

2019-2020 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: Greater Orlando Aviation Authority

Government Federal Employer Identification Number: ██████████

Primary Contact Name: Cyrus T. Callum

Title: Director, Orlando Executive Airport

Mailing Address: 365 Rickenbacker Drive

Orlando, FL 32803

Phone Number: Mr. Callum: 407.896.9171; Mr. Olivero: 407.825.2294

Email: ccallum@goaa.org

Secondary Contact Name: Luis Olivero

Title: Assistant Director, Governmental Affairs

Phone Number: Mr. Callum: 407.896.9171; Mr. Olivero: 407.825.2294

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. ([View Florida's Targeted Industries here.](#))
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the Public.

1. Program Requirements:

(If additional space is needed, attach a word document with your entire answer.)

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide a detailed description of the public infrastructure improvements.

See attached.

B. Provide location of public infrastructure, including physical address and county of project.

400 Herndon Avenue, Orlando, FL 32803, Orange County

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

D. Provide current property owner.

Greater Orlando Aviation Authority / City of Orlando, Florida

E. Is this infrastructure for public use or does it predominately benefit the public? Yes No

General Aviation Users and NBAA Attendees.

F. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

Primary use will be for parking aircraft for all general aviation users.

G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry ([View Florida's Targeted Industries here.](#))
 - Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

See attached

2. Additional Information:

(If additional space is needed, attach a word document with your entire answer.)

A. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

This is not an expansion of an existing program.

Commencement date: January 2020, Approximately 150-180 days to complete.

B. What permits are necessary for the public infrastructure project?

NPDES Permits are the only required permits since the project is a rehabilitation.

- C. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Permits have not been secured.

- D. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?
-

- E. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

- F. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

- G. Does this project have a local match amount? Yes No

If yes, please describe the entity providing the match and the amount.

Atlantic Aviation will provide a \$4 million match.

- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

See attached. Sections to be rehabilitated include #4140, 4145, and 41155.

3. Program Budget

(If additional space is needed, attach a word document with your entire answer.)

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

1.) Total Amount Requested \$ 4,000,000.00
 Florida Job Growth Grant Fund

A. Other Public Infrastructure Project Funding Sources:

City/County \$ _____

Private Sources \$ 4,000,000.00

Other (grants, etc.) \$ _____

Total Other Funding \$ 4,000,000.00

Please Specify: Atlantic
 Aviation

B. Public Infrastructure Project Costs:

Construction \$ _____

Reconstruction \$ 8,000,000.00

Design & Engineering \$ _____

Land Acquisition \$ _____

Land Improvement \$ _____

Other \$ _____

Total Project Costs \$ 8,000,000.00

Please Specify: _____

Note: The total amount requested must be calculated by subtracting the total other public infrastructure project funding sources in A. from the total public infrastructure project costs in B.

- C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Upon receipt of the award, Atlantic Aviation will coordinate the reconstruction.

4. Approvals and Authority

(If additional space is needed, attach a word document with your entire answer.)

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Greater Orlando Aviation Authority Board

If board authorization is not required, who is authorized to sign?

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
- ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.

- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.
-

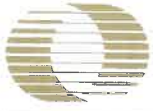
I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: Greater Orlando Aviation Authority

Name and Title of Authorized Representative: Cyrus T. Callum, Director, Orlando Executive Airport

Representative Signature: 

Signature Date: October 23, 2019



GREATER ORLANDO AVIATION AUTHORITY

Orlando Executive Airport
365 Rickenbacker Drive
Orlando, Florida 32803

(407) 894-9831
Fax (407) 896-5699

October 22, 2019

The Honorable Ron DeSantis
Governor
State of Florida
400 S. Monroe Street
Tallahassee, FL 32399

Dear Governor DeSantis,

On behalf of the Greater Orlando Aviation Authority, please accept the enclosed rehabilitation proposal and supplemental information as application for the Florida Job Growth Grant Fund.

The project proposal includes rehabilitation of approximately 55 acres of asphalt located at the Orlando Executive Airport's North Ramp. The total project cost is \$8M; \$4M from the Florida Jobs Growth Grant and \$4M which will be funded by Atlantic Aviation.

This ramp rehabilitation is in support of the General Aviation (GA) users and the National Business Aviation Association (NBAA) annual exhibition which is held in Orlando every other year – next in 2020.

The NBAA is the world's largest civil aviation trade show and the premier organization for companies that rely on general aviation aircraft to aid in making their businesses more efficient, productive, and successful.

Thank you for your consideration and please, do not hesitate to contact me at 407.896.9171 should you have any questions or need additional information.

Kindest regards,

A handwritten signature in black ink, appearing to read "Cyrus T. Callum".

Cyrus T. Callum, A.A.E., ACE
Director, Orlando Executive Airport

Enc.

2019-2020 Florida Job Growth Grant Fund

1. Program Requirements

- a. Provide a detailed description of the public infrastructure improvements.

The Orlando Executive Airport (ORL) hosts the National Business Aviation Association (NBAA) Static Display every other year since 1996. The event will be held at the airport in 2020 with an option to be held once again in 2022.

The NBAA was founded in 1947 with the purpose of making general aviation more efficient, productive and successful for the business community. The NBAA is the leading organization representing over 11,000 companies, including nearly all of the general aviation aircraft manufacturers and over 100 products that service the business aviation industry. The NBAA annually hosts the Business Aviation Convention and Exhibition (BACE), which is the world's largest civil aviation trade show. Recently, the BACE has alternated the host locations between Orlando and Las Vegas. The BACE is scheduled to return to Orlando October 6 – 8, 2020. The event is segmented into two parts; the convention, which is hosted at the Orange County Convention Center, and the Static Display, which is hosted at ORL. Approximately 23,000 industry professionals are expected for what has been commonly known as the most important three days of business aviation. The event brings over \$49 million to the local economy. ORL sales approximately 250,000 more gallons of fuel during the week of the BACE. For more information about NBAA and the BACE, please refer to www.nbaa.org.

The NBAA BACE Static Display is held on the North Ramp at ORL. The condition of the ramp used for the Static Display has greatly deteriorated. To ensure that the NBAA continues to bring the Static Display to ORL, the rehabilitation of the North Ramp is required. The ramp is currently leased to Atlantic Aviation, which is a Fixed Based Operator on the Orlando Executive Airport and provides services to aircraft operators using the airport's facilities. Atlantic has agreed to match any grant award from the State if awarded. A letter of support from Atlantic Aviation has been included within this grant application. There is also a chance that the organization may choose to bring the BACE, which includes the aforementioned Static Display in 2021, however the status of the pavement will likely be a determining factor in the selection of ORL hosting the event in 2021 and 2022.

- g. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure will promote:
 - Economic recovery in specific regions of the state;
 - Economic diversification; or
 - Economic enhancement of a Target Industry

The receipt of this grant will allow for the economic enhancement of the aviation industry in the Central Florida region. The grant, if awarded, will be used to rehabilitate ramp space allocated for parking, staging and maintenance of aircraft that are either based at Orlando Executive

Airport of transient aircraft from other communities. Aircraft using this facility will contribute to the economic viability due to fuel sales and other revenues collected to aid with the ongoing operation of the airport. The approved 2015 Pavement Evaluation Report conducted by the Florida Department of Transportation as well as the Draft 2019 Pavement Evaluation Report has been included with this application. These reports will show a detailed analysis clearly describing the need for the rehabilitation of a variety of aircraft parking areas around the airport. However, it is important to the City of Orlando and Greater Central Florida to commence the rehabilitation of the ramp designated for use by the NBAA BACE Static Display to help with ensuring the event returns on a regular basis. The areas on the North Ramp that have been identified for rehabilitation with assistance from this grant include sections 4155, 4145, 4167 and 4140 in both the 2015 (Appendix B) and 2019 Draft Report (Appendix C).

- Describe how the project will promote job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs created using the North American Industry Classification System codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.

The rehabilitation of the North Ramp will bring additional job opportunities through providing safe facilities for the growing general aviation community in Central Florida. These facilities will allow airport tenants to hire more employees to service the airport's users. It is estimated that dozens of job opportunities will become available due to an increased need to service an increasing number of aircraft operators at Executive Airport. Also, the NBAA static display will provide job opportunities for the construction of facilities needed for the event.

The NAICS codes who will benefit from this project include: 324110, 481219, 488119, 611512, 713990, and 813319, all of which are in the aviation sector. The construction industry stands to benefit from the installation of new pavement as a result of the project. These include codes: 237310

This project, in addition to the contribution of local job growth opportunities, will also aid to support the national aviation industry as well. The NBAA represents nearly all of the aircraft manufacturers around the world. National companies such as Cessna, Hawker Beechcraft, Gulfstream and Piper as well as international manufacturers such as Bombardier, Dassault, and Embraer are heavily represented at the BACE.

- Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current of future businesses.

The North Ramp rehabilitation project will allow for new based aircraft operators and customers to park on the North Ramp safely without incurring damage to their aircraft. Also, the Greater Orlando Aviation Authority and Atlantic Aviation have been in the negotiation process to host the 2021 and 2022 NBAA Static Display on the North Ramp as in previous years. Hosting this event will bring more business opportunities to Orlando Executive Airport, but more notably to Central Florida, where the event brought nearly \$50 million to the local economy.

EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 through 2015.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport provided information.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

In January 2015, a PCI survey inspection was performed at Orlando Executive Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 61, representing a Fair overall network condition. **Table I** summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.



Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
GA APRON	59	59 - 68	FAIR	65	65	X
NORTH APRON	37	0 - 100	VERY POOR	65	65	X
NE APRON	66	50 - 79	FAIR	65	65	X
RUN-UP APRONS	83	81 - 89	SATISFACTORY	65	65	
W APRON	54	31 - 73	POOR	65	65	X
SE SEGMENT OF WEST APRON	72	66 - 86	SATISFACTORY	65	65	X
RUNWAY 13-31	74	74	SATISFACTORY	75	65	X
RUNWAY 7-25	77	74 - 84	SATISFACTORY	75	65	X
TAXIWAY ALPHA	73	65 - 100	SATISFACTORY	65	65	X
TAXIWAY A2	69	69	FAIR	65	65	
TAXIWAY A3	74	74	SATISFACTORY	65	65	
TAXIWAY A4	73	73	SATISFACTORY	65	65	
TAXIWAY A5	77	77 - 78	SATISFACTORY	65	65	
TAXIWAY A6	95	95	GOOD	65	65	
TAXIWAY BRAVO	73	57 - 100	SATISFACTORY	65	65	X
TAXIWAY ECHO	89	72 - 100	GOOD	65	65	
TAXIWAY E1	60	60	FAIR	65	65	X
TAXIWAY E2	58	52 - 80	FAIR	65	65	X
TAXIWAY E3	56	29 - 62	FAIR	65	65	X
TAXIWAY E4	60	54 - 100	FAIR	65	65	X
TAXIWAY E5	76	76	SATISFACTORY	65	65	
TAXIWAY E6	74	59 - 100	SATISFACTORY	65	65	X
TAXIWAY FOXTROT	52	52	POOR	65	65	X
TAXIWAY GOLF	57	57 - 59	FAIR	65	65	X
TAXIWAY HOTEL	56	56	FAIR	65	65	X
TAXIWAY KILO	88	88	GOOD	65	65	

“Action Required” in **Table I** is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in **Table III** when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in **Table III** when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. **Table II** provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	76	SATISFACTORY
Taxiway	72	SATISFACTORY
Apron	50	POOR

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- ⦿ **West Apron** – Sections 4660 and 4665
 - Reconstruction attributed to load, climate, and age of pavement.
- ⦿ **West Apron** – Sections 4610, 4640, and 4650
 - Mill and Overlay attributed to climate and age of pavement.
- ⦿ **Northeast Apron** – Sections 4305 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- ⦿ **General Aviation Apron** – Section 4205
 - Mill and Overlay attributed to climate and age of pavement.
- ⦿ **North Apron** – Sections 4105, 4125, 4140, 4145, 4158, 4165, 4167, and 4168
 - Reconstruction attributed to load, climate, and age of pavement.
- ⦿ **North Apron** – Section 4155

- Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway E4** – Sections 1070 and 1080
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway H** – Section 806
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway E6** – Section 805
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway G** – Sections 705 and 710
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway F** – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway E3** – Sections 417, 420, 520, and 522
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- ⊙ **Taxiway E2** – Section 510
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway E1** – Section 501
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway A** – Sections 115 and 150
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ **Taxiway B** – Section 102
 - Mill and Overlay attributed to climate and age of pavement.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in **Table III**.

Table III: Year-1 Major Rehabilitation Needs for Orlando Executive Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP W	4665	\$ 771,620.00	30	Reconstruction	100
AP W	4660	\$ 707,440.00	30	Reconstruction	100
AP W	4650	\$ 1,955,730.00	58	Mill and Overlay	100
AP W	4640	\$ 1,133,445.00	61	Mill and Overlay	100
AP W	4610	\$ 3,912,377.00	54	Mill and Overlay	100
AP NE	4312	\$ 128,113.00	60	Mill and Overlay	100
AP NE	4305	\$ 808,592.00	49	Mill and Overlay	100
AP GA	4205	\$ 9,127,127.00	58	Mill and Overlay	100
AP N	4168	\$ 490,760.00	0	Reconstruction	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP N	4167	\$ 578,320.00	7	Reconstruction	100
AP N	4165	\$ 522,320.00	7	Reconstruction	100
AP N	4158	\$ 2,383,627.00	9	Reconstruction	100
AP N	4155	\$ 5,041,281.00	52	Mill and Overlay	100
AP N	4145	\$ 2,450,000.00	35	Reconstruction	100
AP N	4140	\$ 4,757,200.00	33	Reconstruction	100
AP N	4125	\$ 2,808,580.00	6	Reconstruction	100
AP N	4105	\$ 4,019,320.00	9	Reconstruction	100
TW E4	1080	\$ 125,895.00	57	Mill and Overlay	100
TW E4	1070	\$ 1,962,559.00	53	Mill and Overlay	100
TW H	806	\$ 936,784.00	55	Mill and Overlay	100
TW E6	805	\$ 266,132.00	58	Mill and Overlay	100
TW G	710	\$ 147,185.00	58	Mill and Overlay	100
TW G	705	\$ 451,489.00	56	Mill and Overlay	100
TW F	605	\$ 822,228.00	51	Mill and Overlay	100
TW E3	522	\$ 43,769.00	49	Mill and Overlay	100
TW E3	520	\$ 124,095.00	61	Mill and Overlay	100
TW E2	510	\$ 144,661.00	51	Mill and Overlay	100
TW E1	501	\$ 76,095.00	59	Mill and Overlay	100
TW E3	420	\$ 545,761.00	61	Mill and Overlay	100
TW E3	417	\$ 166,224.00	28	Reconstruction	100
TW A	150	\$ 905,370.00	64	Mill and Overlay	100
TW A	115	\$ 466,350.00	64	Mill and Overlay	100
TW B	102	\$ 140,226.00	56	Mill and Overlay	100
Total =		\$48,920,675.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for a 10-year

duration. **Table IV** provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	\$ 780,501.76	\$ 48,920,675.52	\$ 49,701,177.28
2016	\$ 759,774.98	\$ 3,788,033.90	\$ 4,547,808.89
2017	\$ 826,832.41	\$ 375,781.64	\$ 1,202,614.04
2018	\$ 829,672.18	\$ 2,619,242.82	\$ 3,448,914.99
2019	\$ 887,576.97	\$ 592,580.53	\$ 1,480,157.50
2020	\$ 472,242.15	\$ 18,465,200.28	\$ 18,937,442.43
2021	\$ 437,515.53	\$ 7,267,136.83	\$ 7,704,652.36
2022	\$ 616,977.07	\$ 289,051.67	\$ 906,028.73
2023	\$ 764,009.17	\$ 2,358,410.39	\$ 3,122,419.56
2024	\$ 983,094.34	\$ 258,638.73	\$ 1,241,733.06
Total	\$ 7,358,196.56	\$ 84,934,752.31	\$ 92,292,948.84

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for

each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.



**ORLANDO
EXECUTIVE
AIRPORT (ORL)**

DISTRICT 5
REGIONAL RELIEVER
AIRPORT
JUNE 2015

STATEWIDE
**Airfield
Pavement
Management**
PROGRAM



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Appendix H	Distress Data – Re-inspection Report

EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 through 2015.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport provided information.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

In January 2015, a PCI survey inspection was performed at Orlando Executive Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 61, representing a Fair overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.



Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
GA APRON	59	59 - 68	FAIR	65	65	X
NORTH APRON	37	0 - 100	VERY POOR	65	65	X
NE APRON	66	50 - 79	FAIR	65	65	X
RUN-UP APRONS	83	81 - 89	SATISFACTORY	65	65	
W APRON	54	31 - 73	POOR	65	65	X
SE SEGMENT OF WEST APRON	72	66 - 86	SATISFACTORY	65	65	X
RUNWAY 13-31	74	74	SATISFACTORY	75	65	X
RUNWAY 7-25	77	74 - 84	SATISFACTORY	75	65	X
TAXIWAY ALPHA	73	65 - 100	SATISFACTORY	65	65	X
TAXIWAY A2	69	69	FAIR	65	65	
TAXIWAY A3	74	74	SATISFACTORY	65	65	
TAXIWAY A4	73	73	SATISFACTORY	65	65	
TAXIWAY A5	77	77 - 78	SATISFACTORY	65	65	
TAXIWAY A6	95	95	GOOD	65	65	
TAXIWAY BRAVO	73	57 - 100	SATISFACTORY	65	65	X
TAXIWAY ECHO	89	72 - 100	GOOD	65	65	
TAXIWAY E1	60	60	FAIR	65	65	X
TAXIWAY E2	58	52 - 80	FAIR	65	65	X
TAXIWAY E3	56	29 - 62	FAIR	65	65	X
TAXIWAY E4	60	54 - 100	FAIR	65	65	X
TAXIWAY E5	76	76	SATISFACTORY	65	65	
TAXIWAY E6	74	59 - 100	SATISFACTORY	65	65	X
TAXIWAY FOXTROT	52	52	POOR	65	65	X
TAXIWAY GOLF	57	57 - 59	FAIR	65	65	X
TAXIWAY HOTEL	56	56	FAIR	65	65	X
TAXIWAY KILO	88	88	GOOD	65	65	

“Action Required” in Table I is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in Table III when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in Table III when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	76	SATISFACTORY
Taxiway	72	SATISFACTORY
Apron	50	POOR

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- West Apron – Sections 4660 and 4665
 - Reconstruction attributed to load, climate, and age of pavement.
- West Apron – Sections 4610, 4640, and 4650
 - Mill and Overlay attributed to climate and age of pavement.
- Northeast Apron – Sections 4305 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- General Aviation Apron – Section 4205
 - Mill and Overlay attributed to climate and age of pavement.
- North Apron – Sections 4105, 4125, 4140, 4145, 4158, 4165, 4167, and 4168
 - Reconstruction attributed to load, climate, and age of pavement.
- North Apron – Section 4155

- Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E4 – Sections 1070 and 1080
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway H – Section 806
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E6 – Section 805
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway G – Sections 705 and 710
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway F – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E3 – Sections 417, 420, 520, and 522
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- ⊙ Taxiway E2 – Section 510
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E1 – Section 501
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A – Sections 115 and 150
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Section 102
 - Mill and Overlay attributed to climate and age of pavement.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Orlando Executive Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP W	4665	\$ 771,620.00	30	Reconstruction	100
AP W	4660	\$ 707,440.00	30	Reconstruction	100
AP W	4650	\$ 1,955,730.00	58	Mill and Overlay	100
AP W	4640	\$ 1,133,445.00	61	Mill and Overlay	100
AP W	4610	\$ 3,912,377.00	54	Mill and Overlay	100
AP NE	4312	\$ 128,113.00	60	Mill and Overlay	100
AP NE	4305	\$ 808,592.00	49	Mill and Overlay	100
AP GA	4205	\$ 9,127,127.00	58	Mill and Overlay	100
AP N	4168	\$ 490,760.00	0	Reconstruction	100

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP N	4167	\$ 578,320.00	7	Reconstruction	100
AP N	4165	\$ 522,320.00	7	Reconstruction	100
AP N	4158	\$ 2,383,627.00	9	Reconstruction	100
AP N	4155	\$ 5,041,281.00	52	Mill and Overlay	100
AP N	4145	\$ 2,450,000.00	35	Reconstruction	100
AP N	4140	\$ 4,757,200.00	33	Reconstruction	100
AP N	4125	\$ 2,808,580.00	6	Reconstruction	100
AP N	4105	\$ 4,019,320.00	9	Reconstruction	100
TW E4	1080	\$ 125,895.00	57	Mill and Overlay	100
TW E4	1070	\$ 1,962,559.00	53	Mill and Overlay	100
TW H	806	\$ 936,784.00	55	Mill and Overlay	100
TW E6	805	\$ 266,132.00	58	Mill and Overlay	100
TW G	710	\$ 147,185.00	58	Mill and Overlay	100
TW G	705	\$ 451,489.00	56	Mill and Overlay	100
TW F	605	\$ 822,228.00	51	Mill and Overlay	100
TW E3	522	\$ 43,769.00	49	Mill and Overlay	100
TW E3	520	\$ 124,095.00	61	Mill and Overlay	100
TW E2	510	\$ 144,661.00	51	Mill and Overlay	100
TW E1	501	\$ 76,095.00	59	Mill and Overlay	100
TW E3	420	\$ 545,761.00	61	Mill and Overlay	100
TW E3	417	\$ 166,224.00	28	Reconstruction	100
TW A	150	\$ 905,370.00	64	Mill and Overlay	100
TW A	115	\$ 466,350.00	64	Mill and Overlay	100
TW B	102	\$ 140,226.00	56	Mill and Overlay	100
Total =		\$48,920,675.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for a 10-year

duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

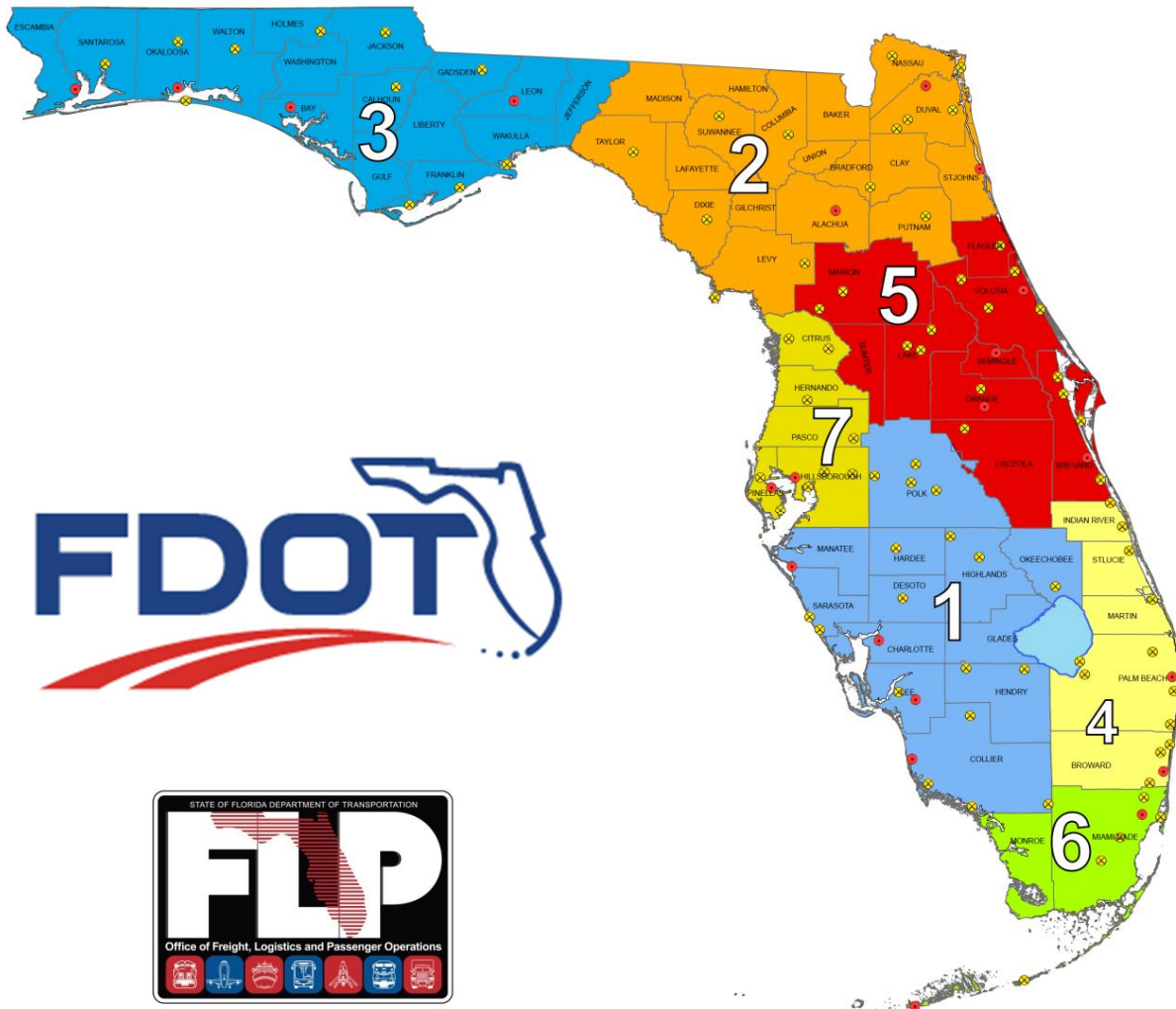
Year	Preventative	Major M&R	Total Year Cost
2015	\$ 780,501.76	\$ 48,920,675.52	\$ 49,701,177.28
2016	\$ 759,774.98	\$ 3,788,033.90	\$ 4,547,808.89
2017	\$ 826,832.41	\$ 375,781.64	\$ 1,202,614.04
2018	\$ 829,672.18	\$ 2,619,242.82	\$ 3,448,914.99
2019	\$ 887,576.97	\$ 592,580.53	\$ 1,480,157.50
2020	\$ 472,242.15	\$ 18,465,200.28	\$ 18,937,442.43
2021	\$ 437,515.53	\$ 7,267,136.83	\$ 7,704,652.36
2022	\$ 616,977.07	\$ 289,051.67	\$ 906,028.73
2023	\$ 764,009.17	\$ 2,358,410.39	\$ 3,122,419.56
2024	\$ 983,094.34	\$ 258,638.73	\$ 1,241,733.06
Total	\$ 7,358,196.56	\$ 84,934,752.31	\$ 92,292,948.84

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for

each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows 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 entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

The Florida Department of Transportation (FDOT) Central Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, to provide services in support of the Central Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 through 2015.

This individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance repair and major rehabilitation planning associated with the SAPMP update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Briefly describe the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In 2006-2008, the SAPMP was updated again with continued use of the MicroPAVER system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (<http://www.dot.state.fl.us/aviation/pavement.shtm>) was established for input of data.

In 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

The FDOT Central Office Airport Engineering Manager serves as the Aviation and Spaceport Office Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the Consultant. The ASO-PM has review and approval authority for each program task and manages the day-to-day details of the SAPMP and the pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceport Manager and Development Administrator.

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a

current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections.

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and

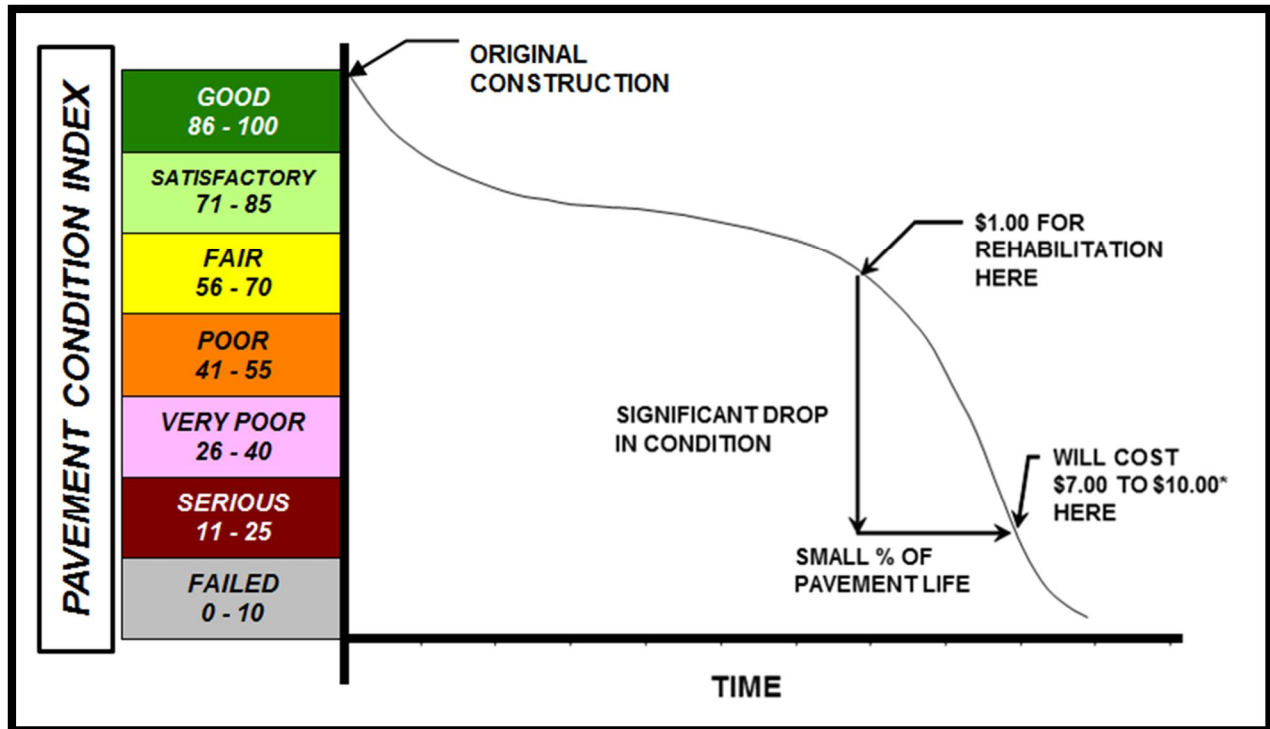
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7B *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle



Source: FAA Advisory Circular 150 5380-7B Airport Pavement Management Program

Note that during approximately the first 75% of a pavement’s life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in ‘Good’ and ‘Satisfactory’ conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport owner, manager, and agency responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-12. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-12. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazeing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified

using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6C and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use, composition, and history can be found in SECTION 2 AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

Flexible Pavements Asphalt Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	Taxiways, Aprons, Others
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	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	Taxiways, Aprons, Others
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	20% but ≤ 20	10% but ≤ 10

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 and MicroPAVER (also known currently as PAVER) software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete



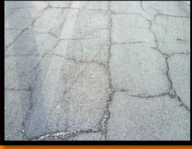
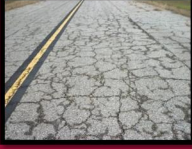
	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as pavement mill and overlay or PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Figure 1-3: Rigid Pavement, Portland Cement Concrete

	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments, patches, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64	40		Pavements that have deteriorated below a PCI 64, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as Slab replacement and PCC restoration activity.
MAJOR RECONSTRUCTION	0 - 39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

Using the ASTM D 5340-12 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Orlando Executive Airport (ORL) is located in Orlando, Florida, in Orange County. It is owned and operated by the Greater Orlando Aviation Authority (GOAA). The Airport is served by two runways, with Runway 7-25 being the primary which is 150-ft wide by 6,004-ft long. The secondary runway, Runway 13-31, is 100-ft wide and 4,625-ft long. Runway 7-25 is served by parallel Taxiway Alpha and Runway 13-31 is served by parallel Taxiway Echo. An FBO apron is located on the west side of the property. There are aprons on the north side of the property serving GA and charter aircraft and T-Hangar taxiways are located on the northeast area of the property. This airport is designated as a Regional Reliever airport and is located in District 5 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

Orlando Executive Airport was established in 1928 as Orlando Municipal Airport, the first commercial airport in Central Florida. The United States Army Air Corps took control of the airport in 1940 as a training facility under the name Orlando Army Air Base. In 1946, the airport was released to the City of Orlando and dubbed Orlando Municipal Airport. In 1961, it was renamed Herndon Airport and served primarily commercial air service to what is now Orlando International Airport. In 1976, the property was turned over to the Greater Orlando Aviation Authority and its current name was established in 1998.

