FLORIDA DEPARTMENT OF TRANSPORTATION | AVIATION OFFICE

2022

Statewide Airfield Pavement Management Program



Airport Pavement Evaluation Report

TMB - Miami Executive Airport | District 6





Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

Prepared by:

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

Website: FDOT Aviation Office

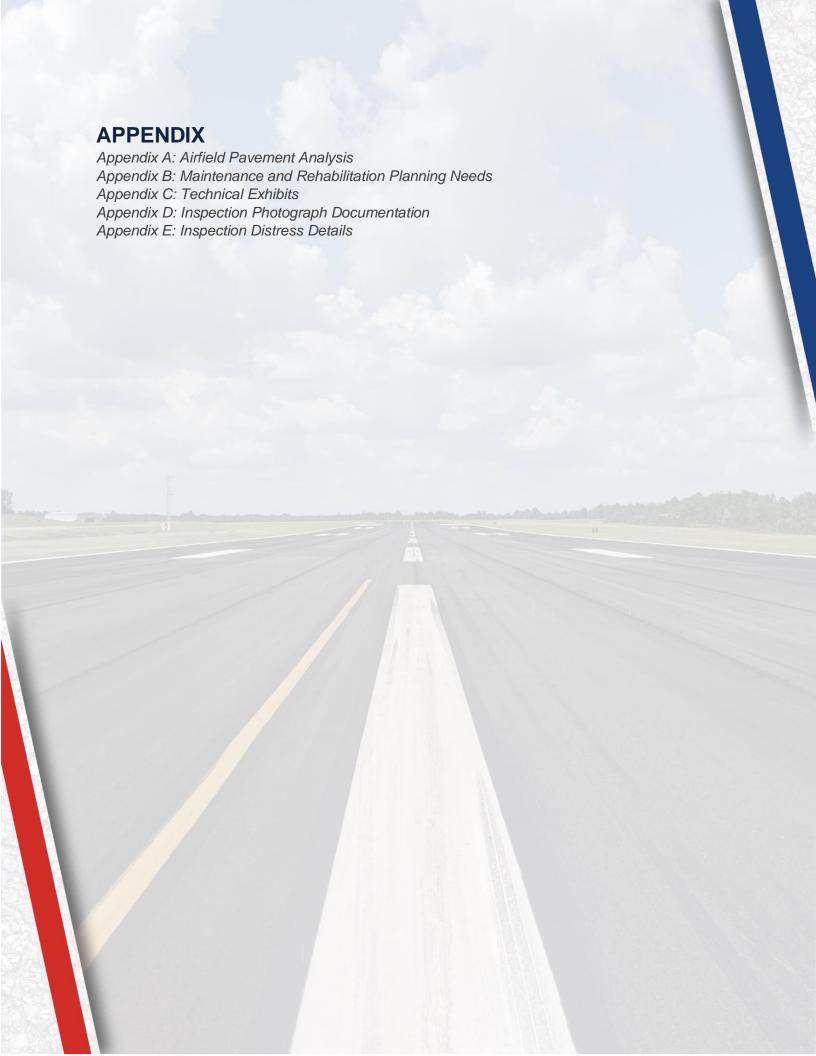
Interactive Web Application: FDOT SAPMP Interactive Web Application



TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
Program Background	1
Current Pavement Conditions	2
Forecasted Pavement Conditions	
Major Rehabilitation Planning 2023-2032	8
CHAPTER 1 – INTRODUCTION	12
1.1 Background	12
1.2 Stakeholders	14
1.3 General Scope of Work	14
1.4 FDOT SAPMP Objectives	15
CHAPTER 2 – METHODOLOGY	18
2.1 Airfield Pavement Database	
2.2 Airfield Pavement Record Keeping (Historical Records Research)	19
2.3 Airfield Pavement Structure	19
2.3.1 Asphalt Concrete	
2.3.2 Portland Cement Concrete	
2.3.3 Composite Structure – Whitetopping Pavement	
2.4 Airfield Pavement Traffic	
2.5 Pavement Management Program Network Definition Terminology	
2.5.1 Pavement Network Identification	
2.5.2 Pavement Branch Identification	
2.5.3 Pavement Section Identification	
2.5.4 Pavement Sample Unit Identification	
2.5.5 Terminology Summary	
2.6 Airfield PCI Survey Methodology	
2.6.1 Pavement Distress Types	
2.6.2 PCI Survey Procedures	24
CHAPTER 3 – AIRFIELD PAVEMENT SYSTEM INVENTORY	
3.1 Airfield Pavement Network Information	
3.1.1 Previous and/or Anticipated Airfield Pavement Construction	
3.1.2 Estimated Pavement Age	
3.1.3 Functional Use	
3.1.4 Pavement Surface Type	32
3.1.5 Pavement System Inventory Details	33
CHAPTER 4 - AIRFIELD PAVEMENT CONDITION ANALYSIS	
4.1 Airfield Pavement Condition Index	
4.1.1 Network-Level Analysis	
4.1.2 Branch-Level Analysis	
4.1.3 Section-Level Analysis	
4.2 Summary of Pavement Condition Evaluation Results	46

4.2.1 Network-Level Observations	46
4.2.2 Branch-Level Observations	46
CHAPTER 5 – SAPMP CUSTOMIZATION	
5.1 Network-Level Customization	
5.2 Pavement Condition Forecasts	
5.2.1 Forecasting PCI Considerations	
5.2.3 Branch-Level Pavement Condition Forecast	
5.2.4 Section-Level Pavement Condition Forecast	
5.3 Critical PCI Value	
5.4 Localized Maintenance and Repair	
5.4.1 Localized Maintenance and Repair Approach	
5.4.2 Localized Work Types	
5.4.3 Localized Maintenance Planning-Level Unit Costs	
5.4.4 Localized Maintenance and Repair Policy	
5.5 Major Rehabilitation	
5.5.1 Major Rehabilitation Pavement Section Development	
5.5.2 Major Rehabilitation Planning-Level Unit Costs	79
CHAPTER 6 – M&R PLANNING AND BUDGET SCENARIO ANALYSIS	0.4
	81
6.1 Localized Maintenance and Repair Analysis and Recommendations	81
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	81 84
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	81 84 85
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	818585
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	818590
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	81859090
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	8184909090
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION	818485909090
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	8184909090909090
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 - CONCLUSION	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs 6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs CHAPTER 7 – CONCLUSION 7.1 Recommendations 7.1.1 Continued PCI Surveys 7.1.2 Localized Maintenance and Repair 7.1.3 Major Rehabilitation 7.1.4 Pavement Management System 7.2 Supporting Documents Airfield Pavement Network Definition Exhibit Airfield Pavement Estimated Age Exhibit Airfield Pavement Condition Index Exhibit Airfield Pavement Major Rehabilitation Exhibit	
6.1 Localized Maintenance and Repair Analysis and Recommendations 6.2 Major Rehabilitation Needs	

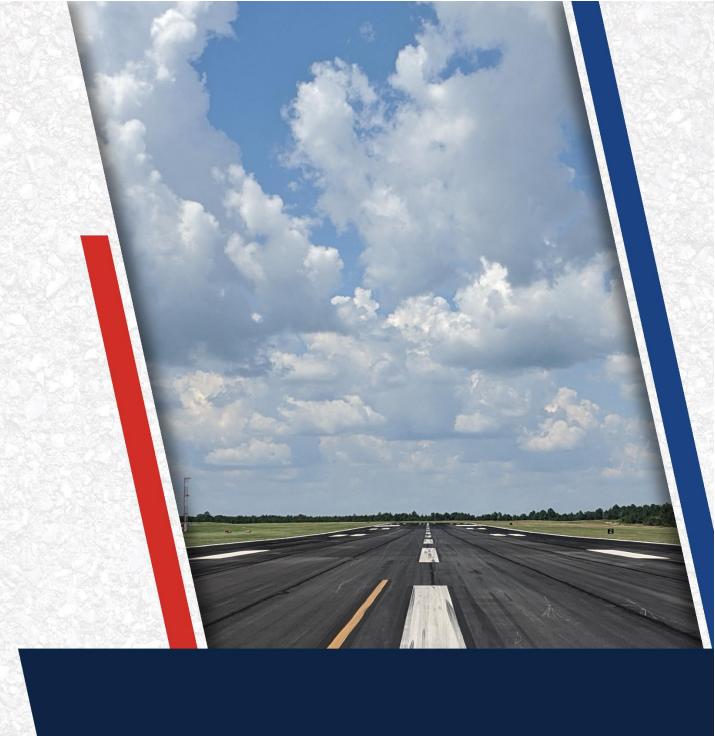


LIST OF TABLES

	_
Table E.2: Forecasted PCI Values 2023-2032 – Section-Level	5
Table E.3: Major Rehabilitation Planning 2023-2032	8
Table 1.2: FDOT SAPMP Stakeholders	4
Table 2.5.5: SAPMP Terminology	2
Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete	3
Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete2	4
Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete2	4
Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete2	5
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction2	7
Table 3.1.5: Pavement System Inventory Details	3
Table 4.1.2: Current Condition Summary – Branch-Level	0
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level	2
Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level	5
Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects6	9
Table 5.3 (b): Critical PCI Values by Branch Use6	
Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete7	4
Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete7	4
Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy7	5
Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy7	6
Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation7	8
Table 5.5.2: RL Major Rehabilitation Planning-Level Unit Cost by Pavement Type7	9
Table 6.1 (a): Year 1 Summary of Localized Maintenance	
Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary82	
Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary8	
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs	5

LIST OF FIGURES

Figure E.1: PCI Rating	1
Figure E.2: Current Condition Summary – Branch-Level	2
Figure E.3: 10-Year Major Rehabilitation Needs by Program Year	10
Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts	13
Figure 1.4: Pavement Life and the Effect of Treatments	16
Figure 2: FDOT SAPMP General Process	18
Figure 3.1.1 (a): Airfield Pavement Network Definition Exhibit	28
Figure 3.1.1 (b): Airfield Pavement System Inventory Exhibit	29
Figure 3.1.2 (a): Age of Pavements at PCI Survey	30
Figure 3.1.2 (b): Airfield Pavement Estimated Age Exhibit	31
Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)	32
Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)	33
Figure 4.1.1: Current Condition – Overall Network	38
Figure 4.1.2 (a): Current Condition Summary – Branch-Level	38
Figure 4.1.2 (b): Current Condition – Runway	39
Figure 4.1.2 (c): Current Condition – Taxiway	39
Figure 4.1.2 (d): Current Condition – Apron	40
Figure 4.1.3: Airfield Pavement Condition Index Exhibit	45
Figure 5.2.3: Forecasted Branch-Level Pavement Performance	64
Figure 5.3 (a): Pavement Life and the Effect of Treatments	68
Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI	70
Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI	70
Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year	87
Figure 6.2.1 (b): Airfield Pavement Major Rehabilitation Exhibit	88



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.

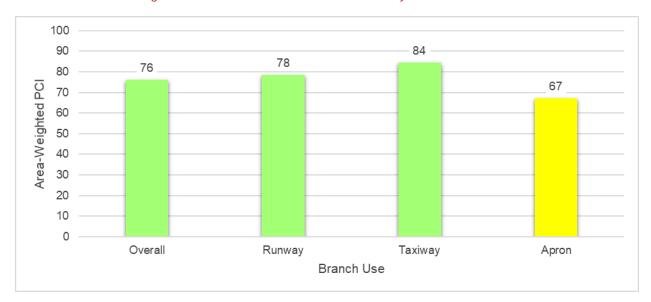


Figure E.2: Current Condition Summary - Branch-Level

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
ТМВ	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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Notwork ID	Branch ID	Branch Has	Section ID	A === (CE)	DCI	Condition Deting
Network ID	Branch ID	Branch Use		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
ТМВ	TW E	Taxiway	501	12,250	100	Good
ТМВ	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
I IVID	1 77 G	Taxiway	700	31,022	14	Salistaciory



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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
ТМВ	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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
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
ТМВ	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
ТМВ	AP S	4125	56	55	55	54	54	53	53	52	52	51	51
ТМВ	AP S	4130	32	30	27	24	21	18	15	12	9	6	3
ТМВ	AP S	4135	55	55	54	53	53	52	52	51	51	50	50
ТМВ	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.

Network Section **Program** Branch Area **PCI** Rehabilitation **Planning Cost Surface** Year ID ID ID (SF) Before Type **Estimate** RW 9L-27R 2023 **TMB** 6104 AAC 20,000 55 AC Rehabilitation \$ 210,000 **TMB** RW 9L-27R AAC 10,000 AC Rehabilitation \$ 105,000 2023 6109 62 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 RW 9R-27L 2023 **TMB** 6305 AAC 462,500 68 AC Rehabilitation \$ 4,857,000 2023 **TMB** RW 9R-27L AC AC Rehabilitation \$ 212,000 6306 20,100 69 2023 **TMB** RW 9R-27L 6307 AC 50,000 68 AC Rehabilitation \$ 525,000 **TMB** RW 9R-27L AAC \$ 92,000 2023 6309 8,750 68 AC Rehabilitation RW 9R-27L **TMB** 10,050 AC Rehabilitation \$ 106,000 2023 6311 AC 65 TW 3 AAC \$ 2023 **TMB** 250 19,697 69 AC Rehabilitation 207,000 \$ TW A 2023 **TMB** 108 AAC 18,500 64 AC Rehabilitation 195,000 2023 **TMB** TW A4 125 AAC 32,146 66 AC Rehabilitation \$ 338,000 TW AP NE 2023 **TMB** 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 **TMB** TW C3 2023 320 AAC 12,298 52 AC Reconstruction \$ 228,000 2023 **TMB** TW E 535 AAC 17,500 66 AC Rehabilitation \$ 184,000 **TMB** TW E1 AC 54,092 68 AC Rehabilitation \$ 568,000 2023 513 **TMB** TW E5 15,975 AC Rehabilitation 168,000 2023 \$

Table E.3: Major Rehabilitation Planning 2023-2032



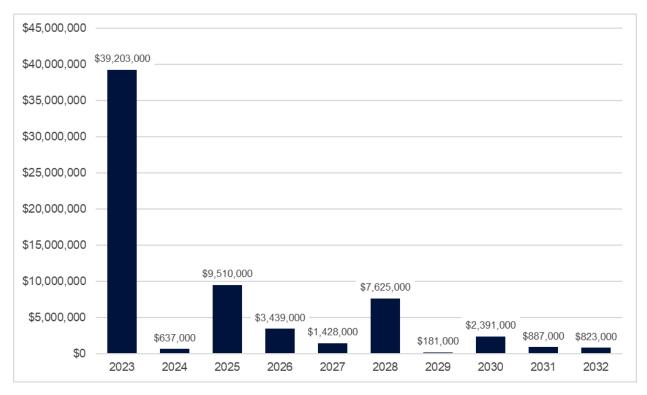
Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before			
2023	ТМВ	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	ТМВ	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	ТМВ	AP N	4230	AC	18,795	35	AC Reconstruction	\$	348,000
2023	ТМВ	AP NE	4310	AC	19,797	59	AC Rehabilitation	\$	208,000
2023	ТМВ	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	ТМВ	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	ТМВ	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	ТМВ	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	ТМВ	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	ТМВ	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	ТМВ	RW 9L-27R	6110	AAC	230,000	70	AC Rehabilitation	\$	3,083,000
2028	ТМВ	TW 15	350	AAC	19,697	69	AC Rehabilitation	\$	264,000
2028	ТМВ	TW 16	365	AAC	7,706	69	AC Rehabilitation	\$	104,000
2028	ТМВ	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	ТМВ	TW 1	270	AAC	12,843	69	AC Rehabilitation	\$	181,000
2030	ТМВ	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	ТМВ	TW E	510	AAC	32,963	70	AC Rehabilitation	\$	488,000
2030	ТМВ	TW H4	330	AAC	12,767	69	AC Rehabilitation	\$	189,000
2031	ТМВ	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".

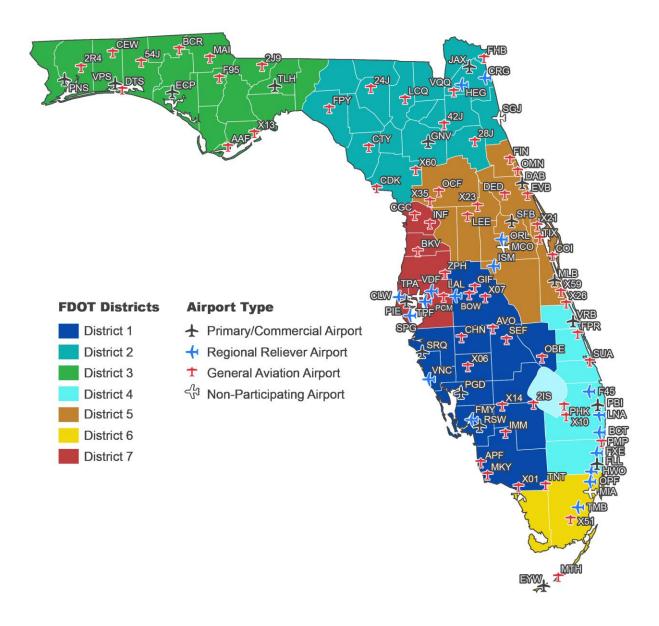
In general, adherence to the FAA Advisory Circulars is mandatory for projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies,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



\$1.00 for Preservation Here Good 86-100 Critical PCI Satisfactory 71-85 Gain in Pavement Life from -Fair **Preservation Treatments** 56-70 Poor 41-55 **Very Poor** 26-40 **Serious** 11-25 Will Cost >>\$5.00 for Reconstruction Here **Failed** 0-10

Figure 1.4: Pavement Life and the Effect of Treatments

Time

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.

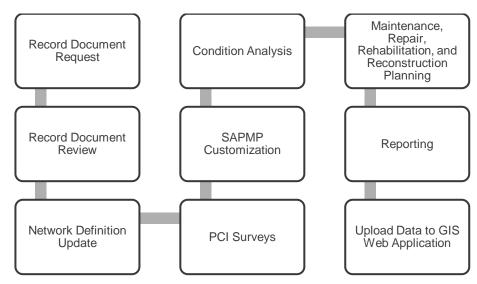


Figure 2: FDOT SAPMP General Process

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.

PAVERTM 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 PAVERTM 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.

<u>Asphalt Concrete Overlaid on Portland Cement Concrete (APC)</u>

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.

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"

Table 2.5.5: SAPMP Terminology

2.6 Airfield PCI Survey Methodology

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



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

2.6.1 Pavement Distress Types

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

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.

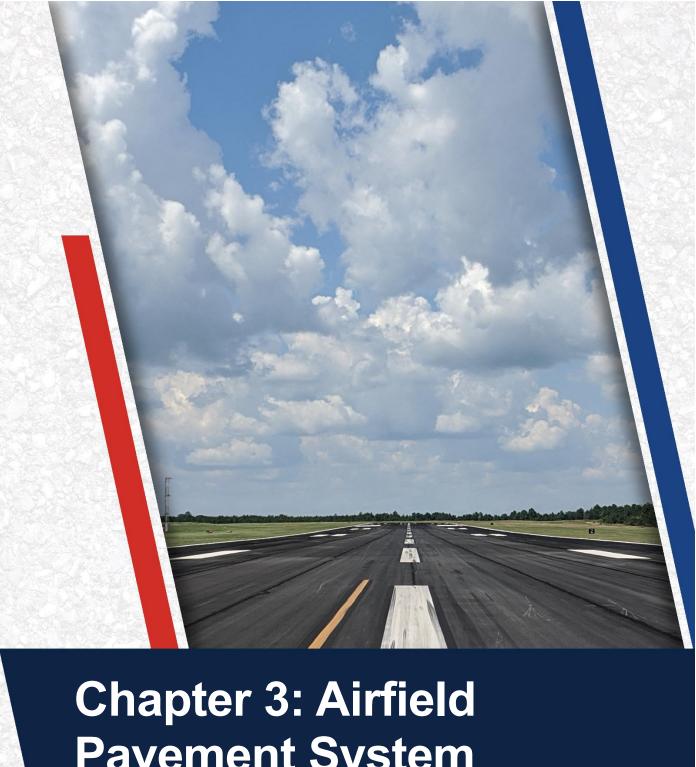
Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

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.



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

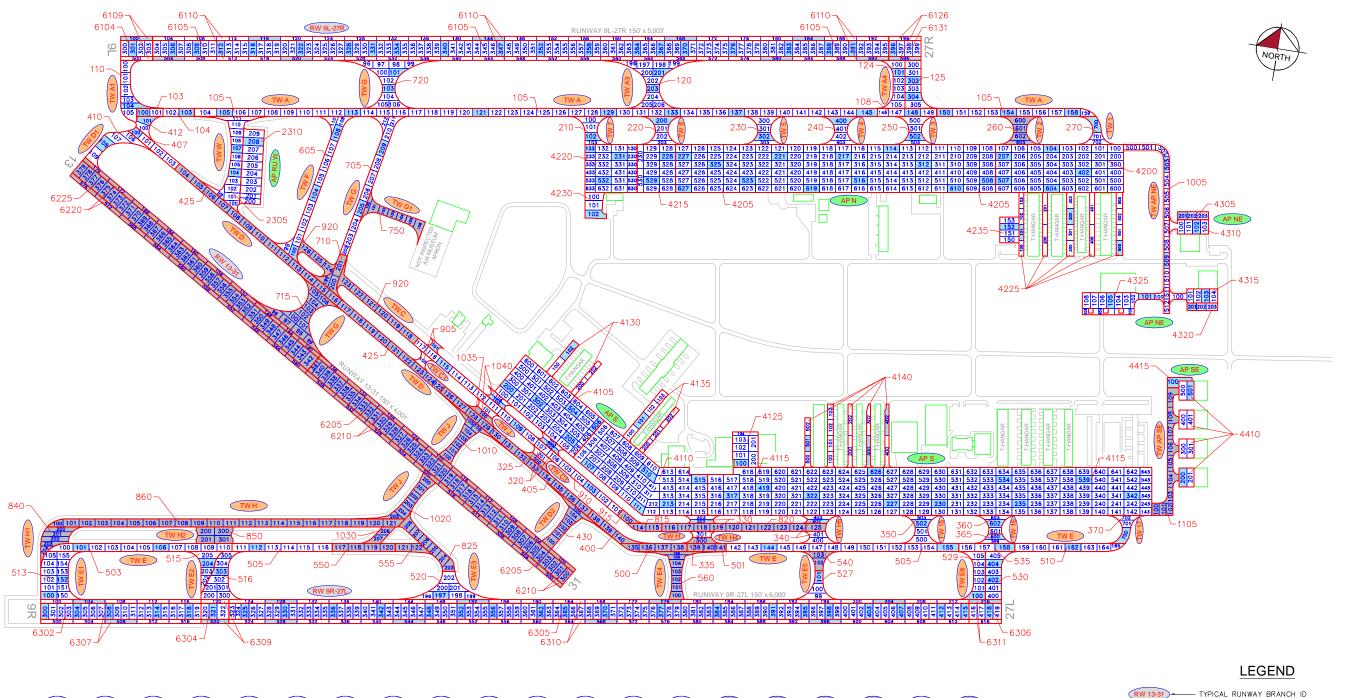
Construction Year	Location	Work Type / Pavement Section
	TW A, TW A1, TW D1	Mill and Overlay 2" AC Mill and Overlay
2019	TW A, TW D	Complete Reconstruction - AC 2" AC, 10" Limerock Base, 12" Stabilized Subgrade
	AP RU W, TW W	New Construction - AC 4" AC, 10" Limerock Base, 12" Stabilized Subgrade
2020	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

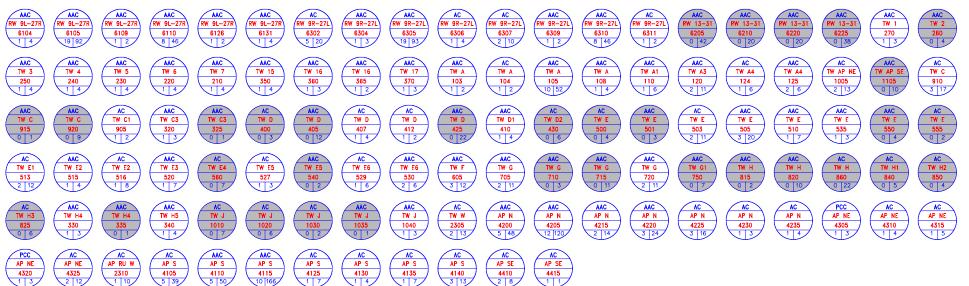
The Airport provided a combination of record drawings, reports, and staff input, which aided in developing the construction history of the Airport's pavements since inception. Major rehabilitation and construction activities performed in the last 24 months, or anticipated in the next 24 months, are assumed 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.









TYPICAL TAXIWAY BRANCH ID TYPICAL APRON BRANCH ID PAVEMENT SURFACE TYPE --- PAVEMENT BRANCH ID SECTION NUMBER

NUMBER OF SAMPLE UNITS IN SECTION

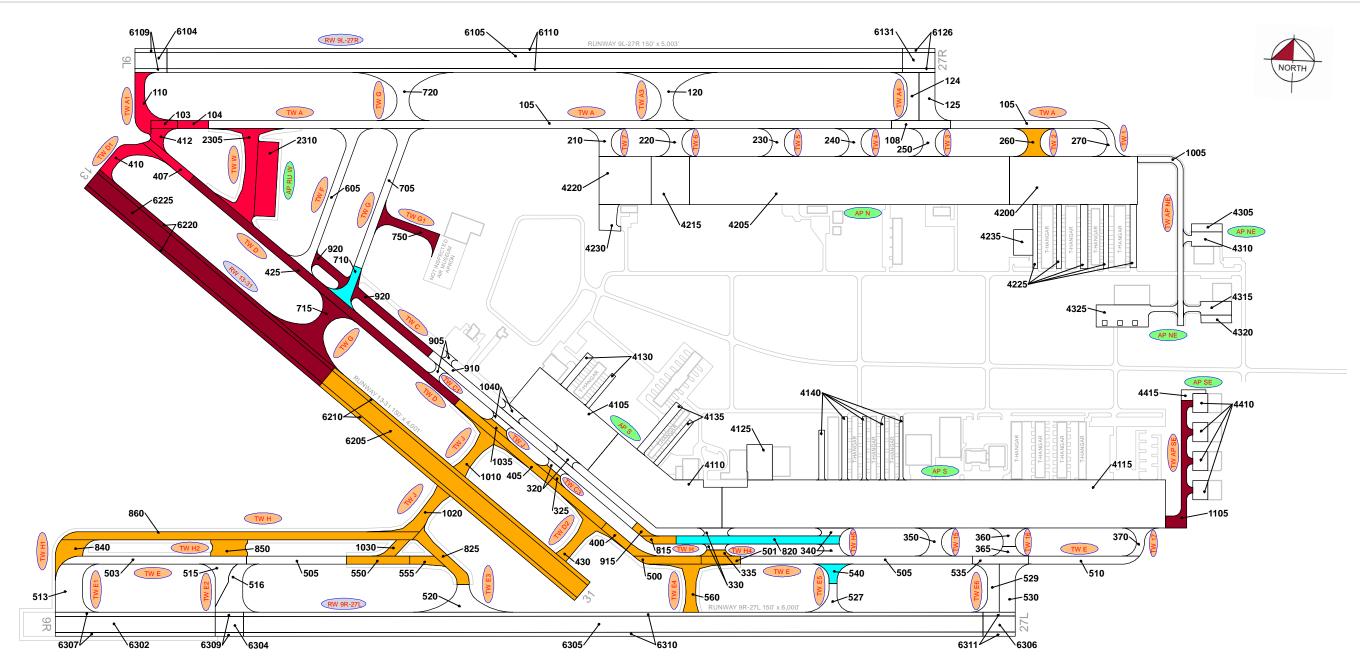
NUMBER OF SAMPLE UNITS TO BE INSPECTED

SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.

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



RECENT & ANTICIPATED CONSTRUCTION	ON ACTIVITY

	CANTION ATE	D CONSTRUCTION ACTIVITY				
CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION				
	TW A, TW A1, TW D1	Mill and Overlay 2" AC Mill and Overlay				
2019	TW A, TW D	Complete Reconstruction - AC 2" AC, 10" Limerock Base, 12" Stabilized Subgrade				
	AP RU W,	New Construction - AC 4" AC, 10"				
	TW W	Limerock Base, 12" Stabilized Subgrade				
2020	TW E5, TW G, TW H	Mill and Overlay 2" P-401 Mill and Overlay				
	TW C	Mill and Overlay				
2021	RW 13-31, TW AP SE, TW D, TW G, TW G1	Mill and Overlay 2" P-401 Mill and Overlay				
	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				
2022	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				



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.

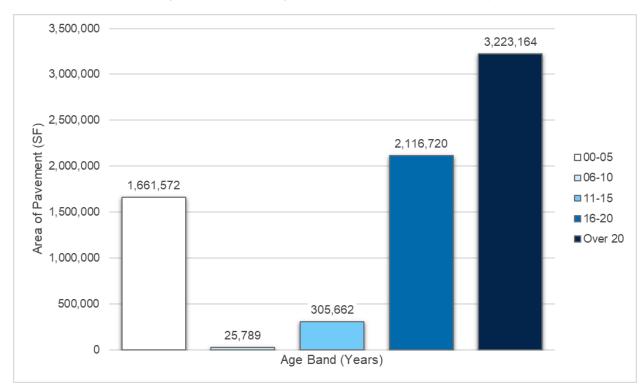
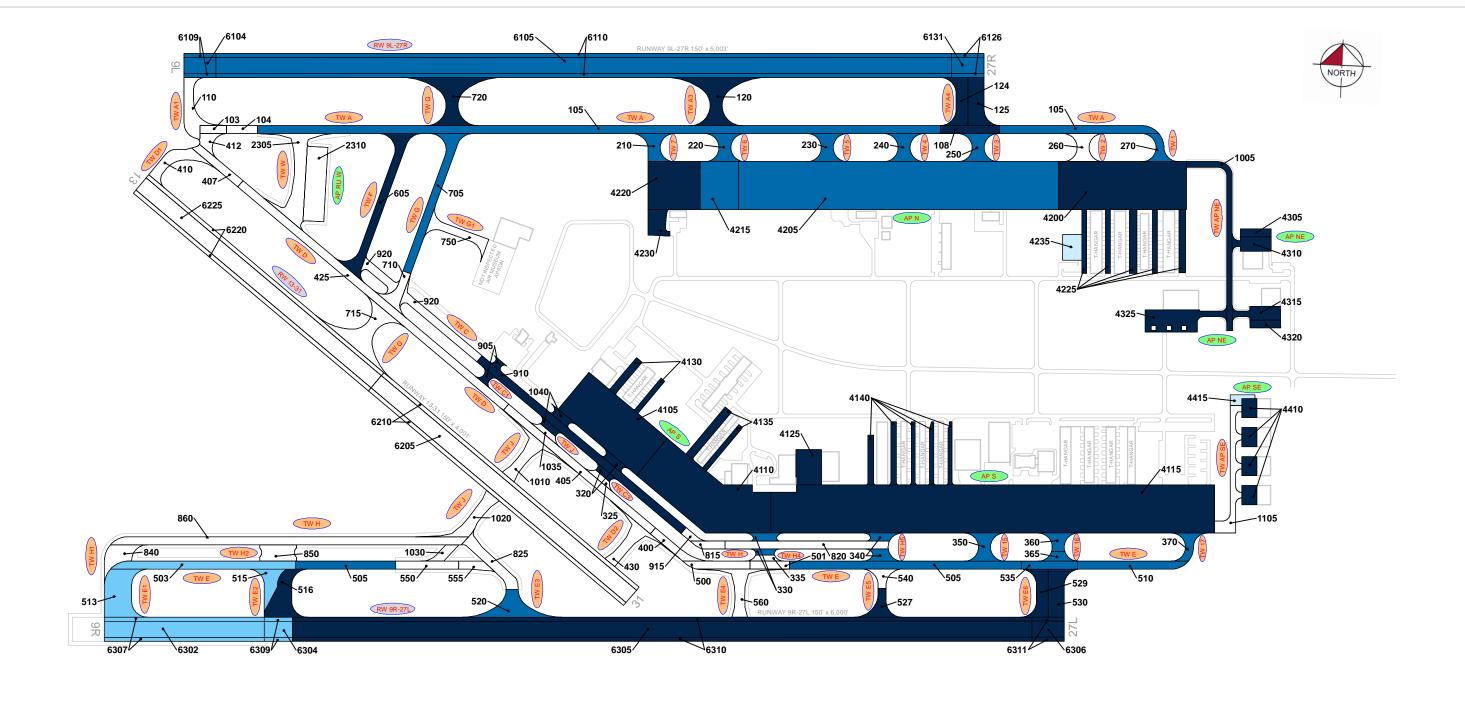


Figure 3.1.2 (a): Age of Pavements at PCI Survey







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

LEGEND

TYPICAL RUNWAY BRANCH ID

TYPICAL TAXIWAY BRANCH ID
TYPICAL APRON BRANCH ID

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.

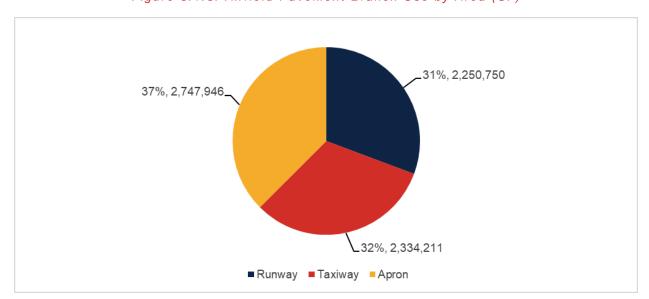


Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

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.





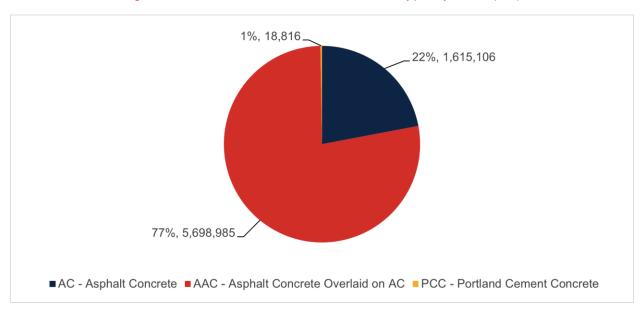


Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)

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.

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

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
ТМВ	RW 9R-27L	Runway	6305	462,500	AAC	1/1/1997
ТМВ	RW 9R-27L	Runway	6306	20,100	AC	1/1/1997
ТМВ	RW 9R-27L	Runway	6307	50,000	AC	1/1/2011
ТМВ	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
ТМВ	TW 16	Taxiway	365	7,706	AAC	1/1/2007
ТМВ	TW 17	Taxiway	370	12,809	AAC	1/1/2007
ТМВ	TW 2	Taxiway	260	19,697	AAC	1/1/2022
ТМВ	TW 3	Taxiway	250	19,697	AAC	1/1/2006
TMB	TW 4	Taxiway	240	19,697	AAC	1/1/2006
ТМВ	TW 5	Taxiway	230	19,697	AAC	1/1/2006
TMB	TW 6	Taxiway	220	19,697	AAC	1/1/2006
ТМВ	TW 7	Taxiway	210	18,557	AAC	1/1/2005
ТМВ	TW A	Taxiway	103	8,250	AAC	6/1/2019
TMB	TW A	Taxiway	104	9,750	AC	6/1/2019
ТМВ	TW A	Taxiway	105	261,575	AAC	1/1/2005
ТМВ	TW A	Taxiway	108	18,500	AAC	1/1/2000
TMB	TW A1	Taxiway	110	30,745	AAC	6/1/2019
ТМВ	TW A3	Taxiway	120	50,475	AAC	1/1/2002
TMB	TW A4	Taxiway	124	26,792	AC	1/1/2000
ТМВ	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
ТМВ	TW C3	Taxiway	325	5,269	AAC	1/1/2022
ТМВ	TW D	Taxiway	400	16,057	AC	10/1/2022
ТМВ	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
ТМВ	TW E	Taxiway	501	12,250	AAC	10/1/2022

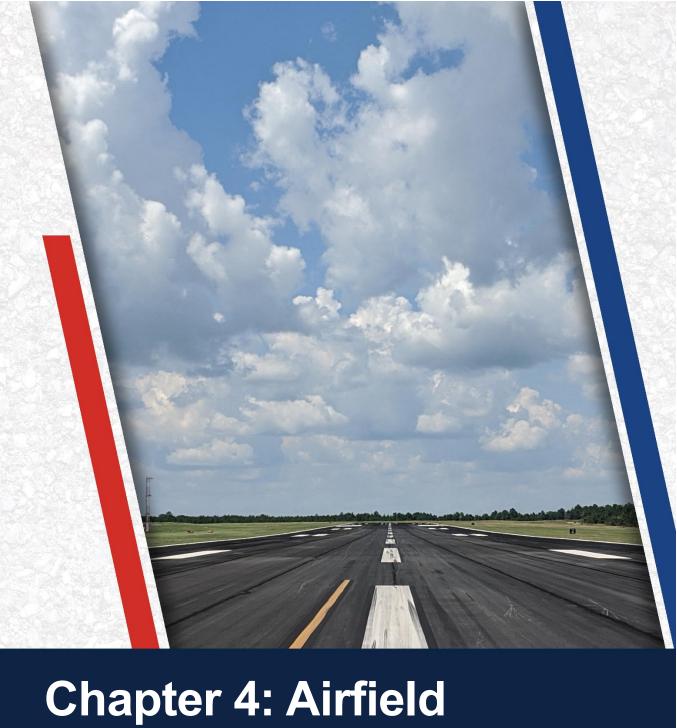


Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ТМВ	TW E	Taxiway	503	56,119	AC	1/1/2011
TMB	TW E	Taxiway	505	103,953	AAC	1/1/2007
TMB	TW E	Taxiway	510	32,963	AAC	1/1/2007
TMB	TW E	Taxiway	535	17,500	AAC	1/1/2007
TMB	TW E	Taxiway	550	19,750	AAC	10/1/2022
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
ТМВ	TW E4	Taxiway	560	27,522	AC	10/1/2022
TMB	TW E5	Taxiway	527	15,975	AC	1/1/1996
ТМВ	TW E5	Taxiway	540	10,292	AAC	1/1/2020
ТМВ	TW E6	Taxiway	529	26,192	AC	12/25/1999
ТМВ	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
ТМВ	TW J	Taxiway	1035	5,618	AAC	1/1/2022
ТМВ	TW J	Taxiway	1040	12,026	AAC	1/1/1997
ТМВ	TW W	Taxiway	2305	57,348	AC	6/1/2019
ТМВ	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
ТМВ	AP N	Apron	4220	97,500	AAC	1/1/1994
ТМВ	AP N	Apron	4225	69,490	AC	12/25/1999
ТМВ	AP N	Apron	4230	18,795	AC	12/25/1999
ТМВ	AP N	Apron	4235	19,200	AC	1/1/2015
ТМВ	AP NE	Apron	4305	9,600	PCC	12/25/1999
ТМВ	AP NE	Apron	4310	19,797	AC	12/25/1999
ТМВ	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 designand/or project-level determination of pavement rehabilitation needs.

4.1 Airfield Pavement Condition Index

■ Good

■ Satisfactory

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

■Poor



■Very Poor

■ Serious

4.1.2 Branch-Level Analysis

23%

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

□ Fair

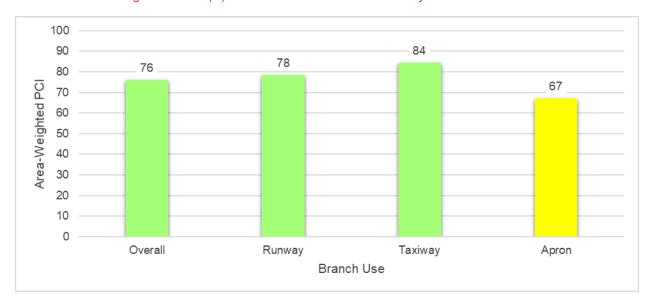


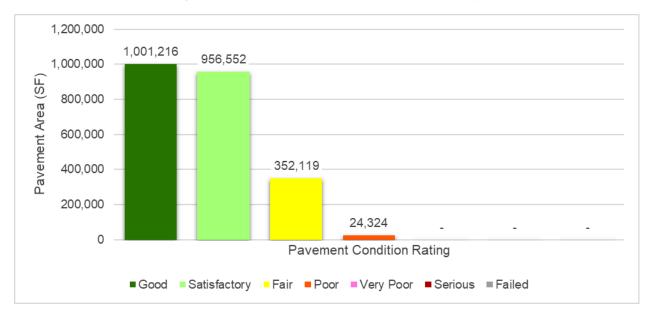
Figure 4.1.2 (a): Current Condition Summary - Branch-Level







Figure 4.1.2 (c): Current Condition - Taxiway





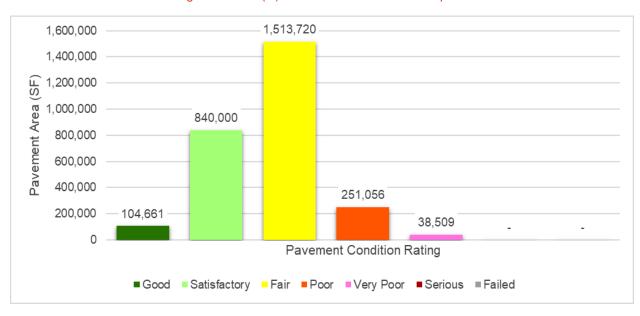


Figure 4.1.2 (d): Current Condition - Apron

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

Statewide Airfield Pavement Management Program

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

Notweel ID	Duanah ID	Branch Has	Castian ID	A (OF)	Confess	DOL	Canalitian Batian	BCI % Olimete	DCI % Local	DOL 9/ Other	Completibile beneated	Total Compile Units in Continu
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
ТМВ	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
ТМВ	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
ТМВ	RW 9R-27L	Runway	6305	462,500	AAC	69	Fair	83	14	3	19	93
ТМВ	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
ТМВ	RW 9R-27L	Runway	6309	8,750	AAC	69	Fair	100	0	0	1	2
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	TW A	Taxiway	104	9,750	AC	94	Good	100	0	0	1	2
ТМВ	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
ТМВ	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
ТМВ	TW AP SE	Taxiway	1105	42,813	AAC	100	Good	0	0	0	0	0
ТМВ	TW C	Taxiway	910	83,342	AC	58	Fair	91	0	9	3	17
ТМВ	TW C	Taxiway	915	5,336	AAC	100	Good	0	0	0	0	0
ТМВ	TW C	Taxiway	920	48,130	AAC	100	Good	0	0	0	0	0
		,										

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
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
ТМВ	TW D	Taxiway	405	60,000	AAC	100	Good	0	0	0	0	0
ТМВ	TW D	Taxiway	407	18,131	AC	94	Good	100	0	0	1	4
ТМВ	TW D	Taxiway	412	9,750	AC	94	Good	100	0	0	1	2
ТМВ	TW D	Taxiway	425	108,400	AAC	100	Good	0	0	0	0	0
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	TW E5	Taxiway	540	10,292	AAC	100	Good	0	0	0	0	0
ТМВ	TW E6	Taxiway	529	26,192	AC	60	Fair	78	16	6	1	6
ТМВ	TW E6	Taxiway	530	32,146	AAC	70	Fair	85	0	15	2	6
ТМВ	TW F	Taxiway	605	57,730	AAC	76	Satisfactory	93	0	7	3	12
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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

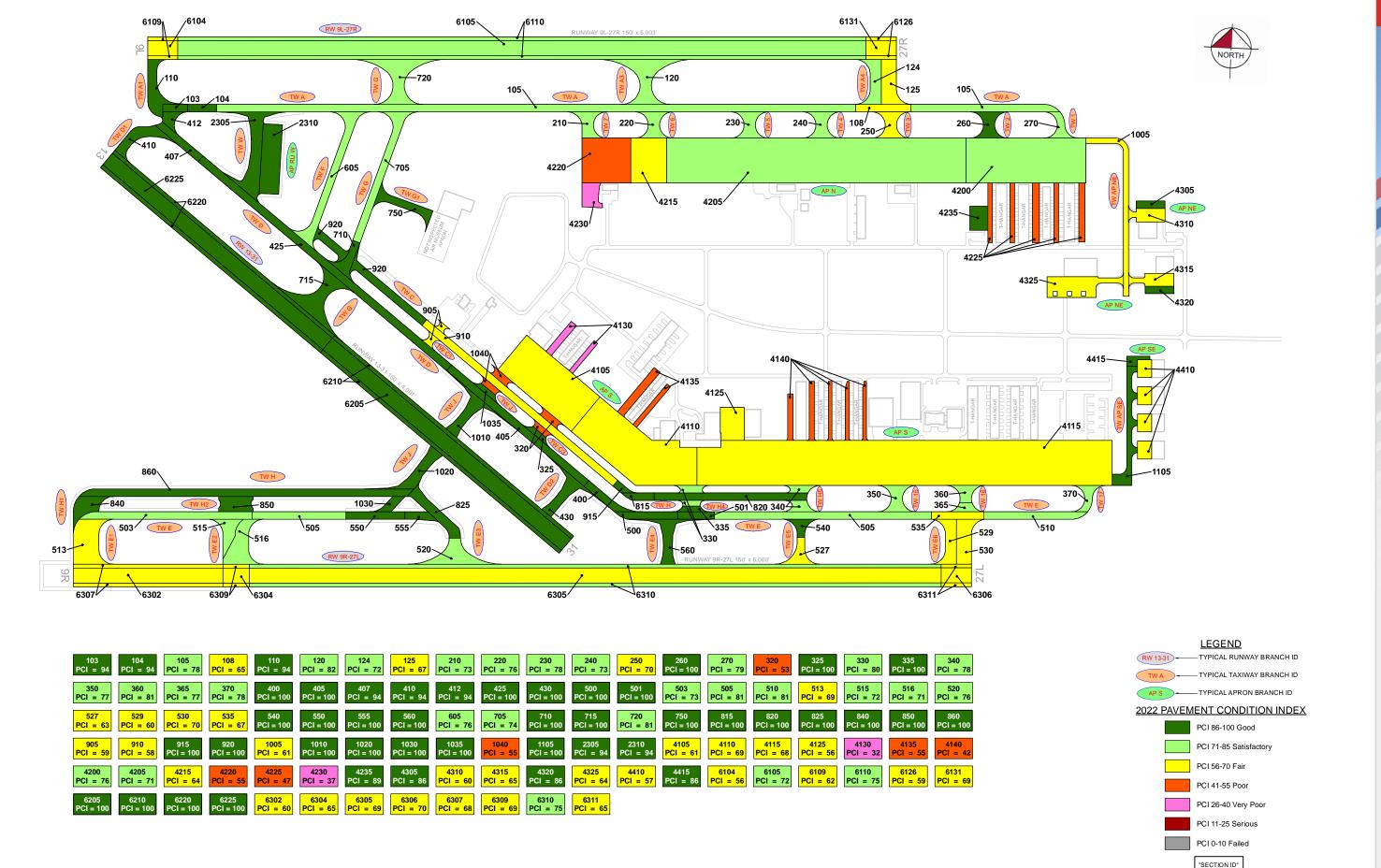
^{*} Zero (0) Sample Units Inspected signifies that the pavement section was not inspected during this SAPMP System Update due to recent construction projects. These sections correlate with the gray sections on the Network Definition Exhibit.





