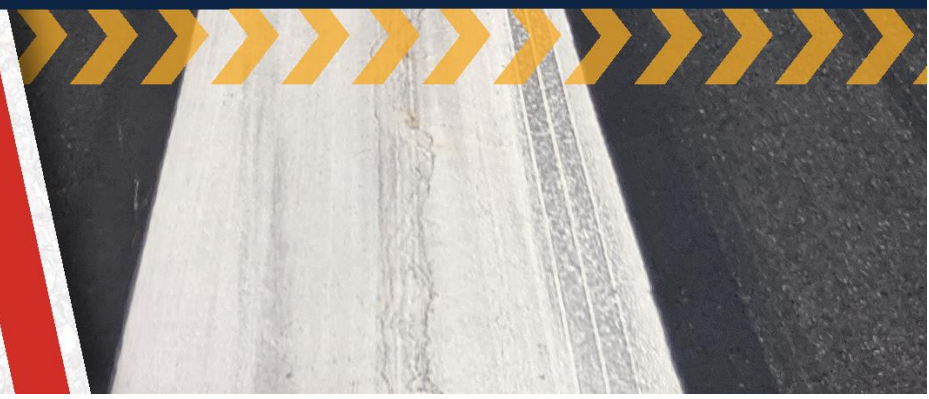
AP E, Section 4205, Sample Unit 251– Block Cracking

AP N, Section 4125, Sample Unit 106 – Block Cracking

AP N, Section 4158, Sample Unit 151 – Vicinity

AP W, Section 4610, Sample Unit 424 – Block Cracking

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT

Generated Date 11/18/2022

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 632,228 SqFt

Section: 4205 of 3 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 608,614 SqFt **Length:** 1,675 Ft **Width:** 364 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 4/1/2007 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 118 **Surveyed:** 10

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	100.00	SqFt

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	500.00	SqFt

Sample Number: 165 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	4500.00	SqFt
43	BLOCK CR	M	500.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 209 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
43	BLOCK CR	M	750.00	SqFt
52	RAVELING	L	4500.00	SqFt
52	RAVELING	M	500.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 251 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	1000.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
43	BLOCK CR	M	1000.00	SqFt
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
43	BLOCK CR	M	750.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Sample Number: 359 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Sample Number: 400 **Type:** R **Area:** 6400.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3840.00	SqFt
43	BLOCK CR	M	2560.00	SqFt
52	RAVELING	L	6400.00	SqFt
56	SWELLING	L	320.00	SqFt

Sample Number: 413 **Type:** R **Area:** 6400.00 SqFt **PCI:** 38

Sample Comments:

43	BLOCK CR	L	3840.00	SqFt
43	BLOCK CR	M	2560.00	SqFt
52	RAVELING	L	6080.00	SqFt
52	RAVELING	M	320.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 632,228 SqFt

Section: 4230 of 3 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 10,914 SqFt **Length:** 310 Ft **Width:** 35 Ft

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

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

Section Comments:

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

Work Date: 4/1/2007 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 3914.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	1566.00	SqFt
43	BLOCK CR	M	391.00	SqFt
48	L & T CR	L	189.00	Ft
48	L & T CR	M	47.00	Ft
52	RAVELING	L	3914.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP E **Name:** EAST APRON **Use:** APRON **Area:** 632,228 SqFt

Section: 4235 of 3 **From:** - **To:** - **Last Const.:** 4/1/2022

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

Area: 12,700 SqFt **Length:** 185 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 4/1/2007	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 4/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/4/2019 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 61 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 3501.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
48	L & T CR	L	161.00	Ft
52	RAVELING	L	2000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4105 of 10 **From:** - **To:** - **Last Const.:** 1/1/1979

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

Area: 30,918 SqFt **Length:** 210 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: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 39

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5136.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CR	L	3595.00	SqFt
43	BLOCK CR	M	1541.00	SqFt
52	RAVELING	L	5136.00	SqFt
56	SWELLING	L	257.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4110 of 10 **From:** - **To:** - **Last Const.:** 4/1/2022

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

Area: 1,087,685 SqFt **Length:** 1,610 Ft **Width:** 525 Ft

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

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

Section Comments:

Work Date: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 4/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 3/4/2019 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 34 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 363 **Type:** R **Area:** 5000.00 SqFt **PCI:** 31

Sample Comments:

48	L & T CR	L	166.00	Ft
50	PATCHING	M	504.00	SqFt
52	RAVELING	M	4476.00	SqFt
52	RAVELING	H	20.00	SqFt

Sample Number: 416 **Type:** R **Area:** 4204.00 SqFt **PCI:** 38

Sample Comments:

48	L & T CR	L	108.00	Ft
52	RAVELING	M	4204.00	SqFt

Sample Number: 466 **Type:** R **Area:** 4204.00 SqFt **PCI:** 33

Sample Comments:

43	BLOCK CR	L	1700.00	SqFt
48	L & T CR	L	55.00	Ft
52	RAVELING	M	4204.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4125 of 10 **From:** - **To:** - **Last Const.:** 1/1/1978

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

Area: 7,873 SqFt **Length:** 95 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1984 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 28

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4243.00 SqFt **PCI:** 28

Sample Comments:

