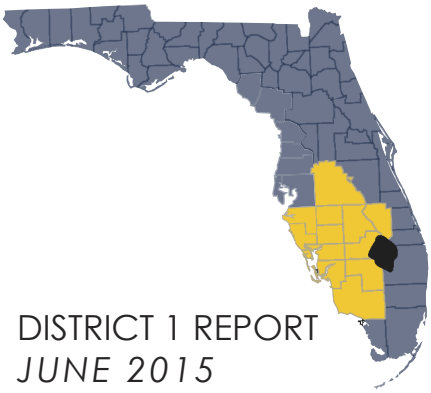
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE



DISTRICT 1 REPORT
JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

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EXECUTIVE SUMMARY

Airport airfield pavement infrastructure facilities represent a large capital investment in the Florida Airport System. Timely and appropriate maintenance and strategic rehabilitation are essential as repair costs increase significantly in proportion to deterioration. Airport pavement distresses can also contribute to the development of loose debris and decreased ride quality, which can be a safety concern for aircraft operations.

In 2012, the Florida Department of Transportation Aviation and Spaceport Office selected a Consultant team consisting of Kimley-Horn and Associates, Inc. and their Subconsultants Penuel Consulting, LLC. And Roy D. McQueen and Associates, LTD. To provide services in support to FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal year 2013 through 2015. Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 1.

- 2IS, Airglades Airport
- APF, Naples Municipal Airport
- AVO, Avon Park Executive Airport
- BOW, Bartow Municipal Airport
- CHN, Wauchula Municipal Airport
- FMY, Page Field
- GIF, Winter Haven's Gilbert Airport
- IMM, Immokalee Regional Airport
- LAL, Lakeland Linder Regional Airport
- MKY, Marco Island Airport
- OBE, Okeechobee County Airport
- PGD, Punta Gorda Airport
- RSW, Southwest Florida International Airport
- SEF, Sebring Regional Airport
- VNC, Venice Municipal Airport
- X01, Everglades Airpark
- X07, Lake Wales Municipal Airport
- X14, La Belle Municipal Airport

Sarasota Bradenton International Airport (SRQ), which is managed by the Sarasota Manatee Airport Authority, declined to participate in the FDOT update

and therefore was not included in the inspection efforts as part of this program update.

Arcadia Municipal Airport (X06), a GA facility located in the City of Arcadia in DeSoto County, declined participation of airfield inspections for this SAPMP update due to substantial airfield construction projects. Arcadia Municipal Airport, as of the 2012 SAPMP Program Update, consists of a single runway, parallel taxiway, and T-hangar access. The airport declined participation in Phase 1 and Phase 2 inspections due to the intended improvements that would affect all existing facilities.

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.

District 1's overall area-weighted Pavement Condition Index (PCI) is at a 70.65, a condition rating of "Fair". Table I: Condition Summary by Airport below represents of the results of the PCI inspection at each airport within the District. The overall area-weighted average PCI values for the participating airport facilities in District 1 ranged from 36 (Very Poor) to 80 (Satisfactory). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport. Table II: Runway Condition Summary by Airport indicates the PCI value for every runway within the District, grouped by Airport. Figure I: Runway Condition graphically depicts the percentage of the District's Runways below the FDOT Minimum PCI of 75 and Figure II: Runway Pavement Condition Comparison to FDOT Minimum PCI conveys the PCI's of the District's runway facilities in comparison to the FDOT Minimum PCI of 75.

Table I: Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
2IS	GA	100	GOOD	65	FAIR	41	POOR	70	FAIR
APF	PR	91	GOOD	86	GOOD	69	FAIR	80	SATISFACTORY
AVO	GA	80	SATISFACTORY	68	FAIR	56	FAIR	73	SATISFACTORY
BOW	GA	61	FAIR	75	SATISFACTORY	49	POOR	61	FAIR
CHN	GA	63	FAIR	69	FAIR	80	SATISFACTORY	68	FAIR
FMY	RL	57	FAIR	68	FAIR	76	SATISFACTORY	68	FAIR
GIF	GA	82	SATISFACTORY	61	FAIR	56	FAIR	67	FAIR
IMM	GA	27	VERY POOR	37	VERY POOR	84	SATISFACTORY	36	VERY POOR
LAL	RL	79	SATISFACTORY	68	FAIR	78	SATISFACTORY	74	SATISFACTORY
MKY	GA	29	VERY POOR	95	GOOD	76	SATISFACTORY	58	FAIR
OBE	GA	77	SATISFACTORY	79	SATISFACTORY	84	SATISFACTORY	79	SATISFACTORY
PGD	PR	70	FAIR	71	SATISFACTORY	72	SATISFACTORY	71	SATISFACTORY
RSW	PR	81	SATISFACTORY	78	SATISFACTORY	71	SATISFACTORY	75	SATISFACTORY
SEF	GA	94	GOOD	88	GOOD	39	VERY POOR	68	FAIR
VNC	RL	90	GOOD	82	SATISFACTORY	43	POOR	74	SATISFACTORY
X01	GA	44	POOR	70	FAIR	79	SATISFACTORY	58	FAIR
X07	GA	52	POOR	51	POOR	59	FAIR	53	POOR
X14	GA	91	GOOD	86	GOOD	57	FAIR	79	SATISFACTORY
DISTRICT		71	SATISFACTORY	73	SATISFACTORY	67	FAIR	70	FAIR

Table II: Runway Condition Summary by Airport

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
2IS	GA	RW 13-31	RUNWAY 13-31	5,901	75	100	GOOD	
APF	PR	RW 5-23	RUNWAY 5-23	6,600	150	86	GOOD	
APF	PR	RW 14-32	RUNWAY 14-32	5,000	100	100	GOOD	
AVO	GA	RW 5-23	RUNWAY 5-23	5,374	100	79	SATISFACTORY	
AVO	GA	RW 10-28	RUNWAY 10-28	3,844	75	83	SATISFACTORY	
BOW	GA	RW 9R-27L	RUNWAY 9R-27L	4,400	150	33	VERY POOR	X
BOW	GA	RW 5-23	RUNWAY 5-23	5,000	100	58	FAIR	X
BOW	GA	RW 9L-27R	RUNWAY 9L-27R	5,000	150	85	SATISFACTORY	
CHN	GA	RW 18-36	RUNWAY 18-36	4,005	75	63	FAIR	X
FMY	RL	RW 13-31	RUNWAY 13-31	4,912	150	61	FAIR	X
FMY	RL	RW 5-23	RUNWAY 5-23	6,406	150	54	POOR	X
GIF	GA	RW 11-29	RUNWAY 11-29	4,001	100	70	FAIR	X
GIF	GA	RW 5-23	RUNWAY 5-23	5,006	100	91	GOOD	
IMM	GA	RW 18-36	RUNWAY 18-36	5,000	150	30	VERY POOR	X
IMM	GA	RW 9-27	RUNWAY 9-27	5,000	100	24	SERIOUS	X
LAL	RL	RW 9-27	RUNWAY 9-27	8,499	150	83	SATISFACTORY	
LAL	RL	RW 5-23	RUNWAY 5-23	5,005	150	73	SATISFACTORY	X
MKY	GA	RW 17-35	RUNWAY 17-35	5,000	100	29	VERY POOR	X
OBE	GA	RW 5-23	RUNWAY 5-23	5,000	100	84	SATISFACTORY	
OBE	GA	RW 14-32	RUNWAY 14-32	4,001	75	64	FAIR	X
PGD	PR	RW 9-27	RUNWAY 9-27	2,636	60	67	FAIR	X
PGD	PR	RW 4-22	RUNWAY 4-22	7,193	150	72	SATISFACTORY	X
PGD	PR	RW 15-33	RUNWAY 15-33	5,688	150	68	FAIR	X
RSW	PR	RW 6-24	RUNWAY 6-24	12,000	150	81	SATISFACTORY	
SEF	GA	RW 19-01	RUNWAY 19-01	5,234	100	100	GOOD	
SEF	GA	RW 14-32	RUNWAY 14-32	4,990	100	88	GOOD	
VNC	RL	RW 5-23	RUNWAY 5-23	5,000	150	100	GOOD	
VNC	RL	RW 13-31	RUNWAY 13-31	4,999	150	80	SATISFACTORY	
X01	GA	RW 15-33	RUNWAY 15-33	2,400	60	44	POOR	X
X07	GA	RW 6-24	RUNWAY 6-24	3,999	100	46	POOR	X
X07	GA	RW 17-35	RUNWAY 17-35	3,860	75	61	FAIR	X
X14	GA	RW 14-32	RUNWAY 14-32	5,254	75	91	GOOD	

Figure I: Runway Condition

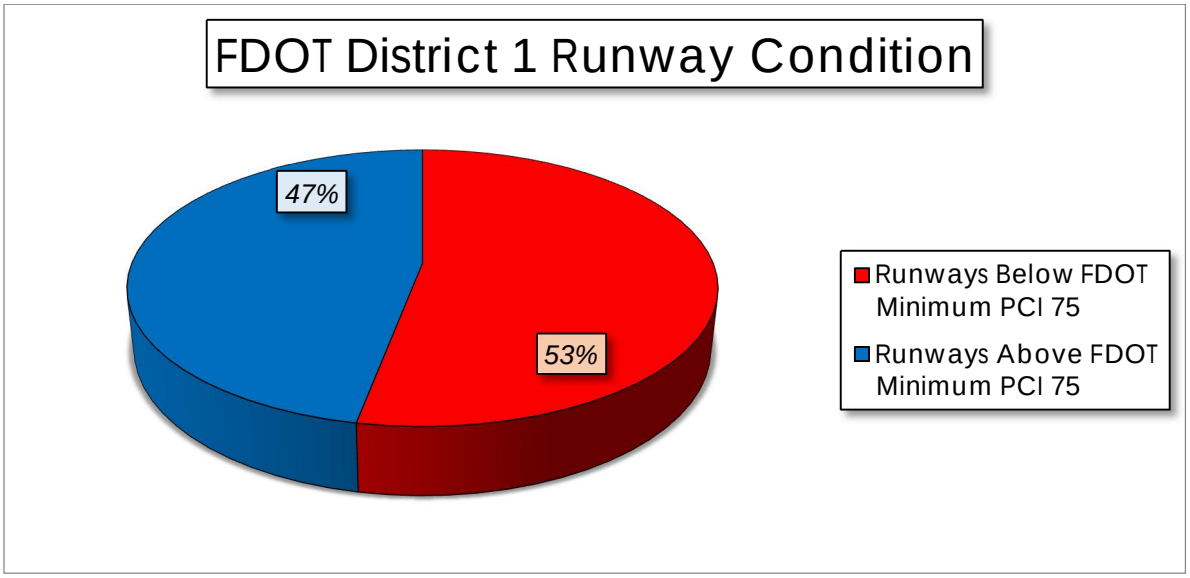
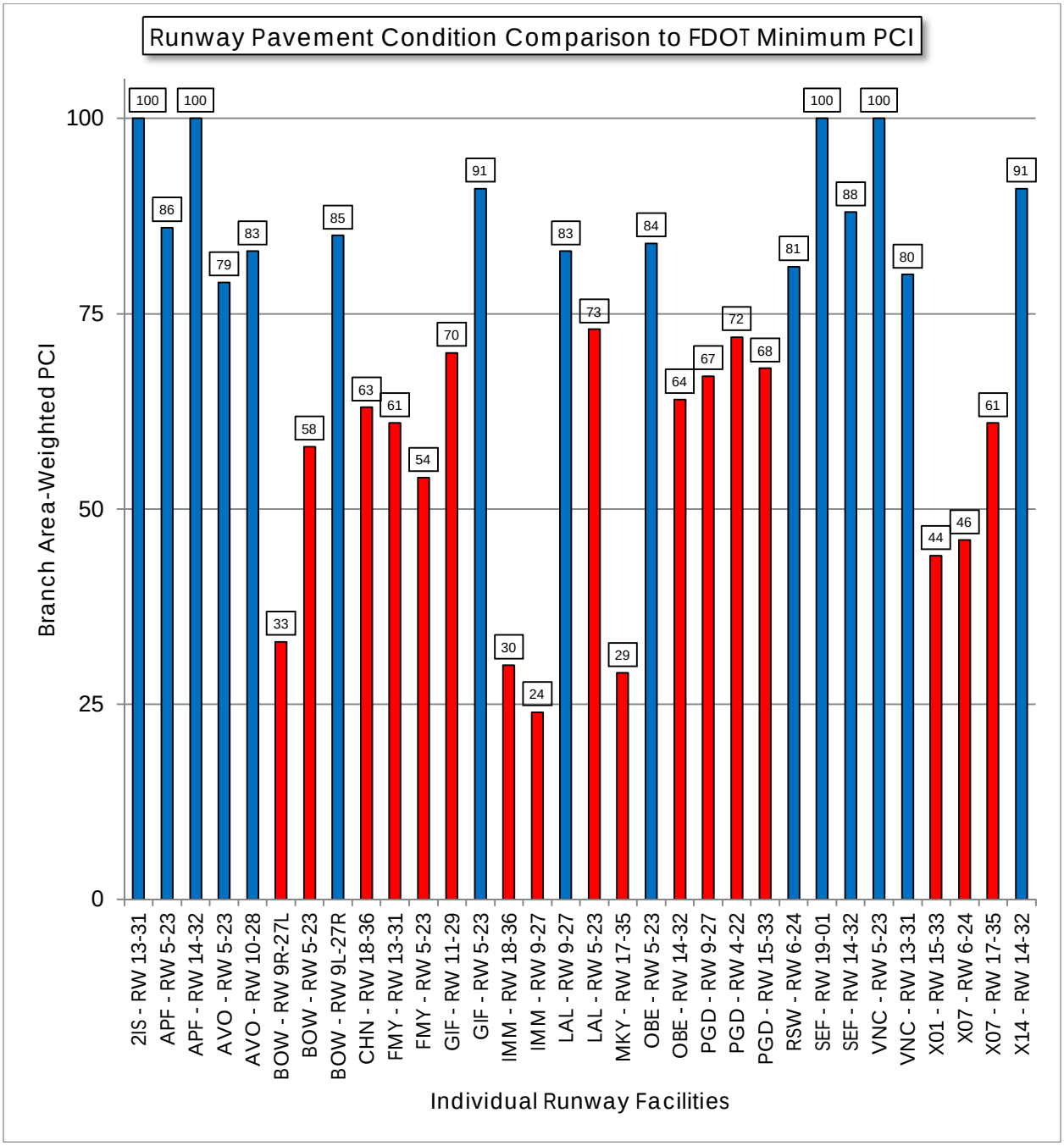


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



Pavement use has an influence on the pavement condition of each facility. For example, the amount and type of distresses observed on a primary runway can vary from a crosswind runway based on the frequency and variety of traffic loads experienced due to the aircraft fleet mix. In this example, the crosswind runway would be exposed to less aircraft operational traffic due to wind coverage. In many cases, the crosswind runway is also shorter than the primary

runway which may cause heavier aircraft traffic, larger jets, to prefer the primary runway in all but the most severe wind conditions. This would result in the primary runway experiencing a larger percentage of aircraft passes in frequency and heavy load applications. Table III: District Summary of Area Use by Airport provides a breakdown of the airport pavement areas by its facility use. Figure III: PCI by Pavement Use by Airport graphically depicts the PCI for each pavement facility use at each airport.

Table III: District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
2IS	GA	442,500	517,629	364,525	1,324,654
APF	PR	1,478,621	1,456,040	2,542,757	5,477,418
AVO	GA	816,300	420,778	251,961	1,489,039
BOW	GA	1,866,522	732,551	883,871	3,482,944
CHN	GA	300,300	292,600	97,933	690,833
FMY	RL	1,675,733	1,860,312	2,582,918	6,118,963
GIF	GA	890,501	590,469	965,193	2,446,163
IMM	GA	1,522,000	824,018	247,579	2,593,597
LAL	RL	2,002,923	3,179,121	1,874,588	7,056,631
MKY	GA	500,000	178,010	469,046	1,147,055
OBE	GA	792,650	430,426	223,388	1,446,464
PGD	PR	2,097,868	1,235,010	1,085,735	4,418,613
RSW	PR	1,800,000	5,179,898	5,641,746	12,621,644
SEF	GA	1,007,671	510,405	1,195,214	2,713,289
VNC	RL	1,477,500	794,250	907,958	3,179,708
X01	GA	120,600	63,942	44,600	229,142
X07	GA	693,295	265,117	202,860	1,161,272
X14	GA	394,125	307,306	325,652	1,027,082
DISTRICT		19,879,109	18,837,881	19,907,523	58,624,513

Figure III: PCI by Pavement Facility Use by Airport

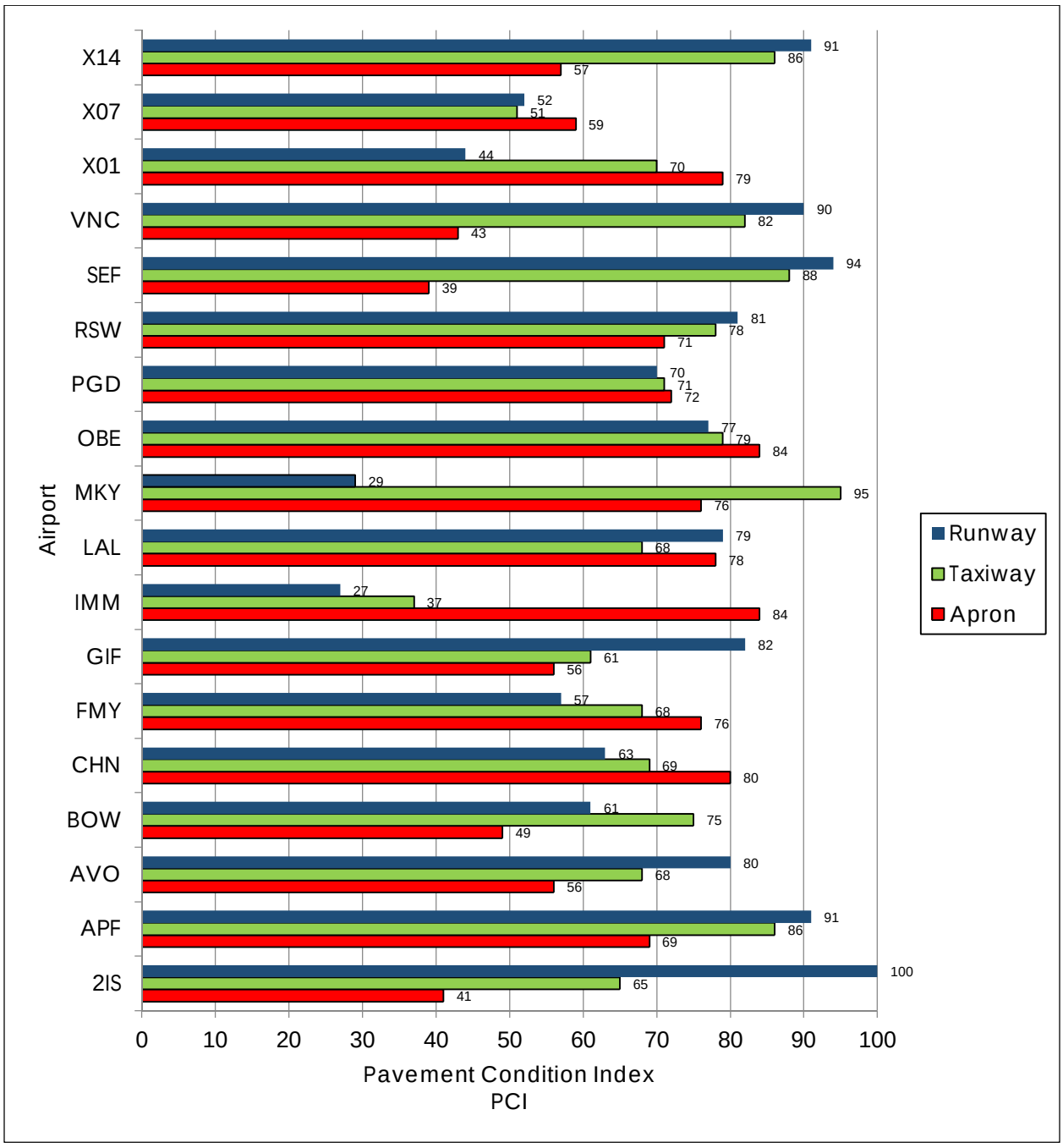


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with various ranges of PCIs and Ratings with the FDOT repair activities associated with each range.

Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement

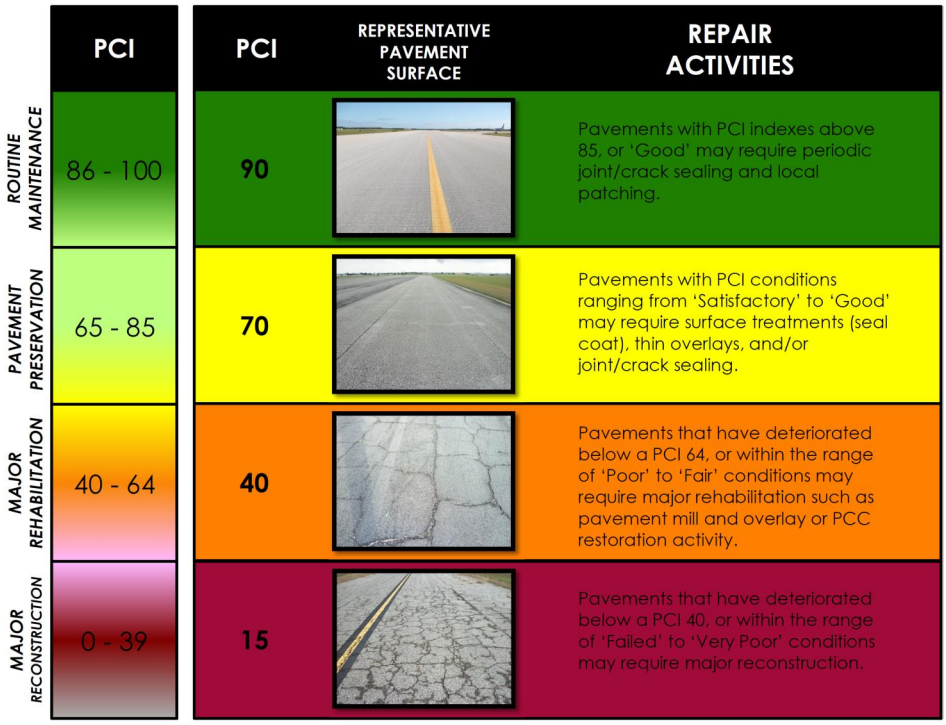
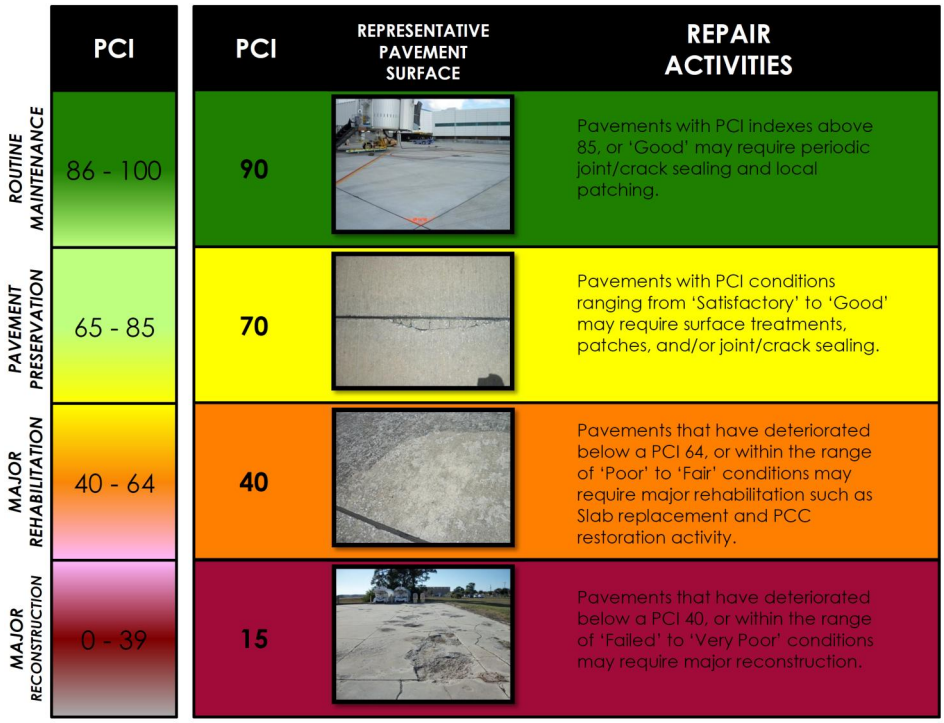


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



The immediate Year 1 Major Rehabilitation needs, or repair needs that have been programmed to be completed in the first year of the 10-year Major Rehabilitation plan based on an unlimited budget for each airport in the District are summarized in Table IV: Summary of Year 1 Major Rehabilitation Needs. It is recommended that each airport put a priority on these pavement facilities, defined by each Section, as the condition determined from the latest inspection have been identified to be at or below the Critical PCI of 65. Pavement Sections with PCI's at or below the Critical PCI will be at or below the recommended FDOT Minimum PCI's. Additional details, such as the identification of the specific pavement Sections below the Critical PCI or MicroPAVER Minimum PCI, are provided in each individual report and in Appendix B of this District summary report.

Table IV: Summary of Year 1 Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
2IS	GA	70	FAIR	$ 7,861,219.19
APF	PR	80	SATISFACTORY	$ 22,711,273.00
AVO	GA	73	SATISFACTORY	$ 4,320,370.77
BOW	GA	61	FAIR	$ 22,236,289.95
CHN	GA	68	FAIR	$ 5,349,929.80
FMY	RL	68	FAIR	$ 47,845,345.00
GIF	GA	67	FAIR	$ 12,323,392.45
IMM	GA	36	VERY POOR	$ 33,213,427.84
LAL	RL	74	SATISFACTORY	$ 21,622,309.00
MKY	GA	58	FAIR	$ 9,990,466.95
OBE	GA	79	SATISFACTORY	$ 4,327,449.80
PGD	PR	71	SATISFACTORY	$ 36,078,317.00
RSW	PR	75	SATISFACTORY	$ 34,596,897.00
SEF	GA	68	FAIR	$ 14,668,053.77
VNC	RL	74	SATISFACTORY	$ 17,267,200.00
X01	GA	58	FAIR	$ 1,635,993.19
X07	GA	53	POOR	$ 12,087,041.16
X14	GA	79	SATISFACTORY	$ 2,827,290.25
DISTRICT		70	FAIR	$ 310,962,266.12

The identified major rehabilitation project planning costs summarized above are further explained in each individual airport pavement evaluation report. The projects, defined at the Section Level, have been identified based on the Critical PCI (alternatively MicroPAVER Minimum PCI. The criteria establishes the recommended action based on the pavement Section's determined PCI as

compared to the Critical PCI of 65. In reviewing the FDOT SAPMP pavement performance trends and analysis of pavement performance models (by Airport Type, Facility Use, and Pavement Composition) from historic records it is recommended that pavement facilities should be considered for major rehabilitation planning once at or below the Critical PCI of 65.

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 at which major rehabilitation is recommended over maintenance level efforts.

A forecast of major rehabilitation needs for a 10-year period was developed for each participating airport based on an assumed 'Unlimited Budget Scenario'. The analysis identified both maintenance level activities and major rehabilitation planning needs during the 10-year period based on the most recent field inspection results. Maintenance level activities, which are direct extrapolation of distress quantities and associated maintenance efforts, were developed as a means to provide a basis for airport planning should major rehabilitation work not be feasible.

Maintenance level activities 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.

The resulting major rehabilitation needs, excluding maintenance level activities, by airport are provided in Table V: Summary of 10-Year Major Rehabilitation Costs by Airport. See Table 5-8: District 10-Year Maintenance and Preservation Needs by Airport for maintenance level activities identified for the 10-Year Program based on PCI deterioration.

Table V: Summary of 10-Year Major Rehabilitation Costs by Airport

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
2IS	GA	70	FAIR	$ 9,512,249.52
APF	PR	80	SATISFACTORY	$ 37,272,657.41
AVO	GA	73	SATISFACTORY	$ 7,659,047.71
BOW	GA	61	FAIR	$ 27,187,406.67
CHN	GA	68	FAIR	$ 5,986,717.86
FMY	RL	68	FAIR	$ 69,180,639.76
GIF	GA	67	FAIR	$ 17,933,363.68
IMM	GA	36	VERY POOR	$ 33,567,963.10
LAL	RL	74	SATISFACTORY	$ 78,704,249.32
MKY	GA	58	FAIR	$ 10,169,894.13
OBE	GA	79	SATISFACTORY	$ 8,191,598.46
PGD	PR	71	SATISFACTORY	$ 52,581,298.32
RSW	PR	75	SATISFACTORY	$ 157,872,933.47
SEF	GA	68	FAIR	$ 16,752,758.17
VNC	RL	74	SATISFACTORY	$ 29,174,690.98
X01	GA	58	FAIR	$ 2,122,818.74
X07	GA	53	POOR	$ 12,447,766.72
X14	GA	79	SATISFACTORY	$ 2,920,790.55
DISTRICT		70	FAIR	$ 579,238,844.57

The development of the aforementioned planning level costs are based on planning level assumptions based on the type of rehabilitation being performed and historic Florida average bid costs for each type of construction.

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 as described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports used 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 providing the same long term life as a major rehabilitation.

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. This is the point 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 this be used as a planning tool for future project development and prioritization. Table VI: Major Rehabilitation by Condition summarizes the planning level activities by the associated PCI values, as established by the FDOT Aviation and Spaceport Office.

Table VI: Major Rehabilitation by Condition

Category	Majority Activity	PCI Range	Cost/SqFt By Airport Type		
			Primary	Regional Reliever	General Aviation
Major Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00	$10.00	$8.00
	▪ Concrete Pavement Restoration (PCC)		$18.00	$15.00	$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00	$20.00	$15.00

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. It is important to state that the project specific design level efforts are necessary in determining the final rehabilitative construction activity and project limits. In certain cases, adjacent or nearby Sections may not have deteriorated to a PCI level that would warrant "major rehabilitation" but are deteriorated enough to be considered for inclusion as a combined project.

Runway projects, based on pavement conditions below the FDOT recommended minimum service level PCI of 75 and have reached or are below the Critical PCI of 65, which the District should consider as immediate needs are listed as follows. These are not all the needs at each participating airport within the District and may not be the individual airport's priority, but should be considered in development of funding programs based on functional PCI.

Airglades Airport (2IS)

- *No Immediate Runway Major Rehabilitation*

Naples Municipal Airport (APF)

- *No Immediate Runway Major Rehabilitation*

Avon Park Executive Airport (AVO)

- *Runway 5-23 (6102)*
  - *Major Rehabilitation*
  - *$1,087,499.95*

Bartow Municipal Airport (BOW)

- *Runway 9R-27L (6205, 6210)*
  - *Major Rehabilitation*
  - *$7,880,302.26*
- *Runway 5-23 (6305, 6310, 6315)*
  - *Major Rehabilitation*
  - *$4,386,199.59*

Wauchula Municipal Airport (CHN)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$3,002,999,86*

Page Field (FMY)

- *Runway 13-31 (6205, 6210)*

- *Major Rehabilitation*
- *$10,722,498.00*

- *Runway 5-23(6105, 6110, 6115, 6120, 6125, 6130, 6135, 6145, 6150, 6155, 6160)*
  - *Major Rehabilitation*
  - *$14,165,802.00*

Winter Haven's Gilbert Airport (GIF)

- *No Immediate Runway Major Rehabilitation*

Immokalee Regional Airport (IMM)

- *Runway 9-27 (6205, 6210, 6215, 6220, 6225, 6230)*
  - *Major Rehabilitation*
  - *$10,473,752.48*

- *Runway 18-36 (6105, 6110, 6115, 6120, 6125, 6130)*
  - *Major Rehabilitation*
  - *$10, 856, 252.57*

- *Runway 4-22 (6305, 6310, 6325, 6330)*
  - *Major Rehabilitation*
  - *$1,433,775.30*

Lakeland Linder Regional Airport (LAL)

- *No Immediate Runway Major Rehabilitation*

Marco Island Airport (MKY)

- *Runway 17-35 (6105, 6110, 6115)*
  - *Major Rehabilitation*
  - *$7,500,001.78*

Okeechobee County Airport (OBE)

- *Runway 14-32 (6205)*

- *Major Rehabilitation*
- *$2,813,249.87*

Punta Gorda Airport (PGD)

- *Runway 15-33 (6210)*
  - *Major Rehabilitation*
  - *$8,894,286.00*
- *Runway 4-22 (6105)*
  - *Major Rehabilitation*
  - *$9,360,000.00*

Southwest Florida International Airport (RSW)

- *No Immediate Runway Major Rehabilitation*

Sebring Regional Airport (SEF)

- *No Immediate Runway Major Rehabilitation*

Venice Municipal Airport (VNC)

- *Runway 13-31 (6120)*
  - *Major Rehabilitation*
  - *$300,000.00*

Everglades Airpark (X01)

- *Runway 15-33 (6105, 6110, 6115)*
  - *Major Rehabilitation*
  - *$1,512,500.19*

Lake Wales Municipal Airport (X07)

- *Runway 17-35 (6205, 6206)*
  - *Major Rehabilitation*
  - *$2,932,949.86*

- *Runway 6-24 (6105)*
  - *Major Rehabilitation*
  - *$4,903,998.45*

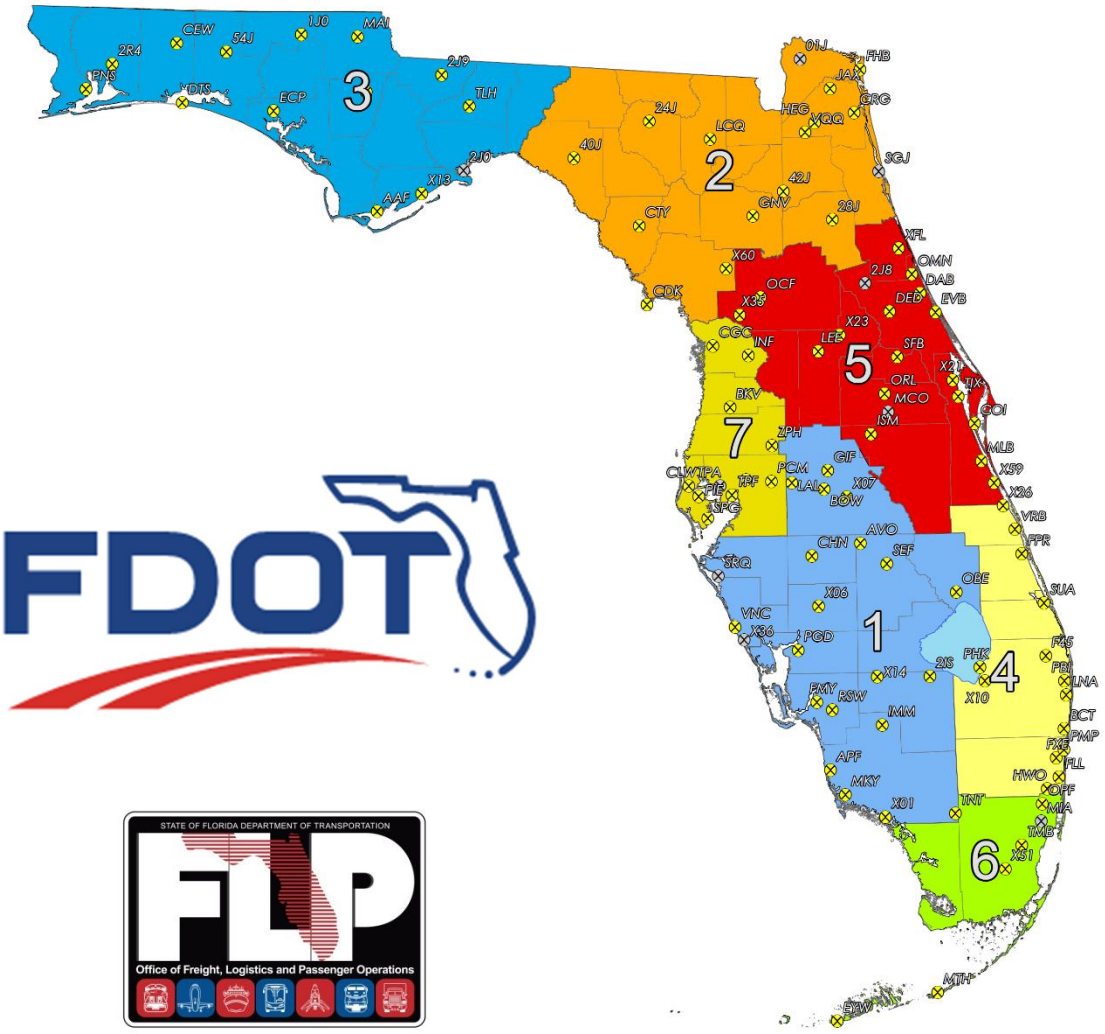
La Belle Municipal Airport (X14)

- *No Immediate Runway Major Rehabilitation*

1. INTRODUCTION

Project Background

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.

Pavement Condition Index surveys were performed for airfield pavement facilities for the following participating airports located in District 1.

- 2IS, Airglades Airport
- APF, Naples Municipal Airport
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- MKY, Marco Island Airport
- OBE, Okeechobee County Airport
- PGD, Punta Gorda Airport
- RSW, Southwest Florida International Airport
- SEF, Sebring Regional Airport
- VNC, Venice Municipal Airport
- X01, Everglades Airpark
- X07, Lake Wales Municipal Airport
- X14, La Belle Municipal Airport

Sarasota Bradenton International Airport (SRQ), which is managed by the Sarasota Manatee Airport Authority, declined to participate in the FDOT update and therefore was not included in the inspection efforts as part of this program update.

Arcadia Municipal Airport (X06), a GA facility located in the City of Arcadia in DeSoto County, declined participation of airfield inspections for this SAPMP update due to substantial airfield construction projects. Arcadia Municipal Airport, as of the 2012 SAPMP Program Update, consists of a single runway, parallel taxiway, and T-hangar access. The airport declined participation in Phase 1 and Phase 2 inspections due to the intended improvements that would affect all existing facilities.

Purpose of District Pavement Evaluation Report

The primary goal of the FDOT Statewide Airfield Pavement Management Program (SAPMP) Update is to assist the Florida Airport System airports to be in compliance with Public Law 103-305 Section 107 with the implementation of an

effective airport pavement maintenance-management program as defined by the Federal Aviation Administration Advisory Circular *150/5380-7B Airport Pavement Management Program* and provide maintenance recommendations based on Advisory Circular *150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements*. The FDOT SAPMP provides individual airports with pavement condition ratings as well as recommendations for maintenance level activities and major rehabilitation planning. The overall goal is to minimize costs by performing timely pavement projects prior to deteriorating to a level at which costs increase significantly.

This document is intended to serve as a summary of the District's participating airports airfield pavement facility condition and long-term major rehabilitation needs. Furthermore, the purpose of this District Summary document is to provide:

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the average results of the PCI survey and analysis at each District's participating airport.
- Provide the results of the maintenance level activities and major rehabilitation analysis identified for the immediate Year-1 needs and long-term 10-Year project needs on an airport and District-wide basis.

1.1 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 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.

1.2 Organization

FDOT Central Aviation and Spaceport 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, as well as this summary District specific Report.

1.3 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,

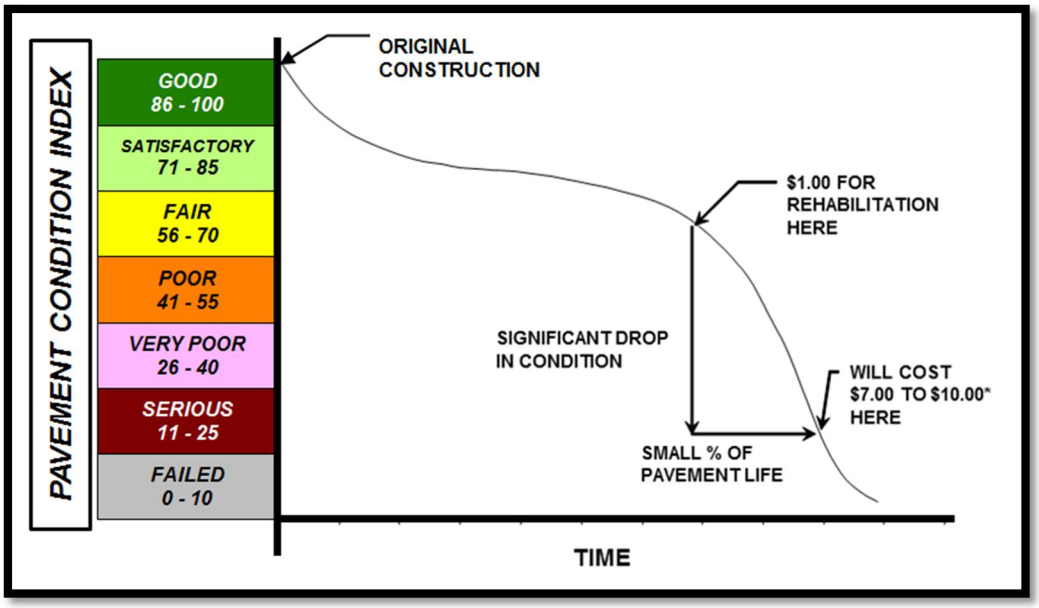
and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

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 and the local FDOT District program managers plan maintenance level activities and major rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1: Pavement Condition Life Cycle, 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 Condition 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 Standard Test Method for Airport Pavement Condition Index Surveys*.

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 150/5380-7B and ASTM D 5340. An *Airfield Pavement Network Definition Exhibit* has been prepared for each participating airport that depicts the inventory system reflected in the SAPMP database system. Each network definition depicts the latest branch, section, and sample unit definition used for the PCI surveys.

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

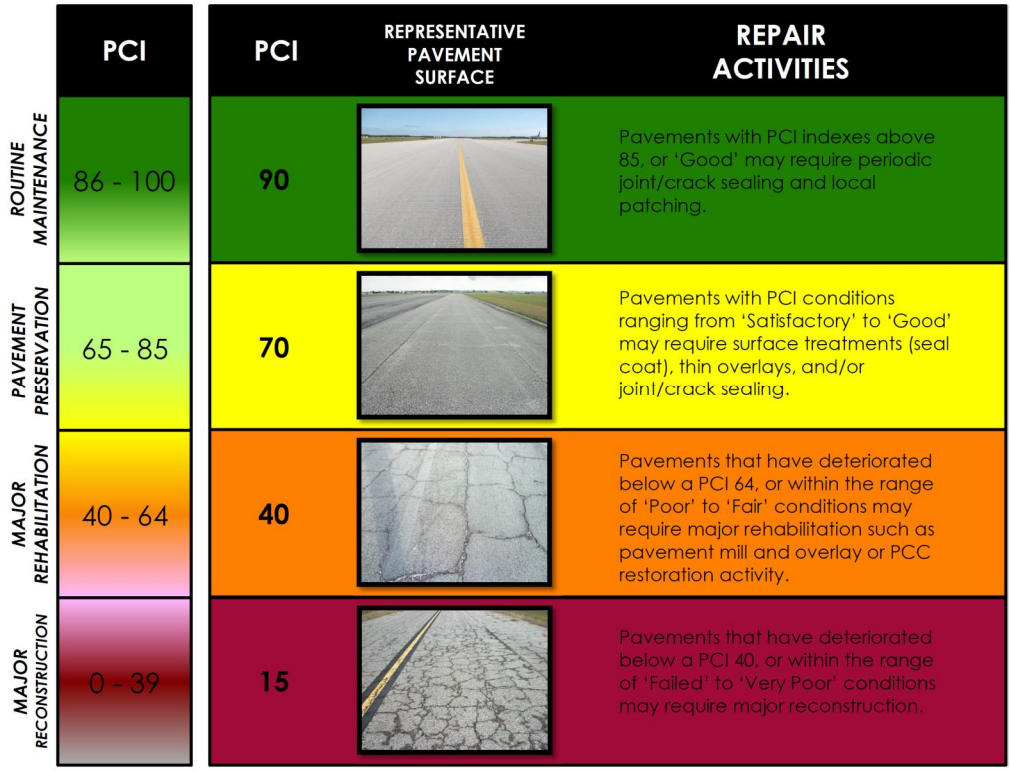
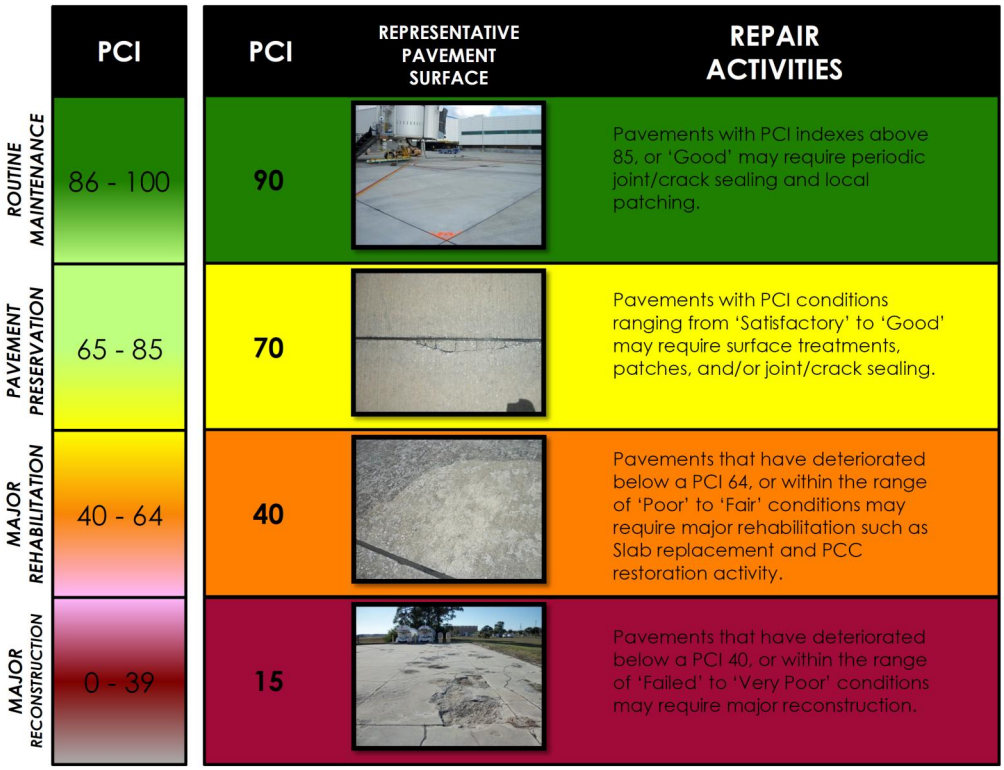


Figure 1-3: Rigid Pavement, Portland Cement Concrete



2. AIRFIELD PAVEMENT SYSTEM INVENTORY AND NETWORK UPDATE

2.1 System Inventory Update

A significant element to the development and update of the SAPMP has been to identify recent and anticipated construction activity that affects the pavement composition and performance. With cooperation from the airport personnel, the project team was able to gather airport specific information that included changes in pavement geometry, new or reconstructed pavements since the last inspection and anticipated pavement rehabilitation that would negate the findings of a visual inspection done in the short term. At the beginning of each phase for this update, FDOT SAPMP participants responded to the Aviation and Spaceport Office with project specific information on the recent and anticipated work. In addition to the construction activity, updates to pavement facility designators (i.e. re-designation, magnetic declination, and/or decommissioning) were reported. Lastly, the project team leaders performing field inspections confirm with airport staff on site previous, recent, and anticipated construction projects that may affect the airfield pavement facilities.

This information was considered in conjunction with aerial imagery provided by FDOT during the updating of pavement section areas on each airport's *Airfield Pavement Network Definition Exhibit*. The previous, recent, and anticipated construction activity information provided by airport staff has been graphically depicted relative to the branch, section, and sample unit definition on the *Airfield Pavement System Inventory Exhibit* for each participating airport. This information was also included in the MicroPAVER database updates for the SAPMP.

2.2 Network Definition Update

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 the participating airports 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.

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.

Construction activities identified include maintenance and repair activity, major rehabilitation, and new airfield pavement construction. 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, new airfield pavement construction 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.

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.

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. Additionally, this information was utilized to develop updates to geometry characteristics for each of the identified pavement facilities.

The updated areas for the District airports by facility Use are summarized in Table 2-1: Summary of Area by Facility Use by Airport. Separately, Figure 2-1: District Pavement Area by Use depicts the district airfield pavement areas by facility use, and Figure 2-2: Pavement Area Use by Airport provides a breakdown of airfield pavement area by facility use at each participating airport for the District.

Table 2-1: Summary of Area by Facility Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
2IS	GA	442,500	517,629	364,525	1,324,654
APF	PR	1,478,621	1,456,040	2,542,757	5,477,418
AVO	GA	816,300	420,778	251,961	1,489,039
BOW	GA	1,866,522	732,551	883,871	3,482,944
CHN	GA	300,300	292,600	97,933	690,833
FMY	RL	1,675,733	1,860,312	2,582,918	6,118,963
GIF	GA	890,501	590,469	965,193	2,446,163
IMM	GA	1,522,000	824,018	247,579	2,593,597
LAL	RL	2,002,923	3,179,121	1,874,588	7,056,631
MKY	GA	500,000	178,010	469,046	1,147,055
OBE	GA	792,650	430,426	223,388	1,446,464
PGD	PR	2,097,868	1,235,010	1,085,735	4,418,613
RSW	PR	1,800,000	5,179,898	5,641,746	12,621,644
SEF	GA	1,007,671	510,405	1,195,214	2,713,289
VNC	RL	1,477,500	794,250	907,958	3,179,708
X01	GA	120,600	63,942	44,600	229,142
X07	GA	693,295	265,117	202,860	1,161,272
X14	GA	394,125	307,306	325,652	1,027,082
DISTRICT		19,879,109	18,837,881	19,907,523	58,624,513

Figure 2-1: District Pavement Area by Use

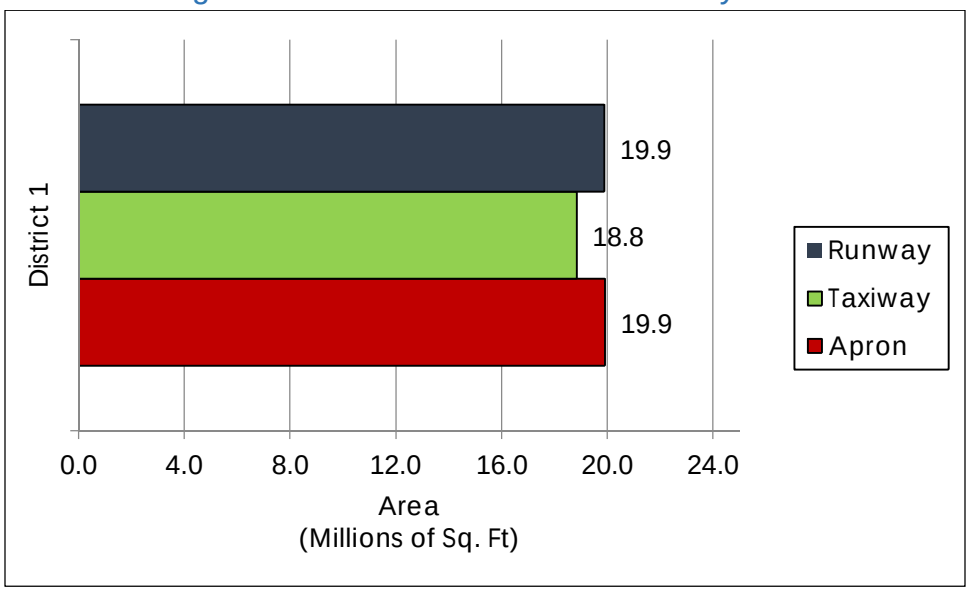
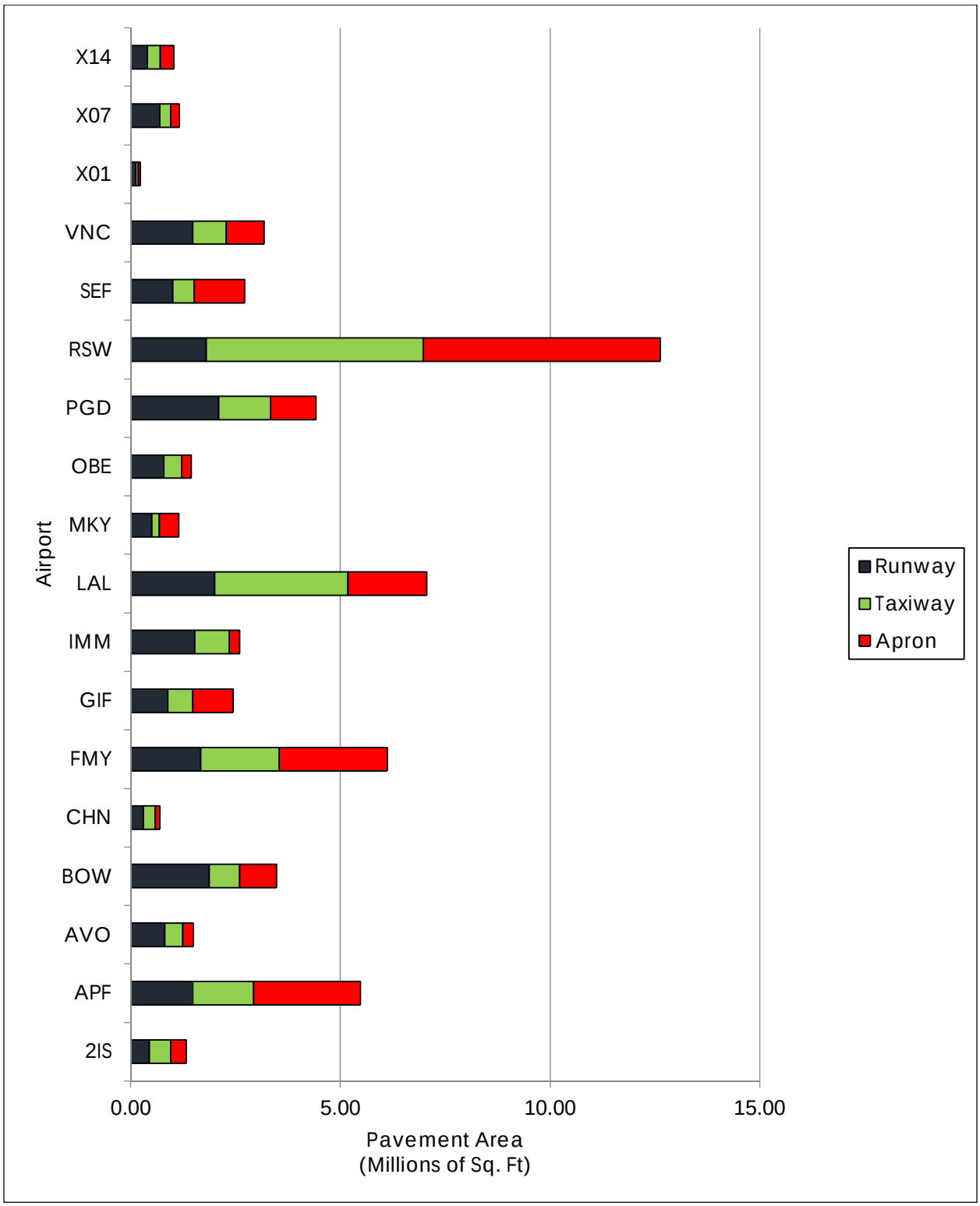


Figure 2-2: Pavement Area Use by Airport



3. AIRFIELD PAVEMENT CONDITION ANALYSIS AND EVALUATION

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.

3.1 Updates to the ASTM D 5340

As part of this program update, the SAPMP has adopted the changes made in updates to ASTM D 5340-12 as the previous program had used the ASTM D 5340-04. 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 Crazing. 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. Increases in PCI values in pavement Sections comparison to the previous program update, that have not been subject to repairs since the last inspection, may be a result from the updates to the analysis methodology.

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.

Table 3-1: Distress Updates to Reflect ASTM D 5340-12 provides a summary of the changes due to the update.

Table 3-1: Distress Updates to Reflect ASTM D 5340-12

Distress Updates to Reflect ASTM D 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

3.2 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 3-2 and 3-3 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

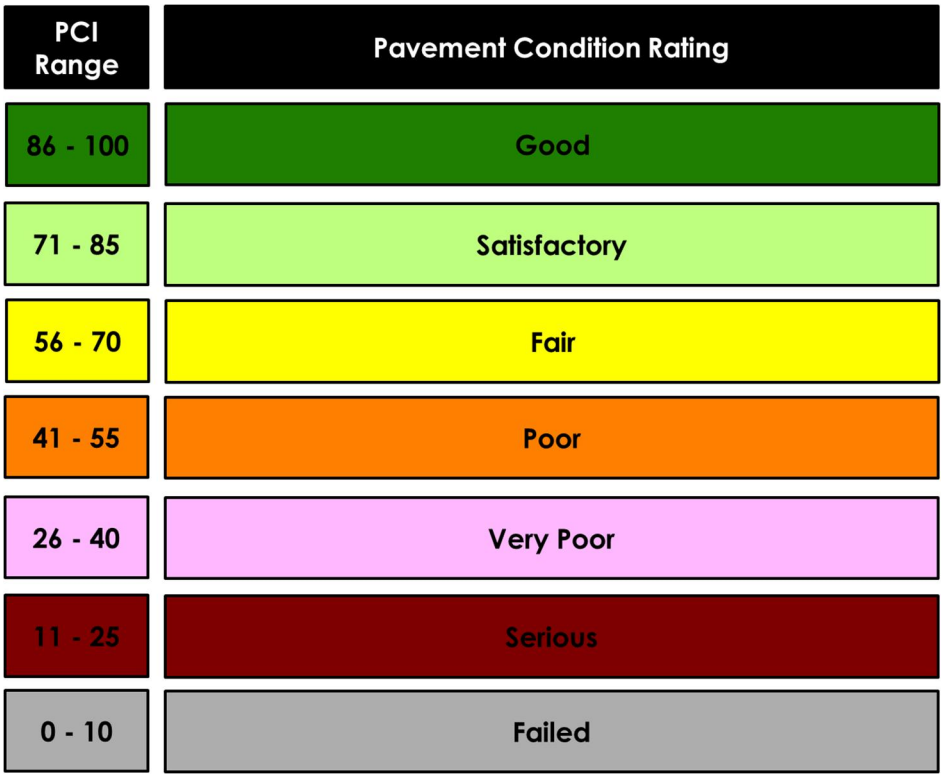
Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction 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

3.3 Airfield Pavement Condition Index Analysis Results

The Pavement Condition Index (PCI) results based on the ASTM D 5340 have been developed by analyzing the specific distress data collection from field inspections using the U.S. Army Corps of Engineers MicroPAVER 6.5 Software (also known as PAVER). In adherence to the ASTM D 5340-12, the software package analyzes the distinct pavement distress data in both quantity and severity in calculating a PCI that ranges from 100 to 0, with corresponding condition ratings of “Good” to “Failed” respectively. Figure 3-1: Pavement Condition Index Rating Scale depicts the seven ranges of index and the associated rating used in the SAPMP.