PCI VALUE*

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



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 E3, TW E4, TW E5, TW G1, TW J1, TW H1, 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

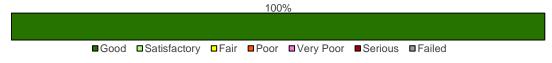
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative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

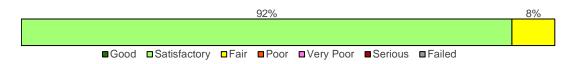


RW 13-31 consists of 4 flexible pavement sections, totaling 600,300 sf. The last major construction dates range from 2021 to 2022. Overall, RW 13-31 is in Good condition with an area-weighted average PCI of 100.

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).



26% 74% Good Satisfactory Fair Poor Very Poor Serious Failed

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

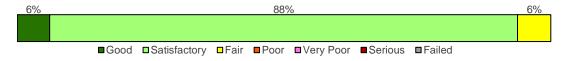
RW 9R-27L consists of 8 flexible pavement sections, totaling 900,150 sf. The last major construction dates range from 1997 to 2011, resulting in an area-weighted average age at inspection of 23 years old. Overall, RW 9R-27L is in Fair condition with an area-weighted average PCI of 69.

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



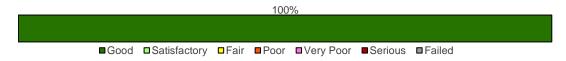
Statewide Airfield Pavement Management Program

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).



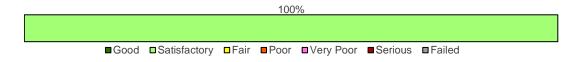
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
110	AAC	30,745	94	Good

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).



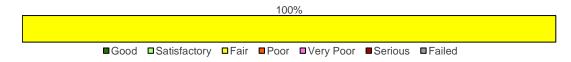
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
124	AC	26,792	72	Satisfactory
125	AAC	32,146	67	Fair

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

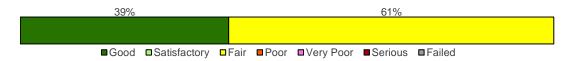


TW AP NE consists of 1 flexible pavement section, totaling 44,691 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 23 years old. Overall, TW AP NE is in Fair condition with an area-weighted average PCI of 61.

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).



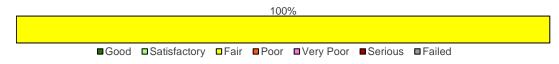
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
910	AC	83,342	58	Fair
915	AAC	5,336	100	Good
920	AAC	48,130	100	Good

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

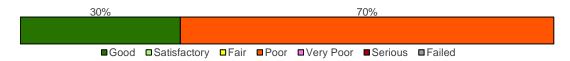


TW C1 consists of 1 flexible pavement section, totaling 7,838 sf. The last major construction date for the branch was 1998, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW C1 is in Fair condition with an area-weighted average PCI of 59.

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).



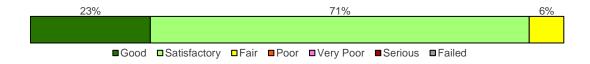
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
320	AAC	12,298	53	Poor
325	AAC	5,269	100	Good

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).





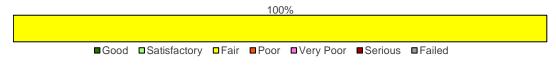
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
500	AC	19,360	100	Good
501	AAC	12,250	100	Good
503	AC	56,119	73	Satisfactory
505	AAC	103,953	81	Satisfactory
510	AAC	32,963	81	Satisfactory
535	AAC	17,500	67	Fair
550	AAC	19,750	100	Good
555	AC	9,833	100	Good

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.

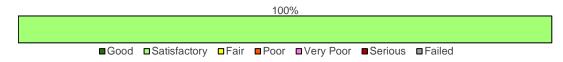
TW E2

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



Statewide Airfield Pavement Management Program

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).



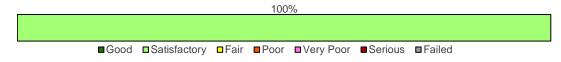
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
515	AAC	19,201	72	Satisfactory
516	AC	38,537	71	Satisfactory

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).



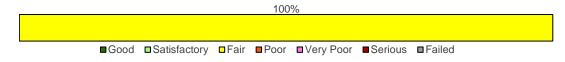
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
527	AC	15,975	63	Fair
540	AAC	10,292	100	Good

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

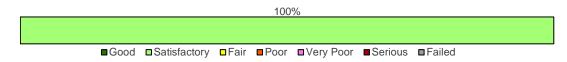
TW E6 consists of 2 flexible pavement sections, totaling 58,338 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 23 years old. Overall, TW E6 is in Fair condition with an area-weighted average PCI of 66.

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).



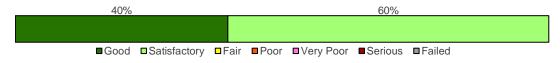
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AAC	57,730	76	Satisfactory

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

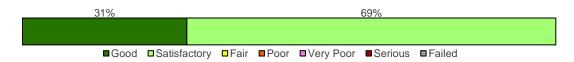
TW G consists of 4 flexible pavement sections, totaling 169,678 sf. The last major construction dates range from 2002 to 2021, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW G is in Good condition with an area-weighted average PCI of 86.



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).



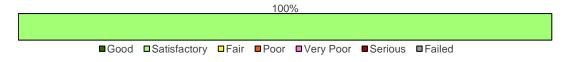
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
330	AAC	12,767	80	Satisfactory
335	AAC	5,689	100	Good

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

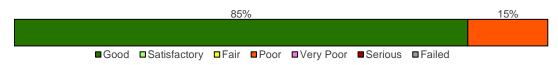
TW H5 consists of 1 flexible pavement section, totaling 17,255 sf. The last major construction date for the branch was 2007, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW H5 is in Satisfactory condition with an area-weighted average PCI of 78.



TWJ

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.

<u>Aprons</u>

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).





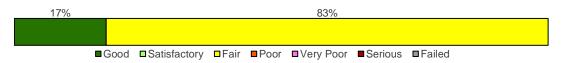
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4200	AAC	240,000	76	Satisfactory
4205	AAC	600,000	71	Satisfactory
4215	AAC	72,000	64	Fair
4220	AAC	97,500	55	Poor
4225	AC	69,490	47	Poor
4230	AC	18,795	37	Very Poor
4235	AC	19,200	89	Good

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

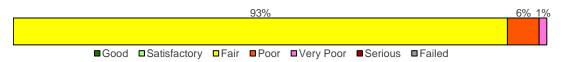
AP NE consists of 3 flexible and 2 rigid pavement sections, totaling 109,313 sf. The last major construction date for the branch was 1999, resulting in an area-weighted average age at inspection of 23 years old. Overall, AP NE is in Fair condition with an area-weighted average PCI of 67.



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).



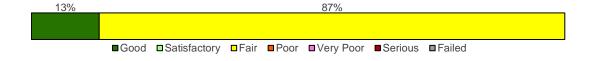
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	192,000	61	Fair
4110	AAC	253,679	69	Fair
4115	AAC	825,309	68	Fair
4125	AC	35,015	56	Fair
4130	AC	19,714	32	Very Poor
4135	AC	29,788	55	Poor
4140	AC	54,278	42	Poor

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).





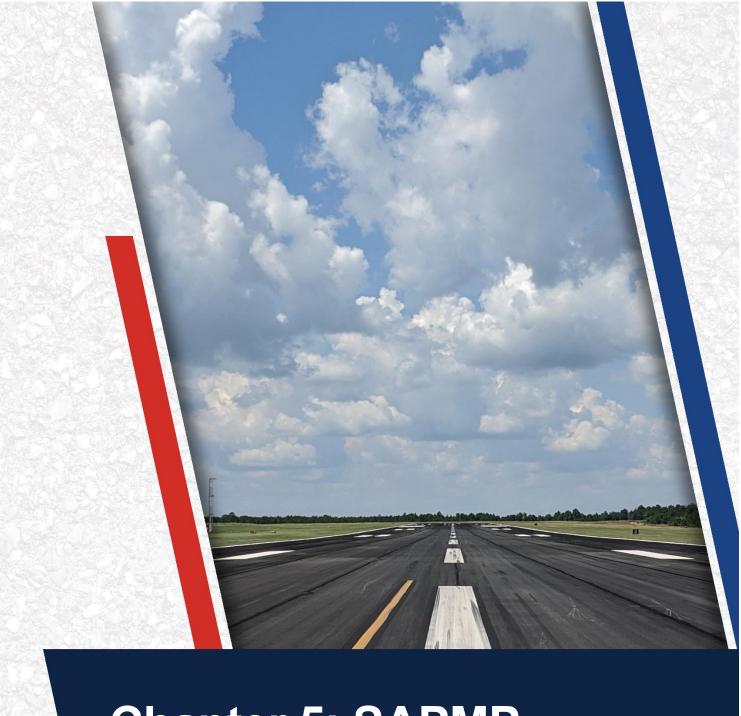
Airport Pavement Evaluation Report

Statewide Airfield Pavement Management Program

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

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

5.1 Network-Level Customization

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

- The "Network" field identifies the airport being analyzed;
- The "Airport Classification" field classifies the Airport according to the type and volume of aircraft traffic;
 - o "GA" for General Aviation, community airports
 - "RL" for Regional Relievers
 - o "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.

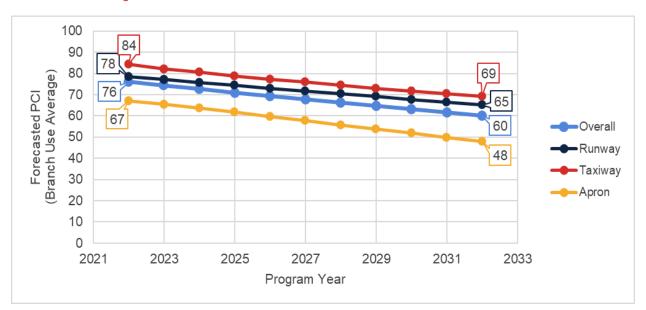


Figure 5.2.3: Forecasted Branch-Level Pavement Performance



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
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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	560 527	100 63	98	95 62	92	89 61	86 60	83 60	80 59	77 59	74 58	71 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
ТМВ	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
ТМВ	TW H4	330	80	79	77	76	74	73	71	70	69	68	67
ТМВ	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	Branch	Section	Current	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ID	ID	ID	PCI	2023	2024	2025	2020	2021	2020	2029	2030	2031	2032
TMB	TW J	1020	100	96	94	92	90	88	86	84	83	81	79
ТМВ	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
ТМВ	TW W	2305	94	92	90	88	86	85	83	81	80	78	77
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	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
ТМВ	AP S	4115	68	66	64	62	60	58	55	53	51	49	47
ТМВ	AP S	4125	56	55	55	54	54	53	53	52	52	51	51
ТМВ	AP S	4130	32	30	27	24	21	18	15	12	9	6	3
ТМВ	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
ТМВ	AP SE	4410	57	56	56	55	55	54	53	53	52	52	51
ТМВ	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.

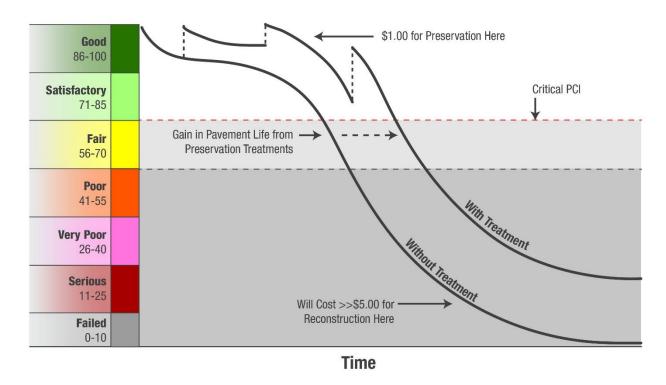


Figure 5.3 (a): Pavement Life and the Effect of Treatments

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.

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



Statewide Airfield Pavement Management Program

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.

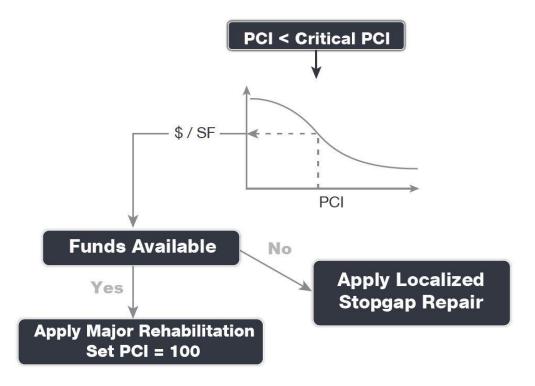
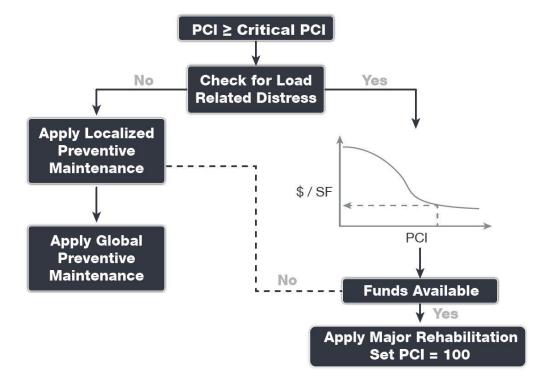


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



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	Rel	iever 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	Re	liever 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 Patch	

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

Statewide Airfield Pavement Management Program

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	
	Pavement Removal
	Unclassified Excavation
Full-depth asphalt pavement section reconstruction. Removal of existing	Subgrade Stabilization (12")
pavement section and construction of a new section.	Limerock Base Course (8")
	Prime Coat
PCI <55	Tack Coat
	P-401 Surface Course (4")
	Excludes any paved shoulder features
AC Rehabilitation	
	15% AC Reconstruction
Combination of contact now ment million and replacement overlay with 450/	Mill and Overlay
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction.	AC Milling (3")
	Tack Coat
PCI = 55 to 70	P-401 Surface Course (3")
	Excludes any paved shoulder features
PCC Reconstruction	
	Pavement Removal
	Unclassified Excavation
Full-depth rigid pavement section reconstruction.	Subgrade Stabilization (12")
PCI < 55	Limerock Base Course (6")
7 57 5 50	P-501 PCC Pavement (14")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint	15% Slab Replacement
seal replacement, limited patching, and replacement of 15% of slab panels.	Joint and Crack Seal
PCI = 55 to 70	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

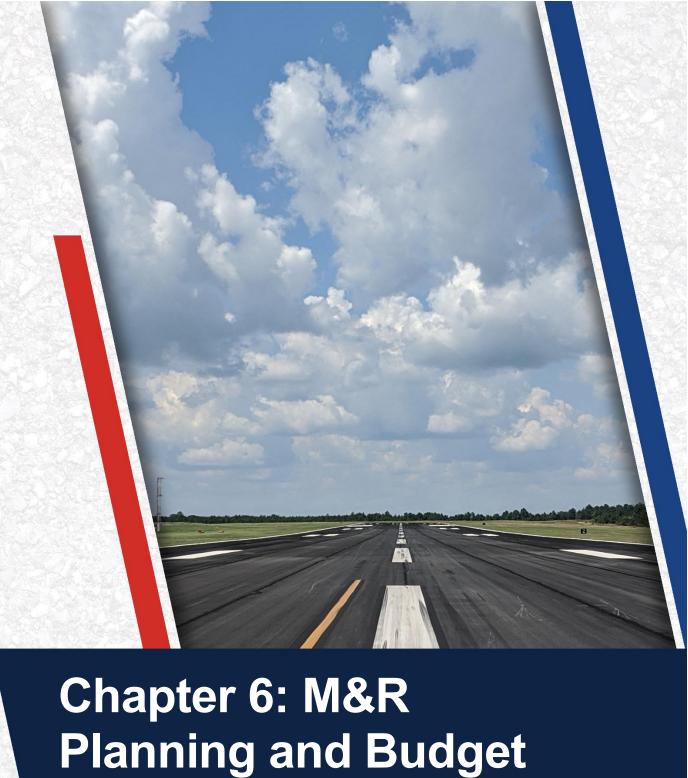
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for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





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 Planning Units Material Cost		
	AC Crack Sealing	1,800	LF	\$	7,230
Localized Preventive Maintenance	Surface Seal	663,433	SF	\$	497,770
Localized Freventive Maintenance	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
Localized Stopgap Maintenance	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
ТМВ	TW E4	560	27,522	100	100	\$ -
TMB	TW E5	527	15,975	63	63	\$ -
ТМВ	TW E5	540	10,292	100	100	\$ -
ТМВ	TW E6	529	26,192	60	60	\$ -
ТМВ	TW E6	530	32,146	70	70	\$ -
ТМВ	TW F	605	57,730	76	82	\$ 6,100
ТМВ	TW G	705	51,622	74	86	\$ 10,330
ТМВ	TW G	710	17,106	100	100	\$ -
ТМВ	TW G	715	50,475	100	100	\$ -
ТМВ	TW G	720	50,475	81	92	\$ 11,360
ТМВ	TW G1	750	24,497	100	100	\$ -
ТМВ	TW H	815	9,243	100	100	\$ -
ТМВ	TW H	820	51,082	100	100	\$ -
ТМВ	TW H	860	109,057	100	100	\$ -
ТМВ	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	\$	2,000
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	\$	2,240
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	\$	-
ТМВ	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
			2,300		7_	Ψ	

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	ning Cost stimate
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



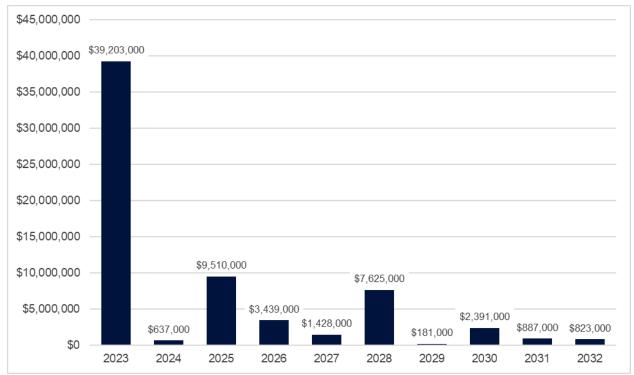
Statewide Airfield Pavement Management Program

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost stimate
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	ТМВ	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	ТМВ	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	TWE	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

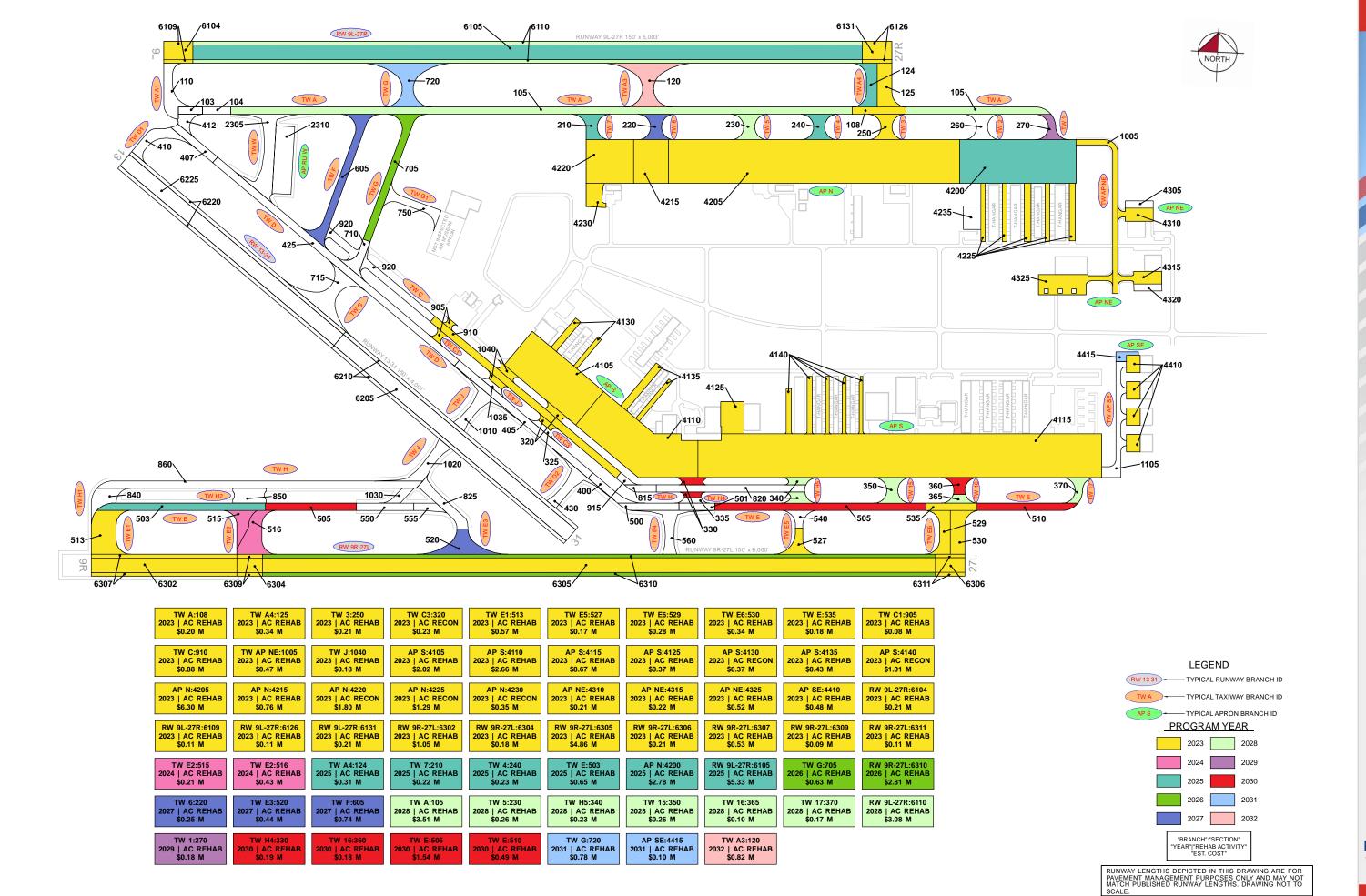
Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. Figure 6.2.1 (b), the Airfield Pavement Major Rehabilitation Exhibit,

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









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 PAVERTM 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.





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
ТМВ	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
ТМВ	TW 6	Taxiway	220	19,697	AAC	1/1/2006
TMB	TW 7	Taxiway	210	18,557	AAC	1/1/2005
ТМВ	TW A	Taxiway	103	8,250	AAC	6/1/2019
ТМВ	TW A	Taxiway	104	9,750	AC	6/1/2019
ТМВ	TW A	Taxiway	105	261,575	AAC	1/1/2005
ТМВ	TW A	Taxiway	108	18,500	AAC	1/1/2000
ТМВ	TW A1	Taxiway	110	30,745	AAC	6/1/2019
ТМВ	TW A3	Taxiway	120	50,475	AAC	1/1/2002
ТМВ	TW A4	Taxiway	124	26,792	AC	1/1/2000
ТМВ	TW A4	Taxiway	125	32,146	AAC	1/1/2000
ТМВ	TW AP NE	Taxiway	1005	44,691	AC	12/25/1999
ТМВ	TW AP SE	Taxiway	1105	42,813	AAC	10/1/2021
ТМВ	TW C	Taxiway	910	83,342	AC	1/1/1998
ТМВ	TW C	Taxiway	915	5,336	AAC	10/1/2022
ТМВ	TW C	Taxiway	920	48,130	AAC	7/1/2021
ТМВ	TW C1	Taxiway	905	7,838	AC	1/1/1998
ТМВ	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
ТМВ	TW C3	Taxiway	325	5,269	AAC	1/1/2022
ТМВ	TW D	Taxiway	400	16,057	AC	10/1/2022
ТМВ	TW D	Taxiway	405	60,000	AAC	10/1/2022
ТМВ	TW D	Taxiway	407	18,131	AC	6/1/2019
ТМВ	TW D	Taxiway	412	9,750	AC	6/1/2019
ТМВ	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
ТМВ	TW E	Taxiway	503	56,119	AC	1/1/2011
TMB	TW E	Taxiway	505	103,953	AAC	1/1/2007
ТМВ	TW E	Taxiway	510	32,963	AAC	1/1/2007
ТМВ	TW E	Taxiway	535	17,500	AAC	1/1/2007
ТМВ	TW E	Taxiway	550	19,750	AAC	10/1/2022
ТМВ	TW E	Taxiway	555	9,833	AC	10/1/2022
ТМВ	TW E1	Taxiway	513	54,092	AC	1/1/2011
ТМВ	TW E2	Taxiway	515	19,201	AAC	1/1/2012
ТМВ	TW E2	Taxiway	516	38,537	AC	12/25/1999
ТМВ	TW E3	Taxiway	520	34,393	AAC	1/1/2007
ТМВ	TW E4	Taxiway	560	27,522	AC	10/1/2022
ТМВ	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
ТМВ	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
ТМВ	TW G	Taxiway	720	50,475	AAC	1/1/2002
ТМВ	TW G1	Taxiway	750	24,497	AAC	7/1/2021
ТМВ	TW H	Taxiway	815	9,243	AAC	10/1/2022
ТМВ	TW H	Taxiway	820	51,082	AAC	1/1/2020
ТМВ	TW H	Taxiway	860	109,057	AC	1/1/2022
ТМВ	TW H1	Taxiway	840	23,284	AC	1/1/2022
ТМВ	TW H2	Taxiway	850	22,661	AC	1/1/2022
ТМВ	TW H3	Taxiway	825	28,454	AC	10/1/2022
ТМВ	TW H4	Taxiway	330	12,767	AAC	1/1/2007
ТМВ	TW H4	Taxiway	335	5,689	AAC	10/1/2022
ТМВ	TW H5	Taxiway	340	17,255	AAC	1/1/2007
ТМВ	TW J	Taxiway	1010	27,574	AC	1/1/2022
ТМВ	TW J	Taxiway	1020	26,181	AC	1/1/2022
TMB	TW J	Taxiway	1030	8,902	AC	10/1/2022
ТМВ	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
ТМВ	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
ТМВ	RW 13-31	Runway	6225	192,000	100	Good
ТМВ	TW 1	Taxiway	270	12,843	79	Satisfactory
TMB	TW 15	Taxiway	350	19,697	77	Satisfactory
ТМВ	TW 16	Taxiway	360	11,992	81	Satisfactory
TMB	TW 16	Taxiway	365	7,706	77	Satisfactory
ТМВ	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	twork ID Branch ID Branch U		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		
ТМВ	TW E5	Taxiway	540	10,292	100	Good		
ТМВ	TW E6	Taxiway	529	26,192	60	Fair		
ТМВ	TW E6	Taxiway	530	32,146	70	Fair		
TMB	TWF	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		
ТМВ	TW H2	Taxiway	850	22,661	100	Good		
ТМВ	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		
ТМВ	TW H5	Taxiway	340	17,255	78	Satisfactory		
TMB	TW J	Taxiway	1010	27,574	100	Good		
ТМВ	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		
ТМВ	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
ТМВ	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	720 750	81	80	78 93	77 91	75	74 86	73 84	72 83	71 81	70 79	69 77
TMB	TW H	815	100	95 98	96	93	88 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
ТМВ	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



Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

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



Page 1 of 19

Pavement Database: FDOT

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 ✓ 1/1/1967 IMPORT ED BUILT 0.00 2.00 ✓ 1967: 2" P-401 ON 8" P-	etwork: MI .D. 1/1/1998		XECUTIVE se: APRON	Branch: AP N Rank: P		H APRON .00 (Ft) Wi e	Section: dth: 300.0		
1/2/1967 ST-SC Surface Treatment - Seal Coat 0.00 0.00 ☐ PART OF THIS FEATU 0.00 ☐ 1/1/1967 BUILT 0.00 2.00 ☐ 1967: 2" P-401 ON 8" P-	rk Date		Work	Description	Cost		· ·	Comments	
1/1/1967 IMPORT ED 0.00 2.00 1967: 2" P-401 ON 8" P-	1998 M	1L-OVL	Mill and Ove	rlay	0.00	0.00	V		
ED	1967 S	ST-SC	Surface Treat	ment - Seal Coat	0.00	0.00		PART OF THIS FEATURE I	IAS AN
	1967 IN	MPORT	BUILT		0.00	2.00		1967: 2" P-401 ON 8" P-401	
		ED			1				
Network: MIAMI EXECUTIVE Branch: AP N NORTH APRON Section: 4205 Sur	etwork: MI	ІІАМІ ЕХ	XECUTIVE	Branch: AP N	NORT	H 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: 6000	.D. 1/1/2006	06 Us	se: APRON	Rank: P L	ength: 2,000	.00 (Ft) Wie	dth: 300.0	00 (Ft) True Area: 600000.0	001 (SqFt

L.C.D. 1/1/.	2000 08	se: AFRON Kalik: F L	engui: 2,000	.00 (Ft) W	utii: 300.0	0 (Fi) True Area: 000000.0001 (SqFi
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	V :	
1/2/1967	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		PART OF THIS FEATURE HAS AN
1/1/1967	IMPORT	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401
	ED		'			

Network: MIAMI EXECUTIVE		Branch: AP N	Branch: AP N NORTH		TH APRON Section: 4		Surface:AAC	
L.C.D. 1/1/2	006 Us	e: APRON	Rank: P Lo	ength: 240	.00 (Ft) Wi	dth: 300.0	0 (Ft) True Area:	72000.00002 (SqFt
Work Date	Work Code	Work 1	Description	Cost	Thickness (in)	Major M&R	Comi	ments
1/1/2006	ML-OVL	Mill and Over	·lay	0.00	0.00	V :		
1/1/1965	IMPORT	BUILT		0.00	2.00		1965: 2" P-401 ON	8" P-211
	ED							

Network:	MIAMI EX	XECUTIVE	Branch: AP N	NORT	H APRON	Section:	4220 Surface:AAC
L.C.D. 1/1/1	994 Us	se: APRON	Rank: P L	ength: 325	.00 (Ft) Wie	dth: 300.0	0 (Ft) True Area: 97500.00002 (SqFt
Work Date	Work Code	Work	Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1994	IMPORT ED	OVERLAY		0.00	1.50	>	1994: 1.5" - 2" P-401 OVERLAY
1/1/1994	IMPORT ED	OVERLAY		0.00	0.00		THIS FEATURE WAS <= 2 YRS OLD AT TIME OF SURVEY AND
1/1/1965	IMPORT ED	BUILT		0.00	2.00	>	1965: 2" P-401 ON 8" P-211

	Network: MIAMI EXECUTIVE		KECUTIVE	Branch: AP N	NORT	H APRON	Section:	4225		Surface:AC
	L.C.D. 12/25	5/199 Us	se: APRON	Rank: P Lo	ength: 2,300	.00 (Ft) Wie	dth: 30.0	0 (Ft)	True Area:	69490.00002 (SqFt
	Work Date	Work Code	Work I	Description	Cost	Thickness (in)	Major M&R		Comi	ments
ı	1/1/2017	ST-SC	Surface Treatr	nent - Seal Coat	0.00	0.00				
	12/25/1999	NU-IN	New Construc	tion - Initial	0.00	0.00	V			

Ī	Network: L.C.D. 12/25		XECUTIVE se: APRON	Branch: AP N Rank: P L		H APRON .00 (Ft) Wi	Section:	4230 Surface: AC 0 (Ft) True Area: 18795.00000 (SqFt
	Work Date Work Work		Work l	Description	Cost	Thickness (in)	Major M&R	Comments
	12/25/1999	NU-IN	New Construc	tion - Initial	0.00	0.00	>	

Page 2 of 19

Pavement Database: FDOT

Network:	MIAMI E	XECUTIVE Bran	ch: AP N	NORT	H APRON	Section:	4235 Surface:AC
L.C.D. 1/1/2	015 Us	se: APRON Ran	k: P L	ength: 120	.00 (Ft) Wi	dth: 160.0	0 (Ft) True Area: 19200.00000 (SqFt
Work Date	Work	Work Descrip	ntion	Cost	Thickness	Major	Comments
	Code	<u> </u>	•		(in)	M&R	
1/1/2015	NC-AC	New Construction - A	AC	0.00	0.00	V	2014: 2" BITUMINOUS, 8" LIMERO
			ch: AP NE		HEAST AP	Section:	
L.C.D. 12/25		se: APRON Ran	k: P L	ength: 190			0 (Ft) True Area: 9600.000002 (SqFt
Work Date	Work Code	Work Descrip	ption	Cost	Thickness (in)	Major M&R	Comments
12/25/1999		New Construction - 1	Initial	0.00	0.00	V	
Network:	MIAMI EX	XECUTIVE Bran	ch: AP NE	NORT	HEAST AP	Section:	4310 Surface:AC
L.C.D. 12/25	5/199 Us	se: APRON Ran	ık: P L	ength: 90	.00 (Ft) Wi	dth: 200.0	0 (Ft) True Area: 19797.00000 (SqFt
W I D	Work	W 15			Thickness	Major	
Work Date	Code	Work Descrip	ption	Cost	(in)	M&R	Comments
12/25/1999	NU-IN	New Construction - I	Initial	0.00	0.00	>	
Network:	MIAMI EX	XECUTIVE Bran	ch: AP NE	NORT	HEAST AP	Section:	4315 Surface: AC
L.C.D. 12/25	5/199 Us	se: APRON Ran	k: P L	ength: 90	.00 (Ft) Wi	dth: 210.0	0 (Ft) True Area: 21176.00000 (SqFt
Work Date	Work	Work Descri	otion	Cost	Thickness	Major	Comments
12/25/1999	Code NU-IN	New Construction - 1		0.00	(in) 0.00	M&R	
12/23/1999	INU-IIN	New Construction - I	шиа	0.00	0.00	V	
Network:	MIAMIES	XECUTIVE Rran	ch. AP NE	NORT	HEAST AD	Section:	4320 Surface PCC
			ch: AP NE		HEAST AP	Section:	
Network: L.C.D. 12/25	5/199 Us				.00 (Ft) W i	dth: 50.0	4320 Surface: PCC 0 (Ft) True Area: 9216.000002 (SqFt
			ık; P L				
L.C.D. 12/25	5/199 Us Work	se: APRON Ran	k: P L	ength: 180	.00 (Ft) Wi	dth: 50.0 Major	0 (Ft) True Area: 9216.000002 (SqFt
L.C.D. 12/25 Work Date	5/199 Us Work Code	e: APRON Ran Work Descri	k: P L	ength: 180 Cost	.00 (Ft) Wi Thickness (in)	dth: 50.0 Major M&R	0 (Ft) True Area: 9216.000002 (SqFt
L.C.D. 12/25 Work Date 12/25/1999	Work Code NU-IN	Work Description - I	k: P L	Cost 0.00	.00 (Ft) Wi Thickness (in)	dth: 50.0 Major M&R	0 (Ft) True Area: 9216.000002 (SqFt Comments
L.C.D. 12/25 Work Date 12/25/1999	Work Code NU-IN	Work Description - 1 New Construction - 1 XECUTIVE Bran	ok: P L ption Initial och: AP NE	Cost 0.00 NORT	Thickness (in) 0.00 HEAST AP	Major M&R Section:	0 (Ft) True Area: 9216.000002 (SqFt Comments
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25	Work Code NU-IN	Work Description - In the New Construction -	ok: P L ption Initial och: AP NE	Cost 0.00 NORT ength: 350	Thickness (in) 0.00 CHEAST AP	Major M&R Section:	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date	MIAMI EZ Work Code NU-IN MIAMI EZ 5/199 Us Work Code	Work Description - Description	otion Initial	Cost NORT ength: 350 Cost	Thickness (in) HEAST AP .00 (Ft) Wi Thickness (in)	Major M&R Section: dth: 140.0 Major M&R	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface: AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25	MIAMI EZ Work Code NU-IN MIAMI EZ 5/199 Us Work Code	Work Description - In the New Construction -	otion Initial	Cost 0.00 NORT ength: 350	Thickness (in) 0.00 HEAST AP .00 (Ft) Wi Thickness	Major M&R Section: dth: 140.0 Major	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN	Work Description - In the New Construction -	otion Initial Initial Initial Initial Initial Initial Initial	Cost	Thickness (in) O.00 HEAST AP O0 (Ft) Wi Thickness (in) 0.00	Major M&R Section: dth: 140.0 Major M&R	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN	Work Description - In the New Construction -	otion Initial Initial Initial Initial Initial Initial Initial	Cost	Thickness (in) HEAST AP .00 (Ft) Wi Thickness (in) 0.00	Major M&R Section: dth: 140.0 Major M&R V Section:	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface: AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface: AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN	Work Description - In the New Construction -	otion Initial Initial Initial Initial Initial Initial Initial Initial	Cost	Thickness (in) HEAST AP .00 (Ft) Wi Thickness (in) 0.00	Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface:AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network:	Work Code NU-IN MIAMI E2 5/199 Us Work Code NU-IN	Work Description - In the New Construction -	otion Initial	Cost	Thickness (in) O.00 THEAST AP O0 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness	Section: dth: 140.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major	0 (Ft) True Area: 9216.000002 (SqFt Comments 4325 Surface: AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface: AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date	Work Code NU-IN MIAMI E2 5/199 Us Work Code NU-IN	Work Description - In the New Construction -	otion Initial	NORT	Thickness (in) O.00 THEAST AP O0 (Ft) Wi Thickness (in) RUN-UP A O0 (Ft) Wi Thickness (in)	section: dth: 140.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major M&R	Comments Surface: AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/22	Work Code NU-IN MIAMI E2 5/199 Us Work Code NU-IN MIAMI E2 019 Us Work Code	Work Description - In the New Construction -	otion Initial	Cost	Thickness (in) O.00 THEAST AP O0 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness	Section: dth: 140.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major	Comments Surface: AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date 6/1/2019	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN MIAMI EX 019 Us Work Code NC-AC	Work Description - In the New Construction -	otion Initial	NORT	Thickness (in) O.00 HEAST AP O0 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness (in) O.00	Section: dth: 140.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major M&R	Comments 4325 Surface: AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface: AC 0 (Ft) True Area: 60056.00001 (SqFt Comments 4" AC, 10" Limerock Base, 12" Stabili
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date 6/1/2019 Network:	Work Code NU-IN MIAMI E2 5/199 Us Work Code NU-IN MIAMI E2 019 Us Work Code NC-AC	Work Description - In the New Construction -	och: AP NE delich: AP NE delich: AP NE delich: AP RU delich: AP RU delich: AP RU delich: AP S	NORT	Thickness (in) O.00 THEAST AP O0 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness (in) O.00 H APRON	section: dth: 50.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major M&R Section:	Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface:AC 0 (Ft) True Area: 60056.00001 (SqFt Comments 4" AC, 10" Limerock Base, 12" Stabili 4105 Surface:AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date 6/1/2019	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN MIAMI EX 019 Us Work Code NU-IN MIAMI EX 019 Us Work Code NC-AC	Work Description - In the New Construction -	och: AP NE delich: AP NE delich: AP NE delich: AP RU delich: AP RU delich: AP RU delich: AP S	NORT	Thickness (in) O.00 HEAST AP O.00 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness (in) O.00 HAPRON O0 (Ft) Wi	Section: dth: 130.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 30.0 Major M&R Section:	Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface:AC 0 (Ft) True Area: 60056.00001 (SqFt Comments 4" AC, 10" Limerock Base, 12" Stabili 4105 Surface:AC 0 (Ft) True Area: 192000.0000 (SqFt
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date 6/1/2019 Network:	Work Code NU-IN MIAMI E2 5/199 Us Work Code NU-IN MIAMI E2 019 Us Work Code NC-AC	Work Description - In the New Construction -	ch: AP NE chial ch: AP NE chial ch: AP RU	NORT	Thickness (in) O.00 THEAST AP O0 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness (in) O.00 H APRON	section: dth: 50.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major M&R Section:	Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface:AC 0 (Ft) True Area: 60056.00001 (SqFt Comments 4" AC, 10" Limerock Base, 12" Stabili 4105 Surface:AC
L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 12/25 Work Date 12/25/1999 Network: L.C.D. 6/1/2 Work Date 6/1/2019 Network: L.C.D. 1/1/1	Work Code NU-IN MIAMI EX 5/199 Us Work Code NU-IN MIAMI EX 019 Us Work Code NC-AC	Work Description - In the New Construction -	ch: AP NE chial ch: AP NE chial ch: AP RU	NORT	Thickness (in) O.00 HEAST AP O.00 (Ft) Wi Thickness (in) O.00 RUN-UP A O0 (Ft) Wi Thickness (in) O.00 H APRON O0 (Ft) Wi Thickness	section: dth: 140.0 Major M&R Section: dth: 140.0 Major M&R Section: dth: 130.0 Major M&R W Section: dth: 300.0 Major	Comments 4325 Surface:AC 0 (Ft) True Area: 49524.00001 (SqFt Comments 2310 Surface:AC 0 (Ft) True Area: 60056.00001 (SqFt Comments 4" AC, 10" Limerock Base, 12" Stabili 4105 Surface:AC 0 (Ft) True Area: 192000.0000 (SqFt

Page 3 of 19

Pavement Database: FDOT

		XECUTIVE	Branch: AP S			H APRON	Section:		Surface:AAC
L.C.D. 1/1/1	998 Us	se: APRON	Rank: P I	Length:	800.	00 (Ft) W	idth: 300.0	0 (Ft)	True Area: 253679.0000 (SqFt
Work Date	Work Code		Description	Cost	t	Thickness (in)	Major M&R		Comments
1/1/1998	IMPORT ED	OVERLAY			0.00	0.00	Y	1998 A	.C overlay
1/1/1967	IMPORT ED	BUILT			0.00	2.00		1967: 2	2" P-401 ON 8" P-401
Network:	MIAMI E	XECUTIVE	Branch: AP S	S	OUTH	H APRON	Section:	4115	Surface:AAC
L.C.D. 1/1/1	998 Us	se: APRON	Rank: P I	Length: 2	2,775.	00 (Ft) W i	idth: 300.0	0 (Ft)	True Area: 825309.0002 (SqFt
Work Date	Work Code		Description	Cost	t	Thickness (in)	Major M&R		Comments
1/1/1998		Mill and Ove	•		0.00	0.00			
1/2/1967	ST-SC		ment - Seal Coat		0.00	0.00	ш.		FEATURE HAS AN EMULSIO
1/1/1967	IMPORT ED	BUILI			0.00	2.00		1967: 2	2" P-401 ON 8" P-401
1/1/1967	IMPORT ED	OVERLAY			0.00	0.00			FEATURE HAS SAME PVT. ON AS 4110 - HOWEVER T
Network:	MIAMI EZ	XECUTIVE	Branch: AP S	S	OUTH	H APRON	Section:	4125	Surface:AC
L.C.D. 12/25	5/199 Us	se: APRON	Rank: P I	Length:	221.	00 (Ft) W i	idth: 160.0	0 (Ft)	True Area: 35015.00001 (SqFt
Work Date	Work Code	Work	Description	Cost	t	Thickness (in)	Major M&R		Comments
12/25/1999	NU-IN	New Constru	ction - Initial		0.00	0.00	V		
L.C.D. 12/25 Work Date	5/199 Us Work Code		Description	Length:	264. t	Thickness (in)	Major M&R		Surface:AC True Area: 19714.00000 (SqFt Comments
12/25/1999	NU-IN	New Constru	ction - Initial		0.00	0.00			
L.C.D. 12/25		XECUTIVE se: APRON		Length:	750.	H APRON 00 (Ft) Wi	Section: idth: 36.0 Major		Surface:AC True Area: 29788.00000 (SqFt
Work Date	Code		Description	Cost	t	(in)	M&R		Comments
12/25/1999	NU-IN	New Constru	ction - Initial		0.00	0.00			
Network: L.C.D. 12/25		XECUTIVE se: APRON	Branch: APS Rank: P I	S Length:		H APRON 00 (Ft) W i	Section:		Surface:AC True Area: 54278.00001 (SqFt
Work Date	Work Code	Work	Description	Cost	t	Thickness (in)	Major M&R		Comments
12/25/1999	NU-IN	New Constru	ction - Initial		0.00	0.00	V		
Network:	MIAMI E	XECUTIVE	Branch: AP SE	S	OUTH	HEAST AP	Section:	4410	Surface:AC
L.C.D. 12/25	5/199 Us	se: APRON	Rank: P I	Length:	400.	00 (Ft) W i	idth: 100.0	0 (Ft)	True Area: 45220.00001 (SqFt
Work Date	Work Code		Description	Cost	t	Thickness (in)	Major M&R		Comments
1/1/2014 12/25/1999	ST-SC NU-IN	Surface Treat New Constru	ment - Seal Coat ction - Initial		0.00	0.00 0.00			
				•	I		•		