43	BLOCK CR	M	4031.00	SqFt
43	BLOCK CR	H	212.00	SqFt
52	RAVELING	L	4141.00	SqFt
52	RAVELING	M	102.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4130 of 10 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 9,931 SqFt **Length:** 180 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: 1/1/1984	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 8/15/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5698.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	2849.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4155 of 10 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 54,941 SqFt **Length:** 280 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 8/1/2012 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

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

Sample Number: 254 **Type:** R **Area:** 6578.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	3288.00	SqFt
43	BLOCK CR	M	3290.00	SqFt
52	RAVELING	L	6578.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4158 of 10 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 131,066 SqFt **Length:** 595 Ft **Width:** 270 Ft

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

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

Section Comments:

Work Date: 1/1/1984	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 8/1/2012	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 6

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 4995.00 SqFt **PCI:** 5

Sample Comments:

43	BLOCK CR	H	4995.00	SqFt
52	RAVELING	M	3497.00	SqFt
52	RAVELING	H	1498.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 5

Sample Comments:

43	BLOCK CR	H	5000.00	SqFt
52	RAVELING	M	4250.00	SqFt
52	RAVELING	H	750.00	SqFt

Sample Number: 651 **Type:** R **Area:** 5472.00 SqFt **PCI:** 8

Sample Comments:

43	BLOCK CR	H	5472.00	SqFt
45	DEPRESSION	L	204.00	SqFt
52	RAVELING	M	5472.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4165 of 10 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 27,156 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 8/1/2012 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 5

Inspection Comments:

Sample Number: 653 **Type:** R **Area:** 5505.00 SqFt **PCI:** 5

Sample Comments:

43	BLOCK CR	M	3853.00	SqFt
43	BLOCK CR	H	1652.00	SqFt
45	DEPRESSION	L	315.00	SqFt
52	RAVELING	M	5230.00	SqFt
52	RAVELING	H	275.00	SqFt
56	SWELLING	L	275.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4166 of 10 **From:** - **To:** - **Last Const.:** 9/1/2012

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

Area: 12,857 SqFt **Length:** 365 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 9/1/2012 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 608 **Type:** R **Area:** 5857.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	109.00	Ft
57	WEATHERING	L	5857.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4170 of 10 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 82,701 SqFt **Length:** 475 Ft **Width:** 140 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 8/1/2012 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 656 **Type:** R **Area:** 4253.00 SqFt **PCI:** 70

Sample Comments:

45	DEPRESSION	L	4.00	SqFt
48	L & T CR	L	150.00	Ft
52	RAVELING	L	425.00	SqFt
57	WEATHERING	M	3828.00	SqFt

Sample Number: 810 **Type:** R **Area:** 6184.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	75.00	Ft
52	RAVELING	L	1237.00	SqFt
57	WEATHERING	M	4947.00	SqFt

Sample Number: 906 **Type:** R **Area:** 4946.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	2332.00	SqFt
43	BLOCK CR	M	53.00	SqFt
52	RAVELING	L	495.00	SqFt
57	WEATHERING	M	4451.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,483,898 SqFt

Section: 4175 of 10 **From:** - **To:** - **Last Const.:** 1/1/1960

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

Area: 38,770 SqFt **Length:** 229 Ft **Width:** 169 Ft

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

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

Section Comments:

Work Date: 1/1/1960 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 8/1/2012 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4923.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	208.00	SqFt
45	DEPRESSION	L	118.00	SqFt
48	L & T CR	L	44.00	Ft
48	L & T CR	M	88.00	Ft
52	RAVELING	L	2462.00	SqFt
56	SWELLING	L	128.00	SqFt
57	WEATHERING	L	2461.00	SqFt

Sample Number: 400 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	4.00	Ft
52	RAVELING	L	5000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 138,742 SqFt

Section: 4305 of 4 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 52,643 SqFt **Length:** 500 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 350 **Type:** R **Area:** 5242.00 SqFt **PCI:** 32

Sample Comments:

43	BLOCK CR	M	5242.00	SqFt
52	RAVELING	L	4980.00	SqFt
52	RAVELING	M	262.00	SqFt
56	SWELLING	L	786.00	SqFt

Sample Number: 404 **Type:** R **Area:** 4127.00 SqFt **PCI:** 12

Sample Comments:

41	ALLIGATOR CR	M	11.00	SqFt
43	BLOCK CR	M	3043.00	SqFt
45	DEPRESSION	L	68.00	SqFt
50	PATCHING	M	1025.00	SqFt
50	PATCHING	H	48.00	SqFt
52	RAVELING	M	3044.00	SqFt
52	RAVELING	H	10.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 138,742 SqFt

Section: 4312 of 4 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 8,541 SqFt **Length:** 450 Ft **Width:** 20 Ft

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

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

Section Comments:

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

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 307 **Type:** R **Area:** 4300.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	L	270.00	SqFt
48	L & T CR	L	195.00	Ft
52	RAVELING	L	860.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	1440.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 138,742 SqFt

Section: 4315 of 4 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 24,518 SqFt **Length:** 600 Ft **Width:** 40 Ft

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

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

Section Comments:

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

Work Date: 1/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 4857.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	78.00	Ft
57	WEATHERING	M	4857.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 138,742 SqFt

Section: 4320 of 4 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 53,040 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **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: 4/11/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 252 **Type:** R **Area:** 4000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	13.00	Ft
57	WEATHERING	M	4000.00	SqFt