2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch

feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history of which is factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the

subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Section Location	Work Type/Pavement Section
2012	WEST APRON	ASPHALT PAVEMENT REHABILITATION
2012	NORTH RAMP	REHABILITATION; 4 INCH P-401 ASPHALT FOR GRASS AREA, RECONSTRUCT 2 TO 4 INCHES OF P-401 AC, SEAL COAT EXISTING PAVEMENT
2015	TAXIWAYS B, E & E6	2 INCH MILL AND OVERLAY ASPHALT PAVEMENT ; TW E6 REALIGNMENT / TOTAL RECONSTRUCTION 4" P-401, 10" P-219
2015	WEST APRON	SEAL COAT

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

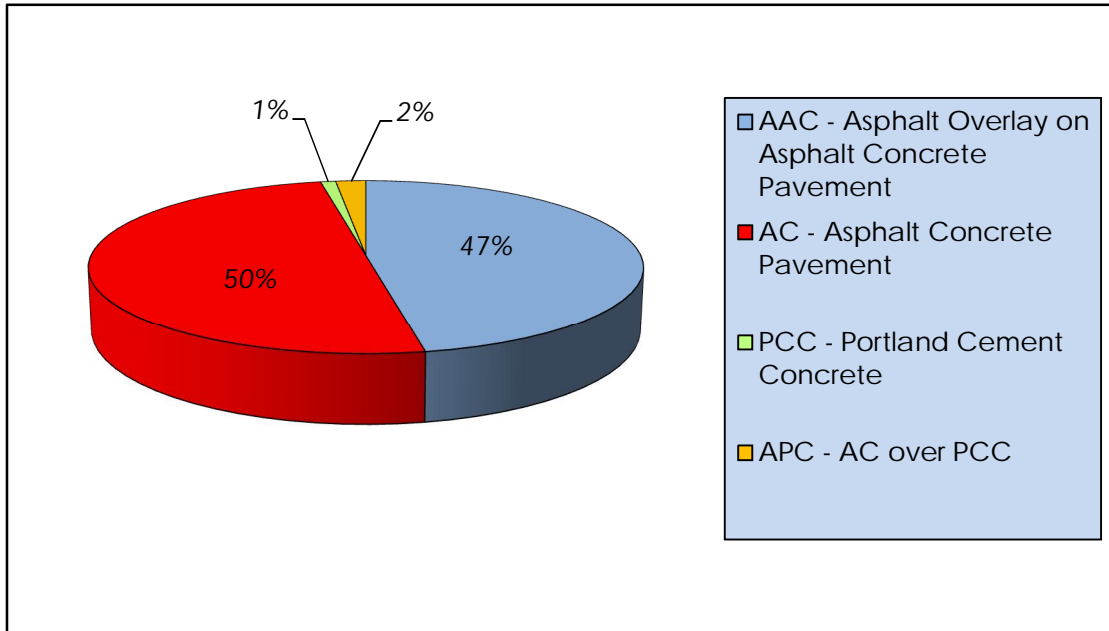
2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Orlando Executive Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	26	
Number of Sections	76	
Sample Units	197	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,346,586	23%
Taxiway	1,389,162	23%
Apron	3,183,087	54%
Total =	5,918,835	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	2,922,266	50%
Asphalt Overlay (AAC)	2,803,068	47%
Portland Cement Concrete (PCC)	63,119	1%
AC over PCC (APC)	130,382	2%

Figure 2-1: Airfield Pavement Type



Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 13-31	RW 13-31	6205	445,836	P	AAC	1/1/1999	18	90
RUNWAY 7-25	RW 7-25	6110	300,250	P	AAC	1/2/2001	12	60
RUNWAY 7-25	RW 7-25	6105	600,500	T	AAC	1/2/2001	20	120
RUN-UP APRONS	AP RU	5120	41,840	P	AC	1/1/2001	1	6
RUN-UP APRONS	AP RU	5115	36,282	P	AC	1/1/2001	1	5
RUN-UP APRONS	AP RU	5110	25,880	P	AC	1/1/2001	1	4
SE SEGMENT OF WEST APRON	AP W SEGM	4810	79,030	P	AAC	1/1/2012	3	17
SE SEGMENT OF WEST APRON	AP W SEGM	4805	182,930	P	AAC	1/1/2001	4	36
W APRON	AP W	4665	38,581	P	PCC	1/1/1997	1	6
W APRON	AP W	4660	35,372	P	AC	1/1/1997	1	10
W APRON	AP W	4650	130,382	P	APC	12/1/1998	4	26



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
W APRON	AP W	4640	75,563	P	AAC	12/1/1998	3	16
W APRON	AP W	4610	260,825	P	AC	1/1/1999	6	60
W APRON	AP W	4605	35,100	P	AAC	1/1/2002	1	8
NE APRON	AP NE	4320	53,040	P	AAC	1/1/2007	2	15
NE APRON	AP NE	4315	24,518	P	AAC	1/1/2007	1	7
NE APRON	AP NE	4312	8,541	P	AC	12/25/1999	1	3
NE APRON	AP NE	4305	52,643	P	AC	1/1/1984	2	11
GA APRON	AP GA	4230	23,614	P	AC	12/25/1999	1	7
GA APRON	AP GA	4205	608,475	P	AC	1/1/1984	10	117
NORTH APRON	AP N	4175	48,997	P	AC	1/1/1960	2	11
NORTH APRON	AP N	4170	88,377	P	AAC	1/1/1984	3	18
NORTH APRON	AP N	4169	72,939	P	AC	9/1/2012	3	16
NORTH APRON	AP N	4168	24,538	P	PCC	1/1/2005	1	5
NORTH APRON	AP N	4167	28,916	P	AC	1/1/1984	1	5
NORTH APRON	AP N	4166	20,175	P	AC	9/1/2012	1	5
NORTH APRON	AP N	4165	26,116	P	AC	1/1/1984	1	6
NORTH APRON	AP N	4162	3,391	P	AC	1/1/1991	1	1
NORTH APRON	AP N	4158	119,181	P	AAC	1/1/2002	3	29
NORTH APRON	AP N	4155	336,085	P	AC	1/1/1984	7	69
NORTH APRON	AP N	4145	122,500	P	AC	1/1/1968	2	21
NORTH APRON	AP N	4140	237,860	P	AC	1/1/1979	6	52
NORTH APRON	AP N	4125	140,429	P	AC	1/1/1978	3	28
NORTH APRON	AP N	4105	200,966	T	AC	1/1/1979	5	44
TAXIWAY E4	TW E4	1110	18,006	T	AAC	12/25/2015	1	3



Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY E4	TW E4	1105	5,703	T	AC	1/1/1991	1	1
TAXIWAY E4	TW E4	1080	8,393	P	AAC	1/1/1977	1	2
TAXIWAY E4	TW E4	1070	130,837	P	AAC	1/1/1977	3	29
TAXIWAY E6	TW E6	820	11,139	P	AC	12/25/2015	1	3
TAXIWAY H	TW H	806	62,452	P	AC	1/1/1983	3	16
TAXIWAY E6	TW E6	805	17,742	P	AC	1/1/1984	1	3
TAXIWAY G	TW G	710	9,812	P	AC	1/1/1988	1	2
TAXIWAY G	TW G	705	30,099	P	AC	1/1/1984	2	7
TAXIWAY K	TW K	610	27,266	P	AC	1/1/1999	1	6
TAXIWAY F	TW F	605	54,815	P	AC	1/1/1984	2	13
TAXIWAY E5	TW E5	560	13,215	P	AC	1/1/1991	1	3
TAXIWAY E	TW E	550	52,982	P	AAC	12/25/2015	2	13
TAXIWAY E	TW E	545	8,134	P	AAC	12/25/2015	1	2
TAXIWAY E	TW E	540	21,996	P	AAC	12/25/2015	1	5
TAXIWAY E	TW E	530	45,391	P	AAC	12/25/2015	2	11
TAXIWAY E3	TW E3	522	2,869	P	AC	1/1/1983	1	1
TAXIWAY E3	TW E3	520	8,273	P	AC	1/1/1983	1	3
TAXIWAY E2	TW E2	512	2,687	P	AC	1/1/1983	1	1
TAXIWAY E2	TW E2	510	9,644	P	AC	1/1/1983	1	3
TAXIWAY E	TW E	505	78,110	P	AC	1/1/1983	3	20
TAXIWAY E1	TW E1	501	5,073	T	AC	1/1/1977	1	1
TAXIWAY A5	TW A5	425	9,443	P	AAC	1/1/1997	1	2
TAXIWAY E3	TW E3	420	36,384	P	AC	1/1/1984	3	10
TAXIWAY E3	TW E3	417	8,311	P	AC	1/1/1977	1	2



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Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A5	TW A5	405	37,115	P	AAC	1/1/1997	1	8
TAXIWAY A	TW A	150	60,358	P	AC	1/1/1963	2	12
TAXIWAY A4	TW A4	140	15,668	P	AC	1/1/1999	1	4
TAXIWAY A3	TW A3	130	56,163	P	AAC	1/1/1997	3	13
TAXIWAY A	TW A	125	271,468	P	AAC	1/1/1997	7	73
TAXIWAY A2	TW A2	120	30,935	P	AAC	1/1/1997	1	8
TAXIWAY A	TW A	118	9,702	P	AAC	12/25/2015	1	2
TAXIWAY A	TW A	117	22,912	P	AC	1/1/1984	1	4
TAXIWAY A	TW A	116	17,575	P	AC	1/1/1984	1	3
TAXIWAY A	TW A	115	31,090	P	AC	1/1/1984	1	9
TAXIWAY A	TW A	114	10,625	P	AC	1/1/1999	1	2
TAXIWAY A6	TW A6	113	27,094	P	AC	1/1/2001	1	7
TAXIWAY A	TW A	111	15,536	P	AAC	1/1/1997	1	4
TAXIWAY B	TW B	105	20,389	P	AAC	12/25/2015	1	5
TAXIWAY A	TW A	104	12,155	P	AC	1/1/2001	1	2
TAXIWAY B	TW B	103	62,250	P	AAC	1/1/1999	3	17
TAXIWAY B	TW B	102	9,348	P	AC	1/1/1991	1	2

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-12, released in 2013, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analysis.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

- a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

- b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction

contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

Distress Updates to Reflect ASTM 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction - Low	New
	N/A	(76) Alkali Silica Reaction - Medium	New
	N/A	(76) Alkali Silica Reaction - High	New

3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-12 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Table 3-2: Airfield Pavement Distresses for Portland Cement Concrete

Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2015 at Orlando Executive Airport, the overall weighted average PCI value is 61 representing a condition rating of Fair.

The Airport exhibited overall pavement distresses associated with loading, subgrade quality, climate and age. Asphalt concrete pavement distresses include: weathering, raveling, block cracking, longitudinal and transverse cracking, depressions, patching, and swelling. Portland cement concrete pavement distresses include: corner break, longitudinal, transverse, and diagonal cracking; joint seal damage; joint and corner spalling; and scaling, crazing, and map cracking.

Runway 13-31 was in Satisfactory condition, exhibiting low severity longitudinal and transverse cracking, raveling, weathering and swelling. These are common distresses for Asphalt pavements of similar age. Isolated instances of medium severity raveling and low severity depressions were also observed.

Runway 7-25 was also in Satisfactory condition, exhibiting very similar pavement distresses to Runway 13-13. Medium severity longitudinal and transverse cracking was also recorded at multiple locations along the runway.

Pavements on Taxiways Alpha and Bravo were in Satisfactory to Fair condition. Typical distresses include low and medium severity longitudinal and transverse cracking, low and medium severity weathering and raveling, low severity swelling, low severity patching, and low severity depressions. These are climate, subgrade quality, and age related distresses.

Pavements on Taxiways Echo, Foxtrot, Golf, Hotel and Kilo generally ranged from Good to Fair condition. Typical distresses include low, medium and high severity longitudinal and transverse cracking; low, medium, and high severity weathering and raveling; low severity swelling; low severity patching; low severity block cracking; and low and medium severity depression. These are climate, subgrade quality, and age related distresses. Only the portions of Taxiway Echo south of Runway 7-25 were included in the recent inspections due to the upcoming rehabilitation of the northern portion of Taxiway Echo from Runway 7-25 to the end of Runway 13. These pavement sections were not inspected and have been reset to a PCI of 100.

Some areas of these taxiways exhibited more severe distresses. The west and central areas of Taxiway Echo, Taxiway E-6, and the north end of Taxiway E-3 were in Poor to Very Poor condition. These areas commonly exhibited medium severity weathering and raveling, high severity longitudinal and transverse cracking, and medium severity block cracking. These are typical distresses in pavements over twenty years old.

The North Apron was not inspected last inspection due to scheduled rehabilitation throughout. Since last inspection, the ramp had still not underwent rehabilitation and was included for this round of inspections. The North Apron conditions ranged from Satisfactory to Failed, with extensive low, medium and high severity block cracking being recorded throughout.

The GA Apron, Northeast Apron, and West Apron pavements were generally in Good to Poor condition with similar distresses to those found on the taxiways. Two

sections on the north end of the West Apron were in Serious condition. In these areas, block cracking, weathering, and depression were widespread distresses in the asphalt pavement. Longitudinal, transverse, and diagonal cracking; corner break; and joint spalling were widespread distresses in the PCC pavement.

Appendix B contains Table B-1 which summarizes the Section Condition Values and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section. Appendix C contains MicroPAVER reports of PCI results by Branch and Section. Appendix H includes the most current detailed distress data generated by MicroPAVER for each inspected sample unit for this update.

The pavement condition at Orlando Executive Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport’s airfield conditions according to area and use.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

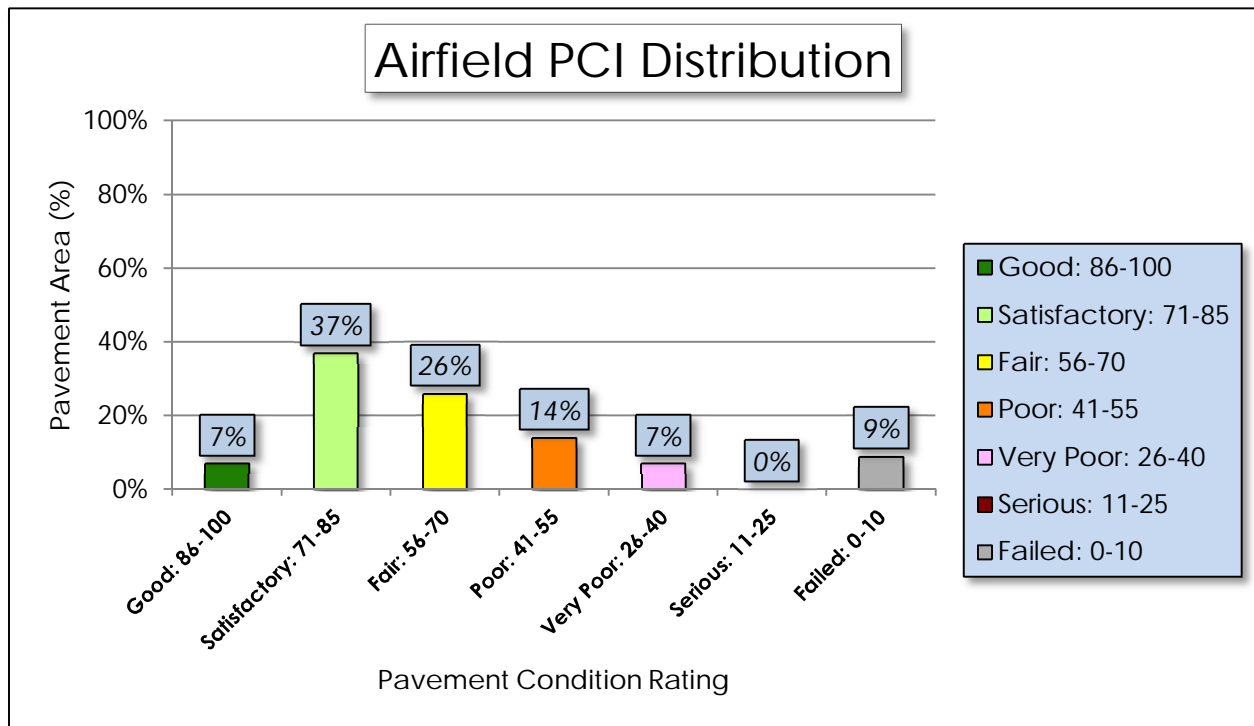


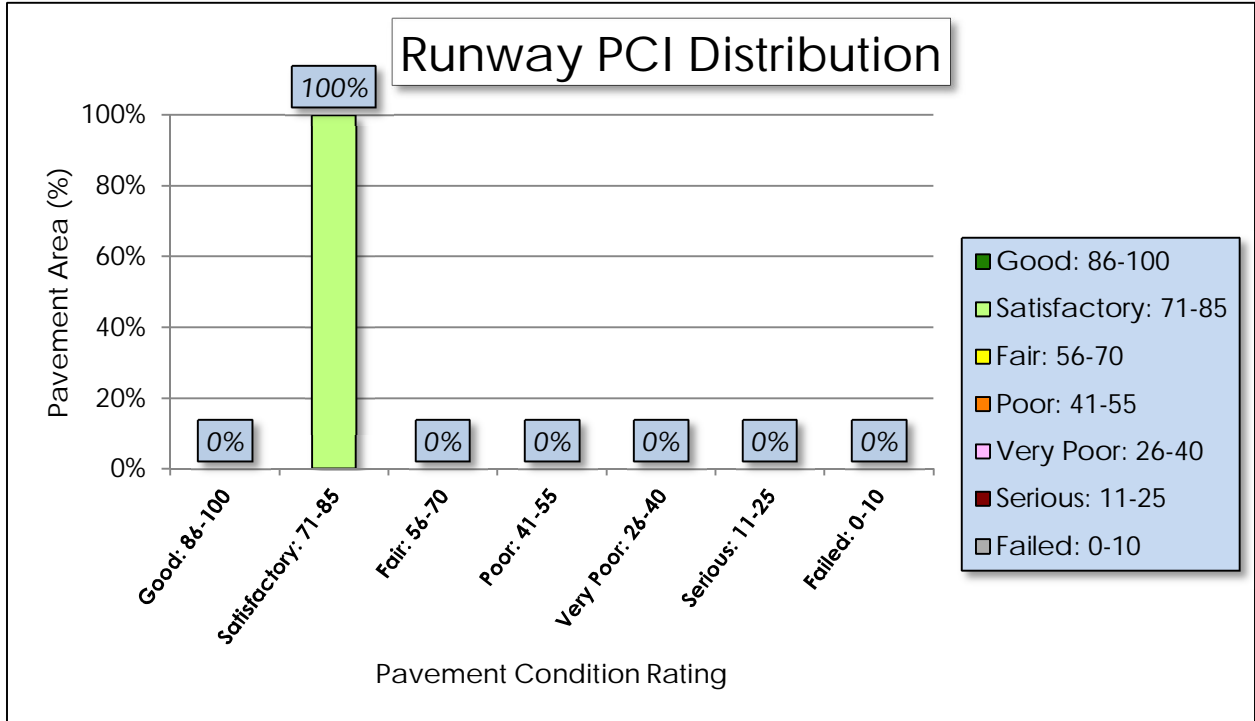
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	76	SATISFACTORY
Taxiway	72	SATISFACTORY
Apron	50	POOR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	440,124	7%
Satisfactory	2,117,643	37%
Fair	1,530,579	26%
Poor	847,719	14%
Very Poor	442,624	7%
Serious	-	0%
Failed	540,146	9%

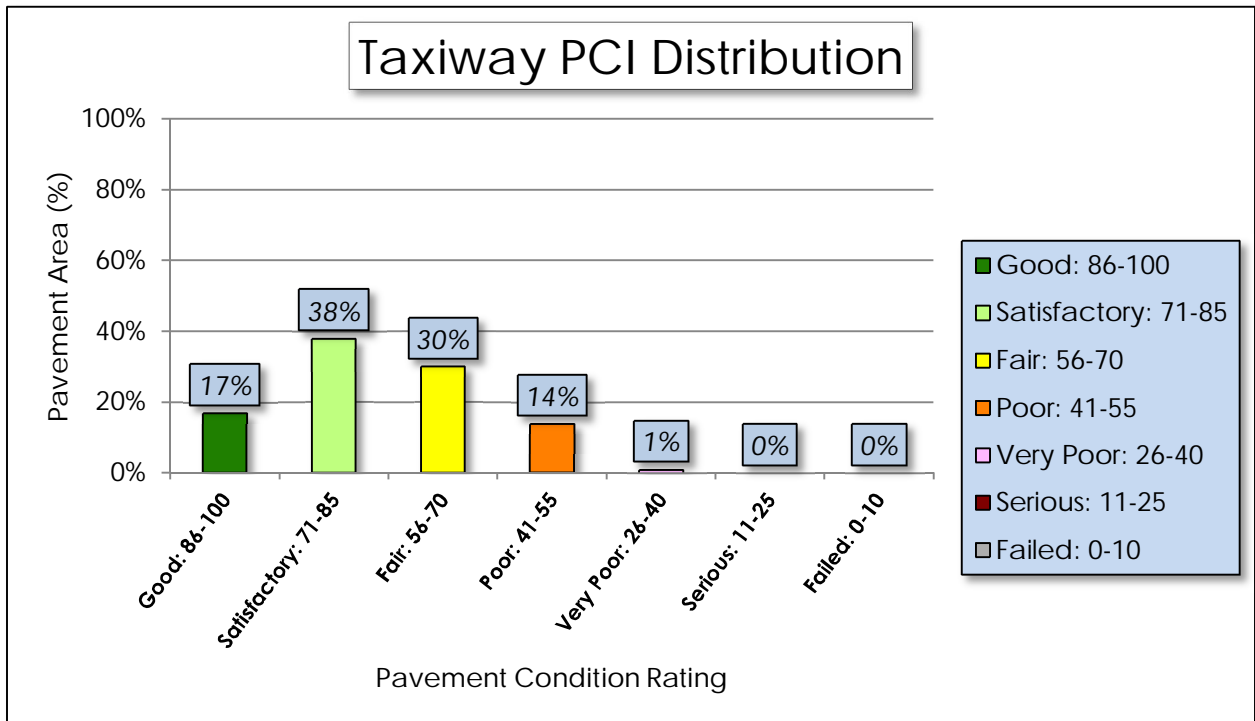
Approximately 44% of the airfield network is in Good and Satisfactory condition, while 30% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

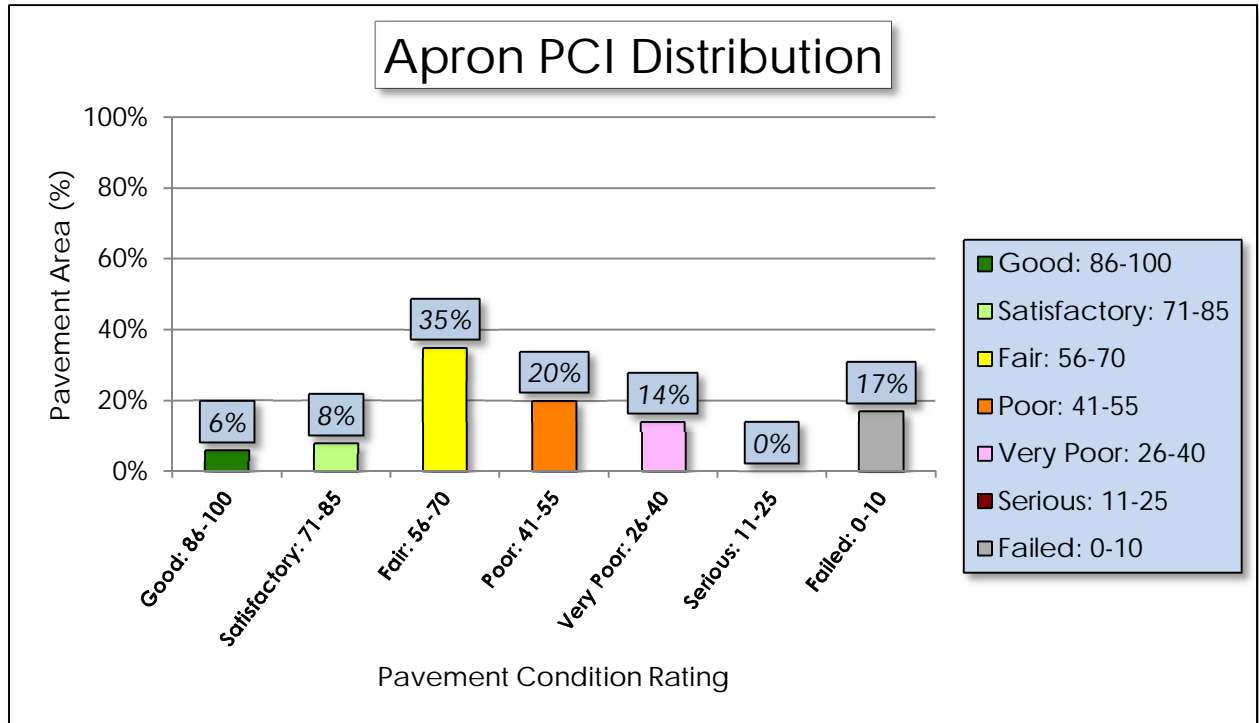
(a) Runway



(b) Taxiway



(c) Apron



4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

- AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

- >FACILITY USE (Runway, Taxiway, or Apron)

- >>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Orlando Executive Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

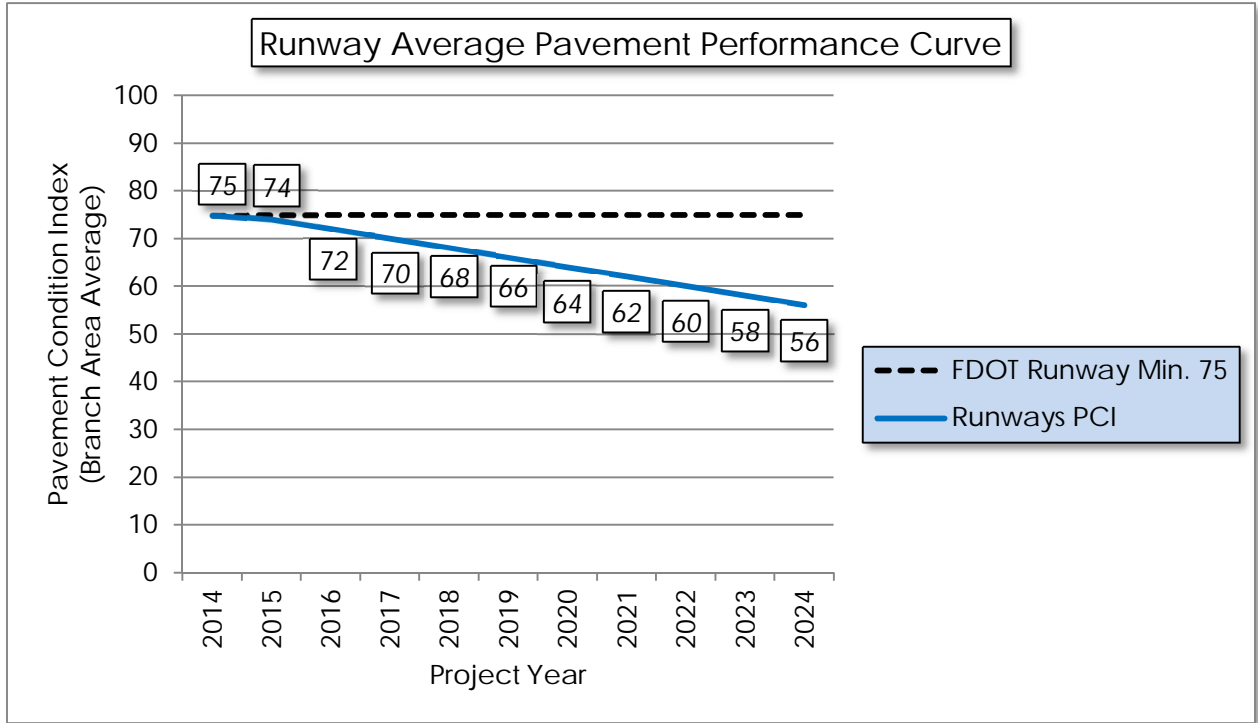


Figure 4-2: Taxiway Pavement Performance Prediction Summary

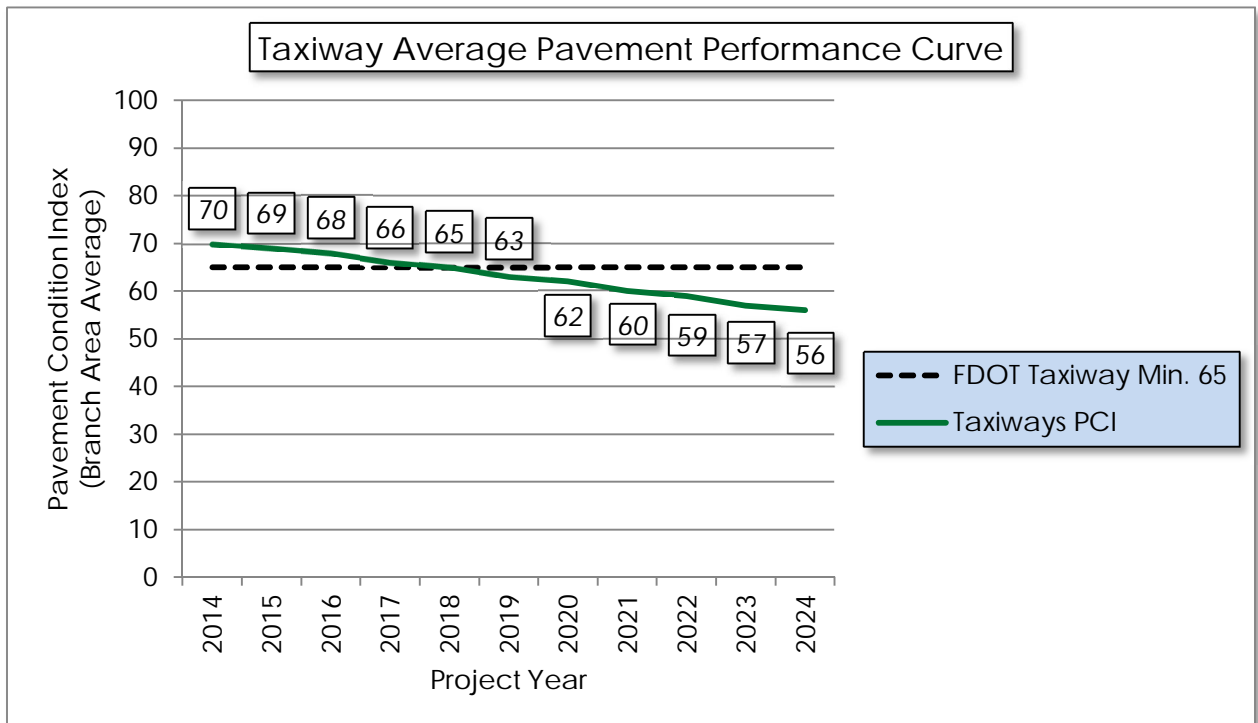
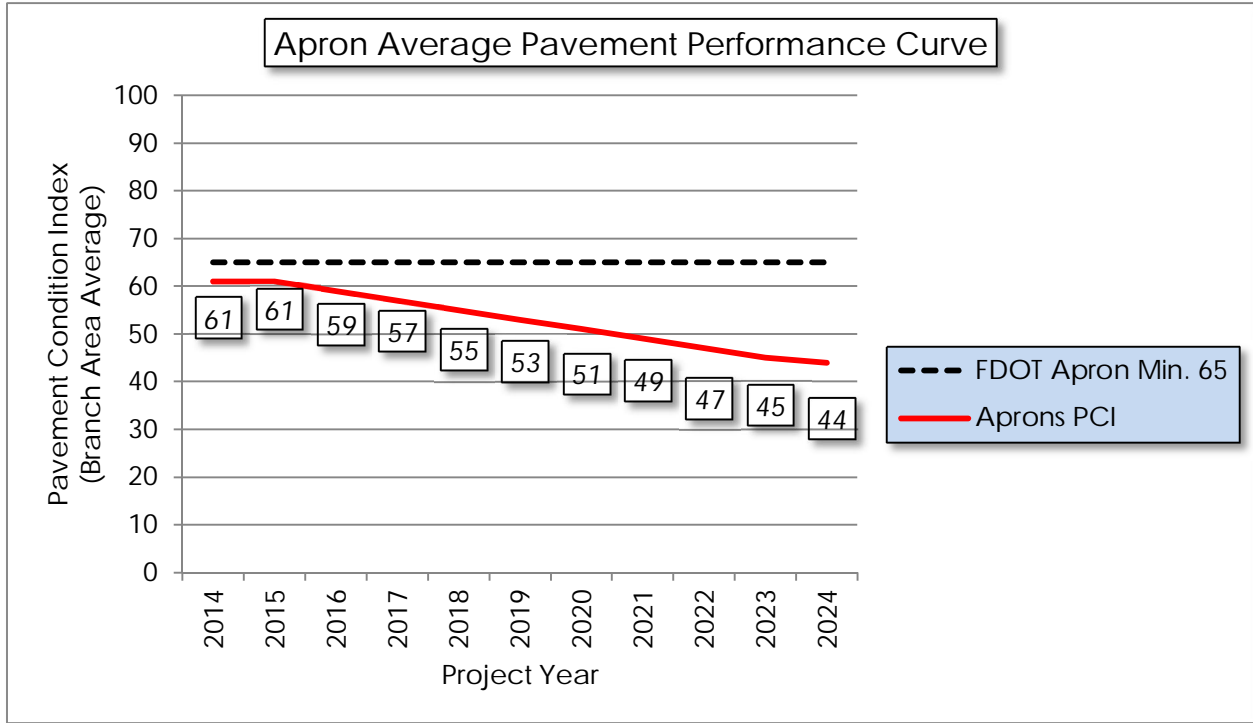


Figure 4-3: Apron Pavement Performance Prediction Summary



Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport’s airfield pavement infrastructure.

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
56	Swelling	M, H	Full Depth Pavement Patch	Square Feet	
57	Weathering	M, H	Seal Coat Treatment	Square Feet	

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of

pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing “worst first” major rehabilitation may cost much more over the life of a pavement.

Table 5-3: Critical and Minimum Service Level PCI for Regional Reliever Airports

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	65	65
Apron	65	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC)	75 - 90
	▪ Partial Depth Patching (AC)	
	▪ Full Depth Patching (AC/PCC)	
	▪ Surface Treatment (AC)	
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74
	▪ Concrete Pavement Restoration (PCC)	
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement

reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; per the treatments described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	\$5.00	Square Feet
	Partial Depth Pavement Patch	\$3.00	Square Feet
	Seal Coat Treatment	\$0.55	Square Feet
	Crack Sealing	\$2.75	Linear Feet
	Slurry Seal Coat Treatment	\$0.55	Square Feet
	Grinding / Removal	\$2.10	Square Feet

Table 5-6: PCC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	\$45.00	Square Feet
	Partial Patch - PCC	\$19.10	Square Feet
	Crack Sealing - PCC	\$4.25	Linear Feet
	Joint Seal Repair (Local)	\$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	\$45.00	Square Feet
	Micro-mill and Seal - PCC	\$1.00	Square Feet
	Seal Coat Treatment	\$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport’s airfield pavement network’s overall area weighted PCI and used to plan

future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for Regional Reliever Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	\$10.00
	▪ Concrete Pavement Restoration (PCC)		\$15.00
	▪ Full Depth Pavement Reconstruction	0 - 39	\$20.00

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

Airports should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning level classifications only. Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it.

Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP GA	4205	\$ 9,127,127.00	58	Mill and Overlay	100
2015	AP N	4105	\$ 4,019,320.00	9	Reconstruction	100
2015	AP N	4125	\$ 2,808,580.00	6	Reconstruction	100
2015	AP N	4140	\$ 4,757,200.00	33	Reconstruction	100
2015	AP N	4145	\$ 2,450,000.00	35	Reconstruction	100
2015	AP N	4155	\$ 5,041,281.00	52	Mill and Overlay	100
2015	AP N	4158	\$ 2,383,627.00	9	Reconstruction	100
2015	AP N	4165	\$ 522,320.00	7	Reconstruction	100
2015	AP N	4167	\$ 578,320.00	7	Reconstruction	100
2015	AP N	4168	\$ 490,760.00	0	Reconstruction	100
2015	AP NE	4305	\$ 808,592.00	49	Mill and Overlay	100
2015	AP NE	4312	\$ 128,113.00	60	Mill and Overlay	100
2015	AP W	4610	\$ 3,912,377.00	54	Mill and Overlay	100
2015	AP W	4640	\$ 1,133,445.00	61	Mill and Overlay	100
2015	AP W	4650	\$ 1,955,730.00	58	Mill and Overlay	100
2015	AP W	4660	\$ 707,440.00	30	Reconstruction	100
2015	AP W	4665	\$ 771,620.00	30	Reconstruction	100
2015	TW A	115	\$ 466,350.00	64	Mill and Overlay	100
2015	TW A	150	\$ 905,370.00	64	Mill and Overlay	100
2015	TW B	102	\$ 140,226.00	56	Mill and Overlay	100
2015	TW E1	501	\$ 76,095.00	59	Mill and Overlay	100
2015	TW E2	510	\$ 144,661.00	51	Mill and Overlay	100
2015	TW E3	417	\$ 166,224.00	28	Reconstruction	100
2015	TW E3	420	\$ 545,761.00	61	Mill and Overlay	100
2015	TW E3	520	\$ 124,095.00	61	Mill and Overlay	100
2015	TW E3	522	\$ 43,769.00	49	Mill and Overlay	100
2015	TW E4	1070	\$ 1,962,559.00	53	Mill and Overlay	100
2015	TW E4	1080	\$ 125,895.00	57	Mill and Overlay	100
2015	TW E6	805	\$ 266,132.00	58	Mill and Overlay	100
2015	TW F	605	\$ 822,228.00	51	Mill and Overlay	100
2015	TW G	705	\$ 451,489.00	56	Mill and Overlay	100
2015	TW G	710	\$ 147,185.00	58	Mill and Overlay	100
2015	TW H	806	\$ 936,784.00	55	Mill and Overlay	100
2016	AP W SEGM	4805	\$ 2,826,271.00	63	Mill and Overlay	100
2016	TW B	103	\$ 961,763.00	65	Mill and Overlay	100
2017	AP GA	4230	\$ 375,782.00	64	Mill and Overlay	100

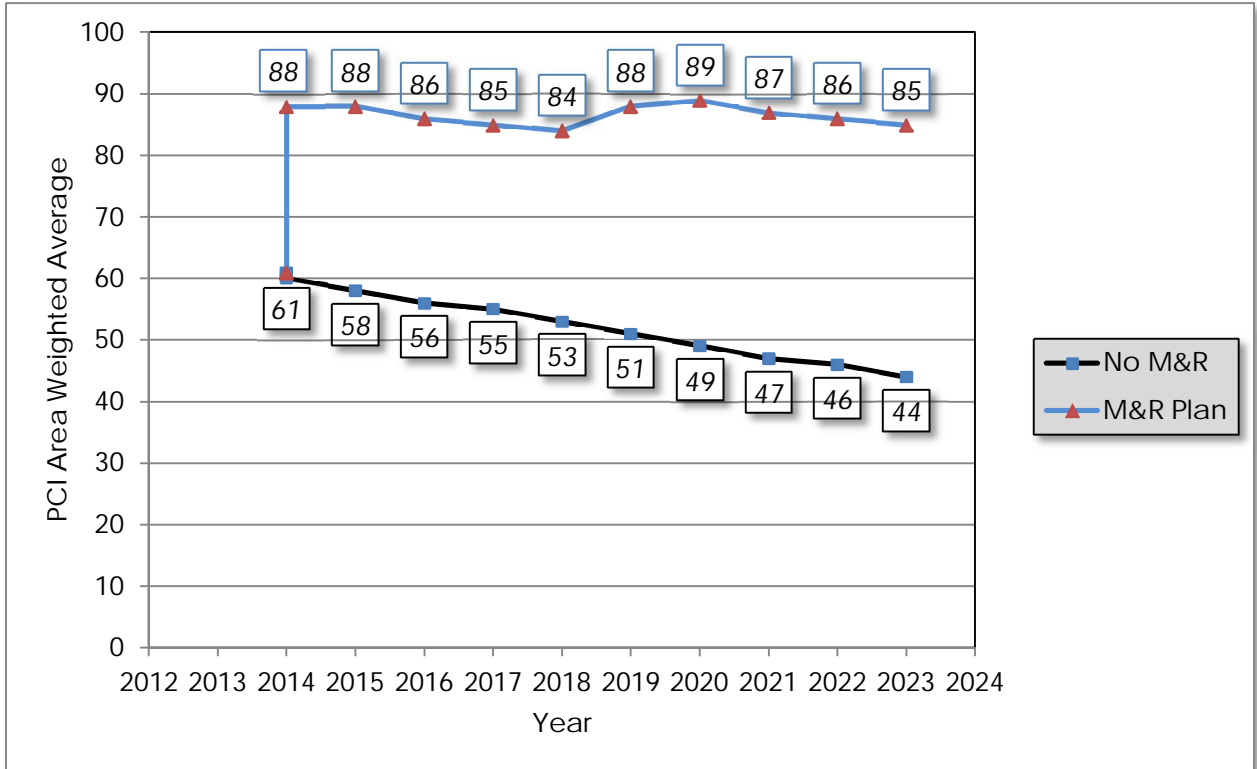


Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	AP N	4170	\$ 1,448,576.00	64	Mill and Overlay	100
2018	TW A	116	\$ 288,073.00	64	Mill and Overlay	100
2018	TW A	117	\$ 375,542.00	64	Mill and Overlay	100
2018	TW A2	120	\$ 507,051.00	64	Mill and Overlay	100
2019	AP W	4605	\$ 592,581.00	65	Mill and Overlay	100
2020	AP N	4162	\$ 58,972.00	65	Mill and Overlay	100
2020	RW 13-31	6205	\$ 7,752,697.00	65	Mill and Overlay	100
2020	RW 7-25	6105	\$10,442,164.00	65	Mill and Overlay	100
2020	TW A	104	\$ 211,368.00	64	Mill and Overlay	100
2021	TW A	125	\$ 4,862,210.00	65	Mill and Overlay	100
2021	TW A3	130	\$ 1,005,924.00	64	Mill and Overlay	100
2021	TW E	505	\$ 1,399,003.00	64	Mill and Overlay	100
2022	TW A4	140	\$ 289,052.00	64	Mill and Overlay	100
2023	AP NE	4315	\$ 465,887.00	64	Mill and Overlay	100
2023	AP NE	4320	\$ 1,007,846.00	64	Mill and Overlay	100
2023	TW A5	405	\$ 705,245.00	65	Mill and Overlay	100
2023	TW A5	425	\$ 179,433.00	64	Mill and Overlay	100
2024	TW E5	560	\$ 258,639.00	64	Mill and Overlay	100
Total =			\$84,934,754.00			

*Costs are adjusted for inflation at 3%.

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or “unlimited budget” Major Rehabilitation Program is compared to a “No Major Rehabilitation Program” scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 41 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

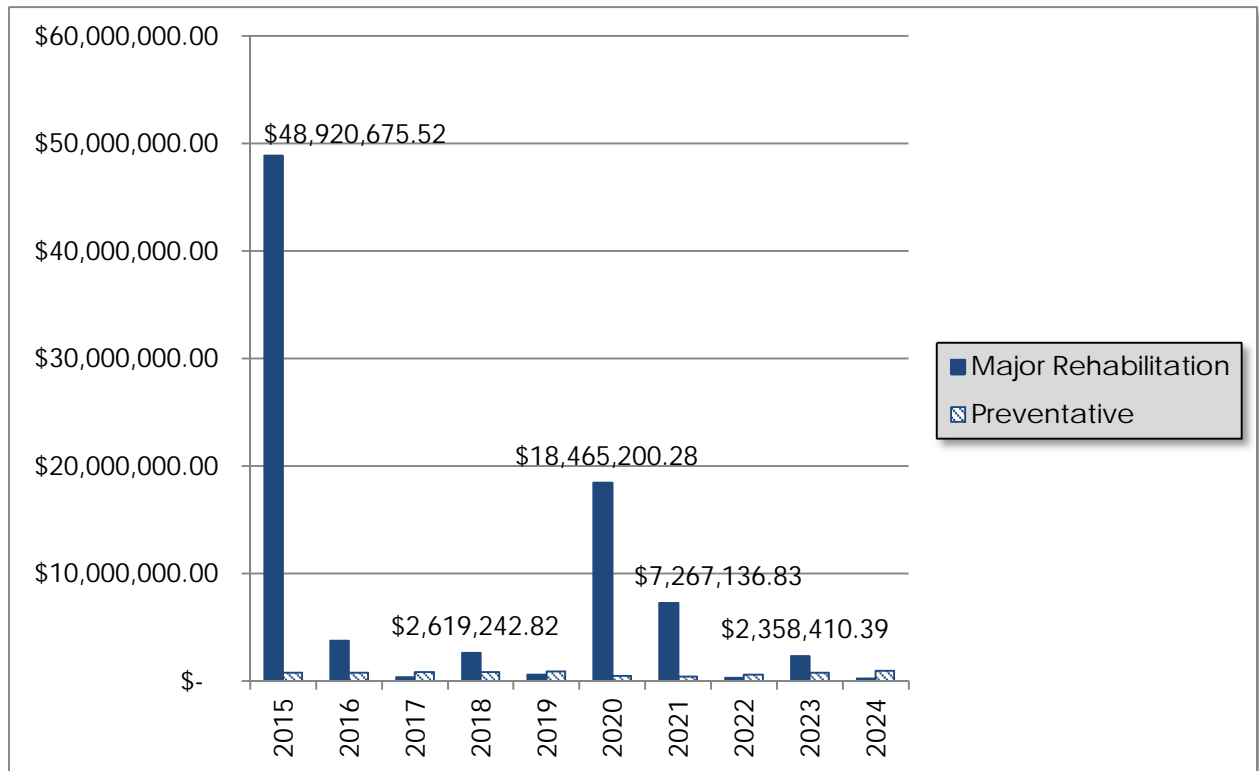
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project’s feasibility and desirability based on the airport’s future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1 provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	\$ 780,501.76	\$ 48,920,675.52	\$ 49,701,177.28
2016	\$ 759,774.98	\$ 3,788,033.90	\$ 4,547,808.89
2017	\$ 826,832.41	\$ 375,781.64	\$ 1,202,614.04
2018	\$ 829,672.18	\$ 2,619,242.82	\$ 3,448,914.99
2019	\$ 887,576.97	\$ 592,580.53	\$ 1,480,157.50
2020	\$ 472,242.15	\$ 18,465,200.28	\$ 18,937,442.43
2021	\$ 437,515.53	\$ 7,267,136.83	\$ 7,704,652.36
2022	\$ 616,977.07	\$ 289,051.67	\$ 906,028.73
2023	\$ 764,009.17	\$ 2,358,410.39	\$ 3,122,419.56
2024	\$ 983,094.34	\$ 258,638.73	\$ 1,241,733.06
Total =			\$ 92,292,948.84

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary



According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- West Apron – Sections 4660 and 4665
 - Reconstruction attributed to load, climate, and age of pavement.
- West Apron – Sections 4610, 4640, and 4650
 - Mill and Overlay attributed to climate and age of pavement.
- Northeast Apron – Sections 4305 and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- General Aviation Apron – Section 4205
 - Mill and Overlay attributed to climate and age of pavement.
- North Apron – Sections 4105, 4125, 4140, 4145, 4158, 4165, 4167, and 4168
 - Reconstruction attributed to load, climate, and age of pavement.
- North Apron – Section 4155
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E4 – Sections 1070 and 1080
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway H – Section 806
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E6 – Section 805

- Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway G – Sections 705 and 710
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway F – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway E3 – Sections 417, 420, 520, and 522
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- ◎ Taxiway E2 – Section 510
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway E1 – Section 501
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway A – Sections 115 and 150
 - Mill and Overlay attributed to climate and age of pavement.
- ◎ Taxiway B – Section 102
 - Mill and Overlay attributed to climate and age of pavement.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-12. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

9. RECOMMENDATIONS

The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

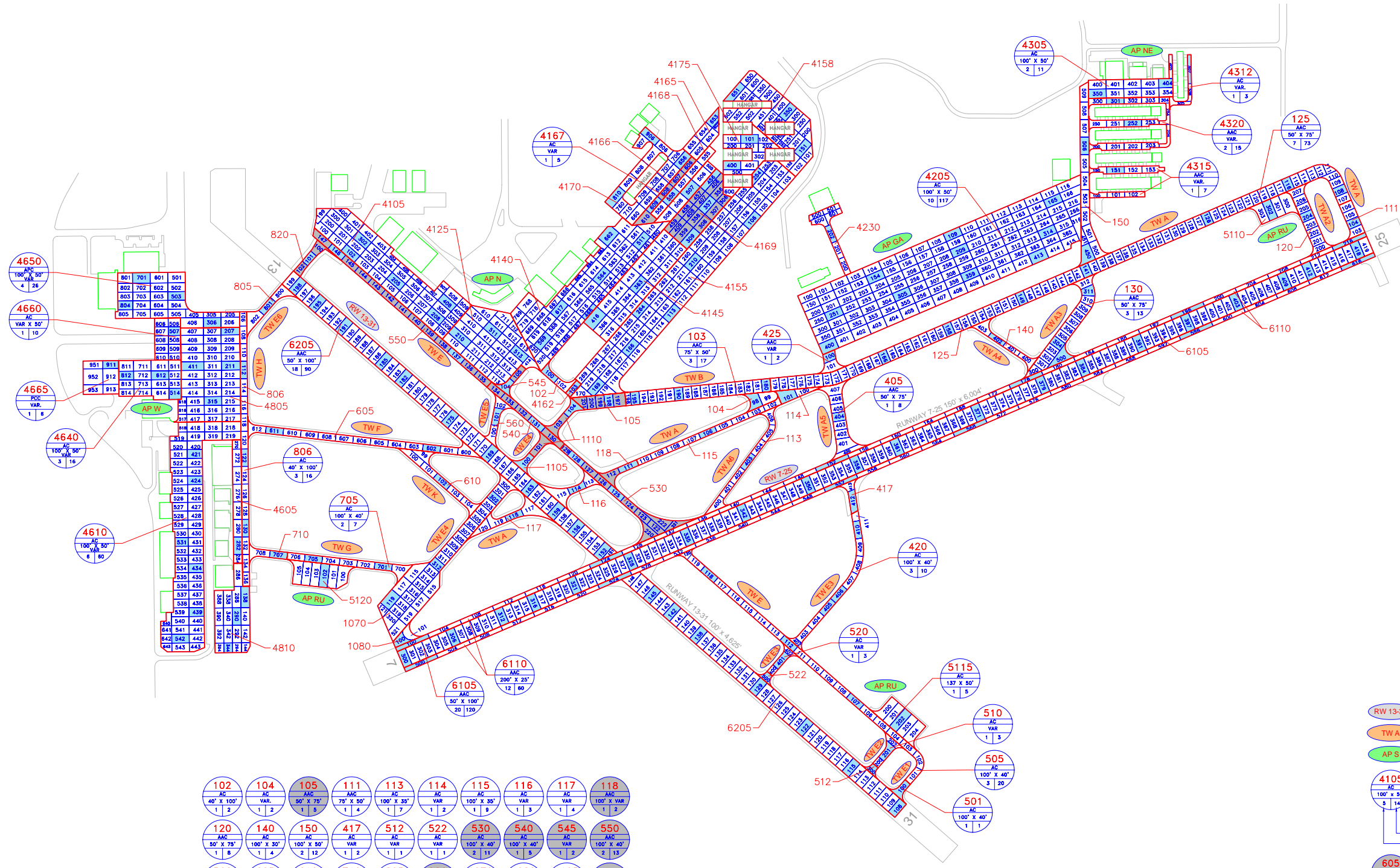
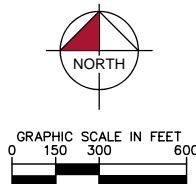
The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- West Apron – Sections 4660 and 4665
 - Reconstruction attributed to load, climate, and age of pavement.
- West Apron – Sections 4605, 4610, 4640, and 4650
 - Mill and Overlay attributed to climate and age of pavement.
- Northeast Apron – Sections 4305, 4315, 4320, and 4312
 - Mill and Overlay attributed to climate and age of pavement.
- General Aviation Apron – Sections 4205 and 4230
 - Mill and Overlay attributed to climate and age of pavement.
- North Apron – Sections 4105, 4125, 4140, 4145, 4158, 4162, 4165, 4167, and 4168
 - Reconstruction attributed to load, climate, and age of pavement.
- North Apron – Section 4155 and 4170
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E4 – Sections 1070 and 1080
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway H – Section 806
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E6 – Section 805
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway G – Sections 705 and 710
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway F – Section 605
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E3 – Sections 417, 420, 520, and 522
 - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway E2 – Section 510
 - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E1 – Section 501

- Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A – Sections 104, 125, 115, 116, 117, and 150
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway B – Sections 102 and 103
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Southeast Segment of West Apron – Section 4805
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A2 – Section 120
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Runway 13-31 – Section 6205
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Runway 7-25 – Section 1905
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A3 – Section 130
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E – Section 505
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A4 – Section 140
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway A5 – Sections 405 and 425
 - Mill and Overlay attributed to climate and age of pavement.
- ⊙ Taxiway E5 – Section 560
 - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

- ⦿ AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- ⦿ AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- ⦿ PAVEMENT GEOMETRY INVENTORY
- ⦿ WORK HISTORY REPORT



- LEGEND**
- RW 13-31 TYPICAL RUNWAY BRANCH ID
 - TW A TYPICAL TAXIWAY BRANCH ID
 - AP S TYPICAL APRON BRANCH ID
 - 4105 SECTION NUMBER
 - 100' X 50' PAVEMENT TYPE
 - 3 | 14 TYPICAL SAMPLE UNIT INFORMATION
 - 1 | 5 FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
 - 1 | 5 RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
 - 1 | 5 NUMBER OF SAMPLE UNITS IN SECTION
 - 1 | 5 NUMBER OF SAMPLE UNITS TO BE INSPECTED
 - 605 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
 - 100 INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

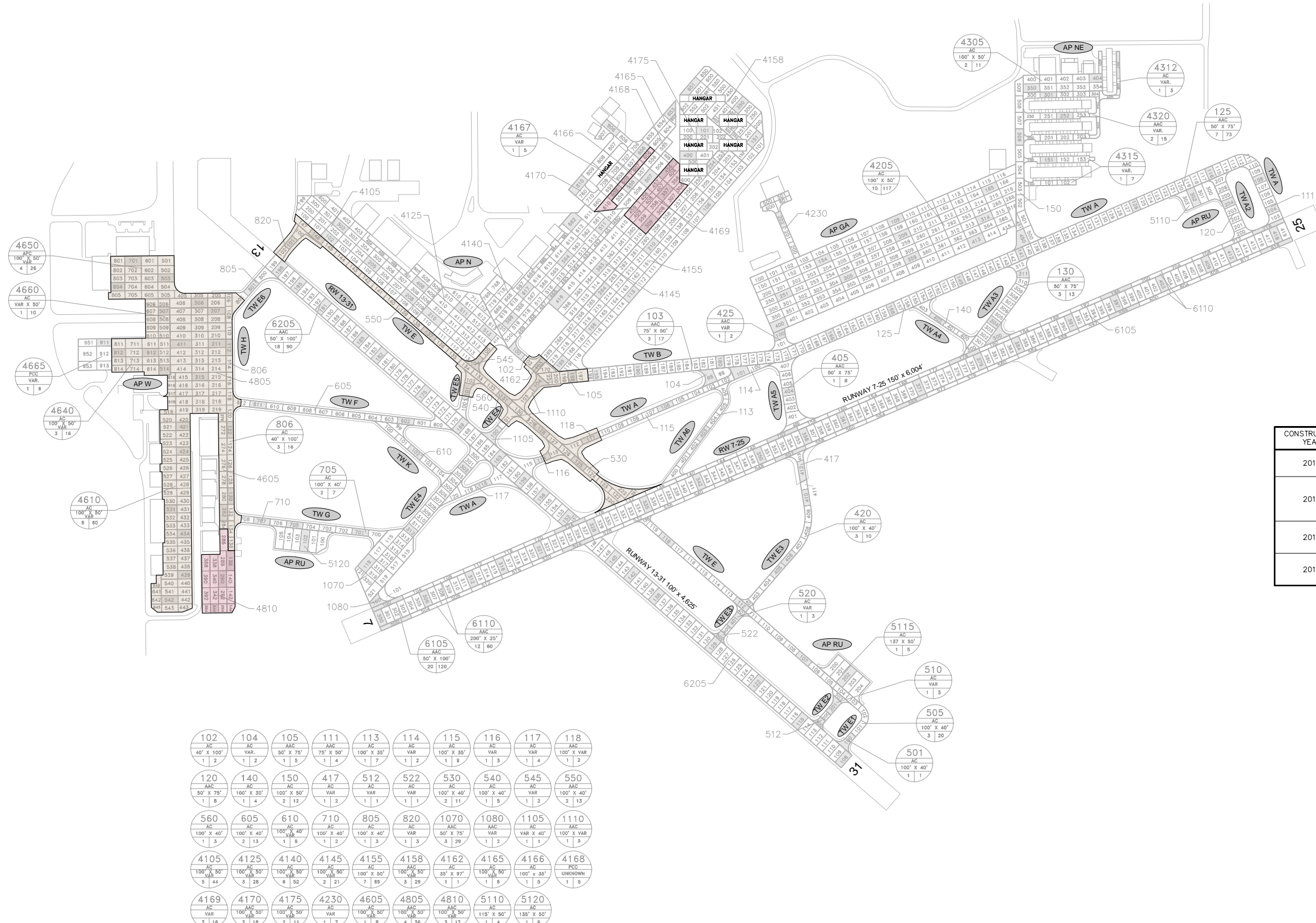
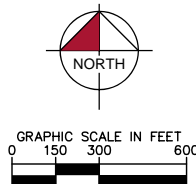
TOTAL SAMPLES INSPECTED = 197

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

102	104	105	111	113	114	115	116	117	118
40' X 100'	50' X 75'	50' X 75'	75' X 50'	100' X 35'	100' X 35'	100' X 35'	100' X 35'	100' X 35'	100' X 35'
1 2	1 2	1 5	1 4	1 7	1 2	1 9	1 3	1 4	1 2
120	140	150	417	512	522	530	540	545	550
30' X 75'	100' X 30'	100' X 50'	VAR	AC	AC	100' X 40'	100' X 40'	100' X 40'	100' X 40'
1 8	1 4	2 12	1 2	1 1	1 1	2 11	1 5	1 2	2 13
560	605	610	710	805	820	1070	1080	1105	1110
100' X 40'	100' X 40'	100' X 40'	100' X 40'	100' X 40'	VAR	50' X 75'	VAR	VAR X 40'	100' X 35'
1 5	2 13	1 5	1 2	1 5	1 5	2 29	1 2	1 1	1 5
4105	4125	4140	4145	4155	4158	4162	4165	4166	4168
100' X 50'	100' X 50'	100' X 30'	100' X 50'	100' X 50'	100' X 50'	35' X 97'	100' X 50'	100' X 35'	PCC
5 44	3 28	6 52	2 21	7 89	3 29	1 1	1 8	1 5	UNKNOWN
4169	4170	4175	4230	4605	4805	4810	5110	5120	
VAR	100' X 50'	100' X 50'	VAR	100' X 50'	100' X 50'	100' X 50'	115' X 50'	135' X 50'	
3 16	3 18	2 11	1 7	1 8	4 56	3 17	1 4	1 6	

NUMBER	DATE	REVISIONS
DESIGNED:	KHA	DRAWN:
CHECKED:	KHA	DATE:





**CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY**

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2012	WEST APRON	ASPHALT PAVEMENT REHABILITATION
2012	NORTH RAMP	REHABILITATION; 4 INCH P-401 ASPHALT FOR GRASS AREA, RECONSTRUCT 2 TO 4 INCHES OF P-401 AC, SEALCOAT EXISTING PAVEMENT
2015	TAXIWAYS B, E & E6	2 INCH MILL AND OVERLAY ASPHALT PAVEMENT; TW E6 REALIGNMENT/TOTAL RECONSTRUCTION 4" P-401, 10" P-219
2015	WEST APRON	SEAL COAT

LEGEND

- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019

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

102 AC 40' X 100' 1 2	104 AC 50' X 75' 1 2	105 AAC 50' X 75' 1 5	111 AC 75' X 50' 1 4	113 AC 100' X 35' 1 7	114 AC 100' X 35' 1 2	115 AC 100' X 35' 1 9	116 AC 100' X 35' 1 3	117 AC 100' X 35' 1 4	118 AC 100' X 35' 1 2
120 AC 50' X 75' 1 8	140 AC 100' X 30' 1 4	150 AC 100' X 50' 2 12	417 AC VAR 1 2	512 AC VAR 1 1	522 AC VAR 1 1	530 AC 100' X 40' 2 11	540 AC 100' X 40' 1 5	545 AC 100' X 40' 1 2	550 AC 100' X 40' 2 13
560 AC 100' X 40' 1 3	605 AC 100' X 40' 2 13	610 AC 100' X 40' 1 8	710 AC 100' X 40' 1 2	805 AC VAR 1 3	820 AAC 50' X 75' 2 29	1070 AC VAR 1 2	1080 AAC VAR 1 2	1105 AC VAR X 40' 1 1	1110 AAC 100' X 35' 1 3
4105 AC 100' X 50' 5 44	4125 AC 100' X 50' 3 28	4140 AC 100' X 50' 6 52	4145 AC 100' X 50' 2 21	4155 AC 100' X 50' 7 88	4158 AC 100' X 50' 3 29	4162 AC 35' X 97' 1 1	4165 AC 100' X 50' 1 8	4166 AC 100' X 35' 1 5	4168 PCC UNKNOWN 1 5
4169 AC VAR 3 16	4170 AC 100' X 50' 3 18	4175 AC 100' X 50' 2 11	4230 AC VAR 1 7	4605 AC 100' X 50' 1 8	4805 AC 100' X 50' 4 36	4810 AC 100' X 50' 3 17	5110 AC 115' X 50' 1 4	5120 AC 135' X 50' 1 6	

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 13-31	RW 13-31	RUNWAY	6205	4,450	100	445,836	P	AAC	1/1/1999	1/15/2015	90
RUNWAY 7-25	RW 7-25	RUNWAY	6110	12,010	25	300,250	P	AAC	1/2/2001	1/15/2015	60
RUNWAY 7-25	RW 7-25	RUNWAY	6105	6,005	100	600,500	T	AAC	1/2/2001	1/15/2015	120
RUN-UP APRONS	AP RU	APRON	5120	310	130	41,840	P	AC	1/1/2001	1/15/2015	6
RUN-UP APRONS	AP RU	APRON	5115	255	130	36,282	P	AC	1/1/2001	1/15/2015	5
RUN-UP APRONS	AP RU	APRON	5110	210	110	25,880	P	AC	1/1/2001	1/15/2015	4
SE SEGMENT OF WEST APRON	AP W SEGM	APRON	4810	400	200	79,030	P	AAC	1/1/2012	1/15/2015	17
SE SEGMENT OF WEST APRON	AP W SEGM	APRON	4805	550	330	182,930	P	AAC	1/1/2001	1/15/2015	36
W APRON	AP W	APRON	4665	200	190	38,581	P	PCC	1/1/1997	1/15/2015	6
W APRON	AP W	APRON	4660	235	150	35,372	P	AC	1/1/1997	1/15/2015	10
W APRON	AP W	APRON	4650	480	300	130,382	P	APC	12/1/1998	1/15/2015	26
W APRON	AP W	APRON	4640	400	185	75,563	P	AAC	12/1/1998	1/15/2015	16
W APRON	AP W	APRON	4610	1,250	200	260,825	P	AC	1/1/1999	1/15/2015	60
W APRON	AP W	APRON	4605	700	50	35,100	P	AAC	1/1/2002	1/15/2015	8
NE APRON	AP NE	APRON	4320	340	150	53,040	P	AAC	1/1/2007	1/15/2015	15
NE APRON	AP NE	APRON	4315	1,200	20	24,518	P	AAC	1/1/2007	1/15/2015	7
NE APRON	AP NE	APRON	4312	400	20	8,541	P	AC	12/25/1999	1/15/2015	3
NE APRON	AP NE	APRON	4305	290	180	52,643	P	AC	1/1/1984	1/15/2015	11
GA APRON	AP GA	APRON	4230	500	40	23,614	P	AC	12/25/1999	1/15/2015	7
GA APRON	AP GA	APRON	4205	1,720	350	608,475	P	AC	1/1/1984	1/15/2015	117
NORTH APRON	AP N	APRON	4175	450	100	48,997	P	AC	1/1/1960	1/15/2015	11



Pavement Evaluation Report - Orlando Executive Airport

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
NORTH APRON	AP N	APRON	4170	883	100	88,377	P	AAC	1/1/1984	1/15/2015	18
NORTH APRON	AP N	APRON	4169	400	200	72,939	P	AC	9/1/2012	9/1/2012	16
NORTH APRON	AP N	APRON	4168	500	50	24,538	P	PCC	1/1/2005	1/15/2015	5
NORTH APRON	AP N	APRON	4167	450	60	28,916	P	AC	1/1/1984	1/15/2015	5
NORTH APRON	AP N	APRON	4166	441	100	20,175	P	AC	9/1/2012	9/1/2012	5
NORTH APRON	AP N	APRON	4165	441	100	26,116	P	AC	1/1/1984	1/15/2015	6
NORTH APRON	AP N	APRON	4162	100	30	3,391	P	AC	1/1/1991	1/15/2015	1
NORTH APRON	AP N	APRON	4158	400	290	119,181	P	AAC	1/1/2002	1/15/2015	29
NORTH APRON	AP N	APRON	4155	1,500	200	336,085	P	AC	1/1/1984	1/15/2015	69
NORTH APRON	AP N	APRON	4145	700	200	122,500	P	AC	1/1/1968	1/15/2015	21
NORTH APRON	AP N	APRON	4140	1,000	200	237,860	P	AC	1/1/1979	1/15/2015	52
NORTH APRON	AP N	APRON	4125	400	350	140,429	P	AC	1/1/1978	1/15/2015	28
NORTH APRON	AP N	APRON	4105	500	370	200,966	T	AC	1/1/1979	1/15/2015	44
TAXIWAY E4	TW E4	TAXIWAY	1110	590	40	18,006	T	AAC	12/25/2015	12/25/2015	3
TAXIWAY E4	TW E4	TAXIWAY	1105	590	40	5,703	T	AC	1/1/1991	1/15/2015	1
TAXIWAY E4	TW E4	TAXIWAY	1080	80	50	8,393	P	AAC	1/1/1977	1/15/2015	2
TAXIWAY E4	TW E4	TAXIWAY	1070	1,740	75	130,837	P	AAC	1/1/1977	1/15/2015	29
TAXIWAY E6	TW E6	TAXIWAY	820	145	70	11,139	P	AC	12/25/2015	12/25/2015	3
TAXIWAY H	TW H	TAXIWAY	806	1,500	40	62,452	P	AC	1/1/1983	1/15/2015	16
TAXIWAY E6	TW E6	TAXIWAY	805	430	40	17,742	P	AC	1/1/1984	1/15/2015	3
TAXIWAY G	TW G	TAXIWAY	710	200	40	9,812	P	AC	1/1/1988	1/15/2015	2
TAXIWAY G	TW G	TAXIWAY	705	750	40	30,099	P	AC	1/1/1984	1/15/2015	7
TAXIWAY K	TW K	TAXIWAY	610	600	40	27,266	P	AC	1/1/1999	1/15/2015	6
TAXIWAY F	TW F	TAXIWAY	605	1,350	40	54,815	P	AC	1/1/1984	1/15/2015	13
TAXIWAY E5	TW E5	TAXIWAY	560	300	40	13,215	P	AC	1/1/1991	1/15/2015	3
TAXIWAY E	TW E	TAXIWAY	550	1,300	40	52,982	P	AAC	12/25/2015	12/25/2015	13

