FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

TMB - Miami Executive Airport | *District 6*

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

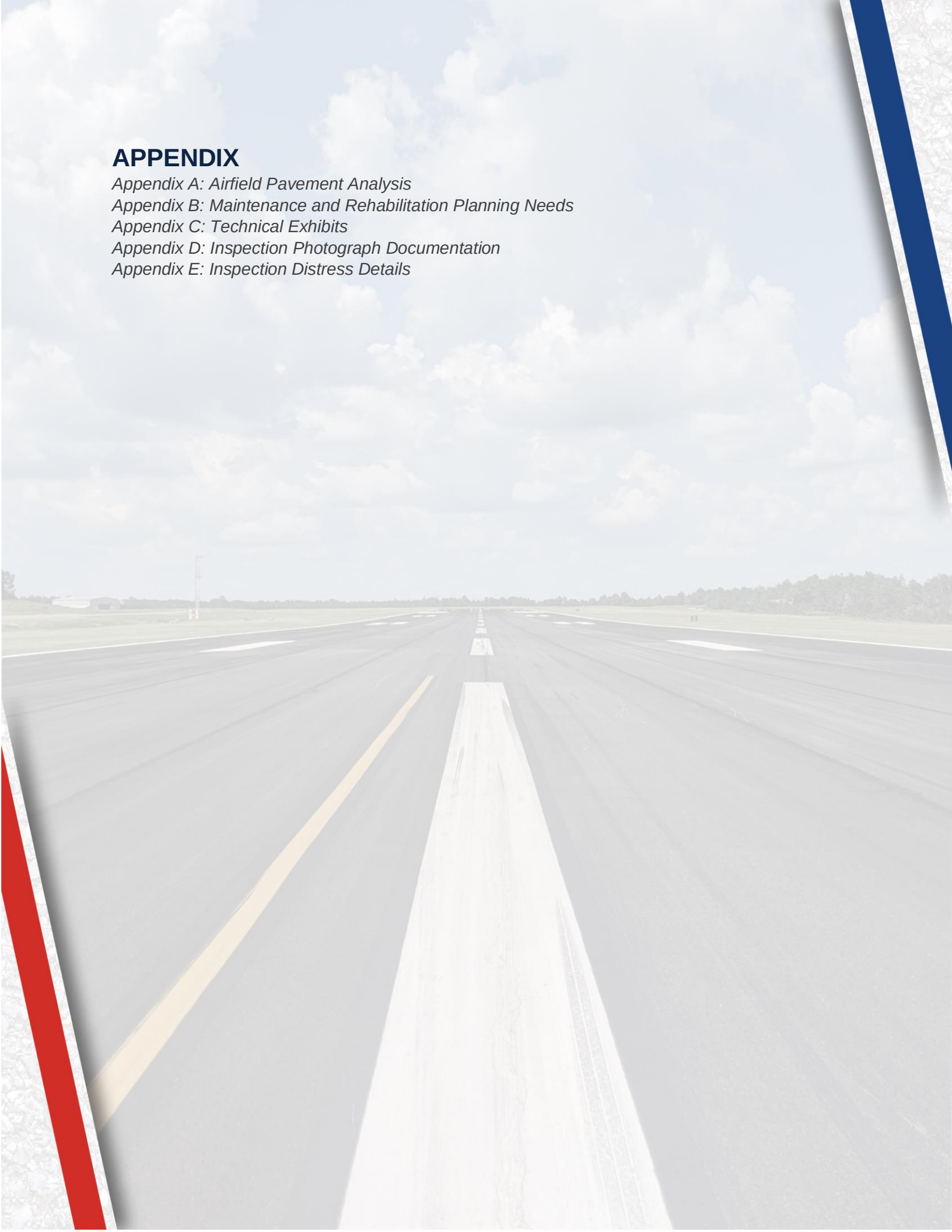
Interactive Web Application: FDOT SAPMP Interactive Web Application

FDOT AVIATION

TABLE OF CONTENTS

APPENDIX

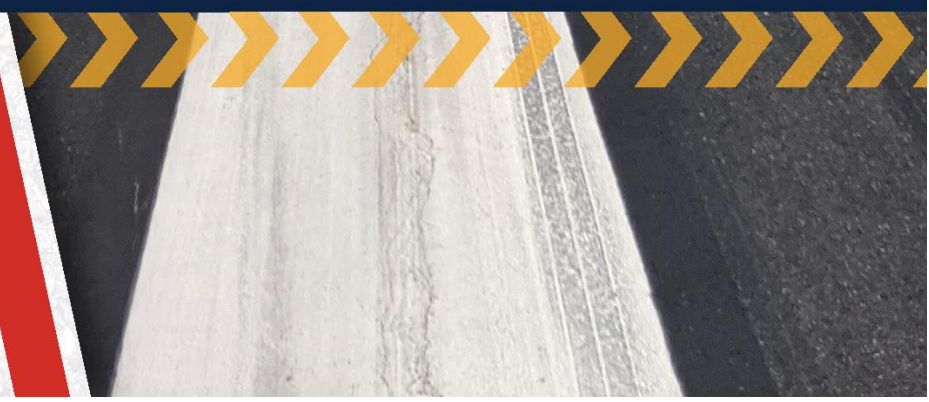
Appendix A: Airfield Pavement Analysis
Appendix B: Maintenance and Rehabilitation Planning Needs
Appendix C: Technical Exhibits
Appendix D: Inspection Photograph Documentation
Appendix E: Inspection Distress Details



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. Miami 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 September 2022, approximately 7.3 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Miami Executive Airport (TMB). In general, airfield pavements at TMB are in Satisfactory condition with an area-weighted PCI of 76. The area-weighted average PCI values of the runways, taxiways, and aprons are 78, 84, and 67, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for TMB.

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

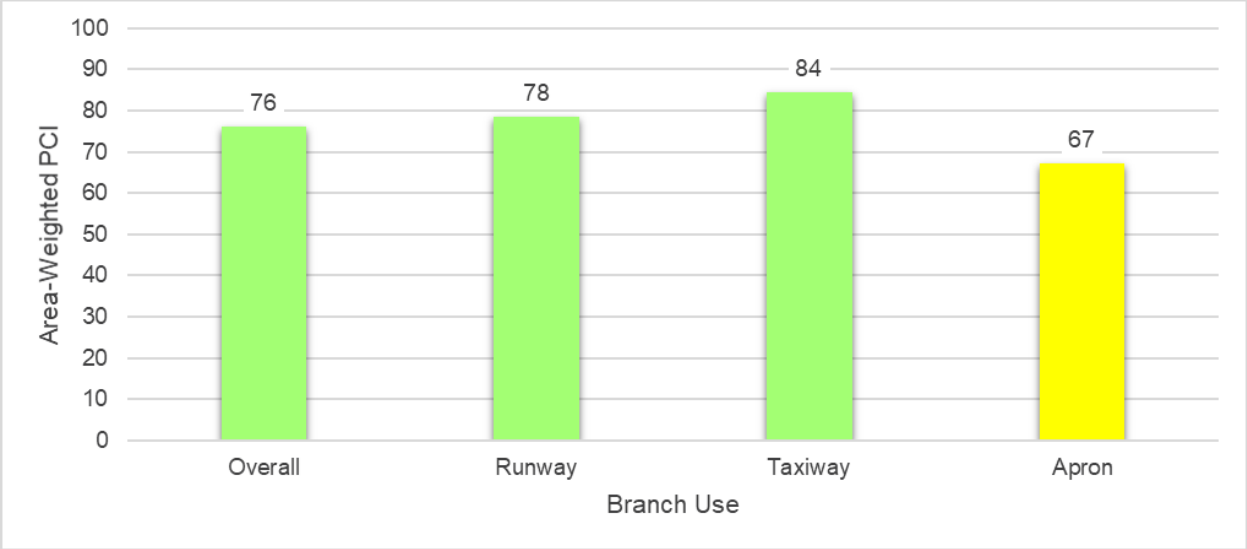


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
TMB	RW 9L-27R	Runway	6104	20,000	56	Fair
TMB	RW 9L-27R	Runway	6105	460,000	72	Satisfactory
TMB	RW 9L-27R	Runway	6109	10,000	62	Fair
TMB	RW 9L-27R	Runway	6110	230,000	75	Satisfactory
TMB	RW 9L-27R	Runway	6126	10,100	59	Fair
TMB	RW 9L-27R	Runway	6131	20,200	69	Fair
TMB	RW 9R-27L	Runway	6302	100,000	60	Fair
TMB	RW 9R-27L	Runway	6304	17,500	65	Fair
TMB	RW 9R-27L	Runway	6305	462,500	69	Fair
TMB	RW 9R-27L	Runway	6306	20,100	70	Fair
TMB	RW 9R-27L	Runway	6307	50,000	68	Fair
TMB	RW 9R-27L	Runway	6309	8,750	69	Fair
TMB	RW 9R-27L	Runway	6310	231,250	75	Satisfactory
TMB	RW 9R-27L	Runway	6311	10,050	65	Fair
TMB	RW 13-31	Runway	6205	208,200	100	Good
TMB	RW 13-31	Runway	6210	104,100	100	Good
TMB	RW 13-31	Runway	6220	96,000	100	Good
TMB	RW 13-31	Runway	6225	192,000	100	Good
TMB	TW 1	Taxiway	270	12,843	79	Satisfactory
TMB	TW 15	Taxiway	350	19,697	77	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
TMB	TW 16	Taxiway	360	11,992	81	Satisfactory
TMB	TW 16	Taxiway	365	7,706	77	Satisfactory
TMB	TW 17	Taxiway	370	12,809	78	Satisfactory
TMB	TW 2	Taxiway	260	19,697	100	Good
TMB	TW 3	Taxiway	250	19,697	70	Fair
TMB	TW 4	Taxiway	240	19,697	73	Satisfactory
TMB	TW 5	Taxiway	230	19,697	78	Satisfactory
TMB	TW 6	Taxiway	220	19,697	76	Satisfactory
TMB	TW 7	Taxiway	210	18,557	73	Satisfactory
TMB	TW A	Taxiway	103	8,250	94	Good
TMB	TW A	Taxiway	104	9,750	94	Good
TMB	TW A	Taxiway	105	261,575	78	Satisfactory
TMB	TW A	Taxiway	108	18,500	65	Fair
TMB	TW A1	Taxiway	110	30,745	94	Good
TMB	TW A3	Taxiway	120	50,475	82	Satisfactory
TMB	TW A4	Taxiway	124	26,792	72	Satisfactory
TMB	TW A4	Taxiway	125	32,146	67	Fair
TMB	TW AP NE	Taxiway	1005	44,691	61	Fair
TMB	TW AP SE	Taxiway	1105	42,813	100	Good
TMB	TW C	Taxiway	910	83,342	58	Fair
TMB	TW C	Taxiway	915	5,336	100	Good
TMB	TW C	Taxiway	920	48,130	100	Good
TMB	TW C1	Taxiway	905	7,838	59	Fair
TMB	TW C3	Taxiway	320	12,298	53	Poor
TMB	TW C3	Taxiway	325	5,269	100	Good
TMB	TW D	Taxiway	400	16,057	100	Good
TMB	TW D	Taxiway	405	60,000	100	Good
TMB	TW D	Taxiway	407	18,131	94	Good
TMB	TW D	Taxiway	412	9,750	94	Good
TMB	TW D	Taxiway	425	108,400	100	Good
TMB	TW D1	Taxiway	410	25,838	94	Good
TMB	TW D2	Taxiway	430	26,872	100	Good
TMB	TW E	Taxiway	500	19,360	100	Good
TMB	TW E	Taxiway	501	12,250	100	Good
TMB	TW E	Taxiway	503	56,119	73	Satisfactory
TMB	TW E	Taxiway	505	103,953	81	Satisfactory
TMB	TW E	Taxiway	510	32,963	81	Satisfactory
TMB	TW E	Taxiway	535	17,500	67	Fair
TMB	TW E	Taxiway	550	19,750	100	Good
TMB	TW E	Taxiway	555	9,833	100	Good
TMB	TW E1	Taxiway	513	54,092	69	Fair
TMB	TW E2	Taxiway	515	19,201	72	Satisfactory
TMB	TW E2	Taxiway	516	38,537	71	Satisfactory
TMB	TW E3	Taxiway	520	34,393	76	Satisfactory
TMB	TW E4	Taxiway	560	27,522	100	Good
TMB	TW E5	Taxiway	527	15,975	63	Fair
TMB	TW E5	Taxiway	540	10,292	100	Good
TMB	TW E6	Taxiway	529	26,192	60	Fair
TMB	TW E6	Taxiway	530	32,146	70	Fair
TMB	TW F	Taxiway	605	57,730	76	Satisfactory
TMB	TW G	Taxiway	705	51,622	74	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
TMB	TW G	Taxiway	710	17,106	100	Good
TMB	TW G	Taxiway	715	50,475	100	Good
TMB	TW G	Taxiway	720	50,475	81	Satisfactory
TMB	TW G1	Taxiway	750	24,497	100	Good
TMB	TW H	Taxiway	815	9,243	100	Good
TMB	TW H	Taxiway	820	51,082	100	Good
TMB	TW H	Taxiway	860	109,057	100	Good
TMB	TW H1	Taxiway	840	23,284	100	Good
TMB	TW H2	Taxiway	850	22,661	100	Good
TMB	TW H3	Taxiway	825	28,454	100	Good
TMB	TW H4	Taxiway	330	12,767	80	Satisfactory
TMB	TW H4	Taxiway	335	5,689	100	Good
TMB	TW H5	Taxiway	340	17,255	78	Satisfactory
TMB	TW J	Taxiway	1010	27,574	100	Good
TMB	TW J	Taxiway	1020	26,181	100	Good
TMB	TW J	Taxiway	1030	8,902	100	Good
TMB	TW J	Taxiway	1035	5,618	100	Good
TMB	TW J	Taxiway	1040	12,026	55	Poor
TMB	TW W	Taxiway	2305	57,348	94	Good
TMB	AP N	Apron	4200	240,000	76	Satisfactory
TMB	AP N	Apron	4205	600,000	71	Satisfactory
TMB	AP N	Apron	4215	72,000	64	Fair
TMB	AP N	Apron	4220	97,500	55	Poor
TMB	AP N	Apron	4225	69,490	47	Poor
TMB	AP N	Apron	4230	18,795	37	Very Poor
TMB	AP N	Apron	4235	19,200	89	Good
TMB	AP NE	Apron	4305	9,600	86	Good
TMB	AP NE	Apron	4310	19,797	60	Fair
TMB	AP NE	Apron	4315	21,176	65	Fair
TMB	AP NE	Apron	4320	9,216	86	Good
TMB	AP NE	Apron	4325	49,524	64	Fair
TMB	AP RU W	Apron	2310	60,056	94	Good
TMB	AP S	Apron	4105	192,000	61	Fair
TMB	AP S	Apron	4110	253,679	69	Fair
TMB	AP S	Apron	4115	825,309	68	Fair
TMB	AP S	Apron	4125	35,015	56	Fair
TMB	AP S	Apron	4130	19,714	32	Very Poor
TMB	AP S	Apron	4135	29,788	55	Poor
TMB	AP S	Apron	4140	54,278	42	Poor
TMB	AP SE	Apron	4410	45,220	57	Fair
TMB	AP SE	Apron	4415	6,589	86	Good

Forecasted Pavement Conditions

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

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	RW 9L-27R	6104	56	55	54	52	51	49	48	46	44	42	39
TMB	RW 9L-27R	6105	72	71	71	70	69	69	68	67	67	66	66
TMB	RW 9L-27R	6109	62	62	61	60	59	58	57	56	55	54	53
TMB	RW 9L-27R	6110	75	74	73	72	71	71	70	69	68	68	67
TMB	RW 9L-27R	6126	59	58	57	56	55	54	53	51	49	48	46
TMB	RW 9L-27R	6131	69	69	68	67	67	66	66	65	65	64	64
TMB	RW 9R-27L	6302	60	59	59	58	57	55	54	53	51	50	48
TMB	RW 9R-27L	6304	65	64	62	60	58	57	55	53	51	50	48
TMB	RW 9R-27L	6305	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6306	70	69	69	68	68	67	67	66	66	65	65
TMB	RW 9R-27L	6307	68	68	67	67	66	66	65	65	64	64	63
TMB	RW 9R-27L	6309	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6310	75	74	72	70	68	67	65	63	61	60	58
TMB	RW 9R-27L	6311	65	65	64	64	63	62	62	61	61	60	59
TMB	RW 13-31	6205	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6210	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6220	100	96	94	93	91	89	88	86	84	82	81
TMB	RW 13-31	6225	100	96	94	93	91	89	88	86	84	82	81
TMB	TW 1	270	79	78	76	75	73	72	71	69	68	67	66
TMB	TW 15	350	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 16	360	81	80	78	76	75	73	72	71	70	68	67
TMB	TW 16	365	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 17	370	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 2	260	100	96	94	92	90	87	85	84	82	80	78
TMB	TW 3	250	70	69	68	67	66	65	64	63	62	61	61
TMB	TW 4	240	73	72	71	69	68	67	66	65	64	63	62
TMB	TW 5	230	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 6	220	76	75	73	72	71	70	68	67	66	65	64
TMB	TW 7	210	73	72	71	69	68	67	66	65	64	63	62
TMB	TW A	103	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A	104	94	92	90	88	86	85	83	81	80	78	77
TMB	TW A	105	78	77	75	74	72	71	70	69	68	66	65

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	TW A	108	65	64	63	63	62	61	60	59	59	58	57
TMB	TW A1	110	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A3	120	82	81	79	78	76	75	74	73	71	70	69
TMB	TW A4	124	72	71	70	69	68	67	66	66	65	64	63
TMB	TW A4	125	67	66	66	65	64	63	63	62	62	61	60
TMB	TW AP NE	1005	61	61	60	60	59	59	58	58	57	57	57
TMB	TW AP SE	1105	100	96	93	91	89	87	85	83	81	79	78
TMB	TW C	910	58	58	57	57	56	56	56	55	55	54	54
TMB	TW C	915	100	98	96	93	91	89	87	85	83	81	79
TMB	TW C	920	100	95	93	91	88	86	84	83	81	79	77
TMB	TW C1	905	59	59	58	58	57	57	57	56	56	55	55
TMB	TW C3	320	53	52	52	51	50	49	48	46	45	44	42
TMB	TW C3	325	100	96	94	92	90	87	85	84	82	80	78
TMB	TW D	400	100	98	96	94	92	89	88	86	84	82	81
TMB	TW D	405	100	98	96	93	91	89	87	85	83	81	79
TMB	TW D	407	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	412	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	425	100	93	91	88	86	84	83	81	79	77	76
TMB	TW D1	410	94	92	90	88	86	84	82	80	79	77	75
TMB	TW D2	430	100	96	94	92	90	88	86	84	83	81	79
TMB	TW E	500	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E	501	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	503	73	72	71	70	69	68	67	66	65	65	64
TMB	TW E	505	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	510	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	535	67	66	65	64	63	62	62	61	60	59	59
TMB	TW E	550	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	555	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E1	513	69	68	67	66	66	65	64	63	63	62	62
TMB	TW E2	515	72	71	70	69	67	66	65	64	64	63	62
TMB	TW E2	516	71	70	69	68	67	66	66	65	64	63	63
TMB	TW E3	520	76	75	73	72	71	70	68	67	66	65	64
TMB	TW E4	560	100	98	95	92	89	86	83	80	77	74	71
TMB	TW E5	527	63	63	62	61	61	60	60	59	59	58	58
TMB	TW E5	540	100	92	90	87	85	84	82	80	78	77	75
TMB	TW E6	529	60	60	59	59	58	58	57	57	57	56	56
TMB	TW E6	530	70	69	68	67	66	65	64	63	62	61	61
TMB	TW F	605	76	75	73	72	71	70	68	67	66	65	64
TMB	TW G	705	74	73	72	70	69	68	67	66	65	64	63
TMB	TW G	710	100	92	90	87	85	84	82	80	78	77	75
TMB	TW G	715	100	95	92	90	88	86	84	82	80	79	77
TMB	TW G	720	81	80	78	77	75	74	73	72	71	70	69
TMB	TW G1	750	100	95	93	91	88	86	84	83	81	79	77
TMB	TW H	815	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H	820	100	92	90	87	85	84	82	80	78	77	75
TMB	TW H	860	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
TMB	TW H1	840	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H2	850	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H3	825	100	98	96	94	92	89	88	86	84	82	81
TMB	TW H4	330	80	79	77	76	74	73	71	70	69	68	67
TMB	TW H4	335	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H5	340	78	77	75	74	72	71	70	69	68	66	65
TMB	TW J	1010	100	96	94	92	90	88	86	84	83	81	79
TMB	TW J	1020	100	96	94	92	90	88	86	84	83	81	79
TMB	TW J	1030	100	98	95	92	89	86	83	80	77	74	71
TMB	TW J	1035	100	96	94	92	90	87	85	84	82	80	78
TMB	TW J	1040	55	54	54	53	52	51	50	49	48	47	46
TMB	TW W	2305	94	92	90	88	86	85	83	81	80	78	77
TMB	AP N	4200	76	74	72	70	68	66	63	61	59	57	55
TMB	AP N	4205	71	69	67	65	63	61	58	56	54	52	50
TMB	AP N	4215	64	62	60	58	56	54	51	49	47	45	43
TMB	AP N	4220	55	53	51	49	47	45	42	40	38	36	34
TMB	AP N	4225	47	46	45	44	43	41	40	38	36	34	31
TMB	AP N	4230	37	35	33	30	28	25	21	19	16	13	10
TMB	AP N	4235	89	87	85	83	81	79	77	76	74	72	70
TMB	AP NE	4305	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4310	60	59	58	58	57	56	55	55	54	54	53
TMB	AP NE	4315	65	64	63	62	61	60	59	58	57	56	56
TMB	AP NE	4320	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4325	64	63	62	61	60	59	58	57	56	56	55
TMB	AP RU W	2310	94	92	90	88	86	84	82	80	78	76	74
TMB	AP S	4105	61	60	59	58	58	57	56	55	55	54	54
TMB	AP S	4110	69	67	65	63	61	59	56	54	52	50	48
TMB	AP S	4115	68	66	64	62	60	58	55	53	51	49	47
TMB	AP S	4125	56	55	55	54	54	53	53	52	52	51	51
TMB	AP S	4130	32	30	27	24	21	18	15	12	9	6	3
TMB	AP S	4135	55	55	54	53	53	52	52	51	51	50	50
TMB	AP S	4140	42	41	39	37	35	33	30	27	24	21	18
TMB	AP SE	4410	57	56	56	55	55	54	53	53	52	52	51
TMB	AP SE	4415	86	84	82	80	78	77	75	73	71	70	68

Major Rehabilitation Planning 2023-2032

Localized maintenance and repair policies identified within this report are categorized as preventive or stopgap based on FDOT SAPMP and FAA maintenance policies and recommendations. Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a reset of a pavement section's PCI to a value of 100. Major rehabilitation activities can include mill and Asphalt Concrete (AC) overlay, Portland cement concrete (PCC) pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the Airport use this report as a planning tool for future project development and prioritization. Localized maintenance, repair, and major rehabilitation recommendations should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

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

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $66.12M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $39.20M and localized maintenance needs for Year 1 are $0.53M.

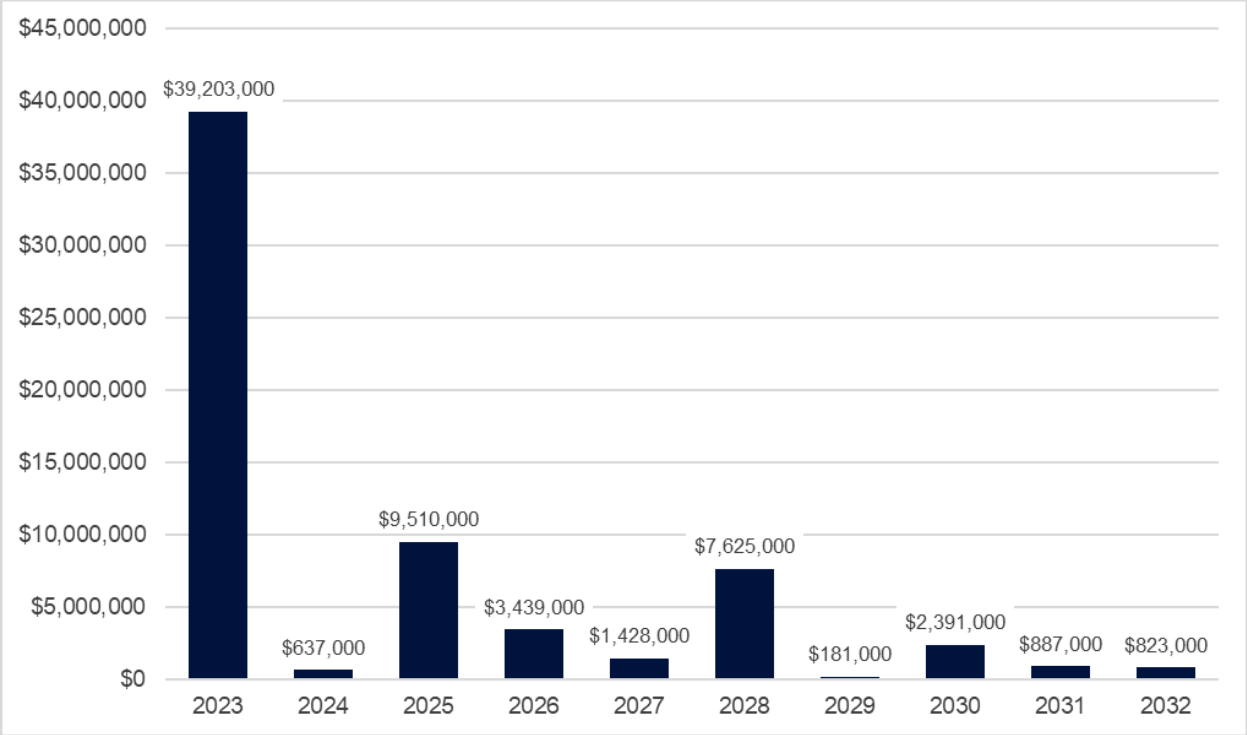
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	RW 9L-27R	6104	AAC	20,000	55	AC Rehabilitation	$ 210,000
2023	TMB	RW 9L-27R	6109	AAC	10,000	62	AC Rehabilitation	$ 105,000
2023	TMB	RW 9L-27R	6126	AAC	10,100	58	AC Rehabilitation	$ 107,000
2023	TMB	RW 9L-27R	6131	AAC	20,200	69	AC Rehabilitation	$ 213,000
2023	TMB	RW 9R-27L	6302	AC	100,000	59	AC Rehabilitation	$ 1,050,000
2023	TMB	RW 9R-27L	6304	AAC	17,500	64	AC Rehabilitation	$ 184,000
2023	TMB	RW 9R-27L	6305	AAC	462,500	68	AC Rehabilitation	$ 4,857,000
2023	TMB	RW 9R-27L	6306	AC	20,100	69	AC Rehabilitation	$ 212,000
2023	TMB	RW 9R-27L	6307	AC	50,000	68	AC Rehabilitation	$ 525,000
2023	TMB	RW 9R-27L	6309	AAC	8,750	68	AC Rehabilitation	$ 92,000
2023	TMB	RW 9R-27L	6311	AC	10,050	65	AC Rehabilitation	$ 106,000
2023	TMB	TW 3	250	AAC	19,697	69	AC Rehabilitation	$ 207,000
2023	TMB	TW A	108	AAC	18,500	64	AC Rehabilitation	$ 195,000
2023	TMB	TW A4	125	AAC	32,146	66	AC Rehabilitation	$ 338,000
2023	TMB	TW AP NE	1005	AC	44,691	61	AC Rehabilitation	$ 470,000
2023	TMB	TW C	910	AC	83,342	58	AC Rehabilitation	$ 876,000
2023	TMB	TW C1	905	AC	7,838	59	AC Rehabilitation	$ 83,000
2023	TMB	TW C3	320	AAC	12,298	52	AC Reconstruction	$ 228,000
2023	TMB	TW E	535	AAC	17,500	66	AC Rehabilitation	$ 184,000
2023	TMB	TW E1	513	AC	54,092	68	AC Rehabilitation	$ 568,000
2023	TMB	TW E5	527	AC	15,975	63	AC Rehabilitation	$ 168,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	TW E6	529	AC	26,192	60	AC Rehabilitation	$ 276,000
2023	TMB	TW E6	530	AAC	32,146	69	AC Rehabilitation	$ 338,000
2023	TMB	TW J	1040	AAC	12,026	54	AC Reconstruction	$ 182,000
2023	TMB	AP N	4205	AAC	600,000	69	AC Rehabilitation	$ 6,300,000
2023	TMB	AP N	4215	AAC	72,000	62	AC Rehabilitation	$ 756,000
2023	TMB	AP N	4220	AAC	97,500	53	AC Reconstruction	$ 1,804,000
2023	TMB	AP N	4225	AC	69,490	46	AC Reconstruction	$ 1,286,000
2023	TMB	AP N	4230	AC	18,795	35	AC Reconstruction	$ 348,000
2023	TMB	AP NE	4310	AC	19,797	59	AC Rehabilitation	$ 208,000
2023	TMB	AP NE	4315	AC	21,176	64	AC Rehabilitation	$ 223,000
2023	TMB	AP NE	4325	AC	49,524	63	AC Rehabilitation	$ 520,000
2023	TMB	AP S	4105	AC	192,000	60	AC Rehabilitation	$ 2,016,000
2023	TMB	AP S	4110	AAC	253,679	67	AC Rehabilitation	$ 2,664,000
2023	TMB	AP S	4115	AAC	825,309	66	AC Rehabilitation	$ 8,666,000
2023	TMB	AP S	4125	AC	35,015	55	AC Rehabilitation	$ 368,000
2023	TMB	AP S	4130	AC	19,714	30	AC Reconstruction	$ 365,000
2023	TMB	AP S	4135	AC	29,788	55	AC Reconstruction	$ 425,000
2023	TMB	AP S	4140	AC	54,278	41	AC Reconstruction	$ 1,005,000
2023	TMB	AP SE	4410	AC	45,220	56	AC Rehabilitation	$ 475,000
2024	TMB	TW E2	515	AAC	19,201	70	AC Rehabilitation	$ 212,000
2024	TMB	TW E2	516	AC	38,537	69	AC Rehabilitation	$ 425,000
2025	TMB	RW 9L-27R	6105	AAC	460,000	70	AC Rehabilitation	$ 5,326,000
2025	TMB	TW 4	240	AAC	19,697	69	AC Rehabilitation	$ 229,000
2025	TMB	TW 7	210	AAC	18,557	69	AC Rehabilitation	$ 215,000
2025	TMB	TW A4	124	AC	26,792	69	AC Rehabilitation	$ 311,000
2025	TMB	TW E	503	AC	56,119	70	AC Rehabilitation	$ 650,000
2025	TMB	AP N	4200	AAC	240,000	70	AC Rehabilitation	$ 2,779,000
2026	TMB	RW 9R-27L	6310	AAC	231,250	68	AC Rehabilitation	$ 2,811,000
2026	TMB	TW G	705	AAC	51,622	69	AC Rehabilitation	$ 628,000
2027	TMB	TW 6	220	AAC	19,697	70	AC Rehabilitation	$ 252,000
2027	TMB	TW E3	520	AAC	34,393	70	AC Rehabilitation	$ 439,000
2027	TMB	TW F	605	AAC	57,730	70	AC Rehabilitation	$ 737,000
2028	TMB	RW 9L-27R	6110	AAC	230,000	70	AC Rehabilitation	$ 3,083,000
2028	TMB	TW 15	350	AAC	19,697	69	AC Rehabilitation	$ 264,000
2028	TMB	TW 16	365	AAC	7,706	69	AC Rehabilitation	$ 104,000
2028	TMB	TW 17	370	AAC	12,809	70	AC Rehabilitation	$ 172,000
2028	TMB	TW 5	230	AAC	19,697	70	AC Rehabilitation	$ 264,000
2028	TMB	TW A	105	AAC	261,575	70	AC Rehabilitation	$ 3,506,000
2028	TMB	TW H5	340	AAC	17,255	70	AC Rehabilitation	$ 232,000
2029	TMB	TW 1	270	AAC	12,843	69	AC Rehabilitation	$ 181,000
2030	TMB	TW 16	360	AAC	11,992	70	AC Rehabilitation	$ 178,000
2030	TMB	TW E	505	AAC	103,953	70	AC Rehabilitation	$ 1,536,000
2030	TMB	TW E	510	AAC	32,963	70	AC Rehabilitation	$ 488,000
2030	TMB	TW H4	330	AAC	12,767	69	AC Rehabilitation	$ 189,000
2031	TMB	TW G	720	AAC	50,475	70	AC Rehabilitation	$ 784,000
2031	TMB	AP SE	4415	AC	6,589	70	AC Rehabilitation	$ 103,000
2032	TMB	TW A3	120	AAC	50,475	69	AC Rehabilitation	$ 823,000

**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.

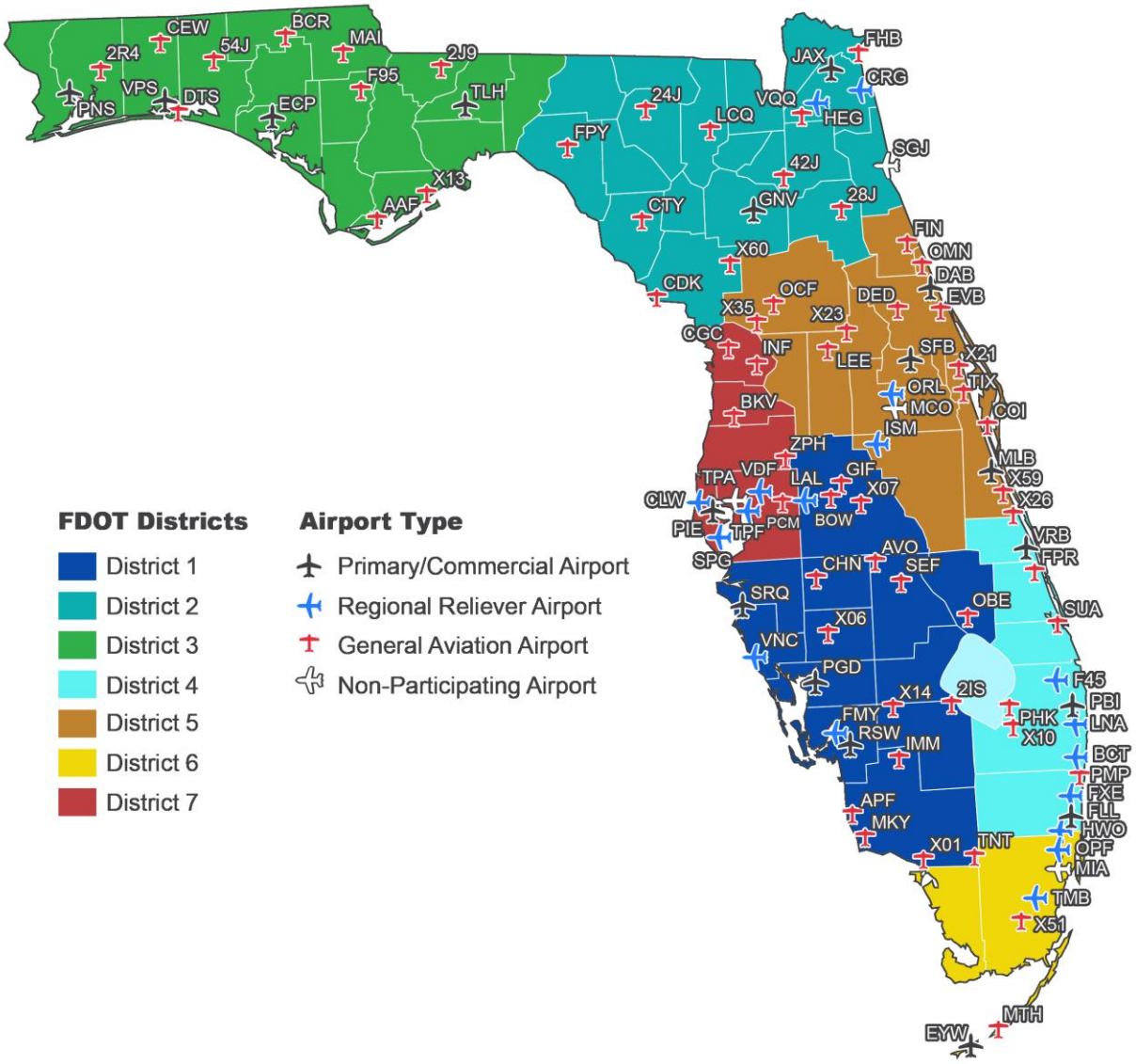
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and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

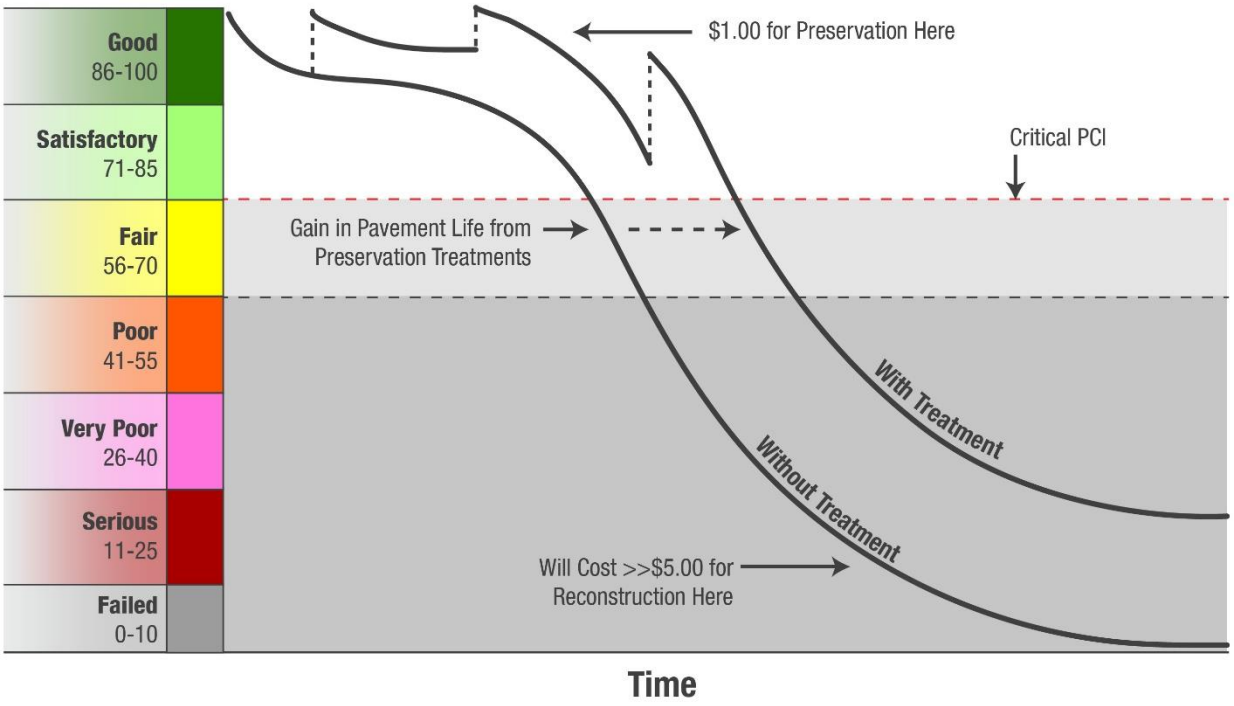
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- 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.