Sample Number: 301 **Type:** R **Area:** 3500.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	110.00	Ft
52	RAVELING	L	875.00	SqFt
57	WEATHERING	M	2625.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP RU 25 **Name:** RUN-UP APRON 25 **Use:** APRON **Area:** 25,880 SqFt

Section: 5110 of 1 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 25,880 SqFt **Length:** 233 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: 4/11/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5750.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	111.00	Ft
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	4025.00	SqFt
57	WEATHERING	M	1725.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP RU 31 **Name:** RUN-UP APRON 31 **Use:** APRON **Area:** 36,282 SqFt

Section: 5205 of 1 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 36,282 SqFt **Length:** 255 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 6850.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	343.00	Ft
56	SWELLING	L	310.00	SqFt
57	WEATHERING	L	5480.00	SqFt
57	WEATHERING	M	1370.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP RU 7 **Name:** RUN-UP APRON 7 **Use:** APRON **Area:** 62,523 SqFt

Section: 5310 of 2 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 41,766 SqFt **Length:** 315 Ft **Width:** 310 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: 4/11/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4725.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	329.00	Ft
48	L & T CR	M	64.00	Ft
56	SWELLING	L	429.00	SqFt
57	WEATHERING	L	4725.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4605 of 10 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 34,600 SqFt **Length:** 700 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1942	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2002	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 282 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

43	BLOCK CR	L	160.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4610 of 10 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 260,825 SqFt **Length:** 150 Ft **Width:** 1,700 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2015 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 58 **Surveyed:** 6

Conditions: **PCI:** 38

Inspection Comments:

Sample Number: 421 **Type:** R **Area:** 4307.00 SqFt **PCI:** 37

Sample Comments:

43	BLOCK CR	L	1825.00	SqFt
43	BLOCK CR	M	1825.00	SqFt
50	PATCHING	L	600.00	SqFt
52	RAVELING	L	3707.00	SqFt
56	SWELLING	L	371.00	SqFt

Sample Number: 424 **Type:** R **Area:** 4307.00 SqFt **PCI:** 31

Sample Comments:

43	BLOCK CR	L	2317.00	SqFt
43	BLOCK CR	M	1544.00	SqFt
45	DEPRESSION	L	153.00	SqFt
50	PATCHING	L	446.00	SqFt
52	RAVELING	L	3668.00	SqFt
52	RAVELING	M	193.00	SqFt
56	SWELLING	L	193.00	SqFt

Sample Number: 434 **Type:** R **Area:** 4307.00 SqFt **PCI:** 35

Sample Comments:

43	BLOCK CR	L	2584.00	SqFt
43	BLOCK CR	M	1723.00	SqFt
52	RAVELING	L	4092.00	SqFt
52	RAVELING	M	215.00	SqFt
56	SWELLING	L	431.00	SqFt

Sample Number: 439 **Type:** R **Area:** 4307.00 SqFt **PCI:** 34

Sample Comments:

43	BLOCK CR	L	2584.00	SqFt
43	BLOCK CR	M	1723.00	SqFt
52	RAVELING	L	4092.00	SqFt
52	RAVELING	M	215.00	SqFt
56	SWELLING	L	646.00	SqFt

Sample Number: 531 **Type:** R **Area:** 3793.00 SqFt **PCI:** 35

Sample Comments:

43	BLOCK CR	L	2276.00	SqFt
43	BLOCK CR	M	1517.00	SqFt
52	RAVELING	L	3603.00	SqFt
52	RAVELING	M	190.00	SqFt
56	SWELLING	L	379.00	SqFt

Sample Number: 542 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4640 of 10 **From:** - **To:** - **Last Const.:** 11/1/2019

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

Area: 153,619 SqFt **Length:** 445 Ft **Width:** 395 Ft

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

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/1/1998	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 11/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 34 **Surveyed:** 4

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 411 **Type:** R **Area:** 5350.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	50.00	Ft
57	WEATHERING	L	5350.00	SqFt

Sample Number: 507 **Type:** R **Area:** 4200.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4200.00	SqFt

Sample Number: 514 **Type:** R **Area:** 3500.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	22.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 612 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4645 of 10 **From:** - **To:** - **Last Const.:** 11/1/2019

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

Area: 23,080 SqFt **Length:** 380 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: 12/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 11/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4981.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4981.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4650 of 10 **From:** - **To:** - **Last Const.:** 12/1/1998

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

Area: 115,747 SqFt **Length:** 520 Ft **Width:** 220 Ft

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

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 1/2/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 12/1/1998	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 24 **Surveyed:** 4

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 306 **Type:** R **Area:** 5597.00 SqFt **PCI:** 44

Sample Comments:

43	BLOCK CR	L	4757.00	SqFt
43	BLOCK CR	M	840.00	SqFt
52	RAVELING	L	5597.00	SqFt
56	SWELLING	L	20.00	SqFt

Sample Number: 503 **Type:** R **Area:** 4983.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	4485.00	SqFt
43	BLOCK CR	M	498.00	SqFt
52	RAVELING	L	4734.00	SqFt
52	RAVELING	M	249.00	SqFt
56	SWELLING	L	120.00	SqFt

Sample Number: 701 **Type:** R **Area:** 6000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4200.00	SqFt
52	RAVELING	L	3990.00	SqFt
52	RAVELING	M	210.00	SqFt
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	1800.00	SqFt