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY E	TW E	TAXIWAY	545	75	40	8,134	P	AAC	12/25/2015	12/25/2015	2
TAXIWAY E	TW E	TAXIWAY	540	550	40	21,996	P	AAC	12/25/2015	12/25/2015	5
TAXIWAY E	TW E	TAXIWAY	530	750	40	45,391	P	AAC	12/25/2015	12/25/2015	11
TAXIWAY E3	TW E3	TAXIWAY	522	60	40	2,869	P	AC	1/1/1983	1/15/2015	1
TAXIWAY E3	TW E3	TAXIWAY	520	200	40	8,273	P	AC	1/1/1983	1/15/2015	3
TAXIWAY E2	TW E2	TAXIWAY	512	50	40	2,687	P	AC	1/1/1983	1/15/2015	1
TAXIWAY E2	TW E2	TAXIWAY	510	230	40	9,644	P	AC	1/1/1983	1/15/2015	3
TAXIWAY E	TW E	TAXIWAY	505	1,950	40	78,110	P	AC	1/1/1983	1/15/2015	20
TAXIWAY E1	TW E1	TAXIWAY	501	120	40	5,073	T	AC	1/1/1977	1/15/2015	1
TAXIWAY A5	TW A5	TAXIWAY	425	120	75	9,443	P	AAC	1/1/1997	1/15/2015	2
TAXIWAY E3	TW E3	TAXIWAY	420	875	40	36,384	P	AC	1/1/1984	1/15/2015	10
TAXIWAY E3	TW E3	TAXIWAY	417	150	40	8,311	P	AC	1/1/1977	1/15/2015	2
TAXIWAY A5	TW A5	TAXIWAY	405	400	75	37,115	P	AAC	1/1/1997	1/15/2015	8
TAXIWAY A	TW A	TAXIWAY	150	1,000	50	60,358	P	AC	1/1/1963	1/15/2015	12
TAXIWAY A4	TW A4	TAXIWAY	140	400	35	15,668	P	AC	1/1/1999	1/15/2015	4
TAXIWAY A3	TW A3	TAXIWAY	130	600	75	56,163	P	AAC	1/1/1997	1/15/2015	13
TAXIWAY A	TW A	TAXIWAY	125	3,600	75	271,468	P	AAC	1/1/1997	1/15/2015	73
TAXIWAY A2	TW A2	TAXIWAY	120	400	75	30,935	P	AAC	1/1/1997	1/15/2015	8
TAXIWAY A	TW A	TAXIWAY	118	1,000	40	9,702	P	AAC	12/25/2015	12/25/2015	2
TAXIWAY A	TW A	TAXIWAY	117	500	40	22,912	P	AC	1/1/1984	1/15/2015	4
TAXIWAY A	TW A	TAXIWAY	116	400	40	17,575	P	AC	1/1/1984	1/15/2015	3
TAXIWAY A	TW A	TAXIWAY	115	1,000	40	31,090	P	AC	1/1/1984	1/15/2015	9
TAXIWAY A	TW A	TAXIWAY	114	250	40	10,625	P	AC	1/1/1999	1/15/2015	2
TAXIWAY A6	TW A6	TAXIWAY	113	700	35	27,094	P	AC	1/1/2001	1/15/2015	7
TAXIWAY A	TW A	TAXIWAY	111	200	75	15,536	P	AAC	1/1/1997	1/15/2015	4
TAXIWAY B	TW B	TAXIWAY	105	270	75	20,389	P	AAC	12/25/2015	12/25/2015	5



Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT ²)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY A	TW A	TAXIWAY	104	160	75	12,155	P	AC	1/1/2001	1/15/2015	2
TAXIWAY B	TW B	TAXIWAY	103	830	75	62,250	P	AAC	1/1/1999	1/15/2015	17
TAXIWAY B	TW B	TAXIWAY	102	200	40	9,348	P	AC	1/1/1991	1/15/2015	2

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Date:05/05/2015

Work History Report

1 of 11

Pavement Database:FDOT

Network: ORL **Branch:** AP GA (GA APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 1,720.00 Ft **Width:** 350.00 Ft **True Area:**608,475.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE
01/01/1984	IMPORTED	BUILT		4.00	True	

Network: ORL **Branch:** AP GA (GA APRON) **Section:** 4230 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 23,614.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** APRON **Rank T Length:** 500.00 Ft **Width:** 370.00 Ft **True Area:**200,966.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4125 **Surface:** AC
L.C.D.: 01/01/1978 **Use:** APRON **Rank P Length:** 400.00 Ft **Width:** 350.00 Ft **True Area:**140,429.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4140 **Surface:** AC
L.C.D.: 01/01/1979 **Use:** APRON **Rank P Length:** 1,000.00 Ft **Width:** 200.00 Ft **True Area:**237,860.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	IMPORTED	REPAIR			False	
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4145 **Surface:** AC
L.C.D.: 01/01/1968 **Use:** APRON **Rank P Length:** 700.00 Ft **Width:** 200.00 Ft **True Area:**122,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	IMPORTED	REPAIR			False	
01/01/1968	IMPORTED	BUILT		1.50	True	1968 1.5" P-401 7" P-211

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4155 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 1,500.00 Ft **Width:** 200.00 Ft **True Area:**336,085.33 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	IMPORTED	BUILT		2.00	True	

Date:05/05/2015

Work History Report

2 of 11

Pavement Database:FDOT

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4158 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** APRON **Rank P Length:** 400.00 Ft **Width:** 290.00 Ft **True Area:**119,181.38 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/2002	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4162 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank P Length:** 100.00 Ft **Width:** 30.00 Ft **True Area:** 3,391.30 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EST 1991 AC PAVEMENT
01/01/1991	IMPORTED	BUILT			True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4165 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 441.00 Ft **Width:** 100.00 Ft **True Area:** 26,116.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	IMPORTED	BUILT			True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4166 **Surface:** AC
L.C.D.: 09/01/2012 **Use:** APRON **Rank P Length:** 441.00 Ft **Width:** 100.00 Ft **True Area:** 20,175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
09/01/2012	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	SEPT 2012 COMPLETED - RECONSTRUCT 2" TO 4" OF P-401 AC
01/01/1984	IMPORTED	BUILT	\$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4167 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 450.00 Ft **Width:** 60.00 Ft **True Area:** 28,916.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4168 **Surface:** PCC
L.C.D.: 01/01/2005 **Use:** APRON **Rank P Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 24,538.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	NU-IN	New Construction - Initial	\$0	0.00	True	(BLDG REMOVED) FOOTING FOUNDATION OF OLD HANGAR

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4169 **Surface:** AC
L.C.D.: 09/01/2012 **Use:** APRON **Rank P Length:** 400.00 Ft **Width:** 200.00 Ft **True Area:** 72,939.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
09/01/2012	NU-IN	New Construction - Initial	\$0	0.00	True	(OLD GRASS AREA) SEPT. 2012 COMPLETED - NEW 4" P-401

Network: ORL **Branch:** AP N (NORTH APRON) **Section:** 4170 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 883.00 Ft **Width:** 100.00 Ft **True Area:** 88,376.82 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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Pavement Database:FDOT

08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1984	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP N **(NORTH APRON)** **Section:** 4175 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** APRON **Rank P Length:** 450.00 Ft **Width:** 100.00 Ft **True Area:** 48.997.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
08/01/2012	ST-SC	Seal Coat	\$0	0.00	False	EAST SIDE OF NORTH RAMP WAS SEAL COATED (AUGUST 2012)
01/01/1960	IMPORTED	BUILT			True	

Network: ORL **Branch:** AP NE **(NE APRON)** **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** APRON **Rank P Length:** 290.00 Ft **Width:** 180.00 Ft **True Area:** 52.642.72 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	EST 1984 BIT

Network: ORL **Branch:** AP NE **(NE APRON)** **Section:** 4312 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank P Length:** 400.00 Ft **Width:** 20.00 Ft **True Area:** 8.540.87 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP NE **(NE APRON)** **Section:** 4315 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank P Length:** 1,200.00 Ft **Width:** 20.00 Ft **True Area:** 24.518.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	\$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP NE **(NE APRON)** **Section:** 4320 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank P Length:** 340.00 Ft **Width:** 150.00 Ft **True Area:** 53,040.18 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	ML-OL	Mill and Overlay	\$0	0.00	True	
01/01/1984	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP RU **(RUN-UP APRONS)** **Section:** 5110 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank P Length:** 210.00 Ft **Width:** 110.00 Ft **True Area:** 25,880.12 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	\$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch:** AP RU **(RUN-UP APRONS)** **Section:** 5115 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank P Length:** 255.00 Ft **Width:** 130.00 Ft **True Area:** 36,282.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	\$0	4.00	True	4" AC/6" P-211/ 6" P-154

Network: ORL **Branch:** AP RU **(RUN-UP APRONS)** **Section:** 5120 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** APRON **Rank P Length:** 310.00 Ft **Width:** 130.00 Ft **True Area:** 41,839.54 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	\$0	4.00	True	4" AC/6" P-211/ 6" P-154

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Pavement Database:FDOT

Network: ORL **Branch:** AP W (W APRON) **Section:** 4605 **Surface:** AAC
L.C.D.: 01/01/2002 **Use:** APRON **Rank P Length:** 700.00 Ft **Width:** 50.00 Ft **True Area:** 35,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	4" AC/6" P-211/6" P-154 NO HISTORY KNOWN FOR THIS SECTION. IT IS PLANNED FOR RECONSTRUCTION. ESTIMATE 1942 AC PAVEMENT
01/01/2002	SR-AC	Surface Reconstruction - AC	\$0	4.00	True	
01/01/1942	IMPORTED	OVERLAY			True	
01/01/1942	IMPORTED	BUILT			True	

Network: ORL **Branch:** AP W (W APRON) **Section:** 4610 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** APRON **Rank P Length:** 1,250.00 Ft **Width:** 200.00 Ft **True Area:**260,825.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	1999 RECONSTRUCTION OR OVERLAY PLANNED
01/01/1999	IMPORTED	BUILT			True	

Network: ORL **Branch:** AP W (W APRON) **Section:** 4640 **Surface:** AAC
L.C.D.: 12/01/1998 **Use:** APRON **Rank P Length:** 400.00 Ft **Width:** 185.00 Ft **True Area:** 75,563.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	4" AC/6" P-211/6" P-154 1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASE
12/01/1998	SR-AC	Surface Reconstruction - AC	\$0	4.00	True	
01/01/1997	IMPORTED	BUILT		2.00	True	

Network: ORL **Branch:** AP W (W APRON) **Section:** 4650 **Surface:** APC
L.C.D.: 12/01/1998 **Use:** APRON **Rank P Length:** 480.00 Ft **Width:** 300.00 Ft **True Area:**130,382.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	4" AC/6" P-211/6" P-154 1997 2" P401 AC OVERLAY OLD PCC PAVEMENT UNKNOWN AGE AC OVERLAY
12/01/1998	SR-AC	Surface Reconstruction - AC	\$0	4.00	True	
01/01/1997	IMPORTED	BUILT		2.00	True	
01/01/1997	IMPORTED	OVERLAY			True	
01/01/1997	IMPORTED	OVERLAY			True	

Network: ORL **Branch:** AP W (W APRON) **Section:** 4660 **Surface:** AC
L.C.D.: 01/01/1997 **Use:** APRON **Rank P Length:** 235.00 Ft **Width:** 150.00 Ft **True Area:** 35,372.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	1997 2" P401 AC SURFACE ON 10" P211 BASE ON 6" P154 SUBBASEJ
01/01/1997	IMPORTED	BUILT		2.00	True	

Network: ORL **Branch:** AP W (W APRON) **Section:** 4665 **Surface:** PCC
L.C.D.: 01/01/1997 **Use:** APRON **Rank P Length:** 200.00 Ft **Width:** 190.00 Ft **True Area:** 38,581.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL **Branch:** AP W SEGM (SE SEGMENT OF WEST APRON) **Section:** 4805 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** APRON **Rank P Length:** 550.00 Ft **Width:** 330.00 Ft **True Area:**182,930.13 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	4" AC/6" P-211/6" P-154
01/01/2001	SR-AC	Surface Reconstruction - AC	\$0	4.00	True	

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Pavement Database:FDOT

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	INITIAL	Initial Construction	\$0	0.00	True	
Network: ORL Branch: AP W SEGM (SE SEGMENT OF WEST APRON) Section: 4810 Surface: AAC L.C.D.: 01/01/2012 Use: APRON Rank P Length: 400.00 Ft Width: 200.00 Ft True Area: 79,030.00 SqF						
01/01/2012	ML-OL	Mill and Overlay	\$0	0.00	True	EST 1960 AC OVERLAY OF 1940s PCC PAVEMENT IS SCHEDULED FOR REHABILITATION
01/01/1960	IMPORTED	BUILT			True	
01/01/1960	IMPORTED	OVERLAY			True	
Network: ORL Branch: RW 13-31 (RUNWAY 13-31) Section: 6205 Surface: AAC L.C.D.: 01/01/1999 Use: RUNWAY Rank P Length: 4,450.00 Ft Width: 100.00 Ft True Area: 445,836.20 SqF						
07/20/2005			\$0	0.00	False	1999 RESURFACING PLANNED
01/01/1999	IMPORTED	BUILT			True	
Network: ORL Branch: RW 7-25 (RUNWAY 7-25) Section: 6105 Surface: AAC L.C.D.: 01/02/2001 Use: RUNWAY Rank T Length: 6,005.00 Ft Width: 100.00 Ft True Area: 600,500.00 SqF						
01/02/2001	OL-AS	Overlay - AC Structural	\$0	0.00	True	1.5 - 3"
01/01/2001	MI-CO	Cold Milling	\$0	0.00	False	3" MAX
01/01/1977	IMPORTED	BUILT		2.00	True	UNKNOWN DATE 2" P401 AC SURFACE ON 8" P211 BASE
Network: ORL Branch: RW 7-25 (RUNWAY 7-25) Section: 6110 Surface: AAC L.C.D.: 01/02/2001 Use: RUNWAY Rank P Length: 12,010.00 Ft Width: 25.00 Ft True Area: 300,250.00 SqF						
01/02/2001	OL-AS	Overlay - AC Structural	\$0	0.00	True	1.5-3"
01/01/2001	MI-CO	Cold Milling	\$0	0.00	False	3" MAX
01/01/1977	IMPORTED	BUILT		3.00	True	1977 1.5-3" P-401 O ON 2" P-401 8" P-211
Network: ORL Branch: TW A (TAXIWAY A) Section: 104 Surface: AC L.C.D.: 01/01/2001 Use: TAXIWAY Rank P Length: 160.00 Ft Width: 75.00 Ft True Area: 12,155.18 SqF						
01/01/2001	INITIAL	Initial Construction	\$0	4.00	True	4" AC/6" P-211/6" P-154
Network: ORL Branch: TW A (TAXIWAY A) Section: 111 Surface: AAC L.C.D.: 01/01/1997 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 75.00 Ft True Area: 15,536.50 SqF						
01/01/1997	OL-AS	Overlay - AC Structural	\$0	2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	INITIAL	Initial Construction	\$0	3.00	True	1960: 3" P401 AC SURFACE ON 10-18" P211 BASE
Network: ORL Branch: TW A (TAXIWAY A) Section: 114 Surface: AC L.C.D.: 01/01/1999 Use: TAXIWAY Rank P Length: 250.00 Ft Width: 40.00 Ft True Area: 10,624.83 SqF						
01/01/1999	IMPORTED	BUILT			True	1999 RESURFACING OR RECONSTRUCTION PLANNED

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Pavement Database:FDOT

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 115 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank P Length:** 1,000.00 Ft **Width:** 40.00 Ft **True Area:** 31,090.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 116 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 40.00 Ft **True Area:** 17,575.19 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 117 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank P Length:** 500.00 Ft **Width:** 40.00 Ft **True Area:** 22,911.60 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 118 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank P Length:** 1,000.00 Ft **Width:** 40.00 Ft **True Area:** 9,702.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1984	IMPORTED	BUILT	\$0	4.00	True	1984 4" P-401 8" P-211

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 125 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank P Length:** 3,600.00 Ft **Width:** 75.00 Ft **True Area:**271,468.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	OL-AS	Overlay - AC Structural	\$0	2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	INITIAL	Initial Construction	\$0	3.00	True	1960: 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch:** TW A **(TAXIWAY A)** **Section:** 150 **Surface:** AC
L.C.D.: 01/01/1963 **Use:** TAXIWAY **Rank P Length:** 1,000.00 Ft **Width:** 50.00 Ft **True Area:** 60,358.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
04/01/2007	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	
01/01/1963	IMPORTED	BUILT		2.00	True	1963 2" P-401 8" P-211

Network: ORL **Branch:** TW A2 **(TAXIWAY A2)** **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 30,934.90 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch:** TW A3 **(TAXIWAY A3)** **Section:** 130 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank P Length:** 600.00 Ft **Width:** 75.00 Ft **True Area:** 56,163.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC PAVEMENT ON 10-18" P211 BASE

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Network: ORL **Branch:** TW A4 **(TAXIWAY A4)** **Section:** 140 **Surface:** AC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 35.00 Ft **True Area:** 15,668.36 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	INITIAL	Initial Construction	\$0	4.00	True	4" AC/8" P-211/6" P-154

Network: ORL **Branch:** TW A5 **(TAXIWAY A5)** **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank P Length:** 400.00 Ft **Width:** 75.00 Ft **True Area:** 37,115.10 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	BUILT			True	1997 AC OVERLAY
01/01/1960	IMPORTED	OVERLAY			True	EST 1960 AC PAVEMENT SECTION UNKNOWN

Network: ORL **Branch:** TW A5 **(TAXIWAY A5)** **Section:** 425 **Surface:** AAC
L.C.D.: 01/01/1997 **Use:** TAXIWAY **Rank P Length:** 120.00 Ft **Width:** 75.00 Ft **True Area:** 9,443.06 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1997	IMPORTED	OVERLAY			True	1997 TAPERED AC OVERLAY
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P401 AC SURFACE ON 6" P211 BASE ON 16" P152 SUBBASE

Network: ORL **Branch:** TW A6 **(TAXIWAY A6)** **Section:** 113 **Surface:** AC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank P Length:** 700.00 Ft **Width:** 35.00 Ft **True Area:** 27,093.68 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	INITIAL	Initial Construction	\$0	4.00	True	4" AC/6" P-211/6" P-154

Network: ORL **Branch:** TW B **(TAXIWAY B)** **Section:** 102 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank P Length:** 200.00 Ft **Width:** 40.00 Ft **True Area:** 9,348.41 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORL **Branch:** TW B **(TAXIWAY B)** **Section:** 103 **Surface:** AAC
L.C.D.: 01/01/1999 **Use:** TAXIWAY **Rank P Length:** 830.00 Ft **Width:** 75.00 Ft **True Area:** 62,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1999	IMPORTED	OVERLAY			True	1999 RESURFACING OR RECONSTRUCTION PLANNED
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: ORL **Branch:** TW B **(TAXIWAY B)** **Section:** 105 **Surface:** AAC
L.C.D.: 12/25/2015 **Use:** TAXIWAY **Rank P Length:** 270.00 Ft **Width:** 75.00 Ft **True Area:** 20,389.16 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2" MILL and VAR. DEPTH P-401SP OVERLAY
01/01/1997	IMPORTED	OVERLAY		2.00	True	1997 2" P401 AC OVERLAY
01/01/1960	IMPORTED	BUILT		3.00	True	1960 3" P401 AC SURFACE ON 10-18" P211 BASE

Network: ORL **Branch:** TW E **(TAXIWAY E)** **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank P Length:** 1,950.00 Ft **Width:** 40.00 Ft **True Area:** 78,109.53 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211
Network: ORL Branch: TW E (TAXIWAY E) Section: 530 Surface: AAC L.C.D.: 12/25/2015 Use: TAXIWAY Rank P Length: 750.00 Ft Width: 40.00 Ft True Area: 45,391.18 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211
Network: ORL Branch: TW E (TAXIWAY E) Section: 540 Surface: AAC L.C.D.: 12/25/2015 Use: TAXIWAY Rank P Length: 550.00 Ft Width: 40.00 Ft True Area: 21,996.25 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" SUBGRADE
Network: ORL Branch: TW E (TAXIWAY E) Section: 545 Surface: AAC L.C.D.: 12/25/2015 Use: TAXIWAY Rank P Length: 75.00 Ft Width: 40.00 Ft True Area: 8,134.00 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1984	IMPORTED	REPAIR			False	1984 TRIPLE COAT P625 SURFACE TREATMENT
01/01/1978	IMPORTED	BUILT		3.00	True	1978 3" P401 AC SURFACE ON 8" P211 BASE
Network: ORL Branch: TW E (TAXIWAY E) Section: 550 Surface: AAC L.C.D.: 12/25/2015 Use: TAXIWAY Rank P Length: 1,300.00 Ft Width: 40.00 Ft True Area: 52,981.90 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1984	IMPORTED	REPAIR			False	1984 SLURRY SEAL
01/01/1979	IMPORTED	BUILT		2.00	True	1979 2" P-401 8" P-211
Network: ORL Branch: TW E1 (TAXIWAY E1) Section: 501 Surface: AC L.C.D.: 01/01/1977 Use: TAXIWAY Rank T Length: 120.00 Ft Width: 40.00 Ft True Area: 5,073.01 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT			True	EST 1977 AC PAVEMENT
Network: ORL Branch: TW E2 (TAXIWAY E2) Section: 510 Surface: AC L.C.D.: 01/01/1983 Use: TAXIWAY Rank P Length: 230.00 Ft Width: 40.00 Ft True Area: 9,644.08 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211
Network: ORL Branch: TW E2 (TAXIWAY E2) Section: 512 Surface: AC L.C.D.: 01/01/1983 Use: TAXIWAY Rank P Length: 50.00 Ft Width: 40.00 Ft True Area: 2,686.73 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	INITIAL	Initial Construction	\$0	0.00	True	
Network: ORL Branch: TW E3 (TAXIWAY E3) Section: 417 Surface: AC L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 150.00 Ft Width: 40.00 Ft True Area: 8,311.19 SqF						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT			True	EST 1977 AC PAVEMENT

Date:05/05/2015

Work History Report

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Pavement Database:FDOT

Network: ORL Branch: TW E3 (TAXIWAY E3) Section: 420 Surface: AC
 L.C.D.: 01/01/1984 Use: TAXIWAY Rank P Length: 875.00 Ft Width: 40.00 Ft True Area: 36,384.03 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		2.00	True	1984 2" P-401 6" P-211

Network: ORL Branch: TW E3 (TAXIWAY E3) Section: 520 Surface: AC
 L.C.D.: 01/01/1983 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 40.00 Ft True Area: 8,273.01 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 7" P-211

Network: ORL Branch: TW E3 (TAXIWAY E3) Section: 522 Surface: AC
 L.C.D.: 01/01/1983 Use: TAXIWAY Rank P Length: 60.00 Ft Width: 40.00 Ft True Area: 2,869.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	INITIAL	Initial Construction	\$0	0.00	True	

Network: ORL Branch: TW E4 (TAXIWAY E4) Section: 1070 Surface: AAC
 L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 1,740.00 Ft Width: 75.00 Ft True Area:130,837.22 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	BUILT		4.00	True	1977 4" P401 AC OVERLAY
01/01/1977	IMPORTED	OVERLAY		2.00	True	JNKNOWN DATE 2" P401 AC ON 6" P211 BASE

Network: ORL Branch: TW E4 (TAXIWAY E4) Section: 1080 Surface: AAC
 L.C.D.: 01/01/1977 Use: TAXIWAY Rank P Length: 80.00 Ft Width: 50.00 Ft True Area: 8,393.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1977	IMPORTED	OVERLAY		6.00	True	JNKNOWN DATE 2' P401 SURFACE ON 6" P211 BASE
01/01/1977	IMPORTED	BUILT		4.00	True	1977 4" P401 AC OVERLAY

Network: ORL Branch: TW E4 (TAXIWAY E4) Section: 1105 Surface: AC
 L.C.D.: 01/01/1991 Use: TAXIWAY Rank T Length: 590.00 Ft Width: 40.00 Ft True Area: 5,703.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" BASE

Network: ORL Branch: TW E4 (TAXIWAY E4) Section: 1110 Surface: AAC
 L.C.D.: 12/25/2015 Use: TAXIWAY Rank T Length: 590.00 Ft Width: 40.00 Ft True Area: 18,006.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2015	ML-OV	MILL and OVERLAY	\$0	0.00	True	2015: 2" MILL AND OVERLAY
01/01/1991	IMPORTED	BUILT	\$0	4.00	True	1991 4" P-401 6" P-211 6" BASE

Network: ORL Branch: TW E5 (TAXIWAY E5) Section: 560 Surface: AC
 L.C.D.: 01/01/1991 Use: TAXIWAY Rank P Length: 300.00 Ft Width: 40.00 Ft True Area: 13,215.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" SUBGRADE

Network: ORL Branch: TW E6 (TAXIWAY E6) Section: 805 Surface: AC
 L.C.D.: 01/01/1984 Use: TAXIWAY Rank P Length: 430.00 Ft Width: 40.00 Ft True Area: 17,742.14 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
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Date:05/05/2015

Work History Report

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Pavement Database:FDOT

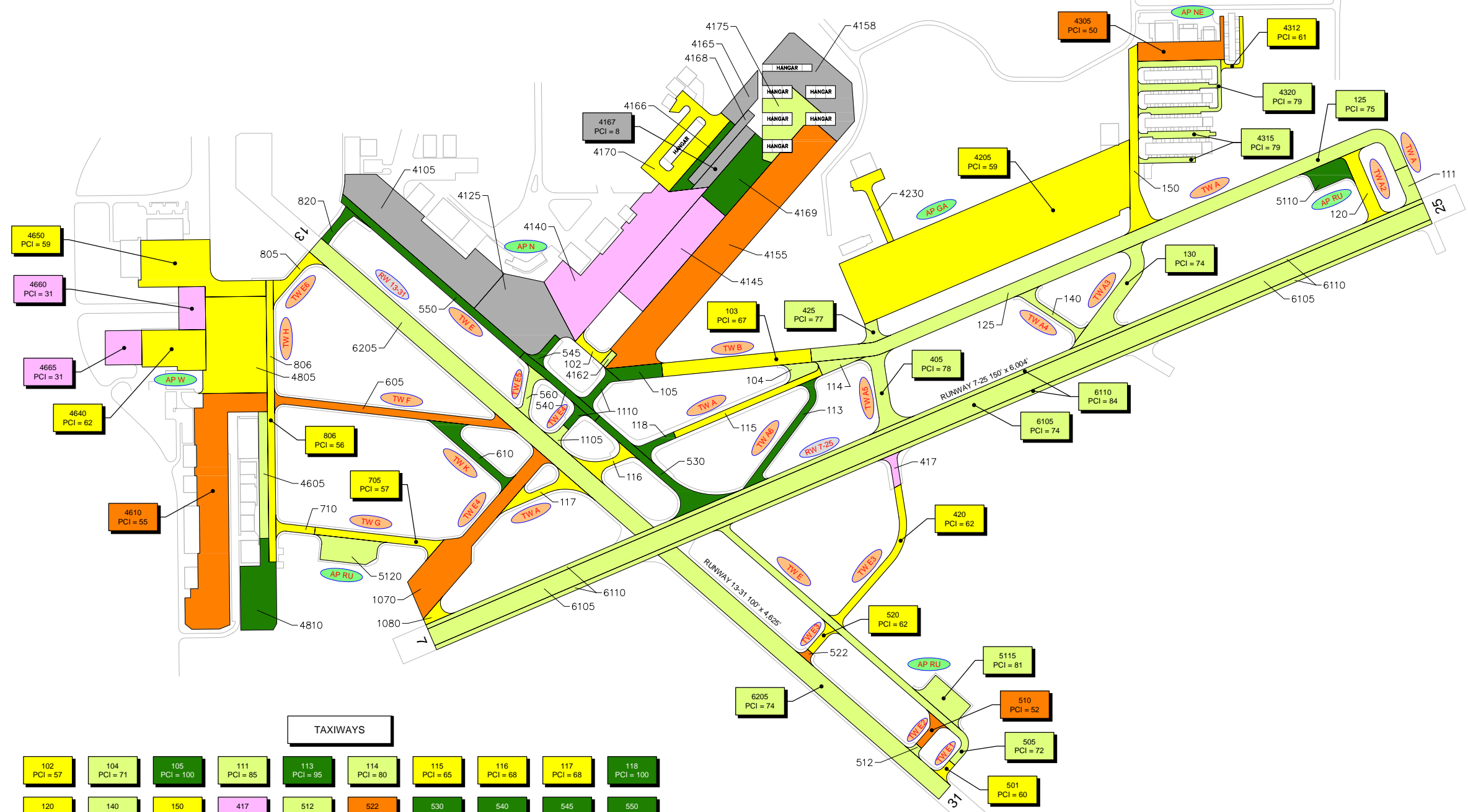
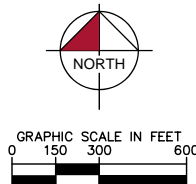
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT		6.00	True	1984 4' P-401 6" P-211
Network: ORL Branch: TW E6 (TAXIWAY E6) Section: 820 Surface: AC L.C.D.: 12/25/2015 Use: TAXIWAY Rank P Length: 145.00 Ft Width: 70.00 Ft True Area: 11,139.00 SqF						
12/25/2015	CR-AC	Complete Reconstruction - AC	\$0	0.00	True	4" P-401, 10" P-219 CRUSHED CONCRETE BASE, COMPACTED SUBGRADE
01/01/1999	IMPORTED	BUILT			True	RECONSTRUCTION PLANNED IN 1999 SECTION UNKNOWN
Network: ORL Branch: TW F (TAXIWAY F) Section: 605 Surface: AC L.C.D.: 01/01/1984 Use: TAXIWAY Rank P Length: 1,350.00 Ft Width: 40.00 Ft True Area: 54,815.17 SqF						
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 6" P-211
Network: ORL Branch: TW G (TAXIWAY G) Section: 705 Surface: AC L.C.D.: 01/01/1984 Use: TAXIWAY Rank P Length: 750.00 Ft Width: 40.00 Ft True Area: 30,099.27 SqF						
01/01/1984	IMPORTED	BUILT		4.00	True	1984 4" P-401 6" P-211
Network: ORL Branch: TW G (TAXIWAY G) Section: 710 Surface: AC L.C.D.: 01/01/1988 Use: TAXIWAY Rank P Length: 200.00 Ft Width: 40.00 Ft True Area: 9,812.30 SqF						
01/01/1988	IMPORTED	BUILT			True	EST 1988 BIT
Network: ORL Branch: TW H (TAXIWAY H) Section: 806 Surface: AC L.C.D.: 01/01/1983 Use: TAXIWAY Rank P Length: 1,500.00 Ft Width: 40.00 Ft True Area: 62,452.25 SqF						
01/01/2015	ST-SC	Seal Coat	\$0	0.00	False	
01/01/1983	IMPORTED	BUILT			True	EST 1983 AC PAVEMENT
Network: ORL Branch: TW K (TAXIWAY K) Section: 610 Surface: AC L.C.D.: 01/01/1999 Use: TAXIWAY Rank P Length: 600.00 Ft Width: 40.00 Ft True Area: 27,266.22 SqF						
01/01/1999	INITIAL	Initial Construction	\$0	4.00	True	4" AC/ 8" P-211/ 6" P-154

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	445,836.20	.00	
BUILT	54	4,774,913.39	3.01	1.15
Cold Milling	2	900,750.00	.00	.00
Complete Reconstruction - AC	2	31,314.00	.00	.00
Initial Construction	20	1,046,444.45	1.70	1.95
Mill and Overlay	11	452,370.41	.00	.00
New Construction - Initial	2	97,477.00	.00	.00
OVERLAY	12	730,419.44	2.80	1.79
Overlay - AC Structural	4	1,187,754.72	1.00	1.15
REPAIR	6	762,870.90		
Seal Coat	16	1,794,048.27	.00	.00
Surface Reconstruction - AC	4	423,975.13	4.00	.00
Surface Treatment - Slurry Seal	3	692,447.01	.00	.00

APPENDIX B

- ⦿ AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- ⦿ PAVEMENT CONDITION INDEX INVENTORY



TAXIWAYS

102 PCI = 57	104 PCI = 71	105 PCI = 100	111 PCI = 85	113 PCI = 95	114 PCI = 80	115 PCI = 65	116 PCI = 68	117 PCI = 68	118 PCI = 100
120 PCI = 69	140 PCI = 73	150 PCI = 65	417 PCI = 29	512 PCI = 80	522 PCI = 50	530 PCI = 100	540 PCI = 100	545 PCI = 100	550 PCI = 100
560 PCI = 76	605 PCI = 52	610 PCI = 88	710 PCI = 59	805 PCI = 59	820 PCI = 100	1070 PCI = 54	1080 PCI = 58	1105 PCI = 78	1110 PCI = 100

OTHERS

4105 PCI = 10	4125 PCI = 7	4140 PCI = 34	4145 PCI = 36	4155 PCI = 53	4158 PCI = 10	4162 PCI = 74	4165 PCI = 8	4166 PCI = 100	4168 PCI = 0
4169 PCI = 100	4170 PCI = 70	4175 PCI = 83	4230 PCI = 68	4605 PCI = 73	4805 PCI = 66	4810 PCI = 96	5110 PCI = 89	5120 PCI = 82	

LEGEND

- RW 13-31 - TYPICAL RUNWAY BRANCH ID
- TW A - TYPICAL TAXIWAY BRANCH ID
- AP S - TYPICAL APRON BRANCH ID
- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED
- "SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

DESIGNED	KHA	DRAWN	KHA	CHECKED	KHA	DATE	2015
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 13-31	RW 13-31	RUNWAY	6205	445,836	P	AAC	74	Satisfactory	18	90
RUNWAY 7-25	RW 7-25	RUNWAY	6110	300,250	P	AAC	84	Satisfactory	12	60
RUNWAY 7-25	RW 7-25	RUNWAY	6105	600,500	T	AAC	74	Satisfactory	20	120
RUN-UP APRONS	AP RU	APRON	5120	41,840	P	AC	82	Satisfactory	1	6
RUN-UP APRONS	AP RU	APRON	5115	36,282	P	AC	81	Satisfactory	1	5
RUN-UP APRONS	AP RU	APRON	5110	25,880	P	AC	89	Good	1	4
SE SEGMENT OF WEST APRON	AP W SEGM	APRON	4810	79,030	P	AAC	86	Good	3	17
SE SEGMENT OF WEST APRON	AP W SEGM	APRON	4805	182,930	P	AAC	66	Fair	4	36
W APRON	AP W	APRON	4665	38,581	P	PCC	31	Very Poor	1	6
W APRON	AP W	APRON	4660	35,372	P	AC	31	Very Poor	1	10
W APRON	AP W	APRON	4650	130,382	P	APC	59	Fair	4	26
W APRON	AP W	APRON	4640	75,563	P	AAC	62	Fair	3	16
W APRON	AP W	APRON	4610	260,825	P	AC	55	Poor	6	60
W APRON	AP W	APRON	4605	35,100	P	AAC	73	Satisfactory	1	8
NE APRON	AP NE	APRON	4320	53,040	P	AAC	79	Satisfactory	2	15
NE APRON	AP NE	APRON	4315	24,518	P	AAC	79	Satisfactory	1	7
NE APRON	AP NE	APRON	4312	8,541	P	AC	61	Fair	1	3
NE APRON	AP NE	APRON	4305	52,643	P	AC	50	Poor	2	11
GA APRON	AP GA	APRON	4230	23,614	P	AC	68	Fair	1	7
GA APRON	AP GA	APRON	4205	608,475	P	AC	59	Fair	10	117
NORTH APRON	AP N	APRON	4175	48,997	P	AC	83	Satisfactory	2	11
NORTH APRON	AP N	APRON	4170	88,377	P	AAC	70	Fair	3	18
NORTH APRON	AP N	APRON	4169	72,939	P	AC	100	Good	3	16