Figure 3-1: Pavement Condition Index Rating Scale



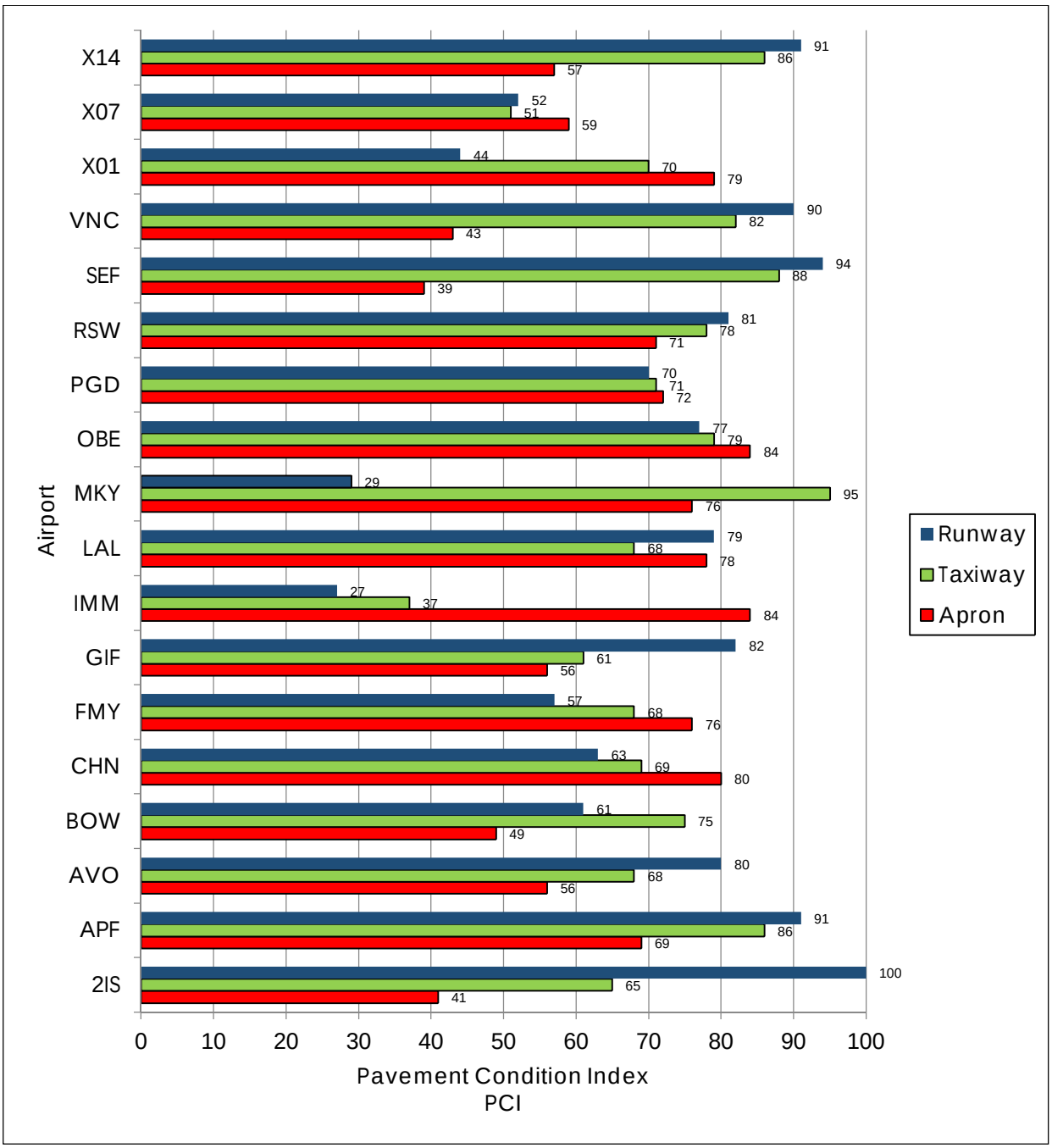
The District's overall PCI is at 70.65, which corresponds to a 'Fair' condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented in each individual airport pavement evaluation report.

Table 3-3: District Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
2IS	GA	100	GOOD	65	FAIR	41	POOR	70	FAIR
APF	PR	91	GOOD	86	GOOD	69	FAIR	80	SATISFACTORY
AVO	GA	80	SATISFACTORY	68	FAIR	56	FAIR	73	SATISFACTORY
BOW	GA	61	FAIR	75	SATISFACTORY	49	POOR	61	FAIR
CHN	GA	63	FAIR	69	FAIR	80	SATISFACTORY	68	FAIR
FMY	RL	57	FAIR	68	FAIR	76	SATISFACTORY	68	FAIR
GIF	GA	82	SATISFACTORY	61	FAIR	56	FAIR	67	FAIR
IMM	GA	27	VERY POOR	37	VERY POOR	84	SATISFACTORY	36	VERY POOR
LAL	RL	79	SATISFACTORY	68	FAIR	78	SATISFACTORY	74	SATISFACTORY
MKY	GA	29	VERY POOR	95	GOOD	76	SATISFACTORY	58	FAIR
OBE	GA	77	SATISFACTORY	79	SATISFACTORY	84	SATISFACTORY	79	SATISFACTORY
PGD	PR	70	FAIR	71	SATISFACTORY	72	SATISFACTORY	71	SATISFACTORY
RSW	PR	81	SATISFACTORY	78	SATISFACTORY	71	SATISFACTORY	75	SATISFACTORY
SEF	GA	94	GOOD	88	GOOD	39	VERY POOR	68	FAIR
VNC	RL	90	GOOD	82	SATISFACTORY	43	POOR	74	SATISFACTORY
X01	GA	44	POOR	70	FAIR	79	SATISFACTORY	58	FAIR
X07	GA	52	POOR	51	POOR	59	FAIR	53	POOR
X14	GA	91	GOOD	86	GOOD	57	FAIR	79	SATISFACTORY
DISTRICT		71	SATISFACTORY	73	SATISFACTORY	67	FAIR	70	FAIR

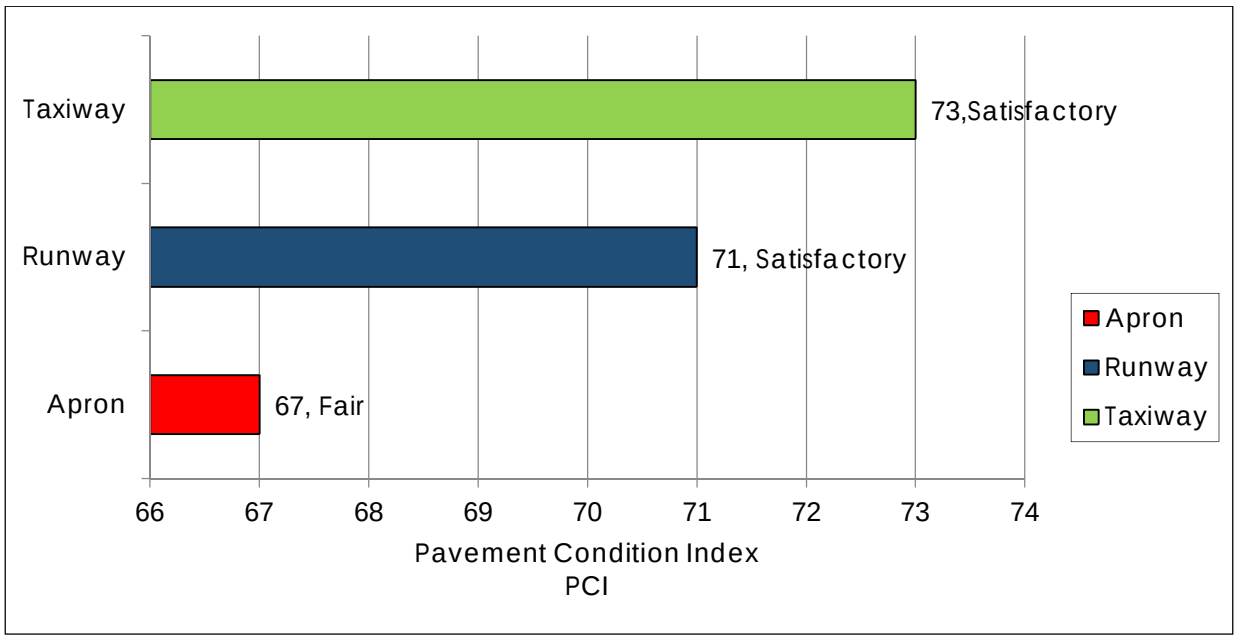
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport graphically depicts the PCI for each pavement facility use (Runway, Taxiway, and Apron) at each participating airport within the District.

Figure 3-2: PCI by Pavement Facility Use by Airport



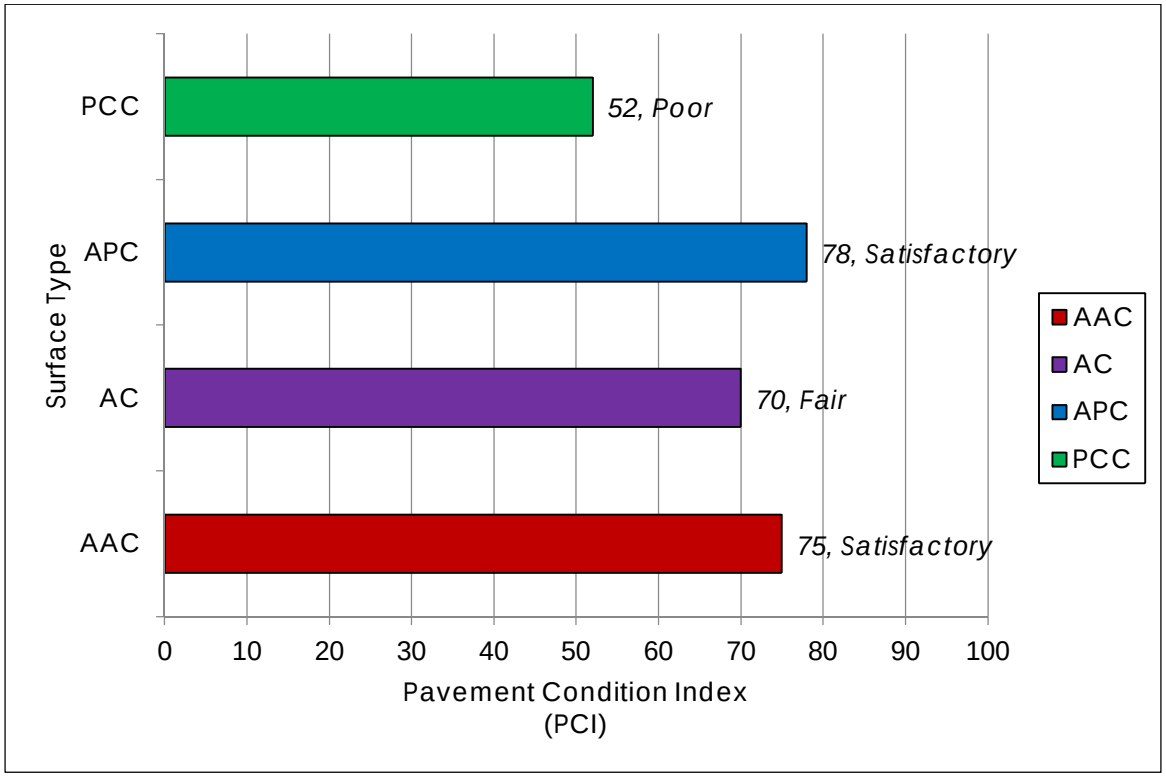
A summary of the District's area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

Figure 3-3: PCI by Pavement Facility Use



Pavement facility surface types considered for the SAPMP update consist of the four common types within the Florida Airport System: Portland Cement Concrete (PCC), Asphalt Concrete Overlayed on Portland Cement Concrete Pavement (APC), Asphalt Concrete Pavement (AC), and Asphalt Concrete Overlayed on Asphalt Concrete (AAC). Figure 3-4: PCI by Pavement Surface Type summarizes the PCI determined based on the various pavement types within the participating District airports. Whitetopping, a composite pavement type that consists of a thin concrete overlay on asphalt concrete pavement exists at certain airports within the Florida Airport System and are discussed at the specific individual airport pavement evaluation report document for those airports.

Figure 3-4: PCI by Pavement Surface Type



4. PAVEMENT PERFORMANCE MODELING

4.1 Pavement Performance Model Concept

As part of the FDOT SAPMP update, pavement performance models are developed from the distress data collected at each participating airport facility within 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 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.

4.2 Performance Model Update

The performance models are developed from the current update data at the aforementioned facilities combined with the historic FDOT SAPMP Florida Airports System Database. This data is consolidated in a database system using MicroPAVER (also known as PAVER) and organized by specific attributes defined

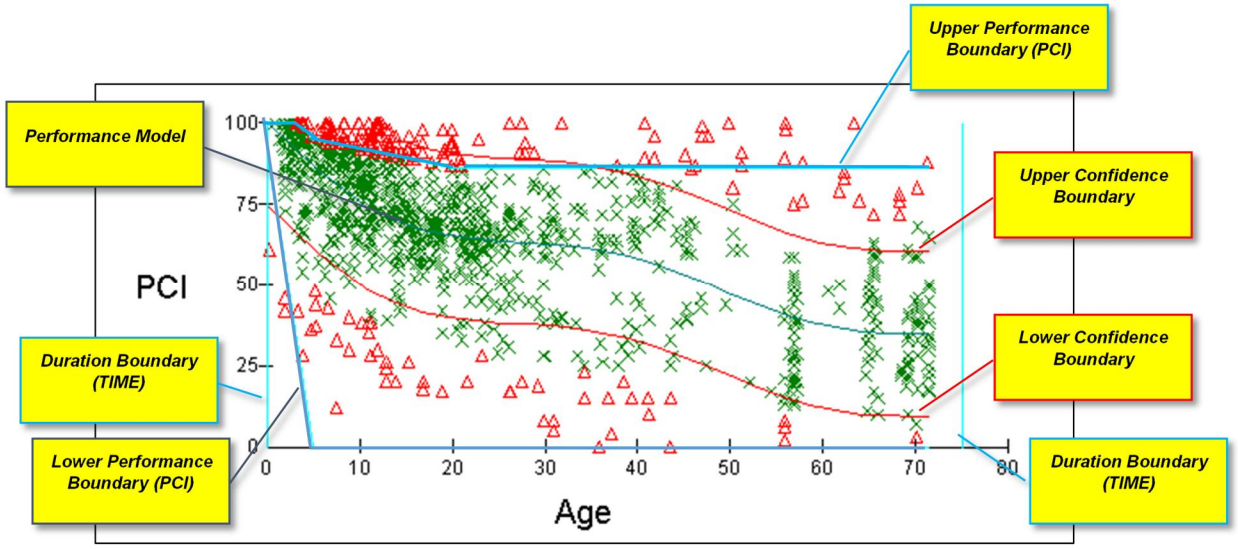
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves or "Prediction Curves".

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been systematically collected in a manner consistent with the ASTM D5340 Standard Test Method for Airport Pavement Condition Surveys. It should be noted that since the inception of the program, the ASTM D5340 has undergone updates that have modified the method of inspection based on research.

Example: Taxiways constructed from Asphalt Concrete at a Primary Airport
AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)
>FACILITY USE (Runway, Taxiway, or Apron)
>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)
FDOT-SAPMP-PR-TW-AC

A most recent change was observed in ASTM D5340-10 which updated the methods of identifying and rating the following distresses" Weathering (AC), Raveling (AC), and Scaling (PCC). The historic pavement condition, or performance trend, has been compiled based on condition data collected from the inception of the SAPMP. This data is processed into performance models that have been analyzed and developed into prediction curves based upon pavement characteristics. Figure 4-1: Example Pavement Performance Model depicts an example of a performance model and data points comprised of historic construction milestones provided by the airports and inspection data in accordance with the ASTM D 5340.

Figure 4-1: Example Pavement Performance Model



× PCI Data included in Model

Δ PCI Data excluded in Model

4.3 Prediction Curve Development

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 take 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 recommended major rehabilitation work based on condition.

The performance models are further refined based on the engineering judgment of pavement performance and data integrity using statistical filters and boundaries. The prediction modeling process identifies and groups pavement sections of similar construction (airport type and pavement type), that are subjected to similar aircraft fleet mix traffic patterns (airport type and branch use), weather and other factors that affect pavement performance and deterioration. The historical data on pavement condition, as entered in the Work History module of the database, is used to predict the future performance of a group of pavement sections with similar attributes.

Each pavement section is assigned to a "family" or model grouping. When predictions about future performance of a pavement are desired, its family

model is used to predict future condition. The input of current age of pavement is applied on the performance model family equation.

The following factors influence the life of a pavement within the performance model; original construction type/date, maintenance, weather, and traffic. The performance model and prediction curve process is designed to allow users to blend unique knowledge about their pavements and measured local condition information to plan for project development.

There are multiple types of boundaries that can be applied to a performance mode; Statistical Boundary and Envelope Boundaries. The Envelope Boundaries filter data based on Age and PCI performance factors. Statistical Boundaries, red lines, indicate the standard deviation of data points based on the SAPMP historic records. When these types of boundaries are applied, outlying points are not considered when the predicted condition function curve is estimated. This ability within MicroPAVER allows for the filtering of suspicious data points. The data filtering procedure is used to remove obvious errors in the data using Envelope Boundaries and Statistical Boundaries. This is critical as pavements with an unusual performance can have a substantial impact on how the model, or family, performs. Table 4-1: Overall Airport Area-Weighted PCI summarizes the area-weighted average PCI for each participating airport's airfield pavement performance within the District from 2015 to 2024. The following Tables 4-2 through 4-4 summarize each airport's airfield pavement performance by pavement facility use from 2015 to 2024.

Table 4-1: Overall Airport Area-Weighted PCI

	Program Year Overall Airport Area-Weighted PCI									
Network ID	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	65	63	62	60	59	57	56	55	54	53
APF	78	76	74	72	71	69	67	65	64	62
AVO	70	68	67	65	64	63	62	61	60	59
BOW	57	56	54	53	51	50	49	48	47	46
CHN	66	64	63	62	62	61	60	59	58	57
FMY	68	66	64	62	60	59	57	55	53	51
GIF	64	62	60	59	57	56	55	54	53	52
IMM	34	34	33	33	32	31	31	31	30	30
LAL	73	72	70	68	67	65	64	62	61	59
MKY	54	53	51	50	48	47	46	45	44	44
OBE	75	73	71	70	68	67	65	64	63	62

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
PGD	70	69	67	65	63	61	60	58	56	54
RSW	75	73	71	70	68	66	65	63	62	60
SEF	65	63	62	61	60	59	58	57	56	55
VNC	73	71	70	68	66	65	63	61	60	58
X01	55	54	54	53	52	51	51	50	49	49
X07	51	50	49	48	47	46	45	44	43	41
X14	74	73	71	69	68	66	65	63	62	61
DISTRICT	69	67	65	64	62	61	59	58	56	55

Table 4-2: Airport Runway Area-Weighted PCI

Network ID	Program Year Overall Runway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	89	86	84	82	80	78	76	74	72	70
APF	89	87	85	83	81	80	78	76	74	72
AVO	77	75	73	71	70	68	67	65	64	63
BOW	57	56	54	53	51	50	48	47	46	45
CHN	60	59	58	57	56	55	54	53	52	51
FMY	56	55	53	51	49	47	46	44	42	40
GIF	78	75	73	72	70	68	67	66	65	63
IMM	26	26	25	24	24	23	23	22	22	21
LAL	78	77	75	74	72	71	70	68	67	65
MKY	27	27	26	26	25	25	24	23	23	22
OBE	73	71	70	68	67	65	64	63	62	61
PGD	69	67	65	63	61	59	57	55	53	51
RSW	80	78	76	74	72	70	68	66	63	61
SEF	88	86	84	82	81	79	77	76	74	72
VNC	88	86	84	82	80	79	77	75	73	71
X01	42	42	41	40	40	39	38	38	37	37
X07	50	49	48	47	46	45	44	43	41	40
X14	87	85	83	81	79	78	76	74	73	71
DISTRICT	69	67	66	64	62	61	59	58	56	55

Table 4-3: Airport Taxiway Area-Weighted PCI

Network ID	Program Year Overall Taxiway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	63	61	60	59	58	57	57	56	55	55
APF	85	83	81	79	77	75	74	72	70	69
AVO	66	65	64	63	62	61	61	60	60	59
BOW	70	68	66	64	62	61	59	58	56	55
CHN	68	67	66	65	65	64	63	63	62	61
FMY	67	66	64	63	61	60	58	57	55	54
GIF	59	57	56	55	54	53	52	51	50	49
IMM	37	36	36	36	36	35	35	35	35	35
LAL	68	66	65	63	62	61	59	58	56	55
MKY	90	87	85	82	80	78	76	74	72	71
OBE	76	74	73	71	69	68	67	65	64	63
PGD	71	69	68	66	64	63	61	60	58	57
RSW	77	76	74	73	71	70	68	67	65	64
SEF	83	81	79	78	76	74	73	72	70	69
VNC	81	80	78	77	75	74	73	71	70	68
X01	67	66	65	64	64	63	62	62	61	61
X07	49	48	47	46	45	45	44	43	42	42
X14	81	78	76	74	72	70	68	67	65	64
DISTRICT	71	70	68	67	65	64	63	61	60	59

Table 4-4: Airport Apron Area-Weighted PCI

Network ID	Program Year Overall Apron Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	38	37	36	35	34	33	32	31	30	29
APF	68	66	64	63	61	59	57	55	54	52
AVO	54	52	51	50	49	48	48	47	46	46
BOW	46	45	44	43	42	41	40	40	39	39
CHN	75	73	72	70	69	68	67	66	65	64
FMY	75	73	71	69	67	65	63	61	59	57
GIF	54	52	51	50	48	47	46	45	43	42
IMM	78	75	73	71	70	69	68	67	66	65
LAL	77	75	73	71	69	68	66	64	62	60
MKY	69	67	65	63	61	60	59	58	57	56

Network ID	Program Year Overall Apron Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
OBE	79	77	75	73	71	69	68	66	65	64
PGD	72	70	68	67	65	64	62	60	59	57
RSW	71	69	67	66	64	62	61	59	58	56
SEF	37	37	36	36	35	35	35	35	34	34
VNC	42	41	39	37	35	34	32	30	29	27
X01	74	72	71	69	68	67	67	66	65	64
X07	56	55	54	52	51	50	49	48	48	47
X14	54	52	51	50	49	49	48	47	46	46
DISTRICT	65	64	62	60	59	57	56	54	53	51

5. MAINTENANCE LEVEL ACTIVITIES

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

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	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

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	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
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	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 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 PCI and FDOT Minimum Level PCI

Use	FDOT Recommended Minimum Level PCI			Critical PCI
	Primary Airports	Regional Reliever Airports	General Aviation Airports	
Runway	75	75	75	65
Taxiway	70	65	65	65
Apron	65	65	60	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 Planning Level 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.

FDOT has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to FDOT at this time and represent only the standard judgment as a design professional familiar with the construction industry. FDOT cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

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 as described in *FAA AC 150/5370-10G Standards for Specifying Construction of Airports* used 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: Flexible Asphalt Concrete 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: Rigid Portland Cement Concrete 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: Major Rehabilitation Activities and Unit Costs by Condition

Category	Majority Activity	PCI Range	Cost/SqFt By Airport Type		
			Primary	Regional Reliever	General Aviation
Major Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$13.00	$10.00	$8.00
	▪ Concrete Pavement Restoration (PCC)		$18.00	$15.00	$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$23.00	$20.00	$15.00

NOTE: VALUES ARE ROUNDED FOR PLANNING PURPOSES AT THE STATEWIDE LEVEL

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%.

Table 5-8: District 10-Year Maintenance and Preservation Needs by Airport depicts the predicted pavement preservation needs based on the overall airport area-weighted PCI.

Table 5-8: District 10-Year Maintenance and Preservation Needs by Airport

Maintenance and Preservation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	0.07M	0.09M	0.11M	0.16M	0.21M	0.29M	0.34M	0.40M	0.46M	0.47M	-
APF	-	0.50M	0.56M	0.69M	0.81M	0.90M	1.03M	1.22M	1.38M	1.54M	1.73M
AVO	0.22M	0.26M	0.30M	0.35M	0.41M	0.46M	0.51M	0.51M	0.48M	0.53M	-
BOW	0.29M	0.30M	0.37M	0.44M	0.53M	0.67M	0.80M	0.96M	1.12M	1.26M	-
CHN	0.02M	0.02M	0.03M	0.04M	0.05M	0.08M	0.09M	0.13M	0.17M	0.20M	-
FMY	-	0.58M	0.64M	0.63M	0.71M	0.72M	0.69M	0.85M	0.95M	1.17M	1.35M
GIF	0.24M	0.30M	0.35M	0.26M	0.39M	0.50M	0.58M	0.69M	0.79M	0.90M	-
IMM	0.06M	0.08M	0.10M	0.12M	0.13M	0.24M	0.38M	0.53M	0.68M	0.80M	-
LAL	-	1.23M	1.27M	1.14M	1.20M	0.94M	0.78M	0.68M	0.64M	0.73M	0.91M
MKY	0.01M	0.01M	0.03M	0.08M	0.13M	0.18M	0.23M	0.29M	0.34M	0.38M	-
OBE	0.12M	0.16M	0.20M	0.25M	0.30M	0.36M	0.43M	0.49M	0.55M	0.46M	-
PGD	-	0.57M	0.57M	0.64M	0.68M	0.61M	0.61M	0.75M	0.89M	1.05M	1.23M
RSW	-	2.63M	2.93M	2.67M	2.85M	2.85M	3.05M	2.89M	2.60M	2.72M	2.39M
SEF	0.15M	0.20M	0.25M	0.32M	0.43M	0.49M	0.64M	0.79M	0.92M	1.04M	-
VNC	-	0.22M	0.25M	0.28M	0.27M	0.29M	0.34M	0.41M	0.52M	0.44M	0.53M
X01	0.03M	0.03M	0.03M	0.04M	0.04M	0.04M	0.05M	0.06M	0.07M	0.06M	-
X07	0.02M	0.02M	0.03M	0.04M	0.08M	0.15M	0.23M	0.30M	0.38M	0.42M	-
X14	0.04M	0.06M	0.10M	0.16M	0.22M	0.28M	0.33M	0.36M	0.39M	0.42M	-
DISTRICT	1.25M	7.28M	8.12M	8.30M	9.42M	10.05M	11.11M	12.31M	13.33M	14.58M	8.13M

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES

6. MAJOR REHABILITATION NEEDS

6.1 Major Rehabilitation Planning

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. Depending on which Phase an airport was inspected, the program year assumed would be end of FY2013 or end of FY2015 for Phase I and Phase II, respectively.

The development of major rehabilitation projects at the planning level expressed in this District Summary and in the individual airport pavement evaluation reports were based on an 'Unlimited Budget' or unconstrained budget scenario. This scenario has been utilized in the SAPMP as a means to identify project activity based on the condition need. This information is intended to be utilized as a planning tool to support project determination and selection based on airport priority, facility use, traffic demand, budget constraints, and other factors.

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.

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 District Year-1 Major Rehabilitation Needs identifies the overall planning level costs for each airport based on the total sections requiring major rehabilitation due to its PCI being below the Critical PCI of 65 or having substantial load based distresses.

Table 6-1: Summary of District Year-1 Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
2IS	GA	70	FAIR	$ 7,861,219.19
APF	PR	80	SATISFACTORY	$ 22,711,273.00
AVO	GA	73	SATISFACTORY	$ 4,320,370.77
BOW	GA	61	FAIR	$ 22,236,289.95
CHN	GA	68	FAIR	$ 5,349,929.80
FMY	RL	68	FAIR	$ 47,845,345.00
GIF	GA	67	FAIR	$ 12,323,392.45
IMM	GA	36	VERY POOR	$ 33,213,427.84
LAL	RL	74	SATISFACTORY	$ 21,622,309.00
MKY	GA	58	FAIR	$ 9,990,466.95
OBE	GA	79	SATISFACTORY	$ 4,327,449.80
PGD	PR	71	SATISFACTORY	$ 36,078,317.00
RSW	PR	75	SATISFACTORY	$ 34,596,897.00
SEF	GA	68	FAIR	$ 14,668,053.77
VNC	RL	74	SATISFACTORY	$ 17,267,200.00
X01	GA	58	FAIR	$ 1,635,993.19
X07	GA	53	POOR	$ 12,087,041.16
X14	GA	79	SATISFACTORY	$ 2,827,290.25
DISTRICT		70	FAIR	$ 310,962,266.12

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

Table 6-2: Summary of District 10-Year Major Rehabilitation Needs identifies the overall planning level costs for each airport based on the total sections requiring major rehabilitation due to its PCI being below the Critical PCI of 65 as well as

the pavement sections deteriorating below the Critical PCI over the 10-Year program planning period.

Table 6-2: Summary of District 10-Year Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
2IS	GA	70	FAIR	$ 9,512,249.52
APF	PR	80	SATISFACTORY	$ 37,272,657.41
AVO	GA	73	SATISFACTORY	$ 7,659,047.71
BOW	GA	61	FAIR	$ 27,187,406.67
CHN	GA	68	FAIR	$ 5,986,717.86
FMY	RL	68	FAIR	$ 69,180,639.76
GIF	GA	67	FAIR	$ 17,933,363.68
IMM	GA	36	VERY POOR	$ 33,567,963.10
LAL	RL	74	SATISFACTORY	$ 78,704,249.32
MKY	GA	58	FAIR	$ 10,169,894.13
OBE	GA	79	SATISFACTORY	$ 8,191,598.46
PGD	PR	71	SATISFACTORY	$ 52,581,298.32
RSW	PR	75	SATISFACTORY	$ 157,872,933.47
SEF	GA	68	FAIR	$ 16,752,758.17
VNC	RL	74	SATISFACTORY	$ 29,174,690.98
X01	GA	58	FAIR	$ 2,122,818.74
X07	GA	53	POOR	$ 12,447,766.72
X14	GA	79	SATISFACTORY	$ 2,920,790.55
DISTRICT		70	FAIR	$ 579,238,844.57

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

Table 6-3: Summary of District 10-Year Major Rehabilitation Needs by Airport

Major Rehabilitation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
2IS	7.86M	0.00M	0.16M	0.00M	0.51M	0.00M	0.00M	0.00M	0.00M	0.99M	-
APF	-	22.71M	3.49M	1.30M	0.67M	2.48M	1.02M	0.00M	2.03M	2.51M	1.06M
AVO	4.32M	0.00M	0.36M	0.00M	0.00M	0.03M	0.00M	1.24M	1.71M	0.00M	-
BOW	22.24M	1.51M	0.06M	0.56M	0.84M	0.35M	1.34M	0.30M	0.00M	0.00M	-
CHN	5.35M	0.00M	0.00M	0.00M	0.00M	0.00M	0.64M	0.00M	0.00M	0.00M	-
FMY	-	47.85M	0.56M	3.34M	0.56M	3.29M	4.72M	1.95M	4.26M	0.10M	2.56M
GIF	12.32M	0.00M	0.54M	4.70M	0.00M	0.00M	0.37M	0.00M	0.00M	0.00M	-
IMM	33.21M	0.00M	0.00M	0.00M	0.35M	0.00M	0.00M	0.00M	0.00M	0.00M	-
LAL	-	21.62M	2.05M	8.35M	0.72M	13.91M	10.95M	9.36M	7.56M	3.80M	0.39M
MKY	9.99M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.18M	-
OBE	4.33M	0.00M	0.04M	0.00M	0.17M	0.04M	0.00M	0.35M	0.00M	3.26M	-

Major Rehabilitation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
PGD	-	36.08M	3.49M	0.08M	0.99M	6.53M	3.41M	0.00M	1.18M	0.82M	0.00M
RSW	-	34.60M	0.00M	23.74M	2.57M	10.92M	1.56M	19.87M	26.27M	8.40M	29.95M
SEF	14.67M	0.00M	0.00M	0.00M	0.31M	1.78M	0.00M	0.00M	0.00M	0.00M	-
VNC	-	17.27M	0.00M	0.00M	1.71M	0.72M	0.10M	0.32M	0.00M	8.24M	0.81M
X01	1.64M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.05M	0.00M	0.44M	-
X07	12.09M	0.00M	0.00M	0.00M	0.36M	0.00M	0.00M	0.00M	0.00M	0.00M	-
X14	2.83M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.09M	0.00M	-
DISTRICT	130.84M	181.63M	10.75M	42.07M	9.76M	40.04M	24.11M	33.43M	43.11M	28.75M	34.76M

NOTE: VALUES ARE ROUNDED FOR SUMMARY PURPOSES AND INFLATION APPLIED AT 3% ANNUALLY

7. CONCLUSION

The FDOT Aviation and Spaceport Office has updated the Statewide Airfield Pavement Management Program through the pavement condition surveys performed at each participating airport and preparation of M&R planning information using guidance provided by the FAA Advisory Circular 150/5380-6C. MicroPAVER software was utilized to determine pavement conditions in accordance with ASTM D 5340-12 and develop maintenance and rehabilitation policies consistent with the FDOT Aviation and Spaceport Office policies. These policies were used to identify pavement rehabilitation projects based on the condition of the pavement over a 10-year period that are detailed in the individual airport reports and in Appendix D District 10-Year Major Rehabilitation Needs and Appendix E District Airfield Pavement 10-Year Major Rehabilitation Exhibits.

This study was focused on identifying current pavement condition and using a condition based tool to assist in the evaluation of pavement performance and identify and prioritize maintenance and rehabilitation needs and costs to maximize useful pavement life. The methods used to determine pavement condition for this program update, as with previous updates, have been performed in accordance with ASTM D 5340 (current version 5340-12). The process is intended to provide airport sponsors with guidance in planning pavement maintenance and rehabilitation projects and funding agencies with planning tools for allocation of funds.

A detailed breakdown of pavement condition for each airport is included in Appendix B District Branch and Section Condition Reports and Appendix C District Airfield Pavement Condition Index Rating Exhibits. As can be seen in this report and by comparing pavement conditions on an airport by airport basis, there is a wide variation in pavement conditions between airports. Recommended major rehabilitation recommendations for each airport are also included in Appendix D District 10-Year Major Rehabilitation Needs and Appendix E District Airfield Pavement 10-Year Major Rehabilitation Exhibits.

7.1 Major Rehabilitation for Runways in District

Runway projects, based on pavement conditions below the FDOT recommended minimum service level PCI of 75 and have reached or are below the Critical PCI of 65, which the District should consider as immediate needs are listed below. These are not all the needs at each participating airport within the

District and may not be the individual airport's priority, but should be considered in development of funding programs based on functional PCI.

Airglades Airport (2IS)

- *No Immediate Runway Major Rehabilitation*

Naples Municipal Airport (APF)

- *No Immediate Runway Major Rehabilitation*

Avon Park Executive Airport (AVO)

- *Runway 5-23 (6102)*
  - *Major Rehabilitation*
  - *$1,087,499.95*

Bartow Municipal Airport (BOW)

- *Runway 9R-27L (6205, 6210)*
  - *Major Rehabilitation*
  - *$7,880,302.26*
- *Runway 5-23 (6305, 6310, 6315)*
  - *Major Rehabilitation*
  - *$4,386,199.59*

Wauchula Municipal Airport (CHN)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$3,002,999,86*

Page Field (FMY)

- *Runway 13-31 (6205, 6210)*
  - *Major Rehabilitation*
  - *$10,722,498.00*

- *Runway 5-23(6105, 6110, 6115, 6120, 6125, 6130, 6135, 6145, 6150, 6155, 6160)*
  - *Major Rehabilitation*
  - *$14,165,802.00*

Winter Haven's Gilbert Airport (GIF)

- *No Immediate Runway Major Rehabilitation*

Immokalee Regional Airport (IMM)

- *Runway 9-27 (6205, 6210, 6215, 6220, 6225, 6230)*
  - *Major Rehabilitation*
  - *$10,473,752.48*
- *Runway 18-36 (6105, 6110, 6115, 6120, 6125, 6130)*
  - *Major Rehabilitation*
  - *$10, 856, 252.57*
- *Runway 4-22 (6305, 6310, 6325, 6330)*
  - *Major Rehabilitation*
  - *$1,433,775.30*

Lakeland Linder Regional Airport (LAL)

- *No Immediate Runway Major Rehabilitation*

Marco Island Airport (MKY)

- *Runway 17-35 (6105, 6110, 6115)*
  - *Major Rehabilitation*
  - *$7,500,001.78*

Okeechobee County Airport (OBE)

- *Runway 14-32 (6205)*
  - *Major Rehabilitation*
  - *$2,813,249.87*

Punta Gorda Airport (PGD)

- *Runway 15-33 (6210)*
  - *Major Rehabilitation*
  - *$8,894,286.00*
- *Runway 4-22 (6105)*
  - *Major Rehabilitation*
  - *$9,360,000.00*

Southwest Florida International Airport (RSW)

- *No Immediate Runway Major Rehabilitation*

Sebring Regional Airport (SEF)

- *No Immediate Runway Major Rehabilitation*

Venice Municipal Airport (VNC)

- *Runway 13-31 (6120)*
  - *Major Rehabilitation*
  - *$300,000.00*

Everglades Airpark (X01)

- *Runway 15-33 (6105, 6110, 6115)*
  - *Major Rehabilitation*
  - *$1,512,500.19*

Lake Wales Municipal Airport (X07)

- *Runway 17-35 (6205, 6206)*
  - *Major Rehabilitation*
  - *$2,932,949.86*
- *Runway 6-24 (6105)*
  - *Major Rehabilitation*
  - *$4,903,998.45*

La Belle Municipal Airport (X14)

- *No Immediate Runway Major Rehabilitation*

APPENDIX A

- GLOSSARY OF TERMS

GLOSSARY OF TERMS

ASTM D 5340-12

The ASTM D 5340-12 Standard Test Method for Airport Pavement Condition Index Surveys by the ASTM International. This test method covers the determination of airport pavement condition through visual surveys of asphalt-surfaced pavements, including porous friction course, and plain or reinforced jointed Portland Cement Concrete pavements, using the Pavement Condition Index (PCI) method of quantifying pavement condition. The PCI for airport pavements was developed by the U.S. Army Corps of Engineers through the funding provided by the U.S. Air Force. It is further verified and adopted by the FAA, and the U.S. Naval Facilities Engineering Command.

Aviation and Spaceport Office

The Florida Department of Transportation Aviation and Spaceport Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (ASO-PM) has review and approval authority for each program task of the SAPMP.

Branch

A Branch (pavement branch) designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron. A pavement branch is an identifiable part of the pavement network that a single entity and has a distinct function.

Category

The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- *GA – for general aviation or community airports;*
- *RL – for regional relievers or small hubs;*
- *PR – for primary and/or commercial service airports*

The airport Category has been the attribute to aid in the refinement and differentiation of airport infrastructure as it relates to aircraft fleet mix (type, frequency, and pavement requirements).

Critical PCI

The PCI value considered to be the threshold for M&R decisions, it is alternatively known as MicroPAVER Minimum PCI. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than

Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type

A distress type, alternatively pavement distress, is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. Distresses are external indicators of pavement deterioration caused by loading, environmental factors, or construction deficiencies, or combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Specific distress types as defined by the ASTM D 5340-12 are required to obtain an accurate PCI value.

FAA

The Federal Aviation Administration. The FDOT Statewide Airfield Pavement Management Program is sponsored by the FAA. The program has been established and updated in accordance with FAA Advisory Circulars 150/5380-7B Airport Pavement Management Program and 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements.

FDOT

The Florida Department of Transportation. Florida Department of Transportation was represented in this project by the Aviation and Space Port Office of the Office of Freight, Logistics and Passenger Operations.

Localized M&R (Maintenance and Repair)

Alternatively, known as Maintenance or Preservation activities, Localized M&R is a temporary activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Major M&R or Major Rehabilitation (e.g. Rehabilitation)

Activities performed over the entire area of a pavement Section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays. For the purpose of the FDOT Statewide Airfield Pavement Management Program, Major M&R or Major Rehabilitation, as indicated by Mill and Overlay, PCC Restoration, and/or Reconstruction are planning level categories. It is recommended that project level investigation and design in accordance with the FAA Advisory Circulars be performed.

MicroPAVER (PAVER)

Alternatively known as PAVER, a commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered

management of pavement assets using a condition based approach. This software has the functionality such that, if properly implemented, maintained, and operated, it meets the pavement management program requirements described by the FAA in Advisory Circular 150/5380-7B.

Minimum Condition Level

A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Network Definition

A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with pavement Branch and pavement Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. Each Network Definition for the participating airports were developed utilizing information provided by the airport staff, field conditions, record drawings, schematics, and aerial imagery provided by the FDOT Surveying and Mapping Office. The Airfield Pavement Network Definition Exhibits are not intended for construction or design level geometry.

Pavement Condition Index (PCI)

The Pavement Condition Index is a number which represents the condition of a pavement segment at a specific point in time. It is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340, published by ASTM International.

Pavement Condition Rating (PCR)

A verbal description of pavement condition as a function of the PCI value. The SAPMP utilizes the following Pavement Condition Rating.

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

The SAPMP considers seven (7) ranges of condition rating based on the PCI ranges shown above.

Pavement Evaluation

A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management System (PMS)

A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type

The surface of pavement is identified as one of four types:

- AC – for asphalt concrete surface pavements(Hot-Mix Asphalt, Bituminous Surface Courses);
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt concrete pavement.
- WHT – for composite whitetopping pavements, which typically consists of thin concrete overlay over asphalt concrete pavement.

Random Sample

A sample unit of the pavement section selected for inspection by random sampling techniques, such as a random number table or systematic random procedure. For the purpose of the SAPMP, random samples were determined by previous iterations of the SAMP Update and are maintained as inspection sample units unless substantial changes to section limits have been made due to construction work.

Reconstruction

Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation

Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit

Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section

Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition, and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Statewide Airfield Pavement Management Program (SAPMP)

The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory

A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection.

Use

In MicroPAVER, Use is the term for the function of the pavement area, alternatively Branch Use, Pavement Use, or Pavement Facility Use. For the SAPMP the facility use consists of the following: Runway, Taxiway, or Apron for purposes of the SAPMP program planning.

APPENDIX B

- DISTRICT BRANCH CONDITION REPORT
- DISTRICT SECTION CONDITION REPORT

Date: 5 /17/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: 2IS

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 E (EAST APRON	1	440.00	230.00	102,944.00	APRON	39.00	0.00	39.00
AP HANG (CONC APRON A HANGAR)	3	361.00	113.00	27,166.00	APRON	68.00	32.57	69.63
AP NW (NORTHWEST APRON	1	500.00	100.00	56,020.00	APRON	37.00	0.00	37.00
AP S (SOUTH RAMP)	1	250.00	165.00	49,605.00	APRON	32.00	0.00	32.00
AP W (WEST APRON AT T-HANGARS)	3	625.00	255.00	128,790.00	APRON	51.00	13.14	42.01
RW 13-31 (RUNWAY 13-3	3	5,900.00	75.00	442,500.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY ALPHA	4	7,280.00	35.00	244,447.00	TAXIWAY	81.25	13.55	74.45
TW A1 (TAXIWAY ALPHA 1	1	600.00	35.00	28,522.99	TAXIWAY	84.00	0.00	84.00
TW A2 (TAXIWAY ALPHA 2)	3	2,021.00	51.00	94,016.00	TAXIWAY	61.33	15.92	52.50
TW A3 (TAXIWAY A3	1	840.00	35.00	40,598.00	TAXIWAY	78.00	0.00	78.00
TW E AP (TAXIWAY TO EAS APRON)	1	480.00	35.00	15,760.00	TAXIWAY	63.00	0.00	63.00
TW HANG (TAXIWAY TO HANGAI	2	755.00	40.00	36,645.00	TAXIWAY	38.50	19.50	24.40
TW S (TAXIWAY S	1	1,241.00	35.00	45,015.00	TAXIWAY	67.00	0.00	67.00
TW S AP (TAXIWAY CONNECT T SOUTH APRON)	1	150.00	50.00	8,350.00	TAXIWAY	33.00	0.00	33.00
TW W AP (TAXIWAY CONNECT T W APRON)	1	83.00	40.00	4,275.00	TAXIWAY	29.00	0.00	29.00

Branch Condition Report

Pavement Database: FDOT NetworkID: APF

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 COMMERC (APROI COMMERCIAL TERMINAL)	6	2,135.00	220.00	471,880.77	APRON	64.67	11.97	62.33
AP GA (APRON GA TERMINAL	23	9,887.00	191.52	1,885,131.03	APRON	70.65	14.33	69.72
AP N (NORTH APRON	1	110.00	60.00	6,820.00	APRON	91.00	0.00	91.00
AP RW 5-23 (RUN-UP ARPON AT RW 23)	1	200.00	100.00	22,440.00	APRON	100.00	0.00	100.00
AP RW14-32 (HOLD APRON RW 14-32)	1	150.00	200.00	30,398.38	APRON	72.00	0.00	72.00
AP S (APRON SOUTH	1	320.00	390.00	126,086.64	APRON	93.00	0.00	93.00
RW 14-32 (RUNWAY 14-32	7	4,770.00	100.00	488,621.00	RUNWAY	100.00	0.00	100.00
RW 5-23 (RUNWAY 5-23	8	14,100.00	81.25	990,000.00	RUNWAY	88.13	3.55	86.83
TW A (TAXIWAY A)	6	7,465.00	50.83	368,594.21	TAXIWAY	90.50	8.08	93.84
TW A-1 (TAXIWAY A-1	2	1,400.00	50.00	35,520.00	TAXIWAY	83.00	2.00	83.03
TW A-2 (TAXIWAY A-2	2	1,080.00	65.00	35,239.00	TAXIWAY	91.50	2.50	92.33
TW A-3 (TAXIWAY A-3	2	680.00	50.00	17,146.00	TAXIWAY	94.00	0.00	94.00
TW A-4 (TAXIWAY A-4	2	1,400.00	50.00	35,075.00	TAXIWAY	94.00	0.00	94.00
TW A-5 (TAXIWAY A-5	1	380.00	100.00	38,527.00	TAXIWAY	92.00	0.00	92.00
TW A-6 (TAXIWAY A-6	1	300.00	150.00	37,506.00	TAXIWAY	87.00	0.00	87.00
TW B (TAXIWAY B	7	7,250.00	41.43	215,464.17	TAXIWAY	80.71	15.15	83.51

Branch Condition Report

Pavement Database: FDOT NetworkID: APF

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 B-1 (TAXIWAY B-1	1	400.00	50.00	21,182.06	TAXIWAY	69.00	0.00	69.00
TW B-2 (TAXIWAY B-2	1	300.00	40.00	12,554.29	TAXIWAY	68.00	0.00	68.00
TW B-3 (TAXIWAY B-3	1	250.00	40.00	11,571.35	TAXIWAY	69.00	0.00	69.00
TW C (TAXIWAY C)	8	9,650.00	40.00	272,555.33	TAXIWAY	84.38	14.84	87.14
TW C-1 (TAXIWAY C-1)	1	300.00	40.00	13,746.35	TAXIWAY	58.00	0.00	58.00
TW C-2 (TAXIWAY C-2	1	250.00	40.00	11,471.35	TAXIWAY	69.00	0.00	69.00
TW C-3 (TAXIWAY C-3	1	250.00	40.00	11,471.35	TAXIWAY	69.00	0.00	69.00
TW D (TAXIWAY D	5	3,460.00	47.00	164,119.67	TAXIWAY	84.60	5.85	85.34
TW D-1 (TAXIWAY D-1)	1	400.00	50.00	20,233.01	TAXIWAY	56.00	0.00	56.00
TW D-2 (TAXIWAY D-2	1	340.00	50.00	17,145.13	TAXIWAY	80.00	0.00	80.00
TW E (TAXIWAY ECHC	1	1,000.00	45.00	46,109.27	TAXIWAY	80.00	0.00	80.00
TW G (TAXIWAY G	4	1,210.00	50.00	42,850.29	TAXIWAY	87.00	0.71	87.15
TW T (TAXIWAY T	1	500.00	50.00	27,959.45	TAXIWAY	78.00	0.00	78.00

Branch Condition Report

Pavement Database: FDOT NetworkID: AVO

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 E (EAST APRON	1	115.00	80.00	8,514.00	APRON	61.00	0.00	61.00
AP NE (NE APRON	3	430.00	115.00	74,923.00	APRON	61.00	22.99	83.93
AP NW (NORTHWEST APRON	1	400.00	85.00	40,108.00	APRON	50.00	0.00	50.00
AP S (SOUTH APRON)	1	390.00	160.00	57,173.00	APRON	32.00	0.00	32.00
AP SE (SE APRON)	1	425.00	175.00	71,243.00	APRON	51.00	0.00	51.00
AP T-HANG (APRON T-HANG	1	370.00	80.00	33,850.00	TAXIWAY	66.00	0.00	66.00
RW 10-28 (RUNWAY 10-28	4	3,729.00	75.00	278,900.00	RUNWAY	80.25	4.82	83.60
RW 5-23 (RUNWAY 5-23	4	10,295.00	62.50	537,400.00	RUNWAY	78.00	12.75	79.02
TW A (TAXIWAY A)	6	3,030.00	35.00	124,328.00	TAXIWAY	70.33	12.05	69.82
TW B (TAXIWAY B	2	290.00	52.50	10,462.00	TAXIWAY	67.50	12.50	63.32
TW C (TAXIWAY C	1	250.00	35.00	10,629.00	TAXIWAY	70.00	0.00	70.00
TW D (TAXIWAY D	1	230.00	34.00	9,159.00	TAXIWAY	65.00	0.00	65.00
TW E (TAXIWAY E	2	5,070.00	35.00	181,311.00	TAXIWAY	70.50	0.50	70.66
TW F (TAXIWAY F	1	680.00	30.00	22,335.00	TAXIWAY	50.00	0.00	50.00
TW H (TAXIWAY H	1	815.00	35.00	28,704.00	TAXIWAY	70.00	0.00	70.00

Branch Condition Report

Pavement Database: FDOT NetworkID: BOW

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 FBO (APRON FBC	1	183.00	410.00	83,162.64	APRON	91.00	0.00	91.00
AP H TW A (HOLD APRON ON TW /	1	500.00	50.00	26,073.01	APRON	28.00	0.00	28.00
AP N (NORTH APRON	9	3,705.00	126.67	583,967.38	APRON	48.89	23.19	40.85
AP T-HANG (T-HANGAR APRON)	4	4,350.00	23.25	190,668.16	APRON	72.75	17.67	59.65
RW 5-23 (RUNWAY 5-23)	4	4,800.00	100.00	479,259.73	RUNWAY	63.50	13.88	58.98
RW 9L-27R (RUNWAY 9L-27F	8	14,960.00	53.12	750,000.00	RUNWAY	87.00	5.29	85.55
RW 9R-27L (RUNWAY 9R-27I	6	12,714.00	62.50	637,262.04	RUNWAY	58.17	23.05	33.80
TW A1 (TAXIWAY A1	1	1,820.00	50.00	93,384.65	TAXIWAY	100.00	0.00	100.00
TW A2 (TAXIWAY A2)	3	5,449.00	53.33	84,165.75	TAXIWAY	89.33	8.99	87.72
TW A3 (TAXIWAY A3	1	1,100.00	38.00	54,637.73	TAXIWAY	52.00	0.00	52.00
TW C1 (TAXIWAY C1	1	330.00	50.00	18,036.50	TAXIWAY	91.00	0.00	91.00
TW C2 (TAXIWAY C2	1	850.00	35.00	30,619.14	TAXIWAY	59.00	0.00	59.00
TW C3 (TAXIWAY C3	2	1,300.00	35.00	46,402.30	TAXIWAY	53.50	6.50	58.62
TW D (TAXIWAY D	2	2,200.00	50.00	110,846.28	TAXIWAY	89.00	0.00	89.00
TW D1 (TAXIWAY D1	2	3,600.00	40.00	114,978.81	TAXIWAY	75.00	6.00	72.44
TW F (TAXIWAY F	4	1,005.00	105.00	84,025.49	TAXIWAY	74.50	18.79	76.80

Branch Condition Report

Pavement Database: FDOT NetworkID: BOW

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 G (TAXIWAY G	2	420.00	150.00	67,058.52	TAXIWAY	36.50	8.50	36.27
TW H (TAXIWAY H	2	500.00	50.00	28,396.02	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: CHN

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 (APRON	2	387.00	237.50	97,932.60	APRON	81.50	12.50	80.39
RW 18-36 (RUNWAY 18-3(	1	4,004.00	75.00	300,300.00	RUNWAY	63.00	0.00	63.00
T-HANG N (TAXIWAY TO HANGAR NORTH)	2	1,685.00	162.50	63,417.00	TAXIWAY	97.00	3.00	96.72
TW PARALL (PARALLEL TAXIWAY)	6	4,463.00	35.00	163,078.00	TAXIWAY	59.33	10.43	62.11
TW T-HANG (TAXIWAY TO HANGARS)	3	2,427.00	26.67	66,105.00	TAXIWAY	62.33	1.25	62.24

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 E (EAST APRON - T-HANGARS	4	1,285.00	195.00	216,493.20	APRON	75.25	3.11	76.25
AP HELI (APRON HELIPAD	1	700.00	150.00	94,194.32	APRON	93.00	0.00	93.00
AP N (NORTH APRON	1	1,210.00	250.00	336,134.90	APRON	64.00	0.00	64.00
AP NW (NORTHWEST RUN-UP APRON FOR RW 13)	1	160.00	60.00	11,434.41	APRON	73.00	0.00	73.00
AP S (SOUTH APRON)	1	1,200.00	180.00	213,724.94	APRON	74.00	0.00	74.00
AP S & SE (SOUTH & SE APRONS	5	1,785.00	369.00	665,423.17	APRON	68.80	15.64	68.25
AP SW (SW FBO APRON	3	2,200.00	141.67	315,086.79	APRON	64.00	9.27	64.51
AP T-HANG (APRON T-HANG	1	893.00	300.00	168,997.00	APRON	87.00	0.00	87.00
AP W (APRON WEST)	2	1,196.21	256.50	561,429.45	APRON	95.00	1.00	94.06
RW 13-31 (RUNWAY 13-31	2	14,388.00	62.50	714,833.00	RUNWAY	60.00	5.00	61.66
RW 5-23 (RUNWAY 5-23	12	19,199.00	62.50	960,900.00	RUNWAY	57.08	5.09	54.32
TW A (TAXIWAY A	7	6,235.00	52.86	337,307.69	TAXIWAY	64.29	10.43	59.27
TW A2 (TAXIWAY A2	1	1,100.00	50.00	59,979.81	TAXIWAY	55.00	0.00	55.00
TW A3 (TAXIWAY A3	4	2,625.00	53.00	180,561.63	TAXIWAY	59.00	8.15	58.36
TW A4 (TAXIWAY A4	1	431.00	60.00	31,644.77	TAXIWAY	80.00	0.00	80.00
TW A5 (TAXIWAY A5	1	416.00	65.00	29,525.75	TAXIWAY	80.00	0.00	80.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FMY

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 A6 (TAXIWAY A6	2	275.00	50.00	16,134.77	TAXIWAY	72.50	4.50	70.92
TW A7 (TAXIWAY A7	1	500.00	50.00	28,227.57	TAXIWAY	75.00	0.00	75.00
TW B (TAXIWAY B	4	5,439.00	40.00	230,527.45	TAXIWAY	58.75	14.36	63.73
TW B1 (TAXIWAY B1)	1	430.00	40.00	18,965.73	TAXIWAY	71.00	0.00	71.00
TW B2 (TAXIWAY B2)	1	230.00	40.00	11,346.24	TAXIWAY	66.00	0.00	66.00
TW B3 (TAXIWAY B3	1	230.00	40.00	11,346.02	TAXIWAY	68.00	0.00	68.00
TW C (TAXIWAY C	5	5,960.00	48.00	359,821.49	TAXIWAY	69.40	9.22	75.82
TW C1 (TAXIWAY C1	1	235.00	70.00	29,730.00	TAXIWAY	78.00	0.00	78.00
TW C2 (TAXIWAY C2)	2	905.00	70.00	84,768.00	TAXIWAY	84.00	4.00	84.02
TW C3 (TAXIWAY C3	1	135.00	100.00	23,833.00	TAXIWAY	91.00	0.00	91.00
TW C4 (TAXIWAY C4	1	80.00	305.00	31,693.80	TAXIWAY	80.00	0.00	80.00
TW C5 (TAXIWAY C5	1	560.00	50.00	37,538.58	TAXIWAY	57.00	0.00	57.00
TW D (TAXIWAY D	5	2,798.00	47.00	142,110.32	TAXIWAY	78.40	5.57	76.48
TW D1 (TAXIWAY D1	1	260.00	50.00	15,913.00	TAXIWAY	15.00	0.00	15.00
TW D2 (TAXIWAY D2	1	215.00	40.00	15,709.00	TAXIWAY	32.00	0.00	32.00
TW E (TAXIWAY E	4	3,685.00	33.75	143,320.09	TAXIWAY	75.75	4.15	77.02

Branch Condition Report

Pavement Database: FDOT NetworkID: FMY

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 E2 (TAXIWAY E2	2	500.00	37.50	20,307.37	TAXIWAY	83.50	9.50	83.41