Sample Number: 804 **Type:** R **Area:** 4250.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
52	RAVELING	L	4038.00	SqFt
52	RAVELING	M	212.00	SqFt
56	SWELLING	L	200.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4665 of 10 **From:** - **To:** - **Last Const.:** 11/1/2019

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

Area: 10,775 SqFt **Length:** 175 Ft **Width:** 63 Ft

Slabs: 30 **Slab Length:** 12 Ft **Slab Width:** 30 Ft **Joint Length:** 1,048 Ft

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 11/1/2019 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 914 **Type:** R **Area:** 5420.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5420.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4670 of 10 **From:** - **To:** - **Last Const.:** 11/1/2019

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

Area: 9,610 SqFt **Length:** 80 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/1/1998	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 11/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 813 **Type:** R **Area:** 3532.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3532.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4675 of 10 **From:** - **To:** - **Last Const.:** 3/1/2019

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

Area: 1,760 SqFt **Length:** 44 Ft **Width:** 40 Ft

Slabs: 16 **Slab Length:** 10 Ft **Slab Width:** 11 Ft **Joint Length:** 252 Ft

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/1/1998	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 3/1/2019	**Work Type:** Complete Reconstruction - PCC	**Code:** CR-PC	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 100

Inspection Comments:

Sample Number: 900 **Type:** R **Area:** 20.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4805 of 10 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 131,335 SqFt **Length:** 535 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: 1/1/1960	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Reconstruction - AC	**Code:** SR-AC	**Is Major M&R:** True
Work Date: 1/1/2015	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 26 **Surveyed:** 3

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 4500.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	87.00	Ft
52	RAVELING	L	4010.00	SqFt
52	RAVELING	M	490.00	SqFt

Sample Number: 211 **Type:** R **Area:** 5357.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	40.00	Ft
52	RAVELING	L	4907.00	SqFt
52	RAVELING	M	450.00	SqFt

Sample Number: 315 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

42	BLEEDING	N	7.00	SqFt
48	L & T CR	L	70.00	Ft
52	RAVELING	L	3600.00	SqFt
52	RAVELING	M	1400.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: AP W **Name:** WEST APRON **Use:** APRON **Area:** 820,881 SqFt

Section: 4810 of 10 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 79,530 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: 1/1/1945	**Work Type:** New Construction - PCC	**Code:** NC-PC	**Is Major M&R:** True
Work Date: 1/1/1960	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**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: 4/11/2022 **TotalSamples:** 15 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 138 **Type:** R **Area:** 6100.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	53.00	Ft
48	L & T CR	M	19.00	Ft
52	RAVELING	L	305.00	SqFt
57	WEATHERING	M	5795.00	SqFt

Sample Number: 290 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	212.00	Ft
48	L & T CR	M	10.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 394 **Type:** R **Area:** 5500.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	234.00	Ft
49	OIL SPILLAGE	N	25.00	SqFt
52	RAVELING	L	275.00	SqFt
53	RUTTING	L	20.00	SqFt
57	WEATHERING	M	5225.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 445,836 SqFt

Section: 6205 of 1 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 445,836 SqFt **Length:** 4,500 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: 1/1/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 89 **Surveyed:** 18

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	206.00	Ft
48	L & T CR	M	103.00	Ft
52	RAVELING	M	470.00	SqFt
56	SWELLING	L	152.00	SqFt
56	SWELLING	M	8.00	SqFt
57	WEATHERING	L	3171.00	SqFt
57	WEATHERING	M	1359.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	160.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	199.00	Ft
56	SWELLING	L	350.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	73.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	125.00	SqFt
57	WEATHERING	L	2100.00	SqFt
57	WEATHERING	M	1900.00	SqFt

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	128.00	Ft
56	SWELLING	L	344.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 142 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	143.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 145 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	141.00	Ft
56	SWELLING	L	160.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 152 **Type:** R **Area:** 6887.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	319.00	Ft
56	SWELLING	L	429.00	SqFt
57	WEATHERING	L	4821.00	SqFt
57	WEATHERING	M	2066.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	310.00	Ft
56	SWELLING	L	475.00	SqFt
56	SWELLING	M	10.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 159 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	459.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 163 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	450.00	Ft
48	L & T CR	M	132.00	Ft
56	SWELLING	L	450.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 169 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	550.00	Ft
48	L & T CR	M	125.00	Ft
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 175 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	352.00	Ft
48	L & T CR	M	148.00	Ft
56	SWELLING	L	450.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 182 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	296.00	Ft
56	SWELLING	L	325.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 185 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	309.00	Ft
56	SWELLING	L	375.00	SqFt
57	WEATHERING	L	3500.00	SqFt

57	WEATHERING	M	1500.00	SqFt

Sample Number: 191 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	313.00	Ft
48	L & T CR	M	15.00	Ft
56	SWELLING	L	738.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 195 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	389.00	Ft
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 198 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	607.00	Ft
48	L & T CR	M	26.00	Ft
56	SWELLING	L	438.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 900,750 SqFt

Section: 6105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 600,500 SqFt **Length:** 6,005 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: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2001 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 120 **Surveyed:** 20

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

45	DEPRESSION	L	24.00	SqFt
48	L & T CR	L	252.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	1680.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	M	3320.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	490.00	Ft
48	L & T CR	M	32.00	Ft
52	RAVELING	L	150.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3880.00	SqFt
57	WEATHERING	M	970.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	545.00	Ft
48	L & T CR	M	28.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3960.00	SqFt
57	WEATHERING	M	990.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	502.00	Ft
48	L & T CR	M	125.00	Ft
52	RAVELING	L	150.00	SqFt
56	SWELLING	L	170.00	SqFt
57	WEATHERING	L	3880.00	SqFt
57	WEATHERING	M	970.00	SqFt