Page 4 of 19

Pavement Database: FDOT

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

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

 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)

l and Overlay
01 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	V	2" P-401 Mill and Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1965	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211
	ED					

 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)

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

1/1/2011

NU-IN

New Construction - Initial

Work History Report

Page 5 of 19

Pavement Database: FDOT

Notwork	MIAMIE	XECUTIVE Branch: RW 9L	27D DIINV	/AV 01 27	Section:	6105 Surface: AAC
L.C.D. 1/1/2			ength: 4,600			
L.C.D. 1/1/2		se: RUNWAY Rank: P L	engur: 4,000	· /		0 (Ft) True Area: 460000.0001 (SqFt
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005		Mill and Overlay	0.00	0.00	V	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/1965	IMPORT		0.00	2.00		1965: 2" P-401 ON 8" P-211
1/1/1/03	ED	DOILI	0.00	2.00	_	1903.2 1 401 010 1 211
	l					
Network:	MIAMI EX	XECUTIVE Branch: RW 9L	-27R RUNV	VAY 9L-27	Section:	6109 Surface: AAC
L.C.D. 1/1/2	005 II	se: RUNWAY Rank: P L	ength: 400	.00 (Ft) Wi o	dth: 25.0	0 (Ft) True Area: 10000.00000 (SqFt
Eleibi 1/1/2	Work	C. ROTTOTT RUMANT E	cingtin. 100	Thickness	Major	
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
1/1/2005		Mill and Overlay	0.00	0.00		
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	<u> </u>	
1/1/1997	IMPORT	BUILT	0.00	0.00		1997 AC CONSTRUCTION (FIELD
,	ED				•	OBSERVATION)
	,					
Network:	MIAMI EX	XECUTIVE Branch: RW 9L	-27R RUNV	VAY 9L-27	Section:	6110 Surface: AAC
L.C.D. 1/1/2	005 Us	se: RUNWAY Rank: P L	ength: 9,200	.00 (Ft) Wie	dth: 25.0	0 (Ft) True Area: 230000.0000 (SqFt
	Work			Thickness	Major	(-1)
Work Date	Code	Work Description	Cost	(in)	M&R	Comments
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	V	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/1965	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211
	ED					
Network:	MIAMI EX	KECUTIVE Branch: RW 9L	-27R RUNV	VAY 9L-27	Section:	6126 Surface: AAC
L.C.D. 1/1/2	005 Us	e: RUNWAY Rank: P L	ength: 404	.00 (Ft) Wie	dth: 25.0	0 (Ft) True Area: 10100.00000 (SqFt
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
	Code	•		(in)	M&R	Commences
1/1/2005		Mill and Overlay	0.00	0.00	~	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/1997	IMPORT ED	BUILT	0.00	0.00		1997 AC (FIELD OBSERVATION)
	ED					
No4l	MIAMIES	VECUTIVE Downsh. DW 01	27D DIINU	7.A.V.OI 27	Section:	C121 Sample and A.C.
		XECUTIVE Branch: RW 9L				
L.C.D. 1/1/2		se: RUNWAY Rank: P L	ength: 202		dth: 100.0	0 (Ft) True Area: 20200.00000 (SqFt
Work Date	Work	Work Description	Cost	Thickness	Major	Comments
1/1/2005	Code ML-OVL	Mill and Overlay	0.00	(in) 0.00	M&R	
1/1/2003	ST-SC	Surface Treatment - Seal Coat	0.00			
				0.00	<u> </u>	1007 A C DAVEMENT (FIELD
1/1/1997	IMPORT ED	BUILI	0.00	0.00		1997 AC PAVEMENT (FIELD OBSERVATION)
	<u> </u>					
Network.	MIAMIE	XECUTIVE Branch: RW 9R	-27L RIINV	/AV 9R-27	Section:	6302 Surface: AC
L.C.D. 1/1/2	UII US	se: RUNWAY Rank: P L	ength: 1,000	.00 (Ft) Wi	dth: 100.0	0 (Ft) True Area: 100000.0000 (SqFt
	Work			Thickness	Major	

Pavement Management System PAVER 7.0 TM

4.00

2011: 4" P-401, 10" P-211, 12" P-154,

ED

Work History Report

Page 6 of 19

Pavement Database: FDOT

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

Branch: RW 9R-27L RUNWAY 9R-27 **Network: MIAMI EXECUTIVE** 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 Thickness Major Work Date **Work Description** Cost Comments M&R Code (in) 1/1/1997 ML-OVL Mill and Overlay 0.00 0.00 ~ 1/1/1967 IMPORT BUILT 0.00 ~ 1967: 2" P-401 ON 8" P-401 2.00

RUNWAY 9R-27 Network: MIAMI EXECUTIVE Branch: RW 9R-27L 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 Major Work **Thickness Work Date Work Description** Cost Comments Code (in) M&R 1/1/1997 IMPORT BUILT 1997 AC PAVEMENT (FIELD 0.00 0.00 ~ 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 Thickness Major **Work Date Work Description** Cost Comments Code M&R (in) 1/1/2011 NU-IN 2012: 4" P-401, 10" P-211, 12" P-154, New Construction - Initial 0.00 4.00

Network: MIAMI EXECUTIVE Branch: RW 9R-27L RUNWAY 9R-27 Section: 6309 Surface: AAC Width: 25.00 (Ft) True Area: 8750.000002 (SqFt **L.C.D.** 1/1/2011 Use: RUNWAY Rank: P Length: 350.00 (Ft) Work Thickness Major **Work Date Work Description** Cost Comments M&R Code (in)

| 1/1/2011 | ML-OVL | Mill and Overlay | 0.00 | 0.00 | ✓ | 1/1/1997 | IMPORT | BUILT | 0.00 | 0.00 | ✓ | 1997 AC PAVEMENT (FIELD OBSERVATION) | 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 Thickness Major **Work Date Work Description** Cost Comments Code (in) M&R 1/1/1997 ML-OVL Mill and Overlay 0.00 0.00 > IMPORT BUILT 1/1/1967 0.00 ~ 2" P-401 ON 8" P-401 2.00 FD

Section: 6311 Network: MIAMI EXECUTIVE Branch: RW 9R-27L RUNWAY 9R-27 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 Thickness Work Major **Work Date Work Description** Cost Comments Code M&R (in)

1/1/1997 IMPORT BUILT 0.00 0.00 I 1997 AC PAVEMENT (FIELD OBSERVATION)

ED

Work History Report

Page 7 of 19

Pavement Database: FDOT

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 Thickness Major **Work Date Work Description** Cost **Comments** Code (in) M&R 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ightharpoons1/1/1967 IMPORT BUILT 0.00 2.00 1967: 2" P-401 ON 8" P-401 ED

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

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 Thickness Major **Work Date** Work Description Cost Comments Code (in) M&R 1/1/2007 ML-OVL Mill and Overlay 0.00 0.00 ~ IMPORT BUILT 1/1/1967 0.00 2.00 V 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 60.00 (Ft) Width: 125.00 (Ft) True Area: 7706.000002 (SqFt Length: Work Thickness Major **Work Date Work Description** Cost **Comments** Code M&R (in) 1/1/2007 ML-OVL Mill and Overlay 0.00 0.00 V ML-OVL Mill and Overlay 12/25/1999 0.000.00 ~ 1/1/1967 IMPORT BUILT 0.00 2.00 ~ 1967: 2" P-401 ON 8" P-401 ED

Network: MIAMI EXECUTIVE Branch: TW 17 TAXIWAY 17 Section: 370 Surface: AAC Use: TAXIWAY Rank: P **L.C.D.** 1/1/2007 Length: Width: 50.00 (Ft) True Area: 12809.00000 (SqFt 190.00 (Ft) Thickness Work Major **Work Date Work Description** Cost Comments Code (in) M&R 1/1/2007 ML-OVL Mill and Overlay 0.00 0.00 ~ IMPORT BUILT 1/1/1967 0.00 2.00 1967: 2" P-401 ON 8" P-401 ~ ED

Network: MIAMI EXECUTIVE Branch: TW 2 TAXIWAY 2 Section: 260 Surface: AAC Use: TAXIWAY Rank: P L.C.D. 1/1/2022 Length: 200.00 (Ft) Width: 90.00 (Ft) True Area: 19697.00000 (SqFt Work Thickness Major **Work Date Work Description** Cost Comments M&R Code (in) 1/1/2022 ML-OVL Mill and Overlay 0.00 2" P-401 Mill and Overlay 0.00 ~ 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ~ IMPORT BUILT 1/1/1967 0.00 2.00 1967: 2" P-401 ON 8" P-401 ~ ED

Page 8 of 19

Pavement Database: FDOT

Network:	MIAMI EX	XECUTIVE	Branch: TW 3	TAXIV	WAY 3	Section:	250 Surface: AAC
L.C.D. 1/1/2	006 Us	se: TAXIWAY	Rank: P L	ength: 200	.00 (Ft) Wi	dth: 90.0	0 (Ft) True Area: 19697.00000 (SqFt
Work Date	Work Code	Work D	escription	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	ML-OVL	Mill and Overla	ay	0.00	0.00	V	
1/1/1967	IMPORT ED	BUILT		0.00	2.00	>	1967: 2" P-401 ON 8" P-401

Network: MIAMI EXECUTIVE TAXIWAY 4 Branch: TW 4 Section: 240 Surface: AAC Use: TAXIWAY Rank: P Length: 200.00 (Ft) Width: 90.00 (Ft) True Area: 19697.00000 (SqFt Work Thickness Major **Work Date Work Description** Cost **Comments** Code M&R (in) 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ~ 1/1/1967 IMPORT BUILT 0.00 2.00 1967: 2" P-401 ON 8" P-401 ~ ED

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

Network: MIAMI EXECUTIVE Branch: TW 6 TAXIWAY 6 Section: 220 Surface: AAC L.C.D. 1/1/2006 Use: TAXIWAY Rank: P 200.00 (Ft) Width: 90.00 (Ft) True Area: 19697.00000 (SqFt Length: Work Thickness Major **Work Date Work Description** Cost **Comments** Code M&R (in) 1/1/2006 ML-OVL Mill and Overlay 0.00 0.00 ~ 1/1/1967 IMPORT BUILT 0.002.00 ~ 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	V	
1/1/1965	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211
	ED					

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

Page 9 of 19

Pavement Database: FDOT

Network:	МІАМІ ЕХ	XECUTIVE Branch: TW A	TAXIV	WAY A	Section:	104 Surface:AC
L.C.D. 6/1/2	019 Us	se: TAXIWAY Rank: P L	ength: 195	.00 (Ft) Wi	dth: 50.0	0 (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	V	2" AC, 10" Limerock Base, 12" Stabili
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	>	
1/1/1965	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211
	ED					

Branch: TW A Network: MIAMI EXECUTIVE 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 Thickness Major **Work Date Work Description** Cost Comments Code M&R (in) 1/1/2005 ML-OVL Mill and Overlay 0.00 0.00 ~ 1/1/1965 IMPORT BUILT 0.00 2.00 ~ 1965: 2" P-401 ON 8" P-211 ED

Network: MIAMI EXECUTIVE Branch: TW A TAXIWAY A Section: 108 Surface: AAC Length: **L.C.D.** 1/1/2000 Use: TAXIWAY Rank: P 370.00 (Ft) Width: 50.00 (Ft) True Area: 18500.00000 (SqFt Work Thickness Major **Work Date Work Description** Cost **Comments** Code (in) M&R 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	IMPORT	BUILT	0.00	2.00	>	1965: 2" P-401 ON 8" P-211
	ED		1			

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	V	
1/1/2001	ST-SC	Surface Treatment - Seal Coat	0.00	0.00		
1/1/1965	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211
	ED		!			

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

L.C.D. 1/1/2022

Use: TAXIWAY Rank: P

Work History Report

Page 10 of 19

Pavement Database: FDOT

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 Thickness Major **Work Date Work Description** Cost **Comments** Code (in) M&R 1/1/2001 ST-SC Surface Treatment - Seal Coat 0.00 0.00 1/1/2000 ML-OVL Mill and Overlay 0.000.00 1/1/1965 IMPORT BUILT 1965: 2" P-401 ON 8" P-211 0.00 2.00 ED

Section: 1005 Network: MIAMI EXECUTIVE **Branch:** TW AP NE NORTHEAST AP 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 675.00 (Ft) Width: 35.00 (Ft) True Area: 42813.00001 (SqFt Length:

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	V	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

- 1							· · /
	Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
	1/1/1998	IMPORT	BUILT	0.00	2.00	Y	1998 2" P401 AC SURFACE ON 8"
		ED		-			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
1/1/1067	NC AC	Now Construction AC	0.00	2.00	[.a]·	1067: 2" D 401 ON 8" D 401

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

35.00 (Ft) Width: 90.00 (Ft) True Area: 5269.000001 (SqFt Length: Work Thickness Major **Work Date Work Description** Cost Comments Code (in) M&R 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 0.000.00 ~ 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	IMPORT ED	BUILT	0.00	2.00		1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE

PAVER 7.0 TM Pavement Management System

10/1/2022

1/1/2001

1/1/1965

ML-OVL Mill and Overlay

Surface Treatment - Seal Coat

ST-SC

ED

IMPORT BUILT

Work History Report

Page 11 of 19

Pavement Database: FDOT

	Pavement Database: FDO1								
Network:	MIAMI EX	XECUTIVE Branch: TW C	TAXI	WAY C	Section:	915 Surface:AAC			
L.C.D. 10/1/						0 (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	IMPORT ED	BUILT	0.00	2.00		1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE			
	ED					BASE ON 6 1134 SUBBASE			
Network:	Network: MIAMI EXECUTIVE Branch: TW C TAXIWAY C Section: 920 Surface:AAC								
L.C.D. 7/1/2	021 Us	se: TAXIWAY Rank: P L	ength: 850	.00 (Ft) Wie	dth: 50.0	0 (Ft) True Area: 48130.00001 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
7/1/2021		Mill and Overlay	0.00	0.00	~				
1/1/1998	IMPORT ED	BUILT	0.00	2.00		1998 2" AC SURFACE ON 8" P211 BASE ON 8" P154 SUBBASE			
						1 1			
Network:	MIAMI EX	XECUTIVE Branch: TW D1	TAXIV	WAY D1	Section:	410 Surface: AAC			
L.C.D. 6/1/2	019 Us	se: TAXIWAY Rank: P L	ength: 300	.00 (Ft) Wie	dth: 130.0	0 (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	IMPORT ED	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211			
	I								
Network:	MIAMI EX	XECUTIVE Branch: TW D2	TAXIV	WAY D2	Section:	430 Surface: AC			
L.C.D. 1/1/2		se: TAXIWAY Rank: P L	ength: 300			0 (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			
		XECUTIVE Branch: TW D		WAY D	Section:				
L.C.D. 10/1/		se: TAXIWAY Rank: P L	ength: 275	()		0 (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	V	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	IMPORT	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211			
	ED								
Network:	MIAMI EX	XECUTIVE Branch: TW D	TAXIV	WAY D	Section:	405 Surface:AAC			
L.C.D. 10/1/	2022 Us	se: TAXIWAY Rank: P L	ength: 1,200	.00 (Ft) Wi o	dth: 50.0	0 (Ft) True Area: 60000.00001 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			

Pavement Management System PAVER 7.0 TM

0.00

0.00

0.00

0.00

0.00

2.00

Y

 2" P-401 Mill and Overlay

1965: 2" P-401 ON 8" P-211

Page 12 of 19

Pavement Database: FDOT

	Pavement Database: FDO1							
Network:	MIAMI EX	XECUTIVE Branch: TW D	TAXIV	WAY D	Section:	407 Surface:AC		
L.C.D. 6/1/2	019 Us	se: TAXIWAY Rank: P L	ength: 360	.00 (Ft) Wi	dth: 50.0	0 (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	V	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	IMPORT	BUILT	0.00	2.00	~	1965: 2" P-401 ON 8" P-211		
	ED							
Network:	Network: MIAMI EXECUTIVE Branch: TW D TAXIWAY D Section: 412 Surface: AC							
L.C.D. 6/1/2	019 Us	se: TAXIWAY Rank: P L	ength: 165	.00 (Ft) Wi	dth: 65.0	0 (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	>			
		XECUTIVE Branch: TW D		WAY D	Section:	~~~~~		
L.C.D. 7/1/2		se: TAXIWAY Rank: P L	ength: 2,168	. ,		0 (Ft) True Area: 108400.0000 (SqFt		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments		
7/1/2020		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		1065 211 D 401 ON 011 D 211		
1/1/1965	IMPORT ED	BUILI	0.00	2.00		1965: 2" P-401 ON 8" P-211		
	I							
Network:	MIAMI E	XECUTIVE Branch: TW E1	TAXIV	WAY E1	Section:	513 Surface:AC		
L.C.D. 1/1/2	011 Us	se: TAXIWAY Rank: P L	ength: 300	.00 (Ft) Wi	dth: 170.0	0 (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		
		XECUTIVE Branch: TW E2		WAY E2	Section:			
L.C.D. 1/1/2	012 Us	se: TAXIWAY Rank: P L	ength: 192			0 (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		
Not : 1	MIANGES	VECTITIVE D L. TW FO	T 4 3713	WAN ES	Cant':	516 S. F A.C.		
		XECUTIVE Branch: TW E2		WAY E2	Section:			
L.C.D. 12/25	Work		ength: 388	.00 (Ft) Wi		0 (Ft) True Area: 38537.00001 (SqFt		
Work Date	Code	Work Description	Cost	(in)	Major M&R	Comments		
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00				

Page 13 of 19

Pavement Database: FDOT

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

Network: MIAMI EXECUTIVE Branch: TW E4 **TAXIWAY E4** Section: 560 Surface: AC Use: TAXIWAY Rank: P **L.C.D.** 10/1/2022 Length: 300.00 (Ft) Width: 92.00 (Ft) True Area: 27522.00000 (SqFt Work Thickness Major **Work Date Work Description** Cost **Comments** M&R Code (in) 10/1/2022 NC-AC 4" P-401, 10" P-211, 12" P-154, 8" Co New Construction - AC 0.00 0.00 ~

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	V	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	IMPORT	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401
	ED		l.			

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	V	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1967	IMPORT	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401
	ED		l			

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 On the Cost Thickness Major Comments

Work DateWork CodeWork DescriptionCostThickness (in)Major M&RComments1/1/2011NU-INNew Construction - Initial0.004.00Image: 2011 and 10 and 10

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	IMPORT ED	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401

Page 14 of 19

Pavement Database: FDOT

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 Thickness Major **Work Date Work Description** Cost Comments Code (in) M&R 1/1/2007 ML-OVL Mill and Overlay 0.00 0.00 ~ 1/1/1967 IMPORT BUILT 0.002.00 ~ 1967: 2" P-401 ON 8" P-401 ED

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	V	
12/25/1999	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1967	IMPORT ED	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401
	ED					

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

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

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	IMPORT ED	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	V	
1/1/1996	IMPORT ED	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	V	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	IMPORT	BUILT	0.00	2.00		1967: 2" P-401 ON 8" P-401
	ED					

11/18/2022

Work History Report

Page 15 of 19

Pavement Database: FDOT

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

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	Y	
1/1/1965	IMPORT ED	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	V	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	V	
1/1/1965	IMPORT ED	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	IMPORT ED	BUILT	0.00	0.00		1997 AC PAVEMENT (FIELD OBSERVATION)

Page 16 of 19

Pavement Database: FDOT

Network:	MIAMI EX	XECUTIVE Branch: TW G	TAXIV	WAY G	Section:	715 Surface: AAC			
L.C.D. 5/1/20	021 Us	se: TAXIWAY Rank: P	ength: 500	.00 (Ft) Wi	dth: 100.0	0 (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		40.62 00 0 404 004 00 00 0			
1/1/1965	IMPORT ED	BUILT	0.00	2.00		1965: 2" P-401 ON 8" P-211			
Network:	MIAMI EX	XECUTIVE Branch: TW G	TAXIV	WAY G	Section:	720 Surface:AAC			
L.C.D. 1/1/20	002 Us	se: TAXIWAY Rank: P L	ength: 300	.00 (Ft) Wi	dth: 75.0	0 (Ft) True Area: 50475.00001 (SqFt			
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments			
1/1/2002		Mill and Overlay	0.00	0.00	V				
1/1/2001	ST-SC IMPORT	Surface Treatment - Seal Coat	0.00	0.00		1965: 2" P-401 ON 8" P-211			
1/1/1965	ED	BUILI	0.00	2.00		1903: 2 F-401 ON 8 F-211			
		XECUTIVE Branch: TW H1		WAY H1	Section:				
L.C.D. 1/1/2		se: TAXIWAY Rank: P L	ength: 230	·		0 (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	V	4" P-401, 10" P-211, 12" P-154, 8" Co			
Network: MIAMI EXECUTIVE Branch: TW H2 TAXIWAY H2 Section: 850 Surface: AC									
Network: L.C.D. 1/1/20	022 Us		ength: 230	.00 (Ft) Wi	dth: 103.0	850 Surface:AC 0 (Ft) True Area: 22661.00000 (SqFt			
L.C.D. 1/1/2	022 Us Work Code	se: TAXIWAY Rank: P L	ength: 230	.00 (Ft) Wi	dth: 103.0 Major	0 (Ft) True Area: 22661.00000 (SqFt			
L.C.D. 1/1/20 Work Date 1/1/2022	022 Us Work Code NC-AC	Work Description New Construction - AC	Cost 0.00	Thickness (in)	Major M&R	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co			
L.C.D. 1/1/20 Work Date 1/1/2022 Network:	Work Code NC-AC	Work Description New Construction - AC XECUTIVE Branch: TW H3	Cost	Thickness (in) 0.00 WAY H3	Major M&R Section:	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC			
L.C.D. 1/1/20 Work Date 1/1/2022	Work Code NC-AC MIAMI EX	Work Description New Construction - AC XECUTIVE Branch: TW H3	Cost	.00 (Ft) Wid Thickness (in) 0.00 WAY H3	Major M&R Section: dth: 60.0	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co			
L.C.D. 1/1/20 Work Date 1/1/2022 Network:	Work Code NC-AC	Work Description New Construction - AC XECUTIVE Branch: TW H3	Cost	Thickness (in) 0.00 WAY H3	Major M&R Section:	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC			
L.C.D. 1/1/20 Work Date 1/1/2022 Network: L.C.D. 10/1/2	Work Code NC-AC MIAMI E2 2022 Us Work Code	Work Description New Construction - AC KECUTIVE Branch: TW H3 se: TAXIWAY Rank: P L	Cost 0.00 TAXIVength: 420	.00 (Ft) Width Thickness (in) 0.00 WAY H3 .00 (Ft) Width Thickness	Major M&R Section: dth: 60.0 Major	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC 0 (Ft) True Area: 28454.00000 (SqFt			
Network: L.C.D. 1/1/20 Network: L.C.D. 10/1/2 Work Date 10/1/2022	Work Code NC-AC MIAMI EX 2022 Us Work Code NC-AC	Work Description New Construction - AC KECUTIVE Branch: TW H3 See: TAXIWAY Rank: P L Work Description New Construction - AC	Cost 0.00 TAXIVength: 420 Cost 0.00	WAY H3 .00 (Ft) Wie Thickness (in) 0.00 WAY H3 .00 (Ft) Wie Thickness (in) 0.00	Major M&R Section: dth: 60.0 Major M&R	0 (Ft) True Area: 22661.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface:AC 0 (Ft) True Area: 28454.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co			
Network: L.C.D. 1/1/2022 Network: L.C.D. 10/1/2 Work Date 10/1/2022 Network:	Work Code NC-AC MIAMI EX 2022 Us Work Code NC-AC	Work Description New Construction - AC EXECUTIVE Branch: TW H3 See: TAXIWAY Rank: P L Work Description New Construction - AC EXECUTIVE Branch: TW H4	Cost 0.00 TAXIV ength: 420 Cost 0.00 TAXIV	WAY H3 O0 (Ft) Wie Thickness (in) 0.00 WAY H3 WAY H3 WAY H4	Major M&R Section: dth: 60.0 Major M&R V Section:	Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC 0 (Ft) True Area: 28454.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 330 Surface: AAC			
Network: L.C.D. 1/1/20 Network: L.C.D. 10/1/2 Work Date 10/1/2022	Work Code NC-AC MIAMI EX 2022 Us Work Code NC-AC	Work Description New Construction - AC EXECUTIVE Branch: TW H3 See: TAXIWAY Rank: P L Work Description New Construction - AC EXECUTIVE Branch: TW H4 See: TAXIWAY Rank: P L	Cost 0.00 TAXIV ength: 420 Cost 0.00 TAXIV	.00 (Ft) Wind Thickness (in) 0.00 WAY H3 .00 (Ft) Wind Thickness (in) 0.00 WAY H4 .00 (Ft) Wind Way H4 .00 (Ft) Wind Thickness (in) 0.00 WAY H4	Major M&R Section: dth: 60.0 Major M&R Section: dth: 85.0	Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC 0 (Ft) True Area: 28454.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 330 Surface: AAC 0 (Ft) True Area: 12767.00000 (SqFt			
Network: L.C.D. 1/1/2022 Network: L.C.D. 10/1/2 Work Date 10/1/2022 Network:	Work Code NC-AC MIAMI EX 2022 Us Work Code NC-AC	Work Description New Construction - AC KECUTIVE Branch: TW H3 Re: TAXIWAY Rank: P L Work Description New Construction - AC KECUTIVE Branch: TW H4 Work Description KECUTIVE Branch: TW H4 Re: TAXIWAY Rank: P L Work Description	Cost 0.00 TAXIV ength: 420 Cost 0.00 TAXIV	WAY H3 O0 (Ft) Wie Thickness (in) 0.00 WAY H3 WAY H3 WAY H4	Major M&R Section: dth: 60.0 Major M&R V Section:	Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC 0 (Ft) True Area: 28454.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 330 Surface: AAC			
L.C.D. 1/1/20 Work Date 1/1/2022 Network: L.C.D. 10/1/2 Work Date 10/1/2022 Network: L.C.D. 1/1/20	Work Code NC-AC MIAMI EX 2022 Us Work Code NC-AC	Work Description New Construction - AC KECUTIVE Branch: TW H3 Se: TAXIWAY Rank: P L Work Description New Construction - AC KECUTIVE Branch: TW H4 Se: TAXIWAY Rank: P L Work Description Mill and Overlay	Cost 0.00 TAXIVength: 420 Cost 0.00 TAXIVength: 420 Cost 0.00 TAXIVength: 200	WAY H3 .00 (Ft) Wi Thickness (in) 0.00 WAY H3 .00 (Ft) Wi Thickness (in) 0.00 WAY H4 .00 (Ft) Wi Thickness	Section: dth: 60.0 Major M&R Section: dth: 65.0 Major M&R M&R Major M&R Major M&R	Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 825 Surface: AC 0 (Ft) True Area: 28454.00000 (SqFt Comments 4" P-401, 10" P-211, 12" P-154, 8" Co 330 Surface: AAC 0 (Ft) True Area: 12767.00000 (SqFt			

Page 17 of 19

Pavement Database: FDOT

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 Thickness Major **Work Date Work Description** Cost Comments Code (in) M&R 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 0.000.00 ~ 1/1/1967 IMPORT BUILT 0.00 1967: 2" P-401 ON 8" P-401 2.00 ED

Branch: TW H5 **Network:** MIAMI EXECUTIVE **TAXIWAY H5** Section: 340 Surface: AAC **L.C.D.** 1/1/2007 Use: TAXIWAY Rank: P 190.00 (Ft) Width: 90.00 (Ft) True Area: 17255.00000 (SqFt Length:

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	V	
1/1/1967	IMPORT ED	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	V	2" P-401 Mill and Overlay
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00		
1/1/1998	IMPORT	BUILT	0.00	2.00		1998 2" P401 AC SURFACE ON 8'
	ED		•			P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE Branch: TW H TAXIWAY H Section: 820 Surface: AAC 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
Ī	1/1/2020	ML-OVL	Mill and Overlay	0.00	0.00	V	2" P-401 Mill and Overlay
	1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00		
	1/1/1998	IMPORT	BUILT	0.00	2.00	الثا	1998 2" P401 AC SURFACE ON 8'
		ED		ı			P211 BASE ON 8" P154 SUBBASE

Network: MIAMI EXECUTIVE Branch: TW H TAXIWAY H Section: 860 Surface:AC **Length:** 2,181.00 (Ft) Width: 50.00 (Ft) True Area: 109057.0000 (SqFt **L.C.D.** 1/1/2022 Use: TAXIWAY Rank: P

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 300.00 (Ft) Width: 60.00 (Ft) True Area: 27574.00000 (SqFt

Length:

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	V	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	IMPORT	BUILT	0.00	2.00	~	1965: 2" P-401 ON 8" P-211
	ED					

PAVER 7.0 TM Pavement Management System

1	1	/1	R	/2	A	2	2
1	1		O.		v	4	_

Page 18 of 19

Pavement Database: FDOT

Network:	MIAMI EX	XECUTIVE	Branch: TW J	TAX	IWAY J	Section	n: 1020	Surface:AC	-
L.C.D. 1/1/2022 Use: TAXIWAY			Rank: P I	Length: 34	0.00 (Ft)	Width: 7	7.00 (Ft)	True Area: 26181.00000 (Se	qFt
Work Date	Work Code	Work D	escription	Cost	Thicknes (in)	s Major M&R		Comments	
1/1/2022	NC-AC	New Construct	ion - AC	0.0	0.0	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 Length: 130.00 (Ft) Width: 68.00 (Ft) True Area: 8902.000002 (SqFt Use: TAXIWAY Rank: P Work Thickness Major **Work Date Work Description** Cost Comments Code (in) M&R 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 J
 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	IMPORT ED	OVERLAY	0.00	0.00		1997 AC SURFACE (FIELD OBSERVATION)
1/1/1965	IMPORT ED	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	IMPORT ED	OVERLAY	0.00	0.00		1997 AC SURFACE (FIELD OBSERVATION)
1/1/1965	IMPORT ED	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 Thickness Major Work Date **Work Description** Cost Comments Code (in) M&R 6/1/2019 NC-AC New Construction - AC 0.00 0.00 4" AC, 10" Limerock Base, 12" Stabili ~

Page 19 of 19

Pavement Database: FDOT

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

Branch Condition Report

Page 1 of 3

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		72.20		
AP RU W	1	465.00	130.00	60,056.00		94.00		
AP S	7	7,400.00	167.29	1,409,783.00		54.71	12.53	65.15
AP SE	2	465.00	100.00	51,809.00		71.50		60.69
RW 13-31	4	8,004.00	75.00		RUNWAY	100.00		100.00
RW 9L-27R	6	15,006.00	62.50	750,300.00	RUNWAY	65.50		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

11/18/2022
11/10/2022

Branch Condition Report

Page 2 of 3

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

11/18/2022	Branch Condition Report	Page 3 of 3
	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
1 11/0110111 2 11111011501 1 2 0 1	1.00,,0.11111

	wase. TDOI				1.00,	voi kiu.	11,12			
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspec tion	PCI
AP N	4200	1/1/1998	AAC	APRON	Р	0	240,000.00	9/20/2022	24	76
AP N	4205	1/1/2006	AAC	APRON	Р	0	600,000.00	9/20/2022	16	71
AP N	4215	1/1/2006	AAC	APRON	Р	0	72,000.00	9/20/2022	16	64
AP N	4220	1/1/1994	AAC	APRON	Р	0	97,500.00	9/20/2022	28	55
AP N	4225	12/25/1999	AC	APRON	Р	0	69,490.00	9/20/2022	23	47
AP N	4230	12/25/1999	AC	APRON	Р	0	18,795.00	9/20/2022	23	37
AP N	4235	1/1/2015	AC	APRON	Р	0	19,200.00	9/20/2022	7	89
AP NE	4305	12/25/1999	PCC	APRON	Р	0	9,600.00	9/20/2022	23	86
AP NE	4310	12/25/1999	AC	APRON	Р	0	19,797.00	9/20/2022	23	60
AP NE	4315	12/25/1999	AC	APRON	Р	0	21,176.00	9/20/2022	23	65
AP NE	4320	12/25/1999	PCC	APRON	Р	0	9,216.00	9/20/2022	23	86
AP NE	4325	12/25/1999	AC	APRON	Р	0	49,524.00	9/20/2022	23	64
AP RU W	2310	6/1/2019	AC	APRON	Р	0	60,056.00	9/20/2022	3	94
AP S	4105	1/1/1998	AC	APRON	Р	0	192,000.00	9/20/2022	24	
AP S	4110	1/1/1998	AAC	APRON	Р	0	253,679.00	9/20/2022	24	69
AP S	4115	1/1/1998	AAC	APRON	Р	0	825,309.00	9/20/2022	24	68
AP S	4125	12/25/1999	AC	APRON	Р	0	35,015.00	9/20/2022	23	56
AP S	4130	12/25/1999	AC	APRON	Р	0	19,714.00	9/20/2022	23	32
AP S	4135	12/25/1999	AC	APRON	Р	0	29,788.00	9/20/2022	23	
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	Р	0	45,220.00	9/20/2022	23	
AP SE	4415	6/1/2014	AC	APRON	Р	0	6,589.00	9/20/2022	8	86
RW 13-31	6205	10/1/2022	AAC	RUNWAY	Р	0	208,200.00	10/1/2022	0	100
RW 13-31	6210	10/1/2022	AAC	RUNWAY	Р	0	104,100.00	10/1/2022	0	100
RW 13-31	6220	5/1/2021	AAC	RUNWAY	Р	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	Р	0	20,000.00	9/20/2022	17	56
RW 9L-27R	6105	1/1/2005	AAC	RUNWAY	Р	0	460,000.00	9/20/2022	17	
RW 9L-27R	6109	1/1/2005	AAC	RUNWAY	Р	0	10,000.00	9/20/2022	17	62
RW 9L-27R	6110	1/1/2005	AAC	RUNWAY	Р	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	
RW 9R-27L	6306	1/1/1997	AC	RUNWAY	Р	0	20,100.00		25	
RW 9R-27L	6307	1/1/2011		RUNWAY	Р	0	50,000.00		11	
RW 9R-27L	6309 6310	1/1/2011	AAC	RUNWAY	P	0	8,750.00 231,250.00	9/20/2022	11	
RW 9R-27L RW 9R-27L	6311	1/1/1997 1/1/1997	AAC AC	RUNWAY RUNWAY	P P	0	10,050.00	9/20/2022 9/20/2022	25 25	
TW 1	270	1/1/2006	AAC	TAXIWAY	P	0	12,843.00	9/20/2022	16	
TW 15	350	1/1/2007	AAC	TAXIWAY	P	0	19,697.00	9/20/2022	15	
	1			1	<u>. </u>					
TW 16 TW 16	360 365	1/1/2007 1/1/2007	AAC AAC	TAXIWAY TAXIWAY	P P	0	11,992.00 7,706.00	9/20/2022 9/20/2022	15 15	
TW 17	370	1/1/2007	AAC	TAXIWAY	P	0	12,809.00	l .	15	
TW 2	260	1/1/2007	AAC	TAXIWAY	P	0	19,697.00	1/1/2022	0	<u>. </u>
				!	1	1			<u> </u>	+
TW 4	250	1/1/2006	AAC	TAXIWAY	P P	0	19,697.00		16	
	1	1/1/2006		TAXIWAY	<u> </u>	0	19,697.00	9/20/2022	16	
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	Р	0	19,697.00	9/20/2022	16	76
TW 7	210	1/1/2005	AAC	TAXIWAY	Р	0	18,557.00	9/20/2022	17	73
TW A	103	6/1/2019	AAC	TAXIWAY	Р	0	8,250.00	9/20/2022	3	94
TW A	104	6/1/2019	AC	TAXIWAY	Р	0	9,750.00	9/20/2022	3	94
TW A	105	1/1/2005	AAC	TAXIWAY	Р	0	261,575.00	9/20/2022	17	78
TW A	108	1/1/2000	AAC	TAXIWAY	Р	0	18,500.00	9/20/2022	22	65
TW A1	110	6/1/2019	AAC	TAXIWAY	Р	0	30,745.00	9/20/2022	3	94
TW A3	120	1/1/2002	AAC	TAXIWAY	Р	0	50,475.00	9/20/2022	20	82
TW A4	124	1/1/2000	AC	TAXIWAY	Р	0	26,792.00	9/20/2022	22	72
TW A4	125	1/1/2000	AAC	TAXIWAY	Р	0	32,146.00	9/20/2022	22	67
TW AP NE	1005	12/25/1999	AC	TAXIWAY	Р	0	44,691.00	9/20/2022	23	61
TW AP SE	1105	10/1/2021	AAC	TAXIWAY	Р	0	42,813.00	10/1/2021	0	100
TW C	910	1/1/1998	AC	TAXIWAY	Р	0	83,342.00	9/20/2022	24	58
TW C	915	10/1/2022	AAC	TAXIWAY	Р	0	5,336.00	10/1/2022	0	100
TW C	920	7/1/2021	AAC	TAXIWAY	Р	0	48,130.00	7/1/2021	0	100
TW C1	905	1/1/1998	AC	TAXIWAY	Р	0	7,838.00	9/20/2022	24	59
TW C3	320	1/1/1997	AAC	TAXIWAY	Р	0	12,298.00	9/20/2022	25	53
TW C3	325	1/1/2022	AAC	TAXIWAY	Р	0	5,269.00	1/1/2022	0	100
TW D	400	10/1/2022	AC	TAXIWAY	Р	0	16,057.00	10/1/2022	0	100
TW D	405	10/1/2022	AAC	TAXIWAY	Р	0	60,000.00	10/1/2022	0	100
TW D	407	6/1/2019	AC	TAXIWAY	Р	0	18,131.00	9/20/2022	3	94
TW D	412	6/1/2019	AC	TAXIWAY	Р	0	9,750.00	9/20/2022	3	94
TW D	425	7/1/2020	AAC	TAXIWAY	Р	0	108,400.00	7/1/2020	0	100
TW D1	410	6/1/2019	AAC	TAXIWAY	Р	0	25,838.00	9/20/2022	3	94
TW D2	430	1/1/2022	AC	TAXIWAY	Р	0	26,872.00	1/1/2022	0	100
TW E	500	10/1/2022	AC	TAXIWAY	Р	0	19,360.00	10/1/2022	0	100
TW E	501	10/1/2022	AAC	TAXIWAY	Р	0	12,250.00	10/1/2022	0	100
TW E	503	1/1/2011	AC	TAXIWAY	Р	0	56,119.00	9/20/2022	11	73
TW E	505	1/1/2007	AAC	TAXIWAY	Р	0	103,953.00	9/20/2022	15	81
TW E	510	1/1/2007	AAC	TAXIWAY	Р	0	32,963.00	9/20/2022	15	81
TW E	535	1/1/2007	AAC	TAXIWAY	Р	0	17,500.00	9/20/2022	15	67
TW E	550	10/1/2022	AAC	TAXIWAY	Р	0	19,750.00	10/1/2022	0	100
TW E	555	10/1/2022	AC	TAXIWAY	Р	0	9,833.00	10/1/2022	0	100
TW E1	513	1/1/2011	AC	TAXIWAY	Р	0	54,092.00	9/20/2022	11	69
TW E2	515	1/1/2012	AAC	TAXIWAY	Р	0	19,201.00	9/20/2022	10	72
TW E2	516	12/25/1999	AC	TAXIWAY	Р	0	38,537.00	9/20/2022	23	71
TW E3	520	1/1/2007	AAC	TAXIWAY	Р	0	34,393.00	9/20/2022	15	76
TW E4	560	10/1/2022	AC	TAXIWAY	Р	0	27,522.00	10/1/2022	0	100
TW E5	527	1/1/1996	AC	TAXIWAY	Р	0	15,975.00	9/20/2022	26	63
TW E5	540	1/1/2020	AAC	TAXIWAY	Р	0	10,292.00	1/1/2020	0	100
TW E6	529	12/25/1999	AC	TAXIWAY	Р	0	26,192.00	9/20/2022	23	60
TW E6	530	1/1/1999	AAC	TAXIWAY	Р	0	32,146.00	9/20/2022	23	70
TW F	605	1/1/1998	AAC	TAXIWAY	Р	0	57,730.00	9/20/2022	24	76
TW G	705	1/1/2006	AAC	TAXIWAY	Р	0	51,622.00	9/20/2022	16	74
TW G	710	1/1/2020	AAC	TAXIWAY	Р	0	17,106.00	1/1/2020	0	100
TW G	715	5/1/2021	AAC	TAXIWAY	Р	0	50,475.00	5/1/2021	0	100
TW G	720	1/1/2002	AAC	TAXIWAY	Р	0	50,475.00	9/20/2022	20	81
TW G1	750	7/1/2021	AAC	TAXIWAY	Р	0	24,497.00	7/1/2021	0	100
TW H	815	10/1/2022	AAC	TAXIWAY	Р	0	9,243.00	10/1/2022	0	100
TW H	820	1/1/2020	AAC	TAXIWAY	Р	0	51,082.00	1/1/2020	0	100
TW H	860	1/1/2022	AC	TAXIWAY	Р	0	109,057.00	1/1/2022	0	100

11/18/2022

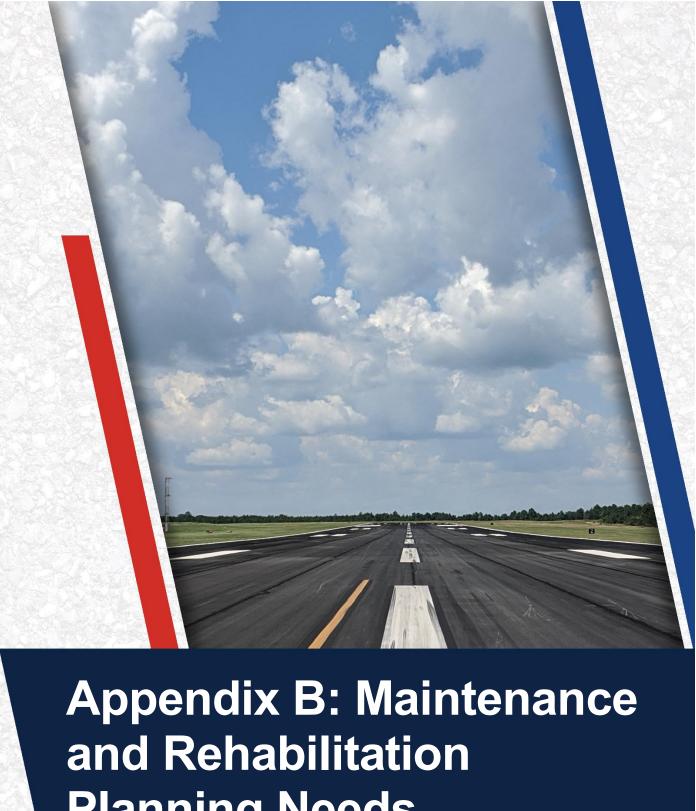
Section Condition Report

Page	3	of /
rage	J	01 4

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



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	Uni	t Cost	W	ork Cost
TMB	RW 9L-27R	6105	L&TCR	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
ТМВ	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
ТМВ	TW 17	370	WEATHERING	Medium	1,281	SF	10.0%	Preventive	Surface Seal	1,281	SF	\$	0.75	\$	970
ТМВ	TW 4	240	RAVELING	Low	787	SF	4.0%	Preventive	Surface Seal	788	SF	\$	0.75	\$	600
ТМВ	TW 4	240	WEATHERING	Medium	4,924	SF	25.0%	Preventive	Surface Seal	4,923	SF	\$	0.75	\$	3,700
ТМВ	TW 5	230	RAVELING	Low	199	SF	1.0%	Preventive	Surface Seal	198	SF	\$	0.75	\$	150
ТМВ	TW 5	230	WEATHERING	Medium	4,923	SF	25.0%	Preventive	Surface Seal	4,923	SF	\$	0.75	\$	3,700
ТМВ	TW 6	220	RAVELING	Low	787	SF	4.0%	Preventive	Surface Seal	788	SF	\$	0.75	\$	600
ТМВ	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
ТМВ	TW A	105	L & T CR	Medium	594	LF	0.2%	Preventive	AC Crack Sealing	594	LF	\$	4.00	\$	2,380
ТМВ	TW A	105	RAVELING	Low	127	SF	0.1%	Preventive	Surface Seal	127	SF	\$	0.75	\$	100
ТМВ	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
ТМВ	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
ТМВ	TW E	503	WEATHERING	Medium	9,821	SF	17.5%	Preventive	Surface Seal	9,821	SF	\$	0.75	\$	7,370
ТМВ	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&TCR	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
ТМВ	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
ТМВ	TW G	705	L&TCR	Medium	93	LF	0.2%	Preventive	AC Crack Sealing	93	LF	\$	4.00	\$	380
ТМВ	TW G	705	RAVELING	Low	516	SF	1.0%	Preventive	Surface Seal	517	SF	\$	0.75	\$	390
ТМВ	TW G	705	WEATHERING	Medium	12,751	SF	24.7%	Preventive	Surface Seal	12,751	SF	\$	0.75	\$	9,570
ТМВ	TW G	720	WEATHERING	Medium	15,142	SF	30.0%	Preventive	Surface Seal	15,143	SF	\$	0.75	\$	11,360
ТМВ	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
ТМВ	AP N	4200	RAVELING	Low	4,358	SF	1.8%	Preventive	Surface Seal	4,358	SF	\$	0.75	\$	3,270
ТМВ	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

Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Un	it Cost	W	ork Cost
TMB	AP N	4205	L&TCR	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

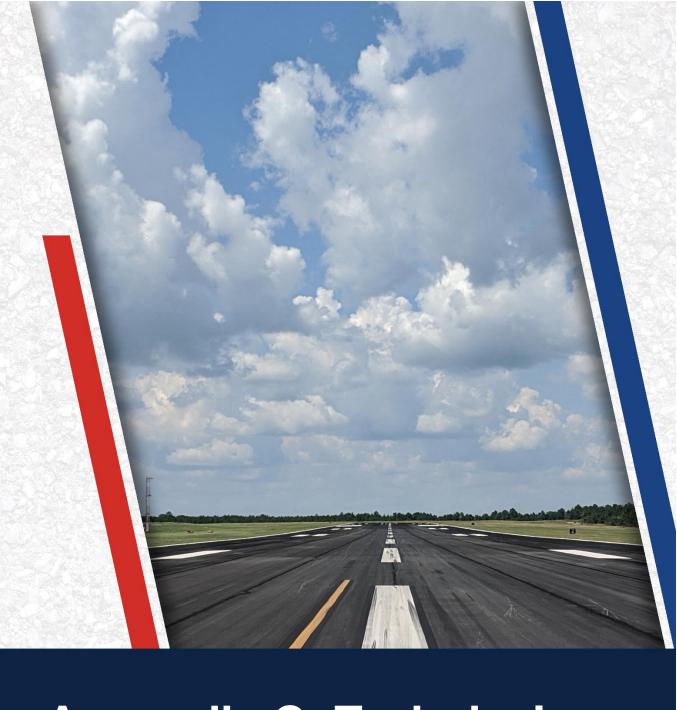
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2023	TMB	RW 9L-27R	6104	AAC	20,000	55	AC Rehabilitation	\$ 210,000
2023	TMB	RW 9L-27R	6109	AAC	10,000	62	AC Rehabilitation	\$ 105,000
2023	TMB	RW 9L-27R	6126	AAC	10,100	58	AC Rehabilitation	\$ 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	ТМВ	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

Airport Pavement Evaluation Report Statewide Airfield Pavement Management Program

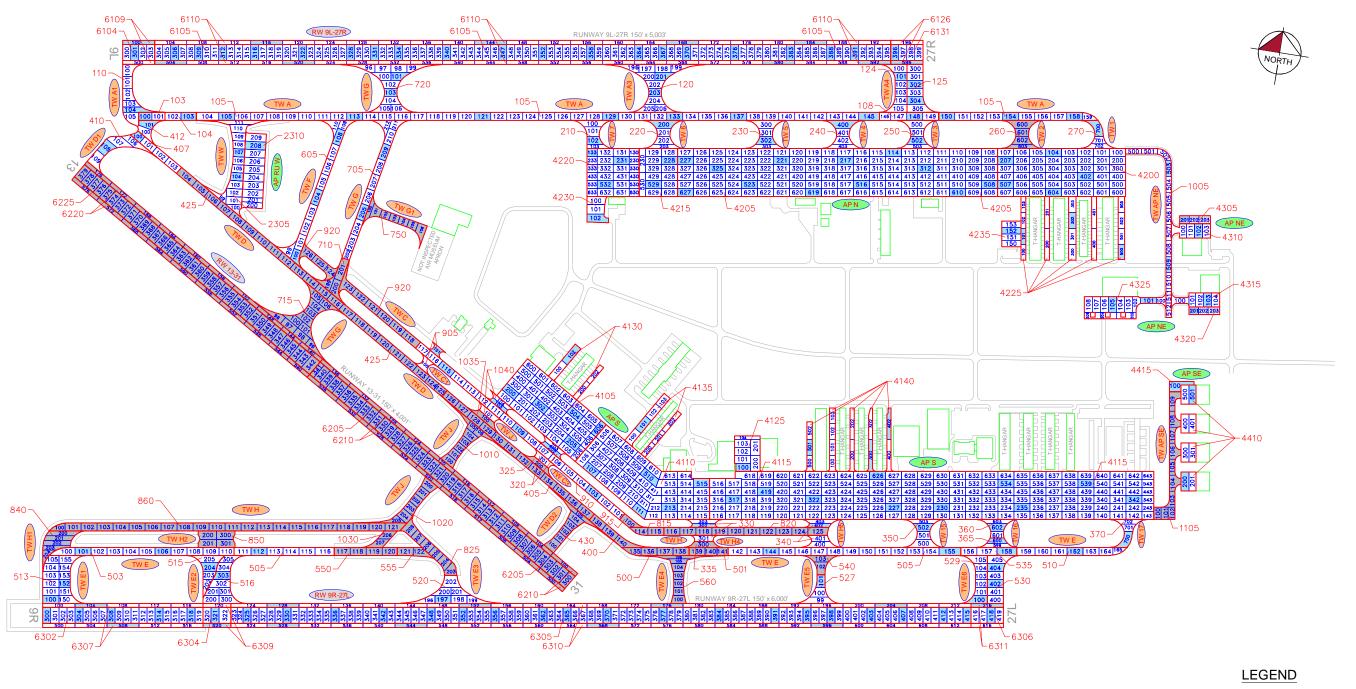
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	nning Cost Estimate
2023	TMB	AP S	4115	AAC	825,309	66	AC Rehabilitation	\$ 8,666,000
2023	TMB	AP S	4125	AC	35,015	55	AC Rehabilitation	\$ 368,000
2023	TMB	AP S	4130	AC	19,714	30	AC Reconstruction	\$ 365,000
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	ТМВ	TW A3	120	AAC	50,475	69	AC Rehabilitation	\$ 823,000

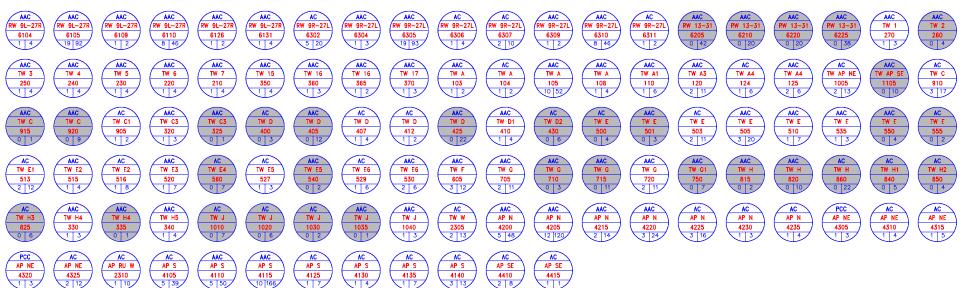
^{*}All planning cost values have been rounded up to the nearest thousand dollars.





Appendix C: Technical Exhibits





- TYPICAL RUNWAY BRANCH ID TYPICAL TAXIWAY BRANCH ID TYPICAL APRON BRANCH ID PAVEMENT SURFACE TYPE --- PAVEMENT BRANCH ID

SECTION NUMBER NUMBER OF SAMPLE UNITS IN SECTION

NUMBER OF SAMPLE UNITS TO BE INSPECTED

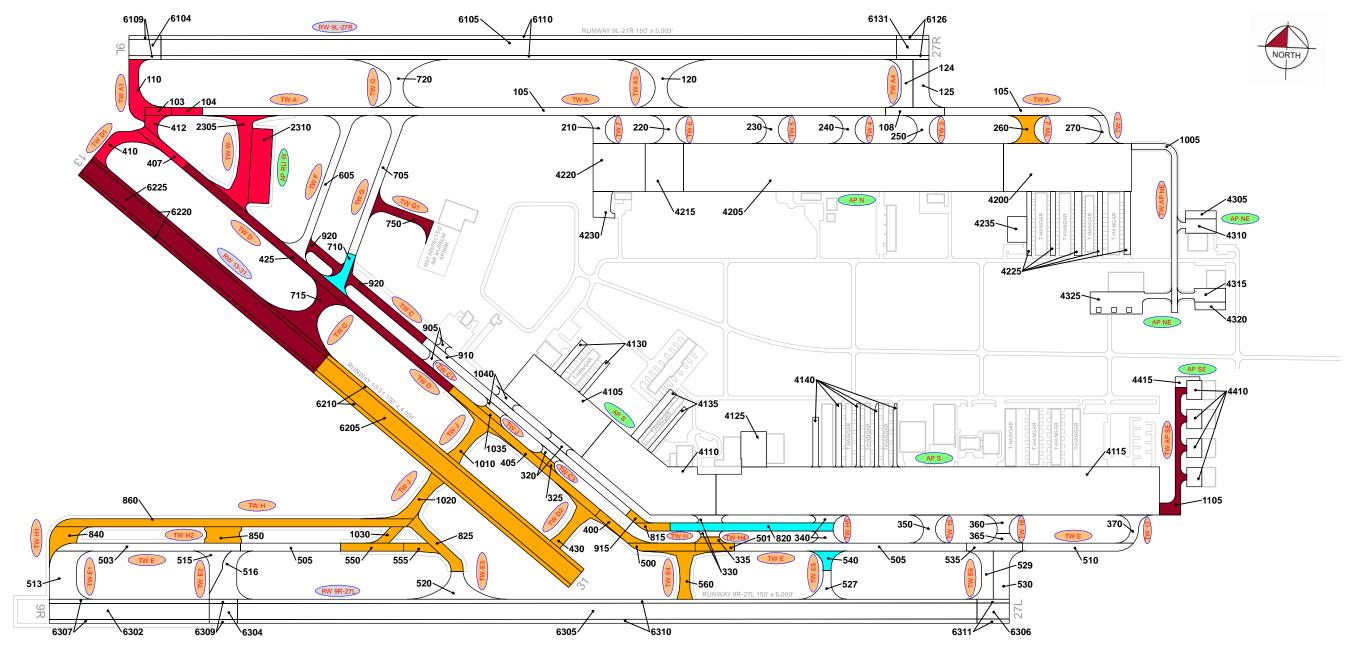
INSPECTED SAMPLE UNITS.



SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.

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

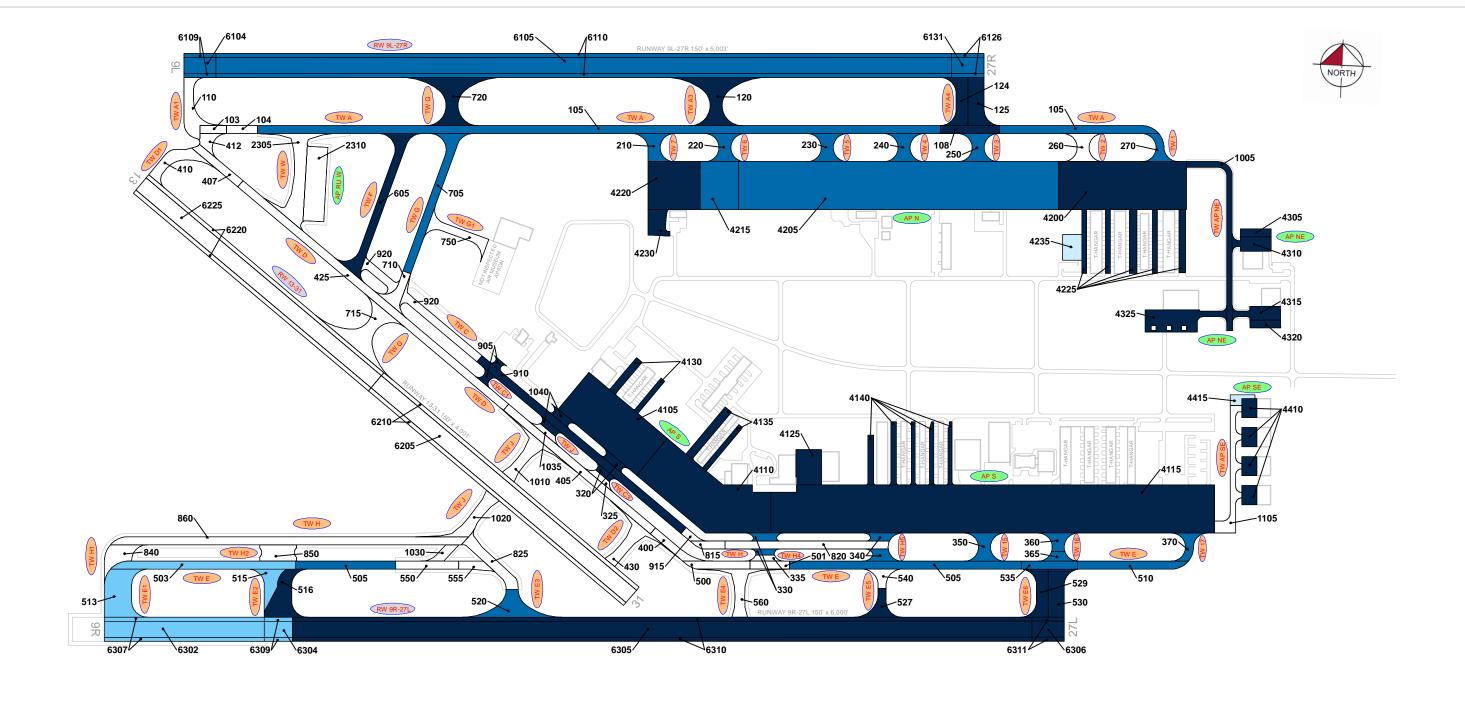


RECENT & ANTICIPATED CONSTRUCTION AC	TIVITY

	CANALION ALIEN	D CONSTRUCTION ACTIVITY				
CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION				
	TW A, TW A1, TW D1	Mill and Overlay 2" AC Mill and Overlay				
2019	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				
	TW C	Mill and Overlay				
2021	RW 13-31, TW AP SE, TW D, TW G, TW G1	Mill and Overlay 2" P-401 Mill and Overlay				
	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				
2022	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				



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





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

LEGEND

TYPICAL RUNWAY BRANCH ID

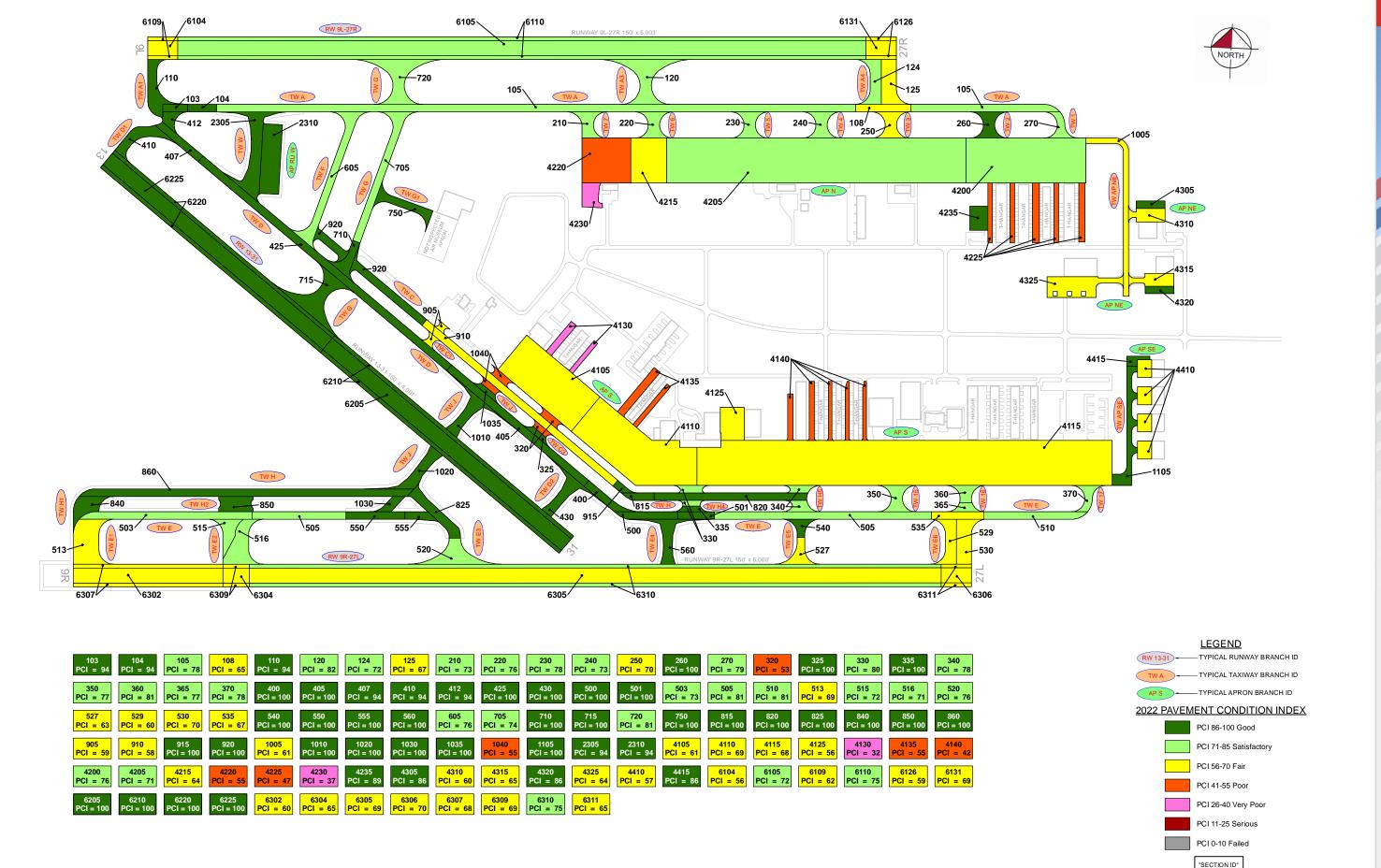
TYPICAL TAXIWAY BRANCH ID
TYPICAL APRON BRANCH ID

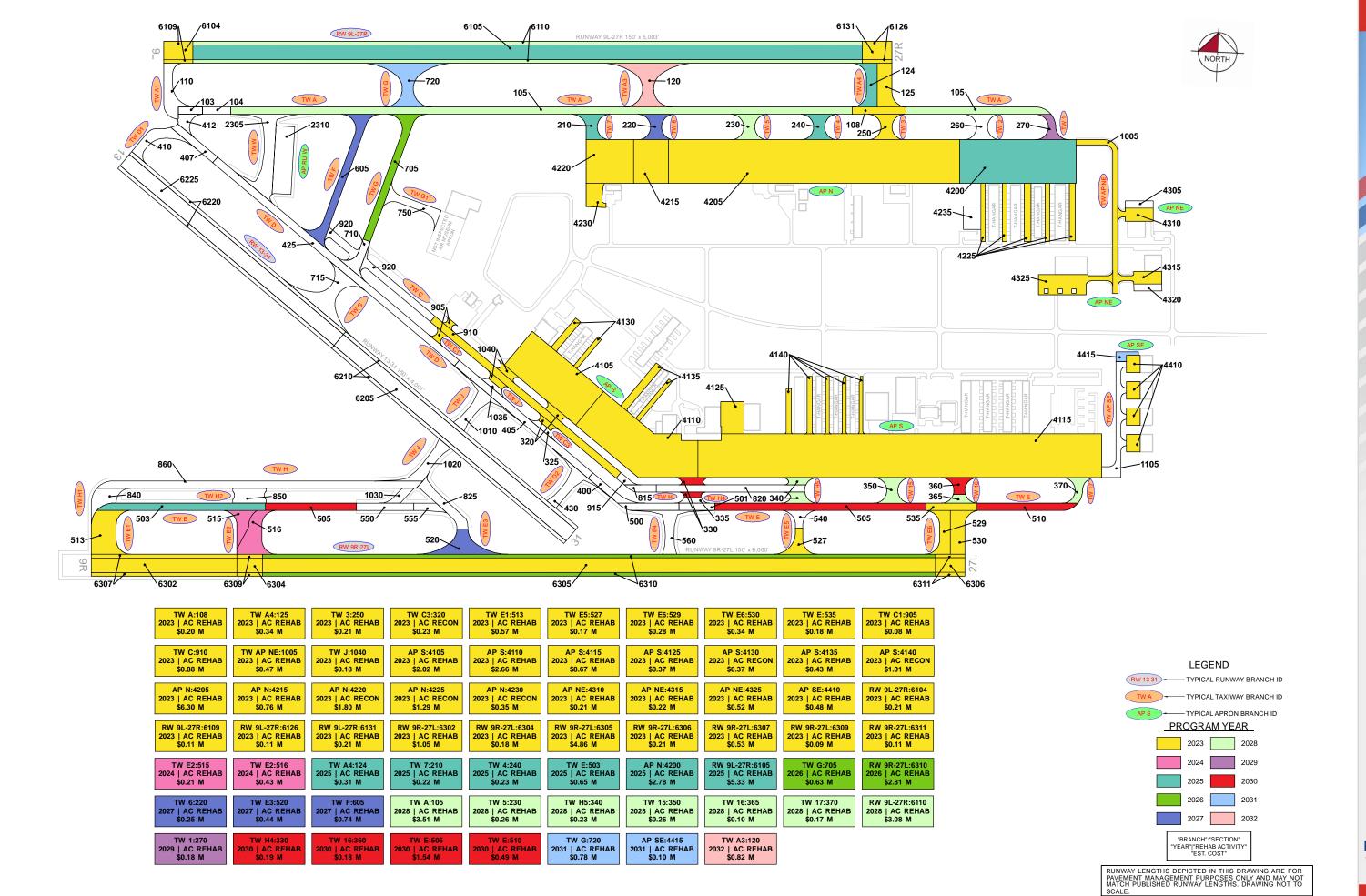


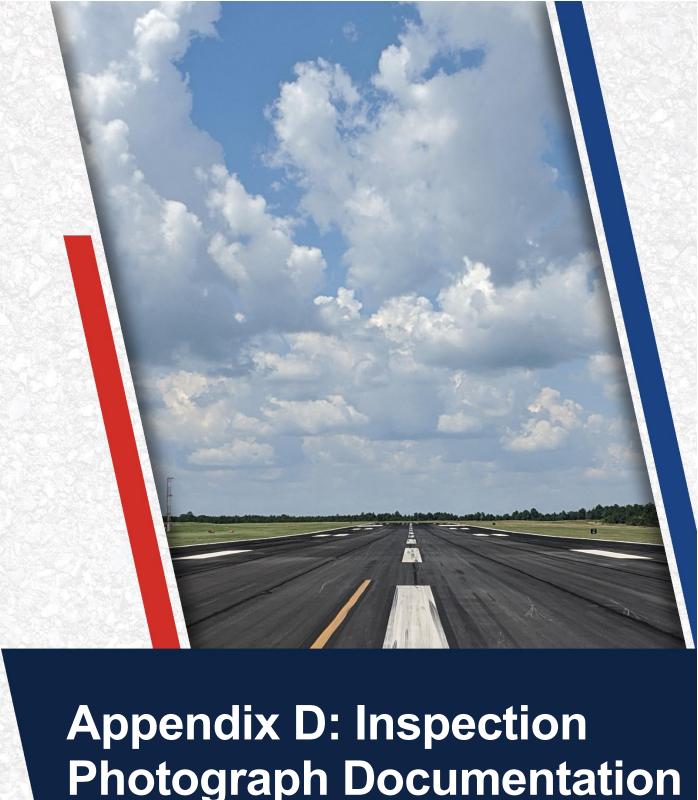


PCI VALUE*

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







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



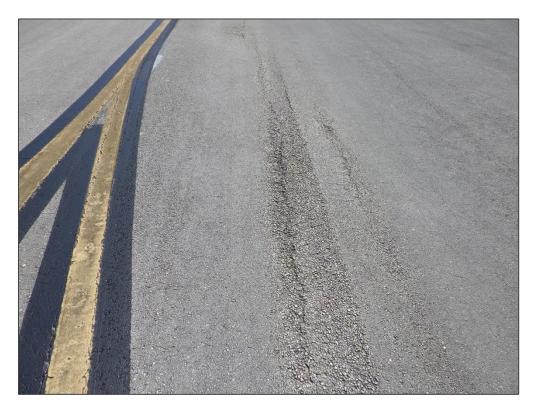


TW C, Section 910, Sample Unit 115 - Bleeding



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



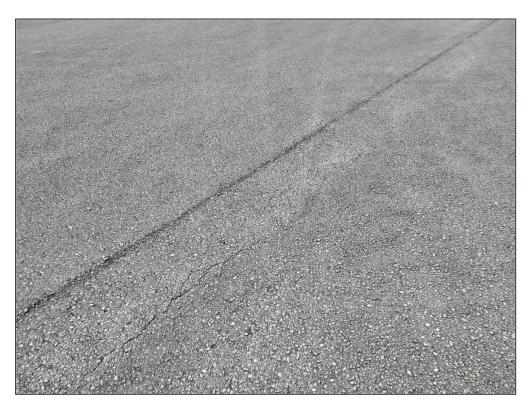


AP N, Section 4220, Sample Unit 532 - Block Cracking and Swelling



AP N, Section 4230, Sample Unit 102 - Depression



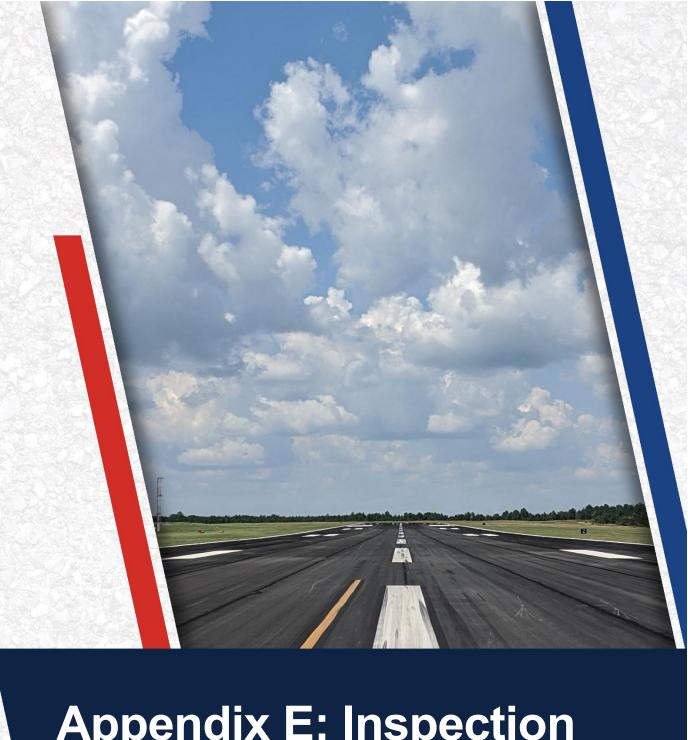


AP S, Section 4115, Sample Unit 235 – Longitudinal & Transverse Cracking and Swelling



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





Appendix E: Inspection Distress Details

FDOT

Generated Date 11/18/2022 Page 1 of 116

	ated Date	I	1/18/2022						- Tuge 1 of 1
Netwo	ork: TMB			Name:	MIAMI EXECU	TIVE AIRPORT			
Branc	h: AP N		Name:	NORTH APRON	Use:	APRON	Area:	1,116,98	5 SqFt
Sectio	n: 4200	of 7	1	From: -		То: -		Las	st Const.: 1/1/1998
Surfa	ce: AAC Fa	mily: C	A653-RL-A	AP-AAC-APC Zone:		Category:		Ra	nk: P
Area:	240,000 S	qFt	Length	: 800 Ft	Width:	300 Ft			
Slabs:	S	lab Length	:	Ft Slab V	Vidth:	Ft	Joi	int Length:	Ft
Shoul	der: S	treet Type:	:	Grade	: 0		La	nes: 0	
Sectio	n Comments:								
Work	Date: 1/1/1967	Work	Type: BU	ILT	(Code: IMPORTED		Is Major M&R	: True
Work	Date: 1/2/1967	Work	Type: Sur	face Treatment - Seal Coat	(Code: ST-SC		Is Major M&R	: False
Work	Date: 1/1/1998	Work	Type: Mi	l and Overlay	(Code: ML-OVL		Is Major M&R	: True
Last I	nsp. Date: 9/20/2022		Total	Samples: 48	Survey	ed: 5			
Condi	tions: PCI: 76								
Inspe	ction Comments:								
Samn	le Number: 104	Type:	R	Area:	5000.00 SqFt	PCI: 78			
_	le Comments:	- J P***			24. ·	2 02. 70			
_			т	14.00 E					
18 19	L & T CR OIL SPILLAGE		L N	14.00 Ft 15.00 SqFt					
i9 i2	RAVELING		M	8.00 SqFt					
7	WEATHERING		L	4492.00 SqFt					
57	WEATHERING		M	500.00 SqFt					
Samp	le Number: 207	Type:	R	Area:	5000.00 SqFt	PCI: 83			
_	le Comments:				•				
18	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					
Samp	le Number: 402	Type:	R	Area:	5000.00 SqFt	PCI: 81			
Samp	le Comments:								
18	L & T CR		L	99.00 Ft					
6	SWELLING		L	28.00 SqFt					
57	WEATHERING		L	4500.00 SqFt					
57	WEATHERING		M	500.00 SqFt					
_	le Number: 507	Type:	R	Area:	5000.00 SqFt	PCI: 75			
Samp	le Comments:								
18	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	-				
_	le Number: 604 le Comments:	Type:	R	Area:	5000.00 SqFt	PCI: 63			
_			T	216.00 5					
48 50	L & T CR		L	216.00 Ft					
50 52	PATCHING RAVELING		L L	656.00 SqFt 434.00 SqFt					
14									
56	SWELLING		L	109.00 SqFt					

Netwo	rk: TMB			Name:	MIAMI EXECUTIVE	E AIRPORT	
Branc			Name:	NORTH APRON		PRON	Area: 1,116,985 SqFt
Section	n: 4205	of 7		From: -		To: -	Last Const.: 1/1/2006
Surfac				AP-AAC-APC Zone:		Category:	Rank: P
Area:	600,000 SqF	•	Length:		Width:	300 Ft	
Slabs:	_	Length:	_	Ft Slab W		Ft	Joint Length: Ft
Should		et Type:		Grade:	. 0		Lanes: 0
Section	n Comments:						
Work	Date: 1/1/1967	Work	Type: BU	 II.T	Code:	IMPORTED	Is Major M&R: True
	Date: 1/2/1967			face Treatment - Seal Coat		ST-SC	Is Major M&R: False
Work	Date: 1/1/2006	Work	Type: Mil	ll and Overlay	Code:	ML-OVL	Is Major M&R: True
Last I	nsp. Date: 9/20/2022		Total	Samples: 120	Surveyed:	12	
Condi							
Inspec	tion Comments:						
Sampl	e Number: 114	Type:	R	Area:	5000.00 SqFt	PCI: 77	
Sampl	e Comments:						
48	L & T CR		L	126.00 Ft			
52	RAVELING		L	500.00 SqFt			
56 57	SWELLING WEATHERING		L L	50.00 SqFt 4500.00 SqFt			
	e Number: 217	Type:	R	Area:	5000.00 SqFt	PCI: 74	
_	e Comments:	• =			-		
48	L & T CR		L	167.00 Ft			
52	RAVELING		L	925.00 SqFt			
56 57	SWELLING WEATHERING		L L	35.00 SqFt 4075.00 SqFt			
	e Number: 221	Type:	R	Area:	5000.00 SqFt	PCI: 61	
_	e Comments:	<i>J</i> I			1		
48	L & T CR		L	298.00 Ft			
48	L & T CR		M	25.00 Ft			
49 52	OIL SPILLAGE RAVELING		N L	5.00 SqFt 500.00 SqFt			
56	SWELLING		L	173.00 SqFt			
57	WEATHERING		L	4500.00 SqFt			
-	e Number: 227	Type:	R	Area:	5000.00 SqFt	PCI: 75	
_	e Comments:						
48	L & T CR		L	103.00 Ft			
52 57	RAVELING WEATHERING		L L	1250.00 SqFt 3750.00 SqFt			
Sampl	e Number: 312	Type:	R	Area:	5000.00 SqFt	PCI: 60	
Sampl	e Comments:						
45	DEPRESSION		L	217.00 SqFt			
48	L & T CR		L	192.00 Ft			
49 52	OIL SPILLAGE RAVELING		N L	4.00 SqFt 1000.00 SqFt			
56	SWELLING		L	336.00 SqFt			
57	WEATHERING		L	4000.00 SqFt			
_	e Number: 325	Type:	R	Area:	5000.00 SqFt	PCI: 76	
Sampl	e Comments:						
48	L & T CR		L	38.00 Ft			
52 56	RAVELING SWELLING		L L	750.00 SqFt 30.00 SqFt			
57	WEATHERING		L	4250.00 SqFt			

Samp	ole Number: 508	Type:	R	Area:	5000.00 SqFt	PCI: 70	
Samp	ple Comments:						
45	DEPRESSION	I	_	50.00 SqFt			
48	L & T CR	I		160.00 Ft			
52	RAVELING	I		1250.00 SqFt			
57	WEATHERING	I	_	3750.00 SqFt			
Samp	ple Number: 516	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Samp	ple Comments:						
48	L & T CR	I	_	212.00 Ft			
52	RAVELING	I	_	1250.00 SqFt			
56	SWELLING	I	_	60.00 SqFt			
57	WEATHERING	I	_	3750.00 SqFt			
Samı	ple Number: 523	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Samı	ple Comments:						
48	L & T CR	I	_	245.00 Ft			
49	OIL SPILLAGE	1		1.00 SqFt			
52	RAVELING	I		500.00 SqFt			
56	SWELLING	I		39.00 SqFt			
57	WEATHERING	I		4500.00 SqFt			
Samı	ple Number: 610	Type:	R	Area:	5000.00 SqFt	PCI: 78	
Samp	ple Comments:						
48	L & T CR	I	,	190.00 Ft			
52	RAVELING	I		500.00 SqFt			
57	WEATHERING	I		4500.00 SqFt			
Samı	ple Number: 619	Type:	R	Area:	5000.00 SqFt	PCI: 65	
Samı	ple Comments:						
45	DEPRESSION	I	_	4.00 SqFt			
48	L & T CR	I		381.00 Ft			
52	RAVELING	I		250.00 SqFt			
56	SWELLING	I		100.00 SqFt			
57	WEATHERING	I		4750.00 SqFt			
Samı	ple Number: 627	Type:	R	Area:	5000.00 SqFt	PCI: 74	
Samı	ple Comments:						
48	L & T CR	I		182.00 Ft			
52	RAVELING	I		500.00 SqFt			
56	SWELLING	I		69.00 SqFt			
57	WEATHERING	I		4500.00 SqFt			
51	"LATILIANO	1	-	7500.00 Bqrt			

Network	: TMB			Name:	MIAMI EXECU	TIVE AIRPORT		
Branch:	AP N		Name:	NORTH APRON	Use:	APRON	Area: 1,1	16,985 SqFt
Section:	4215	0	of 7	From: -		То: -		Last Const.: 1/1/2006
Surface:	AAC	Family:	CA653-RL-	AP-AAC-APC Zone:		Category:		Rank: P
Area:		72,000 SqFt	Lengtl	h: 240 Ft	Width:	300 Ft		
Slabs:		Slab Lei	ngth:	Ft Sla	b Width:	Ft	Joint Length:	Ft
Shoulder	r:	Street T	ype:	Gr	ade: 0		Lanes: 0	
Section (Comments:							
Work Da	ate: 1/1/1965	W	ork Type: BU	JILT	C	ode: IMPORTED	Is Major N	M&R: True
Work Da	ate: 1/1/2006	W	ork Type: M	ill and Overlay	C	ode: ML-OVL	Is Major N	M&R: True
Lost Ins	D : 0/20					1 2		
	n. Date: 9/20)/2022	Tota	dSamples: 14	Surveve	d: 2		
_	p. Date: 9/20		Tota	alSamples: 14	Surveye	d: 2		
Conditio	ons: PCI:	64	Tota	dSamples: 14	Surveye	d: 2		
Conditio Inspectio	ons: PCI:	64 :						
Conditio Inspection Sample I	ons: PCI: on Comments: Number: 223	64 :		Area:	Surveye	PCI: 68		
Conditio Inspection Sample I	ons: PCI:	64 :						
Conditio Inspection Sample I Sample (ons: PCI: on Comments: Number: 223	64 :		Area: 227.00 Ft				
Conditio Inspection Sample Note: 1 Condition Sample Condition 48 L	ons: PCI: on Comments: Number: 228 Comments:	64 :	pe: R	Area:				
Conditio Inspection Sample I Sample C 48 L 52 R	ons: PCI: on Comments: Number: 223 Comments:	64 :	pe: R	Area: 227.00 Ft				
Conditio Inspection Sample C Sample C 48 L 52 R 56 S	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING	64 : 8 Tyl	pe: R L L	Area: 227.00 Ft 750.00 SqFt				
Conditio Inspection Sample C 48 L 52 R 56 S 57 W	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING	64 : 8 Ty J	pe: R L L L	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt				
Conditio Inspection Sample Condition Sample Condition 48 L 52 R 56 S 57 W 57 W	ons: PCI: on Comments: Number: 223 Comments: A T CR AVELING WELLING WEATHERING	64 : 8 Ty l	pe: R L L L L L M	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt				
Conditio Inspection Sample N Sample C 48 L 52 R 56 S 57 W 57 W Sample N	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING WELLING WEATHERING	64 : 8 Ty l	pe: R L L L L L M	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt 250.00 SqFt	5000.00 SqFt	PCI: 68		
Conditio Inspection Sample P Sample C 48 L 52 R 56 S 57 W 57 W Sample P Sample C	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING WELLING WEATHERING VEATHERING VEATHERING Number: 529	64 : 8 Ty l	pe: R L L L L L M	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt 250.00 SqFt	5000.00 SqFt	PCI: 68		
Conditio Inspection Sample C Sample C 48 L 52 R 56 S 57 W 57 W Sample C Sample C	ons: PCI: on Comments: Number: 22: Comments: . & T CR RAVELING WELLING WEATHERING WEATHERING Number: 52: Comments:	64 : 8 Ty l	pe: R L L L L M pe: R	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt 250.00 SqFt Area:	5000.00 SqFt	PCI: 68		
Conditio Inspection Sample C Sample C 48 L 52 R 56 S 57 W 57 W Sample C Sample C 48 L 48 L	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING WELLING WEATHERING VEATHERING VEATHERING VEATHERING VEATHERING Comments: . & T CR	64 : 8 Ty l	pe: R L L L L M pe: R	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt 250.00 SqFt Area: 148.00 Ft 12.00 Ft	5000.00 SqFt	PCI: 68		
Conditio Inspection Sample C Sample C 48 L 52 R 56 S 57 W Sample C Sample C 48 L 48 L 48 L 52 R	ons: PCI: on Comments: Number: 223 Comments: . & T CR RAVELING WELLING WEATHERING VEATHERING VEATHERING Number: 525 Comments:	64 : 8 Ty l	pe: R L L L L M pe: R	Area: 227.00 Ft 750.00 SqFt 80.00 SqFt 4000.00 SqFt 250.00 SqFt Area:	5000.00 SqFt	PCI: 68		

Netw	ork: TMB			Na	me: MIAMI EX	ECUTIVI	E AIRPORT			
3ran	ch: AP N		Name:	NORTH API	RON I	se: A	PRON	Area:	1,116,985 SqF	t
Secti	on: 4220	of 7		From: -			То: -		Last Con	st.: 1/1/199
Surfa	ice: AAC	Family: CA	.653-RL-A	P-AAC-APC Zoi	ne:		Category:		Rank: I)
Area	: 97.50	00 SqFt	Length:			:	300 Ft			
Slabs		Slab Length:	_	Ft	Slab Width:		Ft	Loint	Length:	Ft
		Ü		rt			rt		_	11
	lder:	Street Type:			Grade: 0			Lanes	: 0	
Secti	on Comments:									
Worl	Cate: 1/1/1965	Work	Гуре: BU	ILT		Code:	IMPORTED	Is	Major M&R: True	e
Worl	Date: 1/1/1994	Work	Гуре: OV	ERLAY		Code:	IMPORTED	Is	Major M&R: True	2
Worl	Cate: 1/1/1994	Work	Гуре: OV	ERLAY		Code:	IMPORTED	Is	Major M&R: True	e
Last	Insp. Date: 9/20/2022	2	Total	Samples: 24	Su	veyed:	3			
Cond	litions: PCI: 55									
Insne	ection Comments:									
					2250.00.0		DCI (0			
_	ole Number: 133 ole Comments:	Type:	R	Area:	3250.00 Sql	t	PCI: 60			
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						
Samp	ole Number: 231	Type:	R	Area:	5000.00 Sql	t	PCI: 64			
Samp	ole 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						
Samı	ole Number: 532	Type:	R	Area:	5000.00 Sql	't	PCI: 42			
_	ole 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						
	SWELLING		L	660.00 SqFt						
56										

Netwo	rk: TMB			Name:	MIAMI EXECU	TIVE AIRPORT			
Branc	h: AP N		Name:	NORTH APRON	Use:	APRON	Area:	1,116,985 SqFt	
Section	n: 4225	of 7		From: -		То: -		Last Const.	: 12/25/1999
Surfac	ee: AC	Family: CA	.653-RL-A	.P-AC Zone:		Category:		Rank: P	
Area:	69,490) SqFt	Length	2,300 Ft	Width:	30 Ft			
Slabs:		Slab Length:		Ft Slab W	Vidth:	Ft	Joint	Length:	Ft
Should	der:	Street Type:		Grade	: 0		Lane	es: 0	
Section	n Comments:								
Work	Date: 12/25/1999	Work	Гуре: Nev	v Construction - Initial	C	ode: NU-IN	I	s Major M&R: True	
Work	Date: 1/1/2017	Work	Гуре: Sur	face Treatment - Seal Coat	C	ode: ST-SC	I	s Major M&R: False	
Last I	nsp. Date: 9/20/2022		Total	Samples: 16	Surveye	ed: 3			
Condi	tions: PCI: 47								
Inspec	ction Comments:								
Sampl	e Number: 101	Type:	R	Area:	3000.00 SqFt	PCI:	67		
_	e Comments:	71			I I				
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					
Sampl	e Number: 302	Type:	R	Area:	4500.00 SqFt	PCI:	36		
Sampl	e 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					
_	e Number: 500	Type:	R	Area:	3760.00 SqFt	PCI:	45		
Sampl	e Comments:								
45	DEPRESSION		L	525.00 SqFt					
48	L & T CR		L	409.00 Ft					
52	RAVELING		L	3754.00 SqFt					
52	RAVELING		Н	6.00 SqFt					

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP N NORTH APRON Use: APRON Area: 1,116,985 SqFt Name: of 7 Section: 4230 To: -**Last Const.:** 12/25/1999 From: Surface: ACFamily: 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 **Street Type:** Shoulder: Grade: Lanes: **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:** 6401.00 SqFt **PCI:** 37 Sample Number: 102 Type: R Area: **Sample Comments:** 45 DEPRESSION M 1136.00 SqFt 48 L & T CR L 10.00 Ft RAVELING L 6081.00 SqFt 52 RAVELING 52 320.00 SqFt M **SWELLING** 56 L 25.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP N NORTH APRON Use: APRON Area: 1,116,985 SqFt Name: Section: 4235 of 7 To: -**Last Const.:** 1/1/2015 From: Surface: ACFamily: 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 **Street Type:** Shoulder: Grade: Lanes: **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:** R 4800.00 SqFt **PCI:** 89 Sample Number: 152 Type: Area: **Sample Comments:** 49 OIL SPILLAGE N 2.00 SqFt 57 WEATHERING L 4560.00 SqFt