Branch Condition Report

Pavement Database: FDOT NetworkID: GIF

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 (APRON AREA	6	1,830.00	231.67	457,330.00	APRON	45.00	14.65	47.38
AP HANG (APRON TO HANGAF	1	210.00	160.00	23,665.80	APRON	61.00	0.00	61.00
AP N (APRON NORTH	1	1,650.00	100.00	188,240.00	APRON	86.00	0.00	86.00
AP RW11-29 (TURNAROUND APRON RW 11-29)	2	400.00	57.50	22,770.00	APRON	53.00	1.00	53.02
AP T-HANG (APRON T-HANGARS TAXILANES)	4	7,750.00	46.25	236,166.70	APRON	62.75	17.30	58.19
AP W (APRON WEST	1	250.00	100.00	37,020.50	APRON	14.00	0.00	14.00
RW 11-29 (RUNWAY 11-29	2	3,887.00	100.00	389,901.00	RUNWAY	81.50	12.50	70.43
RW 5-23 (RUNWAY 5-23	6	10,006.00	58.33	500,600.00	RUNWAY	91.67	1.80	91.21
TW A (TAXIWAY A)	2	11,560.00	40.00	65,534.00	TAXIWAY	54.50	13.50	66.87
TW A2 (TAXIWAY A2	1	200.00	30.00	8,490.00	TAXIWAY	59.00	0.00	59.00
TW AP (TAXIWAY	2	1,015.00	50.00	50,255.00	TAXIWAY	45.00	9.00	38.51
TW B (TAXIWAY B	5	5,189.00	40.00	200,991.70	TAXIWAY	64.80	23.75	55.42
TW B1 (TAXIWAY B1	1	1,014.00	45.00	14,113.00	TAXIWAY	75.00	0.00	75.00
TW B2 (TAXIWAY B2	4	886.00	50.00	41,559.00	TAXIWAY	40.75	8.79	47.72
TW B3 (TAXIWAY B3	2	155.00	50.00	15,025.00	TAXIWAY	72.50	14.50	64.04
TW B4 (TAXIWAY B4	1	300.00	50.00	15,537.00	TAXIWAY	53.00	0.00	53.00

Branch Condition Report

Pavement Database: FDOT NetworkID: GIF

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 C (TAXIWAY C	1	1,325.00	25.00	38,971.00	TAXIWAY	83.00	0.00	83.00
TW C3 (TAXIWAY C3	1	800.00	50.00	24,842.00	TAXIWAY	62.00	0.00	62.00
TW D (TAXIWAY D	1	1,070.00	25.00	31,033.00	TAXIWAY	69.00	0.00	69.00
TW F (TAXIWAY F)	1	843.00	35.00	51,881.00	TAXIWAY	86.00	0.00	86.00
TW F1 (TAXIWAY F1)	1	260.00	40.00	10,689.00	TAXIWAY	94.00	0.00	94.00
TW F2 (TAXIWAY F2	1	240.00	40.00	12,143.00	TAXIWAY	93.00	0.00	93.00
TW HANG (TAXIWAY TO HANGAI	1	350.00	25.00	9,405.00	TAXIWAY	26.00	0.00	26.00

Branch Condition Report

Pavement Database: FDOT NetworkID: IMM

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 HANG (APRON TO HANGARS	1	900.00	25.00	22,500.00	APRON	85.00	0.00	85.00
AP RU RW36 (APRON RUN-UP R\ 36)	3	415.00	67.33	33,061.00	APRON	83.00	7.87	86.94
AP S (SOUTH APRON AND FUELIN RAMPS)	4	876.00	228.75	182,018.00	APRON	87.50	6.10	87.12
CROP AP (CROP APRON)	1	100.00	100.00	10,000.00	APRON	38.00	0.00	38.00
RW 18-36 (RUNWAY 18-36)	6	14,475.00	62.50	723,750.00	RUNWAY	27.83	6.09	30.23
RW 4-22 (RUNWAY 4-22	4	1,900.00	62.50	100,000.00	RUNWAY	36.75	7.29	35.65
RW 9-27 (RUNWAY 9-27	6	13,965.00	62.50	698,250.00	RUNWAY	23.67	3.77	24.06
TW A (TAXIWAY A	3	6,489.00	50.00	324,450.00	TAXIWAY	22.00	3.27	25.13
TW B (TAXIWAY B)	3	5,194.00	50.00	259,700.00	TAXIWAY	34.00	3.27	32.35
TW B1 (TAXIWAY B	2	1,930.00	50.00	102,493.00	TAXIWAY	35.50	2.50	34.61
TW C (TAXIWAY C	2	3,025.00	35.00	105,875.00	TAXIWAY	85.50	0.50	85.47
TW TO AP (TAXIWAY TO CROP AI	1	1,260.00	25.00	31,500.00	TAXIWAY	67.00	0.00	67.00

Branch Condition Report

Pavement Database: FDOT NetworkID: LAL

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 CENTER (CENTER APRON	4	1,700.00	163.75	320,728.00	APRON	100.00	0.00	100.00
AP N (NORTH APRON	10	3,666.00	190.00	666,426.71	APRON	80.50	30.16	83.28
AP NE (NORTHEAST APRON	1	200.00	50.00	10,573.60	APRON	39.00	0.00	39.00
AP NW (NORTHWEST APRON)	11	6,250.00	59.09	290,116.17	APRON	49.82	34.89	71.83
AP RU SW (SOUTHWEST APRON RUN-UP)	1	200.00	50.00	7,735.00	APRON	59.00	0.00	59.00
AP S (SOUTH APRON	3	1,090.00	218.33	221,190.00	APRON	82.33	24.98	98.89
AP SE (SOUTHEAST APRON	5	1,425.00	138.00	287,138.52	APRON	44.80	26.27	50.88
AP SW (SOUTHWEST APRON	4	740.00	95.00	70,679.69	APRON	34.25	14.18	30.81
RW 5-23 (RUNWAY 5-23)	8	11,400.00	75.00	750,738.94	RUNWAY	79.00	12.23	73.49
RW 9-27 (RUNWAY 9-27	15	17,321.00	73.33	1,252,184.19	RUNWAY	85.07	13.34	83.26
TW A (TAXIWAY A	5	10,941.00	57.50	515,821.49	TAXIWAY	71.60	1.62	72.74
TW A1 (TAXIWAY A1	1	3,700.00	50.00	186,961.21	TAXIWAY	68.00	0.00	68.00
TW A2 (TAXIWAY A2	1	400.00	60.00	30,486.61	TAXIWAY	65.00	0.00	65.00
TW A3 (TAXIWAY A3	1	500.00	50.00	25,137.41	TAXIWAY	72.00	0.00	72.00
TW A4 (TAXIWAY A4	1	500.00	50.00	25,272.35	TAXIWAY	82.00	0.00	82.00
TW A5 (TAXIWAY A5	1	1,300.00	50.00	65,574.52	TAXIWAY	71.00	0.00	71.00

Branch Condition Report

Pavement Database: FDOT NetworkID: LAL

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 B (TAXIWAY B	4	3,420.00	131.25	284,991.79	TAXIWAY	76.25	14.74	74.43
TW B3 (TAXIWAY B3	1	100.00	300.00	25,462.00	TAXIWAY	100.00	0.00	100.00
TW C (TAXIWAY C	3	1,560.00	160.00	213,033.74	TAXIWAY	76.00	10.03	77.44
TW D (TAXIWAY D)	10	7,725.00	49.00	267,117.84	TAXIWAY	59.40	20.55	69.70
TW E (TAXIWAY E)	9	7,335.00	53.89	367,910.25	TAXIWAY	48.33	23.39	54.34
TW E1 (TAXIWAY E1	1	2,000.00	50.00	101,859.00	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F	3	2,620.00	50.00	120,768.45	TAXIWAY	32.67	18.21	54.93
TW G (TAXIWAY G	3	2,340.00	60.00	129,427.83	TAXIWAY	74.33	18.70	65.87
TW H (TAXIWAY H)	4	3,260.00	50.00	165,164.85	TAXIWAY	59.25	24.78	63.79
TW J (TAXIWAY J	2	880.00	87.50	85,285.25	TAXIWAY	79.00	17.00	81.44
TW K (TAXIWAY K	2	600.00	75.00	54,010.57	TAXIWAY	67.50	12.50	63.40
TW L (TAXIWAY L	3	1,860.00	46.67	79,888.77	TAXIWAY	57.33	18.66	66.80
TW P (TAXIWAY P	1	5,000.00	50.00	254,930.98	TAXIWAY	73.00	0.00	73.00
TW P2 (TAXIWAY P2	1	500.00	50.00	29,679.57	TAXIWAY	70.00	0.00	70.00
TW S (TAXIWAY S	7	2,850.00	67.14	150,336.09	TAXIWAY	30.29	19.73	49.04

Branch Condition Report

Pavement Database: FDOT NetworkID: MKY

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 N (NORTH APRON	3	1,355.44	148.17	249,164.05	APRON	75.00	22.23	56.84
AP NW (NW APRON	4	1,242.54	120.62	219,881.54	APRON	95.00	8.66	98.49
RW 17-35 (RUNWAY 17-3	3	5,000.00	100.00	500,000.00	RUNWAY	29.33	0.47	29.20
TW A (TAXIWAY A)	2	3,903.50	67.50	151,136.49	TAXIWAY	97.00	3.00	99.28
TW B (TAXIWAY B)	1	100.00	46.00	7,880.00	TAXIWAY	20.00	0.00	20.00
TW C (TAXIWAY C	1	172.50	40.00	9,496.68	TAXIWAY	96.00	0.00	96.00
TW D (TAXIWAY D	1	172.50	40.00	9,496.68	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: OBE

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 (APRON	2	938.00	215.00	194,709.00	APRON	86.50	3.50	86.45
AP T-HANG (APRON A T-HANGARS)	1	785.00	35.00	28,679.00	APRON	70.00	0.00	70.00
RW 14-32 (RUNWAY 14-3	2	7,704.00	75.00	292,650.00	RUNWAY	81.00	18.00	64.39
RW 5-23 (RUNWAY 5-23)	2	10,000.00	100.00	500,000.00	RUNWAY	84.50	4.50	84.50
TW A (TAXIWAY A)	4	5,930.00	35.00	217,686.00	TAXIWAY	81.50	13.05	93.53
TW B (TAXIWAY B	2	4,290.00	35.00	160,842.00	TAXIWAY	77.50	20.50	59.40
TW C (TAXIWAY C	1	610.00	35.00	31,940.00	TAXIWAY	95.00	0.00	95.00
TW D (TAXIWAY D	2	430.00	35.00	19,958.00	TAXIWAY	80.00	13.00	73.71

Branch Condition Report

Pavement Database: FDOT NetworkID: PGD

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 MAIN (MAIN APRON	6	2,920.00	142.50	562,010.00	APRON	80.67	8.48	84.57
AP N (NORTH APRON	2	1,895.00	170.00	331,710.00	APRON	60.00	2.00	59.26
AP S (SOUTH GA APRON	1	845.00	200.00	192,015.00	APRON	62.00	0.00	62.00
RW 15-33 (RUNWAY 15-33)	5	16,506.00	67.40	834,016.00	RUNWAY	73.60	6.50	68.10
RW 4-22 (RUNWAY 4-22)	6	21,076.00	66.67	1,079,250.00	RUNWAY	77.67	6.65	72.52
RW 9-27 (RUNWAY 9-27	1	2,870.00	60.00	184,602.00	RUNWAY	67.00	0.00	67.00
TW A (TAXIWAY A	1	2,325.00	60.00	271,000.00	TAXIWAY	79.00	0.00	79.00
TW A2 (TAXIWAY A2	1	295.00	90.00	38,414.00	TAXIWAY	86.00	0.00	86.00
TW C (TAXIWAY C)	3	2,893.00	45.00	229,193.00	TAXIWAY	77.33	8.06	83.28
TW D (TAXIWAY D	8	6,967.00	39.00	364,992.00	TAXIWAY	67.50	10.45	58.65
TW E (TAXIWAY E	2	5,483.00	25.00	89,853.00	TAXIWAY	84.50	0.50	84.79
TW E1 (TAXIWAY E1	1	200.00	30.00	7,748.00	TAXIWAY	72.00	0.00	72.00
TW F (TAXIWAY F	1	750.00	50.00	50,341.00	TAXIWAY	69.00	0.00	69.00
TW G (TAXIWAY G	1	505.00	50.00	34,930.00	TAXIWAY	62.00	0.00	62.00
TW N T-HAN (TAXIWAY TO NORT T-HANGARS)	2	552.00	25.00	15,813.00	TAXIWAY	45.50	24.50	34.90
TW T-HANG (TAXIWAY TO T-HANGARS)	6	2,213.00	43.50	132,726.00	TAXIWAY	70.50	7.04	68.24

Branch Condition Report

Pavement Database: FDOT NetworkID: RSW

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 CARGO (CARGO APRON	4	5,424.00	108.00	620,218.95	APRON	65.25	16.68	68.41
AP FBO (FBO APRON	1	600.00	500.00	306,944.75	APRON	57.00	0.00	57.00
AP GA (APRON GA	1	602.00	531.00	309,375.00	APRON	74.00	0.00	74.00
AP N (NORTH APRON (GA & TERMINAL))	8	12,103.00	166.13	1,813,594.00	APRON	60.00	17.31	61.70
AP S (SOUTH APRON)	6	5,280.00	400.00	2,591,613.68	APRON	82.00	4.83	80.83
RW 6-24 (RUNWAY 6-24	4	28,800.00	106.25	1,800,000.00	RUNWAY	81.50	1.12	81.03
TW A (TAXIWAY A	5	14,150.00	75.00	948,750.00	TAXIWAY	76.00	7.54	79.41
TW A1 (TAXIWAY A1	1	300.00	100.00	41,213.83	TAXIWAY	57.00	0.00	57.00
TW A10 (TAXIWAY A10)	1	300.00	100.00	41,225.18	TAXIWAY	71.00	0.00	71.00
TW A2 (TAXIWAY A2	4	835.00	53.75	48,304.31	TAXIWAY	79.00	0.71	79.12
TW A3 (TAXIWAY A3	1	700.00	100.00	79,964.00	TAXIWAY	76.00	0.00	76.00
TW A4 (TAXIWAY A4	3	1,375.00	113.33	175,375.48	TAXIWAY	75.67	2.05	76.21
TW A5 (TAXIWAY A5	4	1,160.00	100.00	125,401.69	TAXIWAY	75.50	5.68	72.99
TW A6 (TAXIWAY A6	6	1,946.00	86.67	176,028.67	TAXIWAY	80.17	5.40	77.13
TW A7 (TAXIWAY A7	5	1,510.00	110.00	169,730.58	TAXIWAY	72.60	6.44	72.07
TW A8 (TAXIWAY A8	5	1,566.00	105.00	176,683.05	TAXIWAY	77.80	6.01	77.38

Branch Condition Report

Pavement Database: FDOT NetworkID: RSW

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 A9 (TAXIWAY A9	3	650.00	54.67	49,759.00	TAXIWAY	82.67	2.05	81.35
TW F (TAXIWAY F	3	13,513.00	75.00	1,027,430.93	TAXIWAY	71.00	5.35	70.17
TW F2 (TAXIWAY F2	1	541.00	140.00	75,802.14	TAXIWAY	75.00	0.00	75.00
TW F3 (TAXIWAY F3)	1	250.00	200.00	80,129.00	TAXIWAY	68.00	0.00	68.00
TW F4 (TAXIWAY F4)	1	250.00	200.00	74,712.93	TAXIWAY	71.00	0.00	71.00
TW F5 (TAXIWAY F5	1	450.00	75.00	53,884.66	TAXIWAY	76.00	0.00	76.00
TW F6 (TAXIWAY F6	1	250.00	200.00	72,075.76	TAXIWAY	67.00	0.00	67.00
TW F7 (TAXIWAY F7	1	250.00	130.00	59,387.16	TAXIWAY	61.00	0.00	61.00
TW F8 (TAXIWAY F8)	1	300.00	120.00	65,943.12	TAXIWAY	80.00	0.00	80.00
TW G (TAXIWAY G	2	2,850.00	85.00	263,272.58	TAXIWAY	69.50	9.50	66.50
TW G1 (TAXIWAY G1	1	550.00	100.00	73,614.74	TAXIWAY	81.00	0.00	81.00
TW G2 (TAXIWAY G2	1	430.00	120.00	70,649.81	TAXIWAY	68.00	0.00	68.00
TW G3 (TAXIWAY G3	1	350.00	200.00	63,722.00	TAXIWAY	100.00	0.00	100.00
TW G4 (TAXIWAY G4	1	500.00	100.00	68,761.58	TAXIWAY	80.00	0.00	80.00
TW G5 (TAXIWAY G5	2	400.00	200.00	66,377.00	TAXIWAY	100.00	0.00	100.00
TW G6 (TAXIWAY G6	2	500.00	170.00	66,901.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: RSW

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 H (TAXIWAY H	2	3,200.00	100.00	239,810.00	TAXIWAY	100.00	0.00	100.00
TW J (TAXIWAY J	1	2,800.00	75.00	247,709.79	TAXIWAY	73.00	0.00	73.00
TW K (TAXIWAY K	1	1,700.00	75.00	183,936.00	TAXIWAY	100.00	0.00	100.00
TW L (TAXIWAY L)	1	3,250.00	75.00	293,342.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: SEF

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 RU (RUN UP APRON	2	500.00	125.00	70,286.74	APRON	84.00	10.00	84.91
AP W (WEST APRON	4	4,250.00	207.50	1,124,926.85	APRON	64.25	20.35	36.19
RW 14-32 (RUNWAY 14-32	1	4,000.00	100.00	484,170.95	RUNWAY	88.00	0.00	88.00
RW 19-01 (RUNWAY 19-01)	1	5,200.00	100.00	523,500.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY ALPHA)	3	5,260.00	50.00	273,477.66	TAXIWAY	91.33	3.09	88.90
TW A1 (TAXIWAY A1	2	680.00	52.50	24,725.00	TAXIWAY	90.00	10.00	90.44
TW A2 (TAXIWAY A2	2	1,000.00	42.50	46,654.81	TAXIWAY	92.50	7.50	91.20
TW A3 (TAXIWAY A3	2	800.00	70.00	45,190.00	TAXIWAY	94.00	6.00	92.50
TW C (TAXIWAY C)	4	2,225.00	45.00	85,745.75	TAXIWAY	92.50	7.43	90.59
TW T-HANG (TAXIWAY T-HANGAR	1	1,600.00	20.00	34,611.31	TAXIWAY	63.00	0.00	63.00

Branch Condition Report

Pavement Database: FDOT NetworkID: VNC

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 (APRON	8	5,068.00	116.50	628,264.00	APRON	55.25	45.72	46.44
AP CENTER (CENTER APRON (OL RW9-27))	2	2,095.00	100.00	233,144.00	APRON	27.00	5.00	23.60
AP RU (RUN-UP APRON AT END OF TW A)	2	200.00	199.00	46,550.00	APRON	100.00	0.00	100.00
RW 13-31 (RUNWAY 13-31)	8	16,500.00	62.50	750,000.00	RUNWAY	82.13	11.92	80.94
RW 5-23 (RUNWAY 5-23)	8	15,248.50	58.13	727,500.00	RUNWAY	100.00	0.00	100.00
T- HANG (GA T-HANGARS	10	7,090.00	44.50	310,026.00	TAXIWAY	78.20	15.64	69.98
TW A (TAXIWAY A	5	4,773.40	50.00	170,348.00	TAXIWAY	94.40	11.20	99.06
TW B (TAXIWAY B	2	1,225.00	75.00	29,333.00	TAXIWAY	61.00	39.00	64.42
TW C (TAXIWAY C)	1	2,103.00	40.00	84,245.00	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D	3	2,470.00	46.67	95,818.00	TAXIWAY	66.00	28.61	65.74
TW E (TAXIWAY E	4	2,502.50	47.50	104,480.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: X01

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 (APRONS	4	872.00	46.00	41,100.00	APRON	75.75	7.19	79.00
AP RU (RUN UP APRON	1	100.00	35.00	3,500.00	APRON	79.00	0.00	79.00
RW 15-33 (RUNWAY 15-3	3	2,412.00	50.00	120,600.00	RUNWAY	47.67	9.10	44.24
TW A (TAXIWAY A)	4	2,230.00	42.50	63,942.30	TAXIWAY	68.50	6.22	70.31

Branch Condition Report

Pavement Database: FDOT NetworkID: X07

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 (APRON	4	2,050.00	134.50	192,560.00	APRON	72.00	19.24	61.78
AP H RW 6 (HOLD APRON FOR RV 6)	1	412.00	25.00	10,300.00	APRON	25.00	0.00	25.00
RW 17-35 (RUNWAY 17-3	2	3,932.00	58.50	293,295.00	RUNWAY	62.50	1.50	61.03
RW 6-24 (RUNWAY 6-24)	1	4,000.00	100.00	400,000.00	RUNWAY	46.00	0.00	46.00
TW A (TAXIWAY A)	3	2,231.00	38.33	91,299.00	TAXIWAY	43.67	17.63	45.49
TW B (TAXIWAY B	4	1,015.00	40.00	43,260.00	TAXIWAY	62.50	3.20	62.09
TW C (TAXIWAY C	1	550.00	50.00	32,050.00	TAXIWAY	69.00	0.00	69.00
TW D (TAXIWAY D	3	2,398.00	40.00	98,508.00	TAXIWAY	53.33	7.59	47.97

Branch Condition Report

Pavement Database: FDOT NetworkID: X14

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 N (NORTH APRON	5	1,244.00	87.10	169,427.50	APRON	52.20	20.51	48.67
AP NW HANG (APRON NW HANGAR)	1	700.00	20.00	24,659.00	APRON	100.00	0.00	100.00
AP T-HANG (APRON T-HANG	2	2,370.00	42.50	99,010.00	APRON	75.00	0.00	75.00
NW AP (NORTHWEST APRON)	1	143.00	200.00	32,555.00	APRON	20.00	0.00	20.00
RW 14-32 (RUNWAY 14-32)	1	5,450.00	75.00	394,125.00	RUNWAY	91.00	0.00	91.00
TW A (TAXIWAY A	3	5,607.00	35.00	198,920.00	TAXIWAY	93.33	1.70	94.04
TW A1 (TAXIWAY A1	1	187.00	35.00	9,140.00	TAXIWAY	95.00	0.00	95.00
TW A2 (TAXIWAY A2	1	187.00	35.00	8,520.00	TAXIWAY	92.00	0.00	92.00
TW A3 (TAXIWAY A3)	1	187.00	35.00	9,140.00	TAXIWAY	90.00	0.00	90.00
TW A4 (TAXIWAY A4	1	187.00	35.00	9,140.00	TAXIWAY	91.00	0.00	91.00
TW B (TAXIWAY B	1	200.00	25.00	7,418.83	TAXIWAY	100.00	0.00	100.00
TW B1 (TAXIWAY B1	1	160.00	25.00	7,613.00	TAXIWAY	100.00	0.00	100.00
TW NW AP (TAXIWAY TO NW AP	1	550.00	16.00	9,425.00	TAXIWAY	20.00	0.00	20.00
TW SE NR (SOUTH EAST TAXIWA TO NORTH RAMP)	1	305.00	40.00	16,420.00	TAXIWAY	54.00	0.00	54.00
TW TO HANG (TAXIWAY TO HANGARS)	2	265.00	44.00	11,862.00	TAXIWAY	50.00	21.00	55.13
TW TO RW (TAXIWAY TO RUNWAY	2	5,593.00	137.50	19,707.00	TAXIWAY	64.50	24.50	64.14

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	224	19,907,522.54	66.23	25.39	67.17
RUNWAY	154	19,879,108.85	73.23	23.19	71.62
TAXIWAY	432	18,837,881.31	71.48	20.72	73.30
All	810	58,624,512.71	70.36	22.73	70.65

Date: 5 /17/2015

Section Condition Report

Pavement Database: FDOT NetworkID: 2IS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4505	12/25/1999	AC	APRON	P	0	102,944.00	06/17/2013	14	39.00
AP HANG (CONC APRON AT HANGAR)	4205	01/01/1982	PCC	APRON	P	0	8,136.00	06/17/2013	31	22.00
AP HANG (CONC APRON AT HANGAR)	4210	12/25/1999	AC	APRON	P	0	14,280.00	06/17/2013	14	89.00
AP HANG (CONC APRON AT HANGAR)	4215	12/25/1999	PCC	APRON	P	0	4,750.00	06/17/2013	14	93.00
AP NW (NORTHWEST APRON)	4405	12/25/1999	AC	APRON	P	0	56,020.00	06/17/2013	14	37.00
AP S (SOUTH RAMP)	4305	01/01/1984	AAC	APRON	P	0	49,605.00	06/17/2013	29	32.00
AP W (WEST APRON AT T-HANGARS)	4105	01/01/1996	AAC	APRON	P	0	90,580.00	06/17/2013	17	36.00
AP W (WEST APRON AT T-HANGARS)	4110	12/25/1999	PCC	APRON	P	0	14,620.00	06/17/2013	14	68.00
AP W (WEST APRON AT T-HANGARS)	4115	07/31/2008	APC	APRON	P	0	23,590.00	06/17/2013	5	49.00
RW 13-31 (RUNWAY 13-31)	6103	02/01/2011	AAC	RUNWAY	P	0	112,500.00	02/01/2011	0	100.00
RW 13-31 (RUNWAY 13-31)	6105	02/01/2011	AC	RUNWAY	P	0	225,000.00	02/01/2011	0	100.00
RW 13-31 (RUNWAY 13-31)	6110	02/01/2011	AAC	RUNWAY	P	0	105,000.00	02/01/2011	0	100.00
TW A (TAXIWAY ALPHA)	103	01/01/1996	AAC	TAXIWAY	P	0	75,820.00	06/17/2013	17	74.00
TW A (TAXIWAY ALPHA)	105	01/01/1996	AAC	TAXIWAY	P	0	36,379.00	06/17/2013	17	87.00
TW A (TAXIWAY ALPHA)	120	01/01/2011	AC	TAXIWAY	P	0	26,638.00	06/17/2013	2	100.00
TW A (TAXIWAY ALPHA)	125	01/01/1996	AC	TAXIWAY	P	0	105,610.00	06/17/2013	17	64.00
TW A1 (TAXIWAY ALPHA 1)	104	01/01/1996	AAC	TAXIWAY	P	0	28,522.99	06/17/2013	17	84.00
TW A2 (TAXIWAY ALPHA 2)	205	01/01/1996	AAC	TAXIWAY	T	0	8,075.00	06/17/2013	17	81.00
TW A2 (TAXIWAY ALPHA 2)	210	01/01/1996	AAC	TAXIWAY	P	0	35,380.00	06/17/2013	17	61.00
TW A2 (TAXIWAY ALPHA 2)	215	01/01/1984	AC	TAXIWAY	P	0	50,561.00	06/17/2013	29	42.00
TW A3 (TAXIWAY A3)	410	01/01/1996	AC	TAXIWAY	P	0	40,598.00	06/17/2013	17	78.00
TW E AP (TAXIWAY TO EAST APRON)	710	12/25/1999	AC	TAXIWAY	P	0	15,760.00	06/17/2013	14	63.00
TW HANG (TAXIWAY TO HANGAR)	405	01/01/1984	AAC	TAXIWAY	P	0	31,570.00	06/17/2013	29	19.00
TW HANG (TAXIWAY TO HANGAR)	407	01/01/1996	AC	TAXIWAY	P	0	5,075.00	06/17/2013	17	58.00
TW S (TAXIWAY S)	605	01/01/1996	AC	TAXIWAY	P	0	45,015.00	06/17/2013	17	67.00
TW S AP (TAXIWAY CONNECT TO SOUTH APRON)	505	01/01/1984	AAC	TAXIWAY	P	0	8,350.00	06/17/2013	29	33.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW W AP (TAXIWAY CONNECT TO W APRON)	305	01/01/1984	AAC	TAXIWAY	P	0	4,275.00	06/17/2013	29	29.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP COMMERC (APRON COMMERCIAL TERMINAL)	4105	01/01/1981	AC	APRON	P	0	144,660.15	11/10/2014	33	65.00
AP COMMERC (APRON COMMERCIAL TERMINAL)	4106	01/01/1981	AC	APRON	P	0	24,708.57	11/10/2014	33	64.00
AP COMMERC (APRON COMMERCIAL TERMINAL)	4110	01/01/1977	AC	APRON	P	0	117,283.54	11/10/2014	37	40.00
AP COMMERC (APRON COMMERCIAL TERMINAL)	4111	01/01/1996	AC	APRON	P	0	101,012.49	11/10/2014	18	78.00
AP COMMERC (APRON COMMERCIAL TERMINAL)	4112	01/01/1996	AC	APRON	P	0	68,136.94	11/10/2014	18	69.00
AP COMMERC (APRON COMMERCIAL TERMINAL)	4113	01/01/1981	AC	APRON	P	0	16,079.08	11/10/2014	33	72.00
AP GA (APRON GA TERMINAL)	4207	01/01/2009	AC	APRON	P	0	68,250.00	11/10/2014	5	88.00
AP GA (APRON GA TERMINAL)	4208	01/01/2009	AC	APRON	P	0	70,525.00	11/10/2014	5	89.00
AP GA (APRON GA TERMINAL)	4209	01/01/2009	PCC	APRON	P	0	128,100.00	11/10/2014	5	99.00
AP GA (APRON GA TERMINAL)	4210	01/01/2009	AAC	APRON	P	0	288,742.65	11/10/2014	5	87.00
AP GA (APRON GA TERMINAL)	4212	01/01/2009	AC	APRON	P	0	56,590.22	11/10/2014	5	85.00
AP GA (APRON GA TERMINAL)	4215	01/01/2009	AAC	APRON	P	0	11,843.84	11/10/2014	5	77.00
AP GA (APRON GA TERMINAL)	4217	01/01/1983	AC	APRON	P	0	46,700.00	11/10/2014	31	59.00
AP GA (APRON GA TERMINAL)	4220	01/01/1975	AC	APRON	P	0	46,700.00	11/10/2014	39	62.00
AP GA (APRON GA TERMINAL)	4223	01/01/2009	AAC	APRON	P	0	44,869.04	11/10/2014	5	86.00
AP GA (APRON GA TERMINAL)	4225	01/01/1983	AC	APRON	P	0	47,645.51	11/10/2014	31	52.00
AP GA (APRON GA TERMINAL)	4230	01/01/1991	AC	APRON	P	0	97,405.93	11/10/2014	23	56.00
AP GA (APRON GA TERMINAL)	4244	01/01/1983	AC	APRON	P	0	10,953.00	11/10/2014	31	60.00
AP GA (APRON GA TERMINAL)	4245	01/01/1983	AC	APRON	P	0	67,564.00	11/10/2014	31	44.00
AP GA (APRON GA TERMINAL)	4255	01/01/1991	AAC	APRON	P	0	147,755.12	11/10/2014	23	66.00
AP GA (APRON GA TERMINAL)	4257	01/01/2009	AC	APRON	P	0	20,195.93	11/10/2014	5	72.00
AP GA (APRON GA TERMINAL)	4260	01/01/1976	AC	APRON	P	0	40,671.25	11/10/2014	38	67.00
AP GA (APRON GA TERMINAL)	4265	01/01/1981	AC	APRON	P	0	48,846.00	11/10/2014	33	73.00
AP GA (APRON GA TERMINAL)	4270	01/01/1977	AC	APRON	P	0	119,805.00	11/10/2014	37	66.00
AP GA (APRON GA TERMINAL)	4280	01/01/1984	AC	APRON	P	0	59,764.54	11/10/2014	30	55.00
AP GA (APRON GA TERMINAL)	4285	01/01/2009	PCC	APRON	P	0	14,900.00	11/10/2014	5	80.00
AP GA (APRON GA TERMINAL)	4287	01/01/2009	PCC	APRON	P	0	9,600.00	11/10/2014	5	77.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA (APRON GA TERMINAL)	4290	12/25/1999	AC	APRON	P	0	346,038.00	11/10/2014	15	49.00
AP GA (APRON GA TERMINAL)	4292	01/01/2008	AC	APRON	P	0	91,666.00	11/10/2014	6	76.00
AP N (NORTH APRON)	4430	01/01/2009	AAC	APRON	P	0	6,820.00	11/10/2014	5	91.00
AP RW 5-23 (RUN-UP ARPON AT RW 23)	5120	01/01/2014	AC	APRON	P	0	22,440.00	01/01/2014	0	100.00
AP RW14-32 (HOLD APRON RW 14-32)	5205	01/01/1991	AC	APRON	P	0	30,398.38	11/10/2014	23	72.00
AP S (APRON SOUTH)	4305	01/01/2009	AC	APRON	P	0	126,086.64	11/10/2014	5	93.00
RW 14-32 (RUNWAY 14-32)	6205	12/01/2014	AAC	RUNWAY	P	0	30,000.00	12/01/2014	0	100.00
RW 14-32 (RUNWAY 14-32)	6210	12/01/2014	AAC	RUNWAY	P	0	165,000.00	12/01/2014	0	100.00
RW 14-32 (RUNWAY 14-32)	6212	12/01/2014	AAC	RUNWAY	P	0	10,000.00	12/01/2014	0	100.00
RW 14-32 (RUNWAY 14-32)	6215	01/01/2011	AAC	RUNWAY	P	0	26,714.00	01/01/2011	0	100.00
RW 14-32 (RUNWAY 14-32)	6220	01/01/2011	AAC	RUNWAY	P	0	26,907.00	01/01/2011	0	100.00
RW 14-32 (RUNWAY 14-32)	6225	12/01/2014	AAC	RUNWAY	P	0	160,000.00	12/01/2014	0	100.00
RW 14-32 (RUNWAY 14-32)	6230	12/01/2014	AAC	RUNWAY	P	0	70,000.00	12/01/2014	0	100.00
RW 5-23 (RUNWAY 5-23)	6102	01/01/2010	AC	RUNWAY	P	0	51,000.00	11/10/2014	4	92.00
RW 5-23 (RUNWAY 5-23)	6104	01/01/2011	AC	RUNWAY	P	0	25,500.00	11/10/2014	3	93.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2011	AAC	RUNWAY	P	0	484,000.00	11/10/2014	3	85.00
RW 5-23 (RUNWAY 5-23)	6107	01/01/2011	AC	RUNWAY	P	0	80,000.00	11/10/2014	3	91.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2011	AAC	RUNWAY	P	0	242,000.00	11/10/2014	3	88.00
RW 5-23 (RUNWAY 5-23)	6115	01/01/2009	AAC	RUNWAY	P	0	45,000.00	11/10/2014	5	83.00
RW 5-23 (RUNWAY 5-23)	6117	01/01/2011	AC	RUNWAY	P	0	40,000.00	11/10/2014	3	89.00
RW 5-23 (RUNWAY 5-23)	6120	01/01/2009	AAC	RUNWAY	P	0	22,500.00	11/10/2014	5	84.00
TW A (TAXIWAY A)	102	01/01/2011	AC	TAXIWAY	P	0	37,600.18	11/10/2014	3	94.00
TW A (TAXIWAY A)	110	01/01/2009	AAC	TAXIWAY	P	0	144,280.87	11/10/2014	5	94.00
TW A (TAXIWAY A)	115	01/01/2009	AAC	TAXIWAY	P	0	112,581.00	11/10/2014	5	92.00
TW A (TAXIWAY A)	165	01/01/2009	AAC	TAXIWAY	P	0	9,098.66	11/10/2014	5	74.00
TW A (TAXIWAY A)	175	01/01/2009	AAC	TAXIWAY	P	0	3,696.50	11/10/2014	5	89.00

Section Condition Report

Pavement Database: FDOT NetworkID: APF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	180	01/01/2014	AC	TAXIWAY	P	0	61,337.00	01/01/2014	0	100.00
TW A-1 (TAXIWAY A-1)	103	01/01/2011	AAC	TAXIWAY	P	0	18,051.00	11/10/2014	3	85.00
TW A-1 (TAXIWAY A-1)	105	01/01/2009	AAC	TAXIWAY	P	0	17,469.00	11/10/2014	5	81.00
TW A-2 (TAXIWAY A-2)	106	01/01/2009	AAC	TAXIWAY	P	0	11,802.00	11/10/2014	5	89.00
TW A-2 (TAXIWAY A-2)	108	01/01/2011	AAC	TAXIWAY	P	0	23,437.00	11/10/2014	3	94.00
TW A-3 (TAXIWAY A-3)	150	01/01/2009	AAC	TAXIWAY	P	0	5,323.00	11/10/2014	5	94.00
TW A-3 (TAXIWAY A-3)	152	01/01/2011	AAC	TAXIWAY	P	0	11,823.00	11/10/2014	3	94.00
TW A-4 (TAXIWAY A-4)	160	01/01/2009	AAC	TAXIWAY	P	0	10,781.00	11/10/2014	5	94.00
TW A-4 (TAXIWAY A-4)	162	01/01/2011	AAC	TAXIWAY	P	0	24,294.00	11/10/2014	3	94.00
TW A-5 (TAXIWAY A-5)	120	01/01/2009	AAC	TAXIWAY	P	0	38,527.00	11/10/2014	5	92.00
TW A-6 (TAXIWAY A-6)	130	01/01/2009	AAC	TAXIWAY	P	0	37,506.00	11/10/2014	5	87.00
TW B (TAXIWAY B)	205	01/01/1990	AC	TAXIWAY	P	0	16,949.10	11/10/2014	24	47.00
TW B (TAXIWAY B)	230	01/01/2011	AAC	TAXIWAY	P	0	10,017.61	11/10/2014	3	94.00
TW B (TAXIWAY B)	235	01/01/2009	AAC	TAXIWAY	P	0	83,840.00	11/10/2014	5	94.00
TW B (TAXIWAY B)	237	01/01/2011	AAC	TAXIWAY	P	0	8,953.00	11/10/2014	3	91.00
TW B (TAXIWAY B)	260	01/01/2009	AAC	TAXIWAY	P	0	12,145.41	11/10/2014	5	82.00
TW B (TAXIWAY B)	270	01/01/2009	AC	TAXIWAY	P	0	37,215.94	11/10/2014	5	78.00
TW B (TAXIWAY B)	275	01/01/2009	AC	TAXIWAY	P	0	46,343.11	11/10/2014	5	79.00
TW B-1 (TAXIWAY B-1)	250	01/01/2009	AAC	TAXIWAY	P	0	21,182.06	11/10/2014	5	69.00
TW B-2 (TAXIWAY B-2)	240	01/01/2009	AAC	TAXIWAY	P	0	12,554.29	11/10/2014	5	68.00
TW B-3 (TAXIWAY B-3)	245	01/01/2009	AAC	TAXIWAY	P	0	11,571.35	11/10/2014	5	69.00
TW C (TAXIWAY C)	305	01/01/2009	AAC	TAXIWAY	P	0	14,179.84	11/10/2014	5	51.00
TW C (TAXIWAY C)	307	01/01/2009	AC	TAXIWAY	P	0	11,462.43	11/10/2014	5	94.00
TW C (TAXIWAY C)	310	01/01/2009	AAC	TAXIWAY	P	0	97,780.00	11/10/2014	5	90.00
TW C (TAXIWAY C)	315	01/01/1977	AC	TAXIWAY	P	0	21,588.06	11/10/2014	37	69.00
TW C (TAXIWAY C)	320	01/01/2009	AAC	TAXIWAY	P	0	4,853.00	11/10/2014	5	94.00

Section Condition Report

Pavement Database: FDOT NetworkID: APF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	322	01/01/2011	AAC	TAXIWAY	P	0	10,793.00	11/10/2014	3	92.00
TW C (TAXIWAY C)	327	01/01/2011	AAC	TAXIWAY	P	0	9,597.00	11/10/2014	3	94.00
TW C (TAXIWAY C)	330	01/01/2009	AAC	TAXIWAY	P	0	102,302.00	11/10/2014	5	91.00
TW C-1 (TAXIWAY C-1)	350	01/01/2009	AAC	TAXIWAY	P	0	13,746.35	11/10/2014	5	58.00
TW C-2 (TAXIWAY C-2)	335	01/01/2009	AAC	TAXIWAY	P	0	11,471.35	11/10/2014	5	69.00
TW C-3 (TAXIWAY C-3)	340	01/01/2009	AAC	TAXIWAY	P	0	11,471.35	11/10/2014	5	69.00
TW D (TAXIWAY D)	405	01/01/2009	AAC	TAXIWAY	P	0	18,086.21	11/10/2014	5	80.00
TW D (TAXIWAY D)	410	01/01/2009	AAC	TAXIWAY	P	0	55,344.12	11/10/2014	5	89.00
TW D (TAXIWAY D)	415	01/01/2009	AC	TAXIWAY	P	0	44,549.81	11/10/2014	5	80.00
TW D (TAXIWAY D)	420	01/01/2009	AC	TAXIWAY	P	0	27,047.67	11/10/2014	5	94.00
TW D (TAXIWAY D)	450	01/01/2009	AAC	TAXIWAY	P	0	19,091.86	11/10/2014	5	80.00
TW D-1 (TAXIWAY D-1)	1110	12/25/1999	AC	TAXIWAY	P	0	20,233.01	11/10/2014	15	56.00
TW D-2 (TAXIWAY D-2)	1105	12/25/1999	AC	TAXIWAY	P	0	17,145.13	11/10/2014	15	80.00
TW E (TAXIWAY ECHO)	505	01/01/2008	AC	TAXIWAY	P	0	46,109.27	11/10/2014	6	80.00
TW G (TAXIWAY G)	710	01/01/2009	AAC	TAXIWAY	P	0	10,337.47	11/10/2014	5	86.00
TW G (TAXIWAY G)	715	01/01/2009	AAC	TAXIWAY	P	0	6,317.82	11/10/2014	5	87.00
TW G (TAXIWAY G)	720	01/01/2009	AAC	TAXIWAY	P	0	9,526.00	11/10/2014	5	87.00
TW G (TAXIWAY G)	725	01/01/2011	AAC	TAXIWAY	P	0	16,669.00	11/10/2014	3	88.00
TW T (TAXIWAY T)	2005	01/01/2009	AAC	TAXIWAY	P	0	27,959.45	11/10/2014	5	78.00

Section Condition Report

Pavement Database: FDOT NetworkID: AVO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4505	01/01/2003	AC	APRON	P	0	8,514.00	09/23/2013	10	61.00
AP NE (NE APRON)	4205	01/01/1992	AC	APRON	P	0	3,000.00	09/23/2013	21	37.00
AP NE (NE APRON)	4210	01/01/1969	AC	APRON	P	0	11,566.00	09/23/2013	44	54.00
AP NE (NE APRON)	4215	01/01/2007	AC	APRON	P	0	60,357.00	09/23/2013	6	92.00
AP NW (NORTHWEST APRON)	4105	01/01/1990	AC	APRON	P	0	40,108.00	09/23/2013	23	50.00
AP S (SOUTH APRON)	4305	01/01/2000	AC	APRON	P	0	57,173.00	09/23/2013	13	32.00
AP SE (SE APRON)	4405	01/01/2000	AC	APRON	P	0	71,243.00	09/23/2013	13	51.00
AP T-HANG (APRON T-HANG)	4605	01/01/2003	AC	TAXIWAY	P	0	33,850.00	09/23/2013	10	66.00
RW 10-28 (RUNWAY 10-28)	6205	12/01/2006	AAC	RUNWAY	S	0	217,500.00	09/23/2013	7	84.00
RW 10-28 (RUNWAY 10-28)	6210	12/01/2006	AAC	RUNWAY	S	0	21,650.00	09/23/2013	7	82.00
RW 10-28 (RUNWAY 10-28)	6215	12/01/2006	AAC	RUNWAY	S	0	37,125.00	09/23/2013	7	83.00
RW 10-28 (RUNWAY 10-28)	6220	12/01/2006	AAC	RUNWAY	S	0	2,625.00	09/23/2013	7	72.00
RW 5-23 (RUNWAY 5-23)	6102	01/01/2001	AC	RUNWAY	P	0	108,750.00	09/23/2013	12	56.00
RW 5-23 (RUNWAY 5-23)	6104	01/01/2001	AC	RUNWAY	P	0	134,350.00	09/23/2013	12	85.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2001	AC	RUNWAY	P	0	215,625.00	09/23/2013	12	84.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2001	AC	RUNWAY	P	0	78,675.00	09/23/2013	12	87.00
TW A (TAXIWAY A)	105	12/01/2006	AAC	TAXIWAY	T	0	32,506.00	09/23/2013	7	60.00
TW A (TAXIWAY A)	110	01/01/1985	AC	TAXIWAY	P	0	15,090.00	09/23/2013	28	71.00
TW A (TAXIWAY A)	115	01/01/1960	AC	TAXIWAY	P	0	7,000.00	09/23/2013	53	59.00
TW A (TAXIWAY A)	120	01/01/2007	AAC	TAXIWAY	P	0	22,435.00	09/23/2013	6	63.00
TW A (TAXIWAY A)	130	01/01/2000	AC	TAXIWAY	P	0	15,032.00	09/23/2013	13	94.00
TW A (TAXIWAY A)	135	01/01/1990	AC	TAXIWAY	P	0	32,265.00	09/23/2013	23	75.00
TW B (TAXIWAY B)	202	01/01/1985	AC	TAXIWAY	P	0	3,483.00	09/23/2013	28	80.00
TW B (TAXIWAY B)	205	01/01/1969	AAC	TAXIWAY	P	0	6,979.00	09/23/2013	44	55.00
TW C (TAXIWAY C)	305	01/01/1997	AC	TAXIWAY	P	0	10,629.00	09/23/2013	16	70.00
TW D (TAXIWAY D)	415	01/01/1985	AC	TAXIWAY	P	0	9,159.00	09/23/2013	28	65.00

Section Condition Report

Pavement Database: FDOT NetworkID: AVO

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)	502	01/01/1997	AC	TAXIWAY	P	0	61,155.00	09/23/2013	16	70.00
TW E (TAXIWAY E)	505	01/01/1985	AC	TAXIWAY	P	0	120,156.00	09/23/2013	28	71.00
TW F (TAXIWAY F)	405	01/01/1980	AAC	TAXIWAY	P	0	22,335.00	09/23/2013	33	50.00
TW H (TAXIWAY H)	605	01/01/2003	AC	TAXIWAY	P	0	28,704.00	09/23/2013	10	70.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO (APRON FBO)	4405	01/01/2007	AC	APRON	P	0	83,162.64	08/12/2013	6	91.00
AP H TW A (HOLD APRON ON TW A)	5105	01/01/1942	AC	APRON	P	0	26,073.01	08/12/2013	71	28.00
AP N (NORTH APRON)	4105	01/01/1990	AAC	APRON	P	0	24,758.43	08/12/2013	23	37.00
AP N (NORTH APRON)	4107	02/01/2012	AAC	APRON	P	0	39,128.32	02/01/2012	0	100.00
AP N (NORTH APRON)	4110	01/01/1942	PCC	APRON	P	0	289,313.03	08/12/2013	71	20.00
AP N (NORTH APRON)	4115	01/01/1990	AAC	APRON	P	0	30,089.12	08/12/2013	23	45.00
AP N (NORTH APRON)	4120	01/01/1987	AAC	APRON	P	0	4,597.07	08/12/2013	26	52.00
AP N (NORTH APRON)	4125	01/01/1942	AC	APRON	P	0	23,418.90	08/12/2013	71	49.00
AP N (NORTH APRON)	4127	01/01/1998	AC	APRON	P	0	6,396.88	08/12/2013	15	51.00
AP N (NORTH APRON)	4130	01/01/1942	PCC	APRON	P	0	146,117.63	08/12/2013	71	67.00
AP N (NORTH APRON)	4132	01/01/1942	PCC	APRON	P	0	20,148.00	08/12/2013	71	19.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/2004	AC	APRON	T	0	120,980.00	08/12/2013	9	51.00
AP T-HANG (T-HANGAR APRON)	4210	01/01/2004	PCC	APRON	T	0	30,250.15	08/12/2013	9	73.00
AP T-HANG (T-HANGAR APRON)	4305	01/01/2004	AC	APRON	T	0	28,751.73	08/12/2013	9	67.00
AP T-HANG (T-HANGAR APRON)	4310	09/01/2012	AC	APRON	P	0	10,686.28	09/01/2012	0	100.00
RW 5-23 (RUNWAY 5-23)	6305	01/01/2001	AAC	RUNWAY	P	0	30,000.00	08/12/2013	12	59.00
RW 5-23 (RUNWAY 5-23)	6310	01/01/2001	AAC	RUNWAY	P	0	55,000.00	08/12/2013	12	51.00
RW 5-23 (RUNWAY 5-23)	6315	01/01/2001	AAC	RUNWAY	P	0	353,619.98	08/12/2013	12	57.00
RW 5-23 (RUNWAY 5-23)	6320	01/01/2001	AAC	RUNWAY	P	0	40,639.75	08/12/2013	12	87.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/2007	AAC	RUNWAY	P	0	30,000.00	08/12/2013	6	90.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/2007	AAC	RUNWAY	P	0	20,000.00	08/12/2013	6	89.00
RW 9L-27R (RUNWAY 9L-27R)	6115	01/01/2007	AAC	RUNWAY	P	0	440,000.00	08/12/2013	6	83.00
RW 9L-27R (RUNWAY 9L-27R)	6118	01/01/2007	AAC	RUNWAY	P	0	9,250.00	08/12/2013	6	76.00
RW 9L-27R (RUNWAY 9L-27R)	6120	01/01/2007	AAC	RUNWAY	P	0	170,750.00	08/12/2013	6	90.00
RW 9L-27R (RUNWAY 9L-27R)	6124	01/01/2007	AAC	RUNWAY	P	0	30,000.00	08/12/2013	6	87.00
RW 9L-27R (RUNWAY 9L-27R)	6125	01/01/2007	APC	RUNWAY	P	0	30,000.00	08/12/2013	6	86.00
RW 9L-27R (RUNWAY 9L-27R)	6130	01/01/2007	AAC	RUNWAY	P	0	20,000.00	08/12/2013	6	95.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9R-27L (RUNWAY 9R-27L)	6205	01/01/1942	AC	RUNWAY	S	0	350,235.57	08/12/2013	71	24.00
RW 9R-27L (RUNWAY 9R-27L)	6210	01/01/1942	AC	RUNWAY	S	0	175,117.79	08/12/2013	71	28.00
RW 9R-27L (RUNWAY 9R-27L)	6215	01/01/1942	PCC	RUNWAY	S	0	30,000.00	08/12/2013	71	78.00
RW 9R-27L (RUNWAY 9R-27L)	6220	01/01/1942	PCC	RUNWAY	S	0	15,000.44	08/12/2013	71	79.00
RW 9R-27L (RUNWAY 9R-27L)	6225	01/01/2001	AAC	RUNWAY	S	0	44,518.40	08/12/2013	12	71.00
RW 9R-27L (RUNWAY 9R-27L)	6230	01/01/2001	AAC	RUNWAY	S	0	22,389.84	08/12/2013	12	69.00
TW A1 (TAXIWAY A1)	105	02/01/2012	AAC	TAXIWAY	P	0	93,384.65	02/01/2012	0	100.00
TW A2 (TAXIWAY A2)	110	02/01/2012	AAC	TAXIWAY	P	0	33,574.66	02/01/2012	0	100.00
TW A2 (TAXIWAY A2)	112	01/01/2003	AC	TAXIWAY	P	0	43,953.46	08/12/2013	10	78.00
TW A2 (TAXIWAY A2)	114	01/01/2007	AAC	TAXIWAY	P	0	6,637.63	08/12/2013	6	90.00
TW A3 (TAXIWAY A3)	115	01/01/1987	AAC	TAXIWAY	P	0	54,637.73	08/12/2013	26	52.00
TW C1 (TAXIWAY C1)	305	07/01/2009	AAC	TAXIWAY	P	0	18,036.50	08/12/2013	4	91.00
TW C2 (TAXIWAY C2)	310	01/01/1987	AAC	TAXIWAY	P	0	30,619.14	08/12/2013	26	59.00
TW C3 (TAXIWAY C3)	315	01/01/1987	AAC	TAXIWAY	P	0	41,490.80	08/12/2013	26	60.00
TW C3 (TAXIWAY C3)	320	01/01/1990	AAC	TAXIWAY	P	0	4,911.50	08/12/2013	23	47.00
TW D (TAXIWAY D)	405	07/01/2009	AAC	TAXIWAY	P	0	95,846.28	08/12/2013	4	89.00
TW D (TAXIWAY D)	407	07/01/2009	AAC	TAXIWAY	P	0	15,000.00	08/12/2013	4	89.00
TW D1 (TAXIWAY D1)	1005	01/01/2003	AC	TAXIWAY	P	0	81,983.00	08/12/2013	10	69.00
TW D1 (TAXIWAY D1)	1010	01/01/2003	AC	TAXIWAY	P	0	32,995.81	08/12/2013	10	81.00
TW F (TAXIWAY F)	605	01/01/1971	AAC	TAXIWAY	P	0	10,259.15	08/12/2013	42	82.00
TW F (TAXIWAY F)	610	01/01/1971	AAC	TAXIWAY	P	0	30,778.15	08/12/2013	42	49.00
TW F (TAXIWAY F)	615	01/01/1990	AAC	TAXIWAY	P	0	5,898.14	08/12/2013	23	67.00
TW F (TAXIWAY F)	620	02/01/2012	AAC	TAXIWAY	P	0	37,090.05	02/01/2012	0	100.00
TW G (TAXIWAY G)	705	01/01/1971	AAC	TAXIWAY	P	0	32,611.82	08/12/2013	42	45.00
TW G (TAXIWAY G)	710	01/01/1971	AAC	TAXIWAY	P	0	34,446.70	08/12/2013	42	28.00
TW H (TAXIWAY H)	802	02/01/2012	AAC	TAXIWAY	P	0	3,573.01	02/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: BOW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW H (TAXIWAY H)	805	02/01/2012	AAC	TAXIWAY	P	0	24,823.01	02/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: CHN