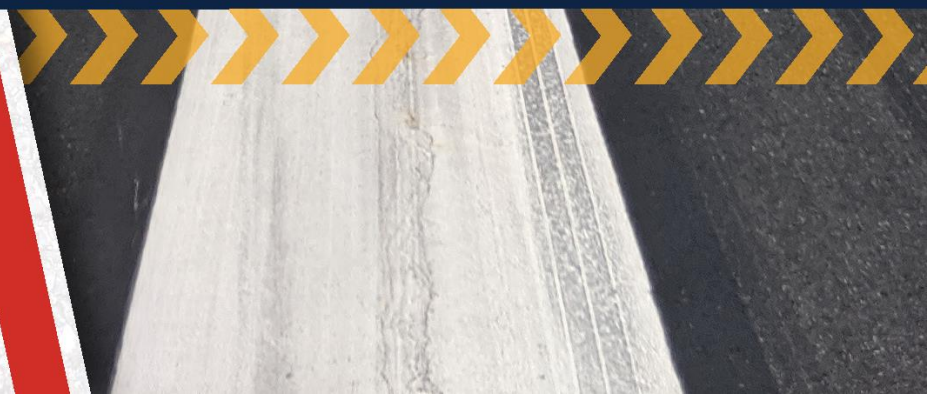
Figure 1.4: Pavement Life and the Effect of Treatments



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*

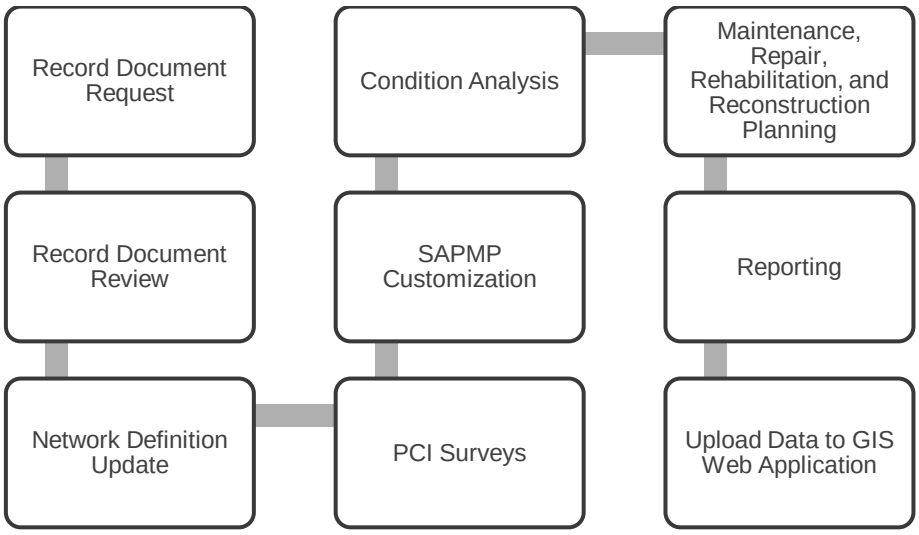
Chapter 2: Methodology



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 TMB'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

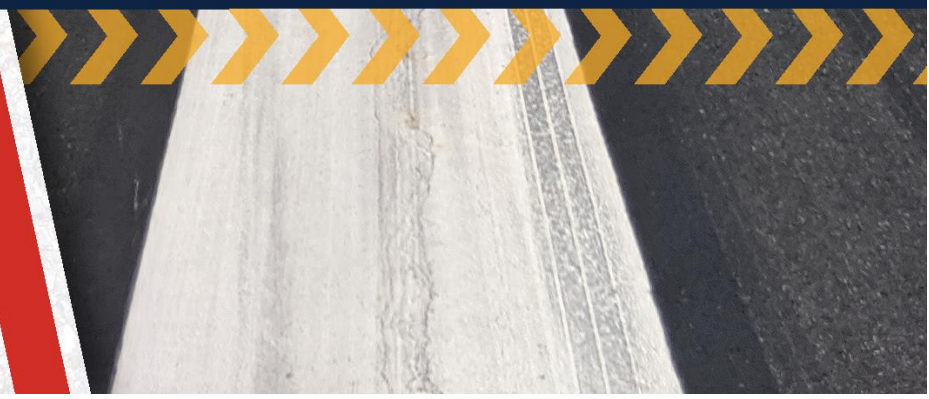
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

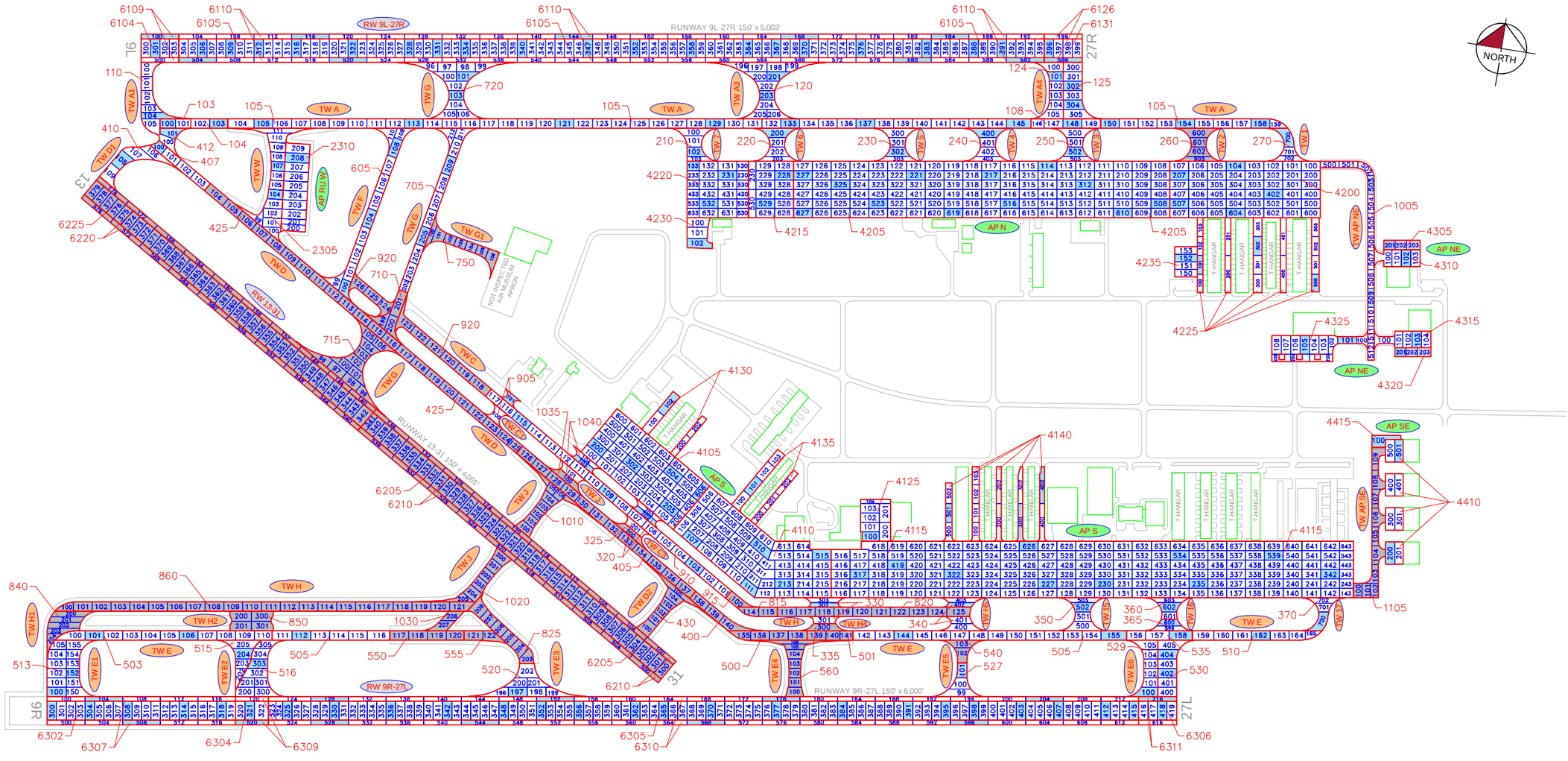
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

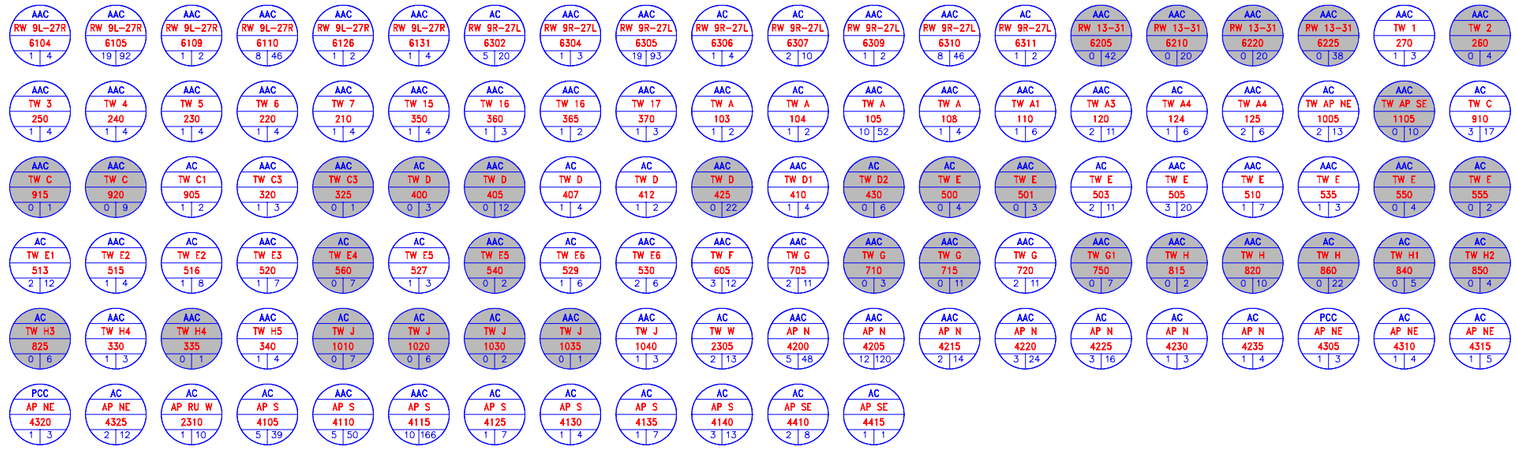
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2019	TW A, TW A1, TW D1	Mill and Overlay | 2" AC Mill and Overlay
	TW A, TW D	Complete Reconstruction - AC | 2" AC, 10" Limerock Base, 12" Stabilized Subgrade
	AP RU W, TW W	New Construction - AC | 4" AC, 10" Limerock Base, 12" Stabilized Subgrade
2020	TW E5, TW G, TW H	Mill and Overlay | 2" P-401 Mill and Overlay
2021	RW 13-31, TW D, TW G, TW G1, TW AP SE	Mill and Overlay | 2" P-401 Mill and Overlay
	TW C	Mill and Overlay
2022	RW 13-31, TW 2, TW C, TW C3, TW D, TW E, TW H, TW H4, TW J	Mill and Overlay | 2" P-401 Mill and Overlay
	TW D2, TW H1, TW H, TW H2, TW J, TW E4, TW H3	New Construction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	TW J, TW D, TW E	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade

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.





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 = 199
AC: 197 PCC: 2

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

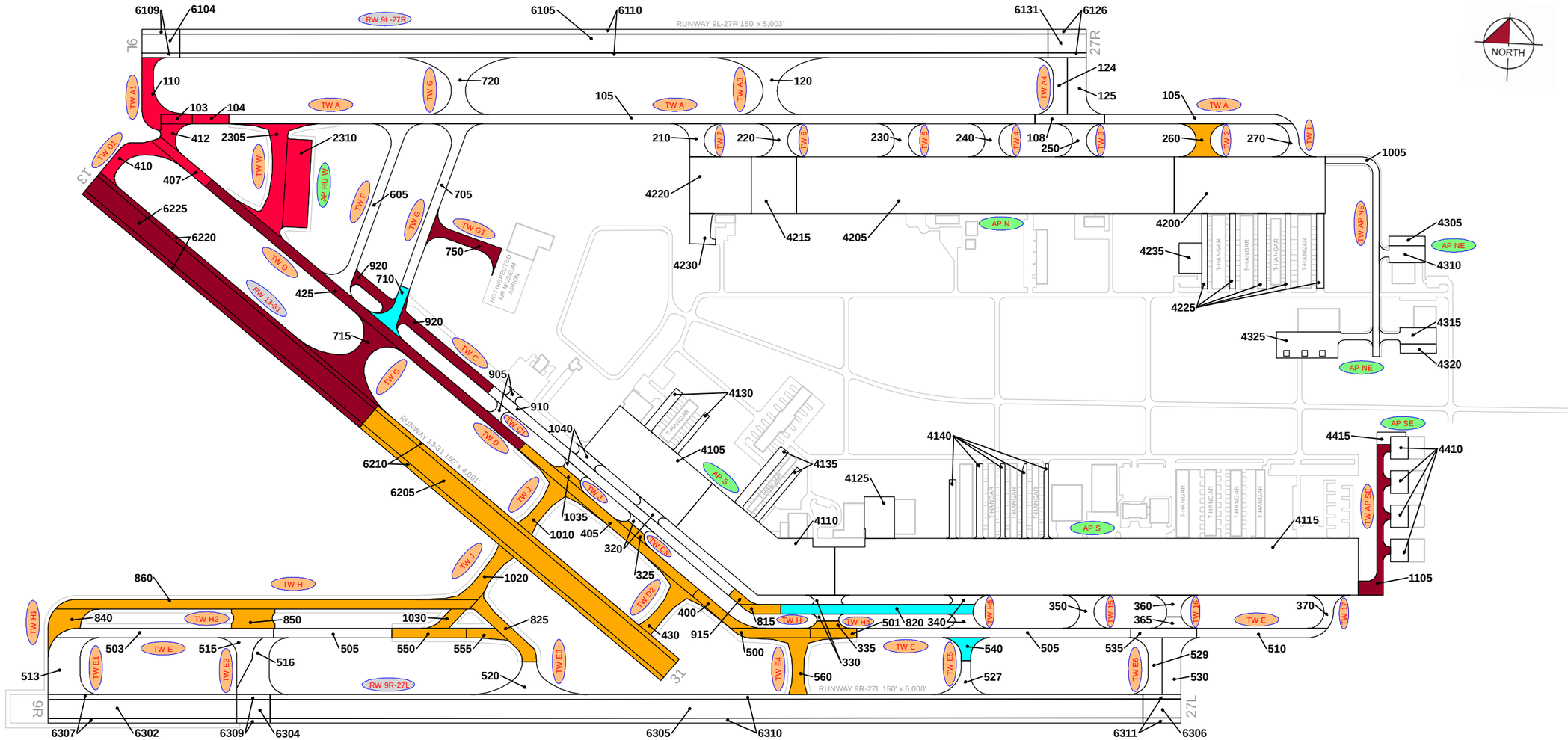
TMB

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program
MIAMI EXECUTIVE AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A, TW A1, TW D1	Mill and Overlay | 2" AC Mill and Overlay
	TW A, TW D	Complete Reconstruction - AC | 2" AC, 10" Limerock Base, 12" Stabilized Subgrade
	AP RU W, TW W	New Construction - AC | 4" AC, 10" Limerock Base, 12" Stabilized Subgrade
2020	TW E5, TW G, TW H	Mill and Overlay | 2" P-401 Mill and Overlay
2021	TW C	Mill and Overlay
	RW 13-31, TW AP SE, TW D, TW G, TW G1	Mill and Overlay | 2" P-401 Mill and Overlay
2022	TW D2, TW E4, TW H, TW H1, TW H2, TW H3, TW J	New Construction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	TW D, TW E, TW J	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	RW 13-31, TW 2, TW C, TW C3, TW E, TW H, TW H4, TW J	Mill and Overlay | 2" P-401 Mill and Overlay

LEGEND

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

PROJECT YEAR

2017		2022	
2018		2023	
2019		2024	
2020		2025	
2021		2026	

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

TMB

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

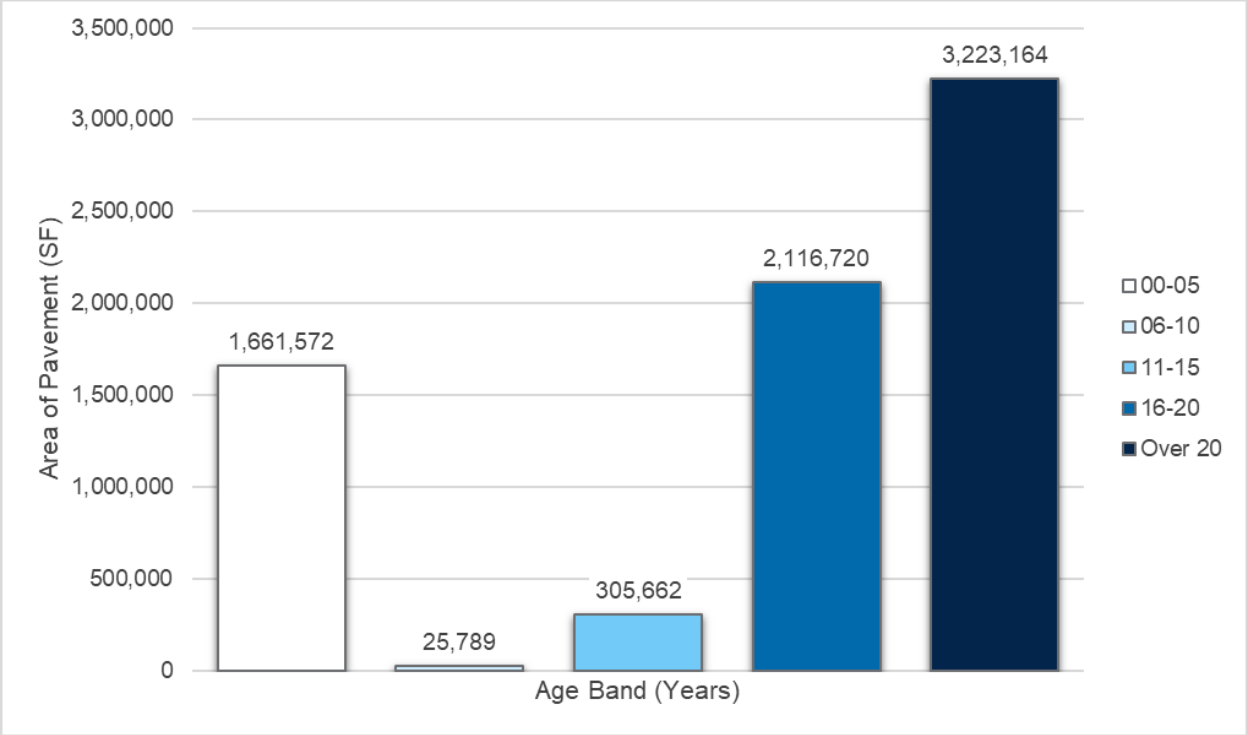
FDOT

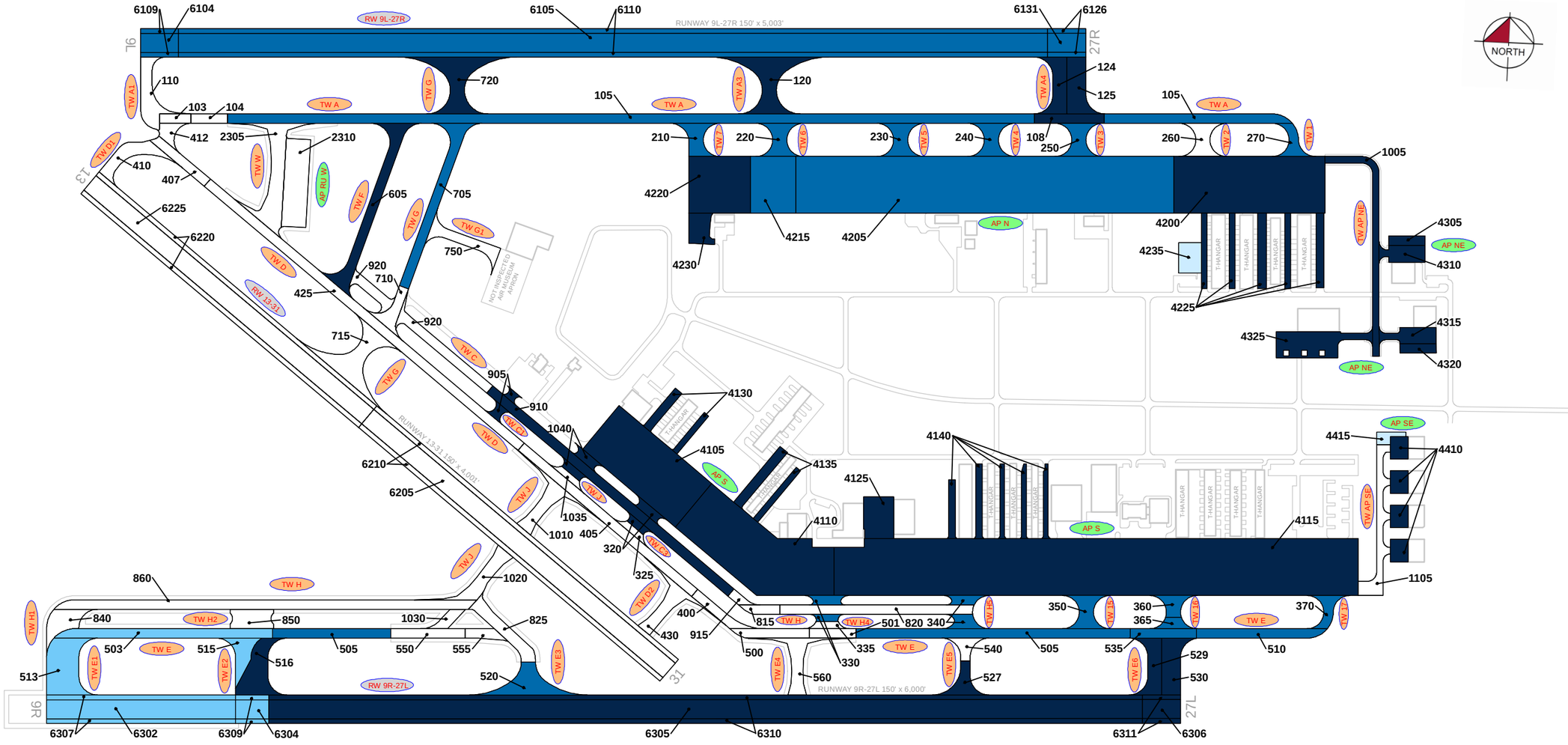
2022

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.

TMB

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

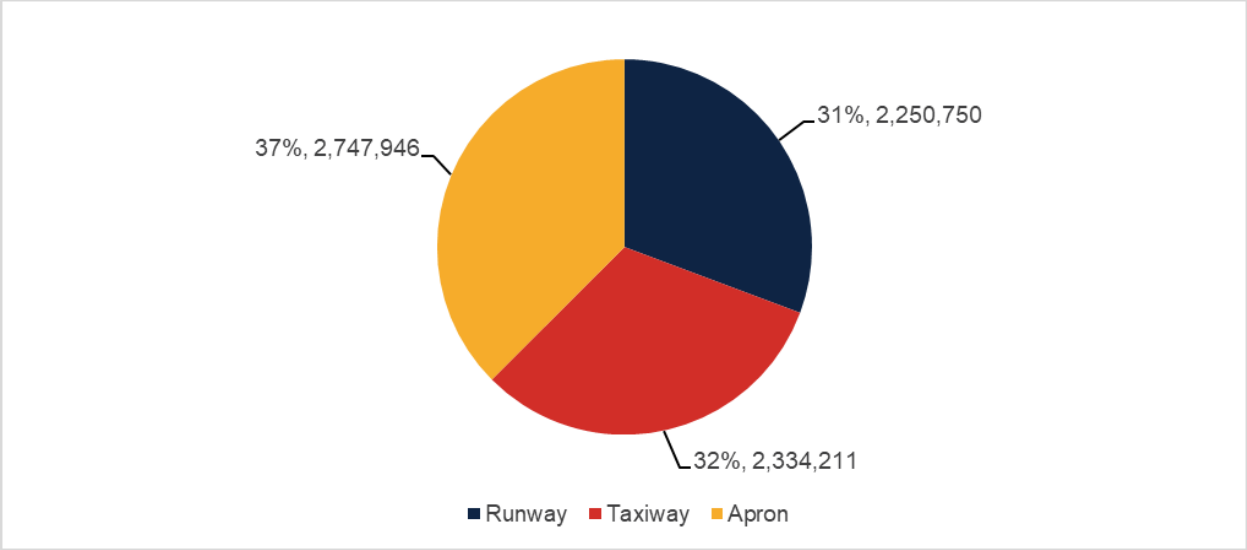
FDOT

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)

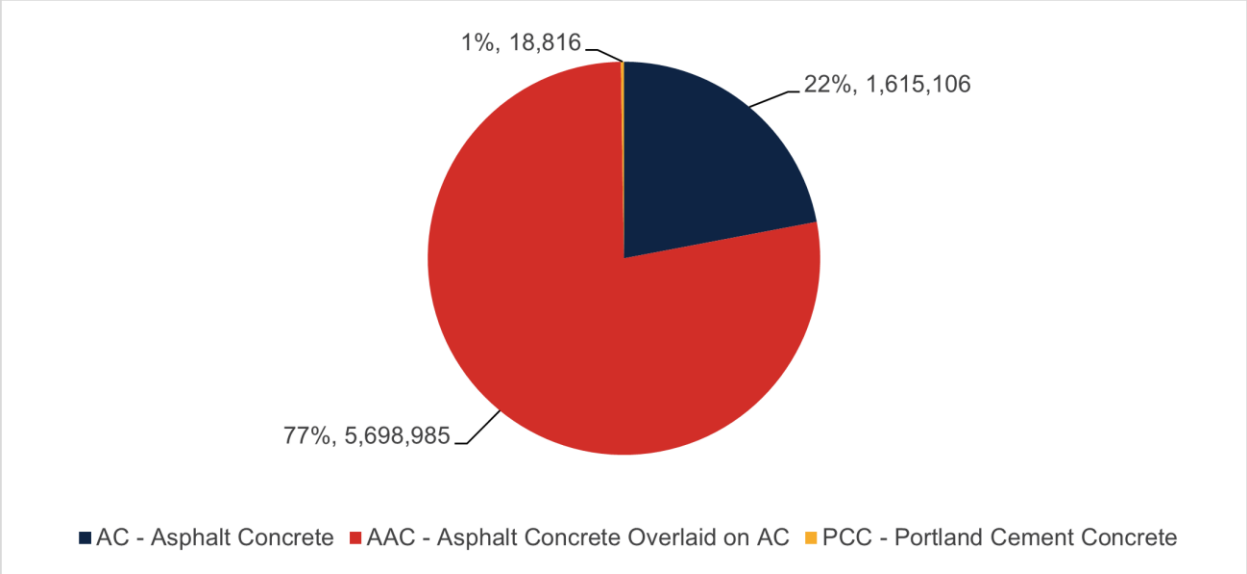


3.1.4 Pavement Surface Type

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 TMB.

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

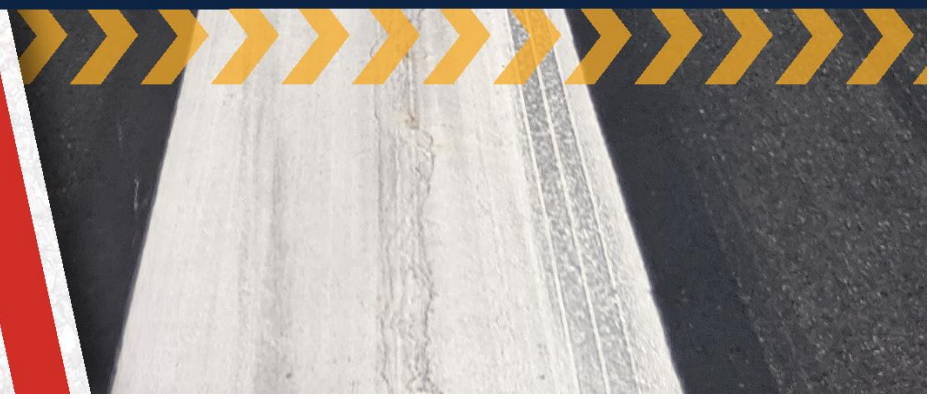
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	RW 9L-27R	Runway	6104	20,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6105	460,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6109	10,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6110	230,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6126	10,100	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6131	20,200	AAC	1/1/2005
TMB	RW 9R-27L	Runway	6302	100,000	AC	1/1/2011
TMB	RW 9R-27L	Runway	6304	17,500	AAC	1/1/2011

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	RW 9R-27L	Runway	6305	462,500	AAC	1/1/1997
TMB	RW 9R-27L	Runway	6306	20,100	AC	1/1/1997
TMB	RW 9R-27L	Runway	6307	50,000	AC	1/1/2011
TMB	RW 9R-27L	Runway	6309	8,750	AAC	1/1/2011
TMB	RW 9R-27L	Runway	6310	231,250	AAC	1/1/1997
TMB	RW 9R-27L	Runway	6311	10,050	AC	1/1/1997
TMB	RW 13-31	Runway	6205	208,200	AAC	10/1/2022
TMB	RW 13-31	Runway	6210	104,100	AAC	10/1/2022
TMB	RW 13-31	Runway	6220	96,000	AAC	5/1/2021
TMB	RW 13-31	Runway	6225	192,000	AAC	5/1/2021
TMB	TW 1	Taxiway	270	12,843	AAC	1/1/2006
TMB	TW 15	Taxiway	350	19,697	AAC	1/1/2007
TMB	TW 16	Taxiway	360	11,992	AAC	1/1/2007
TMB	TW 16	Taxiway	365	7,706	AAC	1/1/2007
TMB	TW 17	Taxiway	370	12,809	AAC	1/1/2007
TMB	TW 2	Taxiway	260	19,697	AAC	1/1/2022
TMB	TW 3	Taxiway	250	19,697	AAC	1/1/2006
TMB	TW 4	Taxiway	240	19,697	AAC	1/1/2006
TMB	TW 5	Taxiway	230	19,697	AAC	1/1/2006
TMB	TW 6	Taxiway	220	19,697	AAC	1/1/2006
TMB	TW 7	Taxiway	210	18,557	AAC	1/1/2005
TMB	TW A	Taxiway	103	8,250	AAC	6/1/2019
TMB	TW A	Taxiway	104	9,750	AC	6/1/2019
TMB	TW A	Taxiway	105	261,575	AAC	1/1/2005
TMB	TW A	Taxiway	108	18,500	AAC	1/1/2000
TMB	TW A1	Taxiway	110	30,745	AAC	6/1/2019
TMB	TW A3	Taxiway	120	50,475	AAC	1/1/2002
TMB	TW A4	Taxiway	124	26,792	AC	1/1/2000
TMB	TW A4	Taxiway	125	32,146	AAC	1/1/2000
TMB	TW AP NE	Taxiway	1005	44,691	AC	12/25/1999
TMB	TW AP SE	Taxiway	1105	42,813	AAC	10/1/2021
TMB	TW C	Taxiway	910	83,342	AC	1/1/1998
TMB	TW C	Taxiway	915	5,336	AAC	10/1/2022
TMB	TW C	Taxiway	920	48,130	AAC	7/1/2021
TMB	TW C1	Taxiway	905	7,838	AC	1/1/1998
TMB	TW C3	Taxiway	320	12,298	AAC	1/1/1997
TMB	TW C3	Taxiway	325	5,269	AAC	1/1/2022
TMB	TW D	Taxiway	400	16,057	AC	10/1/2022
TMB	TW D	Taxiway	405	60,000	AAC	10/1/2022
TMB	TW D	Taxiway	407	18,131	AC	6/1/2019
TMB	TW D	Taxiway	412	9,750	AC	6/1/2019
TMB	TW D	Taxiway	425	108,400	AAC	7/1/2020
TMB	TW D1	Taxiway	410	25,838	AAC	6/1/2019
TMB	TW D2	Taxiway	430	26,872	AC	1/1/2022
TMB	TW E	Taxiway	500	19,360	AC	10/1/2022
TMB	TW E	Taxiway	501	12,250	AAC	10/1/2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	TW E	Taxiway	503	56,119	AC	1/1/2011
TMB	TW E	Taxiway	505	103,953	AAC	1/1/2007
TMB	TW E	Taxiway	510	32,963	AAC	1/1/2007
TMB	TW E	Taxiway	535	17,500	AAC	1/1/2007
TMB	TW E	Taxiway	550	19,750	AAC	10/1/2022
TMB	TW E	Taxiway	555	9,833	AC	10/1/2022
TMB	TW E1	Taxiway	513	54,092	AC	1/1/2011
TMB	TW E2	Taxiway	515	19,201	AAC	1/1/2012
TMB	TW E2	Taxiway	516	38,537	AC	12/25/1999
TMB	TW E3	Taxiway	520	34,393	AAC	1/1/2007
TMB	TW E4	Taxiway	560	27,522	AC	10/1/2022
TMB	TW E5	Taxiway	527	15,975	AC	1/1/1996
TMB	TW E5	Taxiway	540	10,292	AAC	1/1/2020
TMB	TW E6	Taxiway	529	26,192	AC	12/25/1999
TMB	TW E6	Taxiway	530	32,146	AAC	1/1/1999
TMB	TW F	Taxiway	605	57,730	AAC	1/1/1998
TMB	TW G	Taxiway	705	51,622	AAC	1/1/2006
TMB	TW G	Taxiway	710	17,106	AAC	1/1/2020
TMB	TW G	Taxiway	715	50,475	AAC	5/1/2021
TMB	TW G	Taxiway	720	50,475	AAC	1/1/2002
TMB	TW G1	Taxiway	750	24,497	AAC	7/1/2021
TMB	TW H	Taxiway	815	9,243	AAC	10/1/2022
TMB	TW H	Taxiway	820	51,082	AAC	1/1/2020
TMB	TW H	Taxiway	860	109,057	AC	1/1/2022
TMB	TW H1	Taxiway	840	23,284	AC	1/1/2022
TMB	TW H2	Taxiway	850	22,661	AC	1/1/2022
TMB	TW H3	Taxiway	825	28,454	AC	10/1/2022
TMB	TW H4	Taxiway	330	12,767	AAC	1/1/2007
TMB	TW H4	Taxiway	335	5,689	AAC	10/1/2022
TMB	TW H5	Taxiway	340	17,255	AAC	1/1/2007
TMB	TW J	Taxiway	1010	27,574	AC	1/1/2022
TMB	TW J	Taxiway	1020	26,181	AC	1/1/2022
TMB	TW J	Taxiway	1030	8,902	AC	10/1/2022
TMB	TW J	Taxiway	1035	5,618	AAC	1/1/2022
TMB	TW J	Taxiway	1040	12,026	AAC	1/1/1997
TMB	TW W	Taxiway	2305	57,348	AC	6/1/2019
TMB	AP N	Apron	4200	240,000	AAC	1/1/1998
TMB	AP N	Apron	4205	600,000	AAC	1/1/2006
TMB	AP N	Apron	4215	72,000	AAC	1/1/2006
TMB	AP N	Apron	4220	97,500	AAC	1/1/1994
TMB	AP N	Apron	4225	69,490	AC	12/25/1999
TMB	AP N	Apron	4230	18,795	AC	12/25/1999
TMB	AP N	Apron	4235	19,200	AC	1/1/2015
TMB	AP NE	Apron	4305	9,600	PCC	12/25/1999
TMB	AP NE	Apron	4310	19,797	AC	12/25/1999
TMB	AP NE	Apron	4315	21,176	AC	12/25/1999

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	AP NE	Apron	4320	9,216	PCC	12/25/1999
TMB	AP NE	Apron	4325	49,524	AC	12/25/1999
TMB	AP RU W	Apron	2310	60,056	AC	6/1/2019
TMB	AP S	Apron	4105	192,000	AC	1/1/1998
TMB	AP S	Apron	4110	253,679	AAC	1/1/1998
TMB	AP S	Apron	4115	825,309	AAC	1/1/1998
TMB	AP S	Apron	4125	35,015	AC	12/25/1999
TMB	AP S	Apron	4130	19,714	AC	12/25/1999
TMB	AP S	Apron	4135	29,788	AC	12/25/1999
TMB	AP S	Apron	4140	54,278	AC	12/25/1999
TMB	AP SE	Apron	4410	45,220	AC	12/25/1999
TMB	AP SE	Apron	4415	6,589	AC	6/1/2014

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

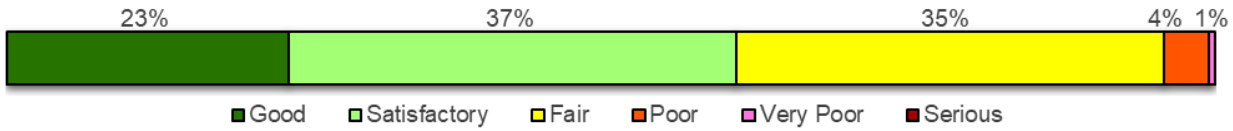
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual 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 60% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 35% of inspected pavements are in Fair condition and the remaining 5% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