WEATHERING

M

240.00 SqFt

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** AP NE NORTHEAST APRON Use: APRON Area: 109,313 SqFt Name: Section: 4305 of 5 To: -**Last Const.:** 12/25/1999 From: Surface: PCC Family: CA653-RL-AP-PCC Zone: Category: Rank: P Area: 9,600 SqFt Length: 190 Ft Width: 50 Ft Slabs: Slab Length: 12 Ft Slab Width: 12 Ft Joint Length: 1,343 Ft 67 **Street Type:** Shoulder: Grade: Lanes: **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: PCI:** 86 Sample Number: 201 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG M 20.00 Slabs JOINT SPALL L 2.00 Slabs 74

1.00 Slabs

M

74

JOINT SPALL

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP NE NORTHEAST APRON Use: APRON Area: 109,313 SqFt Name: Section: 4310 of 5 From: To: -**Last Const.:** 12/25/1999 Surface: ACFamily: 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: Lanes: **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:** 4500.00 SqFt **PCI:** 60 Sample Number: 102 Type: R Area: **Sample Comments:** 45 DEPRESSION L 45.00 SqFt 48 L & T CR L 33.00 Ft OIL SPILLAGE 49 N 25.00 SqFt PATCHING L 50 1.00 SqFt RAVELING 52 L 225.00 SqFt

WEATHERING

57

M

4274.00 SqFt

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** AP NE NORTHEAST APRON Use: APRON Area: 109,313 SqFt Name: Section: 4315 of 5 To: -**Last Const.:** 12/25/1999 From: Surface: ACFamily: CA653-RL-AP-AC Zone: Category: Rank: P 90 Ft 210 Ft Area: 21,176 SqFt Length: Width: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** Shoulder: Grade: Lanes: **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:** R 4350.00 SqFt **PCI:** 65 Sample Number: 103 Type: Area: **Sample Comments:** 43 BLOCK CR L 40.00 SqFt 48 L & T CR L 148.00 Ft RAVELING L 52 435.00 SqFt

3915.00 SqFt

M

WEATHERING

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP NE NORTHEAST APRON Use: APRON Area: 109,313 SqFt Name: Section: 4320 of 5 To: -**Last Const.:** 12/25/1999 From: Surface: PCC Family: CA653-RL-AP-PCC Zone: Category: Rank: P Area: 9,216 SqFt Length: 180 Ft Width: 50 Ft Slabs: Slab Length: 12 Ft Slab Width: 12 Ft Joint Length: 1,270 Ft 64 Shoulder: **Street Type:** Grade: Lanes: **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: PCI:** 86 Sample Number: 201 Type: R 20.00 Slabs Area: **Sample Comments:** 65 JT SEAL DMG M 20.00 Slabs 73 SHRINKAGE CR N 2.00 Slabs JOINT SPALL L 2.00 Slabs 74

75

CORNER SPALL

L

1.00 Slabs

	ork: TMB			N	ame: MIA	AMI EXECU	TIVE AIRPORT				
Branc	h: AP NE		Name:	NORTHEA	ST APRON	Use:	APRON	Area:	10	09,313 SqFt	
Section	n: 4325	of	5	From: -			То: -			Last Const.:	12/25/1999
Surfa	ce: AC	Family:	CA653-RL-A	AP-AC Z	one:		Category:			Rank: P	
Area:	49,	524 SqFt	Length	: 350	Ft	Width:	140 Ft				
Slabs		Slab Len	gth:	Ft	Slab Width:		Ft	Joint I	Length:	Ft	
Shoul	der:	Street Ty	pe:		Grade: 0			Lanes:	: 0		
Section	n Comments:										
Work	Date: 12/25/1999	Wo	ork Type: Ne	w Construction - In	nitial	C	ode: NU-IN	Is	Major N	1&R: True	
	nsp. Date: 9/20/20 itions: PCI: 64		Total	Samples: 12		Surveye	d: 2				
Inspe	ction Comments:										
	ction Comments.										
	le Number: 101	Тур	e: R	Area:	3505	5.00 SqFt	PCI:	58			
Samp		Тур	e: R	Area:	3505	5.00 SqFt	PCI:	58			
Samp Samp	le Number: 101	Тур	e: R	Area:		5.00 SqFt	PCI:	58			
Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR	Тур		6.00 SqF 34.00 Ft	t	5.00 SqFt	PCI:	58			
Samp 41 48 49	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE	Тур	L L N	6.00 SqF 34.00 Ft 20.00 SqF	i i	5.00 SqFt	PCI:	58			
Samp 41 48 49 52	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING	Тур	L L N L	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF	t t	5.00 SqFt	PCI:	58			
Samp Samp 41 48 49 52 52	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING	Тур	L L N L	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF	t : :	5.00 SqFt	PCI:	58			
Samp 41 48 49 52 52 57	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING		L L N L M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF 2764.00 SqF	t t t						
Samp Samp 41 48 49 52 52 57 Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING le Number: 105	Тур	L L N L M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF	t t t	5.00 SqFt 0.00 SqFt	PCI:				
Samp Samp 41 48 49 52 52 57 Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING		L L N L M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF 2764.00 SqF	t t t						
Samp Samp 41 48 49 52 52 57 Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING le Number: 105		L L N L M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF 2764.00 SqF	t t t						
Samp 41 48 49 52 57 Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING le Number: 105 le Comments:		L L N L M M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF 2764.00 SqF	t t t t 4900						
Samp 41 48 49 52 52 57 Samp Samp	le Number: 101 le Comments: ALLIGATOR CR L & T CR OIL SPILLAGE RAVELING RAVELING WEATHERING le Number: 105 le Comments: L & T CR		L L N L M M	6.00 SqF 34.00 Ft 20.00 SqF 691.00 SqF 50.00 SqF 2764.00 SqF Area:	4900						

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** AP RU W Name: WEST RUN-UP APRON Use: APRON Area: 60,056 SqFt Section: 2310 of 1 To: -**Last Const.:** 6/1/2019 From: Surface: AC Family: CA653-RL-AP-AC Zone: Category: Rank: P 465 Ft Area: 60,056 SqFt Length: Width: 130 Ft Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** Lanes: Shoulder: Grade: **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: **Inspection Comments:** R 6450.00 SqFt **PCI:** 94 Sample Number: 208 Type: Area:

Sample Comments:

57 WEATHERING L 6450.00 SqFt

Netwo	ork: TMB			Nai	ne: MIAMI EXECU	TIVE AIRPORT	
Branc	ch: AP S		Name:	SOUTH APR	ON Use:	APRON	Area: 1,409,783 SqFt
Section	on: 4105	of 7	7	From: -		То: -	Last Const.: 1/1/1998
Surfa	ce: AC Fa	mily: C	A653-RL	-AP-AC Zor	ie:	Category:	Rank: P
Area:	192,000 S	qFt	Leng	th: 700 l	Ft Width:	300 Ft	
Slabs	: S	lab Length	:	Ft	Slab Width:	Ft	Joint Length: Ft
Shoul	der: S	treet Type	:		Grade: 0		Lanes: 0
Section	on Comments:						
Work	Date: 1/1/1998	Work	Type: B	UILT	(Code: IMPORTED	Is Major M&R: True
Last 1	Insp. Date: 9/20/2022		Tot	alSamples: 39	Survey	ed: 5	
Cond	itions: PCI: 61						
Inspe	ction Comments:						
	le Number: 200	Type:	R	Area:	5000.00 SqFt	PCI: 50)
_	le Comments:	- J PC+	10	711000	2000.00 541 0	201. 30	
43	BLOCK CR		L	1000.00 SqFt			
48	L & T CR		L	341.00 Ft			
48	L & T CR		M	30.00 Ft			
52 56	RAVELING SWELLING		L L	500.00 SqFt 563.00 SqFt			
57	WEATHERING		M	4500.00 SqFt			
Samp	le Number: 205	Type:	R	Area:	5000.00 SqFt	PCI: 66	5
Samp	le 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			
Samp	le Number: 302	Type:	R	Area:	5000.00 SqFt	PCI: 57	7
Samp	le 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 57	SWELLING WEATHERING		L M	450.00 SqFt 3475.00 SqFt			
	le Number: 504	Type:	R	Area:	5000.00 SqFt	PCI: 65	5
_	le Comments:	Type.	K	Alta.	3000.00 Sqrt	TCI. 0.	,
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			
Samp	le Number: 606	Type:	R	Area:	4000.00 SqFt	PCI: 70)
	le Comments:						
Samp							
Samp 48	L & T CR		L	134.00 Ft			
_	L & T CR RAVELING		L L	1000.00 SqFt			
48	L & T CR						

	Name:	WILLIAM EXECC	ΓΙVE AIRPORT	
Nam	e: SOUTH APRON	Use:	APRON	Area: 1,409,783 SqFt
of 7	From: -		То: -	Last Const.: 1/1/1998
Family: CA653-R	RL-AP-AAC-APC Zone:		Category:	Rank: P
'9 SqFt Len	agth: 800 Ft	Width:	300 Ft	
Slab Length:	Ft S	lab Width:	Ft	Joint Length: Ft
Street Type:	G	rade: 0		Lanes: 0
Work Type:	BUILT	C	ode: IMPORTED	Is Major M&R: True
Work Type:	OVERLAY	C	ode: IMPORTED	Is Major M&R: True
2 T	otalSamples: 50	Surveye	d: 5	
Type: R	Area:	5000.00 SqFt	PCI: 75	
V 1		1		
ī	45.00 Et			
M				
Type: R		4685.00 SqFt	PCI: 74	
•		•		
ī	13.00 Et			
L				
M	4662.00 SqFt			
Type: R	Area:	5000.00 SqFt	PCI: 69	
L	161.00 Ft			
L	250.00 SqFt			
L	8.00 SqFt			
M	4750.00 SqFt			
Type: R	Area:	6044.00 SqFt	PCI: 67	
L	418.00 Ft			
N	60.00 SqFt			
L				
Type: R	Area:	5501.00 SqFt	PCI: 64	
L	215.00 Ft			
L L	275.00 SqFt 10.00 SqFt			
	of 7 Family: CA653-R 79 SqFt Len Slab Length: Street Type: Work Type: Type: R L M Type: R L L L M Type: R L L L M Type: R	Note	of 7 From: - Family: CA653-RL-AP-AAC-APC Zone: 9 SqFt Length: 800 Ft Width: Stab Length: Ft Slab Width: Street Type: Grade: 0 Work Type: BUILT C Work Type: OVERLAY C TotalSamples: 50 Surveye Type: R Area: 5000.00 SqFt Type: R Area: 4685.00 SqFt L 13.00 Ft L 23.00 SqFt Type: R Area: 5000.00 SqFt Type: R Area: 5000.00 SqFt Type: R Area: 5000.00 SqFt Type: R Area: 6044.00 SqFt L 161.00 Ft L 250.00 SqFt L 8.00 SqFt Type: R Area: 6044.00 SqFt Type: R Area: 6044.00 SqFt Type: R Area: 5501.00 SqFt	of 7 From: - To: - Family: CA653-RL-AP-AAC-APC Zone: Category: 79 SqFt Length: 800 Ft Width: 300 Ft Slab Length: Ft Slab Width: Ft Street Type: Grade: 0 Work Type: BUILT Code: IMPORTED Work Type: OVERLAY Code: IMPORTED Type: R Area: 5000.00 SqFt PCI: 75 L 45.00 Ft M 5000.00 SqFt Type: R Area: 4685.00 SqFt PCI: 74 L 13.00 Ft L 23.00 SqFt M 4662.00 SqFt Type: R Area: 5000.00 SqFt PCI: 69 Type: R Area: 6044.00 SqFt PCI: 67 Type: R Area: 6044.00 SqFt PCI: 67 Type: R Area: 5501.00 SqFt PCI: 64 L 215.00 Ft SqFt Type: R Area: 5501.00 SqFt PCI: 64 Type: R Area: 5501.00 SqFt PCI: 64

** .	1						3.67		T 100 TT									
Netwo					Nai		MIAM	EXEC		AIRPORT								
Branc	h: AP S		Namo	e: SOUT	H APR	ON		Use	: AP	PRON		Area:		1,4	09,783	SqFt		
Section	n: 4115	of 7	,	From:	-					To: -					Last	Const	1/1	/1998
Surfac	ce: AAC	Family: CA	A653-R	L-AP-AAC-APO	C Zor	ie:				Category:					Ran	k: P		
Area:	825,3	09 SqFt	Leng	gth:	2,775 1	₹t	W	idth:		300 H	⁷ t							
Slabs:		Slab Length	:	Ft		Slab Wie	dth:			Ft		Jo	int Le	ngth:			Ft	
Should	der:	Street Type:	:			Grade:	0					L	anes:	0				
Section	n Comments:																	
Work	Date: 1/1/1967	Work	Type:	BUILT					Code:	IMPORT	ED		Is M	ajor I	M&R:	True		
Work	Date: 1/1/1967	Work	Type:	OVERLAY					Code:	IMPORT	ED		Is M	ajor I	M&R:	True		
Work	Date: 1/2/1967	Work	Type:	Surface Treatme	ent - Sea	al Coat			Code:	ST-SC			Is M	ajor I	M&R:	False		
Work	Date: 1/1/1998	Work	Type:	Mill and Overla	y				Code:	ML-OVL			Is M	ajor I	M&R:	True		
Last I	nsp. Date: 9/20/202	2	To	otalSamples:	166			Surve	yed: 1	10								
Condi	tions: PCI: 68																	
Inspec	ction Comments:																	
Sampl	le Number: 227	Type:	R		\rea:		5000.00) SqFt		PCI:	62							
_	le Comments:							•										
48	L & T CR		L	110.00	Ft													
52	RAVELING		L	500.00														
56	SWELLING		L	555.00	SqFt													
57	WEATHERING		L	2500.00														
57	WEATHERING		M	2000.00			5000 00) G F		F ~=								
_	le Number: 230	Type:	R	A	Area:		5000.00) SqFt		PCI:	66							
Sampl	le Comments:																	
48	L & T CR		L	237.00														
52 56	RAVELING		L	500.00														
56 57	SWELLING WEATHERING		L L	267.00 2500.00	SqFt SqFt													
57	WEATHERING		M	2000.00														
Sampl	le Number: 235	Type:	R		\rea:		5000.00) SqFt		PCI:	68							
_	le Comments:																	
48	L & T CR		L	95.00	Ft													
52	RAVELING		L	250.00	SqFt													
56	SWELLING		L	60.00														
57	WEATHERING		L	2750.00	-													
57	WEATHERING		M	2000.00			5000	\		F ~=								
_	le Number: 317 le Comments:	Туре:	R	A	Area:		5000.00) SqFt		PCI:	60							
_	L & T CR		т	122.00	E4													
48 48	L & T CR L & T CR		L M	123.00 50.00														
52	RAVELING		L	500.00														
56	SWELLING		L	22.00	_													
56	SWELLING		M	10.00														
57	WEATHERING		M	4500.00	SqFt													
_	le Number: 322	Type:	R	A	Area:		5000.00) SqFt		PCI:	65							
_	le Comments:		.		F													
48	L & T CR		L M	135.00														
48 52	L & T CR RAVELING		M L	25.00 500.00														
52 57	WEATHERING		L M	4500.00														
	le Number: 342	Type:	R		\rea:		5000.00) SqFt		PCI:	79							
_	le Comments:	• •						-										
			т.		_													
48	L & T CR		L	60.00	Ft													

57	WEATHERING		L	4000.00 SqFt			
57	WEATHERING		M	1000.00 SqFt			
Sam	ple Number: 419	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Sam	ple Comments:						
48	L & T CR		L	31.00 Ft			
52	RAVELING		L	250.00 SqFt			
57	WEATHERING		M	4750.00 SqFt			
Sam	ple Number: 534	Type:	R	Area:	5000.00 SqFt	PCI: 63	
Sam	ple 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			
Sam	ple Number: 539	Type:	R	Area:	5000.00 SqFt	PCI: 70	
Sam	ple 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			
Sam	ple Number: 626	Type:	R	Area:	5000.00 SqFt	PCI: 75	
Sam	ple Comments:						
48	L & T CR		L	148.00 Ft			
57	WEATHERING		L	1250.00 SqFt			
57	WEATHERING		M	3750.00 SqFt			

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP S SOUTH APRON Use: APRON Area: 1,409,783 SqFt Name: 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: Lanes: **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: PCI:** 56 Sample Number: 100 Type: R 4650.00 SqFt Area: **Sample Comments:** 45 DEPRESSION L 35.00 SqFt 48 L & T CR L 149.00 Ft OIL SPILLAGE 49 N 10.00 SqFt RAVELING 52 L 668.00 SqFt RAVELING 52 M 30.00 SqFt SWELLING 26.00 SqFt 56 L 57 WEATHERING M 3952.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP S SOUTH APRON Use: APRON Area: 1,409,783 SqFt Name: Section: 4130 of 7 To: -**Last Const.:** 12/25/1999 From: 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: Lanes: **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: PCI:** 32 Sample Number: 102 Type: R 5940.00 SqFt Area: **Sample Comments:** 41 ALLIGATOR CR L 50.00 SqFt 41 ALLIGATOR CR M 190.00 SqFt BLOCK CR 1300.00 SqFt 43 L L & T CR L 200.00 Ft 48 RAVELING 5643.00 SqFt 52 L RUTTING L 300.00 SqFt 53 57 WEATHERING M 297.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** AP S SOUTH APRON Use: APRON Area: 1,409,783 SqFt Name: Section: 4135 of 7 To: -**Last Const.:** 12/25/1999 From: 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 **Street Type:** Shoulder: Grade: Lanes: **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:** R 5000.00 SqFt **PCI:** 55 Sample Number: 101 Type: Area: **Sample Comments:** 43 BLOCK CR L 2800.00 SqFt 48 L & T CR L 237.00 Ft RAVELING L 3500.00 SqFt 52

1500.00 SqFt

M

WEATHERING

Name: Name: MIAMI EXECUTIVE AIRPORT	2/25/1999
Section: 4140	2/25/1999
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 45 DEPRESSION L 101.00 SqFt 101.00 SqFt 101.00 SqFt 101.00 SqFt	
Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: Street Type: Grade: 0 Lanes: 0	
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	
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 155.00 Ft	
Last Insp. Date: 9/20/2022	
Conditions: PCI: 42 Inspection Comments: Sample Number: 300	
Sample Number: 300 Type: R Area: 5097.00 SqFt PCI: 48	
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	
Sample Comments: 43 BLOCK CR L 1430.00 SqFt 45 DEPRESSION L 101.00 SqFt 48 L & T CR L 155.00 Ft	
43 BLOCK CR L 1430.00 SqFt 45 DEPRESSION L 101.00 SqFt 48 L & T CR L 155.00 Ft	
45 DEPRESSION L 101.00 SqFt 48 L & T CR L 155.00 Ft	
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			Nan	ne: MIAMI EXECU	JTIVE AIRPORT			
Branch: AP SI	Ξ	Name	: SOUTHEAST	APRON Use:	APRON	Area:	51,809 SqFt	
Section: 4410	(of 2	From: -		То: -		Last Const.: 12/2	25/1999
Surface: AC	Family:	CA653-RI	L-AP-AC Zon	e:	Category:		Rank: P	
Area:	45,220 SqFt	Leng	gth: 400 F	et Width:	100 Ft			
Slabs:	Slab Le	ngth:	Ft	Slab Width:	Ft	Joint Len	gth: Ft	
Shoulder:	Street T	ype:		Grade: 0		Lanes:	0	
Section Comments:								
Work Date: 12/25/	1999 W	Vork Type:	New Construction - Init	ial	Code: NU-IN	Is Ma	jor M&R: True	
Work Date: 1/1/20	14 W	Vork Type:	Surface Treatment - Sea	ıl Coat	Code: ST-SC	Is Ma	jor M&R: False	
Last Insp. Date: 9	/20/2022	To	talSamples: 8	Survey	ved: 2			
Conditions: PCI:	: 57							
Inspection Commen	its:							
Sample Number:	200 Ty	pe: R	Area:	5950.00 SqFt	PCI: 5	6		
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 Ty	rpe: R	Area:	5355.00 SqFt	PCI: 5	7		
Sample Comments:								
		L	563.00 Ft					
48 L & T CR			100.00 Ft					
48 L & T CR 48 L & T CR		M	100.00 Ft					
		M L	100.00 Ft 108.00 SqFt					

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** AP SE SOUTHEAST APRON Use: APRON Area: 51,809 SqFt Name: Section: 4415 of 2 To: -Last Const.: 6/1/2014 From: Surface: ACFamily: 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 **Street Type:** Shoulder: Grade: Lanes: **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: **Inspection Comments:** R 6589.00 SqFt **PCI:** 86 Sample Number: 100 Type: Area: **Sample Comments:** 49 OIL SPILLAGE N 2.00 SqFt 57 WEATHERING L 5601.00 SqFt

WEATHERING

M

988.00 SqFt

Netwo	ork: TMB				Nai	MIAMIEVECI	TIVE AIRPORT	
Branc			N_	ame: RUNV	WAY 1		RUNWAY	Area: 600,300 SqFt
		of 4		From:		, 51 Use:	To: -	
Sectio					-			Last Const.: 10/1/2022
Surfac	ce: AAC		A653 PC	3-RL-RW-AAC-	Zoi	ie:	Category:	Rank: P
Area:	208,200) SqFt	L	ength:	2,082	Ft Width:	100 Ft	
Slabs:		Slab Length		Ft		Slab Width:	Ft	Joint Length: Ft
Should	der:	Street Type	:			Grade: 0		Lanes: 0
Sectio	n Comments:							
Work	Date: 1/1/1965	Work	Тур	e: BUILT		C	Code: IMPORTED	Is Major M&R: True
Work	Date: 1/1/2004	Work	Тур	e: Mill and Overla	у	C	Code: ML-OVL	Is Major M&R: True
Work	Date: 10/1/2022	Work	Тур	e: Mill and Overla	у	C	Code: ML-OVL	Is Major M&R: True
Last I	nsp. Date: 7/24/2019			TotalSamples:	80	Surveyo	ed: 16	
Condi	tions: PCI: 68			NO)TE: *	** Pre-Construction PCI *	k *	
Inspec	ction Comments:							
Sampl	le Number: 301	Type:		R	Area:	5000.00 SqFt	PCI: 72	
_	le Comments:					-		
48	L & T CR		L	14.00	E+			
52	RAVELING		L	500.00				
57	WEATHERING		L	2000.00				
57	WEATHERING		M	2500.00				
Sampl	le Number: 305	Type:		R	Area:	5000.00 SqFt	PCI: 74	
Sampl	le Comments:							
48	L & T CR		L	45.00	Ft			
56	SWELLING		L		SqFt			
57	WEATHERING		L	1250.00	-			
57	WEATHERING		M	3750.00		5000.00 7 7	B.C	
_	le Number: 312	Type:		R	Area:	5000.00 SqFt	PCI: 72	
Sampl	le Comments:							
48	L & T CR		L	187.00				
52	RAVELING		L	250.00				
56 57	SWELLING WEATHERING		L L	10.00 3500.00	SqFt SqFt			
57	WEATHERING		M	1250.00	_			
Sampl	le Number: 317	Type:			Area:	5000.00 SqFt	PCI: 57	
_	le Comments:					•		
41	ALLIGATOR CR		L	108.00	SaFt			
48	L & T CR		L	218.00				
57	WEATHERING		L	3750.00				
57	WEATHERING		M	1250.00	_			
_	le Number: 322	Type:		R	Area:	5000.00 SqFt	PCI: 66	
Sampl	le Comments:							
41	ALLIGATOR CR		L	4.00	SqFt			
48	L & T CR		L	178.00	Ft			
52	RAVELING		L	1000.00				
57 57	WEATHERING		L M	3000.00				
Sampl	WEATHERING le Number: 326	Type:	M	1000.00	Sqrt Area:	5000.00 SqFt	PCI: 69	
_	le Comments:	1 ype:		K A	11 CA.	3000.00 SqFt	1 CI; 09	
48	L & T CR		L	282.00	Ft			
52	RAVELING		L	500.00				
	WEATHERING		L	3000.00	_			
57	··· Li III LI III							

Samj	ple Number: 330	Type:		R	Area:	5000.00 SqFt	PCI:	71
Sam	ple Comments:							
40					224.00 Fr			
48	L & T CR		L		224.00 Ft			
52 57	RAVELING WEATHERING		L L		500.00 SqFt 3000.00 SqFt			
57	WEATHERING		M		1500.00 SqFt			
			171			5000 00 G F	D.C.I.	70
	ple Number: 334	Type:		R	Area:	5000.00 SqFt	PCI:	/0
Samp	ple 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			
Samj	ple Number: 338	Type:		R	Area:	5000.00 SqFt	PCI:	75
Samj	ple Comments:							
48	L & T CR		L		133.00 Ft			
57	WEATHERING		L		1000.00 SqFt			
57	WEATHERING		M		4000.00 SqFt			
	ple Number: 343	Type:		R	Area:	5000.00 SqFt	PCI:	70
	ple Comments:	- Jpc.			2 31 CH +	Soonoo Sqrt	101.	
					1600 =			
41	ALLIGATOR CR		L		16.00 SqFt			
48	L & T CR		L		185.00 Ft			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt 4000.00 SqFt			
		ar.	171	D		5000 00 G T	DCI.	70
	ple Number: 348	Type:		R	Area:	5000.00 SqFt	PCI:	/0
Samp	ple 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			
Samj	ple Number: 353	Type:		R	Area:	5000.00 SqFt	PCI:	73
Samj	ple 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			
Sami	ple Number: 358	Type:		R	Area:	5000.00 SqFt	PCI:	72
	ple Comments:	-31						·-
48	L & T CR		L		222.00 Ft			
52	RAVELING		L		1500.00 SqFt			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt 2500.00 SqFt			
		Trimos	141	R		5000 00 SaEt	PCI:	70
-	ple Number: 364 ple Comments:	Type:		ĸ	Area:	5000.00 SqFt	rci:	70
48	L & T CR		L		251.00 Ft			
52	RAVELING		L		250.00 SqFt			
57 57	WEATHERING		L M		1000.00 SqFt			
57	WEATHERING		M	ъ	3750.00 SqFt	5000 00 0 5	* ~*	
	ple Number: 372	Type:		R	Area:	5000.00 SqFt	PCI:	65
Samj	ple Comments:							
41	ALLIGATOR CR		L		14.00 SqFt			
48	L & T CR		L		218.00 Ft			
52	RAVELING		L		250.00 SqFt			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt			
57	WEATHERING		M	-	3750.00 SqFt	5000000 =		
	ple Number: 378	Type:		R	Area:	5000.00 SqFt	PCI:	46
Samp	ple 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

Netwo	ork: TMB			Nai	me: MIA	MI EXECUT	TIVE AIRPORT	
Branc	eh: RW 13-31		Name:	RUNWAY 1		Use:	RUNWAY	Area: 600,300 SqFt
Sectio	n: 6210	of 4		From: -			То: -	Last Const.: 10/1/2022
Surfac		Family: CA	A653-RL-	RW-AAC- Zoi	ie:		Category:	Rank: P
A wood	104 100		PC Langet	2.002	E+	Width:	50 Ft	
Area: Slabs:		Slab Length:	Lengtl	2,082 I	Slab Width:	wiuii:	Ft S0 Ft	Joint Length: Ft
Should		_		Γt	Grade: 0		Γt	
	n Comments:	Street Type:			Graue: 0			Lanes: 0
	Date: 1/1/1965	Work	Type: BU			Co	ode: IMPORTEI	Is Major M&R: True
Work	Date: 1/1/2004			ill and Overlay			ode: ML-OVL	Is Major M&R: True
Work	Date: 10/1/2022			ill and Overlay		Co	ode: ML-OVL	Is Major M&R: True
Last I	nsp. Date: 7/24/2019		Tota	lSamples: 40		Surveye	d: 7	
	itions: PCI: 74			_	** Pre-Constru	•		
Inspec	ction Comments:							
Sampl	le Number: 100	Type:	R	Area:	5000	0.00 SqFt	PCI:	72
Sampl	le Comments:					•		
48	L & T CR		L	3.00 Ft				
52	RAVELING		L	250.00 SqFt				
57	WEATHERING		M	4750.00 SqFt				
_	le Number: 120	Type:	R	Area:	5000	0.00 SqFt	PCI:	70
Samp	le Comments:							
48	L & T CR		L	95.00 Ft				
52 57	RAVELING WEATHERING		L L	2500.00 SqFt 2500.00 SqFt				
	le Number: 128	Type:	R	Area:	5000	0.00 SqFt	PCI:	86
_	le Comments:	- J 1 · · ·	-			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-	
48	L & T CR		L	2.00 Ft				
52	RAVELING		L	250.00 SqFt				
57	WEATHERING		L	4750.00 SqFt				
Samp	le Number: 172	Type:	R	Area:	5000	0.00 SqFt	PCI:	75
Sampl	le Comments:							
48	L & T CR		L	89.00 Ft				
57	WEATHERING		L	1000.00 SqFt				
57	WEATHERING	T	M	4000.00 SqFt	5000	2 00 G .E4	DCI.	ac
_	le Number: 508 le Comments:	Type:	R	Area:	3000	0.00 SqFt	PCI:	75
-								
48 57	L & T CR WEATHERING		L L	176.00 Ft 1000.00 SqFt				
57	WEATHERING		M	4000.00 SqFt				
Samp	le Number: 556	Type:	R	Area:	5000	0.00 SqFt	PCI:	67
Sampl	le Comments:							
48	L & T CR		L	70.00 Ft				
52	RAVELING		L	2250.00 SqFt				
57 57	WEATHERING WEATHERING		L M	2500.00 SqFt 250.00 SqFt				
	le Number: 572	Type:	R	230.00 SqFt Area:	5000	0.00 SqFt	PCI:	75
_	le Comments:	Type.	TC.	nica.	3000	7.00 Sqr t	101.	73
_			.	210.00 F				
48 57	L & T CR WEATHERING		L L	318.00 Ft 1000.00 SqFt				
57	WEATHERING		M	4000.00 SqFt				

Network: TM	IB				Name:	MIA	AMI EXEC	UTIVE	AIRPORT					
Branch: RW	V 13-31		Name:	RUNWA	Y 13-31		Use	: RU	JNWAY	Ar	ea:	600,300 S	qFt	
Section: 6220		of 4		From: -					To: -			Last C	Const.: 5/1/20	21
Surface: AAC	Fami		653-RL-R	.W-AAC-	Zone:				Category:			Rank:	P	
	07 000 G-E	AP		1.0	20 E		337° 37]		50 E4					
Area: Slabs:	96,000 SqF		Length:	: 1,9 Ft	20 Ft Slab	Width:	Width:		50 Ft Ft		Ioint I anoth		Ft	
		b Length:		Γι					Ρt		Joint Length	•	rı	
Shoulder: Section Commen		eet Type:			Gra	de: 0					Lanes: 0			
Work Date: 1/1/			Гуре: BUI	 пт				Code	IMPORTE	<u> </u>	Is Major	M&R· T	mie	
Work Date: 1/1/2									ML-OVL					
				l and Overlay							Is Major			
Work Date: 5/1/2				l and Overlay					ML-OVL		Is Major	M&K: 1	rue	
Last Insp. Date:			Totals	Samples: 40		a .		yed: 7	7					
	CI: 74			NOTE	:: *** Pre	e-Constru	ection PCI	***						
Inspection Comm	ients:													
Sample Number:		Type:	R	Are	a:	5000	0.00 SqFt		PCI:	72				
Sample Commen	ts:													
48 L & T CR			L	3.00 Ft										
52 RAVELIN 57 WEATHE			L M	250.00 Sc 4750.00 Sc	-									
Sample Number:		Type:	R	4/30.00 Sc Are		5000	0.00 SqFt		PCI:	70				
Sample Number: Sample Commen		Type.	IX	Aiv	а.	5000	J.00 541 i		101.	70				
_	18:													
48 L & T CR 52 RAVELIN	rc.		L L	95.00 Ft 2500.00 Sc										
57 WEATHE			L L	2500.00 Sc 2500.00 Sc	_									
Sample Number:		Type:	R	Are	-	5000	0.00 SqFt		PCI:	86				
Sample Commen	ts:													
48 L & T CR			L	2.00 Ft										
52 RAVELIN			L	250.00 Sc	ĮFt									
57 WEATHE			L	4750.00 Sc	ĮFt									
Sample Number:		Type:	R	Are	a:	5000	0.00 SqFt		PCI:	75				
Sample Commen	ts:													
48 L & T CR			L	89.00 Ft										
57 WEATHE			L M	1000.00 Sc	-									
57 WEATHE		Type:	R R	4000.00 Sc Are		5000	0.00 SqFt		PCI:	75				
Sample Number: Sample Commen		rype.	K	Aic	a.	2000).00 Sqrt		1 (1.	13				
•				:=: 00 F										
48 L & T CR 57 WEATHE	RING		L L	176.00 Ft 1000.00 Sc										
57 WEATHE			M	4000.00 Sc										
Sample Number:	556	Type:	R	Are	a:	5000	0.00 SqFt		PCI:	67				
Sample Commen	ts:													
48 L & T CR			L	70.00 Ft										
52 RAVELIN			L	2250.00 Sc	_l Ft									
57 WEATHE			L M	2500.00 Sc 250.00 Sc	-									
Sample Number:		Type:	R	Are		5000	0.00 SqFt		PCI:	75				
Sample Commen		Type.			a.		7.00 Sq		101.	, ,				
_			.	210.00 F										
48 L & T CR 57 WEATHE	RING		L L	318.00 Ft 1000.00 Sc										
57 WEATHE			M	4000.00 Sc										

Notes	ork. TMD				Nama: MI	AMI EVECUT	TIVE AIDDODT	
Netw							TVE AIRPORT	
Bran	ch: RW 13-31		Name:	RUNWAY	7 13-31	Use:	RUNWAY	Area: 600,300 SqFt
Section	on: 6225	of 4	4	From: -			To: -	Last Const.: 5/1/2021
Surfa	ce: AAC Fa		A653-RL PC	-RW-AAC-	Zone:		Category:	Rank: P
A wood	102 000 6		Lengt		20 Ft	Width:	100 Ft	
Area: Slabs	•	sqrı Slab Length	Ü	.n: 1,92 Ft	Slab Width:		Ft	Joint Length: Ft
Shoul		Street Type		Γt	Grade: 0		rt	Lanes: 0
	on Comments:	street Type	•		Graue: 0			Lanes: 0
		****1	T D	III T		C .	1 DADODTED	L.M MOD. T
work	Date: 1/1/1965	work	туре: В	UILI			de: IMPORTED	Is Major M&R: True
Work	Date: 1/1/2004	Work	Type: M	Iill and Overlay		Co	de: ML-OVL	Is Major M&R: True
Work	Date: 5/1/2021	Work	Type: M	Iill and Overlay		Co	de: ML-OVL	Is Major M&R: True
Last 1	Insp. Date: 7/24/2019		Tot	alSamples: 80		Surveyed		
Cond	itions: PCI: 68			NOTE	: *** Pre-Constr	uction PCI **	*	
Inspe	ction Comments:							
Samp	le Number: 301	Type:	R	Area	: 500	0.00 SqFt	PCI: 72	
Samp	le Comments:							
48	L & T CR		L	14.00 Ft				
52	RAVELING		L	500.00 Sq.				
57	WEATHERING		L	2000.00 Sq				
57	WEATHERING		M	2500.00 Sq.				
_	ole Number: 305	Type:	R	Area	: 500	0.00 SqFt	PCI: 74	
Samp	le Comments:							
48	L & T CR		L	45.00 Ft				
56	SWELLING		L	1.00 Sql				
57 57	WEATHERING WEATHERING		L M	1250.00 Sql 3750.00 Sql				
	ole Number: 312	Type:	R	3730.00 Sq.		0.00 SqFt	PCI: 72	
_	le Comments:	Type.	K	711 Ca	. 300	0.00 Bq1 t	101. 72	
_			T	107.00 Fr				
48 52	L & T CR RAVELING		L L	187.00 Ft 250.00 Sq	C+			
56	SWELLING		L L	230.00 Sq. 10.00 Sq.				
57	WEATHERING		L	3500.00 Sq.				
57	WEATHERING		M	1250.00 Sq				
Samp	le Number: 317	Type:	R	Area	: 500	0.00 SqFt	PCI: 57	
Samp	le Comments:							
41	ALLIGATOR CR		L	108.00 Sq	Ft			
48	L & T CR		L	218.00 Ft				
57	WEATHERING		L	3750.00 Sql	Ft			
57	WEATHERING		M	1250.00 Sq.	Ft			
Samp	le Number: 322	Type:	R	Area	: 500	0.00 SqFt	PCI: 66	
Samp	le Comments:							
41	ALLIGATOR CR		L	4.00 Sq	Ft			
48	L & T CR		L	178.00 Ft				
52	RAVELING		L	1000.00 Sq				
57	WEATHERING		L	3000.00 Sq.				
57	WEATHERING		M	1000.00 Sq				
_	de Number: 326	Type:	R	Area	: 500	0.00 SqFt	PCI: 69	
Samp	le Comments:							
48	L & T CR		L	282.00 Ft				
52	RAVELING		L	500.00 Sq.				
57	WEATHERING		L	3000.00 Sq.	Ft			
57	WEATHERING		M	1500.00 Sq.				

Samj	ple Number: 330	Type:		R	Area:	5000.00 SqFt	PCI:	71
Sam	ple Comments:							
40					224.00 Fr			
48	L & T CR		L		224.00 Ft			
52 57	RAVELING WEATHERING		L L		500.00 SqFt 3000.00 SqFt			
57	WEATHERING		M		1500.00 SqFt			
			171			5000 00 G F	D.C.I.	70
	ple Number: 334	Type:		R	Area:	5000.00 SqFt	PCI:	/0
Samp	ple 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			
Samj	ple Number: 338	Type:		R	Area:	5000.00 SqFt	PCI:	75
Samj	ple Comments:							
48	L & T CR		L		133.00 Ft			
57	WEATHERING		L		1000.00 SqFt			
57	WEATHERING		M		4000.00 SqFt			
	ple Number: 343	Type:		R	Area:	5000.00 SqFt	PCI:	70
	ple Comments:	- Jpc.			2 31 CH +	Soonoo Sqrt	101.	
					1600 =			
41	ALLIGATOR CR		L		16.00 SqFt			
48	L & T CR		L		185.00 Ft			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt 4000.00 SqFt			
		ar.	171	D		5000 00 G T	DCI.	70
	ple Number: 348	Type:		R	Area:	5000.00 SqFt	PCI:	/0
Samp	ple 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			
Samj	ple Number: 353	Type:		R	Area:	5000.00 SqFt	PCI:	73
Samj	ple 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			
Sami	ple Number: 358	Type:		R	Area:	5000.00 SqFt	PCI:	72
	ple Comments:	-31						·-
48	L & T CR		L		222.00 Ft			
52	RAVELING		L		1500.00 SqFt			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt 2500.00 SqFt			
		Trimos	141	R		5000 00 SaEt	PCI:	70
-	ple Number: 364 ple Comments:	Type:		ĸ	Area:	5000.00 SqFt	rci:	70
48	L & T CR		L		251.00 Ft			
52	RAVELING		L		250.00 SqFt			
57 57	WEATHERING		L M		1000.00 SqFt			
57	WEATHERING		M	ъ	3750.00 SqFt	5000 00 0 5	* ~*	
	ple Number: 372	Type:		R	Area:	5000.00 SqFt	PCI:	65
Samj	ple Comments:							
41	ALLIGATOR CR		L		14.00 SqFt			
48	L & T CR		L		218.00 Ft			
52	RAVELING		L		250.00 SqFt			
57 57	WEATHERING WEATHERING		L M		1000.00 SqFt			
57	WEATHERING		M	-	3750.00 SqFt	5000000 =		
	ple Number: 378	Type:		R	Area:	5000.00 SqFt	PCI:	46
Samp	ple 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			I	Name:	MIAMI EXECU	UTIVE AIRPOR	Γ		
Branch:	RW 9L-27R		Name:	RUNWAY	9L-27R	Use:	RUNWAY	Area:	750,300 SqFt	
Section:	6104	of	6 F	rom: -			То: -		Last Const.	: 1/1/2005
Surface:	AAC	Family:	CA653-RL-RW	-AC	Zone:		Category	:	Rank: P	
Area:	20,00	00 SqFt	Length:	20	0 Ft	Width:	100	Ft		
Slabs:		Slab Leng	ţth:	Ft	Slab Wio	lth:	Ft	Joint	Length:	Ft
Shoulder:		Street Typ	pe:		Grade:	0		Lanes	s : 0	
Section Co	mments:									
Work Date	: 1/1/1997	Wo	rk Type: BUIL	T			Code: IMPORT	TED Is	Major M&R: True	
Work Date	: 1/1/2001	Wo	rk Type: Surfac	ce Treatment -	Seal Coat		Code: ST-SC	Is	Major M&R: False	
Work Date	: 1/1/2005	Wo	rk Type: Mill a	nd Overlay		(Code: ML-OVI	L Is	Major M&R: True	
Last Insp. 1	Date: 9/20/2022	2	TotalSa	mples: 4		Survey	/ ed: 1			
Conditions	: PCI : 56									
Inspection	Comments:									
Sample Nu	mber: 301	Туре	e: R	Area	:	5000.00 SqFt	PCI	: 56		
Sample Co	mments:									
48 L&	T CR		L	527.00 Ft						
48 L&	T CR		M	100.00 Ft						
52 RAV	VELING		L	900.00 Sq	Ft					
57 WE.	ATHERING		L	3485.00 Sq	Ft					
57 WE.	ATHERING		M	615.00 Sq	□ 4					

R. L. T. C. M. C. C. C. C. C. C	Netwo	ork: TMB				Nan	ne: N	ИІАМІ ЕХЕСІ	UTIVE	E AIRPORT				
Centing 10 10 10 10 10 10 10 1	Branc	h: RW 9L-27R		Name	: RUN	WAY 9I					Area:	750,300) SqFt	
Ranker R	Section	n: 6105	of 6		From:	_				То: -				1/1/2005
March Marc							ie:							1, 1, 2000
Sab Length Fr Sab Work Fr Sab Work Fr Lane: 0 Carde: 0			-					Width:				14,1		
Note Part			-								Joint 1	enoth•	F	ît
North Date:			_		1.					11		_		
Variable Publish Pub			Street Type.				Grauc.	O .			Lancs	. 0		
Work Date:									~ .	n monmon				
North Date 11/2005 Work Type: Mill and Overlay Code: MIL-OV. Is Major M&R: True	Work	Date: 1/1/1965	Work	Type: 1	BUILT						ls	Major M&R:	True	
Act Cr Cr Cr Cr Cr Cr Cr C	Work	Date: 1/1/2001	Work	Type: S	Surface Treatm	ent - Sea	al Coat	•	Code:	ST-SC	Is	Major M&R:	False	
South PCI: 72 72 72 72 73 74 74 74 74 74 74 74	Work	Date: 1/1/2005	Work	Type: 1	Mill and Overla	ıy		•	Code:	ML-OVL	Is	Major M&R:	True	
Section Comments Section Comments Section Comments Section Comments Section	Last I	nsp. Date: 9/20/2022		To	talSamples:	92		Survey	ved:	19				
Area	Condi	tions: PCI: 72												
Sample Comments:	Inspec	etion Comments:												
Sample Comments:	Sampl	e Number: 306	Type:	R		Area:	5	000.00 SqFt		PCI: 68				
	_		• •					•						
	48	L & T CR		L	141.00	Ft								
The Number Th	48				24.00	Ft								
Type Real Mark Real Mark	52													
Area Sound Number 309 Type R	57 57													
Section Comments			Tymor					000 00 SaEt		DCI. 70				
8	_		Type:	K		Area:	3'	000.00 SqFt		PCI: /0				
8 L & T CR	_													
2	48													
Type: R Area: 5000.00 SqFt PCI: 67	48 52													
Tample Number: 312 Type: R Area: 5000.00 SqFt PCI: 67	57													
### Stands	57	WEATHERING				-								
R	Sampl	e Number: 312	Туре:	R		Area:	5	000.00 SqFt		PCI: 67				
Rayeling	Sampl	e Comments:												
2 RAVELING	48	L & T CR		L	212.00	Ft								
The composition of the composi	48			M										
M	52													
Area Sound Sumple Sumple Sumple Comments	57 57													
Sample Comments:			Type				5	000 00 SaFt		PCI: 73				
R	_		ı ype.	K		M CA.	ال	ooo.oo bqrt		101. /3				
2 RAVELING	Sampi	e Comments:												
The image The	48													
M 1200.00 SqFt Sample Number: 322 Type: R Area: 5000.00 SqFt PCI: 66 Sample Comments:	52													
Sample Number: 322 Type: R Area: 5000.00 SqFt PCI: 66 Sample Comments: B L & T CR L 225.00 Ft	57 57					_								
### Sample Comments: R			Tyne				5	000.00 SaFt		PCI: 66				
8 L & T CR	_		rype.	K	•	ıı ca.	ا ل	ooo.oo bqr		1 (1, 00				
8 L & T CR M 25.00 Ft 2 RAVELING L 400.00 SqFt 7 WEATHERING L 3400.00 SqFt 7 WEATHERING M 1200.00 SqFt PCI: 73 **Bullet Comments:	_			т	225.00	E+								
2 RAVELING L 400.00 SqFt 7 WEATHERING L 3400.00 SqFt 7 WEATHERING M 1200.00 SqFt Sample Number: 328 Type: R Area: 5000.00 SqFt PCI: 73 Sample Comments: 8 L & T CR L 190.00 Ft 2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	48 48													
7 WEATHERING L 3400.00 SqFt 7 WEATHERING M 1200.00 SqFt Sample Number: 328 Type: R Area: 5000.00 SqFt PCI: 73 Sample Comments: 8 L & T CR L 190.00 Ft 2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	52													
Sample Number: 328 Type: R Area: 5000.00 SqFt PCI: 73 Sample Comments: 8 L & T CR L 190.00 Ft 2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	57				3400.00	SqFt								
8 L & T CR L 190.00 Ft 2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	57													
8 L & T CR L 190.00 Ft 2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	_		Type:	R		Area:	5	000.00 SqFt		PCI: 73				
2 RAVELING L 250.00 SqFt 7 WEATHERING L 3250.00 SqFt	Sampl	e Comments:												
7 WEATHERING L 3250.00 SqFt	48													
	52													
WEATHERING IVI 1300.00 SQFL	57 57													
	57	WEATHEKING		1V1	1300.00	sqrt								