Pavement Evaluation Report - Orlando Executive Airport

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRON	AP N	APRON	4168	24,538	P	PCC	0	Failed	1	5
NORTH APRON	AP N	APRON	4167	28,916	P	AC	8	Failed	1	5
NORTH APRON	AP N	APRON	4166	20,175	P	AC	100	Good	1	5
NORTH APRON	AP N	APRON	4165	26,116	P	AC	8	Failed	1	6
NORTH APRON	AP N	APRON	4162	3,391	P	AC	74	Satisfactory	1	1
NORTH APRON	AP N	APRON	4158	119,181	P	AAC	10	Failed	3	29
NORTH APRON	AP N	APRON	4155	336,085	P	AC	53	Poor	7	69
NORTH APRON	AP N	APRON	4145	122,500	P	AC	36	Very Poor	2	21
NORTH APRON	AP N	APRON	4140	237,860	P	AC	34	Very Poor	6	52
NORTH APRON	AP N	APRON	4125	140,429	P	AC	7	Failed	3	28
NORTH APRON	AP N	APRON	4105	200,966	T	AC	10	Failed	5	44
TAXIWAY E4	TW E4	TAXIWAY	1110	18,006	T	AAC	100	Good	1	3
TAXIWAY E4	TW E4	TAXIWAY	1105	5,703	T	AC	78	Satisfactory	1	1
TAXIWAY E4	TW E4	TAXIWAY	1080	8,393	P	AAC	58	Fair	1	2
TAXIWAY E4	TW E4	TAXIWAY	1070	130,837	P	AAC	54	Poor	3	29
TAXIWAY E6	TW E6	TAXIWAY	820	11,139	P	AC	100	Good	1	3
TAXIWAY H	TW H	TAXIWAY	806	62,452	P	AC	56	Fair	3	16
TAXIWAY E6	TW E6	TAXIWAY	805	17,742	P	AC	59	Fair	1	3
TAXIWAY G	TW G	TAXIWAY	710	9,812	P	AC	59	Fair	1	2
TAXIWAY G	TW G	TAXIWAY	705	30,099	P	AC	57	Fair	2	7
TAXIWAY K	TW K	TAXIWAY	610	27,266	P	AC	88	Good	1	6
TAXIWAY F	TW F	TAXIWAY	605	54,815	P	AC	52	Poor	2	13
TAXIWAY E5	TW E5	TAXIWAY	560	13,215	P	AC	76	Satisfactory	1	3
TAXIWAY E	TW E	TAXIWAY	550	52,982	P	AAC	100	Good	2	13
TAXIWAY E	TW E	TAXIWAY	545	8,134	P	AAC	100	Good	1	2
TAXIWAY E	TW E	TAXIWAY	540	21,996	P	AAC	100	Good	1	5



Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY E	TW E	TAXIWAY	530	45,391	P	AAC	100	Good	2	11
TAXIWAY E3	TW E3	TAXIWAY	522	2,869	P	AC	50	Poor	1	1
TAXIWAY E3	TW E3	TAXIWAY	520	8,273	P	AC	62	Fair	1	3
TAXIWAY E2	TW E2	TAXIWAY	512	2,687	P	AC	80	Satisfactory	1	1
TAXIWAY E2	TW E2	TAXIWAY	510	9,644	P	AC	52	Poor	1	3
TAXIWAY E	TW E	TAXIWAY	505	78,110	P	AC	72	Satisfactory	3	20
TAXIWAY E1	TW E1	TAXIWAY	501	5,073	T	AC	60	Fair	1	1
TAXIWAY A5	TW A5	TAXIWAY	425	9,443	P	AAC	77	Satisfactory	1	2
TAXIWAY E3	TW E3	TAXIWAY	420	36,384	P	AC	62	Fair	3	10
TAXIWAY E3	TW E3	TAXIWAY	417	8,311	P	AC	29	Very Poor	1	2
TAXIWAY A5	TW A5	TAXIWAY	405	37,115	P	AAC	78	Satisfactory	1	8
TAXIWAY A	TW A	TAXIWAY	150	60,358	P	AC	65	Fair	2	12
TAXIWAY A4	TW A4	TAXIWAY	140	15,668	P	AC	73	Satisfactory	1	4
TAXIWAY A3	TW A3	TAXIWAY	130	56,163	P	AAC	74	Satisfactory	3	13
TAXIWAY A	TW A	TAXIWAY	125	271,468	P	AAC	75	Satisfactory	7	73
TAXIWAY A2	TW A2	TAXIWAY	120	30,935	P	AAC	69	Fair	1	8
TAXIWAY A	TW A	TAXIWAY	118	9,702	P	AAC	100	Good	1	2
TAXIWAY A	TW A	TAXIWAY	117	22,912	P	AC	68	Fair	1	4
TAXIWAY A	TW A	TAXIWAY	116	17,575	P	AC	68	Fair	1	3
TAXIWAY A	TW A	TAXIWAY	115	31,090	P	AC	65	Fair	1	9
TAXIWAY A	TW A	TAXIWAY	114	10,625	P	AC	80	Satisfactory	1	2
TAXIWAY A6	TW A6	TAXIWAY	113	27,094	P	AC	95	Good	1	7
TAXIWAY A	TW A	TAXIWAY	111	15,536	P	AAC	85	Satisfactory	1	4
TAXIWAY B	TW B	TAXIWAY	105	20,389	P	AAC	100	Good	1	5
TAXIWAY A	TW A	TAXIWAY	104	12,155	P	AC	71	Satisfactory	1	2
TAXIWAY B	TW B	TAXIWAY	103	62,250	P	AAC	67	Fair	3	17



Branch Name	Branch ID	Branch Use	Section ID	True Area (FT ²)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY B	TW B	TAXIWAY	102	9,348	P	AC	57	Fair	1	2

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /5/2015

Branch Condition Report

1 of 3

Pavement Database: FDOT NetworkID: ORL

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP GA (GA APRON)	2	2,220.00	195.00	632,089.01	APRON	63.50	4.50	59.34
AP N (NORTH APRON)	14	8,165.00	167.86	1,470,470.83	APRON	42.36	35.64	37.23
AP NE (NE APRON)	4	2,230.00	92.50	138,742.13	APRON	67.25	12.38	66.89
AP RU (RUN-UP APRONS)	3	775.00	123.33	104,001.67	APRON	84.00	3.56	83.39
AP W (W APRON)	6	3,265.00	179.17	575,823.06	APRON	51.83	15.71	54.84
AP W SEGM (SE SEGMENT OF WEST APRON)	2	950.00	265.00	261,960.13	APRON	76.00	10.00	72.03
RW 13-31 (RUNWAY 13-31)	1	4,450.00	100.00	445,836.20	RUNWAY	74.00	0.00	74.00
RW 7-25 (RUNWAY 7-25)	2	18,015.00	62.50	900,750.00	RUNWAY	79.00	5.00	77.33
TW A (TAXIWAY A)	9	8,110.00	52.78	451,421.52	TAXIWAY	75.22	10.87	73.24
TW A2 (TAXIWAY A2)	1	400.00	75.00	30,934.90	TAXIWAY	69.00	0.00	69.00
TW A3 (TAXIWAY A3)	1	600.00	75.00	56,163.00	TAXIWAY	74.00	0.00	74.00
TW A4 (TAXIWAY A4)	1	400.00	35.00	15,668.36	TAXIWAY	73.00	0.00	73.00
TW A5 (TAXIWAY A5)	2	520.00	75.00	46,558.16	TAXIWAY	77.50	0.50	77.80
TW A6 (TAXIWAY A6)	1	700.00	35.00	27,093.68	TAXIWAY	95.00	0.00	95.00
TW B (TAXIWAY B)	3	1,300.00	63.33	91,987.57	TAXIWAY	74.67	18.37	73.30
TW E (TAXIWAY E)	5	4,625.00	40.00	206,612.86	TAXIWAY	94.40	11.20	89.41

Date: 5 /5/2015

Branch Condition Report

2 of 3

Pavement Database: FDOT NetworkID: ORL

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW E1 (TAXIWAY E1)	1	120.00	40.00	5,073.01	TAXIWAY	60.00	0.00	60.00
TW E2 (TAXIWAY E2)	2	280.00	40.00	12,330.81	TAXIWAY	66.00	14.00	58.10
TW E3 (TAXIWAY E3)	4	1,285.00	40.00	55,837.37	TAXIWAY	50.75	13.48	56.47
TW E4 (TAXIWAY E4)	4	3,000.00	51.25	162,939.22	TAXIWAY	72.50	18.30	60.13
TW E5 (TAXIWAY E5)	1	300.00	40.00	13,215.00	TAXIWAY	76.00	0.00	76.00
TW E6 (TAXIWAY E6)	2	575.00	55.00	28,881.14	TAXIWAY	79.50	20.50	74.81
TW F (TAXIWAY F)	1	1,350.00	40.00	54,815.17	TAXIWAY	52.00	0.00	52.00
TW G (TAXIWAY G)	2	950.00	40.00	39,911.57	TAXIWAY	58.00	1.00	57.49
TW H (TAXIWAY H)	1	1,500.00	40.00	62,452.25	TAXIWAY	56.00	0.00	56.00
TW K (TAXIWAY K)	1	600.00	40.00	27,266.22	TAXIWAY	88.00	0.00	88.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	31	3,183,086.83	54.97	29.30	50.47
RUNWAY	3	1,346,586.20	77.33	4.71	76.23
TAXIWAY	42	1,389,161.81	73.12	17.34	72.05
All	76	5,918,834.84	65.88	24.49	61.40

Date: 5/5/2015

Section Condition Report

1 of 4

Pavement Database: FDOT NetworkID: ORL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA (GA APRON)	4205	01/01/1984	AC	APRON	P	0	608,475.00	01/15/2015	31	59.00
AP GA (GA APRON)	4230	12/25/1999	AC	APRON	P	0	23,614.01	01/15/2015	16	68.00
AP N (NORTH APRON)	4105	01/01/1979	AC	APRON	T	0	200,966.00	01/15/2015	36	10.00
AP N (NORTH APRON)	4125	01/01/1978	AC	APRON	P	0	140,429.00	01/15/2015	37	7.00
AP N (NORTH APRON)	4140	01/01/1979	AC	APRON	P	0	237,860.00	01/15/2015	36	34.00
AP N (NORTH APRON)	4145	01/01/1968	AC	APRON	P	0	122,500.00	01/15/2015	47	36.00
AP N (NORTH APRON)	4155	01/01/1984	AC	APRON	P	0	336,085.33	01/15/2015	31	53.00
AP N (NORTH APRON)	4158	01/01/2002	AAC	APRON	P	0	119,181.38	01/15/2015	13	10.00
AP N (NORTH APRON)	4162	01/01/1991	AC	APRON	P	0	3,391.30	01/15/2015	24	74.00
AP N (NORTH APRON)	4165	01/01/1984	AC	APRON	P	0	26,116.00	01/15/2015	31	8.00
AP N (NORTH APRON)	4166	09/01/2012	AC	APRON	P	0	20,175.00	09/01/2012	0	100.00
AP N (NORTH APRON)	4167	01/01/1984	AC	APRON	P	0	28,916.00	01/15/2015	31	8.00
AP N (NORTH APRON)	4168	01/01/2005	PCC	APRON	P	0	24,538.00	01/15/2015	10	0.00
AP N (NORTH APRON)	4169	09/01/2012	AC	APRON	P	0	72,939.00	09/01/2012	0	100.00
AP N (NORTH APRON)	4170	01/01/1984	AAC	APRON	P	0	88,376.82	01/15/2015	31	70.00
AP N (NORTH APRON)	4175	01/01/1960	AC	APRON	P	0	48,997.00	01/15/2015	55	83.00
AP NE (NE APRON)	4305	01/01/1984	AC	APRON	P	0	52,642.72	01/15/2015	31	50.00
AP NE (NE APRON)	4312	12/25/1999	AC	APRON	P	0	8,540.87	01/15/2015	16	61.00
AP NE (NE APRON)	4315	01/01/2007	AAC	APRON	P	0	24,518.36	01/15/2015	8	79.00
AP NE (NE APRON)	4320	01/01/2007	AAC	APRON	P	0	53,040.18	01/15/2015	8	79.00
AP RU (RUN-UP APRONS)	5110	01/01/2001	AC	APRON	P	0	25,880.12	01/15/2015	14	89.00
AP RU (RUN-UP APRONS)	5115	01/01/2001	AC	APRON	P	0	36,282.01	01/15/2015	14	81.00
AP RU (RUN-UP APRONS)	5120	01/01/2001	AC	APRON	P	0	41,839.54	01/15/2015	14	82.00
AP W (W APRON)	4605	01/01/2002	AAC	APRON	P	0	35,100.00	01/15/2015	13	73.00
AP W (W APRON)	4610	01/01/1999	AC	APRON	P	0	260,825.06	01/15/2015	16	55.00
AP W (W APRON)	4640	12/01/1998	AAC	APRON	P	0	75,563.00	01/15/2015	17	62.00
AP W (W APRON)	4650	12/01/1998	APC	APRON	P	0	130,382.00	01/15/2015	17	59.00

Date: 5/5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: ORL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (W APRON)	4660	01/01/1997	AC	APRON	P	0	35,372.00	01/15/2015	18	31.00
AP W (W APRON)	4665	01/01/1997	PCC	APRON	P	0	38,581.00	01/15/2015	18	31.00
AP W SEGM (SE SEGMENT OF WEST APRON)	4805	01/01/2001	AAC	APRON	P	0	182,930.13	01/15/2015	14	66.00
AP W SEGM (SE SEGMENT OF WEST APRON)	4810	01/01/2012	AAC	APRON	P	0	79,030.00	01/15/2015	3	86.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1999	AAC	RUNWAY	P	0	445,836.20	01/15/2015	16	74.00
RW 7-25 (RUNWAY 7-25)	6105	01/02/2001	AAC	RUNWAY	T	0	600,500.00	01/15/2015	14	74.00
RW 7-25 (RUNWAY 7-25)	6110	01/02/2001	AAC	RUNWAY	P	0	300,250.00	01/15/2015	14	84.00
TW A (TAXIWAY A)	104	01/01/2001	AC	TAXIWAY	P	0	12,155.18	01/15/2015	14	71.00
TW A (TAXIWAY A)	111	01/01/1997	AAC	TAXIWAY	P	0	15,536.50	01/15/2015	18	85.00
TW A (TAXIWAY A)	114	01/01/1999	AC	TAXIWAY	P	0	10,624.83	01/15/2015	16	80.00
TW A (TAXIWAY A)	115	01/01/1984	AC	TAXIWAY	P	0	31,090.00	01/15/2015	31	65.00
TW A (TAXIWAY A)	116	01/01/1984	AC	TAXIWAY	P	0	17,575.19	01/15/2015	31	68.00
TW A (TAXIWAY A)	117	01/01/1984	AC	TAXIWAY	P	0	22,911.60	01/15/2015	31	68.00
TW A (TAXIWAY A)	118	12/25/2015	AAC	TAXIWAY	P	0	9,702.00	12/25/2015	0	100.00
TW A (TAXIWAY A)	125	01/01/1997	AAC	TAXIWAY	P	0	271,468.22	01/15/2015	18	75.00
TW A (TAXIWAY A)	150	01/01/1963	AC	TAXIWAY	P	0	60,358.00	01/15/2015	52	65.00
TW A2 (TAXIWAY A2)	120	01/01/1997	AAC	TAXIWAY	P	0	30,934.90	01/15/2015	18	69.00
TW A3 (TAXIWAY A3)	130	01/01/1997	AAC	TAXIWAY	P	0	56,163.00	01/15/2015	18	74.00
TW A4 (TAXIWAY A4)	140	01/01/1999	AC	TAXIWAY	P	0	15,668.36	01/15/2015	16	73.00
TW A5 (TAXIWAY A5)	405	01/01/1997	AAC	TAXIWAY	P	0	37,115.10	01/15/2015	18	78.00
TW A5 (TAXIWAY A5)	425	01/01/1997	AAC	TAXIWAY	P	0	9,443.06	01/15/2015	18	77.00
TW A6 (TAXIWAY A6)	113	01/01/2001	AC	TAXIWAY	P	0	27,093.68	01/15/2015	14	95.00
TW B (TAXIWAY B)	102	01/01/1991	AC	TAXIWAY	P	0	9,348.41	01/15/2015	24	57.00
TW B (TAXIWAY B)	103	01/01/1999	AAC	TAXIWAY	P	0	62,250.00	01/15/2015	16	67.00
TW B (TAXIWAY B)	105	12/25/2015	AAC	TAXIWAY	P	0	20,389.16	12/25/2015	0	100.00
TW E (TAXIWAY E)	505	01/01/1983	AC	TAXIWAY	P	0	78,109.53	01/15/2015	32	72.00

Date: 5/5/2015

Section Condition Report

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Pavement Database: FDOT NetworkID: ORL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	530	12/25/2015	AAC	TAXIWAY	P	0	45,391.18	12/25/2015	0	100.00
TW E (TAXIWAY E)	540	12/25/2015	AAC	TAXIWAY	P	0	21,996.25	12/25/2015	0	100.00
TW E (TAXIWAY E)	545	12/25/2015	AAC	TAXIWAY	P	0	8,134.00	12/25/2015	0	100.00
TW E (TAXIWAY E)	550	12/25/2015	AAC	TAXIWAY	P	0	52,981.90	12/25/2015	0	100.00
TW E1 (TAXIWAY E1)	501	01/01/1977	AC	TAXIWAY	T	0	5,073.01	01/15/2015	38	60.00
TW E2 (TAXIWAY E2)	510	01/01/1983	AC	TAXIWAY	P	0	9,644.08	01/15/2015	32	52.00
TW E2 (TAXIWAY E2)	512	01/01/1983	AC	TAXIWAY	P	0	2,686.73	01/15/2015	32	80.00
TW E3 (TAXIWAY E3)	417	01/01/1977	AC	TAXIWAY	P	0	8,311.19	01/15/2015	38	29.00
TW E3 (TAXIWAY E3)	420	01/01/1984	AC	TAXIWAY	P	0	36,384.03	01/15/2015	31	62.00
TW E3 (TAXIWAY E3)	520	01/01/1983	AC	TAXIWAY	P	0	8,273.01	01/15/2015	32	62.00
TW E3 (TAXIWAY E3)	522	01/01/1983	AC	TAXIWAY	P	0	2,869.14	01/15/2015	32	50.00
TW E4 (TAXIWAY E4)	1070	01/01/1977	AAC	TAXIWAY	P	0	130,837.22	01/15/2015	38	54.00
TW E4 (TAXIWAY E4)	1080	01/01/1977	AAC	TAXIWAY	P	0	8,393.00	01/15/2015	38	58.00
TW E4 (TAXIWAY E4)	1105	01/01/1991	AC	TAXIWAY	T	0	5,703.00	01/15/2015	24	78.00
TW E4 (TAXIWAY E4)	1110	12/25/2015	AAC	TAXIWAY	T	0	18,006.00	12/25/2015	0	100.00
TW E5 (TAXIWAY E5)	560	01/01/1991	AC	TAXIWAY	P	0	13,215.00	01/15/2015	24	76.00
TW E6 (TAXIWAY E6)	805	01/01/1984	AC	TAXIWAY	P	0	17,742.14	01/15/2015	31	59.00
TW E6 (TAXIWAY E6)	820	12/25/2015	AC	TAXIWAY	P	0	11,139.00	12/25/2015	0	100.00
TW F (TAXIWAY F)	605	01/01/1984	AC	TAXIWAY	P	0	54,815.17	01/15/2015	31	52.00
TW G (TAXIWAY G)	705	01/01/1984	AC	TAXIWAY	P	0	30,099.27	01/15/2015	31	57.00
TW G (TAXIWAY G)	710	01/01/1988	AC	TAXIWAY	P	0	9,812.30	01/15/2015	27	59.00
TW H (TAXIWAY H)	806	01/01/1983	AC	TAXIWAY	P	0	62,452.25	01/15/2015	32	56.00
TW K (TAXIWAY K)	610	01/01/1999	AC	TAXIWAY	P	0	27,266.22	01/15/2015	16	88.00

Section Condition Report*Pavement Database: FDOT*

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	280,853.49	10	100.00	0.00	100.00
03-05	3.00	79,030.00	1	86.00	0.00	86.00
06-10	8.67	102,096.54	3	52.67	45.61	60.01
11-15	13.80	1,381,212.04	10	72.50	23.63	70.66
16-20	17.00	1,555,184.33	18	67.06	15.75	67.06
21-25	24.00	31,657.71	4	71.25	9.64	70.54
26-30	27.00	9,812.30	1	59.00	0.00	59.00
31-35	31.32	1,515,264.01	19	55.32	18.56	56.83
36-40	37.29	731,869.42	7	36.00	22.19	26.20
over 40	51.33	231,855.00	3	61.33	23.71	53.48
All	21.13	5,918,834.84	76	65.88	24.66	61.40

APPENDIX D

- ⦿ PAVEMENT PERFORMANCE PREDICTION
- ⦿ PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP GA	4205	59	58	56	54	53	51	49	47	45	43	41
AP GA	4230	68	67	65	63	62	60	58	56	54	52	50
AP N	4105	10	9	7	5	4	2	0	0	0	0	0
AP N	4125	7	6	4	2	1	0	0	0	0	0	0
AP N	4140	34	33	31	29	28	26	24	22	20	18	16
AP N	4145	36	35	33	31	30	28	26	24	22	20	18
AP N	4155	53	52	50	48	47	45	43	41	39	37	35
AP N	4158	10	9	7	5	4	2	0	0	0	0	0
AP N	4162	74	73	71	69	68	66	64	62	60	58	56
AP N	4165	8	7	5	3	2	0	0	0	0	0	0
AP N	4166	100	95	93	91	89	87	85	83	81	79	77
AP N	4167	8	7	5	3	2	0	0	0	0	0	0
AP N	4168	0	0	0	0	0	0	0	0	0	0	0
AP N	4169	100	95	93	91	89	87	85	83	81	79	77
AP N	4170	70	69	67	65	64	62	60	58	56	54	52
AP N	4175	83	82	80	78	77	75	73	71	69	67	65
AP NE	4305	50	49	47	45	44	42	40	38	36	34	32
AP NE	4312	61	60	58	56	55	53	51	49	47	45	43
AP NE	4315	79	78	76	74	72	70	67	65	63	61	59
AP NE	4320	79	78	76	74	72	70	67	65	63	61	59
AP RU	5110	89	88	86	84	83	81	79	77	75	73	71
AP RU	5115	81	80	78	76	75	73	71	69	67	65	63
AP RU	5120	82	81	79	77	76	74	72	70	68	66	64
AP W	4605	73	72	70	68	66	64	61	59	57	55	53
AP W	4610	55	54	52	50	49	47	45	43	41	39	37
AP W	4640	62	61	59	57	55	53	50	48	46	44	42
AP W	4650	59	58	56	54	52	50	47	45	43	41	39
AP W	4660	31	30	28	26	25	23	21	19	17	15	13



Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP W	4665	31	30	29	27	26	24	23	21	19	18	16
AP W SEGM	4805	66	65	63	61	59	57	54	52	50	48	46
AP W SEGM	4810	86	85	83	81	79	77	74	72	70	68	66
RW 13-31	6205	74	73	71	69	67	65	63	61	59	57	55
RW 7-25	6105	74	73	71	69	67	65	63	61	59	57	55
RW 7-25	6110	84	83	81	79	77	75	73	71	69	67	65
TW A	104	71	70	69	68	66	65	64	62	61	60	58
TW A	111	85	84	82	81	79	77	75	73	72	70	68
TW A	114	80	79	78	77	75	74	73	71	70	69	67
TW A	115	65	64	63	62	60	59	58	56	55	54	52
TW A	116	68	67	66	65	63	62	61	59	58	57	55
TW A	117	68	67	66	65	63	62	61	59	58	57	55
TW A	118	100	100	99	97	96	94	92	90	88	86	85
TW A	125	75	74	72	71	69	67	65	63	62	60	58
TW A	150	65	64	63	62	60	59	58	56	55	54	52
TW A2	120	69	68	66	65	63	61	59	57	56	54	52
TW A3	130	74	73	71	70	68	66	64	62	61	59	57
TW A4	140	73	72	71	70	68	67	66	64	63	62	60
TW A5	405	78	77	75	74	72	70	68	66	65	63	61
TW A5	425	77	76	74	73	71	69	67	65	64	62	60
TW A6	113	95	94	93	92	90	89	88	86	85	84	82
TW B	102	57	56	55	54	52	51	50	48	47	46	44
TW B	103	67	66	64	63	61	59	57	55	54	52	50
TW B	105	100	100	99	97	96	94	92	90	88	86	85
TW E	505	72	71	70	69	67	66	65	63	62	61	59
TW E	530	100	100	99	97	96	94	92	90	88	86	85
TW E	540	100	100	99	97	96	94	92	90	88	86	85
TW E	545	100	100	99	97	96	94	92	90	88	86	85
TW E	550	100	100	99	97	96	94	92	90	88	86	85

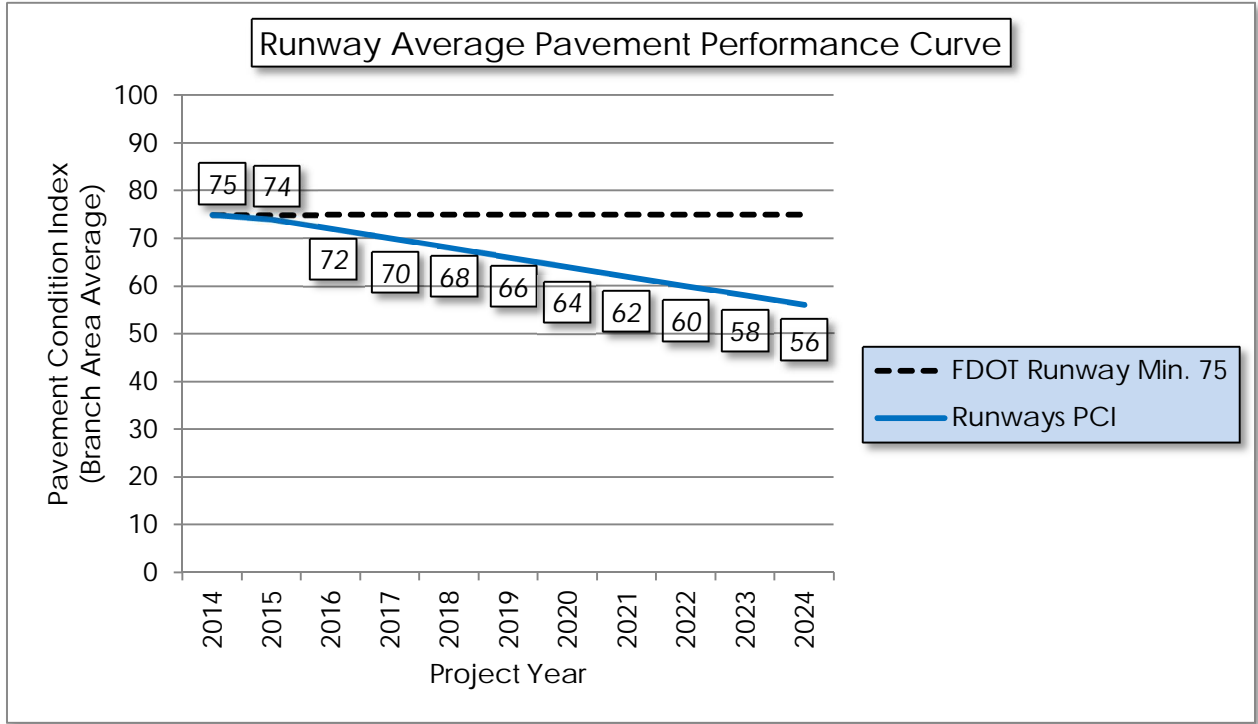


Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW E1	501	60	59	58	57	55	54	53	51	50	49	47
TW E2	510	52	51	50	49	47	46	45	43	42	41	39
TW E2	512	80	79	78	77	75	74	73	71	70	69	67
TW E3	417	29	28	27	26	24	23	22	20	19	18	16
TW E3	420	62	61	60	59	57	56	55	53	52	51	49
TW E3	520	62	61	60	59	57	56	55	53	52	51	49
TW E3	522	50	49	48	47	45	44	43	41	40	39	37
TW E4	1070	54	53	51	50	48	46	44	42	41	39	37
TW E4	1080	58	57	55	54	52	50	48	46	45	43	41
TW E4	1105	78	77	76	75	73	72	71	69	68	67	65
TW E4	1110	100	100	99	97	96	94	92	90	88	86	85
TW E5	560	76	75	74	73	71	70	69	67	66	65	63
TW E6	805	59	58	57	56	54	53	52	50	49	48	46
TW E6	820	100	100	99	98	97	95	94	93	91	90	88
TW F	605	52	51	50	49	47	46	45	43	42	41	39
TW G	705	57	56	55	54	52	51	50	48	47	46	44
TW G	710	59	58	57	56	54	53	52	50	49	48	46
TW H	806	56	55	54	53	51	50	49	47	46	45	43
TW K	610	88	87	86	85	83	82	81	79	78	77	75

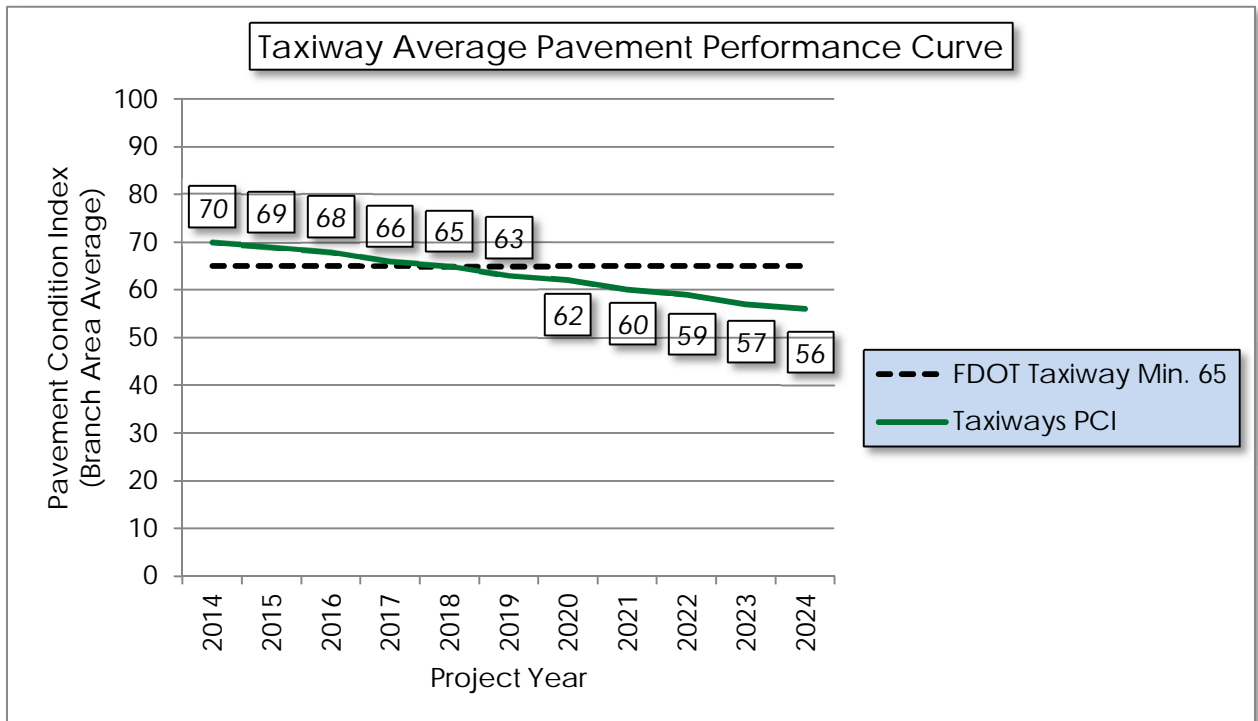
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
 * Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.