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1991	AC	APRON	P	0	53,330.00	07/16/2013	22	69.00
AP (APRON)	4205	01/01/2009	AC	APRON	P	0	44,602.60	07/16/2013	4	94.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1991	AC	RUNWAY	P	0	300,300.00	07/16/2013	22	63.00
T-HANG N (TAXIWAY TO HANGARS NORTH)	240	07/31/2008	AC	TAXIWAY	T	0	34,675.00	07/16/2013	5	94.00
T-HANG N (TAXIWAY TO HANGARS NORTH)	245	08/01/2013	AC	TAXIWAY	P	0	28,742.00	08/01/2013	0	100.00
TW PARALL (PARALLEL TAXIWAY)	105	01/01/1993	AC	TAXIWAY	P	0	11,020.00	07/16/2013	20	36.00
TW PARALL (PARALLEL TAXIWAY)	110	01/01/1993	AC	TAXIWAY	P	0	11,150.00	07/16/2013	20	64.00
TW PARALL (PARALLEL TAXIWAY)	115	01/01/1996	AC	TAXIWAY	P	0	41,470.00	07/16/2013	17	64.00
TW PARALL (PARALLEL TAXIWAY)	120	01/01/1996	AC	TAXIWAY	P	0	59,150.00	07/16/2013	17	64.00
TW PARALL (PARALLEL TAXIWAY)	125	01/01/1993	AC	TAXIWAY	P	0	31,010.00	07/16/2013	20	64.00
TW PARALL (PARALLEL TAXIWAY)	160	01/01/1993	AC	TAXIWAY	P	0	9,278.00	07/16/2013	20	64.00
TW T-HANG (TAXIWAY TO HANGARS)	205	01/01/1991	AC	TAXIWAY	P	0	24,330.00	07/16/2013	22	61.00
TW T-HANG (TAXIWAY TO HANGARS)	210	01/01/1991	AC	TAXIWAY	P	0	21,540.00	07/16/2013	22	62.00
TW T-HANG (TAXIWAY TO HANGARS)	235	01/01/1996	AC	TAXIWAY	P	0	20,235.00	07/16/2013	17	64.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON - T-HANGARS)	4505	01/01/2002	AAC	APRON	P	0	58,569.48	01/29/2015	13	73.00
AP E (EAST APRON - T-HANGARS)	4515	01/01/2002	AC	APRON	P	0	13,906.95	01/29/2015	13	72.00
AP E (EAST APRON - T-HANGARS)	4520	01/01/2002	AC	APRON	P	0	72,634.00	01/29/2015	13	76.00
AP E (EAST APRON - T-HANGARS)	4525	01/01/2002	AC	APRON	P	0	71,382.77	01/29/2015	13	80.00
AP HELI (APRON HELIPAD)	4705	01/01/2007	AC	APRON	P	0	94,194.32	01/29/2015	8	93.00
AP N (NORTH APRON)	4305	01/01/1998	AAC	APRON	P	0	336,134.90	01/29/2015	17	64.00
AP NW (NORTHWEST RUN-UP APRON FOR RW 13)	5105	12/25/1999	AC	APRON	P	0	11,434.41	01/29/2015	16	73.00
AP S (SOUTH APRON)	4105	01/01/1998	AAC	APRON	P	0	213,724.94	01/29/2015	17	74.00
AP S & SE (SOUTH & SE APRONS)	4405	01/01/1998	AC	APRON	P	0	94,058.53	01/29/2015	17	84.00
AP S & SE (SOUTH & SE APRONS)	4410	01/01/1998	AAC	APRON	P	0	130,370.13	01/29/2015	17	51.00
AP S & SE (SOUTH & SE APRONS)	4415	01/01/1998	AAC	APRON	P	0	172,054.00	01/29/2015	17	49.00
AP S & SE (SOUTH & SE APRONS)	4420	01/01/2006	AC	APRON	P	0	249,789.00	01/29/2015	9	84.00
AP S & SE (SOUTH & SE APRONS)	4425	01/01/2003	AC	APRON	P	0	19,151.51	01/29/2015	12	76.00
AP SW (SW FBO APRON)	4205	01/01/1998	AC	APRON	P	0	120,652.41	01/29/2015	17	77.00
AP SW (SW FBO APRON)	4215	01/01/1998	AAC	APRON	P	0	145,507.24	01/29/2015	17	56.00
AP SW (SW FBO APRON)	4220	01/01/1998	AAC	APRON	P	0	48,927.14	01/29/2015	17	59.00
AP T-HANG (APRON T-HANG)	4605	01/01/2006	AC	APRON	P	0	168,997.00	01/29/2015	9	87.00
AP W (APRON WEST)	4805	01/01/2009	AC	APRON	S	0	545,765.87	01/29/2015	6	94.00
AP W (APRON WEST)	4818	01/01/2009	PCC	APRON	P	0	15,663.58	01/29/2015	6	96.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1977	AC	RUNWAY	P	0	476,075.00	01/29/2015	38	65.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/1977	AAC	RUNWAY	P	0	238,758.00	01/29/2015	38	55.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/1997	AAC	RUNWAY	P	0	100,000.00	01/29/2015	18	50.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/1997	AAC	RUNWAY	P	0	50,000.00	01/29/2015	18	57.00
RW 5-23 (RUNWAY 5-23)	6115	01/01/1997	AAC	RUNWAY	P	0	280,000.00	01/29/2015	18	50.00
RW 5-23 (RUNWAY 5-23)	6120	01/01/1997	AAC	RUNWAY	P	0	140,000.00	01/29/2015	18	62.00
RW 5-23 (RUNWAY 5-23)	6125	01/01/1997	AAC	RUNWAY	P	0	20,000.00	01/29/2015	18	58.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 5-23 (RUNWAY 5-23)	6130	01/01/1997	AAC	RUNWAY	P	0	10,000.00	01/29/2015	18	57.00
RW 5-23 (RUNWAY 5-23)	6135	01/01/1997	AAC	RUNWAY	P	0	50,000.00	01/29/2015	18	53.00
RW 5-23 (RUNWAY 5-23)	6140	01/01/1997	AAC	RUNWAY	P	0	25,000.00	01/29/2015	18	66.00
RW 5-23 (RUNWAY 5-23)	6145	01/01/1997	AAC	RUNWAY	P	0	155,000.00	01/29/2015	18	51.00
RW 5-23 (RUNWAY 5-23)	6150	01/01/1997	AAC	RUNWAY	P	0	77,500.00	01/29/2015	18	58.00
RW 5-23 (RUNWAY 5-23)	6155	01/01/1997	AAC	RUNWAY	P	0	35,600.00	01/29/2015	18	59.00
RW 5-23 (RUNWAY 5-23)	6160	01/01/1997	AAC	RUNWAY	P	0	17,800.00	01/29/2015	18	64.00
TW A (TAXIWAY A)	105	01/01/1968	AC	TAXIWAY	P	0	103,547.15	01/29/2015	47	70.00
TW A (TAXIWAY A)	107	01/01/1965	AC	TAXIWAY	P	0	8,034.74	01/29/2015	50	74.00
TW A (TAXIWAY A)	109	01/01/1998	AAC	TAXIWAY	P	0	7,769.44	01/29/2015	17	74.00
TW A (TAXIWAY A)	110	01/01/1991	AAC	TAXIWAY	P	0	179,958.97	01/29/2015	24	51.00
TW A (TAXIWAY A)	112	01/01/1998	AAC	TAXIWAY	P	0	10,306.95	01/29/2015	17	47.00
TW A (TAXIWAY A)	113	01/01/1998	AAC	TAXIWAY	P	0	8,316.98	01/29/2015	17	62.00
TW A (TAXIWAY A)	115	01/01/1991	AAC	TAXIWAY	P	0	19,373.46	01/29/2015	24	72.00
TW A2 (TAXIWAY A2)	125	01/01/1991	AAC	TAXIWAY	P	0	59,979.81	01/29/2015	24	55.00
TW A3 (TAXIWAY A3)	145	01/01/1991	AAC	TAXIWAY	P	0	53,443.79	01/29/2015	24	45.00
TW A3 (TAXIWAY A3)	150	01/01/1991	AAC	TAXIWAY	P	0	96,152.00	01/29/2015	24	64.00
TW A3 (TAXIWAY A3)	152	01/01/1991	AC	TAXIWAY	P	0	11,422.84	01/29/2015	24	62.00
TW A3 (TAXIWAY A3)	155	01/01/1991	AAC	TAXIWAY	P	0	19,543.00	01/29/2015	24	65.00
TW A4 (TAXIWAY A4)	130	01/01/2001	AC	TAXIWAY	P	0	31,644.77	01/29/2015	14	80.00
TW A5 (TAXIWAY A5)	131	01/01/2001	AC	TAXIWAY	P	0	29,525.75	01/29/2015	14	80.00
TW A6 (TAXIWAY A6)	175	01/01/1991	AAC	TAXIWAY	P	0	5,237.08	01/29/2015	24	77.00
TW A6 (TAXIWAY A6)	180	01/01/1991	AAC	TAXIWAY	P	0	10,897.69	01/29/2015	24	68.00
TW A7 (TAXIWAY A7)	120	01/01/1991	AAC	TAXIWAY	P	0	28,227.57	01/29/2015	24	75.00
TW B (TAXIWAY B)	205	01/01/1977	AC	TAXIWAY	P	0	198,941.00	01/29/2015	38	67.00
TW B (TAXIWAY B)	210	01/01/1991	AAC	TAXIWAY	P	0	6,054.00	01/29/2015	24	65.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	212	01/01/1977	AC	TAXIWAY	P	0	22,626.31	01/29/2015	38	34.00
TW B (TAXIWAY B)	270	01/01/1998	AC	TAXIWAY	P	0	2,906.14	01/29/2015	17	69.00
TW B1 (TAXIWAY B1)	207	01/01/1997	AAC	TAXIWAY	P	0	18,965.73	01/29/2015	18	71.00
TW B2 (TAXIWAY B2)	220	01/01/1977	AC	TAXIWAY	P	0	11,346.24	01/29/2015	38	66.00
TW B3 (TAXIWAY B3)	260	01/01/1977	AC	TAXIWAY	P	0	11,346.02	01/29/2015	38	68.00
TW C (TAXIWAY C)	185	01/01/1974	AC	TAXIWAY	P	0	57,454.50	01/29/2015	41	65.00
TW C (TAXIWAY C)	187	01/01/1998	AAC	TAXIWAY	P	0	63,817.37	01/29/2015	17	57.00
TW C (TAXIWAY C)	240	01/01/1977	AC	TAXIWAY	P	0	11,373.12	01/29/2015	38	68.00
TW C (TAXIWAY C)	245	01/01/1977	AC	TAXIWAY	P	0	13,346.50	01/29/2015	38	72.00
TW C (TAXIWAY C)	305	01/01/2007	AC	TAXIWAY	P	0	213,830.00	01/29/2015	8	85.00
TW C1 (TAXIWAY C1)	310	01/01/2007	AC	TAXIWAY	P	0	29,730.00	01/29/2015	8	78.00
TW C2 (TAXIWAY C2)	320	01/01/2007	AC	TAXIWAY	P	0	42,197.00	01/29/2015	8	80.00
TW C2 (TAXIWAY C2)	520	01/01/2009	AC	TAXIWAY	P	0	42,571.00	01/29/2015	6	88.00
TW C3 (TAXIWAY C3)	525	01/01/2009	AC	TAXIWAY	P	0	23,833.00	01/29/2015	6	91.00
TW C4 (TAXIWAY C4)	340	01/01/2007	AC	TAXIWAY	P	0	31,693.80	01/29/2015	8	80.00
TW C5 (TAXIWAY C5)	198	01/01/1974	AC	TAXIWAY	P	0	37,538.58	01/29/2015	41	57.00
TW D (TAXIWAY D)	135	01/01/1998	AAC	TAXIWAY	P	0	26,923.69	01/29/2015	17	73.00
TW D (TAXIWAY D)	136	01/01/1998	AC	TAXIWAY	P	0	10,512.00	01/29/2015	17	77.00
TW D (TAXIWAY D)	137	01/01/1998	AAC	TAXIWAY	P	0	59,616.00	01/29/2015	17	75.00
TW D (TAXIWAY D)	140	01/01/1968	AC	TAXIWAY	P	0	35,282.22	01/29/2015	47	78.00
TW D (TAXIWAY D)	143	01/01/1998	AAC	TAXIWAY	P	0	9,776.41	01/29/2015	17	89.00
TW D1 (TAXIWAY D1)	165	01/01/1991	AAC	TAXIWAY	P	0	15,913.00	01/29/2015	24	15.00
TW D2 (TAXIWAY D2)	160	01/01/1977	AAC	TAXIWAY	T	0	15,709.00	01/29/2015	38	32.00
TW E (TAXIWAY E)	265	01/01/1998	AC	TAXIWAY	P	0	8,453.38	01/29/2015	17	69.00
TW E (TAXIWAY E)	275	01/01/1998	AC	TAXIWAY	P	0	59,218.85	01/29/2015	17	76.00
TW E (TAXIWAY E)	510	01/01/2007	AC	TAXIWAY	P	0	48,591.95	01/29/2015	8	78.00

Section Condition Report

Pavement Database: FDOT NetworkID: FMY

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)	515	01/01/2002	AC	TAXIWAY	P	0	27,055.91	01/29/2015	13	80.00
TW E2 (TAXIWAY E2)	505	01/01/2007	AC	TAXIWAY	P	0	10,251.57	01/29/2015	8	74.00
TW E2 (TAXIWAY E2)	530	01/01/2009	AC	TAXIWAY	P	0	10,055.80	01/29/2015	6	93.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON AREA)	4105	01/01/1986	AAC	APRON	P	0	161,696.00	08/14/2013	27	51.00
AP (APRON AREA)	4110	01/01/1990	AAC	APRON	P	0	174,018.00	08/14/2013	23	44.00
AP (APRON AREA)	4115	01/01/1960	AC	APRON	P	0	32,078.00	08/14/2013	53	40.00
AP (APRON AREA)	4117	01/01/1942	AC	APRON	P	0	10,400.00	08/14/2013	71	64.00
AP (APRON AREA)	4120	01/01/1980	AC	APRON	P	0	66,730.00	08/14/2013	33	54.00
AP (APRON AREA)	4125	01/01/1980	AC	APRON	P	0	12,408.00	08/14/2013	33	17.00
AP HANG (APRON TO HANGAR)	4405	01/01/1995	AC	APRON	P	0	23,665.80	08/14/2013	18	61.00
AP N (APRON NORTH)	4505	01/01/2011	AC	APRON	P	0	188,240.00	08/14/2013	2	86.00
AP RW11-29 (TURNAROUND APRON RW 11-29)	5105	01/01/1997	AAC	APRON	P	0	11,639.00	08/14/2013	16	54.00
AP RW11-29 (TURNAROUND APRON RW 11-29)	5110	01/01/1997	AAC	APRON	P	0	11,131.00	08/14/2013	16	52.00
AP T-HANG (APRON T-HANGARS TAXILANES)	4205	01/01/1984	AC	APRON	P	0	159,634.70	08/14/2013	29	57.00
AP T-HANG (APRON T-HANGARS TAXILANES)	4210	01/01/2009	AC	APRON	P	0	13,307.00	08/14/2013	4	91.00
AP T-HANG (APRON T-HANGARS TAXILANES)	4305	01/01/1984	AC	APRON	P	0	43,314.00	08/14/2013	29	59.00
AP T-HANG (APRON T-HANGARS TAXILANES)	4310	01/01/1984	AC	APRON	P	0	19,911.00	08/14/2013	29	44.00
AP W (APRON WEST)	4705	01/01/1965	AC	APRON	P	0	37,020.50	08/14/2013	48	14.00
RW 11-29 (RUNWAY 11-29)	6205	01/01/1997	AAC	RUNWAY	S	0	367,600.00	08/14/2013	16	69.00
RW 11-29 (RUNWAY 11-29)	6210	01/01/2010	AAC	RUNWAY	S	0	22,301.00	08/14/2013	3	94.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2010	AAC	RUNWAY	P	0	182,500.00	08/14/2013	3	91.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2010	AAC	RUNWAY	P	0	182,500.00	08/14/2013	3	91.00
RW 5-23 (RUNWAY 5-23)	6115	01/01/2010	AAC	RUNWAY	P	0	50,300.00	08/14/2013	3	89.00
RW 5-23 (RUNWAY 5-23)	6117	01/01/2010	AC	RUNWAY	P	0	50,300.00	08/14/2013	3	94.00
RW 5-23 (RUNWAY 5-23)	6120	01/01/2010	AAC	RUNWAY	P	0	17,500.00	08/14/2013	3	94.00
RW 5-23 (RUNWAY 5-23)	6122	01/01/2010	AC	RUNWAY	P	0	17,500.00	08/14/2013	3	91.00
TW A (TAXIWAY A)	110	01/01/1997	AAC	TAXIWAY	P	0	62,790.00	08/14/2013	16	68.00
TW A (TAXIWAY A)	115	01/01/1997	AC	TAXIWAY	P	0	2,744.00	08/14/2013	16	41.00
TW A2 (TAXIWAY A2)	105	01/01/1984	AC	TAXIWAY	P	0	8,490.00	08/14/2013	29	59.00

Section Condition Report

Pavement Database: FDOT NetworkID: GIF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW AP (TAXIWAY)	405	01/01/1942	AC	TAXIWAY	P	0	7,000.00	08/14/2013	71	54.00
TW AP (TAXIWAY)	410	01/01/1960	AAC	TAXIWAY	P	0	43,255.00	08/14/2013	53	36.00
TW B (TAXIWAY B)	205	01/01/1985	AC	TAXIWAY	P	0	40,742.00	08/14/2013	28	40.00
TW B (TAXIWAY B)	210	01/01/1991	AC	TAXIWAY	P	0	50,564.00	08/14/2013	22	66.00
TW B (TAXIWAY B)	215	01/01/1985	AC	TAXIWAY	P	0	68,940.00	08/14/2013	28	36.00
TW B (TAXIWAY B)	225	01/01/2010	AAC	TAXIWAY	P	0	28,745.70	08/14/2013	3	90.00
TW B (TAXIWAY B)	230	01/01/2010	AAC	TAXIWAY	P	0	12,000.00	08/14/2013	3	92.00
TW B1 (TAXIWAY B1)	240	01/01/2010	AAC	TAXIWAY	P	0	14,113.00	08/14/2013	3	75.00
TW B2 (TAXIWAY B2)	250	01/01/1985	AC	TAXIWAY	P	0	11,346.00	08/14/2013	28	43.00
TW B2 (TAXIWAY B2)	310	01/01/1970	AAC	TAXIWAY	P	0	3,077.00	08/14/2013	43	35.00
TW B2 (TAXIWAY B2)	315	01/01/1985	AC	TAXIWAY	P	0	3,386.00	08/14/2013	28	31.00
TW B2 (TAXIWAY B2)	320	01/01/1942	AC	TAXIWAY	P	0	23,750.00	08/14/2013	71	54.00
TW B3 (TAXIWAY B3)	258	01/01/1997	AAC	TAXIWAY	P	0	3,129.00	08/14/2013	16	87.00
TW B3 (TAXIWAY B3)	260	01/01/1997	AAC	TAXIWAY	P	0	11,896.00	08/14/2013	16	58.00
TW B4 (TAXIWAY B4)	270	01/01/1997	AAC	TAXIWAY	P	0	15,537.00	08/14/2013	16	53.00
TW C (TAXIWAY C)	330	01/09/1998	AC	TAXIWAY	P	0	38,971.00	08/14/2013	15	83.00
TW C3 (TAXIWAY C3)	305	01/01/1960	AAC	TAXIWAY	P	0	24,842.00	08/14/2013	53	62.00
TW D (TAXIWAY D)	420	01/09/1998	AC	TAXIWAY	P	0	31,033.00	08/14/2013	15	69.00
TW F (TAXIWAY F)	605	01/01/2011	AC	TAXIWAY	P	0	51,881.00	08/14/2013	2	86.00
TW F1 (TAXIWAY F1)	610	01/01/2011	AC	TAXIWAY	P	0	10,689.00	08/14/2013	2	94.00
TW F2 (TAXIWAY F2)	615	01/01/2011	AC	TAXIWAY	P	0	12,143.00	08/14/2013	2	93.00
TW HANG (TAXIWAY TO HANGAR)	4605	01/01/1965	AC	TAXIWAY	P	0	9,405.00	08/14/2013	48	26.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HANG (APRON TO HANGARS)	4405	01/01/1998	AC	APRON	P	0	22,500.00	05/16/2013	15	85.00
AP RU RW36 (APRON RUN-UP RW 36)	4305	01/01/1998	AC	APRON	P	0	8,000.00	05/14/2013	15	79.00
AP RU RW36 (APRON RUN-UP RW 36)	4310	01/01/2001	AC	APRON	P	0	6,309.00	05/14/2013	12	76.00
AP RU RW36 (APRON RUN-UP RW 36)	4315	01/01/2002	AC	APRON	T	0	18,752.00	05/14/2013	11	94.00
AP S (SOUTH APRON AND FUELING RAMPS)	4205	01/01/1997	AC	APRON	P	0	28,000.00	05/14/2013	16	83.00
AP S (SOUTH APRON AND FUELING RAMPS)	4210	01/01/1998	AC	APRON	P	0	63,618.00	05/14/2013	15	80.00
AP S (SOUTH APRON AND FUELING RAMPS)	4215	07/31/2007	AC	APRON	P	0	54,400.00	05/14/2013	6	93.00
AP S (SOUTH APRON AND FUELING RAMPS)	4220	07/31/2007	AC	APRON	P	0	36,000.00	05/14/2013	6	94.00
CROP AP (CROP APRON)	4105	01/01/1987	AC	APRON	P	0	10,000.00	05/14/2013	26	38.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1942	PCC	RUNWAY	P	0	30,000.00	05/14/2013	71	30.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1942	PCC	RUNWAY	P	0	15,000.00	05/14/2013	71	32.00
RW 18-36 (RUNWAY 18-36)	6115	01/01/1942	AC	RUNWAY	P	0	422,500.00	05/14/2013	71	29.00
RW 18-36 (RUNWAY 18-36)	6120	01/01/1942	AC	RUNWAY	P	0	211,250.00	05/14/2013	71	35.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/1942	PCC	RUNWAY	P	0	30,000.00	05/15/2013	71	16.00
RW 18-36 (RUNWAY 18-36)	6130	01/01/1942	PCC	RUNWAY	P	0	15,000.00	05/15/2013	71	25.00
RW 4-22 (RUNWAY 4-22)	6305	01/01/1942	PCC	RUNWAY	S	0	15,000.00	05/15/2013	71	49.00
RW 4-22 (RUNWAY 4-22)	6310	01/01/1942	PCC	RUNWAY	S	0	35,000.00	05/15/2013	71	35.00
RW 4-22 (RUNWAY 4-22)	6325	01/01/1942	PCC	RUNWAY	S	0	35,000.00	05/14/2013	71	33.00
RW 4-22 (RUNWAY 4-22)	6330	01/01/1942	PCC	RUNWAY	S	0	15,000.00	05/14/2013	71	30.00
RW 9-27 (RUNWAY 9-27)	6205	01/01/1942	PCC	RUNWAY	S	0	15,000.00	05/14/2013	71	18.00
RW 9-27 (RUNWAY 9-27)	6210	01/01/1942	PCC	RUNWAY	S	0	7,500.00	05/14/2013	71	20.00
RW 9-27 (RUNWAY 9-27)	6215	01/01/1942	AC	RUNWAY	S	0	420,500.00	05/14/2013	71	24.00
RW 9-27 (RUNWAY 9-27)	6220	01/01/1942	AC	RUNWAY	S	0	210,250.00	05/14/2013	71	24.00
RW 9-27 (RUNWAY 9-27)	6225	01/01/1942	PCC	RUNWAY	S	0	30,000.00	05/14/2013	71	27.00
RW 9-27 (RUNWAY 9-27)	6230	01/01/1942	PCC	RUNWAY	S	0	15,000.00	05/14/2013	71	29.00
TW A (TAXIWAY A)	205	01/01/1942	AC	TAXIWAY	P	0	277,550.00	05/14/2013	71	26.00

Section Condition Report

Pavement Database: FDOT NetworkID: IMM

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	210	01/01/1942	AC	TAXIWAY	P	0	23,450.00	05/14/2013	71	22.00
TW A (TAXIWAY A)	220	01/01/1942	AC	TAXIWAY	P	0	23,450.00	05/14/2013	71	18.00
TW B (TAXIWAY B)	105	01/01/1942	AC	TAXIWAY	P	0	117,050.00	05/14/2013	71	30.00
TW B (TAXIWAY B)	110	01/01/1942	AC	TAXIWAY	P	0	132,650.00	05/14/2013	71	34.00
TW B (TAXIWAY B)	115	01/01/1942	AC	TAXIWAY	P	0	10,000.00	05/14/2013	71	38.00
TW B1 (TAXIWAY B)	405	01/01/1942	AC	TAXIWAY	P	0	33,000.00	05/14/2013	71	38.00
TW B1 (TAXIWAY B)	410	01/01/1942	AC	TAXIWAY	P	0	69,493.00	05/14/2013	71	33.00
TW C (TAXIWAY C)	310	01/01/1998	AC	TAXIWAY	S	0	56,000.00	05/14/2013	15	85.00
TW C (TAXIWAY C)	315	01/01/2007	AC	TAXIWAY	S	0	49,875.00	05/14/2013	6	86.00
TW TO AP (TAXIWAY TO CROP AP)	305	01/01/1987	AC	TAXIWAY	T	0	31,500.00	05/14/2013	26	67.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4705	01/01/2014	AAC	APRON	P	0	226,994.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	4710	01/01/2014	AAC	APRON	P	0	47,866.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	4715	01/01/2014	AC	APRON	P	0	27,388.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	715	01/01/2014	AAC	APRON	P	0	18,480.00	01/01/2014	0	100.00
AP N (NORTH APRON)	225	01/01/2015	AAC	APRON	P	0	27,470.96	01/01/2015	0	100.00
AP N (NORTH APRON)	250	01/01/2015	AC	APRON	P	0	32,500.00	01/01/2015	0	100.00
AP N (NORTH APRON)	4105	01/01/2015	AAC	APRON	P	0	73,769.10	01/01/2015	0	100.00
AP N (NORTH APRON)	4115	01/01/2015	AC	APRON	P	0	138,049.00	01/01/2015	0	100.00
AP N (NORTH APRON)	4123	01/01/2011	AC	APRON	P	0	83,610.00	12/08/2014	3	96.00
AP N (NORTH APRON)	4125	01/01/1962	AC	APRON	P	0	63,045.00	12/08/2014	52	22.00
AP N (NORTH APRON)	4130	01/01/1944	PCC	APRON	P	0	16,359.37	12/08/2014	70	25.00
AP N (NORTH APRON)	4140	12/25/1999	AC	APRON	P	0	132,699.49	12/08/2014	15	66.00
AP N (NORTH APRON)	4145	01/01/2011	AC	APRON	P	0	37,817.79	12/08/2014	3	96.00
AP N (NORTH APRON)	4150	01/01/2015	AAC	APRON	P	0	61,106.00	01/01/2015	0	100.00
AP NE (NORTHEAST APRON)	4215	12/25/1999	AC	APRON	P	0	10,573.60	12/08/2014	15	39.00
AP NW (NORTHWEST APRON)	4605	12/25/1999	AC	APRON	P	0	40,952.35	12/08/2014	15	69.00
AP NW (NORTHWEST APRON)	4610	12/25/1999	AC	APRON	P	0	9,949.36	12/08/2014	15	64.00
AP NW (NORTHWEST APRON)	4612	01/01/1944	PCC	APRON	P	0	7,288.60	12/08/2014	70	13.00
AP NW (NORTHWEST APRON)	4615	12/25/1999	PCC	APRON	P	0	33,325.00	12/08/2014	15	0.00
AP NW (NORTHWEST APRON)	4620	12/25/1999	PCC	APRON	P	0	18,190.00	12/08/2014	15	36.00
AP NW (NORTHWEST APRON)	4625	12/25/1999	AC	APRON	P	0	26,470.06	12/08/2014	15	72.00
AP NW (NORTHWEST APRON)	4630	12/25/1999	PCC	APRON	P	0	1,780.18	12/08/2014	15	70.00
AP NW (NORTHWEST APRON)	4640	01/01/2015	AAC	APRON	P	0	127,170.00	01/01/2015	0	100.00
AP NW (NORTHWEST APRON)	4645	01/01/2015	AAC	APRON	P	0	17,956.00	01/01/2015	0	100.00
AP NW (NORTHWEST APRON)	601	12/25/1999	PCC	APRON	P	0	3,761.78	12/08/2014	15	12.00
AP NW (NORTHWEST APRON)	602	12/25/1999	PCC	APRON	P	0	3,272.84	12/08/2014	15	12.00
AP RU SW (SOUTHWEST APRON RUN-UP)	5105	12/25/1999	AC	APRON	P	0	7,735.00	12/08/2014	15	59.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP S (SOUTH APRON)	4507	01/01/1944	PCC	APRON	P	0	4,612.00	12/08/2014	70	47.00
AP S (SOUTH APRON)	4510	01/01/2015	AC	APRON	P	0	201,818.00	01/01/2015	0	100.00
AP S (SOUTH APRON)	4512	01/01/2015	AC	APRON	P	0	14,760.00	01/01/2015	0	100.00
AP SE (SOUTHEAST APRON)	4307	01/01/1944	PCC	APRON	P	0	5,198.95	12/08/2014	70	31.00
AP SE (SOUTHEAST APRON)	4310	01/01/2005	AAC	APRON	P	0	142,874.10	12/08/2014	9	88.00
AP SE (SOUTHEAST APRON)	4312	12/25/1999	AC	APRON	P	0	13,033.36	12/08/2014	15	51.00
AP SE (SOUTHEAST APRON)	4315	12/25/1999	PCC	APRON	P	0	120,708.73	12/08/2014	15	8.00
AP SE (SOUTHEAST APRON)	4317	12/25/1999	AC	APRON	P	0	5,323.38	12/08/2014	15	46.00
AP SW (SOUTHWEST APRON)	4405	12/25/1999	AC	APRON	P	0	12,763.37	12/08/2014	15	40.00
AP SW (SOUTHWEST APRON)	4407	01/01/1944	PCC	APRON	P	0	38,471.42	12/08/2014	70	32.00
AP SW (SOUTHWEST APRON)	4410	12/25/1999	AC	APRON	P	0	14,742.11	12/08/2014	15	13.00
AP SW (SOUTHWEST APRON)	4412	01/01/1944	PCC	APRON	P	0	4,702.79	12/08/2014	70	52.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/2005	AC	RUNWAY	P	0	252,489.21	12/08/2014	9	69.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/2005	AC	RUNWAY	P	0	126,244.60	12/08/2014	9	73.00
RW 5-23 (RUNWAY 5-23)	6245	01/01/2005	AC	RUNWAY	P	0	166,235.52	12/08/2014	9	72.00
RW 5-23 (RUNWAY 5-23)	6250	01/01/2005	AC	RUNWAY	P	0	83,117.61	12/08/2014	9	71.00
RW 5-23 (RUNWAY 5-23)	6255	01/01/2000	AC	RUNWAY	P	0	39,540.00	12/08/2014	14	72.00
RW 5-23 (RUNWAY 5-23)	6260	01/01/2000	AC	RUNWAY	P	0	19,770.00	12/08/2014	14	75.00
RW 5-23 (RUNWAY 5-23)	6265	01/01/2014	AAC	RUNWAY	P	0	42,228.00	01/01/2014	0	100.00
RW 5-23 (RUNWAY 5-23)	6270	01/01/2014	AAC	RUNWAY	P	0	21,114.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/2014	AAC	RUNWAY	T	0	250,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/2014	AAC	RUNWAY	P	0	125,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6115	01/01/2000	AC	RUNWAY	P	0	100,000.00	12/08/2014	14	72.00
RW 9-27 (RUNWAY 9-27)	6125	01/01/2000	AC	RUNWAY	P	0	50,000.00	12/08/2014	14	86.00
RW 9-27 (RUNWAY 9-27)	6130	01/01/2000	AC	RUNWAY	P	0	30,000.00	12/08/2014	14	70.00
RW 9-27 (RUNWAY 9-27)	6135	01/01/2000	AC	RUNWAY	P	0	15,000.00	12/08/2014	14	86.00
RW 9-27 (RUNWAY 9-27)	6140	01/01/2000	AC	RUNWAY	P	0	7,291.86	12/08/2014	14	77.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9-27 (RUNWAY 9-27)	6145	01/01/2000	AC	RUNWAY	P	0	180,000.00	12/08/2014	14	80.00
RW 9-27 (RUNWAY 9-27)	6150	01/01/2000	AC	RUNWAY	P	0	379,333.33	12/08/2014	14	69.00
RW 9-27 (RUNWAY 9-27)	6155	01/01/2000	AC	RUNWAY	P	0	15,667.00	12/08/2014	14	69.00
RW 9-27 (RUNWAY 9-27)	6160	01/01/2000	AC	RUNWAY	P	0	10,145.00	12/08/2014	14	67.00
RW 9-27 (RUNWAY 9-27)	6165	01/01/2014	AAC	RUNWAY	P	0	40,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6170	01/01/2014	AAC	RUNWAY	P	0	20,000.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6175	01/01/2014	AAC	RUNWAY	P	0	17,790.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6180	01/01/2014	AAC	RUNWAY	P	0	11,957.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	110	01/01/1998	AC	TAXIWAY	P	0	56,513.47	12/08/2014	16	73.00
TW A (TAXIWAY A)	130	01/01/1998	AC	TAXIWAY	P	0	283,621.74	12/08/2014	16	74.00
TW A (TAXIWAY A)	131	12/25/1999	AC	TAXIWAY	P	0	57,956.51	12/08/2014	15	70.00
TW A (TAXIWAY A)	150	01/01/2000	AC	TAXIWAY	P	0	107,625.00	12/08/2014	14	71.00
TW A (TAXIWAY A)	151	01/01/2000	AC	TAXIWAY	P	0	10,104.77	12/08/2014	14	70.00
TW A1 (TAXIWAY A1)	105	01/01/1999	AC	TAXIWAY	T	0	186,961.21	12/08/2014	15	68.00
TW A2 (TAXIWAY A2)	115	01/01/1993	AC	TAXIWAY	P	0	30,486.61	12/08/2014	21	65.00
TW A3 (TAXIWAY A3)	120	01/01/1993	AC	TAXIWAY	P	0	25,137.41	12/08/2014	21	72.00
TW A4 (TAXIWAY A4)	133	01/01/1986	AAC	TAXIWAY	P	0	25,272.35	12/08/2014	28	82.00
TW A5 (TAXIWAY A5)	155	01/01/1999	AC	TAXIWAY	P	0	65,574.52	12/08/2014	15	71.00
TW B (TAXIWAY B)	205	12/25/1999	AC	TAXIWAY	T	0	49,987.00	12/08/2014	15	70.00
TW B (TAXIWAY B)	207	12/25/1999	AC	TAXIWAY	P	0	19,793.83	12/08/2014	15	60.00
TW B (TAXIWAY B)	210	01/01/2003	AC	TAXIWAY	P	0	199,859.96	12/08/2014	11	75.00
TW B (TAXIWAY B)	215	01/01/2013	AC	TAXIWAY	P	0	15,351.00	01/01/2013	0	100.00
TW B3 (TAXIWAY B3)	230	09/01/2012	AC	TAXIWAY	P	0	25,462.00	09/01/2012	0	100.00
TW C (TAXIWAY C)	305	01/01/2000	AC	TAXIWAY	T	0	99,742.24	12/08/2014	14	71.00
TW C (TAXIWAY C)	307	01/01/2000	AC	TAXIWAY	P	0	33,900.97	12/08/2014	14	67.00
TW C (TAXIWAY C)	310	01/01/2004	AC	TAXIWAY	P	0	79,390.53	12/08/2014	10	90.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	1220	12/25/1999	AC	TAXIWAY	P	0	68,854.35	12/08/2014	15	72.00
TW D (TAXIWAY D)	405	12/25/1999	AC	TAXIWAY	P	0	63,620.00	12/08/2014	15	59.00
TW D (TAXIWAY D)	410	12/25/1999	AC	TAXIWAY	P	0	46,311.41	12/08/2014	15	68.00
TW D (TAXIWAY D)	415	12/25/1999	AC	TAXIWAY	P	0	6,058.11	12/08/2014	15	42.00
TW D (TAXIWAY D)	417	01/01/1944	PCC	TAXIWAY	P	0	4,632.55	12/08/2014	70	26.00
TW D (TAXIWAY D)	420	12/25/1999	AC	TAXIWAY	P	0	7,471.00	12/08/2014	15	55.00
TW D (TAXIWAY D)	422	01/01/1944	PCC	TAXIWAY	P	0	4,584.93	12/08/2014	70	33.00
TW D (TAXIWAY D)	425	12/25/1999	AC	TAXIWAY	P	0	18,724.88	12/08/2014	15	71.00
TW D (TAXIWAY D)	430	12/25/1999	AC	TAXIWAY	P	0	6,071.61	12/08/2014	15	68.00
TW D (TAXIWAY D)	440	01/01/2013	AAC	TAXIWAY	P	0	40,789.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	510	01/01/1992	AC	TAXIWAY	P	0	157,401.90	12/08/2014	22	67.00
TW E (TAXIWAY E)	515	01/01/1962	AC	TAXIWAY	P	0	32,281.62	12/08/2014	52	49.00
TW E (TAXIWAY E)	520	01/01/1944	PCC	TAXIWAY	P	0	28,549.08	12/08/2014	70	6.00
TW E (TAXIWAY E)	525	01/01/1964	AC	TAXIWAY	P	0	106,549.96	12/08/2014	50	48.00
TW E (TAXIWAY E)	530	12/25/1999	AC	TAXIWAY	P	0	9,326.75	12/08/2014	15	64.00
TW E (TAXIWAY E)	535	12/25/1999	AC	TAXIWAY	P	0	10,473.10	12/08/2014	15	69.00
TW E (TAXIWAY E)	537	01/01/1944	PCC	TAXIWAY	P	0	3,544.74	12/08/2014	70	7.00
TW E (TAXIWAY E)	540	12/25/1999	AC	TAXIWAY	P	0	11,281.87	12/08/2014	15	62.00
TW E (TAXIWAY E)	545	12/25/1999	AC	TAXIWAY	P	0	8,501.23	12/08/2014	15	63.00
TW E1 (TAXIWAY E1)	550	03/01/2014	AC	TAXIWAY	P	0	101,859.00	03/01/2014	0	100.00
TW F (TAXIWAY F)	615	01/01/1986	AC	TAXIWAY	P	0	111,070.00	12/08/2014	28	58.00
TW F (TAXIWAY F)	617	01/01/1986	AC	TAXIWAY	P	0	5,107.58	12/08/2014	28	16.00
TW F (TAXIWAY F)	619	01/01/1944	PCC	TAXIWAY	P	0	4,590.87	12/08/2014	70	24.00
TW G (TAXIWAY G)	605	01/01/2003	AC	TAXIWAY	T	0	68,220.47	12/08/2014	11	56.00
TW G (TAXIWAY G)	620	01/01/1998	AC	TAXIWAY	P	0	42,898.89	12/08/2014	16	67.00
TW G (TAXIWAY G)	625	01/01/2011	AC	TAXIWAY	P	0	18,308.47	12/08/2014	3	100.00
TW H (TAXIWAY H)	805	12/25/1999	AC	TAXIWAY	P	0	110,979.10	12/08/2014	15	53.00

Section Condition Report

Pavement Database: FDOT NetworkID: LAL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW H (TAXIWAY H)	810	01/01/2011	AC	TAXIWAY	P	0	40,349.95	12/08/2014	3	100.00
TW H (TAXIWAY H)	820	12/25/1999	AC	TAXIWAY	P	0	8,989.59	12/08/2014	15	51.00
TW H (TAXIWAY H)	822	01/01/1944	PCC	TAXIWAY	P	0	4,846.21	12/08/2014	70	33.00
TW J (TAXIWAY J)	1105	01/01/2011	AC	TAXIWAY	P	0	48,758.74	12/08/2014	3	96.00
TW J (TAXIWAY J)	245	12/25/1999	AC	TAXIWAY	P	0	36,526.51	12/08/2014	15	62.00
TW K (TAXIWAY K)	238	01/01/2003	AC	TAXIWAY	P	0	18,154.55	12/08/2014	11	80.00
TW K (TAXIWAY K)	240	12/25/1999	AC	TAXIWAY	P	0	35,856.02	12/08/2014	15	55.00
TW L (TAXIWAY L)	1201	12/25/1999	AC	TAXIWAY	P	0	3,693.00	12/08/2014	15	69.00
TW L (TAXIWAY L)	1203	01/01/1944	PCC	TAXIWAY	P	0	9,864.10	12/08/2014	70	31.00
TW L (TAXIWAY L)	1205	12/25/1999	AC	TAXIWAY	P	0	66,331.67	12/08/2014	15	72.00
TW P (TAXIWAY P)	1605	01/01/2008	AAC	TAXIWAY	P	0	254,930.98	12/08/2014	6	73.00
TW P2 (TAXIWAY P2)	1610	01/01/2008	AAC	TAXIWAY	P	0	29,679.57	12/08/2014	6	70.00
TW S (TAXIWAY S)	905	01/01/1992	AC	TAXIWAY	T	0	105,514.24	12/08/2014	22	58.00
TW S (TAXIWAY S)	915	12/25/1999	AC	TAXIWAY	P	0	11,498.76	12/08/2014	15	17.00
TW S (TAXIWAY S)	917	01/01/1944	PCC	TAXIWAY	P	0	4,533.18	12/08/2014	70	11.00
TW S (TAXIWAY S)	920	12/25/1999	AC	TAXIWAY	P	0	4,962.69	12/08/2014	15	57.00
TW S (TAXIWAY S)	922	01/01/1944	PCC	TAXIWAY	P	0	4,572.03	12/08/2014	70	9.00
TW S (TAXIWAY S)	925	12/25/1999	AC	TAXIWAY	P	0	14,431.54	12/08/2014	15	41.00
TW S (TAXIWAY S)	927	01/01/1944	PCC	TAXIWAY	P	0	4,823.65	12/08/2014	70	19.00

Section Condition Report

Pavement Database: FDOT NetworkID: MKY

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4205	01/01/1975	AC	APRON	P	0	193,812.45	05/13/2013	38	46.00
AP N (NORTH APRON)	4210	01/01/2010	AC	APRON	P	0	41,600.00	05/13/2013	3	100.00
AP N (NORTH APRON)	4215	01/01/2011	AAC	APRON	P	0	13,751.60	05/13/2013	2	79.00
AP NW (NW APRON)	4105	01/01/1996	AC	APRON	P	0	16,614.98	05/13/2013	17	80.00
AP NW (NW APRON)	4110	01/01/1996	AC	APRON	P	0	20,463.17	05/13/2013	17	100.00
AP NW (NW APRON)	4115	01/01/2011	AAC	APRON	P	0	8,924.51	05/13/2013	2	100.00
AP NW (NW APRON)	4120	01/01/2011	AC	APRON	S	0	173,878.88	05/13/2013	2	100.00
RW 17-35 (RUNWAY 17-35)	6105	01/01/1976	AC	RUNWAY	P	0	100,000.00	05/13/2013	37	29.00
RW 17-35 (RUNWAY 17-35)	6110	01/01/1976	AC	RUNWAY	P	0	300,000.00	05/13/2013	37	29.00
RW 17-35 (RUNWAY 17-35)	6115	01/01/1976	AC	RUNWAY	P	0	100,000.00	05/13/2013	37	30.00
TW A (TAXIWAY A)	105	01/01/2011	AAC	TAXIWAY	P	0	18,056.05	05/13/2013	2	94.00
TW A (TAXIWAY A)	110	01/11/2011	AC	TAXIWAY	P	0	133,080.44	05/13/2013	2	100.00
TW B (TAXIWAY B)	205	01/01/1960	PCC	TAXIWAY	P	0	7,880.00	05/13/2013	53	20.00
TW C (TAXIWAY C)	305	01/01/2011	AC	TAXIWAY	S	0	9,496.68	05/13/2013	2	96.00
TW D (TAXIWAY D)	405	01/01/2011	AC	TAXIWAY	S	0	9,496.68	05/13/2013	2	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: OBE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	12/31/2007	AAC	APRON	P	0	96,030.00	09/26/2013	6	90.00
AP (APRON)	4110	12/31/2007	AAC	APRON	P	0	98,679.00	09/26/2013	6	83.00
AP T-HANG (APRON AT T-HANGARS)	4205	12/25/1999	AC	APRON	P	0	28,679.00	09/26/2013	14	70.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2003	AAC	RUNWAY	S	0	281,325.00	09/26/2013	10	63.00
RW 14-32 (RUNWAY 14-32)	6210	03/15/2011	AAC	RUNWAY	S	0	11,325.00	09/26/2013	2	99.00
RW 5-23 (RUNWAY 5-23)	6105	07/31/2008	AAC	RUNWAY	T	0	250,000.00	09/26/2013	5	80.00
RW 5-23 (RUNWAY 5-23)	6107	07/31/2008	AAC	RUNWAY	T	0	250,000.00	09/26/2013	5	89.00
TW A (TAXIWAY A)	105	03/15/2011	AAC	TAXIWAY	P	0	87,462.00	09/26/2013	2	95.00
TW A (TAXIWAY A)	110	03/15/2011	AAC	TAXIWAY	P	0	122,764.00	09/26/2013	2	94.00
TW A (TAXIWAY A)	115	01/01/1998	AAC	TAXIWAY	P	0	3,730.00	09/26/2013	15	70.00
TW A (TAXIWAY A)	125	01/01/1998	AAC	TAXIWAY	T	0	3,730.00	09/26/2013	15	67.00
TW B (TAXIWAY B)	205	01/01/1943	AC	TAXIWAY	P	0	151,420.00	09/26/2013	70	57.00
TW B (TAXIWAY B)	210	03/15/2011	AAC	TAXIWAY	P	0	9,422.00	09/26/2013	2	98.00
TW C (TAXIWAY C)	305	03/15/2011	AAC	TAXIWAY	P	0	31,940.00	09/26/2013	2	95.00
TW D (TAXIWAY D)	405	01/01/1991	AC	TAXIWAY	P	0	14,810.00	09/26/2013	22	67.00
TW D (TAXIWAY D)	410	03/15/2011	AAC	TAXIWAY	P	0	5,148.00	09/26/2013	2	93.00

Section Condition Report

Pavement Database: FDOT NetworkID: PGD

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP MAIN (MAIN APRON)	4205	01/01/2009	PCC	APRON	P	0	278,175.00	03/09/2015	6	90.00
AP MAIN (MAIN APRON)	4206	01/01/2009	AAC	APRON	P	0	194,550.00	03/09/2015	6	79.00
AP MAIN (MAIN APRON)	4208	12/25/1995	PCC	APRON	P	0	10,625.00	03/09/2015	20	65.00
AP MAIN (MAIN APRON)	4210	01/01/2007	AC	APRON	P	0	14,657.00	03/09/2015	8	90.00
AP MAIN (MAIN APRON)	4215	01/01/2007	AC	APRON	P	0	32,858.00	03/09/2015	8	78.00
AP MAIN (MAIN APRON)	4220	01/01/2009	AC	APRON	P	0	31,145.00	03/09/2015	6	82.00
AP N (NORTH APRON)	4305	12/25/1999	AC	APRON	P	0	227,443.00	03/09/2015	16	58.00
AP N (NORTH APRON)	4320	12/25/1999	AC	APRON	P	0	104,267.00	03/09/2015	16	62.00
AP S (SOUTH GA APRON)	4105	01/01/1992	AC	APRON	P	0	192,015.00	03/09/2015	23	62.00
RW 15-33 (RUNWAY 15-33)	6205	01/01/2002	AAC	RUNWAY	P	0	6,580.00	03/09/2015	13	73.00
RW 15-33 (RUNWAY 15-33)	6210	01/01/2002	AAC	RUNWAY	P	0	494,127.00	03/09/2015	13	65.00
RW 15-33 (RUNWAY 15-33)	6215	01/01/2002	AAC	RUNWAY	P	0	253,378.00	03/09/2015	13	71.00
RW 15-33 (RUNWAY 15-33)	6220	01/01/2002	AC	RUNWAY	P	0	53,287.00	03/09/2015	13	74.00
RW 15-33 (RUNWAY 15-33)	6225	01/01/2002	AC	RUNWAY	P	0	26,644.00	03/09/2015	13	85.00
RW 4-22 (RUNWAY 4-22)	6105	01/01/2000	AAC	RUNWAY	T	0	520,000.00	03/09/2015	15	65.00
RW 4-22 (RUNWAY 4-22)	6110	01/01/2000	AAC	RUNWAY	P	0	262,500.00	03/09/2015	15	82.00
RW 4-22 (RUNWAY 4-22)	6115	01/01/2000	AAC	RUNWAY	P	0	149,200.00	03/09/2015	15	73.00
RW 4-22 (RUNWAY 4-22)	6120	01/01/2000	AAC	RUNWAY	P	0	72,100.00	03/09/2015	15	82.00
RW 4-22 (RUNWAY 4-22)	6125	01/01/2007	AC	RUNWAY	P	0	50,300.00	03/09/2015	8	80.00
RW 4-22 (RUNWAY 4-22)	6130	01/01/2007	AC	RUNWAY	P	0	25,150.00	03/09/2015	8	84.00
RW 9-27 (RUNWAY 9-27)	6305	01/01/2006	AAC	RUNWAY	T	0	184,602.00	03/09/2015	9	67.00
TW A (TAXIWAY A)	330	01/01/2009	AAC	TAXIWAY	P	0	271,000.00	03/09/2015	6	79.00
TW A2 (TAXIWAY A2)	365	01/01/2009	AAC	TAXIWAY	T	0	38,414.00	03/09/2015	6	86.00
TW C (TAXIWAY C)	305	01/01/1993	AAC	TAXIWAY	T	0	48,969.00	03/09/2015	22	82.00
TW C (TAXIWAY C)	310	01/01/2009	AAC	TAXIWAY	P	0	176,549.00	03/09/2015	6	84.00
TW C (TAXIWAY C)	350	01/01/1993	AAC	TAXIWAY	P	0	3,675.00	03/09/2015	22	66.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	102	01/01/2002	AC	TAXIWAY	P	0	83,519.00	03/09/2015	13	50.00
TW D (TAXIWAY D)	115	01/01/1993	AAC	TAXIWAY	P	0	214,000.00	03/09/2015	22	59.00
TW D (TAXIWAY D)	120	01/01/1993	AAC	TAXIWAY	P	0	43,181.00	03/09/2015	22	64.00
TW D (TAXIWAY D)	155	01/01/1993	AC	TAXIWAY	P	0	4,146.00	03/09/2015	22	67.00
TW D (TAXIWAY D)	160	01/01/1993	AAC	TAXIWAY	P	0	2,534.00	03/09/2015	22	80.00
TW D (TAXIWAY D)	172	01/01/1992	AC	TAXIWAY	P	0	3,508.00	03/09/2015	23	62.00
TW D (TAXIWAY D)	180	01/01/1993	AC	TAXIWAY	P	0	10,800.00	03/09/2015	22	83.00
TW D (TAXIWAY D)	195	01/01/1993	AC	TAXIWAY	P	0	3,304.00	03/09/2015	22	75.00
TW E (TAXIWAY E)	410	01/01/2006	AC	TAXIWAY	P	0	19,242.00	03/09/2015	9	84.00
TW E (TAXIWAY E)	415	01/01/2004	AC	TAXIWAY	P	0	70,611.00	03/09/2015	11	85.00
TW E1 (TAXIWAY E1)	450	01/01/2010	AC	TAXIWAY	P	0	7,748.00	03/09/2015	5	72.00
TW F (TAXIWAY F)	1105	12/25/1999	AC	TAXIWAY	P	0	50,341.00	03/09/2015	16	69.00
TW G (TAXIWAY G)	110	01/01/1993	AAC	TAXIWAY	P	0	34,930.00	03/09/2015	22	62.00
TW N T-HAN (TAXIWAY TO NORTH T-HANGARS)	210	01/01/1975	AC	TAXIWAY	P	0	11,326.00	03/09/2015	40	21.00
TW N T-HAN (TAXIWAY TO NORTH T-HANGARS)	215	01/01/1989	AC	TAXIWAY	P	0	4,487.00	03/09/2015	26	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4405	01/01/1992	AC	TAXIWAY	P	0	22,407.00	03/09/2015	23	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4410	01/01/1990	AC	TAXIWAY	P	0	15,629.00	03/09/2015	25	63.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4415	12/25/1999	AC	TAXIWAY	P	0	6,968.00	03/09/2015	16	85.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4420	01/01/1992	AC	TAXIWAY	T	0	45,846.00	03/09/2015	23	65.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4425	01/01/1992	AC	TAXIWAY	P	0	27,208.00	03/09/2015	23	70.00
TW T-HANG (TAXIWAY TO T-HANGARS)	4430	01/01/2003	AC	TAXIWAY	P	0	14,668.00	03/09/2015	12	70.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO APRON)	4105	01/01/2004	AAC	APRON	P	0	306,672.00	01/27/2015	11	77.00
AP CARGO (CARGO APRON)	4110	01/01/1990	PCC	APRON	P	0	217,932.00	01/27/2015	25	63.00
AP CARGO (CARGO APRON)	4115	01/01/2004	AAC	APRON	P	0	31,550.00	01/27/2015	11	82.00
AP CARGO (CARGO APRON)	4120	01/01/1990	AC	APRON	P	0	64,064.95	01/27/2015	25	39.00
AP FBO (FBO APRON)	4205	01/01/1982	AC	APRON	P	0	306,944.75	01/27/2015	33	57.00
AP GA (APRON GA)	4505	01/01/2000	AC	APRON	P	0	309,375.00	01/27/2015	15	74.00
AP N (NORTH APRON (GA & TERMINAL))	4305	01/01/1993	AC	APRON	P	0	48,912.00	01/27/2015	22	50.00
AP N (NORTH APRON (GA & TERMINAL))	4310	01/01/1981	AC	APRON	P	0	899,613.00	01/27/2015	34	68.00
AP N (NORTH APRON (GA & TERMINAL))	4315	01/01/1981	PCC	APRON	P	0	335,066.00	01/27/2015	34	54.00
AP N (NORTH APRON (GA & TERMINAL))	4320	01/01/1981	PCC	APRON	P	0	210,753.00	01/27/2015	34	29.00
AP N (NORTH APRON (GA & TERMINAL))	4325	01/01/1993	AAC	APRON	P	0	9,799.00	01/27/2015	22	48.00
AP N (NORTH APRON (GA & TERMINAL))	4330	01/01/1998	AC	APRON	P	0	104,168.00	01/27/2015	17	69.00
AP N (NORTH APRON (GA & TERMINAL))	4335	01/01/1998	PCC	APRON	P	0	89,800.00	01/27/2015	17	89.00
AP N (NORTH APRON (GA & TERMINAL))	4340	01/01/1998	PCC	APRON	P	0	115,483.00	01/27/2015	17	73.00
AP S (SOUTH APRON)	4405	01/01/2005	AC	APRON	P	0	273,647.96	01/27/2015	10	83.00
AP S (SOUTH APRON)	4410	01/01/2005	PCC	APRON	P	0	338,558.00	01/27/2015	10	87.00
AP S (SOUTH APRON)	4415	01/01/2005	AC	APRON	P	0	1,016,178.00	01/27/2015	10	77.00
AP S (SOUTH APRON)	4420	01/01/2005	PCC	APRON	P	0	316,382.00	01/27/2015	10	86.00
AP S (SOUTH APRON)	4425	01/01/2005	AC	APRON	P	0	283,482.06	01/27/2015	10	74.00
AP S (SOUTH APRON)	4430	01/01/2005	PCC	APRON	P	0	363,365.66	01/27/2015	10	85.00
RW 6-24 (RUNWAY 6-24)	6104	01/01/2006	AAC	RUNWAY	P	0	300,000.00	01/27/2015	9	81.00
RW 6-24 (RUNWAY 6-24)	6105	01/01/2006	AAC	RUNWAY	P	0	840,000.00	01/27/2015	9	80.00
RW 6-24 (RUNWAY 6-24)	6106	01/01/2006	AAC	RUNWAY	P	0	240,000.00	01/27/2015	9	83.00
RW 6-24 (RUNWAY 6-24)	6110	01/01/2006	AAC	RUNWAY	P	0	420,000.00	01/27/2015	9	82.00
TW A (TAXIWAY A)	104	01/01/2006	AAC	TAXIWAY	P	0	90,000.00	01/27/2015	9	79.00
TW A (TAXIWAY A)	105	01/01/2006	AAC	TAXIWAY	P	0	652,500.00	01/27/2015	9	83.00