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

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

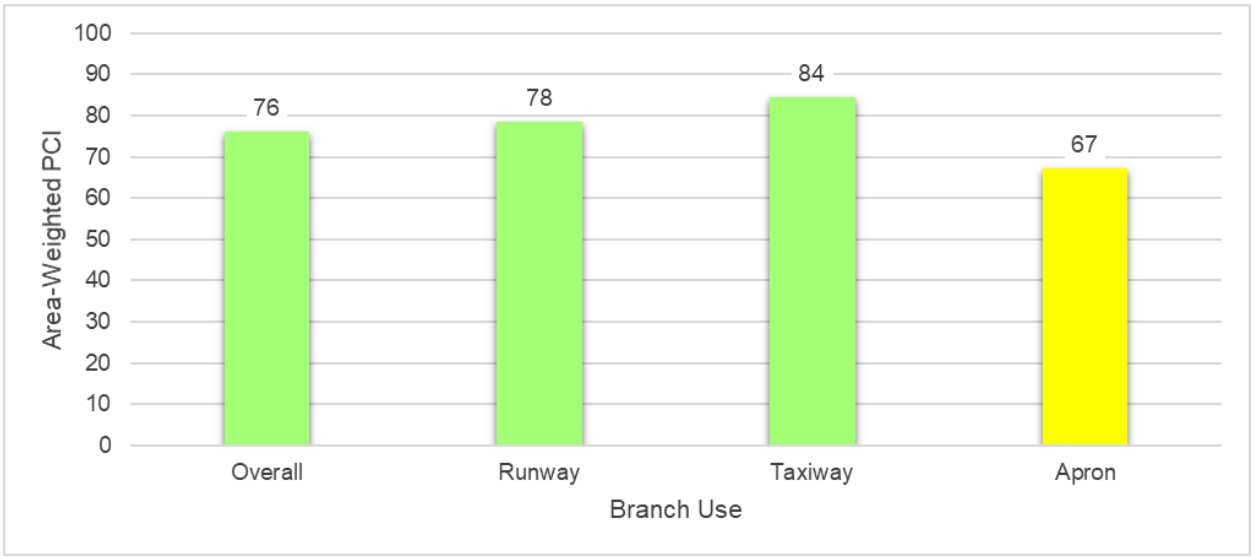


Figure 4.1.2 (b): Current Condition – Runway

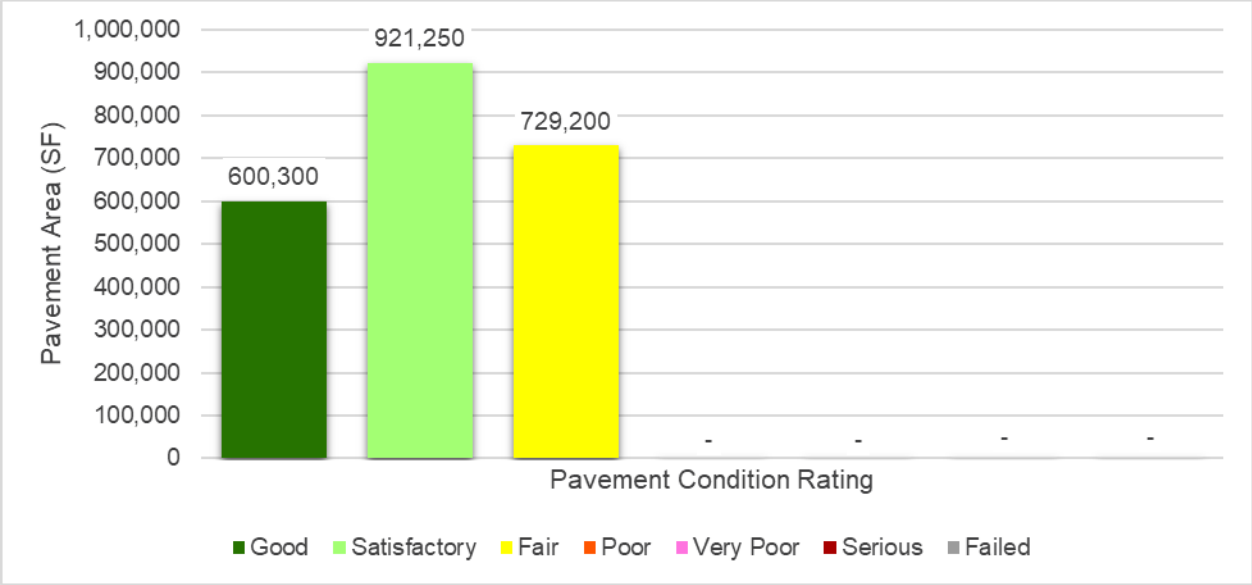


Figure 4.1.2 (c): Current Condition – Taxiway

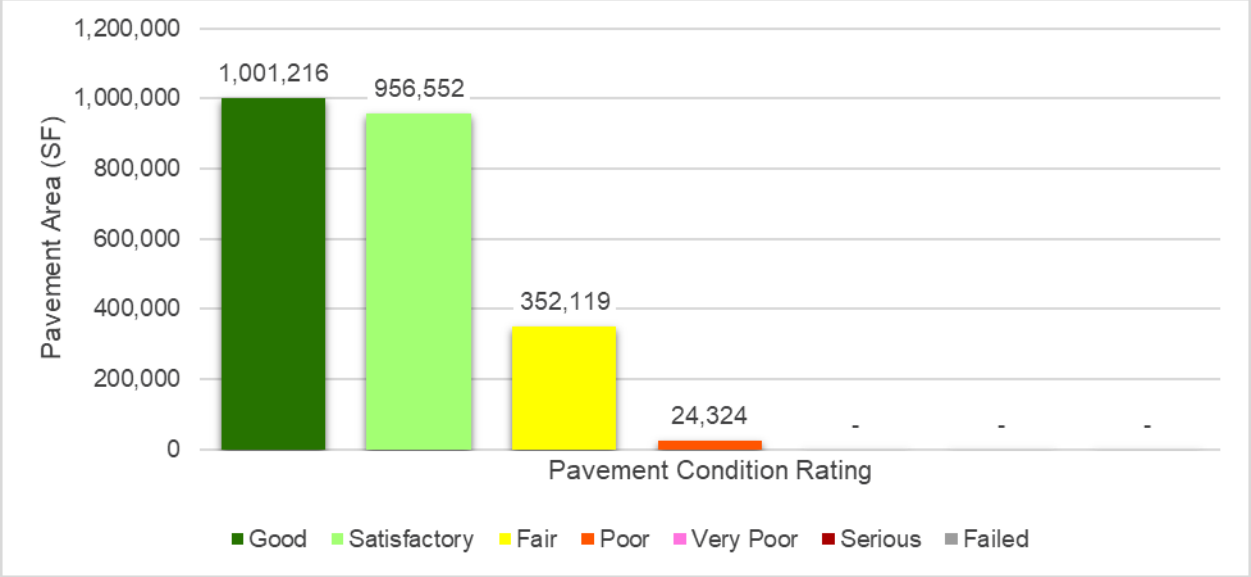


Figure 4.1.2 (d): Current Condition – Apron

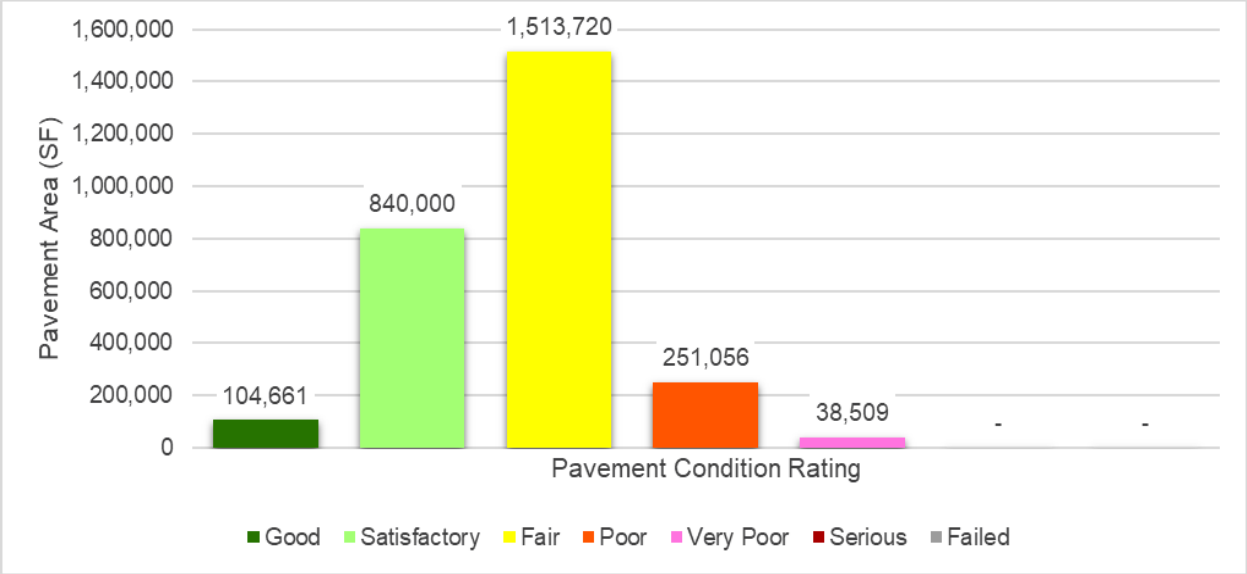


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 9L-27R	Runway	6	750,300	72	Satisfactory
RW 9R-27L	Runway	8	900,150	69	Fair
RW 13-31	Runway	4	600,300	100	Good
TW 1	Taxiway	1	12,843	79	Satisfactory
TW 15	Taxiway	1	19,697	77	Satisfactory
TW 16	Taxiway	2	19,698	79	Satisfactory
TW 17	Taxiway	1	12,809	78	Satisfactory
TW 2	Taxiway	1	19,697	100	Good
TW 3	Taxiway	1	19,697	70	Fair
TW 4	Taxiway	1	19,697	73	Satisfactory
TW 5	Taxiway	1	19,697	78	Satisfactory
TW 6	Taxiway	1	19,697	76	Satisfactory
TW 7	Taxiway	1	18,557	73	Satisfactory
TW A	Taxiway	4	298,075	78	Satisfactory
TW A1	Taxiway	1	30,745	94	Good
TW A3	Taxiway	1	50,475	82	Satisfactory
TW A4	Taxiway	2	58,938	69	Fair
TW AP NE	Taxiway	1	44,691	61	Fair
TW AP SE	Taxiway	1	42,813	100	Good
TW C	Taxiway	3	136,808	74	Satisfactory
TW C1	Taxiway	1	7,838	59	Fair
TW C3	Taxiway	2	17,567	67	Fair
TW D	Taxiway	5	212,338	99	Good
TW D1	Taxiway	1	25,838	94	Good
TW D2	Taxiway	1	26,872	100	Good
TW E	Taxiway	8	271,728	83	Satisfactory

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW E1	Taxiway	1	54,092	69	Fair
TW E2	Taxiway	2	57,738	71	Satisfactory
TW E3	Taxiway	1	34,393	76	Satisfactory
TW E4	Taxiway	1	27,522	100	Good
TW E5	Taxiway	2	26,267	77	Satisfactory
TW E6	Taxiway	2	58,338	66	Fair
TW F	Taxiway	1	57,730	76	Satisfactory
TW G	Taxiway	4	169,678	86	Good
TW G1	Taxiway	1	24,497	100	Good
TW H	Taxiway	3	169,382	100	Good
TW H1	Taxiway	1	23,284	100	Good
TW H2	Taxiway	1	22,661	100	Good
TW H3	Taxiway	1	28,454	100	Good
TW H4	Taxiway	2	18,456	86	Good
TW H5	Taxiway	1	17,255	78	Satisfactory
TW J	Taxiway	5	80,301	93	Good
TW W	Taxiway	1	57,348	94	Good
AP N	Apron	7	1,116,985	68	Fair
AP NE	Apron	5	109,313	67	Fair
AP RU W	Apron	1	60,056	94	Good
AP S	Apron	7	1,409,783	65	Fair
AP SE	Apron	2	51,809	61	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.

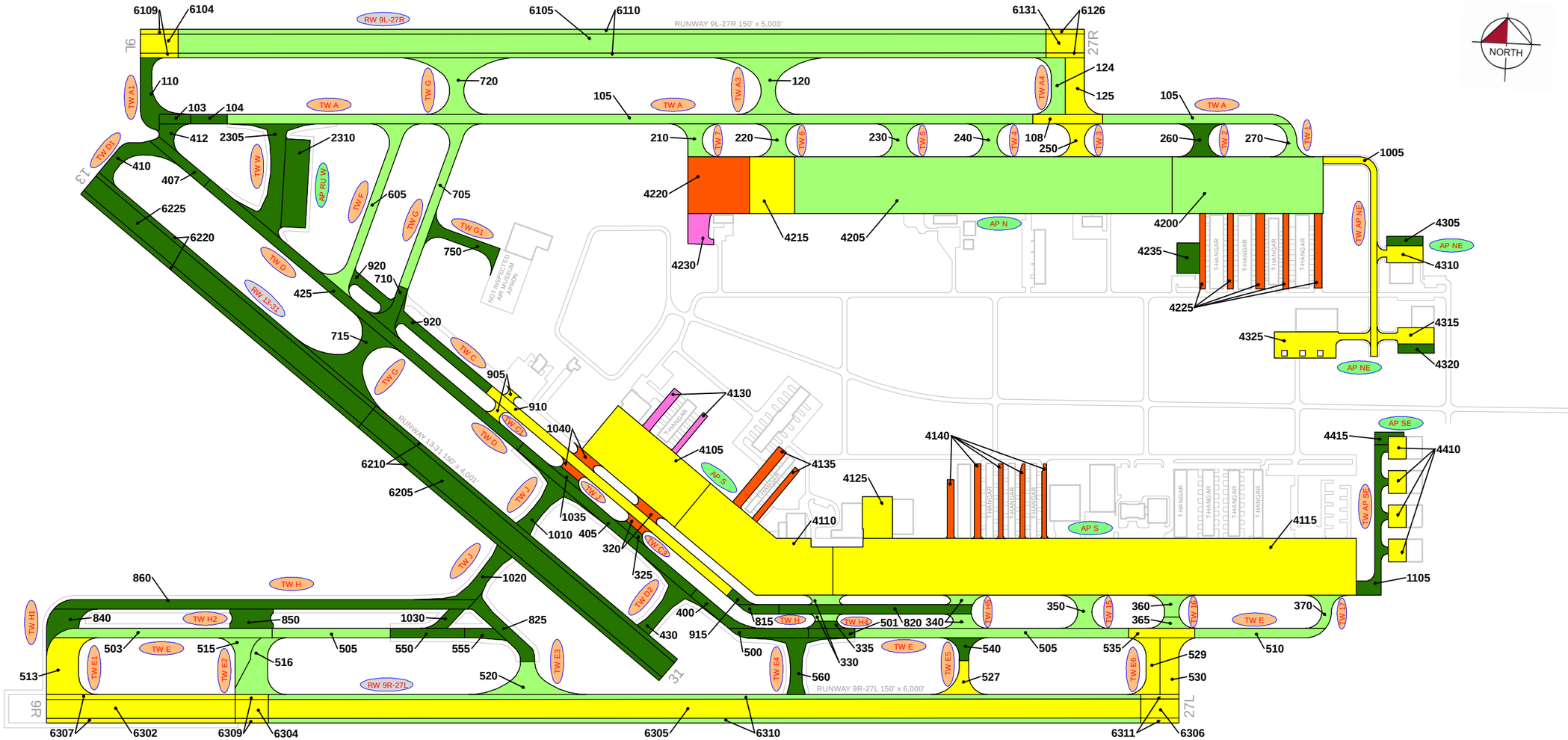
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

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
TMB	RW 9L-27R	Runway	6104	20,000	AAC	56	Fair	100	0	0	1	4
TMB	RW 9L-27R	Runway	6105	460,000	AAC	72	Satisfactory	100	0	0	19	92
TMB	RW 9L-27R	Runway	6109	10,000	AAC	62	Fair	98	0	2	1	2
TMB	RW 9L-27R	Runway	6110	230,000	AAC	75	Satisfactory	100	0	0	8	46
TMB	RW 9L-27R	Runway	6126	10,100	AAC	59	Fair	88	12	0	1	2
TMB	RW 9L-27R	Runway	6131	20,200	AAC	69	Fair	100	0	0	1	4
TMB	RW 9R-27L	Runway	6302	100,000	AC	60	Fair	100	0	0	5	20
TMB	RW 9R-27L	Runway	6304	17,500	AAC	65	Fair	100	0	0	1	3
TMB	RW 9R-27L	Runway	6305	462,500	AAC	69	Fair	83	14	3	19	93
TMB	RW 9R-27L	Runway	6306	20,100	AC	70	Fair	100	0	0	1	4
TMB	RW 9R-27L	Runway	6307	50,000	AC	68	Fair	98	0	2	2	10
TMB	RW 9R-27L	Runway	6309	8,750	AAC	69	Fair	100	0	0	1	2
TMB	RW 9R-27L	Runway	6310	231,250	AAC	75	Satisfactory	97	0	3	8	46
TMB	RW 9R-27L	Runway	6311	10,050	AC	65	Fair	100	0	0	1	2
TMB	RW 13-31	Runway	6205	208,200	AAC	100	Good	0	0	0	0	0
TMB	RW 13-31	Runway	6210	104,100	AAC	100	Good	0	0	0	0	0
TMB	RW 13-31	Runway	6220	96,000	AAC	100	Good	0	0	0	0	0
TMB	RW 13-31	Runway	6225	192,000	AAC	100	Good	0	0	0	0	0
TMB	TW 1	Taxiway	270	12,843	AAC	79	Satisfactory	100	0	0	1	3
TMB	TW 15	Taxiway	350	19,697	AAC	77	Satisfactory	84	0	16	1	4
TMB	TW 16	Taxiway	360	11,992	AAC	81	Satisfactory	93	0	7	1	3
TMB	TW 16	Taxiway	365	7,706	AAC	77	Satisfactory	94	0	6	1	2
TMB	TW 17	Taxiway	370	12,809	AAC	78	Satisfactory	92	0	8	1	3
TMB	TW 2	Taxiway	260	19,697	AAC	100	Good	0	0	0	0	0
TMB	TW 3	Taxiway	250	19,697	AAC	70	Fair	79	0	21	1	4
TMB	TW 4	Taxiway	240	19,697	AAC	73	Satisfactory	95	0	5	1	4
TMB	TW 5	Taxiway	230	19,697	AAC	78	Satisfactory	100	0	0	1	4
TMB	TW 6	Taxiway	220	19,697	AAC	76	Satisfactory	100	0	0	1	4
TMB	TW 7	Taxiway	210	18,557	AAC	73	Satisfactory	95	0	5	1	4
TMB	TW A	Taxiway	103	8,250	AAC	94	Good	100	0	0	1	2
TMB	TW A	Taxiway	104	9,750	AC	94	Good	100	0	0	1	2
TMB	TW A	Taxiway	105	261,575	AAC	78	Satisfactory	100	0	0	10	52
TMB	TW A	Taxiway	108	18,500	AAC	65	Fair	75	0	25	1	4
TMB	TW A1	Taxiway	110	30,745	AAC	94	Good	100	0	0	1	6
TMB	TW A3	Taxiway	120	50,475	AAC	82	Satisfactory	100	0	0	2	11
TMB	TW A4	Taxiway	124	26,792	AC	72	Satisfactory	100	0	0	1	6
TMB	TW A4	Taxiway	125	32,146	AAC	67	Fair	90	0	10	2	6
TMB	TW AP NE	Taxiway	1005	44,691	AC	61	Fair	100	0	0	2	13
TMB	TW AP SE	Taxiway	1105	42,813	AAC	100	Good	0	0	0	0	0
TMB	TW C	Taxiway	910	83,342	AC	58	Fair	91	0	9	3	17
TMB	TW C	Taxiway	915	5,336	AAC	100	Good	0	0	0	0	0
TMB	TW C	Taxiway	920	48,130	AAC	100	Good	0	0	0	0	0
TMB	TW C1	Taxiway	905	7,838	AC	59	Fair	84	0	16	1	2

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
TMB	TW C3	Taxiway	320	12,298	AAC	53	Poor	82	0	18	1	3
TMB	TW C3	Taxiway	325	5,269	AAC	100	Good	0	0	0	0	0
TMB	TW D	Taxiway	400	16,057	AC	100	Good	0	0	0	0	0
TMB	TW D	Taxiway	405	60,000	AAC	100	Good	0	0	0	0	0
TMB	TW D	Taxiway	407	18,131	AC	94	Good	100	0	0	1	4
TMB	TW D	Taxiway	412	9,750	AC	94	Good	100	0	0	1	2
TMB	TW D	Taxiway	425	108,400	AAC	100	Good	0	0	0	0	0
TMB	TW D1	Taxiway	410	25,838	AAC	94	Good	100	0	0	1	4
TMB	TW D2	Taxiway	430	26,872	AC	100	Good	0	0	0	0	0
TMB	TW E	Taxiway	500	19,360	AC	100	Good	0	0	0	0	0
TMB	TW E	Taxiway	501	12,250	AAC	100	Good	0	0	0	0	0
TMB	TW E	Taxiway	503	56,119	AC	73	Satisfactory	100	0	0	2	11
TMB	TW E	Taxiway	505	103,953	AAC	81	Satisfactory	95	0	5	3	20
TMB	TW E	Taxiway	510	32,963	AAC	81	Satisfactory	100	0	0	1	7
TMB	TW E	Taxiway	535	17,500	AAC	67	Fair	86	0	14	1	3
TMB	TW E	Taxiway	550	19,750	AAC	100	Good	0	0	0	0	0
TMB	TW E	Taxiway	555	9,833	AC	100	Good	0	0	0	0	0
TMB	TW E1	Taxiway	513	54,092	AC	69	Fair	97	0	3	2	12
TMB	TW E2	Taxiway	515	19,201	AAC	72	Satisfactory	67	0	33	1	4
TMB	TW E2	Taxiway	516	38,537	AC	71	Satisfactory	100	0	0	1	8
TMB	TW E3	Taxiway	520	34,393	AAC	76	Satisfactory	100	0	0	1	7
TMB	TW E4	Taxiway	560	27,522	AC	100	Good	0	0	0	0	0
TMB	TW E5	Taxiway	527	15,975	AC	63	Fair	98	0	2	1	3
TMB	TW E5	Taxiway	540	10,292	AAC	100	Good	0	0	0	0	0
TMB	TW E6	Taxiway	529	26,192	AC	60	Fair	78	16	6	1	6
TMB	TW E6	Taxiway	530	32,146	AAC	70	Fair	85	0	15	2	6
TMB	TW F	Taxiway	605	57,730	AAC	76	Satisfactory	93	0	7	3	12
TMB	TW G	Taxiway	705	51,622	AAC	74	Satisfactory	97	0	3	2	11
TMB	TW G	Taxiway	710	17,106	AAC	100	Good	0	0	0	0	0
TMB	TW G	Taxiway	715	50,475	AAC	100	Good	0	0	0	0	0
TMB	TW G	Taxiway	720	50,475	AAC	81	Satisfactory	92	0	8	2	11
TMB	TW G1	Taxiway	750	24,497	AAC	100	Good	0	0	0	0	0
TMB	TW H	Taxiway	815	9,243	AAC	100	Good	0	0	0	0	0
TMB	TW H	Taxiway	820	51,082	AAC	100	Good	0	0	0	0	0
TMB	TW H	Taxiway	860	109,057	AC	100	Good	0	0	0	0	0
TMB	TW H1	Taxiway	840	23,284	AC	100	Good	0	0	0	0	0
TMB	TW H2	Taxiway	850	22,661	AC	100	Good	0	0	0	0	0
TMB	TW H3	Taxiway	825	28,454	AC	100	Good	0	0	0	0	0
TMB	TW H4	Taxiway	330	12,767	AAC	80	Satisfactory	94	0	6	1	3
TMB	TW H4	Taxiway	335	5,689	AAC	100	Good	0	0	0	0	0
TMB	TW H5	Taxiway	340	17,255	AAC	78	Satisfactory	87	0	13	1	4
TMB	TW J	Taxiway	1010	27,574	AC	100	Good	0	0	0	0	0
TMB	TW J	Taxiway	1020	26,181	AC	100	Good	0	0	0	0	0
TMB	TW J	Taxiway	1030	8,902	AC	100	Good	0	0	0	0	0
TMB	TW J	Taxiway	1035	5,618	AAC	100	Good	0	0	0	0	0
TMB	TW J	Taxiway	1040	12,026	AAC	55	Poor	87	0	13	1	3

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
TMB	TW W	Taxiway	2305	57,348	AC	94	Good	100	0	0	2	13
TMB	AP N	Apron	4200	240,000	AAC	76	Satisfactory	85	0	15	5	48
TMB	AP N	Apron	4205	600,000	AAC	71	Satisfactory	79	0	21	12	120
TMB	AP N	Apron	4215	72,000	AAC	64	Fair	89	0	11	2	14
TMB	AP N	Apron	4220	97,500	AAC	55	Poor	82	0	18	3	24
TMB	AP N	Apron	4225	69,490	AC	47	Poor	63	24	13	3	16
TMB	AP N	Apron	4230	18,795	AC	37	Very Poor	47	0	53	1	3
TMB	AP N	Apron	4235	19,200	AC	89	Good	82	0	18	1	4
TMB	AP NE	Apron	4305	9,600	PCC	86	Good	50	0	50	1	3
TMB	AP NE	Apron	4310	19,797	AC	60	Fair	77	0	23	1	4
TMB	AP NE	Apron	4315	21,176	AC	65	Fair	100	0	0	1	5
TMB	AP NE	Apron	4320	9,216	PCC	86	Good	49	0	51	1	3
TMB	AP NE	Apron	4325	49,524	AC	64	Fair	83	12	5	2	12
TMB	AP RU W	Apron	2310	60,056	AC	94	Good	100	0	0	1	10
TMB	AP S	Apron	4105	192,000	AC	61	Fair	88	0	12	5	39
TMB	AP S	Apron	4110	253,679	AAC	69	Fair	92	0	8	5	50
TMB	AP S	Apron	4115	825,309	AAC	68	Fair	72	0	28	10	166
TMB	AP S	Apron	4125	35,015	AC	56	Fair	83	0	17	1	7
TMB	AP S	Apron	4130	19,714	AC	32	Very Poor	42	58	0	1	4
TMB	AP S	Apron	4135	29,788	AC	55	Poor	100	0	0	1	7
TMB	AP S	Apron	4140	54,278	AC	42	Poor	94	0	6	3	13
TMB	AP SE	Apron	4410	45,220	AC	57	Fair	100	0	0	2	8
TMB	AP SE	Apron	4415	6,589	AC	86	Good	87	0	13	1	1

** 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.*



103 PCI = 94	104 PCI = 94	105 PCI = 78	108 PCI = 65	110 PCI = 94	120 PCI = 82	124 PCI = 72	125 PCI = 67	210 PCI = 73	220 PCI = 76	230 PCI = 78	240 PCI = 73	250 PCI = 70	260 PCI = 100	270 PCI = 79	320 PCI = 53	325 PCI = 100	330 PCI = 80	335 PCI = 100	340 PCI = 78
350 PCI = 77	360 PCI = 81	365 PCI = 77	370 PCI = 78	400 PCI = 100	405 PCI = 100	407 PCI = 94	410 PCI = 94	412 PCI = 94	425 PCI = 100	430 PCI = 100	500 PCI = 100	501 PCI = 100	503 PCI = 73	505 PCI = 81	510 PCI = 81	513 PCI = 69	515 PCI = 72	516 PCI = 71	520 PCI = 76
527 PCI = 63	529 PCI = 60	530 PCI = 70	535 PCI = 67	540 PCI = 100	550 PCI = 100	555 PCI = 100	560 PCI = 100	605 PCI = 76	705 PCI = 74	710 PCI = 100	715 PCI = 100	720 PCI = 81	750 PCI = 100	815 PCI = 100	820 PCI = 100	825 PCI = 100	840 PCI = 100	850 PCI = 100	860 PCI = 100
905 PCI = 59	910 PCI = 58	915 PCI = 100	920 PCI = 100	1005 PCI = 61	1010 PCI = 100	1020 PCI = 100	1030 PCI = 100	1035 PCI = 100	1040 PCI = 55	1105 PCI = 100	2305 PCI = 94	2310 PCI = 94	4105 PCI = 61	4110 PCI = 69	4115 PCI = 68	4125 PCI = 56	4130 PCI = 32	4135 PCI = 55	4140 PCI = 42
4200 PCI = 76	4205 PCI = 71	4215 PCI = 64	4220 PCI = 55	4225 PCI = 47	4230 PCI = 37	4235 PCI = 89	4305 PCI = 86	4310 PCI = 60	4315 PCI = 65	4320 PCI = 86	4325 PCI = 64	4410 PCI = 57	4415 PCI = 86	6104 PCI = 56	6105 PCI = 72	6109 PCI = 62	6110 PCI = 75	6126 PCI = 59	6131 PCI = 69
6205 PCI = 100	6210 PCI = 100	6220 PCI = 100	6225 PCI = 100	6302 PCI = 60	6304 PCI = 65	6305 PCI = 69	6306 PCI = 70	6307 PCI = 68	6309 PCI = 69	6310 PCI = 75	6311 PCI = 65								

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.

TMB

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Miami Executive Airport (TMB) was performed in September 2022. The overall area-weighted average PCI value of the network was 76, representing a condition rating of Satisfactory. Several portions of the airfield pavement were not inspected due to recent construction in 2020, 2021, and 2022. These areas include the entirety of Runway 13-31 and a portion of several taxiways including TW C, TW C3, TW D, TW D2, TW E, TW E3, TW E4, TW E5, TW G, TW G1, TW J, TW H, TW H1, TW H2, TW H4, TW 2, TW AP SE.

Based on the FAA 5010 Report as of 11/03/2022, the Airport has reported 194,111 operations for 12 months ending 05/03/2018.

4.2.2 Branch-Level Observations

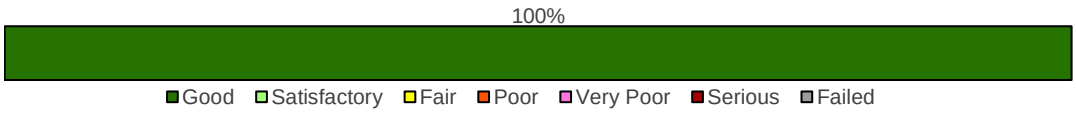
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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	4	600,300	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).



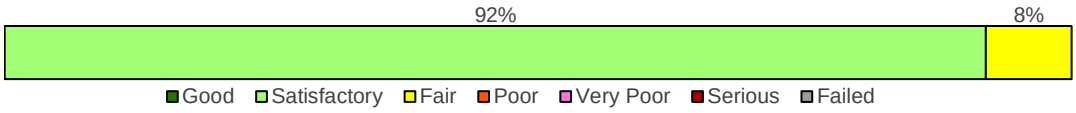
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AAC	208,200	100	Good
6210	AAC	104,100	100	Good
6220	AAC	96,000	100	Good
6225	AAC	192,000	100	Good

RW 13-31 consists of 4 flexible pavement sections, totaling 600,300 sf. The last major construction dates range from 2021 to 2022. Overall, RW 13-31 is in Good condition with an area-weighted average PCI of 100.

RW 9L-27R

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 9L-27R	RUNWAY	6	750,300	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: 92% Satisfactory (71-85 PCI), 8% Fair (56-70 PCI).



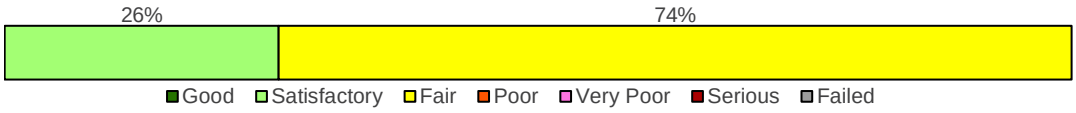
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6104	AAC	20,000	56	Fair
6105	AAC	460,000	72	Satisfactory
6109	AAC	10,000	62	Fair
6110	AAC	230,000	75	Satisfactory
6126	AAC	10,100	59	Fair
6131	AAC	20,200	69	Fair

RW 9L-27R consists of 6 flexible pavement sections, totaling 750,300 sf. The last major construction date for the branch was 2005, resulting in an area-weighted average age at inspection of 18 years old. Overall, RW 9L-27R is in Satisfactory condition with an area-weighted average PCI of 72.

RW 9R-27L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 9R-27L	RUNWAY	8	900,150	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: 26% Satisfactory (71-85 PCI), 74% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6302	AC	100,000	60	Fair
6304	AAC	17,500	65	Fair
6305	AAC	462,500	69	Fair
6306	AC	20,100	70	Fair
6307	AC	50,000	68	Fair
6309	AAC	8,750	69	Fair
6310	AAC	231,250	75	Satisfactory
6311	AC	10,050	65	Fair

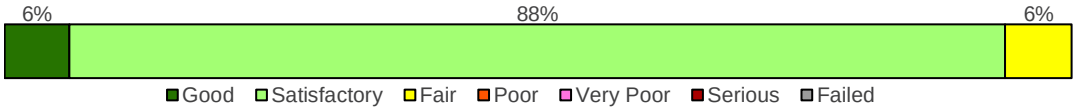
RW 9R-27L consists of 8 flexible pavement sections, totaling 900,150 sf. The last major construction dates range from 1997 to 2011, resulting in an area-weighted average age at inspection of 23 years old. Overall, RW 9R-27L is in Fair condition with an area-weighted average PCI of 69.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	4	298,075	78	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 6% Good (86-100 PCI), 88% Satisfactory (71-85 PCI), 6% Fair (56-70 PCI).



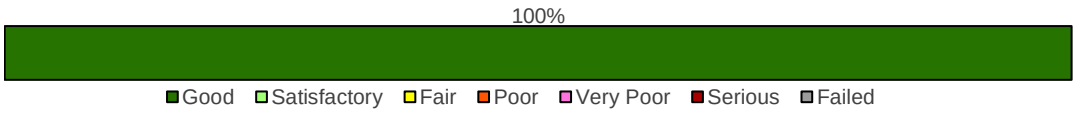
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
103	AAC	8,250	94	Good
104	AC	9,750	94	Good
105	AAC	261,575	78	Satisfactory
108	AAC	18,500	65	Fair

TW A consists of 4 flexible pavement sections, totaling 298,075 sf. The last major construction dates range from 2000 to 2019, resulting in an area-weighted average age at inspection of 17 years old. Overall, TW A is in Satisfactory condition with an area-weighted average PCI of 78.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	1	30,745	94	Good

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



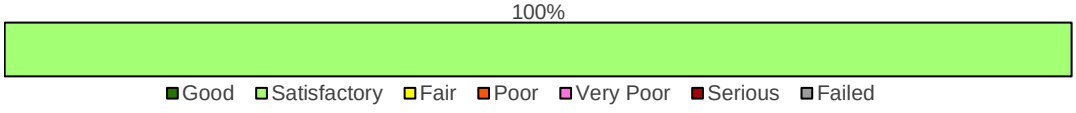
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
110	AAC	30,745	94	Good

TW A1 consists of 1 flexible pavement section, totaling 30,745 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at inspection of 3 years old. Overall, TW A1 is in Good condition with an area-weighted average PCI of 94.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	1	50,475	82	Satisfactory

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



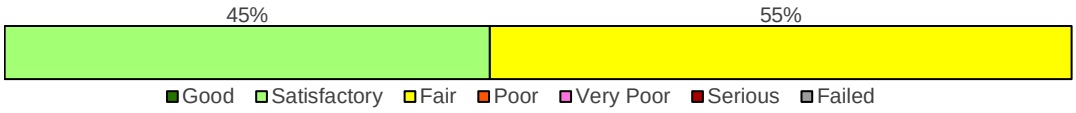
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
120	AAC	50,475	82	Satisfactory

TW A3 consists of 1 flexible pavement section, totaling 50,475 sf. The last major construction date for the branch was 2002, resulting in an area-weighted average age at inspection of 21 years old. Overall, TW A3 is in Satisfactory condition with an area-weighted average PCI of 82.

TW A4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A4	TAXIWAY	2	58,938	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: 45% Satisfactory (71-85 PCI), 55% Fair (56-70 PCI).



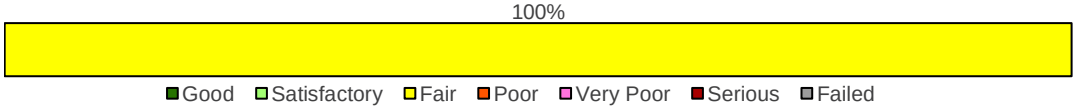
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
124	AC	26,792	72	Satisfactory
125	AAC	32,146	67	Fair

TW A4 consists of 2 flexible pavement sections, totaling 58,938 sf. The last major construction date for the branch was 2000, 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 69.

TW AP NE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW AP NE	TAXIWAY	1	44,691	61	Fair

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



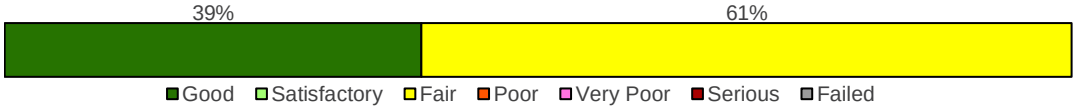
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1005	AC	44,691	61	Fair

TW AP NE consists of 1 flexible pavement section, totaling 44,691 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 AP NE is in Fair condition with an area-weighted average PCI of 61.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	3	136,808	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: 39% Good (86-100 PCI), 61% Fair (56-70 PCI).



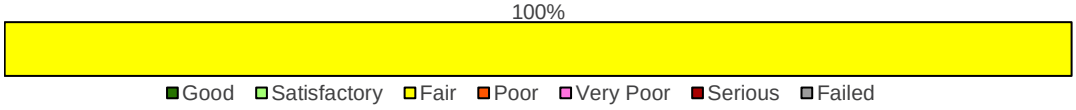
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
910	AC	83,342	58	Fair
915	AAC	5,336	100	Good
920	AAC	48,130	100	Good

TW C consists of 3 flexible pavement sections, totaling 136,808 sf. The last major construction dates range from 1998 to 2022, resulting in an area-weighted average age at inspection of 15 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 74.

TW C1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C1	TAXIWAY	1	7,838	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).



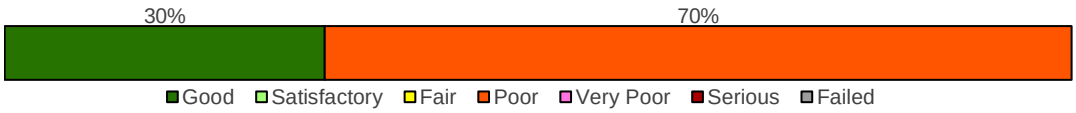
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
905	AC	7,838	59	Fair

TW C1 consists of 1 flexible pavement section, totaling 7,838 sf. The last major construction date for the branch was 1998, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW C1 is in Fair condition with an area-weighted average PCI of 59.

TW C3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C3	TAXIWAY	2	17,567	67	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: 30% Good (86-100 PCI), 70% Poor (41-55 PCI).



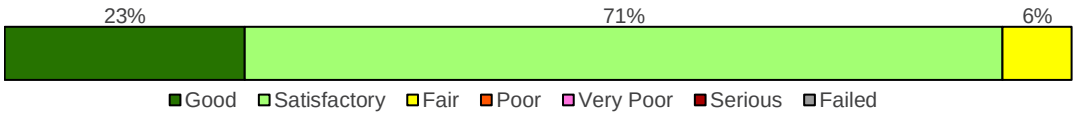
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
320	AAC	12,298	53	Poor
325	AAC	5,269	100	Good

TW C3 consists of 2 flexible pavement sections, totaling 17,567 sf. The last major construction dates range from 1997 to 2022, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW C3 is in Fair condition with an area-weighted average PCI of 67.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	8	271,728	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: 23% Good (86-100 PCI), 71% Satisfactory (71-85 PCI), 6% Fair (56-70 PCI).



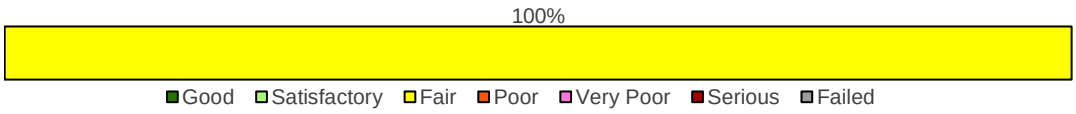
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
500	AC	19,360	100	Good
501	AAC	12,250	100	Good
503	AC	56,119	73	Satisfactory
505	AAC	103,953	81	Satisfactory
510	AAC	32,963	81	Satisfactory
535	AAC	17,500	67	Fair
550	AAC	19,750	100	Good
555	AC	9,833	100	Good

TW E consists of 8 flexible pavement sections, totaling 271,728 sf. The last major construction dates range from 2007 to 2022, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW E is in Satisfactory condition with an area-weighted average PCI of 83.

TW E1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E1	TAXIWAY	1	54,092	69	Fair

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



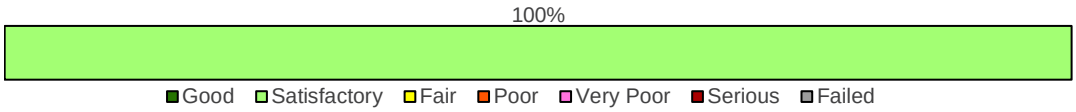
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
513	AC	54,092	69	Fair

TW E1 consists of 1 flexible pavement section, totaling 54,092 sf. The last major construction date for the branch was 2011, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW E1 is in Fair condition with an area-weighted average PCI of 69.

TW E2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E2	TAXIWAY	2	57,738	71	Satisfactory

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



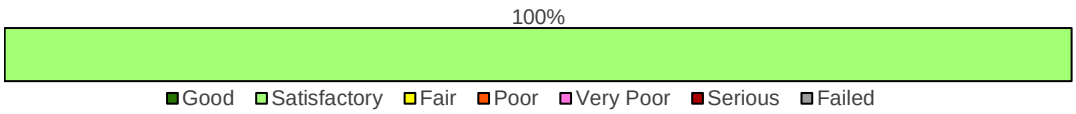
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
515	AAC	19,201	72	Satisfactory
516	AC	38,537	71	Satisfactory

TW E2 consists of 2 flexible pavement sections, totaling 57,738 sf. The last major construction dates range from 1999 to 2012, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW E2 is in Satisfactory condition with an area-weighted average PCI of 71.

TW E3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E3	TAXIWAY	1	34,393	76	Satisfactory

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



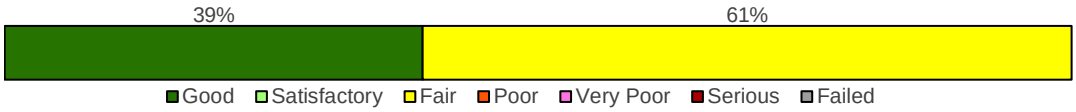
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
520	AAC	34,393	76	Satisfactory

TW E3 consists of 1 flexible pavement section, totaling 34,393 sf. The last major construction date for the branch was 2007, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW E3 is in Satisfactory condition with an area-weighted average PCI of 76.

TW E5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E5	TAXIWAY	2	26,267	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: 39% Good (86-100 PCI), 61% Fair (56-70 PCI).



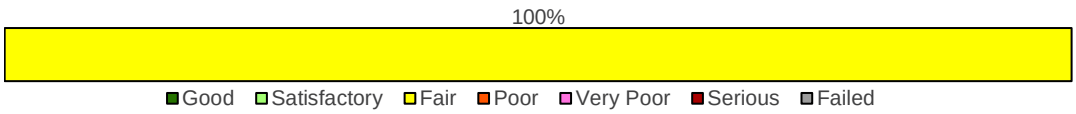
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
527	AC	15,975	63	Fair
540	AAC	10,292	100	Good

TW E5 consists of 2 flexible pavement sections, totaling 26,267 sf. The last major construction dates range from 1996 to 2020, 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 77.

TW E6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E6	TAXIWAY	2	58,338	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).



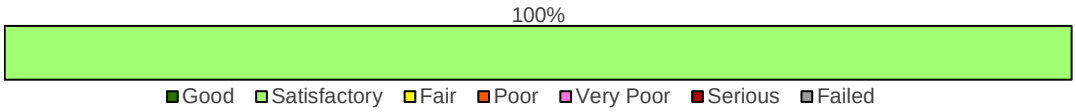
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
529	AC	26,192	60	Fair
530	AAC	32,146	70	Fair

TW E6 consists of 2 flexible pavement sections, totaling 58,338 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 E6 is in Fair condition with an area-weighted average PCI of 66.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	1	57,730	76	Satisfactory

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



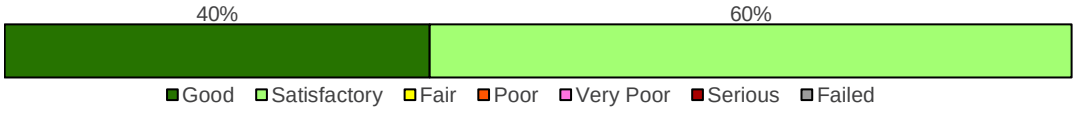
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AAC	57,730	76	Satisfactory

TW F consists of 1 flexible pavement section, totaling 57,730 sf. The last major construction date for the branch was 1998, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW F is in Satisfactory condition with an area-weighted average PCI of 76.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	4	169,678	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: 40% Good (86-100 PCI), 60% Satisfactory (71-85 PCI).



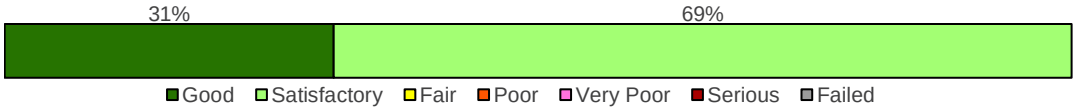
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
705	AAC	51,622	74	Satisfactory
710	AAC	17,106	100	Good
715	AAC	50,475	100	Good
720	AAC	50,475	81	Satisfactory

TW G consists of 4 flexible pavement sections, totaling 169,678 sf. The last major construction dates range from 2002 to 2021, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW G is in Good condition with an area-weighted average PCI of 86.

TW H4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW H4	TAXIWAY	2	18,456	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: 31% Good (86-100 PCI), 69% Satisfactory (71-85 PCI).



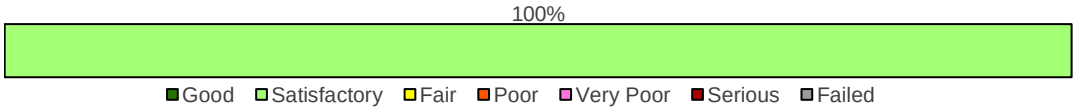
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
330	AAC	12,767	80	Satisfactory
335	AAC	5,689	100	Good

TW H4 consists of 2 flexible pavement sections, totaling 18,456 sf. The last major construction dates range from 2007 to 2022, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW H4 is in Good condition with an area-weighted average PCI of 86.

TW H5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW H5	TAXIWAY	1	17,255	78	Satisfactory

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



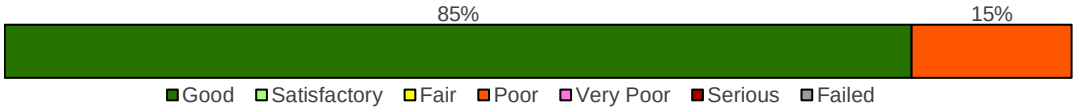
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
340	AAC	17,255	78	Satisfactory

TW H5 consists of 1 flexible pavement section, totaling 17,255 sf. The last major construction date for the branch was 2007, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW H5 is in Satisfactory condition with an area-weighted average PCI of 78.

TW J

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW J	TAXIWAY	5	80,301	93	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 85% Good (86-100 PCI), 15% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1010	AC	27,574	100	Good
1020	AC	26,181	100	Good
1030	AC	8,902	100	Good
1035	AAC	5,618	100	Good
1040	AAC	12,026	55	Poor

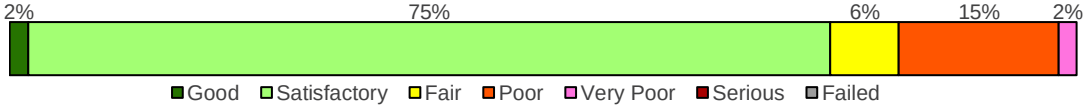
TW J consists of 5 flexible pavement sections, totaling 80,301 sf. The last major construction dates range from 1997 to 2022, resulting in an area-weighted average age at inspection of 4 years old. Overall, TW J is in Good condition with an area-weighted average PCI of 93.

Aprons

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	7	1,116,985	68	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 2% Good (86-100 PCI), 75% Satisfactory (71-85 PCI), 6% Fair (56-70 PCI), 15% Poor (41-55 PCI), 2% Very Poor (26-40 PCI).



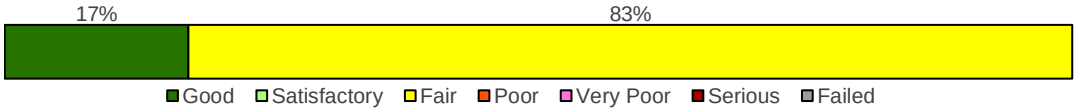
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4200	AAC	240,000	76	Satisfactory
4205	AAC	600,000	71	Satisfactory
4215	AAC	72,000	64	Fair
4220	AAC	97,500	55	Poor
4225	AC	69,490	47	Poor
4230	AC	18,795	37	Very Poor
4235	AC	19,200	89	Good

AP N consists of 7 flexible pavement sections, totaling 1,116,985 sf. The last major construction dates range from 1994 to 2015, resulting in an area-weighted average age at inspection of 20 years old. Overall, AP N is in Fair condition with an area-weighted average PCI of 68.

AP NE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP NE	APRON	5	109,313	67	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 17% Good (86-100 PCI), 83% Fair (56-70 PCI).



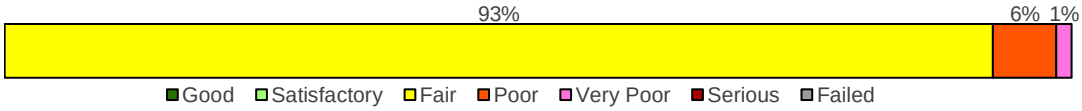
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	PCC	9,600	86	Good
4310	AC	19,797	60	Fair
4315	AC	21,176	65	Fair
4320	PCC	9,216	86	Good
4325	AC	49,524	64	Fair

AP NE consists of 3 flexible and 2 rigid pavement sections, totaling 109,313 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, AP NE is in Fair condition with an area-weighted average PCI of 67.

AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP S	APRON	7	1,409,783	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: 93% Fair (56-70 PCI), 6% Poor (41-55 PCI), 1% Very Poor (26-40 PCI).



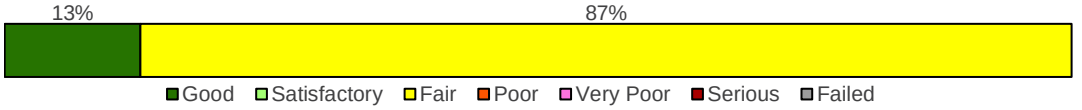
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	192,000	61	Fair
4110	AAC	253,679	69	Fair
4115	AAC	825,309	68	Fair
4125	AC	35,015	56	Fair
4130	AC	19,714	32	Very Poor
4135	AC	29,788	55	Poor
4140	AC	54,278	42	Poor

AP S consists of 7 flexible pavement sections, totaling 1,409,783 sf. The last major construction dates range from 1998 to 1999, resulting in an area-weighted average age at inspection of 25 years old. Overall, AP S is in Fair condition with an area-weighted average PCI of 65.

AP SE

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP SE	APRON	2	51,809	61	Fair

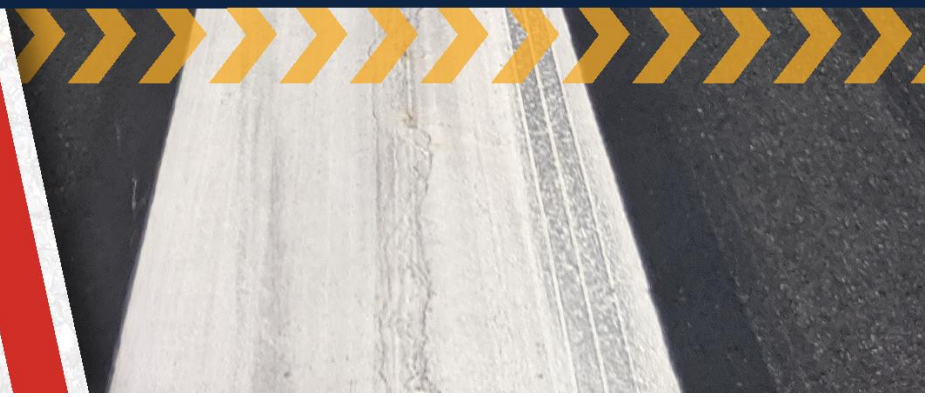
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 13% Good (86-100 PCI), 87% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4410	AC	45,220	57	Fair
4415	AC	6,589	86	Good

AP SE consists of 2 flexible pavement sections, totaling 51,809 sf. The last major construction dates range from 1999 to 2014, resulting in an area-weighted average age at inspection of 21 years old. Overall, AP SE is in Fair condition with an area-weighted average PCI of 61.

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.

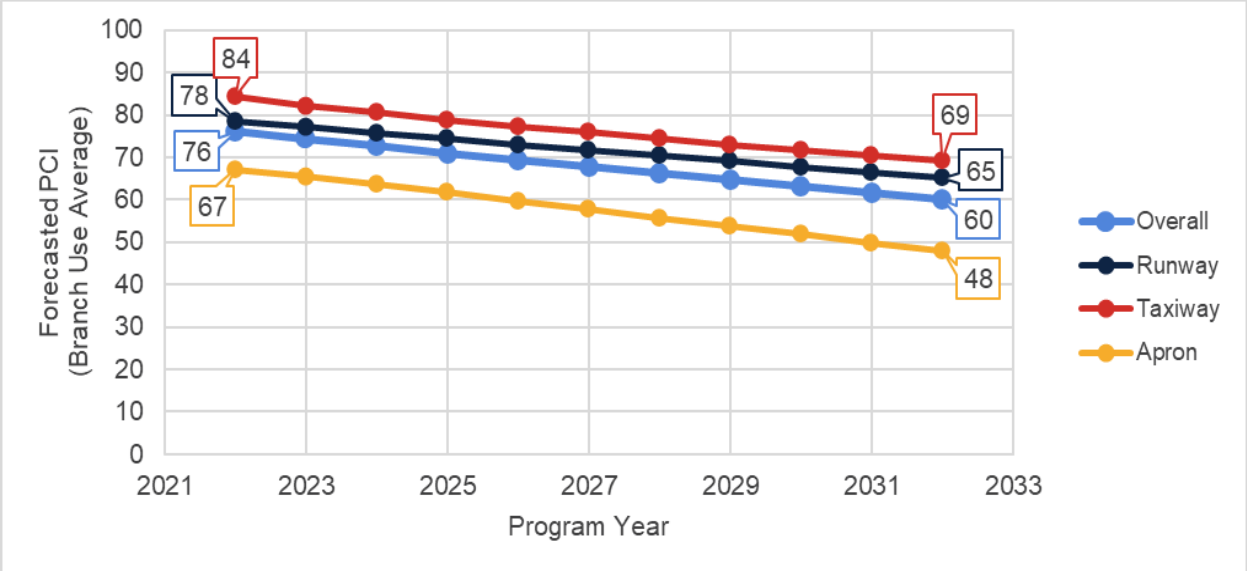
5.2.2 Performance Models

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
TMB	RW 9L-27R	6104	56	55	54	52	51	49	48	46	44	42	39
TMB	RW 9L-27R	6105	72	71	71	70	69	69	68	67	67	66	66
TMB	RW 9L-27R	6109	62	62	61	60	59	58	57	56	55	54	53
TMB	RW 9L-27R	6110	75	74	73	72	71	71	70	69	68	68	67
TMB	RW 9L-27R	6126	59	58	57	56	55	54	53	51	49	48	46
TMB	RW 9L-27R	6131	69	69	68	67	67	66	66	65	65	64	64
TMB	RW 9R-27L	6302	60	59	59	58	57	55	54	53	51	50	48
TMB	RW 9R-27L	6304	65	64	62	60	58	57	55	53	51	50	48
TMB	RW 9R-27L	6305	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6306	70	69	69	68	68	67	67	66	66	65	65
TMB	RW 9R-27L	6307	68	68	67	67	66	66	65	65	64	64	63
TMB	RW 9R-27L	6309	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6310	75	74	72	70	68	67	65	63	61	60	58
TMB	RW 9R-27L	6311	65	65	64	64	63	62	62	61	61	60	59
TMB	RW 13-31	6205	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6210	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6220	100	96	94	93	91	89	88	86	84	82	81
TMB	RW 13-31	6225	100	96	94	93	91	89	88	86	84	82	81
TMB	TW 1	270	79	78	76	75	73	72	71	69	68	67	66
TMB	TW 15	350	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 16	360	81	80	78	76	75	73	72	71	70	68	67
TMB	TW 16	365	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 17	370	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 2	260	100	96	94	92	90	87	85	84	82	80	78
TMB	TW 3	250	70	69	68	67	66	65	64	63	62	61	61
TMB	TW 4	240	73	72	71	69	68	67	66	65	64	63	62
TMB	TW 5	230	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 6	220	76	75	73	72	71	70	68	67	66	65	64
TMB	TW 7	210	73	72	71	69	68	67	66	65	64	63	62
TMB	TW A	103	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A	104	94	92	90	88	86	85	83	81	80	78	77
TMB	TW A	105	78	77	75	74	72	71	70	69	68	66	65
TMB	TW A	108	65	64	63	63	62	61	60	59	59	58	57
TMB	TW A1	110	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A3	120	82	81	79	78	76	75	74	73	71	70	69
TMB	TW A4	124	72	71	70	69	68	67	66	66	65	64	63
TMB	TW A4	125	67	66	66	65	64	63	63	62	62	61	60
TMB	TW AP NE	1005	61	61	60	60	59	59	58	58	57	57	57
TMB	TW AP SE	1105	100	96	93	91	89	87	85	83	81	79	78

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	TW C	910	58	58	57	57	56	56	56	55	55	54	54
TMB	TW C	915	100	98	96	93	91	89	87	85	83	81	79
TMB	TW C	920	100	95	93	91	88	86	84	83	81	79	77
TMB	TW C1	905	59	59	58	58	57	57	57	56	56	55	55
TMB	TW C3	320	53	52	52	51	50	49	48	46	45	44	42
TMB	TW C3	325	100	96	94	92	90	87	85	84	82	80	78
TMB	TW D	400	100	98	96	94	92	89	88	86	84	82	81
TMB	TW D	405	100	98	96	93	91	89	87	85	83	81	79
TMB	TW D	407	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	412	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	425	100	93	91	88	86	84	83	81	79	77	76
TMB	TW D1	410	94	92	90	88	86	84	82	80	79	77	75
TMB	TW D2	430	100	96	94	92	90	88	86	84	83	81	79
TMB	TW E	500	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E	501	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	503	73	72	71	70	69	68	67	66	65	65	64
TMB	TW E	505	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	510	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	535	67	66	65	64	63	62	62	61	60	59	59
TMB	TW E	550	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	555	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E1	513	69	68	67	66	66	65	64	63	63	62	62
TMB	TW E2	515	72	71	70	69	67	66	65	64	64	63	62
TMB	TW E2	516	71	70	69	68	67	66	66	65	64	63	63
TMB	TW E3	520	76	75	73	72	71	70	68	67	66	65	64
TMB	TW E4	560	100	98	95	92	89	86	83	80	77	74	71
TMB	TW E5	527	63	63	62	61	61	60	60	59	59	58	58
TMB	TW E5	540	100	92	90	87	85	84	82	80	78	77	75
TMB	TW E6	529	60	60	59	59	58	58	57	57	57	56	56
TMB	TW E6	530	70	69	68	67	66	65	64	63	62	61	61
TMB	TW F	605	76	75	73	72	71	70	68	67	66	65	64
TMB	TW G	705	74	73	72	70	69	68	67	66	65	64	63
TMB	TW G	710	100	92	90	87	85	84	82	80	78	77	75
TMB	TW G	715	100	95	92	90	88	86	84	82	80	79	77
TMB	TW G	720	81	80	78	77	75	74	73	72	71	70	69
TMB	TW G1	750	100	95	93	91	88	86	84	83	81	79	77
TMB	TW H	815	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H	820	100	92	90	87	85	84	82	80	78	77	75
TMB	TW H	860	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H1	840	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H2	850	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H3	825	100	98	96	94	92	89	88	86	84	82	81
TMB	TW H4	330	80	79	77	76	74	73	71	70	69	68	67
TMB	TW H4	335	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H5	340	78	77	75	74	72	71	70	69	68	66	65
TMB	TW J	1010	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
TMB	TW J	1020	100	96	94	92	90	88	86	84	83	81	79
TMB	TW J	1030	100	98	95	92	89	86	83	80	77	74	71
TMB	TW J	1035	100	96	94	92	90	87	85	84	82	80	78
TMB	TW J	1040	55	54	54	53	52	51	50	49	48	47	46
TMB	TW W	2305	94	92	90	88	86	85	83	81	80	78	77
TMB	AP N	4200	76	74	72	70	68	66	63	61	59	57	55
TMB	AP N	4205	71	69	67	65	63	61	58	56	54	52	50
TMB	AP N	4215	64	62	60	58	56	54	51	49	47	45	43
TMB	AP N	4220	55	53	51	49	47	45	42	40	38	36	34
TMB	AP N	4225	47	46	45	44	43	41	40	38	36	34	31
TMB	AP N	4230	37	35	33	30	28	25	21	19	16	13	10
TMB	AP N	4235	89	87	85	83	81	79	77	76	74	72	70
TMB	AP NE	4305	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4310	60	59	58	58	57	56	55	55	54	54	53
TMB	AP NE	4315	65	64	63	62	61	60	59	58	57	56	56
TMB	AP NE	4320	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4325	64	63	62	61	60	59	58	57	56	56	55
TMB	AP RU W	2310	94	92	90	88	86	84	82	80	78	76	74
TMB	AP S	4105	61	60	59	58	58	57	56	55	55	54	54
TMB	AP S	4110	69	67	65	63	61	59	56	54	52	50	48
TMB	AP S	4115	68	66	64	62	60	58	55	53	51	49	47
TMB	AP S	4125	56	55	55	54	54	53	53	52	52	51	51
TMB	AP S	4130	32	30	27	24	21	18	15	12	9	6	3
TMB	AP S	4135	55	55	54	53	53	52	52	51	51	50	50
TMB	AP S	4140	42	41	39	37	35	33	30	27	24	21	18
TMB	AP SE	4410	57	56	56	55	55	54	53	53	52	52	51
TMB	AP SE	4415	86	84	82	80	78	77	75	73	71	70	68

5.3 Critical PCI Value

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

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

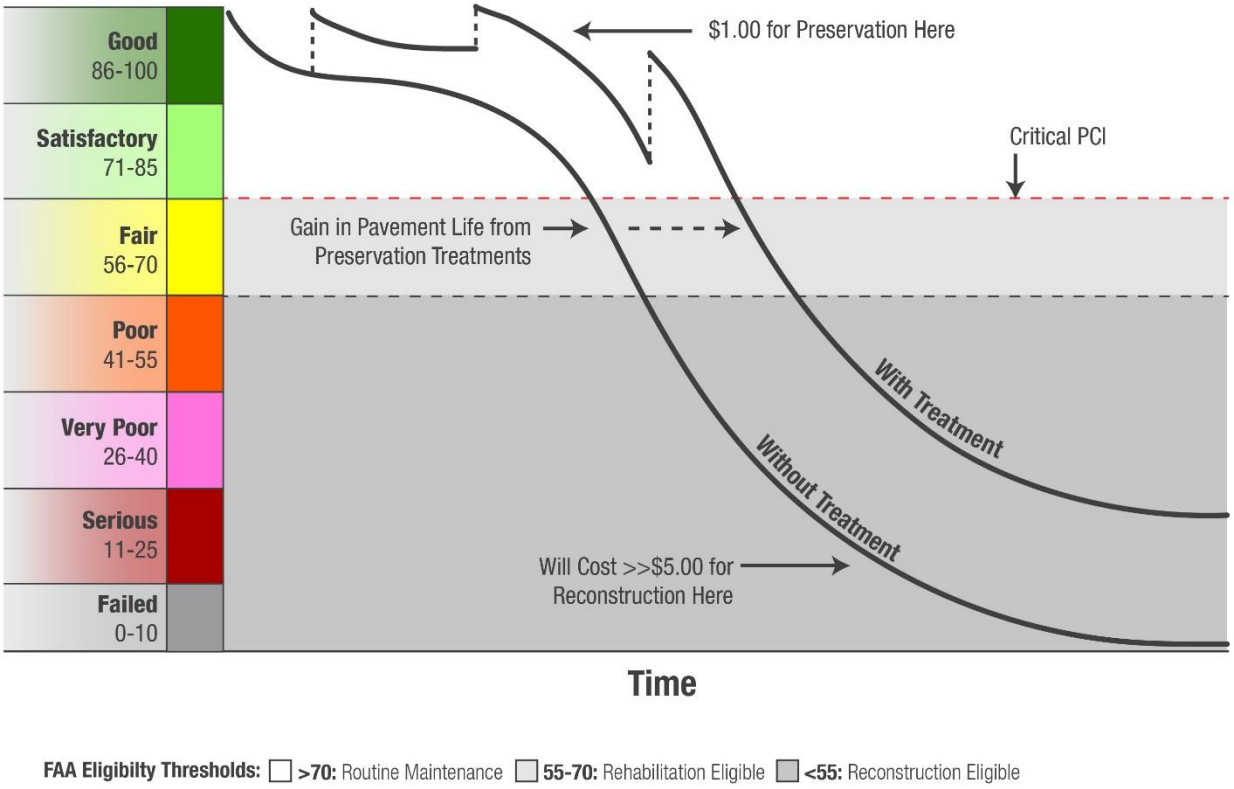


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

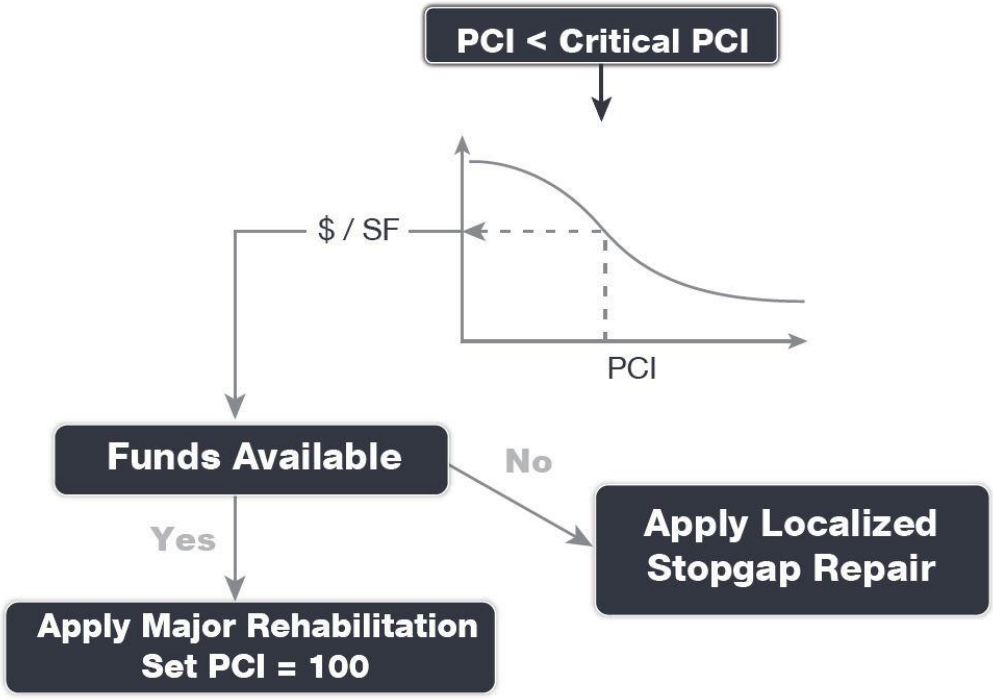
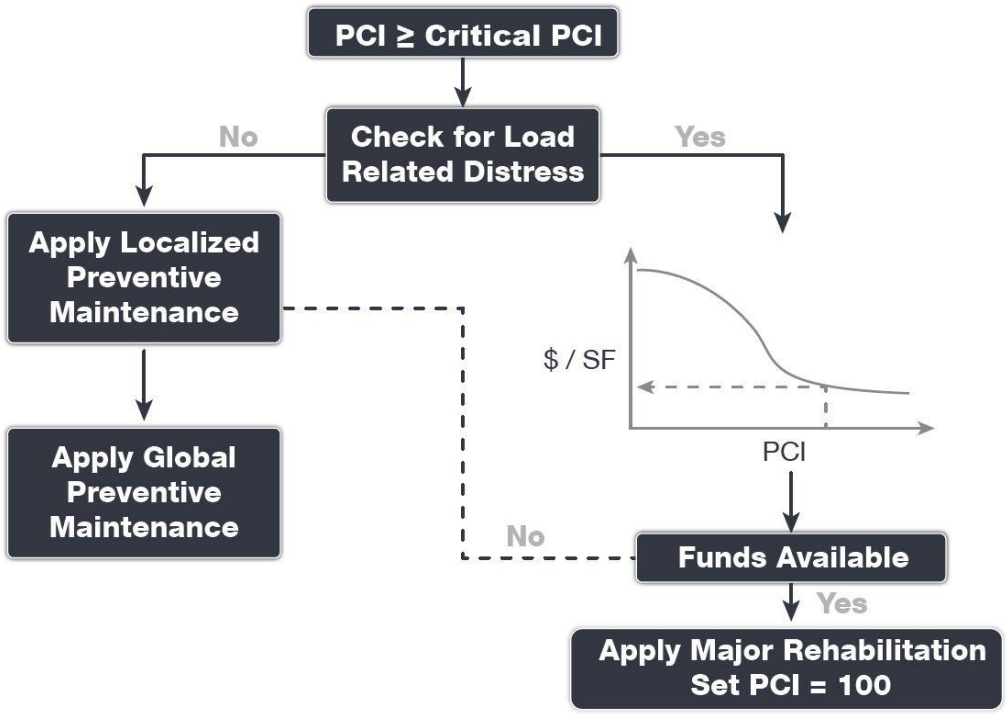


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



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

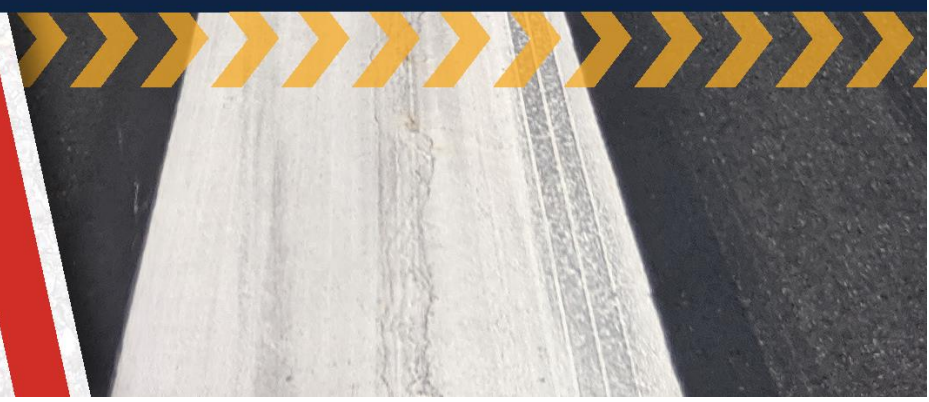
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for 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	$ 519,770
Stopgap	$ 11,160
Planning-Level Localized M&R Needs =	***$ 530,930***

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

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

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

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing	1,800	LF	$ 7,230
	Surface Seal	663,433	SF	$ 497,770
	PCC Joint Seal	2,613	LF	$ 11,110
	PCC Partial-Depth Patching	22	SF	$ 3,660
Localized Stopgap Maintenance	AC Partial-Depth Patching	127	SF	$ 620
	AC Full-Depth Patching	915	SF	$ 10,540

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
TMB	RW 9L-27R	6104	20,000	56	56	$ -
TMB	RW 9L-27R	6105	460,000	72	83	$ 129,870
TMB	RW 9L-27R	6109	10,000	62	62	$ -
TMB	RW 9L-27R	6110	230,000	75	87	$ 75,040
TMB	RW 9L-27R	6126	10,100	59	59	$ -
TMB	RW 9L-27R	6131	20,200	69	69	$ -
TMB	RW 9R-27L	6302	100,000	60	60	$ -
TMB	RW 9R-27L	6304	17,500	65	65	$ -
TMB	RW 9R-27L	6305	462,500	69	69	$ -
TMB	RW 9R-27L	6306	20,100	70	70	$ -
TMB	RW 9R-27L	6307	50,000	68	68	$ -
TMB	RW 9R-27L	6309	8,750	69	69	$ -
TMB	RW 9R-27L	6310	231,250	75	87	$ 54,910
TMB	RW 9R-27L	6311	10,050	65	65	$ -
TMB	RW 13-31	6205	208,200	100	100	$ -
TMB	RW 13-31	6210	104,100	100	100	$ -
TMB	RW 13-31	6220	96,000	100	100	$ -
TMB	RW 13-31	6225	192,000	100	100	$ -
TMB	TW 1	270	12,843	79	90	$ 2,890
TMB	TW 15	350	19,697	77	82	$ 2,220
TMB	TW 16	360	11,992	81	88	$ 1,350
TMB	TW 16	365	7,706	77	82	$ 1,160
TMB	TW 17	370	12,809	78	83	$ 970
TMB	TW 2	260	19,697	100	100	$ -
TMB	TW 3	250	19,697	70	70	$ -
TMB	TW 4	240	19,697	73	88	$ 4,290
TMB	TW 5	230	19,697	78	90	$ 3,850
TMB	TW 6	220	19,697	76	91	$ 4,290
TMB	TW 7	210	18,557	73	91	$ 7,100

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
TMB	TW A	103	8,250	94	94	$ -
TMB	TW A	104	9,750	94	94	$ -
TMB	TW A	105	261,575	78	85	$ 41,720
TMB	TW A	108	18,500	65	65	$ -
TMB	TW A1	110	30,745	94	94	$ -
TMB	TW A3	120	50,475	82	91	$ 8,450
TMB	TW A4	124	26,792	72	90	$ 12,230
TMB	TW A4	125	32,146	67	67	$ -
TMB	TW AP NE	1005	44,691	61	61	$ -
TMB	TW AP SE	1105	42,813	100	100	$ -
TMB	TW C	910	83,342	58	58	$ -
TMB	TW C	915	5,336	100	100	$ -
TMB	TW C	920	48,130	100	100	$ -
TMB	TW C1	905	7,838	59	59	$ -
TMB	TW C3	320	12,298	53	53	$ -
TMB	TW C3	325	5,269	100	100	$ -
TMB	TW D	400	16,057	100	100	$ -
TMB	TW D	405	60,000	100	100	$ -
TMB	TW D	407	18,131	94	94	$ -
TMB	TW D	412	9,750	94	94	$ -
TMB	TW D	425	108,400	100	100	$ -
TMB	TW D1	410	25,838	94	94	$ -
TMB	TW D2	430	26,872	100	100	$ -
TMB	TW E	500	19,360	100	100	$ -
TMB	TW E	501	12,250	100	100	$ -
TMB	TW E	503	56,119	73	80	$ 7,950
TMB	TW E	505	103,953	81	86	$ 7,800
TMB	TW E	510	32,963	81	88	$ 3,840
TMB	TW E	535	17,500	67	67	$ -
TMB	TW E	550	19,750	100	100	$ -
TMB	TW E	555	9,833	100	100	$ -
TMB	TW E1	513	54,092	69	69	$ -
TMB	TW E2	515	19,201	72	79	$ 2,250
TMB	TW E2	516	38,537	71	86	$ 5,480
TMB	TW E3	520	34,393	76	89	$ 5,940
TMB	TW E4	560	27,522	100	100	$ -
TMB	TW E5	527	15,975	63	63	$ -
TMB	TW E5	540	10,292	100	100	$ -
TMB	TW E6	529	26,192	60	60	$ -
TMB	TW E6	530	32,146	70	70	$ -
TMB	TW F	605	57,730	76	82	$ 6,100
TMB	TW G	705	51,622	74	86	$ 10,330
TMB	TW G	710	17,106	100	100	$ -
TMB	TW G	715	50,475	100	100	$ -
TMB	TW G	720	50,475	81	92	$ 11,360
TMB	TW G1	750	24,497	100	100	$ -
TMB	TW H	815	9,243	100	100	$ -
TMB	TW H	820	51,082	100	100	$ -
TMB	TW H	860	109,057	100	100	$ -
TMB	TW H1	840	23,284	100	100	$ -
TMB	TW H2	850	22,661	100	100	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
TMB	TW H3	825	28,454	100	100	$ -
TMB	TW H4	330	12,767	80	87	$ 1,920
TMB	TW H4	335	5,689	100	100	$ -
TMB	TW H5	340	17,255	78	83	$ 2,590
TMB	TW J	1010	27,574	100	100	$ -
TMB	TW J	1020	26,181	100	100	$ -
TMB	TW J	1030	8,902	100	100	$ -
TMB	TW J	1035	5,618	100	100	$ -
TMB	TW J	1040	12,026	55	55	$ -
TMB	TW W	2305	57,348	94	94	$ -
TMB	AP N	4200	240,000	76	82	$ 17,730
TMB	AP N	4205	600,000	71	78	$ 69,820
TMB	AP N	4215	72,000	64	64	$ -
TMB	AP N	4220	97,500	55	55	$ -
TMB	AP N	4225	69,490	47	51	$ 2,240
TMB	AP N	4230	18,795	37	37	$ -
TMB	AP N	4235	19,200	89	92	$ 720
TMB	AP NE	4305	9,600	86	96	$ 9,370
TMB	AP NE	4310	19,797	60	60	$ -
TMB	AP NE	4315	21,176	65	65	$ -
TMB	AP NE	4320	9,216	86	93	$ 5,400
TMB	AP NE	4325	49,524	64	64	$ -
TMB	AP RU W	2310	60,056	94	94	$ -
TMB	AP S	4105	192,000	61	61	$ -
TMB	AP S	4110	253,679	69	69	$ -
TMB	AP S	4115	825,309	68	68	$ -
TMB	AP S	4125	35,015	56	56	$ -
TMB	AP S	4130	19,714	32	42	$ 8,470
TMB	AP S	4135	29,788	55	55	$ -
TMB	AP S	4140	54,278	42	44	$ 440
TMB	AP SE	4410	45,220	57	57	$ -
TMB	AP SE	4415	6,589	86	92	$ 750

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

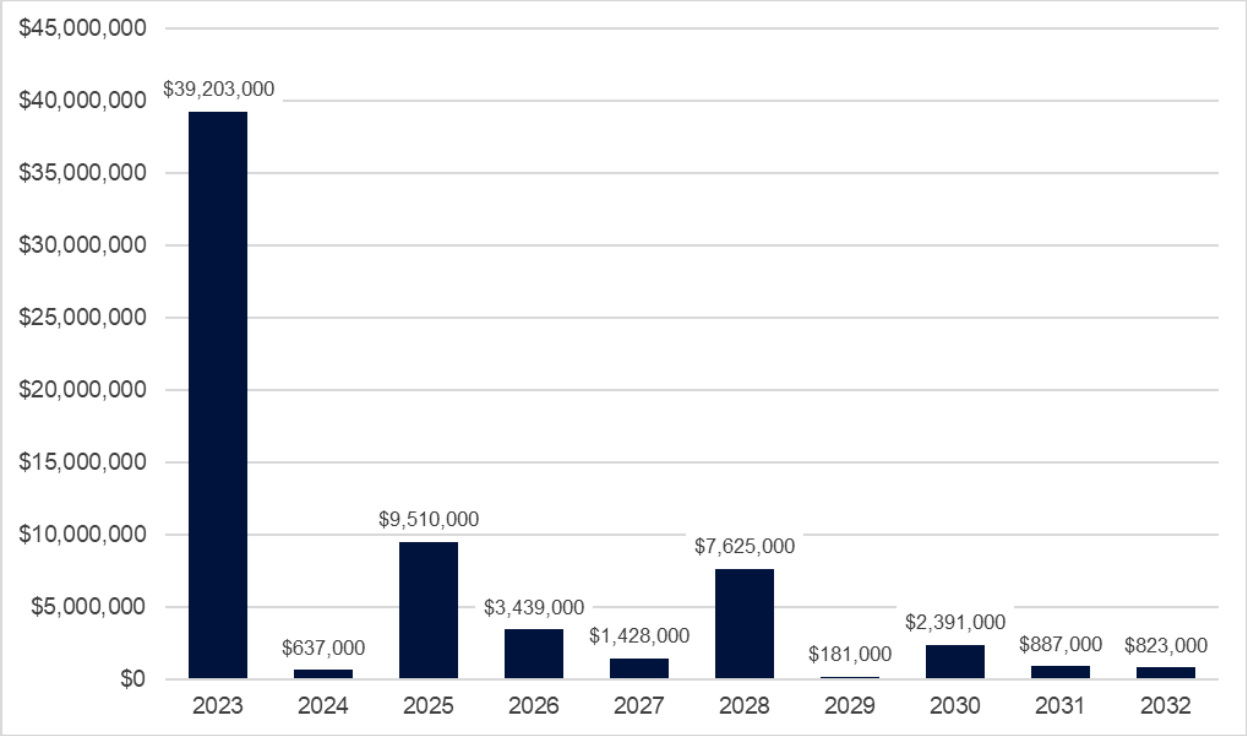
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	RW 9L-27R	6104	AAC	20,000	55	AC Rehabilitation	$ 210,000
2023	TMB	RW 9L-27R	6109	AAC	10,000	62	AC Rehabilitation	$ 105,000
2023	TMB	RW 9L-27R	6126	AAC	10,100	58	AC Rehabilitation	$ 107,000
2023	TMB	RW 9L-27R	6131	AAC	20,200	69	AC Rehabilitation	$ 213,000
2023	TMB	RW 9R-27L	6302	AC	100,000	59	AC Rehabilitation	$ 1,050,000
2023	TMB	RW 9R-27L	6304	AAC	17,500	64	AC Rehabilitation	$ 184,000
2023	TMB	RW 9R-27L	6305	AAC	462,500	68	AC Rehabilitation	$ 4,857,000
2023	TMB	RW 9R-27L	6306	AC	20,100	69	AC Rehabilitation	$ 212,000
2023	TMB	RW 9R-27L	6307	AC	50,000	68	AC Rehabilitation	$ 525,000
2023	TMB	RW 9R-27L	6309	AAC	8,750	68	AC Rehabilitation	$ 92,000
2023	TMB	RW 9R-27L	6311	AC	10,050	65	AC Rehabilitation	$ 106,000
2023	TMB	TW 3	250	AAC	19,697	69	AC Rehabilitation	$ 207,000
2023	TMB	TW A	108	AAC	18,500	64	AC Rehabilitation	$ 195,000
2023	TMB	TW A4	125	AAC	32,146	66	AC Rehabilitation	$ 338,000
2023	TMB	TW AP NE	1005	AC	44,691	61	AC Rehabilitation	$ 470,000
2023	TMB	TW C	910	AC	83,342	58	AC Rehabilitation	$ 876,000
2023	TMB	TW C1	905	AC	7,838	59	AC Rehabilitation	$ 83,000
2023	TMB	TW C3	320	AAC	12,298	52	AC Reconstruction	$ 228,000
2023	TMB	TW E	535	AAC	17,500	66	AC Rehabilitation	$ 184,000
2023	TMB	TW E1	513	AC	54,092	68	AC Rehabilitation	$ 568,000
2023	TMB	TW E5	527	AC	15,975	63	AC Rehabilitation	$ 168,000
2023	TMB	TW E6	529	AC	26,192	60	AC Rehabilitation	$ 276,000
2023	TMB	TW E6	530	AAC	32,146	69	AC Rehabilitation	$ 338,000

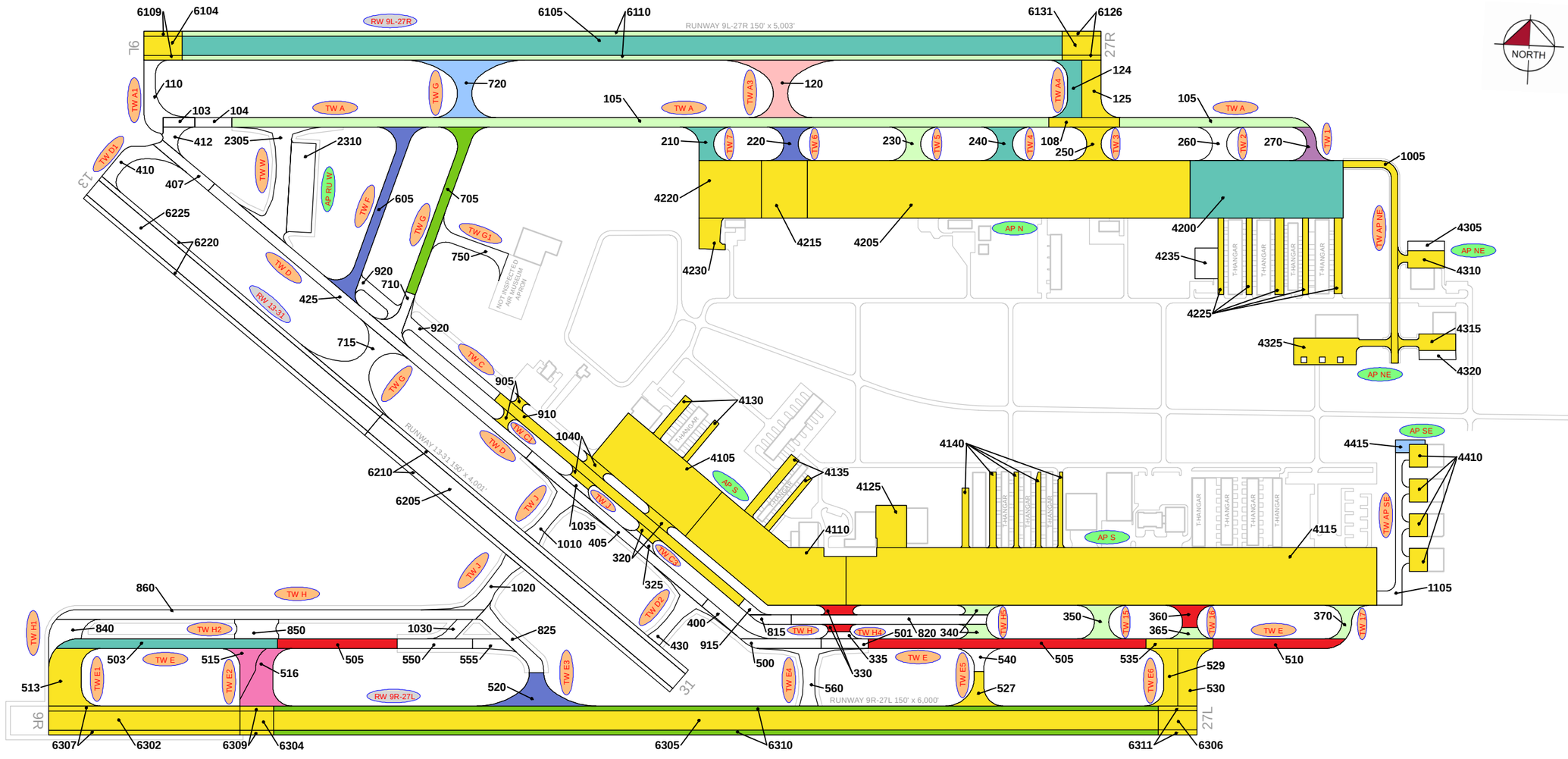
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	TW J	1040	AAC	12,026	54	AC Reconstruction	$ 182,000
2023	TMB	AP N	4205	AAC	600,000	69	AC Rehabilitation	$ 6,300,000
2023	TMB	AP N	4215	AAC	72,000	62	AC Rehabilitation	$ 756,000
2023	TMB	AP N	4220	AAC	97,500	53	AC Reconstruction	$ 1,804,000
2023	TMB	AP N	4225	AC	69,490	46	AC Reconstruction	$ 1,286,000
2023	TMB	AP N	4230	AC	18,795	35	AC Reconstruction	$ 348,000
2023	TMB	AP NE	4310	AC	19,797	59	AC Rehabilitation	$ 208,000
2023	TMB	AP NE	4315	AC	21,176	64	AC Rehabilitation	$ 223,000
2023	TMB	AP NE	4325	AC	49,524	63	AC Rehabilitation	$ 520,000
2023	TMB	AP S	4105	AC	192,000	60	AC Rehabilitation	$ 2,016,000
2023	TMB	AP S	4110	AAC	253,679	67	AC Rehabilitation	$ 2,664,000
2023	TMB	AP S	4115	AAC	825,309	66	AC Rehabilitation	$ 8,666,000
2023	TMB	AP S	4125	AC	35,015	55	AC Rehabilitation	$ 368,000
2023	TMB	AP S	4130	AC	19,714	30	AC Reconstruction	$ 365,000
2023	TMB	AP S	4135	AC	29,788	55	AC Reconstruction	$ 425,000
2023	TMB	AP S	4140	AC	54,278	41	AC Reconstruction	$ 1,005,000
2023	TMB	AP SE	4410	AC	45,220	56	AC Rehabilitation	$ 475,000
2024	TMB	TW E2	515	AAC	19,201	70	AC Rehabilitation	$ 212,000
2024	TMB	TW E2	516	AC	38,537	69	AC Rehabilitation	$ 425,000
2025	TMB	RW 9L-27R	6105	AAC	460,000	70	AC Rehabilitation	$ 5,326,000
2025	TMB	TW 4	240	AAC	19,697	69	AC Rehabilitation	$ 229,000
2025	TMB	TW 7	210	AAC	18,557	69	AC Rehabilitation	$ 215,000
2025	TMB	TW A4	124	AC	26,792	69	AC Rehabilitation	$ 311,000
2025	TMB	TW E	503	AC	56,119	70	AC Rehabilitation	$ 650,000
2025	TMB	AP N	4200	AAC	240,000	70	AC Rehabilitation	$ 2,779,000
2026	TMB	RW 9R-27L	6310	AAC	231,250	68	AC Rehabilitation	$ 2,811,000
2026	TMB	TW G	705	AAC	51,622	69	AC Rehabilitation	$ 628,000
2027	TMB	TW 6	220	AAC	19,697	70	AC Rehabilitation	$ 252,000
2027	TMB	TW E3	520	AAC	34,393	70	AC Rehabilitation	$ 439,000
2027	TMB	TW F	605	AAC	57,730	70	AC Rehabilitation	$ 737,000
2028	TMB	RW 9L-27R	6110	AAC	230,000	70	AC Rehabilitation	$ 3,083,000
2028	TMB	TW 15	350	AAC	19,697	69	AC Rehabilitation	$ 264,000
2028	TMB	TW 16	365	AAC	7,706	69	AC Rehabilitation	$ 104,000
2028	TMB	TW 17	370	AAC	12,809	70	AC Rehabilitation	$ 172,000
2028	TMB	TW 5	230	AAC	19,697	70	AC Rehabilitation	$ 264,000
2028	TMB	TW A	105	AAC	261,575	70	AC Rehabilitation	$ 3,506,000
2028	TMB	TW H5	340	AAC	17,255	70	AC Rehabilitation	$ 232,000
2029	TMB	TW 1	270	AAC	12,843	69	AC Rehabilitation	$ 181,000
2030	TMB	TW 16	360	AAC	11,992	70	AC Rehabilitation	$ 178,000
2030	TMB	TW E	505	AAC	103,953	70	AC Rehabilitation	$ 1,536,000
2030	TMB	TW E	510	AAC	32,963	70	AC Rehabilitation	$ 488,000
2030	TMB	TW H4	330	AAC	12,767	69	AC Rehabilitation	$ 189,000
2031	TMB	TW G	720	AAC	50,475	70	AC Rehabilitation	$ 784,000
2031	TMB	AP SE	4415	AC	6,589	70	AC Rehabilitation	$ 103,000
2032	TMB	TW A3	120	AAC	50,475	69	AC Rehabilitation	$ 823,000

Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit,

graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level data that can be used by the Airport to support developing a practical CIP.

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





TW A:108 2023 | AC REHAB $0.20 M	TW A4:125 2023 | AC REHAB $0.34 M	TW 3:250 2023 | AC REHAB $0.21 M	TW C3:320 2023 | AC RECON $0.23 M	TW E1:513 2023 | AC REHAB $0.57 M	TW E5:527 2023 | AC REHAB $0.17 M	TW E6:529 2023 | AC REHAB $0.28 M	TW E6:530 2023 | AC REHAB $0.34 M	TW E:535 2023 | AC REHAB $0.18 M	TW C1:905 2023 | AC REHAB $0.08 M
TW C:910 2023 | AC REHAB $0.88 M	TW AP NE:1005 2023 | AC REHAB $0.47 M	TW J:1040 2023 | AC REHAB $0.18 M	AP S:4105 2023 | AC REHAB $2.02 M	AP S:4110 2023 | AC REHAB $2.66 M	AP S:4115 2023 | AC REHAB $8.67 M	AP S:4125 2023 | AC REHAB $0.37 M	AP S:4130 2023 | AC RECON $0.37 M	AP S:4135 2023 | AC REHAB $0.43 M	AP S:4140 2023 | AC RECON $1.01 M
AP N:4205 2023 | AC REHAB $6.30 M	AP N:4215 2023 | AC REHAB $0.76 M	AP N:4220 2023 | AC RECON $1.80 M	AP N:4225 2023 | AC RECON $1.29 M	AP N:4230 2023 | AC RECON $0.35 M	AP NE:4310 2023 | AC REHAB $0.21 M	AP NE:4315 2023 | AC REHAB $0.22 M	AP NE:4325 2023 | AC REHAB $0.52 M	AP SE:4410 2023 | AC REHAB $0.48 M	RW 9L-27R:6104 2023 | AC REHAB $0.21 M
RW 9L-27R:6109 2023 | AC REHAB $0.11 M	RW 9L-27R:6126 2023 | AC REHAB $0.11 M	RW 9L-27R:6131 2023 | AC REHAB $0.21 M	RW 9R-27L:6302 2023 | AC REHAB $1.05 M	RW 9R-27L:6304 2023 | AC REHAB $0.18 M	RW 9R-27L:6305 2023 | AC REHAB $4.86 M	RW 9R-27L:6306 2023 | AC REHAB $0.21 M	RW 9R-27L:6307 2023 | AC REHAB $0.53 M	RW 9R-27L:6309 2023 | AC REHAB $0.09 M	RW 9R-27L:6311 2023 | AC REHAB $0.11 M
TW E2:515 2024 | AC REHAB $0.21 M	TW E2:516 2024 | AC REHAB $0.43 M	TW A4:124 2025 | AC REHAB $0.31 M	TW 7:210 2025 | AC REHAB $0.22 M	TW 4:240 2025 | AC REHAB $0.23 M	TW E:503 2025 | AC REHAB $0.65 M	AP N:4200 2025 | AC REHAB $2.78 M	RW 9L-27R:6105 2025 | AC REHAB $5.33 M	TW G:705 2026 | AC REHAB $0.63 M	RW 9R-27L:6310 2026 | AC REHAB $2.81 M
TW 6:220 2027 | AC REHAB $0.25 M	TW E3:520 2027 | AC REHAB $0.44 M	TW F:605 2027 | AC REHAB $0.74 M	TW A:105 2028 | AC REHAB $3.51 M	TW 5:230 2028 | AC REHAB $0.26 M	TW H5:340 2028 | AC REHAB $0.23 M	TW 15:350 2028 | AC REHAB $0.26 M	TW 16:365 2028 | AC REHAB $0.10 M	TW 17:370 2028 | AC REHAB $0.17 M	RW 9L-27R:6110 2028 | AC REHAB $3.08 M
TW 1:270 2029 | AC REHAB $0.18 M	TW H4:330 2030 | AC REHAB $0.19 M	TW 16:360 2030 | AC REHAB $0.18 M	TW E:505 2030 | AC REHAB $1.54 M	TW E:510 2030 | AC REHAB $0.49 M	TW G:720 2031 | AC REHAB $0.78 M	AP SE:4415 2031 | AC REHAB $0.10 M	TW A3:120 2032 | AC REHAB $0.82 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.

TMB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI 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

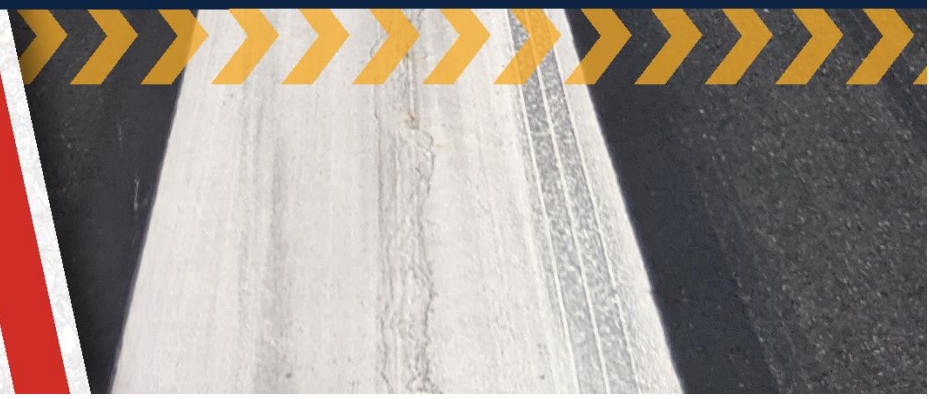


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	RW 9L-27R	Runway	6104	20,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6105	460,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6109	10,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6110	230,000	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6126	10,100	AAC	1/1/2005
TMB	RW 9L-27R	Runway	6131	20,200	AAC	1/1/2005
TMB	RW 9R-27L	Runway	6302	100,000	AC	1/1/2011
TMB	RW 9R-27L	Runway	6304	17,500	AAC	1/1/2011
TMB	RW 9R-27L	Runway	6305	462,500	AAC	1/1/1997
TMB	RW 9R-27L	Runway	6306	20,100	AC	1/1/1997
TMB	RW 9R-27L	Runway	6307	50,000	AC	1/1/2011
TMB	RW 9R-27L	Runway	6309	8,750	AAC	1/1/2011
TMB	RW 9R-27L	Runway	6310	231,250	AAC	1/1/1997
TMB	RW 9R-27L	Runway	6311	10,050	AC	1/1/1997
TMB	RW 13-31	Runway	6205	208,200	AAC	10/1/2022
TMB	RW 13-31	Runway	6210	104,100	AAC	10/1/2022
TMB	RW 13-31	Runway	6220	96,000	AAC	5/1/2021
TMB	RW 13-31	Runway	6225	192,000	AAC	5/1/2021
TMB	TW 1	Taxiway	270	12,843	AAC	1/1/2006
TMB	TW 15	Taxiway	350	19,697	AAC	1/1/2007
TMB	TW 16	Taxiway	360	11,992	AAC	1/1/2007
TMB	TW 16	Taxiway	365	7,706	AAC	1/1/2007
TMB	TW 17	Taxiway	370	12,809	AAC	1/1/2007
TMB	TW 2	Taxiway	260	19,697	AAC	1/1/2022
TMB	TW 3	Taxiway	250	19,697	AAC	1/1/2006
TMB	TW 4	Taxiway	240	19,697	AAC	1/1/2006
TMB	TW 5	Taxiway	230	19,697	AAC	1/1/2006
TMB	TW 6	Taxiway	220	19,697	AAC	1/1/2006
TMB	TW 7	Taxiway	210	18,557	AAC	1/1/2005
TMB	TW A	Taxiway	103	8,250	AAC	6/1/2019
TMB	TW A	Taxiway	104	9,750	AC	6/1/2019
TMB	TW A	Taxiway	105	261,575	AAC	1/1/2005
TMB	TW A	Taxiway	108	18,500	AAC	1/1/2000
TMB	TW A1	Taxiway	110	30,745	AAC	6/1/2019
TMB	TW A3	Taxiway	120	50,475	AAC	1/1/2002
TMB	TW A4	Taxiway	124	26,792	AC	1/1/2000
TMB	TW A4	Taxiway	125	32,146	AAC	1/1/2000
TMB	TW AP NE	Taxiway	1005	44,691	AC	12/25/1999
TMB	TW AP SE	Taxiway	1105	42,813	AAC	10/1/2021
TMB	TW C	Taxiway	910	83,342	AC	1/1/1998
TMB	TW C	Taxiway	915	5,336	AAC	10/1/2022
TMB	TW C	Taxiway	920	48,130	AAC	7/1/2021
TMB	TW C1	Taxiway	905	7,838	AC	1/1/1998
TMB	TW C3	Taxiway	320	12,298	AAC	1/1/1997

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	TW C3	Taxiway	325	5,269	AAC	1/1/2022
TMB	TW D	Taxiway	400	16,057	AC	10/1/2022
TMB	TW D	Taxiway	405	60,000	AAC	10/1/2022
TMB	TW D	Taxiway	407	18,131	AC	6/1/2019
TMB	TW D	Taxiway	412	9,750	AC	6/1/2019
TMB	TW D	Taxiway	425	108,400	AAC	7/1/2020
TMB	TW D1	Taxiway	410	25,838	AAC	6/1/2019
TMB	TW D2	Taxiway	430	26,872	AC	1/1/2022
TMB	TW E	Taxiway	500	19,360	AC	10/1/2022
TMB	TW E	Taxiway	501	12,250	AAC	10/1/2022
TMB	TW E	Taxiway	503	56,119	AC	1/1/2011
TMB	TW E	Taxiway	505	103,953	AAC	1/1/2007
TMB	TW E	Taxiway	510	32,963	AAC	1/1/2007
TMB	TW E	Taxiway	535	17,500	AAC	1/1/2007
TMB	TW E	Taxiway	550	19,750	AAC	10/1/2022
TMB	TW E	Taxiway	555	9,833	AC	10/1/2022
TMB	TW E1	Taxiway	513	54,092	AC	1/1/2011
TMB	TW E2	Taxiway	515	19,201	AAC	1/1/2012
TMB	TW E2	Taxiway	516	38,537	AC	12/25/1999
TMB	TW E3	Taxiway	520	34,393	AAC	1/1/2007
TMB	TW E4	Taxiway	560	27,522	AC	10/1/2022
TMB	TW E5	Taxiway	527	15,975	AC	1/1/1996
TMB	TW E5	Taxiway	540	10,292	AAC	1/1/2020
TMB	TW E6	Taxiway	529	26,192	AC	12/25/1999
TMB	TW E6	Taxiway	530	32,146	AAC	1/1/1999
TMB	TW F	Taxiway	605	57,730	AAC	1/1/1998
TMB	TW G	Taxiway	705	51,622	AAC	1/1/2006
TMB	TW G	Taxiway	710	17,106	AAC	1/1/2020
TMB	TW G	Taxiway	715	50,475	AAC	5/1/2021
TMB	TW G	Taxiway	720	50,475	AAC	1/1/2002
TMB	TW G1	Taxiway	750	24,497	AAC	7/1/2021
TMB	TW H	Taxiway	815	9,243	AAC	10/1/2022
TMB	TW H	Taxiway	820	51,082	AAC	1/1/2020
TMB	TW H	Taxiway	860	109,057	AC	1/1/2022
TMB	TW H1	Taxiway	840	23,284	AC	1/1/2022
TMB	TW H2	Taxiway	850	22,661	AC	1/1/2022
TMB	TW H3	Taxiway	825	28,454	AC	10/1/2022
TMB	TW H4	Taxiway	330	12,767	AAC	1/1/2007
TMB	TW H4	Taxiway	335	5,689	AAC	10/1/2022
TMB	TW H5	Taxiway	340	17,255	AAC	1/1/2007
TMB	TW J	Taxiway	1010	27,574	AC	1/1/2022
TMB	TW J	Taxiway	1020	26,181	AC	1/1/2022
TMB	TW J	Taxiway	1030	8,902	AC	10/1/2022
TMB	TW J	Taxiway	1035	5,618	AAC	1/1/2022
TMB	TW J	Taxiway	1040	12,026	AAC	1/1/1997
TMB	TW W	Taxiway	2305	57,348	AC	6/1/2019

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
TMB	AP N	Apron	4200	240,000	AAC	1/1/1998
TMB	AP N	Apron	4205	600,000	AAC	1/1/2006
TMB	AP N	Apron	4215	72,000	AAC	1/1/2006
TMB	AP N	Apron	4220	97,500	AAC	1/1/1994
TMB	AP N	Apron	4225	69,490	AC	12/25/1999
TMB	AP N	Apron	4230	18,795	AC	12/25/1999
TMB	AP N	Apron	4235	19,200	AC	1/1/2015
TMB	AP NE	Apron	4305	9,600	PCC	12/25/1999
TMB	AP NE	Apron	4310	19,797	AC	12/25/1999
TMB	AP NE	Apron	4315	21,176	AC	12/25/1999
TMB	AP NE	Apron	4320	9,216	PCC	12/25/1999
TMB	AP NE	Apron	4325	49,524	AC	12/25/1999
TMB	AP RU W	Apron	2310	60,056	AC	6/1/2019
TMB	AP S	Apron	4105	192,000	AC	1/1/1998
TMB	AP S	Apron	4110	253,679	AAC	1/1/1998
TMB	AP S	Apron	4115	825,309	AAC	1/1/1998
TMB	AP S	Apron	4125	35,015	AC	12/25/1999
TMB	AP S	Apron	4130	19,714	AC	12/25/1999
TMB	AP S	Apron	4135	29,788	AC	12/25/1999
TMB	AP S	Apron	4140	54,278	AC	12/25/1999
TMB	AP SE	Apron	4410	45,220	AC	12/25/1999
TMB	AP SE	Apron	4415	6,589	AC	6/1/2014

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
TMB	RW 9L-27R	Runway	6104	20,000	56	Fair
TMB	RW 9L-27R	Runway	6105	460,000	72	Satisfactory
TMB	RW 9L-27R	Runway	6109	10,000	62	Fair
TMB	RW 9L-27R	Runway	6110	230,000	75	Satisfactory
TMB	RW 9L-27R	Runway	6126	10,100	59	Fair
TMB	RW 9L-27R	Runway	6131	20,200	69	Fair
TMB	RW 9R-27L	Runway	6302	100,000	60	Fair
TMB	RW 9R-27L	Runway	6304	17,500	65	Fair
TMB	RW 9R-27L	Runway	6305	462,500	69	Fair
TMB	RW 9R-27L	Runway	6306	20,100	70	Fair
TMB	RW 9R-27L	Runway	6307	50,000	68	Fair
TMB	RW 9R-27L	Runway	6309	8,750	69	Fair
TMB	RW 9R-27L	Runway	6310	231,250	75	Satisfactory
TMB	RW 9R-27L	Runway	6311	10,050	65	Fair
TMB	RW 13-31	Runway	6205	208,200	100	Good
TMB	RW 13-31	Runway	6210	104,100	100	Good
TMB	RW 13-31	Runway	6220	96,000	100	Good
TMB	RW 13-31	Runway	6225	192,000	100	Good
TMB	TW 1	Taxiway	270	12,843	79	Satisfactory
TMB	TW 15	Taxiway	350	19,697	77	Satisfactory
TMB	TW 16	Taxiway	360	11,992	81	Satisfactory
TMB	TW 16	Taxiway	365	7,706	77	Satisfactory
TMB	TW 17	Taxiway	370	12,809	78	Satisfactory
TMB	TW 2	Taxiway	260	19,697	100	Good
TMB	TW 3	Taxiway	250	19,697	70	Fair
TMB	TW 4	Taxiway	240	19,697	73	Satisfactory
TMB	TW 5	Taxiway	230	19,697	78	Satisfactory
TMB	TW 6	Taxiway	220	19,697	76	Satisfactory
TMB	TW 7	Taxiway	210	18,557	73	Satisfactory
TMB	TW A	Taxiway	103	8,250	94	Good
TMB	TW A	Taxiway	104	9,750	94	Good
TMB	TW A	Taxiway	105	261,575	78	Satisfactory
TMB	TW A	Taxiway	108	18,500	65	Fair
TMB	TW A1	Taxiway	110	30,745	94	Good
TMB	TW A3	Taxiway	120	50,475	82	Satisfactory
TMB	TW A4	Taxiway	124	26,792	72	Satisfactory
TMB	TW A4	Taxiway	125	32,146	67	Fair
TMB	TW AP NE	Taxiway	1005	44,691	61	Fair
TMB	TW AP SE	Taxiway	1105	42,813	100	Good
TMB	TW C	Taxiway	910	83,342	58	Fair
TMB	TW C	Taxiway	915	5,336	100	Good
TMB	TW C	Taxiway	920	48,130	100	Good
TMB	TW C1	Taxiway	905	7,838	59	Fair
TMB	TW C3	Taxiway	320	12,298	53	Poor
TMB	TW C3	Taxiway	325	5,269	100	Good
TMB	TW D	Taxiway	400	16,057	100	Good
TMB	TW D	Taxiway	405	60,000	100	Good
TMB	TW D	Taxiway	407	18,131	94	Good
TMB	TW D	Taxiway	412	9,750	94	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
TMB	TW D	Taxiway	425	108,400	100	Good
TMB	TW D1	Taxiway	410	25,838	94	Good
TMB	TW D2	Taxiway	430	26,872	100	Good
TMB	TW E	Taxiway	500	19,360	100	Good
TMB	TW E	Taxiway	501	12,250	100	Good
TMB	TW E	Taxiway	503	56,119	73	Satisfactory
TMB	TW E	Taxiway	505	103,953	81	Satisfactory
TMB	TW E	Taxiway	510	32,963	81	Satisfactory
TMB	TW E	Taxiway	535	17,500	67	Fair
TMB	TW E	Taxiway	550	19,750	100	Good
TMB	TW E	Taxiway	555	9,833	100	Good
TMB	TW E1	Taxiway	513	54,092	69	Fair
TMB	TW E2	Taxiway	515	19,201	72	Satisfactory
TMB	TW E2	Taxiway	516	38,537	71	Satisfactory
TMB	TW E3	Taxiway	520	34,393	76	Satisfactory
TMB	TW E4	Taxiway	560	27,522	100	Good
TMB	TW E5	Taxiway	527	15,975	63	Fair
TMB	TW E5	Taxiway	540	10,292	100	Good
TMB	TW E6	Taxiway	529	26,192	60	Fair
TMB	TW E6	Taxiway	530	32,146	70	Fair
TMB	TW F	Taxiway	605	57,730	76	Satisfactory
TMB	TW G	Taxiway	705	51,622	74	Satisfactory
TMB	TW G	Taxiway	710	17,106	100	Good
TMB	TW G	Taxiway	715	50,475	100	Good
TMB	TW G	Taxiway	720	50,475	81	Satisfactory
TMB	TW G1	Taxiway	750	24,497	100	Good
TMB	TW H	Taxiway	815	9,243	100	Good
TMB	TW H	Taxiway	820	51,082	100	Good
TMB	TW H	Taxiway	860	109,057	100	Good
TMB	TW H1	Taxiway	840	23,284	100	Good
TMB	TW H2	Taxiway	850	22,661	100	Good
TMB	TW H3	Taxiway	825	28,454	100	Good
TMB	TW H4	Taxiway	330	12,767	80	Satisfactory
TMB	TW H4	Taxiway	335	5,689	100	Good
TMB	TW H5	Taxiway	340	17,255	78	Satisfactory
TMB	TW J	Taxiway	1010	27,574	100	Good
TMB	TW J	Taxiway	1020	26,181	100	Good
TMB	TW J	Taxiway	1030	8,902	100	Good
TMB	TW J	Taxiway	1035	5,618	100	Good
TMB	TW J	Taxiway	1040	12,026	55	Poor
TMB	TW W	Taxiway	2305	57,348	94	Good
TMB	AP N	Apron	4200	240,000	76	Satisfactory
TMB	AP N	Apron	4205	600,000	71	Satisfactory
TMB	AP N	Apron	4215	72,000	64	Fair
TMB	AP N	Apron	4220	97,500	55	Poor
TMB	AP N	Apron	4225	69,490	47	Poor
TMB	AP N	Apron	4230	18,795	37	Very Poor
TMB	AP N	Apron	4235	19,200	89	Good
TMB	AP NE	Apron	4305	9,600	86	Good
TMB	AP NE	Apron	4310	19,797	60	Fair
TMB	AP NE	Apron	4315	21,176	65	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
TMB	AP NE	Apron	4320	9,216	86	Good
TMB	AP NE	Apron	4325	49,524	64	Fair
TMB	AP RU W	Apron	2310	60,056	94	Good
TMB	AP S	Apron	4105	192,000	61	Fair
TMB	AP S	Apron	4110	253,679	69	Fair
TMB	AP S	Apron	4115	825,309	68	Fair
TMB	AP S	Apron	4125	35,015	56	Fair
TMB	AP S	Apron	4130	19,714	32	Very Poor
TMB	AP S	Apron	4135	29,788	55	Poor
TMB	AP S	Apron	4140	54,278	42	Poor
TMB	AP SE	Apron	4410	45,220	57	Fair
TMB	AP SE	Apron	4415	6,589	86	Good

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	RW 9L-27R	6104	56	55	54	52	51	49	48	46	44	42	39
TMB	RW 9L-27R	6105	72	71	71	70	69	69	68	67	67	66	66
TMB	RW 9L-27R	6109	62	62	61	60	59	58	57	56	55	54	53
TMB	RW 9L-27R	6110	75	74	73	72	71	71	70	69	68	68	67
TMB	RW 9L-27R	6126	59	58	57	56	55	54	53	51	49	48	46
TMB	RW 9L-27R	6131	69	69	68	67	67	66	66	65	65	64	64
TMB	RW 9R-27L	6302	60	59	59	58	57	55	54	53	51	50	48
TMB	RW 9R-27L	6304	65	64	62	60	58	57	55	53	51	50	48
TMB	RW 9R-27L	6305	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6306	70	69	69	68	68	67	67	66	66	65	65
TMB	RW 9R-27L	6307	68	68	67	67	66	66	65	65	64	64	63
TMB	RW 9R-27L	6309	69	68	66	64	62	61	59	57	55	54	52
TMB	RW 9R-27L	6310	75	74	72	70	68	67	65	63	61	60	58
TMB	RW 9R-27L	6311	65	65	64	64	63	62	62	61	61	60	59
TMB	RW 13-31	6205	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6210	100	99	97	95	93	92	90	88	87	85	83
TMB	RW 13-31	6220	100	96	94	93	91	89	88	86	84	82	81
TMB	RW 13-31	6225	100	96	94	93	91	89	88	86	84	82	81
TMB	TW 1	270	79	78	76	75	73	72	71	69	68	67	66
TMB	TW 15	350	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 16	360	81	80	78	76	75	73	72	71	70	68	67
TMB	TW 16	365	77	76	74	73	72	70	69	68	67	66	65
TMB	TW 17	370	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 2	260	100	96	94	92	90	87	85	84	82	80	78
TMB	TW 3	250	70	69	68	67	66	65	64	63	62	61	61
TMB	TW 4	240	73	72	71	69	68	67	66	65	64	63	62
TMB	TW 5	230	78	77	75	74	72	71	70	69	68	66	65
TMB	TW 6	220	76	75	73	72	71	70	68	67	66	65	64
TMB	TW 7	210	73	72	71	69	68	67	66	65	64	63	62
TMB	TW A	103	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A	104	94	92	90	88	86	85	83	81	80	78	77
TMB	TW A	105	78	77	75	74	72	71	70	69	68	66	65
TMB	TW A	108	65	64	63	63	62	61	60	59	59	58	57
TMB	TW A1	110	94	92	90	88	86	84	82	80	79	77	75
TMB	TW A3	120	82	81	79	78	76	75	74	73	71	70	69
TMB	TW A4	124	72	71	70	69	68	67	66	66	65	64	63
TMB	TW A4	125	67	66	66	65	64	63	63	62	62	61	60
TMB	TW AP NE	1005	61	61	60	60	59	59	58	58	57	57	57
TMB	TW AP SE	1105	100	96	93	91	89	87	85	83	81	79	78
TMB	TW C	910	58	58	57	57	56	56	56	55	55	54	54
TMB	TW C	915	100	98	96	93	91	89	87	85	83	81	79
TMB	TW C	920	100	95	93	91	88	86	84	83	81	79	77
TMB	TW C1	905	59	59	58	58	57	57	57	56	56	55	55
TMB	TW C3	320	53	52	52	51	50	49	48	46	45	44	42

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	TW C3	325	100	96	94	92	90	87	85	84	82	80	78
TMB	TW D	400	100	98	96	94	92	89	88	86	84	82	81
TMB	TW D	405	100	98	96	93	91	89	87	85	83	81	79
TMB	TW D	407	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	412	94	92	90	88	86	85	83	81	80	78	77
TMB	TW D	425	100	93	91	88	86	84	83	81	79	77	76
TMB	TW D1	410	94	92	90	88	86	84	82	80	79	77	75
TMB	TW D2	430	100	96	94	92	90	88	86	84	83	81	79
TMB	TW E	500	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E	501	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	503	73	72	71	70	69	68	67	66	65	65	64
TMB	TW E	505	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	510	81	80	78	76	75	73	72	71	70	68	67
TMB	TW E	535	67	66	65	64	63	62	62	61	60	59	59
TMB	TW E	550	100	98	96	93	91	89	87	85	83	81	79
TMB	TW E	555	100	98	96	94	92	89	88	86	84	82	81
TMB	TW E1	513	69	68	67	66	66	65	64	63	63	62	62
TMB	TW E2	515	72	71	70	69	67	66	65	64	64	63	62
TMB	TW E2	516	71	70	69	68	67	66	66	65	64	63	63
TMB	TW E3	520	76	75	73	72	71	70	68	67	66	65	64
TMB	TW E4	560	100	98	95	92	89	86	83	80	77	74	71
TMB	TW E5	527	63	63	62	61	61	60	60	59	59	58	58
TMB	TW E5	540	100	92	90	87	85	84	82	80	78	77	75
TMB	TW E6	529	60	60	59	59	58	58	57	57	57	56	56
TMB	TW E6	530	70	69	68	67	66	65	64	63	62	61	61
TMB	TW F	605	76	75	73	72	71	70	68	67	66	65	64
TMB	TW G	705	74	73	72	70	69	68	67	66	65	64	63
TMB	TW G	710	100	92	90	87	85	84	82	80	78	77	75
TMB	TW G	715	100	95	92	90	88	86	84	82	80	79	77
TMB	TW G	720	81	80	78	77	75	74	73	72	71	70	69
TMB	TW G1	750	100	95	93	91	88	86	84	83	81	79	77
TMB	TW H	815	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H	820	100	92	90	87	85	84	82	80	78	77	75
TMB	TW H	860	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H1	840	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H2	850	100	96	94	92	90	88	86	84	83	81	79
TMB	TW H3	825	100	98	96	94	92	89	88	86	84	82	81
TMB	TW H4	330	80	79	77	76	74	73	71	70	69	68	67
TMB	TW H4	335	100	98	96	93	91	89	87	85	83	81	79
TMB	TW H5	340	78	77	75	74	72	71	70	69	68	66	65
TMB	TW J	1010	100	96	94	92	90	88	86	84	83	81	79
TMB	TW J	1020	100	96	94	92	90	88	86	84	83	81	79
TMB	TW J	1030	100	98	95	92	89	86	83	80	77	74	71
TMB	TW J	1035	100	96	94	92	90	87	85	84	82	80	78
TMB	TW J	1040	55	54	54	53	52	51	50	49	48	47	46
TMB	TW W	2305	94	92	90	88	86	85	83	81	80	78	77

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
TMB	AP N	4200	76	74	72	70	68	66	63	61	59	57	55
TMB	AP N	4205	71	69	67	65	63	61	58	56	54	52	50
TMB	AP N	4215	64	62	60	58	56	54	51	49	47	45	43
TMB	AP N	4220	55	53	51	49	47	45	42	40	38	36	34
TMB	AP N	4225	47	46	45	44	43	41	40	38	36	34	31
TMB	AP N	4230	37	35	33	30	28	25	21	19	16	13	10
TMB	AP N	4235	89	87	85	83	81	79	77	76	74	72	70
TMB	AP NE	4305	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4310	60	59	58	58	57	56	55	55	54	54	53
TMB	AP NE	4315	65	64	63	62	61	60	59	58	57	56	56
TMB	AP NE	4320	86	85	84	83	82	80	79	78	77	76	75
TMB	AP NE	4325	64	63	62	61	60	59	58	57	56	56	55
TMB	AP RU W	2310	94	92	90	88	86	84	82	80	78	76	74
TMB	AP S	4105	61	60	59	58	58	57	56	55	55	54	54
TMB	AP S	4110	69	67	65	63	61	59	56	54	52	50	48
TMB	AP S	4115	68	66	64	62	60	58	55	53	51	49	47
TMB	AP S	4125	56	55	55	54	54	53	53	52	52	51	51
TMB	AP S	4130	32	30	27	24	21	18	15	12	9	6	3
TMB	AP S	4135	55	55	54	53	53	52	52	51	51	50	50
TMB	AP S	4140	42	41	39	37	35	33	30	27	24	21	18
TMB	AP SE	4410	57	56	56	55	55	54	53	53	52	52	51
TMB	AP SE	4415	86	84	82	80	78	77	75	73	71	70	68

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4200 **Surface:**AAC

L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 800.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 240000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1967	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	PART OF THIS FEATURE HAS AN
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4205 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 600000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1967	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	PART OF THIS FEATURE HAS AN
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4215 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** P **Length:** 240.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 72000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4220 **Surface:**AAC

L.C.D. 1/1/1994 **Use:** APRON **Rank:** P **Length:** 325.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 97500.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORTED	OVERLAY	0.00	1.50	☑	1994: 1.5" - 2" P-401 OVERLAY
1/1/1994	IMPORTED	OVERLAY	0.00	0.00	☑	THIS FEATURE WAS <= 2 YRS OLD AT TIME OF SURVEY AND
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4225 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 2,300.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 69490.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4230 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 115.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 18795.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** AP N NORTH APRON **Section:** 4235 **Surface:**AC

L.C.D. 1/1/2015 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 19200.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2015	NC-AC	New Construction - AC	0.00	0.00	☑	2014: 2" BITUMINOUS, 8" LIMERO

Network: MIAMI EXECUTIVE **Branch:** AP NE NORTHEAST AP **Section:** 4305 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 190.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9600.000002 (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: MIAMI EXECUTIVE **Branch:** AP NE NORTHEAST AP **Section:** 4310 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 90.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 19797.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** AP NE NORTHEAST AP **Section:** 4315 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 90.00 (Ft) **Width:** 210.00 (Ft) **True Area:** 21176.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** AP NE NORTHEAST AP **Section:** 4320 **Surface:**PCC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9216.000002 (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: MIAMI EXECUTIVE **Branch:** AP NE NORTHEAST AP **Section:** 4325 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 49524.00001 (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: MIAMI EXECUTIVE **Branch:** AP RU W WEST RUN-UP A **Section:** 2310 **Surface:**AC

L.C.D. 6/1/2019 **Use:** APRON **Rank:** P **Length:** 465.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 60056.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	NC-AC	New Construction - AC	0.00	0.00	☑	4" AC, 10" Limerock Base, 12" Stabili

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4105 **Surface:**AC

L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 700.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 192000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.00	☑	1998 AC PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4110 **Surface:**AAC

L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 800.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 253679.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	OVERLAY	0.00	0.00	☑	1998 AC overlay
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4115 **Surface:**AAC

L.C.D. 1/1/1998 **Use:** APRON **Rank:** P **Length:** 2,775.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 825309.0002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/2/1967	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	THIS FEATURE HAS AN EMULSIO
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401
1/1/1967	IMPORTED	OVERLAY	0.00	0.00	☑	THIS FEATURE HAS SAME PVT. SECTION AS 411O - HOWEVER T

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4125 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 221.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 35015.00001 (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: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4130 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 264.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19714.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4135 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 750.00 (Ft) **Width:** 36.00 (Ft) **True Area:** 29788.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** AP S SOUTH APRON **Section:** 4140 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 1,890.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 54278.00001 (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: MIAMI EXECUTIVE **Branch:** AP SE SOUTHEAST AP **Section:** 4410 **Surface:**AC

L.C.D. 12/25/199 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 45220.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** AP SE SOUTHEAST AP **Section:** 4415 **Surface:**AC
L.C.D. 6/1/2014 **Use:** APRON **Rank:** P **Length:** 65.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 6589.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6205 **Surface:**AAC
L.C.D. 10/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 2,082.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 208200.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6210 **Surface:**AAC
L.C.D. 10/1/2022 **Use:** RUNWAY **Rank:** P **Length:** 2,082.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 104100.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6220 **Surface:**AAC
L.C.D. 5/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 1,920.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 96000.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6225 **Surface:**AAC
L.C.D. 5/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 1,920.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 192000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6104 **Surface:**AAC
L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 20000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC construction (field observation)

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 4,600.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 460000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6109 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 10000.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC CONSTRUCTION (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 9,200.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 230000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6126 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 404.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 10100.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9L-27R RUNWAY 9L-27 **Section:** 6131 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** RUNWAY **Rank:** P **Length:** 202.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 20200.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6302 **Surface:**AC

L.C.D. 1/1/2011 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	4.00	☑	2011: 4" P-401, 10" P-211, 12" P-154,

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6304 **Surface:**AAC

L.C.D. 1/1/2011 **Use:** RUNWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 17500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6305 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** RUNWAY **Rank:** P **Length:** 4,625.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 462500.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6306 **Surface:**AC

L.C.D. 1/1/1997 **Use:** RUNWAY **Rank:** P **Length:** 201.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 20100.00000 (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 PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6307 **Surface:**AC

L.C.D. 1/1/2011 **Use:** RUNWAY **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 50000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	4.00	☑	2012: 4" P-401, 10" P-211, 12" P-154,

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6309 **Surface:**AAC

L.C.D. 1/1/2011 **Use:** RUNWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 8750.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6310 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** RUNWAY **Rank:** P **Length:** 9,250.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 231250.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** RW 9R-27L RUNWAY 9R-27 **Section:** 6311 **Surface:**AC

L.C.D. 1/1/1997 **Use:** RUNWAY **Rank:** P **Length:** 402.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 10050.00000 (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 PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** TW 1 TAXIWAY 1 **Section:** 270 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12843.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 15 TAXIWAY 15 **Section:** 350 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 115.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 16 TAXIWAY 16 **Section:** 360 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 11992.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 16 TAXIWAY 16 **Section:** 365 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 7706.000002 (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	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 17 TAXIWAY 17 **Section:** 370 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12809.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 2 TAXIWAY 2 **Section:** 260 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 3 TAXIWAY 3 **Section:** 250 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 4 TAXIWAY 4 **Section:** 240 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 5 TAXIWAY 5 **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 6 TAXIWAY 6 **Section:** 220 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 19697.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW 7 TAXIWAY 7 **Section:** 210 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 18557.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A TAXIWAY A **Section:** 103 **Surface:**AAC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8250.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" AC Mill and Overlay
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	NC-AC	New Construction - AC	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A TAXIWAY A **Section:** 104 **Surface:**AC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 195.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9750.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 10" Limerock Base, 12" Stabili
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 4,270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 261575.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A TAXIWAY A **Section:** 108 **Surface:**AAC

L.C.D. 1/1/2000 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** TW A1 TAXIWAY A1 **Section:** 110 **Surface:**AAC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 390.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 30745.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" AC Mill and Overlay
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A3 TAXIWAY A3 **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 50475.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW A4 TAXIWAY A4 **Section:** 124 **Surface:**AC

L.C.D. 1/1/2000 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 26792.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** TW A4 TAXIWAY A4 **Section:** 125 **Surface:**AAC

L.C.D. 1/1/2000 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 32146.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2000	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW AP NE NORTHEAST AP **Section:** 1005 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 44691.00001 (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: MIAMI EXECUTIVE **Branch:** TW AP SE SOUTHEAST AP **Section:** 1105 **Surface:**AAC

L.C.D. 10/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 675.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 42813.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** TW C1 TAXIWAY C1 **Section:** 905 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 7838.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" P401 AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW C3 TAXIWAY C3 **Section:** 320 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12298.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1997 AC SURFACE
1/1/1967	NC-AC	New Construction - AC	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW C3 TAXIWAY C3 **Section:** 325 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 5269.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/1997	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1997 AC SURFACE
1/1/1967	NC-AC	New Construction - AC	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW C TAXIWAY C **Section:** 910 **Surface:**AC

L.C.D. 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 1,660.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 83342.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW C TAXIWAY C **Section:** 915 **Surface:**AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5336.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW C TAXIWAY C **Section:** 920 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 48130.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW D1 TAXIWAY D1 **Section:** 410 **Surface:**AAC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 25838.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" AC Mill and Overlay
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW D2 TAXIWAY D2 **Section:** 430 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 26872.00000 (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	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW D TAXIWAY D **Section:** 400 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16057.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 60000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW D TAXIWAY D **Section:** 407 **Surface:**AC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 360.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18131.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	CR-AC	Complete Reconstruction - AC	90,655.00	0.00	☑	2" AC, 10" Limerock Base, 12" Stabili
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW D TAXIWAY D **Section:** 412 **Surface:**AC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 9750.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" AC, 10" Limerock Base, 12" Stabili
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** TW D TAXIWAY D **Section:** 425 **Surface:**AAC

L.C.D. 7/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 2,168.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 108400.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW E1 TAXIWAY E1 **Section:** 513 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 170.00 (Ft) **True Area:** 54092.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	4.00	☑	2011: 4" P-401, 10" P-211 LIMEROC

Network: MIAMI EXECUTIVE **Branch:** TW E2 TAXIWAY E2 **Section:** 515 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 192.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 19201.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	NU-IN	New Construction - Initial	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E2 TAXIWAY E2 **Section:** 516 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 388.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 38537.00001 (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: MIAMI EXECUTIVE **Branch:** TW E3 TAXIWAY E3 **Section:** 520 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 196.00 (Ft) **True Area:** 34393.00001 (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	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E4 TAXIWAY E4 **Section:** 560 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 92.00 (Ft) **True Area:** 27522.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 500 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19360.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 501 **Surface:**AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 245.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12250.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 503 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 1,120.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 56119.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	4.00	☑	2011: 4" P-401, 10" P-211 LIMEROC

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 2,080.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 103953.0000 (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	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 32963.00001 (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	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 535 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17500.00000 (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	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 550 **Surface:**AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 395.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 19750.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E5 TAXIWAY E5 **Section:** 527 **Surface:**AC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15975.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	BUILT	0.00	2.00	☑	1996: 2" P-401 ON 8" P-211 ON 8" P-154

Network: MIAMI EXECUTIVE **Branch:** TW E5 TAXIWAY E5 **Section:** 540 **Surface:**AAC

L.C.D. 1/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10292.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	2.00	☑	1996: 2" P-401 ON 8" P-211 ON 8" P-154

Network: MIAMI EXECUTIVE **Branch:** TW E TAXIWAY E **Section:** 555 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9833.000003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW E6 TAXIWAY E6 **Section:** 529 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 26192.00000 (SqFt

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

Network: MIAMI EXECUTIVE **Branch:** TW E6 TAXIWAY E6 **Section:** 530 **Surface:**AAC

L.C.D. 1/1/1999 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 32146.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1999	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AAC

L.C.D. 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 1,050.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 57730.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW G1 TAXIWAY G1 **Section:** 750 **Surface:**AAC

L.C.D. 7/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 385.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 24497.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: MIAMI EXECUTIVE **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:**AAC

L.C.D. 1/1/2006 **Use:** TAXIWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 51622.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW G TAXIWAY G **Section:** 710 **Surface:**AAC

L.C.D. 1/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17106.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/1997	IMPORTED	BUILT	0.00	0.00	☑	1997 AC PAVEMENT (FIELD OBSERVATION)

Network: MIAMI EXECUTIVE **Branch:** TW G TAXIWAY G **Section:** 715 **Surface:**AAC

L.C.D. 5/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50475.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW G TAXIWAY G **Section:** 720 **Surface:**AAC

L.C.D. 1/1/2002 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 50475.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW H1 TAXIWAY H1 **Section:** 840 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 103.00 (Ft) **True Area:** 23284.00000 (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	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW H2 TAXIWAY H2 **Section:** 850 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 103.00 (Ft) **True Area:** 22661.00000 (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	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW H3 TAXIWAY H3 **Section:** 825 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 28454.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW H4 TAXIWAY H4 **Section:** 330 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 12767.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW H4 TAXIWAY H4 **Section:** 335 **Surface:** AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 5689.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW H5 TAXIWAY H5 **Section:** 340 **Surface:** AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 17255.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE **Branch:** TW H TAXIWAY H **Section:** 815 **Surface:** AAC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 190.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9243.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" P401 AC SURFACE ON 8' P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW H TAXIWAY H **Section:** 820 **Surface:** AAC

L.C.D. 1/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 1,028.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 51082.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" P401 AC SURFACE ON 8' P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE **Branch:** TW H TAXIWAY H **Section:** 860 **Surface:** AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 2,181.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 109057.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW J TAXIWAY J **Section:** 1010 **Surface:** AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 27574.00000 (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" P-401, 10" P-211, 12" P-154, 8" Co
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW J TAXIWAY J **Section:** 1020 **Surface:**AC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 77.00 (Ft) **True Area:** 26181.00000 (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	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW J TAXIWAY J **Section:** 1030 **Surface:**AC

L.C.D. 10/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 130.00 (Ft) **Width:** 68.00 (Ft) **True Area:** 8902.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
10/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-154, 8" Co

Network: MIAMI EXECUTIVE **Branch:** TW J TAXIWAY J **Section:** 1035 **Surface:**AAC

L.C.D. 1/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 5618.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 Mill and Overlay
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	1997 AC SURFACE (FIELD OBSERVATION)
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW J TAXIWAY J **Section:** 1040 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 12026.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	1997 AC SURFACE (FIELD OBSERVATION)
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965: 2" P-401 ON 8" P-211

Network: MIAMI EXECUTIVE **Branch:** TW W TAXIWAY W **Section:** 2305 **Surface:**AC

L.C.D. 6/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 570.00 (Ft) **Width:** 78.00 (Ft) **True Area:** 57348.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2019	NC-AC	New Construction - AC	0.00	0.00	☑	4" AC, 10" Limerock Base, 12" Stabili

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	72	5,998,167.00	1.72	0.69
Complete Reconstruction - AC	7	110,455.00	0.00	0.00
Mill and Overlay	83	6,183,971.00	0.00	0.00
New Construction - AC	16	466,440.00	0.37	0.78
New Construction - Initial	24	868,300.00	0.75	1.51
OVERLAY	6	1,291,632.00	0.25	0.56
Overlay - AC Structural	2	17,567.00	0.00	0.00
Surface Treatment - Seal Coat	23	3,010,385.00	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 N	7	5,900.00	221.43	1,116,985.00	APRON	62.71	16.50	68.47
AP NE	5	900.00	130.00	109,313.00	APRON	72.20	11.39	67.26
AP RU W	1	465.00	130.00	60,056.00	APRON	94.00	0.00	94.00
AP S	7	7,400.00	167.29	1,409,783.00	APRON	54.71	12.53	65.15
AP SE	2	465.00	100.00	51,809.00	APRON	71.50	14.50	60.69
RW 13-31	4	8,004.00	75.00	600,300.00	RUNWAY	100.00	0.00	100.00
RW 9L-27R	6	15,006.00	62.50	750,300.00	RUNWAY	65.50	6.95	72.10
RW 9R-27L	8	18,003.00	62.50	900,150.00	RUNWAY	67.63	4.12	69.39
TW 1	1	200.00	50.00	12,843.00	TAXIWAY	79.00	0.00	79.00
TW 15	1	115.00	100.00	19,697.00	TAXIWAY	77.00	0.00	77.00
TW 16	2	260.00	107.50	19,698.00	TAXIWAY	79.00	2.00	79.44
TW 17	1	190.00	50.00	12,809.00	TAXIWAY	78.00	0.00	78.00
TW 2	1	200.00	90.00	19,697.00	TAXIWAY	100.00	0.00	100.00
TW 3	1	200.00	90.00	19,697.00	TAXIWAY	70.00	0.00	70.00
TW 4	1	200.00	90.00	19,697.00	TAXIWAY	73.00	0.00	73.00
TW 5	1	200.00	90.00	19,697.00	TAXIWAY	78.00	0.00	78.00
TW 6	1	200.00	90.00	19,697.00	TAXIWAY	76.00	0.00	76.00
TW 7	1	200.00	90.00	18,557.00	TAXIWAY	73.00	0.00	73.00
TW A	4	5,000.00	50.00	298,075.00	TAXIWAY	82.75	12.15	78.16
TW A1	1	390.00	60.00	30,745.00	TAXIWAY	94.00	0.00	94.00
TW A3	1	300.00	75.00	50,475.00	TAXIWAY	82.00	0.00	82.00
TW A4	2	620.00	87.50	58,938.00	TAXIWAY	69.50	2.50	69.27
TW AP NE	1	1,200.00	35.00	44,691.00	TAXIWAY	61.00	0.00	61.00
TW AP SE	1	675.00	35.00	42,813.00	TAXIWAY	100.00	0.00	100.00
TW C	3	2,600.00	50.00	136,808.00	TAXIWAY	86.00	19.80	74.41
TW C1	1	125.00	50.00	7,838.00	TAXIWAY	59.00	0.00	59.00
TW C3	2	190.00	62.50	17,567.00	TAXIWAY	76.50	23.50	67.10
TW D	5	4,168.00	53.00	212,338.00	TAXIWAY	97.60	2.94	99.21
TW D1	1	300.00	130.00	25,838.00	TAXIWAY	94.00	0.00	94.00
TW D2	1	300.00	90.00	26,872.00	TAXIWAY	100.00	0.00	100.00
TW E	8	5,350.00	50.00	271,728.00	TAXIWAY	87.75	12.94	82.72
TW E1	1	300.00	170.00	54,092.00	TAXIWAY	69.00	0.00	69.00
TW E2	2	580.00	100.00	57,738.00	TAXIWAY	71.50	0.50	71.33
TW E3	1	175.00	196.00	34,393.00	TAXIWAY	76.00	0.00	76.00
TW E4	1	300.00	92.00	27,522.00	TAXIWAY	100.00	0.00	100.00
TW E5	2	300.00	50.00	26,267.00	TAXIWAY	81.50	18.50	77.50
TW E6	2	600.00	82.50	58,338.00	TAXIWAY	65.00	5.00	65.51
TW F	1	1,050.00	50.00	57,730.00	TAXIWAY	76.00	0.00	76.00
TW G	4	2,140.00	68.75	169,678.00	TAXIWAY	88.75	11.52	86.44
TW G1	1	385.00	50.00	24,497.00	TAXIWAY	100.00	0.00	100.00
TW H	3	3,399.00	50.00	169,382.00	TAXIWAY	100.00	0.00	100.00
TW H1	1	230.00	103.00	23,284.00	TAXIWAY	100.00	0.00	100.00

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
TW H2	1	230.00	103.00	22,661.00	TAXIWAY	100.00	0.00	100.00
TW H3	1	420.00	60.00	28,454.00	TAXIWAY	100.00	0.00	100.00
TW H4	2	320.00	61.50	18,456.00	TAXIWAY	90.00	10.00	86.16
TW H5	1	190.00	90.00	17,255.00	TAXIWAY	78.00	0.00	78.00
TW J	5	960.00	77.00	80,301.00	TAXIWAY	91.00	18.00	93.26
TW W	1	570.00	78.00	57,348.00	TAXIWAY	94.00	0.00	94.00

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	22	2,747,946.00	64.55	16.56	67.13
RUNWAY	18	2,250,750.00	74.11	14.70	78.46
TAXIWAY	72	2,334,211.00	85.31	14.74	84.37
ALL	112	7,332,907.00	79.43	17.28	76.09

Pavement Database: FDOT *NetworkId: TMB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4200	1/1/1998	AAC	APRON	P	0	240,000.00	9/20/2022	24	76
AP N	4205	1/1/2006	AAC	APRON	P	0	600,000.00	9/20/2022	16	71
AP N	4215	1/1/2006	AAC	APRON	P	0	72,000.00	9/20/2022	16	64
AP N	4220	1/1/1994	AAC	APRON	P	0	97,500.00	9/20/2022	28	55
AP N	4225	12/25/1999	AC	APRON	P	0	69,490.00	9/20/2022	23	47
AP N	4230	12/25/1999	AC	APRON	P	0	18,795.00	9/20/2022	23	37
AP N	4235	1/1/2015	AC	APRON	P	0	19,200.00	9/20/2022	7	89
AP NE	4305	12/25/1999	PCC	APRON	P	0	9,600.00	9/20/2022	23	86
AP NE	4310	12/25/1999	AC	APRON	P	0	19,797.00	9/20/2022	23	60
AP NE	4315	12/25/1999	AC	APRON	P	0	21,176.00	9/20/2022	23	65
AP NE	4320	12/25/1999	PCC	APRON	P	0	9,216.00	9/20/2022	23	86
AP NE	4325	12/25/1999	AC	APRON	P	0	49,524.00	9/20/2022	23	64
AP RU W	2310	6/1/2019	AC	APRON	P	0	60,056.00	9/20/2022	3	94
AP S	4105	1/1/1998	AC	APRON	P	0	192,000.00	9/20/2022	24	61
AP S	4110	1/1/1998	AAC	APRON	P	0	253,679.00	9/20/2022	24	69
AP S	4115	1/1/1998	AAC	APRON	P	0	825,309.00	9/20/2022	24	68
AP S	4125	12/25/1999	AC	APRON	P	0	35,015.00	9/20/2022	23	56
AP S	4130	12/25/1999	AC	APRON	P	0	19,714.00	9/20/2022	23	32
AP S	4135	12/25/1999	AC	APRON	P	0	29,788.00	9/20/2022	23	55
AP S	4140	12/25/1999	AC	APRON	P	0	54,278.00	9/20/2022	23	42
AP SE	4410	12/25/1999	AC	APRON	P	0	45,220.00	9/20/2022	23	57
AP SE	4415	6/1/2014	AC	APRON	P	0	6,589.00	9/20/2022	8	86
RW 13-31	6205	10/1/2022	AAC	RUNWAY	P	0	208,200.00	10/1/2022	0	100
RW 13-31	6210	10/1/2022	AAC	RUNWAY	P	0	104,100.00	10/1/2022	0	100
RW 13-31	6220	5/1/2021	AAC	RUNWAY	P	0	96,000.00	5/1/2021	0	100
RW 13-31	6225	5/1/2021	AAC	RUNWAY	P	0	192,000.00	5/1/2021	0	100
RW 9L-27R	6104	1/1/2005	AAC	RUNWAY	P	0	20,000.00	9/20/2022	17	56
RW 9L-27R	6105	1/1/2005	AAC	RUNWAY	P	0	460,000.00	9/20/2022	17	72
RW 9L-27R	6109	1/1/2005	AAC	RUNWAY	P	0	10,000.00	9/20/2022	17	62
RW 9L-27R	6110	1/1/2005	AAC	RUNWAY	P	0	230,000.00	9/20/2022	17	75
RW 9L-27R	6126	1/1/2005	AAC	RUNWAY	P	0	10,100.00	9/20/2022	17	59
RW 9L-27R	6131	1/1/2005	AAC	RUNWAY	P	0	20,200.00	9/20/2022	17	69
RW 9R-27L	6302	1/1/2011	AC	RUNWAY	P	0	100,000.00	9/20/2022	11	60
RW 9R-27L	6304	1/1/2011	AAC	RUNWAY	P	0	17,500.00	9/20/2022	11	65
RW 9R-27L	6305	1/1/1997	AAC	RUNWAY	P	0	462,500.00	9/20/2022	25	69
RW 9R-27L	6306	1/1/1997	AC	RUNWAY	P	0	20,100.00	9/20/2022	25	70
RW 9R-27L	6307	1/1/2011	AC	RUNWAY	P	0	50,000.00	9/20/2022	11	68
RW 9R-27L	6309	1/1/2011	AAC	RUNWAY	P	0	8,750.00	9/20/2022	11	69
RW 9R-27L	6310	1/1/1997	AAC	RUNWAY	P	0	231,250.00	9/20/2022	25	75
RW 9R-27L	6311	1/1/1997	AC	RUNWAY	P	0	10,050.00	9/20/2022	25	65
TW 1	270	1/1/2006	AAC	TAXIWAY	P	0	12,843.00	9/20/2022	16	79
TW 15	350	1/1/2007	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	15	77
TW 16	360	1/1/2007	AAC	TAXIWAY	P	0	11,992.00	9/20/2022	15	81
TW 16	365	1/1/2007	AAC	TAXIWAY	P	0	7,706.00	9/20/2022	15	77
TW 17	370	1/1/2007	AAC	TAXIWAY	P	0	12,809.00	9/20/2022	15	78
TW 2	260	1/1/2022	AAC	TAXIWAY	P	0	19,697.00	1/1/2022	0	100
TW 3	250	1/1/2006	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	16	70
TW 4	240	1/1/2006	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	16	73
TW 5	230	1/1/2006	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	16	78

TW 6	220	1/1/2006	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	16	76
TW 7	210	1/1/2005	AAC	TAXIWAY	P	0	18,557.00	9/20/2022	17	73
TW A	103	6/1/2019	AAC	TAXIWAY	P	0	8,250.00	9/20/2022	3	94
TW A	104	6/1/2019	AC	TAXIWAY	P	0	9,750.00	9/20/2022	3	94
TW A	105	1/1/2005	AAC	TAXIWAY	P	0	261,575.00	9/20/2022	17	78
TW A	108	1/1/2000	AAC	TAXIWAY	P	0	18,500.00	9/20/2022	22	65
TW A1	110	6/1/2019	AAC	TAXIWAY	P	0	30,745.00	9/20/2022	3	94
TW A3	120	1/1/2002	AAC	TAXIWAY	P	0	50,475.00	9/20/2022	20	82
TW A4	124	1/1/2000	AC	TAXIWAY	P	0	26,792.00	9/20/2022	22	72
TW A4	125	1/1/2000	AAC	TAXIWAY	P	0	32,146.00	9/20/2022	22	67
TW AP NE	1005	12/25/1999	AC	TAXIWAY	P	0	44,691.00	9/20/2022	23	61
TW AP SE	1105	10/1/2021	AAC	TAXIWAY	P	0	42,813.00	10/1/2021	0	100
TW C	910	1/1/1998	AC	TAXIWAY	P	0	83,342.00	9/20/2022	24	58
TW C	915	10/1/2022	AAC	TAXIWAY	P	0	5,336.00	10/1/2022	0	100
TW C	920	7/1/2021	AAC	TAXIWAY	P	0	48,130.00	7/1/2021	0	100
TW C1	905	1/1/1998	AC	TAXIWAY	P	0	7,838.00	9/20/2022	24	59
TW C3	320	1/1/1997	AAC	TAXIWAY	P	0	12,298.00	9/20/2022	25	53
TW C3	325	1/1/2022	AAC	TAXIWAY	P	0	5,269.00	1/1/2022	0	100
TW D	400	10/1/2022	AC	TAXIWAY	P	0	16,057.00	10/1/2022	0	100
TW D	405	10/1/2022	AAC	TAXIWAY	P	0	60,000.00	10/1/2022	0	100
TW D	407	6/1/2019	AC	TAXIWAY	P	0	18,131.00	9/20/2022	3	94
TW D	412	6/1/2019	AC	TAXIWAY	P	0	9,750.00	9/20/2022	3	94
TW D	425	7/1/2020	AAC	TAXIWAY	P	0	108,400.00	7/1/2020	0	100
TW D1	410	6/1/2019	AAC	TAXIWAY	P	0	25,838.00	9/20/2022	3	94
TW D2	430	1/1/2022	AC	TAXIWAY	P	0	26,872.00	1/1/2022	0	100
TW E	500	10/1/2022	AC	TAXIWAY	P	0	19,360.00	10/1/2022	0	100
TW E	501	10/1/2022	AAC	TAXIWAY	P	0	12,250.00	10/1/2022	0	100
TW E	503	1/1/2011	AC	TAXIWAY	P	0	56,119.00	9/20/2022	11	73
TW E	505	1/1/2007	AAC	TAXIWAY	P	0	103,953.00	9/20/2022	15	81
TW E	510	1/1/2007	AAC	TAXIWAY	P	0	32,963.00	9/20/2022	15	81
TW E	535	1/1/2007	AAC	TAXIWAY	P	0	17,500.00	9/20/2022	15	67
TW E	550	10/1/2022	AAC	TAXIWAY	P	0	19,750.00	10/1/2022	0	100
TW E	555	10/1/2022	AC	TAXIWAY	P	0	9,833.00	10/1/2022	0	100
TW E1	513	1/1/2011	AC	TAXIWAY	P	0	54,092.00	9/20/2022	11	69
TW E2	515	1/1/2012	AAC	TAXIWAY	P	0	19,201.00	9/20/2022	10	72
TW E2	516	12/25/1999	AC	TAXIWAY	P	0	38,537.00	9/20/2022	23	71
TW E3	520	1/1/2007	AAC	TAXIWAY	P	0	34,393.00	9/20/2022	15	76
TW E4	560	10/1/2022	AC	TAXIWAY	P	0	27,522.00	10/1/2022	0	100
TW E5	527	1/1/1996	AC	TAXIWAY	P	0	15,975.00	9/20/2022	26	63
TW E5	540	1/1/2020	AAC	TAXIWAY	P	0	10,292.00	1/1/2020	0	100
TW E6	529	12/25/1999	AC	TAXIWAY	P	0	26,192.00	9/20/2022	23	60
TW E6	530	1/1/1999	AAC	TAXIWAY	P	0	32,146.00	9/20/2022	23	70
TW F	605	1/1/1998	AAC	TAXIWAY	P	0	57,730.00	9/20/2022	24	76
TW G	705	1/1/2006	AAC	TAXIWAY	P	0	51,622.00	9/20/2022	16	74
TW G	710	1/1/2020	AAC	TAXIWAY	P	0	17,106.00	1/1/2020	0	100
TW G	715	5/1/2021	AAC	TAXIWAY	P	0	50,475.00	5/1/2021	0	100
TW G	720	1/1/2002	AAC	TAXIWAY	P	0	50,475.00	9/20/2022	20	81
TW G1	750	7/1/2021	AAC	TAXIWAY	P	0	24,497.00	7/1/2021	0	100
TW H	815	10/1/2022	AAC	TAXIWAY	P	0	9,243.00	10/1/2022	0	100
TW H	820	1/1/2020	AAC	TAXIWAY	P	0	51,082.00	1/1/2020	0	100
TW H	860	1/1/2022	AC	TAXIWAY	P	0	109,057.00	1/1/2022	0	100

TW H1	840	1/1/2022	AC	TAXIWAY	P	0	23,284.00	1/1/2022	0	100
TW H2	850	1/1/2022	AC	TAXIWAY	P	0	22,661.00	1/1/2022	0	100
TW H3	825	10/1/2022	AC	TAXIWAY	P	0	28,454.00	10/1/2022	0	100
TW H4	330	1/1/2007	AAC	TAXIWAY	P	0	12,767.00	9/20/2022	15	80
TW H4	335	10/1/2022	AAC	TAXIWAY	P	0	5,689.00	10/1/2022	0	100
TW H5	340	1/1/2007	AAC	TAXIWAY	P	0	17,255.00	9/20/2022	15	78
TW J	1010	1/1/2022	AC	TAXIWAY	P	0	27,574.00	1/1/2022	0	100
TW J	1020	1/1/2022	AC	TAXIWAY	P	0	26,181.00	1/1/2022	0	100
TW J	1030	10/1/2022	AC	TAXIWAY	P	0	8,902.00	10/1/2022	0	100
TW J	1035	1/1/2022	AAC	TAXIWAY	P	0	5,618.00	1/1/2022	0	100
TW J	1040	1/1/1997	AAC	TAXIWAY	P	0	12,026.00	9/20/2022	25	55
TW W	2305	6/1/2019	AC	TAXIWAY	P	0	57,348.00	9/20/2022	3	94

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		1,441,704.00	33	100.00	0.00	100.00
03-05	3	219,868.00	8	94.00	0.00	94.00
06-10	8	44,990.00	3	82.33	7.41	81.31
11-15	14	557,496.00	16	73.75	6.37	72.28
16-20	17	1,946,635.00	18	71.78	7.21	72.93
21-25	24	3,008,739.00	32	62.72	12.02	66.76
26-30	27	113,475.00	2	59.00	4.00	56.13
ALL	12	7,332,907.00	112	79.43	17.28	76.09

Appendix B: Maintenance and Rehabilitation Planning Needs

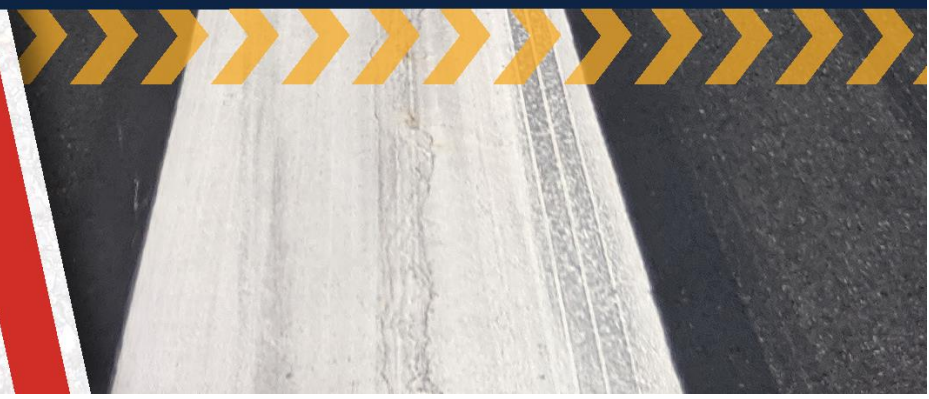


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

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
TMB	RW 9L-27R	6105	L & T CR	Medium	654	LF	0.1%	Preventive	AC Crack Sealing	654	LF	$ 4.00	$ 2,620
TMB	RW 9L-27R	6105	RAVELING	Low	11,815	SF	2.6%	Preventive	Surface Seal	11,815	SF	$ 0.75	$ 8,870
TMB	RW 9L-27R	6105	WEATHERING	Medium	157,853	SF	34.3%	Preventive	Surface Seal	157,853	SF	$ 0.75	$ 118,390
TMB	RW 9L-27R	6110	RAVELING	Low	13,800	SF	6.0%	Preventive	Surface Seal	13,800	SF	$ 0.75	$ 10,350
TMB	RW 9L-27R	6110	WEATHERING	Medium	86,250	SF	37.5%	Preventive	Surface Seal	86,250	SF	$ 0.75	$ 64,690
TMB	RW 9R-27L	6310	RAVELING	Low	18,014	SF	7.8%	Preventive	Surface Seal	18,015	SF	$ 0.75	$ 13,520
TMB	RW 9R-27L	6310	WEATHERING	Medium	55,188	SF	23.9%	Preventive	Surface Seal	55,188	SF	$ 0.75	$ 41,400
TMB	TW 1	270	WEATHERING	Medium	3,852	SF	30.0%	Preventive	Surface Seal	3,852	SF	$ 0.75	$ 2,890
TMB	TW 15	350	WEATHERING	Medium	2,954	SF	15.0%	Preventive	Surface Seal	2,954	SF	$ 0.75	$ 2,220
TMB	TW 16	360	WEATHERING	Medium	1,798	SF	15.0%	Preventive	Surface Seal	1,799	SF	$ 0.75	$ 1,350
TMB	TW 16	365	WEATHERING	Medium	1,542	SF	20.0%	Preventive	Surface Seal	1,543	SF	$ 0.75	$ 1,160
TMB	TW 17	370	WEATHERING	Medium	1,281	SF	10.0%	Preventive	Surface Seal	1,281	SF	$ 0.75	$ 970
TMB	TW 4	240	RAVELING	Low	787	SF	4.0%	Preventive	Surface Seal	788	SF	$ 0.75	$ 600
TMB	TW 4	240	WEATHERING	Medium	4,924	SF	25.0%	Preventive	Surface Seal	4,923	SF	$ 0.75	$ 3,700
TMB	TW 5	230	RAVELING	Low	199	SF	1.0%	Preventive	Surface Seal	198	SF	$ 0.75	$ 150
TMB	TW 5	230	WEATHERING	Medium	4,923	SF	25.0%	Preventive	Surface Seal	4,923	SF	$ 0.75	$ 3,700
TMB	TW 6	220	RAVELING	Low	787	SF	4.0%	Preventive	Surface Seal	788	SF	$ 0.75	$ 600
TMB	TW 6	220	WEATHERING	Medium	4,924	SF	25.0%	Preventive	Surface Seal	4,923	SF	$ 0.75	$ 3,700
TMB	TW 7	210	RAVELING	Low	188	SF	1.0%	Preventive	Surface Seal	187	SF	$ 0.75	$ 150
TMB	TW 7	210	WEATHERING	Medium	9,278	SF	50.0%	Preventive	Surface Seal	9,279	SF	$ 0.75	$ 6,960
TMB	TW A	105	L & T CR	Medium	594	LF	0.2%	Preventive	AC Crack Sealing	594	LF	$ 4.00	$ 2,380
TMB	TW A	105	RAVELING	Low	127	SF	0.1%	Preventive	Surface Seal	127	SF	$ 0.75	$ 100
TMB	TW A	105	WEATHERING	Medium	52,318	SF	20.0%	Preventive	Surface Seal	52,318	SF	$ 0.75	$ 39,240
TMB	TW A3	120	WEATHERING	Medium	11,260	SF	22.3%	Preventive	Surface Seal	11,260	SF	$ 0.75	$ 8,450
TMB	TW A4	124	RAVELING	Low	236	SF	0.9%	Preventive	Surface Seal	237	SF	$ 0.75	$ 180
TMB	TW A4	124	WEATHERING	Medium	16,060	SF	59.9%	Preventive	Surface Seal	16,061	SF	$ 0.75	$ 12,050
TMB	TW E	503	L & T CR	Medium	146	LF	0.3%	Preventive	AC Crack Sealing	146	LF	$ 4.00	$ 590
TMB	TW E	503	WEATHERING	Medium	9,821	SF	17.5%	Preventive	Surface Seal	9,821	SF	$ 0.75	$ 7,370
TMB	TW E	505	WEATHERING	Medium	10,395	SF	10.0%	Preventive	Surface Seal	10,396	SF	$ 0.75	$ 7,800
TMB	TW E	510	RAVELING	Low	198	SF	0.6%	Preventive	Surface Seal	198	SF	$ 0.75	$ 150
TMB	TW E	510	WEATHERING	Medium	4,918	SF	14.9%	Preventive	Surface Seal	4,918	SF	$ 0.75	$ 3,690
TMB	TW E2	515	RAVELING	Low	137	SF	0.7%	Preventive	Surface Seal	137	SF	$ 0.75	$ 110
TMB	TW E2	515	WEATHERING	Medium	2,862	SF	14.9%	Preventive	Surface Seal	2,862	SF	$ 0.75	$ 2,150
TMB	TW E2	516	L & T CR	Medium	63	LF	0.2%	Preventive	AC Crack Sealing	63	LF	$ 4.00	$ 260
TMB	TW E2	516	RAVELING	Low	3,306	SF	8.6%	Preventive	Surface Seal	3,306	SF	$ 0.75	$ 2,480
TMB	TW E2	516	WEATHERING	Medium	3,652	SF	9.5%	Preventive	Surface Seal	3,652	SF	$ 0.75	$ 2,740
TMB	TW E3	520	RAVELING	Low	1,032	SF	3.0%	Preventive	Surface Seal	1,032	SF	$ 0.75	$ 780
TMB	TW E3	520	WEATHERING	Medium	6,879	SF	20.0%	Preventive	Surface Seal	6,878	SF	$ 0.75	$ 5,160
TMB	TW F	605	RAVELING	Low	352	SF	0.6%	Preventive	Surface Seal	352	SF	$ 0.75	$ 270
TMB	TW F	605	WEATHERING	Medium	7,773	SF	13.5%	Preventive	Surface Seal	7,773	SF	$ 0.75	$ 5,830
TMB	TW G	705	L & T CR	Medium	93	LF	0.2%	Preventive	AC Crack Sealing	93	LF	$ 4.00	$ 380
TMB	TW G	705	RAVELING	Low	516	SF	1.0%	Preventive	Surface Seal	517	SF	$ 0.75	$ 390
TMB	TW G	705	WEATHERING	Medium	12,751	SF	24.7%	Preventive	Surface Seal	12,751	SF	$ 0.75	$ 9,570
TMB	TW G	720	WEATHERING	Medium	15,142	SF	30.0%	Preventive	Surface Seal	15,143	SF	$ 0.75	$ 11,360
TMB	TW H4	330	WEATHERING	Medium	2,553	SF	20.0%	Preventive	Surface Seal	2,553	SF	$ 0.75	$ 1,920
TMB	TW H5	340	WEATHERING	Medium	3,451	SF	20.0%	Preventive	Surface Seal	3,451	SF	$ 0.75	$ 2,590
TMB	AP N	4200	RAVELING	Low	4,358	SF	1.8%	Preventive	Surface Seal	4,358	SF	$ 0.75	$ 3,270
TMB	AP N	4200	RAVELING	Medium	77	SF	0.0%	Preventive	Surface Seal	76	SF	$ 0.75	$ 60
TMB	AP N	4200	WEATHERING	Medium	19,200	SF	8.0%	Preventive	Surface Seal	19,200	SF	$ 0.75	$ 14,400

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
TMB	AP N	4205	L & T CR	Medium	250	LF	0.0%	Preventive	AC Crack Sealing	250	LF	$ 4.00	$ 1,000
TMB	AP N	4205	RAVELING	Low	91,750	SF	15.3%	Preventive	Surface Seal	91,751	SF	$ 0.75	$ 68,820
TMB	AP N	4235	WEATHERING	Medium	960	SF	5.0%	Preventive	Surface Seal	960	SF	$ 0.75	$ 720
TMB	AP NE	4305	JT SEAL DMG	Medium	67	Slabs	100.0%	Preventive	PCC Joint Seal	1,343	LF	$ 4.25	$ 5,710
TMB	AP NE	4305	JOINT SPALL	Medium	3	Slabs	5.0%	Preventive	PCC Partial-Depth Patching	22	SF	$ 169.00	$ 3,660
TMB	AP NE	4320	JT SEAL DMG	Medium	64	Slabs	100.0%	Preventive	PCC Joint Seal	1,270	LF	$ 4.25	$ 5,400
TMB	AP SE	4415	WEATHERING	Medium	988	SF	15.0%	Preventive	Surface Seal	988	SF	$ 0.75	$ 750
TMB	AP N	4225	ALLIGATOR CR	Medium	130	SF	0.2%	Stopgap	AC Full-Depth Patching	180	SF	$ 11.50	$ 2,070
TMB	AP N	4225	RAVELING	High	37	SF	0.1%	Stopgap	AC Partial-Depth Patching	37	SF	$ 4.75	$ 180
TMB	AP S	4130	ALLIGATOR CR	Medium	631	SF	3.2%	Stopgap	AC Full-Depth Patching	735	SF	$ 11.50	$ 8,470
TMB	AP S	4140	RAVELING	High	91	SF	0.2%	Stopgap	AC Partial-Depth Patching	90	SF	$ 4.75	$ 440

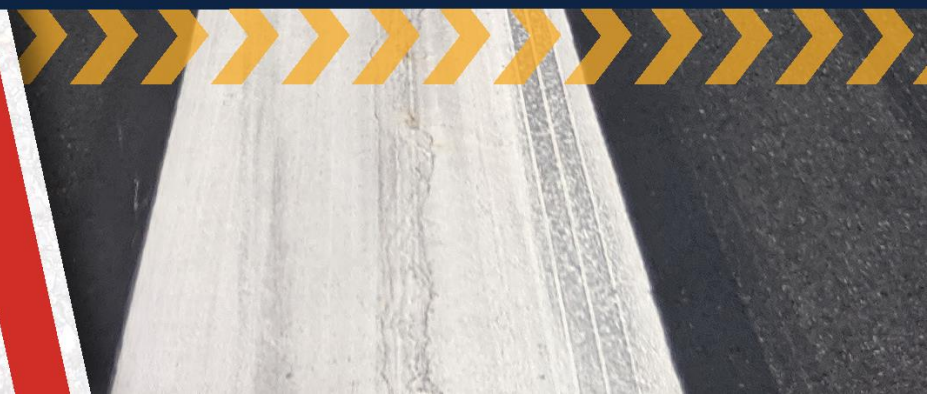
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

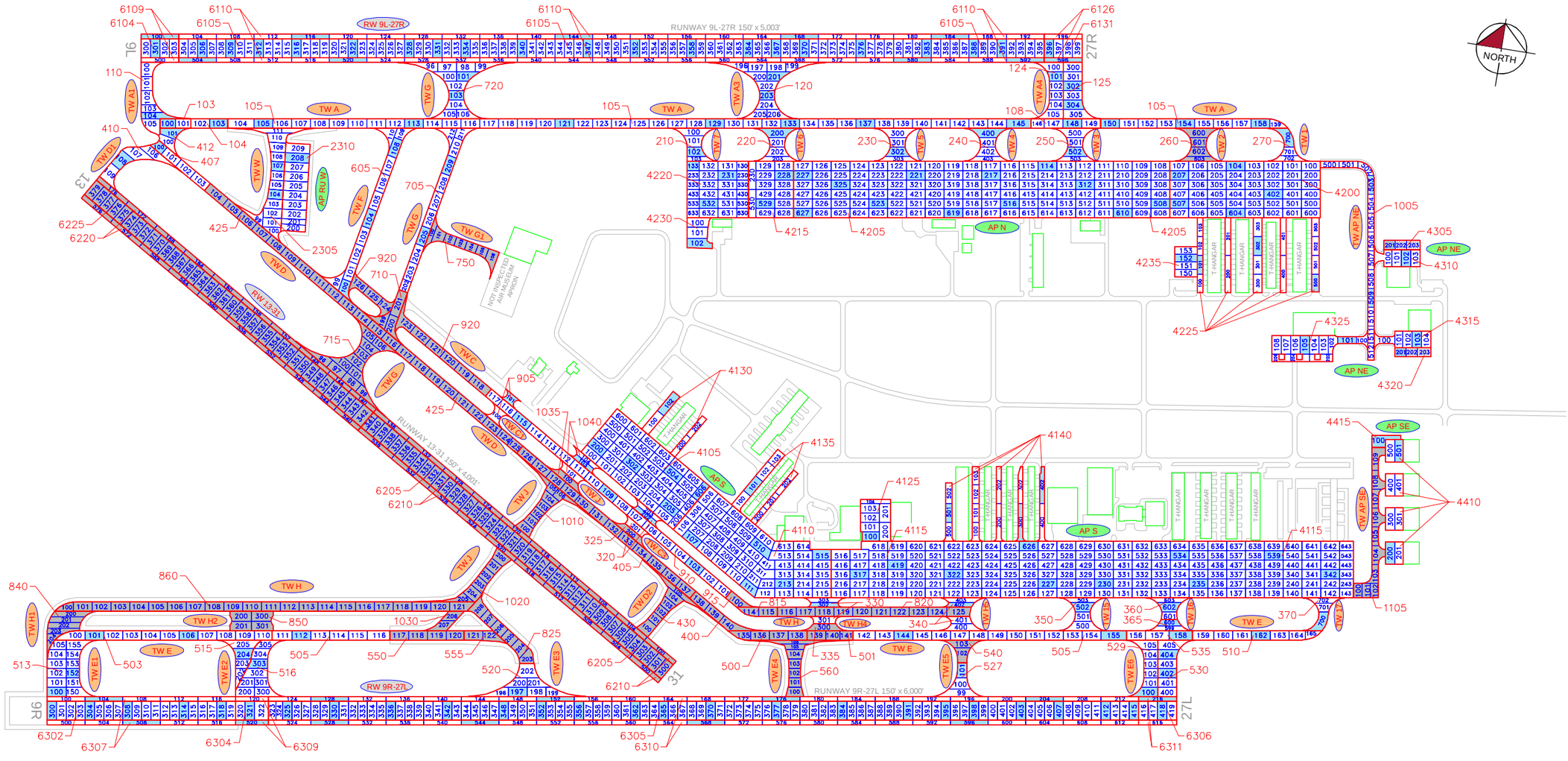
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	RW 9L-27R	6104	AAC	20,000	55	AC Rehabilitation	$ 210,000
2023	TMB	RW 9L-27R	6109	AAC	10,000	62	AC Rehabilitation	$ 105,000
2023	TMB	RW 9L-27R	6126	AAC	10,100	58	AC Rehabilitation	$ 107,000
2023	TMB	RW 9L-27R	6131	AAC	20,200	69	AC Rehabilitation	$ 213,000
2023	TMB	RW 9R-27L	6302	AC	100,000	59	AC Rehabilitation	$ 1,050,000
2023	TMB	RW 9R-27L	6304	AAC	17,500	64	AC Rehabilitation	$ 184,000
2023	TMB	RW 9R-27L	6305	AAC	462,500	68	AC Rehabilitation	$ 4,857,000
2023	TMB	RW 9R-27L	6306	AC	20,100	69	AC Rehabilitation	$ 212,000
2023	TMB	RW 9R-27L	6307	AC	50,000	68	AC Rehabilitation	$ 525,000
2023	TMB	RW 9R-27L	6309	AAC	8,750	68	AC Rehabilitation	$ 92,000
2023	TMB	RW 9R-27L	6311	AC	10,050	65	AC Rehabilitation	$ 106,000
2023	TMB	TW 3	250	AAC	19,697	69	AC Rehabilitation	$ 207,000
2023	TMB	TW A	108	AAC	18,500	64	AC Rehabilitation	$ 195,000
2023	TMB	TW A4	125	AAC	32,146	66	AC Rehabilitation	$ 338,000
2023	TMB	TW AP NE	1005	AC	44,691	61	AC Rehabilitation	$ 470,000
2023	TMB	TW C	910	AC	83,342	58	AC Rehabilitation	$ 876,000
2023	TMB	TW C1	905	AC	7,838	59	AC Rehabilitation	$ 83,000
2023	TMB	TW C3	320	AAC	12,298	52	AC Reconstruction	$ 228,000
2023	TMB	TW E	535	AAC	17,500	66	AC Rehabilitation	$ 184,000
2023	TMB	TW E1	513	AC	54,092	68	AC Rehabilitation	$ 568,000
2023	TMB	TW E5	527	AC	15,975	63	AC Rehabilitation	$ 168,000
2023	TMB	TW E6	529	AC	26,192	60	AC Rehabilitation	$ 276,000
2023	TMB	TW E6	530	AAC	32,146	69	AC Rehabilitation	$ 338,000
2023	TMB	TW J	1040	AAC	12,026	54	AC Reconstruction	$ 182,000
2023	TMB	AP N	4205	AAC	600,000	69	AC Rehabilitation	$ 6,300,000
2023	TMB	AP N	4215	AAC	72,000	62	AC Rehabilitation	$ 756,000
2023	TMB	AP N	4220	AAC	97,500	53	AC Reconstruction	$ 1,804,000
2023	TMB	AP N	4225	AC	69,490	46	AC Reconstruction	$ 1,286,000
2023	TMB	AP N	4230	AC	18,795	35	AC Reconstruction	$ 348,000
2023	TMB	AP NE	4310	AC	19,797	59	AC Rehabilitation	$ 208,000
2023	TMB	AP NE	4315	AC	21,176	64	AC Rehabilitation	$ 223,000
2023	TMB	AP NE	4325	AC	49,524	63	AC Rehabilitation	$ 520,000
2023	TMB	AP S	4105	AC	192,000	60	AC Rehabilitation	$ 2,016,000
2023	TMB	AP S	4110	AAC	253,679	67	AC Rehabilitation	$ 2,664,000

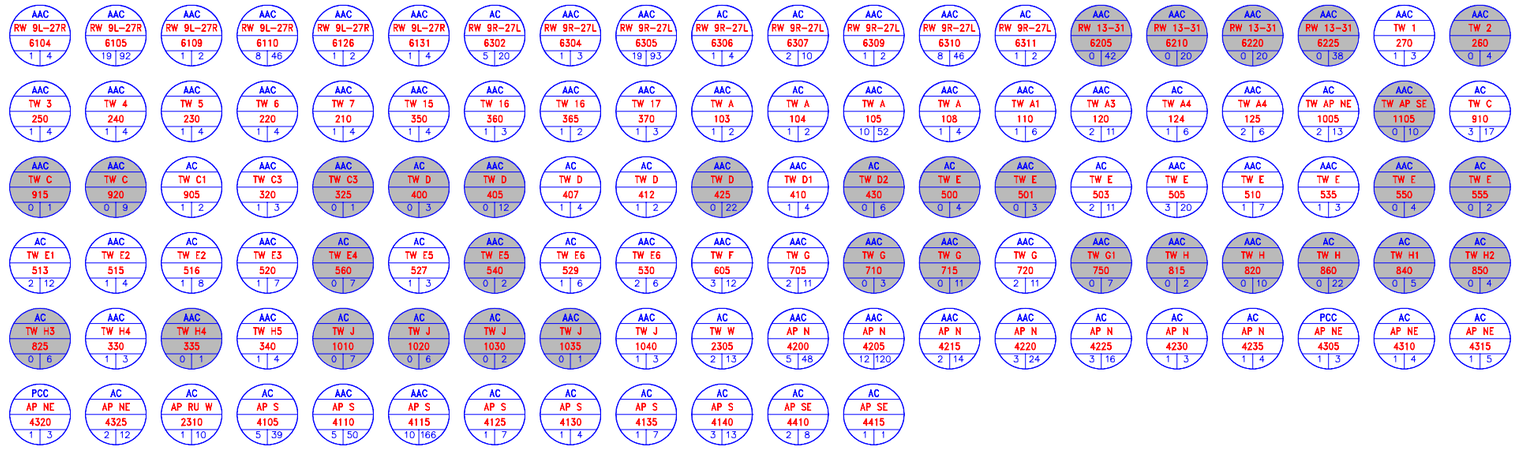
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	TMB	AP S	4115	AAC	825,309	66	AC Rehabilitation	$ 8,666,000
2023	TMB	AP S	4125	AC	35,015	55	AC Rehabilitation	$ 368,000
2023	TMB	AP S	4130	AC	19,714	30	AC Reconstruction	$ 365,000
2023	TMB	AP S	4135	AC	29,788	55	AC Reconstruction	$ 425,000
2023	TMB	AP S	4140	AC	54,278	41	AC Reconstruction	$ 1,005,000
2023	TMB	AP SE	4410	AC	45,220	56	AC Rehabilitation	$ 475,000
2024	TMB	TW E2	515	AAC	19,201	70	AC Rehabilitation	$ 212,000
2024	TMB	TW E2	516	AC	38,537	69	AC Rehabilitation	$ 425,000
2025	TMB	RW 9L-27R	6105	AAC	460,000	70	AC Rehabilitation	$ 5,326,000
2025	TMB	TW 4	240	AAC	19,697	69	AC Rehabilitation	$ 229,000
2025	TMB	TW 7	210	AAC	18,557	69	AC Rehabilitation	$ 215,000
2025	TMB	TW A4	124	AC	26,792	69	AC Rehabilitation	$ 311,000
2025	TMB	TW E	503	AC	56,119	70	AC Rehabilitation	$ 650,000
2025	TMB	AP N	4200	AAC	240,000	70	AC Rehabilitation	$ 2,779,000
2026	TMB	RW 9R-27L	6310	AAC	231,250	68	AC Rehabilitation	$ 2,811,000
2026	TMB	TW G	705	AAC	51,622	69	AC Rehabilitation	$ 628,000
2027	TMB	TW 6	220	AAC	19,697	70	AC Rehabilitation	$ 252,000
2027	TMB	TW E3	520	AAC	34,393	70	AC Rehabilitation	$ 439,000
2027	TMB	TW F	605	AAC	57,730	70	AC Rehabilitation	$ 737,000
2028	TMB	RW 9L-27R	6110	AAC	230,000	70	AC Rehabilitation	$ 3,083,000
2028	TMB	TW 15	350	AAC	19,697	69	AC Rehabilitation	$ 264,000
2028	TMB	TW 16	365	AAC	7,706	69	AC Rehabilitation	$ 104,000
2028	TMB	TW 17	370	AAC	12,809	70	AC Rehabilitation	$ 172,000
2028	TMB	TW 5	230	AAC	19,697	70	AC Rehabilitation	$ 264,000
2028	TMB	TW A	105	AAC	261,575	70	AC Rehabilitation	$ 3,506,000
2028	TMB	TW H5	340	AAC	17,255	70	AC Rehabilitation	$ 232,000
2029	TMB	TW 1	270	AAC	12,843	69	AC Rehabilitation	$ 181,000
2030	TMB	TW 16	360	AAC	11,992	70	AC Rehabilitation	$ 178,000
2030	TMB	TW E	505	AAC	103,953	70	AC Rehabilitation	$ 1,536,000
2030	TMB	TW E	510	AAC	32,963	70	AC Rehabilitation	$ 488,000
2030	TMB	TW H4	330	AAC	12,767	69	AC Rehabilitation	$ 189,000
2031	TMB	TW G	720	AAC	50,475	70	AC Rehabilitation	$ 784,000
2031	TMB	AP SE	4415	AC	6,589	70	AC Rehabilitation	$ 103,000
2032	TMB	TW A3	120	AAC	50,475	69	AC Rehabilitation	$ 823,000

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

Appendix C: Technical Exhibits







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 = 199
AC: 197 PCC: 2

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

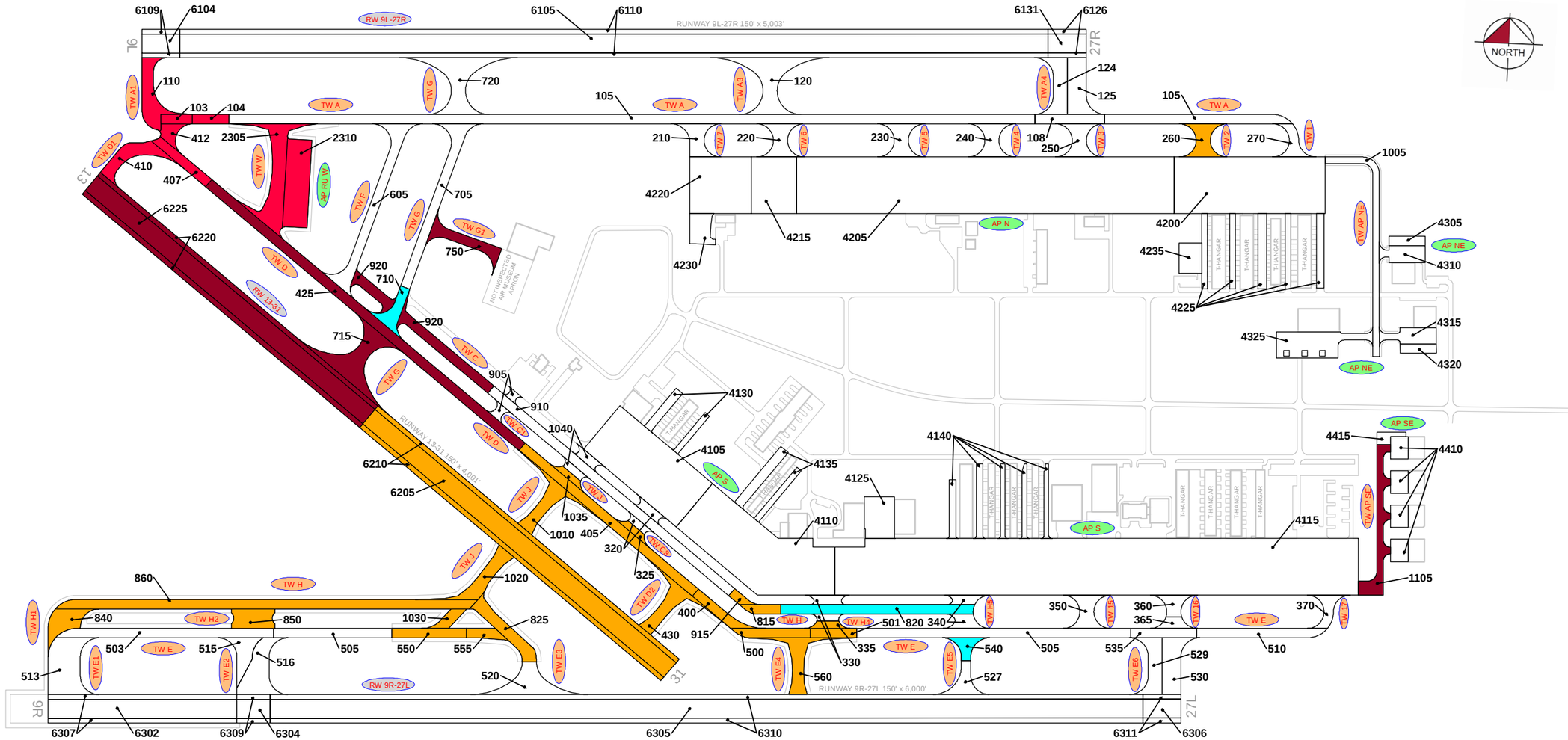
TMB

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program
MIAMI EXECUTIVE AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A, TW A1, TW D1	Mill and Overlay | 2" AC Mill and Overlay
	TW A, TW D	Complete Reconstruction - AC | 2" AC, 10" Limerock Base, 12" Stabilized Subgrade
	AP RU W, TW W	New Construction - AC | 4" AC, 10" Limerock Base, 12" Stabilized Subgrade
2020	TW E5, TW G, TW H	Mill and Overlay | 2" P-401 Mill and Overlay
2021	TW C	Mill and Overlay
	RW 13-31, TW AP SE, TW D, TW G, TW G1	Mill and Overlay | 2" P-401 Mill and Overlay
2022	TW D2, TW E4, TW H, TW H1, TW H2, TW H3, TW J	New Construction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	TW D, TW E, TW J	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	RW 13-31, TW 2, TW C, TW C3, TW E, TW H, TW H4, TW J	Mill and Overlay | 2" P-401 Mill and Overlay

LEGEND

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

PROJECT YEAR

2017		2022	
2018		2023	
2019		2024	
2020		2025	
2021		2026	

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

TMB

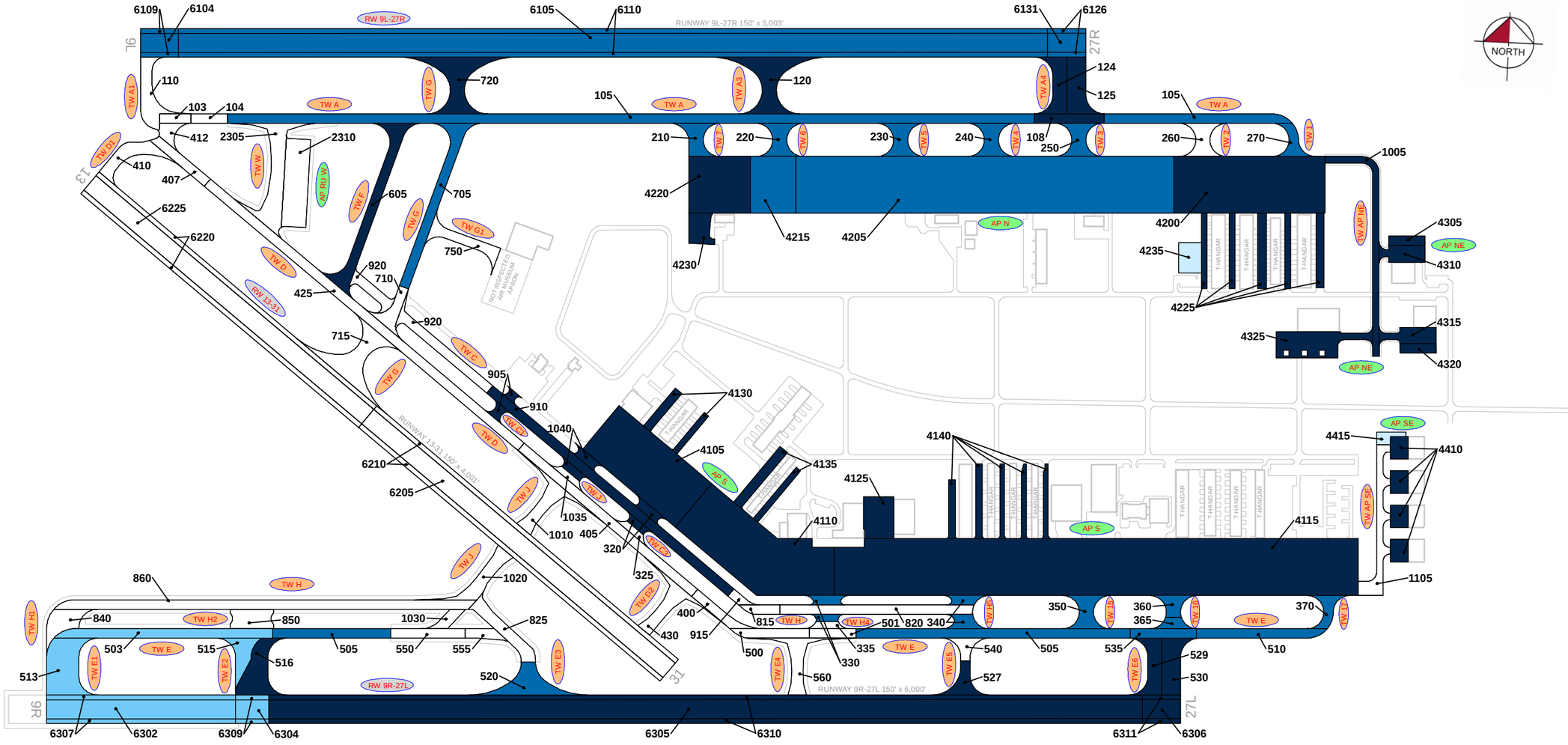
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI 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.

TMB

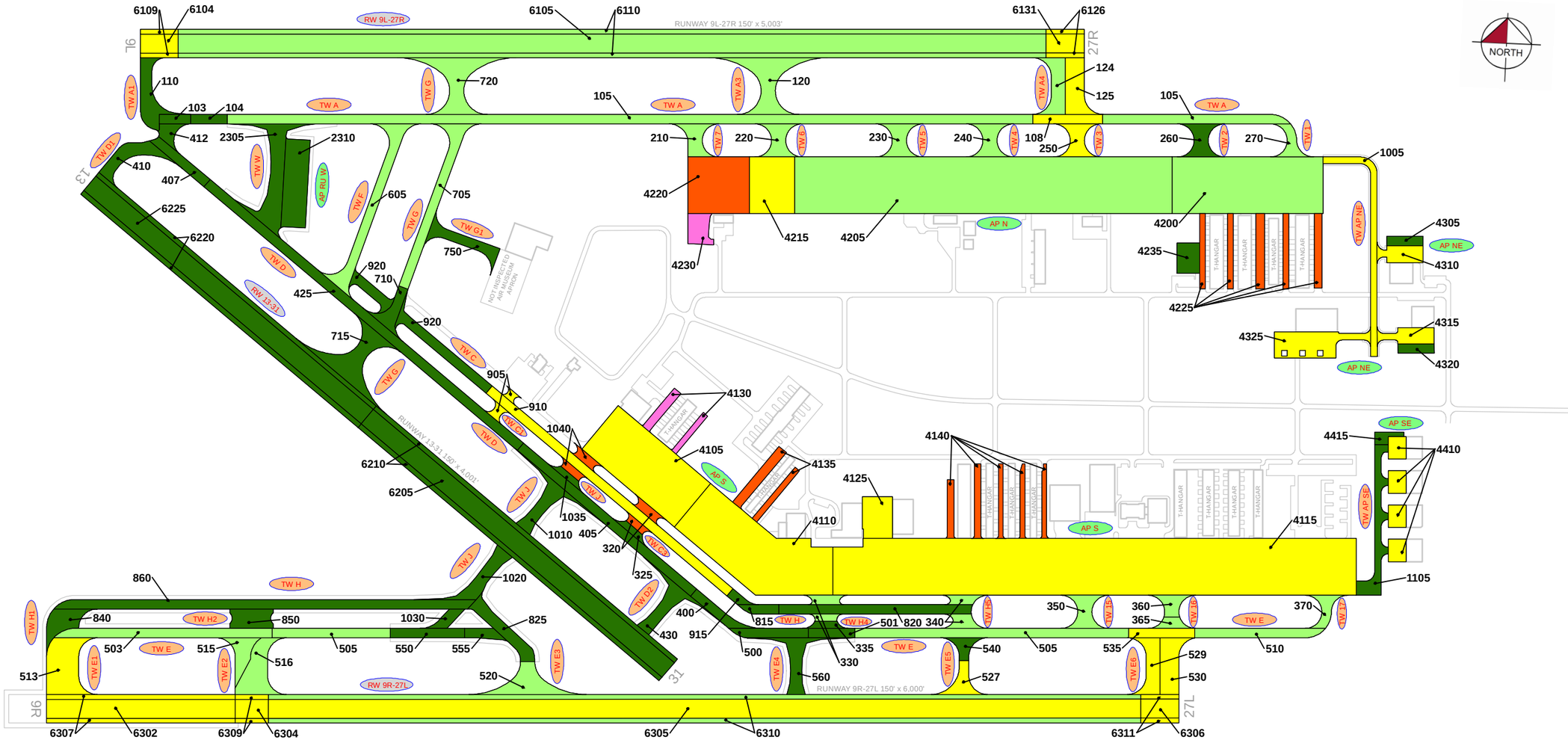
AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

FDOT

2022



103 PCI = 94	104 PCI = 94	105 PCI = 78	108 PCI = 65	110 PCI = 94	120 PCI = 82	124 PCI = 72	125 PCI = 67	210 PCI = 73	220 PCI = 76	230 PCI = 78	240 PCI = 73	250 PCI = 70	260 PCI = 100	270 PCI = 79	320 PCI = 53	325 PCI = 100	330 PCI = 80	335 PCI = 100	340 PCI = 78
350 PCI = 77	360 PCI = 81	365 PCI = 77	370 PCI = 78	400 PCI = 100	405 PCI = 100	407 PCI = 94	410 PCI = 94	412 PCI = 94	425 PCI = 100	430 PCI = 100	500 PCI = 100	501 PCI = 100	503 PCI = 73	505 PCI = 81	510 PCI = 81	513 PCI = 69	515 PCI = 72	516 PCI = 71	520 PCI = 76
527 PCI = 63	529 PCI = 60	530 PCI = 70	535 PCI = 67	540 PCI = 100	550 PCI = 100	555 PCI = 100	560 PCI = 100	605 PCI = 76	705 PCI = 74	710 PCI = 100	715 PCI = 100	720 PCI = 81	750 PCI = 100	815 PCI = 100	820 PCI = 100	825 PCI = 100	840 PCI = 100	850 PCI = 100	860 PCI = 100
905 PCI = 59	910 PCI = 58	915 PCI = 100	920 PCI = 100	1005 PCI = 61	1010 PCI = 100	1020 PCI = 100	1030 PCI = 100	1035 PCI = 100	1040 PCI = 55	1105 PCI = 100	2305 PCI = 94	2310 PCI = 94	4105 PCI = 61	4110 PCI = 69	4115 PCI = 68	4125 PCI = 56	4130 PCI = 32	4135 PCI = 55	4140 PCI = 42
4200 PCI = 76	4205 PCI = 71	4215 PCI = 64	4220 PCI = 55	4225 PCI = 47	4230 PCI = 37	4235 PCI = 89	4305 PCI = 86	4310 PCI = 60	4315 PCI = 65	4320 PCI = 86	4325 PCI = 64	4410 PCI = 57	4415 PCI = 86	6104 PCI = 56	6105 PCI = 72	6109 PCI = 62	6110 PCI = 75	6126 PCI = 59	6131 PCI = 69
6205 PCI = 100	6210 PCI = 100	6220 PCI = 100	6225 PCI = 100	6302 PCI = 60	6304 PCI = 65	6305 PCI = 69	6306 PCI = 70	6307 PCI = 68	6309 PCI = 69	6310 PCI = 75	6311 PCI = 65								

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.

TMB

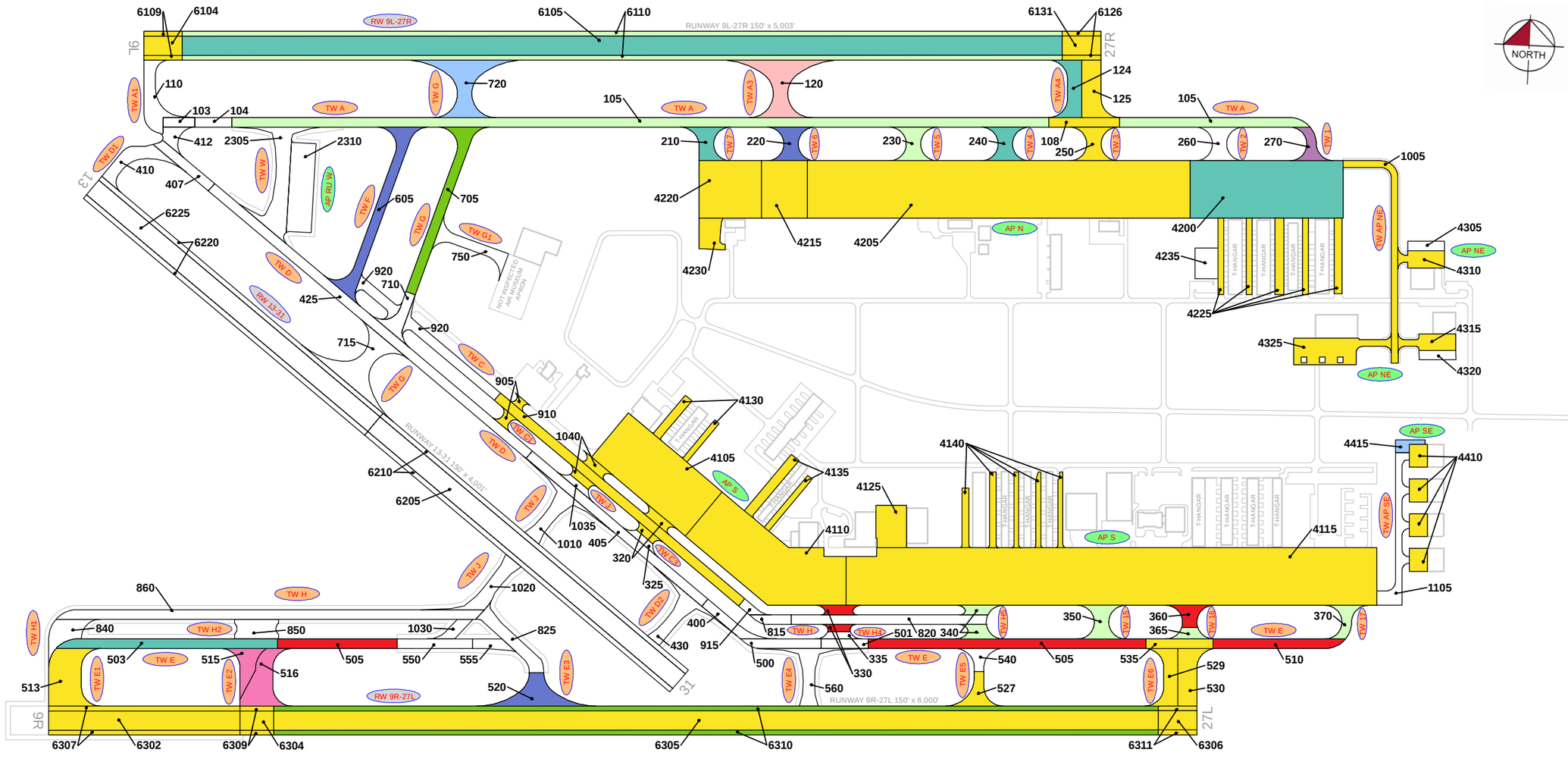
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

FDOT

2022



TW A:108 2023 | AC REHAB $0.20 M	TW A4:125 2023 | AC REHAB $0.34 M	TW 3:250 2023 | AC REHAB $0.21 M	TW C3:320 2023 | AC RECON $0.23 M	TW E1:513 2023 | AC REHAB $0.57 M	TW E5:527 2023 | AC REHAB $0.17 M	TW E6:529 2023 | AC REHAB $0.28 M	TW E6:530 2023 | AC REHAB $0.34 M	TW E:535 2023 | AC REHAB $0.18 M	TW C1:905 2023 | AC REHAB $0.08 M
TW C:910 2023 | AC REHAB $0.88 M	TW AP NE:1005 2023 | AC REHAB $0.47 M	TW J:1040 2023 | AC REHAB $0.18 M	AP S:4105 2023 | AC REHAB $2.02 M	AP S:4110 2023 | AC REHAB $2.66 M	AP S:4115 2023 | AC REHAB $8.67 M	AP S:4125 2023 | AC REHAB $0.37 M	AP S:4130 2023 | AC RECON $0.37 M	AP S:4135 2023 | AC REHAB $0.43 M	AP S:4140 2023 | AC RECON $1.01 M
AP N:4205 2023 | AC REHAB $6.30 M	AP N:4215 2023 | AC REHAB $0.76 M	AP N:4220 2023 | AC RECON $1.80 M	AP N:4225 2023 | AC RECON $1.29 M	AP N:4230 2023 | AC RECON $0.35 M	AP NE:4310 2023 | AC REHAB $0.21 M	AP NE:4315 2023 | AC REHAB $0.22 M	AP NE:4325 2023 | AC REHAB $0.52 M	AP SE:4410 2023 | AC REHAB $0.48 M	RW 9L-27R:6104 2023 | AC REHAB $0.21 M
RW 9L-27R:6109 2023 | AC REHAB $0.11 M	RW 9L-27R:6126 2023 | AC REHAB $0.11 M	RW 9L-27R:6131 2023 | AC REHAB $0.21 M	RW 9R-27L:6302 2023 | AC REHAB $1.05 M	RW 9R-27L:6304 2023 | AC REHAB $0.18 M	RW 9R-27L:6305 2023 | AC REHAB $4.86 M	RW 9R-27L:6306 2023 | AC REHAB $0.21 M	RW 9R-27L:6307 2023 | AC REHAB $0.53 M	RW 9R-27L:6309 2023 | AC REHAB $0.09 M	RW 9R-27L:6311 2023 | AC REHAB $0.11 M
TW E2:515 2024 | AC REHAB $0.21 M	TW E2:516 2024 | AC REHAB $0.43 M	TW A4:124 2025 | AC REHAB $0.31 M	TW 7:210 2025 | AC REHAB $0.22 M	TW 4:240 2025 | AC REHAB $0.23 M	TW E:503 2025 | AC REHAB $0.65 M	AP N:4200 2025 | AC REHAB $2.78 M	RW 9L-27R:6105 2025 | AC REHAB $5.33 M	TW G:705 2026 | AC REHAB $0.63 M	RW 9R-27L:6310 2026 | AC REHAB $2.81 M
TW 6:220 2027 | AC REHAB $0.25 M	TW E3:520 2027 | AC REHAB $0.44 M	TW F:605 2027 | AC REHAB $0.74 M	TW A:105 2028 | AC REHAB $3.51 M	TW 5:230 2028 | AC REHAB $0.26 M	TW H5:340 2028 | AC REHAB $0.23 M	TW 15:350 2028 | AC REHAB $0.26 M	TW 16:365 2028 | AC REHAB $0.10 M	TW 17:370 2028 | AC REHAB $0.17 M	RW 9L-27R:6110 2028 | AC REHAB $3.08 M
TW 1:270 2029 | AC REHAB $0.18 M	TW H4:330 2030 | AC REHAB $0.19 M	TW 16:360 2030 | AC REHAB $0.18 M	TW E:505 2030 | AC REHAB $1.54 M	TW E:510 2030 | AC REHAB $0.49 M	TW G:720 2031 | AC REHAB $0.78 M	AP SE:4415 2031 | AC REHAB $0.10 M	TW A3:120 2032 | AC REHAB $0.82 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.

TMB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

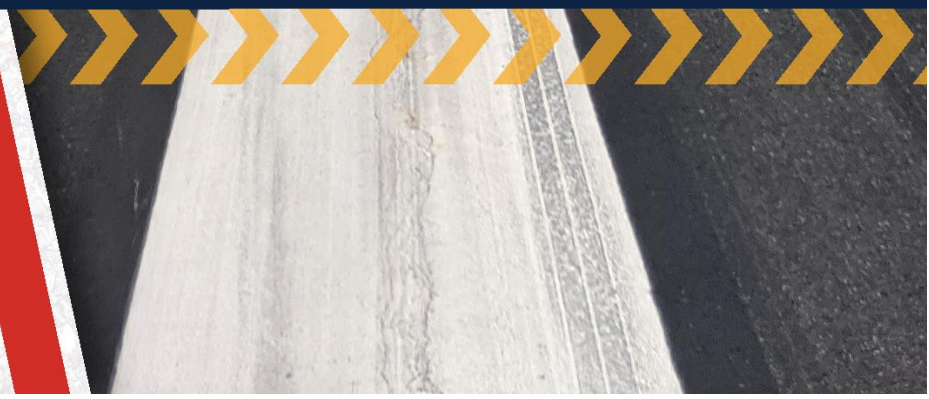
Statewide Airfield Pavement Management Program

MIAMI EXECUTIVE AIRPORT

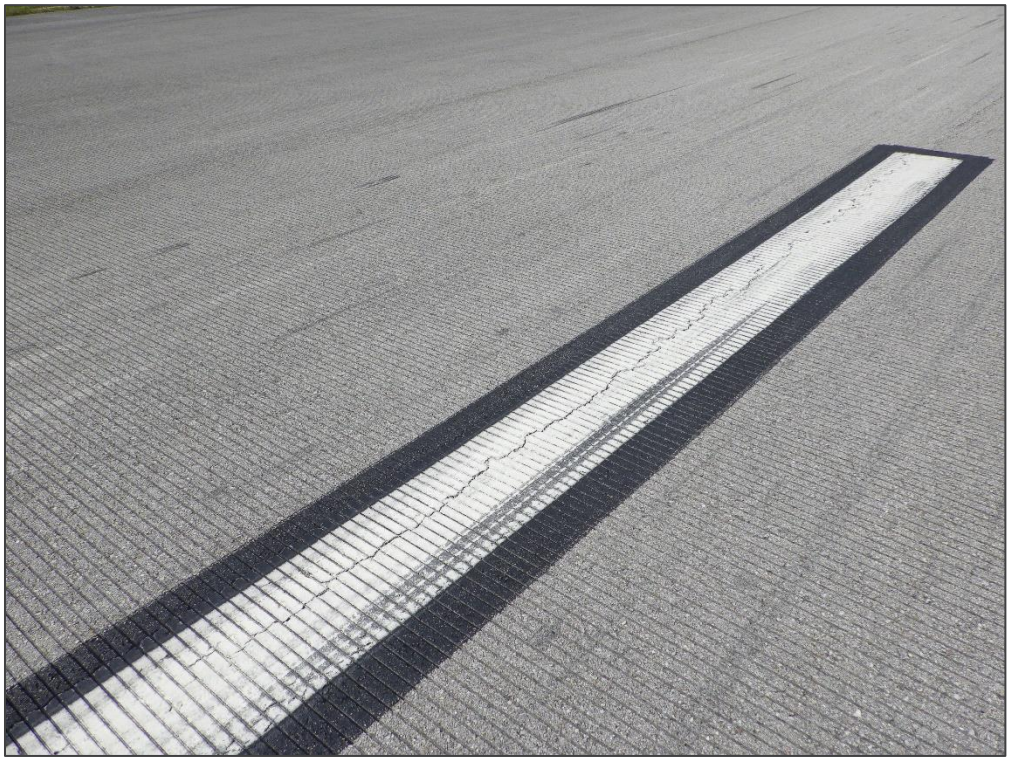
FDOT

2022

Appendix D: Inspection Photograph Documentation



RW 9L-27R, Section 6105, Sample Unit 309 – Longitudinal & Transverse Cracking



RW 9L-27R, Section 6105, Sample Unit 312 – Longitudinal & Transverse Cracking

RW 9R-27L, Section 6305, Sample Unit 325 – Longitudinal & Transverse Cracking

RW 9R-27L, Section 6305, Sample Unit 336 – Longitudinal & Transverse Cracking

RW 9R-27L, Section 6310, Sample Unit 204 – Vicinity

TW A, Section 108, Sample Unit 148 – Swelling

TW C, Section 910, Sample Unit 115 – Bleeding

TW D, Section 410, Sample Unit 108 – Vicinity

TW E, Section 535, Sample Unit 158 – Longitudinal & Transverse Cracking and Raveling

AP N, Section 4205, Sample Unit 312 – Depression and Longitudinal & Transverse Cracking

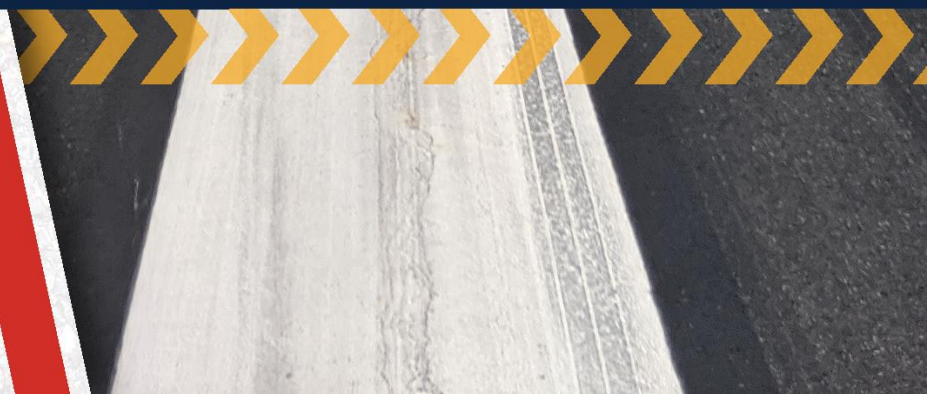
AP N, Section 4220, Sample Unit 532 – Block Cracking and Swelling

AP N, Section 4230, Sample Unit 102 – Depression

AP S, Section 4115, Sample Unit 235 – Longitudinal & Transverse Cracking and Swelling

AP S, Section 4115, Sample Unit 534 – Longitudinal & Transverse Cracking and Swelling

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT
Generated Date 11/18/2022

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4200 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 240,000 SqFt **Length:** 800 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/2/1967 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 48 **Surveyed:** 5

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	14.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
52	RAVELING	M	8.00	SqFt
57	WEATHERING	L	4492.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 207 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	25.00	Ft
52	RAVELING	L	20.00	SqFt
57	WEATHERING	L	4480.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	99.00	Ft
56	SWELLING	L	28.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 507 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	144.00	Ft
56	SWELLING	L	173.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 604 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	216.00	Ft
50	PATCHING	L	656.00	SqFt
52	RAVELING	L	434.00	SqFt
56	SWELLING	L	109.00	SqFt
57	WEATHERING	L	3910.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4205 of 7 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 600,000 SqFt **Length:** 2,000 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1967	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 120 **Surveyed:** 12

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	126.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 217 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	167.00	Ft
52	RAVELING	L	925.00	SqFt
56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	4075.00	SqFt

Sample Number: 221 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	298.00	Ft
48	L & T CR	M	25.00	Ft
49	OIL SPILLAGE	N	5.00	SqFt
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	173.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 227 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	103.00	Ft
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

45	DEPRESSION	L	217.00	SqFt
48	L & T CR	L	192.00	Ft
49	OIL SPILLAGE	N	4.00	SqFt
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	336.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 325 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	38.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	4250.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

45	DEPRESSION	L	50.00	SqFt
48	L & T CR	L	160.00	Ft
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 516 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	212.00	Ft
52	RAVELING	L	1250.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 523 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	245.00	Ft
49	OIL SPILLAGE	N	1.00	SqFt
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	39.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 610 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	190.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 619 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

45	DEPRESSION	L	4.00	SqFt
48	L & T CR	L	381.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 627 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	182.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	69.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4215 of 7 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 72,000 SqFt **Length:** 240 Ft **Width:** 300 Ft

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

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

Section Comments:

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

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 228 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	227.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 529 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	148.00	Ft
48	L & T CR	M	12.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	150.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4220 of 7 **From:** - **To:** - **Last Const.:** 1/1/1994

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

Area: 97,500 SqFt **Length:** 325 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1994	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1994	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 133 **Type:** R **Area:** 3250.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	50.00	SqFt
48	L & T CR	L	259.00	Ft
52	RAVELING	L	162.00	SqFt
56	SWELLING	L	237.00	SqFt
57	WEATHERING	M	3088.00	SqFt

Sample Number: 231 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	428.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	223.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 532 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	L	524.00	SqFt
48	L & T CR	L	594.00	Ft
49	OIL SPILLAGE	N	15.00	SqFt
52	RAVELING	L	1000.00	SqFt
52	RAVELING	M	250.00	SqFt
56	SWELLING	L	660.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4225 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 69,490 SqFt **Length:** 2,300 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 9/20/2022 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 47

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	78.00	Ft
50	PATCHING	L	20.00	SqFt
52	RAVELING	L	149.00	SqFt
57	WEATHERING	M	2831.00	SqFt

Sample Number: 302 **Type:** R **Area:** 4500.00 SqFt **PCI:** 36

Sample Comments:

41	ALLIGATOR CR	L	90.00	SqFt
41	ALLIGATOR CR	M	21.00	SqFt
48	L & T CR	L	312.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	L	1100.00	SqFt
50	PATCHING	M	35.00	SqFt
57	WEATHERING	M	3365.00	SqFt

Sample Number: 500 **Type:** R **Area:** 3760.00 SqFt **PCI:** 45

Sample Comments:

45	DEPRESSION	L	525.00	SqFt
48	L & T CR	L	409.00	Ft
52	RAVELING	L	3754.00	SqFt
52	RAVELING	H	6.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4230 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 18,795 SqFt **Length:** 115 Ft **Width:** 160 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 37

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6401.00 SqFt **PCI:** 37

Sample Comments:

45	DEPRESSION	M	1136.00	SqFt
48	L & T CR	L	10.00	Ft
52	RAVELING	L	6081.00	SqFt
52	RAVELING	M	320.00	SqFt
56	SWELLING	L	25.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 1,116,985 SqFt

Section: 4235 of 7 **From:** - **To:** - **Last Const.:** 1/1/2015

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

Area: 19,200 SqFt **Length:** 120 Ft **Width:** 160 Ft

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

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

Section Comments:

Work Date: 1/1/2015 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 4800.00 SqFt **PCI:** 89

Sample Comments:

49	OIL SPILLAGE	N	2.00	SqFt
57	WEATHERING	L	4560.00	SqFt
57	WEATHERING	M	240.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 109,313 SqFt

Section: 4305 of 5 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 9,600 SqFt **Length:** 190 Ft **Width:** 50 Ft

Slabs: 67 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,343 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: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 109,313 SqFt

Section: 4310 of 5 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 19,797 SqFt **Length:** 90 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4500.00 SqFt **PCI:** 60

Sample Comments:

45	DEPRESSION	L	45.00	SqFt
48	L & T CR	L	33.00	Ft
49	OIL SPILLAGE	N	25.00	SqFt
50	PATCHING	L	1.00	SqFt
52	RAVELING	L	225.00	SqFt
57	WEATHERING	M	4274.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 109,313 SqFt

Section: 4315 of 5 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 21,176 SqFt **Length:** 90 Ft **Width:** 210 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: 9/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4350.00 SqFt **PCI:** 65

Sample Comments:

43	BLOCK CR	L	40.00	SqFt
48	L & T CR	L	148.00	Ft
52	RAVELING	L	435.00	SqFt
57	WEATHERING	M	3915.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 109,313 SqFt

Section: 4320 of 5 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 9,216 SqFt **Length:** 180 Ft **Width:** 50 Ft

Slabs: 64 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,270 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: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 20.00 Slabs **PCI:** 86

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP NE **Name:** NORTHEAST APRON **Use:** APRON **Area:** 109,313 SqFt

Section: 4325 of 5 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 49,524 SqFt **Length:** 350 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: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3505.00 SqFt **PCI:** 58

Sample Comments:

41	ALLIGATOR CR	L	6.00	SqFt
48	L & T CR	L	34.00	Ft
49	OIL SPILLAGE	N	20.00	SqFt
52	RAVELING	L	691.00	SqFt
52	RAVELING	M	50.00	SqFt
57	WEATHERING	M	2764.00	SqFt

Sample Number: 105 **Type:** R **Area:** 4900.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	77.00	Ft
50	PATCHING	L	64.00	SqFt
52	RAVELING	L	1934.00	SqFt
57	WEATHERING	M	2902.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP RU W **Name:** WEST RUN-UP APRON **Use:** APRON **Area:** 60,056 SqFt

Section: 2310 of 1 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 60,056 SqFt **Length:** 465 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: 6/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 208 **Type:** R **Area:** 6450.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6450.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4105 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 192,000 SqFt **Length:** 700 Ft **Width:** 300 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 39 **Surveyed:** 5

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	1000.00	SqFt
48	L & T CR	L	341.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	563.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Sample Number: 205 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	71.00	Ft
48	L & T CR	M	6.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	293.00	Ft
48	L & T CR	M	18.00	Ft
52	RAVELING	L	1490.00	SqFt
52	RAVELING	M	35.00	SqFt
56	SWELLING	L	450.00	SqFt
57	WEATHERING	M	3475.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	139.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Sample Number: 606 **Type:** R **Area:** 4000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	134.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	12.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4110 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 253,679 SqFt **Length:** 800 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 50 **Surveyed:** 5

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	45.00	Ft
57	WEATHERING	M	5000.00	SqFt

Sample Number: 111 **Type:** R **Area:** 4685.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	13.00	Ft
52	RAVELING	L	23.00	SqFt
57	WEATHERING	M	4662.00	SqFt

Sample Number: 213 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	161.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	8.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 510 **Type:** R **Area:** 6044.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	418.00	Ft
49	OIL SPILLAGE	N	60.00	SqFt
52	RAVELING	L	907.00	SqFt
57	WEATHERING	M	5137.00	SqFt

Sample Number: 515 **Type:** R **Area:** 5501.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	215.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	275.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	5226.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4115 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 825,309 SqFt **Length:** 2,775 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1967	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1967	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/1998	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 166 **Surveyed:** 10

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 227 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	110.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	555.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 230 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	237.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	267.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 235 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	95.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	2750.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 317 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	123.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	22.00	SqFt
56	SWELLING	M	10.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	60.00	Ft
49	OIL SPILLAGE	N	12.00	SqFt

57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 419 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	31.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 534 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	230.00	Ft
49	OIL SPILLAGE	N	8.00	SqFt
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	80.00	SqFt
57	WEATHERING	L	1750.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 539 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	16.00	Ft
49	OIL SPILLAGE	N	30.00	SqFt
52	RAVELING	M	55.00	SqFt
57	WEATHERING	L	2967.00	SqFt
57	WEATHERING	M	1978.00	SqFt

Sample Number: 626 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	148.00	Ft
57	WEATHERING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4125 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 35,015 SqFt **Length:** 221 Ft **Width:** 160 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4650.00 SqFt **PCI:** 56

Sample Comments:

45	DEPRESSION	L	35.00	SqFt
48	L & T CR	L	149.00	Ft
49	OIL SPILLAGE	N	10.00	SqFt
52	RAVELING	L	668.00	SqFt
52	RAVELING	M	30.00	SqFt
56	SWELLING	L	26.00	SqFt
57	WEATHERING	M	3952.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4130 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 19,714 SqFt **Length:** 264 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 32

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5940.00 SqFt **PCI:** 32

Sample Comments:

41	ALLIGATOR CR	L	50.00	SqFt
41	ALLIGATOR CR	M	190.00	SqFt
43	BLOCK CR	L	1300.00	SqFt
48	L & T CR	L	200.00	Ft
52	RAVELING	L	5643.00	SqFt
53	RUTTING	L	300.00	SqFt
57	WEATHERING	M	297.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4135 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 29,788 SqFt **Length:** 750 Ft **Width:** 36 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	2800.00	SqFt
48	L & T CR	L	237.00	Ft
52	RAVELING	L	3500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 1,409,783 SqFt

Section: 4140 of 7 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 54,278 SqFt **Length:** 1,890 Ft **Width:** 25 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 13 **Surveyed:** 3

Conditions: **PCI:** 42

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5097.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	1430.00	SqFt
45	DEPRESSION	L	101.00	SqFt
48	L & T CR	L	155.00	Ft
48	L & T CR	M	50.00	Ft
49	OIL SPILLAGE	N	20.00	SqFt
52	RAVELING	L	2548.00	SqFt
57	WEATHERING	M	2549.00	SqFt

Sample Number: 402 **Type:** R **Area:** 4590.00 SqFt **PCI:** 43

Sample Comments:

43	BLOCK CR	L	4129.00	SqFt
43	BLOCK CR	M	218.00	SqFt
45	DEPRESSION	L	12.00	SqFt
50	PATCHING	L	234.00	SqFt
52	RAVELING	L	4352.00	SqFt
52	RAVELING	H	4.00	SqFt

Sample Number: 501 **Type:** R **Area:** 3500.00 SqFt **PCI:** 33

Sample Comments:

48	L & T CR	L	290.00	Ft
52	RAVELING	M	3482.00	SqFt
52	RAVELING	H	18.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 51,809 SqFt

Section: 4410 of 2 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 45,220 SqFt **Length:** 400 Ft **Width:** 100 Ft

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

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

Section Comments:

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

Work Date: 1/1/2014 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 9/20/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5950.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	485.00	Ft
50	PATCHING	L	220.00	SqFt
52	RAVELING	L	5157.00	SqFt
52	RAVELING	M	573.00	SqFt

Sample Number: 501 **Type:** R **Area:** 5355.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	563.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	108.00	SqFt
52	RAVELING	L	5247.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: AP SE **Name:** SOUTHEAST APRON **Use:** APRON **Area:** 51,809 SqFt

Section: 4415 of 2 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 6,589 SqFt **Length:** 65 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: 6/1/2014 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6589.00 SqFt **PCI:** 86

Sample Comments:

49	OIL SPILLAGE	N	2.00	SqFt
57	WEATHERING	L	5601.00	SqFt
57	WEATHERING	M	988.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 600,300 SqFt

Section: 6205 of 4 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 208,200 SqFt **Length:** 2,082 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 10/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 80 **Surveyed:** 16

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	14.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	45.00	Ft
56	SWELLING	L	1.00	SqFt
57	WEATHERING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	187.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 317 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

41	ALLIGATOR CR	L	108.00	SqFt
48	L & T CR	L	218.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

41	ALLIGATOR CR	L	4.00	SqFt
48	L & T CR	L	178.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	282.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	224.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	255.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 338 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	133.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 343 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

41	ALLIGATOR CR	L	16.00	SqFt
48	L & T CR	L	185.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 348 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	205.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 353 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

45	DEPRESSION	L	16.00	SqFt
48	L & T CR	L	230.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 358 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	222.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	251.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 372 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	L	14.00	SqFt
48	L & T CR	L	218.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 378 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

41	ALLIGATOR CR	L	196.00	SqFt

42	BLEEDING	N	52.00	SqFt
48	L & T CR	L	229.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 600,300 SqFt

Section: 6210 of 4 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 104,100 SqFt **Length:** 2,082 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 10/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 40 **Surveyed:** 7

Conditions: **PCI:** 74 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	95.00	Ft
52	RAVELING	L	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	2.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 172 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	89.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	176.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 556 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	70.00	Ft
52	RAVELING	L	2250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 572 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	318.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 600,300 SqFt

Section: 6220 of 4 **From:** - **To:** - **Last Const.:** 5/1/2021

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

Area: 96,000 SqFt **Length:** 1,920 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 5/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 40 **Surveyed:** 7

Conditions: **PCI:** 74 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4750.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	95.00	Ft
52	RAVELING	L	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	2.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 172 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	89.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	176.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 556 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	70.00	Ft
52	RAVELING	L	2250.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 572 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	318.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 600,300 SqFt

Section: 6225 of 4 **From:** - **To:** - **Last Const.:** 5/1/2021

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

Area: 192,000 SqFt **Length:** 1,920 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 5/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 80 **Surveyed:** 16

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	14.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	45.00	Ft
56	SWELLING	L	1.00	SqFt
57	WEATHERING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	187.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 317 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

41	ALLIGATOR CR	L	108.00	SqFt
48	L & T CR	L	218.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

41	ALLIGATOR CR	L	4.00	SqFt
48	L & T CR	L	178.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	282.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	224.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	255.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 338 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	133.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 343 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

41	ALLIGATOR CR	L	16.00	SqFt
48	L & T CR	L	185.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 348 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	205.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 353 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

45	DEPRESSION	L	16.00	SqFt
48	L & T CR	L	230.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 358 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	222.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	251.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 372 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

41	ALLIGATOR CR	L	14.00	SqFt
48	L & T CR	L	218.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 378 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

41	ALLIGATOR CR	L	196.00	SqFt

42	BLEEDING	N	52.00	SqFt
48	L & T CR	L	229.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6104 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 20,000 SqFt **Length:** 200 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: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	527.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	900.00	SqFt
57	WEATHERING	L	3485.00	SqFt
57	WEATHERING	M	615.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 460,000 SqFt **Length:** 4,600 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 92 **Surveyed:** 19

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	141.00	Ft
48	L & T CR	M	24.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	3250.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 309 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	129.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	240.00	SqFt
57	WEATHERING	L	3510.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	212.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	950.00	SqFt

Sample Number: 316 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	194.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	3550.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	225.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	400.00	SqFt
57	WEATHERING	L	3400.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	190.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	3250.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 331 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	164.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2950.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	248.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3450.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 340 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	148.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	183.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 352 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	197.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 358 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	152.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2950.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 364 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	286.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2950.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 367 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	159.00	Ft
48	L & T CR	M	12.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	149.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 376 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	15.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 383 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	241.00	Ft
48	L & T CR	M	12.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3400.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 388 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	12.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	229.00	Ft
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6109 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 10,000 SqFt **Length:** 400 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	353.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	1650.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	3182.00	SqFt
57	WEATHERING	M	168.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6110 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 230,000 SqFt **Length:** 9,200 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2001 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 46 **Surveyed:** 8

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	67.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	8.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 184 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	78.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	134.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 520 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	188.00	Ft
52	RAVELING	L	2400.00	SqFt
57	WEATHERING	L	2600.00	SqFt

Sample Number: 580 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	190.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	178.00	Ft

57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6126 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 10,100 SqFt **Length:** 404 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: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 596 **Type:** R **Area:** 5050.00 SqFt **PCI:** 59

Sample Comments:

41	ALLIGATOR CR	L	5.00	SqFt
48	L & T CR	L	60.00	Ft
52	RAVELING	L	900.00	SqFt
52	RAVELING	M	300.00	SqFt
57	WEATHERING	L	2450.00	SqFt
57	WEATHERING	M	1400.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9L-27R **Name:** RUNWAY 9L-27R **Use:** RUNWAY **Area:** 750,300 SqFt

Section: 6131 of 6 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 20,200 SqFt **Length:** 202 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: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 396 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	272.00	Ft
52	RAVELING	L	969.00	SqFt
57	WEATHERING	L	3023.00	SqFt
57	WEATHERING	M	1008.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6302 of 8 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 100,000 SqFt **Length:** 1,000 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	388.00	Ft
48	L & T CR	M	5.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	2800.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	403.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	L	2.00	SqFt
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	1999.00	SqFt
57	WEATHERING	M	2499.00	SqFt

Sample Number: 308 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	200.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	2.00	SqFt
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	1999.00	SqFt
57	WEATHERING	M	2499.00	SqFt

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6304 of 8 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 17,500 SqFt **Length:** 175 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 321 **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
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	1940.00	SqFt
57	WEATHERING	M	2910.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6305 of 8 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 462,500 SqFt **Length:** 4,625 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 93 **Surveyed:** 19

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 325 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
48	L & T CR	L	106.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	L	2290.00	SqFt
57	WEATHERING	M	1960.00	SqFt

Sample Number: 330 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	115.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
48	L & T CR	L	173.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	111.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 348 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	241.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 352 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	212.00	Ft
52	RAVELING	L	400.00	SqFt
56	SWELLING	L	4.00	SqFt
57	WEATHERING	L	3640.00	SqFt
57	WEATHERING	M	960.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	248.00	Ft
52	RAVELING	L	217.00	SqFt
57	WEATHERING	L	3826.00	SqFt
57	WEATHERING	M	957.00	SqFt

Sample Number: 362 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	86.00	Ft
52	RAVELING	L	195.00	SqFt
56	SWELLING	L	19.00	SqFt
57	WEATHERING	L	2883.00	SqFt
57	WEATHERING	M	1922.00	SqFt

Sample Number: 365 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	97.00	Ft
52	RAVELING	L	220.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	135.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	2850.00	SqFt
57	WEATHERING	M	1900.00	SqFt

Sample Number: 377 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	95.00	Ft
48	L & T CR	M	3.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	2880.00	SqFt
57	WEATHERING	M	1920.00	SqFt

Sample Number: 384 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	233.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	266.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2970.00	SqFt
57	WEATHERING	M	1980.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	202.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 398 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	174.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	2800.00	SqFt

57	WEATHERING	M	700.00	SqFt

Sample Number: 403 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	134.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	L	2895.00	SqFt
57	WEATHERING	M	1930.00	SqFt

Sample Number: 407 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	181.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	251.00	SqFt
57	WEATHERING	L	3749.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 412 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	162.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	3360.00	SqFt
57	WEATHERING	M	1440.00	SqFt

Sample Number: 415 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

41	ALLIGATOR CR	L	42.00	SqFt
48	L & T CR	L	237.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6306 of 8 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 20,100 SqFt **Length:** 201 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 418 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	132.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	2950.00	SqFt
57	WEATHERING	M	50.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6307 of 8 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 50,000 SqFt **Length:** 2,000 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	219.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	1500.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	306.00	Ft
56	SWELLING	L	3.00	SqFt
57	WEATHERING	L	4499.00	SqFt
57	WEATHERING	M	501.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6309 of 8 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 8,750 SqFt **Length:** 350 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 520 **Type:** R **Area:** 4375.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	371.00	Ft
57	WEATHERING	L	3937.00	SqFt
57	WEATHERING	M	438.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6310 of 8 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 231,250 SqFt **Length:** 9,250 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 46 **Surveyed:** 8

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	27.00	Ft
52	RAVELING	L	616.00	SqFt
57	WEATHERING	L	3288.00	SqFt
57	WEATHERING	M	1096.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 176 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	152.00	Ft
57	WEATHERING	L	2500.00	SqFt
57	WEATHERING	M	2500.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	207.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 528 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	42.00	Ft
52	RAVELING	L	750.00	SqFt
56	SWELLING	L	26.00	SqFt
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 544 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	197.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	950.00	SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	63.00	Ft
57	WEATHERING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 596 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	88.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: RW 9R-27L **Name:** RUNWAY 9R-27L **Use:** RUNWAY **Area:** 900,150 SqFt

Section: 6311 of 8 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 10,050 SqFt **Length:** 402 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 216 **Type:** R **Area:** 5025.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	135.00	Ft
48	L & T CR	M	12.00	Ft
52	RAVELING	L	1800.00	SqFt
57	WEATHERING	L	3161.00	SqFt
57	WEATHERING	M	64.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 1 **Name:** TAXIWAY 1 **Use:** TAXIWAY **Area:** 12,843 SqFt

Section: 270 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 12,843 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 700 **Type:** R **Area:** 5721.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	66.00	Ft
57	WEATHERING	L	4005.00	SqFt
57	WEATHERING	M	1716.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 15 **Name:** TAXIWAY 15 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 350 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 19,697 SqFt **Length:** 115 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 4761.00 SqFt **PCI:** 77

Sample Comments:

45	DEPRESSION	L	20.00	SqFt
48	L & T CR	L	125.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4047.00	SqFt
57	WEATHERING	M	714.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 16 **Name:** TAXIWAY 16 **Use:** TAXIWAY **Area:** 19,698 SqFt

Section: 360 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 11,992 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 4761.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	58.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	4047.00	SqFt
57	WEATHERING	M	714.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 16 **Name:** TAXIWAY 16 **Use:** TAXIWAY **Area:** 19,698 SqFt

Section: 365 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 7,706 SqFt **Length:** 60 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**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: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 3563.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	128.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	2850.00	SqFt
57	WEATHERING	M	713.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 17 **Name:** TAXIWAY 17 **Use:** TAXIWAY **Area:** 12,809 SqFt

Section: 370 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 12,809 SqFt **Length:** 190 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 700 **Type:** R **Area:** 5781.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	179.00	Ft
56	SWELLING	L	26.00	SqFt
57	WEATHERING	L	5203.00	SqFt
57	WEATHERING	M	578.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 2 **Name:** TAXIWAY 2 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 260 of 1 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 19,697 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2006	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 67 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 4761.00 SqFt **PCI:** 67

Sample Comments:

45	DEPRESSION	L	45.00	SqFt
48	L & T CR	L	15.00	Ft
52	RAVELING	L	96.00	SqFt
57	WEATHERING	L	2332.00	SqFt
57	WEATHERING	M	2333.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 3 **Name:** TAXIWAY 3 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 250 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 19,697 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 4761.00 SqFt **PCI:** 70

Sample Comments:

45	DEPRESSION	L	54.00	SqFt
48	L & T CR	L	18.00	Ft
52	RAVELING	L	238.00	SqFt
57	WEATHERING	L	3095.00	SqFt
57	WEATHERING	M	1428.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 4 **Name:** TAXIWAY 4 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 240 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 19,697 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 6829.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	65.00	Ft
52	RAVELING	L	273.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4849.00	SqFt
57	WEATHERING	M	1707.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 5 **Name:** TAXIWAY 5 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 230 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 19,697 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4761.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	36.00	Ft
52	RAVELING	L	48.00	SqFt
57	WEATHERING	L	3523.00	SqFt
57	WEATHERING	M	1190.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 6 **Name:** TAXIWAY 6 **Use:** TAXIWAY **Area:** 19,697 SqFt

Section: 220 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 19,697 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 6829.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	31.00	Ft
52	RAVELING	L	273.00	SqFt
57	WEATHERING	L	4849.00	SqFt
57	WEATHERING	M	1707.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW 7 **Name:** TAXIWAY 7 **Use:** TAXIWAY **Area:** 18,557 SqFt

Section: 210 of 1 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 18,557 SqFt **Length:** 200 Ft **Width:** 90 Ft

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

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

Section Comments:

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

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4256.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	43.00	SqFt
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	2085.00	SqFt
57	WEATHERING	M	2128.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 298,075 SqFt

Section: 103 of 4 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 8,250 SqFt **Length:** 165 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: 1/1/1965	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4125.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4125.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 298,075 SqFt

Section: 104 of 4 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 9,750 SqFt **Length:** 195 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4750.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4750.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 298,075 SqFt

Section: 105 of 4 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 261,575 SqFt **Length:** 4,270 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/2005 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 52 **Surveyed:** 10

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	231.00	Ft
48	L & T CR	M	51.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	205.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	3975.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	136.00	Ft
48	L & T CR	M	66.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	236.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	143.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	97.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 145 **Type:** R **Area:** 6500.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	115.00	Ft
57	WEATHERING	L	5200.00	SqFt
57	WEATHERING	M	1300.00	SqFt

Sample Number: 150 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	115.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	141.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 158 **Type:** R **Area:** 4997.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	94.00	Ft
57	WEATHERING	L	3997.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 298,075 SqFt

Section: 108 of 4 **From:** - **To:** - **Last Const.:** 1/1/2000

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

Area: 18,500 SqFt **Length:** 370 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: 1/1/1965 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2000 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	404.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	303.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 30,745 SqFt

Section: 110 of 1 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 30,745 SqFt **Length:** 390 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5561.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5561.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 50,475 SqFt

Section: 120 of 1 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 50,475 SqFt **Length:** 300 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4486.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	3589.00	SqFt
57	WEATHERING	M	897.00	SqFt

Sample Number: 203 **Type:** R **Area:** 3834.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	22.00	Ft
57	WEATHERING	L	2875.00	SqFt
57	WEATHERING	M	959.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 58,938 SqFt

Section: 124 of 2 **From:** - **To:** - **Last Const.:** 1/1/2000

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

Area: 26,792 SqFt **Length:** 300 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: 1/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3967.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	51.00	Ft
52	RAVELING	L	35.00	SqFt
57	WEATHERING	L	1554.00	SqFt
57	WEATHERING	M	2378.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 58,938 SqFt

Section: 125 of 2 **From:** - **To:** - **Last Const.:** 1/1/2000

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

Area: 32,146 SqFt **Length:** 320 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2000	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/20/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	141.00	Ft
52	RAVELING	L	700.00	SqFt
56	SWELLING	L	62.00	SqFt
57	WEATHERING	L	1300.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5217.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	193.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	M	3838.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW AP NE **Name:** NORTHEAST APRON TAXIWAY **Use:** TAXIWAY **Area:** 44,691 SqFt

Section: 1005 of 1 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 44,691 SqFt **Length:** 1,200 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

Last Insp. Date: 9/20/2022 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 503 **Type:** R **Area:** 3503.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	114.00	SqFt
45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	234.00	Ft
52	RAVELING	L	696.00	SqFt
52	RAVELING	M	5.00	SqFt
57	WEATHERING	M	2802.00	SqFt

Sample Number: 509 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	350.00	SqFt
48	L & T CR	L	349.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW AP SE **Name:** SOUTHEAST APRON TAXIWAY **Use:** TAXIWAY **Area:** 42,813 SqFt

Section: 1105 of 1 **From:** - **To:** - **Last Const.:** 10/1/2021

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

Area: 42,813 SqFt **Length:** 675 Ft **Width:** 35 Ft

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

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

Section Comments:

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

Work Date: 10/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 57 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5307.00 SqFt **PCI:** 57

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
48	L & T CR	L	644.00	Ft
52	RAVELING	L	796.00	SqFt
57	WEATHERING	L	4246.00	SqFt
57	WEATHERING	M	265.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 136,808 SqFt

Section: 910 of 3 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 83,342 SqFt **Length:** 1,660 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: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 17 **Surveyed:** 3

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	880.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	544.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

42	BLEEDING	N	27.00	SqFt
48	L & T CR	L	556.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 136,808 SqFt

Section: 915 of 3 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 5,336 SqFt **Length:** 90 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: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 10/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 67 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	520.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	637.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

42	BLEEDING	N	12.00	SqFt
48	L & T CR	L	240.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 136,808 SqFt

Section: 920 of 3 **From:** - **To:** - **Last Const.:** 7/1/2021

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

Area: 48,130 SqFt **Length:** 850 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 7/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 67 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	520.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	637.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

42	BLEEDING	N	12.00	SqFt
48	L & T CR	L	240.00	Ft
57	WEATHERING	M	5000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 7,838 SqFt

Section: 905 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 7,838 SqFt **Length:** 125 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3037.00 SqFt **PCI:** 59

Sample Comments:

42	BLEEDING	N	15.00	SqFt
48	L & T CR	L	103.00	Ft
50	PATCHING	L	25.00	SqFt
52	RAVELING	L	151.00	SqFt
56	SWELLING	L	56.00	SqFt
57	WEATHERING	M	2861.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C3 **Name:** TAXIWAY C3 **Use:** TAXIWAY **Area:** 17,567 SqFt

Section: 320 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 12,298 SqFt **Length:** 155 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: 1/1/1967 **Work Type:** New Construction - AC **Code:** NC-AC **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: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 3556.00 SqFt **PCI:** 53

Sample Comments:

43	BLOCK CR	L	125.00	SqFt
45	DEPRESSION	L	4.00	SqFt
48	L & T CR	L	406.00	Ft
48	L & T CR	M	2.00	Ft
52	RAVELING	L	40.00	SqFt
56	SWELLING	L	260.00	SqFt
57	WEATHERING	M	3516.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW C3 **Name:** TAXIWAY C3 **Use:** TAXIWAY **Area:** 17,567 SqFt

Section: 325 of 2 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 5,269 SqFt **Length:** 35 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 54 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 3556.00 SqFt **PCI:** 54

Sample Comments:

43	BLOCK CR	L	198.00	SqFt
45	DEPRESSION	L	10.00	SqFt
48	L & T CR	L	395.00	Ft
52	RAVELING	L	356.00	SqFt
56	SWELLING	L	178.00	SqFt
57	WEATHERING	M	3200.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 212,338 SqFt

Section: 400 of 5 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 16,057 SqFt **Length:** 275 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 10/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 39 **Surveyed:** 5

Conditions: **PCI:** 51 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6250.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	322.00	Ft
52	RAVELING	L	5000.00	SqFt
52	RAVELING	M	1250.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

48	L & T CR	L	262.00	Ft
50	PATCHING	M	1.00	SqFt
52	RAVELING	L	2999.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	367.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	447.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	409.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 212,338 SqFt

Section: 405 of 5 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 60,000 SqFt **Length:** 1,200 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 10/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 39 **Surveyed:** 5

Conditions: **PCI:** 51 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6250.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	322.00	Ft
52	RAVELING	L	5000.00	SqFt
52	RAVELING	M	1250.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

48	L & T CR	L	262.00	Ft
50	PATCHING	M	1.00	SqFt
52	RAVELING	L	2999.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	367.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	447.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	409.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 212,338 SqFt

Section: 407 of 5 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 18,131 SqFt **Length:** 360 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3131.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3131.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 212,338 SqFt

Section: 412 of 5 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 9,750 SqFt **Length:** 165 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: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2019	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5025.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5025.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 212,338 SqFt

Section: 425 of 5 **From:** - **To:** - **Last Const.:** 7/1/2020

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

Area: 108,400 SqFt **Length:** 2,168 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2020	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 39 **Surveyed:** 5

Conditions: **PCI:** 51 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6250.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	322.00	Ft
52	RAVELING	L	5000.00	SqFt
52	RAVELING	M	1250.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

48	L & T CR	L	262.00	Ft
50	PATCHING	M	1.00	SqFt
52	RAVELING	L	2999.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	367.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	447.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Sample Number: 133 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	409.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	2000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 25,838 SqFt

Section: 410 of 1 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 25,838 SqFt **Length:** 300 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 6/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 6112.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6112.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 500 of 8 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 19,360 SqFt **Length:** 370 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Work Date: 10/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 43 **Surveyed:** 5

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 155 **Type:** R **Area:** 6800.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	215.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	6500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 501 of 8 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 12,250 SqFt **Length:** 245 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 43 **Surveyed:** 5

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 155 **Type:** R **Area:** 6800.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	215.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	6500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 503 of 8 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 56,119 SqFt **Length:** 1,120 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: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	226.00	Ft
48	L & T CR	M	26.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	241.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 505 of 8 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 103,953 SqFt **Length:** 2,080 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	108.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 155 **Type:** R **Area:** 6800.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	259.00	Ft
57	WEATHERING	L	6120.00	SqFt
57	WEATHERING	M	680.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 510 of 8 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 32,963 SqFt **Length:** 600 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 162 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	83.00	Ft
52	RAVELING	L	30.00	SqFt
57	WEATHERING	L	4224.00	SqFt
57	WEATHERING	M	746.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 535 of 8 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 17,500 SqFt **Length:** 350 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**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: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 158 **Type:** R **Area:** 6250.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	197.00	Ft
48	L & T CR	M	13.00	Ft
52	RAVELING	L	60.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	5262.00	SqFt
57	WEATHERING	M	928.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 550 of 8 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 19,750 SqFt **Length:** 395 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 81 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	27.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 271,728 SqFt

Section: 555 of 8 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 9,833 SqFt **Length:** 190 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Work Date: 10/1/2022 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 43 **Surveyed:** 5

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	1000.00	SqFt
57	WEATHERING	M	4000.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 155 **Type:** R **Area:** 6800.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	215.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	6500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 54,092 SqFt

Section: 513 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

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

Area: 54,092 SqFt **Length:** 300 Ft **Width:** 170 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	239.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	144.00	SqFt
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	3885.00	SqFt
57	WEATHERING	M	971.00	SqFt

Sample Number: 152 **Type:** R **Area:** 3500.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	78.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	2800.00	SqFt
57	WEATHERING	M	700.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 57,738 SqFt

Section: 515 of 2 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 19,201 SqFt **Length:** 192 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: 1/1/1967	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1999	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**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: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 5038.00 SqFt **PCI:** 72

Sample Comments:

45	DEPRESSION	L	97.00	SqFt
48	L & T CR	L	93.00	Ft
52	RAVELING	L	36.00	SqFt
57	WEATHERING	L	4251.00	SqFt
57	WEATHERING	M	751.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 57,738 SqFt

Section: 516 of 2 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 38,537 SqFt **Length:** 388 Ft **Width:** 100 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 4896.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	125.00	Ft
48	L & T CR	M	8.00	Ft
52	RAVELING	L	420.00	SqFt
57	WEATHERING	L	4012.00	SqFt
57	WEATHERING	M	464.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 34,393 SqFt

Section: 520 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 34,393 SqFt **Length:** 175 Ft **Width:** 196 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 197 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	71.00	Ft
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	3850.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E5 **Name:** TAXIWAY E5 **Use:** TAXIWAY **Area:** 26,267 SqFt

Section: 527 of 2 **From:** - **To:** - **Last Const.:** 1/1/1996

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

Area: 15,975 SqFt **Length:** 180 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4141.00 SqFt **PCI:** 63

Sample Comments:

42	BLEEDING	N	8.00	SqFt
48	L & T CR	L	258.00	Ft
48	L & T CR	M	22.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	3652.00	SqFt
57	WEATHERING	M	414.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E5 **Name:** TAXIWAY E5 **Use:** TAXIWAY **Area:** 26,267 SqFt

Section: 540 of 2 **From:** - **To:** - **Last Const.:** 1/1/2020

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

Area: 10,292 SqFt **Length:** 120 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 1/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5141.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	8.00	SqFt
48	L & T CR	L	259.00	Ft
48	L & T CR	M	22.00	Ft
52	RAVELING	L	874.00	SqFt
57	WEATHERING	L	2133.00	SqFt
57	WEATHERING	M	2134.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E6 **Name:** TAXIWAY E6 **Use:** TAXIWAY **Area:** 58,338 SqFt

Section: 529 of 2 **From:** - **To:** - **Last Const.:** 12/25/1999

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

Area: 26,192 SqFt **Length:** 300 Ft **Width:** 75 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5579.00 SqFt **PCI:** 60

Sample Comments:

41	ALLIGATOR CR	L	6.00	SqFt
45	DEPRESSION	L	24.00	SqFt
48	L & T CR	L	104.00	Ft
50	PATCHING	M	3.00	SqFt
52	RAVELING	L	25.00	SqFt
57	WEATHERING	M	5551.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW E6 **Name:** TAXIWAY E6 **Use:** TAXIWAY **Area:** 58,338 SqFt

Section: 530 of 2 **From:** - **To:** - **Last Const.:** 1/1/1999

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

Area: 32,146 SqFt **Length:** 300 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1999 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	233.00	Ft
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 404 **Type:** R **Area:** 5217.00 SqFt **PCI:** 71

Sample Comments:

42	BLEEDING	N	9.00	SqFt
48	L & T CR	L	221.00	Ft
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	4174.00	SqFt
57	WEATHERING	M	1043.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 57,730 SqFt

Section: 605 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

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

Area: 57,730 SqFt **Length:** 1,050 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4423.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	288.00	Ft
52	RAVELING	L	88.00	SqFt
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	3893.00	SqFt
57	WEATHERING	M	442.00	SqFt

Sample Number: 104 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	155.00	Ft
56	SWELLING	L	4.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	77.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 169,678 SqFt

Section: 705 of 4 **From:** - **To:** - **Last Const.:** 1/1/2006

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

Area: 51,622 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: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 205 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	145.00	Ft
48	L & T CR	M	18.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 209 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	71.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3430.00	SqFt
57	WEATHERING	M	1470.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 169,678 SqFt

Section: 710 of 4 **From:** - **To:** - **Last Const.:** 1/1/2020

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

Area: 17,106 SqFt **Length:** 340 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: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2020 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 7000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	339.00	Ft
50	PATCHING	L	900.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	6100.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 169,678 SqFt

Section: 715 of 4 **From:** - **To:** - **Last Const.:** 5/1/2021

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

Area: 50,475 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 5/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 60 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4486.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	347.00	Ft
52	RAVELING	L	4037.00	SqFt
52	RAVELING	M	449.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3834.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	150.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	3642.00	SqFt
52	RAVELING	M	192.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 169,678 SqFt

Section: 720 of 4 **From:** - **To:** - **Last Const.:** 1/1/2002

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

Area: 50,475 SqFt **Length:** 300 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: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2002	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4486.00 SqFt **PCI:** 82

Sample Comments:

56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	3140.00	SqFt
57	WEATHERING	M	1346.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3834.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	6.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	2684.00	SqFt
57	WEATHERING	M	1150.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 169,382 SqFt

Section: 815 of 3 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 9,243 SqFt **Length:** 190 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: 1/1/1998	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	257.00	Ft
56	SWELLING	L	160.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW H **Name:** TAXIWAY H **Use:** TAXIWAY **Area:** 169,382 SqFt

Section: 820 of 3 **From:** - **To:** - **Last Const.:** 1/1/2020

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

Area: 51,082 SqFt **Length:** 1,028 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: 1/1/1998	**Work Type:** BUILT		**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay		**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2020	**Work Type:** Mill and Overlay		**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 68 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	12.00	SqFt
48	L & T CR	L	224.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt

Sample Number: 111 **Type:** R **Area:** 6192.00 SqFt **PCI:** 64

Sample Comments:

42	BLEEDING	N	12.00	SqFt
45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	260.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	5942.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	68.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	M	4950.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW H4 **Name:** TAXIWAY H4 **Use:** TAXIWAY **Area:** 18,456 SqFt

Section: 330 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 12,767 SqFt **Length:** 200 Ft **Width:** 85 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 3801.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	68.00	Ft
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	3041.00	SqFt
57	WEATHERING	M	760.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW H4 **Name:** TAXIWAY H4 **Use:** TAXIWAY **Area:** 18,456 SqFt

Section: 335 of 2 **From:** - **To:** - **Last Const.:** 10/1/2022

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

Area: 5,689 SqFt **Length:** 120 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 10/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 70 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5689.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	313.00	Ft
56	SWELLING	L	90.00	SqFt
57	WEATHERING	L	2845.00	SqFt
57	WEATHERING	M	2844.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW H5 **Name:** TAXIWAY H5 **Use:** TAXIWAY **Area:** 17,255 SqFt

Section: 340 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 17,255 SqFt **Length:** 190 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

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

Last Insp. Date: 9/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 3295.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	84.00	Ft
56	SWELLING	L	39.00	SqFt
57	WEATHERING	L	2636.00	SqFt
57	WEATHERING	M	659.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 80,301 SqFt

Section: 1010 of 5 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 27,574 SqFt **Length:** 300 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2001	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 48 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 3834.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	411.00	Ft
52	RAVELING	L	2684.00	SqFt
52	RAVELING	M	1150.00	SqFt

Sample Number: 205 **Type:** R **Area:** 4631.00 SqFt **PCI:** 46

Sample Comments:

48	L & T CR	L	421.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	3010.00	SqFt
52	RAVELING	M	1621.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 80,301 SqFt

Section: 1035 of 5 **From:** - **To:** - **Last Const.:** 1/1/2022

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

Area: 5,618 SqFt **Length:** 35 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1965	**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: 1/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/24/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 62 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3214.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	125.00	SqFt
48	L & T CR	L	215.00	Ft
52	RAVELING	L	320.00	SqFt
52	RAVELING	M	15.00	SqFt
56	SWELLING	L	133.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 80,301 SqFt

Section: 1040 of 5 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 12,026 SqFt **Length:** 155 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1965 **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: 9/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3214.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	406.00	Ft
52	RAVELING	L	64.00	SqFt
52	RAVELING	M	8.00	SqFt
56	SWELLING	L	121.00	SqFt
57	WEATHERING	M	3142.00	SqFt

Network: TMB **Name:** MIAMI EXECUTIVE AIRPORT

Branch: TW W **Name:** TAXIWAY W **Use:** TAXIWAY **Area:** 57,348 SqFt

Section: 2305 of 1 **From:** - **To:** - **Last Const.:** 6/1/2019

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

Area: 57,348 SqFt **Length:** 570 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: 6/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/20/2022 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3973.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3973.00	SqFt

Sample Number: 107 **Type:** R **Area:** 3584.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3584.00	SqFt

FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

FDOT | AVIATION