Figure D-1: Pavement Performance by Pavement Use

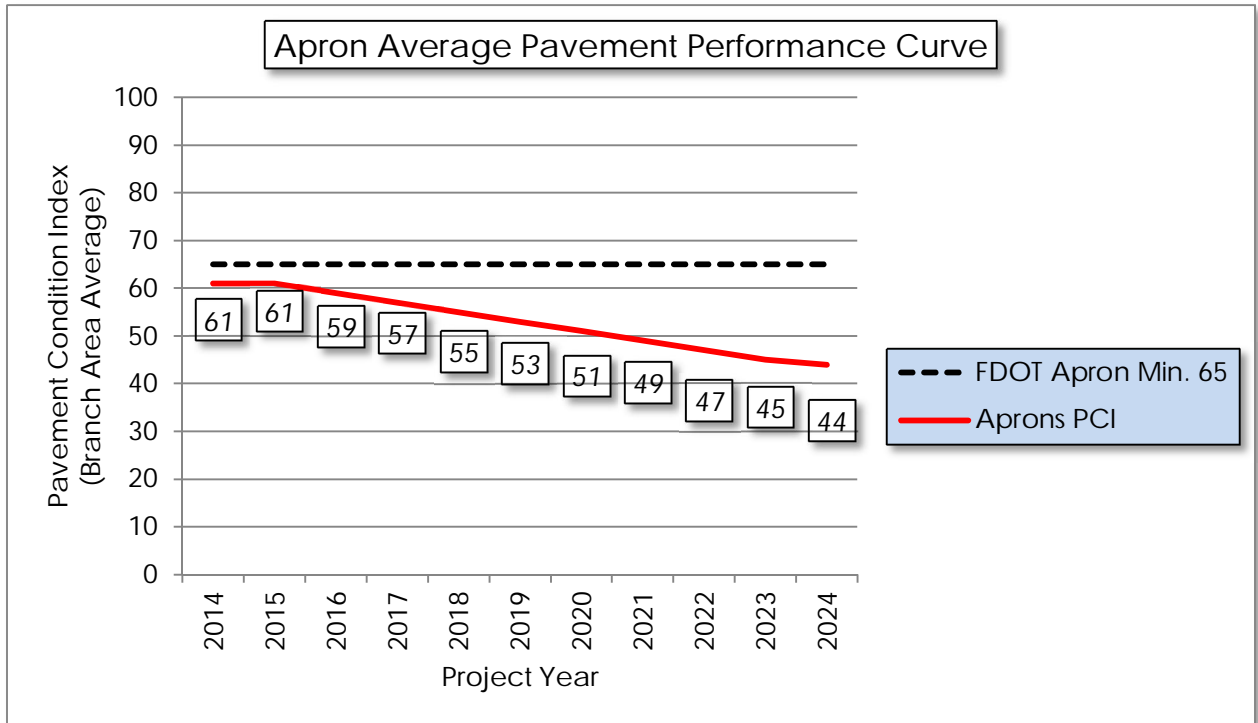
(a) Runway



(b) Taxiway



(c) Apron



APPENDIX E

© YEAR-1 PREVENTATIVE ACTIVITIES



Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
GA APRON	AP GA	4205	BLOCK CR	L	Surface Seal	463,040.30	SqFt	\$0.55	\$ 254,674.26
GA APRON	AP GA	4205	L & T CR	L	Crack Sealing - AC	24,800.00	Ft	\$2.75	\$ 68,199.83
GA APRON	AP GA	4205	RAVELING	L	Surface Seal	304,237.50	SqFt	\$0.55	\$ 167,332.02
GA APRON	AP GA	4230	L & T CR	L	Crack Sealing - AC	3,009.10	Ft	\$2.75	\$ 8,275.01
GA APRON	AP GA	4230	RAVELING	L	Surface Seal	11,807.00	SqFt	\$0.55	\$ 6,493.91
NORTH APRON	AP N	4105	BLOCK CR	H	Patching - AC Full Depth	196,818.10	SqFt	\$5.00	\$ 984,091.18
NORTH APRON	AP N	4105	PATCHING	M	Patching - AC Full Depth	4,659.70	SqFt	\$5.00	\$ 23,298.77
NORTH APRON	AP N	4105	RAVELING	M	Surface Seal	196,818.10	SqFt	\$0.55	\$ 108,250.83
NORTH APRON	AP N	4105	RUTTING	L	Patching - AC Full Depth	5,345.70	SqFt	\$5.00	\$ 26,728.50
NORTH APRON	AP N	4125	ALLIGATOR CR	M	Patching - AC Full Depth	2,790.70	SqFt	\$5.00	\$ 13,953.74
NORTH APRON	AP N	4125	BLOCK CR	H	Patching - AC Full Depth	137,846.80	SqFt	\$5.00	\$ 689,234.53
NORTH APRON	AP N	4125	RAVELING	M	Surface Seal	140,429.00	SqFt	\$0.55	\$ 77,236.59
NORTH APRON	AP N	4125	RUTTING	L	Patching - AC Full Depth	5,868.70	SqFt	\$5.00	\$ 29,343.40
NORTH APRON	AP N	4140	BLOCK CR	H	Patching - AC Full Depth	22,212.90	SqFt	\$5.00	\$ 111,064.37
NORTH APRON	AP N	4140	BLOCK CR	M	Patching - AC Full Depth	215,647.10	SqFt	\$5.00	\$ 1,078,236.69



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4140	RAVELING	L	Surface Seal	138,830.30	SqFt	\$0.55	\$ 76,357.32
NORTH APRON	AP N	4140	RAVELING	M	Surface Seal	79,196.80	SqFt	\$0.55	\$ 43,558.58
NORTH APRON	AP N	4140	WEATHERING	M	Surface Seal	19,832.90	SqFt	\$0.55	\$ 10,908.19
NORTH APRON	AP N	4145	BLOCK CR	M	Patching - AC Full Depth	118,261.10	SqFt	\$5.00	\$ 591,305.81
NORTH APRON	AP N	4145	PATCHING	M	Patching - AC Full Depth	4,505.00	SqFt	\$5.00	\$ 22,525.00
NORTH APRON	AP N	4145	RAVELING	H	Patching - AC Partial Depth	146.20	SqFt	\$3.00	\$ 438.51
NORTH APRON	AP N	4145	RAVELING	L	Surface Seal	41,293.20	SqFt	\$0.55	\$ 22,711.43
NORTH APRON	AP N	4145	WEATHERING	M	Surface Seal	38,415.40	SqFt	\$0.55	\$ 21,128.66
NORTH APRON	AP N	4155	BLOCK CR	M	Patching - AC Full Depth	37,140.10	SqFt	\$5.00	\$ 185,700.77
NORTH APRON	AP N	4155	BLOCK CR	L	Surface Seal	298,945.20	SqFt	\$0.55	\$ 164,421.23
NORTH APRON	AP N	4155	RAVELING	L	Surface Seal	37,140.10	SqFt	\$0.55	\$ 20,427.24
NORTH APRON	AP N	4155	WEATHERING	M	Surface Seal	149,477.60	SqFt	\$0.55	\$ 82,213.39
NORTH APRON	AP N	4158	BLOCK CR	H	Patching - AC Full Depth	119,181.40	SqFt	\$5.00	\$ 595,907.43
NORTH APRON	AP N	4158	DEPRESSION	L	Patching - AC Full Depth	1,654.50	SqFt	\$5.00	\$ 8,272.46
NORTH APRON	AP N	4158	RAVELING	M	Surface Seal	119,181.40	SqFt	\$0.55	\$ 65,550.30
NORTH APRON	AP N	4162	L & T CR	L	Crack Sealing - AC	295.00	Ft	\$2.75	\$ 811.32



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4162	WEATHERING	M	Surface Seal	3,391.30	SqFt	\$0.55	\$ 1,865.23
NORTH APRON	AP N	4165	BLOCK CR	M	Patching - AC Full Depth	20,091.10	SqFt	\$5.00	\$ 100,455.82
NORTH APRON	AP N	4165	BLOCK CR	H	Patching - AC Full Depth	6,024.90	SqFt	\$5.00	\$ 30,124.30
NORTH APRON	AP N	4165	DEPRESSION	L	Patching - AC Full Depth	1,397.40	SqFt	\$5.00	\$ 6,986.95
NORTH APRON	AP N	4165	RAVELING	M	Surface Seal	26,116.00	SqFt	\$0.55	\$ 14,363.92
NORTH APRON	AP N	4167	ALLIGATOR CR	M	Patching - AC Full Depth	599.40	SqFt	\$5.00	\$ 2,996.98
NORTH APRON	AP N	4167	BLOCK CR	H	Patching - AC Full Depth	21,505.70	SqFt	\$5.00	\$ 107,528.77
NORTH APRON	AP N	4167	BLOCK CR	L	Surface Seal	6,905.30	SqFt	\$0.55	\$ 3,797.95
NORTH APRON	AP N	4167	RAVELING	M	Surface Seal	21,997.70	SqFt	\$0.55	\$ 12,098.86
NORTH APRON	AP N	4167	RAVELING	H	Patching - AC Partial Depth	12.90	SqFt	\$3.00	\$ 38.84
NORTH APRON	AP N	4168	SHAT. SLAB	H	Slab Replacement - PCC	24,800.00	SqFt	\$45.00	\$ 1,116,000.07
NORTH APRON	AP N	4170	BLOCK CR	L	Surface Seal	11,614.30	SqFt	\$0.55	\$ 6,387.93
NORTH APRON	AP N	4170	L & T CR	L	Crack Sealing - AC	320.70	Ft	\$2.75	\$ 881.90
NORTH APRON	AP N	4170	RAVELING	L	Surface Seal	11,614.30	SqFt	\$0.55	\$ 6,387.93
NORTH APRON	AP N	4170	WEATHERING	M	Surface Seal	60,535.60	SqFt	\$0.55	\$ 33,294.85
NORTH APRON	AP N	4175	DEPRESSION	L	Patching - AC Full Depth	647.10	SqFt	\$5.00	\$ 3,235.27



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4175	L & T CR	L	Crack Sealing - AC	279.30	Ft	\$2.75	\$ 768.03
NORTH APRON	AP N	4175	WEATHERING	M	Surface Seal	6,124.60	SqFt	\$0.55	\$ 3,368.57
NE APRON	AP NE	4305	BLOCK CR	L	Surface Seal	46,658.70	SqFt	\$0.55	\$ 25,662.49
NE APRON	AP NE	4305	DEPRESSION	L	Patching - AC Full Depth	90.40	SqFt	\$5.00	\$ 451.79
NE APRON	AP NE	4305	L & T CR	L	Crack Sealing - AC	651.80	Ft	\$2.75	\$ 1,792.40
NE APRON	AP NE	4305	RAVELING	H	Patching - AC Partial Depth	11.20	SqFt	\$3.00	\$ 33.71
NE APRON	AP NE	4305	RAVELING	L	Surface Seal	23,082.10	SqFt	\$0.55	\$ 12,695.27
NE APRON	AP NE	4305	RUTTING	L	Patching - AC Full Depth	859.70	SqFt	\$5.00	\$ 4,298.40
NE APRON	AP NE	4312	DEPRESSION	L	Patching - AC Full Depth	778.50	SqFt	\$5.00	\$ 3,892.69
NE APRON	AP NE	4312	L & T CR	L	Crack Sealing - AC	248.50	Ft	\$2.75	\$ 683.27
NE APRON	AP NE	4312	RAVELING	L	Surface Seal	1,708.20	SqFt	\$0.55	\$ 939.50
NE APRON	AP NE	4315	L & T CR	L	Crack Sealing - AC	18.40	Ft	\$2.75	\$ 50.57
NE APRON	AP NE	4315	RAVELING	L	Surface Seal	4,903.70	SqFt	\$0.55	\$ 2,697.04
NE APRON	AP NE	4320	L & T CR	L	Crack Sealing - AC	700.10	Ft	\$2.75	\$ 1,925.36
NE APRON	AP NE	4320	RAVELING	L	Surface Seal	10,608.00	SqFt	\$0.55	\$ 5,834.47
RUN-UP APRONS	AP RU	5110	L & T CR	L	Crack Sealing - AC	225.00	Ft	\$2.75	\$ 618.87



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUN-UP APRONS	AP RU	5115	L & T CR	L	Crack Sealing - AC	233.10	Ft	\$2.75	\$ 640.89
RUN-UP APRONS	AP RU	5115	RAVELING	L	Surface Seal	3,628.20	SqFt	\$0.55	\$ 1,995.53
RUN-UP APRONS	AP RU	5120	L & T CR	L	Crack Sealing - AC	198.40	Ft	\$2.75	\$ 545.46
W APRON	AP W	4605	L & T CR	L	Crack Sealing - AC	786.20	Ft	\$2.75	\$ 2,162.16
W APRON	AP W	4605	OIL SPILLAGE	N	Surface Seal	72.20	SqFt	\$0.55	\$ 39.73
W APRON	AP W	4605	WEATHERING	M	Surface Seal	35,100.00	SqFt	\$0.55	\$ 19,305.16
W APRON	AP W	4610	BLOCK CR	L	Surface Seal	251,021.90	SqFt	\$0.55	\$ 138,063.22
W APRON	AP W	4610	DEPRESSION	L	Patching - AC Full Depth	1,155.10	SqFt	\$5.00	\$ 5,775.55
W APRON	AP W	4610	L & T CR	L	Crack Sealing - AC	1,162.70	Ft	\$2.75	\$ 3,197.54
W APRON	AP W	4610	WEATHERING	M	Surface Seal	257,106.30	SqFt	\$0.55	\$ 141,409.64
W APRON	AP W	4640	BLOCK CR	L	Surface Seal	32,119.20	SqFt	\$0.55	\$ 17,665.72
W APRON	AP W	4640	L & T CR	L	Crack Sealing - AC	3,923.40	Ft	\$2.75	\$ 10,789.40
W APRON	AP W	4640	WEATHERING	M	Surface Seal	75,563.00	SqFt	\$0.55	\$ 41,560.00
W APRON	AP W	4650	BLOCK CR	L	Surface Seal	106,832.30	SqFt	\$0.55	\$ 58,758.24
W APRON	AP W	4650	L & T CR	L	Crack Sealing - AC	2,330.80	Ft	\$2.75	\$ 6,409.68
W APRON	AP W	4650	WEATHERING	M	Surface Seal	119,223.90	SqFt	\$0.55	\$ 65,573.71



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
W APRON	AP W	4660	BLOCK CR	M	Patching - AC Full Depth	28,745.40	SqFt	\$5.00	\$ 143,727.25
W APRON	AP W	4660	DEPRESSION	M	Patching - AC Full Depth	216.50	SqFt	\$5.00	\$ 1,082.54
W APRON	AP W	4660	L & T CR	L	Crack Sealing - AC	292.50	Ft	\$2.75	\$ 804.37
W APRON	AP W	4660	RAVELING	L	Surface Seal	34,494.50	SqFt	\$0.55	\$ 18,972.14
W APRON	AP W	4665	JT SEAL DMG	H	Joint Seal - PCC	4,168.90	Ft	\$3.00	\$ 12,506.75
W APRON	AP W	4665	SCALING	L	Patching - PCC Partial Depth	12,713.30	SqFt	\$19.10	\$ 242,823.18
W APRON	AP W	4665	SHAT. SLAB	L	Slab Replacement - PCC	1,435.20	SqFt	\$45.00	\$ 64,583.34
W APRON	AP W	4665	SHRINKAGE CR	N	Crack Sealing - PCC	384.20	Ft	\$4.25	\$ 1,632.95
W APRON	AP W	4665	JOINT SPALL	H	Patching - PCC Partial Depth	185.40	SqFt	\$19.10	\$ 3,540.73
W APRON	AP W	4665	JOINT SPALL	M	Patching - PCC Partial Depth	118.60	SqFt	\$19.10	\$ 2,266.07
W APRON	AP W	4665	JOINT SPALL	L	Patching - PCC Partial Depth	74.20	SqFt	\$19.10	\$ 1,416.29
W APRON	AP W	4665	CORNER SPALL	L	Patching - PCC Partial Depth	24.70	SqFt	\$19.10	\$ 472.10
W APRON	AP W	4665	CORNER SPALL	M	Patching - PCC Partial Depth	12.40	SqFt	\$19.10	\$ 236.05
W APRON	AP W	4665	CORNER SPALL	H	Patching - PCC Partial Depth	12.40	SqFt	\$19.10	\$ 236.05
SE SEGMENT OF WEST APRON	AP W SEGM	4805	BLOCK CR	L	Surface Seal	68,459.60	SqFt	\$0.55	\$ 37,653.07
SE SEGMENT OF WEST APRON	AP W SEGM	4805	L & T CR	L	Crack Sealing - AC	6,948.80	Ft	\$2.75	\$ 19,109.11



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SE SEGMENT OF WEST APRON	AP W SEGM	4805	WEATHERING	M	Surface Seal	84,456.30	SqFt	\$0.55	\$ 46,451.36
SE SEGMENT OF WEST APRON	AP W SEGM	4810	DEPRESSION	L	Patching - AC Full Depth	935.00	SqFt	\$5.00	\$ 4,674.76
SE SEGMENT OF WEST APRON	AP W SEGM	4810	L & T CR	L	Crack Sealing - AC	194.00	Ft	\$2.75	\$ 533.52
RUNWAY 13-31	RW 13-31	6205	DEPRESSION	L	Patching - AC Full Depth	1,158.30	SqFt	\$5.00	\$ 5,791.56
RUNWAY 13-31	RW 13-31	6205	L & T CR	L	Crack Sealing - AC	12,939.20	Ft	\$2.75	\$ 35,582.64
RUNWAY 13-31	RW 13-31	6205	RAVELING	L	Surface Seal	51,999.40	SqFt	\$0.55	\$ 28,599.89
RUNWAY 13-31	RW 13-31	6205	RAVELING	M	Surface Seal	4,953.70	SqFt	\$0.55	\$ 2,724.58
RUNWAY 7-25	RW 7-25	6105	L & T CR	M	Crack Sealing - AC	1,627.40	Ft	\$2.75	\$ 4,475.22
RUNWAY 7-25	RW 7-25	6105	L & T CR	L	Crack Sealing - AC	35,994.00	Ft	\$2.75	\$ 98,983.31
RUNWAY 7-25	RW 7-25	6105	RAVELING	L	Surface Seal	12,418.30	SqFt	\$0.55	\$ 6,830.14
RUNWAY 7-25	RW 7-25	6105	WEATHERING	M	Surface Seal	3,903.30	SqFt	\$0.55	\$ 2,146.81
RUNWAY 7-25	RW 7-25	6110	L & T CR	L	Crack Sealing - AC	4,455.20	Ft	\$2.75	\$ 12,251.68
RUNWAY 7-25	RW 7-25	6110	RAVELING	L	Surface Seal	20,930.30	SqFt	\$0.55	\$ 11,511.76
TAXIWAY ALPHA	TW A	104	L & T CR	L	Crack Sealing - AC	738.40	Ft	\$2.75	\$ 2,030.49
TAXIWAY ALPHA	TW A	104	RAVELING	L	Surface Seal	1,214.70	SqFt	\$0.55	\$ 668.10
TAXIWAY ALPHA	TW A	111	WEATHERING	M	Surface Seal	3,886.20	SqFt	\$0.55	\$ 2,137.43



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	114	L & T CR	L	Crack Sealing - AC	12.80	Ft	\$2.75	\$ 35.07
TAXIWAY ALPHA	TW A	114	RAVELING	L	Surface Seal	1,593.90	SqFt	\$0.55	\$ 876.64
TAXIWAY ALPHA	TW A	115	L & T CR	L	Crack Sealing - AC	3,855.20	Ft	\$2.75	\$ 10,601.68
TAXIWAY ALPHA	TW A	115	RAVELING	L	Surface Seal	31,090.00	SqFt	\$0.55	\$ 17,099.64
TAXIWAY ALPHA	TW A	116	L & T CR	L	Crack Sealing - AC	1,504.60	Ft	\$2.75	\$ 4,137.64
TAXIWAY ALPHA	TW A	116	RAVELING	L	Surface Seal	14,058.30	SqFt	\$0.55	\$ 7,732.13
TAXIWAY ALPHA	TW A	117	L & T CR	L	Crack Sealing - AC	2,123.00	Ft	\$2.75	\$ 5,838.14
TAXIWAY ALPHA	TW A	117	RAVELING	L	Surface Seal	18,331.80	SqFt	\$0.55	\$ 10,082.57
TAXIWAY ALPHA	TW A	125	BLEEDING	N	Patching - AC Partial Depth	62.00	SqFt	\$3.00	\$ 186.15
TAXIWAY ALPHA	TW A	125	L & T CR	M	Crack Sealing - AC	486.10	Ft	\$2.75	\$ 1,336.66
TAXIWAY ALPHA	TW A	125	L & T CR	L	Crack Sealing - AC	10,134.80	Ft	\$2.75	\$ 27,870.71
TAXIWAY ALPHA	TW A	125	RAVELING	L	Surface Seal	23,268.70	SqFt	\$0.55	\$ 12,797.89
TAXIWAY ALPHA	TW A	150	L & T CR	L	Crack Sealing - AC	4,116.00	Ft	\$2.75	\$ 11,319.00
TAXIWAY ALPHA	TW A	150	RAVELING	L	Surface Seal	12,610.30	SqFt	\$0.55	\$ 6,935.73
TAXIWAY ALPHA	TW A	150	WEATHERING	M	Surface Seal	17,568.70	SqFt	\$0.55	\$ 9,662.86
TAXIWAY A2	TW A2	120	L & T CR	L	Crack Sealing - AC	2,565.50	Ft	\$2.75	\$ 7,055.21



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A2	TW A2	120	WEATHERING	M	Surface Seal	6,599.40	SqFt	\$0.55	\$ 3,629.73
TAXIWAY A3	TW A3	130	DEPRESSION	L	Patching - AC Full Depth	565.30	SqFt	\$5.00	\$ 2,826.70
TAXIWAY A3	TW A3	130	L & T CR	L	Crack Sealing - AC	1,530.80	Ft	\$2.75	\$ 4,209.77
TAXIWAY A3	TW A3	130	RAVELING	L	Surface Seal	9,600.00	SqFt	\$0.55	\$ 5,280.03
TAXIWAY A4	TW A4	140	L & T CR	L	Crack Sealing - AC	946.80	Ft	\$2.75	\$ 2,603.59
TAXIWAY A5	TW A5	405	L & T CR	L	Crack Sealing - AC	1,118.40	Ft	\$2.75	\$ 3,075.60
TAXIWAY A5	TW A5	405	RAVELING	L	Surface Seal	2,316.00	SqFt	\$0.55	\$ 1,273.80
TAXIWAY A5	TW A5	425	L & T CR	L	Crack Sealing - AC	342.60	Ft	\$2.75	\$ 942.08
TAXIWAY A5	TW A5	425	WEATHERING	M	Surface Seal	2,361.40	SqFt	\$0.55	\$ 1,298.79
TAXIAWY A6	TW A6	113	L & T CR	L	Crack Sealing - AC	54.20	Ft	\$2.75	\$ 149.02
TAXIWAY BRAVO	TW B	102	BLEEDING	N	Patching - AC Partial Depth	2.10	SqFt	\$3.00	\$ 6.18
TAXIWAY BRAVO	TW B	102	BLOCK CR	L	Surface Seal	4,121.00	SqFt	\$0.55	\$ 2,266.55
TAXIWAY BRAVO	TW B	102	L & T CR	L	Crack Sealing - AC	826.30	Ft	\$2.75	\$ 2,272.19
TAXIWAY BRAVO	TW B	102	WEATHERING	M	Surface Seal	9,348.40	SqFt	\$0.55	\$ 5,141.67
TAXIWAY BRAVO	TW B	103	DEPRESSION	L	Patching - AC Full Depth	130.40	SqFt	\$5.00	\$ 652.02
TAXIWAY BRAVO	TW B	103	L & T CR	L	Crack Sealing - AC	3,779.30	Ft	\$2.75	\$ 10,392.97



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Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	103	WEATHERING	M	Surface Seal	12,444.50	SqFt	\$0.55	\$ 6,844.51
TAXIWAY ECHO	TW E	505	L & T CR	L	Crack Sealing - AC	5,396.10	Ft	\$2.75	\$ 14,839.17
TAXIWAY ECHO	TW E	505	RAVELING	L	Surface Seal	23,432.90	SqFt	\$0.55	\$ 12,888.18
TAXIWAY E1	TW E1	501	BLOCK CR	L	Surface Seal	1,776.00	SqFt	\$0.55	\$ 976.81
TAXIWAY E1	TW E1	501	L & T CR	L	Crack Sealing - AC	249.00	Ft	\$2.75	\$ 684.75
TAXIWAY E1	TW E1	501	RAVELING	L	Surface Seal	1,522.00	SqFt	\$0.55	\$ 837.11
TAXIWAY E2	TW E2	510	BLOCK CR	L	Surface Seal	3,192.70	SqFt	\$0.55	\$ 1,756.00
TAXIWAY E2	TW E2	510	L & T CR	L	Crack Sealing - AC	842.90	Ft	\$2.75	\$ 2,317.90
TAXIWAY E2	TW E2	510	RAVELING	L	Surface Seal	9,184.30	SqFt	\$0.55	\$ 5,051.42
TAXIWAY E2	TW E2	510	RAVELING	M	Surface Seal	459.70	SqFt	\$0.55	\$ 252.86
TAXIWAY E2	TW E2	512	L & T CR	L	Crack Sealing - AC	85.00	Ft	\$2.75	\$ 233.75
TAXIWAY E2	TW E2	512	RAVELING	L	Surface Seal	269.00	SqFt	\$0.55	\$ 147.95
TAXIWAY E3	TW E3	417	L & T CR	L	Crack Sealing - AC	875.30	Ft	\$2.75	\$ 2,407.07
TAXIWAY E3	TW E3	417	L & T CR	M	Crack Sealing - AC	281.30	Ft	\$2.75	\$ 773.54
TAXIWAY E3	TW E3	417	RAVELING	M	Surface Seal	8,178.80	SqFt	\$0.55	\$ 4,498.39
TAXIWAY E3	TW E3	420	DEPRESSION	M	Patching - AC Full Depth	941.30	SqFt	\$5.00	\$ 4,706.52



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY E3	TW E3	420	L & T CR	L	Crack Sealing - AC	687.70	Ft	\$2.75	\$ 1,891.08
TAXIWAY E3	TW E3	420	RAVELING	L	Surface Seal	31,479.10	SqFt	\$0.55	\$ 17,313.63
TAXIWAY E3	TW E3	520	BLOCK CR	L	Surface Seal	701.80	SqFt	\$0.55	\$ 386.01
TAXIWAY E3	TW E3	520	L & T CR	L	Crack Sealing - AC	791.60	Ft	\$2.75	\$ 2,176.89
TAXIWAY E3	TW E3	520	RAVELING	M	Surface Seal	510.00	SqFt	\$0.55	\$ 280.53
TAXIWAY E3	TW E3	520	RAVELING	L	Surface Seal	2,482.90	SqFt	\$0.55	\$ 1,365.62
TAXIWAY E3	TW E3	522	BLOCK CR	L	Surface Seal	126.00	SqFt	\$0.55	\$ 69.30
TAXIWAY E3	TW E3	522	L & T CR	L	Crack Sealing - AC	475.00	Ft	\$2.75	\$ 1,306.25
TAXIWAY E3	TW E3	522	RAVELING	L	Surface Seal	1,007.00	SqFt	\$0.55	\$ 553.85
TAXIWAY E4	TW E4	1070	BLEEDING	N	Patching - AC Partial Depth	28.00	SqFt	\$3.00	\$ 84.11
TAXIWAY E4	TW E4	1070	L & T CR	L	Crack Sealing - AC	16,205.10	Ft	\$2.75	\$ 44,564.04
TAXIWAY E4	TW E4	1070	L & T CR	M	Crack Sealing - AC	523.30	Ft	\$2.75	\$ 1,439.21
TAXIWAY E4	TW E4	1070	RAVELING	M	Surface Seal	20,560.10	SqFt	\$0.55	\$ 11,308.17
TAXIWAY E4	TW E4	1070	RAVELING	L	Surface Seal	85,745.10	SqFt	\$0.55	\$ 47,160.20
TAXIWAY E4	TW E4	1080	BLOCK CR	L	Surface Seal	819.50	SqFt	\$0.55	\$ 450.73
TAXIWAY E4	TW E4	1080	L & T CR	L	Crack Sealing - AC	882.20	Ft	\$2.75	\$ 2,426.14



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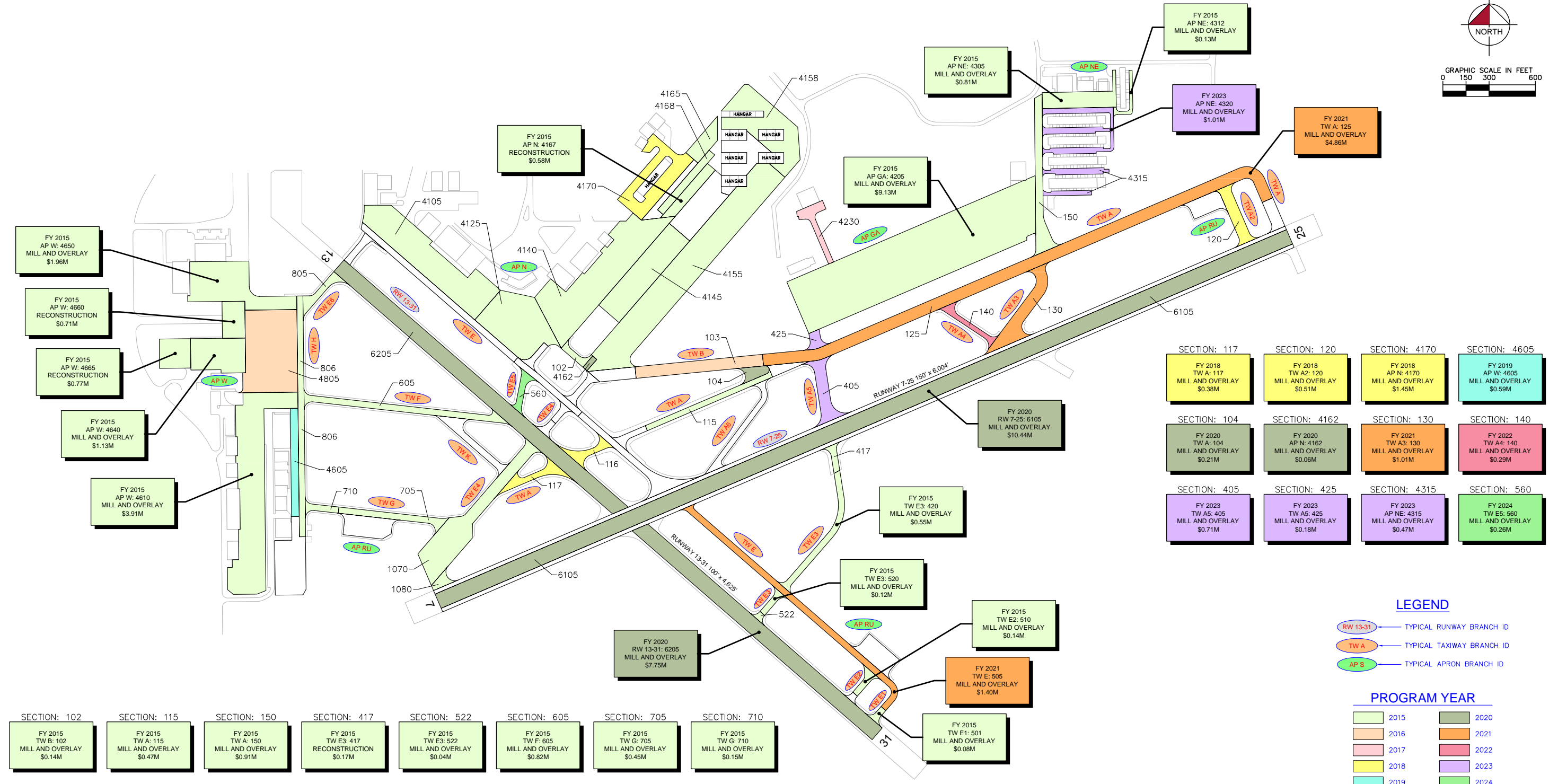
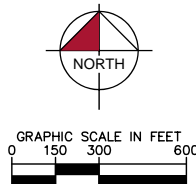
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY E4	TW E4	1080	RAVELING	L	Surface Seal	7,553.90	SqFt	\$0.55	\$ 4,154.68
TAXIWAY E4	TW E4	1105	L & T CR	L	Crack Sealing - AC	216.00	Ft	\$2.75	\$ 594.00
TAXIWAY E4	TW E4	1105	RAVELING	L	Surface Seal	570.00	SqFt	\$0.55	\$ 313.50
TAXIWAY E5	TW E5	560	RAVELING	L	Surface Seal	4,182.00	SqFt	\$0.55	\$ 2,300.10
TAXIWAY E5	TW E5	560	WEATHERING	M	Surface Seal	6,607.50	SqFt	\$0.55	\$ 3,634.16
TAXIWAY E6	TW E6	805	L & T CR	M	Crack Sealing - AC	615.00	Ft	\$2.75	\$ 1,691.25
TAXIWAY E6	TW E6	805	L & T CR	L	Crack Sealing - AC	619.40	Ft	\$2.75	\$ 1,703.42
TAXIWAY E6	TW E6	805	L & T CR	H	Crack Sealing - AC	168.10	Ft	\$2.75	\$ 462.36
TAXIWAY E6	TW E6	805	RAVELING	L	Surface Seal	5,322.60	SqFt	\$0.55	\$ 2,927.48
TAXIWAY FOXTROT	TW F	605	L & T CR	L	Crack Sealing - AC	7,674.10	Ft	\$2.75	\$ 21,103.82
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	21,926.10	SqFt	\$0.55	\$ 12,059.44
TAXIWAY FOXTROT	TW F	605	RAVELING	M	Surface Seal	13,703.80	SqFt	\$0.55	\$ 7,537.15
TAXIWAY GOLF	TW G	705	BLOCK CR	L	Surface Seal	5,151.30	SqFt	\$0.55	\$ 2,833.23
TAXIWAY GOLF	TW G	705	L & T CR	L	Crack Sealing - AC	2,271.10	Ft	\$2.75	\$ 6,245.45
TAXIWAY GOLF	TW G	705	RAVELING	L	Surface Seal	30,099.30	SqFt	\$0.55	\$ 16,554.74
TAXIWAY GOLF	TW G	710	L & T CR	L	Crack Sealing - AC	1,241.30	Ft	\$2.75	\$ 3,413.45



Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY GOLF	TW G	710	RAVELING	L	Surface Seal	2,158.70	SqFt	\$0.55	\$ 1,187.30
TAXIWAY HOTEL	TW H	806	L & T CR	L	Crack Sealing - AC	15,831.60	Ft	\$2.75	\$ 43,536.98
TAXIWAY HOTEL	TW H	806	L & T CR	M	Crack Sealing - AC	478.80	Ft	\$2.75	\$ 1,316.70
TAXIWAY HOTEL	TW H	806	RAVELING	L	Surface Seal	62,452.30	SqFt	\$0.55	\$ 34,349.02
TAXIWAY KILO	TW K	610	L & T CR	L	Crack Sealing - AC	456.70	Ft	\$2.75	\$ 1,255.95
								Total =	\$ 8,941,910.42

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION
TABLE



SECTION: 117 FY 2018 TW A: 117 MILL AND OVERLAY \$0.38M	SECTION: 120 FY 2018 TW A2: 120 MILL AND OVERLAY \$0.51M	SECTION: 4170 FY 2018 AP N: 4170 MILL AND OVERLAY \$1.45M	SECTION: 4605 FY 2019 AP W: 4605 MILL AND OVERLAY \$0.59M
SECTION: 104 FY 2020 TW A: 104 MILL AND OVERLAY \$0.21M	SECTION: 4162 FY 2020 AP N: 4162 MILL AND OVERLAY \$0.06M	SECTION: 130 FY 2021 TW A3: 130 MILL AND OVERLAY \$1.01M	SECTION: 140 FY 2022 TW A4: 140 MILL AND OVERLAY \$0.29M
SECTION: 405 FY 2023 TW A5: 405 MILL AND OVERLAY \$0.71M	SECTION: 425 FY 2023 TW A5: 425 MILL AND OVERLAY \$0.18M	SECTION: 4315 FY 2023 AP NE: 4315 MILL AND OVERLAY \$0.47M	SECTION: 560 FY 2024 TW E5: 560 MILL AND OVERLAY \$0.26M