Section Condition Report

Pavement Database: FDOT NetworkID: RSW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	106	01/01/2006	AAC	TAXIWAY	P	0	120,000.00	01/27/2015	9	67.00
TW A (TAXIWAY A)	108	01/01/2006	AAC	TAXIWAY	P	0	15,000.00	01/27/2015	9	84.00
TW A (TAXIWAY A)	109	01/01/2006	AAC	TAXIWAY	P	0	71,250.00	01/27/2015	9	67.00
TW A1 (TAXIWAY A1)	103	01/01/2006	AAC	TAXIWAY	P	0	41,213.83	01/27/2015	9	57.00
TW A10 (TAXIWAY A10)	107	01/01/2006	AAC	TAXIWAY	P	0	41,225.18	01/27/2015	9	71.00
TW A2 (TAXIWAY A2)	205	01/01/2006	AAC	TAXIWAY	P	0	6,253.17	01/27/2015	9	79.00
TW A2 (TAXIWAY A2)	210	01/01/2006	AAC	TAXIWAY	P	0	6,095.38	01/27/2015	9	79.00
TW A2 (TAXIWAY A2)	215	01/01/2006	AAC	TAXIWAY	P	0	20,920.15	01/27/2015	9	80.00
TW A2 (TAXIWAY A2)	216	01/01/2006	AAC	TAXIWAY	P	0	15,035.61	01/27/2015	9	78.00
TW A3 (TAXIWAY A3)	305	01/01/2004	AAC	TAXIWAY	P	0	79,964.00	01/27/2015	11	76.00
TW A4 (TAXIWAY A4)	405	01/01/2006	AAC	TAXIWAY	P	0	41,112.00	01/27/2015	9	73.00
TW A4 (TAXIWAY A4)	415	01/01/2006	AAC	TAXIWAY	P	0	54,221.00	01/27/2015	9	76.00
TW A4 (TAXIWAY A4)	420	01/01/2004	AAC	TAXIWAY	P	0	80,042.48	01/27/2015	11	78.00
TW A5 (TAXIWAY A5)	505	01/01/2006	AAC	TAXIWAY	P	0	32,212.29	01/27/2015	9	77.00
TW A5 (TAXIWAY A5)	510	01/01/2006	AAC	TAXIWAY	P	0	63,154.36	01/27/2015	9	72.00
TW A5 (TAXIWAY A5)	550	01/01/2006	AAC	TAXIWAY	P	0	3,571.74	01/27/2015	9	84.00
TW A5 (TAXIWAY A5)	555	01/01/1982	AC	TAXIWAY	P	0	26,463.30	01/27/2015	33	69.00
TW A6 (TAXIWAY A6)	605	01/01/2006	AAC	TAXIWAY	P	0	20,803.00	01/27/2015	9	83.00
TW A6 (TAXIWAY A6)	610	01/01/2006	AAC	TAXIWAY	P	0	11,779.25	01/27/2015	9	85.00
TW A6 (TAXIWAY A6)	615	01/01/2006	AAC	TAXIWAY	P	0	62,148.10	01/27/2015	9	74.00
TW A6 (TAXIWAY A6)	620	01/01/2006	AAC	TAXIWAY	P	0	10,268.15	01/27/2015	9	88.00
TW A6 (TAXIWAY A6)	625	01/01/2006	AAC	TAXIWAY	P	0	19,914.39	01/27/2015	9	76.00
TW A6 (TAXIWAY A6)	630	01/01/2006	AAC	TAXIWAY	P	0	51,115.78	01/27/2015	9	75.00
TW A7 (TAXIWAY A7)	705	01/01/2006	AAC	TAXIWAY	P	0	33,017.61	01/27/2015	9	75.00
TW A7 (TAXIWAY A7)	715	01/01/2006	AAC	TAXIWAY	P	0	62,592.37	01/27/2015	9	72.00
TW A7 (TAXIWAY A7)	720	01/01/2006	AAC	TAXIWAY	P	0	10,319.23	01/27/2015	9	82.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A7 (TAXIWAY A7)	725	01/01/2006	AAC	TAXIWAY	P	0	18,985.41	01/27/2015	9	62.00
TW A7 (TAXIWAY A7)	730	01/01/2006	AAC	TAXIWAY	P	0	44,815.96	01/27/2015	9	72.00
TW A8 (TAXIWAY A8)	805	01/01/2006	AAC	TAXIWAY	P	0	42,625.00	01/27/2015	9	71.00
TW A8 (TAXIWAY A8)	815	01/01/2006	AAC	TAXIWAY	P	0	52,835.00	01/27/2015	9	85.00
TW A8 (TAXIWAY A8)	820	01/01/2006	AAC	TAXIWAY	P	0	10,268.15	01/27/2015	9	85.00
TW A8 (TAXIWAY A8)	825	01/01/2006	AAC	TAXIWAY	P	0	19,914.39	01/27/2015	9	73.00
TW A8 (TAXIWAY A8)	830	01/01/2006	AAC	TAXIWAY	P	0	51,040.51	01/27/2015	9	75.00
TW A9 (TAXIWAY A9)	905	01/01/2006	AAC	TAXIWAY	P	0	7,542.00	01/27/2015	9	83.00
TW A9 (TAXIWAY A9)	910	01/01/2006	AAC	TAXIWAY	P	0	33,294.00	01/27/2015	9	80.00
TW A9 (TAXIWAY A9)	912	01/01/2006	AAC	TAXIWAY	P	0	8,923.00	01/27/2015	9	85.00
TW F (TAXIWAY F)	250	01/01/2005	AC	TAXIWAY	P	0	287,128.13	01/27/2015	10	65.00
TW F (TAXIWAY F)	255	01/01/2005	AC	TAXIWAY	P	0	201,189.44	01/27/2015	10	78.00
TW F (TAXIWAY F)	260	01/01/2005	AC	TAXIWAY	P	0	539,113.36	01/27/2015	10	70.00
TW F2 (TAXIWAY F2)	425	01/01/2005	AC	TAXIWAY	T	0	75,802.14	01/27/2015	10	75.00
TW F3 (TAXIWAY F3)	520	01/01/2005	AC	TAXIWAY	P	0	80,129.00	01/27/2015	10	68.00
TW F4 (TAXIWAY F4)	525	01/01/2005	AC	TAXIWAY	P	0	74,712.93	01/27/2015	10	71.00
TW F5 (TAXIWAY F5)	650	01/01/2005	AC	TAXIWAY	P	0	53,884.66	01/27/2015	10	76.00
TW F6 (TAXIWAY F6)	655	01/01/2005	AC	TAXIWAY	P	0	72,075.76	01/27/2015	10	67.00
TW F7 (TAXIWAY F7)	750	01/01/2005	AC	TAXIWAY	P	0	59,387.16	01/27/2015	10	61.00
TW F8 (TAXIWAY F8)	950	01/01/2005	AC	TAXIWAY	P	0	65,943.12	01/27/2015	10	80.00
TW G (TAXIWAY G)	1205	01/01/2005	AC	TAXIWAY	P	0	90,091.45	01/27/2015	10	79.00
TW G (TAXIWAY G)	1210	01/01/2005	AC	TAXIWAY	P	0	173,181.13	01/27/2015	10	60.00
TW G1 (TAXIWAY G1)	430	01/01/2005	AC	TAXIWAY	P	0	73,614.74	01/27/2015	10	81.00
TW G2 (TAXIWAY G2)	530	01/01/2005	AC	TAXIWAY	P	0	70,649.81	01/27/2015	10	68.00
TW G3 (TAXIWAY G3)	1010	01/01/2014	AC	TAXIWAY	P	0	63,722.00	01/01/2014	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: RSW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW G4 (TAXIWAY G4)	540	01/01/2005	AC	TAXIWAY	P	0	68,761.58	01/27/2015	10	80.00
TW G5 (TAXIWAY G5)	1030	01/01/2014	AC	TAXIWAY	P	0	42,339.00	01/01/2014	0	100.00
TW G5 (TAXIWAY G5)	1035	01/01/2014	AC	TAXIWAY	P	0	24,038.00	01/01/2014	0	100.00
TW G6 (TAXIWAY G6)	1040	01/01/2014	AC	TAXIWAY	P	0	43,571.00	01/01/2014	0	100.00
TW G6 (TAXIWAY G6)	1045	01/01/2014	AC	TAXIWAY	P	0	23,330.00	01/01/2014	0	100.00
TW H (TAXIWAY H)	1005	01/01/2014	AC	TAXIWAY	P	0	170,148.00	01/01/2014	0	100.00
TW H (TAXIWAY H)	1020	01/01/2014	AC	TAXIWAY	P	0	69,662.00	01/01/2014	0	100.00
TW J (TAXIWAY J)	535	01/01/2005	AC	TAXIWAY	P	0	247,709.79	01/27/2015	10	73.00
TW K (TAXIWAY K)	1025	01/01/2014	AC	TAXIWAY	P	0	183,936.00	01/01/2014	0	100.00
TW L (TAXIWAY L)	1015	01/01/2014	AC	TAXIWAY	P	0	293,342.00	01/01/2014	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: SEF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU (RUN UP APRON)	415	01/01/2003	AC	APRON	P	0	38,336.14	07/15/2013	10	94.00
AP RU (RUN UP APRON)	5110	01/01/2001	AC	APRON	T	0	31,950.60	07/15/2013	12	74.00
AP W (WEST APRON)	4105	01/01/1942	PCC	APRON	P	0	954,795.82	07/15/2013	71	30.00
AP W (WEST APRON)	4115	01/01/2007	AC	APRON	P	0	125,007.49	07/15/2013	6	68.00
AP W (WEST APRON)	4120	01/01/2007	AC	APRON	P	0	15,908.57	07/15/2013	6	81.00
AP W (WEST APRON)	4125	01/01/2007	AC	APRON	P	0	29,214.97	07/15/2013	6	78.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2010	AC	RUNWAY	S	0	484,170.95	07/15/2013	3	88.00
RW 19-01 (RUNWAY 19-01)	6105	01/01/2012	AC	RUNWAY	P	0	523,500.00	01/01/2012	0	100.00
TW A (TAXIWAY ALPHA)	405	01/01/2001	AC	TAXIWAY	P	0	191,244.42	07/15/2013	12	87.00
TW A (TAXIWAY ALPHA)	420	01/01/2003	AC	TAXIWAY	P	0	55,719.49	07/15/2013	10	93.00
TW A (TAXIWAY ALPHA)	422	01/01/2010	AAC	TAXIWAY	P	0	26,513.75	07/15/2013	3	94.00
TW A1 (TAXIWAY A1)	605	01/01/2001	AAC	TAXIWAY	P	0	11,821.00	07/15/2013	12	80.00
TW A1 (TAXIWAY A1)	610	01/01/2013	AC	TAXIWAY	P	0	12,904.00	01/01/2013	0	100.00
TW A2 (TAXIWAY A2)	105	01/01/2013	APC	TAXIWAY	P	0	19,296.00	01/01/2013	0	100.00
TW A2 (TAXIWAY A2)	110	01/01/1987	APC	TAXIWAY	P	0	27,358.81	07/15/2013	26	85.00
TW A3 (TAXIWAY A3)	205	01/01/1987	APC	TAXIWAY	P	0	28,259.00	07/15/2013	26	88.00
TW A3 (TAXIWAY A3)	210	01/01/2013	AC	TAXIWAY	P	0	16,931.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	305	01/01/2010	AC	TAXIWAY	P	0	35,167.30	07/15/2013	3	81.00
TW C (TAXIWAY C)	315	01/01/2010	AC	TAXIWAY	P	0	25,443.45	07/15/2013	3	98.00
TW C (TAXIWAY C)	320	01/01/2003	AC	TAXIWAY	P	0	9,745.00	07/15/2013	10	91.00
TW C (TAXIWAY C)	325	01/01/2013	AC	TAXIWAY	P	0	15,390.00	01/01/2013	0	100.00
TW T-HANG (TAXIWAY T-HANGARS)	505	01/01/1995	AC	TAXIWAY	P	0	34,611.31	07/15/2013	18	63.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1942	PCC	APRON	P	0	383,857.00	03/11/2015	73	33.00
AP (APRON)	4110	01/01/1988	PCC	APRON	P	0	5,962.00	03/11/2015	27	0.00
AP (APRON)	4115	12/25/1999	PCC	APRON	P	0	35,804.00	03/11/2015	16	7.00
AP (APRON)	4120	12/15/1999	PCC	APRON	P	0	40,856.00	03/11/2015	16	2.00
AP (APRON)	4125	01/01/2015	AC	APRON	P	0	72,941.00	01/01/2015	0	100.00
AP (APRON)	4130	01/01/2015	AC	APRON	P	0	5,615.00	01/01/2015	0	100.00
AP (APRON)	4135	01/01/2015	AC	APRON	P	0	7,686.00	01/01/2015	0	100.00
AP (APRON)	4140	01/01/2015	AC	APRON	P	0	75,543.00	01/01/2015	0	100.00
AP CENTER (CENTER APRON (OLD RW9-27))	4405	01/01/1942	AAC	APRON	S	0	195,837.00	03/11/2015	73	22.00
AP CENTER (CENTER APRON (OLD RW9-27))	4415	01/01/1942	AAC	APRON	S	0	37,307.00	03/11/2015	73	32.00
AP RU (RUN-UP APRON AT ENDS OF TW A)	5105	01/01/2015	AC	APRON	P	0	26,704.00	01/01/2015	0	100.00
AP RU (RUN-UP APRON AT ENDS OF TW A)	5110	01/01/2015	AC	APRON	P	0	19,846.00	01/01/2015	0	100.00
RW 13-31 (RUNWAY 13-31)	6105	12/01/2006	AAC	RUNWAY	P	0	413,900.00	03/11/2015	9	79.00
RW 13-31 (RUNWAY 13-31)	6110	12/01/2006	AAC	RUNWAY	P	0	196,950.00	03/11/2015	9	85.00
RW 13-31 (RUNWAY 13-31)	6115	12/01/2006	APC	RUNWAY	P	0	30,000.00	03/11/2015	9	69.00
RW 13-31 (RUNWAY 13-31)	6120	12/01/2006	APC	RUNWAY	P	0	20,000.00	03/11/2015	9	65.00
RW 13-31 (RUNWAY 13-31)	6125	12/01/2006	APC	RUNWAY	P	0	30,000.00	03/11/2015	9	80.00
RW 13-31 (RUNWAY 13-31)	6130	12/01/2006	APC	RUNWAY	P	0	20,000.00	03/11/2015	9	79.00
RW 13-31 (RUNWAY 13-31)	6135	01/01/2013	AAC	RUNWAY	P	0	26,100.00	01/01/2013	0	100.00
RW 13-31 (RUNWAY 13-31)	6140	01/01/2013	AAC	RUNWAY	P	0	13,050.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6205	01/01/2013	AC	RUNWAY	P	0	255,000.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6210	01/01/2013	AAC	RUNWAY	P	0	350,820.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/2013	AC	RUNWAY	P	0	18,000.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/2013	AC	RUNWAY	P	0	27,000.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6225	01/01/2013	AC	RUNWAY	P	0	18,000.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6230	01/01/2013	AC	RUNWAY	P	0	27,000.00	01/01/2013	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 5-23 (RUNWAY 5-23)	6240	01/01/2013	AC	RUNWAY	P	0	13,680.00	01/01/2013	0	100.00
RW 5-23 (RUNWAY 5-23)	6250	01/01/2013	AC	RUNWAY	P	0	18,000.00	01/01/2013	0	100.00
T- HANG (GAT-HANGARS)	605	01/01/2003	AC	TAXIWAY	T	0	17,687.00	03/11/2015	12	72.00
T- HANG (GAT-HANGARS)	610	01/01/1942	AC	TAXIWAY	S	0	42,593.00	03/11/2015	73	70.00
T- HANG (GAT-HANGARS)	620	12/25/1994	AC	TAXIWAY	P	0	103,152.00	03/11/2015	21	59.00
T- HANG (GAT-HANGARS)	705	01/01/1942	AC	TAXIWAY	S	0	36,233.00	03/11/2015	73	81.00
T- HANG (GAT-HANGARS)	708	12/25/1997	AC	TAXIWAY	P	0	11,509.00	03/11/2015	18	76.00
T- HANG (GAT-HANGARS)	710	12/25/1994	AC	TAXIWAY	P	0	42,414.00	03/11/2015	21	60.00
T- HANG (GAT-HANGARS)	715	01/01/2012	AC	TAXIWAY	P	0	12,818.00	01/01/2012	0	100.00
T- HANG (GAT-HANGARS)	720	01/01/2012	AC	TAXIWAY	P	0	8,307.00	01/01/2012	0	100.00
T- HANG (GAT-HANGARS)	725	01/01/2012	AC	TAXIWAY	P	0	17,455.00	01/01/2012	0	100.00
T- HANG (GAT-HANGARS)	730	11/01/2013	AAC	TAXIWAY	P	0	17,858.00	03/11/2015	2	64.00
TW A (TAXIWAY A)	105	01/01/2015	AC	TAXIWAY	P	0	51,624.00	01/01/2015	0	100.00
TW A (TAXIWAY A)	110	01/01/2015	AC	TAXIWAY	P	0	50,749.00	01/01/2015	0	100.00
TW A (TAXIWAY A)	115	01/01/2015	AC	TAXIWAY	P	0	52,249.00	01/01/2015	0	100.00
TW A (TAXIWAY A)	120	01/01/2013	AC	TAXIWAY	P	0	9,988.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	125	12/01/2006	AAC	TAXIWAY	P	0	5,738.00	03/11/2015	9	72.00
TW B (TAXIWAY B)	225	01/01/2013	AC	TAXIWAY	P	0	15,951.00	01/01/2013	0	100.00
TW B (TAXIWAY B)	230	01/01/1942	AAC	TAXIWAY	S	0	13,382.00	03/11/2015	73	22.00
TW C (TAXIWAY C)	315	01/01/2015	AC	TAXIWAY	P	0	84,245.00	01/01/2015	0	100.00
TW D (TAXIWAY D)	405	01/01/1970	AC	TAXIWAY	P	0	74,611.00	03/11/2015	45	68.00
TW D (TAXIWAY D)	410	01/01/2013	AC	TAXIWAY	P	0	8,420.00	01/01/2013	0	100.00
TW D (TAXIWAY D)	450	01/01/1942	AC	TAXIWAY	P	0	12,787.00	03/11/2015	73	30.00
TW E (TAXIWAY E)	505	01/01/2013	AC	TAXIWAY	P	0	62,102.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	510	01/01/2013	AC	TAXIWAY	P	0	14,357.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	515	01/01/2015	AC	TAXIWAY	P	0	18,771.00	01/01/2015	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: VNC

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)	550	01/01/2013	AC	TAXIWAY	P	0	9,250.00	01/01/2013	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: X01

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRONS)	4103	01/01/1969	AC	APRON	P	0	2,760.00	05/13/2013	44	65.00
AP (APRONS)	4105	01/01/1996	AC	APRON	P	0	23,600.00	05/13/2013	17	78.00
AP (APRONS)	4110	01/01/1997	AC	APRON	P	0	12,100.00	05/13/2013	16	85.00
AP (APRONS)	4115	01/01/1997	AC	APRON	P	0	2,640.00	05/13/2013	16	75.00
AP RU (RUN UP APRON)	5105	03/01/2005	AC	APRON	T	0	3,500.00	05/13/2013	8	79.00
RW 15-33 (RUNWAY 15-33)	6105	01/01/1969	AC	RUNWAY	P	0	32,800.00	05/13/2013	44	52.00
RW 15-33 (RUNWAY 15-33)	6110	01/01/1969	AC	RUNWAY	P	0	61,300.00	05/13/2013	44	35.00
RW 15-33 (RUNWAY 15-33)	6115	01/01/1969	AC	RUNWAY	P	0	26,500.00	05/13/2013	44	56.00
TW A (TAXIWAY A)	105	01/01/1997	AC	TAXIWAY	P	0	16,825.00	05/13/2013	16	74.00
TW A (TAXIWAY A)	110	03/01/2005	AC	TAXIWAY	P	0	33,750.00	05/13/2013	8	72.00
TW A (TAXIWAY A)	115	03/01/2005	AC	TAXIWAY	P	0	3,778.00	05/13/2013	8	70.00
TW A (TAXIWAY A)	125	03/01/2005	AC	TAXIWAY	P	0	9,589.30	05/13/2013	8	58.00

Section Condition Report

Pavement Database: FDOT NetworkID: X07

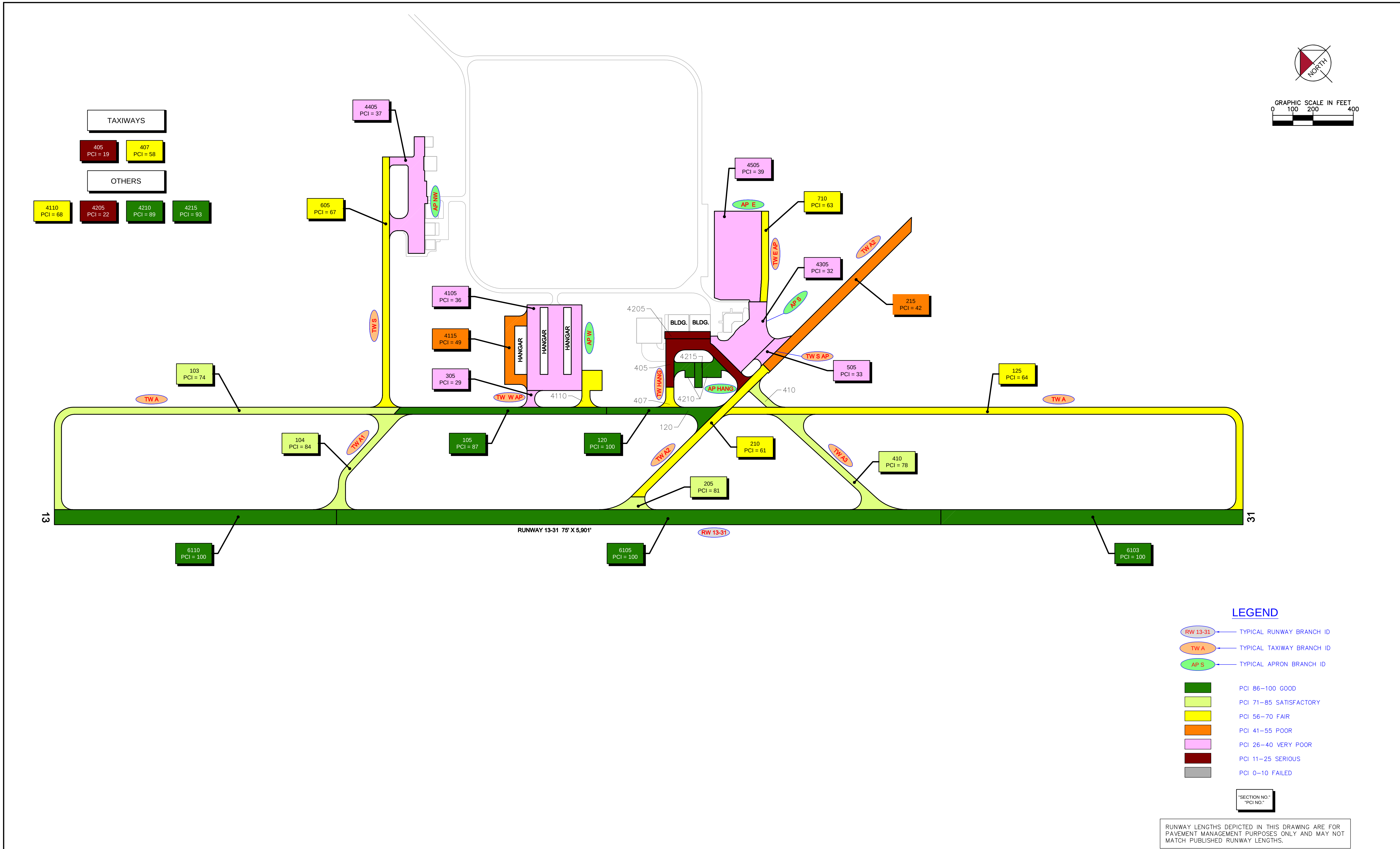
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1988	AC	APRON	P	0	108,410.00	08/15/2013	25	50.00
AP (APRON)	4110	01/01/2000	AC	APRON	T	0	31,760.00	08/15/2013	13	56.00
AP (APRON)	4115	07/31/2008	AC	APRON	T	0	14,420.00	08/15/2013	5	94.00
AP (APRON)	4205	07/31/2008	AC	APRON	T	0	37,970.00	08/15/2013	5	88.00
AP H RW 6 (HOLD APRON FOR RW 6)	5102	01/01/1978	AAC	APRON	P	0	10,300.00	08/15/2013	35	25.00
RW 17-35 (RUNWAY 17-35)	6205	01/01/1997	AAC	RUNWAY	S	0	290,140.00	08/15/2013	16	61.00
RW 17-35 (RUNWAY 17-35)	6206	01/01/1997	AAC	RUNWAY	S	0	3,155.00	08/15/2013	16	64.00
RW 6-24 (RUNWAY 6-24)	6105	01/01/1978	AAC	RUNWAY	P	0	400,000.00	08/15/2013	35	46.00
TW A (TAXIWAY A)	105	01/01/1978	AC	TAXIWAY	P	0	86,000.00	08/15/2013	35	46.00
TW A (TAXIWAY A)	110	01/01/1988	AC	TAXIWAY	P	0	3,310.00	08/15/2013	25	21.00
TW A (TAXIWAY A)	115	01/01/1997	AAC	TAXIWAY	P	0	1,989.00	08/15/2013	16	64.00
TW B (TAXIWAY B)	205	01/01/1978	AC	TAXIWAY	P	0	14,040.00	08/15/2013	35	57.00
TW B (TAXIWAY B)	207	01/01/2004	AAC	TAXIWAY	P	0	8,950.00	08/15/2013	9	64.00
TW B (TAXIWAY B)	210	01/01/2004	AAC	TAXIWAY	P	0	15,740.00	08/15/2013	9	65.00
TW B (TAXIWAY B)	215	01/01/1997	AAC	TAXIWAY	P	0	4,530.00	08/15/2013	16	64.00
TW C (TAXIWAY C)	305	01/01/2004	AAC	TAXIWAY	P	0	32,050.00	08/15/2013	9	69.00
TW D (TAXIWAY D)	405	01/01/1978	AC	TAXIWAY	P	0	29,308.00	08/15/2013	35	49.00
TW D (TAXIWAY D)	410	01/01/1978	AC	TAXIWAY	P	0	67,040.00	08/15/2013	35	47.00
TW D (TAXIWAY D)	415	01/01/1997	AAC	TAXIWAY	P	0	2,160.00	08/15/2013	16	64.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4110	01/01/2005	AC	APRON	T	0	129,525.00	06/18/2013	8	51.00
AP N (NORTH APRON)	4115	01/01/1980	AC	APRON	P	0	7,085.00	06/18/2013	33	55.00
AP N (NORTH APRON)	4120	01/01/2005	AC	APRON	P	0	19,645.00	06/18/2013	8	34.00
AP N (NORTH APRON)	4135	01/01/1997	AC	APRON	P	0	10,360.00	06/18/2013	16	32.00
AP N (NORTH APRON)	4180	01/01/2005	PCC	APRON	P	0	2,812.50	06/18/2013	8	89.00
AP NW HANG (APRON NW HANGAR)	4205	03/01/2011	AC	APRON	P	0	24,659.00	03/01/2011	0	100.00
AP T-HANG (APRON T-HANG)	4305	01/01/2005	AC	APRON	P	0	68,460.00	06/18/2013	8	75.00
AP T-HANG (APRON T-HANG)	4310	01/01/2005	AC	APRON	P	0	30,550.00	06/18/2013	8	75.00
NW AP (NORTHWEST APRON)	4160	01/01/1989	AAC	APRON	P	0	32,555.00	06/18/2013	24	20.00
RW 14-32 (RUNWAY 14-32)	6105	01/01/2005	AC	RUNWAY	P	0	394,125.00	06/18/2013	8	91.00
TW A (TAXIWAY A)	105	01/01/2005	AC	TAXIWAY	P	0	157,605.00	06/18/2013	8	94.00
TW A (TAXIWAY A)	120	01/01/2005	AC	TAXIWAY	P	0	8,225.00	06/18/2013	8	91.00
TW A (TAXIWAY A)	405	01/01/2005	AC	TAXIWAY	P	0	33,090.00	06/18/2013	8	95.00
TW A1 (TAXIWAY A1)	305	01/01/2005	AC	TAXIWAY	P	0	9,140.00	06/18/2013	8	95.00
TW A2 (TAXIWAY A2)	205	01/01/2005	AC	TAXIWAY	P	0	8,520.00	06/18/2013	8	92.00
TW A3 (TAXIWAY A3)	110	01/01/2005	AC	TAXIWAY	P	0	9,140.00	06/18/2013	8	90.00
TW A4 (TAXIWAY A4)	115	01/01/2005	AC	TAXIWAY	P	0	9,140.00	06/18/2013	8	91.00
TW B (TAXIWAY B)	810	03/01/2011	AC	TAXIWAY	P	0	7,418.83	03/01/2011	0	100.00
TW B1 (TAXIWAY B1)	805	03/01/2011	AC	TAXIWAY	P	0	7,613.00	03/01/2011	0	100.00
TW NW AP (TAXIWAY TO NW AP)	605	01/01/1975	AC	TAXIWAY	P	0	9,425.00	06/18/2013	38	20.00
TW SE NR (SOUTH EAST TAXIWAY TO NORTH RAMP)	705	01/01/2005	AC	TAXIWAY	P	0	16,420.00	06/18/2013	8	54.00
TW TO HANG (TAXIWAY TO HANGARS)	505	01/01/1980	AC	TAXIWAY	P	0	4,481.00	06/18/2013	33	29.00
TW TO HANG (TAXIWAY TO HANGARS)	510	01/01/2005	AC	TAXIWAY	P	0	7,381.00	06/18/2013	8	71.00
TW TO RW (TAXIWAY TO RUNWAY)	905	01/01/1989	AAC	TAXIWAY	P	0	10,000.00	06/18/2013	24	40.00
TW TO RW (TAXIWAY TO RUNWAY)	910	01/01/2005	AC	TAXIWAY	P	0	9,707.00	06/18/2013	8	89.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.34**	**6,888,042.71**	**111**	**98.79**	**4.52**	**99.13**
03-05	**4.21**	**5,333,897.51**	**96**	**86.68**	**9.84**	**88.26**
06-10	**8.32**	**16,859,149.05**	**165**	**78.36**	**10.36**	**79.08**
11-15	**13.85**	**8,298,948.65**	**123**	**65.80**	**18.16**	**67.73**
16-20	**17.03**	**5,573,266.42**	**91**	**64.91**	**15.32**	**63.79**
21-25	**22.93**	**3,209,875.04**	**59**	**59.10**	**14.53**	**58.91**
26-30	**27.72**	**1,249,834.72**	**32**	**51.38**	**20.82**	**54.44**
31-35	**33.20**	**2,913,859.36**	**25**	**50.52**	**15.69**	**55.91**
36-40	**37.85**	**2,060,132.49**	**20**	**50.30**	**18.77**	**51.25**
over 40	**63.51**	**6,237,506.75**	**88**	**38.40**	**19.09**	**33.94**
All	**17.88**	**58,624,512.71**	**810**	**70.36**	**22.74**	**70.65**

APPENDIX C

- DISTRICT AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBITS



NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

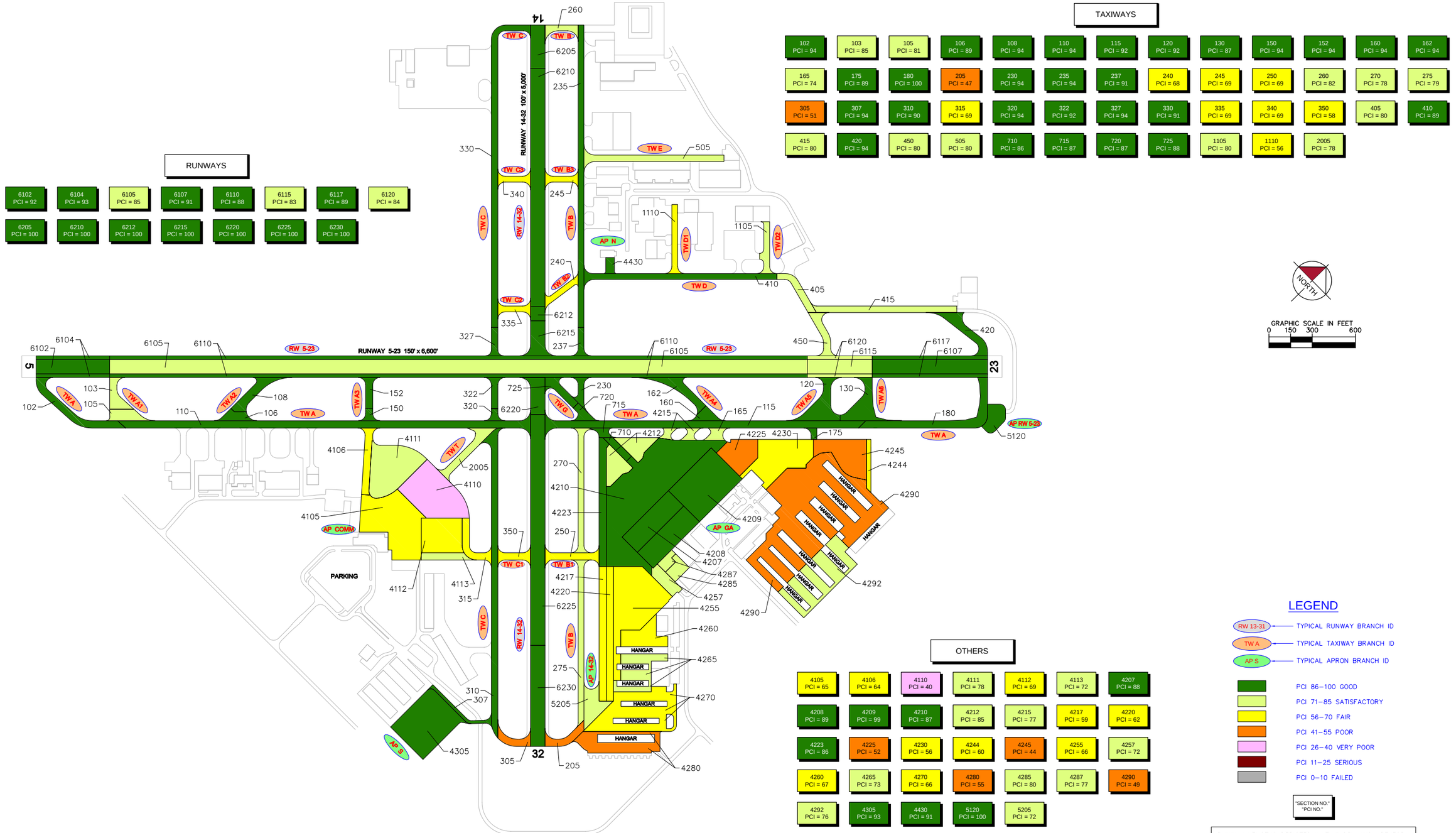
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: 2IS

FDOT DISTRICT: 1



RUNWAYS

6102 PCI = 92	6104 PCI = 93	6105 PCI = 85	6107 PCI = 91	6110 PCI = 88	6115 PCI = 83	6117 PCI = 89	6120 PCI = 84
6205 PCI = 100	6210 PCI = 100	6212 PCI = 100	6215 PCI = 100	6220 PCI = 100	6225 PCI = 100	6230 PCI = 100	

TAXIWAYS

102 PCI = 94	103 PCI = 85	105 PCI = 81	106 PCI = 89	108 PCI = 94	110 PCI = 94	115 PCI = 92	120 PCI = 92	130 PCI = 87	150 PCI = 94	152 PCI = 94	160 PCI = 94	162 PCI = 94
165 PCI = 74	175 PCI = 89	180 PCI = 100	205 PCI = 47	230 PCI = 94	235 PCI = 94	237 PCI = 91	240 PCI = 68	245 PCI = 69	250 PCI = 69	260 PCI = 82	270 PCI = 78	275 PCI = 79
305 PCI = 51	307 PCI = 94	310 PCI = 90	315 PCI = 69	320 PCI = 94	322 PCI = 92	327 PCI = 94	330 PCI = 91	335 PCI = 69	340 PCI = 69	350 PCI = 58	405 PCI = 80	410 PCI = 89
415 PCI = 80	420 PCI = 94	450 PCI = 80	505 PCI = 80	710 PCI = 86	715 PCI = 87	720 PCI = 87	725 PCI = 88	1105 PCI = 80	1110 PCI = 56	2005 PCI = 78		

OTHERS

4105 PCI = 65	4106 PCI = 64	4110 PCI = 40	4111 PCI = 78	4112 PCI = 69	4113 PCI = 72	4207 PCI = 88
4208 PCI = 89	4209 PCI = 99	4210 PCI = 87	4212 PCI = 85	4215 PCI = 77	4217 PCI = 59	4220 PCI = 62
4223 PCI = 86	4225 PCI = 52	4230 PCI = 56	4244 PCI = 60	4245 PCI = 44	4255 PCI = 66	4257 PCI = 72
4260 PCI = 67	4265 PCI = 73	4270 PCI = 66	4280 PCI = 55	4285 PCI = 80	4287 PCI = 77	4290 PCI = 49
4292 PCI = 76	4305 PCI = 93	4430 PCI = 91	5120 PCI = 100	5205 PCI = 72		

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

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

K:\APB_Aviation\14217002\CADD\PLANSHEETS\APF – NAPLES MUNICIPAL AIRPORT\EXHIBITS\5SD-APF-CONDITION.dwg PLOTTED: May 6, 2015 – 7:56 PM, BY: Rod, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

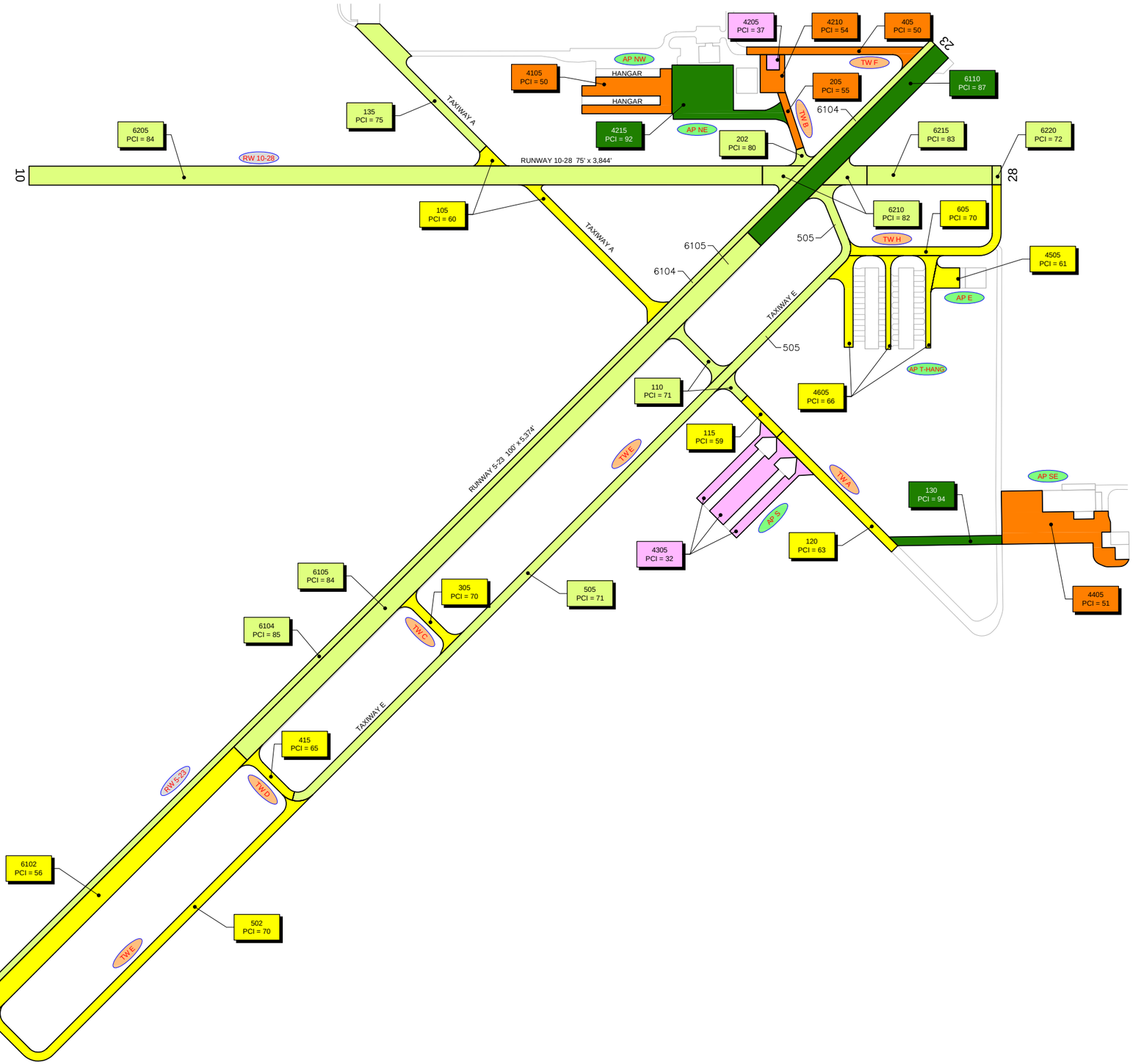
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

NAPLES MUNICIPAL AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: APF

FDOT DISTRICT: 1



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: 2013

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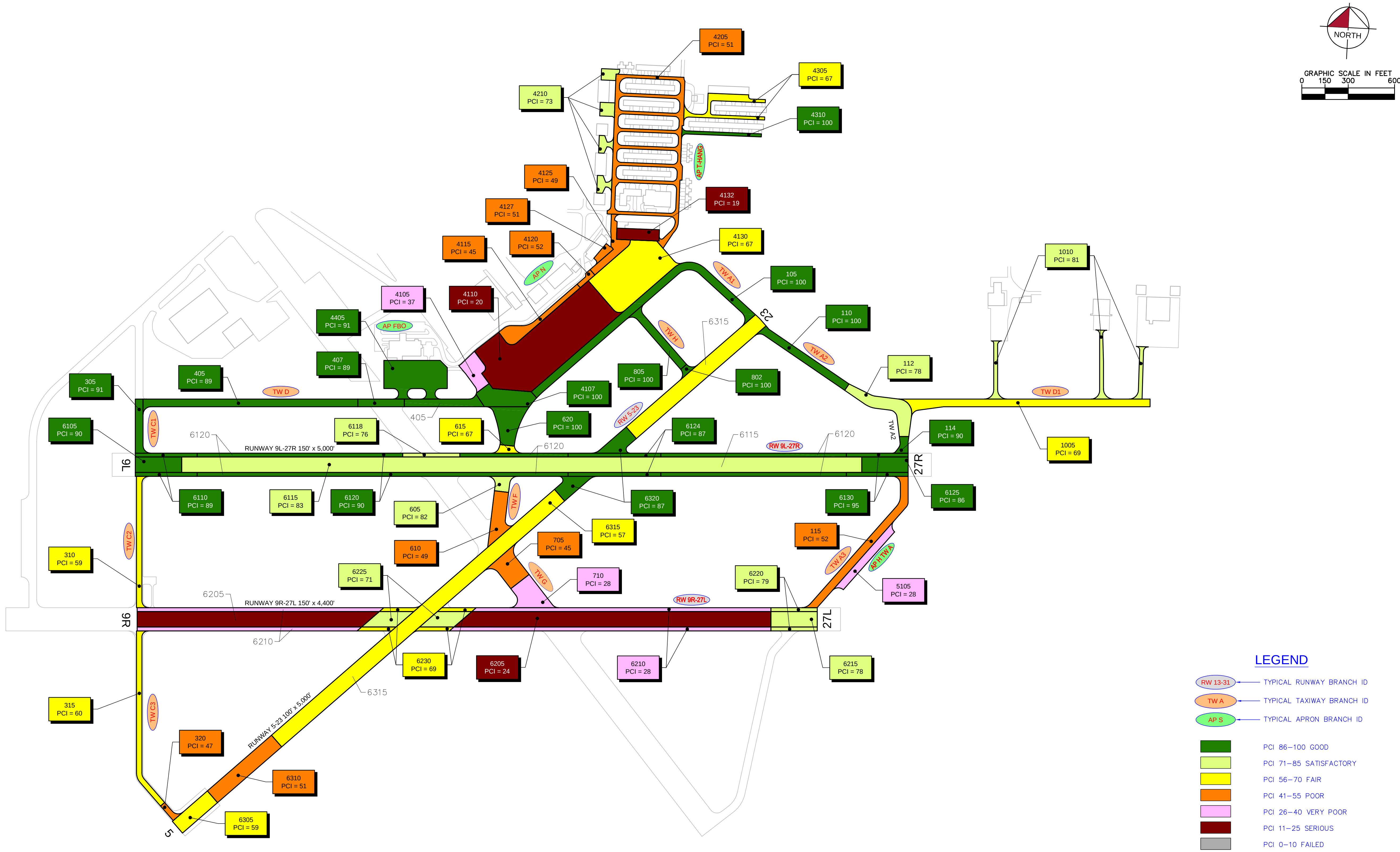
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

AVON PARK EXECUTIVE AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: AVO
FDOT DISTRICT: 1



LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
(dark green)	PCI 86–100 GOOD
(light green)	PCI 71–85 SATISFACTORY
(yellow)	PCI 56–70 FAIR
(orange)	PCI 41–55 POOR
(pink)	PCI 26–40 VERY POOR
(dark red)	PCI 11–25 SERIOUS
(grey)	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: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

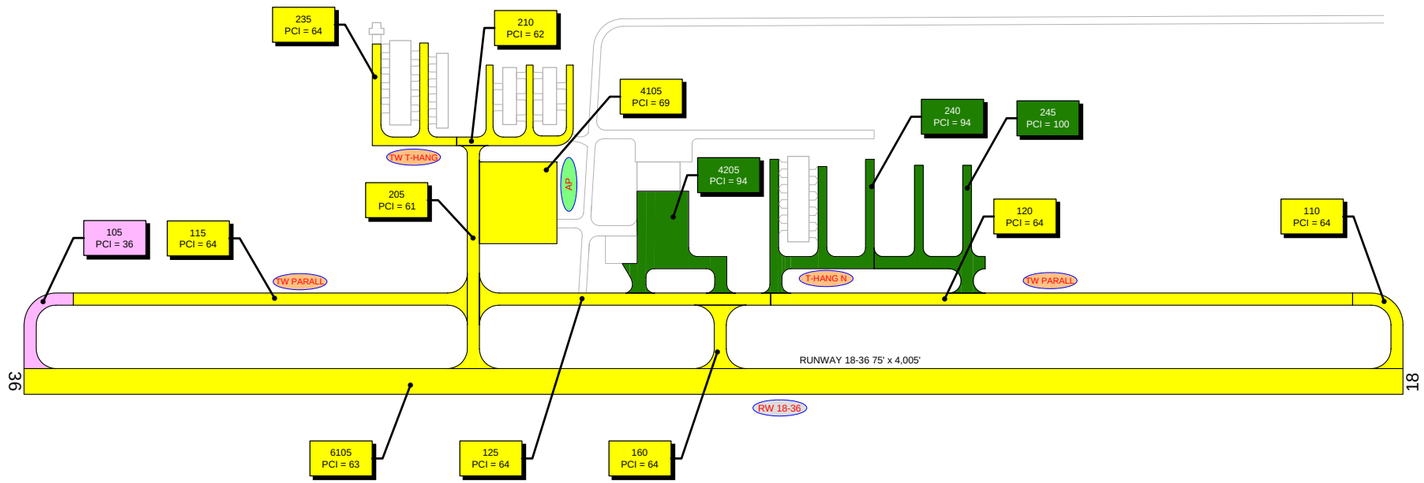
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BOW
FDOT DISTRICT: 1



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

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:	2013

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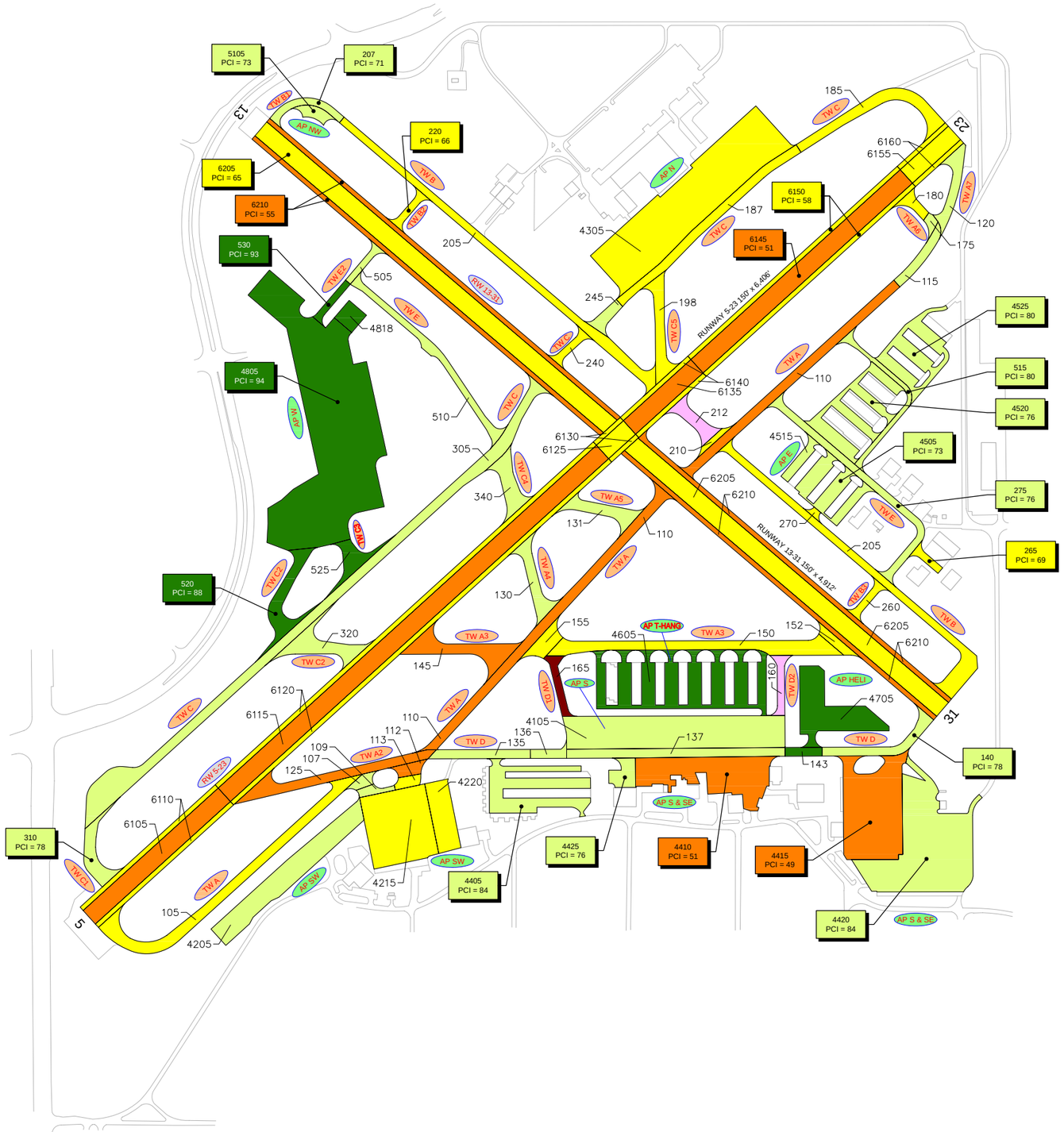
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

WAUCHULA MUNICIPAL AIRPORT
HARDEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
CHN
FDOT DISTRICT
1



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

RUNWAYS

6105 PCI = 50	6110 PCI = 57	6115 PCI = 50	6120 PCI = 62	6125 PCI = 58	6130 PCI = 57	6135 PCI = 53	6140 PCI = 66	6155 PCI = 59	6160 PCI = 64

TAXIWAYS

105 PCI = 70	107 PCI = 74	109 PCI = 74	110 PCI = 51	112 PCI = 47	113 PCI = 62	115 PCI = 72	120 PCI = 75	125 PCI = 55	130 PCI = 80
131 PCI = 80	135 PCI = 73	136 PCI = 77	137 PCI = 75	143 PCI = 89	145 PCI = 45	150 PCI = 64	152 PCI = 62	155 PCI = 65	160 PCI = 32
165 PCI = 15	175 PCI = 77	180 PCI = 68	185 PCI = 65	187 PCI = 57	198 PCI = 57	205 PCI = 67	210 PCI = 65	212 PCI = 34	240 PCI = 68
245 PCI = 72	260 PCI = 68	270 PCI = 69	305 PCI = 85	320 PCI = 80	340 PCI = 80	505 PCI = 74	510 PCI = 78	525 PCI = 91	

OTHERS

4105 PCI = 74	4205 PCI = 77	4215 PCI = 56	4220 PCI = 59	4305 PCI = 64	4515 PCI = 72	4605 PCI = 87	4705 PCI = 93	4818 PCI = 96

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

K:\APB_Aviation\14279022\CADD\PLANSHEETS\FMY – PAGE FIELD\EXHIBITS\03-FMY-CONDITION.dwg PLOTTED: May 28, 2015 – 8:28 PM, BY: Steve, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

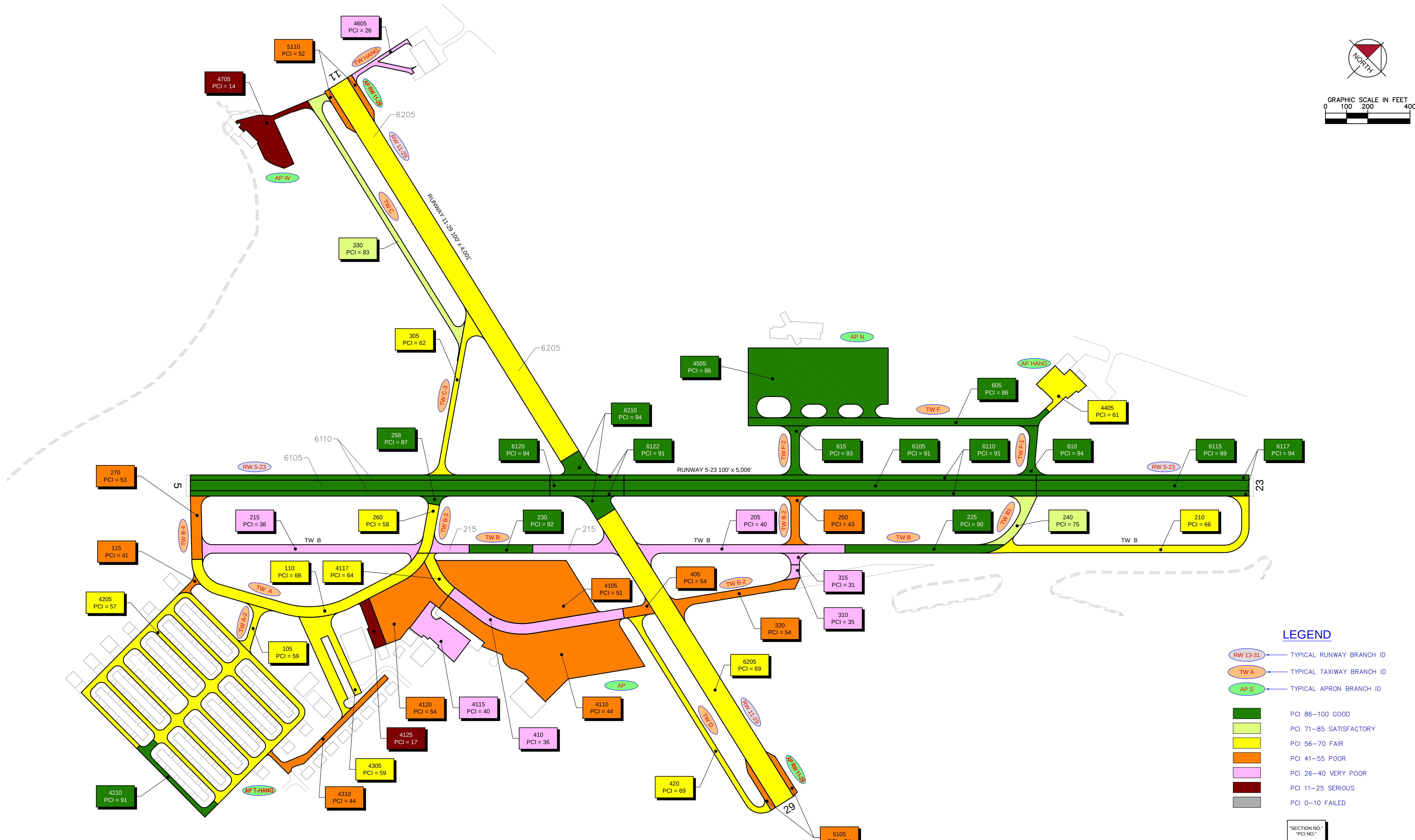
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PAGE FIELD
LEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FMY
FDOT DISTRICT: 1



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:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

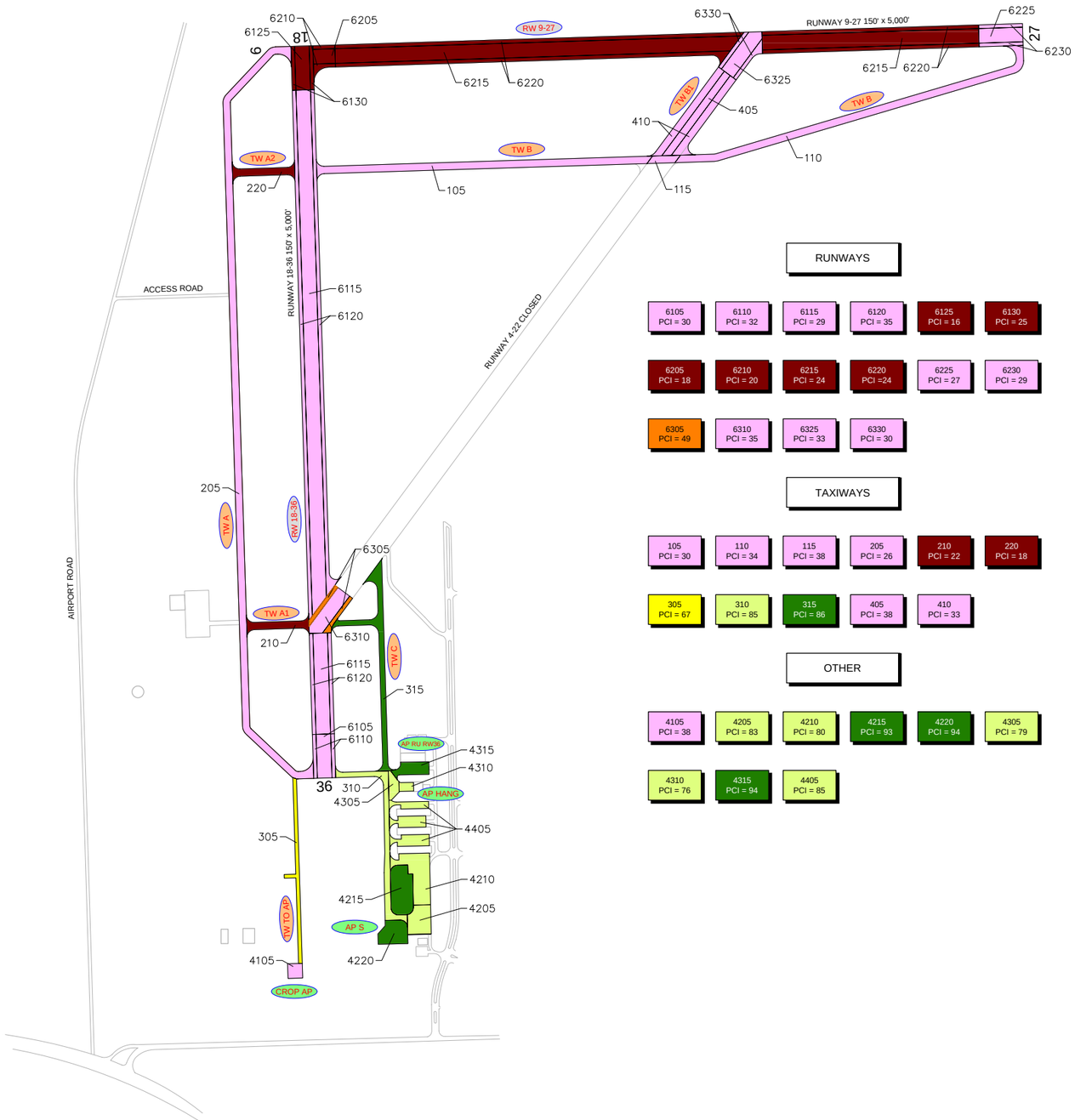
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

WINTER HAVEN'S GILBERT AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
GIF
FDOT DISTRICT
1



NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

RUNWAYS

6105 PCI = 30	6110 PCI = 32	6115 PCI = 29	6120 PCI = 35	6125 PCI = 16	6130 PCI = 25
6205 PCI = 18	6210 PCI = 20	6215 PCI = 24	6220 PCI =24	6225 PCI = 27	6230 PCI = 29
6305 PCI = 49	6310 PCI = 35	6325 PCI = 33	6330 PCI = 30		

TAXIWAYS

105 PCI = 30	110 PCI = 34	115 PCI = 38	205 PCI = 26	210 PCI = 22	220 PCI = 18
305 PCI = 67	310 PCI = 85	315 PCI = 86	405 PCI = 38	410 PCI = 33	

OTHER

4105 PCI = 38	4205 PCI = 83	4210 PCI = 80	4215 PCI = 93	4220 PCI = 94	4305 PCI = 79
4310 PCI = 76	4315 PCI = 94	4405 PCI = 85			

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:	2013

K:\DFB_Aviation\AIRPORTS\IMM — IMMOKALEE REGIONAL AIRPORT\EXHIBITS\IMM-5BR-CONDITION.dwg PLOTTED: May 14, 2015 – 7:12 PM, BY: Erica Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

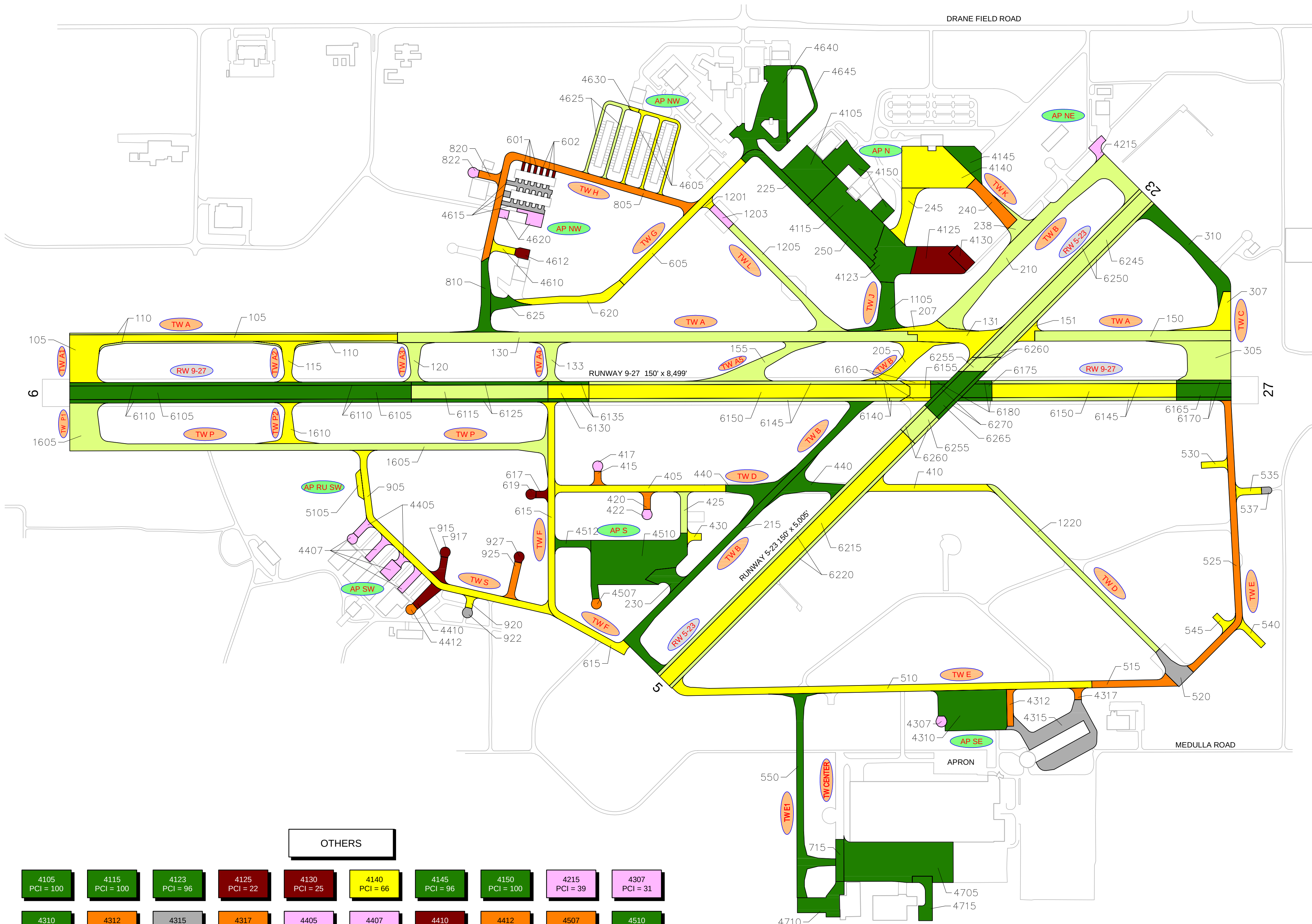
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

IMMOKALEE REGIONAL AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: IMM
FDOT DISTRICT: 1



RUNWAYS

6105 PCI = 100	6110 PCI = 100	6115 PCI = 72	6125 PCI = 86	6130 PCI = 70	6135 PCI = 86	6140 PCI = 77	6145 PCI = 80
6150 PCI = 69	6155 PCI = 69	6160 PCI = 67	6165 PCI = 100	6170 PCI = 100	6175 PCI = 100	6180 PCI = 100	6215 PCI = 69
6220 PCI = 73	6245 PCI = 72	6250 PCI = 71	6255 PCI = 72	6260 PCI = 75	6265 PCI = 100	6270 PCI = 100	

TAXIWAYS

105 PCI = 68	110 PCI = 73	115 PCI = 65	120 PCI = 72	130 PCI = 74	131 PCI = 70	133 PCI = 82	150 PCI = 71
151 PCI = 70	155 PCI = 71	205 PCI = 70	207 PCI = 60	210 PCI = 75	215 PCI = 100	225 PCI = 100	230 PCI = 100
238 PCI = 80	240 PCI = 55	245 PCI = 62	250 PCI = 100	305 PCI = 71	307 PCI = 67	310 PCI = 90	405 PCI = 59
410 PCI = 68	415 PCI = 42	417 PCI = 26	420 PCI = 55	422 PCI = 33	425 PCI = 71	430 PCI = 68	440 PCI = 100
510 PCI = 67	515 PCI = 49	520 PCI = 6	525 PCI = 48	530 PCI = 64	535 PCI = 69	537 PCI = 7	540 PCI = 62
545 PCI = 63	550 PCI = 100	601 PCI = 12	602 PCI = 12	605 PCI = 56	615 PCI = 58	617 PCI = 16	619 PCI = 24
620 PCI = 67	625 PCI = 100	715 PCI = 100	805 PCI = 53	810 PCI = 100	820 PCI = 51	822 PCI = 33	905 PCI = 58
915 PCI = 17	917 PCI = 11	920 PCI = 57	922 PCI = 9	925 PCI = 41	927 PCI = 19	1105 PCI = 96	1201 PCI = 69
1203 PCI = 31	1205 PCI = 72	1220 PCI = 72	1605 PCI = 73	1610 PCI = 70			

OTHERS

4105 PCI = 100	4115 PCI = 100	4123 PCI = 96	4125 PCI = 22	4130 PCI = 25	4140 PCI = 66	4145 PCI = 96	4150 PCI = 100	4215 PCI = 39	4307 PCI = 31
4310 PCI = 88	4312 PCI = 51	4315 PCI = 8	4317 PCI = 46	4405 PCI = 40	4407 PCI = 32	4410 PCI = 13	4412 PCI = 52	4507 PCI = 47	4510 PCI = 100
4512 PCI = 100	4605 PCI = 69	4610 PCI = 64	4612 PCI = 13	4615 PCI = 0	4620 PCI = 36	4625 PCI = 72	4630 PCI = 70	4640 PCI = 100	4645 PCI = 100
4705 PCI = 100	4710 PCI = 100	4715 PCI = 100	5105 PCI = 59						

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

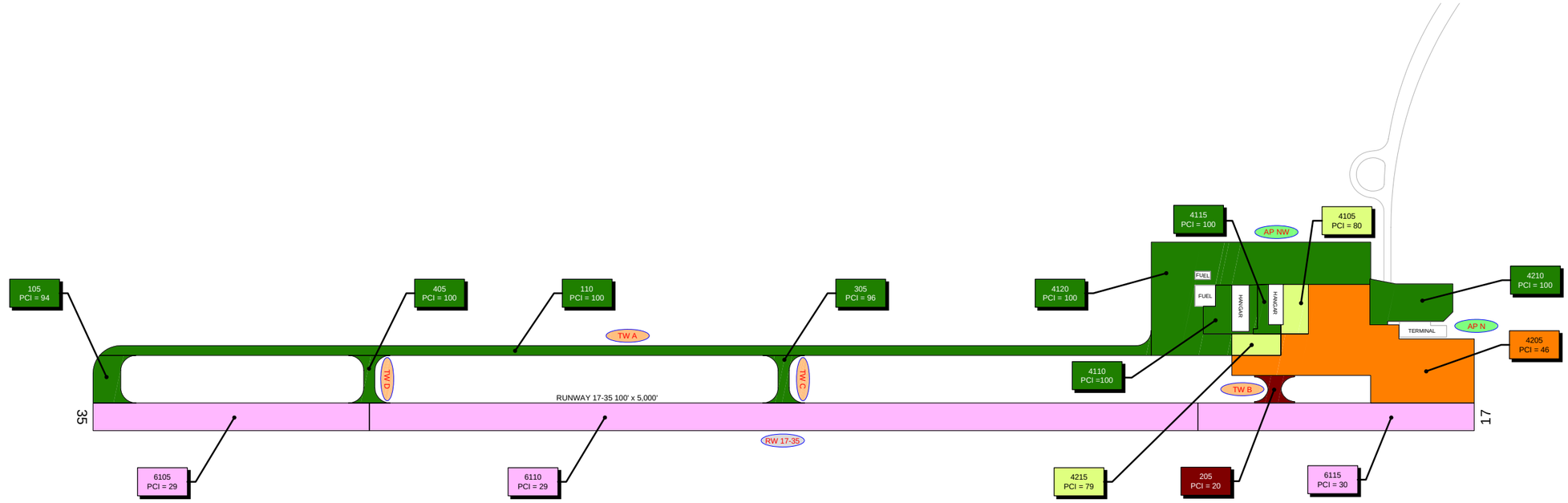
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

LAKELAND LINDER REGIONAL AIRPORT
POLK COUNTY, FLROIDA

FLORIDA DEPARTMENT OF TRANSPORTATION · AVIATION AND SPACEPORT OFFICE

IDENTIFIER LAL

FDOT DISTRICT 1



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."