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

41	ALLIGATOR CR	L	16.00	SqFt
48	L & T CR	L	261.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	1400.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	2880.00	SqFt
57	WEATHERING	M	720.00	SqFt

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

41	ALLIGATOR CR	L	25.00	SqFt
48	L & T CR	L	392.00	Ft
48	L & T CR	M	125.00	Ft
52	RAVELING	L	150.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	3880.00	SqFt
57	WEATHERING	M	970.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

41	ALLIGATOR CR	L	15.00	SqFt
48	L & T CR	L	319.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	371.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	360.00	Ft
48	L & T CR	M	130.00	Ft
56	SWELLING	L	220.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	472.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	220.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 361 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	402.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 371 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	275.00	Ft
48	L & T CR	M	125.00	Ft
56	SWELLING	L	135.00	SqFt
57	WEATHERING	L	3350.00	SqFt
57	WEATHERING	M	1650.00	SqFt

Sample Number: 379 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

48	L & T CR	L	484.00	Ft
48	L & T CR	M	89.00	Ft
52	RAVELING	L	680.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	3024.00	SqFt
57	WEATHERING	M	1296.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	320.00	Ft
48	L & T CR	M	22.00	Ft
56	SWELLING	L	127.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	353.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	270.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 397 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	400.00	Ft
48	L & T CR	M	32.00	Ft
52	RAVELING	L	2470.00	SqFt
52	RAVELING	M	60.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	2470.00	SqFt

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	512.00	Ft
48	L & T CR	M	74.00	Ft
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 409 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	521.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	307.00	SqFt
56	SWELLING	L	220.00	SqFt
57	WEATHERING	L	3285.00	SqFt
57	WEATHERING	M	1408.00	SqFt

Sample Number: 412 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	334.00	Ft
48	L & T CR	M	92.00	Ft
56	SWELLING	L	220.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 418 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	519.00	Ft
48	L & T CR	M	59.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	152.00	SqFt
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	1425.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 **Name:** RUNWAY 7-25 **Use:** RUNWAY **Area:** 900,750 SqFt

Section: 6110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 300,250 SqFt **Length:** 12,010 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: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2001 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 60 **Surveyed:** 12

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	146.00	Ft
48	L & T CR	M	8.00	Ft
52	RAVELING	L	2044.00	SqFt
52	RAVELING	M	209.00	SqFt
56	SWELLING	L	67.00	SqFt
57	WEATHERING	L	2747.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	537.00	Ft
56	SWELLING	L	240.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	464.00	Ft
52	RAVELING	L	820.00	SqFt
56	SWELLING	L	240.00	SqFt
57	WEATHERING	L	4180.00	SqFt

Sample Number: 176 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	509.00	Ft
52	RAVELING	L	820.00	SqFt
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	4180.00	SqFt

Sample Number: 196 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	229.00	Ft
52	RAVELING	L	2384.00	SqFt
52	RAVELING	M	176.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	2440.00	SqFt

Sample Number: 216 **Type:** R **Area:** 5125.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	126.00	Ft
48	L & T CR	M	103.00	Ft
52	RAVELING	L	234.00	SqFt
52	RAVELING	M	442.00	SqFt
56	SWELLING	L	110.00	SqFt
57	WEATHERING	M	4449.00	SqFt

Sample Number: 500 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	216.00	Ft
48	L & T CR	M	35.00	Ft
52	RAVELING	L	261.00	SqFt
52	RAVELING	M	261.00	SqFt
56	SWELLING	L	280.00	SqFt
57	WEATHERING	L	4478.00	SqFt

Sample Number: 524 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	493.00	Ft
52	RAVELING	L	400.00	SqFt
56	SWELLING	L	280.00	SqFt
57	WEATHERING	L	4600.00	SqFt

Sample Number: 552 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	422.00	Ft
52	RAVELING	L	535.00	SqFt
56	SWELLING	L	160.00	SqFt
57	WEATHERING	L	4465.00	SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	467.00	Ft
52	RAVELING	L	392.00	SqFt
56	SWELLING	L	386.00	SqFt
56	SWELLING	M	50.00	SqFt
57	WEATHERING	L	4608.00	SqFt

Sample Number: 596 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	217.00	Ft
48	L & T CR	M	15.00	Ft
52	RAVELING	L	1212.00	SqFt
52	RAVELING	M	143.00	SqFt
56	SWELLING	L	244.00	SqFt
57	WEATHERING	L	3645.00	SqFt

Sample Number: 616 **Type:** R **Area:** 5125.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	264.00	Ft
48	L & T CR	M	92.00	Ft
52	RAVELING	L	242.00	SqFt
52	RAVELING	M	275.00	SqFt
56	SWELLING	L	119.00	SqFt
57	WEATHERING	M	4608.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TL H **Name:** TAXILANE H **Use:** TAXILANE **Area:** 62,452 SqFt

Section: 806 of 1 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 62,452 SqFt **Length:** 1,560 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: 1/1/2015 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 4000.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	450.00	SqFt
43	BLOCK CR	M	450.00	SqFt
48	L & T CR	L	83.00	Ft
48	L & T CR	M	222.00	Ft
52	RAVELING	L	3800.00	SqFt
52	RAVELING	M	200.00	SqFt