Samp	ole Number: 331	Type:	R	Area:	5000.00 SqFt	PCI: 74	
Samn	ole Comments:				_		
Samp	ne 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			
<i>31</i>	WEATHERING			2000.00 Sqrt			
Samp	ole Number: 334	Type:	R	Area:	5000.00 SqFt	PCI: 73	
Samn	ole Comments:						
~u.i.p	or 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			
					5000 00 G E	DCI 56	
Samp	ole Number: 340	Type:	R	Area:	5000.00 SqFt	PCI: 76	
Samp	ole Comments:						
48	L & T CR		L	148.00 Ft			
57	WEATHERING		L	3000.00 SqFt			
57	WEATHERING		M	2000.00 SqFt			
Samn	ole Number: 347	Type:	R	Area:	5000.00 SqFt	PCI: 76	
-		rype.	K	Aica.	Jood.oo bqrt	101. /0	
Samp	ole Comments:						
40	I O T CP		т	102.00 E			
48	L & T CR		L	183.00 Ft			
57	WEATHERING		L	3000.00 SqFt			
57	WEATHERING		M	2000.00 SqFt			
Samp	ole Number: 352	Type:	R	Area:	5000.00 SqFt	PCI: 75	
_		J F			1		
Samp	ole Comments:						
48	L & T CR		L	197.00 Ft			
	WEATHERING		L	2500.00 SqFt			
57							
57	WEATHERING		M	2500.00 SqFt			
Samp	ole Number: 358	Type:	R	Area:	5000.00 SqFt	PCI: 74	
Samn	ole Comments:						
Samp	ne 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			
Samp	ole Number: 364	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Samp	ole 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			
Camp	ole Number: 367	Trmas	R		5000.00 SqFt	PCI: 74	
_		Type:	K	Area:	Jood.oo sqrt	1 (1. /4	
Samp	ole Comments:						
40	LOTOR		т	150.00 E:			
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			
Samp	ole Number: 370	Туре:	R	Area:	5000.00 SqFt	PCI: 76	
_					1		
samp	ole Comments:						
48	L & T CR		L	149.00 Ft			
57	WEATHERING		L	3000.00 SqFt			
57	WEATHERING		M	2000.00 SqFt			
Samp	ole Number: 376	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Samn	ole Comments:						
~amp	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			
٠,	Z. T. T. L. G.			2000.00 Sq11			

Camp	Ja Numban. 202	Type: R	Area:	5000.00 SqFt	PCI: 67	
-	ole Number: 383	Type: R	Area:	3000.00 SqFt	PCI: 6/	
Samp	ole 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			
Samp	ole Number: 388	Type: R	Area:	5000.00 SqFt	PCI: 71	
Samp	le 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			
Samp	ole Number: 391	Type: R	Area:	5000.00 SqFt	PCI: 75	
Samp	ole Comments:					
48	L & T CR	L	229.00 Ft			
57	WEATHERING	L	2000.00 SqFt			
57	WEATHERING	M	3000.00 SqFt			

Network:	TMB			Na	me: MIA	AMI EXECUT	IVE AIRPORT			
Branch:	RW 9L-27R		Name:	RUNWAY 9	L-27R	Use:	RUNWAY	Area:	750,300	SqFt
Section:	6109	of 6	Fr	om: -			То: -		Last	Const.: 1/1/2005
Surface:	AAC	Family: CA	A653-RL-RW-	AC Zo	ne:		Category:		Ran	k: P
Area:	10,000	SqFt	Length:	400	Ft	Width:	25 Ft			
Slabs:		Slab Length	:	Ft	Slab Width:		Ft	Joint Leng	gth:	Ft
Shoulder:		Street Type:			Grade: 0			Lanes:	0	
Section Co	omments:									
Work Dat	te: 1/1/1997	Work	Type: BUILT			Co	de: IMPORTED	Is Ma	jor M&R:	True
Work Dat	te: 1/1/2001	Work	Type: Surface	Treatment - Se	al Coat	Co	de: ST-SC	Is Ma	jor M&R:	False
Work Dat	te: 1/1/2005	Work	Type: Mill an	d Overlay		Co	de: ML-OVL	Is Ma	jor M&R:	True
Last Insp.	Date: 9/20/2022		TotalSan	iples: 2		Surveyed	l: 1			
Condition	s: PCI: 62									
Inspection	Comments:									
Sample N	umber: 100	Type:	R	Area:	5000	0.00 SqFt	PCI: 62			
Sample Co	omments:									
48 L &	& T CR		L	353.00 Ft						
48 L &	& T CR		M	25.00 Ft						
52 RA	VELING		L	1650.00 SqFt						
56 SW	VELLING		L	5.00 SqFt						
57 WI	EATHERING		L	3182.00 SqFt						
	EATHERING			-						

Netwo	ork: TMB		Name:	MIAMI EXECUTIV	/E AIRPORT	
Branc	ch: RW 9L-27R	Nam	e: RUNWAY 9L-27R	Use:	RUNWAY	Area: 750,300 SqFt
Section	on: 6110	of 6	From: -		То: -	Last Const.: 1/1/2005
Surfa	ce: AAC Far	mily: CA653-R	L-RW-AC Zone:		Category:	Rank: P
Area:	230,000 Sq	_l Ft Len	gth: 9,200 Ft	Width:	25 Ft	
Slabs	Sla	ab Length:	Ft Slab V	Vidth:	Ft	Joint Length: Ft
Shoul	der: St	reet Type:	Grade	: 0		Lanes: 0
Sectio	on Comments:					
Work	Date: 1/1/1965	Work Type:	BUILT	Code	e: IMPORTED	Is Major M&R: True
Work	Date: 1/1/2001	Work Type:	Surface Treatment - Seal Coat	Code	e: ST-SC	Is Major M&R: False
Work	Date: 1/1/2005	Work Type:	Mill and Overlay	Code	e: ML-OVL	Is Major M&R: True
Last I	nsp. Date: 9/20/2022	T	otalSamples: 46	Surveyed:	8	
Cond	itions: PCI: 75					
Inspe	ction Comments:					
Samp	le Number: 116	Type: R	Area:	5000.00 SqFt	PCI: 76	
Samp	le Comments:					
48	L & T CR	L	67.00 Ft			
57	WEATHERING	L	3000.00 SqFt			
57 Sama	WEATHERING le Number: 144	Type: R	2000.00 SqFt Area:	5000.00 SqFt	PCI: 76	
_	le Comments:	Type: K	Area:	3000.00 Sqrt	rci; /0	
48	L & T CR	L	66.00 Ft			
57	WEATHERING	L	3000.00 SqFt			
57	WEATHERING	M	2000.00 SqFt			
_	le Number: 168	Type: R	Area:	5000.00 SqFt	PCI: 77	
Samp	le Comments:					
48	L & T CR	L	8.00 Ft			
57 57	WEATHERING WEATHERING	L M	2500.00 SqFt 2500.00 SqFt			
	le Number: 184	Type: R	Area:	5000.00 SqFt	PCI: 75	
Samp	le Comments:			-		
48	L & T CR	L	78.00 Ft			
57	WEATHERING	L	2500.00 SqFt			
57	WEATHERING	M	2500.00 SqFt		200	
_	le Number: 504 le Comments:	Type: R	Area:	5000.00 SqFt	PCI: 75	
48	L & T CR	L	134.00 Ft			
57	WEATHERING	L	2500.00 SqFt			
57	WEATHERING	M	2500.00 SqFt			
_	le Number: 520	Type: R	Area:	5000.00 SqFt	PCI: 70	
Samp	le Comments:					
48 52	L & T CR	L	188.00 Ft			
52 57	RAVELING WEATHERING	L L	2400.00 SqFt 2600.00 SqFt			
Samp	le Number: 580	Type: R		5000.00 SqFt	PCI: 78	
Samp	le Comments:					
48	L & T CR	L	190.00 Ft			
57 57	WEATHERING	L	4000.00 SqFt			
57 Samn	WEATHERING	Type: R	1000.00 SqFt	5000 00 SaEt	PCI: 75	
_	le Number: 592 le Comments:	Type: R	Area:	5000.00 SqFt	FCI: /3	
_		-	170 00 F			
48	L & T CR	L	178.00 Ft			

57 WEATHERING L 2500.00 SqFt 57 WEATHERING M 2500.00 SqFt

Network:	TMB				Name:	MIA	MI EXECU	TIVE AI	RPORT				
Branch:	RW 9L-27I	₹	Name:	RUNV	/AY 9L-27R		Use:	RUNV	VAY	Area:	750,30	0 SqFt	
Section:	6126	of	f 6 F	rom:	-			To	: -		Las	st Const.:	1/1/2005
Surface:	AAC	Family:	CA653-RL-RW	V-AC	Zone:			Ca	tegory:		Rai	nk: P	
Area:	10,	,100 SqFt	Length:		404 Ft		Width:		25 Ft				
Slabs:		Slab Len	gth:	Ft	Slab	Width:		Ft		Joint 1	Length:	F	Į.
Shoulder:		Street Ty	pe:		Grac	le: 0				Lanes	: 0		
Section Co	mments:												
Work Date	e: 1/1/1997	W	ork Type: BUIL	.T			C	Code: IN	MPORTED .	Is	Major M&R	: True	
Work Date	e: 1/1/2001	W	ork Type: Surfa	ce Treatme	nt - Seal Coat	:	C	Code: S	Γ-SC	Is	Major M&R	: False	
Work Date	e: 1/1/2005	W	ork Type: Mill a	and Overlay	7		C	Code: M	L-OVL	Is	Major M&R	: True	
Last Insp.	Date: 9/20/20)22	TotalSa	amples:	2		Survey	ed: 1					
Conditions	s: PCI: 59	9											
Inspection	Comments:												
Sample Nu	ımber: 596	Тур	oe: R	A	rea:	5050	.00 SqFt		PCI: 59)			
Sample Co	omments:												
41 ALI	LIGATOR CR		L	5.00	SqFt								
48 L &	T CR		L	60.00	Ft								
52 RA	VELING		L	900.00	SqFt								
52 RA	VELING		M	300.00	SqFt								
57 WE	ATHERING		L	2450.00	SqFt								
57 WE	ATHERING		M	1400.00	SaFt								

2450.00 SqFt 1400.00 SqFt

M

57

WEATHERING

Network:	TMB				Name:	MIAMI EXECU	JTIVE A	AIRPORT				
Branch:	RW 9L-27R		Name:	RUNW	AY 9L-27R	Use:	RUN	IWAY	Area:	750,300	SqFt	
Section:	6131	of	6 F1	rom: -			Т	o: -		Last	Const.:	1/1/2005
Surface:	AAC	Family:	CA653-RL-RW	-AC	Zone:		C	ategory:		Ran	k: P	
Area:	20,20	00 SqFt	Length:		202 Ft	Width:		100 Ft				
Slabs:		Slab Leng	ţth:	Ft	Slab W	/idth:	F	t	Joint Le	ngth:	Ft	t
Shoulder:		Street Typ	pe:		Grade	: 0			Lanes:	0		
Section Co	mments:											
Work Date	e: 1/1/1997	Wo	rk Type: BUILT	Γ		•	Code:	IMPORTED	Is M	ajor M&R:	True	
Work Date	e: 1/1/2001	Wo	rk Type: Surfac	e Treatmen	ıt - Seal Coat		Code:	ST-SC	Is M	ajor M&R:	False	
Work Date	e: 1/1/2005	Wo	rk Type: Mill an	nd Overlay		(Code:	ML-OVL	Is M	ajor M&R:	True	
_ast Insp. I	Date: 9/20/2022	2	TotalSa	mples: 4		Survey	/ ed: 1					
Conditions	s: PCI : 69											
nspection	Comments:											
Sample Nu	ımber: 396	Туре	e: R	Aı	rea:	5000.00 SqFt		PCI: 69	1			
Sample Co	mments:					•						
18 L&	T CR		L	272.00	Ft							
	VELING		L	969.00								
	ATHERING		L	3023.00	•							
57 WE	ATHERING		M	1008.00	SqFt							

Netw	vork: TMB			N	ame: ML	AMI EXECU	TIVE AIRPORT				
Bran	ch: RW 9R-27L		Namo	e: RUNWAY	9R-27L	Use:	RUNWAY	Area:		900,150 SqF	`t
Section	on: 6302	of 8	3	From: -			То: -			Last Cor	nst.: 1/1/201
Surfa	ace: AC	Family: C	A653-R	L-RW-AC Z	one:		Category:			Rank:	P
Area	: 100,000) SaFt	Len	gth: 1,000) Ft	Width:	100 Ft				
Slabs		Slab Length		Ft	Slab Width:		Ft	J	oint Lengt	·h•	Ft
	dder:	_		11	Grade: 0		11		_	0	1.
		Street Type:	•		Grade: 0			L	anes:	U	
Section	on Comments:										
Worl	k Date: 1/1/2011	Work	Type:	New Construction - I	nitial	C	ode: NU-IN		Is Majo	or M&R: Tru	e
Last	Insp. Date: 9/20/2022		To	otalSamples: 20		Surveye	ed: 5				
Cond	litions: PCI: 60										
Inspe	ection Comments:										
Samp	ple Number: 300	Type:	R	Area:	500	0.00 SqFt	PCI:	61			
Samp	ple Comments:										
_			т	200 00 5							
48 48	L & T CR L & T CR		L M	388.00 Ft 5.00 Ft							
52	RAVELING		L	1000.00 SqF	't						
57	WEATHERING		L	2800.00 SqF							
57	WEATHERING		M	1200.00 SqF							
Samp	ple Number: 304	Type:	R	Area:	500	0.00 SqFt	PCI:	58			
_	ple Comments:										
48	L & T CR		L	403.00 Ft							
48	L & T CR		M	50.00 Ft							
50	PATCHING		L	2.00 SqF							
52	RAVELING		L	500.00 SqF							
57 57	WEATHERING WEATHERING		L M	1999.00 SqF 2499.00 SqF							
	ple Number: 308	Type:	R			0.00 SqFt	PCI:	58			
_	ple Comments:	Type.	K	Alea.	300	0.00 SqFt	rci.	36			
48	L & T CR		L	200.00 Ft							
48	L & T CR		M	200.00 Ft							
52	RAVELING		L	250.00 SqF	't						
57	WEATHERING		L	2250.00 SqF							
57	WEATHERING		M	2500.00 SqF							
Samp	ple Number: 314	Type:	R	Area:	500	0.00 SqFt	PCI:	62			
Samp	ple Comments:										
48	L & T CR		L	300.00 Ft							
48	L & T CR		M	100.00 Ft							
50 52	PATCHING		L	2.00 SqF							
52 57	RAVELING WEATHERING		L L	500.00 SqF 1999.00 SqF							
57	WEATHERING		M	2499.00 SqF							
	ple Number: 318	Туре:	R			0.00 SqFt	PCI:	64			
_	ple Comments:	- J Pc.		111 000	200	~¶* *	1 01.				
48	L & T CR		L	300.00 Ft							
48	L & T CR		M	100.00 Ft							
52	RAVELING		L	250.00 SqF	't						
57	WEATHERING		L	2250.00 SqF							
57	WEATHERING		M	2500.00 SqF							

MIAMI EXECUTIVE AIRPORT Network: TMB Name: Branch: RW 9R-27L RUNWAY 9R-27L Use: RUNWAY 900,150 SqFt Name: Area: 6304 of 8 **Last Const.:** 1/1/2011 Section: From: To: -Surface: AAC Family: CA653-RL-RW-AAC-Zone: Category: Rank: P APC Width: 100 Ft 17,500 SqFt Length: 175 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: Grade: **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: **Inspection Comments:** PCI: 65 Sample Number: 321 R 5000.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 160.00 Ft L & T CR M 50.00 Ft 48 52 RAVELING L 150.00 SqFt 57 WEATHERING L 1940.00 SqFt

57

WEATHERING

M

Netwo	ork: TMB			Nai	ne: MIAMI EXECT	TIVE AIRPORT	
Branc			Name:	RUNWAY 9		RUNWAY	Area: 900,150 SqFt
Section		of 8		From: -		То: -	Last Const.: 1/1/1997
Surfac	e: AAC	Family: CA		RW-AAC- Zor	ie:	Category:	Rank: P
Area:	462,500) SqFt	Lengtl	h: 4,625]	Ft Width:	100 Ft	
Slabs:		Slab Length:	:	Ft	Slab Width:	Ft	Joint Length: Ft
Should	der:	Street Type:			Grade: 0		Lanes: 0
Section	n Comments:						
Work	Date: 1/1/1967	Work	Type: BU	JILT	(Code: IMPORTED	Is Major M&R: True
Work	Date: 1/1/1997	Work	Type: M	ill and Overlay	(Code: ML-OVL	Is Major M&R: True
Last I	nsp. Date: 9/20/2022		Tota	alSamples: 93	Survey	ed: 19	
Condi	tions: PCI: 69						
Inspec	ction Comments:						
Sampl	le Number: 325	Type:	R	Area:	5000.00 SqFt	PCI: 71	
Sampl	e Comments:	-			-		
45	DEPRESSION		L	12.00 SqFt			
43 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			
_	e Number: 330	Type:	R	Area:	5000.00 SqFt	PCI: 70	
Sampl	e Comments:						
48	L & T CR		L	115.00 Ft			
52	RAVELING		L	250.00 SqFt			
57 57	WEATHERING WEATHERING		L M	2250.00 SqFt 2500.00 SqFt			
	le Number: 336	Type:	R	2300.00 SqFt Area:	5000.00 SqFt	PCI: 60	
_	e Comments:	Type.	K	Alea.	3000.00 Sqrt	101. 00	
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 57	WEATHERING		L	2250.00 SqFt			
57	WEATHERING 242	Т	M	2500.00 SqFt	5000 00 G F4	DCI. (7	
	e Number: 342 e Comments:	Type:	R	Area:	5000.00 SqFt	PCI: 67	
_			т	111.00 5			
48 48	L & T CR L & T CR		L M	111.00 Ft 50.00 Ft			
52	RAVELING		L	1000.00 SqFt			
57	WEATHERING		L	2000.00 SqFt			
57	WEATHERING		M	2000.00 SqFt			
_	e Number: 348	Type:	R	Area:	5000.00 SqFt	PCI: 70	
Sampl	e Comments:						
48	L & T CR		L	241.00 Ft			
52	RAVELING		L	500.00 SqFt			
57 57	WEATHERING WEATHERING		L M	2000.00 SqFt 2500.00 SqFt			
		Trmo	R		5000 00 C~E+	PCI: 71	
_	e Number: 352 e Comments:	Type:	К	Area:	5000.00 SqFt	rci: /l	
_			_				
48	L & T CR		L	212.00 Ft			
52 56	RAVELING SWELLING		L L	400.00 SqFt 4.00 SqFt			
20	WEATHERING		L	3640.00 SqFt			
57	WEATHERING						

Samp	ple Number: 356	Type:		R	A	rea:	5000.00 SqFt	PCI:	70
_	ole Comments:	• •					•		
Samp	on Comments.								
48	L & T CR		L		248.00	Ft			
52	RAVELING		L		217.00				
57	WEATHERING		L		8826.00				
57	WEATHERING		M		957.00				
					937.00	Sqrt			
Samp	ple Number: 362	Type:		R	A	rea:	5000.00 SqFt	PCI:	70
Samr	ole Comments:								
48	L & T CR		L		86.00	Ft			
52	RAVELING		L		195.00	SqFt			
56	SWELLING		L		19.00				
57	WEATHERING		L		2883.00				
57	WEATHERING		M			-			
<i>31</i>	WEATHERING				922.00	Sqrı			
Samp	ple Number: 365	Type:		R	A	rea:	5000.00 SqFt	PCI:	71
Samr	ole Comments:								
48	L & T CR		L		97.00	Ft			
52	RAVELING		L		220.00				
57	WEATHERING		L		3000.00				
57	WEATHERING		M		2000.00				
Samp	ple Number: 370	Type:		R	A	rea:	5000.00 SqFt	PCI:	71
Samr	ole Comments:								
~}									
48	L & T CR		L		135.00	Ft			
52	RAVELING		L		250.00				
56	SWELLING		L			SqFt			
57	WEATHERING		L	_	2850.00				
57	WEATHERING		M		900.00	SqFt			
Samp	ple Number: 377	Type:		R	A	rea:	5000.00 SqFt	PCI:	68
Same	ole Comments:								
Samp	pie Comments.								
48	L & T CR		L		95.00	Ft			
48	L & T CR		M		3.00				
52	RAVELING		L		200.00				
57	WEATHERING		L		2880.00				
57	WEATHERING		M		920.00	SqFt			
Samp	ple Number: 384	Type:		R	A	rea:	5000.00 SqFt	PCI:	70
Samr	ole Comments:								
~ 1	,								
48	L & T CR		L		233.00	Ft			
52	RAVELING		L		250.00	SqFt			
57	WEATHERING		L		2250.00				
57	WEATHERING		M		2500.00				
Samp	ple Number: 391	Type:		R	Α	rea:	5000.00 SqFt	PCI:	72
Samp	ole Comments:								
_									
48	L & T CR		L		266.00				
52	RAVELING		L		50.00	SqFt			
57	WEATHERING		L	2	2970.00				
57	WEATHERING		M		980.00				
		T					5000 00 G T:	nor	(7
Samp	ple Number: 395	Type:		R	Α	rea:	5000.00 SqFt	PCI:	0/
Samp	ple Comments:								
_						_			
48	L & T CR		L		202.00				
48	L & T CR		M		25.00				
52	RAVELING		L		250.00	SqFt			
57	WEATHERING		L	3	3750.00	SqFt			
57	WEATHERING		M		000.00				
Same	ole Number: 398	Type:		R		rea:	5000.00 SqFt	PCI:	64
_		ı ype:		IX.	A	MICA.	JUUU.UU SYFI	rei;	T
Samp	ole Comments:								
4.5	T 0 m ===		-						
48	L & T CR		L		174.00				
48	L & T CR		M		25.00				
52	RAVELING		L	1	500.00	SqFt			
57	WEATHERING		L		2800.00				
	_			-		4			

Sample Number: 403 Type: R Area: 5000.00 SqFt PCI: 72	57	WEATHERING	M	700.00 SqFt			
A	Samp	ple Number: 403	Type: R	Area:	5000.00 SqFt	PCI: 72	
Sample Number: 412 Type: R Area: S000.00 SqFt PCI: 74	Samp	ole Comments:					
Sample Number: 412 Type: R Area: S000.00 SqFt PCI: 74	48	I & T CR	Ī.	134.00 Ft			
Sample Number: 407 Type: R Area: 5000.00 SqFt PCI: 68							
57 WEATHERING M 1930.00 SqFt PCI: 68 Sample Number: 407 Type: R Area: 5000.00 SqFt PCI: 68 Sample Comments: ———————————————————————————————————							
Sample Comments:				-			
48 L & T CR	Samp	ple Number: 407	Type: R	Area:	5000.00 SqFt	PCI: 68	
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	Samp	ple Comments:					
S2 RAVELING	48	L & T CR	L	181.00 Ft			
57 WEATHERING L 3749.00 SqFt 57 WEATHERING M 1000.00 SqFt Sample Number: 412 Type: R Area: 5000.00 SqFt PCI: 74 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 57 WEATHERING M 1440.00 SqFt PCI: 63 Sample Number: 415 Type: R Area: 5000.00 SqFt PCI: 63 Sample Comments: 41 ALLIGATOR CR L 42.00 SqFt 42.00 SqFt 41 ALLIGATOR CR L 42.00 SqFt 42.00 SqFt 42.00 SqFt 48 L & T CR L 237.00 Ft 52 RAVELING L 50.00 SqFt	48	L & T CR	M	25.00 Ft			
S7 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 162.00 Ft 162.00 SqFt 162.00	52	RAVELING	L	251.00 SqFt			
Sample Number: 412 Type: R Area: 5000.00 SqFt PCI: 74 Sample Comments: 48 L & T CR L 162.00 Ft 162.00 Ft 162.00 SqFt 162.00 SqFt	57	WEATHERING	L	3749.00 SqFt			
Sample Comments:	57	WEATHERING	M	1000.00 SqFt			
48 L & T CR	Samp	ple Number: 412	Type: R	Area:	5000.00 SqFt	PCI: 74	
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	Samp	ple Comments:					
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	48	L & T CR	L	162.00 Ft			
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	52	RAVELING	L	200.00 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	3360.00 SqFt			
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	M	1440.00 SqFt			
41 ALLIGATOR CR L 42.00 SqFt 48 L & T CR L 237.00 Ft 52 RAVELING L 50.00 SqFt	Samp	ple Number: 415	Type: R	Area:	5000.00 SqFt	PCI: 63	
48 L & T CR L 237.00 Ft 52 RAVELING L 50.00 SqFt	Samp	ple Comments:					
48 L & T CR L 237.00 Ft 52 RAVELING L 50.00 SqFt	41	ALLIGATOR CR	L	42.00 SqFt			
52 RAVELING L 50.00 SqFt	48	L & T CR	L				
57 WEATHEDING I 2750.00 C.F.	52	RAVELING	L				
5/ WEATHERING L 3/50.00 SqFt	57	WEATHERING	L	3750.00 SqFt			
57 WEATHERING M 1200.00 SqFt	57	WEATHERING	M				

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** RW 9R-27L RUNWAY 9R-27L Use: RUNWAY Area: 900,150 SqFt Name: of 8 Section: 6306 To: -**Last Const.:** 1/1/1997 From: Surface: ACFamily: 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 **Street Type:** Shoulder: Grade: Lanes: **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:** R 5000.00 SqFt **PCI:** 70 Sample Number: 418 Type: Area: **Sample Comments:** 48 L & T CR L 132.00 Ft

52

57

57

RAVELING

WEATHERING

WEATHERING

L

L

M

2000.00 SqFt

2950.00 SqFt

Netw	ork:	TMB						Naı	me: N	MIAMI EXECU	JTIVE AIRPO	RT				
Bran	ch:	RW 9R	R-27L			Name:	RUNV	VAY 9	R-27L	Use:	RUNWAY	A	rea:	900),150 SqFt	
Secti	on:	6307		of	f 8	Fı	om:	-			То: -				Last Const.:	1/1/2011
Surfa	ice:	AC		Family:	CA	553-RL-RW	-AC	Zor	ie:		Categor	y:			Rank: P	
Area	:		50,00	00 SqFt		Length:		2,000	Ft	Width:	25	5 Ft				
Slabs	:			Slab Len	gth:		Ft		Slab Widt	h:	Ft		Joint Leng	th:	F	t
Shou	lder:			Street Ty	pe:				Grade:	0			Lanes:	0		
Secti	on Co	mments:														
Wor	k Date	: 1/1/201	1	W	ork T	ype: New C	Construction	on - Ini	tial	(Code: NU-IN		Is Maj	jor Mo	&R: True	
		Date: 9/2														
	litions ection	: PCI: Comment														
Inspe	ection		s:	Туг	e:	R	F	Area:	5/	000.00 SqFt	PC	CI: 64				
Inspo Samp	ection ole Nu	Comment	s:	Тур	e:	R		Area:	5/	000.00 SqFt	PC	TI: 64				
Inspo Samj Samj	ole Nu	Comment	s:	Тур	oe:		219.00		5	000.00 SqFt	PC	CI: 64				
Inspo Samp Samp	ection ble Nu ble Co L &	Comment 10 mber: 10 mments:	s:	Тур				Ft	5	000.00 SqFt	PC	CI: 64				
Samp Samp Samp 48	ole Nu L & L & RA	Comments: T CR T CR VELING	s: 04	Тур	I	M	219.00 100.00 1000.00	Ft Ft SqFt	5:	000.00 SqFt	PC	CI: 64				
Samp Samp 48 48 52 57	ection Die Nu Die Co L & L & RAV	Comments: T CR T CR VELING ATHERIN	s: 04	Тур	I N I I	M	219.00 100.00 1000.00 2500.00	Ft Ft SqFt SqFt	5:	000.00 SqFt	PC	EI: 64				
Samp Samp 48 48 52 57	ection Die Nu Die Co L & L & RAV	Comments: T CR T CR VELING	s: 04	Тур	I N I I	М	219.00 100.00 1000.00	Ft Ft SqFt SqFt	5	000.00 SqFt	PC	EI: 64				
Samp Samp 48 48 52 57	L & RAY WE.	Comments: T CR T CR VELING ATHERIN	s: 04 G	Тур	I N I I	M	219.00 100.00 1000.00 2500.00 1500.00	Ft Ft SqFt SqFt		000.00 SqFt		CI: 64				
Samj Samj 48 48 52 57 57 Samj	cetion Die Nu L & L & RA WE WE Die Nu	Comment Imber: 10 Imments: IT CR IT CR VELING ATHERIN ATHERIN	s: 04 G		I N I I	И	219.00 100.00 1000.00 2500.00 1500.00	Ft Ft SqFt SqFt SqFt								
Samj Samj 48 48 52 57 57 Samj	L & L & WE. WE. Dle Co	Comment Imber: 10 Imments: IT CR IT CR VELING ATHERIN ATHERIN Imber: 50	s: 04 G		I N I I	М И И R	219.00 100.00 1000.00 2500.00 1500.00	Ft Ft SqFt SqFt SqFt Area:								
Samj Samj 48 48 52 57 57 Samj	L & L & WE WE Die Nu	Comments: T CR T CR VELING ATHERIN ATHERIN ATHERIN ATHERIN ATHERIN COMMENTS:	s: 04 G		I M I I M	м м м R	219.00 100.00 1000.00 2500.00 1500.00	Ft Ft SqFt SqFt SqFt Area:								
Samp 48 48 52 57 Samp Samp 48	L & RAY WE WE Ole Nu	Comment Imber: 10 Imments: IT CR IT CR VELING ATHERIN ATHERIN Imber: 50 Imments: IT CR	S: 04 G G G 08		I N I I N	м м R	219.00 100.00 1000.00 2500.00 1500.00	Ft SqFt SqFt SqFt Area: Ft SqFt								

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** RW 9R-27L RUNWAY 9R-27L Use: RUNWAY 900,150 SqFt Name: Area: 6309 of 8 From: **Last Const.:** 1/1/2011 Section: To: -Surface: AAC Family: CA653-RL-RW-AAC-Zone: Category: Rank: P APC Width: 8,750 SqFt Length: 350 Ft 25 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: Grade: **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: **Inspection Comments: PCI**: 69 Sample Number: 520 R Type: Area: 4375.00 SqFt **Sample Comments:** 48 L & T CR L 371.00 Ft WEATHERING L 3937.00 SqFt 57

57

WEATHERING

M

Netwo	ork: TMB				Na	me: MIAMI EXECU	TIVE AIRPORT	
Branc			N	ame: RUN	IWAY 9		RUNWAY	Area: 900,150 SqFt
Section	on: 6310	of 8	8	From:	_		То: -	Last Const.: 1/1/1997
Surfa				3-RL-RW-AAC-	Zo	ne:	Category:	Rank: P
			PC				8 ,	
Area:	231,25	0 SqFt	I	Length:	9,250	Ft Width:	25 Ft	
Slabs	:	Slab Length	1:	F	t	Slab Width:	Ft	Joint Length: Ft
Shoul	der:	Street Type	:			Grade: 0		Lanes: 0
Sectio	on Comments:							
Work	Date: 1/1/1967	Work	Тур	e: BUILT		(Code: IMPORTED	Is Major M&R: True
Work	Date: 1/1/1997	Work	Тур	oe: Mill and Overl	ay	(Code: ML-OVL	Is Major M&R: True
Last I	Insp. Date: 9/20/2022	2		TotalSamples:	46	Survey	ed: 8	
Cond	itions: PCI: 75							
Inspe	ction Comments:							
Samp	le Number: 128	Type:		R	Area:	5000.00 SqFt	PCI: 75	
Samp	le Comments:							
48	L & T CR		L	27.00) Ft			
52	RAVELING		L	616.00) SqFt			
57 57	WEATHERING WEATHERING		L M) SqFt) SqFt			
	le Number: 152	Type:	1VI	R	Area:	5000.00 SqFt	PCI: 82	
_	le Comments:	i ype.			ınca.	5000.00 Sqrt	101. 02	
48	L & T CR		L	19.00) Ft			
57	WEATHERING		L	4000.00) SqFt			
57	WEATHERING		M) SqFt			
_	le Number: 176	Type:		R	Area:	5000.00 SqFt	PCI: 75	
Samp	le Comments:							
48	L & T CR		L	152.00				
57 57	WEATHERING WEATHERING		L M) SqFt) SqFt			
Samp	le Number: 204	Type:		R	Area:	5000.00 SqFt	PCI: 77	
Samp	le Comments:							
42	BLEEDING		N	2.00) SqFt			
48	L & T CR		L	207.00) Ft			
57 57	WEATHERING WEATHERING		L M) SqFt) SqFt			
	le Number: 528	Type:	171	R	Area:	5000.00 SqFt	PCI: 71	
-	le Comments:	туре:		1	ııca.	5000.00 Sqrt	101. /1	
-			т	42.04) E4			
48 52	L & T CR RAVELING		L L) Ft) SqFt			
56	SWELLING		L	26.00) SqFt			
57 57	WEATHERING WEATHERING		L M) SqFt) SqFt			
	le Number: 544	Type:	171	R	Area:	5000.00 SqFt	PCI: 73	
_	le Comments:	-Jpc.		-		2000.00 Sqr t	201. 73	
48	L & T CR		L	197.00) Ft			
52	RAVELING		L	250.00) SqFt			
57	WEATHERING		L) SqFt			
Somn	WEATHERING	Temar	M		A reas		PCI: 76	
_	le Number: 568 le Comments:	Type:		R	Area:	5000.00 SqFt	rci: /6	
48	L & T CR		L	63.00) Ft			
57	WEATHERING		L) SqFt			
57	WEATHERING		M	2000.00) SqFt			

Samp	ole Number: 596	Type:	R	A	rea:	5000.00 SqFt	PCI:	74
Samp	ole Comments:	• •				•		
48	L & T CR	L		88.00	Ft			
52	RAVELING	L		1500.00	SqFt			
57	WEATHERING	L		3500.00	SqFt			

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** RW 9R-27L RUNWAY 9R-27L Use: RUNWAY Area: 900,150 SqFt Name: Section: 6311 of 8 To: -**Last Const.:** 1/1/1997 From: Surface: AC Family: CA653-RL-RW-AC Zone: Category: Rank: P 402 Ft Area: 10,050 SqFt Length: Width: 25 Ft Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** Shoulder: Grade: Lanes: **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 **PCI:** 65 **Conditions: Inspection Comments: PCI:** 65 Sample Number: 216 Type: R 5025.00 SqFt Area: **Sample Comments:** 48 L & T CR L 135.00 Ft 48 L & T CR M 12.00 Ft RAVELING 1800.00 SqFt 52 L

WEATHERING

WEATHERING

57

57

L

M

3161.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 12,843 SqFt **Branch:** TW 1 TAXIWAY 1 Use: TAXIWAY Name: Area: 270 of 1 **Last Const.:** 1/1/2006 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 12,843 SqFt Length: 200 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 79 Sample Number: 700 R 5721.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 66.00 Ft WEATHERING L 4005.00 SqFt 57

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 15 TAXIWAY 15 Use: TAXIWAY 19,697 SqFt Name: Area: 350 of 1 **Last Const.:** 1/1/2007 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 100 Ft 19,697 SqFt Length: 115 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: 0 Grade: **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: **Inspection Comments:** Sample Number: 502 R 4761.00 SqFt **PCI:** 77 Type: Area: **Sample Comments:** 45 DEPRESSION L 20.00 SqFt L & T CR L 125.00 Ft 48 56 SWELLING L 15.00 SqFt 57 WEATHERING L 4047.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 16 TAXIWAY 16 Use: TAXIWAY 19,698 SqFt Name: Area: 360 of 2 **Last Const.:** 1/1/2007 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 11,992 SqFt Length: 200 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 81 Sample Number: 602 R 4761.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 58.00 Ft SWELLING L 8.00 SqFt 56 57 WEATHERING L 4047.00 SqFt

57

WEATHERING

M

Network:	TMB				Name	: MIA	MI EXECU	ΓIVE AIRΡ	ORT			
Branch:	TW 16		Name:	TAXIV	VAY 16		Use:	TAXIWA	Y A	rea:	19,698	SqFt
Section:	365	of	f 2	From: -				To:	-		Last	Const.: 1/1/200
Surface:	AAC	Family:	CA653-RL-T APC	W-AAC-	Zone			Categ	ory:		Rank	:: P
Area:	7	,706 SqFt	Length:		60 Ft		Width:	1	25 Ft			
Slabs:		Slab Len	gth:	Ft	;	Slab Width:		Ft		Joint Lengt	h:	Ft
Shoulder:		Street Ty	pe:		(Grade: 0				Lanes:	0	
Section Co	mments:											
Work Date	: 1/1/1967	We	ork Type: BUI	LT			C	ode: IMPO	ORTED	Is Majo	or M&R:	True
Work Date	: 12/25/1999	We	ork Type: Mill	and Overlay			C	ode: ML-0	OVL	Is Majo	or M&R:	True
Work Date	: 1/1/2007	We	ork Type: Mill	and Overlay			C	ode: ML-0	OVL	Is Majo	or M&R:	True
Last Insp. l	Date: 9/20/20	022	Totals	Samples: 2	2		Surveye	d: 1				
Conditions	: PCI : 7	7										
Inspection	Comments:											
Sample Nu	mber: 600	Тур	e: R	A	rea:	3563	3.00 SqFt	F	PCI: 77			
Sample Co	mments:											
48 L&	T CR		L	128.00	Ft							
56 SW	ELLING		L	8.00	SqFt							
57 WE.	ATHERING		L	2850.00	SqFt							
57 WE.	ATHERING		M	713.00	C E							

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 17 TAXIWAY 17 Use: TAXIWAY 12,809 SqFt Name: Area: 370 of 1 **Last Const.:** 1/1/2007 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 12,809 SqFt Length: 190 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 78 Sample Number: 700 R 5781.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 179.00 Ft SWELLING L 26.00 SqFt 56 57 WEATHERING L 5203.00 SqFt

57

WEATHERING

M

Network:	TMB				Name:	MIAMI EXEC	UTIVE AII	RPORT				
Branch:	TW 2		Name:	TAXIWA	Y 2	Use:	TAXIV	VAY	Area:	19,697 SqFt		
Section:	260	of	f 1 1	From: -			To:	-		Last Cons	t.: 1/1/2022	
Surface:	AAC	Family:	CA653-RL-TV APC	V-AAC-	Zone:		Category:			Rank: P		
Area:		19,697 SqFt	Length:	2	00 Ft	Width:		90 Ft				
Slabs:	Slab Length:		gth:	Ft	Slab W	idth:	Ft		Joint Length: Ft		Ft	
Shoulder:		Street Ty	vpe:		Grade:	: 0			Lanes:	0		
Section Co	omments:											
Work Date: 1/1/1967 Work Type: BUILT			LT			Code: IM	IPORTED	Is Maj	or 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: M	L-OVL	Is Maj	or M&R: True			
Last Insp. Date: 7/24/2019 TotalSamples: 4					Surveyed: 1							
Condition	s: PCI:	67		NOTI	E: *** Pre-C	onstruction PCI	***					
Inspection	Comments	s:										
Sample Nu	umber: 60)2 Typ	e: R	Are	a:	4761.00 SqFt		PCI: 67	7			
Sample Co	omments:											
45 DE	PRESSION		L	45.00 Se	qFt							
48 L &	& T CR		L	15.00 Ft	-							
52 RA	VELING		L	96.00 Se	qFt							
57 WE	EATHERIN	G	L	2332.00 Sc	qFt							
57 WE	EATHERIN	G	M	2333.00 Se	qFt							

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 3 TAXIWAY 3 Use: TAXIWAY 19,697 SqFt Name: Area: 250 of 1 From: Section: To: -**Last Const.:** 1/1/2006 Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 19,697 SqFt Length: 200 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: 0 Grade: **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: **Inspection Comments:** Sample Number: 502 R 4761.00 SqFt **PCI:** 70 Type: Area: **Sample Comments:** 45 DEPRESSION L 54.00 SqFt L & T CR L 18.00 Ft 48 52 RAVELING L 238.00 SqFt 57 WEATHERING L 3095.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 4 TAXIWAY 4 Use: TAXIWAY 19,697 SqFt Name: Area: 240 of 1 Section: From: To: -**Last Const.:** 1/1/2006 Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 19,697 SqFt Length: 200 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: Grade: **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: **Inspection Comments:** Sample Number: 400 R **PCI:** 73 Type: Area: 6829.00 SqFt **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

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 19,697 SqFt **Branch:** TW 5 TAXIWAY 5 Use: TAXIWAY Name: Area: 230 of 1 Section: From: To: -**Last Const.:** 1/1/2006 Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 19,697 SqFt Length: 200 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 78 Sample Number: 302 R 4761.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 36.00 Ft RAVELING L 48.00 SqFt 52 57 WEATHERING L 3523.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 19,697 SqFt **Branch:** TW 6 TAXIWAY 6 Use: TAXIWAY Name: Area: Section: 220 of 1 From: To: -**Last Const.:** 1/1/2006 Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 19,697 SqFt Length: 200 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 76 Sample Number: 200 R Type: Area: 6829.00 SqFt **Sample Comments:** 48 L & T CR L 31.00 Ft RAVELING L 273.00 SqFt 52 57 WEATHERING L 4849.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW 7 TAXIWAY 7 Use: TAXIWAY 18,557 SqFt Name: Area: 210 of 1 Last Const.: 1/1/2005 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 18,557 SqFt Length: 200 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments:** Sample Number: 102 R **PCI:** 73 Type: Area: 4256.00 SqFt **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

Network: TMB MIAMI EXECUTIVE AIRPORT Name: 298,075 SqFt Branch: TW A TAXIWAY A Use: TAXIWAY Name: Area: 103 of 4 Section: From: To: -Last Const.: 6/1/2019 Family: CA653-RL-TW-AAC-Rank: P Surface: $\mathsf{A}\mathsf{A}\mathsf{C}$ Zone: Category: APC Width: 8,250 SqFt Length: 165 Ft 50 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft 0 Shoulder: **Street Type:** Grade: Lanes: **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 Is Major M&R: True Code: ML-OVL 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: **Inspection Comments:** Sample Number: 100 Type: R Area: 4125.00 SqFt **PCI:** 94

Sample Comments:

57

WEATHERING L 4125.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 298,075 SqFt Branch: TW A TAXIWAY A Use: TAXIWAY Name: Area: 104 of 4 Section: From: To: Last Const.: 6/1/2019 ACFamily: CA653-RL-TW-AC Zone: Category: Rank: P Surface: Area: 9,750 SqFt Length: 195 Ft Width: 50 Ft Slab Length: Ft Slab Width: Ft Joint Length: Ft Slabs: 0 Shoulder: **Street Type:** Grade: Lanes: **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: **Inspection Comments:** R 4750.00 SqFt **PCI:** 94 Sample Number: 103 Type: Area:

Sample Comments:

WEATHERING

57

L 4750.00 SqFt

Network: TMB		Name:	MIAMI EXECUT	TIVE AIRPORT	
Branch: TW A	Name:	TAXIWAY A	Use:	TAXIWAY Area:	: 298,075 SqFt
Section: 105	of 4 F	rom: -		То: -	Last Const.: 1/1/2005
Surface: AAC	Family: CA653-RL-TW			Category:	Rank: P
surface. Three	APC	Zune.		category.	Tunni 1
Area: 261,5	75 SqFt Length:	4,270 Ft	Width:	50 Ft	
Slabs:	Slab Length:	Ft Slab V	Vidth:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0
Section Comments:					
Work Date: 1/1/1965	Work Type: BUIL	Γ	Со	de: IMPORTED	Is Major M&R: True
Work Date: 1/1/2005	Work Type: Mill a	nd Overlay	Со	de: ML-OVL	Is Major M&R: True
Last Insp. Date: 9/20/202	2 TotalSa	mples: 52	Surveyed	l: 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 Tomas P	1000.00 SqFt	5000 00 G T:	DCI. 75	
Sample Number: 113	Type: R	Area:	5000.00 SqFt	PCI: 75	
Sample Comments:					
48 L & T CR	L	205.00 Ft			
52 RAVELING57 WEATHERING	L L	25.00 SqFt 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	5000 00 G F:	DCI 56	
Sample Number: 129	Type: R	Area:	5000.00 SqFt	PCI: 76	
Sample Comments:					
48 L & T CR	L	236.00 Ft			
57 WEATHERING57 WEATHERING	L M	4000.00 SqFt 1000.00 SqFt			
Sample Number: 133	Type: R	Area:	5000.00 SqFt	PCI: 80	
Sample Comments:	••		1		
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 Somple Number 145	Trunca P	1000.00 SqFt	6500 00 C Tr	DCI. 01	
Sample Number: 145	Type: R	Area:	6500.00 SqFt	PCI: 81	
Sample Comments:					
48 L & T CR	L	115.00 Ft			
57 WEATHERING57 WEATHERING	L M	5200.00 SqFt 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			
Samj	ple Number: 154	Type: R	Area:	5000.00 SqFt	PCI: 80	
Samp	ole Comments:					
48	L & T CR	L	141.00 Ft			
57	WEATHERING	L	4000.00 SqFt			
57	WEATHERING	M	1000.00 SqFt			
Samp	ple Number: 158	Type: R	Area:	4997.00 SqFt	PCI: 81	
Samp	ple Comments:					
48	L & T CR	L	94.00 Ft			
57	WEATHERING	L	3997.00 SqFt			

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW A TAXIWAY A Use: TAXIWAY 298,075 SqFt Name: Area: Section: 108 of 4 **Last Const.:** 1/1/2000 From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 18,500 SqFt Length: 370 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments:** PCI: 65 Sample Number: 148 R 5000.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 404.00 Ft RAVELING L 500.00 SqFt 52 56 SWELLING L 303.00 SqFt

4500.00 SqFt

L

57

Network: TMB MIAMI EXECUTIVE AIRPORT Name: 30,745 SqFt Branch: TW A1 TAXIWAY A1 Use: TAXIWAY Name: Area: 110 From: Section: of 1 To: -Last Const.: 6/1/2019 AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P Surface: APC Width: 30,745 SqFt Length: 390 Ft 60 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** 0 0 Shoulder: Grade: Lanes: **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: **Inspection Comments:** Sample Number: 104 R PCI: 94 Type: Area: 5561.00 SqFt **Sample Comments:**

57

WEATHERING L 5561.00 SqFt

N			NA NA EMEGIA	THE LIBRORY		
Network: TMB		Name:	MIAMI EXECU	TIVE AIRPORT		
Branch: TW A3	Name:	TAXIWAY A3	Use:	TAXIWAY	Area: 50	0,475 SqFt
Section: 120	of 1	From: -		То: -		Last Const.: 1/1/2002
Surface: AAC	Family: CA653-RL-T	TW-AC Zone:		Category:		Rank: P
Area: 50,4	75 SqFt Length	: 300 Ft	Width:	75 Ft		
Slabs:	Slab Length:	Ft Sla	b Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gr	ade: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1965	Work Type: BU	ILT	C	ode: IMPORTED	Is Major M	&R: True
Work Date: 1/1/2001	Work Type: Sur	face Treatment - Seal Co	at C	ode: ST-SC	Is Major M	&R: False
Work Date: 1/1/2002	Work Type: Mi	ll and Overlay	C	ode: ML-OVL	Is Major M	&R: True
Last Insp. Date: 9/20/202	22 Total	Samples: 11	Surveye	ed: 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				

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** TW A4 TAXIWAY A4 Use: TAXIWAY Area: 58,938 SqFt Name: Section: 124 of 2 To: -**Last Const.:** 1/1/2000 From: 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 **Street Type:** Shoulder: Grade: Lanes: **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:** R 3967.00 SqFt **PCI:** 72 Sample Number: 101 Type: Area: **Sample Comments:** 48 L & T CR L 51.00 Ft 52 RAVELING L 35.00 SqFt WEATHERING L 57 1554.00 SqFt

2378.00 SqFt

M

WEATHERING

Network: TMB		Name:	MIAMI EXECU	TIVE AIRPORT		
Branch: TW A4	Name:	TAXIWAY A4	Use:	TAXIWAY	Area: 5	58,938 SqFt
Section: 125		From: -		То: -		Last Const.: 1/1/2000
	amily: CA653-RL-TV					Rank: P
	-		****	Category:		капк: Р
Area: 32,146 S	-		Width:	100 Ft		
Slabs:	Slab Length:	Ft Slal	b Width:	Ft	Joint Length:	Ft
Shoulder:	Street Type:	Gra	nde: 0		Lanes: 0	
Section Comments:						
Work Date: 1/1/1965	Work Type: BUI	LT	C	ode: IMPORTED	Is Major M	1&R: True
Work Date: 1/1/2000	Work Type: Mill	and Overlay	C	ode: ML-OVL	Is Major M	1&R: True
Work Date: 1/1/2001	Work Type: Surf	ace Treatment - Seal Coa	at C	ode: ST-SC	Is Major M	1&R: False
Last Insp. Date: 9/20/2022	TotalS	Samples: 6	Surveye	ed: 2		
Last Insp. Date: 9/20/2022	TotalS	Samples: 6	Surveyo	ed: 2		
Conditions: PCI: 67	TotalS	Samples: 6	Surveyo	ed: 2		
Conditions: PCI: 67 Inspection Comments:		•				
Conditions: PCI: 67 Inspection Comments:	TotalS Type: R	Samples: 6 Area:	Surveyo 5000.00 SqFt	PCI: 67		
Conditions: PCI: 67 Inspection Comments: Sample Number: 302		•				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments:		•				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR	Type: R	Area:				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING	Type: R	Area: 141.00 Ft				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING	Type: R L L	Area: 141.00 Ft 700.00 SqFt				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING	Type: R L L L L	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING	Type: R L L L L L	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt 1300.00 SqFt				
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING 57 WEATHERING	Type: R L L L L L M	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt 1300.00 SqFt 3000.00 SqFt	5000.00 SqFt	PCI: 67		
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING 59 Sample Number: 304	Type: R L L L L L M	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt 1300.00 SqFt 3000.00 SqFt	5000.00 SqFt	PCI: 67		
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING Sample Number: 304 Sample Comments:	Type: R L L L L M Type: R	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt 1300.00 SqFt 3000.00 SqFt Area:	5000.00 SqFt	PCI: 67		
Conditions: PCI: 67 Inspection Comments: Sample Number: 302 Sample Comments: 48 L & T CR 52 RAVELING 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING Sample Number: 304 Sample Comments:	Type: R L L L L L M Type: R	Area: 141.00 Ft 700.00 SqFt 62.00 SqFt 1300.00 SqFt 3000.00 SqFt Area:	5000.00 SqFt	PCI: 67		

Network	: TMB			Na	ame: MI	IAMI EXECU	TIVE AIRPORT				
Branch:	TW AP NE		Name:	NORTHEA: TAXIWAY	ST APRON	Use:	TAXIWAY	Area:	44,6	691 SqFt	
Section:	1005	of	1	From: -			То: -		L	ast Const.:	12/25/1999
Surface:	AC	Family:	CA653-RL-TV	W-AC Zo	one:		Category:		R	Rank: P	
Area:	44,6	691 SqFt	Length:	1,200	Ft	Width:	35 Ft				
Slabs:		Slab Leng	th:	Ft	Slab Width:	:	Ft	Joint L	ength:	Ft	
Shoulder	:	Street Typ	e:		Grade: (0		Lanes:	0		
Section C	Comments:										
Work Da	nte: 12/25/1999	Wor	k Type: New	Construction - In	itial	C	ode: NU-IN	Is I	Major M&	R: True	
Last Insp	Date: 9/20/202	22	Totals	No 12		Surveye	od: 2				
			LOTAIS	sampies: 13							
Condition			Totals	Samples: 13		Surveye	2				
Condition	ns: PCI: 61		Totals	samples: 13		Surveye	2				
Inspectio	ns: PCI: 61 on Comments:			-	250			(1			
Inspectio	ns: PCI: 61 on Comments: Number: 503			Area:	350	03.00 SqFt	PCI:	61			
Inspectio	ns: PCI: 61 on Comments:			-	35(61			
Inspection Sample N Sample C 43 B	ns: PCI: 61 on Comments: Number: 503 Comments:		: R	Area:				61			
Sample N Sample C 43 Bl 45 D	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION		R L L L	Area: 114.00 SqFt 6.00 SqFt				61			
Inspectio Sample N Sample C 43 Bl 45 D 48 L	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR		R L L L L	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft				61			
Sample N Sample C 43 Bi 45 D 48 L 52 R.	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING		R L L L L L L	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt				61			
Inspection Sample N Sample C 43 Bi 45 Di 48 L 52 R. 52 R.	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING		R L L L L M	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt				61			
Inspection Sample N Sample C 43 Bi 45 Di 48 L 52 R. 52 R.	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING		R L L L L L L	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt				61			
Sample N Sample C 43 Bl 45 D 48 L 52 R 52 R 57 W	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING		R L L L L M M	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt							
Sample N Sample C 43 Bi 45 Di 48 L 52 R 52 R 57 W Sample N	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING //EATHERING	Туре	R L L L L M M	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt 2802.00 SqFt		03.00 SqFt	PCI:				
Inspection Sample M Sample C 43 Bl 45 Dl 48 L 52 R 52 R 57 W Sample M Sample C	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING /EATHERING Number: 509 Comments:	Туре	: R L L L L M M M	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt 2802.00 SqFt	350	03.00 SqFt	PCI:				
Sample N Sample C 43 Bl 45 Dl 48 L 52 R 52 R 57 W Sample N Sample C 43 Bl	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING /EATHERING Number: 509 Comments: LOCK CR	Туре	: R L L L L M M T R	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt 2802.00 SqFt Area:	350	03.00 SqFt	PCI:				
Inspection Sample M Sample C 43 Bi 45 Di 48 L 52 R 52 R 57 W Sample M Sample C 43 Bi 44 L	ns: PCI: 61 on Comments: Number: 503 Comments: LOCK CR EPRESSION & T CR AVELING AVELING /EATHERING Number: 509 Comments:	Туре	: R L L L L M M M	Area: 114.00 SqFt 6.00 SqFt 234.00 Ft 696.00 SqFt 5.00 SqFt 2802.00 SqFt	350	03.00 SqFt	PCI:				

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 42,813 SqFt **Branch:** TW AP SE SOUTHEAST APRON TAXIWAY Name: Use: Area: **TAXIWAY** 1105 of 1 To: -Last Const.: 10/1/2021 Section: From: CA653-RL-TW-AAC-Rank: P Surface: AAC Family: Zone: Category: APC 42,813 SqFt Length: 675 Ft Width: 35 Ft Area: 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: PCI:** 57 Sample Number: 104 Type: R 5307.00 SqFt Area: **Sample Comments: DEPRESSION** L 30.00 SqFt 48 L & T CR L 644.00 Ft 52 RAVELING L 796.00 SqFt

57

57

WEATHERING

WEATHERING

L

M

4246.00 SqFt

Netwo	ork: TMB			Nar	ne: MIAN	MI EXECU	TIVE AIRPORT			
Branc	ch: TW C		Name:	TAXIWAY (1,	Use:	TAXIWAY	Area:	136,808 SqFt	
Sectio	on: 910	of 3		From: -			То: -		Last Cons	t.: 1/1/1998
Surfa	ce: AC	Family: CA	A653-RL-T	W-AC Zon	e:		Category:		Rank: P	
Area:	83,3	342 SqFt	Length	: 1,660 I	-t	Width:	50 Ft			
Slabs	:	Slab Length:	:	Ft	Slab Width:		Ft	Joint	Length:	Ft
Shoul	der:	Street Type:			Grade: 0			Lanes	s: 0	
Sectio	on Comments:	• • • • • • • • • • • • • • • • • • • •								
Work	Date: 1/1/1998	Work	Type: BU	ILT		C	ode: IMPORTED	Is	Major M&R: True	
Last I	Insp. Date: 9/20/20	22	Total	Samples: 17		Surveye	ed: 3			
Condi	itions: PCI: 58									
Inspe	ction Comments:									
Samp	le Number: 103	Type:	R	Area:	5000.	00 SqFt	PCI: 5	4		
•	le Comments:	V 1				1				
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						
Samp	le Number: 109	Type:	R	Area:	5000.	00 SqFt	PCI: 5	6		
Samp	le Comments:									
48	L & T CR		L	544.00 Ft						
18	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						
Samp	le Number: 115	Type:	R	Area:	5000.	00 SqFt	PCI: 6	2		
Samp	le 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						

Netw	ork: TMB					Name	e: M	IIAMI EXEC	UTIVE	AIRPORT						
Bran	ch: TW C		1	Name:	TAXI	WAY C		Use	: TA	XIWAY	Are	ea:	13	6,808 SqI	₹t	
Section	on: 915	of	f 3	F	rom:	-				То: -				Last Co	nst.:	10/1/2022
Surfa	ce: AAC	Family:	CA6	53-RL-TW	-AAC-	Zone	:			Category:				Rank:	P	
Area		5,336 SqFt		Length:		90 Ft		Width:		50 Ft						
Slabs	:	Slab Len	gth:		Ft	5	Slab Width	ı;		Ft		Joint Le	ngth:		Ft	
Shou	lder:	Street Ty	pe:			(Grade:	0				Lanes:	0			
Section	on Comments:															
Work	Date: 1/1/1998	W	ork Ty	ype: BUIL	T				Code:	IMPORTE	D	Is N	Iajor M	&R: Tru	ie	
Work	Date: 10/1/2022	W	ork Ty	ype: Mill a	nd Overla	y			Code:	ML-OVL		Is N	Iajor M	&R: Tru	ie	
Last	Insp. Date: 7/24/	/2019		TotalSa	mples:	27		Surve	yed: 3	3						
		67			NO	TF. ***	Pre-Const	ruction PCI	***							
Conu	mons. ici.	07			110	III.										
	ction Comments:				110	, 1 E.	Tre const									
Inspe			oe:	R		Area:		000.00 SqFt		PCI:	61					
Inspe Samp	ction Comments:		oe:	R						PCI:	61					
Inspe Samp Samp	ction Comments: de Number: 103		oe:			Area:				PCI:	61					
Samp Samp 48 52	ction Comments: le Number: 103 le Comments: L & T CR RAVELING		L L	,	520.00 500.00	Area: Ft SqFt				PCI:	61					
Samp Samp 48 52 56	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING	з Тур	L L L		520.00 500.00 100.00	Ft SqFt SqFt				PCI:	61					
Samp Samp 48 52 56	ction Comments: le Number: 103 le Comments: L & T CR RAVELING	з Тур	L L		520.00 500.00	Ft SqFt SqFt				PCI:	61					
Samp Samp 48 52 56 57	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING	з Тур	L L L L		520.00 500.00 100.00 4500.00	Ft SqFt SqFt	50			PCI:						
Samp Samp 48 52 56 57 Samp	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING	з Тур	L L L L		520.00 500.00 100.00 4500.00	Ft SqFt SqFt SqFt SqFt	50	000.00 SqFt								
Samp Samp 48 52 56 57 Samp	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109	з Тур	L L L L	R	520.00 500.00 100.00 4500.00	Ft SqFt SqFt SqFt Area:	50	000.00 SqFt								
Samp Samp 48 52 56 57 Samp 48	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments:	з Тур	L L L	R	520.00 500.00 100.00 4500.00	Ft SqFt SqFt SqFt Area:	50	000.00 SqFt								
Samp 48 52 56 57 Samp 48 56	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments: L & T CR	тур	L L L De:	R	520.00 500.00 100.00 4500.00	Ft SqFt SqFt SqFt Area: Ft SqFt	50	000.00 SqFt								
Samp Samp 48 52 56 57 Samp 48 56 57	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments: L & T CR SWELLING	ур Тур	L L L De:	R	520.00 500.00 100.00 4500.00 A 637.00 50.00 5000.00	Ft SqFt SqFt SqFt Area: Ft SqFt	50	000.00 SqFt			65					
Samp Samp 48 52 56 57 Samp Samp 48 56 57 Samp	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments: L & T CR SWELLING WEATHERING	ур Тур	L L L De:	R	520.00 500.00 100.00 4500.00 A 637.00 50.00 5000.00	Ft SqFt SqFt SqFt Area: Ft SqFt SqFt	50	000.00 SqFt		PCI:	65					
Samp Samp 48 52 56 57 Samp Samp 48 56 57 Samp	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments: L & T CR SWELLING WEATHERING WEATHERING le Number: 118	ур Тур	L L L De:	R R 1 R	520.00 500.00 100.00 4500.00 A 637.00 50.00 5000.00	Ft SqFt SqFt SqFt Area: Ft SqFt SqFt Area:	50	000.00 SqFt		PCI:	65					
Samp Samp 48 52 56 57 Samp 48 56 57 Samp	ction Comments: le Number: 103 le Comments: L & T CR RAVELING SWELLING WEATHERING le Number: 109 le Comments: L & T CR SWELLING WEATHERING WEATHERING	ур Тур	L L L De:	R R 1	520.00 500.00 100.00 4500.00 A 637.00 50.00 5000.00	Ft SqFt SqFt Area: Ft SqFt SqFt Area: SqFt SqFt SqFt SqFt SqFt SqFt	50	000.00 SqFt		PCI:	65					

Network: TMB		Nam	ne: MIAMI EXEC	CUTIVE AIRPORT	
Branch: TW C	Name:	TAXIWAY C	Use	: TAXIWAY	Area: 136,808 SqFt
Section: 920	of 3	From: -		То: -	Last Const.: 7/1/2021
Surface: AAC	Family: CA653-RL APC	-TW-AAC- Zone	e:	Category:	Rank: P
Area:	48,130 SqFt Leng	th: 850 F	t 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: B	UILT		Code: IMPORTED	Is Major M&R: True
Work Date: 7/1/2021	Work Type: M	fill and Overlay		Code: ML-OVL	Is Major M&R: True
Last Insp. Date: 7/24	/2019 Tot	alSamples: 27	Surve	eyed: 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		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 WEATHEDING		5000 00 SaEt			

WEATHERING

M

5000.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW C1 TAXIWAY C1 Use: TAXIWAY 7,838 SqFt Name: Area: Section: 905 of 1 **Last Const.:** 1/1/1998 From: To: Surface: ACFamily: 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: Lanes: **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: PCI:** 59 Sample Number: 101 Type: R 3037.00 SqFt Area: **Sample Comments:** 42 BLEEDING N 15.00 SqFt 48 L & T CR L 103.00 Ft PATCHING L 25.00 SqFt 50

151.00 SqFt

56.00 SqFt

2861.00 SqFt

L

L

M

RAVELING

SWELLING

WEATHERING

52

56

MIAMI EXECUTIVE AIRPORT Network: TMB Name: Branch: TW C3 TAXIWAY C3 Use: TAXIWAY 17,567 SqFt Name: Area: 320 of 2 **Last Const.:** 1/1/1997 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 12,298 SqFt Length: 155 Ft 35 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** 0 Lanes: Grade: **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: **Inspection Comments:** Sample Number: 202 R **PCI:** 53 Type: Area: 3556.00 SqFt **Sample Comments:** 43 BLOCK CR L 125.00 SqFt DEPRESSION L 45 4.00 SqFt 48 L & T CR L 406.00 Ft 48 L & T CR M 2.00 Ft 40.00 SqFt 52 RAVELING L

260.00 SqFt

3516.00 SqFt

L

M

SWELLING

WEATHERING

56

Network:	TMB				Name:	MIAM	I EXECUT	TIVE AIRPORT			
Branch:	TW C3		Name:	TAXIV	VAY C3		Use:	TAXIWAY	Area:	17,5	67 SqFt
Section:	325	0	of 2	From: -				То: -		L	ast Const.: 1/1/2022
Surface:	AAC	Family:	CA653-RL- APC	TW-AAC-	Zone:			Category:		R	ank: P
Area:		5,269 SqFt	Lengt	h:	35 Ft	W	idth:	90 Ft			
Slabs:		Slab Lei	ngth:	Ft	Slab	Width:		Ft	Joint L	ength:	Ft
Shoulder:		Street T	ype:		Gra	de: 0			Lanes:	0	
Section Co	omments:										
Work Dat	e: 1/1/1967	W	ork Type: No	ew Constructio	n - AC		Со	ode: NC-AC	Is	Major M&I	R: True
Work Dat	e: 1/1/1997	W	ork Type: O	verlay - AC Str	uctural		Co	ode: OL-AS	Is l	Major M&I	R: True
Work Dat	e: 1/1/2022	W	ork Type: M	ill and Overlay			Co	ode: ML-OVL	Is 1	Major M&I	R: True
Last Insp.	Date: 7/24	/2019	Tota	ılSamples: 5	;		Surveyed	d: 1			
Condition	s: PCI:	54		NO'	ГЕ: *** Pre	-Construction	on PCI **	*			
Inspection	Comments:										
Sample N	umber: 203	B Ty	pe: R	A	rea:	3556.00) SqFt	PCI:	54		
Sample Co	omments:										
43 BL	OCK CR		L	198.00	SqFt						
45 DE	PRESSION		L	10.00	SqFt						
48 L &	& T CR		L	395.00	Ft						
52 RA	VELING		L	356.00	SqFt						
	TELLDIO		L	178.00	CaEt						
	/ELLING EATHERING		L	1/8.00	Sqrt						

Netwo	rk: TMB			N:	ame: MIA	AMI EXECUTIV	E AIRPORT			
Branc	h: TW D		Name:	TAXIWAY	D	Use: T	AXIWAY	Area: 21	2,338 SqFt	
Section	n: 400	of 5	i	From: -			То: -		Last Const.:	10/1/2022
Surfac	ee: AC 1	Family: C	A653-RL-T	W-AC Z	one:		Category:		Rank: P	
Area:	16,057	SqFt	Length	: 275	Ft	Width:	50 Ft			
Slabs:		Slab Length	:	Ft	Slab Width:		Ft	Joint Length:	F	t
Should	ler:	Street Type:			Grade: 0			Lanes: 0		
Section	n Comments:									
Work	Date: 1/1/1965	Work	Type: BU	ILT		Code	: IMPORTED	Is Major M	&R: True	
Work	Date: 1/1/2001	Work	Type: Sur	face Treatment - S	eal Coat	Code	: ST-SC	Is Major M	&R: False	
Work	Date: 10/1/2022	Work	Type: Cor	mplete Reconstruc	tion - AC	Code	: CR-AC	Is Major M	&R: True	
Last I	nsp. Date: 7/24/2019		Total	Samples: 39		Surveyed:	5			
Condi	tions: PCI: 51			NOTE:	*** Pre-Constru	ection PCI ***				
Inspec	tion Comments:									
Samnl	e Number: 104	Type:	R	Area:	6250	0.00 SqFt	PCI: 59)		
-	e Comments:	Турел		1110	020	2 4 11	101, 0,			
-										
48	L & T CR		L	322.00 Ft						
52 52	RAVELING RAVELING		L M	5000.00 SqFi 1250.00 SqFi						
	e Number: 108	Type:	R	Area:		0.00 SqFt	PCI: 47	7		
_	e Comments:	Type.	K	Aica.	3000	0.00 Sq1 t	101. 4/			
_										
48	L & T CR		L	262.00 Ft						
50	PATCHING RAVELING		M L	1.00 SqFi 2999.00 SqFi						
52 52	RAVELING		M	2999.00 SqF						
	e Number: 116	Type:	R	Area:		0.00 SqFt	PCI: 51	<u> </u>		
-	e Comments:	турс.	K	Aica.	3000	5.00 Sq1 t	101. 31	<u>.</u>		
Sampi										
48	L & T CR		L	367.00 Ft						
52 52	RAVELING RAVELING		L	3000.00 SqFt						
Sample	e Number: 127	Type:	M R	2000.00 SqFi		0.00 SqFt	PCI: 49	<u> </u>		
_	e Comments:	Type.	K	Aita.	3000	0.00 Sqrt	101. 49	,		
48	L & T CR		L	447.00 Ft						
52	RAVELING		L L	3000.00 SqF	+					
52	RAVELING		M	2000.00 SqF						
Sampl	e Number: 133	Type:	R	Area:		0.00 SqFt	PCI: 50)		
_	e Comments:					•				
48	L & T CR		L	409.00 Ft						
52	RAVELING		L	3000.00 SqF	t					
52	RAVELING		M	2000.00 SqF						

Network:	TMB					Nai	ne: MIA	AMI EXECU	TIVE AIRI	PORT				
Branch:	TW D			Name	: TAX	IWAY I)	Use:	TAXIW	AY	Area:	212,	338 SqFt	
Section:	405		of 5		From:	-			To:	-		I	ast Const.:	10/1/202
Surface:	AAC	Family		A653-RI PC	L-TW-AAC-	Zor	ie:		Cate	gory:		I	Rank: P	
Area:	(60,000 SqFt		Leng	gth:	1,200	Ft	Width:		50 Ft				
Slabs:		Slab L	ength	:	F	t	Slab Width:		Ft		Joi	nt Length:	F	`t
Shoulder:	:	Street	Type:				Grade: 0				La	nes: 0		
Section C	omments:													
Work Dat	te: 1/1/1965		Work	Type: I	BUILT			C	Code: IMP	PORTED		Is Major M&	R: True	
Work Dat	te: 1/1/2001		Work	Type: S	Surface Treatn	nent - Se	al Coat	C	Code: ST-	SC		Is Major M&	R: False	
Work Dat	te: 10/1/2022		Work	Type: 1	Mill and Overl	ay		C	Code: ML	-OVL		Is Major M&	R: True	
Last Insp.	. Date: 7/24	/2019		То	talSamples:	39		Surveye	ed: 5					
Condition	is: PCI:	51			N	OTE: *	** Pre-Constru	ction PCI *	**					
Inspection	n Comments:													
Sample N	umber: 104	Γ .	ype:	R		Area:	6250	0.00 SqFt		PCI: 59				
Sample C	comments:							•						
	& T CR			L	322.00									
	AVELING AVELING			L M) SqFt) SqFt								
	umber: 108	1	ype:	R	1230.00	Area:	5000	0.00 SqFt		PCI: 47				
_	comments:	•	урс.	K		Aica.	3000	7.00 Sq1 t		101. 4/				
48 L &	& T CR			L	262.00) Ft								
	ATCHING			M) SqFt								
	AVELING			L) SqFt								
	AVELING			M	2000.00) SqFt								
_	fumber: 116 Comments:	5 T	ype:	R		Area:	5000	0.00 SqFt		PCI: 51				
•														
48 L &				L	367.00									
	AVELING			L) SqFt								
	AVELING	7	· · · · · · · · · · · · · · · · · · ·	M	2000.00	SqFt	5000) 00 C-E4		PCI: 49				
-	fumber: 127 Comments:		ype:	R		Area:	3000	0.00 SqFt		FCI: 49				
48 L a	& T CR			L	447.00) Et								
	AVELING			L) SqFt								
	AVELING			M) SqFt								
Sample N	umber: 133	1	ype:	R		Area:	5000	0.00 SqFt		PCI: 50				
Sample C	comments:													
48 L a	& T CR			L	409.00) Ft								
	AVELING			L) SqFt								
52 RA	AVELING			M	2000.00) SqFt								

Network: TMB MIAMI EXECUTIVE AIRPORT Name: 212,338 SqFt TW D TAXIWAY D Use: TAXIWAY **Branch:** Name: Area: 407 of 5 Section: From: To: Last Const.: 6/1/2019 ACFamily: CA653-RL-TW-AC Zone: Rank: P Surface: Category: Area: 18,131 SqFt Length: 360 Ft Width: 50 Ft Slab Length: Ft Slab Width: Ft Slabs: Ft Joint Length: **Street Type:** Grade: Lanes: Shoulder: **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 TotalSamples: 4 **Last Insp. Date:** 9/20/2022 Surveyed: 1 **Conditions:** PCI: **Inspection Comments:** Sample Number: 100 Type: R 3131.00 SqFt **PCI:** 94 Area:

Sample Comments:

57 WEATHERING L 3131.00 SqFt

MIAMI EXECUTIVE AIRPORT Network: TMB Name: Branch: TW D TAXIWAY D Use: TAXIWAY 212,338 SqFt Name: Area: 412 of 5 Section: From: To: Last Const.: 6/1/2019 ACFamily: CA653-RL-TW-AC Zone: Category: Rank: P Surface: Area: 9,750 SqFt Length: 165 Ft Width: 65 Ft Slab Length: Ft Slab Width: Ft Joint Length: Ft Slabs: Shoulder: **Street Type:** Grade: Lanes: **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: **Inspection Comments:** R 5025.00 SqFt **PCI:** 94 Sample Number: 101 Type: Area:

Sample Comments:

WEATHERING

57

L 5025.00 SqFt

Network: TMB		Name:	MIAMI EXECUTI	IVE AIRPORT	
Branch: TW D	Name:	TAXIWAY D	Use:	TAXIWAY A	Area: 212,338 SqFt
Section: 425	of 5 Fr	om: -		То: -	Last Const.: 7/1/2020
Surface: AAC I	Family: CA653-RL-TW- APC	AAC- Zone:		Category:	Rank: P
Area: 108,400	SqFt Length:	2,168 Ft	Width:	50 Ft	
Slabs:	Slab Length:	Ft Slab V	Vidth:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Grade	: 0		Lanes: 0
Section Comments:					
Work Date: 1/1/1965	Work Type: BUILT		Cod	de: IMPORTED	Is Major M&R: True
Work Date: 1/1/2001	Work Type: Surface	e Treatment - Seal Coat	Cod	de: ST-SC	Is Major M&R: False
Work Date: 7/1/2020	Work Type: Mill an	d Overlay	Coc	de: ML-OVL	Is Major M&R: True
Last Insp. Date: 7/24/2019	TotalSar	mples: 39	Surveyed	: 5	
Conditions: PCI: 51		NOTE: *** Pre-C	onstruction 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 RAVELING52 RAVELING		5000.00 SqFt 1250.00 SqFt			
Sample Number: 108	Type: R	Area:	5000.00 SqFt	PCI: 47	
Sample Comments:	туре.	Aita.	3000.00 Sqrt	101. 4/	
48 L & T CR	L	262.00 Ft			
50 PATCHING	M	1.00 SqFt			
52 RAVELING52 RAVELING		2999.00 SqFt 2000.00 SqFt			
Sample Number: 116	Type: R	Area:	5000.00 SqFt	PCI: 51	
Sample Comments:	1, por	121011	possion sqrv	101. 01	
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 RAVELING52 RAVELING		3000.00 SqFt 2000.00 SqFt			
Sample Number: 133	Type: R	Area:	5000.00 SqFt	PCI: 50	
Sample Comments:	Type.	mea.	2000.00 Sq1 t	101. 50	
_	T	400 00 Et			
48 L & T CR 52 RAVELING	L L	409.00 Ft 3000.00 SqFt			
52 RAVELING		2000.00 SqFt			

Network: TMB MIAMI EXECUTIVE AIRPORT Name: Branch: TW D1 TAXIWAY D1 Use: TAXIWAY 25,838 SqFt Name: Area: 410 From: Section: of 1 To: -Last Const.: 6/1/2019 AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P Surface: APC Width: 25,838 SqFt Length: 300 Ft 130 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft **Street Type:** 0 0 Shoulder: Grade: Lanes: **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: **Inspection Comments:** Sample Number: 108 R PCI: 94 Type: Area: 6112.00 SqFt **Sample Comments:**

57

WEATHERING L 6112.00 SqFt

Networl	k: TMB	<u> </u>				Nan	ne: MIA	MI EXEC	UTIVE	AIRPORT				
Branch:	TW E		N	ame:	TAXI	WAY E		Use:	TA	XIWAY	Arc	ea: 27	71,728 SqFt	
Section:	500	of	8	F	rom:	-				To: -			Last Const.:	10/1/2022
Surface	: AC	Family:	CA65	3-RL-TW	-AC	Zon	e:			Category:			Rank: P	
Area:	19	,360 SqFt	I	Length:		370 F	⁷ t	Width:		50 Ft				
Slabs:		Slab Len	gth:		Ft		Slab Width:			Ft		Joint Length:	F	t
Shoulde	r:	Street Ty	pe:				Grade: 0					Lanes: 0		
Section	Comments:													
Work D	eate: 1/1/1967	Wo	ork Typ	e: BUIL	T				Code:	IMPORTE	D	Is Major M	I&R: True	
Work D	vate: 1/1/2007	Wo	ork Typ	e: Mill a	nd Overla	y			Code:	ML-OVL		Is Major M	I&R: True	
Work D	eate: 10/1/2022	Wo	ork Typ	e: Comp	olete Recor	nstructio	on - AC		Code:	CR-AC		Is Major M	I&R: True	
Last Ins	sp. Date: 7/24/2	019		TotalSa	imples:	43		Surve	yed: 5	5				
Conditio	ons: PCI: 8	30			NO)TE: **	* Pre-Constru	ction PCI	***					
Inspecti	on Comments:													
Sample	Number: 112	Тур	e:	R	A	Area:	5000	0.00 SqFt		PCI:	82			
Sample	Comments:													
48 I	& T CR		L		10.00	Ft								
	WEATHERING		L		3750.00									
	WEATHERING		M		1250.00									
Sample	Number: 120	Тур	e:	R	P	Area:	5000	0.00 SqFt		PCI:	81			
Sample	Comments:													
48 I	& T CR		L		17.00	Ft								
	WEATHERING		L		3750.00									
57 V	WEATHERING		M		1250.00	SqFt								
Sample	Number: 124	Тур	e:	R	A	Area:	5000	0.00 SqFt		PCI:	76			
Sample	Comments:													
48 I	L & T CR		L		16.00	Ft								
	WEATHERING		L		1000.00									
	WEATHERING		M		4000.00	-								
	Number: 144	Тур	e:	R		Area:	5000	0.00 SqFt		PCI:	83			
-	Comments:	<i>J</i> F						1						
48 I	& T CR		L		55.00	Ft								
	RAVELING		L		250.00									
	WEATHERING		L		4750.00	-								
Sample	Number: 155	Тур	e:	R		Area:	6800	0.00 SqFt		PCI:	80			
Sample	Comments:													
48 I	& T CR		L		215.00	Ft								
	RAVELING		L		300.00									
	WEATHERING		L		6500.00									

Network:	: TMB			Na	me: ML	AMI EXECU	TIVE AIRPORT				
Branch:	TW E		Name:	TAXIWAY	Е	Use:	TAXIWAY	Ar	ea: 271,72	8 SqFt	
Section:	501	of 8		From: -			То: -		La	st Const.:	10/1/2022
Surface:	AAC	Family: CA		ΓW-AAC- Z 0	ne:		Category:		Ra	nk: P	
Area:	12,25	0 SqFt	Lengtl	1: 245	Ft	Width:	50 F	t			
Slabs:		Slab Length:		Ft	Slab Width:		Ft		Joint Length:	F	t
Shoulder	:	Street Type:			Grade: 0				Lanes: 0		
Section C	Comments:										
Work Da	te: 1/1/1967	Work '	Type: BU	JILT		(Code: IMPORTI	ED	Is Major M&R	: True	
Work Da	te: 1/1/2007	Work '	Type: M	ill and Overlay		C	Code: ML-OVL		Is Major M&R	: True	
Work Da	te: 10/1/2022	Work '	Type: M	ill and Overlay		C	Code: ML-OVL		Is Major M&R	: True	
Last Insp	Date: 7/24/2019)	Tota	lSamples: 43		Survey	ed: 5				
Condition	ns: PCI: 80			NOTE:	*** Pre-Constru	uction PCI *	**				
Inspectio	n Comments:										
Sample N	Number: 112	Type:	R	Area:	500	0.00 SqFt	PCI:	82			
Sample C	Comments:										
48 L	& T CR		L	10.00 Ft							
	EATHERING		L	3750.00 SqFt							
	EATHERING		M	1250.00 SqFt		0 00 C-E4	DCI.	0.1			
-	Number: 120	Type:	R	Area:	500	0.00 SqFt	PCI:	81			
_	Comments:										
	& T CR		L	17.00 Ft							
	EATHERING EATHERING		L M	3750.00 SqFt 1250.00 SqFt							
	Number: 124	Type:	R	Area:		0.00 SqFt	PCI:	76			
-	Comments:	- J P									
	& T CR		т	16.00 Ft							
	& I CK EATHERING		L L	1000.00 Ft 1000.00 SqFt							
	EATHERING		M	4000.00 SqFt							
Sample N	Number: 144	Туре:	R	Area:	500	0.00 SqFt	PCI:	83			
Sample C	Comments:										
48 L	& T CR		L	55.00 Ft							
	AVELING		L	250.00 SqFt							
57 W	EATHERING		L	4750.00 SqFt							
Sample N	Number: 155	Type:	R	Area:	680	0.00 SqFt	PCI:	80			
Sample C	Comments:										
48 L	& T CR		L	215.00 Ft							
	AVELING		L	300.00 SqFt							
57 W	EATHERING		L	6500.00 SqFt							

Network: TMB		Name:	MIAMI EXECU	TIVE AIRPORT		
Branch: TW E	Name:	TAXIWAY E	Use:	TAXIWAY	Area:	271,728 SqFt
Section: 503	of 8	From: -		То: -		Last Const.: 1/1/2011
Surface: AC	Family: CA653-RL	-TW-AC Zone:		Category:		Rank: P
Area: 56,1	19 SqFt Lengt	th: 1,120 Ft	Width:	50 Ft		
Slabs:	Slab Length:	Ft Slab V	Vidth:	Ft	Joint Lengt	h: Ft
Shoulder:	Street Type:	Grade	: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/2011	Work Type: N	lew Construction - Initial	C	Code: NU-IN	Is Majo	or M&R: True
Last Insp. Date: 9/20/202	Tot	alSamples: 11	Surveye	ed: 2		
•	Tot	alSamples: 11	Surveye	ed: 2		
Conditions: PCI: 73	22 Tot	alSamples: 11	Surveye	ed: 2		
Conditions: PCI: 73 Inspection Comments:	Type: R	alSamples: 11 Area:	Surveye 5000.00 SqFt	PCI: 71	1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101		•			1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments:		•			1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR	Type: R	Area:			1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING	Type: R L M L	Area: 226.00 Ft			1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING	Type: R L M	Area: 226.00 Ft 26.00 Ft			1	
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING 57 WEATHERING	Type: R L M L	Area: 226.00 Ft 26.00 Ft 4250.00 SqFt				
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING 57 WEATHERING Sample Number: 106	Type: R L M L M L	Area: 226.00 Ft 26.00 Ft 4250.00 SqFt 750.00 SqFt	5000.00 SqFt	PCI: 71		
Inspection Comments: Sample Number: 101 Sample Comments: 48 L&TCR 48 L&TCR 57 WEATHERING	Type: R L M L M L	Area: 226.00 Ft 26.00 Ft 4250.00 SqFt 750.00 SqFt	5000.00 SqFt	PCI: 71		
Conditions: PCI: 73 Inspection Comments: Sample Number: 101 Sample Comments: 48 L & T CR 48 L & T CR 57 WEATHERING 57 WEATHERING 58 Sample Number: 106 Sample Comments:	Type: R L M L M Type: R	Area: 226.00 Ft 26.00 Ft 4250.00 SqFt 750.00 SqFt Area:	5000.00 SqFt	PCI: 71		

Name													
Section: 505 Of 8	Network:	TMB			Nar	ne: Mi	AMI EXECU	UTIVE A	AIRPORT				
Sarpia Care Category Category Rank P Category Rank	Branch:	TW E		Name:	TAXIWAY E	E	Use:	TAZ	XIWAY	Area:	271,728	SqFt	
APC Area: 103,953 SqFt	Section:	505	of 8	Fre	om: -			7	Го: -		Last	Const.:	1/1/2007
Slab Length: Ft Slab Width: Ft Joint Length: Ft Ft Shoulder: Street Type: Grade: 0 Lanes: 0 Section Comments:	Surface:	AAC	•		AAC- Zo r	ie:		(Category:		Ran	k: P	
Shoulder: Street Type: Grade: 0 Lanes: 0	Area:	103,953	3 SqFt	Length:	2,080 1	Ft	Width:		50 Ft				
Section Comments:	Slabs:		Slab Length:		Ft	Slab Width	;	I	Ft	Joint 1	Length:	Ft	
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 PCI: 81 Sample Number: 144 Type: R Area: 5000.00 SqFt PCI: 81 Sample Comments: 48 L & T CR L 108.00 Ft PCI: 81 Sample Comments: 48 L & T CR L 108.00 Ft PCI: 81 Sample Number: 144 Type: R Area: 5000.00 SqFt PCI: 81 Sample Number: 155 Type: R Area: 6800.00 SqFt PCI: 78 Sample Number: 155 Type: R<	Shoulder:		Street Type:			Grade:)			Lanes	: 0		
Nork Date: 1/1/2007 Work Type: Mill and Overlay Code: ML-OVL Is Major M&R: True	Section Co	omments:											
Last Insp. Date: 9/20/2022	Work Date	e: 1/1/1967	Work 7	ype: BUILT	,		(Code:	IMPORTED) Is	Major M&R:	True	
Conditions: PCI: 81 Inspection Comments: Sample Number: 112 Type: R Area: 5000.00 SqFt PCI: 86 Sample Comments:	Work Date	e: 1/1/2007	Work 7	Type: Mill an	d Overlay		(Code:	ML-OVL	Is	Major M&R:	True	
Sample Number: 112 Type: R Area: 5000.00 SqFt PCI: 86	Last Insp.	Date: 9/20/2022		TotalSan	nples: 20		Survey	ved: 3					
Sample Number: 112 Type: R Area: 5000.00 SqFt PCI: 86	Conditions	s: PCI : 81											
Sample Comments:	Inspection	Comments:											
48 L & T CR 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 L 4500.00 SqFt 58 WEATHERING M 500.00 SqFt 58 Sample Number: 155 Type: R Area: 6800.00 SqFt PCI: 78 Sample Comments:	Sample Nu	umber: 112	Type:	R	Area:	500	00.00 SqFt		PCI:	86			
ST WEATHERING	Sample Co	omments:											
Sample Number: 144 Type: R Area: 5000.00 SqFt PCI: 81	48 L&	t T CR		L	14.00 Ft								
Sample Number: 144 Type: R Area: 5000.00 SqFt PCI: 81													
Sample Comments:													
48 L & T CR	-		Type:	R	Area:	500	00.00 SqFt		PCI:	81			
Sample Comments: L 2.00 SqFt	Sample Co	omments:											
Sample Comments:	48 L &	t T CR		L	108.00 Ft								
Sample Number: 155 Type: R Area: 6800.00 SqFt Sample Comments:													
Sample Number: 155 Type: R Area: 6800.00 SqFt PCI: 78 Sample Comments:													
Sample Comments:	57 WE	EATHERING		M	500.00 SqFt								
	Sample Nu	amber: 155	Type:	R	Area:	680	00.00 SqFt		PCI:	78			
	Sample Co	omments:											
48 L&TCR L 259.00 Ft	48 L&	t T CR		L	259.00 Ft								
i .					-								

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW E TAXIWAY E Use: TAXIWAY 271,728 SqFt Name: Area: Section: 510 of 8 From: Last Const.: 1/1/2007 To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 32,963 SqFt Length: 600 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 81 Sample Number: 162 R 5000.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 83.00 Ft RAVELING L 30.00 SqFt 52 57 WEATHERING L 4224.00 SqFt

57

WEATHERING

M

Network:	TMB				Name:	MIA	MI EXECU	TIVE AI	RPORT				
Branch:	TW E		Name:	TAXIW	VAY E		Use:	TAXI	WAY	Area:	271,728	S SqFt	
Section:	535	0	of 8 I	From: -				То	: -				1/1/2007
Surface:	AAC	Family:	CA653-RL-TW APC	/-AAC-	Zone:			Ca	tegory:		Ran	k: P	
Area:		17,500 SqFt	Length:		350 Ft		Width:		50 Ft				
Slabs:		Slab Lei	igth:	Ft	S	lab Width:		Ft		Joint I	Length:	Ft	ī
Shoulder:		Street T	ype:		C	Grade: 0				Lanes	: 0		
Section Co	mments:												
Work Date	e: 1/1/1967	w	ork Type: BUIL	T			C	Code: IN	MPORTED	Is	Major M&R:	True	
Work Date	e: 12/25/19	99 W	ork Type: Mill a	and Overlay			C	Code: M	IL-OVL	Is	Major M&R:	True	
Work Date	e: 1/1/2007	w	ork Type: Mill a	and Overlay			C	Code: M	IL-OVL	Is	Major M&R:	True	
Last Insp.	Date: 9/2	0/2022	TotalS	amples: 3			Survey	ed: 1					
Conditions	s: PCI:	67											
Inspection	Comments	5:											
Sample Nu	ımber: 15	58 Ty J	pe: R	Aı	rea:	6250	0.00 SqFt		PCI: 6	7			
Sample Co	mments:												
48 L&	T CR		L	197.00	Ft								
	T CR		M	13.00	Ft								
	VELING		L	60.00									
56 SW	ELLING		L	120.00									
57 WE	ATHERIN	G	L	5262.00									
		G	M	928.00									

											·		
Network:	TMB				Name	: MIA	AMI EXECU	TIVE A	IRPORT				
Branch:	TW E		Name:	TAXIW	VAY E		Use:	TAX	IWAY	Area:	271,728	SqFt	
Section:	550	0:	f 8 1	rom: -				Т	o: -		Last	Const.:	10/1/2022
Surface:	AAC	Family:	CA653-RL-TV APC	V-AAC-	Zone:			C	ategory:		Rank	к: Р	
Area:	1	9,750 SqFt	Length:		395 Ft		Width:		50 Ft				
Slabs:		Slab Len	gth:	Ft	5	Slab Width:		F	t	Joint Len	igth:	F	t
Shoulder:		Street T	ype:		(Grade: 0				Lanes:	0		
Section Co	mments:												
Work Date	e: 1/1/1967	W	ork Type: BUII	LT .			C	Code: 1	IMPORTED	Is Ma	ajor M&R:	True	
Work Date	e: 1/1/2007	W	ork Type: Mill	and Overlay			C	Code: 1	ML-OVL	Is Ma	ajor M&R:	True	
Work Date	e: 10/1/2022	W	ork Type: Mill	and Overlay			C	Code: 1	ML-OVL	Is Ma	ajor M&R:	True	
Last Insp.	Date: 9/20/2	2022	TotalS	amples: 4			Surveye	ed: 1					
Conditions	s: PCI:	81		NO	ГЕ: ***	Pre-Constru	ction PCI *	**					
Inspection	Comments:												
Sample Nu	ımber: 120	Туг	oe: R	Aı	rea:	5000	0.00 SqFt		PCI: 81				
Sample Co	omments:												
48 L&	t T CR		L	27.00	Ft								
	EATHERING		L	3750.00	-								
57 WE	EATHERING		M	1250.00	SqFt								

Naturally TMD		NT.	MIAMI EXECUTES	AIDDODT	
Network: TMB	N.	Name:	MIAMI EXECUTIV		071 700 0 5
Branch: TW E	Name		Use:		rea: 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 Leng	th: 190 Ft	Width:	50 Ft	
Slabs:	Slab Length:	Ft Slal	Width:	Ft	Joint Length: Ft
Shoulder:	Street Type:	Gra	nde: 0		Lanes: 0
Section Comments:					
Work Date: 1/1/1967	Work Type: B	BUILT	Cod	e: IMPORTED	Is Major M&R: True
Work Date: 1/1/2007	Work Type: N	fill and Overlay	Cod	e: ML-OVL	Is Major M&R: True
Work Date: 10/1/2022	Work Type: (Complete Reconstruction - A	.C Cod	e: CR-AC	Is Major M&R: True
Last Insp. Date: 7/24/20)19 Tot	talSamples: 43	Surveyed:	5	
Conditions: PCI: 8	0	NOTE: *** Pr	e-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			

Netw	ork: TMB				Nar	ne: MI	AMI EXECU	TIVE AIRPORT				
Bran	ch: TW E1	1	Name	: TAXI	WAY E	E1	Use:	TAXIWAY	Area:	5	54,092 SqFt	
Section	on: 513	(of 1	From:	-			То: -			Last Cons	t.: 1/1/2011
Surfa	ce: AC	Family:	CA653-RL	-TW-AC	Zon	ie:		Category:			Rank: P	
Area		54,092 SqFt	Leng	th:	300 I	Ft	Width:	170 Ft				
Slabs	:	Slab Le	ngth:	Ft		Slab Width:		Ft	Joint 1	Length:		Ft
Shoul	der:	Street T	ype:			Grade: 0			Lanes	: 0		
Section	on Comments:											
Work	Date: 1/1/201	1 W	Vork Type: N	New Construction	on - Init	tial	C	ode: NU-IN	Is	Major N	1&R: True	
Last 1	nsp. Date: 9/2	20/2022	Tot	talSamples:	12		Surveye	d: 2				
	_			•			·					
Cond	itions: PCI:	69										
Inspe	ction Comment	ts:	D		· · · · · · · · · · · · · · · · · · ·	500	0.00 8-54	DCI.	64			
Inspe Samp	ction Comment	ts:	pe: R	A	Area:	500	0.00 SqFt	PCI:	64			
Inspe Samp	ction Comment	ts:	pe: R	A	Area:	500	0.00 SqFt	PCI:	64			
Inspe Samp Samp	ction Comment	ts:	r pe: R	239.00		500	0.00 SqFt	PCI:	64			
Inspe Samp Samp	ction Comment le Number: 1 le Comments:	ts:			Ft	500	0.00 SqFt	PCI:	64			
Samp Samp 48	ction Comment le Number: 1 le Comments: L & T CR	ts:	L	239.00	Ft Ft	500	0.00 SqFt	PCI:	64			
Samp Samp 48 48 52	le Number: 1 le Comments: L & T CR L & T CR	ts:	L M	239.00 50.00	Ft Ft SqFt	500	0.00 SqFt	PCI:	64			
Inspe Samp Samp 48 48 52 56	le Number: 1 le Comments: L & T CR L & T CR RAVELING	ts: 00 Ty	L M L	239.00 50.00 144.00	Ft Ft SqFt SqFt	500	0.00 SqFt	PCI:	64			
Samp Samp 48 48 52 56 57	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING	ts: 00 Ty	L M L L	239.00 50.00 144.00 12.00	Ft Ft SqFt SqFt SqFt	500	0.00 SqFt	PCI:	64			
Samp Samp 48 48 52 56 57	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING WEATHERIN	ts: 00 Ty IG	L M L L L	239.00 50.00 144.00 12.00 3885.00 971.00	Ft Ft SqFt SqFt SqFt		0.00 SqFt 0.00 SqFt	PCI:				
Samp Samp 48 48 52 56 57 Samp S	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING WEATHERIN	ts: 00 Ty IG	L M L L L M	239.00 50.00 144.00 12.00 3885.00 971.00	Ft Ft SqFt SqFt SqFt SqFt		·					
Samp Samp 48 48 52 56 57 Samp S	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING WEATHERIN WEATHERIN	ts: 00 Ty IG	L M L L L M	239.00 50.00 144.00 12.00 3885.00 971.00	Ft Ft SqFt SqFt SqFt SqFt		·					
Samp Samp 48 48 52 56 57 Samp S	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING WEATHERIN WEATHERIN le Number: 1 le Comments: L & T CR	ts: 00 Ty IG	L M L L L M	239.00 50.00 144.00 12.00 3885.00 971.00	Ft Ft SqFt SqFt SqFt SqFt Area:		·					
Samp Samp 48 48 52 56 57 57 Samp Samp	le Number: 1 le Comments: L & T CR L & T CR RAVELING SWELLING WEATHERIN WEATHERIN le Number: 1 le Comments:	IG IG 52 Ty	L M L L L M	239.00 50.00 144.00 12.00 3885.00 971.00	Ft Ft SqFt SqFt SqFt SqFt Area:		·					

Network:	TMB				Name:	MIA	MI EXECU	TIVE AIRPORT			
Branch:	TW E2		Name:	TAXIWA	Y E2		Use:	TAXIWAY	Area:	57,738	3 SqFt
Section:	515	0	of 2	From: -				То: -		Las	t Const.: 1/1/2012
Surface:	AAC	Family:	CA653-RL-TV APC	W-AAC-	Zone:			Category:		Ran	ık: P
Area:		19,201 SqFt	Length:	1	92 Ft		Width:	100 F	ît .		
Slabs:		Slab Ler	ıgth:	Ft	Slab V	Width:		Ft	Join	t Length:	Ft
Shoulder:		Street T	ype:		Grade	e: 0			Lan	es: 0	
Section Co	mments:										
Work Date	: 1/1/1967	W	ork Type: New	Construction -	Initial		C	ode: NU-IN		Is Major M&R:	True
Work Date	: 1/1/1999	W	ork Type: Mill	and Overlay			C	ode: ML-OVL		Is Major M&R:	True
Work Date	: 1/1/2012	W	ork Type: Mill	and Overlay			C	ode: ML-OVL		Is Major M&R:	True
Last Insp. 1	Date: 9/20	0/2022	Totals	Samples: 4			Surveye	d: 1			
Conditions	: PCI:	72									
Inspection	Comments	:									
Sample Nu	mber: 20	4 Tyj	pe: R	Are	a:	5038.	00 SqFt	PCI:	72		
Sample Co	mments:										
45 DEF	PRESSION		L	97.00 Sc	ıFt						
48 L &	T CR		L	93.00 Ft	•						
	VELING		L	36.00 Sc	_l Ft						
52 RAV											
	ATHERING	3	L	4251.00 Sc	_l Ft						

TMB MIAMI EXECUTIVE AIRPORT Network: Name: **Branch:** TW E2 TAXIWAY E2 Use: TAXIWAY Area: 57,738 SqFt Name: Section: 516 of 2 **Last Const.:** 12/25/1999 From: To: -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 **Street Type:** Shoulder: Grade: Lanes: **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 **PCI:** 71 **Conditions: Inspection Comments:** R 4896.00 SqFt **PCI:** 71 Sample Number: 303 Type: Area: **Sample Comments:** 48 L & T CR L 125.00 Ft 48 L & T CR M 8.00 Ft RAVELING 420.00 SqFt 52 L WEATHERING L 57 4012.00 SqFt WEATHERING

57

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW E3 TAXIWAY E3 Use: TAXIWAY 34,393 SqFt Name: Area: 520 of 1 From: **Last Const.:** 1/1/2007 Section: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 34,393 SqFt Length: 175 Ft 196 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 76 Sample Number: 197 R 5000.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 71.00 Ft RAVELING L 150.00 SqFt 52 57 WEATHERING L 3850.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW E5 TAXIWAY E5 Use: TAXIWAY 26,267 SqFt Name: Area: of 2 Section: 527 **Last Const.:** 1/1/1996 From: To: Surface: ACFamily: 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: Lanes: **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:** 4141.00 SqFt **PCI:** 63 Sample Number: 101 Type: R Area: **Sample Comments:** 42 BLEEDING N 8.00 SqFt 48 L & T CR L 258.00 Ft L & T CR 48 M 22.00 Ft RAVELING 52 L 75.00 SqFt WEATHERING 57 L 3652.00 SqFt

57

WEATHERING

M

MIAMI EXECUTIVE AIRPORT Network: TMB Name: Branch: TW E5 TAXIWAY E5 Use: TAXIWAY 26,267 SqFt Name: Area: 540 of 2 **Last Const.:** 1/1/2020 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 10,292 SqFt Length: 120 Ft 50 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: NOTE: *** Pre-Construction PCI *** **Inspection Comments:** PCI: 65 Sample Number: 101 R Type: Area: 5141.00 SqFt **Sample Comments:** 42 BLEEDING N 8.00 SqFt L & T CR L 48 259.00 Ft 48 L & T CR M 22.00 Ft 52 RAVELING L 874.00 SqFt 57 WEATHERING L 2133.00 SqFt

2134.00 SqFt

M

57

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW E6 TAXIWAY E6 Use: TAXIWAY 58,338 SqFt Name: Area: Section: 529 of 2 **Last Const.:** 12/25/1999 From: To: -Surface: ACFamily: 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: Lanes: **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: PCI:** 60 Sample Number: 100 Type: R 5579.00 SqFt Area: **Sample Comments:** 41 ALLIGATOR CR L 6.00 SqFt 45 DEPRESSION L 24.00 SqFt L & T CR 104.00 Ft 48 L PATCHING 50 3.00 SqFt M RAVELING 52 L 25.00 SqFt

WEATHERING

57

M

Network	: TMB					Name:	MIA	MI EXECU	TIVE A	IRPORT				
Branch:	TW E6		l	Name:	TAXIW	AY E6		Use:	TAX	IWAY	Area:		58,338 SqFt	
Section:	530	C	of 2	F	rom: -				T	0: -			Last Const.	: 1/1/1999
Surface	AAC	Family:	CA6	53-RL-TW	/-AAC-	Zone:			C	ategory:			Rank: P	
Area:		32,146 SqFt		Length:		300 Ft		Width:		90 Ft				
Slabs:		Slab Lei	ngth:		Ft	SI	ab Width:		Ft	:	Join	nt Length:	1	Ft
Shoulde	r:	Street T	ype:			G	rade: 0				Lan	nes: 0		
Section	Comments:													
Work D	ate: 1/1/1967	w	ork Ty	pe: BUIL	T .			C	Code: I	MPORTED		Is Major N	M&R: True	
Work D	ate: 1/1/1999	W	ork Ty	pe: Mill a	and Overlay			C	Code: N	ML-OVL		Is Major N	M&R: True	
Last Ins	p. Date: 9/2	0/0000							1 2					
	p. Date. 3/2	0/2022		TotalSa	amples: 6			Surveyo	ea: 2					
	_			TotalSa	amples: 6			Surveyo	ea: 2					
Conditio	ons: PCI:	70		TotalSa	amples: 6			Surveyo	e d: 2					
Conditio Inspecti	ons: PCI:	70 s:					5000		ed: 2	DCL. 5	70			
Condition Inspection Sample	ons: PCI: on Comments Number: 40	70 s:	pe:	TotalSa		·ea:	5000	.00 SqFt	e d: 2	PCI: 7	70			
Condition Inspection Sample	ons: PCI:	70 s:	pe:				5000		ed: 2	PCI: 7	70			
Condition Inspection Sample Sample	ons: PCI: on Comments Number: 40 Comments: BLEEDING	70 s:	N	R	Ar 5.00	r ea: SqFt	5000		ed: 2	PCI: 7	70			
Condition Inspection Sample Sample 42 E	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR	70 s:	N L	R	5.00 S	r ea: SqFt Ft	5000		ed: 2	PCI: 7	70			
Condition Inspection Sample Sample 42 E 48 I 56 S	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR WELLING	70 ss:	N L L	R	5.00 \(\) 233.00 \(\) 120.00 \(\)	SqFt Ft SqFt	5000		ea: 2	PCI: 7	70			
Condition Inspection Sample Sample 42 E 48 I 56 S 57 V	ons: PCI: on Comments Number: 40 Comments: BLEEDING . & T CR WELLING VEATHERING	70 s:: 22 Ty	N L L L	R	5.00 \(\) 233.00 \(\) 120.00 \(\) 1250.00 \(\)	SqFt Ft SqFt SqFt	5000		e a : 2	PCI: 7	70			
Condition Condit	ons: PCI: on Comments Number: 40 Comments: BLEEDING A & T CR WELLING WEATHERING	70 s:)2 Ty G G	N L L	R	5.00 \(\) 233.00 \(\) 120.00 \(\)	SqFt Ft SqFt SqFt		.00 SqFt	e a : 2					
Condition Condit	ons: PCI: on Comments Number: 40 Comments: BLEEDING . & T CR WELLING VEATHERING	70 s:)2 Ty G G	N L L L	R	5.00 (233.00 (1250.00 (3750.00	SqFt Ft SqFt SqFt			e a : 2	PCI: 7				
Condition Inspection Sample Sample 42 E 48 I 56 S 57 V Sample	ons: PCI: on Comments Number: 40 Comments: BLEEDING A & T CR WELLING WEATHERING	70 s:)2 Ty G G	N L L L	R	5.00 (233.00 (1250.00 (3750.00	r ea: SqFt Ft SqFt SqFt		.00 SqFt	e a : 2					
Condition Inspection Sample Sample 42 F 48 I 56 S 57 V 57 V Sample Sample	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR WELLING WEATHERING VEATHERING Number: 40	70 s:)2 Ty G G	N L L L	R I R	5.00 (233.00) 120.00 (3750.00) Ar	rea: SqFt Ft SqFt SqFt SqFt SqFt		.00 SqFt	e a : 2					
Condition Inspection Sample Sample 42 F 48 I 56 S 57 V 57 V Sample Sample 42 F 44 E 44 E 44 E 44 E 44 E	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR WELLING VEATHERING VEATHERING Number: 40 Comments: BLEEDING	70 s:)2 Ty G G	N L L L M	R I R	5.00 \(\frac{5}{233.00} \) \(\frac{1}{120.00} \) \(\frac{1}{3750.00} \) \(\frac{5}{3750.00} \) \(\frac{1}{3750.00} \) \(rea: SqFt Ft SqFt SqFt SqFt -rea:		.00 SqFt	e a : 2					
Condition Inspection Sample Sample 42 F 48 I 56 S 57 V Sample Sample 42 F 48 I 148 I	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR WELLING VEATHERING VEATHERING Number: 40 Comments: BLEEDING & T CR	70 s:)2 Ty G G	N L L L M pe:	R 1 R	5.00 \$ 233.00 \$ 120.00 \$ 1250.00 \$ 3750.00 \$ Ar 9.00 \$ 221.00 \$	rea: SqFt Ft SqFt SqFt SqFt Trea:		.00 SqFt	e a : 2					
Condition Inspection Sample Sample 42 F 48 I 56 S 57 V Sample Sample 42 F 48 I 556 S S	ons: PCI: on Comments Number: 40 Comments: BLEEDING & T CR WELLING VEATHERING VEATHERING Number: 40 Comments: BLEEDING	70 s: D2 Ty	N L L L M	R I R	5.00 \(\frac{5}{233.00} \) \(\frac{1}{120.00} \) \(\frac{1}{3750.00} \) \(\frac{5}{3750.00} \) \(\frac{1}{3750.00} \) \(rea: SqFt Ft SqFt SqFt SqFt rea:		.00 SqFt	e a : 2					

Network:	TMB				Nam	e MIA	MI EXECU	TIVE A	IRPORT				
Branch:	TW F		Name:	TAXIV			Use:		IWAY	Area:		57,730 SqFt	
	05	of 1		From: -					o: -			Last Const.	• 1/1/1998
	AC		.653-RL-T		Zone				ategory:			Rank: P	• 1/1/1//0
Surface. A	IAC	AP		. W-AAC-	Zone	ē.		C	ategory.			Kalik, F	
Area:	57,73	30 SqFt	Length	i : 1	1,050 Ft	t	Width:		50 Ft				
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Join	nt Length:]	Ft
Shoulder:		Street Type:				Grade: 0				Lan	nes: 0		
Section Com	ments:												
Work Date:	1/1/1965	Work 7	Гуре: BU	ILT			C	ode: I	MPORTED		Is Major N	M&R: True	
Work Date:	1/1/1998	Work 7	Гуре: Mil	ll and Overlay	r		C	ode: N	ML-OVL		Is Major N	M&R: True	
Last Insp. Da	ate: 9/20/2022	2	Total	Samples:	12		Surveye	ed: 3					
Conditions:	PCI: 76			_									
Inspection C	omments:												
		Type:	R	A	rea:	4423	3.00 SqFt		PCI: 6	4			
Sample Num	nber: 100	Туре:	R	A	rea:	4423	3.00 SqFt		PCI: 6	4			
Sample Num Sample Com	aber: 100	••	R L	A 288.00		4423	3.00 SqFt		PCI: 6	4			
Sample Num Sample Com	aber: 100				Ft	4423	3.00 SqFt		PCI: 6	4			
Sample Num Sample Com 48 L & T 52 RAVE	aber: 100 aments:		L	288.00	Ft SqFt	4423	3.00 SqFt		PCI: 6	4			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI	aber: 100 aments: CCR ELING		L L	288.00 88.00 75.00	Ft SqFt SqFt	4423	3.00 SqFt		PCI: 6	4			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA	nber: 100 nments: CCR ELING LLING	•	L L L	288.00 88.00 75.00 3893.00	Ft SqFt SqFt SqFt	4423	0.00 SqFt		PCI: 6	4			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA'	nber: 100 nments: CCR ELING LLING THERING THERING	•	L L L L	288.00 88.00 75.00 3893.00 442.00	Ft SqFt SqFt SqFt		0.00 SqFt		PCI: 6				
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num	aber: 100 aments: CCR ELING LLING THERING THERING Thering aber: 104		L L L L	288.00 88.00 75.00 3893.00 442.00	Ft SqFt SqFt SqFt SqFt								
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com	aber: 100 aments: CCR ELING LLING THERING THERING aber: 104 aments:	Туре:	L L L L	288.00 88.00 75.00 3893.00 442.00	Ft SqFt SqFt SqFt SqFt								
52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com	aber: 100 aments: CCR ELING LLING THERING THERING aber: 104 aments:	Туре:	L L L L M	288.00 88.00 75.00 3893.00 442.00	Ft SqFt SqFt SqFt SqFt								
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com 48 L & T 56 SWEI	aber: 100 aments: CCR ELING LLING THERING THERING aber: 104 aments:	Туре:	L L L L M	288.00 88.00 75.00 3893.00 442.00 A	Ft SqFt SqFt SqFt SqFt rea: Ft SqFt								
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com 48 L & T 56 SWEI 57 WEA'	aber: 100 aments: CCR ELING LLING THERING THERING aber: 104 aments: CCR LLING	Туре:	L L L L M R	288.00 88.00 75.00 3893.00 442.00 A 155.00 4.00 4250.00	Ft SqFt SqFt SqFt SqFt SqFt SqFt rea:								
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com 48 L & T 56 SWEI 57 WEA' 57 WEA'	aber: 100 aments: CCR ELING LLING THERING THERING Aber: 104 Aments: CCR LLING THERING THERING	Туре:	L L L M R	288.00 88.00 75.00 3893.00 442.00 A 155.00 4.00 4250.00 750.00	Ft SqFt SqFt SqFt SqFt SqFt SqFt rea:	5000				9			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Com 48 L & T 56 SWEI 57 WEA'	aber: 100 aments: CCR ELING LLING THERING THERING aber: 104 aments: CCR LLING THERING THERING THERING THERING	Туре:	L L L M R	288.00 88.00 75.00 3893.00 442.00 A 155.00 4.00 4250.00 750.00	Ft SqFt SqFt SqFt SqFt Trea: Ft SqFt SqFt SqFt SqFt	5000	0.00 SqFt		PCI: 7	9			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' 57 WEA' Sample Com 48 L & T 56 SWEI 57 WEA' 57 WEA' Sample Num Sample Num Sample Num Sample Num Sample Num Sample Com	aber: 100 aments: CCR ELING LLING THERING THERING COR LLING THERING	Туре:	L L L M R	288.00 88.00 75.00 3893.00 442.00 A 155.00 4.00 4250.00 750.00	Ft SqFt SqFt SqFt rea: Ft SqFt SqFt SqFt rea:	5000	0.00 SqFt		PCI: 7	9			
Sample Num Sample Com 48 L & T 52 RAVE 56 SWEI 57 WEA' Sample Num Sample Com 48 L & T 56 SWEI 57 WEA' 57 WEA' 57 WEA' 57 WEA' 57 WEA' 58 Sample Num Sample Com 48 L & T	aber: 100 aments: CCR ELING LLING THERING THERING COR LLING THERING	Туре:	L L L M R	288.00 88.00 75.00 3893.00 442.00 A 155.00 4.00 4250.00 750.00	Ft SqFt SqFt SqFt rea: Ft SqFt SqFt SqFt	5000	0.00 SqFt		PCI: 7	9			

Network	: TMB				Nai	me: MIA	AMI EXECU	TIVE AIR	PORT				
Branch:	TW G		Nai	me: 7	TAXIWAY (Ĵ	Use:	TAXIW	'AY	Area:	16	9,678 SqFt	
Section:	705	of	f 4	From	: -			To:	-			Last Const.	: 1/1/2006
Surface:	AAC	Family:	CA653- APC	RL-TW-AA	C- Zoi	ie:		Cate	egory:			Rank: P	
Area:		51,622 SqFt	Le	ength:	1,000	Ft	Width:		50 Ft				
Slabs:		Slab Len	gth:		Ft	Slab Width:		Ft		Joint I	ength:		Ft
Shoulder	:	Street Ty	ype:			Grade: 0				Lanes:	0		
Section (Comments:												
Work Da	ite: 1/1/1965	Wo	ork Type	: BUILT			C	ode: IMI	PORTED	Is	Major M	&R: True	
Work Da	ite: 1/1/2006	W	ork Type	: Mill and O	verlay		C	ode: ML	-OVL	Is	Major M	&R: True	
Last Insp	Date: 9/20	0/2022	r	TotalSample	es: 11		Surveye	d: 2					
Last Insp Conditio		0/2022 74	r	TotalSample	es: 11		Surveye	ed: 2					
Conditio		74		TotalSample	es: 11		Surveye	ed: 2					
Conditio Inspection	ns: PCI:	74 :		TotalSample	Area:	5000	Surveye	d: 2	PCI: 74				
Conditio Inspection Sample 1	ns: PCI: on Comments:	74 :				5000		d: 2	PCI: 74				
Conditio Inspection Sample N Sample O	ns: PCI: n Comments: Number: 20: Comments:	74 :		R		5000		d: 2	PCI: 74				
Conditio Inspection Sample I Sample C	ns: PCI: n Comments: Number: 20:	74 :	oe: 1	R	Area:	5000		d: 2	PCI: 74				
Conditio Inspection Sample Sample C 48 L 48 L	ns: PCI: n Comments: Number: 20: Comments: & T CR	74 :	oe: 1	R 14 1	Area: 45.00 Ft	5000		d: 2	PCI: 74				
Conditio Inspection Sample Sample C 48 L 48 L 56 S	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR	74 : 5 Typ	De: I	R 14 1	Area: 45.00 Ft 8.00 Ft	5000		d: 2	PCI: 74				
Conditio Inspection Sample C 48 L 48 L 56 S 57 W	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING	74: 5 Typ	De: I L M L	R 14 1	Area: 45.00 Ft 8.00 Ft 5.00 SqFt	5000		d: 2	PCI: 74				
Conditio Inspection Sample C Sample C 48 L 48 L 56 S 57 W 57 W	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING ZEATHERING	74 : 5 Typ	De: I L M L L M	R 14 1	Area: 45.00 Ft 8.00 Ft 5.00 SqFt 00.00 SqFt			d: 2	PCI: 74				
Conditio Inspection Sample Sample C 48 L 48 L 56 S 57 W 57 W Sample Sample S	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING VEATHERING VEATHERING	74 : 5 Typ	De: I L M L L M	R 14 1 400 100	Area: 15.00 Ft 18.00 Ft 5.00 SqFt 100.00 SqFt 100.00 SqFt		0.00 SqFt	d: 2					
Conditio Inspection Sample C 48 L 48 L 56 S 57 W 57 W Sample C	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING ZEATHERING ZEATHERING Number: 20:	74 : 5 Typ	L M L L M	R 14 1 400 100 R	Area: 15.00 Ft 18.00 Ft 5.00 SqFt 100.00 SqFt 100.00 SqFt		0.00 SqFt	d: 2					
Conditio Inspectio Sample C 48 L 48 L 56 S 57 W 57 W Sample C Sample C 48 L	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING PEATHERING PEATHERING Number: 20: Comments: & T CR	74 : 5 Typ	L M L L M	R 14 1 400 100 R	Area: 15.00 Ft 18.00 Ft 5.00 SqFt 00.00 SqFt 00.00 SqFt Area:		0.00 SqFt	d: 2					
Conditio Inspection Sample C 48 L 48 L 56 S 57 W 57 W Sample C Sample C 48 L 52 R	ns: PCI: n Comments: Number: 20: Comments: & T CR & T CR WELLING PEATHERING PEATHERING Number: 20: Comments:	74 : 5 Typ 6 6 7 9 Typ	L M L L M	R 14 1 400 100 R 7 10	Area: 15.00 Ft 18.00 Ft 5.00 SqFt 00.00 SqFt 00.00 SqFt Area:		0.00 SqFt	d : 2					

MIAMI EXECUTIVE AIRPORT Network: TMB Name: Branch: TW G TAXIWAY G Use: TAXIWAY 169,678 SqFt Name: Area: Section: 710 of 4 Last Const.: 1/1/2020 From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 50 Ft 17,106 SqFt Length: 340 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: NOTE: *** Pre-Construction PCI *** **Inspection Comments: PCI:** 68 Sample Number: 201 R Type: Area: 7000.00 SqFt **Sample Comments:** 48 L & T CR L 339.00 Ft PATCHING L 900.00 SqFt 50 56 SWELLING L 250.00 SqFt

57

WEATHERING

L

Network: TMB		Name:	MIAMI EXECU	TIVE AIRPORT		
Branch: TW G	Name:	TAXIWAY G	Use:	TAXIWAY	Area:	169,678 SqFt
Section: 715	of 4	From: -		То: -		Last Const.: 5/1/2021
Surface: AAC	Family: CA653-RL-T APC	W-AAC- Zone:		Category:		Rank: P
Area: 50	,475 SqFt Length	500 Ft	Width:	100 Ft		
Slabs:	Slab Length:	Ft Slal	b Width:	Ft	Joint Leng	gth: Ft
Shoulder:	Street Type:	Gra	nde: 0		Lanes:	0
Section Comments:						
Work Date: 1/1/1965	Work Type: BU	ILT	C	ode: IMPORTED	Is Ma	jor M&R: True
Work Date: 1/1/2001	Work Type: Sur	face Treatment - Seal Coa	at C	ode: ST-SC	Is Ma	jor M&R: False
Work Date: 5/1/2021	Work Type: Mi	l and Overlay	C	ode: ML-OVL	Is Ma	jor M&R: True
Last Insp. Date: 7/24/20	019 Total	Samples: 11	Surveye	ed: 2		
Conditions: PCI: 6	50	NOTE: *** Pro	e-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 DAVELING	3.4	103 00 C E				

192.00 SqFt

M

52

RAVELING

Network: TMB		Name:	MIAMI EXECU	TIVE AIRPORT		
Branch: TW G	Name:	TAXIWAY G	Use:	TAXIWAY	Area: 169,6	578 SqFt
Section: 720	of 4	From: -		То: -	L	ast Const.: 1/1/2002
Surface: AAC I	Family: CA653-RL-			Category:	R	ank: P
Area: 50,475	·		Width:	75 Ft		
•	Slab Length:		Width:	Ft	Joint Length:	Ft
	Street Type:	Gra			Lanes: 0	
Section Comments:	street Type.	Gr.	uc. 0		Danes.	
Work Date: 1/1/1965	Work Type: BU	JILT	C	ode: IMPORTED	Is Major M&	R: True
Work Date: 1/1/2001	Work Type: Su	rface Treatment - Seal Coa	t C	ode: ST-SC	Is Major M&	R: False
Work Date: 1/1/2002	Words Trings Mi	11 10 1		1 1 10 017	T 35 1 350	ъ т
WOIR Date. 1/1/2002	Work Type: Mi	ii and Overlay	C	ode: ML-OVL	Is Major M&	R: True
		II and Overlay ISamples: 11	Surveyo		Is Major M&	R: True
Last Insp. Date: 9/20/2022					Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81					Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments:	Tota	ISamples: 11	Surveyo	ed: 2	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101					Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments:	Tota Type: R	ISamples: 11 Area:	Surveyo	ed: 2	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING	Tota Type: R	Area: 25.00 SqFt	Surveyo	ed: 2	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING	Type: R L L	Area: 25.00 SqFt 3140.00 SqFt	Surveyo	ed: 2	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING	Type: R L L L M	Area: 25.00 SqFt 3140.00 SqFt 1346.00 SqFt	Surveyo	PCI: 82	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING Sample Number: 103	Type: R L L	Area: 25.00 SqFt 3140.00 SqFt	Surveyo	ed: 2	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING Sample Number: 103	Type: R L L L M	Area: 25.00 SqFt 3140.00 SqFt 1346.00 SqFt	Surveyo	PCI: 82	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING 59 WEATHERING 50 Sample Number: 103 Sample Comments:	Type: R L L M Type: R	Area: 25.00 SqFt 3140.00 SqFt 1346.00 SqFt Area:	Surveyo	PCI: 82	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING Sample Number: 103 Sample Comments: 48 L & T CR 56 SWELLING	Type: R L L M Type: R	25.00 SqFt 3140.00 SqFt 1346.00 SqFt Area: 6.00 Ft 5.00 SqFt	Surveyo	PCI: 82	Is Major M&	R: True
Last Insp. Date: 9/20/2022 Conditions: PCI: 81 Inspection Comments: Sample Number: 101 Sample Comments: 56 SWELLING 57 WEATHERING 57 WEATHERING 58 WEATHERING 59 WEATHERING 50 Sample Number: 103 Sample Comments:	Type: R L L M Type: R	Area: 25.00 SqFt 3140.00 SqFt 1346.00 SqFt Area:	Surveyo	PCI: 82	Is Major M&	R: True

Network:	TMB				Name	e: MIA	AMI EXECU	TIVE A	RPORT				
Branch:	TW H		Name:	TAXI	WAY H		Use:	TAXI	WAY	Area:	169,382	2 SqFt	
Section:	815	oi	f 3	From:	-			To) : -		Las	t Const.	: 10/1/2022
Surface:	AAC	Family:	CA653-RL-T APC	W-AAC-	Zone	:		Ca	itegory:		Rai	ık: P	
Area:		9,243 SqFt	Length:		190 Ft		Width:		50 Ft				
Slabs:		Slab Len	ıgth:	Ft	:	Slab Width:		Ft		Joint L	ength:]	Ft
Shoulder:		Street Ty	ype:		(Grade: 0				Lanes:	0		
Section Co	mments:												
Work Date	: 1/1/1998	W	ork Type: BUI	LT			C	Code: II	MPORTED	Is	Major M&R:	True	
Work Date	: 1/1/2007	W	ork Type: Mill	and Overlay	y		C	Code: N	IL-OVL	Is I	Major M&R:	True	
Work Date	: 10/1/2022	W	ork Type: Mill	and Overlay	y		C	Code: N	IL-OVL	Is	Major M&R:	True	
Last Insp.	Date: 9/20/	/2022	Totals	Samples:	3		Surveye	ed: 1					
Conditions	: PCI:	70		NO	TE: ***	Pre-Constru	ction PCI *	**					
Inspection	Comments:												
Sample Nu	mber: 115	Тур	pe: R	A	rea:	5000	0.00 SqFt		PCI: 70)			
Sample Co	mments:												
48 L &	TCR		L	257.00	Ft								
56 SW.	ELLING		L	160.00	SqFt								
57 WE	ATHERING		L	4500.00	SqFt								
57 WE	ATHERING		M	500.00	SaFt								

	TD (D			3 .7	3.613.61		LIBBORE		
Network:				Nai		EXECUTIVE			
Branch:	TW H		Name:	TAXIWAY I	I	Use: TA	AXIWAY A	Area: 169	9,382 SqFt
Section:	820	of	3	From: -			To: -		Last Const.: 1/1/2020
Surface:	AAC	•	CA653-RL-T APC	TW-AAC- Zor	ne:		Category:		Rank: P
Area:	51,08	2 SqFt	Length	1,028	Ft Wi	lth:	50 Ft		
Slabs:		Slab Lengt	th:	Ft	Slab Width:		Ft	Joint Length:	Ft
Shoulder:		Street Typ	ie:		Grade: 0			Lanes: 0	
Section Co	omments:								
Work Dat	te: 1/1/1998	Wor	rk Type: BU	JILT		Code:	IMPORTED	Is Major M	&R: True
Work Dat	te: 1/1/2007	Wor	k Type: Mi	ill and Overlay		Code:	ML-OVL	Is Major M	&R: True
Work Dat	te: 1/1/2020	Wor	k Type: Mi	ill and Overlay		Code:	ML-OVL	Is Major M	&R: True
Last Insp.	. Date: 7/24/2019		Tota	lSamples: 25		Surveyed:	3		
Condition	s: PCI: 68			NOTE: **	** Pre-Construction	PCI ***			
Inspection	n Comments:								
Sample N	umber: 103	Type:	: R	Area:	5000.00	SqFt	PCI: 69		
Sample C	omments:								
42 BL	LEEDING		N	12.00 SqFt					
18 L &	& T CR		L	224.00 Ft					
52 RA	AVELING		L	500.00 SqFt					
57 WI	EATHERING		M	4500.00 SqFt					
Sample N	umber: 111	Type:	: R	Area:	6192.00	SqFt	PCI: 64		
Sample C	omments:								
42 BL	LEEDING		N	12.00 SqFt					
	EPRESSION		L	40.00 SqFt					
	& T CR		L	260.00 Ft					
	AVELING		L	250.00 SqFt					
	EATHERING		M	5942.00 SqFt					
Sample N	umber: 120	Type:	: R	Area:	5000.00	SqFt	PCI: 72		
Samuela C	omments:								
sample C									
•	& T CR		L	68.00 Ft					
48 L&	& T CR AVELING		L L	68.00 Ft 50.00 SqFt					

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW H4 TAXIWAY H4 Use: TAXIWAY 18,456 SqFt Name: Area: 330 of 2 From: **Last Const.:** 1/1/2007 Section: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 12,767 SqFt Length: 200 Ft 85 Ft Area: Ft Slabs: Slab Length: Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments:** PCI: 80 Sample Number: 302 R 3801.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 68.00 Ft SWELLING L 6.00 SqFt 56 57 WEATHERING L 3041.00 SqFt

57

WEATHERING

M

Network:	TMB				Nam	e: ML	AMI EXECU	JTIVE	AIRPORT				
Branch:	TW H4		Name:	TAXIV	VAY H	1	Use:	TA	XIWAY	Area:	18,450	5 SqFt	
Section:	335	C	of 2	From: -	-				То: -		Las	t Const.:	10/1/2022
Surface:	AAC	Family:	CA653-RL-T	W-AAC-	Zone	:			Category:		Rai	ık: P	
Area:		5,689 SqFt	Length:		120 Ft		Width:		38 Ft				
Slabs:		Slab Le	ngth:	Ft		Slab Width:			Ft	Joint Le	ength:	F	t
Shoulder:		Street T	ype:			Grade: 0				Lanes:	0		
Section Co	omments:												
Work Dat	te: 1/1/1967	W	ork Type: BUI	LT			(Code:	IMPORTED	Is M	Iajor M&R:	True	
Work Dat	te: 1/1/2007	W	ork Type: Mill	and Overlay	7		(Code:	ML-OVL	Is N	Iajor M&R:	True	
Work Dat	te: 10/1/2022	2 W	ork Type: Mill	and Overlay	7		(Code:	ML-OVL	Is M	Iajor M&R:	True	
Last Insp.	Date: 9/20	0/2022	Totals	Samples:	1		Survey	ed:	l				
Condition	s: PCI:	70		NO	TE: ***	Pre-Constru	ction PCI	**					
Inspection	Comments	:											
Sample N	umber: 30	0 Ty	pe: R	A	rea:	568	9.00 SqFt		PCI: 70	1			
Sample Co	omments:												
48 L &	& T CR		L	313.00	Ft								
	VELLING		L	90.00									
	EATHERING		L	2845.00	-								
57 WI	EATHERING	j.	M	2844.00	SqFt								

MIAMI EXECUTIVE AIRPORT Network: TMB Name: **Branch:** TW H5 TAXIWAY H5 Use: TAXIWAY 17,255 SqFt Name: Area: 340 of 1 **Last Const.:** 1/1/2007 Section: From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 17,255 SqFt Length: 190 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **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: **Inspection Comments: PCI:** 78 Sample Number: 402 R 3295.00 SqFt Type: Area: **Sample Comments:** 48 L & T CR L 84.00 Ft SWELLING L 39.00 SqFt 56 57 WEATHERING L 2636.00 SqFt

57

WEATHERING

M

Network: TMB			Name:	MIAMI EXECU	TIVE AIRPORT		
		N T					00 201 G E
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-T	W-AC Zone:		Category:		Rank: P
Area:	27,574 SqFt	Length:	300 Ft	Width:	60 Ft		
Slabs:	Slab Lengt	h:	Ft Slal	b Width:	Ft	Joint Leng	gth: Ft
Shoulder:	Street Type	:	Gra	nde: 0		Lanes:	0
Section Comments:							
Work Date: 1/1/1965	Worl	k Type: BUI	LT	C	ode: IMPORTED	Is Ma	jor M&R: True
Work Date: 1/1/2001	Worl	k Type: Surf	ace Treatment - Seal Coa	at C	ode: ST-SC	Is Ma	jor M&R: False
Work Date: 1/1/2022	Worl	k Type: Con	nplete Reconstruction - A	AC C	ode: CR-AC	Is Ma	jor M&R: True
Last Insp. Date: 7/24	1/2019	Totals	Samples: 11	Surveye	ed: 2		
Conditions: PCI:	48		NOTE: *** Pr	e-Construction PCI **	t sk		
Inspection Comments	:						
Sample Number: 203	3 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: 20:	5 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				
		_	2010.00 0 7				
52 RAVELING		L	3010.00 SqFt				

Network:	TMB]	Name: N	IIAMI EXECU	TIVE AIRPORT		
Branch:	TW J		Name:	TAXIWA	ΥJ	Use:	TAXIWAY	Area:	80,301 SqFt
Section:	1035	0	f 5	From: -			То: -		Last Const.: 1/1/2022
Surface:	AAC	Family:	CA653-RL-TV APC	W-AAC-	Zone:		Category:		Rank: P
Area:		5,618 SqFt	Length:	3	35 Ft	Width:	90 Ft		
Slabs:		Slab Len	ngth:	Ft	Slab Widtl	ı:	Ft	Joint Leng	th: Ft
Shoulder:		Street T	ype:		Grade:	0		Lanes:	0
Section Co	mments:								
Work Date	: 1/1/1965	W	ork Type: BUI	LT		C	ode: IMPORTED	Is Maj	or M&R: True
Work Date	: 1/1/1997	W	ork Type: OVE	ERLAY		C	ode: IMPORTED	Is Maj	or M&R: True
Work Date	: 1/1/2022	W	ork Type: Mill	and Overlay		C	ode: ML-OVL	Is Maj	or M&R: True
Last Insp. l	Date: 7/24	1/2019	TotalS	Samples: 5		Surveye	d: 1		
Conditions	: PCI:	62		NOTE	: *** Pre-Const	ruction PCI **	**		
Inspection	Comments	:							
Sample Nu	mber: 10	3 Ty _I	pe: R	Area	32	214.00 SqFt	PCI: 6	2	
Sample Co	mments:								
43 BLC	OCK CR		L	125.00 Sq	Ft				
48 L &	TCR		L	215.00 Ft					
52 RAV	VELING		L	320.00 Sq	Ft				
52 RAV	VELING		M	15.00 Sq	Ft				
56 SW	ELLING		L	133.00 Sq					

MIAMI EXECUTIVE AIRPORT Network: TMB Name: 80,301 SqFt Branch: TW J TAXIWAY J Use: TAXIWAY Name: Area: Section: 1040 of 5 **Last Const.:** 1/1/1997 From: To: -Surface: AAC Family: CA653-RL-TW-AAC-Zone: Category: Rank: P APC Width: 90 Ft 12,026 SqFt Length: 155 Ft Area: Slabs: Slab Length: Ft Slab Width: Ft Joint Length: Ft Shoulder: **Street Type:** Grade: 0 Lanes: **Section Comments:** Work Type: BUILT Work Date: 1/1/1965 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: **Inspection Comments:** Sample Number: 103 R **PCI:** 55 Type: Area: 3214.00 SqFt **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

Network:	TMB			Nar	me: MIAMI EXEC	CUTIVE AIRPORT		
Branch:	TW W		Name:	TAXIWAY V	V Use	e: TAXIWAY	Area:	57,348 SqFt
Section:	2305	of	1	From: -		То: -		Last Const.: 6/1/2019
Surface:	AC	Family:	CA653-RL-	TW-AC Zon	ne:	Category:		Rank: P
Area:	:	57,348 SqFt	Lengt	h: 570 1	Ft Width:	78 Ft		
Slabs:		Slab Leng	gth:	Ft	Slab Width:	Ft	Joint Length	: Ft
Shoulder:		Street Ty	pe:		Grade: 0		Lanes: 0	
Section Co	mments:							
Work Date	e: 6/1/2019	Wo	ork Type: N	ew Construction - AC		Code: NC-AC	Is Major	M&R: True
Last Insp.	Date: 9/20	/2022	Tota	alSamples: 13	Surve	eyed: 2		
Conditions	: PCI:	94						
Inspection	Comments:							
	Comments: amber: 104		e: R	Area:	3973.00 SqFt	PCI:	94	
Sample Nu	ımber: 104		e: R	Area:	3973.00 SqFt	PCI:	94	
Sample Co	ımber: 104	Тур	e: R	Area: 3973.00 SqFt	3973.00 SqFt	PCI:	94	
Sample Nu Sample Co	mber: 104	Тур	L		3973.00 SqFt 3584.00 SqFt	PCI:		
Sample Nu Sample Co 57 WE	mmber: 104 mments: ATHERING mber: 107	Тур	L	3973.00 SqFt				



FLORIDA DEPARTMENT OF TRANSPORTATION | AVIATION OFFICE