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NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\APB_Aviation\14278922\CADD\PLANSHEETS\MKY – MARCO ISLAND EXECUTIVE AIRPORT\EXHIBITS\03-MKY-CONDITION.dwg PLOTTED: May 28, 2015 – 8:31 PM, BY: Rieva, Art

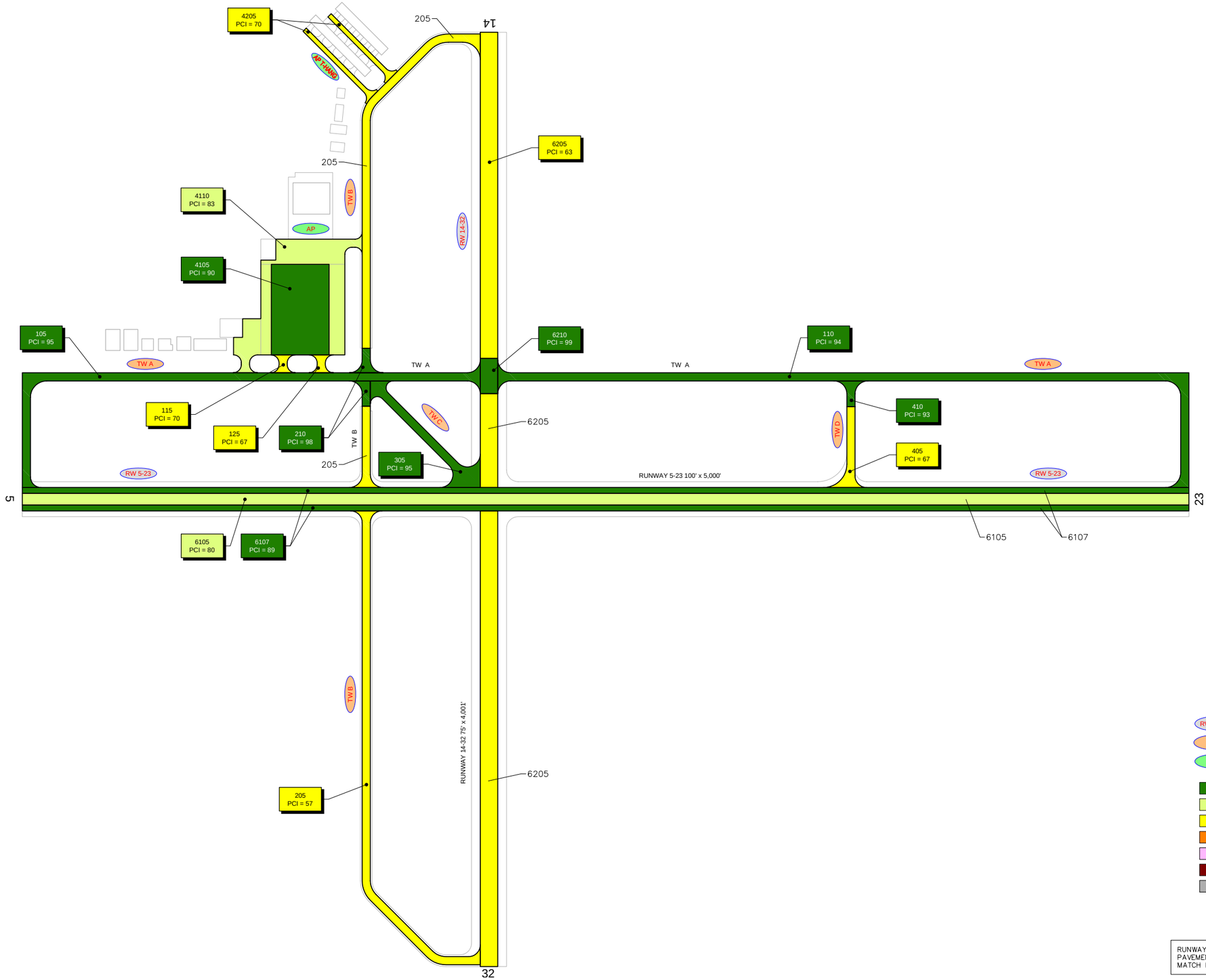
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MARCO ISLAND EXECUTIVE AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MKY
FDOT DISTRICT: 1



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

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:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

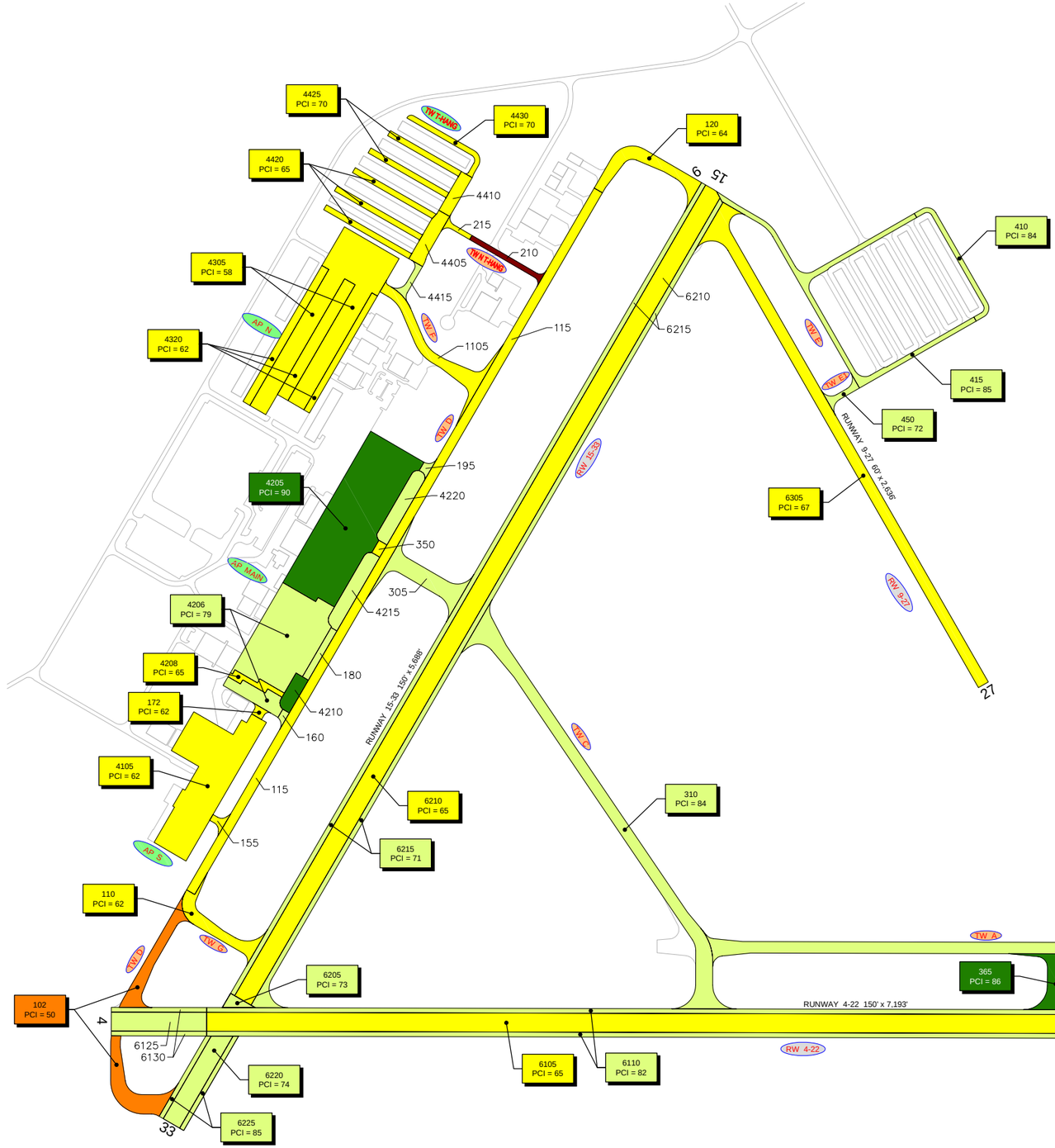
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OBE
FDOT DISTRICT: 1



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

RUNWAYS

6125 PCI = 80	6130 PCI = 84

TAXIWAYS

115 PCI = 59	155 PCI = 67	160 PCI = 80	180 PCI = 83	195 PCI = 75	210 PCI = 21
215 PCI = 70	305 PCI = 82	350 PCI = 66	1105 PCI = 69		

OTHERS

4210 PCI = 90	4215 PCI = 78	4220 PCI = 82	4405 PCI = 70	4410 PCI = 63	4415 PCI = 85

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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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

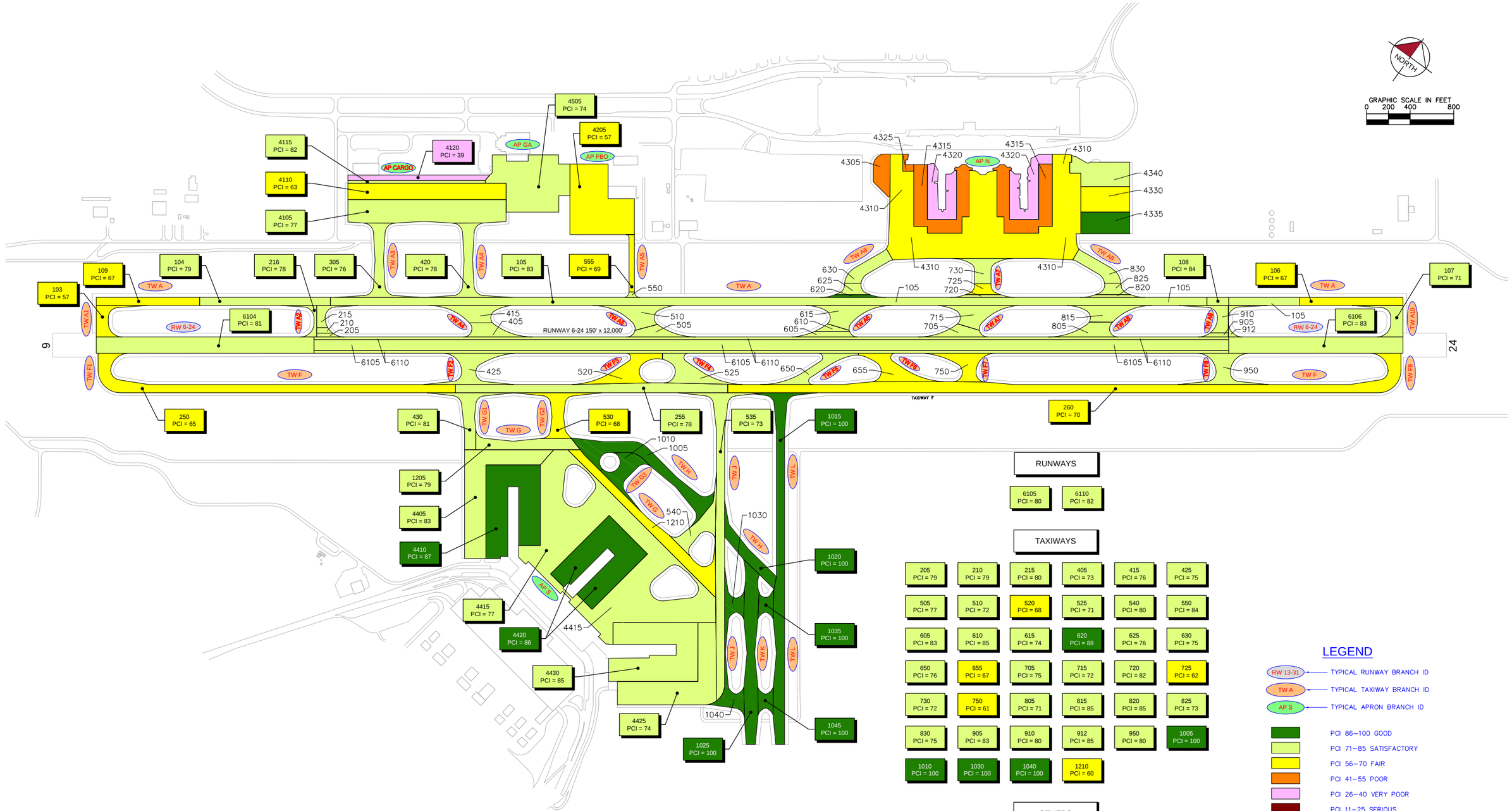
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD
FDOT DISTRICT: 1



RUNWAYS

6105 PCI = 80	6110 PCI = 82

TAXIWAYS

205 PCI = 79	210 PCI = 79	215 PCI = 80	405 PCI = 73	415 PCI = 76	425 PCI = 75
505 PCI = 77	510 PCI = 72	520 PCI = 68	525 PCI = 71	540 PCI = 80	550 PCI = 84
605 PCI = 83	610 PCI = 85	615 PCI = 74	620 PCI = 88	625 PCI = 76	630 PCI = 75
650 PCI = 76	655 PCI = 67	705 PCI = 75	715 PCI = 72	720 PCI = 82	725 PCI = 62
730 PCI = 72	750 PCI = 61	805 PCI = 71	815 PCI = 85	820 PCI = 85	825 PCI = 73
830 PCI = 75	905 PCI = 83	910 PCI = 80	912 PCI = 85	950 PCI = 80	1005 PCI = 100
1010 PCI = 100	1030 PCI = 100	1040 PCI = 100	1210 PCI = 60		

OTHERS

4305 PCI = 50	4310 PCI = 68	4315 PCI = 54	4320 PCI = 29	4325 PCI = 48	4330 PCI = 69
4335 PCI = 89	4340 PCI = 73				

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."

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NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

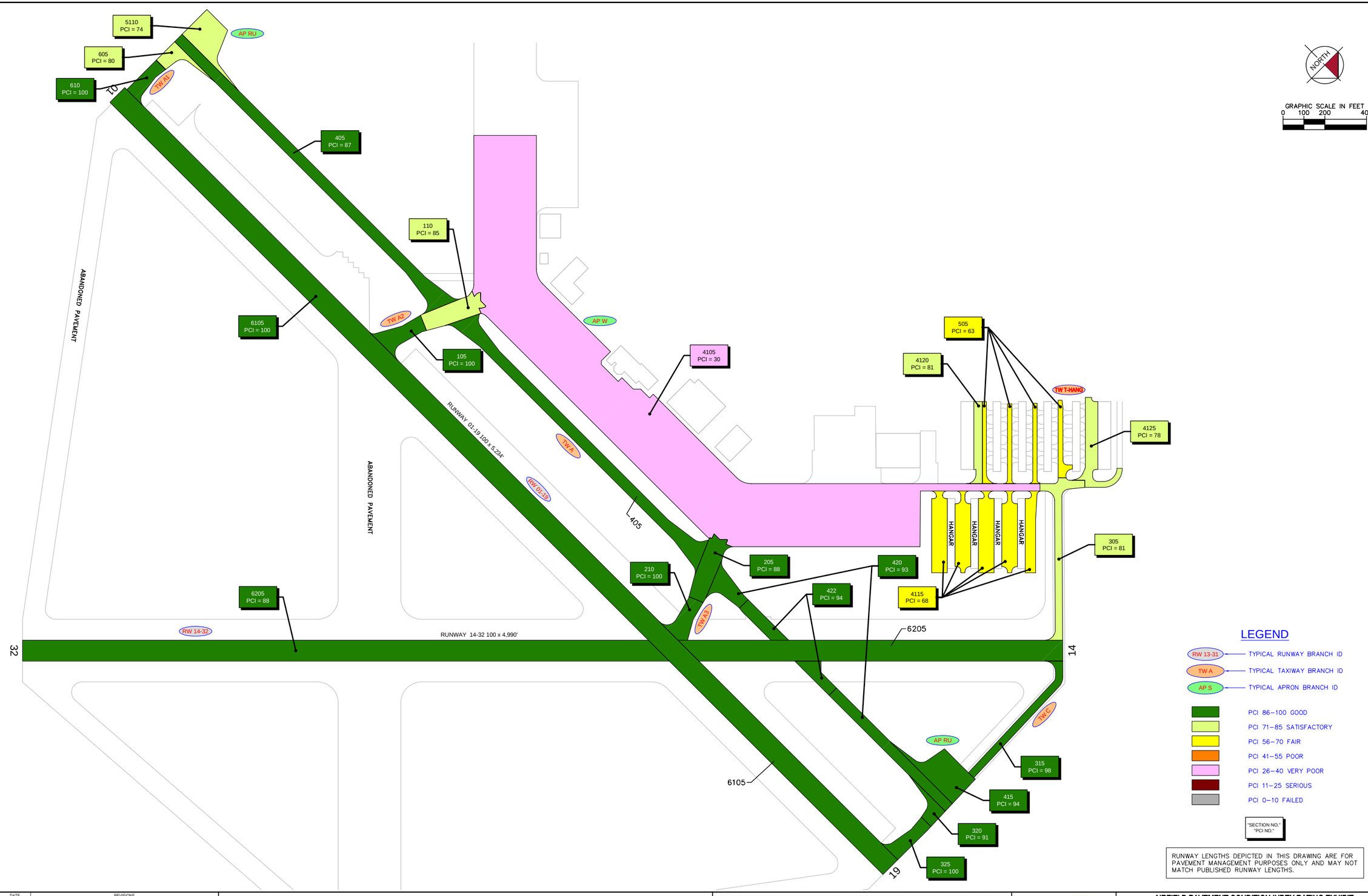
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

LEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: RSW

FDOT DISTRICT: 1



NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

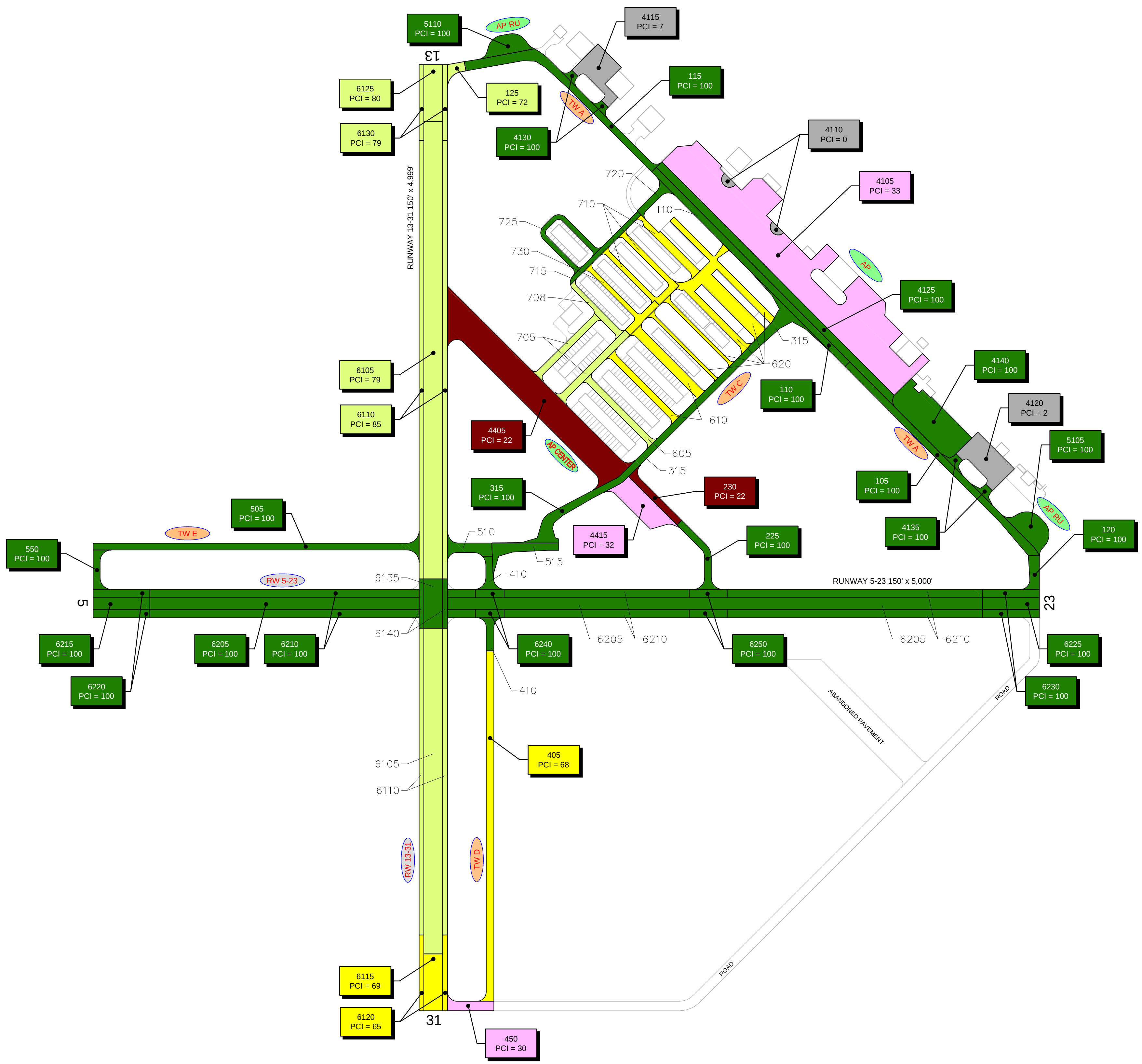
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF
FDOT DISTRICT: 1



NORTH

GRAPHIC SCALE IN FEET

0 150 300 600

RUNWAYS	
6135 PCI = 100	6140 PCI = 100

TAXIWAYS				
410 PCI = 100	510 PCI = 100	515 PCI = 100	605 PCI = 72	610 PCI = 70
620 PCI = 59	705 PCI = 81	708 PCI = 76	710 PCI = 60	715 PCI = 100
720 PCI = 100	725 PCI = 100	730 PCI = 64		

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
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- 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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

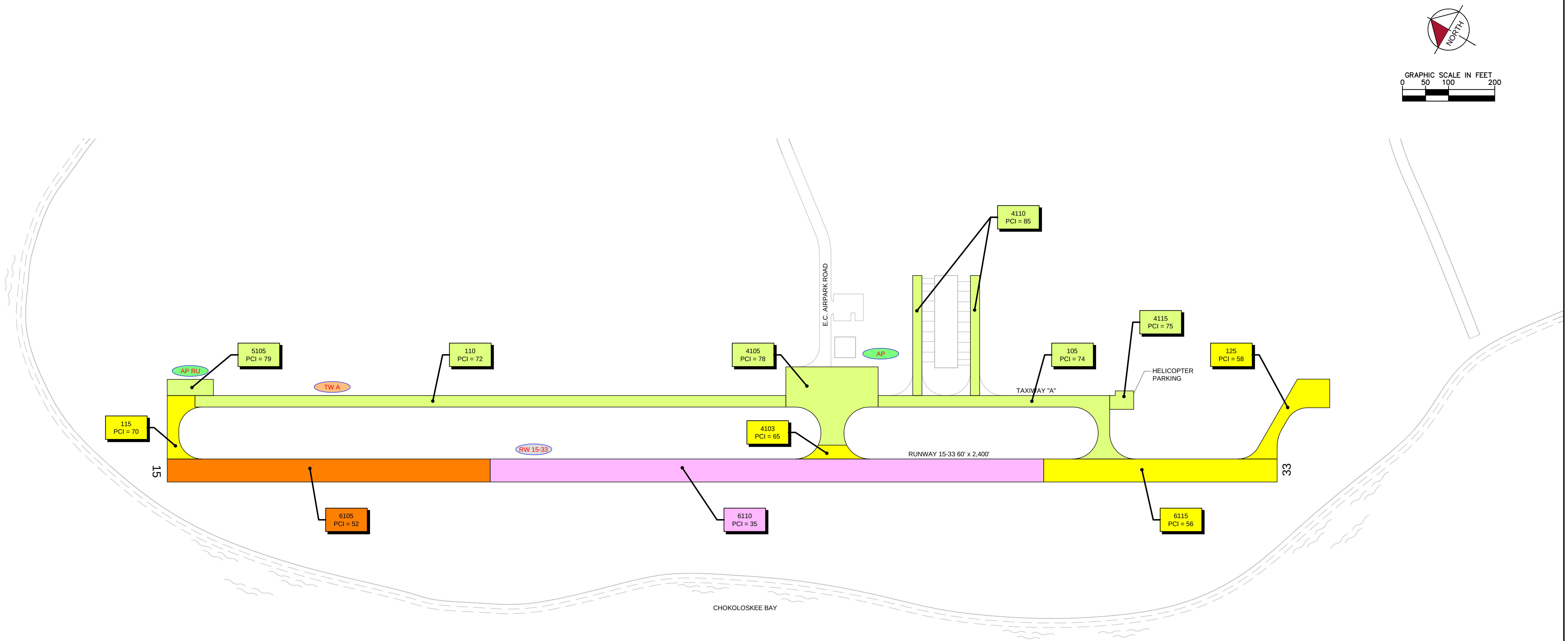
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

VENICE MUNICIPAL AIRPORT
SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VNC

FDOT DISTRICT: 1



LEGEND

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- AP S — TYPICAL APRON BRANCH ID

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"PCI NO."

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NUMBER	DATE	REVISIONS					
DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\WPB_Aviation\142179022\CADD\PLANSHEETS\X01 – EVERGLADES AIRPARK\EXHIBITS\003-X01-CONDITION.dwg PLOTTED: May 15, 2015 – 10:01 AM, BY: Borus, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

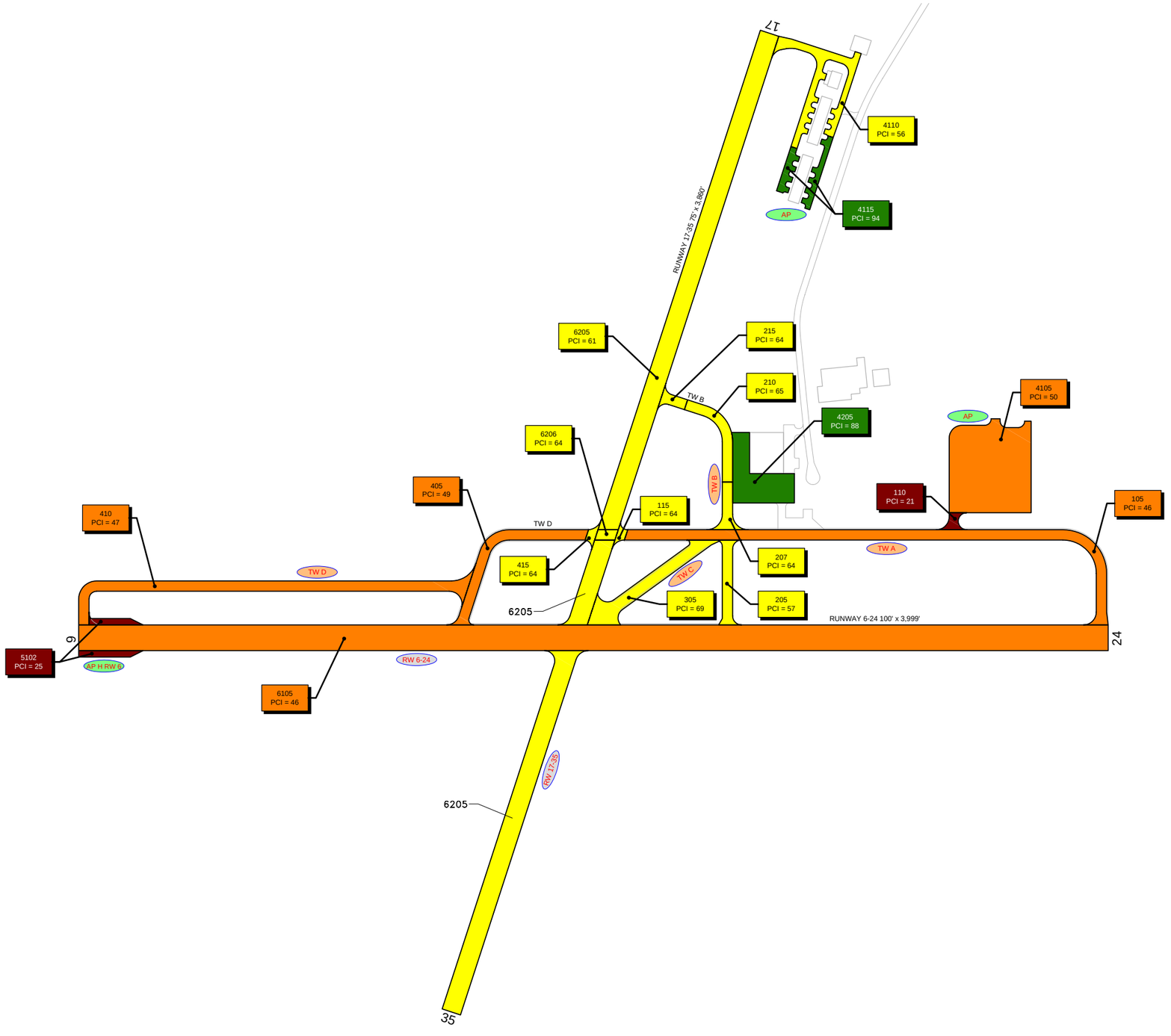
FDOT

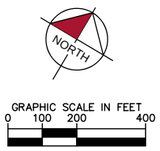
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

EVERGLADES AIRPARK
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
X01
FDOT DISTRICT
1





LEGEND

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

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- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

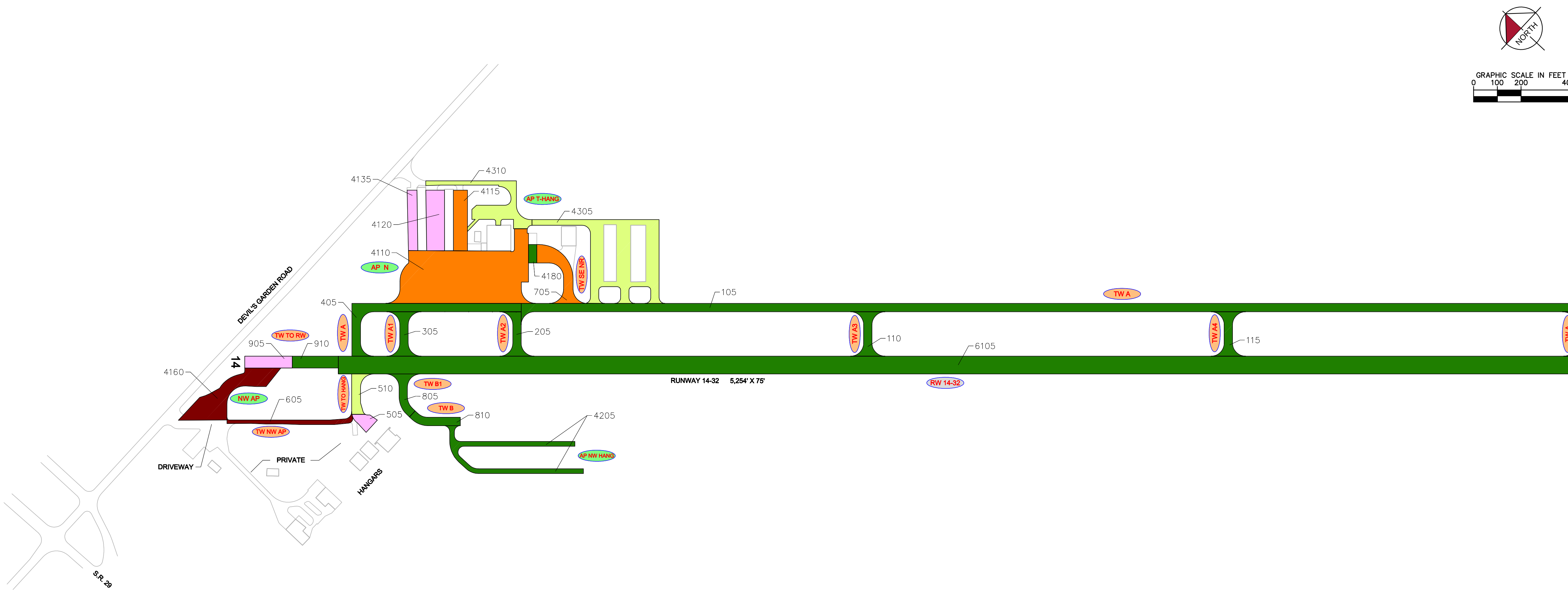
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

LAKE WALES MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X07

FDOT DISTRICT: 1



RUNWAY
6105 PCI = 91

TAXIWAY				
105 PCI = 94	110 PCI = 90	115 PCI = 91	120 PCI = 91	205 PCI = 92
305 PCI = 95	405 PCI = 95	505 PCI = 29	510 PCI = 71	605 PCI = 20
705 PCI = 54	805 PCI = 100	810 PCI = 100	905 PCI = 40	910 PCI = 89

OTHER					
4110 PCI = 51	4115 PCI = 55	4120 PCI = 34	4135 PCI = 32	4160 PCI = 20	4180 PCI = 89
4205 PCI = 100	4305 PCI = 75	4310 PCI = 75			

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
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- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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NUMBER	DATE	REVISIONS					
DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

LABELLE MUNICIPAL AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X14
FDOT DISTRICT: 1

APPENDIX D

- DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS

2IS – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP E	4505	$ 1,544,160.36	39	Reconstruction	100
2014	AP NW	4405	$ 840,300.20	37	Reconstruction	100
2014	AP S	4305	$ 744,075.18	31	Reconstruction	100
2014	AP HANG	4205	$ 122,040.03	22	Reconstruction	100
2014	AP W	4115	$ 248,756.69	49	Mill and Overlay	100
2014	AP W	4105	$ 1,358,700.32	35	Reconstruction	100
2014	TW E AP	710	$ 157,599.99	63	Mill and Overlay	100
2014	TW S AP	505	$ 125,250.03	31	Reconstruction	100
2014	TW HANG	407	$ 50,750.00	58	Mill and Overlay	100
2014	TW HANG	405	$ 473,550.11	17	Reconstruction	100
2014	TW W AP	305	$ 64,125.02	27	Reconstruction	100
2014	TW A2	215	$ 722,011.33	41	Mill and Overlay	100
2014	TW A2	210	$ 353,799.98	61	Mill and Overlay	100
2014	TW A	125	$ 1,056,099.95	64	Mill and Overlay	100
2016	AP W	4110	$ 155,103.57	64	PCC Restoration	100
2018	TW S	605	$ 506,647.77	65	Mill and Overlay	100
2023	TW A	103	$ 989,278.98	64	Mill and Overlay	100
		Total =	$ 9,512,249.51			

* Costs are adjusted for inflation at 3%

APF – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP COMMERC	4105	$ 2,603,883.00	64	Mill and Overlay	100
2015	AP COMMERC	4106	$ 444,754.00	63	Mill and Overlay	100
2015	AP COMMERC	4110	$ 2,697,521.00	39	Reconstruction	100
2015	AP GA	4217	$ 840,600.00	58	Mill and Overlay	100
2015	AP GA	4220	$ 840,600.00	61	Mill and Overlay	100
2015	AP GA	4225	$ 857,619.00	51	Mill and Overlay	100
2015	AP GA	4230	$ 1,753,307.00	55	Mill and Overlay	100
2015	AP GA	4244	$ 197,154.00	59	Mill and Overlay	100
2015	AP GA	4245	$ 1,454,315.00	43	Mill and Overlay	100
2015	AP GA	4270	$ 2,156,490.00	65	Mill and Overlay	100
2015	AP GA	4280	$ 1,075,762.00	54	Mill and Overlay	100
2015	AP GA	4290	$ 6,583,373.00	48	Mill and Overlay	100
2015	TW B	205	$ 337,541.00	46	Mill and Overlay	100
2015	TW C	305	$ 256,726.00	50	Mill and Overlay	100
2015	TW C-1	350	$ 247,434.00	57	Mill and Overlay	100
2015	TW D-1	1110	$ 364,194.00	55	Mill and Overlay	100
2016	AP GA	4255	$ 2,739,380.00	65	Mill and Overlay	100
2016	AP GA	4260	$ 754,045.00	64	Mill and Overlay	100
2017	AP COMMERC	4112	$ 1,301,157.00	65	Mill and Overlay	100
2018	TW B-2	240	$ 246,931.00	65	Mill and Overlay	100
2018	TW C	315	$ 424,617.00	64	Mill and Overlay	100
2019	AP COMMERC	4113	$ 325,749.00	64	Mill and Overlay	100
2019	AP GA	4257	$ 409,153.00	64	Mill and Overlay	100
2019	AP RW14-32	5205	$ 615,846.00	64	Mill and Overlay	100
2019	TW B-1	250	$ 429,131.00	65	Mill and Overlay	100
2019	TW B-3	245	$ 234,426.00	65	Mill and Overlay	100
2019	TW C-2	335	$ 232,400.00	65	Mill and Overlay	100
2019	TW C-3	340	$ 232,400.00	65	Mill and Overlay	100
2020	AP GA	4265	$ 1,019,266.00	64	Mill and Overlay	100
2022	AP GA	4292	$ 2,029,277.00	63	Mill and Overlay	100
2023	AP COMMERC	4111	$ 2,303,273.00	64	Mill and Overlay	100
2023	TW A	165	$ 207,466.00	65	Mill and Overlay	100
2024	RW 5-23	6115	$ 1,056,866.00	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
		Total =	$37,272,656.00			

* Costs are adjusted for inflation at 3%

AVO – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 5-23	6102	$ 1,087,499.95	56	Mill and Overlay	100
2014	AP E	4505	$ 85,140.00	61	Mill and Overlay	100
2014	AP SE	4405	$ 712,429.97	51	Mill and Overlay	100
2014	AP S	4305	$ 857,595.20	32	Reconstruction	100
2014	AP NE	4210	$ 115,659.99	54	Mill and Overlay	100
2014	AP NE	4205	$ 45,000.01	37	Reconstruction	100
2014	AP NW	4105	$ 406,093.51	50	Mill and Overlay	100
2014	TW D	415	$ 91,590.00	65	Mill and Overlay	100
2014	TW F	405	$ 230,162.17	49	Mill and Overlay	100
2014	TW B	205	$ 69,790.00	55	Mill and Overlay	100
2014	TW A	120	$ 224,349.99	63	Mill and Overlay	100
2014	TW A	115	$ 70,000.00	59	Mill and Overlay	100
2014	TW A	105	$ 325,059.98	60	Mill and Overlay	100
2016	AP T-HANG	4605	$ 359,114.63	65	Mill and Overlay	100
2019	RW 10-28	6220	$ 30,430.94	65	Mill and Overlay	100
2021	TW H	605	$ 353,022.98	65	Mill and Overlay	100
2021	TW E	502	$ 752,129.33	65	Mill and Overlay	100
2021	TW C	305	$ 130,723.29	65	Mill and Overlay	100
2022	TW E	505	$ 1,522,100.19	65	Mill and Overlay	100
2022	TW A	110	$ 191,155.60	65	Mill and Overlay	100
		Total =	$ 7,659,047.73			

* Costs are adjusted for inflation at 3%

BOW – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 5-23	6315	$3,536,199.63	56	Mill and Overlay	100
2014	RW 5-23	6310	$549,999.97	50	Mill and Overlay	100
2014	RW 5-23	6305	$299,999.99	59	Mill and Overlay	100
2014	RW 9R-27L	6210	$2,626,767.47	28	Reconstruction	100
2014	RW 9R-27L	6205	$5,253,534.79	24	Reconstruction	100
2014	AP H TW A	5105	$391,095.24	28	Reconstruction	100
2014	AP T-HANG	4205	$1,209,799.94	51	Mill and Overlay	100
2014	AP N	4132	$302,220.07	19	Reconstruction	100
2014	AP N	4127	$63,968.80	51	Mill and Overlay	100
2014	AP N	4125	$249,879.61	49	Mill and Overlay	100
2014	AP N	4120	$45,970.70	52	Mill and Overlay	100
2014	AP N	4115	$384,840.09	44	Mill and Overlay	100
2014	AP N	4110	$4,339,696.48	20	Reconstruction	100
2014	AP N	4105	$371,376.54	36	Reconstruction	100
2014	TW G	710	$516,700.62	27	Reconstruction	100
2014	TW G	705	$429,334.65	44	Mill and Overlay	100
2014	TW F	610	$338,097.82	48	Mill and Overlay	100
2014	TW C3	320	$59,330.90	46	Mill and Overlay	100
2014	TW C3	315	$414,907.98	60	Mill and Overlay	100
2014	TW C2	310	$306,191.39	59	Mill and Overlay	100
2014	TW A3	115	$546,377.27	51	Mill and Overlay	100
2015	AP N	4130	$1,505,011.52	65	PCC Restoration	100
2016	TW F	615	$62,573.36	65	Mill and Overlay	100
2017	RW 9R-27L	6230	$244,659.82	65	Mill and Overlay	100
2017	AP T-HANG	4305	$314,177.90	65	Mill and Overlay	100
2018	RW 9R-27L	6225	$501,058.49	65	Mill and Overlay	100
2018	AP T-HANG	4210	$340,468.09	65	PCC Restoration	100
2019	RW 9L-27R	6125	$347,782.21	63	Mill and Overlay	100
2020	RW 9R-27L	6215	$358,215.67	65	PCC Restoration	100
2020	TW D1	1005	$978,919.85	65	Mill and Overlay	100
2021	RW 9R-27L	6220	$184,486.48	64	PCC Restoration	100
2021	RW 9L-27R	6118	$113,763.33	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
		Total =	$27,187,406.67			

* Costs are adjusted for inflation at 3%

CHN – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 18-36	6105	$ 3,002,999.86	62	Mill and Overlay	100
2014	TW T-HANG	235	$ 202,349.99	64	Mill and Overlay	100
2014	TW T-HANG	210	$ 215,399.99	62	Mill and Overlay	100
2014	TW T-HANG	205	$ 243,299.99	61	Mill and Overlay	100
2014	TW PARALL	160	$ 92,780.00	64	Mill and Overlay	100
2014	TW PARALL	125	$ 310,099.99	64	Mill and Overlay	100
2014	TW PARALL	120	$ 591,499.97	64	Mill and Overlay	100
2014	TW PARALL	115	$ 414,699.98	64	Mill and Overlay	100
2014	TW PARALL	110	$ 111,499.99	64	Mill and Overlay	100
2014	TW PARALL	105	$ 165,300.04	36	Reconstruction	100
2020	AP	4105	$ 636,788.06	65	Mill and Overlay	100
		Total =	$ 5,986,717.86			

* Costs are adjusted for inflation at 3%

FMY– 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4305	$ 5,042,025.00	63	Mill and Overlay	100
2015	AP S & SE	4410	$ 1,955,552.00	50	Mill and Overlay	100
2015	AP S & SE	4415	$ 2,729,638.00	48	Mill and Overlay	100
2015	AP SW	4215	$ 2,182,609.00	55	Mill and Overlay	100
2015	AP SW	4220	$ 733,907.00	58	Mill and Overlay	100
2015	RW 13-31	6205	$ 7,141,127.00	65	Mill and Overlay	100
2015	RW 13-31	6210	$ 3,581,371.00	54	Mill and Overlay	100
2015	RW 5-23	6105	$ 1,533,500.00	49	Mill and Overlay	100
2015	RW 5-23	6110	$ 750,000.00	56	Mill and Overlay	100
2015	RW 5-23	6115	$ 4,293,801.00	49	Mill and Overlay	100
2015	RW 5-23	6120	$ 2,100,000.00	61	Mill and Overlay	100
2015	RW 5-23	6125	$ 300,000.00	57	Mill and Overlay	100
2015	RW 5-23	6130	$ 150,000.00	56	Mill and Overlay	100
2015	RW 5-23	6135	$ 750,000.00	52	Mill and Overlay	100
2015	RW 5-23	6145	$ 2,325,001.00	50	Mill and Overlay	100
2015	RW 5-23	6150	$ 1,162,500.00	57	Mill and Overlay	100
2015	RW 5-23	6155	$ 534,000.00	58	Mill and Overlay	100
2015	RW 5-23	6160	$ 267,000.00	63	Mill and Overlay	100
2015	TW A	110	$ 2,699,385.00	50	Mill and Overlay	100
2015	TW A	112	$ 173,208.00	46	Mill and Overlay	100
2015	TW A	113	$ 124,755.00	61	Mill and Overlay	100
2015	TW A2	125	$ 899,697.00	54	Mill and Overlay	100
2015	TW A3	145	$ 951,567.00	44	Mill and Overlay	100
2015	TW A3	150	$ 1,442,280.00	63	Mill and Overlay	100
2015	TW A3	152	$ 171,343.00	62	Mill and Overlay	100
2015	TW A3	155	$ 293,145.00	64	Mill and Overlay	100
2015	TW B	210	$ 90,810.00	64	Mill and Overlay	100
2015	TW B	212	$ 452,526.00	34	Reconstruction	100
2015	TW C	185	$ 861,818.00	65	Mill and Overlay	100
2015	TW C	187	$ 957,261.00	56	Mill and Overlay	100
2015	TW C5	198	$ 563,079.00	57	Mill and Overlay	100
2015	TW D1	165	$ 318,260.00	14	Reconstruction	100
2015	TW D2	160	$ 314,180.00	31	Reconstruction	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2016	RW 5-23	6140	$ 386,250.00	64	Mill and Overlay	100
2016	TW B2	220	$ 175,299.00	64	Mill and Overlay	100
2017	TW A6	180	$ 173,420.00	64	Mill and Overlay	100
2017	TW B	205	$ 3,165,848.00	64	Mill and Overlay	100
2018	TW B	270	$ 47,634.00	65	Mill and Overlay	100
2018	TW B3	260	$ 185,972.00	64	Mill and Overlay	100
2018	TW C	240	$ 186,416.00	64	Mill and Overlay	100
2018	TW E	265	$ 138,559.00	65	Mill and Overlay	100
2019	AP E	4505	$ 988,807.00	65	Mill and Overlay	100
2019	AP E	4515	$ 234,786.00	65	Mill and Overlay	100
2019	TW A	105	$ 1,748,149.00	65	Mill and Overlay	100
2019	TW B1	207	$ 320,192.00	64	Mill and Overlay	100
2020	AP NW	5105	$ 198,834.00	64	Mill and Overlay	100
2020	AP S	4105	$ 3,716,488.00	64	Mill and Overlay	100
2020	TW A	115	$ 336,887.00	63	Mill and Overlay	100
2020	TW D	135	$ 468,179.00	64	Mill and Overlay	100
2021	TW A	109	$ 139,157.00	64	Mill and Overlay	100
2021	TW A7	120	$ 505,578.00	65	Mill and Overlay	100
2021	TW C	245	$ 239,046.00	64	Mill and Overlay	100
2021	TW D	137	$ 1,067,770.00	65	Mill and Overlay	100
2022	AP E	4520	$ 1,339,960.00	64	Mill and Overlay	100
2022	AP S & SE	4425	$ 353,309.00	64	Mill and Overlay	100
2022	AP SW	4205	$ 2,225,809.00	65	Mill and Overlay	100
2022	TW A	107	$ 148,226.00	65	Mill and Overlay	100
2022	TW E2	505	$ 189,122.00	65	Mill and Overlay	100
2023	TW A6	175	$ 99,513.00	64	Mill and Overlay	100
2024	AP E	4525	$ 1,397,075.00	64	Mill and Overlay	100
2024	TW E	275	$ 1,159,008.00	64	Mill and Overlay	100
		Total =	$69,180,638.00			

* Costs are adjusted for inflation at 3%

GIF – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP RW11-29	5110	$111,309.99	52	Mill and Overlay	100
2014	AP RW11-29	5105	$116,389.99	54	Mill and Overlay	100
2014	AP W	4705	$555,307.63	14	Reconstruction	100
2014	TW HANG	4605	$141,075.03	26	Reconstruction	100
2014	AP HANG	4405	$236,657.99	61	Mill and Overlay	100
2014	AP T-HANG	4310	$261,232.49	44	Mill and Overlay	100
2014	AP T-HANG	4305	$433,139.98	59	Mill and Overlay	100
2014	AP T-HANG	4205	$1,596,346.92	57	Mill and Overlay	100
2014	AP	4125	$186,120.04	17	Reconstruction	100
2014	AP	4120	$667,299.97	54	Mill and Overlay	100
2014	AP	4117	$104,000.00	64	Mill and Overlay	100
2014	AP	4115	$481,170.11	40	Mill and Overlay	100
2014	AP	4110	$2,314,439.32	43	Mill and Overlay	100
2014	AP	4105	$1,616,959.92	51	Mill and Overlay	100
2014	TW AP	410	$648,825.15	35	Reconstruction	100
2014	TW AP	405	$70,000.00	54	Mill and Overlay	100
2014	TW B2	320	$237,499.99	54	Mill and Overlay	100
2014	TW B2	315	$50,790.01	31	Reconstruction	100
2014	TW B2	310	$46,155.01	34	Reconstruction	100
2014	TW C3	305	$248,419.99	62	Mill and Overlay	100
2014	TW B4	270	$155,369.99	52	Mill and Overlay	100
2014	TW B3	260	$118,959.99	58	Mill and Overlay	100
2014	TW B2	250	$155,496.93	43	Mill and Overlay	100
2014	TW B	215	$1,034,100.24	36	Reconstruction	100
2014	TW B	205	$611,130.14	40	Mill and Overlay	100
2014	TW A	115	$40,295.63	41	Mill and Overlay	100
2014	TW A2	105	$84,900.00	59	Mill and Overlay	100
2016	TW B	210	$536,433.45	65	Mill and Overlay	100
2017	RW 11-29	6205	$4,016,864.26	65	Mill and Overlay	100
2017	TW A	110	$686,123.25	65	Mill and Overlay	100
2020	TW D	420	$370,550.23	65	Mill and Overlay	100
		Total =	$17,933,363.64			

* Costs are adjusted for inflation at 3%

IMM – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RUNWAY 4-22	6330	$ 225,000.05	30	Reconstruction	100
2014	RUNWAY 4-22	6325	$ 525,000.12	33	Reconstruction	100
2014	RUNWAY 4-22	6310	$ 525,000.12	35	Reconstruction	100
2014	RUNWAY 4-22	6305	$ 158,775.01	49	Mill and Overlay	100
2014	RUNWAY 9-27	6230	$ 225,000.05	29	Reconstruction	100
2014	RUNWAY 9-27	6225	$ 450,000.11	27	Reconstruction	100
2014	RUNWAY 9-27	6220	$ 3,153,750.75	24	Reconstruction	100
2014	RUNWAY 9-27	6215	$ 6,307,501.49	24	Reconstruction	100
2014	RUNWAY 9-27	6210	$ 112,500.03	20	Reconstruction	100
2014	RUNWAY 9-27	6205	$ 225,000.05	18	Reconstruction	100
2014	RUNWAY 18-36	6130	$ 225,000.05	25	Reconstruction	100
2014	RUNWAY 18-36	6125	$ 450,000.11	16	Reconstruction	100
2014	RUNWAY 18-36	6120	$ 3,168,750.75	35	Reconstruction	100
2014	RUNWAY 18-36	6115	$ 6,337,501.50	29	Reconstruction	100
2014	RUNWAY 18-36	6110	$ 225,000.05	32	Reconstruction	100
2014	RUNWAY 18-36	6105	$ 450,000.11	30	Reconstruction	100
2014	CROP APRON	4105	$ 150,000.04	38	Reconstruction	100
2014	TAXIWAY B1	410	$ 1,042,395.25	33	Reconstruction	100
2014	TAXIWAY B1	405	$ 495,000.12	38	Reconstruction	100
2014	TAXIWAY A	220	$ 351,750.08	18	Reconstruction	100
2014	TAXIWAY A	210	$ 351,750.08	22	Reconstruction	100
2014	TAXIWAY A	205	$ 4,163,250.99	26	Reconstruction	100
2014	TAXIWAY B	115	$ 150,000.04	38	Reconstruction	100
2014	TAXIWAY B	110	$ 1,989,750.47	34	Reconstruction	100
2014	TAXIWAY B	105	$ 1,755,750.42	30	Reconstruction	100
2018	TAXIWAY TO CROP AP	305	$ 354,535.26	65	Mill and Overlay	100
		Total =	$33,567,963.10			