Sample Number: 122 **Type:** R **Area:** 4000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	4000.00	SqFt
52	RAVELING	L	3800.00	SqFt
52	RAVELING	M	200.00	SqFt

Sample Number: 130 **Type:** R **Area:** 4000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	4000.00	SqFt
52	RAVELING	L	3800.00	SqFt
52	RAVELING	M	200.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 104 of 8 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 11,949 SqFt **Length:** 195 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 98 **Type:** R **Area:** 6016.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	325.00	Ft
48	L & T CR	M	151.00	Ft
56	SWELLING	L	407.00	SqFt
57	WEATHERING	L	4211.00	SqFt
57	WEATHERING	M	1805.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 114 of 8 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 12,579 SqFt **Length:** 200 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6113.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	180.00	Ft
52	RAVELING	L	306.00	SqFt
57	WEATHERING	L	5196.00	SqFt
57	WEATHERING	M	611.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 115 of 8 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 31,644 SqFt **Length:** 870 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3750.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	115.00	Ft
48	L & T CR	M	385.00	Ft
52	RAVELING	L	3562.00	SqFt
52	RAVELING	M	188.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 116 of 8 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 11,579 SqFt **Length:** 60 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 2998.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	118.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	2998.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 118 of 8 **From:** - **To:** - **Last Const.:** 10/1/2015

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

Area: 12,843 SqFt **Length:** 208 Ft **Width:** 47 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 10/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4885.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	33.00	Ft
57	WEATHERING	L	4885.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 119 of 8 **From:** - **To:** - **Last Const.:** 10/1/2015

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

Area: 8,568 SqFt **Length:** 104 Ft **Width:** 78 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 10/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 3415.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	70.00	Ft
57	WEATHERING	L	3415.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 405,307 SqFt

Section: 125 of 8 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 257,040 SqFt **Length:** 3,400 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: 1/1/1960 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 68 **Surveyed:** 7

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 3750.00 SqFt **PCI:** 53

Sample Comments:

42	BLEEDING	N	10.00	SqFt
48	L & T CR	L	430.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	300.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 126 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	134.00	Ft
48	L & T CR	M	15.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 134 **Type:** R **Area:** 3750.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	219.00	Ft
48	L & T CR	M	10.00	Ft
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	938.00	SqFt

Sample Number: 141 **Type:** R **Area:** 3750.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	195.00	Ft
48	L & T CR	M	20.00	Ft
56	SWELLING	L	345.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 149 **Type:** R **Area:** 3750.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	178.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	70.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 158 **Type:** R **Area:** 3750.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	284.00	Ft
56	SWELLING	L	775.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Sample Number: 166 **Type:** R **Area:** 3750.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	192.00	Ft
56	SWELLING	L	700.00	SqFt
57	WEATHERING	L	2625.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 29,965 SqFt

Section: 111 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 15,537 SqFt **Length:** 200 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: 1/1/1960 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 3750.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	9.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	L	2437.00	SqFt
57	WEATHERING	M	1125.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 29,965 SqFt

Section: 112 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 14,428 SqFt **Length:** 190 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: 1/1/1960 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 3750.00 SqFt **PCI:** 54

Sample Comments:

41	ALLIGATOR CR	L	6.00	SqFt
41	ALLIGATOR CR	M	21.00	SqFt
48	L & T CR	L	231.00	Ft
48	L & T CR	M	85.00	Ft
52	RAVELING	L	3750.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 30,935 SqFt

Section: 120 of 1 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 30,935 SqFt **Length:** 387 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: 1/1/1960 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 3750.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	464.00	Ft
52	RAVELING	L	247.00	SqFt
56	SWELLING	L	88.00	SqFt
57	WEATHERING	L	2452.00	SqFt
57	WEATHERING	M	1051.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 116,521 SqFt

Section: 130 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 56,163 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: 1/1/1960 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 3750.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	111.00	Ft
48	L & T CR	M	5.00	Ft
52	RAVELING	L	562.00	SqFt
56	SWELLING	L	105.00	SqFt
57	WEATHERING	L	3188.00	SqFt

Sample Number: 311 **Type:** R **Area:** 3820.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	187.00	Ft
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	2674.00	SqFt
57	WEATHERING	M	1146.00	SqFt

Sample Number: 500 **Type:** R **Area:** 6782.00 SqFt **PCI:** 51

Sample Comments:

45	DEPRESSION	L	126.00	SqFt
48	L & T CR	L	732.00	Ft
52	RAVELING	L	339.00	SqFt
56	SWELLING	L	433.00	SqFt
56	SWELLING	M	15.00	SqFt
57	WEATHERING	M	6443.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 116,521 SqFt

Section: 150 of 2 **From:** - **To:** - **Last Const.:** 1/1/1963

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

Area: 60,358 SqFt **Length:** 1,000 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1963 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 4/1/2007 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 450 **Type:** R **Area:** 6966.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	307.00	Ft
52	RAVELING	L	348.00	SqFt
56	SWELLING	L	1152.00	SqFt
56	SWELLING	M	25.00	SqFt
57	WEATHERING	M	6618.00	SqFt

Sample Number: 506 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	1600.00	SqFt
48	L & T CR	L	262.00	Ft
48	L & T CR	M	222.00	Ft
52	RAVELING	L	5000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 15,668 SqFt

Section: 140 of 1 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 15,668 SqFt **Length:** 397 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 3012.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	201.00	Ft
52	RAVELING	L	151.00	SqFt
56	SWELLING	L	400.00	SqFt
57	WEATHERING	M	2861.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 46,492 SqFt

Section: 405 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 37,049 SqFt **Length:** 400 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1960 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 404 **Type:** R **Area:** 3750.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	165.00	Ft
48	L & T CR	M	35.00	Ft
52	RAVELING	L	176.00	SqFt
52	RAVELING	M	234.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	M	3340.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 46,492 SqFt

Section: 425 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 9,443 SqFt **Length:** 95 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3611.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	163.00	Ft
48	L & T CR	M	90.00	Ft
56	SWELLING	L	109.00	SqFt
57	WEATHERING	L	2528.00	SqFt
57	WEATHERING	M	1083.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW A6 **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 26,953 SqFt

Section: 113 of 1 **From:** - **To:** - **Last Const.:** 1/1/2001

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

Area: 26,953 SqFt **Length:** 640 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: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 3500.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	262.00	Ft
52	RAVELING	M	143.00	SqFt
56	SWELLING	L	131.00	SqFt
57	WEATHERING	L	3357.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 87,470 SqFt

Section: 103 of 2 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 57,000 SqFt **Length:** 760 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

Work Date: 1/1/1999 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 180 **Type:** R **Area:** 3750.00 SqFt **PCI:** 55

Sample Comments:

45	DEPRESSION	L	18.00	SqFt
48	L & T CR	L	231.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	375.00	SqFt
56	SWELLING	L	255.00	SqFt
57	WEATHERING	L	2425.00	SqFt
57	WEATHERING	M	950.00	SqFt

Sample Number: 190 **Type:** R **Area:** 3750.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	338.00	Ft
48	L & T CR	M	60.00	Ft
52	RAVELING	L	188.00	SqFt
56	SWELLING	L	393.00	SqFt
57	WEATHERING	L	2812.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 87,470 SqFt

Section: 105 of 2 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 30,470 SqFt **Length:** 435 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: 1/1/1960	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 8/15/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 198 **Type:** R **Area:** 3750.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	167.00	Ft
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 6,388 SqFt

Section: 102 of 1 **From:** - **To:** - **Last Const.:** 1/1/1991

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

Area: 6,388 SqFt **Length:** 145 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 40

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6388.00 SqFt **PCI:** 40

Sample Comments:

43	BLOCK CR	L	4495.00	SqFt
52	RAVELING	L	2755.00	SqFt
52	RAVELING	M	3633.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,609 SqFt

Section: 505 of 4 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 78,110 SqFt **Length:** 1,822 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

Last Insp. Date: 4/11/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 4000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	347.00	Ft
48	L & T CR	M	47.00	Ft
52	RAVELING	L	4000.00	SqFt

Sample Number: 112 **Type:** R **Area:** 4000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	493.00	Ft
48	L & T CR	M	24.00	Ft
52	RAVELING	L	4000.00	SqFt

Sample Number: 118 **Type:** R **Area:** 4000.00 SqFt **PCI:** 63

Sample Comments:

43	BLOCK CR	L	730.00	SqFt
48	L & T CR	L	202.00	Ft
52	RAVELING	L	4000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,609 SqFt

Section: 530 of 4 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 46,191 SqFt **Length:** 680 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: 8/15/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

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

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 125 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	37.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 128 **Type:** R **Area:** 3000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	44.00	Ft
57	WEATHERING	L	3000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,609 SqFt

Section: 540 of 4 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 21,326 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 8/15/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 131 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 198,609 SqFt

Section: 550 of 4 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 52,982 SqFt **Length:** 1,336 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: 1/1/1984	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 8/15/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

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

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 137 **Type:** R **Area:** 4000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4000.00	SqFt

Sample Number: 146 **Type:** R **Area:** 4000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	29.00	Ft
57	WEATHERING	L	4000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 5,073 SqFt

Section: 501 of 1 **From:** - **To:** - **Last Const.:** 1/1/1977

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

Area: 5,073 SqFt **Length:** 40 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: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5073.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	2250.00	SqFt
48	L & T CR	L	142.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	4312.00	SqFt
56	SWELLING	L	126.00	SqFt
57	WEATHERING	L	761.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 12,331 SqFt

Section: 510 of 2 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 9,644 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: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 43

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6531.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	4898.00	SqFt
43	BLOCK CR	M	327.00	SqFt
48	L & T CR	M	30.00	Ft
52	RAVELING	L	6291.00	SqFt
52	RAVELING	M	240.00	SqFt
56	SWELLING	L	80.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 12,331 SqFt

Section: 512 of 2 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 2,687 SqFt **Length:** 75 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

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 2687.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	192.00	Ft
48	L & T CR	M	15.00	Ft
52	RAVELING	L	45.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	2642.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 55,837 SqFt

Section: 417 of 4 **From:** - **To:** - **Last Const.:** 1/1/1977

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

Area: 8,311 SqFt **Length:** 42 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: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 26

Inspection Comments:

Sample Number: 411 **Type:** R **Area:** 5023.00 SqFt **PCI:** 26

Sample Comments:

48	L & T CR	L	197.00	Ft
48	L & T CR	M	699.00	Ft
50	PATCHING	L	80.00	SqFt
52	RAVELING	M	4943.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 55,837 SqFt

Section: 420 of 4 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 36,384 SqFt **Length:** 40 Ft **Width:** 900 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 8 **Surveyed:** 3

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 405 **Type:** R **Area:** 4000.00 SqFt **PCI:** 37

Sample Comments:

45	DEPRESSION	M	398.00	SqFt
48	L & T CR	L	200.00	Ft
48	L & T CR	M	188.00	Ft
52	RAVELING	L	4000.00	SqFt
53	RUTTING	L	60.00	SqFt

Sample Number: 406 **Type:** R **Area:** 4000.00 SqFt **PCI:** 41

Sample Comments:

45	DEPRESSION	L	64.00	SqFt
45	DEPRESSION	M	52.00	SqFt
45	DEPRESSION	H	117.00	SqFt
48	L & T CR	L	329.00	Ft
52	RAVELING	L	4000.00	SqFt

Sample Number: 410 **Type:** R **Area:** 6039.00 SqFt **PCI:** 58

Sample Comments:

45	DEPRESSION	L	15.00	SqFt
48	L & T CR	L	315.00	Ft
48	L & T CR	M	88.00	Ft
50	PATCHING	L	520.00	SqFt
52	RAVELING	L	5519.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 55,837 SqFt

Section: 520 of 4 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 9,009 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: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 44

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 4273.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	L	582.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	380.00	SqFt
52	RAVELING	L	3504.00	SqFt
52	RAVELING	M	389.00	SqFt
56	SWELLING	L	108.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 55,837 SqFt

Section: 522 of 4 **From:** - **To:** - **Last Const.:** 1/1/1983

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

Area: 2,133 SqFt **Length:** 67 Ft **Width:** 32 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

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 2128.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	108.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	300.00	SqFt
57	WEATHERING	M	2078.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 **Name:** TAXIWAY E4 **Use:** TAXIWAY **Area:** 27,262 SqFt

Section: 1105 of 2 **From:** - **To:** - **Last Const.:** 1/1/1991

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

Area: 6,580 SqFt **Length:** 175 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6580.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	232.00	Ft
52	RAVELING	L	2632.00	SqFt
56	SWELLING	L	64.00	SqFt
57	WEATHERING	L	3948.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 **Name:** TAXIWAY E4 **Use:** TAXIWAY **Area:** 27,262 SqFt

Section: 1110 of 2 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 20,682 SqFt **Length:** 70 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

Work Date: 8/15/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4994.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	4994.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E5 **Name:** TAXIWAY E5 **Use:** TAXIWAY **Area:** 15,005 SqFt

Section: 560 of 2 **From:** - **To:** - **Last Const.:** 1/1/1991

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

Area: 5,540 SqFt **Length:** 115 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: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5540.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	25.00	Ft
50	PATCHING	L	3.00	SqFt
52	RAVELING	L	4706.00	SqFt
52	RAVELING	M	831.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E5 **Name:** TAXIWAY E5 **Use:** TAXIWAY **Area:** 15,005 SqFt

Section: 565 of 2 **From:** - **To:** - **Last Const.:** 10/1/2015

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

Area: 9,465 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: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 10/1/2015	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5179.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	20.00	Ft
57	WEATHERING	L	5179.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 **Name:** TAXIWAY E6 **Use:** TAXIWAY **Area:** 28,881 SqFt

Section: 805 of 2 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 17,742 SqFt **Length:** 185 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 4/11/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 801 **Type:** R **Area:** 4010.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	310.00	Ft
48	L & T CR	M	120.00	Ft
52	RAVELING	L	4010.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 **Name:** TAXIWAY E6 **Use:** TAXIWAY **Area:** 28,881 SqFt

Section: 820 of 2 **From:** - **To:** - **Last Const.:** 8/15/2015

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

Area: 11,139 SqFt **Length:** 145 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: 1/1/1999 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 8/15/2015 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 4/11/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3178.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	3178.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 32,622 SqFt

Section: 605 of 1 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 32,622 SqFt **Length:** 870 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/4/2019 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 45 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 4000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	40.00	SqFt
48	L & T CR	L	740.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	14.00	SqFt

Sample Number: 611 **Type:** R **Area:** 4000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	350.00	SqFt
48	L & T CR	L	427.00	Ft
52	RAVELING	L	2000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 35,337 SqFt

Section: 705 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 27,048 SqFt **Length:** 650 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/4/2019 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 54 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 701 **Type:** R **Area:** 4005.00 SqFt **PCI:** 58

Sample Comments:

43	BLOCK CR	L	216.00	SqFt
48	L & T CR	L	417.00	Ft
52	RAVELING	L	4005.00	SqFt
56	SWELLING	L	225.00	SqFt

Sample Number: 705 **Type:** R **Area:** 4000.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	1294.00	SqFt
48	L & T CR	L	341.00	Ft
52	RAVELING	L	4000.00	SqFt
56	SWELLING	L	600.00	SqFt

Network: ORL **Name:** ORLANDO EXECUTIVE AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 33,425 SqFt

Section: 1120 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 16,840 SqFt **Length:** 425 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 3/4/2019 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	154.00	Ft
48	L & T CR	M	23.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	65.00	SqFt
57	WEATHERING	L	3950.00	SqFt

FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

FDOT AVIATION