LEGEND

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

PROGRAM YEAR

2015	2020
2016	2021
2017	2022
2018	2023
2019	2024

"PROGRAM YEAR"
"BRANCH"/"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

SECTION: 102 FY 2015 TW B: 102 MILL AND OVERLAY \$0.14M	SECTION: 115 FY 2015 TW A: 115 MILL AND OVERLAY \$0.47M	SECTION: 150 FY 2015 TW A: 150 MILL AND OVERLAY \$0.91M	SECTION: 417 FY 2015 TW E3: 417 RECONSTRUCTION \$0.17M	SECTION: 522 FY 2015 TW E3: 522 MILL AND OVERLAY \$0.04M	SECTION: 605 FY 2015 TW F: 605 MILL AND OVERLAY \$0.82M	SECTION: 705 FY 2015 TW G: 705 MILL AND OVERLAY \$0.45M	SECTION: 710 FY 2015 TW G: 710 MILL AND OVERLAY \$0.15M
SECTION: 805 FY 2015 TW E6: 805 MILL AND OVERLAY \$0.27M	SECTION: 806 FY 2015 TW H: 806 MILL AND OVERLAY \$0.94M	SECTION: 1070 FY 2015 TW E4: 1070 MILL AND OVERLAY \$1.96M	SECTION: 1080 FY 2015 TW E4: 1080 MILL AND OVERLAY \$0.13M	SECTION: 4105 FY 2015 AP N: 4105 RECONSTRUCTION \$4.02M	SECTION: 4125 FY 2015 AP N: 4125 RECONSTRUCTION \$2.81M	SECTION: 4140 FY 2015 AP N: 4140 RECONSTRUCTION \$4.76M	SECTION: 4145 FY 2015 AP N: 4145 RECONSTRUCTION \$2.45M
SECTION: 4155 FY 2015 AP N: 4155 MILL AND OVERLAY \$5.04M	SECTION: 4158 FY 2015 AP N: 4158 RECONSTRUCTION \$2.38M	SECTION: 4165 FY 2015 AP N: 4165 RECONSTRUCTION \$0.52M	SECTION: 4168 FY 2015 AP N: 4168 RECONSTRUCTION \$0.49M	SECTION: 103 FY 2016 TW B: 103 MILL AND OVERLAY \$0.96M	SECTION: 4805 FY 2016 AP W SEG: 4805 MILL AND OVERLAY \$2.83M	SECTION: 4230 FY 2017 AP GA: 4230 MILL AND OVERLAY \$0.38M	SECTION: 116 FY 2018 TW A: 116 MILL AND OVERLAY \$0.29M

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015
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Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP GA	4205	\$ 9,127,127.00	58	Mill and Overlay	100
2015	AP N	4105	\$ 4,019,320.00	9	Reconstruction	100
2015	AP N	4125	\$ 2,808,580.00	6	Reconstruction	100
2015	AP N	4140	\$ 4,757,200.00	33	Reconstruction	100
2015	AP N	4145	\$ 2,450,000.00	35	Reconstruction	100
2015	AP N	4155	\$ 5,041,281.00	52	Mill and Overlay	100
2015	AP N	4158	\$ 2,383,627.00	9	Reconstruction	100
2015	AP N	4165	\$ 522,320.00	7	Reconstruction	100
2015	AP N	4167	\$ 578,320.00	7	Reconstruction	100
2015	AP N	4168	\$ 490,760.00	0	Reconstruction	100
2015	AP NE	4305	\$ 808,592.00	49	Mill and Overlay	100
2015	AP NE	4312	\$ 128,113.00	60	Mill and Overlay	100
2015	AP W	4610	\$ 3,912,377.00	54	Mill and Overlay	100
2015	AP W	4640	\$ 1,133,445.00	61	Mill and Overlay	100
2015	AP W	4650	\$ 1,955,730.00	58	Mill and Overlay	100
2015	AP W	4660	\$ 707,440.00	30	Reconstruction	100
2015	AP W	4665	\$ 771,620.00	30	Reconstruction	100
2015	TW A	115	\$ 466,350.00	64	Mill and Overlay	100
2015	TW A	150	\$ 905,370.00	64	Mill and Overlay	100
2015	TW B	102	\$ 140,226.00	56	Mill and Overlay	100
2015	TW E1	501	\$ 76,095.00	59	Mill and Overlay	100
2015	TW E2	510	\$ 144,661.00	51	Mill and Overlay	100
2015	TW E3	417	\$ 166,224.00	28	Reconstruction	100
2015	TW E3	420	\$ 545,761.00	61	Mill and Overlay	100
2015	TW E3	520	\$ 124,095.00	61	Mill and Overlay	100
2015	TW E3	522	\$ 43,769.00	49	Mill and Overlay	100
2015	TW E4	1070	\$ 1,962,559.00	53	Mill and Overlay	100
2015	TW E4	1080	\$ 125,895.00	57	Mill and Overlay	100
2015	TW E6	805	\$ 266,132.00	58	Mill and Overlay	100
2015	TW F	605	\$ 822,228.00	51	Mill and Overlay	100
2015	TW G	705	\$ 451,489.00	56	Mill and Overlay	100
2015	TW G	710	\$ 147,185.00	58	Mill and Overlay	100
2015	TW H	806	\$ 936,784.00	55	Mill and Overlay	100
2016	AP W SEGM	4805	\$ 2,826,271.00	63	Mill and Overlay	100
2016	TW B	103	\$ 961,763.00	65	Mill and Overlay	100
2017	AP GA	4230	\$ 375,782.00	64	Mill and Overlay	100



Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	AP N	4170	\$ 1,448,576.00	64	Mill and Overlay	100
2018	TW A	116	\$ 288,073.00	64	Mill and Overlay	100
2018	TW A	117	\$ 375,542.00	64	Mill and Overlay	100
2018	TW A2	120	\$ 507,051.00	64	Mill and Overlay	100
2019	AP W	4605	\$ 592,581.00	65	Mill and Overlay	100
2020	AP N	4162	\$ 58,972.00	65	Mill and Overlay	100
2020	RW 13-31	6205	\$ 7,752,697.00	65	Mill and Overlay	100
2020	RW 7-25	6105	\$10,442,164.00	65	Mill and Overlay	100
2020	TW A	104	\$ 211,368.00	64	Mill and Overlay	100
2021	TW A	125	\$ 4,862,210.00	65	Mill and Overlay	100
2021	TW A3	130	\$ 1,005,924.00	64	Mill and Overlay	100
2021	TW E	505	\$ 1,399,003.00	64	Mill and Overlay	100
2022	TW A4	140	\$ 289,052.00	64	Mill and Overlay	100
2023	AP NE	4315	\$ 465,887.00	64	Mill and Overlay	100
2023	AP NE	4320	\$ 1,007,846.00	64	Mill and Overlay	100
2023	TW A5	405	\$ 705,245.00	65	Mill and Overlay	100
2023	TW A5	425	\$ 179,433.00	64	Mill and Overlay	100
2024	TW E5	560	\$ 258,639.00	64	Mill and Overlay	100
Total =			\$84,934,754.00			

* Costs are adjusted for inflation AT 3%

APPENDIX G

© PHOTOGRAPHS



Runway 13-31, Section 6205, Sample Unit 195 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Runway 7-25, Section 6110, Sample Unit 176 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Runway 7-25, Section 6105, Sample Unit 409 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering



Runway 7-25, Section 6105, Sample Unit 342 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering



Taxiway Alpha, Section 125, Sample Unit 116 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering



Taxiway Golf, Section 705, Sample Unit 701 – Low Severity (43) Block Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling



Taxiway E5, Section 560, Sample Unit 101 – Low Severity (52) Raveling, Low Severity (57) Weathering



Taxiway E3, Section 420, Sample Unit 405 – Medium Severity (45) Depression, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering



Taxiway E6, Section 805, Sample Unit 801 – High Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling



Apron West, Section 4660, Sample Unit 507 – Medium Severity (43) Block Cracking, Low Severity (52) Raveling



Apron North, Section 4158, Sample Unit 651 – High Severity (43) Block Cracking, Medium Severity (52) Raveling



Apron North, Section 4145, Sample Unit 416 – Medium Severity (43) Block Cracking, Low Severity (57) Weathering, Medium Severity (57) Weathering



Apron Northeast, Section 4305, Sample Unit 350 – Low Severity (43) Block Cracking, Low Severity (53) Rutting, Low Severity (57) Weathering

APPENDIX H

© DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 632,089.01SqFt

Section: 4205 of 2 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 608,475.00SqFt Length: 1,720.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 117 Surveyed: 10

Conditions: PCI : 59

Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 57

Sample Comments:

43 BLOCK CRACKING L 3,800.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 137.00 Ft Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 55

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 559.00 Ft Comments:
43 BLOCK CRACKING L 180.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 171.00 Ft Comments:
43 BLOCK CRACKING L 1,200.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 165 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 251 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 500.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 180.00 Ft Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 94.00 Ft Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Sample Number: 314 Type: R Area: 5,000.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Sample Number:	359	Type:	R	Area:	5,000.00SqFt	PCI =	57
Sample Comments:							
43	BLOCK CRACKING			L	3,800.00 SqFt	Comments:	
52	RAVELING			L	2,500.00 SqFt	Comments:	
48	LONGITUDINAL/TRANSVERSE CRACKING			L	170.00 Ft	Comments:	

Sample Number:	400	Type:	R	Area:	6,400.00SqFt	PCI =	59
Sample Comments:							
43	BLOCK CRACKING			L	6,400.00 SqFt	Comments:	
52	RAVELING			L	3,200.00 SqFt	Comments:	

Sample Number:	413	Type:	R	Area:	6,400.00SqFt	PCI =	58
Sample Comments:							
43	BLOCK CRACKING			L	4,800.00 SqFt	Comments:	
52	RAVELING			L	3,200.00 SqFt	Comments:	
48	LONGITUDINAL/TRANSVERSE CRACKING			L	281.00 Ft	Comments:	

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP GA Name: GA APRON Use: APRON Area: 632,089.01SqFt

Section: 4230 of 2 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 23,614.01SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 7 Surveyed: 1

Conditions: PCI : 68

Inspection Comments:

Sample Number: 202 Type: R Area: 3,500.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	446.00 Ft	Comments:
52	RAVELING	L	1,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4105 of 14 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: T
Area: 200,966.00SqFt Length: 500.00Ft Width: 370.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 44 Surveyed: 5

Conditions: PCI: 10

Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00SqFt PCI = 9
Sample Comments:
50 PATCHING M 546.00 SqFt Comments:
43 BLOCK CRACKING H 4,484.00 SqFt Comments:
52 RAVELING M 4,484.00 SqFt Comments:

Sample Number: 205 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:
43 BLOCK CRACKING H 5,000.00 SqFt Comments:
52 RAVELING M 5,000.00 SqFt Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 7
Sample Comments:
53 RUTTING L 665.00 SqFt Comments:
43 BLOCK CRACKING H 5,000.00 SqFt Comments:
52 RAVELING M 5,000.00 SqFt Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:
43 BLOCK CRACKING H 5,000.00 SqFt Comments:
52 RAVELING M 5,000.00 SqFt Comments:

Sample Number: 408 Type: R Area: 5,000.00SqFt PCI = 11
Sample Comments:
43 BLOCK CRACKING H 5,000.00 SqFt Comments:
52 RAVELING M 5,000.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4125 of 14 From: - To: - Last Const.: 01/01/1978
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 140,429.00SqFt Length: 400.00Ft Width: 350.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 28 Surveyed: 3

Conditions: PCI : 7

Inspection Comments:

Sample Number: 210 Type: R Area: 6,750.00SqFt PCI = 1

Sample Comments:

41 ALLIGATOR CRACKING	M	308.00 SqFt	Comments:
53 RUTTING	L	700.00 SqFt	Comments:
43 BLOCK CRACKING	H	6,442.00 SqFt	Comments:
52 RAVELING	M	6,750.00 SqFt	Comments:

Sample Number: 511 Type: R Area: 5,000.00SqFt PCI = 11

Sample Comments:

43 BLOCK CRACKING	H	5,000.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Sample Number: 513 Type: R Area: 5,000.00SqFt PCI = 11

Sample Comments:

43 BLOCK CRACKING	H	5,000.00 SqFt	Comments:
52 RAVELING	M	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4140 of 14 From: - To: - Last Const.: 01/01/1979
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 237,860.00SqFt Length: 1,000.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 52 Surveyed: 6

Conditions: PCI : 34

Inspection Comments:

Sample Number: 466 Type: R Area: 2,800.00SqFt PCI = 11

Sample Comments:

43 BLOCK CRACKING H 2,800.00 SqFt Comments:
52 RAVELING M 2,800.00 SqFt Comments:

Sample Number: 511 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 564 Type: R Area: 5,000.00SqFt PCI = 37

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:
52 RAVELING L 2,500.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:

Sample Number: 569 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 617 Type: R Area: 5,000.00SqFt PCI = 42

Sample Comments:

43 BLOCK CRACKING M 5,000.00 SqFt Comments:
52 RAVELING L 5,000.00 SqFt Comments:

Sample Number: 662 Type: R Area: 7,183.00SqFt PCI = 25

Sample Comments:

43 BLOCK CRACKING M 7,183.00 SqFt Comments:
52 RAVELING M 7,183.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4145 of 14 From: - To: - Last Const.: 01/01/1968
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 122,500.00SqFt Length: 700.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 21 Surveyed: 2

Conditions: PCI : 36

Inspection Comments:

Sample Number: 363 Type: R Area: 5,000.00SqFt PCI = 33

Sample Comments:

50 PATCHING	M	464.00 SqFt	Comments:
52 RAVELING	H	16.00 SqFt	Comments:
43 BLOCK CRACKING	M	4,536.00 SqFt	Comments:
52 RAVELING	L	4,520.00 SqFt	Comments:

Sample Number: 416 Type: R Area: 8,409.00SqFt PCI = 37

Sample Comments:

43 BLOCK CRACKING	M	8,409.00 SqFt	Comments:
57 WEATHERING	M	4,205.00 SqFt	Comments:
57 WEATHERING	L	4,204.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4155 of 14 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 336,085.33SqFt Length: 1,500.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 69 Surveyed: 7

Conditions: PCI : 53

Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:

Sample Number: 113 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:

Sample Number: 166 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:

Sample Number: 169 Type: R Area: 4,961.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 4,961.00 SqFt Comments:
57 WEATHERING M 2,481.00 SqFt Comments:
57 WEATHERING L 2,480.00 SqFt Comments:

Sample Number: 210 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 5,000.00 SqFt Comments:
57 WEATHERING M 2,500.00 SqFt Comments:
57 WEATHERING L 2,500.00 SqFt Comments:

Sample Number: 254 Type: R Area: 3,685.00SqFt PCI = 42
Sample Comments:
43 BLOCK CRACKING M 3,685.00 SqFt Comments:
52 RAVELING L 3,685.00 SqFt Comments:

Sample Number: 264 Type: R Area: 4,700.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 4,700.00 SqFt Comments:
57 WEATHERING M 2,350.00 SqFt Comments:
57 WEATHERING L 2,350.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4158 of 14 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 119,181.38SqFt Length: 400.00Ft Width: 290.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 29 Surveyed: 3

Conditions: PCI: 10

Inspection Comments:

Sample Number: 151 Type: R Area: 4,995.00SqFt PCI = 11

Sample Comments:

43 BLOCK CRACKING H 4,995.00 SqFt Comments:
52 RAVELING M 4,995.00 SqFt Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 11

Sample Comments:

43 BLOCK CRACKING H 5,000.00 SqFt Comments:
52 RAVELING M 5,000.00 SqFt Comments:

Sample Number: 651 Type: R Area: 5,472.00SqFt PCI = 8

Sample Comments:

45 DEPRESSION L 49.00 SqFt Comments:
45 DEPRESSION L 121.00 SqFt Comments:
45 DEPRESSION L 24.00 SqFt Comments:
43 BLOCK CRACKING H 5,472.00 SqFt Comments:
52 RAVELING M 5,472.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4162 of 14 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 3,391.30SqFt Length: 100.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI: 74

Inspection Comments:

Sample Number: 103 Type: R Area: 3,391.00SqFt PCI = 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00 Ft	Comments:
57	WEATHERING	M	3,391.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4165 of 14 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 26,116.00SqFt Length: 441.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 8

Inspection Comments:

Sample Number: 653 Type: R Area: 4,196.00SqFt PCI = 8

Sample Comments:

43 BLOCK CRACKING	H	968.00 SqFt	Comments:
43 BLOCK CRACKING	M	3,228.00 SqFt	Comments:
45 DEPRESSION	L	121.00 SqFt	Comments:
45 DEPRESSION	L	80.00 SqFt	Comments:
52 RAVELING	M	4,196.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4166 of 14 From: - To: - Last Const.: 09/01/2012
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 20,175.00SqFt Length: 441.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: *** Pre-Construction PCI ***

Last Insp. Date: 06/13/2007 Total Samples: 20 Surveyed: 2

Conditions: PCI : 28

Inspection Comments:

Sample Number: 603 Type: R Area: 3,750.00SqFt PCI = 40

Sample Comments:

52 RAVELING	M	1,900.00 SqFt	Comments:
52 RAVELING	L	1,800.00 SqFt	Comments:
43 BLOCK CR	M	1,120.00 SqFt	Comments:

Sample Number: 609 Type: R Area: 2,700.00SqFt PCI = 12

Sample Comments:

50 PATCHING	M	6.00 SqFt	Comments:
48 L & T CR	H	225.00 Ft	Comments:
43 BLOCK CR	H	182.00 SqFt	Comments:
52 RAVELING	M	2,210.00 SqFt	Comments:
50 PATCHING	L	490.00 SqFt	Comments:
43 BLOCK CR	M	400.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4167 of 14 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 28,916.00SqFt Length: 450.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 8

Inspection Comments:

Sample Number: 507 Type: R Area: 6,700.00SqFt PCI = 8

Sample Comments:

43 BLOCK CRACKING	L	1,600.00 SqFt	Comments:
41 ALLIGATOR CRACKING	M	117.00 SqFt	Comments:
43 BLOCK CRACKING	H	4,983.00 SqFt	Comments:
52 RAVELING	H	3.00 SqFt	Comments:
52 RAVELING	M	5,097.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4168 of 14 From: - To: - Last Const.: 01/01/2005
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 24,538.00SqFt Length: 500.00Ft Width: 50.00Ft
Slabs: 62 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,950.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 0

Inspection Comments:

Sample Number: 558 Type: R Area: 2.00Slabs PCI = 0

Sample Comments:

72 SHATTERED SLAB H 2.00 Slabs Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4169 of 14 From: - To: - Last Const.: 09/01/2012
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 72,939.00SqFt Length: 400.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: Total Samples: 0 Surveyed: 0

Conditions:

Sample Number: Type: Area: 0.00

<NO VALID INSPECTIONS>

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4170 of 14 From: - To: - Last Const.: 01/01/1984
Surface: AAC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 88,376.82SqFt Length: 883.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 18 Surveyed: 3

Conditions: PCI: 70

Inspection Comments:

Sample Number: 656 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 10.00 Ft Comments:
57 WEATHERING M 5,000.00 SqFt Comments:

Sample Number: 810 Type: R Area: 6,578.00SqFt PCI = 74

Sample Comments:

57 WEATHERING M 4,934.00 SqFt Comments:
57 WEATHERING L 1,644.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:

Sample Number: 906 Type: R Area: 4,957.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING L 2,173.00 SqFt Comments:
52 RAVELING L 2,173.00 SqFt Comments:
57 WEATHERING M 1,392.00 SqFt Comments:
57 WEATHERING L 1,392.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 1,470,470.83SqFt

Section: 4175 of 14 From: - To: - Last Const.: 01/01/1960
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 48,997.00SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 11 Surveyed: 2

Conditions: PCI : 83

Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	57.00 Ft	Comments:
45	DEPRESSION	L	48.00 SqFt	Comments:
45	DEPRESSION	L	64.00 SqFt	Comments:
57	WEATHERING	M	1,250.00 SqFt	Comments:
57	WEATHERING	L	3,750.00 SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 94

Sample Comments:

57	WEATHERING	L	5,000.00 SqFt	Comments:
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Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4305 of 4 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 52,642.72SqFt Length: 290.00Ft Width: 180.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 11 Surveyed: 2

Conditions: PCI : 50

Inspection Comments:

Sample Number: 350 Type: R Area: 5,242.00SqFt PCI = 49

Sample Comments:

43	BLOCK CRACKING	L	5,242.00	SqFt	Comments:
52	RAVELING	L	1,048.00	SqFt	Comments:
57	WEATHERING	L	4,194.00	SqFt	Comments:
53	RUTTING	L	153.00	SqFt	Comments:

Sample Number: 404 Type: R Area: 4,127.00SqFt PCI = 52

Sample Comments:

45	DEPRESSION	L	10.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	116.00	Ft	Comments:
52	RAVELING	H	2.00	SqFt	Comments:
43	BLOCK CRACKING	L	3,062.00	SqFt	Comments:
52	RAVELING	L	3,060.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

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

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 8,540.87SqFt Length: 400.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI: 61

Inspection Comments:

Sample Number: 307 Type: R Area: 3,300.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	96.00 Ft	Comments:
45	DEPRESSION	L	63.00 SqFt	Comments:
45	DEPRESSION	L	36.00 SqFt	Comments:
45	DEPRESSION	L	160.00 SqFt	Comments:
52	RAVELING	L	660.00 SqFt	Comments:
57	WEATHERING	L	2,640.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4315 of 4 From: - To: - Last Const.: 01/01/2007

Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P

Area: 24,518.36SqFt Length: 1,200.00Ft Width: 20.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 7 Surveyed: 1

Conditions: PCI: 79

Inspection Comments:

Sample Number: 151 Type: R Area: 4,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:

52 RAVELING L 800.00 SqFt Comments:

57 WEATHERING L 3,200.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP NE Name: NE APRON Use: APRON Area: 138,742.13SqFt

Section: 4320 of 4 From: - To: - Last Const.: 01/01/2007

Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P

Area: 53,040.18SqFt Length: 340.00Ft Width: 150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 15 Surveyed: 2

Conditions: PCI: 79

Inspection Comments:

Sample Number: 252 Type: R Area: 4,000.00SqFt PCI = 81

Sample Comments:

52 RAVELING L 800.00 SqFt Comments:

57 WEATHERING L 3,200.00 SqFt Comments:

Sample Number: 301 Type: R Area: 3,500.00SqFt PCI = 76

Sample Comments:

52 RAVELING L 700.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 99.00 Ft Comments:

57 WEATHERING L 2,800.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5110 of 3 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 25,880.12SqFt Length: 210.00Ft Width: 110.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI: 89

Inspection Comments:

Sample Number: 302 Type: R Area: 5,750.00SqFt PCI = 89

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.00 Ft	Comments:
57	WEATHERING	L	5,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5115 of 3 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 36,282.01SqFt Length: 255.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 5 Surveyed: 1

Conditions: PCI : 81

Inspection Comments:

Sample Number: 202 Type: R Area: 6,850.00SqFt PCI = 81

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00 Ft	Comments:
52	RAVELING	L	685.00 SqFt	Comments:
57	WEATHERING	L	6,165.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP RU Name: RUN-UP APRONS Use: APRON Area: 104,001.67SqFt

Section: 5120 of 3 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 41,839.54SqFt Length: 310.00Ft Width: 130.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 82

Inspection Comments:

Sample Number: 102 Type: R Area: 6,750.00SqFt PCI = 82

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
56	SWELLING	L	250.00 SqFt	Comments:
57	WEATHERING	L	6,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4605 of 6 From: - To: - Last Const.: 01/01/2002
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 35,100.00SqFt Length: 700.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 8 Surveyed: 1

Conditions: PCI: 73

Inspection Comments:

Sample Number: 282 Type: R Area: 5,000.00SqFt PCI = 73

Sample Comments:

57 WEATHERING	M	5,000.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	112.00 Ft	Comments:
49 OIL SPILLAGE	N	6.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4610 of 6 From: - To: - Last Const.: 01/01/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 260,825.06SqFt Length: 1,250.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 60 Surveyed: 6

Conditions: PCI : 55

Inspection Comments:

Sample Number: 421 Type: R Area: 4,307.00SqFt PCI = 55
Sample Comments:
50 PATCHING L 14.00 SqFt Comments:
50 PATCHING L 27.00 SqFt Comments:
50 PATCHING L 120.00 SqFt Comments:
43 BLOCK CRACKING L 4,146.00 SqFt Comments:
57 WEATHERING M 4,146.00 SqFt Comments:

Sample Number: 424 Type: R Area: 4,307.00SqFt PCI = 51
Sample Comments:
50 PATCHING L 50.00 SqFt Comments:
45 DEPRESSION L 30.00 SqFt Comments:
45 DEPRESSION L 72.00 SqFt Comments:
43 BLOCK CRACKING L 4,257.00 SqFt Comments:
57 WEATHERING M 4,257.00 SqFt Comments:

Sample Number: 434 Type: R Area: 4,307.00SqFt PCI = 53
Sample Comments:
43 BLOCK CRACKING L 3,700.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 116.00 Ft Comments:
57 WEATHERING M 4,307.00 SqFt Comments:
56 SWELLING L 38.00 SqFt Comments:

Sample Number: 439 Type: R Area: 4,307.00SqFt PCI = 55
Sample Comments:
43 BLOCK CRACKING L 4,307.00 SqFt Comments:
57 WEATHERING M 4,307.00 SqFt Comments:
56 SWELLING L 64.00 SqFt Comments:

Sample Number: 531 Type: R Area: 3,793.00SqFt PCI = 59
Sample Comments:
43 BLOCK CRACKING L 3,793.00 SqFt Comments:
57 WEATHERING M 3,793.00 SqFt Comments:

Sample Number: 542 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:
50 PATCHING L 160.00 SqFt Comments:
43 BLOCK CRACKING L 4,840.00 SqFt Comments:
57 WEATHERING M 4,840.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4640 of 6 From: - To: - Last Const.: 12/01/1998
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 75,563.00SqFt Length: 400.00Ft Width: 185.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 16 Surveyed: 3

Conditions: PCI: 62

Inspection Comments:

Sample Number: 514 Type: R Area: 4,489.00SqFt PCI = 62

Sample Comments:

57 WEATHERING	M	4,489.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	276.00 Ft	Comments:
43 BLOCK CRACKING	L	550.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,044.00 SqFt	Comments:

Sample Number: 612 Type: R Area: 5,000.00SqFt PCI = 69

Sample Comments:

57 WEATHERING	M	5,000.00 SqFt	Comments:
56 SWELLING	L	292.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	437.00 Ft	Comments:

Sample Number: 812 Type: R Area: 4,243.00SqFt PCI = 54

Sample Comments:

43 BLOCK CRACKING	L	4,243.00 SqFt	Comments:
56 SWELLING	L	424.00 SqFt	Comments:
57 WEATHERING	M	4,243.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4650 of 6 From: - To: - Last Const.: 12/01/1998
 Surface: APC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
 Area: 130,382.00SqFt Length: 480.00Ft Width: 300.00Ft
 Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 26 Surveyed: 4

Conditions: PCI : 59

Inspection Comments:

Sample Number: 306 Type: R Area: 5,800.00SqFt PCI = 58
 Sample Comments:
 57 WEATHERING M 5,800.00 SqFt Comments:
 43 BLOCK CRACKING L 3,276.00 SqFt Comments:
 48 LONGITUDINAL/TRANSVERSE CRACKING L 376.00 Ft Comments:
 43 BLOCK CRACKING L 525.00 SqFt Comments:

Sample Number: 503 Type: R Area: 4,983.00SqFt PCI = 59
 Sample Comments:
 43 BLOCK CRACKING L 4,983.00 SqFt Comments:
 57 WEATHERING M 4,983.00 SqFt Comments:

Sample Number: 701 Type: R Area: 6,000.00SqFt PCI = 63
 Sample Comments:
 43 BLOCK CRACKING L 4,200.00 SqFt Comments:
 57 WEATHERING M 4,200.00 SqFt Comments:

Sample Number: 804 Type: R Area: 4,250.00SqFt PCI = 54
 Sample Comments:
 43 BLOCK CRACKING L 4,250.00 SqFt Comments:
 57 WEATHERING M 4,250.00 SqFt Comments:
 56 SWELLING L 213.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4660 of 6 From: - To: - Last Const.: 01/01/1997

Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P

Area: 35,372.00SqFt Length: 235.00Ft Width: 150.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 10 Surveyed: 1

Conditions: PCI : 31

Inspection Comments:

Sample Number: 507 Type: R Area: 3,507.00SqFt PCI = 31

Sample Comments:

43	BLOCK CRACKING	M	2,850.00	SqFt	Comments:
45	DEPRESSION	M	16.00	SqFt	Comments:
50	PATCHING	L	87.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00	Ft	Comments:
52	RAVELING	L	3,420.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W Name: W APRON Use: APRON Area: 575,823.06SqFt

Section: 4665 of 6 From: - To: - Last Const.: 01/01/1997
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 38,581.00SqFt Length: 200.00Ft Width: 190.00Ft
Slabs: 124 Slab Width: 25.00Ft Slab Length: 12.50Ft Joint Length: 4,170.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 6 Surveyed: 1

Conditions: PCI : 31

Inspection Comments:

Sample Number: 911 Type: R Area: 27.00Slabs PCI = 31

Sample Comments:

65 JOINT SEAL DAMAGE	H	27.00 Slabs	Comments:
70 SCALING/CRAZING	L	27.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	17.00 Slabs	Comments:
74 JOINT SPALLING	H	5.00 Slabs	Comments:
63 LINEAR CRACKING	L	17.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
72 SHATTERED SLAB	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

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Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W SEGM Name: SE SEGMENT OF WEST APRON Use: APRON Area: 261,960.13SqFt

Section: 4805 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 182,930.13SqFt Length: 550.00Ft Width: 330.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 36 Surveyed: 4

Conditions: PCI: 66

Inspection Comments:

Sample Number: 207 Type: R Area: 4,500.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	472.00 Ft	Comments:
57 WEATHERING	M	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	L	147.00 SqFt	Comments:

Sample Number: 211 Type: R Area: 5,357.00SqFt PCI = 75

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	165.00 Ft	Comments:
57 WEATHERING	M	5,357.00 SqFt	Comments:

Sample Number: 315 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

43 BLOCK CRACKING	L	1,350.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 411 Type: R Area: 6,493.00SqFt PCI = 59

Sample Comments:

43 BLOCK CRACKING	L	6,493.00 SqFt	Comments:
57 WEATHERING	L	6,493.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: AP W SEGM Name: SE SEGMENT OF WEST APRON Use: APRON Area: 261,960.13SqFt

Section: 4810 of 2 From: - To: - Last Const.: 01/01/2012
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 79,030.00SqFt Length: 400.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 17 Surveyed: 3

Conditions: PCI: 86

Inspection Comments:

Sample Number: 138 Type: R Area: 6,100.00SqFt PCI = 92

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:
57 WEATHERING L 6,100.00 SqFt Comments:

Sample Number: 290 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

45 DEPRESSION L 143.00 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 6.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 344 Type: R Area: 2,750.00SqFt PCI = 89

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 25.00 Ft Comments:
57 WEATHERING L 2,750.00 SqFt Comments:

Re-inspection Report

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Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 445,836.20SqFt

Section: 6205 of 1 From: - To: - Last Const.: 01/01/1999
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 445,836.20SqFt Length: 4,450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 90 Surveyed: 18

Conditions: PCI: 74

Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	191.00	Ft	Comments:
52	RAVELING	M	1,000.00	SqFt	Comments:
52	RAVELING	L	1,000.00	SqFt	Comments:
45	DEPRESSION	L	207.00	SqFt	Comments:
56	SWELLING	L	2.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 75

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
56	SWELLING	L	120.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00	Ft	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
56	SWELLING	L	195.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft	Comments:
56	SWELLING	L	11.00	SqFt	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,250.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

56	SWELLING	L	132.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00	Ft	Comments:
56	SWELLING	L	8.00	SqFt	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 142 Type: R Area: 5,000.00SqFt PCI = 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft	Comments:
52	RAVELING	L	500.00	SqFt	Comments:
57	WEATHERING	L	4,500.00	SqFt	Comments:

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Report Generated Date: May 05, 2015

Sample Number:	145	Type: R	Area:	5,000.00SqFt	PCI = 79
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	35.00 Ft	Comments:
52	RAVELING		L	500.00 SqFt	Comments:
57	WEATHERING		L	4,500.00 SqFt	Comments:
56	SWELLING		L	9.00 SqFt	Comments:

Sample Number:	152	Type: R	Area:	5,000.00SqFt	PCI = 76
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	81.00 Ft	Comments:
56	SWELLING		L	32.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	74.00 Ft	Comments:
56	SWELLING		L	12.00 SqFt	Comments:
52	RAVELING		L	497.00 SqFt	Comments:
57	WEATHERING		L	4,473.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	22.00 Ft	Comments:

Sample Number:	156	Type: R	Area:	5,000.00SqFt	PCI = 72
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	136.00 Ft	Comments:
56	SWELLING		L	54.00 SqFt	Comments:
56	SWELLING		L	18.00 SqFt	Comments:
56	SWELLING		L	200.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	78.00 Ft	Comments:
52	RAVELING		L	500.00 SqFt	Comments:
57	WEATHERING		L	4,500.00 SqFt	Comments:

Sample Number:	159	Type: R	Area:	5,000.00SqFt	PCI = 66
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	107.00 Ft	Comments:
52	RAVELING		L	500.00 SqFt	Comments:
57	WEATHERING		L	4,500.00 SqFt	Comments:
56	SWELLING		L	126.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	82.00 Ft	Comments:
56	SWELLING		L	400.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	163.00 Ft	Comments:

Sample Number:	163	Type: R	Area:	5,000.00SqFt	PCI = 72
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	217.00 Ft	Comments:
56	SWELLING		L	72.00 SqFt	Comments:
56	SWELLING		L	41.00 SqFt	Comments:
52	RAVELING		L	500.00 SqFt	Comments:
57	WEATHERING		L	4,500.00 SqFt	Comments:

Sample Number:	169	Type: R	Area:	5,000.00SqFt	PCI = 67
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	322.00 Ft	Comments:
52	RAVELING		L	1,000.00 SqFt	Comments:
57	WEATHERING		L	4,000.00 SqFt	Comments:
56	SWELLING		L	148.00 SqFt	Comments:
56	SWELLING		L	26.00 SqFt	Comments:

Sample Number:	175	Type: R	Area:	5,000.00SqFt	PCI = 68
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	78.00 Ft	Comments:
56	SWELLING		L	6.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	255.00 Ft	Comments:

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56 SWELLING	L	41.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	34.00	SqFt	Comments:

Sample Number: 182 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:
56 SWELLING	L	20.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 185 Type: R Area: 5,000.00SqFt PCI = 76

Sample Comments:

56 SWELLING	L	54.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	Comments:
56 SWELLING	L	10.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	20.00	SqFt	Comments:

Sample Number: 191 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	74.00	Ft	Comments:
56 SWELLING	L	15.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	9.00	SqFt	Comments:

Sample Number: 195 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	163.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	10.00	SqFt	Comments:

Sample Number: 198 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft	Comments:
56 SWELLING	L	96.00	SqFt	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

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FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 900,750.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 01/02/2001
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: T
Area: 600,500.00SqFt Length: 6,005.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 120 Surveyed: 20

Conditions: PCI : 74

Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

52 RAVELING	L	360.00	SqFt	Comments:
57 WEATHERING	L	4,640.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft	Comments:

Sample Number: 306 Type: R Area: 5,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	217.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	344.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	10.00	Ft	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:

Sample Number: 316 Type: R Area: 5,000.00SqFt PCI = 79

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	36.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 321 Type: R Area: 5,000.00SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	193.00	Ft	Comments:
57 WEATHERING	L	4,350.00	SqFt	Comments:
57 WEATHERING	M	650.00	SqFt	Comments:

Sample Number: 328 Type: R Area: 5,000.00SqFt PCI = 61

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	315.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	71.00	Ft	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
56 SWELLING	L	74.00	SqFt	Comments:
56 SWELLING	L	38.00	SqFt	Comments:

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Sample Number:	335	Type:	R	Area:	5,000.00SqFt	PCI =	75
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	211.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	50.00	Ft	Comments:

Sample Number:	342	Type:	R	Area:	5,000.00SqFt	PCI =	77
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	119.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	89.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	35.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

Sample Number:	350	Type:	R	Area:	5,000.00SqFt	PCI =	79
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	85.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	187.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

Sample Number:	356	Type:	R	Area:	5,000.00SqFt	PCI =	72
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	398.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:
56	SWELLING			L	42.00	SqFt	Comments:

Sample Number:	361	Type:	R	Area:	5,000.00SqFt	PCI =	76
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	194.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	158.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

Sample Number:	371	Type:	R	Area:	5,000.00SqFt	PCI =	76
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	215.00	Ft	Comments:
56	SWELLING			L	5.00	SqFt	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:
56	SWELLING			L	6.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	100.00	Ft	Comments:

Sample Number:	379	Type:	R	Area:	5,000.00SqFt	PCI =	77
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	324.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

Sample Number:	384	Type:	R	Area:	5,000.00SqFt	PCI =	83
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	198.00	Ft	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

Sample Number:	391	Type:	R	Area:	5,000.00SqFt	PCI =	73
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE	CRACKING		L	222.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING		M	18.00	Ft	Comments:
56	SWELLING			L	50.00	SqFt	Comments:
57	WEATHERING			L	5,000.00	SqFt	Comments:

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Sample Number:	397	Type: R	Area:	5,000.00SqFt	PCI = 73
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	179.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	260.00 Ft	Comments:
57	WEATHERING		L	5,000.00 SqFt	Comments:

Sample Number:	403	Type: R	Area:	5,000.00SqFt	PCI = 66
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	222.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	M	51.00 Ft	Comments:
57	WEATHERING		L	4,932.00 SqFt	Comments:
52	RAVELING		L	68.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	140.00 Ft	Comments:
56	SWELLING		L	10.00 SqFt	Comments:

Sample Number:	409	Type: R	Area:	5,000.00SqFt	PCI = 65
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	216.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	303.00 Ft	Comments:
57	WEATHERING		L	4,860.00 SqFt	Comments:
56	SWELLING		L	22.00 SqFt	Comments:
52	RAVELING		L	140.00 SqFt	Comments:

Sample Number:	412	Type: R	Area:	5,000.00SqFt	PCI = 79
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	271.00 Ft	Comments:
57	WEATHERING		L	5,000.00 SqFt	Comments:

Sample Number:	418	Type: R	Area:	5,000.00SqFt	PCI = 80
Sample Comments:					
48	LONGITUDINAL/TRANSVERSE	CRACKING	L	261.00 Ft	Comments:
57	WEATHERING		L	5,000.00 SqFt	Comments:

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Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: RW 7-25 Name: RUNWAY 7-25 Use: RUNWAY Area: 900,750.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 01/02/2001
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 300,250.00SqFt Length: 12,010.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 60 Surveyed: 12

Conditions: PCI: 84

Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 80.00 Ft Comments:
52 RAVELING L 2,100.00 SqFt Comments:
57 WEATHERING L 2,900.00 SqFt Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 89.00 Ft Comments:
56 SWELLING L 100.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 58.00 Ft Comments:
56 SWELLING L 100.00 SqFt Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 176 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 70.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 196 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 8.00 Ft Comments:
57 WEATHERING L 5,000.00 SqFt Comments:

Sample Number: 216 Type: R Area: 5,125.00SqFt PCI = 85
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 151.00 Ft Comments:
57 WEATHERING L 5,125.00 SqFt Comments:

Sample Number: 500 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 43.00 Ft Comments:
57 WEATHERING L 2,900.00 SqFt Comments:
52 RAVELING L 2,100.00 SqFt Comments:

Sample Number: 524 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 154.00 Ft Comments:
56 SWELLING L 26.00 SqFt Comments:

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57 WEATHERING	L	5,000.00 SqFt	Comments:
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Sample Number: 552	Type: R	Area: 5,000.00SqFt	PCI = 89
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 568	Type: R	Area: 5,000.00SqFt	PCI = 87
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	64.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:
56 SWELLING	L	20.00 SqFt	Comments:

Sample Number: 596	Type: R	Area: 5,000.00SqFt	PCI = 89
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	65.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 616	Type: R	Area: 5,125.00SqFt	PCI = 89
Sample Comments:			
48 LONGITUDINAL/TRANSVERSE CRACKING	L	49.00 Ft	Comments:
57 WEATHERING	L	5,125.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 104 of 9 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 12,155.18SqFt Length: 160.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI: 71

Inspection Comments:

Sample Number: 98 Type: R Area: 6,124.00SqFt PCI = 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	127.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
56	SWELLING	L	47.00 SqFt	Comments:
52	RAVELING	L	612.00 SqFt	Comments:
57	WEATHERING	L	5,512.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 111 of 9 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 15,536.50SqFt Length: 200.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI : 85

Inspection Comments:

Sample Number: 104 Type: R Area: 3,750.00SqFt PCI = 85

Sample Comments:

57 WEATHERING	M	938.00 SqFt	Comments:
57 WEATHERING	L	2,812.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 114 of 9 From: - To: - Last Const.: 01/01/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 10,624.83SqFt Length: 250.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 101 Type: R Area: 6,666.00SqFt PCI = 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00 Ft	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	5,666.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 115 of 9 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 31,090.00SqFt Length: 1,000.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 9 Surveyed: 1

Conditions: PCI: 65

Inspection Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00 Ft	Comments:
52	RAVELING	L	3,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 116 of 9 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 17,575.19SqFt Length: 400.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI: 68

Inspection Comments:

Sample Number: 114 Type: R Area: 3,808.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00 Ft	Comments:
52	RAVELING	L	3,046.00 SqFt	Comments:
57	WEATHERING	L	762.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 117 of 9 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 22,911.60SqFt Length: 500.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI: 68

Inspection Comments:

Sample Number: 118 Type: R Area: 3,637.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	337.00 Ft	Comments:
52	RAVELING	L	2,910.00 SqFt	Comments:
57	WEATHERING	L	727.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 118 of 9 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 9,702.00SqFt Length: 1,000.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 63

Inspection Comments:

Sample Number: 111 Type: R Area: 4,066.00SqFt PCI = 63

Sample Comments:

50 PATCHING	L	105.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	362.00 Ft	Comments:
52 RAVELING	L	3,981.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 125 of 9 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 271,468.22SqFt Length: 3,600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 73 Surveyed: 7

Conditions: PCI: 75

Inspection Comments:

Sample Number: 108 Type: R Area: 3,750.00SqFt PCI = 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	223.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	47.00	Ft	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:

Sample Number: 116 Type: R Area: 3,750.00SqFt PCI = 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	241.00	Ft	Comments:
56	SWELLING	L	79.00	SqFt	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
42	BLEEDING	N	6.00	SqFt	Comments:

Sample Number: 126 Type: R Area: 3,750.00SqFt PCI = 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:
52	RAVELING	L	375.00	SqFt	Comments:

Sample Number: 141 Type: R Area: 3,750.00SqFt PCI = 76

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	138.00	Ft	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
56	SWELLING	L	23.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 3,750.00SqFt PCI = 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:
52	RAVELING	L	375.00	SqFt	Comments:

Sample Number: 158 Type: R Area: 3,750.00SqFt PCI = 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	105.00	Ft	Comments:
56	SWELLING	L	250.00	SqFt	Comments:
57	WEATHERING	L	3,750.00	SqFt	Comments:

Sample Number: 166 Type: R Area: 3,750.00SqFt PCI = 80

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	34.00	Ft	Comments:
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48	LONGITUDINAL/TRANSVERSE CRACKING	L	9.00	Ft	Comments:
52	RAVELING	L	375.00	SqFt	Comments:
57	WEATHERING	L	3,375.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 451,421.52SqFt

Section: 150 of 9 From: - To: - Last Const.: 01/01/1963
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 60,358.00SqFt Length: 1,000.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 12 Surveyed: 2

Conditions: PCI : 65

Inspection Comments:

Sample Number: 450 Type: R Area: 6,966.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:
56	SWELLING	L	1,045.00	SqFt	Comments:
57	WEATHERING	M	3,483.00	SqFt	Comments:
57	WEATHERING	L	3,483.00	SqFt	Comments:

Sample Number: 506 Type: R Area: 5,000.00SqFt PCI = 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	457.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft	Comments:
52	RAVELING	L	2,500.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 30,934.90SqFt

Section: 120 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 30,934.90SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 8 Surveyed: 1

Conditions: PCI: 69

Inspection Comments:

Sample Number: 204 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	311.00 Ft	Comments:
57	WEATHERING	M	800.00 SqFt	Comments:
57	WEATHERING	L	2,950.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 56,163.00SqFt

Section: 130 of 1 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 56,163.00SqFt Length: 600.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 13 Surveyed: 3

Conditions: PCI : 74

Inspection Comments:

Sample Number: 304 Type: R Area: 3,750.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 34.00 Ft Comments:
52 RAVELING L 375.00 SqFt Comments:
57 WEATHERING L 3,375.00 SqFt Comments:

Sample Number: 311 Type: R Area: 3,813.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 82.00 Ft Comments:
52 RAVELING L 381.00 SqFt Comments:
57 WEATHERING L 3,432.00 SqFt Comments:

Sample Number: 500 Type: R Area: 6,782.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 275.00 Ft Comments:
56 SWELLING L 378.00 SqFt Comments:
45 DEPRESSION L 121.00 SqFt Comments:
52 RAVELING L 1,696.00 SqFt Comments:
57 WEATHERING L 2,086.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 15,668.36SqFt

Section: 140 of 1 From: - To: - Last Const.: 01/01/1999

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 15,668.36SqFt Length: 400.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 4 Surveyed: 1

Conditions: PCI: 73

Inspection Comments:

Sample Number: 402 Type: R Area: 3,012.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	182.00 Ft	Comments:
56	SWELLING	L	8.00 SqFt	Comments:
56	SWELLING	L	100.00 SqFt	Comments:
57	WEATHERING	L	3,012.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 46,558.16SqFt

Section: 405 of 2 From: - To: - Last Const.: 01/01/1997
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 37,115.10SqFt Length: 400.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 8 Surveyed: 1

Conditions: PCI: 78

Inspection Comments:

Sample Number: 404 Type: R Area: 3,750.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00 Ft	Comments:
56	SWELLING	L	7.00 SqFt	Comments:
52	RAVELING	L	234.00 SqFt	Comments:
57	WEATHERING	L	3,516.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 46,558.16SqFt

Section: 425 of 2 From: - To: - Last Const.: 01/01/1997

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 9,443.06SqFt Length: 120.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI: 77

Inspection Comments:

Sample Number: 100 Type: R Area: 3,611.00SqFt PCI = 77

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00 Ft	Comments:
57	WEATHERING	M	903.00 SqFt	Comments:
57	WEATHERING	L	2,708.00 SqFt	Comments:
56	SWELLING	L	3.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW A6 Name: TAXIWAY A6 Use: TAXIWAY Area: 27,093.68SqFt

Section: 113 of 1 From: - To: - Last Const.: 01/01/2001
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 27,093.68SqFt Length: 700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 7 Surveyed: 1

Conditions: PCI : 95

Inspection Comments:

Sample Number: 403 Type: R Area: 3,500.00SqFt PCI = 95

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
56	SWELLING	L	15.00 SqFt	Comments:
56	SWELLING	L	4.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 102 of 3 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,348.41SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 57

Inspection Comments:

Sample Number: 100 Type: R Area: 4,537.00SqFt PCI = 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	401.00 Ft	Comments:
43	BLOCK CRACKING	L	1,000.00 SqFt	Comments:
43	BLOCK CRACKING	L	1,000.00 SqFt	Comments:
57	WEATHERING	M	4,537.00 SqFt	Comments:
42	BLEEDING	N	1.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 103 of 3 From: - To: - Last Const.: 01/01/1999

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 62,250.00SqFt Length: 830.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 17 Surveyed: 3

Conditions: PCI: 67

Inspection Comments:

Sample Number: 180 Type: R Area: 3,750.00SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 208.00 Ft Comments:

56 SWELLING L 200.00 SqFt Comments:

45 DEPRESSION L 16.00 SqFt Comments:

57 WEATHERING L 2,813.00 SqFt Comments:

57 WEATHERING M 937.00 SqFt Comments:

Sample Number: 190 Type: R Area: 3,750.00SqFt PCI = 67

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 257.00 Ft Comments:

56 SWELLING L 100.00 SqFt Comments:

57 WEATHERING M 937.00 SqFt Comments:

57 WEATHERING L 2,813.00 SqFt Comments:

Sample Number: 195 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 218.00 Ft Comments:

56 SWELLING L 150.00 SqFt Comments:

57 WEATHERING M 375.00 SqFt Comments:

57 WEATHERING L 3,375.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 91,987.57SqFt

Section: 105 of 3 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 20,389.16SqFt Length: 270.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 5 Surveyed: 1

Conditions: PCI : 69

Inspection Comments:

Sample Number: 198 Type: R Area: 3,750.00SqFt PCI = 69

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 50.01 Ft Comments:

52 RAVELING L 3,749.97 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 206,612.86SqFt

Section: 505 of 5 From: - To: - Last Const.: 01/01/1983
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 78,109.53SqFt Length: 1,950.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 20 Surveyed: 3

Conditions: PCI : 72

Inspection Comments:

Sample Number: 107 Type: R Area: 4,000.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	243.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 4,000.00SqFt PCI = 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	179.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	166.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 4,000.00SqFt PCI = 73

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	241.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 206,612.86SqFt

Section: 530 of 5 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 45,391.18SqFt Length: 750.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 11 Surveyed: 2

Conditions: PCI : 53

Inspection Comments:

Sample Number: 125 Type: R Area: 4,000.00SqFt PCI = 48

Sample Comments:

50 PATCHING	L	481.00 SqFt	Comments:
52 RAVELING	L	3,518.97 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	148.04 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	258.07 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	40.01 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	H	61.02 Ft	Comments:

Sample Number: 128 Type: R Area: 4,000.00SqFt PCI = 59

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	H	15.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	304.08 Ft	Comments:
52 RAVELING	L	3,799.97 SqFt	Comments:
52 RAVELING	M	200.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TWE Name: TAXIWAY E Use: TAXIWAY Area: 206,612.86SqFt

Section: 540 of 5 From: - To: - Last Const.: 12/25/2015

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P

Area: 21,996.25SqFt Length: 550.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 5 Surveyed: 1

Conditions: PCI: 75

Inspection Comments:

Sample Number: 131 Type: R Area: 4,000.00SqFt PCI = 75

Sample Comments:

50 PATCHING L 1.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 3.00 Ft Comments:

52 RAVELING L 1,999.98 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TWE Name: TAXIWAY E Use: TAXIWAY Area: 206,612.86SqFt

Section: 545 of 5 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 8,134.00SqFt Length: 75.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 66

Inspection Comments:

Sample Number: 100 Type: R Area: 3,109.86SqFt PCI = 66

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 117.03 Ft Comments:

52 RAVELING L 2,487.98 SqFt Comments:

52 RAVELING M 132.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 206,612.86SqFt

Section: 550 of 5 From: - To: - Last Const.: 12/25/2015
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 52,981.90SqFt Length: 1,300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 13 Surveyed: 2

Conditions: PCI : 55

Inspection Comments:

Sample Number: 137 Type: R Area: 4,000.00SqFt PCI = 69

Sample Comments:

52 RAVELING L 3,999.97 SqFt Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING L 86.02 Ft Comments:

Sample Number: 146 Type: R Area: 4,000.00SqFt PCI = 42

Sample Comments:

43 BLOCK CRACKING M 3,999.97 SqFt Comments:
52 RAVELING L 1,999.98 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TWE1 Name: TAXIWAY E1 Use: TAXIWAY Area: 5,073.01SqFt

Section: 501 of 1 From: - To: - Last Const.: 01/01/1977

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T

Area: 5,073.01SqFt Length: 120.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI: 60

Inspection Comments:

Sample Number: 100 Type: R Area: 5,073.01SqFt PCI = 60

Sample Comments:

43 BLOCK CRACKING	L	1,776.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	249.00 Ft	Comments:
52 RAVELING	L	1,522.00 SqFt	Comments:
57 WEATHERING	L	3,551.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 12,330.81SqFt

Section: 510 of 2 From: - To: - Last Const.: 01/01/1983

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 9,644.08SqFt Length: 230.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 52

Inspection Comments:

Sample Number: 201 Type: R Area: 4,531.00SqFt PCI = 52

Sample Comments:

43 BLOCK CRACKING	L	1,500.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	222.00 Ft	Comments:
52 RAVELING	L	4,315.00 SqFt	Comments:
52 RAVELING	M	216.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E2 Name: TAXIWAY E2 Use: TAXIWAY Area: 12,330.81SqFt

Section: 512 of 2 From: - To: - Last Const.: 01/01/1983

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 2,686.73SqFt Length: 50.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI : 80

Inspection Comments:

Sample Number: 300 Type: R Area: 2,686.73SqFt PCI = 80

Sample Comments:

57 WEATHERING L 2,417.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 85.00 Ft Comments:

52 RAVELING L 269.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 417 of 4 From: - To: - Last Const.: 01/01/1977

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 8,311.19SqFt Length: 150.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI: 29

Inspection Comments:

Sample Number: 412 Type: R Area: 5,023.00SqFt PCI = 29

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	170.00 Ft	Comments:
50	PATCHING	L	80.00 SqFt	Comments:
52	RAVELING	M	4,943.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	352.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 420 of 4 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 36,384.03SqFt Length: 875.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 10 Surveyed: 3

Conditions: PCI: 62

Inspection Comments:

Sample Number: 405 Type: A Area: 4,000.00SqFt PCI = 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	210.00	Ft	Comments:
45	DEPRESSION	M	50.00	SqFt	Comments:
45	DEPRESSION	M	85.00	SqFt	Comments:
45	DEPRESSION	M	104.00	SqFt	Comments:
52	RAVELING	L	1,200.00	SqFt	Comments:
57	WEATHERING	L	2,800.00	SqFt	Comments:

Sample Number: 406 Type: R Area: 4,000.00SqFt PCI = 61

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00	Ft	Comments:
52	RAVELING	L	4,000.00	SqFt	Comments:
45	DEPRESSION	M	63.00	SqFt	Comments:
45	DEPRESSION	M	81.00	SqFt	Comments:

Sample Number: 410 Type: R Area: 4,000.00SqFt PCI = 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	53.00	Ft	Comments:
52	RAVELING	L	3,480.00	SqFt	Comments:
50	PATCHING	L	520.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 520 of 4 From: - To: - Last Const.: 01/01/1983

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 8,273.01SqFt Length: 200.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI : 62

Inspection Comments:

Sample Number: 401 Type: R Area: 4,055.00SqFt PCI = 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00 Ft	Comments:
43	BLOCK CRACKING	L	344.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	242.00 Ft	Comments:
52	RAVELING	L	1,217.00 SqFt	Comments:
52	RAVELING	M	250.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E3 Name: TAXIWAY E3 Use: TAXIWAY Area: 55,837.37SqFt

Section: 522 of 4 From: - To: - Last Const.: 01/01/1983

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 2,869.14SqFt Length: 60.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI: 50

Inspection Comments:

Sample Number: 500 Type: R Area: 2,869.14SqFt PCI = 50

Sample Comments:

43	BLOCK CRACKING	L	126.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	416.00	Ft	Comments:
52	RAVELING	L	287.00	SqFt	Comments:
52	RAVELING	L	720.00	SqFt	Comments:
57	WEATHERING	L	1,862.00	SqFt	Comments:
56	SWELLING	L	101.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.22SqFt

Section: 1070 of 4 From: - To: - Last Const.: 01/01/1977
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 130,837.22SqFt Length: 1,740.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 29 Surveyed: 3

Conditions: PCI : 54

Inspection Comments:

Sample Number: 119 Type: R Area: 6,500.00SqFt PCI = 43

Sample Comments:

52 RAVELING	M	2,200.00 SqFt	Comments:
52 RAVELING	L	4,300.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	278.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	482.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	56.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	83.00 Ft	Comments:

Sample Number: 302 Type: R Area: 3,750.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	291.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	162.00 Ft	Comments:
52 RAVELING	L	1,125.00 SqFt	Comments:
57 WEATHERING	L	2,625.00 SqFt	Comments:
42 BLEEDING	N	1.00 SqFt	Comments:
42 BLEEDING	N	2.00 SqFt	Comments:

Sample Number: 312 Type: R Area: 3,750.00SqFt PCI = 64

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	141.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	207.00 Ft	Comments:
56 SWELLING	L	25.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
52 RAVELING	L	3,750.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.22SqFt

Section: 1080 of 4 From: - To: - Last Const.: 01/01/1977
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 8,393.00SqFt Length: 80.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 58

Inspection Comments:

Sample Number: 100 Type: R Area: 4,281.00SqFt PCI = 58

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00 Ft	Comments:
43	BLOCK CRACKING	L	418.00 SqFt	Comments:
52	RAVELING	L	3,853.00 SqFt	Comments:
57	WEATHERING	L	429.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.22SqFt

Section: 1105 of 4 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: T
Area: 5,703.00SqFt Length: 590.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 1 Surveyed: 1

Conditions: PCI: 78

Inspection Comments:

Sample Number: 100 Type: R Area: 5,703.00SqFt PCI = 78

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	131.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	85.00 Ft	Comments:
52	RAVELING	L	570.00 SqFt	Comments:
57	WEATHERING	L	5,133.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E4 Name: TAXIWAY E4 Use: TAXIWAY Area: 162,939.22SqFt

Section: 1110 of 4 From: - To: - Last Const.: 12/25/2015

Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: T

Area: 18,006.00SqFt Length: 590.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI: 74

Inspection Comments:

Sample Number: 104 Type: R Area: 5,122.00SqFt PCI = 74

Sample Comments:

57 WEATHERING	M	3,442.00 SqFt	Comments:
57 WEATHERING	L	1,680.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	219.00 Ft	Comments:
42 BLEEDING	N	6.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E5 Name: TAXIWAY E5 Use: TAXIWAY Area: 13,215.00SqFt

Section: 560 of 1 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 13,215.00SqFt Length: 300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI: 76

Inspection Comments:

Sample Number: 101 Type: R Area: 4,266.00SqFt PCI = 76

Sample Comments:

52 RAVELING	L	350.00 SqFt	Comments:
52 RAVELING	L	1,000.00 SqFt	Comments:
57 WEATHERING	M	2,133.00 SqFt	Comments:
57 WEATHERING	L	783.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 28,881.14SqFt

Section: 805 of 2 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 17,742.14SqFt Length: 430.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 3 Surveyed: 1

Conditions: PCI: 59

Inspection Comments:

Sample Number: 801 Type: R Area: 4,010.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	120.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	H	38.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	19.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	3.00	Ft	Comments:
52	RAVELING	L	1,203.00	SqFt	Comments:
57	WEATHERING	L	2,807.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW E6 Name: TAXIWAY E6 Use: TAXIWAY Area: 28,881.14SqFt

Section: 820 of 2 From: - To: - Last Const.: 12/25/2015

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 11,139.00SqFt Length: 145.00Ft Width: 70.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 02/14/2012 Total Samples: 3 Surveyed: 1

Conditions: PCI: 78

Inspection Comments:

Sample Number: 101 Type: R Area: 3,444.28SqFt PCI = 78

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 184.05 Ft Comments:

52 RAVELING L 36.00 SqFt Comments:

52 RAVELING L 84.00 SqFt Comments:

56 SWELLING L 10.00 SqFt Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 54,815.17SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 54,815.17SqFt Length: 1,350.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 13 Surveyed: 2

Conditions: PCI : 52

Inspection Comments:

Sample Number: 602 Type: R Area: 4,000.00SqFt PCI = 57

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	147.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:
56	SWELLING	L	13.00 SqFt	Comments:

Sample Number: 611 Type: R Area: 4,000.00SqFt PCI = 46

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	391.00 Ft	Comments:
52	RAVELING	M	2,000.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 39,911.57SqFt

Section: 705 of 2 From: - To: - Last Const.: 01/01/1984
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 30,099.27SqFt Length: 750.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 7 Surveyed: 2

Conditions: PCI : 57

Inspection Comments:

Sample Number: 701 Type: R Area: 4,005.00SqFt PCI = 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	354.00 Ft	Comments:
43	BLOCK CRACKING	L	140.00 SqFt	Comments:
52	RAVELING	L	4,005.00 SqFt	Comments:
56	SWELLING	L	214.00 SqFt	Comments:

Sample Number: 705 Type: R Area: 4,000.00SqFt PCI = 55

Sample Comments:

43	BLOCK CRACKING	L	1,000.00 SqFt	Comments:
43	BLOCK CRACKING	L	230.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00 Ft	Comments:
56	SWELLING	L	400.00 SqFt	Comments:
52	RAVELING	L	4,000.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 39,911.57SqFt

Section: 710 of 2 From: - To: - Last Const.: 01/01/1988
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,812.30SqFt Length: 200.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 2 Surveyed: 1

Conditions: PCI : 59

Inspection Comments:

Sample Number: 707 Type: R Area: 4,000.00SqFt PCI = 59

Sample Comments:

56 SWELLING	L	300.00 SqFt	Comments:
52 RAVELING	L	880.00 SqFt	Comments:
57 WEATHERING	L	3,120.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	506.00 Ft	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 62,452.25SqFt

Section: 806 of 1 From: - To: - Last Const.: 01/01/1983

Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P

Area: 62,452.25SqFt Length: 1,500.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 16 Surveyed: 3

Conditions: PCI : 56

Inspection Comments:

Sample Number: 112 Type: R Area: 4,000.00SqFt PCI = 53

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 400.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 402.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 92.00 Ft Comments:

52 RAVELING L 4,000.00 SqFt Comments:

Sample Number: 122 Type: R Area: 4,000.00SqFt PCI = 58

Sample Comments:

52 RAVELING L 4,000.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 200.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 871.00 Ft Comments:

Sample Number: 130 Type: R Area: 4,000.00SqFt PCI = 57

Sample Comments:

52 RAVELING L 4,000.00 SqFt Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 869.00 Ft Comments:

Re-inspection Report

FDOT

Report Generated Date: May 05, 2015

Network: ORL Name: ORLANDO EXECUTIVE AIRPORT

Branch: TW K Name: TAXIWAY K Use: TAXIWAY Area: 27,266.22SqFt

Section: 610 of 1 From: - To: - Last Const.: 01/01/1999
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 27,266.22SqFt Length: 600.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/15/2015 Total Samples: 6 Surveyed: 1

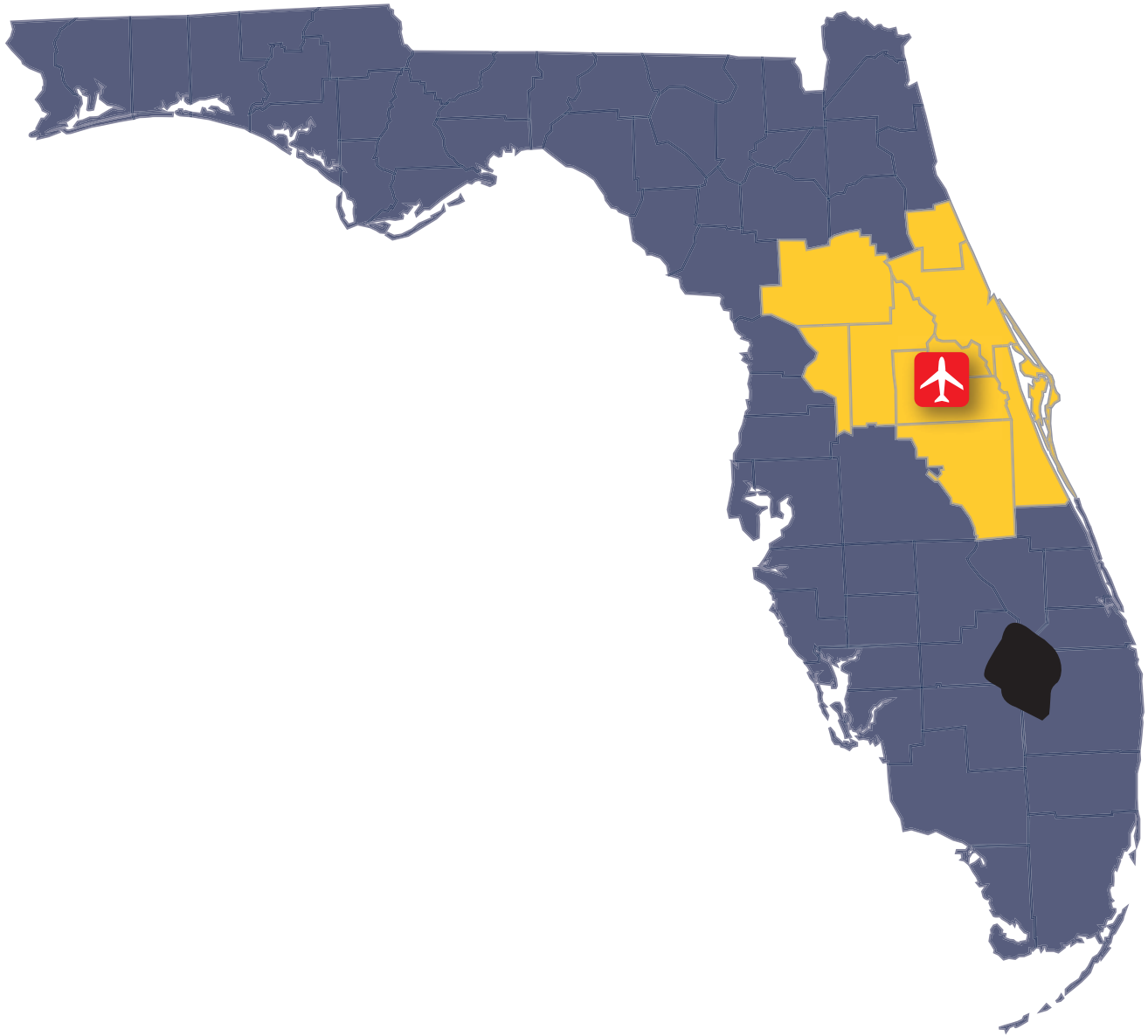
Conditions: PCI : 88

Inspection Comments:

Sample Number: 102 Type: R Area: 4,000.00SqFt PCI = 88

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	67.00 Ft	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE





September 5, 2019

Mr. Cyrus T. Callum
Director, Orlando Executive Airport
365 Rickenbacker Drive
Orlando, FL 32803

RE: Ramp Rehabilitation

Dear Mr. Callum,

I would like to thank you and the Greater Orlando Aviation Authority for your efforts directed towards identifying and securing funding options for the rehabilitation of ramp space at the Orlando Executive Airport. In addition to providing essential services to the general and business aviation communities in Orlando, Atlantic is privileged to hold the designation of the host of the static display of aircraft for the NBAA's Business Aviation Convention & Exhibition (NBAA-BACE) in Orlando, the world's largest business aviation convention and one of the largest trade shows in the United States.

This comprehensive ramp rehabilitation project for which we are seeking funds is critical to best position Atlantic and the Orlando Executive Airport to continue serving Orlando's growing business aviation community and the premier event in our industry. Atlantic is eager to move this project forward and is committed to participating in matching fund opportunities which may be available through the Florida Job Growth Grant. We look forward to working with GOAA to identify the path forward and what is required of Atlantic as the specifics of the grant requirements are made available. With clarity on critical points such as project ownership, timelines for awarding the grant and project commencement, and issuance of funding, we will be able to proceed with Atlantic's internal review and approval process.

We believe this project is a step toward securing Orlando Executive Airport as one of the premier general and business aviation airports in Florida and look forward to working with you on this tremendous opportunity.

Best Regards,

Tony Sherbert
Regional Manager