* Costs are adjusted for inflation at 3%

LAL – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4125	$ 1,260,900.00	21	Reconstruction	100
2015	AP N	4130	$ 327,187.00	24	Reconstruction	100
2015	AP NE	4215	$ 211,472.00	38	Reconstruction	100
2015	AP NW	4610	$ 149,240.00	63	Mill and Overlay	100
2015	AP NW	4612	$ 145,772.00	12	Reconstruction	100
2015	AP NW	4615	$ 666,500.00	0	Reconstruction	100
2015	AP NW	4620	$ 363,800.00	35	Reconstruction	100
2015	AP NW	601	$ 75,236.00	11	Reconstruction	100
2015	AP NW	602	$ 65,457.00	11	Reconstruction	100
2015	AP RU SW	5105	$ 116,025.00	58	Mill and Overlay	100
2015	AP S	4507	$ 77,828.00	46	PCC Restoration	100
2015	AP SE	4307	$ 103,979.00	30	Reconstruction	100
2015	AP SE	4312	$ 195,500.00	50	Mill and Overlay	100
2015	AP SE	4315	$ 2,414,174.00	7	Reconstruction	100
2015	AP SE	4317	$ 92,946.00	45	Mill and Overlay	100
2015	AP SW	4405	$ 255,267.00	39	Reconstruction	100
2015	AP SW	4407	$ 769,428.00	31	Reconstruction	100
2015	AP SW	4410	$ 294,842.00	12	Reconstruction	100
2015	AP SW	4412	$ 70,542.00	51	PCC Restoration	100
2015	TW A2	115	$ 457,299.00	64	Mill and Overlay	100
2015	TW B	207	$ 296,908.00	59	Mill and Overlay	100
2015	TW D	405	$ 954,300.00	58	Mill and Overlay	100
2015	TW D	415	$ 117,103.00	41	Mill and Overlay	100
2015	TW D	417	$ 92,651.00	25	Reconstruction	100
2015	TW D	420	$ 112,065.00	54	Mill and Overlay	100
2015	TW D	422	$ 91,699.00	32	Reconstruction	100
2015	TW E	515	$ 511,018.00	48	Mill and Overlay	100
2015	TW E	520	$ 570,982.00	5	Reconstruction	100
2015	TW E	525	$ 1,739,961.00	47	Mill and Overlay	100
2015	TW E	530	$ 139,901.00	63	Mill and Overlay	100
2015	TW E	537	$ 70,895.00	6	Reconstruction	100
2015	TW E	540	$ 169,228.00	61	Mill and Overlay	100
2015	TW E	545	$ 127,518.00	62	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW F	615	$ 1,666,050.00	57	Mill and Overlay	100
2015	TW F	617	$ 102,152.00	15	Reconstruction	100
2015	TW F	619	$ 91,817.00	23	Reconstruction	100
2015	TW G	605	$ 1,023,307.00	55	Mill and Overlay	100
2015	TW H	805	$ 1,664,687.00	52	Mill and Overlay	100
2015	TW H	820	$ 134,844.00	50	Mill and Overlay	100
2015	TW H	822	$ 96,924.00	32	Reconstruction	100
2015	TW J	245	$ 547,898.00	61	Mill and Overlay	100
2015	TW K	240	$ 537,840.00	54	Mill and Overlay	100
2015	TW L	1203	$ 197,282.00	30	Reconstruction	100
2015	TW S	905	$ 1,582,714.00	57	Mill and Overlay	100
2015	TW S	915	$ 229,975.00	16	Reconstruction	100
2015	TW S	917	$ 90,664.00	10	Reconstruction	100
2015	TW S	920	$ 74,440.00	56	Mill and Overlay	100
2015	TW S	922	$ 91,441.00	8	Reconstruction	100
2015	TW S	925	$ 286,178.00	40	Mill and Overlay	100
2015	TW S	927	$ 96,473.00	18	Reconstruction	100
2016	AP N	4140	$ 2,050,208.00	63	Mill and Overlay	100
2017	AP NW	4605	$ 651,695.00	65	Mill and Overlay	100
2017	RW 9-27	6160	$ 161,442.00	64	Mill and Overlay	100
2017	TW A1	105	$ 2,975,208.00	65	Mill and Overlay	100
2017	TW C	307	$ 539,483.00	64	Mill and Overlay	100
2017	TW D	410	$ 736,977.00	65	Mill and Overlay	100
2017	TW D	430	$ 96,621.00	65	Mill and Overlay	100
2017	TW E	510	$ 2,504,816.00	64	Mill and Overlay	100
2017	TW G	620	$ 682,672.00	64	Mill and Overlay	100
2018	TW E	535	$ 171,664.00	65	Mill and Overlay	100
2018	TW L	1201	$ 60,532.00	65	Mill and Overlay	100
2018	TW P2	1610	$ 486,475.00	64	Mill and Overlay	100
2019	AP NW	4625	$ 446,884.00	64	Mill and Overlay	100
2019	AP NW	4630	$ 30,054.00	64	PCC Restoration	100
2019	RW 5-23	6215	$ 4,262,683.00	64	Mill and Overlay	100
2019	RW 9-27	6130	$ 506,479.00	65	Mill and Overlay	100
2019	RW 9-27	6150	$ 6,404,147.00	64	Mill and Overlay	100
2019	RW 9-27	6155	$ 264,500.00	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
2019	TW A	131	$ 978,459.00	64	Mill and Overlay	100
2019	TW A	151	$ 170,595.00	64	Mill and Overlay	100
2019	TW B	205	$ 843,912.00	64	Mill and Overlay	100
2020	RW 5-23	6250	$ 1,445,342.00	65	Mill and Overlay	100
2020	TW A	150	$ 1,871,504.00	64	Mill and Overlay	100
2020	TW A5	155	$ 1,140,283.00	64	Mill and Overlay	100
2020	TW C	305	$ 1,734,429.00	64	Mill and Overlay	100
2020	TW D	425	$ 325,609.00	64	Mill and Overlay	100
2020	TW P	1605	$ 4,433,024.00	64	Mill and Overlay	100
2021	RW 5-23	6245	$ 2,977,409.00	65	Mill and Overlay	100
2021	RW 5-23	6255	$ 708,193.00	65	Mill and Overlay	100
2021	RW 9-27	6115	$ 1,791,079.00	65	Mill and Overlay	100
2021	TW A	110	$ 1,012,201.00	65	Mill and Overlay	100
2021	TW A3	120	$ 450,231.00	64	Mill and Overlay	100
2021	TW D	1220	$ 1,233,236.00	64	Mill and Overlay	100
2021	TW L	1205	$ 1,188,053.00	64	Mill and Overlay	100
2022	RW 5-23	6220	$ 2,328,975.00	65	Mill and Overlay	100
2022	TW A	130	$ 5,232,286.00	65	Mill and Overlay	100
2023	TW B	210	$ 3,797,650.00	64	Mill and Overlay	100
2024	RW 5-23	6260	$ 386,931.00	64	Mill and Overlay	100
		Total =	$ 78,704,250.00			

* Costs are adjusted for inflation at 3%

MKY – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RUNWAY 17-35	6115	$ 1,500,000.36	30	Reconstruction	100
2014	RUNWAY 17-35	6110	$ 4,500,001.06	29	Reconstruction	100
2014	RUNWAY 17-35	6105	$ 1,500,000.36	29	Reconstruction	100
2014	NORTH APRON	4205	$ 2,372,265.14	46	Mill and Overlay	100
2014	TAXIWAY B	205	$ 118,200.03	20	Reconstruction	100
2023	NORTH APRON	4215	$ 179,427.18	64	Mill and Overlay	100
		Total =	$10,169,894.13			

* Costs are adjusted for inflation at 3%

OBE – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 14-32	6205	$ 2,813,249.87	63	Mill and Overlay	100
2014	TW B	205	$ 1,514,199.93	57	Mill and Overlay	100
2016	TW A	125	$ 39,571.57	65	Mill and Overlay	100
2018	TW D	405	$ 166,687.85	65	Mill and Overlay	100
2019	TW A	115	$ 43,240.92	65	Mill and Overlay	100
2021	AP T-HANG	4205	$ 352,715.51	65	Mill and Overlay	100
2023	RW 5-23	6105	$ 3,261,932.81	65	Mill and Overlay	100
		Total =	$ 8,191,598.46			

* Costs are adjusted for inflation at 3%

PGD – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP MAIN	4208	$ 191,250.00	65	PCC Restoration	100
2015	AP N	4305	$ 4,093,974.00	58	Mill and Overlay	100
2015	AP N	4320	$ 1,876,806.00	62	Mill and Overlay	100
2015	AP S	4105	$ 3,456,270.00	62	Mill and Overlay	100
2015	RW 15-33	6210	$ 8,894,286.00	65	Mill and Overlay	100
2015	RW 4-22	6105	$ 9,360,000.00	65	Mill and Overlay	100
2015	TW D	102	$ 1,517,541.00	50	Mill and Overlay	100
2015	TW D	115	$ 3,852,000.00	59	Mill and Overlay	100
2015	TW D	120	$ 777,258.00	64	Mill and Overlay	100
2015	TW D	172	$ 63,144.00	62	Mill and Overlay	100
2015	TW G	110	$ 628,740.00	62	Mill and Overlay	100
2015	TW N T-HAN	210	$ 260,498.00	21	Reconstruction	100
2015	TW T-HANG	4410	$ 281,322.00	63	Mill and Overlay	100
2015	TW T-HANG	4420	$ 825,228.00	65	Mill and Overlay	100
2016	RW 9-27	6305	$ 3,422,521.00	65	Mill and Overlay	100
2016	TW C	350	$ 68,135.00	65	Mill and Overlay	100
2017	TW D	155	$ 79,173.00	64	Mill and Overlay	100
2018	TW F	1105	$ 990,162.00	65	Mill and Overlay	100
2019	RW 15-33	6215	$ 5,133,225.00	64	Mill and Overlay	100
2019	TW N T-HAN	215	$ 90,903.00	64	Mill and Overlay	100
2019	TW T-HANG	4405	$ 453,947.00	64	Mill and Overlay	100
2019	TW T-HANG	4425	$ 551,211.00	64	Mill and Overlay	100
2019	TW T-HANG	4430	$ 297,161.00	64	Mill and Overlay	100
2020	RW 15-33	6205	$ 137,304.00	64	Mill and Overlay	100
2020	RW 4-22	6115	$ 3,113,347.00	64	Mill and Overlay	100
2020	TW E1	450	$ 161,677.00	65	Mill and Overlay	100
2022	RW 15-33	6220	$ 1,179,653.00	65	Mill and Overlay	100
2023	AP MAIN	4215	$ 749,224.00	64	Mill and Overlay	100
2023	TW D	195	$ 75,337.00	64	Mill and Overlay	100
		Total =	$ 52,581,297.00			

* Costs are adjusted for inflation at 3%

RSW – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP CARGO	4110	$ 3,922,776.00	63	PCC Restoration	100
2015	AP CARGO	4120	$ 1,473,494.00	38	Reconstruction	100
2015	AP FBO	4205	$ 5,525,006.00	56	Mill and Overlay	100
2015	AP N	4305	$ 896,313.00	49	Mill and Overlay	100
2015	AP N	4315	$ 6,031,188.00	54	PCC Restoration	100
2015	AP N	4320	$ 4,847,318.00	29	Reconstruction	100
2015	AP N	4325	$ 190,983.00	47	Mill and Overlay	100
2015	TW A1	103	$ 741,849.00	56	Mill and Overlay	100
2015	TW A7	725	$ 341,737.00	62	Mill and Overlay	100
2015	TW F	250	$ 5,168,307.00	64	Mill and Overlay	100
2015	TW F7	750	$ 1,068,969.00	60	Mill and Overlay	100
2015	TW G	1210	$ 3,117,260.00	59	Mill and Overlay	100
2015	TW G2	530	$ 1,271,697.00	67	Mill and Overlay	100
2017	AP N	4310	$ 17,179,191.00	64	Mill and Overlay	100
2017	TW A	106	$ 2,291,544.00	65	Mill and Overlay	100
2017	TW A	109	$ 1,360,604.00	65	Mill and Overlay	100
2017	TW F3	520	$ 1,530,159.00	65	Mill and Overlay	100
2017	TW F6	655	$ 1,376,373.00	64	Mill and Overlay	100
2018	AP N	4330	$ 2,048,889.00	63	Mill and Overlay	100
2018	TW A5	555	$ 520,509.00	65	Mill and Overlay	100
2019	TW F	260	$ 10,921,984.00	64	Mill and Overlay	100
2020	TW F4	525	$ 1,559,030.00	64	Mill and Overlay	100
2021	AP GA	4505	$ 6,649,379.00	64	Mill and Overlay	100
2021	AP S	4425	$ 6,092,864.00	64	Mill and Overlay	100
2021	TW A10	107	$ 886,050.00	65	Mill and Overlay	100
2021	TW A8	805	$ 916,137.00	65	Mill and Overlay	100
2021	TW J	535	$ 5,324,012.00	65	Mill and Overlay	100
2022	AP S	4415	$ 22,495,875.00	65	Mill and Overlay	100
2022	TW A5	510	$ 1,398,094.00	64	Mill and Overlay	100
2022	TW A7	715	$ 1,385,653.00	64	Mill and Overlay	100
2022	TW A7	730	$ 992,124.00	64	Mill and Overlay	100
2023	AP N	4340	$ 2,633,227.00	64	PCC Restoration	100
2023	TW A4	405	$ 937,430.00	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
2023	TW A6	615	$ 1,417,092.00	65	Mill and Overlay	100
2023	TW A8	825	$ 454,085.00	64	Mill and Overlay	100
2023	TW F2	425	$ 1,728,430.00	64	Mill and Overlay	100
2023	TW F5	650	$ 1,228,671.00	65	Mill and Overlay	100
2024	RW 6-24	6104	$ 7,045,776.00	65	Mill and Overlay	100
2024	RW 6-24	6105	$ 19,728,171.00	64	Mill and Overlay	100
2024	TW A6	630	$ 1,200,501.00	65	Mill and Overlay	100
2024	TW A7	705	$ 775,449.00	65	Mill and Overlay	100
2024	TW A8	830	$ 1,198,733.00	65	Mill and Overlay	100
		Total =	$ 157,872,933.00			

* Costs are adjusted for inflation at 3%

SEF – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	TW T-HANG	505	$ 346,113.08	63	Mill and Overlay	100
2014	AP W	4105	$14,321,940.69	30	Reconstruction	100
2018	TW A2	110	$ 307,925.80	64	Mill and Overlay	100
2019	AP W	4115	$ 1,449,179.35	65	Mill and Overlay	100
2019	TW A3	205	$ 327,599.25	63	Mill and Overlay	100
		Total =	$16,752,758.17			

* Costs are adjusted for inflation at 3%

VNC – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP	4105	$ 7,677,140.00	33	Reconstruction	100
2015	AP	4110	$ 119,240.00	0	Reconstruction	100
2015	AP	4115	$ 716,080.00	7	Reconstruction	100
2015	AP	4120	$ 817,120.00	2	Reconstruction	100
2015	AP CENTER	4405	$ 3,916,740.00	22	Reconstruction	100
2015	AP CENTER	4415	$ 746,140.00	32	Reconstruction	100
2015	RW 13-31	6120	$ 300,000.00	65	Mill and Overlay	100
2015	T- HANG	620	$ 1,547,280.00	59	Mill and Overlay	100
2015	T- HANG	710	$ 636,210.00	60	Mill and Overlay	100
2015	T- HANG	730	$ 267,870.00	64	Mill and Overlay	100
2015	TW B	230	$ 267,640.00	22	Reconstruction	100
2015	TW D	450	$ 255,740.00	30	Reconstruction	100
2018	RW 13-31	6115	$ 491,727.00	63	Mill and Overlay	100
2018	TW D	405	$ 1,222,942.00	64	Mill and Overlay	100
2019	T- HANG	610	$ 719,082.00	65	Mill and Overlay	100
2020	TW A	125	$ 99,779.00	64	Mill and Overlay	100
2021	T- HANG	605	$ 316,788.00	64	Mill and Overlay	100
2023	RW 13-31	6105	$ 7,864,744.00	65	Mill and Overlay	100
2023	RW 13-31	6130	$ 380,031.00	65	Mill and Overlay	100
2024	RW 13-31	6125	$ 587,148.00	64	Mill and Overlay	100
2024	T- HANG	708	$ 225,250.00	64	Mill and Overlay	100
		Total =	$29,174,691.00			

* Costs are adjusted for inflation at 3%

X01 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RUNWAY 15-33	6115	$ 264,999.99	55	Mill and Overlay	100
2014	RUNWAY 15-33	6110	$ 919,500.22	34	Reconstruction	100
2014	RUNWAY 15-33	6105	$ 327,999.98	51	Mill and Overlay	100
2014	APRON	4103	$ 27,600.00	64	Mill and Overlay	100
2014	TAXIWAY A	125	$ 95,893.00	57	Mill and Overlay	100
2021	TAXIWAY A	115	$ 46,464.63	64	Mill and Overlay	100
2023	TAXIWAY A	110	$ 440,360.93	64	Mill and Overlay	100
		Total =	$2,122,818.75			

* Costs are adjusted for inflation at 3%

X07 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 17-35	6206	$31,550.00	64	Mill and Overlay	100
2014	RW 17-35	6205	$2,901,399.86	61	Mill and Overlay	100
2014	RW 6-24	6105	$4,903,998.45	45	Mill and Overlay	100
2014	AP H RW 6	5102	$154,500.04	24	Reconstruction	100
2014	AP	4110	$317,599.99	56	Mill and Overlay	100
2014	AP	4105	$1,102,530.03	50	Mill and Overlay	100
2014	TW D	415	$21,600.00	64	Mill and Overlay	100
2014	TW D	410	$786,044.32	47	Mill and Overlay	100
2014	TW D	405	$314,328.47	49	Mill and Overlay	100
2014	TW B	215	$45,300.00	64	Mill and Overlay	100
2014	TW B	210	$157,399.99	65	Mill and Overlay	100
2014	TW B	207	$89,500.00	64	Mill and Overlay	100
2014	TW B	205	$140,399.99	57	Mill and Overlay	100
2014	TW A	115	$19,890.00	64	Mill and Overlay	100
2014	TW A	110	$49,650.01	21	Reconstruction	100
2014	TW A	105	$1,051,350.01	46	Mill and Overlay	100
2018	TW C	305	$360,725.56	65	Mill and Overlay	100
		Total =	$12,447,766.72			

* Costs are adjusted for inflation at 3%

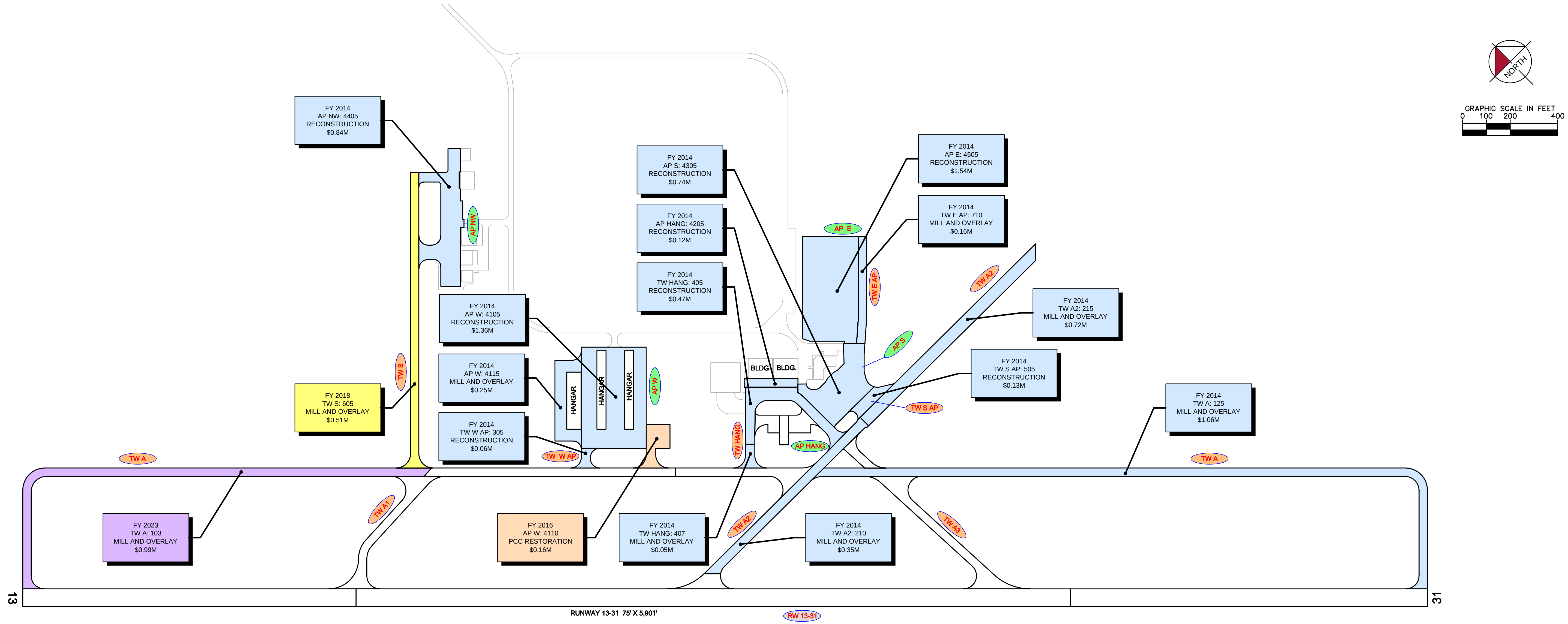
X14 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	NW AP	4160	$ 488,325.12	19	Reconstruction	100
2014	AP N	4135	$ 155,400.04	32	Reconstruction	100
2014	AP N	4120	$ 294,675.07	34	Reconstruction	100
2014	AP N	4115	$ 70,850.00	54	Mill and Overlay	100
2014	AP N	4110	$ 1,295,249.94	51	Mill and Overlay	100
2014	TW TO RW	905	$ 150,000.04	38	Reconstruction	100
2014	TW SE NR	705	$ 164,199.99	53	Mill and Overlay	100
2014	TW NW AP	605	$ 141,375.03	20	Reconstruction	100
2014	TW TO HANG	505	$ 67,215.02	29	Reconstruction	100
2022	TW TO HANG	510	$ 93,500.30	65	Mill and Overlay	100
		Total =	$2,920,790.55			

* Costs are adjusted for inflation at 3%

APPENDIX E

- DISTRICT AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBITS



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

"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.

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

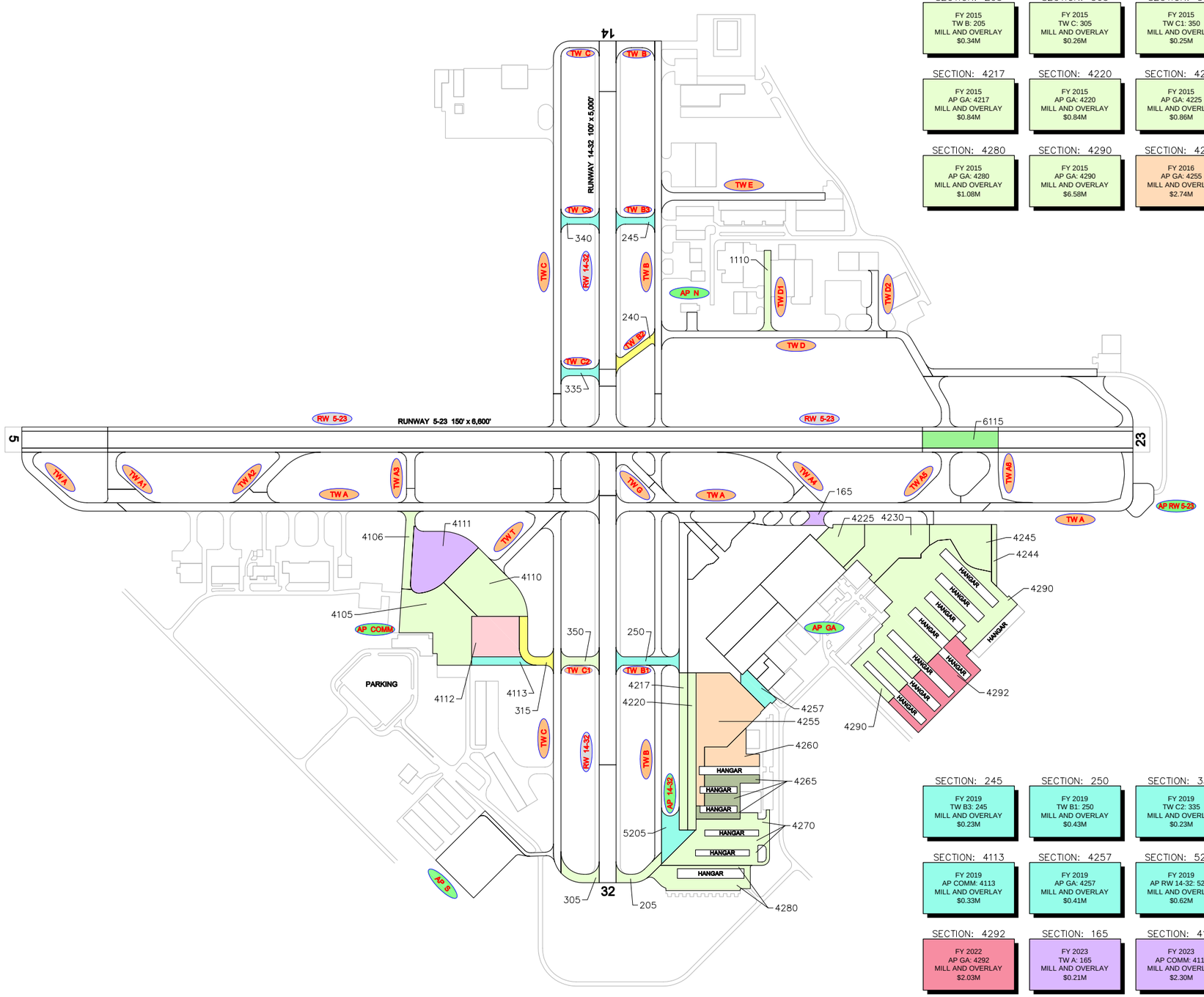
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

AIRGLADES AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER 2IS

FDOT DISTRICT 1



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FY 2015
TW B: 205
MILL AND OVERLAY
$0.34M

SECTION: 305
FY 2015
TW C: 305
MILL AND OVERLAY
$0.26M

SECTION: 350
FY 2015
TW C1: 350
MILL AND OVERLAY
$0.25M

SECTION: 1110
FY 2015
TW D1: 1110
MILL AND OVERLAY
$0.36M

SECTION: 4105
FY 2015
AP COMM: 4105
MILL AND OVERLAY
$2.60M

SECTION: 4106
FY 2015
AP COMM: 4106
MILL AND OVERLAY
$0.44M

SECTION: 4110
FY 2015
AP COMM: 4110
RECONSTRUCTION
$2.70M

SECTION: 4217
FY 2015
AP GA: 4217
MILL AND OVERLAY
$0.84M

SECTION: 4220
FY 2015
AP GA: 4220
MILL AND OVERLAY
$0.84M

SECTION: 4225
FY 2015
AP GA: 4225
MILL AND OVERLAY
$0.86M

SECTION: 4230
FY 2015
AP GA: 4230
MILL AND OVERLAY
$1.75M

SECTION: 4244
FY 2015
AP GA: 4244
MILL AND OVERLAY
$0.20M

SECTION: 4245
FY 2015
AP GA: 4245
MILL AND OVERLAY
$1.45M

SECTION: 4270
FY 2015
AP GA: 4270
MILL AND OVERLAY
$2.16M

SECTION: 4280
FY 2015
AP GA: 4280
MILL AND OVERLAY
$1.08M

SECTION: 4290
FY 2015
AP GA: 4290
MILL AND OVERLAY
$6.58M

SECTION: 4255
FY 2016
AP GA: 4255
MILL AND OVERLAY
$2.74M

SECTION: 4260
FY 2016
AP GA: 4260
MILL AND OVERLAY
$0.75M

SECTION: 4112
FY 2017
AP COMM: 4112
MILL AND OVERLAY
$1.30M

SECTION: 240
FY 2018
TW B2: 240
MILL AND OVERLAY
$0.25M

SECTION: 315
FY 2018
TW C: 315
MILL AND OVERLAY
$0.42M

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

SECTION: 245
FY 2019
TW B3: 245
MILL AND OVERLAY
$0.23M

SECTION: 250
FY 2019
TW B1: 250
MILL AND OVERLAY
$0.43M

SECTION: 335
FY 2019
TW C2: 335
MILL AND OVERLAY
$0.23M

SECTION: 340
FY 2019
TW C3: 340
MILL AND OVERLAY
$0.23M

SECTION: 4113
FY 2019
AP COMM: 4113
MILL AND OVERLAY
$0.33M

SECTION: 4257
FY 2019
AP GA: 4257
MILL AND OVERLAY
$0.41M

SECTION: 5205
FY 2019
AP RW 14-32: 5205
MILL AND OVERLAY
$0.62M

SECTION: 4265
FY 2020
AP GA: 4265
MILL AND OVERLAY
$1.02M

SECTION: 4292
FY 2022
AP GA: 4292
MILL AND OVERLAY
$2.03M

SECTION: 165
FY 2023
TW A: 165
MILL AND OVERLAY
$0.21M

SECTION: 4111
FY 2023
AP COMM: 4111
MILL AND OVERLAY
$2.30M

SECTION: 6115
FY 2024
RW 5-23: 6115
MILL AND OVERLAY
$1.06M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
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.

NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

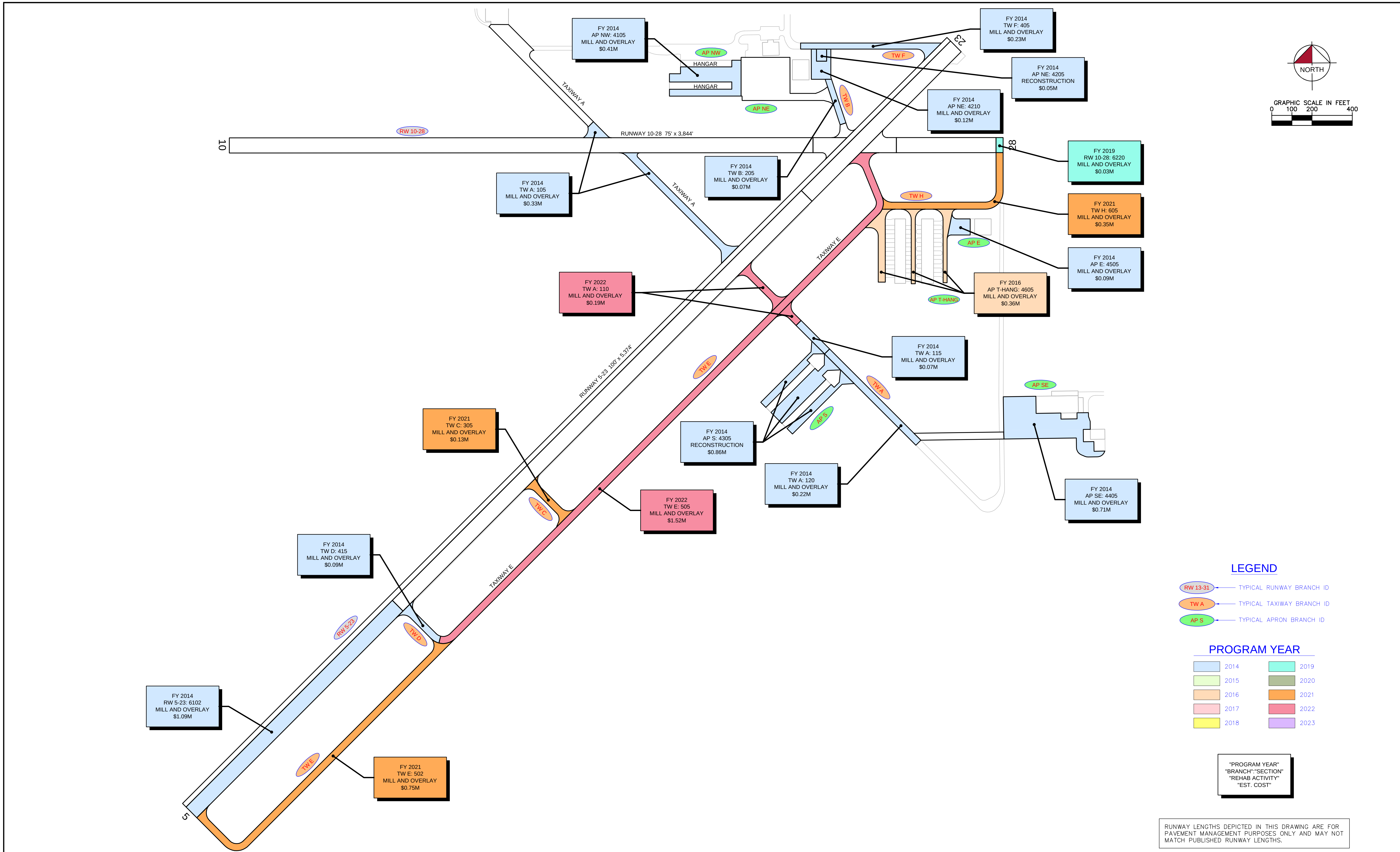
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

NAPLES MUNICIPAL AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: APF
FDOT DISTRICT: 1



NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

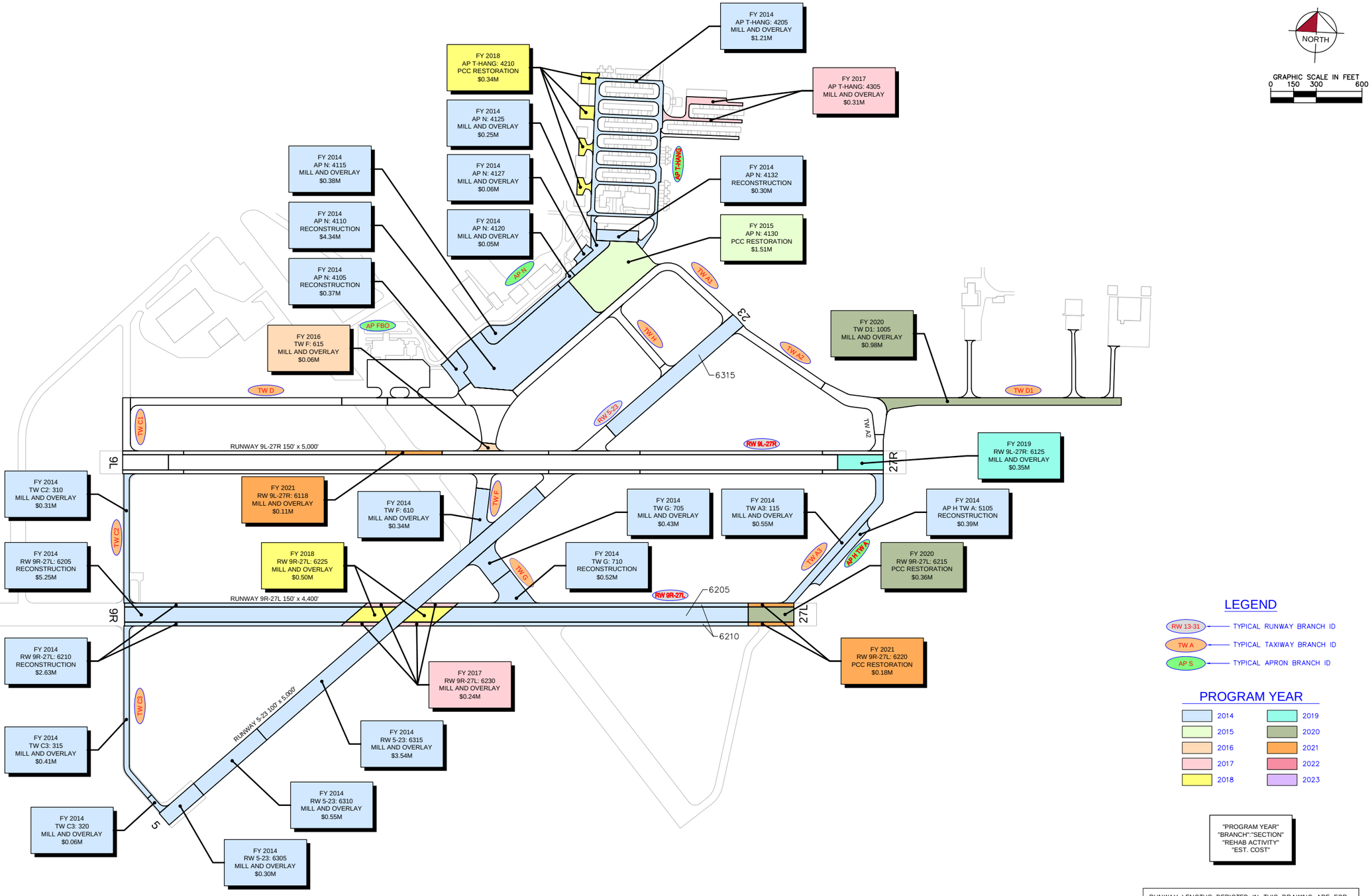
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

AVON PARK EXECUTIVE AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: AVO

FDOT DISTRICT: 1



NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

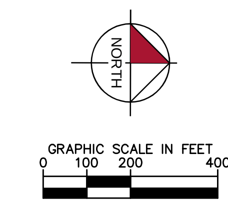
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

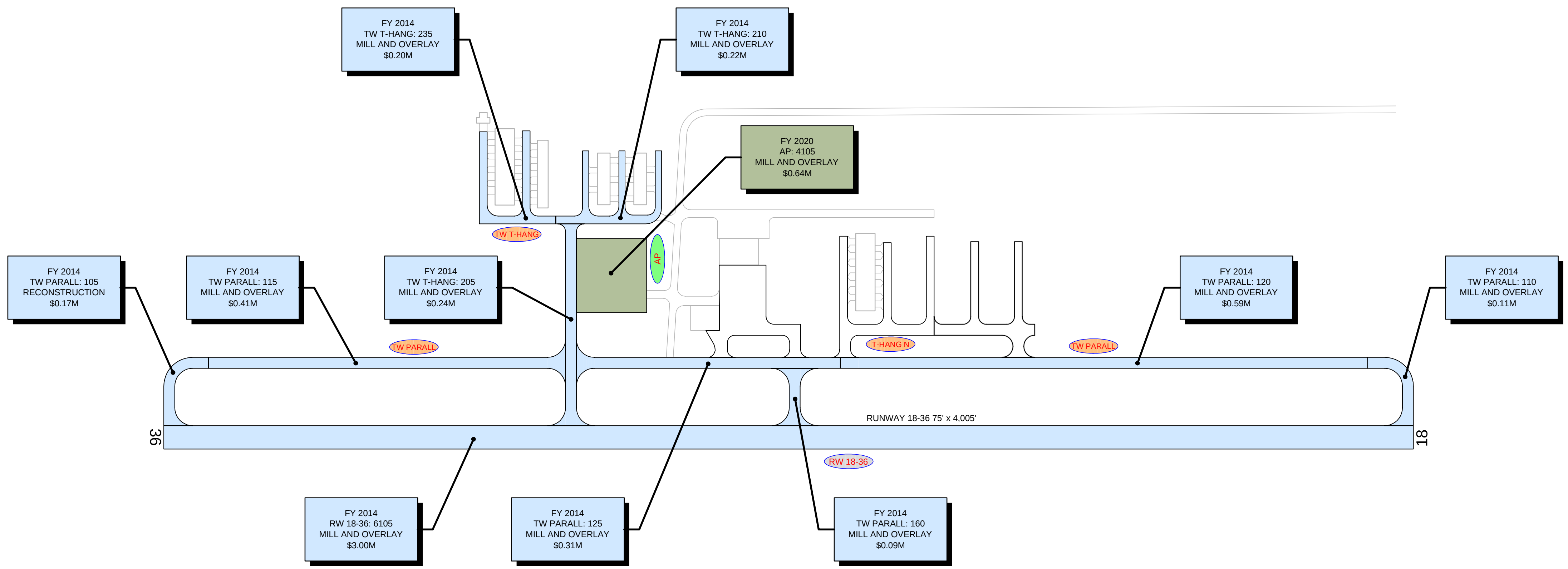
BARTOW MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BOW

FDOT DISTRICT: 1





LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

"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.

NUMBER	DATE	REVISIONS					
DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

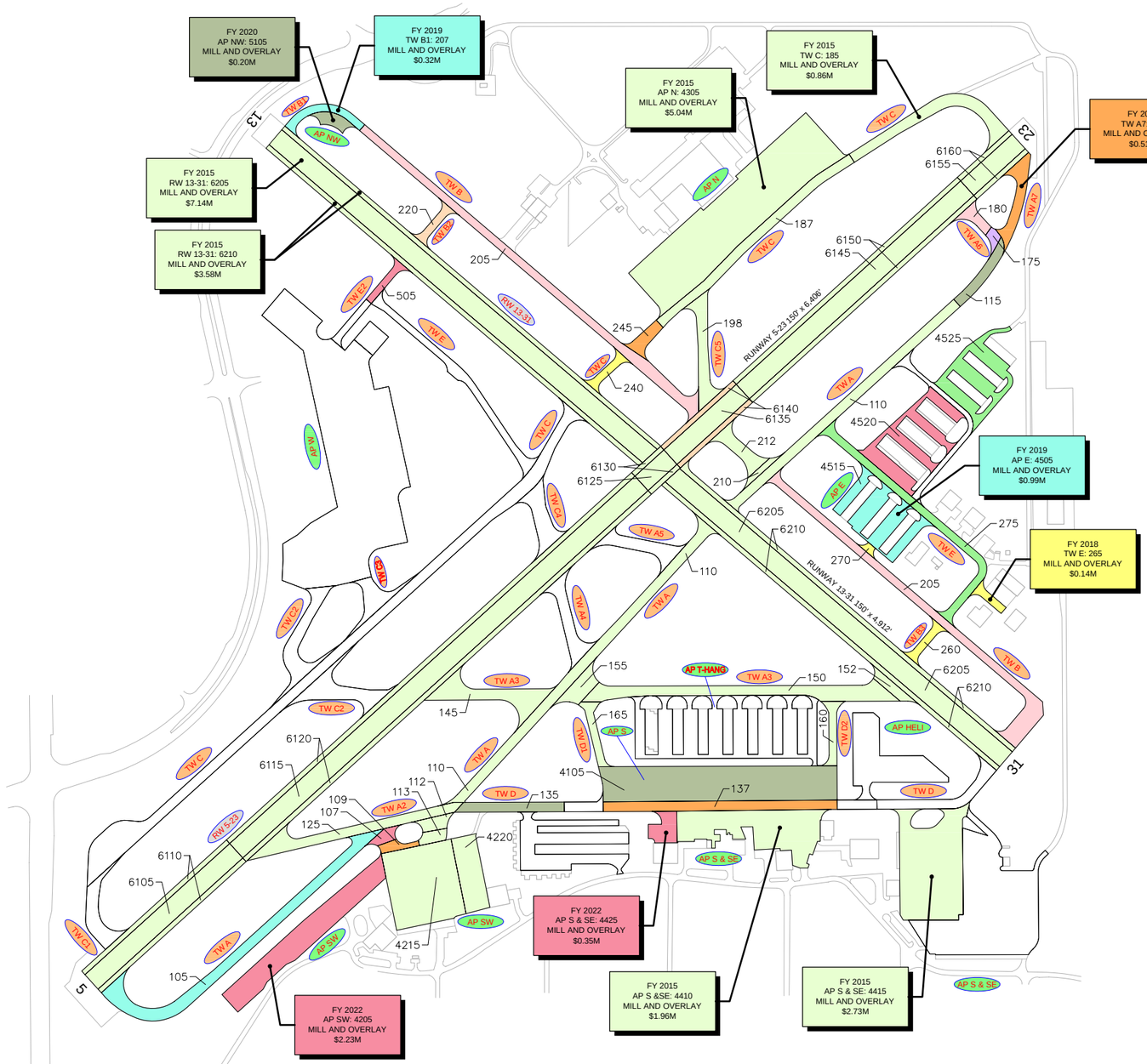
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

WAUCHULA MUNICIPAL AIRPORT
HARDEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
CHN
FDOT DISTRICT
1



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

SECTION: 110
FY 2015
TW A: 110
MILL AND OVERLAY
$2.70M

SECTION: 112
FY 2015
TW A: 112
MILL AND OVERLAY
$0.17M

SECTION: 113
FY 2015
TW A: 113
MILL AND OVERLAY
$0.12M

SECTION: 125
FY 2015
TW A2: 125
MILL AND OVERLAY
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SECTION: 145
FY 2015
TW A3: 145
MILL AND OVERLAY
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SECTION: 150
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TW A3: 150
MILL AND OVERLAY
$1.44M

SECTION: 152
FY 2015
TW A3: 152
MILL AND OVERLAY
$0.17M

SECTION: 155
FY 2015
TW A3: 155
MILL AND OVERLAY
$0.29M

SECTION: 160
FY 2015
TW D2: 160
RECONSTRUCTION
$0.31M

SECTION: 165
FY 2015
TW D1: 165
RECONSTRUCTION
$0.32M

SECTION: 187
FY 2015
TW C: 187
MILL AND OVERLAY
$0.96M

SECTION: 198
FY 2015
TW C5: 198
MILL AND OVERLAY
$0.56M

SECTION: 210
FY 2015
TW B: 210
MILL AND OVERLAY
$0.09M

SECTION: 212
FY 2015
TW B: 212
RECONSTRUCTION
$0.45M

SECTION: 4215
FY 2015
AP SW: 4215
MILL AND OVERLAY
$2.18M

SECTION: 4220
FY 2015
AP SW: 4220
MILL AND OVERLAY
$0.73M

SECTION: 6105
FY 2015
RW 5-23: 6105
MILL AND OVERLAY
$1.53M

SECTION: 6110
FY 2015
RW 5-23: 6110
MILL AND OVERLAY
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SECTION: 6115
FY 2015
RW 5-23: 6115
MILL AND OVERLAY
$4.29M

SECTION: 6120
FY 2015
RW 5-23: 6120
MILL AND OVERLAY
$2.10M

SECTION: 6125
FY 2015
RW 5-23: 6125
MILL AND OVERLAY
$0.30M

SECTION: 6130
FY 2015
RW 5-23: 6130
MILL AND OVERLAY
$0.15M

SECTION: 6135
FY 2015
RW 5-23: 6135
MILL AND OVERLAY
$0.75M

SECTION: 6145
FY 2015
RW 5-23: 6145
MILL AND OVERLAY
$2.32M

SECTION: 6150
FY 2015
RW 5-23: 6150
MILL AND OVERLAY
$1.16M

SECTION: 6155
FY 2015
RW 5-23: 6155
MILL AND OVERLAY
$0.53M

SECTION: 6160
FY 2015
RW 5-23: 6160
MILL AND OVERLAY
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SECTION: 220
FY 2016
TW B2: 220
MILL AND OVERLAY
$0.18M

SECTION: 6140
FY 2016
RW 5-23: 6140
MILL AND OVERLAY
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SECTION: 180
FY 2017
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MILL AND OVERLAY
$0.17M

SECTION: 205
FY 2017
TW B: 205
MILL AND OVERLAY
$3.17M

SECTION: 240
FY 2018
TW C: 240
MILL AND OVERLAY
$0.19M

SECTION: 260
FY 2018
TW B3: 260
MILL AND OVERLAY
$0.19M

SECTION: 270
FY 2018
TW B: 270
MILL AND OVERLAY
$0.05M

SECTION: 105
FY 2019
TW A: 105
MILL AND OVERLAY
$1.75M

SECTION: 4515
FY 2019
AP E: 4515
MILL AND OVERLAY
$0.23M

SECTION: 115
FY 2020
TW A: 115
MILL AND OVERLAY
$0.34M

SECTION: 135
FY 2020
TW D: 135
MILL AND OVERLAY
$0.47M

SECTION: 4105
FY 2020
AP S: 4105
MILL AND OVERLAY
$3.72M

SECTION: 109
FY 2021
TW A: 109
MILL AND OVERLAY
$0.14M

SECTION: 137
FY 2021
TW D: 137
MILL AND OVERLAY
$1.07M

SECTION: 245
FY 2021
TW C: 245
MILL AND OVERLAY
$0.24M

SECTION: 107
FY 2022
TW A: 107
MILL AND OVERLAY
$0.15M

SECTION: 505
FY 2022
TW E2: 505
MILL AND OVERLAY
$0.19M

SECTION: 4520
FY 2022
AP E: 4520
MILL AND OVERLAY
$1.34M

SECTION: 175
FY 2023
TW A6: 175
MILL AND OVERLAY
$0.10M

SECTION: 275
FY 2024
TW E: 275
MILL AND OVERLAY
$1.16M

SECTION: 4525
FY 2024
AP E: 4525
MILL AND OVERLAY
$1.40M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
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.

NUMBER	DATE	REVISIONS

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

K:\APR_Aviation\43779027\CADD\PLANSHEETS\FMY – PAGE FIELD\EXHIBITS\004-FMY-REHAB.dwg PLOTTED: May 19, 2015 – 10:11 AM, EST, Rich, Paul

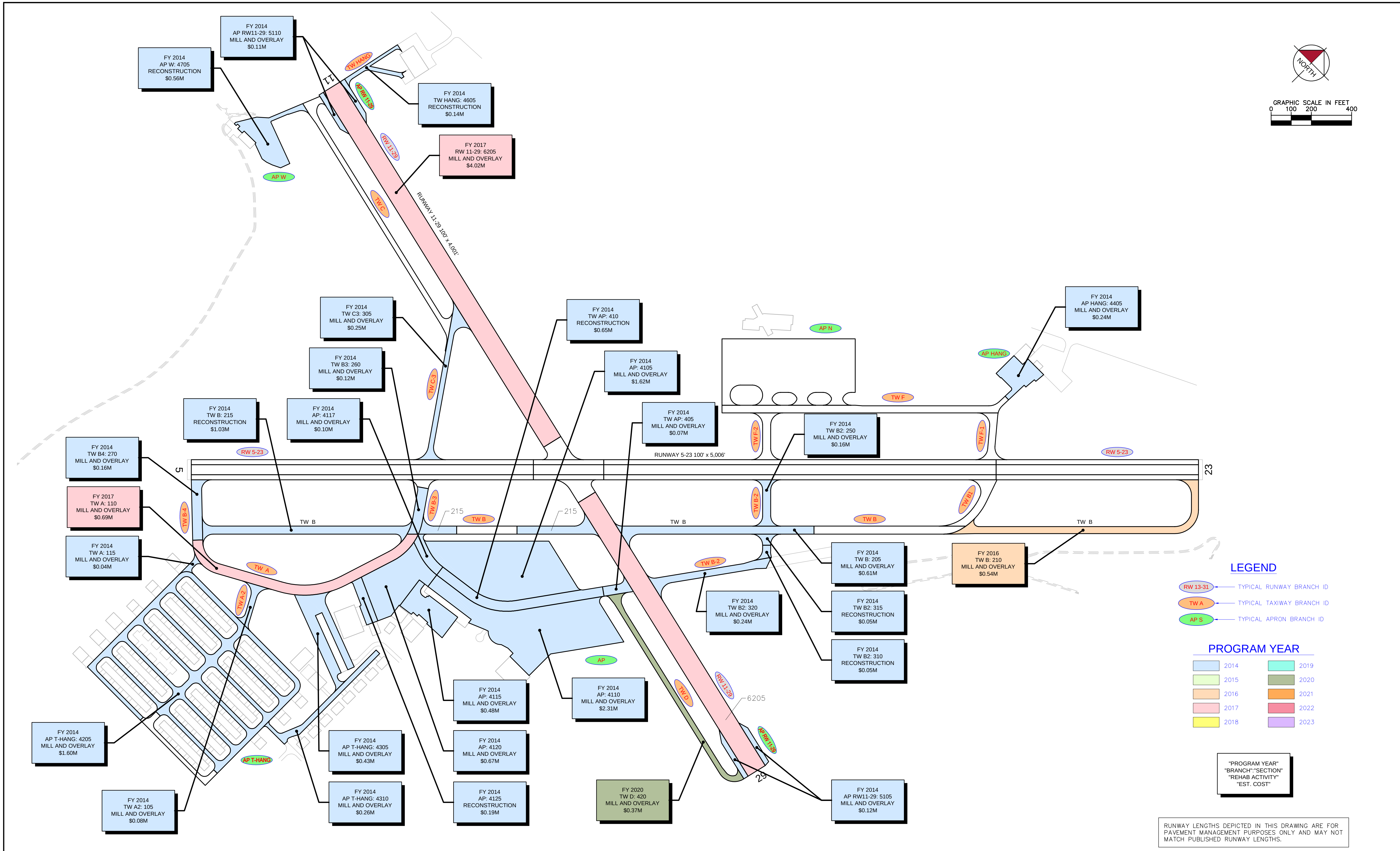
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PAGE FIELD
LEE COUNTY, FLORIDA

IDENTIFIER: FMY
FDOT DISTRICT: 1



NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

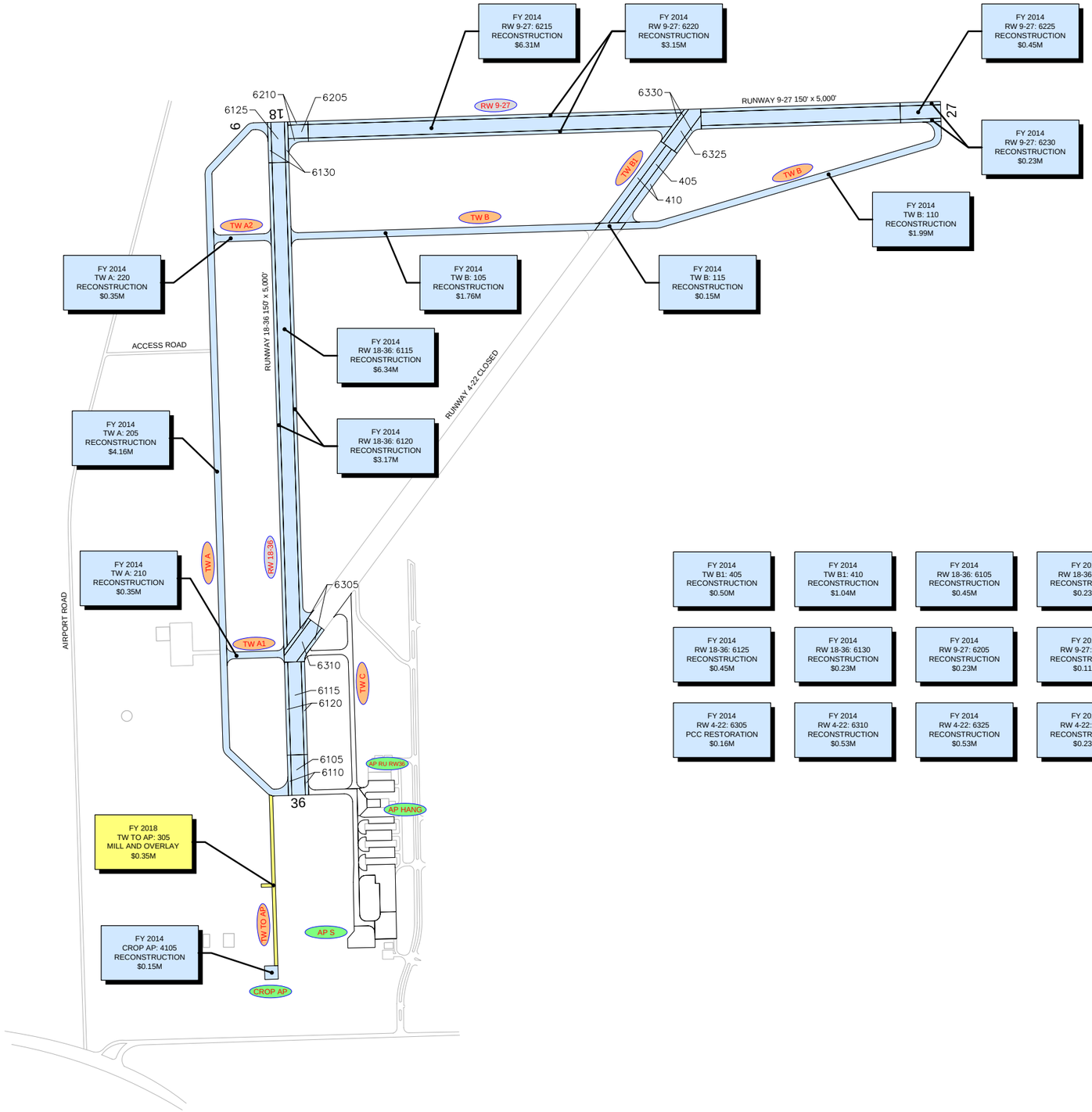
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

WINTER HAVEN'S GILBERT AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER GIF

FDOT DISTRICT 1



FY 2014
RW 9-27: 6215
RECONSTRUCTION
$6.31M

FY 2014
RW 9-27: 6220
RECONSTRUCTION
$3.15M

FY 2014
RW 9-27: 6225
RECONSTRUCTION
$0.45M

FY 2014
RW 9-27: 6230
RECONSTRUCTION
$0.23M

FY 2014
TW B: 110
RECONSTRUCTION
$1.99M

FY 2014
TW A: 220
RECONSTRUCTION
$0.35M

FY 2014
TW B: 105
RECONSTRUCTION
$1.76M

FY 2014
TW B: 115
RECONSTRUCTION
$0.15M

FY 2014
RW 18-36: 6115
RECONSTRUCTION
$6.34M

FY 2014
TW A: 205
RECONSTRUCTION
$4.16M

FY 2014
RW 18-36: 6120
RECONSTRUCTION
$3.17M

FY 2014
TW A: 210
RECONSTRUCTION
$0.35M

FY 2018
TW TO AP: 305
MILL AND OVERLAY
$0.35M

FY 2014
CROP AP: 4105
RECONSTRUCTION
$0.15M

FY 2014
TW B1: 405
RECONSTRUCTION
$0.50M

FY 2014
TW B1: 410
RECONSTRUCTION
$1.04M

FY 2014
RW 18-36: 6105
RECONSTRUCTION
$0.45M

FY 2014
RW 18-36: 6110
RECONSTRUCTION
$0.23M

FY 2014
RW 18-36: 6125
RECONSTRUCTION
$0.45M

FY 2014
RW 18-36: 6130
RECONSTRUCTION
$0.23M

FY 2014
RW 9-27: 6205
RECONSTRUCTION
$0.23M

FY 2014
RW 9-27: 6210
RECONSTRUCTION
$0.11M

FY 2014
RW 4-22: 6305
PCC RESTORATION
$0.16M

FY 2014
RW 4-22: 6310
RECONSTRUCTION
$0.53M

FY 2014
RW 4-22: 6325
RECONSTRUCTION
$0.53M

FY 2014
RW 4-22: 6330
RECONSTRUCTION
$0.23M

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

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

PROGRAM YEAR

2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

"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.

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\SPB_Aviation\1427760221\ADP\PLANSHEET\IMM – IMMOKALEE REGIONAL AIRPORT\EXHIBIT\IMM-5Bb-REHAB.dwg PLOTTED: May 29, 2013 – 8:40 PM, BY: Rivera, Art

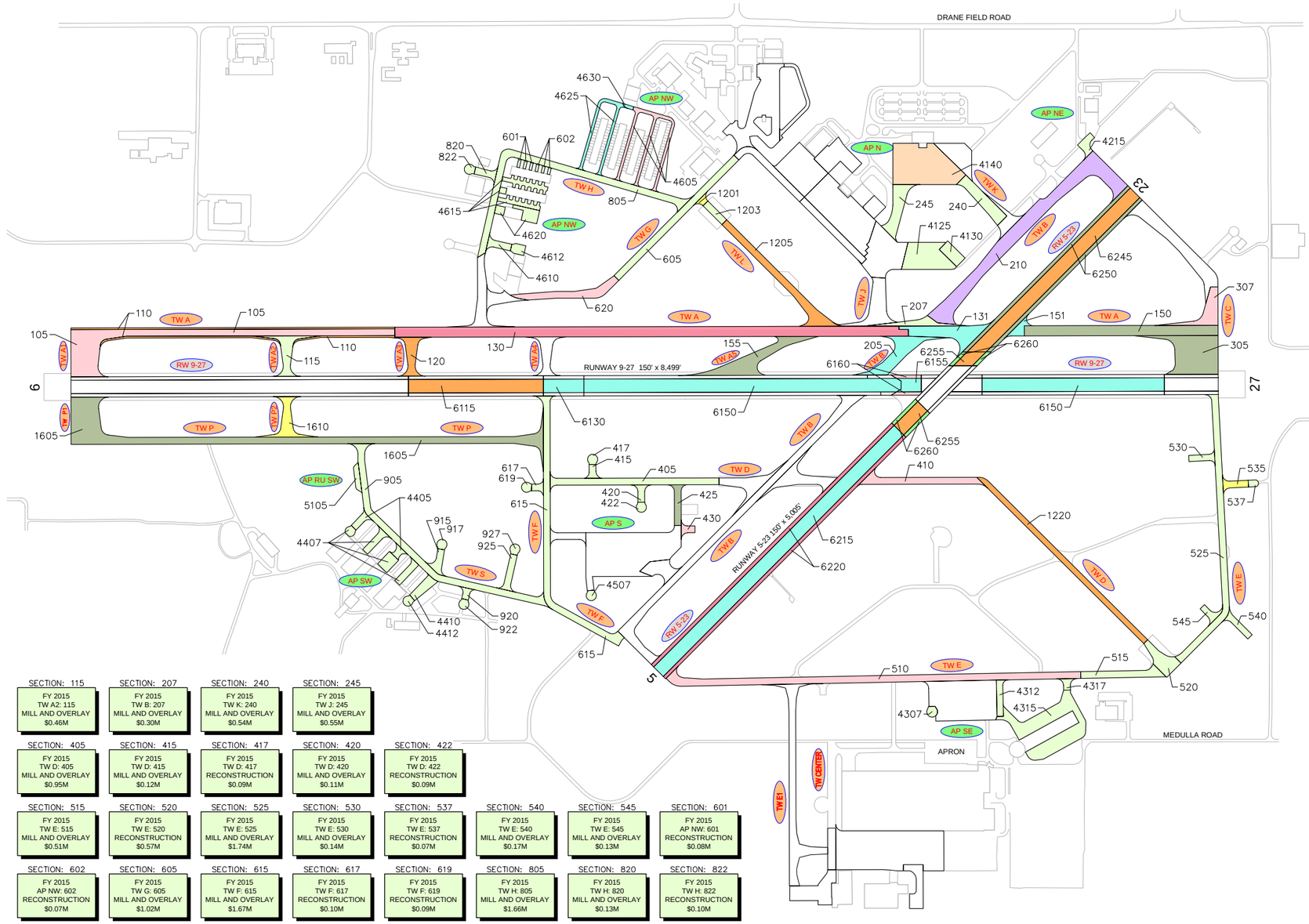
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

IMMOKALEE REGIONAL AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: IMM
FDOT DISTRICT: 1



NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

SECTION: 105
FY 2017
TW A1: 105
MILL AND OVERLAY
$2.98M

SECTION: 307
FY 2017
TW C: 307
MILL AND OVERLAY
$0.54M

SECTION: 410
FY 2017
TW D: 410
MILL AND OVERLAY
$0.74M

SECTION: 430
FY 2017
TW D: 430
MILL AND OVERLAY
$0.10M

SECTION: 510
FY 2017
TW E: 510
MILL AND OVERLAY
$2.50M

SECTION: 620
FY 2017
TW G: 620
MILL AND OVERLAY
$0.68M

SECTION: 4605
FY 2017
AP NW: 4605
MILL AND OVERLAY
$0.65M

SECTION: 6160
FY 2017
RW 9-27: 6160
MILL AND OVERLAY
$0.16M

SECTION: 535
FY 2018
TW E: 535
MILL AND OVERLAY
$0.17M

SECTION: 1201
FY 2018
TW L: 1201
MILL AND OVERLAY
$0.06M

SECTION: 1610
FY 2018
TW P2: 1610
MILL AND OVERLAY
$0.49M

SECTION: 131
FY 2019
TW A: 131
MILL AND OVERLAY
$0.98M

SECTION: 151
FY 2019
TW A: 151
MILL AND OVERLAY
$0.17M

SECTION: 205
FY 2019
TW B: 205
MILL AND OVERLAY
$0.84M

SECTION: 4625
FY 2019
AP NW: 4625
MILL AND OVERLAY
$0.45M

SECTION: 4630
FY 2019
AP NW: 4630
PCC RESTORATION
$0.03M

SECTION: 6130
FY 2019
RW 9-27: 6130
MILL AND OVERLAY
$0.51M

SECTION: 6150
FY 2019
RW 9-27: 6150
MILL AND OVERLAY
$6.40M

SECTION: 6155
FY 2019
RW 9-27: 6155
MILL AND OVERLAY
$0.26M

SECTION: 6215
FY 2019
RW 5-23: 6215
MILL AND OVERLAY
$4.26M

SECTION: 150
FY 2020
TW A: 150
MILL AND OVERLAY
$1.87M

SECTION: 155
FY 2020
TW A5: 155
MILL AND OVERLAY
$1.14M

SECTION: 305
FY 2020
TW C: 305
MILL AND OVERLAY
$1.73M

SECTION: 425
FY 2020
TW D: 425
MILL AND OVERLAY
$0.33M

SECTION: 1605
FY 2020
TW P: 1605
MILL AND OVERLAY
$4.43M

SECTION: 6250
FY 2020
RW 5-23: 6250
MILL AND OVERLAY
$1.45M

SECTION: 110
FY 2021
TW A: 110
MILL AND OVERLAY
$1.01M

SECTION: 120
FY 2021
TW A3: 120
MILL AND OVERLAY
$0.45M

SECTION: 1205
FY 2021
TW L: 1205
MILL AND OVERLAY
$1.19M

SECTION: 1220
FY 2021
TW D: 1220
MILL AND OVERLAY
$1.23M

SECTION: 6115
FY 2021
RW 9-27: 6115
MILL AND OVERLAY
$1.79M

SECTION: 6245
FY 2021
RW 5-23: 6245
MILL AND OVERLAY
$2.98M

SECTION: 6255
FY 2021
RW 5-23: 6255
MILL AND OVERLAY
$0.71M

SECTION: 130
FY 2022
TW A: 130
MILL AND OVERLAY
$5.23M

SECTION: 6220
FY 2022
RW 5-23: 6220
MILL AND OVERLAY
$2.33M

SECTION: 210
FY 2023
TW B: 210
MILL AND OVERLAY
$3.80M

SECTION: 6260
FY 2024
RW 5-23: 6260
MILL AND OVERLAY
$0.39M

SECTION: 115
FY 2015
TW A2: 115
MILL AND OVERLAY
$0.46M

SECTION: 207
FY 2015
TW B: 207
MILL AND OVERLAY
$0.30M

SECTION: 240
FY 2015
TW K: 240
MILL AND OVERLAY
$0.54M

SECTION: 245
FY 2015
TW J: 245
MILL AND OVERLAY
$0.55M

SECTION: 405
FY 2015
TW D: 405
MILL AND OVERLAY
$0.95M

SECTION: 415
FY 2015
TW D: 415
MILL AND OVERLAY
$0.12M

SECTION: 417
FY 2015
TW D: 417
RECONSTRUCTION
$0.09M

SECTION: 420
FY 2015
TW D: 420
MILL AND OVERLAY
$0.11M

SECTION: 422
FY 2015
TW D: 422
RECONSTRUCTION
$0.09M

SECTION: 515
FY 2015
TW E: 515
MILL AND OVERLAY
$0.51M

SECTION: 520
FY 2015
TW E: 520
RECONSTRUCTION
$0.57M

SECTION: 525
FY 2015
TW E: 525
MILL AND OVERLAY
$1.74M

SECTION: 530
FY 2015
TW E: 530
MILL AND OVERLAY
$0.14M

SECTION: 537
FY 2015
TW E: 537
RECONSTRUCTION
$0.07M

SECTION: 540
FY 2015
TW E: 540
MILL AND OVERLAY
$0.17M

SECTION: 545
FY 2015
TW E: 545
MILL AND OVERLAY
$0.13M

SECTION: 601
FY 2015
AP NW: 601
RECONSTRUCTION
$0.08M

SECTION: 602
FY 2015
AP NW: 602
RECONSTRUCTION
$0.07M

SECTION: 605
FY 2015
TW G: 605
MILL AND OVERLAY
$1.02M

SECTION: 615
FY 2015
TW F: 615
MILL AND OVERLAY
$1.67M

SECTION: 617
FY 2015
TW F: 617
RECONSTRUCTION
$0.10M

SECTION: 619
FY 2015
TW F: 619
RECONSTRUCTION
$0.09M

SECTION: 805
FY 2015
TW H: 805
MILL AND OVERLAY
$1.66M

SECTION: 820
FY 2015
TW H: 820
MILL AND OVERLAY
$0.13M

SECTION: 822
FY 2015
TW H: 822
RECONSTRUCTION
$0.10M

SECTION: 905
FY 2015
TW S: 905
MILL AND OVERLAY
$1.58M

SECTION: 915
FY 2015
TW S: 915
RECONSTRUCTION
$0.23M

SECTION: 917
FY 2015
TW S: 917
RECONSTRUCTION
$0.09M

SECTION: 920
FY 2015
TW S: 920
MILL AND OVERLAY
$0.07M

SECTION: 922
FY 2015
TW S: 922
RECONSTRUCTION
$0.09M

SECTION: 925
FY 2015
TW S: 925
MILL AND OVERLAY
$0.29M

SECTION: 927
FY 2015
TW S: 927
RECONSTRUCTION
$0.10M

SECTION: 1203
FY 2015
TW L: 1203
RECONSTRUCTION
$0.20M

SECTION: 4125
FY 2015
AP N: 4125
RECONSTRUCTION
$1.26M

SECTION: 4130
FY 2015
AP N: 4130
RECONSTRUCTION
$0.33M

SECTION: 4215
FY 2015
AP NE: 4215
RECONSTRUCTION
$0.21M

SECTION: 4307
FY 2015
AP SE: 4307
RECONSTRUCTION
$0.10M

SECTION: 4312
FY 2015
AP SE: 4312
MILL AND OVERLAY
$0.20M

SECTION: 4315
FY 2015
AP SE: 4315
RECONSTRUCTION
$2.41M

SECTION: 4317
FY 2015
AP SE: 4317
MILL AND OVERLAY
$0.09M

SECTION: 4405
FY 2015
AP SW: 4405
RECONSTRUCTION
$0.26M

SECTION: 4407
FY 2015
AP SW: 4407
RECONSTRUCTION
$0.77M

SECTION: 4410
FY 2015
AP SW: 4410
RECONSTRUCTION
$0.29M

SECTION: 4412
FY 2015
AP SW: 4412
PCC RESTORATION
$0.07M

SECTION: 4507
FY 2015
AP S: 4507
PCC RESTORATION
$0.08M

SECTION: 4610
FY 2015
AP NW: 4610
MILL AND OVERLAY
$0.15M

SECTION: 4612
FY 2015
AP NW: 4612
RECONSTRUCTION
$0.15M

SECTION: 4615
FY 2015
AP NW: 4615
RECONSTRUCTION
$0.67M

SECTION: 4620
FY 2015
AP NW: 4620
RECONSTRUCTION
$0.36M

SECTION: 5105
FY 2015
AP RU SW: 5105
MILL AND OVERLAY
$0.12M

SECTION: 4140
FY 2016
AP N: 4140
MILL AND OVERLAY
$2.05M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
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.

NUMBER	DATE	REVISIONS

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

K:\APR_Aviation\1417902\2400\PLANSHEETS\LAL – LAKELAND LINDER REGIONAL AIRPORT EXHIBIT\204-LAL-RDHAB.dwg PLOTTED: May 20, 2015 – 12:35 PM, BY: Howell, Alyssa

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

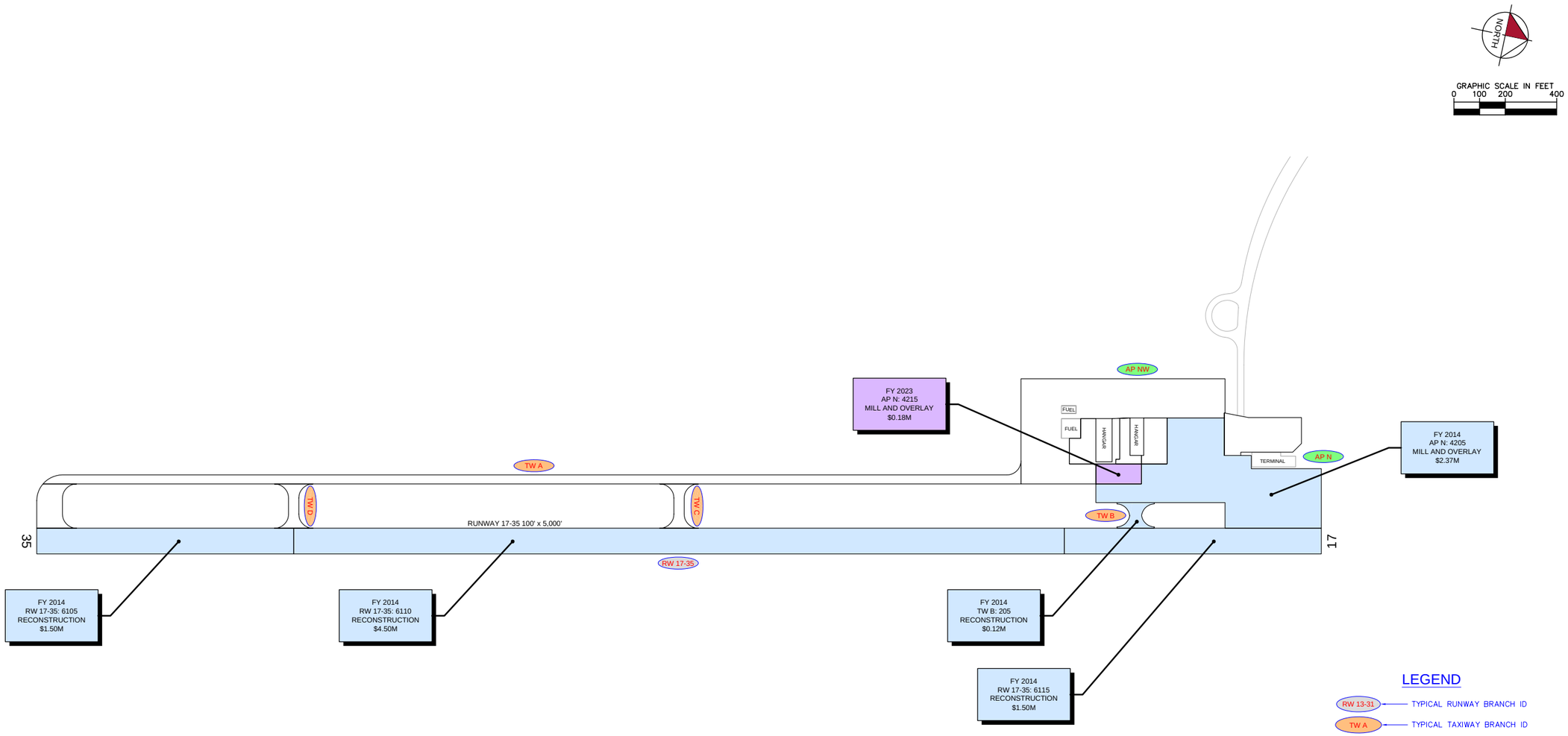
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

LAKELAND LINDER REGIONAL AIRPORT
POLK COUNTY, FLROIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: LAL
FDOT DISTRICT: 1



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

"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.

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\MPB_Aviation\14377602\CADD\LAYOUTS\MKY – MARCO ISLAND EXECUTIVE AIRPORT_EXHIBITS\004-MKY-REHAB.dwg PLOTTED: May 14, 2015 – 7:29 PM, BY: Brian, Art

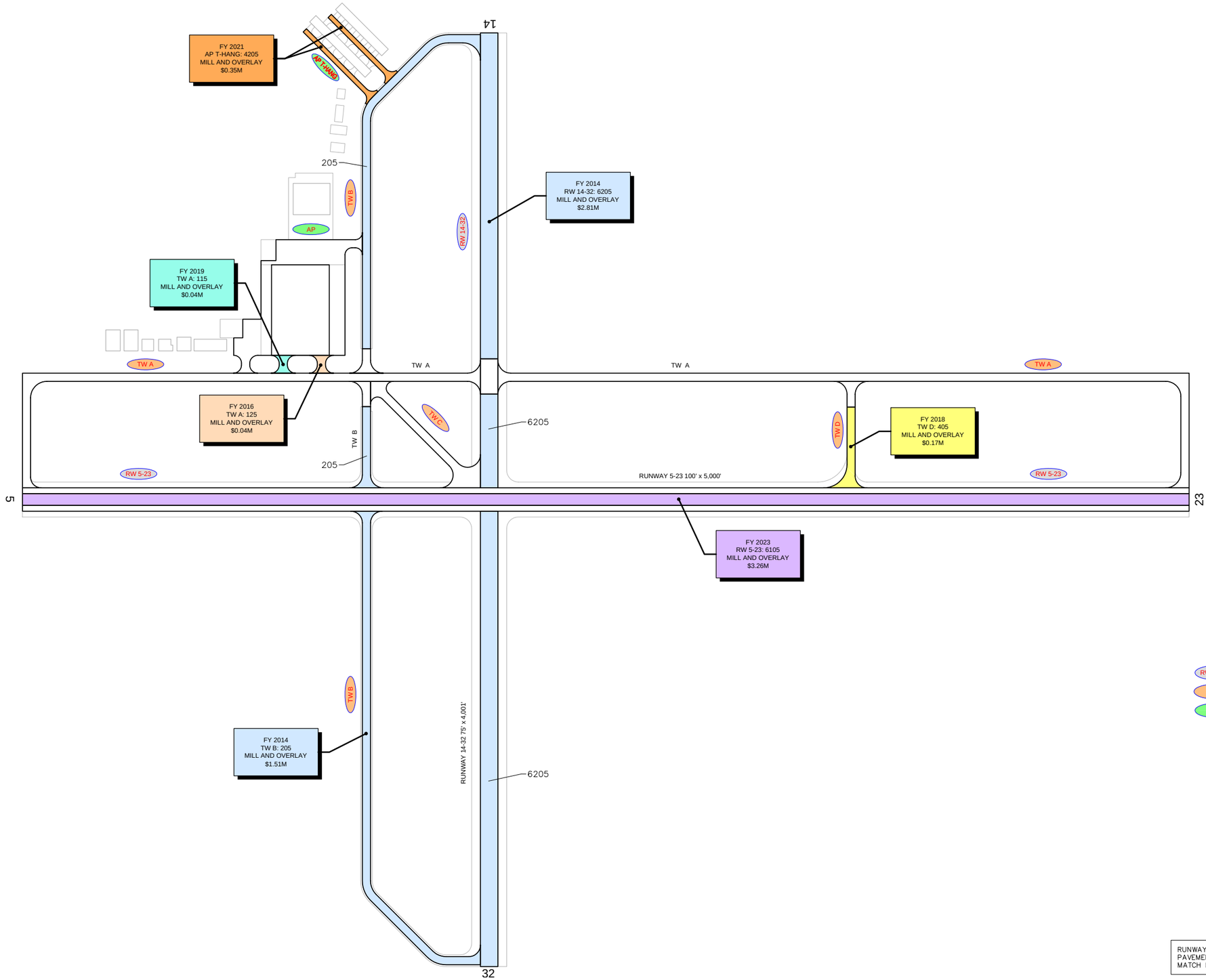
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MARCO ISLAND EXECUTIVE AIRPORT
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MKY
FDOT DISTRICT: 1



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

"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.

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\OFB_Aviation\42179022\CADD\PLANSHEET\OBE - OKEECHOBEE COUNTY AIRPORT\EXHIBIT\004-OBE-REHAB.dwg PLOTTED: May 14, 2015 - 7:33 PM, BY: Steve, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

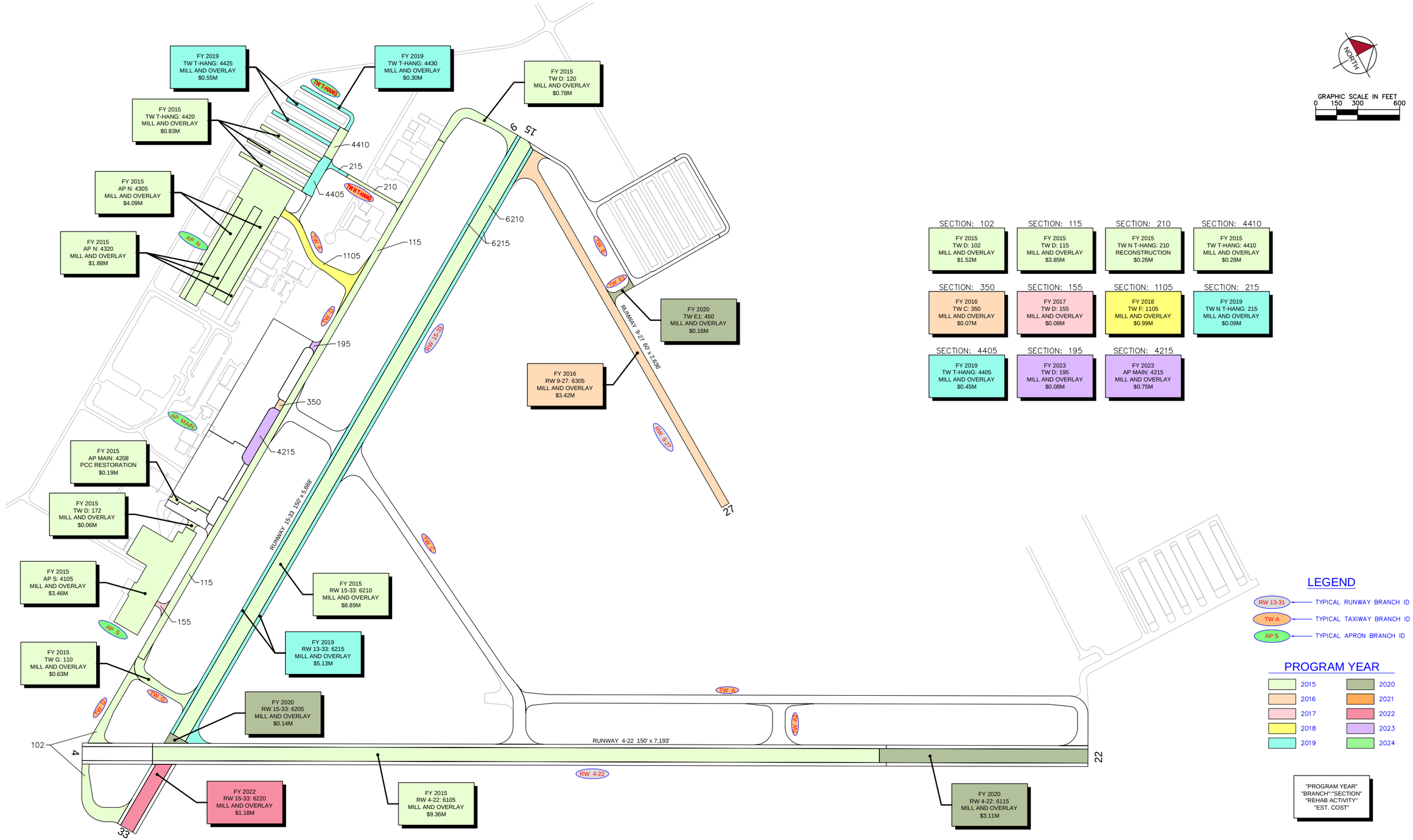
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

OKEECHOBEE COUNTY AIRPORT
OKEECHOBEE, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OBE
FDOT DISTRICT: 1



SECTION: 102
FY 2015
TW D: 102
MILL AND OVERLAY
$1.52M

SECTION: 115
FY 2015
TW D: 115
MILL AND OVERLAY
$3.85M

SECTION: 210
FY 2015
TW N T-HANG: 210
RECONSTRUCTION
$0.26M

SECTION: 4410
FY 2015
TW T-HANG: 4410
MILL AND OVERLAY
$0.28M

SECTION: 350
FY 2016
TW C: 350
MILL AND OVERLAY
$0.07M

SECTION: 155
FY 2017
TW D: 155
MILL AND OVERLAY
$0.08M

SECTION: 1105
FY 2018
TW F: 1105
MILL AND OVERLAY
$0.99M

SECTION: 215
FY 2019
TW N T-HANG: 215
MILL AND OVERLAY
$0.09M

SECTION: 4405
FY 2019
TW T-HANG: 4405
MILL AND OVERLAY
$0.45M

SECTION: 195
FY 2023
TW D: 195
MILL AND OVERLAY
$0.08M

SECTION: 4215
FY 2023
AP MAIN: 4215
MILL AND OVERLAY
$0.75M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
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.

NUMBER	DATE	REVISIONS

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

K:\APB_Aviation\14217602\CADD\PLANSHEETS\PGD - PUNTA GORDA AIRPORT\EXHIBIT\004-PGD-REHAB.dwg PLOTTED: May 22, 2015 - 1:36 PM, BY: Howell, James

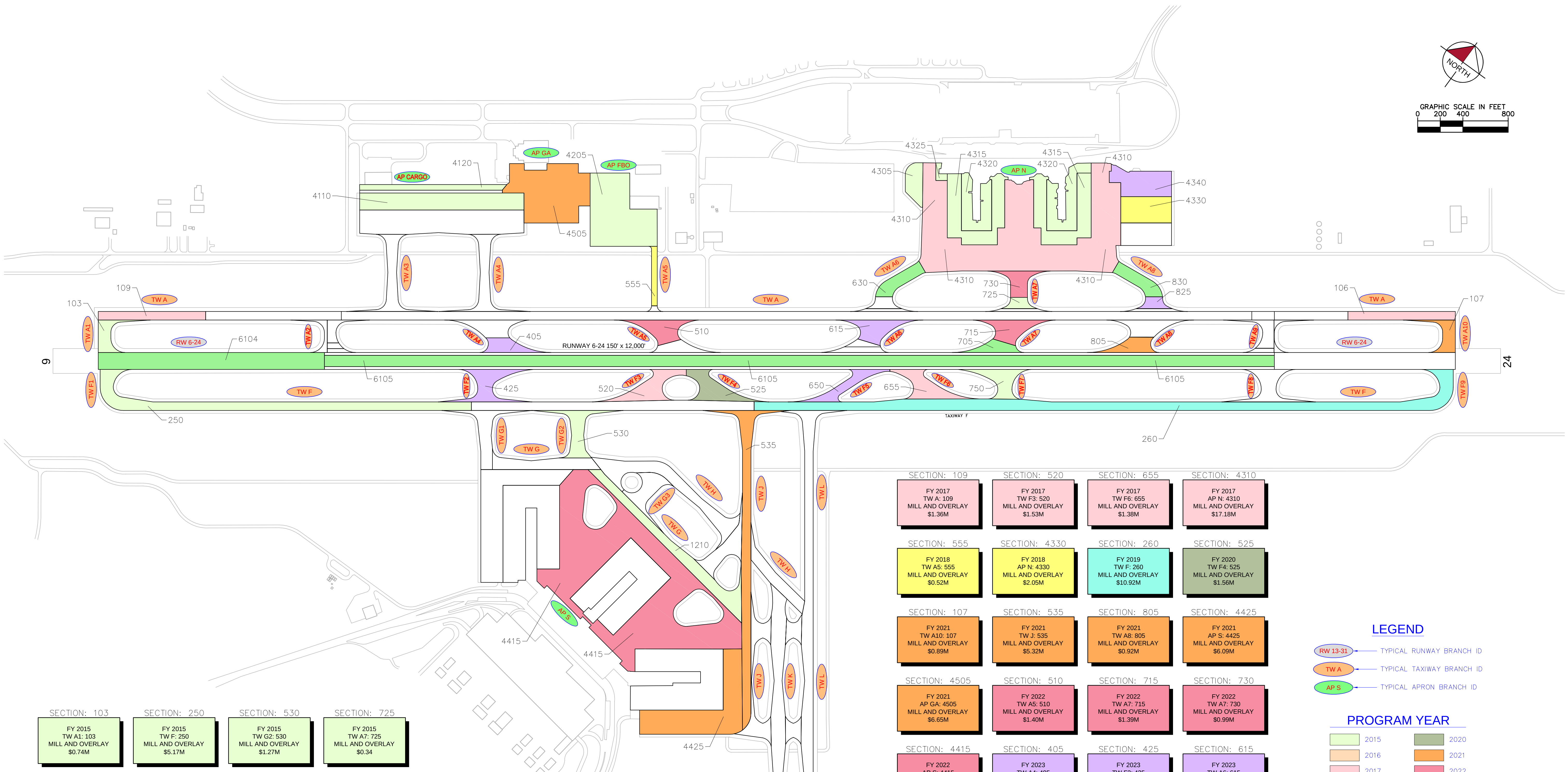
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PUNTA GORDA AIRPORT
CHARLOTTE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PGD
FDOT DISTRICT: 1



SECTION: 103	SECTION: 250	SECTION: 530	SECTION: 725
FY 2015 TW A1: 103 MILL AND OVERLAY $0.74M	FY 2015 TW F: 250 MILL AND OVERLAY $5.17M	FY 2015 TW G2: 530 MILL AND OVERLAY $1.27M	FY 2015 TW A7: 725 MILL AND OVERLAY $0.34

SECTION: 750	SECTION: 1210	SECTION: 4110	SECTION: 4120	SECTION: 4205
FY 2015 TW F7: 750 MILL AND OVERLAY $1.07M	FY 2015 TW G: 1210 MILL AND OVERLAY $3.12M	FY 2015 AP CARGO: 4110 PCC RESTORATION $3.92M	FY 2015 AP CARGO: 4120 RECONSTRUCTION $1.47M	FY 2015 AP FBO: 4205 MILL AND OVERLAY $5.53M

SECTION: 4305	SECTION: 4315	SECTION: 4320	SECTION: 4325	SECTION: 106
FY 2015 AP N: 4305 MILL AND OVERLAY $0.90M	FY 2015 AP N: 4315 PCC RESTORATION $6.03M	FY 2015 AP N: 4320 RECONSTRUCTION $4.85M	FY 2015 AP N: 4325 MILL AND OVERLAY $0.19M	FY 2017 TW A: 106 MILL AND OVERLAY $2.29M

SECTION: 109	SECTION: 520	SECTION: 655	SECTION: 4310
FY 2017 TW A: 109 MILL AND OVERLAY $1.36M	FY 2017 TW F3: 520 MILL AND OVERLAY $1.53M	FY 2017 TW F6: 655 MILL AND OVERLAY $1.38M	FY 2017 AP N: 4310 MILL AND OVERLAY $17.18M

SECTION: 555	SECTION: 4330	SECTION: 260	SECTION: 525
FY 2018 TW A5: 555 MILL AND OVERLAY $0.52M	FY 2018 AP N: 4330 MILL AND OVERLAY $2.05M	FY 2019 TW F: 260 MILL AND OVERLAY $10.92M	FY 2020 TW F4: 525 MILL AND OVERLAY $1.56M

SECTION: 107	SECTION: 535	SECTION: 805	SECTION: 4425
FY 2021 TW A10: 107 MILL AND OVERLAY $0.89M	FY 2021 TW J: 535 MILL AND OVERLAY $5.32M	FY 2021 TW A8: 805 MILL AND OVERLAY $0.92M	FY 2021 AP S: 4425 MILL AND OVERLAY $6.09M

SECTION: 4505	SECTION: 510	SECTION: 715	SECTION: 730
FY 2021 AP GA: 4505 MILL AND OVERLAY $6.65M	FY 2022 TW A5: 510 MILL AND OVERLAY $1.40M	FY 2022 TW A7: 715 MILL AND OVERLAY $1.39M	FY 2022 TW A7: 730 MILL AND OVERLAY $0.99M

SECTION: 4415	SECTION: 405	SECTION: 425	SECTION: 615
FY 2022 AP S: 4415 MILL AND OVERLAY $22.50M	FY 2023 TW A4: 405 MILL AND OVERLAY $0.94M	FY 2023 TW F2: 425 MILL AND OVERLAY $1.73M	FY 2023 TW A6: 615 MILL AND OVERLAY $1.42M

SECTION: 650	SECTION: 825	SECTION: 4340	SECTION: 630
FY 2023 TW F5: 650 MILL AND OVERLAY $1.23M	FY 2023 TW A8: 825 MILL AND OVERLAY $0.45M	FY 2023 AP N: 4340 PCC RESTORATION $2.63M	FY 2024 TW A6: 630 MILL AND OVERLAY $1.20M

SECTION: 705	SECTION: 830	SECTION: 6104	SECTION: 6105
FY 2024 TW A7: 705 MILL AND OVERLAY $0.78M	FY 2024 TW A8: 830 MILL AND OVERLAY $1.20M	FY 2024 RW 6-24: 6104 MILL AND OVERLAY $7.05M	FY 2024 RW 6-24: 6105 MILL AND OVERLAY $19.73M

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.

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

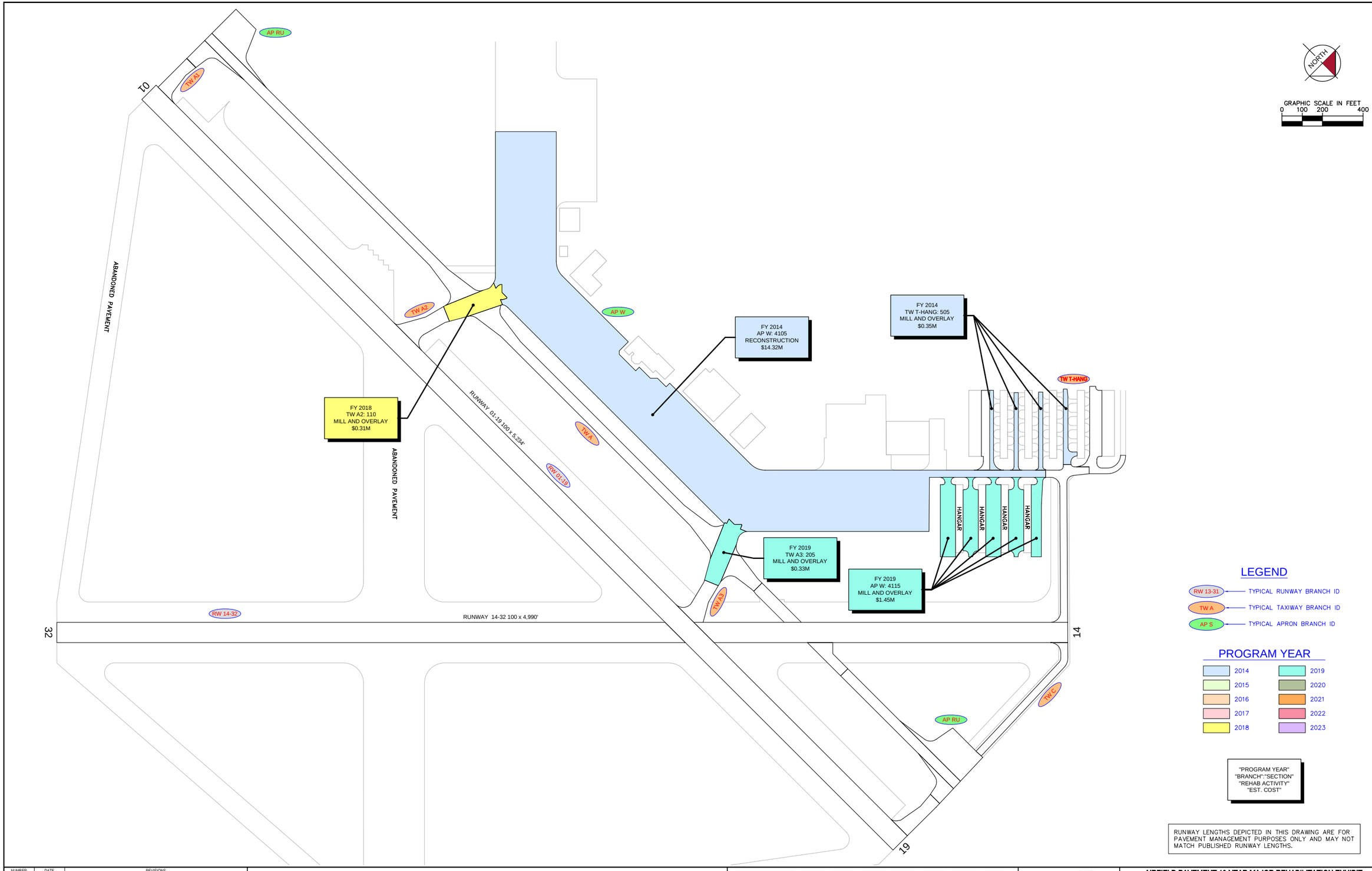
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
SOUTHWEST FLORIDA INTERNATIONAL AIRPORT
LEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: RSW

FDOT DISTRICT: 1



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

"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.

NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\SPB_Aviation\2437902\CADD\FLAIRSHEETS\SEF - SEBRING REGIONAL AIRPORT\EXHIBIT\004-SEF-REHAB.dwg PLOTTED: May 15, 2013 - 8:03 AM, EP: Bahus, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

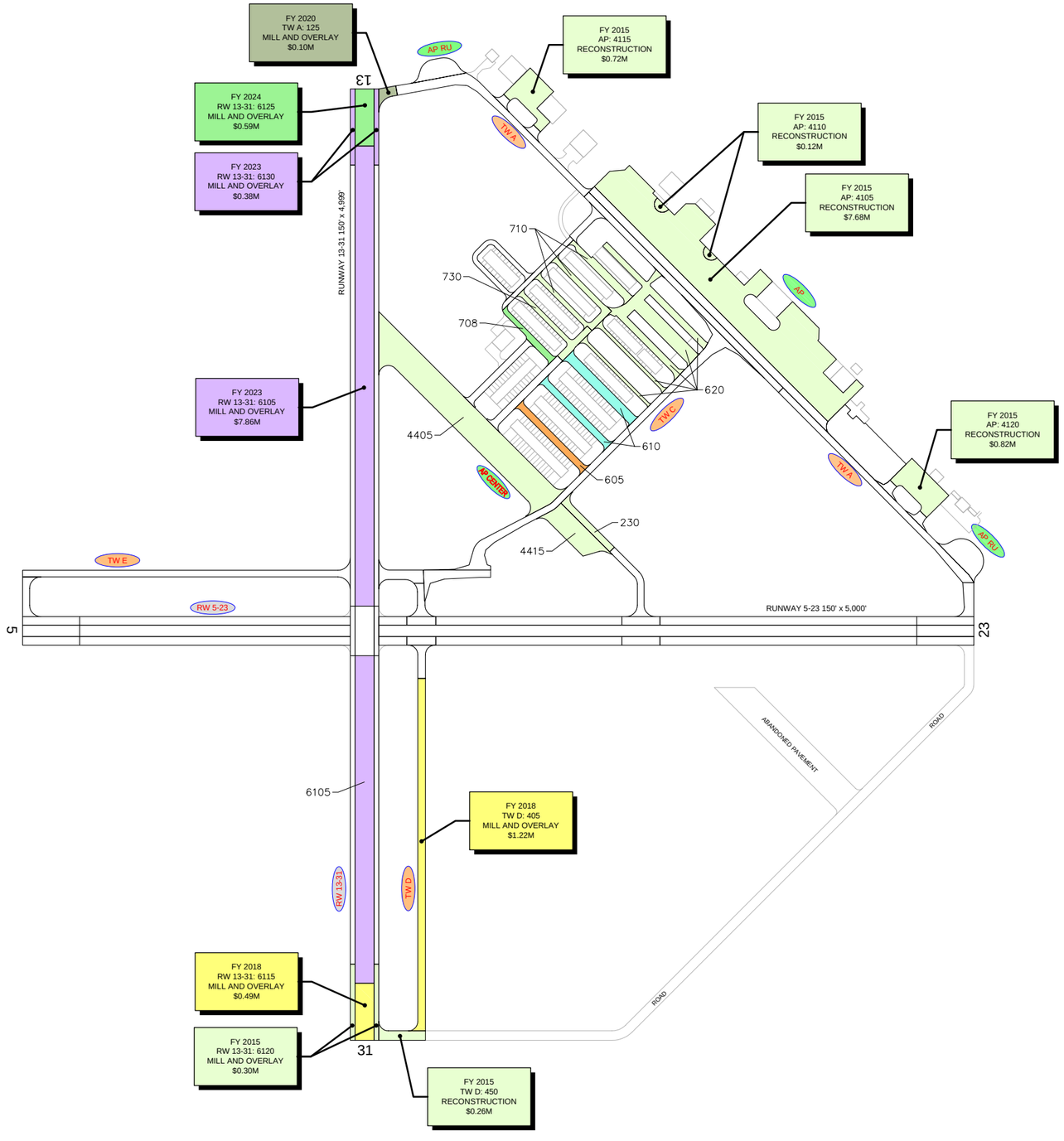
FDOT

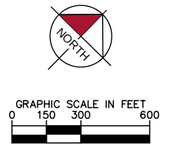
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

SEBRING REGIONAL AIRPORT
HIGHLANDS COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SEF
FDOT DISTRICT: 1





SECTION: 230
FY 2015
TW B: 230
RECONSTRUCTION
$0.27M

SECTION: 620
FY 2015
T-HANG: 620
MILL AND OVERLAY
$1.55M

SECTION: 710
FY 2015
T-HANG: 710
MILL AND OVERLAY
$0.64M

SECTION: 730
FY 2015
T-HANG: 730
MILL AND OVERLAY
$0.27M

SECTION: 4405
FY 2015
AP CENTER: 4405
RECONSTRUCTION
$3.92M

SECTION: 4415
FY 2015
AP CENTER:4415
RECONSTRUCTION
$0.75M

SECTION: 610
FY 2019
T-HANG: 610
MILL AND OVERLAY
$0.72M

SECTION: 605
FY 2021
T-HANG: 605
MILL AND OVERLAY
$0.32M

SECTION: 708
FY 2024
T-HANG: 708
MILL AND OVERLAY
$0.23M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

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

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NUMBER	DATE	REVISIONS

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

K:\SPR_Aviation\43178022\CADD\PLANSHEETS\VNC - VENICE MUNICIPAL AIRPORT\EXHIBIT\204- VNC-REHAB.dwg PLOTTED: May 22, 2015 – 4:28 PM, BY: Howell, James

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

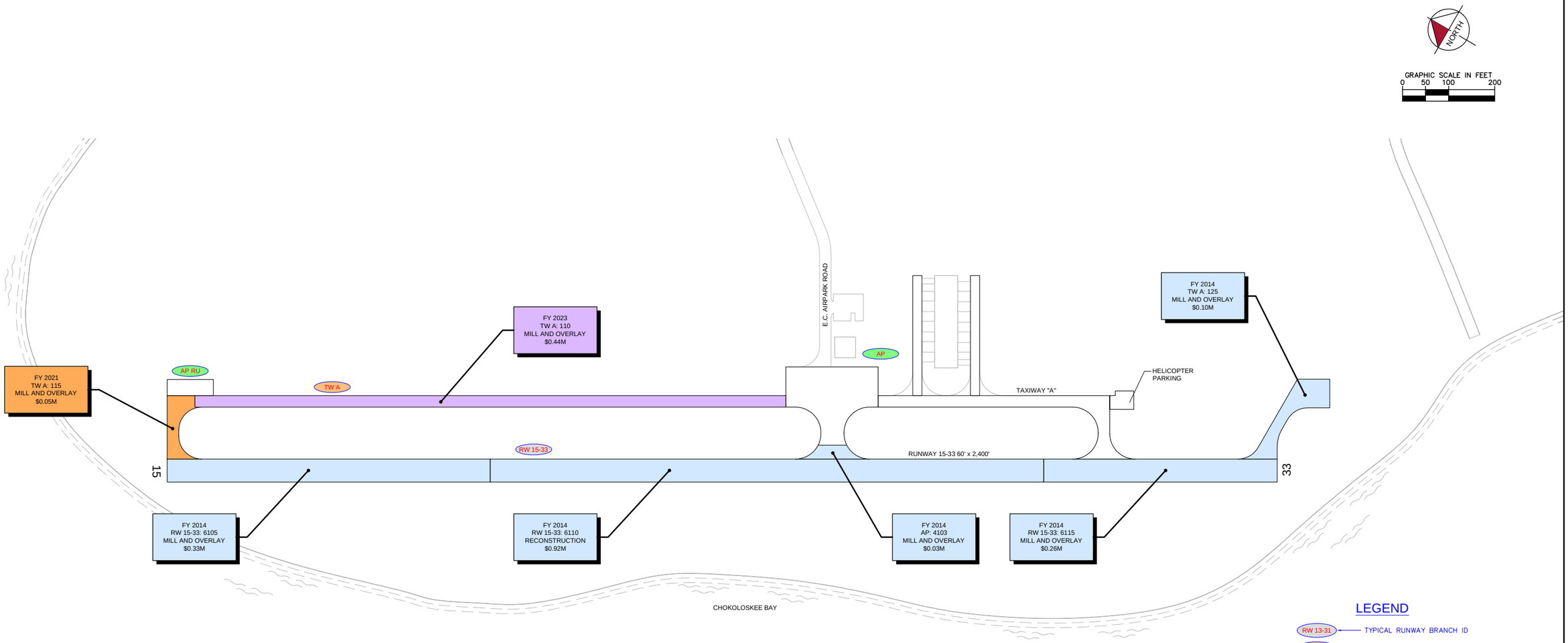
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

VENICE MUNICIPAL AIRPORT
SARASOTA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VNC
FDOT DISTRICT: 1



LEGEND

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

PROGRAM YEAR

2014	2019
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"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\SPB_Aviation\14277022\CADD\PLANSHEETS\01 - EVERGLADES AIRPARK\EXHIBITS\004-X01-REHAB.dwg PLOTTED: May 15, 2015 - 10:01 AM, BY: Bevis, Art

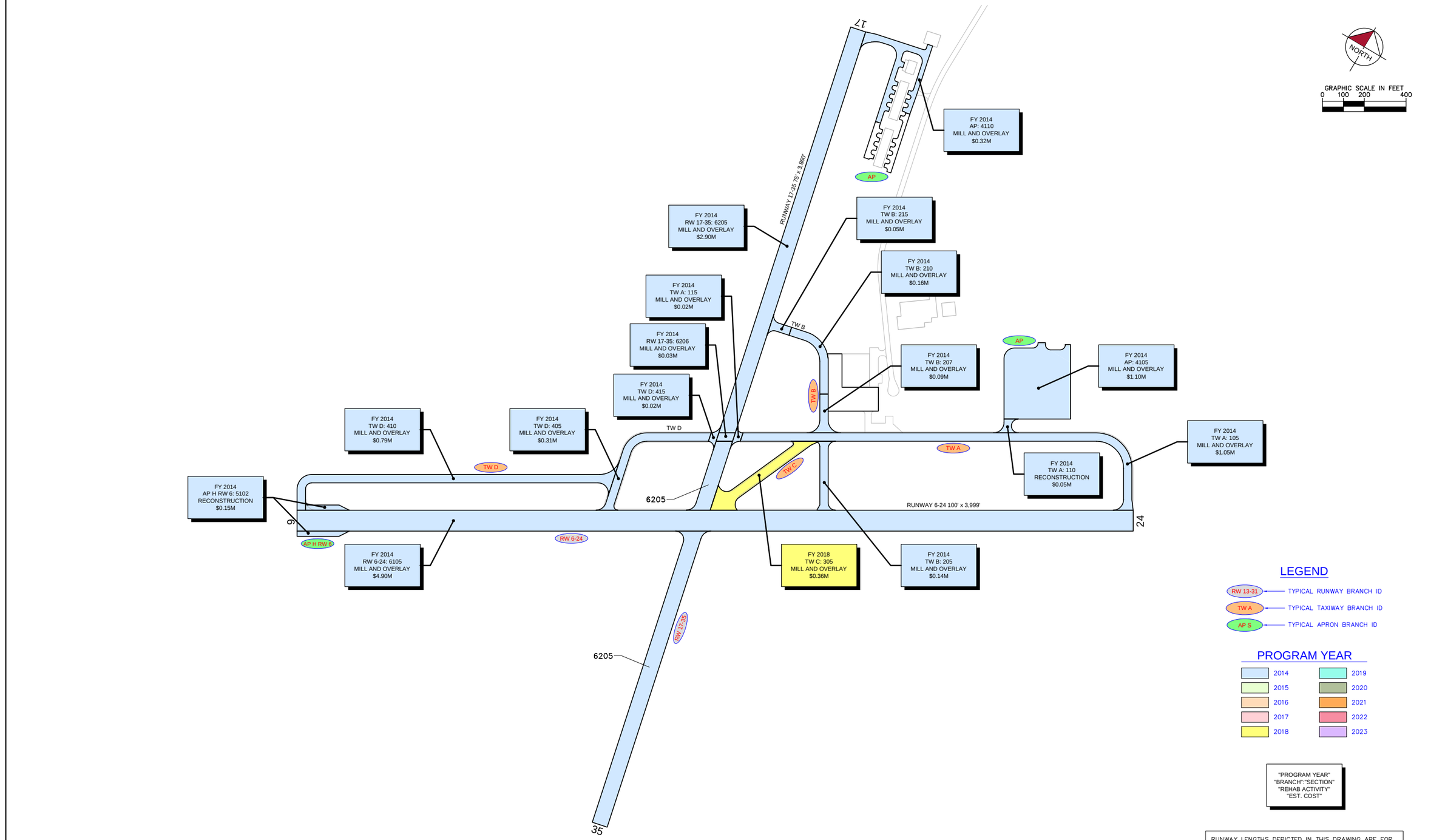
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

EVERGLADES AIRPARK
COLLIER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X01
FDOT DISTRICT: 1



NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

K:\APW_Aviation\2437902\CADD\PLANSHEETS\X07 - LAKE WALES MUNICIPAL AIRPORT.DWG\BTD\X04-X07-REHAB.dwg PLOTTED: May 15, 2013 - 10:08 AM, BY: Rehya, Ani

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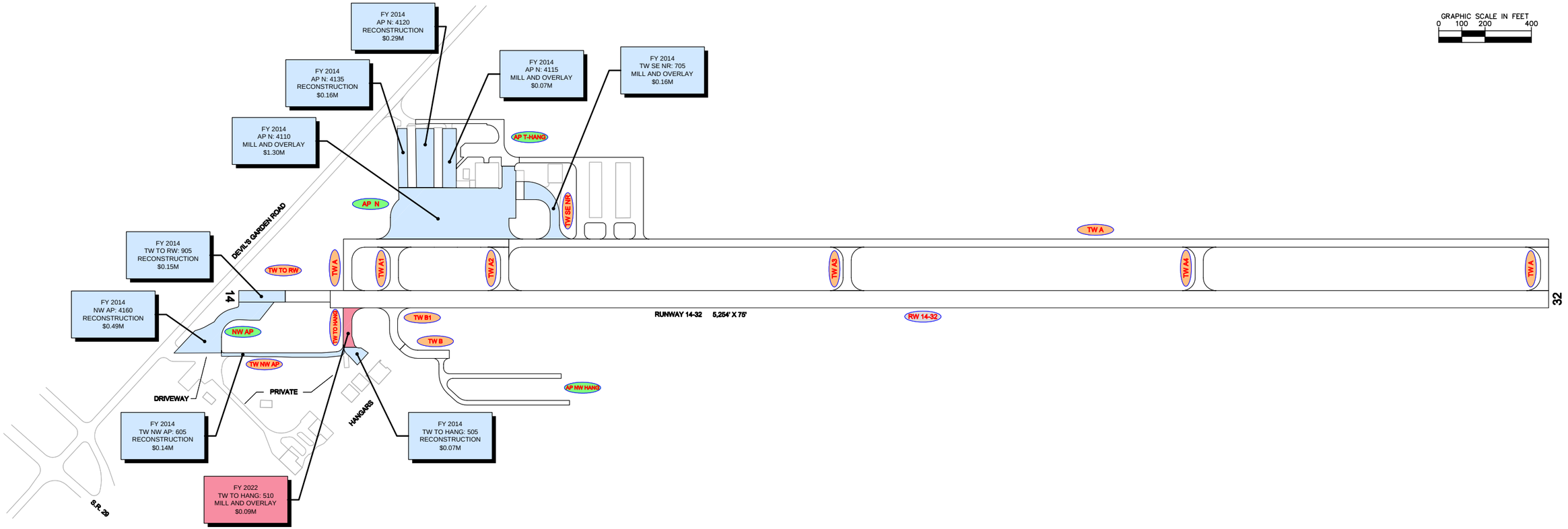
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

LAKE WALES MUNICIPAL AIRPORT
POLK COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X07

FDOT DISTRICT: 1



LEGEND

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- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

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

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NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013

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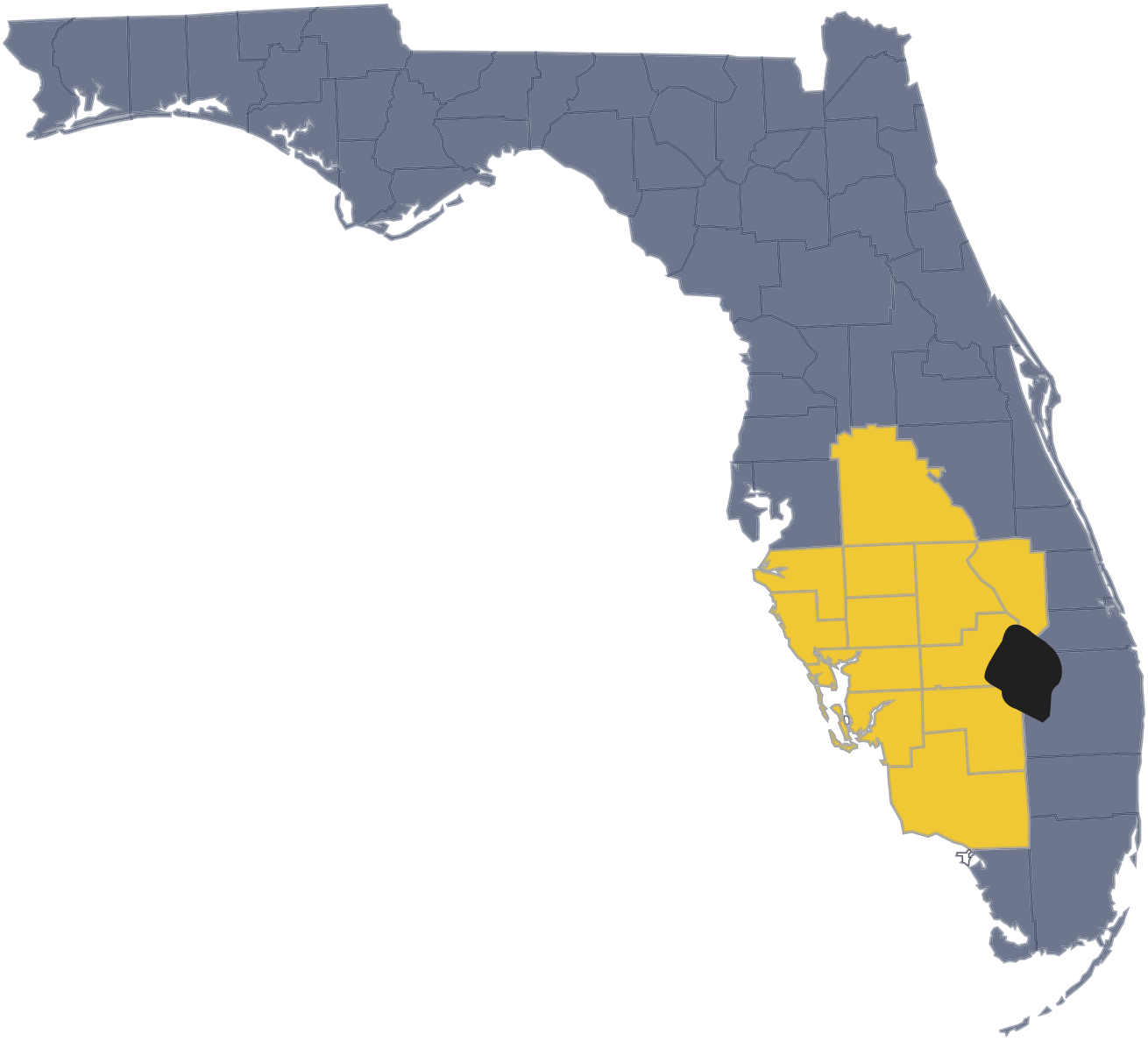
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

LABELLE MUNICIPAL AIRPORT
HENDRY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X14
FDOT DISTRICT: 1



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT