

DISTRICT 2 REPORT
JUNE 2015

STATEWIDE
**Airfield
Pavement
Management**
PROGRAM



TABLE OF CONTENTS

Executive Summary	1
1. Introduction.....	19
2. Airfield Pavement System Inventory and Network Update.....	29
3. Airfield Pavement Condition analysis and Evaluation.....	35
4. Pavement Performance Modeling	45
5. Maintenance Level Activities.....	51
6. Major Rehabilitation Needs.....	61
7. Conclusion.....	65

LIST OF TABLES

Table I: Condition Summary by Airport	3
Table II: Runway Condition Summary by Airport.....	4
Table III: District Summary of Area by Use by Airport.....	7
Table IV: Summary of Year 1 Major Rehabilitation Needs	10
Table V: Summary of 10-Year Major Rehabilitation Costs by Airport.....	12
Table VI: Major Rehabilitation by Condition	13
Table 2-1: Summary of Area by Facility Use by Airport	31
Table 3-1: Distress Updates to Reflect ASTM D 5340-12.....	37
Table 3-1: Airfield Pavement Distresses for Asphalt Concrete	38
Table 3-2: Airfield Pavement Distresses for Portland Cement Concrete	39
Table 3-3: District Condition Summary by Airport	41
Table 4-1: Overall Airport Area-Weighted PCI.....	48
Table 4-2: Airport Runway Area-Weighted PCI.....	49
Table 4-3: Airport Taxiway Area-Weighted PCI	49
Table 4-4: Airport Apron Area-Weighted PCI.....	50
Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy	51
Table 5-2: Recommended PCC Maintenance and Repair Policy	52
Table 5-3: Critical PCI and FDOT Minimum Level PCI.....	55

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI..... 55

Table 5-5: Flexible Asphalt Concrete Maintenance Unit Costs 57

Table 5-6: Rigid Portland Cement Concrete Maintenance Unit Costs..... 57

Table 5-7: Major Rehabilitation Activities and Unit Costs by Condition 58

Table 5-8: District 10-Year Maintenance and Preservation Needs by Airport 59

Table 6-1: Summary of District Year-1 Major Rehabilitation Needs..... 62

Table 6-2: Summary of District 10-Year Major Rehabilitation Needs..... 63

Table 6-3: Summary of District 10-Year Major Rehabilitation Needs by Airport..... 63

LIST OF FIGURES

Figure I: Runway Condition 5

Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI 6

Figure III: PCI by Pavement Facility Use by Airport..... 8

Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible
Asphalt Concrete Pavement 9

Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland
Cement Concrete Pavement..... 10

Figure 1-1: Pavement Condition Life Cycle..... 25

Figure 1-2: Flexible Pavement, Asphalt Concrete 28

Figure 1-3: Rigid Pavement, Portland Cement Concrete 28

Figure 2-1: District Pavement Area by Use 32

Figure 2-2: Pavement Area Use by Airport 33

Figure 3-1: Pavement Condition Index Rating Scale 40

Figure 3-2: PCI by Pavement Facility Use by Airport..... 42

Figure 3-3: PCI by Pavement Facility Use 43

Figure 3-4: PCI by Pavement Surface Type 44

Figure 4-1: Example Pavement Performance Model..... 47

APPENDICES

Appendix A	Glossary of Terms
Appendix B	District Branch Condition Report District Section Condition Report
Appendix C	District Airfield Pavement Condition Index Rating Exhibits
Appendix D	District 10-Year Major Rehabilitation Needs
Appendix E	District Airfield Pavement 10-Year Major Rehabilitation Exhibits

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 2.

- 24J, Suwannee County Airport
- 28J, Palatka Municipal – LT. Kay Larkin Field
- 40J, Perry-Foley Airport
- 42J, Keystone Airpark
- CDK, George T. Lewis Airport
- CRG, Jacksonville Executive At Craig Airport
- CTY, Cross City Airport
- FHB, Fernandina Beach Municipal Airport
- GNV, Gainesville Regional Airport
- HEG, Herlong Recreational Airport
- JAX, Jacksonville International Airport
- LCQ, Lake City Gateway Airport
- VQQ, Cecil Airport
- X60, Williston Municipal Airport

Northeast Florida Regional Airport (SGJ), which is managed by the St. Augustine – St. Johns County Airport Authority and Hilliard Airpark (01J), which is managed by the Town of Hilliard, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

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 2's overall area-weighted Pavement Condition Index (PCI) is at a 77.48 a condition rating of "Satisfactory". 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 2 ranged from 30 (Very Poor) to 88 (Good). 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
24J	GA	87	GOOD	82	SATISFACTORY	59	FAIR	76	SATISFACTORY
28J	GA	97	GOOD	83	SATISFACTORY	79	SATISFACTORY	88	GOOD
40J	GA	63	FAIR	59	FAIR	43	POOR	59	FAIR
42J	GA	75	SATISFACTORY	49	POOR	47	POOR	63	FAIR
CDK	GA	33	VERY POOR	15	SERIOUS	10	FAILED	30	VERY POOR
CRG	RL	67	FAIR	71	SATISFACTORY	53	POOR	60	FAIR
CTY	GA	49	POOR	58	FAIR	45	POOR	51	POOR
FHB	GA	76	SATISFACTORY	74	SATISFACTORY	73	SATISFACTORY	75	SATISFACTORY
GNV	PR	84	SATISFACTORY	89	GOOD	88	GOOD	87	GOOD
HEG	RL	69	FAIR	73	SATISFACTORY	62	FAIR	68	FAIR
JAX	PR	90	GOOD	84	SATISFACTORY	84	SATISFACTORY	85	SATISFACTORY
LCQ	GA	63	FAIR	58	FAIR	71	SATISFACTORY	64	FAIR
VQQ	GA	79	SATISFACTORY	87	GOOD	81	SATISFACTORY	82	SATISFACTORY
X60	GA	90	GOOD	77	SATISFACTORY	83	SATISFACTORY	80	SATISFACTORY
DISTRICT		76	SATISFACTORY	79	SATISFACTORY	76	SATISFACTORY	77	SATISFACTORY



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
24J	GA	RW 7-25	RUNWAY 7-25	4,005	75	87	GOOD	
28J	GA	RW 17-35	RUNWAY 17-35	3,510	75	94	GOOD	
28J	GA	RW 9-27	RUNWAY 9-27	6,000	100	99	GOOD	
40J	GA	RW 18-36	RUNWAY 18-36	4,986	100	96	GOOD	
40J	GA	RW 6-24	RUNWAY 6-24	4,378	150	26	VERY POOR	X
40J	GA	RW 12-30	RUNWAY 12-30	4,754	100	68	FAIR	X
42J	GA	RW 11-29	RUNWAY 11-29	4,899	75	56	FAIR	X
42J	GA	RW 5-23	RUNWAY 5-23	5,046	100	90	GOOD	
CDK	GA	RW 5-23	RUNWAY 5-23	2,355	100	33	VERY POOR	X
CRG	RL	RW 14-32	RUNWAY 14-32	4,008	100	56	FAIR	X
CRG	RL	RW 5-23	RUNWAY 5-23	4,004	100	79	SATISFACTORY	
CTY	GA	RW 4-22	RUNWAY 4-22	5,005	75	66	FAIR	X
CTY	GA	RW 13-31	RUNWAY 13-31	5,001	100	36	VERY POOR	X
FHB	GA	RW 13-31	RUNWAY 13-31	5,152	100	70	FAIR	X
FHB	GA	RW 9-27	RUNWAY 9-27	5,000	100	94	GOOD	
FHB	GA	RW 4-22	RUNWAY 4-22	5,301	100	76	SATISFACTORY	
GNV	PR	RW 7-25	RUNWAY 7-25	4,158	100	100	GOOD	
GNV	PR	RW 11-29	RUNWAY 11-29	7,504	150	78	SATISFACTORY	
HEG	RL	RW 7-25	RUNWAY 7-25	3,999	100	83	SATISFACTORY	
HEG	RL	RW 11-29	RUNWAY 11-29	3,500	100	56	FAIR	X
JAX	PR	RW 8-26	RUNWAY 8-26	10,000	150	89	GOOD	
JAX	PR	RW 14-32	RUNWAY 14-32	7,701	150	93	GOOD	
LCQ	GA	RW 10-28	RUNWAY 10-28	8,003	150	65	FAIR	X
LCQ	GA	RW 5-23	RUNWAY 5-23	4,000	75	58	FAIR	X
VQQ	GA	RW 18L-36R	RUNWAY 18L-36R	12,503	200	92	GOOD	
VQQ	GA	RW 9R-27L	RUNWAY 9R-27L	8,003	200	92	GOOD	
VQQ	GA	RW 18R-36L	RUNWAY 18R-36L	8,002	200	60	FAIR	X
VQQ	GA	RW 9L-27R	RUNWAY 9L-27R	4,439	200	56	FAIR	X
X60	GA	RW 14-32	RUNWAY 14-32	4,704	100	92	GOOD	
X60	GA	RW 5-23	RUNWAY 5-23	6,669	100	64	FAIR	X

Figure I: Runway Condition

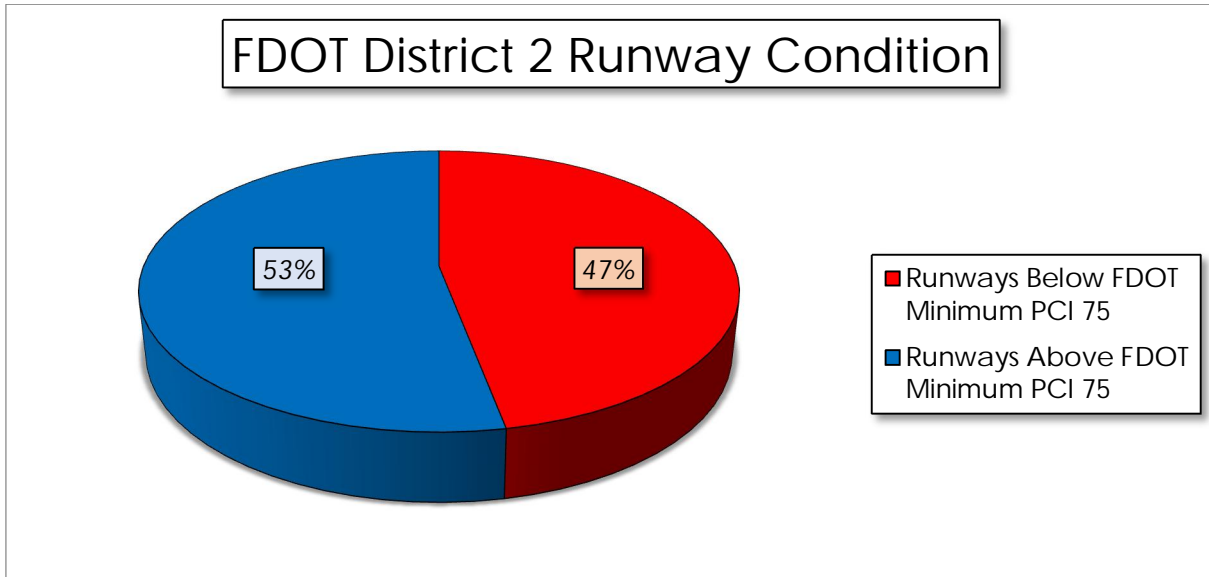
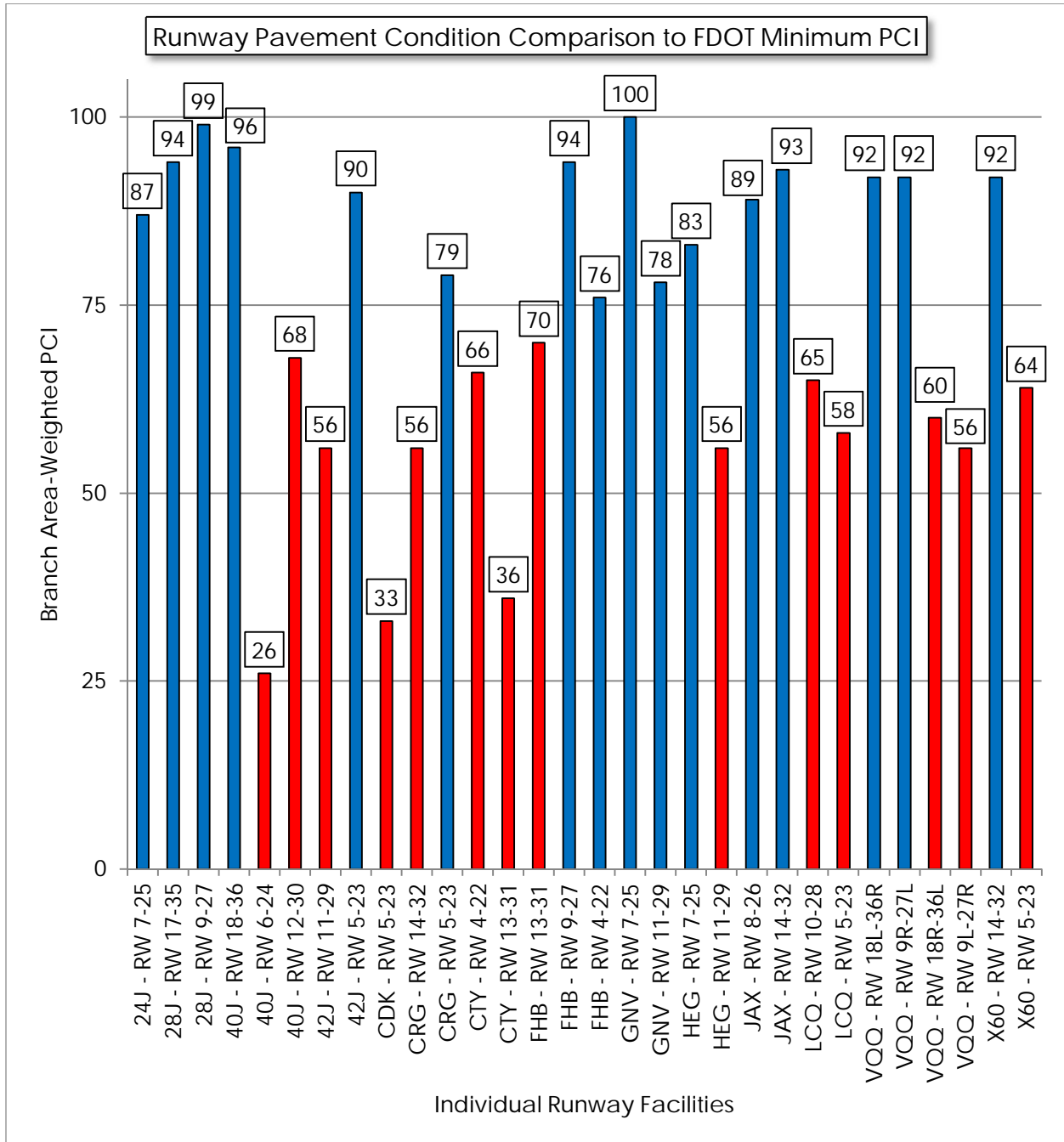


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



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
24J	GA	300,375	213,775	250,466	764,616
28J	GA	858,141	673,339	394,726	1,926,206
40J	GA	1,998,592	459,350	370,139	2,828,080
42J	GA	888,100	431,650	352,347	1,672,097
CDK	GA	231,734	7,156	22,327	261,217
CRG	RL	790,400	477,976	1,459,601	2,727,977
CTY	GA	901,233	511,459	296,058	1,708,750
FHB	GA	1,126,641	766,579	446,059	2,339,279
GNV	PR	1,575,727	1,710,781	1,617,755	4,904,263
HEG	RL	812,653	480,268	503,152	1,796,073
JAX	PR	2,655,000	4,829,486	4,280,632	11,765,118
LCQ	GA	1,484,382	987,306	1,232,411	3,704,099
VQQ	GA	6,504,197	3,802,990	4,801,508	15,108,695
X60	GA	342,569	1,132,534	293,368	1,768,471
DISTRICT		20,469,743	16,484,649	16,320,550	53,274,942

Figure III: PCI by Pavement Facility Use by Airport

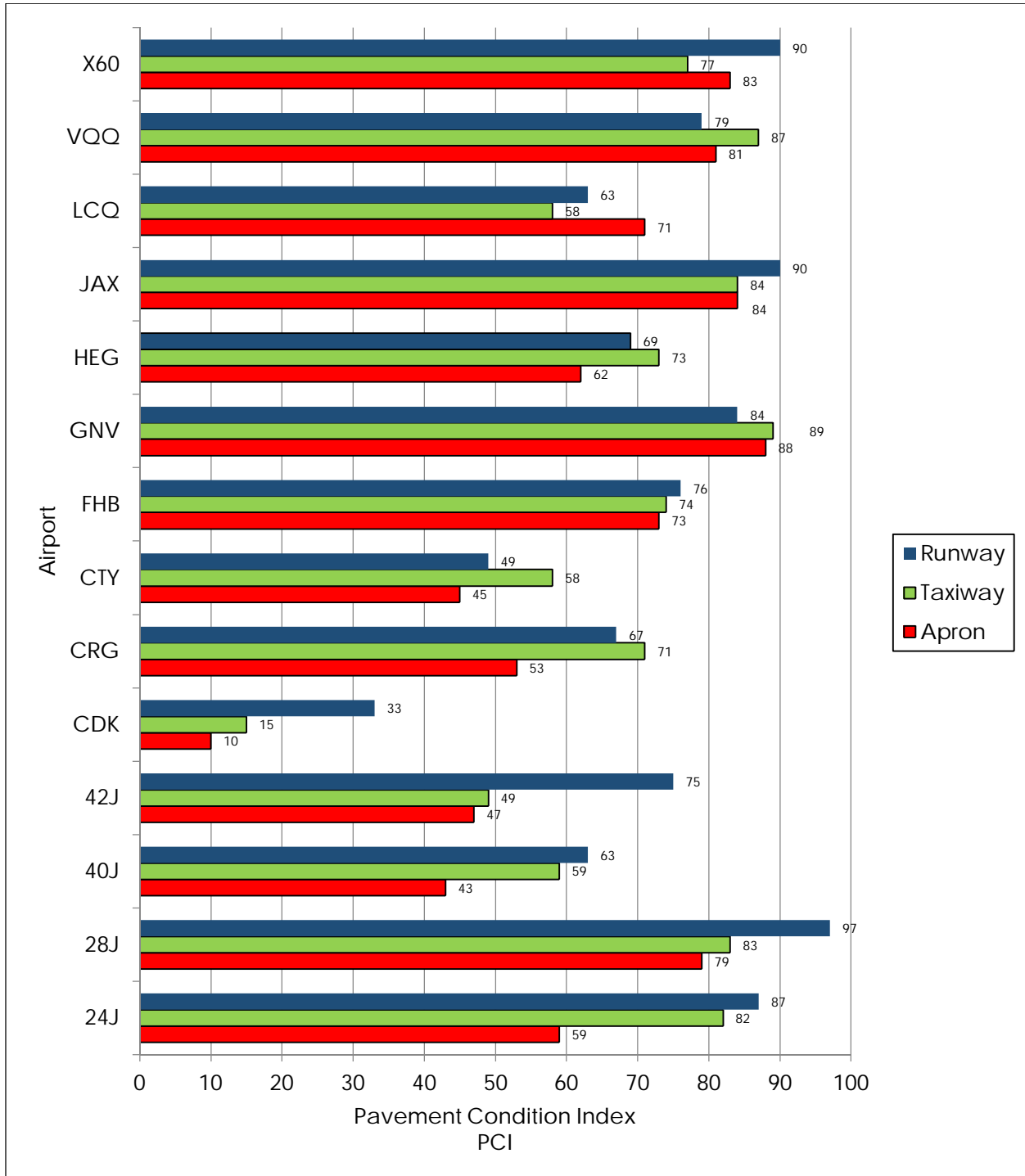


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with

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

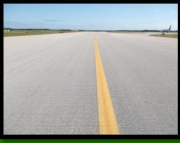



	PCI	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100	90		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85	70		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good'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

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

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

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
24J	GA	76	SATISFACTORY	\$ 267,288.39
28J	GA	88	GOOD	\$ 2,833,320.66
40J	GA	59	FAIR	\$ 21,845,995.39
42J	GA	63	FAIR	\$ 13,758,806.03
CDK	GA	30	VERY POOR	\$ 3,918,262.23



Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
CRG	RL	60	FAIR	\$ 26,606,586.00
CTY	GA	51	POOR	\$ 16,465,749.17
FHB	GA	75	SATISFACTORY	\$ 2,483,175.00
GNV	PR	87	GOOD	\$ 6,808,116.00
HEG	RL	68	FAIR	\$ 14,338,089.00
JAX	PR	85	SATISFACTORY	\$ 11,947,523.00
LCQ	GA	64	FAIR	\$ 25,918,252.29
VOQ	GA	82	SATISFACTORY	\$ 28,382,676.21
X60	GA	80	SATISFACTORY	\$ 4,356,100.00
DISTRICT		77	SATISFACTORY	\$ 179,929,939.37

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
24J	GA	76	SATISFACTORY	\$ 1,131,642.02
28J	GA	88	GOOD	\$ 2,833,320.66
40J	GA	59	FAIR	\$ 27,079,604.47
42J	GA	63	FAIR	\$ 13,758,806.03
CDK	GA	30	VERY POOR	\$ 3,918,262.23
CRG	RL	60	FAIR	\$ 32,897,226.94
CTY	GA	51	POOR	\$ 21,029,199.50
FHB	GA	75	SATISFACTORY	\$ 16,608,251.51
GNV	PR	87	GOOD	\$ 27,602,147.65
HEG	RL	68	FAIR	\$ 17,876,060.11
JAX	PR	85	SATISFACTORY	\$ 38,650,273.00
LCQ	GA	64	FAIR	\$ 31,263,598.84
VOQ	GA	82	SATISFACTORY	\$ 65,288,766.25
X60	GA	80	SATISFACTORY	\$ 5,782,601.47
DISTRICT		77	SATISFACTORY	\$ 305,719,760.68

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.

Suwannee County Airport (24J)

- J No Immediate Runway Major Rehabilitation

Palatka Municipal –Lt. Kay Larkin Field (28J)

- J No Immediate Runway Major Rehabilitation

Perry-Foley Airport (40J)

- J Runway 18-36 (6305, 6310, 6330)
 - o Major Rehabilitation
 - o \$547,665.43

- J Runway 6-24 (6205, 6215, 6220, 6225, 6230)
 - o Major Rehabilitation
 - o \$10,474,750.71

- J Runway 12-30 (6105, 6110, 6125, 6130)
 - o Major Rehabilitation
 - o \$1,115,099.74

Keystone Airpark (42J)

- J Runway 11-29 (6205, 6215, 6220)
 - o Major Rehabilitation
 - o \$3,970,519.78

- J Runway 5-23 (6105, 6110, 6130, 6135)
 - o Major Rehabilitation
 - o \$767,403.03

George T. Lewis Airport (CDK)

- J Runway 5-23 (6105)
 - o Major Rehabilitation
 - o \$3,476,010.82

Jacksonville Executive at Craig Airport (CRG)

- J Runway 14-32 (6210)
 - o Major Rehabilitation
 - o \$5,337,001.00

- J Runway 5-23 (6110)
 - o Major Rehabilitation
 - o \$363,000.00

Cross City Airport (CTY)

- J Runway 4-22 (6205)
 - o Major Rehabilitation
 - o \$220,995.05

- J Runway 13-31 (6105, 6110)
 - o Major Rehabilitation
 - o \$7,351,501.66

Fernandina Beach Municipal Airport (FHB)

- J No Immediate Runway Major Rehabilitation

Gainesville Regional Airport (GNV)

- J Runway 11-29 (6225)
 - o Major Rehabilitation
 - o \$1,801,800.00

Herlong Recreational Airport (HEG)

- J Runway 11-29 (6205)
 - o Major Rehabilitation
 - o \$6,191,296.00

Jacksonville International Airport (JAX)

- J No Immediate Runway Major Rehabilitation

Lake City Gateway Airport (LCQ)

- J Runway 5-23 (6205, 6207)
 - o Major Rehabilitation
 - o \$2,619,320.18
- J Runway 10-28 (6105, 6114, 6115, 6120)
 - o Major Rehabilitation
 - o \$8,214,500.01

Cecil Airport (VOQ)

- J Runway 9L-27R (6414, 6415, 6420)
 - o Major Rehabilitation
 - o \$8,761,732.84
- J Runway 18R-36L
 - o Major Rehabilitation
 - o \$13,986,237.99

Williston Municipal Airport (X60)

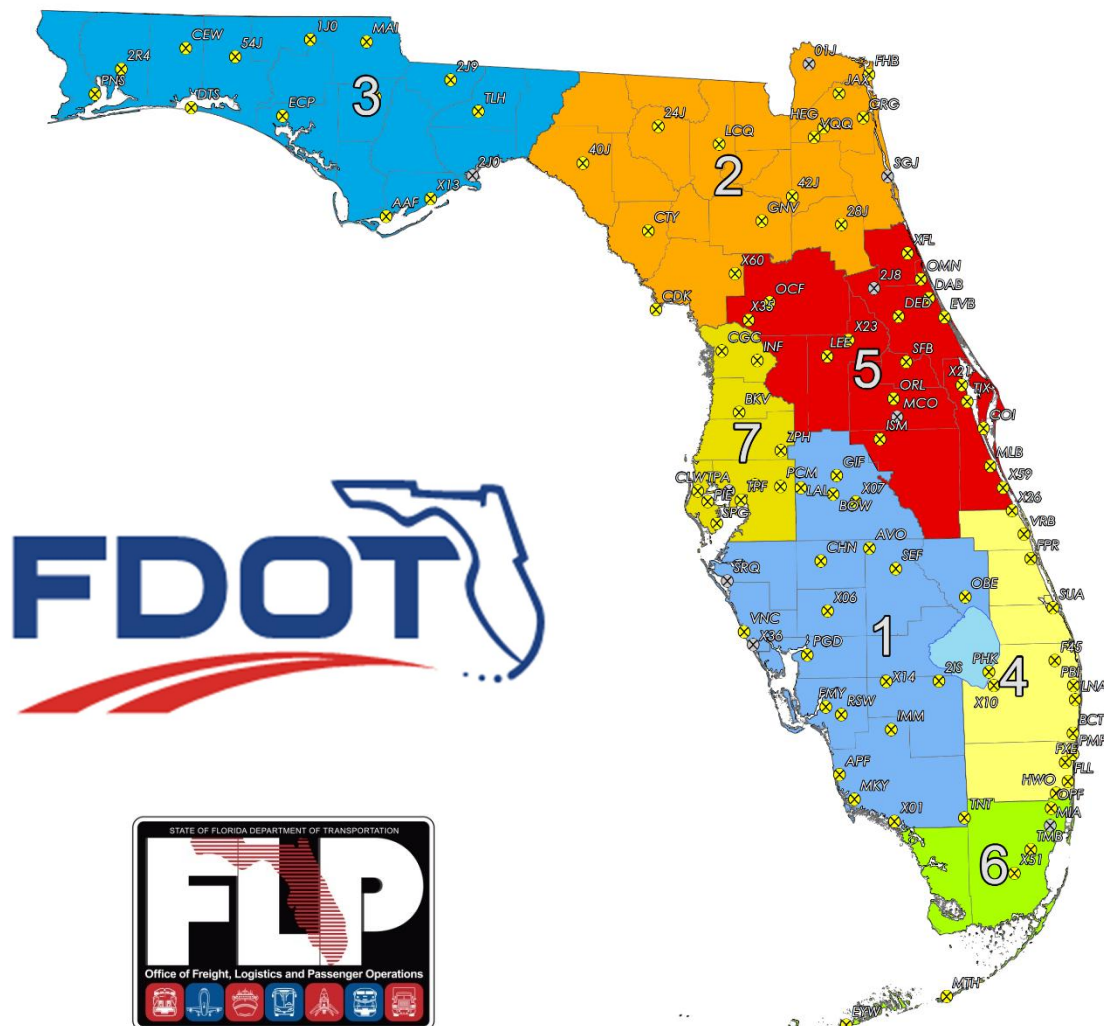
- J Runway 14-32 (6205, 6235)
 - o Major Rehabilitation
 - o \$617,995.00

- J Runway 5-23 (6112)
 - o Major Rehabilitation
 - o \$153,675.00

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 2.

- 24J, Suwannee County Airport
- 28J, Palatka Municipal – LT. Kay Larkin Field
- 40J, Perry-Foley Airport
- 42J, Keystone Airpark
- CDK, George T. Lewis Airport
- CRG, Jacksonville Executive At Craig Airport
- CTY, Cross City Airport
- FHB, Fernandina Beach Municipal Airport
- GNV, Gainesville Regional Airport
- HEG, Herlong Recreational Airport
- JAX, Jacksonville International Airport
- LCQ, Lake City Gateway Airport
- VQQ, Cecil Airport
- X60, Williston Municipal Airport

Northeast Florida Regional Airport (SGJ), which is managed by the St. Augustine – St. Johns County Airport Authority and Hilliard Airpark (01J), which is managed by the Town of Hilliard, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

1.1 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.

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

In 2004, the SAPMP update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of pavement management. Data from the 1998-1999 FDOT SAPMP update, which built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER system. This data conversion included all

documented pavement facility, classification, type, history, geometry, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

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

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

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

1.3 Organization

FDOT Central Aviation 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.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

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

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

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

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

Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

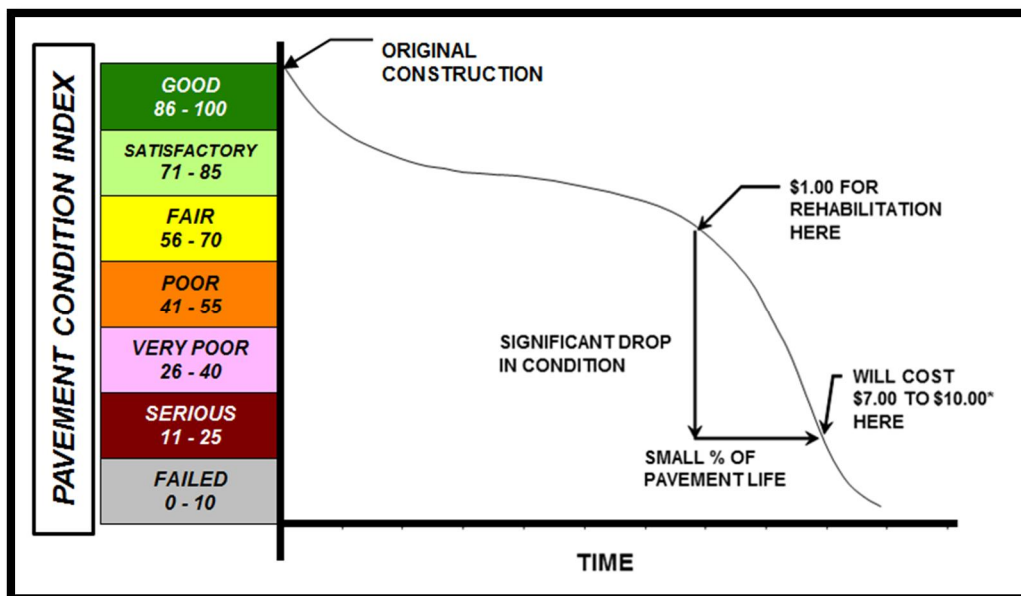
The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance

modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport’s stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport’s pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports 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

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

Figure 1-3: Rigid Pavement, Portland Cement Concrete

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

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
24J	GA	300,375	213,775	250,466	764,616
28J	GA	858,141	673,339	394,726	1,926,206
40J	GA	1,998,592	459,350	370,139	2,828,080
42J	GA	888,100	431,650	352,347	1,672,097
CDK	GA	231,734	7,156	22,327	261,217
CRG	RL	790,400	477,976	1,459,601	2,727,977
CTY	GA	901,233	511,459	296,058	1,708,750
FHB	GA	1,126,641	766,579	446,059	2,339,279
GNV	PR	1,575,727	1,710,781	1,617,755	4,904,263
HEG	RL	812,653	480,268	503,152	1,796,073
JAX	PR	2,655,000	4,829,486	4,280,632	11,765,118
LCQ	GA	1,484,382	987,306	1,232,411	3,704,099
VQQ	GA	6,504,197	3,802,990	4,801,508	15,108,695
X60	GA	342,569	1,132,534	293,368	1,768,471
DISTRICT		20,469,743	16,484,649	16,320,550	53,274,942

Figure 2-1: District Pavement Area by Use

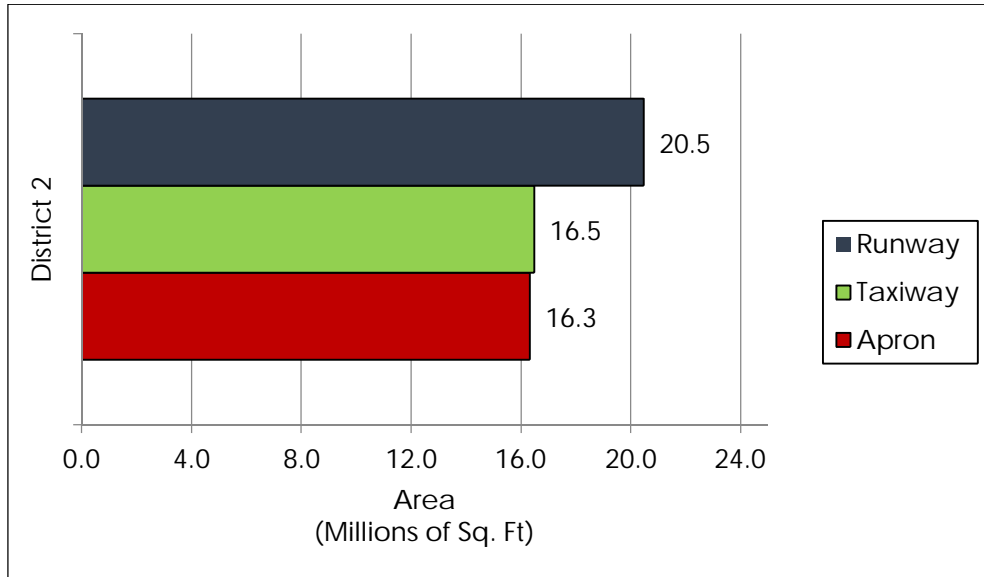
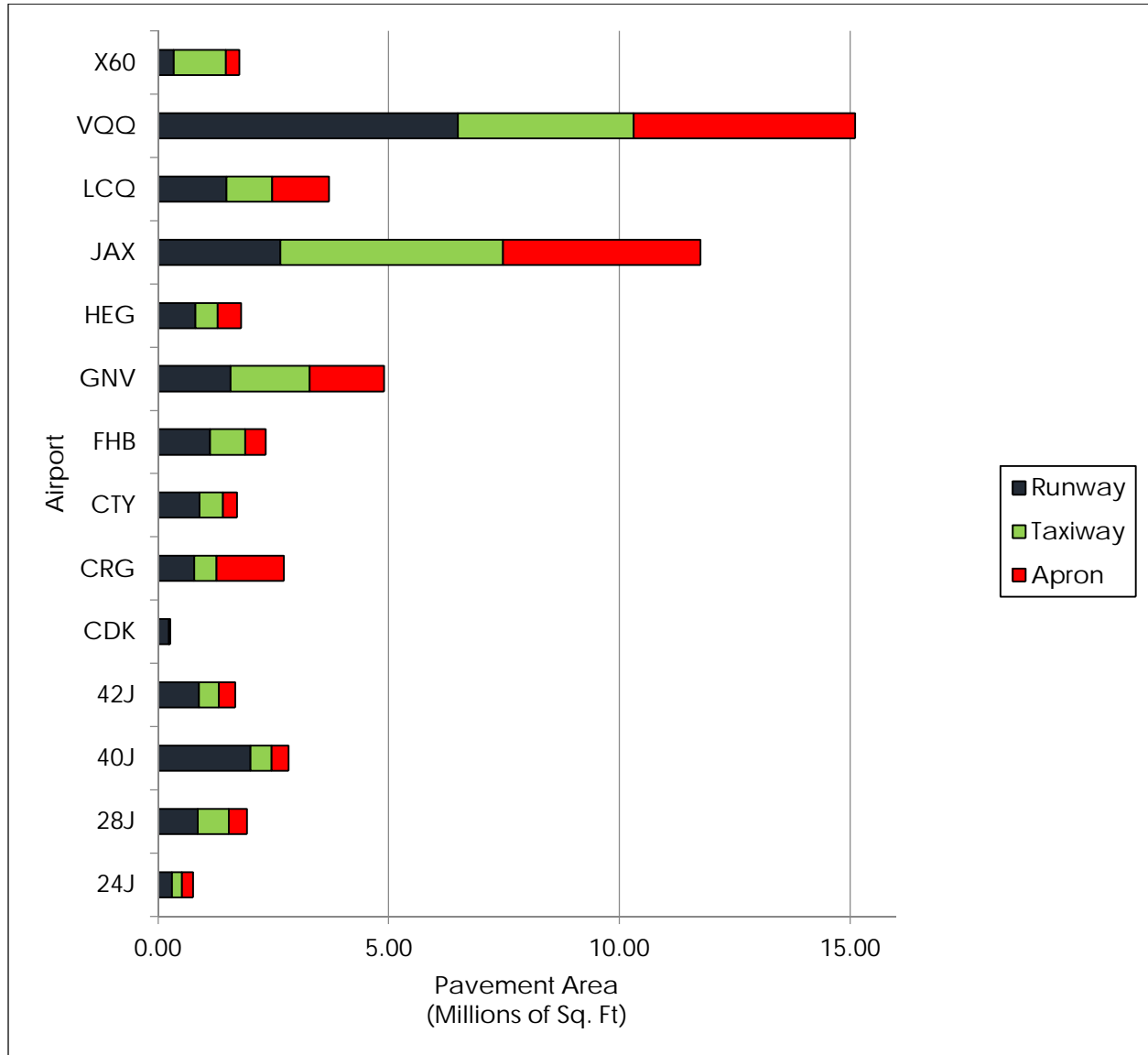


Figure 2-2: Pavement Area Use by Airport



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 Crazeing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. 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

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

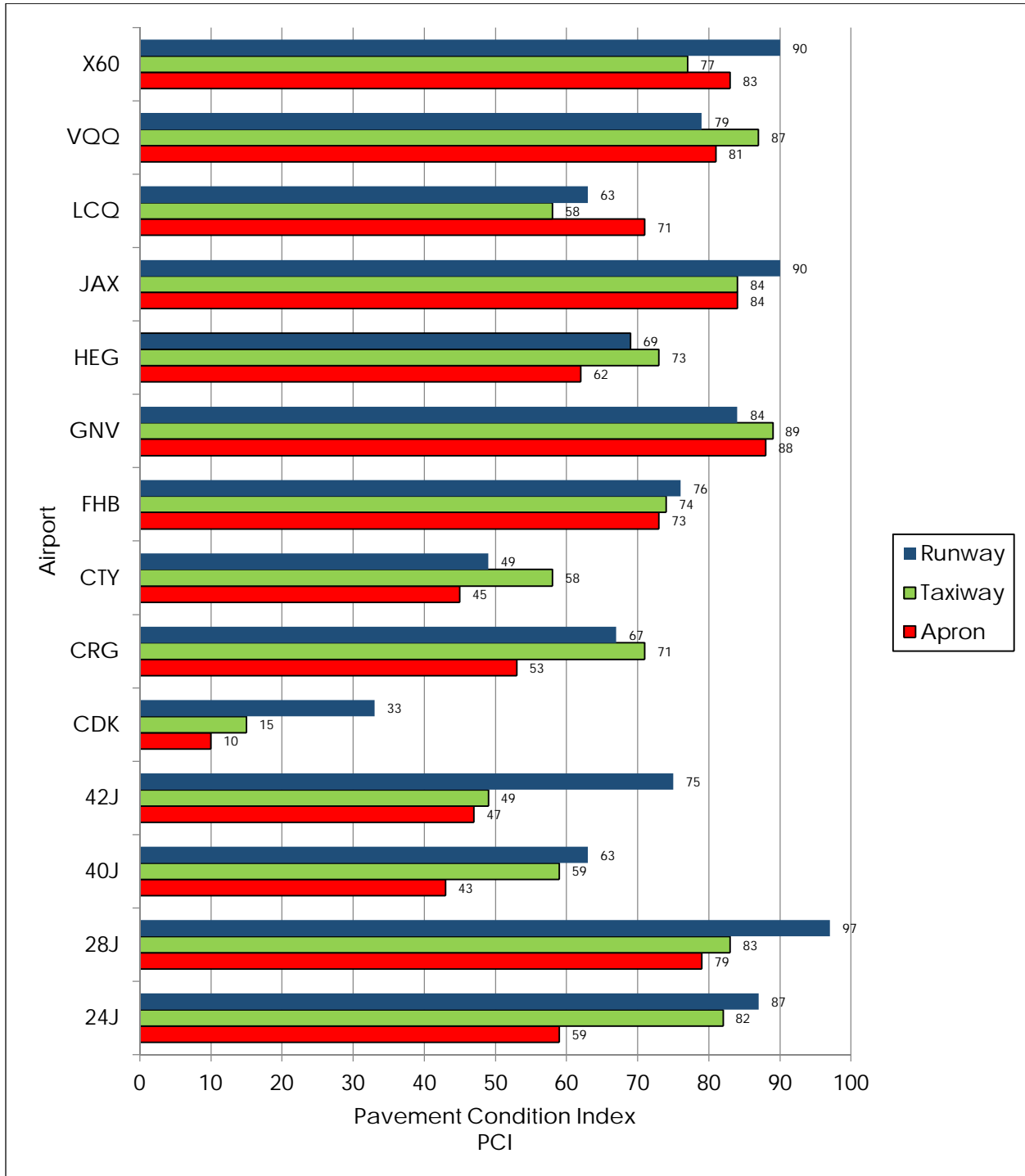
The District’s overall PCI is at 77.48, which corresponds to a ‘Satisfactory’ condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented 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
24J	GA	87	GOOD	82	SATISFACTORY	59	FAIR	76	SATISFACTORY
28J	GA	97	GOOD	83	SATISFACTORY	79	SATISFACTORY	88	GOOD
40J	GA	63	FAIR	59	FAIR	43	POOR	59	FAIR
42J	GA	75	SATISFACTORY	49	POOR	47	POOR	63	FAIR
CDK	GA	33	VERY POOR	15	SERIOUS	10	FAILED	30	VERY POOR
CRG	RL	67	FAIR	71	SATISFACTORY	53	POOR	60	FAIR
CTY	GA	49	POOR	58	FAIR	45	POOR	51	POOR
FHB	GA	76	SATISFACTORY	74	SATISFACTORY	73	SATISFACTORY	75	SATISFACTORY
GNV	PR	84	SATISFACTORY	89	GOOD	88	GOOD	87	GOOD
HEG	RL	69	FAIR	73	SATISFACTORY	62	FAIR	68	FAIR
JAX	PR	90	GOOD	84	SATISFACTORY	84	SATISFACTORY	85	SATISFACTORY
LCQ	GA	63	FAIR	58	FAIR	71	SATISFACTORY	64	FAIR
VQQ	GA	79	SATISFACTORY	87	GOOD	81	SATISFACTORY	82	SATISFACTORY
X60	GA	90	GOOD	77	SATISFACTORY	83	SATISFACTORY	80	SATISFACTORY
DISTRICT		76	SATISFACTORY	79	SATISFACTORY	76	SATISFACTORY	77	SATISFACTORY

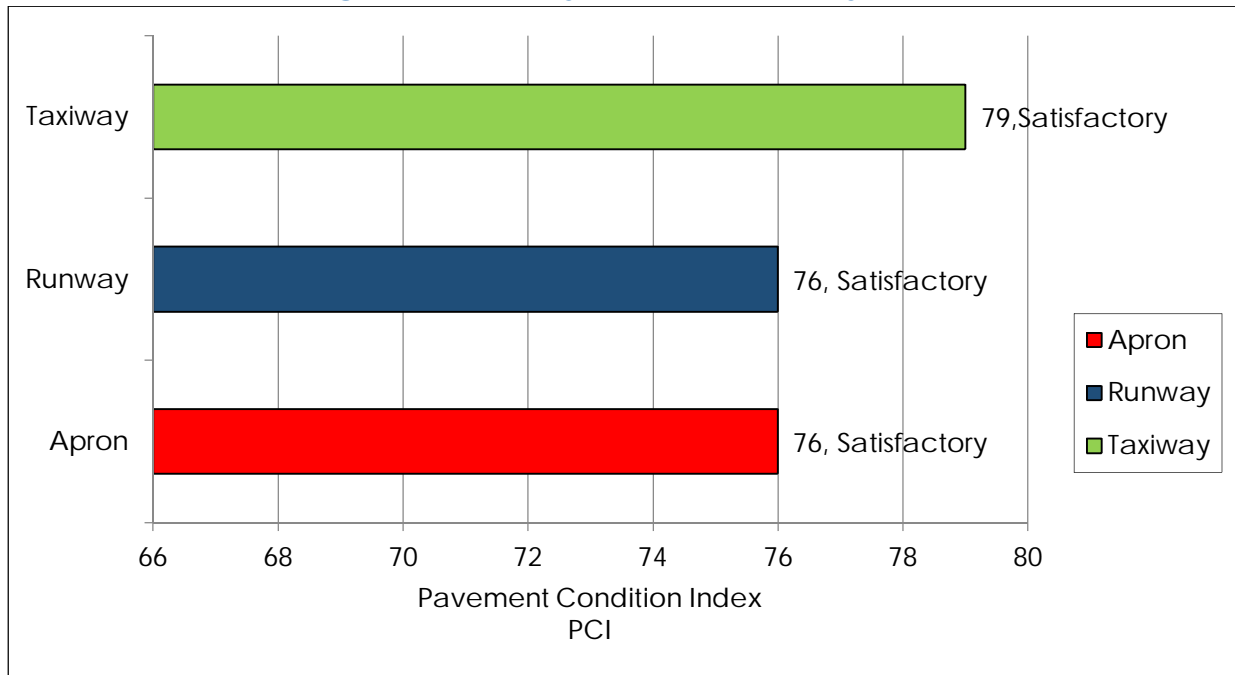
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport 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



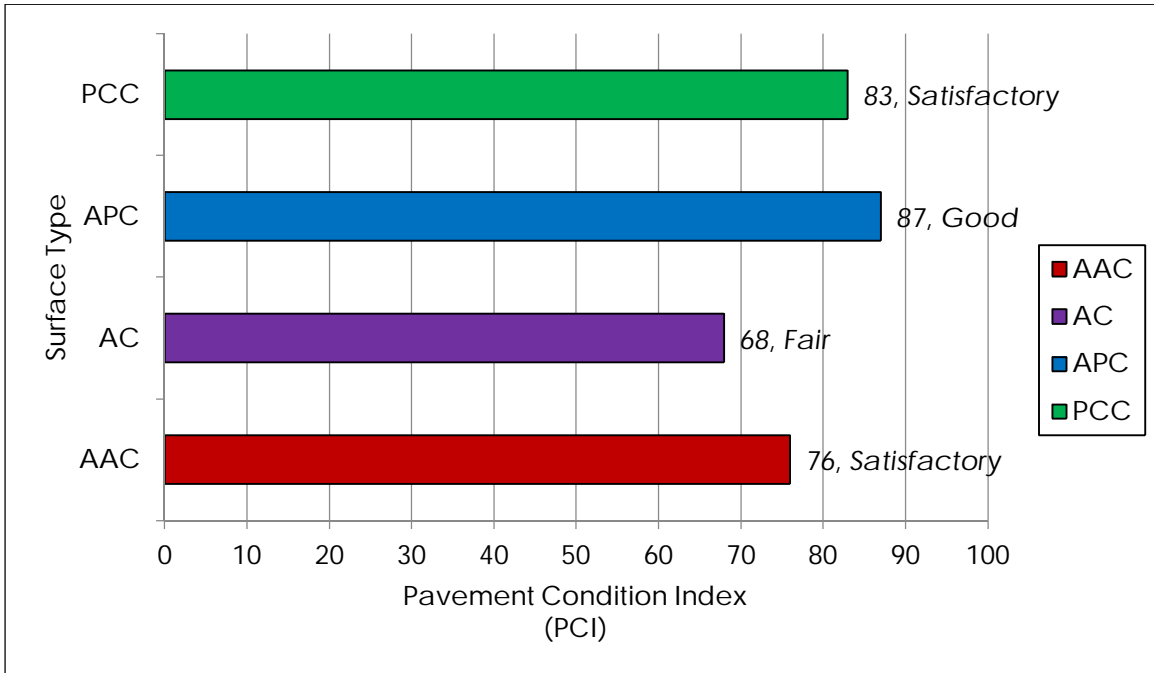
A summary of the District’s area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

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

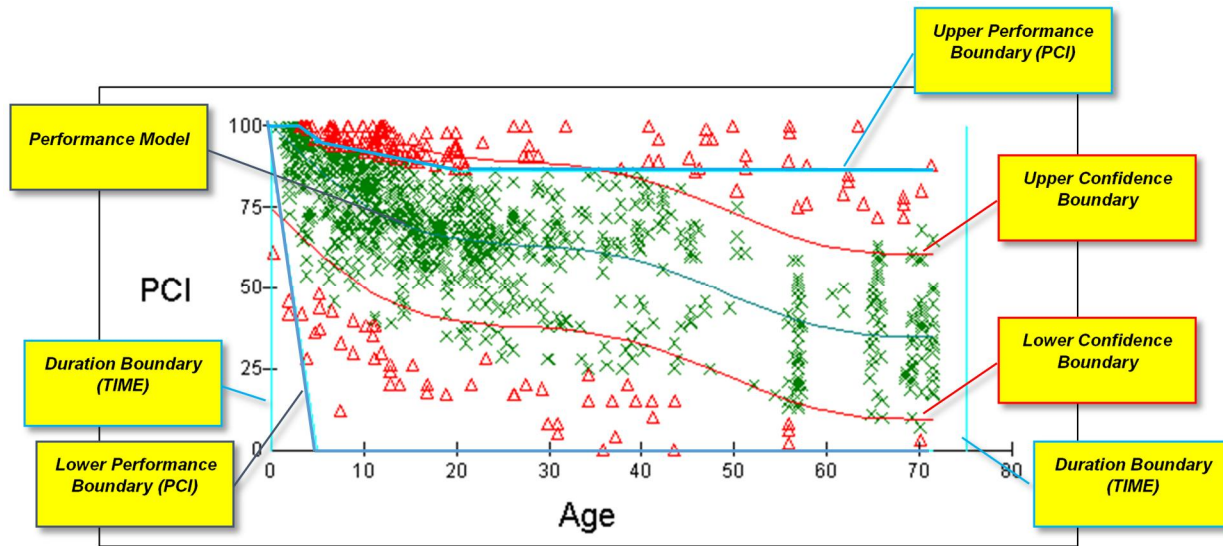
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration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

△ 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

Network ID	Program Year									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
24J	73	71	69	68	66	65	63	62	61	60
28J	84	81	79	77	74	72	71	69	67	66
40J	57	55	54	53	52	51	50	50	49	48
42J	60	58	56	54	53	51	50	48	46	45
CDK	29	29	28	28	27	27	26	25	25	24
CRG	60	58	56	54	52	50	48	46	45	43
CTY	49	48	47	46	45	44	43	42	41	39
FHB	74	72	70	69	68	66	65	64	63	62
GNV	85	83	81	79	77	75	73	72	70	68
HEG	67	65	63	62	60	58	56	54	52	50
JAX	85	83	82	81	80	78	77	76	74	73
LCQ	61	59	58	56	55	54	52	51	50	48

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VQQ	78	75	73	70	68	66	64	62	60	58
X60	78	75	73	71	70	68	66	65	63	62
DISTRICT	75	73	71	69	67	66	64	63	61	60

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
24J	81	79	76	74	72	70	68	66	65	64
28J	92	89	86	84	81	78	76	74	71	69
40J	59	58	57	55	54	53	52	51	50	49
42J	72	70	68	66	65	63	62	60	59	58
CDK	32	31	30	30	29	29	28	27	27	26
CRG	67	65	63	61	59	57	55	53	51	49
CTY	47	46	44	43	42	41	39	38	37	36
FHB	75	73	71	70	68	67	65	64	63	62
GNV	82	80	78	76	74	72	70	68	66	64
HEG	68	66	64	62	60	58	56	54	52	50
JAX	90	89	87	86	85	84	82	81	80	78
LCQ	61	60	59	59	58	57	57	56	55	54
VQQ	76	73	71	68	66	64	62	60	58	56
X60	89	87	84	82	79	77	74	72	70	68
DISTRICT	74	72	70	68	66	65	63	61	60	58

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
24J	78	76	74	73	71	70	69	68	67	66
28J	78	76	74	73	71	70	68	67	66	64
40J	58	58	57	57	57	57	57	56	56	56
42J	46	43	41	39	37	34	32	30	27	25
CDK	14	14	14	14	14	14	14	14	14	14
CRG	70	69	67	65	64	62	61	59	58	56
CTY	57	56	55	55	54	53	52	51	50	50
FHB	74	72	71	70	68	67	66	65	64	63
GNV	87	86	84	82	81	79	77	76	74	73

Network ID	Program Year Overall Taxiway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
HEG	71	69	68	66	64	63	61	59	57	56
JAX	83	82	80	79	78	77	75	74	73	71
LCQ	54	52	49	46	43	41	38	36	33	31
VQQ	83	80	77	75	72	70	68	66	64	62
X60	74	72	70	68	66	65	64	62	61	60
DISTRICT	77	75	73	72	70	68	67	65	64	62

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
24J	58	57	56	56	55	54	53	52	51	50
28J	74	72	70	68	66	64	63	62	60	59
40J	40	38	37	36	35	34	33	33	32	32
42J	46	45	44	43	42	41	41	40	39	38
CDK	9	9	9	9	9	9	9	9	9	8
CRG	53	51	49	47	45	43	41	39	37	35
CTY	43	42	40	39	38	37	36	35	34	33
FHB	72	70	68	66	65	63	62	61	60	59
GNV	86	83	81	78	76	74	72	71	69	68
HEG	62	60	58	56	54	52	50	48	46	44
JAX	83	82	81	80	78	77	76	75	73	72
LCQ	67	65	63	62	61	59	58	57	57	56
VQQ	77	74	72	69	67	65	63	61	60	58
X60	81	77	75	72	70	69	67	66	65	64
DISTRICT	73	71	69	68	66	64	63	61	60	59

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
24J	-	0.09M	0.12M	0.15M	0.18M	0.21M	0.25M	0.26M	0.28M	0.30M	0.32M
28J	0.04M	0.07M	0.12M	0.21M	0.33M	0.45M	0.54M	0.64M	0.71M	0.77M	-
40J	0.16M	0.17M	0.18M	0.19M	0.06M	0.18M	0.32M	0.46M	0.62M	0.78M	-
42J	0.01M	0.01M	0.02M	0.06M	0.13M	0.23M	0.33M	0.43M	0.51M	0.59M	-
CDK	0.00M	0.00M	0.00M	0.00M	0.00M	0.01M	0.03M	0.04M	0.05M	0.07M	-
CRG	-	0.29M	0.28M	0.30M	0.31M	0.31M	0.33M	0.42M	0.52M	0.64M	0.74M
CTY	0.16M	0.16M	0.17M	0.01M	0.05M	0.13M	0.23M	0.32M	0.42M	0.50M	-
FHB	-	0.54M	0.60M	0.59M	0.48M	0.32M	0.39M	0.44M	0.47M	0.54M	0.60M
GNV	-	0.42M	0.55M	0.71M	0.86M	0.99M	1.08M	1.26M	1.11M	1.23M	1.38M
HEG	-	0.14M	0.15M	0.17M	0.19M	0.18M	0.21M	0.24M	0.32M	0.39M	0.48M
JAX	-	1.14M	1.33M	1.55M	1.68M	1.77M	1.83M	2.16M	2.50M	2.84M	3.13M
LCQ	0.23M	0.30M	0.32M	0.42M	0.45M	0.64M	0.79M	0.98M	1.16M	1.32M	-
VQQ	1.14M	1.66M	2.22M	2.80M	3.51M	4.16M	4.83M	5.47M	5.43M	5.33M	-
X60	-	0.09M	0.12M	0.16M	0.18M	0.26M	0.36M	0.45M	0.53M	0.61M	0.68M
DISTRICT	1.74M	5.08M	6.18M	7.33M	8.40M	9.85M	11.51M	13.56M	14.63M	15.89M	7.33M

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
24J	GA	76	SATISFACTORY	\$ 267,288.39
28J	GA	88	GOOD	\$ 2,833,320.66
40J	GA	59	FAIR	\$ 21,845,995.39
42J	GA	63	FAIR	\$ 13,758,806.03
CDK	GA	30	VERY POOR	\$ 3,918,262.23
CRG	RL	60	FAIR	\$ 26,606,586.00
CTY	GA	51	POOR	\$ 16,465,749.17
FHB	GA	75	SATISFACTORY	\$ 2,483,175.00
GNV	PR	87	GOOD	\$ 6,808,116.00
HEG	RL	68	FAIR	\$ 14,338,089.00
JAX	PR	85	SATISFACTORY	\$ 11,947,523.00
LCQ	GA	64	FAIR	\$ 25,918,252.29
VQQ	GA	82	SATISFACTORY	\$ 28,382,676.21
X60	GA	80	SATISFACTORY	\$ 4,356,100.00
DISTRICT		77	SATISFACTORY	\$ 179,929,939.37

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
24J	GA	76	SATISFACTORY	\$ 1,131,642.02
28J	GA	88	GOOD	\$ 2,833,320.66
40J	GA	59	FAIR	\$ 27,079,604.47
42J	GA	63	FAIR	\$ 13,758,806.03
CDK	GA	30	VERY POOR	\$ 3,918,262.23
CRG	RL	60	FAIR	\$ 32,897,226.94
CTY	GA	51	POOR	\$ 21,029,199.50
FHB	GA	75	SATISFACTORY	\$ 16,608,251.51
GNV	PR	87	GOOD	\$ 27,602,147.65
HEG	RL	68	FAIR	\$ 17,876,060.11
JAX	PR	85	SATISFACTORY	\$ 38,650,273.00
LCQ	GA	64	FAIR	\$ 31,263,598.84
VQQ	GA	82	SATISFACTORY	\$ 65,288,766.25
X60	GA	80	SATISFACTORY	\$ 5,782,601.47
DISTRICT		77	SATISFACTORY	\$ 305,719,760.68

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
24J	-	0.27M	0.00M	0.05M	0.00M	0.00M	0.00M	0.35M	0.30M	0.00M	0.17M
28J	2.83M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
40J	21.85M	0.17M	0.00M	0.17M	4.89M	0.00M	0.00M	0.00M	0.00M	0.00M	-
42J	13.76M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
CDK	3.92M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
CRG	-	26.61M	1.63M	0.28M	0.94M	0.86M	0.32M	0.43M	0.68M	0.00M	1.17M
CTY	16.47M	0.12M	0.00M	4.22M	0.00M	0.22M	0.00M	0.00M	0.00M	0.00M	-
FHB	-	2.48M	0.00M	1.65M	4.27M	5.48M	0.16M	0.44M	0.84M	0.22M	1.06M
GNV	-	6.81M	0.21M	0.81M	0.00M	0.66M	2.43M	0.00M	13.95M	1.89M	0.85M
HEG	-	14.34M	0.70M	0.00M	0.00M	1.53M	0.00M	1.08M	0.00M	0.23M	0.00M
JAX	-	11.95M	0.00M	0.00M	5.13M	7.76M	9.37M	0.00M	0.00M	1.23M	3.21M
LCQ	25.92M	0.00M	0.97M	0.00M	3.48M	0.18M	0.71M	0.00M	0.00M	0.00M	-
VQQ	28.38M	0.00M	0.00M	0.00M	0.00M	2.51M	1.67M	1.49M	16.14M	15.09M	-
X60	-	4.36M	0.00M	0.23M	1.16M	0.00M	0.00M	0.03M	0.00M	0.00M	0.00M
DISTRICT	113.12M	67.10M	3.51M	7.41M	19.87M	19.20M	14.66M	3.82M	31.91M	18.66M	6.46M

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.

Suwannee County Airport (24J)

- J No Immediate Runway Major Rehabilitation

Palatka Municipal –Lt. Kay Larkin Field (28J)

- J No Immediate Runway Major Rehabilitation

Perry-Foley Airport (40J)

- J Runway 18-36 (6305, 6310, 6330)
 - o Major Rehabilitation
 - o \$547,665.43
- J Runway 6-24 (6205, 6215, 6220, 6225, 6230)
 - o Major Rehabilitation
 - o \$10,474,750.71
- J Runway 12-30 (6105, 6110, 6125, 6130)
 - o Major Rehabilitation
 - o \$1,115,099.74

Keystone Airpark (42J)

- J Runway 11-29 (6205, 6215, 6220)
 - o Major Rehabilitation
 - o \$3,970,519.78
- J Runway 5-23 (6105, 6110, 6130, 6135)
 - o Major Rehabilitation
 - o \$767,403.03

George T. Lewis Airport (CDK)

- J Runway 5-23 (6105)
 - o Major Rehabilitation

- \$3,476,010.82

Jacksonville Executive at Craig Airport (CRG)

- J Runway 14-32 (6210)
 - Major Rehabilitation
 - \$5,337,001.00

- J Runway 5-23 (6110)
 - Major Rehabilitation
 - \$363,000.00

Cross City Airport (CTY)

- J Runway 4-22 (6205)
 - Major Rehabilitation
 - \$220,995.05

- J Runway 13-31 (6105, 6110)
 - Major Rehabilitation
 - \$7,351,501.66

Fernandina Beach Municipal Airport (FHB)

- J No Immediate Runway Major Rehabilitation

Gainesville Regional Airport (GNV)

- J Runway 11-29 (6225)
 - Major Rehabilitation
 - \$1,801,800.00

Herlong Recreational Airport (HEG)

- J Runway 11-29 (6205)
 - Major Rehabilitation
 - \$6,191,296.00

Jacksonville International Airport (JAX)

- J No Immediate Runway Major Rehabilitation

Lake City Gateway Airport (LCQ)

- J Runway 5-23 (6205, 6207)
 - o Major Rehabilitation
 - o \$2,619,320.18
- J Runway 10-28 (6105, 6114, 6115, 6120)
 - o Major Rehabilitation
 - o \$8,214,500.01

Cecil Airport (VQQ)

- J Runway 9L-27R (6414, 6415, 6420)
 - o Major Rehabilitation
 - o \$8,761,732.84
- J Runway 18R-36L
 - o Major Rehabilitation
 - o \$13,986,237.99

Williston Municipal Airport (X60)

- J Runway 14-32 (6205, 6235)
 - o Major Rehabilitation
 - o \$617,995.00
- J Runway 5-23 (6112)
 - o Major Rehabilitation
 - o \$153,675.00

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:

- J GA – for general aviation or community airports;*
- J RL – for regional relievers or small hubs;*
- J 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 $5,000 \pm 2,000$ 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

1 of 20

Pavement Database: FDOT NetworkID: 24J

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	2,100.00	100.75	229,529.43	APRON	67.50	10.45	58.08
AP RU (APRON RUN-UF)	1	85.00	250.00	20,936.50	APRON	70.00	0.00	70.00
RW 7-25 (RUNWAY 7-25)	2	4,000.00	75.00	300,375.00	RUNWAY	88.50	2.50	87.28
TW A (TAXIWAY A)	6	4,762.00	35.83	169,838.23	TAXIWAY	76.50	8.85	82.37
TW A1 (TAXIWAY A1)	1	270.00	45.00	12,910.71	TAXIWAY	72.00	0.00	72.00
TW A2 (TAXIWAY A2)	1	100.00	35.00	8,551.02	TAXIWAY	90.00	0.00	90.00
TW A3 (TAXIWAY A3)	1	100.00	35.00	8,551.02	TAXIWAY	92.00	0.00	92.00
TW C (TAXIWAY C)	1	300.00	35.00	13,924.00	TAXIWAY	88.00	0.00	88.00

Date: 5/17/2015

Branch Condition Report

2 of 20

Pavement Database: FDOT NetworkID: 28J

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)	3	808.50	169.00	238,592.49	APRON	84.00	13.44	89.76
AP E T-HAN (APRON AT EAST HANGAR)	2	1,240.00	22.50	30,169.47	APRON	77.00	16.00	73.51
AP N T-HAN (APRON AT NORTH HANGARS)	2	2,245.00	45.00	86,384.14	APRON	45.00	4.00	44.67
AP RU 27 (Run-Up Apron RW 27)	1	203.00	128.00	29,317.23	APRON	100.00	0.00	100.00
AP RU 35 (Run-Up Apron RW 35)	1	200.00	50.00	10,263.00	APRON	92.00	0.00	92.00
RW 17-35 (RUNWAY 17-35)	2	3,412.00	75.00	257,640.64	RUNWAY	97.00	3.00	94.36
RW 9-27 (RUNWAY 9-27)	3	5,995.00	100.00	600,500.32	RUNWAY	99.33	0.47	99.40
TW A (TAXIWAY A)	8	6,995.20	41.75	294,202.20	TAXIWAY	78.13	25.52	82.32
TW B (TAXIWAY B)	7	4,030.30	45.71	182,157.18	TAXIWAY	70.86	25.89	68.59
TW C (TAXIWAY C)	6	3,866.92	40.00	153,357.56	TAXIWAY	91.67	7.18	98.40
TW C2 (TAXIWAY C2)	1	490.00	50.00	22,414.87	TAXIWAY	94.00	0.00	94.00
TW D (TAXIWAY D)	2	483.00	40.00	21,207.11	TAXIWAY	94.50	5.50	97.45

Date: 5/17/2015

Branch Condition Report

3 of 20

Pavement Database: FDOT NetworkID: 40J

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	1,800.00	175.00	370,139.14	APRON	69.00	31.00	43.16
RW 12-30 (RUNWAY 12-30)	5	6,155.00	70.00	540,494.17	RUNWAY	57.80	9.43	68.25
RW 18-36 (RUNWAY 18-36)	6	14,395.00	62.50	723,176.52	RUNWAY	70.83	22.45	96.27
RW 6-24 (RUNWAY 6-24)	6	14,287.00	62.50	734,921.02	RUNWAY	48.17	21.55	26.79
TW A & B (TAXIWAY A & B)	2	6,900.00	35.00	243,740.50	TAXIWAY	61.00	1.00	60.92
TW C (TAXIWAY C)	3	5,900.00	31.67	215,609.14	TAXIWAY	48.67	16.98	58.13

Date: 5/17/2015

Branch Condition Report

4 of 20

Pavement Database: FDOT NetworkID: 42J

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	800.00	219.00	209,984.00	APRON	52.00	4.00	49.61
AP T-HANG (APRON T-HANGAR)	4	2,565.00	65.00	142,363.00	APRON	43.75	30.66	45.53
RW 11-29 (RUNWAY 11-29)	3	4,975.00	75.00	379,930.00	RUNWAY	48.33	6.94	56.06
RW 5-23 (RUNWAY 5-23)	6	10,000.00	80.00	508,170.00	RUNWAY	64.83	22.65	90.14
TW A (TAXIWAY A)	1	5,500.00	35.00	195,630.00	TAXIWAY	40.00	0.00	40.00
TW B (TAXIWAY B)	2	2,570.00	35.00	97,024.00	TAXIWAY	53.00	2.00	54.19
TW C (TAXIWAY C)	2	2,930.00	35.00	107,173.00	TAXIWAY	60.00	2.00	61.45
TW E (TAXIWAY E - CONNECTO TO T-HANGAR)	1	1,200.00	25.00	31,823.00	TAXIWAY	60.00	0.00	60.00

Date: 5/17/2015

Branch Condition Report

5 of 20

Pavement Database: FDOT NetworkID: CDK

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)	1	100.00	200.00	22,327.13	APRON	10.00	0.00	10.00
RW 5-23 (RUNWAY 5-23)	1	2,353.00	100.00	231,734.00	RUNWAY	33.00	0.00	33.00
TW A (TAXIWAY A)	1	312.00	20.00	7,156.29	TAXIWAY	15.00	0.00	15.00

Date: 5/17/2015

Branch Condition Report

6 of 20

Pavement Database: FDOT NetworkID: CRG

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 FAA (FAA APRON)	2	525.00	210.00	153,849.00	APRON	83.00	1.00	83.92
AP N (NORTH APRON)	4	2,540.00	135.00	323,764.00	APRON	34.00	11.45	46.62
AP NW (NW APRON)	4	3,590.00	126.87	333,339.00	APRON	39.75	15.94	39.51
AP RU RW 5 (RUN-UP APRON AT RW 5)	1	809.00	75.00	22,135.00	APRON	79.00	0.00	79.00
AP RU RW14 (RUN-UP APRON AT RW 14)	1	73.00	200.00	24,645.00	APRON	77.00	0.00	77.00
AP RU RW23 (RUN-UP APRON A RW 23)	1	200.00	90.00	18,132.00	APRON	74.00	0.00	74.00
AP S (SOUTH APRON)	2	680.00	205.00	201,078.00	APRON	42.00	12.00	52.11
AP SW (SOUTHWEST APRON)	9	2,754.00	75.44	246,850.00	APRON	55.22	19.29	49.09
RW 14-32 (RUNWAY 14-32)	2	4,000.00	100.00	400,800.00	RUNWAY	60.50	5.50	56.24
RW 5-23 (RUNWAY 5-23)	2	4,275.00	100.00	389,600.00	RUNWAY	70.50	10.50	79.70
TW A (TAXIWAY A)	2	4,310.00	35.00	124,951.00	TAXIWAY	70.50	5.50	68.32
TW A1 (TAXIWAY A1)	1	425.00	30.00	21,085.00	TAXIWAY	88.00	0.00	88.00
TW A2 (TAXIWAY A2)	1	210.00	35.00	9,177.00	TAXIWAY	60.00	0.00	60.00
TW A3 (TAXIWAY A3)	3	1,481.00	35.00	58,791.00	TAXIWAY	70.00	7.48	72.79
TW A4 (TAXIWAY A4)	2	200.00	40.00	10,284.00	TAXIWAY	55.00	19.00	55.19
TW A5 (TAXIWAY A5)	3	660.00	38.33	28,865.00	TAXIWAY	65.67	19.62	76.80

Date: 5/17/2015

Branch Condition Report

7 of 20

Pavement Database: FDOT NetworkID: CRG

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)	3	4,484.00	48.33	125,831.00	APRON	70.67	5.73	69.06
TW B2 (TAXIWAY B2)	1	450.00	35.00	20,477.00	TAXIWAY	70.00	0.00	70.00
TW B4 (TAXIWAY B4)	2	625.00	37.50	27,651.00	TAXIWAY	59.50	14.50	64.50
TW B5 (TAXIWAY B5)	2	2,330.00	37.50	9,978.00	APRON	71.00	14.00	72.56
TW C (TAXIWAY C)	3	1,150.00	35.00	37,955.00	TAXIWAY	52.67	7.72	52.75
TW D (TAXIWAY D)	2	855.00	35.00	41,302.00	TAXIWAY	87.50	1.50	86.88
TW E (TAXIWAY E)	1	250.00	35.00	10,823.00	TAXIWAY	60.00	0.00	60.00
TW F (TAXIWAY F)	1	310.00	35.00	11,845.00	TAXIWAY	61.00	0.00	61.00
TW G (TAXIWAY G)	2	2,135.00	35.00	74,770.00	TAXIWAY	77.50	0.50	77.87

Date: 5/17/2015

Branch Condition Report

8 of 20

Pavement Database: FDOT NetworkID: CTY

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)	3	2,385.00	89.00	296,058.00	APRON	67.33	21.25	45.80
RW 13-31 (RUNWAY 13-31)	2	5,000.00	100.00	500,100.00	RUNWAY	44.00	9.00	36.08
RW 4-22 (RUNWAY 4-22)	2	5,305.00	87.50	401,133.00	RUNWAY	47.00	21.00	66.46
TW A (TAXIWAY A - PARALLEL RW 13-31)	6	5,790.00	34.17	215,337.00	TAXIWAY	51.00	9.52	55.39
TW A1 (TAXIWAY A1)	2	340.00	80.00	15,525.00	TAXIWAY	40.00	9.00	39.91
TW A2 (TAXIWAY A2)	1	350.00	35.00	21,140.00	TAXIWAY	53.00	0.00	53.00
TW A3 (TAXIWAY A3)	1	350.00	35.00	19,127.00	TAXIWAY	54.00	0.00	54.00
TW B (TAXIWAY B)	3	5,520.00	40.00	202,272.00	TAXIWAY	58.00	4.55	62.21
TW B1 (TAXIWAY B1)	1	450.00	35.00	19,048.00	TAXIWAY	68.00	0.00	68.00
TW B2 (TAXIWAY B2)	1	450.00	35.00	19,010.00	TAXIWAY	61.00	0.00	61.00

Date: 5/17/2015

Branch Condition Report

9 of 20

Pavement Database: FDOT NetworkID: FHE

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 - TERMINAL)	5	2,040.00	161.00	347,270.00	APRON	71.60	37.91	75.25
AP NW (NORTHWEST APRON)	2	270.00	75.00	25,470.00	APRON	45.50	4.50	46.05
AP RU N (NORTH RUN UP APRON)	1	85.00	80.00	7,368.00	APRON	68.00	0.00	68.00
AP T-HANG (T-HANGAR APRON)	3	4,330.00	23.33	65,951.00	APRON	76.67	6.80	75.83
RW 13-31 (RUNWAY 13-31)	2	4,855.00	100.00	491,058.00	RUNWAY	70.00	1.00	70.95
RW 4-22 (RUNWAY 4-22)	2	10,200.00	100.00	517,933.00	RUNWAY	84.00	16.00	76.58
RW 9-27 (RUNWAY 9-27)	2	1,150.00	100.00	117,650.00	RUNWAY	91.50	6.50	94.61
TW A (TAXIWAY A)	7	3,782.00	47.86	253,970.00	TAXIWAY	78.86	5.46	77.41
TW B (TAXIWAY B)	8	5,318.45	36.25	248,332.00	TAXIWAY	68.88	5.25	65.44
TW C (TAXIWAY C)	7	1,200.00	44.29	62,972.00	TAXIWAY	77.71	19.48	78.02
TW D (TAXIWAY D)	8	3,222.40	48.13	134,693.00	TAXIWAY	78.38	6.02	77.00
TW E (TAXIWAY E)	1	1,200.00	50.00	60,167.00	TAXIWAY	93.00	0.00	93.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	2	790.00	42.50	6,445.00	TAXIWAY	75.50	10.50	76.30

Date: 5/17/2015

Branch Condition Report

10 of 20

Pavement Database: FDOT NetworkID: GNV

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 APRONS)	15	6,548.87	155.00	1,105,411.00	APRON	89.47	6.65	90.77
AP RU RW 7 (RUN UP APRON A RW 7)	1	140.00	60.00	7,888.00	APRON	59.00	0.00	59.00
AP RU RW25 (RUN UP APRON A RW 25)	1	175.00	50.00	9,793.00	APRON	94.00	0.00	94.00
AP S (SOUTH APRONS)	6	2,615.00	92.50	271,375.00	APRON	91.67	2.62	92.70
AP SW (SOUTHWEST APRON)	6	2,210.00	94.17	223,288.00	APRON	67.00	14.99	72.19
RW 11-29 (RUNWAY 11-29)	6	16,770.00	62.50	1,159,927.00	RUNWAY	76.83	7.65	78.32
RW 7-25 (RUNWAY 7-25)	1	4,000.00	80.00	415,800.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	18	9,180.50	43.61	456,758.00	TAXIWAY	75.72	18.67	73.48
TW A1 (TAXIWAY A1)	1	358.00	50.00	20,831.00	TAXIWAY	89.00	0.00	89.00
TW B (TAXIWAY B)	2	2,796.00	50.00	149,880.00	TAXIWAY	89.00	5.00	93.21
TW C (TAXIWAY C)	3	3,225.00	63.33	194,993.00	TAXIWAY	89.00	3.56	89.52
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	2	400.00	100.00	37,129.00	TAXIWAY	97.00	3.00	98.63
TW CONN W (CONNECTOR TAXIWAY FROM TW E TO S AP)	1	300.00	205.00	65,848.00	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D)	1	350.00	50.00	23,039.00	TAXIWAY	82.00	0.00	82.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	2	7,475.00	75.00	566,967.00	TAXIWAY	100.00	0.00	100.00
TW E1 (TAXIWAY E1)	2	300.00	96.00	35,239.00	TAXIWAY	93.50	6.50	92.65

Date: 5/17/2015

Branch Condition Report

11 of 20

Pavement Database: FDOT NetworkID: GNV

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	305.00	106.00	35,115.00	TAXIWAY	93.00	7.00	92.26
TW E3 (TAXIWAY E3)	2	250.00	156.00	49,285.00	TAXIWAY	93.00	7.00	91.85
TW E4 (TAXIWAY E4)	2	287.00	134.00	46,534.00	TAXIWAY	85.00	15.00	81.26
TW E5 (TAXIWAY E5)	2	290.00	72.50	29,163.00	TAXIWAY	95.00	5.00	93.36

Date: 5/17/2015

Branch Condition Report

12 of 20

Pavement Database: FDOT NetworkID: HEG

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 (FBO APRON)	3	1,038.00	65.00	46,168.00	APRON	48.67	8.18	49.15
AP N (NORTH APRON)	3	939.00	182.85	105,091.00	APRON	79.00	19.30	90.32
AP NE (NORTHEAST APRON)	2	430.00	110.00	39,691.00	APRON	33.00	2.00	32.19
AP NW (NORTHWEST APRON)	5	3,340.00	127.00	271,882.00	APRON	67.00	12.65	60.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	3	300.00	100.00	33,785.00	APRON	57.00	9.20	56.93
RW 11-29 (RUNWAY 11-29)	1	4,083.00	100.00	412,753.00	RUNWAY	56.00	0.00	56.00
RW 7-25 (RUNWAY 7-25)	2	4,000.00	100.00	399,900.00	RUNWAY	83.50	0.50	83.33
TW A (TAXIWAY A - PARALLEL TO RW 7-25)	1	4,350.00	40.00	151,626.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	1	420.00	50.00	21,515.00	TAXIWAY	100.00	0.00	100.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	4	1,298.75	45.25	58,414.00	TAXIWAY	61.75	8.26	67.25
TW D (TAXIWAY D - PARALLEL TO RW 11-29)	1	4,117.50	40.00	171,329.00	TAXIWAY	54.00	0.00	54.00
TW E FBO (TAXIWAY EAST OF FBO RAMP)	1	140.00	25.00	3,344.00	TAXIWAY	16.00	0.00	16.00
TW E NW AP (TAXIWAY EAST CONNECTOR TO NW APRON)	1	215.12	40.00	5,907.00	TAXIWAY	31.00	0.00	31.00
TW N AP (CONNECTOR TAXIWAY TO N APRON)	1	90.00	30.00	16,073.00	TAXIWAY	95.00	0.00	95.00
TW NE AP (TAXIWAY TO NORTHEAST APRON)	1	175.00	30.00	6,535.00	APRON	41.00	0.00	41.00
TW T-HANG (TAXIWAY T-HANGAR)	3	2,085.00	26.67	50,053.00	TAXIWAY	54.67	2.87	55.91

Date: 5/17/2015

Branch Condition Report

13 of 20

Pavement Database: FDOT NetworkID: HEG

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 W NW AP (TAXIWAY WES CONNECTOR TO NW RAMP)	1	46.07	40.00	2,007.00	TAXIWAY	100.00	0.00	100.00

Date: 5/17/2015

Branch Condition Report

14 of 20

Pavement Database: FDOT NetworkID: JAX

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 AND ALL CARGO APRONS)	6	2,624.00	274.17	851,065.00	APRON	65.33	18.18	75.39
AP GA (GA APRON)	4	1,792.00	236.25	471,356.00	APRON	64.50	6.02	67.33
AP HOLD (HOLDING APRON BETWEEN RWS 4, 13)	1	533.00	281.00	150,030.00	APRON	87.00	0.00	87.00
AP TERM (TERMINAL APRON)	12	7,712.00	308.75	2,808,181.00	APRON	90.33	9.59	89.47
RW 14-32 (RUNWAY 14-32)	7	23,850.00	50.00	1,155,000.00	RUNWAY	91.14	3.23	93.18
RW 8-26 (RUNWAY 8-26)	2	30,000.00	62.50	1,500,000.00	RUNWAY	88.00	3.00	89.00
TW A (TAXIWAY A)	5	10,000.00	75.00	750,073.00	TAXIWAY	82.00	4.86	82.20
TW AP (TAXIWAYS WITH APRONS)	6	3,335.00	67.17	309,476.00	TAXIWAY	58.17	18.82	72.82
TW B (TAXIWAY B)	3	5,210.00	80.67	406,543.00	TAXIWAY	79.67	4.03	82.31
TW C (TAXIWAY C)	2	664.00	90.00	74,920.00	TAXIWAY	75.00	1.00	75.35
TW E (TAXIWAY E)	2	664.00	90.00	88,543.00	TAXIWAY	80.00	1.00	80.34
TW F (TAXIWAY F)	5	2,109.00	84.80	214,517.00	TAXIWAY	80.80	17.61	70.24
TW G (TAXIWAY G)	8	2,949.00	71.25	296,498.00	TAXIWAY	62.00	23.77	74.01
TW H (TAXIWAY H)	3	2,643.00	98.33	374,438.00	TAXIWAY	80.33	7.36	82.05
TW J (TAXIWAY J)	6	4,060.00	93.33	410,932.00	TAXIWAY	82.00	11.12	89.73
TW K (TAXIWAY K)	1	795.00	92.00	107,334.00	TAXIWAY	87.00	0.00	87.00

Date: 5/17/2015

Branch Condition Report

15 of 20

Pavement Database: FDOT NetworkID: JAX

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 L (TAXIWAY L)	5	1,422.00	90.00	149,684.00	TAXIWAY	83.00	4.20	83.10
TW N (TAXIWAY N)	4	7,701.00	75.00	577,575.00	TAXIWAY	91.50	2.69	90.56
TW P (TAXIWAY P)	5	4,161.00	93.00	409,293.00	TAXIWAY	90.80	10.42	93.72
TW Q (TAXIWAY Q)	1	690.00	90.00	115,700.00	TAXIWAY	86.00	0.00	86.00
TW R (TAXIWAY R)	3	1,830.00	93.33	185,103.00	TAXIWAY	88.33	0.94	88.53
TW S (TAXIWAY S)	2	1,605.00	87.50	168,716.00	TAXIWAY	81.00	1.00	81.66
TW T (1	487.00	148.00	59,457.00	TAXIWAY	100.00	0.00	100.00
TW U (TAXIWAY U)	1	488.00	90.00	52,557.00	TAXIWAY	92.00	0.00	92.00
TW V (TAXIWAY V)	1	785.00	100.00	78,127.00	TAXIWAY	100.00	0.00	100.00

Date: 5/17/2015

Branch Condition Report

16 of 20

Pavement Database: FDOT NetworkID: LCQ

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)	9	4,905.00	101.11	548,523.49	APRON	51.67	15.21	53.99
AP NW (NORTH APRON)	5	4,631.00	84.40	365,092.36	APRON	80.20	15.92	83.66
AP RW10-28 (RUN UP AND TURNAROUND APRON RW10-28)	5	2,940.00	123.00	318,795.39	APRON	80.00	13.80	86.56
RW 10-28 (RUNWAY 10-28)	6	24,015.00	62.50	1,200,300.06	RUNWAY	64.17	3.34	65.07
RW 5-23 (RUNWAY 5-23)	3	3,930.00	75.00	284,081.74	RUNWAY	63.67	5.31	58.55
TW A (TAXIWAY A)	6	3,745.00	42.50	267,552.64	TAXIWAY	58.00	16.50	58.47
TW B (TAXIWAY B)	4	3,955.00	96.25	452,551.09	TAXIWAY	55.50	8.44	51.50
TW C (TAXIWAY C)	2	2,460.00	51.50	82,663.15	TAXIWAY	64.50	16.50	70.54
TW D (TAXIWAY D)	3	2,429.00	58.33	184,539.02	TAXIWAY	66.67	17.21	67.66

Date: 5/17/2015

Branch Condition Report

17 of 20

Pavement Database: FDOT NetworkID: VQG

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)	13	8,600.00	251.23	2,955,303.00	APRON	84.31	9.80	82.76
AP N RFUEL (N HOT REFUELIN AND COMPASS ROSE AP)	4	420.00	200.00	88,460.00	APRON	75.00	8.46	75.00
AP NAT GRD (NATIONAL GUAR WASH APRON)	2	1,253.00	145.00	229,356.00	APRON	94.50	4.50	97.81
AP W (WEST PARKING APRON)	11	6,167.00	203.64	1,426,839.00	APRON	55.91	34.23	77.19
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5	920.00	110.00	101,550.00	APRON	69.00	21.25	72.23
RW 18L-36R (RUNWAY 18L-36f)	8	35,700.00	75.00	2,500,800.00	RUNWAY	87.88	7.20	92.76
RW 18R-36L (RUNWAY 18R-36l)	16	24,000.00	75.00	1,600,200.00	RUNWAY	87.69	17.38	60.03
RW 9L-27R (RUNWAY 9L-27F)	9	13,135.00	77.78	887,546.00	RUNWAY	79.33	22.47	56.39
RW 9R-27L (RUNWAY 9R-27L)	8	23,400.00	75.00	1,515,651.00	RUNWAY	88.75	4.99	92.98
TW A (TAXIWAY A)	7	11,770.00	78.57	914,934.00	TAXIWAY	92.86	7.02	90.19
TW A1 (TAXIWAY A1)	4	1,390.00	202.50	265,813.00	TAXIWAY	84.25	6.02	84.43
TW A2 (TAXIWAY A2)	7	1,145.00	71.43	106,340.00	TAXIWAY	96.86	5.00	94.98
TW A3 (TAXIWAY A3)	7	1,070.00	75.00	106,340.00	TAXIWAY	96.14	6.10	93.85
TW A4 (TAXIWAY A4)	2	860.00	150.00	137,088.00	TAXIWAY	85.50	2.50	85.90
TW A5 (TAXIWAY A5)	1	1,050.00	150.00	166,214.00	TAXIWAY	82.00	0.00	82.00
TW B (TAXIWAY B)	5	7,230.00	86.00	590,352.00	TAXIWAY	95.00	6.20	89.46

Date: 5/17/2015

Branch Condition Report

18 of 20

Pavement Database: FDOT NetworkID: VQG

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 B1 (TAXIWAY B1)	3	1,070.00	150.00	163,893.00	TAXIWAY	83.00	1.63	83.32
TW B2 (TAXIWAY B2)	5	1,105.00	80.00	106,490.00	TAXIWAY	94.00	8.00	93.14
TW B3 (TAXIWAY B3)	2	870.00	150.00	136,172.00	TAXIWAY	84.00	2.00	84.28
TW C (TAXIWAY C)	3	4,965.00	68.33	356,622.00	TAXIWAY	67.67	21.82	77.60
TW D (TAXIWAY D)	4	8,290.00	81.25	651,493.00	TAXIWAY	87.25	11.45	88.28
TW D2 (TAXIWAY D2)	1	855.00	75.00	78,863.00	TAXIWAY	91.00	0.00	91.00
TW M (TAXIWAY M)	1	210.00	75.00	22,376.00	TAXIWAY	89.00	0.00	89.00

Date: 5/17/2015

Branch Condition Report

19 of 20

Pavement Database: FDOT NetworkID: X60

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	1,390.00	177.50	207,325.00	APRON	84.50	15.50	84.11
AP HANG (HANGAR APRON)	1	180.00	20.00	10,658.00	APRON	85.00	0.00	85.00
AP RU (RUN-UP APRON)	1	400.00	50.00	28,165.00	APRON	100.00	0.00	100.00
AP T-HANG (APRON AT T-HANGARS)	4	1,361.00	42.50	47,220.00	APRON	57.75	18.99	68.77
RW 14-32 (RUNWAY 14-32)	4	5,206.00	100.00	320,069.00	RUNWAY	75.75	25.36	92.51
RW 5-23 (RUNWAY 5-23)	2	750.00	62.50	22,500.00	RUNWAY	71.00	21.00	64.00
TW A (TAXIWAY A)	2	4,990.00	42.50	447,492.00	TAXIWAY	100.00	0.00	100.00
TW A1 (TAXIWAY A1)	1	600.00	50.00	34,316.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	1	2,365.00	35.00	101,923.00	TAXIWAY	88.00	0.00	88.00
TW C (TAXIWAY C)	2	1,590.00	60.00	97,432.00	TAXIWAY	82.50	5.50	81.00
TW D (TAXIWAY D)	1	1,150.00	25.00	70,293.00	TAXIWAY	88.00	0.00	88.00
TW D1 (TAXIWAY D-1)	1	1,384.00	35.00	57,110.00	TAXIWAY	92.00	0.00	92.00
TW E (TAXIWAY E)	1	1,384.00	35.00	55,768.00	TAXIWAY	90.00	0.00	90.00
TW F (TAXIWAY F)	3	3,600.00	61.67	173,727.00	TAXIWAY	51.00	37.18	29.56
TW G (TAXIWAY G)	1	1,173.00	75.00	94,473.00	TAXIWAY	10.00	0.00	10.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	197	16,320,549.77	69.49	23.59	76.09
RUNWAY	123	20,469,743.47	75.80	20.89	76.69
TAXIWAY	316	16,484,648.73	76.64	19.91	79.83
All	636	53,274,941.97	74.26	21.54	77.48

Date: 5 /17/2015

Section Condition Report

1 of 31

Pavement Database: FDOT NetworkID: 24J

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	10/01/2013	AAC	APRON	P	0	167,376.10	05/08/2014	1	54.00
AP (APRON)	4115	03/01/2008	AC	APRON	P	0	25,656.07	06/26/2013	5	69.00
AP (APRON)	4120	07/01/2006	AC	APRON	P	0	26,728.84	06/26/2013	7	64.00
AP (APRON)	4125	01/01/2008	AC	APRON	P	0	9,768.42	06/26/2013	5	83.00
AP RU (APRON RUN-UP)	4205	01/01/2007	AC	APRON	P	0	20,936.50	06/26/2013	6	70.00
RW 7-25 (RUNWAY 7-25)	6105	01/01/2006	AAC	RUNWAY	P	0	76,725.00	06/26/2013	7	91.00
RW 7-25 (RUNWAY 7-25)	6110	01/01/2006	AAC	RUNWAY	P	0	223,650.00	06/26/2013	7	86.00
TW A (TAXIWAY A)	104	01/01/2004	AC	TAXIWAY	P	0	3,816.43	06/26/2013	9	70.00
TW A (TAXIWAY A)	105	01/01/1990	AC	TAXIWAY	P	0	49,502.51	06/26/2013	23	79.00
TW A (TAXIWAY A)	110	01/01/2004	AC	TAXIWAY	P	0	100,648.01	06/26/2013	9	85.00
TW A (TAXIWAY A)	120	01/01/1990	AC	TAXIWAY	P	0	4,273.85	06/26/2013	23	66.00
TW A (TAXIWAY A)	145	01/01/2004	AC	TAXIWAY	P	0	8,265.90	06/26/2013	9	90.00
TW A (TAXIWAY A)	150	01/01/1990	AC	TAXIWAY	P	0	3,331.53	06/26/2013	23	69.00
TW A1 (TAXIWAY A1)	115	01/01/1990	AC	TAXIWAY	P	0	12,910.71	06/26/2013	23	72.00
TW A2 (TAXIWAY A2)	125	01/01/2000	AC	TAXIWAY	P	0	8,551.02	06/26/2013	13	90.00
TW A3 (TAXIWAY A3)	135	01/01/2004	AC	TAXIWAY	P	0	8,551.02	06/26/2013	9	92.00
TW C (TAXIWAY C)	205	01/01/2007	AC	TAXIWAY	P	0	13,924.00	06/26/2013	6	88.00

Date: 5 /17/2015

Section Condition Report

2 of 31

Pavement Database: FDOT NetworkID: 28J

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	07/01/2010	AAC	APRON	P	0	39,323.01	07/08/2013	3	94.00
AP (APRON)	4115	07/01/2010	AAC	APRON	P	0	170,261.98	07/08/2013	3	93.00
AP (APRON)	4215	01/01/1986	AC	APRON	P	0	29,007.50	07/08/2013	27	65.00
AP E T-HAN (APRON AT EAST T-HANGAR)	4305	12/25/1999	AC	APRON	P	0	18,377.32	07/08/2013	14	61.00
AP E T-HAN (APRON AT EAST T-HANGAR)	4310	07/01/2009	AC	APRON	P	0	11,792.15	07/08/2013	4	93.00
AP N T-HAN (APRON AT NORTH T-HANGARS)	4205	12/25/1999	AC	APRON	P	0	39,645.41	07/08/2013	14	49.00
AP N T-HAN (APRON AT NORTH T-HANGARS)	4210	12/25/1999	AC	APRON	P	0	46,738.73	07/08/2013	14	41.00
AP RU 27 (Run-Up Apron RW 27)	5105	01/01/2011	AC	APRON	P	0	29,317.23	07/08/2013	2	100.00
AP RU 35 (Run-Up Apron RW 35)	5205	07/01/2009	AC	APRON	P	0	10,263.00	07/08/2013	4	92.00
RW 17-35 (RUNWAY 17-35)	6205	07/01/2009	AAC	RUNWAY	S	0	242,315.74	07/08/2013	4	94.00
RW 17-35 (RUNWAY 17-35)	6210	07/01/2009	AAC	RUNWAY	S	0	15,324.90	07/08/2013	4	100.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/2011	AAC	RUNWAY	P	0	255,800.00	07/08/2013	2	99.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/2011	AAC	RUNWAY	P	0	241,000.32	07/08/2013	2	100.00
RW 9-27 (RUNWAY 9-27)	6115	01/01/2004	AAC	RUNWAY	P	0	103,700.00	07/08/2013	9	99.00
TW A (TAXIWAY A)	100	01/01/2003	AC	TAXIWAY	T	0	53,572.00	07/08/2013	10	76.00
TW A (TAXIWAY A)	103	01/01/2011	AAC	TAXIWAY	T	0	1,710.00	07/08/2013	2	100.00
TW A (TAXIWAY A)	105	01/01/2006	AAC	TAXIWAY	P	0	150,240.00	07/08/2013	7	87.00
TW A (TAXIWAY A)	107	01/01/2006	AAC	TAXIWAY	P	0	7,472.25	07/08/2013	7	37.00
TW A (TAXIWAY A)	110	01/01/2006	AAC	TAXIWAY	P	0	60,916.70	07/08/2013	7	90.00
TW A (TAXIWAY A)	115	01/01/2005	AAC	TAXIWAY	P	0	2,993.00	07/08/2013	8	100.00
TW A (TAXIWAY A)	120	01/01/2006	AAC	TAXIWAY	P	0	3,723.00	07/08/2013	7	100.00
TW A (TAXIWAY A)	125	01/01/2006	AC	TAXIWAY	P	0	13,575.25	07/08/2013	7	35.00
TW B (TAXIWAY B)	2003	01/01/2006	AAC	TAXIWAY	P	0	3,433.00	07/08/2013	7	98.00
TW B (TAXIWAY B)	2005	01/01/2006	AAC	TAXIWAY	P	0	12,691.13	07/08/2013	7	55.00
TW B (TAXIWAY B)	2008	07/01/2008	AAC	TAXIWAY	P	0	11,803.36	07/08/2013	5	85.00
TW B (TAXIWAY B)	205	07/01/2008	AAC	TAXIWAY	P	0	65,786.27	07/08/2013	5	90.00

Date: 5 /17/2015

Section Condition Report

3 of 31

Pavement Database: FDOT NetworkID: 28J

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqF)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	210	07/01/2008	AAC	TAXIWAY	P	0	29,103.81	07/08/2013	5	93.00
TW B (TAXIWAY B)	215	07/01/2008	AAC	TAXIWAY	P	0	16,000.00	07/08/2013	5	52.00
TW B (TAXIWAY B)	705	01/01/1942	AC	TAXIWAY	P	0	43,339.61	07/08/2013	71	23.00
TW C (TAXIWAY C)	303	07/01/2012	AAC	TAXIWAY	P	0	2,383.34	07/08/2013	1	85.00
TW C (TAXIWAY C)	305	01/01/2013	AAC	TAXIWAY	P	0	37,003.60	01/01/2013	0	100.00
TW C (TAXIWAY C)	306	07/01/2010	AAC	TAXIWAY	P	0	9,116.08	07/08/2013	3	86.00
TW C (TAXIWAY C)	310	01/01/2013	AAC	TAXIWAY	P	0	95,625.14	01/01/2013	0	100.00
TW C (TAXIWAY C)	311	01/01/1994	AAC	TAXIWAY	P	0	3,470.20	07/08/2013	19	83.00
TW C (TAXIWAY C)	315	01/01/2011	AAC	TAXIWAY	P	0	5,759.20	07/08/2013	2	96.00
TW C2 (TAXIWAY C2)	320	07/01/2009	AC	TAXIWAY	P	0	22,414.87	07/08/2013	4	94.00
TW D (TAXIWAY)	405	01/01/2013	AAC	TAXIWAY	P	0	16,287.33	01/01/2013	0	100.00
TW D (TAXIWAY)	410	07/01/2010	AAC	TAXIWAY	P	0	4,919.78	07/08/2013	3	89.00

Date: 5 /17/2015

Section Condition Report

4 of 31

Pavement Database: FDOT NetworkID: 40J

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1945	PCC	APRON	P	0	339,332.14	06/27/2013	68	38.00
AP (APRON)	4110	07/01/2009	AC	APRON	P	0	30,807.00	06/27/2013	4	100.00
RW 12-30 (RUNWAY 12-30)	6105	01/01/1945	PCC	RUNWAY	P	0	18,145.43	06/27/2013	68	46.00
RW 12-30 (RUNWAY 12-30)	6110	01/01/1945	PCC	RUNWAY	P	0	36,198.74	06/27/2013	68	62.00
RW 12-30 (RUNWAY 12-30)	6115	01/01/1997	AAC	RUNWAY	P	0	434,400.00	06/27/2013	16	71.00
RW 12-30 (RUNWAY 12-30)	6125	01/01/1945	PCC	RUNWAY	P	0	34,500.00	06/27/2013	68	62.00
RW 12-30 (RUNWAY 12-30)	6130	01/01/1945	PCC	RUNWAY	P	0	17,250.00	06/27/2013	68	48.00
RW 18-36 (RUNWAY 18-36)	6305	01/01/1945	PCC	RUNWAY	P	0	11,241.53	06/27/2013	68	51.00
RW 18-36 (RUNWAY 18-36)	6310	01/01/1945	PCC	RUNWAY	P	0	26,109.79	06/27/2013	68	66.00
RW 18-36 (RUNWAY 18-36)	6315	01/01/2013	AC	RUNWAY	P	0	438,000.00	01/01/2013	0	100.00
RW 18-36 (RUNWAY 18-36)	6320	01/01/2013	AC	RUNWAY	P	0	219,000.00	01/01/2013	0	100.00
RW 18-36 (RUNWAY 18-36)	6325	01/01/1945	PCC	RUNWAY	P	0	16,909.21	06/27/2013	68	67.00
RW 18-36 (RUNWAY 18-36)	6330	01/01/1945	PCC	RUNWAY	P	0	11,915.99	06/27/2013	68	41.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1945	PCC	RUNWAY	S	0	26,563.19	06/27/2013	68	75.00
RW 6-24 (RUNWAY 6-24)	6210	01/01/1945	PCC	RUNWAY	S	0	15,578.84	06/27/2013	68	70.00
RW 6-24 (RUNWAY 6-24)	6215	01/01/1945	AC	RUNWAY	S	0	437,800.00	06/27/2013	68	24.00
RW 6-24 (RUNWAY 6-24)	6220	01/01/1945	AC	RUNWAY	S	0	218,900.00	06/27/2013	68	19.00
RW 6-24 (RUNWAY 6-24)	6225	01/01/1945	PCC	RUNWAY	S	0	11,252.57	06/27/2013	68	42.00
RW 6-24 (RUNWAY 6-24)	6230	01/01/1945	PCC	RUNWAY	S	0	24,826.42	06/27/2013	68	59.00
TW A & B (TAXIWAY A & B)	105	01/01/1995	AAC	TAXIWAY	P	0	131,781.33	06/27/2013	18	60.00
TW A & B (TAXIWAY A & B)	110	01/01/1995	AAC	TAXIWAY	P	0	111,959.17	06/27/2013	18	62.00
TW C (TAXIWAY C)	205	01/01/1995	AAC	TAXIWAY	P	0	152,818.39	06/27/2013	18	57.00
TW C (TAXIWAY C)	210	01/01/1995	AC	TAXIWAY	P	0	57,790.75	06/27/2013	18	64.00
TW C (TAXIWAY C)	215	01/01/1945	AC	TAXIWAY	P	0	5,000.00	06/27/2013	68	25.00

Date: 5 /17/2015

Section Condition Report

5 of 31

Pavement Database: FDOT NetworkID: 42J

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1943	PCC	APRON	P	0	167,821.00	09/16/2013	70	48.00
AP (APRON)	4110	01/01/1990	AC	APRON	P	0	42,163.00	09/16/2013	23	56.00
AP T-HANG (APRON T-HANGARS)	4505	01/01/1943	PCC	APRON	P	0	24,431.00	09/16/2013	70	0.00
AP T-HANG (APRON T-HANGARS)	4510	01/01/2004	AC	APRON	P	0	41,487.00	09/16/2013	9	84.00
AP T-HANG (APRON T-HANGARS)	4515	01/01/2008	AC	APRON	P	0	15,277.00	09/16/2013	5	56.00
AP T-HANG (APRON T-HANGARS)	4520	01/01/2009	AC	APRON	P	0	61,168.00	09/16/2013	4	35.00
RW 11-29 (RUNWAY 11-29)	6205	01/01/1942	PCC	RUNWAY	S	0	22,180.00	09/16/2013	71	45.00
RW 11-29 (RUNWAY 11-29)	6215	01/01/1991	AC	RUNWAY	S	0	329,625.00	09/16/2013	22	58.00
RW 11-29 (RUNWAY 11-29)	6220	01/01/1942	PCC	RUNWAY	S	0	28,125.00	09/16/2013	71	42.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/1943	PCC	RUNWAY	P	0	15,000.00	09/16/2013	70	46.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/1943	PCC	RUNWAY	P	0	18,125.00	09/16/2013	70	44.00
RW 5-23 (RUNWAY 5-23)	6115	07/01/2010	AAC	RUNWAY	P	0	220,000.00	09/16/2013	3	96.00
RW 5-23 (RUNWAY 5-23)	6120	07/01/2010	AAC	RUNWAY	P	0	220,000.00	09/16/2013	3	97.00
RW 5-23 (RUNWAY 5-23)	6130	01/01/1943	PCC	RUNWAY	P	0	15,627.00	09/16/2013	70	52.00
RW 5-23 (RUNWAY 5-23)	6135	01/01/1943	PCC	RUNWAY	P	0	19,418.00	09/16/2013	70	54.00
TW A (TAXIWAY A)	105	01/01/1987	AAC	TAXIWAY	P	0	195,630.00	09/16/2013	26	40.00
TW B (TAXIWAY B)	205	01/01/1987	AAC	TAXIWAY	P	0	19,612.00	09/16/2013	26	51.00
TW B (TAXIWAY B)	210	01/01/1997	AC	TAXIWAY	P	0	77,412.00	09/16/2013	16	55.00
TW C (TAXIWAY C)	305	01/01/1997	AC	TAXIWAY	P	0	92,494.00	09/16/2013	16	62.00
TW C (TAXIWAY C)	310	01/01/1997	AC	TAXIWAY	P	0	14,679.00	09/16/2013	16	58.00
TW E (TAXIWAY E - CONNECTOR TO T-HANGAR)	505	01/01/1990	AC	TAXIWAY	P	0	31,823.00	09/16/2013	23	60.00

Date: 5 /17/2015

Section Condition Report

6 of 31

Pavement Database: FDOT NetworkID: CDK

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1970	AC	APRON	P	0	22,327.13	07/24/2013	43	10.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/1980	AC	RUNWAY	P	0	231,734.00	07/24/2013	33	33.00
TW A (TAXIWAY A)	105	01/01/1970	AC	TAXIWAY	P	0	7,156.29	07/24/2013	43	15.00

Date: 5 /17/2015

Section Condition Report

7 of 31

Pavement Database: FDOT NetworkID: CRG

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FAA (FAA APRON)	4505	01/01/2004	AAC	APRON	T	0	147,449.00	02/26/2015	11	84.00
AP FAA (FAA APRON)	4510	01/01/2004	PCC	APRON	P	0	6,400.00	02/26/2015	11	82.00
AP N (NORTH APRON)	4205	01/01/1947	AC	APRON	P	0	23,301.00	02/26/2015	68	19.00
AP N (NORTH APRON)	4210	01/01/1983	AC	APRON	P	0	265,650.00	02/26/2015	32	51.00
AP N (NORTH APRON)	4215	12/25/1999	AC	APRON	S	0	6,346.00	02/26/2015	16	35.00
AP N (NORTH APRON)	4220	12/25/1999	AC	APRON	S	0	28,467.00	02/26/2015	16	31.00
AP NW (NW APRON)	4305	01/01/1991	AC	APRON	P	0	55,110.00	02/26/2015	24	66.00
AP NW (NW APRON)	4310	01/01/1960	AC	APRON	P	0	192,001.00	02/26/2015	55	36.00
AP NW (NW APRON)	4315	01/01/1970	AC	APRON	P	0	28,331.00	02/26/2015	45	23.00
AP NW (NW APRON)	4320	12/25/1999	AC	APRON	P	0	57,897.00	02/26/2015	16	34.00
AP RU RW 5 (RUN-UP APRON AT RW 5)	5205	01/01/2005	AC	APRON	T	0	22,135.00	02/26/2015	10	79.00
AP RU RW 14 (RUN-UP APRON AT RW 14)	5310	07/01/2007	AAC	APRON	P	0	24,645.00	02/26/2015	8	77.00
AP RU RW 23 (RUN-UP APRON AT RW 23)	5105	01/01/2005	AC	APRON	P	0	18,132.00	02/26/2015	10	74.00
AP S (SOUTH APRON)	4105	01/01/1986	AAC	APRON	P	0	185,265.00	02/26/2015	29	54.00
AP S (SOUTH APRON)	4115	01/01/1986	AC	APRON	P	0	15,813.00	02/26/2015	29	30.00
AP SW (SOUTHWEST APRON)	4405	12/25/1999	PCC	APRON	S	0	16,889.00	02/26/2015	16	54.00
AP SW (SOUTHWEST APRON)	4407	12/25/1999	AC	APRON	P	0	17,666.00	02/26/2015	16	68.00
AP SW (SOUTHWEST APRON)	4410	12/25/1999	AC	APRON	S	0	11,324.00	02/26/2015	16	42.00
AP SW (SOUTHWEST APRON)	4411	12/25/1999	AAC	APRON	S	0	7,927.00	02/26/2015	16	43.00
AP SW (SOUTHWEST APRON)	4415	01/01/2005	AC	APRON	S	0	30,321.00	02/26/2015	10	71.00
AP SW (SOUTHWEST APRON)	4420	12/25/1999	AC	APRON	S	0	12,167.00	02/26/2015	16	77.00
AP SW (SOUTHWEST APRON)	4425	12/25/1999	AC	APRON	S	0	125,753.00	02/26/2015	16	34.00
AP SW (SOUTHWEST APRON)	4430	01/01/2006	AC	APRON	S	0	4,074.00	02/26/2015	9	25.00
AP SW (SOUTHWEST APRON)	4435	01/01/2007	AAC	APRON	S	0	20,729.00	02/26/2015	8	83.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2004	AAC	RUNWAY	P	0	45,000.00	02/26/2015	11	66.00
RW 14-32 (RUNWAY 14-32)	6210	01/01/2001	AAC	RUNWAY	P	0	355,800.00	02/26/2015	14	55.00

Date: 5 /17/2015

Section Condition Report

8 of 31

Pavement Database: FDOT NetworkID: CRG

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)	6105	01/01/2011	AAC	RUNWAY	S	0	365,400.00	02/26/2015	4	81.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2004	AAC	RUNWAY	P	0	24,200.00	02/26/2015	11	60.00
TW A (TAXIWAY A)	105	07/01/2007	AAC	TAXIWAY	P	0	87,239.00	02/26/2015	8	65.00
TW A (TAXIWAY A)	120	01/01/2005	AC	TAXIWAY	P	0	37,712.00	02/26/2015	10	76.00
TW A1 (TAXIWAY A1)	130	01/01/2005	AC	TAXIWAY	S	0	21,085.00	02/26/2015	10	88.00
TW A2 (TAXIWAY A2)	135	01/01/1991	AC	TAXIWAY	P	0	9,177.00	02/26/2015	24	60.00
TW A3 (TAXIWAY A3)	140	01/01/1991	AC	TAXIWAY	P	0	9,857.00	02/26/2015	24	62.00
TW A3 (TAXIWAY A3)	145	01/01/2005	AC	TAXIWAY	P	0	20,558.00	02/26/2015	10	68.00
TW A3 (TAXIWAY A3)	155	01/01/2007	AC	TAXIWAY	P	0	28,376.00	02/26/2015	8	80.00
TW A4 (TAXIWAY A4)	160	07/01/2007	AAC	TAXIWAY	P	0	5,193.00	02/26/2015	8	74.00
TW A4 (TAXIWAY A4)	165	01/01/1983	AC	TAXIWAY	P	0	5,091.00	02/26/2015	32	36.00
TW A5 (TAXIWAY A5)	170	01/01/1983	AC	TAXIWAY	P	0	5,011.00	02/26/2015	32	41.00
TW A5 (TAXIWAY A5)	175	07/01/2007	AAC	TAXIWAY	P	0	5,069.00	02/26/2015	8	67.00
TW A5 (TAXIWAY A5)	180	07/01/2007	AAC	TAXIWAY	P	0	18,785.00	02/26/2015	8	89.00
TW B (TAXIWAY B)	215	01/01/2005	AC	APRON	P	0	29,838.00	02/26/2015	10	78.00
TW B (TAXIWAY B)	225	01/01/2007	AAC	APRON	P	0	59,500.00	02/26/2015	8	64.00
TW B (TAXIWAY B)	235	01/01/2005	AC	APRON	T	0	36,493.00	02/26/2015	10	70.00
TW B2 (TAXIWAY B2)	240	01/01/2005	AC	TAXIWAY	S	0	20,477.00	02/26/2015	10	70.00
TW B4 (TAXIWAY B4)	245	01/01/1984	AAC	TAXIWAY	P	0	9,056.00	02/26/2015	31	45.00
TW B4 (TAXIWAY B4)	250	07/01/2007	AAC	TAXIWAY	P	0	18,595.00	02/26/2015	8	74.00
TW B5 (TAXIWAY B5)	255	01/01/1991	AC	APRON	P	0	4,433.00	02/26/2015	24	57.00
TW B5 (TAXIWAY B5)	260	01/01/2005	AC	APRON	P	0	5,545.00	02/26/2015	10	85.00
TW C (TAXIWAY C)	305	01/01/1991	AAC	TAXIWAY	P	0	14,056.00	02/26/2015	24	42.00
TW C (TAXIWAY C)	310	01/01/2001	AAC	TAXIWAY	P	0	5,560.00	02/26/2015	14	56.00
TW C (TAXIWAY C)	320	12/25/2010	AAC	TAXIWAY	P	0	18,339.00	02/26/2015	5	60.00
TW D (TAXIWAY D)	455	01/01/2007	AAC	TAXIWAY	P	0	12,087.00	02/26/2015	8	89.00

Date: 5 /17/2015

Section Condition Report

9 of 31

Pavement Database: FDOT NetworkID: CRG

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqF)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXWAY D)	460	01/01/2007	AAC	TAXIWAY	P	0	29,215.00	02/26/2015	8	86.00
TW E (TAXIWAY E)	505	01/01/1991	AC	TAXIWAY	P	0	10,823.00	02/26/2015	24	60.00
TW F (TAXIWAY F)	605	01/01/1991	AC	TAXIWAY	P	0	11,845.00	02/26/2015	24	61.00
TW G (TAXWAY G)	765	01/01/2005	AC	TAXIWAY	P	0	65,079.00	02/26/2015	10	78.00
TW G (TAXWAY G)	770	01/01/2004	AC	TAXIWAY	P	0	9,691.00	02/26/2015	11	77.00

Date: 5 /17/2015

Section Condition Report

10 of 31

Pavement Database: FDOT NetworkID: CTY

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	268,135.00	09/17/2013	71	42.00
AP (APRON)	4110	01/01/2006	PCC	APRON	P	0	11,683.00	09/17/2013	7	66.00
AP (APRON)	4205	01/01/2006	AC	APRON	P	0	16,240.00	09/17/2013	7	94.00
RW 13-31 (RUNWAY 13-31)	6105	01/01/1995	AAC	RUNWAY	P	0	470,100.00	09/17/2013	18	35.00
RW 13-31 (RUNWAY 13-31)	6110	01/01/1942	PCC	RUNWAY	P	0	30,000.00	09/17/2013	71	53.00
RW 4-22 (RUNWAY 4-22)	6205	01/01/1989	AC	RUNWAY	P	0	14,733.00	09/17/2013	24	26.00
RW 4-22 (RUNWAY 4-22)	6210	01/01/1993	AC	RUNWAY	P	0	386,400.00	09/17/2013	20	68.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	105	01/01/1989	AC	TAXIWAY	P	0	19,211.00	09/17/2013	24	33.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	110	01/01/1989	AC	TAXIWAY	P	0	160,142.00	09/17/2013	24	59.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	115	01/01/1989	AC	TAXIWAY	P	0	14,383.00	09/17/2013	24	47.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	120	01/01/1942	PCC	TAXIWAY	P	0	3,750.00	09/17/2013	71	61.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	170	01/01/1989	AC	TAXIWAY	P	0	8,150.00	09/17/2013	24	57.00
TW A (TAXIWAY A - PARALLEL RW 13-31)	175	01/01/1989	AC	TAXIWAY	P	0	9,701.00	09/17/2013	24	49.00
TW A1 (TAXIWAY A1)	150	01/01/1989	AC	TAXIWAY	P	0	7,840.00	09/17/2013	24	31.00
TW A1 (TAXIWAY A1)	155	01/01/1989	AC	TAXIWAY	P	0	7,685.00	09/17/2013	24	49.00
TW A2 (TAXIWAY A2)	160	01/01/1989	AC	TAXIWAY	P	0	21,140.00	09/17/2013	24	53.00
TW A3 (TAXIWAY A3)	165	01/01/1989	AC	TAXIWAY	P	0	19,127.00	09/17/2013	24	54.00
TW B (TAXIWAY B)	205	01/01/1989	AC	TAXIWAY	P	0	11,081.00	09/17/2013	24	59.00
TW B (TAXIWAY B)	207	01/01/1995	AC	TAXIWAY	P	0	10,500.00	09/17/2013	18	52.00
TW B (TAXIWAY B)	210	01/01/1993	AC	TAXIWAY	P	0	180,691.00	09/17/2013	20	63.00
TW B1 (TAXIWAY B1)	215	01/01/1993	AC	TAXIWAY	P	0	19,048.00	09/17/2013	20	68.00
TW B2 (TAXIWAY B2)	220	01/01/1993	AC	TAXIWAY	P	0	19,010.00	09/17/2013	20	61.00

Date: 5 /17/2015

Section Condition Report

11 of 31

Pavement Database: FDOT NetworkID: FHB

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 - TERMINAL)	4205	01/01/2014	AAC	APRON	P	0	30,473.00	01/01/2014	0	100.00
AP N (NORTH APRON - TERMINAL)	4210	01/01/2014	AC	APRON	P	0	23,464.00	01/01/2014	0	100.00
AP N (NORTH APRON - TERMINAL)	4215	01/01/1993	AC	APRON	P	0	155,925.00	01/20/2015	22	66.00
AP N (NORTH APRON - TERMINAL)	4220	01/01/1944	PCC	APRON	P	0	23,835.00	01/20/2015	71	0.00
AP N (NORTH APRON - TERMINAL)	4240	01/01/2004	AC	APRON	T	0	113,573.00	01/20/2015	11	92.00
AP NW (NORTHWEST APRON)	4105	01/01/2000	AC	APRON	P	0	11,190.00	01/20/2015	15	41.00
AP NW (NORTHWEST APRON)	4110	01/01/1987	AC	APRON	P	0	14,280.00	01/20/2015	28	50.00
AP RU N (NORTH RUN UP APRON)	4510	01/01/2004	AC	APRON	T	0	7,368.00	01/20/2015	11	68.00
AP T-HANG (T-HANGAR APRON)	4305	12/25/2000	AC	APRON	P	0	19,403.00	01/20/2015	15	86.00
AP T-HANG (T-HANGAR APRON)	4307	01/01/1987	AC	APRON	P	0	28,110.00	01/20/2015	28	70.00
AP T-HANG (T-HANGAR APRON)	4310	12/25/1999	AC	APRON	P	0	18,438.00	01/20/2015	16	74.00
RW 13-31 (RUNWAY 13-31)	6215	01/01/2010	AAC	RUNWAY	P	0	479,466.00	01/20/2015	5	71.00
RW 13-31 (RUNWAY 13-31)	6225	01/01/2004	AAC	RUNWAY	P	0	11,592.00	01/20/2015	11	69.00
RW 4-22 (RUNWAY 4-22)	6105	01/01/2004	AC	RUNWAY	P	0	379,000.00	01/20/2015	11	68.00
RW 4-22 (RUNWAY 4-22)	6110	01/01/2014	AC	RUNWAY	P	0	138,933.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6305	01/01/2004	PCC	RUNWAY	T	0	87,000.00	01/20/2015	11	98.00
RW 9-27 (RUNWAY 9-27)	6335	01/01/2004	PCC	RUNWAY	S	0	30,650.00	01/20/2015	11	85.00
TW A (TAXIWAY A)	305	01/01/2010	AAC	TAXIWAY	P	0	20,095.00	01/20/2015	5	75.00
TW A (TAXIWAY A)	310	01/01/2010	AAC	TAXIWAY	P	0	17,554.00	01/20/2015	5	90.00
TW A (TAXIWAY A)	315	01/01/2004	AAC	TAXIWAY	P	0	36,250.00	01/20/2015	11	82.00
TW A (TAXIWAY A)	320	01/01/2004	AAC	TAXIWAY	P	0	35,000.00	01/20/2015	11	80.00
TW A (TAXIWAY A)	325	01/01/2004	AC	TAXIWAY	P	0	71,712.00	01/20/2015	11	72.00
TW A (TAXIWAY A)	330	01/01/2004	AAC	TAXIWAY	P	0	62,109.00	01/20/2015	11	77.00
TW A (TAXIWAY A)	350	01/01/1996	AAC	TAXIWAY	P	0	11,250.00	01/20/2015	19	76.00
TW B (TAXIWAY B)	205	01/01/2010	AAC	TAXIWAY	P	0	11,685.00	01/20/2015	5	72.00
TW B (TAXIWAY B)	210	01/01/2010	AAC	TAXIWAY	P	0	135,025.00	01/20/2015	5	62.00

Date: 5 /17/2015

Section Condition Report

12 of 31

Pavement Database: FDOT NetworkID: FHB

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)	215	01/01/2010	AAC	TAXIWAY	P	0	7,146.00	01/20/2015	5	69.00
TW B (TAXIWAY B)	220	01/01/2010	AAC	TAXIWAY	P	0	17,500.00	01/20/2015	5	59.00
TW B (TAXIWAY B)	225	01/01/2010	AAC	TAXIWAY	P	0	6,738.00	01/20/2015	5	70.00
TW B (TAXIWAY B)	230	01/01/2010	AAC	TAXIWAY	P	0	36,936.00	01/20/2015	5	71.00
TW B (TAXIWAY B)	235	01/01/2010	AAC	TAXIWAY	P	0	28,308.00	01/20/2015	5	72.00
TW B (TAXIWAY B)	236	01/01/1996	AAC	TAXIWAY	P	0	4,994.00	01/20/2015	19	76.00
TW C (TAXIWAY C)	120	01/01/2010	AAC	TAXIWAY	P	0	9,442.00	01/20/2015	5	63.00
TW C (TAXIWAY C)	125	01/01/2010	PCC	TAXIWAY	P	0	9,632.00	01/20/2015	5	87.00
TW C (TAXIWAY C)	130	01/01/2004	PCC	TAXIWAY	P	0	10,200.00	01/20/2015	11	96.00
TW C (TAXIWAY C)	140	01/01/2004	PCC	TAXIWAY	P	0	14,381.00	01/20/2015	11	97.00
TW C (TAXIWAY C)	145	01/01/2004	AC	TAXIWAY	P	0	11,198.00	01/20/2015	11	38.00
TW C (TAXIWAY C)	150	01/01/2010	AC	TAXIWAY	P	0	1,968.00	01/20/2015	5	77.00
TW C (TAXIWAY C)	155	01/01/2010	PCC	TAXIWAY	P	0	6,151.00	01/20/2015	5	86.00
TW D (TAXIWAY D)	405	01/01/2004	AC	TAXIWAY	P	0	6,163.00	01/20/2015	11	91.00
TW D (TAXIWAY D)	410	01/01/2004	AC	TAXIWAY	P	0	24,188.00	01/20/2015	11	84.00
TW D (TAXIWAY D)	412	01/01/1996	AAC	TAXIWAY	P	0	8,092.00	01/20/2015	19	76.00
TW D (TAXIWAY D)	415	01/01/2004	AC	TAXIWAY	P	0	8,400.00	01/20/2015	11	81.00
TW D (TAXIWAY D)	417	01/01/1996	AAC	TAXIWAY	P	0	17,493.00	01/20/2015	19	73.00
TW D (TAXIWAY D)	420	01/01/2004	AC	TAXIWAY	P	0	42,000.00	01/20/2015	11	74.00
TW D (TAXIWAY D)	425	01/01/2004	AAC	TAXIWAY	P	0	9,694.00	01/20/2015	11	74.00
TW D (TAXIWAY D)	430	01/01/2004	AC	TAXIWAY	P	0	18,663.00	01/20/2015	11	74.00
TW E (TAXIWAY E)	510	01/01/2011	AC	TAXIWAY	P	0	60,167.00	01/20/2015	4	93.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	505	01/01/1987	AC	TAXIWAY	P	0	2,976.00	01/20/2015	28	65.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	507	01/01/2004	AAC	TAXIWAY	P	0	3,469.00	01/20/2015	11	86.00

Date: 5 /17/2015

Section Condition Report

13 of 31

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRONS)	4205	07/01/2010	AAC	APRON	P	0	189,798.00	11/17/2014	4	87.00
AP N (NORTH APRONS)	4210	07/01/2010	APC	APRON	P	0	49,872.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4215	07/01/2010	APC	APRON	P	0	76,639.00	11/17/2014	4	97.00
AP N (NORTH APRONS)	4220	07/01/2010	APC	APRON	P	0	53,200.00	11/17/2014	4	79.00
AP N (NORTH APRONS)	4222	07/01/2010	AAC	APRON	P	0	13,199.00	11/17/2014	4	89.00
AP N (NORTH APRONS)	4226	07/01/2010	AAC	APRON	P	0	96,168.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4228	07/01/2010	AAC	APRON	P	0	14,420.00	11/17/2014	4	70.00
AP N (NORTH APRONS)	4230	07/01/2010	AAC	APRON	P	0	36,283.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4240	07/01/2010	AAC	APRON	P	0	130,329.00	11/17/2014	4	90.00
AP N (NORTH APRONS)	4241	07/01/2010	AAC	APRON	P	0	21,600.00	11/17/2014	4	88.00
AP N (NORTH APRONS)	4245	07/01/2010	AAC	APRON	P	0	15,617.00	11/17/2014	4	92.00
AP N (NORTH APRONS)	4250	07/01/2010	AAC	APRON	P	0	145,100.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4255	07/01/2010	AAC	APRON	P	0	125,665.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4260	07/01/2010	AAC	APRON	P	0	104,561.00	11/17/2014	4	94.00
AP N (NORTH APRONS)	4270	07/01/2010	AC	APRON	P	0	32,960.00	11/17/2014	4	94.00
AP RU RW 7 (RUN UP APRON AT RW 7)	5205	01/01/1980	AC	APRON	P	0	7,888.00	11/17/2014	34	59.00
AP RU RW 25 (RUN UP APRON AT RW 25)	5105	07/01/2009	AAC	APRON	P	0	9,793.00	11/17/2014	5	94.00
AP S (SOUTH APRONS)	4105	07/01/2009	AAC	APRON	P	0	66,500.00	11/17/2014	5	88.00
AP S (SOUTH APRONS)	4110	01/01/1978	PCC	APRON	P	0	126,000.00	11/17/2014	36	96.00
AP S (SOUTH APRONS)	4115	01/01/1978	PCC	APRON	P	0	35,000.00	11/17/2014	36	90.00
AP S (SOUTH APRONS)	4120	07/01/2009	AAC	APRON	P	0	12,825.00	11/17/2014	5	91.00
AP S (SOUTH APRONS)	4125	07/01/2009	AAC	APRON	P	0	22,290.00	11/17/2014	5	94.00
AP S (SOUTH APRONS)	4130	07/01/2009	AAC	APRON	P	0	8,760.00	11/17/2014	5	91.00
AP SW (SOUTHWEST APRON)	4305	01/01/2005	AAC	APRON	P	0	32,431.00	11/17/2014	9	69.00
AP SW (SOUTHWEST APRON)	4310	12/25/1999	AC	APRON	P	0	12,201.00	11/17/2014	15	36.00
AP SW (SOUTHWEST APRON)	4315	12/25/1999	AC	APRON	P	0	23,585.00	11/17/2014	15	80.00
AP SW (SOUTHWEST APRON)	4320	07/01/2010	AAC	APRON	P	0	21,340.00	11/17/2014	4	64.00

Date: 5 /17/2015

Section Condition Report

14 of 31

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SW (SOUTHWEST APRON)	4325	07/01/2010	AC	APRON	P	0	72,728.00	11/17/2014	4	73.00
AP SW (SOUTHWEST APRON)	4330	01/01/2009	AC	APRON	P	0	61,003.00	11/17/2014	5	80.00
RW 11-29 (RUNWAY 11-29)	6202	02/01/2005	AAC	RUNWAY	P	0	42,282.00	11/17/2014	9	68.00
RW 11-29 (RUNWAY 11-29)	6205	02/01/2005	AAC	RUNWAY	P	0	630,300.00	11/17/2014	9	77.00
RW 11-29 (RUNWAY 11-29)	6207	02/01/2005	AAC	RUNWAY	P	0	22,045.00	11/17/2014	9	79.00
RW 11-29 (RUNWAY 11-29)	6210	02/01/2005	AAC	RUNWAY	P	0	315,150.00	11/17/2014	9	85.00
RW 11-29 (RUNWAY 11-29)	6225	02/01/2005	AAC	RUNWAY	P	0	100,100.00	11/17/2014	9	66.00
RW 11-29 (RUNWAY 11-29)	6230	02/01/2005	AAC	RUNWAY	P	0	50,050.00	11/17/2014	9	86.00
RW 7-25 (RUNWAY 7-25)	6105	12/01/2014	AAC	RUNWAY	S	0	415,800.00	12/01/2014	0	100.00
TW A (TAXIWAY A)	105	01/01/1973	AAC	TAXIWAY	P	0	93,839.00	11/17/2014	41	36.00
TW A (TAXIWAY A)	108	01/01/2005	AAC	TAXIWAY	P	0	6,264.00	11/17/2014	9	75.00
TW A (TAXIWAY A)	110	01/01/2012	AAC	TAXIWAY	P	0	50,240.00	11/17/2014	2	94.00
TW A (TAXIWAY A)	115	07/01/2009	AAC	TAXIWAY	P	0	22,645.00	11/17/2014	5	82.00
TW A (TAXIWAY A)	117	07/01/2009	AAC	TAXIWAY	P	0	9,679.00	11/17/2014	5	89.00
TW A (TAXIWAY A)	119	07/01/2009	AAC	TAXIWAY	P	0	6,187.00	11/17/2014	5	76.00
TW A (TAXIWAY A)	120	01/01/2012	AAC	TAXIWAY	P	0	98,695.00	11/17/2014	2	95.00
TW A (TAXIWAY A)	130	01/01/1979	AC	TAXIWAY	P	0	11,380.00	11/17/2014	35	67.00
TW A (TAXIWAY A)	135	01/01/1980	AC	TAXIWAY	P	0	20,258.00	11/17/2014	34	64.00
TW A (TAXIWAY A)	140	01/01/1992	AC	TAXIWAY	P	0	32,303.00	11/17/2014	22	39.00
TW A (TAXIWAY A)	143	01/01/1992	AC	TAXIWAY	P	0	5,547.00	11/17/2014	22	47.00
TW A (TAXIWAY A)	147	01/01/1980	AC	TAXIWAY	P	0	3,947.00	11/17/2014	34	64.00
TW A (TAXIWAY A)	148	07/01/2009	AAC	TAXIWAY	P	0	26,100.00	11/17/2014	5	90.00
TW A (TAXIWAY A)	149	07/01/2009	AAC	TAXIWAY	P	0	4,225.00	11/17/2014	5	79.00
TW A (TAXIWAY A)	150	07/01/2009	AAC	TAXIWAY	P	0	52,426.00	11/17/2014	5	90.00
TW A (TAXIWAY A)	152	07/01/2009	AAC	TAXIWAY	P	0	3,939.00	11/17/2014	5	95.00
TW A (TAXIWAY A)	153	07/01/2009	AAC	TAXIWAY	P	0	4,523.00	11/17/2014	5	94.00
TW A (TAXIWAY A)	154	07/01/2009	AAC	TAXIWAY	P	0	4,561.00	11/17/2014	5	87.00

Date: 5 /17/2015

Section Condition Report

15 of 31

Pavement Database: FDOT NetworkID: GNV

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A1 (TAXIWAY A1)	125	07/01/2009	AAC	TAXIWAY	P	0	20,831.00	11/17/2014	5	89.00
TW B (TAXIWAY B)	205	07/01/2009	AAC	TAXIWAY	P	0	138,002.00	11/17/2014	5	94.00
TW B (TAXIWAY B)	210	01/01/2005	AAC	TAXIWAY	P	0	11,878.00	11/17/2014	9	84.00
TW C (TAXIWAY C)	305	03/01/2011	AC	TAXIWAY	P	0	127,581.00	11/17/2014	3	91.00
TW C (TAXIWAY C)	307	07/01/2010	AAC	TAXIWAY	P	0	44,526.00	11/17/2014	4	84.00
TW C (TAXIWAY C)	315	07/01/2010	AAC	TAXIWAY	P	0	22,886.00	11/17/2014	4	92.00
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	605	01/01/2014	AC	TAXIWAY	P	0	28,681.00	01/01/2014	0	100.00
TW CONN E (CONNECTOR TAXIWAY FROM TW E TO S AP)	610	07/01/2009	AAC	TAXIWAY	P	0	8,448.00	11/17/2014	5	94.00
TW CONN W (CONNECTOR TAXIWAY FROM TW E TO S AP)	715	01/01/2014	AC	TAXIWAY	P	0	65,848.00	01/01/2014	0	100.00
TW D (TAXIWAY D)	405	07/01/2010	AAC	TAXIWAY	P	0	23,039.00	11/17/2014	4	82.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	505	01/01/2014	AC	TAXIWAY	P	0	491,892.00	01/01/2014	0	100.00
TW E (TAXIWAY E - PARALLEL RW 11-29)	510	01/01/2014	AC	TAXIWAY	P	0	75,075.00	01/01/2014	0	100.00
TW E1 (TAXIWAY E1)	515	01/01/2005	AAC	TAXIWAY	P	0	19,914.00	11/17/2014	9	87.00
TW E1 (TAXIWAY E1)	517	01/01/2014	AC	TAXIWAY	P	0	15,325.00	01/01/2014	0	100.00
TW E2 (TAXIWAY E2)	520	01/01/2005	AAC	TAXIWAY	P	0	19,417.00	11/17/2014	9	86.00
TW E2 (TAXIWAY E2)	522	01/01/2014	AC	TAXIWAY	P	0	15,698.00	01/01/2014	0	100.00
TW E3 (TAXIWAY E3)	530	01/01/2005	AAC	TAXIWAY	P	0	28,702.00	11/17/2014	9	86.00
TW E3 (TAXIWAY E3)	532	01/01/2014	AC	TAXIWAY	P	0	20,583.00	01/01/2014	0	100.00
TW E4 (TAXIWAY E4)	540	01/01/2005	AAC	TAXIWAY	P	0	29,074.00	11/17/2014	9	70.00
TW E4 (TAXIWAY E4)	542	01/01/2014	AC	TAXIWAY	P	0	17,460.00	01/01/2014	0	100.00
TW E5 (TAXIWAY E5)	550	01/01/2005	AAC	TAXIWAY	P	0	19,373.00	11/17/2014	9	90.00
TW E5 (TAXIWAY E5)	552	01/01/2014	AC	TAXIWAY	P	0	9,790.00	01/01/2014	0	100.00

Date: 5 /17/2015

Section Condition Report

16 of 31

Pavement Database: FDOT NetworkID: HEG

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO (FBO APRON)	4215	01/01/1980	AC	APRON	P	0	10,455.00	02/25/2015	35	39.00
AP FBO (FBO APRON)	4220	12/25/1999	AC	APRON	P	0	22,343.00	02/25/2015	16	48.00
AP FBO (FBO APRON)	4225	01/01/1997	AC	APRON	P	0	13,370.00	02/25/2015	18	59.00
AP N (NORTH APRON)	4305	01/01/2012	AAC	APRON	P	0	72,711.00	02/25/2015	3	96.00
AP N (NORTH APRON)	4307	12/25/2009	AC	APRON	P	0	22,380.00	02/25/2015	6	89.00
AP N (NORTH APRON)	4310	01/01/1990	AC	APRON	P	0	10,000.00	02/25/2015	25	52.00
AP NE (NORTHEAST APRON)	4405	12/25/1999	AC	APRON	P	0	11,815.00	02/25/2015	16	35.00
AP NE (NORTHEAST APRON)	4410	12/25/1999	PCC	APRON	P	0	27,876.00	02/25/2015	16	31.00
AP NW (NORTHWEST APRON)	4105	01/01/1984	AC	APRON	P	0	112,316.00	02/25/2015	31	43.00
AP NW (NORTHWEST APRON)	4110	01/01/1981	AC	APRON	P	0	45,457.00	02/25/2015	34	67.00
AP NW (NORTHWEST APRON)	4115	01/01/2005	AC	APRON	P	0	60,405.00	02/25/2015	10	75.00
AP NW (NORTHWEST APRON)	4120	01/01/2001	AC	APRON	P	0	41,757.00	02/25/2015	14	71.00
AP NW (NORTHWEST APRON)	4125	12/25/2006	AC	APRON	P	0	11,947.00	02/25/2015	9	79.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5105	01/01/1999	AC	APRON	P	0	11,481.00	02/25/2015	16	63.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5110	01/01/1999	AC	APRON	P	0	11,371.00	02/25/2015	16	44.00
AP RU (RUN UP APRON ON RWS 7, 25, 29)	5115	01/01/1999	AC	APRON	P	0	10,933.00	02/25/2015	16	64.00
RW 11-29 (RUNWAY 11-29)	6205	01/01/1984	AAC	RUNWAY	S	0	412,753.00	02/25/2015	31	56.00
RW 7-25 (RUNWAY 7-25)	6105	01/01/2009	AAC	RUNWAY	P	0	268,900.00	02/25/2015	6	83.00
RW 7-25 (RUNWAY 7-25)	6110	01/01/2009	AAC	RUNWAY	P	0	131,000.00	02/25/2015	6	84.00
TW A (TAXIWAY A - PARALLEL TO RW 7-25)	105	01/01/2013	AAC	TAXIWAY	P	0	151,626.00	01/01/2013	0	100.00
TW B (TAXIWAY B)	305	01/01/2013	AAC	TAXIWAY	P	0	21,515.00	01/01/2013	0	100.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	605	01/01/1997	AC	TAXIWAY	P	0	32,373.00	02/25/2015	18	70.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	610	01/01/1984	AAC	TAXIWAY	P	0	4,869.00	02/25/2015	31	54.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	620	01/01/1984	AAC	TAXIWAY	P	0	4,869.00	02/25/2015	31	53.00
TW CONN RW (CONNECTOR TAXIWAY BETWEEN RWS & TWB)	625	01/01/1997	AC	TAXIWAY	P	0	16,303.00	02/25/2015	18	70.00

Date: 5 /17/2015

Section Condition Report

17 of 31

Pavement Database: FDOT NetworkID: HEG

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 - PARALLEL TO RW 11-29)	205	01/01/1984	AAC	TAXIWAY	P	0	171,329.00	02/25/2015	31	54.00
TW E FBO (TAXIWAY EAST OF FBO RAMP)	710	01/01/1960	AC	TAXIWAY	P	0	3,344.00	02/25/2015	55	16.00
TW E NW AP (TAXIWAY EAST CONNECTOR TO NW APRON)	405	01/01/1981	AC	TAXIWAY	P	0	5,907.00	02/25/2015	34	31.00
TW N AP (CONNECTOR TAXIWAY TO N APRON)	805	01/01/2012	AAC	TAXIWAY	P	0	16,073.00	02/25/2015	3	95.00
TW NE AP (TAXIWAY TO NORTHEAST APRON)	1105	12/25/1999	PCC	APRON	P	0	6,535.00	02/25/2015	16	41.00
TW T-HANG (TAXIWAY T-HANGARS)	905	01/01/1990	AC	TAXIWAY	P	0	3,307.00	02/25/2015	25	55.00
TW T-HANG (TAXIWAY T-HANGARS)	915	01/01/1990	AC	TAXIWAY	P	0	13,558.00	02/25/2015	25	51.00
TW T-HANG (TAXIWAY T-HANGARS)	925	01/01/1996	AC	TAXIWAY	P	0	33,188.00	02/25/2015	19	58.00
TW W NW AP (TAXIWAY WEST CONNECTOR TO NW RAMP)	550	01/01/2013	AAC	TAXIWAY	P	0	2,007.00	01/01/2013	0	100.00

Date: 5 /17/2015

Section Condition Report

18 of 31

Pavement Database: FDOT NetworkID: JAX

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO AND AIR CARGO APRONS)	4105	01/01/1989	PCC	APRON	P	0	296,070.00	02/23/2015	26	84.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4110	01/01/1994	AC	APRON	P	0	27,040.00	02/23/2015	21	39.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4118	01/01/2000	PCC	APRON	P	0	198,059.00	02/23/2015	15	88.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4120	01/01/1981	PCC	APRON	P	0	227,018.00	02/23/2015	34	68.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4125	01/01/1968	PCC	APRON	P	0	70,500.00	02/23/2015	47	45.00
AP CARGO (CARGO AND AIR CARGO APRONS)	4135	05/01/2007	PCC	APRON	P	0	32,378.00	02/23/2015	8	68.00
AP GA (GA APRON)	4205	01/01/1968	AC	APRON	P	0	76,140.00	02/23/2015	47	56.00
AP GA (GA APRON)	5105	01/01/2006	AC	APRON	P	0	127,653.00	02/23/2015	9	64.00
AP GA (GA APRON)	5110	01/01/2006	AC	APRON	P	0	239,174.00	02/23/2015	9	73.00
AP GA (GA APRON)	5115	01/01/2006	AC	APRON	P	0	28,389.00	02/23/2015	9	65.00
AP HOLD (HOLDING APRON BETWEEN RWS 4, 13)	4405	01/01/1992	PCC	APRON	P	0	150,030.00	02/23/2015	23	87.00
AP TERM (TERMINAL APRON)	4305	01/01/1985	PCC	APRON	P	0	36,141.00	02/23/2015	30	88.00
AP TERM (TERMINAL APRON)	4310	01/01/1985	PCC	APRON	P	0	144,838.00	02/23/2015	30	80.00
AP TERM (TERMINAL APRON)	4315	01/01/1985	PCC	APRON	P	0	146,950.00	02/23/2015	30	87.00
AP TERM (TERMINAL APRON)	4410	12/11/2007	PCC	APRON	P	0	95,567.00	02/23/2015	8	96.00
AP TERM (TERMINAL APRON)	4412	12/11/2007	PCC	APRON	P	0	22,735.00	02/23/2015	8	100.00
AP TERM (TERMINAL APRON)	4415	12/11/2007	PCC	APRON	P	0	101,704.00	02/23/2015	8	99.00
AP TERM (TERMINAL APRON)	4420	12/11/2007	PCC	APRON	P	0	195,814.00	02/23/2015	8	99.00
AP TERM (TERMINAL APRON)	4425	12/11/2007	PCC	APRON	P	0	643,219.00	02/23/2015	8	96.00
AP TERM (TERMINAL APRON)	4430	12/11/2007	PCC	APRON	P	0	361,365.00	02/23/2015	8	69.00
AP TERM (TERMINAL APRON)	4435	12/11/2007	PCC	APRON	P	0	625,548.00	02/23/2015	8	96.00
AP TERM (TERMINAL APRON)	4440	12/11/2007	PCC	APRON	P	0	121,630.00	02/23/2015	8	96.00
AP TERM (TERMINAL APRON)	4445	01/01/1991	PCC	APRON	P	0	312,670.00	02/23/2015	24	78.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/1996	PCC	RUNWAY	P	0	25,000.00	02/23/2015	19	84.00
RW 14-32 (RUNWAY 14-32)	6207	01/01/1996	PCC	RUNWAY	P	0	50,000.00	02/23/2015	19	90.00
RW 14-32 (RUNWAY 14-32)	6210	01/01/2000	PCC	RUNWAY	P	0	330,000.00	02/23/2015	15	93.00

Date: 5 /17/2015

Section Condition Report

19 of 31

Pavement Database: FDOT NetworkID: JAX

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 14-32 (RUNWAY 14-32)	6215	01/01/2000	PCC	RUNWAY	P	0	622,500.00	02/23/2015	15	94.00
RW 14-32 (RUNWAY 14-32)	6220	01/01/1996	PCC	RUNWAY	P	0	30,000.00	02/23/2015	19	92.00
RW 14-32 (RUNWAY 14-32)	6225	01/01/1996	PCC	RUNWAY	P	0	60,000.00	02/23/2015	19	94.00
RW 14-32 (RUNWAY 14-32)	6230	01/01/1996	PCC	RUNWAY	P	0	37,500.00	02/23/2015	19	91.00
RW 8-26 (RUNWAY 8-26)	6105	01/01/1994	PCC	RUNWAY	P	0	1,000,000.00	02/23/2015	21	91.00
RW 8-26 (RUNWAY 8-26)	6110	01/01/1994	PCC	RUNWAY	P	0	500,000.00	02/23/2015	21	85.00
TW A (TAXIWAY A)	105	01/01/1983	PCC	TAXIWAY	P	0	54,448.00	02/23/2015	32	80.00
TW A (TAXIWAY A)	110	01/01/1989	PCC	TAXIWAY	P	0	168,750.00	02/23/2015	26	82.00
TW A (TAXIWAY A)	115	01/01/2000	PCC	TAXIWAY	P	0	118,125.00	02/23/2015	15	90.00
TW A (TAXIWAY A)	120	01/01/1985	PCC	TAXIWAY	P	0	271,875.00	02/23/2015	30	83.00
TW A (TAXIWAY A)	125	01/01/1994	PCC	TAXIWAY	P	0	136,875.00	02/23/2015	21	75.00
TW AP (TAXIWAYS WITHIN APRONS)	2715	01/01/1994	AC	TAXIWAY	P	0	8,530.00	02/23/2015	21	40.00
TW AP (TAXIWAYS WITHIN APRONS)	2720	01/01/1992	AC	TAXIWAY	P	0	10,052.00	02/23/2015	23	33.00
TW AP (TAXIWAYS WITHIN APRONS)	2772	01/01/1981	PCC	TAXIWAY	P	0	33,940.00	02/23/2015	34	68.00
TW AP (TAXIWAYS WITHIN APRONS)	2774	01/01/1981	PCC	TAXIWAY	P	0	50,906.00	02/23/2015	34	78.00
TW AP (TAXIWAYS WITHIN APRONS)	2775	01/01/1968	PCC	TAXIWAY	P	0	38,593.00	02/23/2015	47	48.00
TW AP (TAXIWAYS WITHIN APRONS)	910	01/01/2006	AC	TAXIWAY	P	0	167,455.00	02/23/2015	9	82.00
TW B (TAXIWAY B)	805	01/01/1985	PCC	TAXIWAY	P	0	258,570.00	02/23/2015	30	83.00
TW B (TAXIWAY B)	810	01/01/1994	PCC	TAXIWAY	P	0	131,625.00	02/23/2015	21	82.00
TW B (TAXIWAY B)	890	01/01/1994	PCC	TAXIWAY	P	0	16,348.00	02/23/2015	21	74.00
TW C (TAXIWAY C)	1480	01/01/1994	PCC	TAXIWAY	P	0	24,260.00	02/23/2015	21	74.00
TW C (TAXIWAY C)	1490	01/01/1994	PCC	TAXIWAY	P	0	50,660.00	02/23/2015	21	76.00
TW E (TAXIWAY E)	1670	01/01/1994	PCC	TAXIWAY	P	0	29,143.00	02/23/2015	21	79.00
TW E (TAXIWAY E)	1680	01/01/1985	PCC	TAXIWAY	P	0	59,400.00	02/23/2015	30	81.00
TW F (TAXIWAY F)	1145	01/01/1985	PCC	TAXIWAY	P	0	30,320.00	02/23/2015	30	95.00
TW F (TAXIWAY F)	1150	01/01/1985	PCC	TAXIWAY	P	0	18,725.00	02/23/2015	30	90.00

Date: 5 /17/2015

Section Condition Report

20 of 31

Pavement Database: FDOT NetworkID: JAX

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW F (TAXIWAY F)	1155	01/01/1968	AC	TAXIWAY	P	0	98,961.00	02/23/2015	47	48.00
TW F (TAXIWAY F)	1170	01/01/1994	PCC	TAXIWAY	P	0	29,416.00	02/23/2015	21	77.00
TW F (TAXIWAY F)	1175	01/01/1985	PCC	TAXIWAY	P	0	37,095.00	02/23/2015	30	94.00
TW G (TAXIWAY G)	1020	01/01/1985	PCC	TAXIWAY	P	0	29,478.00	02/23/2015	30	79.00
TW G (TAXIWAY G)	1025	01/01/1985	PCC	TAXIWAY	P	0	19,138.00	02/23/2015	30	86.00
TW G (TAXIWAY G)	1030	01/01/2001	AAC	TAXIWAY	P	0	35,019.00	02/23/2015	14	42.00
TW G (TAXIWAY G)	1032	01/01/2001	AAC	TAXIWAY	P	0	44,449.00	02/23/2015	14	54.00
TW G (TAXIWAY G)	1035	12/25/1999	AC	TAXIWAY	P	0	7,929.00	02/23/2015	16	33.00
TW G (TAXIWAY G)	1040	01/01/2001	AAC	TAXIWAY	P	0	12,183.00	02/23/2015	14	29.00
TW G (TAXIWAY G)	1045	01/01/2001	AAC	TAXIWAY	P	0	14,480.00	02/23/2015	14	81.00
TW G (TAXIWAY G)	1060	01/01/1994	PCC	TAXIWAY	P	0	133,822.00	02/23/2015	21	92.00
TW H (TAXIWAY H)	550	01/01/1994	PCC	TAXIWAY	P	0	208,460.00	02/23/2015	21	89.00
TW H (TAXIWAY H)	555	01/01/1985	PCC	TAXIWAY	P	0	127,293.00	02/23/2015	30	71.00
TW H (TAXIWAY H)	557	01/01/2007	PCC	TAXIWAY	P	0	38,685.00	02/23/2015	8	81.00
TW J (TAXIWAY J)	740	01/01/1994	PCC	TAXIWAY	P	0	136,242.00	02/23/2015	21	90.00
TW J (TAXIWAY J)	745	01/01/1989	PCC	TAXIWAY	P	0	94,986.00	02/23/2015	26	87.00
TW J (TAXIWAY J)	750	01/01/1982	PCC	TAXIWAY	P	0	21,670.00	02/23/2015	33	70.00
TW J (TAXIWAY J)	755	01/01/1968	PCC	TAXIWAY	P	0	13,125.00	02/23/2015	47	74.00
TW J (TAXIWAY J)	760	01/01/1984	PCC	TAXIWAY	P	0	21,750.00	02/23/2015	31	71.00
TW J (TAXIWAY J)	765	01/01/2013	PCC	TAXIWAY	P	0	123,159.00	01/01/2013	0	100.00
TW K (TAXIWAY K)	1320	01/01/1992	PCC	TAXIWAY	P	0	107,334.00	02/23/2015	23	87.00
TW L (TAXIWAY L)	205	01/01/1994	PCC	TAXIWAY	P	0	25,258.00	02/23/2015	21	80.00
TW L (TAXIWAY L)	210	01/01/1983	PCC	TAXIWAY	P	0	28,620.00	02/23/2015	32	85.00
TW L (TAXIWAY L)	215	01/01/1983	PCC	TAXIWAY	P	0	18,195.00	02/23/2015	32	78.00
TW L (TAXIWAY L)	220	01/01/1992	PCC	TAXIWAY	P	0	25,304.00	02/23/2015	23	90.00
TW L (TAXIWAY L)	225	01/01/1992	PCC	TAXIWAY	P	0	52,307.00	02/23/2015	23	82.00

Date: 5 /17/2015

Section Condition Report

21 of 31

Pavement Database: FDOT NetworkID: JAX

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW N (TAXIWAY N)	305	01/01/1992	PCC	TAXIWAY	P	0	221,250.00	02/23/2015	23	88.00
TW N (TAXIWAY N)	310	01/01/1998	PCC	TAXIWAY	P	0	180,075.00	02/23/2015	17	93.00
TW N (TAXIWAY N)	312	01/01/2000	PCC	TAXIWAY	P	0	131,250.00	02/23/2015	15	90.00
TW N (TAXIWAY N)	315	01/01/1996	PCC	TAXIWAY	P	0	45,000.00	02/23/2015	19	95.00
TW P (TAXIWAY P)	640	01/01/1982	PCC	TAXIWAY	P	0	60,825.00	02/23/2015	33	71.00
TW P (TAXIWAY P)	641	01/01/1994	PCC	TAXIWAY	P	0	8,909.00	02/23/2015	21	90.00
TW P (TAXIWAY P)	650	01/01/1992	PCC	TAXIWAY	P	0	133,322.00	02/23/2015	23	97.00
TW P (TAXIWAY P)	655	01/01/1992	PCC	TAXIWAY	P	0	79,579.00	02/23/2015	23	96.00
TW P (TAXIWAY P)	660	01/01/2013	PCC	TAXIWAY	P	0	126,658.00	01/01/2013	0	100.00
TW Q (TAXIWAY Q)	560	01/01/1996	PCC	TAXIWAY	P	0	115,700.00	02/23/2015	19	86.00
TW R (TAXIWAY R)	570	01/01/1996	PCC	TAXIWAY	P	0	43,767.00	02/23/2015	19	87.00
TW R (TAXIWAY R)	575	01/01/1996	PCC	TAXIWAY	P	0	111,623.00	02/23/2015	19	89.00
TW R (TAXIWAY R)	576	01/01/1991	PCC	TAXIWAY	P	0	29,713.00	02/23/2015	24	89.00
TW S (TAXIWAY S)	1285	01/01/1989	PCC	TAXIWAY	P	0	140,346.00	02/23/2015	26	82.00
TW S (TAXIWAY S)	1290	01/01/1989	PCC	TAXIWAY	P	0	28,370.00	02/23/2015	26	80.00
TW T ()	1282	01/01/2012	PCC	TAXIWAY	P	0	59,457.00	01/01/2012	0	100.00
TW U (TAXIWAY U)	390	01/01/1998	PCC	TAXIWAY	P	0	52,557.00	02/23/2015	17	92.00
TW V (TAXIWAY V)	905	01/01/2013	PCC	TAXIWAY	P	0	78,127.00	01/01/2013	0	100.00

Date: 5 /17/2015

Section Condition Report

22 of 31

Pavement Database: FDOT NetworkID: LCQ

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)	4205	12/25/1999	AC	APRON	T	0	109,764.32	06/24/2013	14	61.00
AP E (EAST APRON)	4210	12/25/1999	AC	APRON	P	0	37,401.16	06/24/2013	14	56.00
AP E (EAST APRON)	4212	12/25/1999	AC	APRON	P	0	28,463.46	06/24/2013	14	64.00
AP E (EAST APRON)	4215	01/01/1997	AC	APRON	P	0	101,058.40	06/24/2013	16	52.00
AP E (EAST APRON)	4220	12/25/1999	AC	APRON	P	0	37,897.18	06/24/2013	14	59.00
AP E (EAST APRON)	4228	12/25/1999	AC	APRON	P	0	27,000.00	06/24/2013	14	10.00
AP E (EAST APRON)	4230	01/01/1997	AC	APRON	P	0	91,107.92	06/24/2013	16	52.00
AP E (EAST APRON)	4235	12/25/1999	AC	APRON	P	0	83,819.64	06/24/2013	14	57.00
AP E (EAST APRON)	4250	12/25/1999	AC	APRON	P	0	32,011.41	06/24/2013	14	54.00
AP NW (NORTH APRON)	4105	01/01/2004	AC	APRON	T	0	274,873.00	06/24/2013	9	87.00
AP NW (NORTH APRON)	4115	01/01/2004	AC	APRON	P	0	34,012.52	06/24/2013	9	64.00
AP NW (NORTH APRON)	4116	01/01/2004	PCC	APRON	P	0	2,480.00	06/24/2013	9	91.00
AP NW (NORTH APRON)	4125	01/01/2004	AC	APRON	T	0	27,916.84	06/24/2013	9	59.00
AP NW (NORTH APRON)	4130	01/01/2013	AC	APRON	P	0	25,810.00	01/01/2013	0	100.00
AP RW 10-28 (RUN UP AND TURNAROUND APRON RW 10-28)	5105	01/01/1988	AC	APRON	P	0	4,354.45	06/24/2013	25	59.00
AP RW 10-28 (RUN UP AND TURNAROUND APRON RW 10-28)	5115	01/01/1997	AC	APRON	P	0	62,199.56	06/24/2013	16	85.00
AP RW 10-28 (RUN UP AND TURNAROUND APRON RW 10-28)	5125	01/01/1997	AC	APRON	P	0	59,443.87	06/24/2013	16	69.00
AP RW 10-28 (RUN UP AND TURNAROUND APRON RW 10-28)	5130	07/01/2010	AC	APRON	P	0	172,798.56	06/24/2013	3	93.00
AP RW 10-28 (RUN UP AND TURNAROUND APRON RW 10-28)	5135	07/01/2010	PCC	APRON	P	0	19,998.95	06/24/2013	3	94.00
RW 10-28 (RUNWAY 10-28)	6105	01/01/1985	AAC	RUNWAY	P	0	574,700.04	06/24/2013	28	64.00
RW 10-28 (RUNWAY 10-28)	6110	01/01/1985	AAC	RUNWAY	P	0	287,350.02	06/24/2013	28	70.00
RW 10-28 (RUNWAY 10-28)	6114	01/01/1998	AAC	RUNWAY	P	0	183,000.00	06/24/2013	15	61.00
RW 10-28 (RUNWAY 10-28)	6115	01/01/1998	AAC	RUNWAY	P	0	42,500.00	06/24/2013	15	61.00
RW 10-28 (RUNWAY 10-28)	6116	01/01/1998	AAC	RUNWAY	P	0	91,500.00	06/24/2013	15	67.00
RW 10-28 (RUNWAY 10-28)	6120	01/01/1998	AAC	RUNWAY	P	0	21,250.00	06/24/2013	15	62.00
RW 5-23 (RUNWAY 5-23)	6205	01/01/1992	AAC	RUNWAY	S	0	239,999.92	06/24/2013	21	57.00

Date: 5 /17/2015

Section Condition Report

23 of 31

Pavement Database: FDOT NetworkID: LCQ

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)	6207	01/01/1985	AAC	RUNWAY	S	0	21,932.11	06/24/2013	28	64.00
RW 5-23 (RUNWAY 5-23)	6209	01/01/1985	AAC	RUNWAY	S	0	22,149.71	06/24/2013	28	70.00
TW A (TAXIWAY A)	105	01/01/1988	AC	TAXIWAY	P	0	198,701.88	06/24/2013	25	62.00
TW A (TAXIWAY A)	109	01/01/1992	AAC	TAXIWAY	P	0	14,665.19	06/24/2013	21	54.00
TW A (TAXIWAY A)	120	01/01/1988	AC	TAXIWAY	P	0	15,617.87	06/24/2013	25	64.00
TW A (TAXIWAY A)	125	01/01/1977	AC	TAXIWAY	P	0	10,205.89	06/24/2013	36	64.00
TW A (TAXIWAY A)	127	01/01/1985	AAC	TAXIWAY	P	0	3,153.29	06/24/2013	28	79.00
TW A (TAXIWAY A)	130	01/01/1965	AAC	TAXIWAY	P	0	25,208.52	06/24/2013	48	25.00
TW B (TAXIWAY B)	202	01/01/1988	AAC	TAXIWAY	P	0	29,561.69	06/24/2013	25	51.00
TW B (TAXIWAY B)	210	01/01/1977	AAC	TAXIWAY	P	0	159,829.63	06/24/2013	36	49.00
TW B (TAXIWAY B)	215	01/01/1992	AAC	TAXIWAY	P	0	15,646.49	06/24/2013	21	70.00
TW B (TAXIWAY B)	220	01/01/1997	AAC	TAXIWAY	P	0	247,513.28	06/24/2013	16	52.00
TW C (TAXIWAY C)	305	01/01/1977	AAC	TAXIWAY	P	0	26,197.63	06/24/2013	36	48.00
TW C (TAXIWAY C)	310	01/01/2004	AC	TAXIWAY	P	0	56,465.52	06/24/2013	9	81.00
TW D (TAXIWAY D)	405	01/01/1992	AAC	TAXIWAY	P	0	103,472.35	06/24/2013	21	54.00
TW D (TAXIWAY D)	410	01/01/2004	AC	TAXIWAY	P	0	13,316.67	06/24/2013	9	55.00
TW D (TAXIWAY D)	420	01/01/2004	AC	TAXIWAY	P	0	67,750.00	06/24/2013	9	91.00

Date: 5 /17/2015

Section Condition Report

24 of 31

Pavement Database: FDOT NetworkID: VQQ

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)	4105	01/01/1988	PCC	APRON	P	0	172,130.00	11/07/2013	25	80.00
AP N (NORTH APRON)	4110	01/01/1956	PCC	APRON	P	0	290,625.00	11/07/2013	57	59.00
AP N (NORTH APRON)	4115	01/01/1965	PCC	APRON	P	0	236,250.00	11/07/2013	48	89.00
AP N (NORTH APRON)	4117	01/01/1954	PCC	APRON	P	0	16,500.00	11/07/2013	59	88.00
AP N (NORTH APRON)	4120	01/01/1954	PCC	APRON	P	0	391,125.00	11/07/2013	59	82.00
AP N (NORTH APRON)	4125	01/01/1951	PCC	APRON	P	0	1,403,402.00	11/07/2013	62	86.00
AP N (NORTH APRON)	4132	01/01/1951	PCC	APRON	P	0	42,375.00	11/07/2013	62	78.00
AP N (NORTH APRON)	4137	01/01/1951	PCC	APRON	P	0	67,500.00	11/07/2013	62	87.00
AP N (NORTH APRON)	4138	01/01/1953	PCC	APRON	P	0	13,500.00	11/07/2013	60	87.00
AP N (NORTH APRON)	4140	01/01/1951	PCC	APRON	P	0	102,688.00	11/07/2013	62	80.00
AP N (NORTH APRON)	4150	01/01/1965	PCC	APRON	P	0	105,074.00	11/07/2013	48	81.00
AP N (NORTH APRON)	4305	05/01/2005	PCC	APRON	S	0	70,920.00	11/07/2013	8	99.00
AP N (NORTH APRON)	4310	01/01/2011	PCC	APRON	P	0	43,214.00	11/07/2013	2	100.00
AP N RFUEL (N HOT REFUELING AND COMPASS ROSE AP)	5125	01/01/1954	PCC	APRON	P	0	22,115.00	11/07/2013	59	80.00
AP N RFUEL (N HOT REFUELING AND COMPASS ROSE AP)	5130	01/01/1954	PCC	APRON	P	0	22,115.00	11/07/2013	59	83.00
AP N RFUEL (N HOT REFUELING AND COMPASS ROSE AP)	5135	01/01/1954	PCC	APRON	P	0	22,115.00	11/07/2013	59	76.00
AP N RFUEL (N HOT REFUELING AND COMPASS ROSE AP)	5140	01/01/1954	PCC	APRON	P	0	22,115.00	11/07/2013	59	61.00
AP NAT GRD (NATIONAL GUARD WASH APRON)	5305	01/01/1976	PCC	APRON	P	0	30,200.00	11/07/2013	37	90.00
AP NAT GRD (NATIONAL GUARD WASH APRON)	5310	01/01/2010	PCC	APRON	P	0	199,156.00	11/07/2013	3	99.00
AP W (WEST PARKING APRON)	4205	01/01/1955	PCC	APRON	P	0	166,732.00	11/07/2013	58	74.00
AP W (WEST PARKING APRON)	4210	01/01/1959	PCC	APRON	P	0	233,520.00	11/07/2013	54	84.00
AP W (WEST PARKING APRON)	4220	01/01/1960	PCC	APRON	P	0	266,686.00	11/07/2013	53	85.00
AP W (WEST PARKING APRON)	4225	01/01/1991	PCC	APRON	P	0	35,000.00	11/07/2013	22	16.00
AP W (WEST PARKING APRON)	4230	01/01/1955	PCC	APRON	P	0	26,250.00	11/07/2013	58	11.00
AP W (WEST PARKING APRON)	4235	01/01/1955	PCC	APRON	P	0	13,730.00	11/07/2013	58	15.00
AP W (WEST PARKING APRON)	4245	01/01/1955	PCC	APRON	P	0	185,194.00	11/07/2013	58	81.00

Date: 5 /17/2015

Section Condition Report

25 of 31

Pavement Database: FDOT NetworkID: VQQ

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (WEST PARKING APRON)	4250	01/01/1976	PCC	APRON	P	0	288,584.00	11/07/2013	37	81.00
AP W (WEST PARKING APRON)	4255	01/01/1955	PCC	APRON	P	0	19,950.00	11/07/2013	58	2.00
AP W (WEST PARKING APRON)	4260	01/01/1961	PCC	APRON	P	0	50,613.00	11/07/2013	52	81.00
AP W (WEST PARKING APRON)	4265	01/01/1955	PCC	APRON	P	0	140,580.00	11/07/2013	58	85.00
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5005	01/01/1956	PCC	APRON	P	0	22,135.00	11/07/2013	57	85.00
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5010	01/01/1956	PCC	APRON	P	0	22,135.00	11/07/2013	57	80.00
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5015	01/01/1956	PCC	APRON	P	0	22,135.00	11/07/2013	57	90.00
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5020	01/01/1956	PCC	APRON	P	0	22,135.00	11/07/2013	57	57.00
AP W RFUEL (W HOT REFUELING AND COMPASS ROSE AP)	5055	01/01/1955	PCC	APRON	P	0	13,010.00	11/07/2013	58	33.00
RW 18L-36R (RUNWAY 18L-36R)	6205	01/01/1951	PCC	RUNWAY	T	0	50,000.00	11/07/2013	62	83.00
RW 18L-36R (RUNWAY 18L-36R)	6210	01/01/1951	PCC	RUNWAY	P	0	50,000.00	11/07/2013	62	88.00
RW 18L-36R (RUNWAY 18L-36R)	6215	01/01/2011	AAC	RUNWAY	P	0	700,200.00	11/07/2013	2	97.00
RW 18L-36R (RUNWAY 18L-36R)	6220	01/01/2011	AAC	RUNWAY	P	0	700,200.00	11/07/2013	2	98.00
RW 18L-36R (RUNWAY 18L-36R)	6225	01/01/1951	PCC	RUNWAY	P	0	50,200.00	11/07/2013	62	74.00
RW 18L-36R (RUNWAY 18L-36R)	6230	01/01/1951	PCC	RUNWAY	P	0	50,200.00	11/07/2013	62	88.00
RW 18L-36R (RUNWAY 18L-36R)	6235	01/01/1959	PCC	RUNWAY	P	0	450,000.00	11/07/2013	54	85.00
RW 18L-36R (RUNWAY 18L-36R)	6240	01/01/1959	PCC	RUNWAY	P	0	450,000.00	11/07/2013	54	90.00
RW 18R-36L (RUNWAY 18R-36L)	6105	01/01/1951	PCC	RUNWAY	T	0	50,000.00	11/07/2013	62	90.00
RW 18R-36L (RUNWAY 18R-36L)	6110	01/01/1951	PCC	RUNWAY	S	0	50,000.00	11/07/2013	62	89.00
RW 18R-36L (RUNWAY 18R-36L)	6115	01/01/1986	AAC	RUNWAY	S	0	544,000.00	11/07/2013	27	43.00
RW 18R-36L (RUNWAY 18R-36L)	6120	01/01/1986	AAC	RUNWAY	S	0	544,000.00	11/07/2013	27	46.00
RW 18R-36L (RUNWAY 18R-36L)	6125	01/01/1986	PCC	RUNWAY	S	0	30,000.00	11/07/2013	27	79.00
RW 18R-36L (RUNWAY 18R-36L)	6130	01/01/1986	PCC	RUNWAY	S	0	30,000.00	11/07/2013	27	91.00
RW 18R-36L (RUNWAY 18R-36L)	6135	01/01/1951	PCC	RUNWAY	S	0	50,000.00	11/07/2013	62	85.00
RW 18R-36L (RUNWAY 18R-36L)	6140	01/01/1951	PCC	RUNWAY	S	0	50,000.00	11/07/2013	62	91.00
RW 18R-36L (RUNWAY 18R-36L)	6145	01/01/2011	AAC	RUNWAY	S	0	26,000.00	11/07/2013	2	100.00

Date: 5 /17/2015

Section Condition Report

26 of 31

Pavement Database: FDOT NetworkID: VQQ

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 18R-36L (RUNWAY 18R-36L)	6150	01/01/2011	AAC	RUNWAY	S	0	26,000.00	11/07/2013	2	100.00
RW 18R-36L (RUNWAY 18R-36L)	6155	01/01/2011	AAC	RUNWAY	S	0	30,000.00	11/07/2013	2	100.00
RW 18R-36L (RUNWAY 18R-36L)	6160	01/01/2011	AAC	RUNWAY	S	0	30,000.00	11/07/2013	2	98.00
RW 18R-36L (RUNWAY 18R-36L)	6165	01/01/2011	AAC	RUNWAY	S	0	30,000.00	11/07/2013	2	100.00
RW 18R-36L (RUNWAY 18R-36L)	6170	01/01/2011	AAC	RUNWAY	S	0	30,000.00	11/07/2013	2	100.00
RW 18R-36L (RUNWAY 18R-36L)	6175	01/01/2011	AAC	RUNWAY	S	0	40,100.00	11/07/2013	2	95.00
RW 18R-36L (RUNWAY 18R-36L)	6180	01/01/2011	AAC	RUNWAY	S	0	40,100.00	11/07/2013	2	96.00
RW 9L-27R (RUNWAY 9L-27R)	6405	01/01/1951	PCC	RUNWAY	T	0	50,000.00	11/07/2013	62	84.00
RW 9L-27R (RUNWAY 9L-27R)	6410	01/01/1951	PCC	RUNWAY	S	0	50,000.00	11/07/2013	62	83.00
RW 9L-27R (RUNWAY 9L-27R)	6414	01/01/2006	AAC	RUNWAY	S	0	56,500.00	11/07/2013	7	62.00
RW 9L-27R (RUNWAY 9L-27R)	6415	01/01/1986	AAC	RUNWAY	S	0	281,273.00	11/07/2013	27	41.00
RW 9L-27R (RUNWAY 9L-27R)	6420	01/01/1986	AAC	RUNWAY	S	0	337,773.00	11/07/2013	27	46.00
RW 9L-27R (RUNWAY 9L-27R)	6425	01/01/2011	AC	RUNWAY	S	0	36,000.00	11/07/2013	2	98.00
RW 9L-27R (RUNWAY 9L-27R)	6430	01/01/2011	AC	RUNWAY	S	0	36,000.00	11/07/2013	2	100.00
RW 9L-27R (RUNWAY 9L-27R)	6435	01/01/2011	AC	RUNWAY	S	0	20,000.00	11/07/2013	2	100.00
RW 9L-27R (RUNWAY 9L-27R)	6440	01/01/2011	AC	RUNWAY	S	0	20,000.00	11/07/2013	2	100.00
RW 9R-27L (RUNWAY 9R-27L)	6305	01/01/1956	PCC	RUNWAY	P	0	50,000.00	11/07/2013	57	86.00
RW 9R-27L (RUNWAY 9R-27L)	6310	01/01/1956	PCC	RUNWAY	P	0	48,500.00	11/07/2013	57	87.00
RW 9R-27L (RUNWAY 9R-27L)	6315	01/01/2010	AAC	RUNWAY	P	0	603,300.00	11/07/2013	3	93.00
RW 9R-27L (RUNWAY 9R-27L)	6320	01/01/2010	AAC	RUNWAY	P	0	603,061.00	11/07/2013	3	96.00
RW 9R-27L (RUNWAY 9R-27L)	6325	01/01/1992	PCC	RUNWAY	P	0	57,000.00	11/07/2013	21	92.00
RW 9R-27L (RUNWAY 9R-27L)	6330	01/01/1992	PCC	RUNWAY	P	0	55,290.00	11/07/2013	21	91.00
RW 9R-27L (RUNWAY 9R-27L)	6335	01/01/1956	PCC	RUNWAY	P	0	50,000.00	11/07/2013	57	86.00
RW 9R-27L (RUNWAY 9R-27L)	6340	01/01/1956	PCC	RUNWAY	P	0	48,500.00	11/07/2013	57	79.00
TW A (TAXIWAY A)	105	01/01/1958	PCC	TAXIWAY	T	0	67,381.00	11/07/2013	55	80.00
TW A (TAXIWAY A)	110	01/01/1959	PCC	TAXIWAY	P	0	269,943.00	11/07/2013	54	89.00
TW A (TAXIWAY A)	115	01/01/1951	PCC	TAXIWAY	P	0	54,396.00	11/07/2013	62	90.00

Date: 5 /17/2015

Section Condition Report

27 of 31

Pavement Database: FDOT NetworkID: VQQ

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)	117	01/01/2011	AAC	TAXIWAY	P	0	27,484.00	11/07/2013	2	100.00
TW A (TAXIWAY A)	120	01/01/2011	AAC	TAXIWAY	P	0	18,750.00	11/07/2013	2	100.00
TW A (TAXIWAY A)	125	01/01/2011	AAC	TAXIWAY	P	0	19,405.00	11/07/2013	2	100.00
TW A (TAXIWAY A)	130	01/01/1951	PCC	TAXIWAY	P	0	457,575.00	11/07/2013	62	91.00
TW A1 (TAXIWAY A1)	505	01/01/1951	PCC	TAXIWAY	T	0	77,280.00	11/07/2013	62	90.00
TW A1 (TAXIWAY A1)	510	01/01/1951	PCC	TAXIWAY	P	0	58,667.00	11/07/2013	62	90.00
TW A1 (TAXIWAY A1)	515	01/01/1954	PCC	TAXIWAY	P	0	67,256.00	11/07/2013	59	81.00
TW A1 (TAXIWAY A1)	520	01/01/1954	PCC	TAXIWAY	P	0	62,610.00	11/07/2013	59	76.00
TW A2 (TAXIWAY A2)	603	01/01/2011	AC	TAXIWAY	P	0	26,792.00	11/07/2013	2	100.00
TW A2 (TAXIWAY A2)	605	01/01/2011	AAC	TAXIWAY	P	0	11,684.00	11/07/2013	2	100.00
TW A2 (TAXIWAY A2)	607	01/01/2011	AAC	TAXIWAY	P	0	7,608.00	11/07/2013	2	100.00
TW A2 (TAXIWAY A2)	608	01/01/2011	AAC	TAXIWAY	P	0	7,608.00	11/07/2013	2	100.00
TW A2 (TAXIWAY A2)	610	01/01/2011	APC	TAXIWAY	P	0	4,184.00	11/07/2013	2	100.00
TW A2 (TAXIWAY A2)	615	01/01/1954	PCC	TAXIWAY	P	0	23,980.00	11/07/2013	59	90.00
TW A2 (TAXIWAY A2)	620	01/01/1954	PCC	TAXIWAY	P	0	24,484.00	11/07/2013	59	88.00
TW A3 (TAXIWAY A3)	703	01/01/2011	AC	TAXIWAY	P	0	26,792.00	11/07/2013	2	100.00
TW A3 (TAXIWAY A3)	705	01/01/2011	AAC	TAXIWAY	P	0	11,684.00	11/07/2013	2	100.00
TW A3 (TAXIWAY A3)	707	01/01/2011	APC	TAXIWAY	P	0	7,608.00	11/07/2013	2	100.00
TW A3 (TAXIWAY A3)	708	01/01/2011	APC	TAXIWAY	P	0	7,608.00	11/07/2013	2	100.00
TW A3 (TAXIWAY A3)	710	01/01/2011	APC	TAXIWAY	P	0	4,184.00	11/07/2013	2	100.00
TW A3 (TAXIWAY A3)	715	01/01/1951	PCC	TAXIWAY	P	0	23,980.00	11/07/2013	62	86.00
TW A3 (TAXIWAY A3)	720	01/01/1951	PCC	TAXIWAY	P	0	24,484.00	11/07/2013	62	87.00
TW A4 (TAXIWAY A4)	805	01/01/1951	PCC	TAXIWAY	P	0	57,662.00	11/07/2013	62	83.00
TW A4 (TAXIWAY A4)	810	01/01/1951	PCC	TAXIWAY	P	0	79,426.00	11/07/2013	62	88.00
TW A5 (TAXIWAY A5)	1005	01/01/1958	PCC	TAXIWAY	P	0	166,214.00	11/07/2013	55	82.00
TW B (TAXIWAY B)	205	01/01/1951	PCC	TAXIWAY	T	0	355,476.00	11/07/2013	62	89.00

Date: 5 /17/2015

Section Condition Report

28 of 31

Pavement Database: FDOT NetworkID: VQQ

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)	208	01/01/2011	AAC	TAXIWAY	P	0	19,400.00	11/07/2013	2	100.00
TW B (TAXIWAY B)	210	01/01/2011	AAC	TAXIWAY	P	0	11,684.00	11/07/2013	2	100.00
TW B (TAXIWAY B)	212	01/01/2011	AAC	TAXIWAY	P	0	38,584.00	11/07/2013	2	100.00
TW B (TAXIWAY B)	215	01/01/1951	PCC	TAXIWAY	P	0	165,208.00	11/07/2013	62	86.00
TW B1 (TAXIWAY B1)	1105	01/01/1951	PCC	TAXIWAY	P	0	56,522.00	11/07/2013	62	85.00
TW B1 (TAXIWAY B1)	1110	01/01/1956	PCC	TAXIWAY	P	0	77,371.00	11/07/2013	57	83.00
TW B1 (TAXIWAY B1)	1115	01/01/1951	PCC	TAXIWAY	S	0	30,000.00	11/07/2013	62	81.00
TW B2 (TAXIWAY B2)	1203	01/01/2011	AC	TAXIWAY	P	0	11,792.00	11/07/2013	2	100.00
TW B2 (TAXIWAY B2)	1205	01/01/2011	AAC	TAXIWAY	T	0	22,500.00	11/07/2013	2	100.00
TW B2 (TAXIWAY B2)	1207	01/01/2011	AAC	TAXIWAY	P	0	23,696.00	11/07/2013	2	100.00
TW B2 (TAXIWAY B2)	1210	01/01/1951	PCC	TAXIWAY	P	0	23,980.00	11/07/2013	62	90.00
TW B2 (TAXIWAY B2)	1215	01/01/1951	PCC	TAXIWAY	P	0	24,522.00	11/07/2013	62	80.00
TW B3 (TAXIWAY B3)	1405	01/01/1951	PCC	TAXIWAY	P	0	58,667.00	11/07/2013	62	82.00
TW B3 (TAXIWAY B3)	1410	01/01/1956	PCC	TAXIWAY	P	0	77,505.00	11/07/2013	57	86.00
TW C (TAXIWAY C)	305	01/01/1951	PCC	TAXIWAY	P	0	175,845.00	11/07/2013	62	86.00
TW C (TAXIWAY C)	310	01/01/1954	PCC	TAXIWAY	P	0	136,320.00	11/07/2013	59	80.00
TW C (TAXIWAY C)	315	01/01/1960	AC	TAXIWAY	P	0	44,457.00	11/07/2013	53	37.00
TW D (TAXIWAY D)	405	01/01/1951	PCC	TAXIWAY	P	0	435,222.00	11/07/2013	62	86.00
TW D (TAXIWAY D)	410	05/01/2005	PCC	TAXIWAY	P	0	29,146.00	11/07/2013	8	97.00
TW D (TAXIWAY D)	415	01/01/2009	AC	TAXIWAY	P	0	155,250.00	11/07/2013	4	97.00
TW D (TAXIWAY D)	420	01/01/2008	AC	TAXIWAY	P	0	31,875.00	11/07/2013	5	69.00
TW D2 (TAXIWAY D2)	905	01/01/2008	AC	TAXIWAY	P	0	78,863.00	11/07/2013	5	91.00
TW M (TAXIWAY M)	1305	01/01/1951	PCC	TAXIWAY	P	0	22,376.00	11/07/2013	62	89.00

Date: 5 /17/2015

Section Condition Report

29 of 31

Pavement Database: FDOT NetworkID: X60

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/2009	AAC	APRON	P	0	106,251.00	01/21/2015	6	69.00
AP (APRON)	4110	02/01/2015	AC	APRON	P	0	101,074.00	02/01/2015	0	100.00
AP HANG (HANGAR APRON)	4205	01/01/2009	AAC	APRON	P	0	10,658.00	01/21/2015	6	85.00
AP RU (RUN-UP APRON)	5105	01/01/2013	AC	APRON	P	0	28,165.00	01/01/2013	0	100.00
AP T-HANG (APRON AT T-HANGARS)	4315	01/01/1986	AC	APRON	P	0	3,900.00	01/21/2015	29	55.00
AP T-HANG (APRON AT T-HANGARS)	4316	01/01/2003	APC	APRON	P	0	2,867.00	01/21/2015	12	29.00
AP T-HANG (APRON AT T-HANGARS)	4320	01/01/2005	AC	APRON	P	0	18,657.00	01/21/2015	10	81.00
AP T-HANG (APRON AT T-HANGARS)	4325	01/01/2003	AC	APRON	P	0	21,796.00	01/21/2015	12	66.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/1942	PCC	RUNWAY	P	0	24,687.00	02/14/2012	70	41.00
RW 14-32 (RUNWAY 14-32)	6215	02/01/2015	AAC	RUNWAY	P	0	254,982.00	02/01/2015	0	100.00
RW 14-32 (RUNWAY 14-32)	6235	01/01/1942	PCC	RUNWAY	P	0	24,769.00	02/14/2012	70	62.00
RW 14-32 (RUNWAY 14-32)	6250	02/01/2015	AC	RUNWAY	P	0	15,631.00	02/01/2015	0	100.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/1942	PCC	RUNWAY	P	0	7,500.00	01/21/2015	73	92.00
RW 5-23 (RUNWAY 5-23)	6112	01/01/2006	APC	RUNWAY	P	0	15,000.00	01/21/2015	9	50.00
TW A (TAXIWAY A)	205	01/01/2013	AAC	TAXIWAY	P	0	159,607.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	220	01/01/2013	AC	TAXIWAY	P	0	287,885.00	01/01/2013	0	100.00
TW A1 (TAXIWAY A1)	255	01/01/2013	AC	TAXIWAY	P	0	34,316.00	01/01/2013	0	100.00
TW B (TAXIWAY B)	305	01/01/2009	AAC	TAXIWAY	P	0	101,923.00	01/21/2015	6	88.00
TW C (TAXIWAY C)	105	01/01/2009	AAC	TAXIWAY	P	0	62,023.00	01/21/2015	6	77.00
TW C (TAXIWAY C)	115	01/01/2009	AAC	TAXIWAY	P	0	35,409.00	01/21/2015	6	88.00
TW D (TAXIWAY D)	505	01/01/2009	AAC	TAXIWAY	P	0	70,293.00	01/21/2015	6	88.00
TW D1 (TAXIWAY D-1)	405	01/01/2009	AAC	TAXIWAY	P	0	57,110.00	01/21/2015	6	92.00
TW E (TAXIWAY E)	705	01/01/2009	AAC	TAXIWAY	P	0	55,768.00	01/21/2015	6	90.00
TW F (TAXIWAY F)	550	01/01/1942	AC	TAXIWAY	P	0	128,837.00	01/21/2015	73	10.00
TW F (TAXIWAY F)	555	01/01/1942	PCC	TAXIWAY	P	0	11,250.00	01/21/2015	73	43.00
TW F (TAXIWAY F)	565	02/01/2015	AC	TAXIWAY	P	0	33,640.00	02/01/2015	0	100.00

Date: 5 /17/2015

Section Condition Report

30 of 31

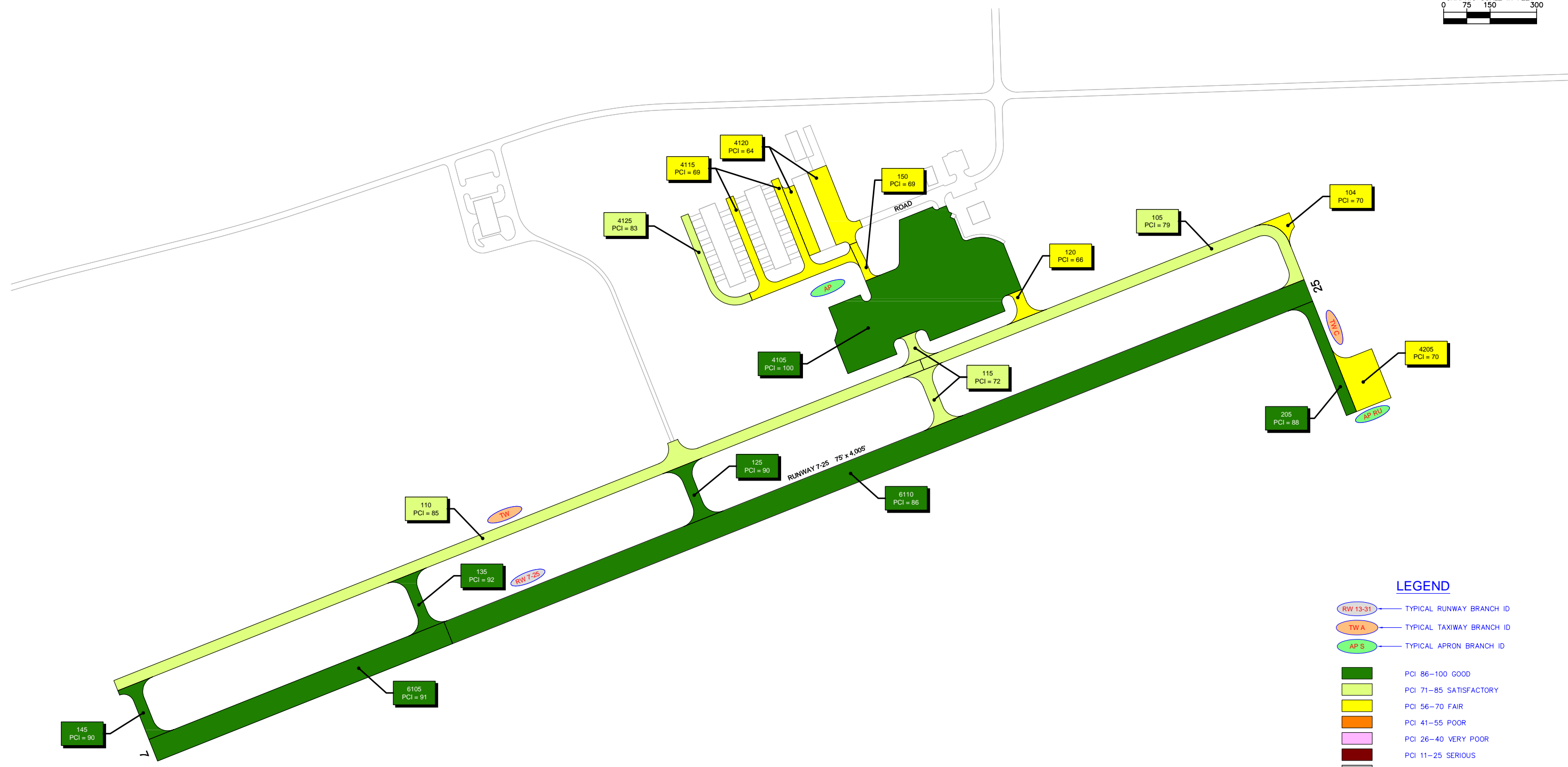
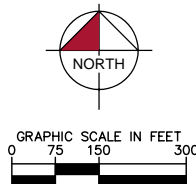
Pavement Database: FDOT NetworkID: X60

Branch ID	Section ID	Last Const Date	Surface	Use	Rank	Lanes	True Area (SqF)	Last Inspection Date	Age At Inspection	PCI
TW G (TAXWAY G)	450	01/01/1942	AC	TAXIWAY	P	0	94,473.00	01/21/2015	73	10.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	1.09	6,627,739.26	77	98.77	5.58	98.07
03-05	4.33	6,315,987.95	86	84.85	12.54	88.07
06-10	8.23	7,375,254.58	98	79.21	14.37	83.47
11-15	12.84	4,023,493.65	58	68.78	19.52	75.53
16-20	17.42	4,025,318.87	57	63.70	18.90	62.90
21-25	22.81	5,632,352.44	69	65.29	18.95	77.23
26-30	28.16	5,079,269.67	37	70.41	17.61	63.62
31-35	32.69	1,845,342.00	26	58.69	15.37	56.05
36-40	36.29	676,017.15	7	74.00	20.19	75.56
over 40	60.96	11,674,166.40	121	64.40	26.33	71.61
All	22.17	53,274,941.97	636	74.26	21.56	77.48

APPENDIX C

- ◉ DISTRICT AIRFIELD PAVEMENT CONDITION INDEX
RATING EXHIBITS



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."

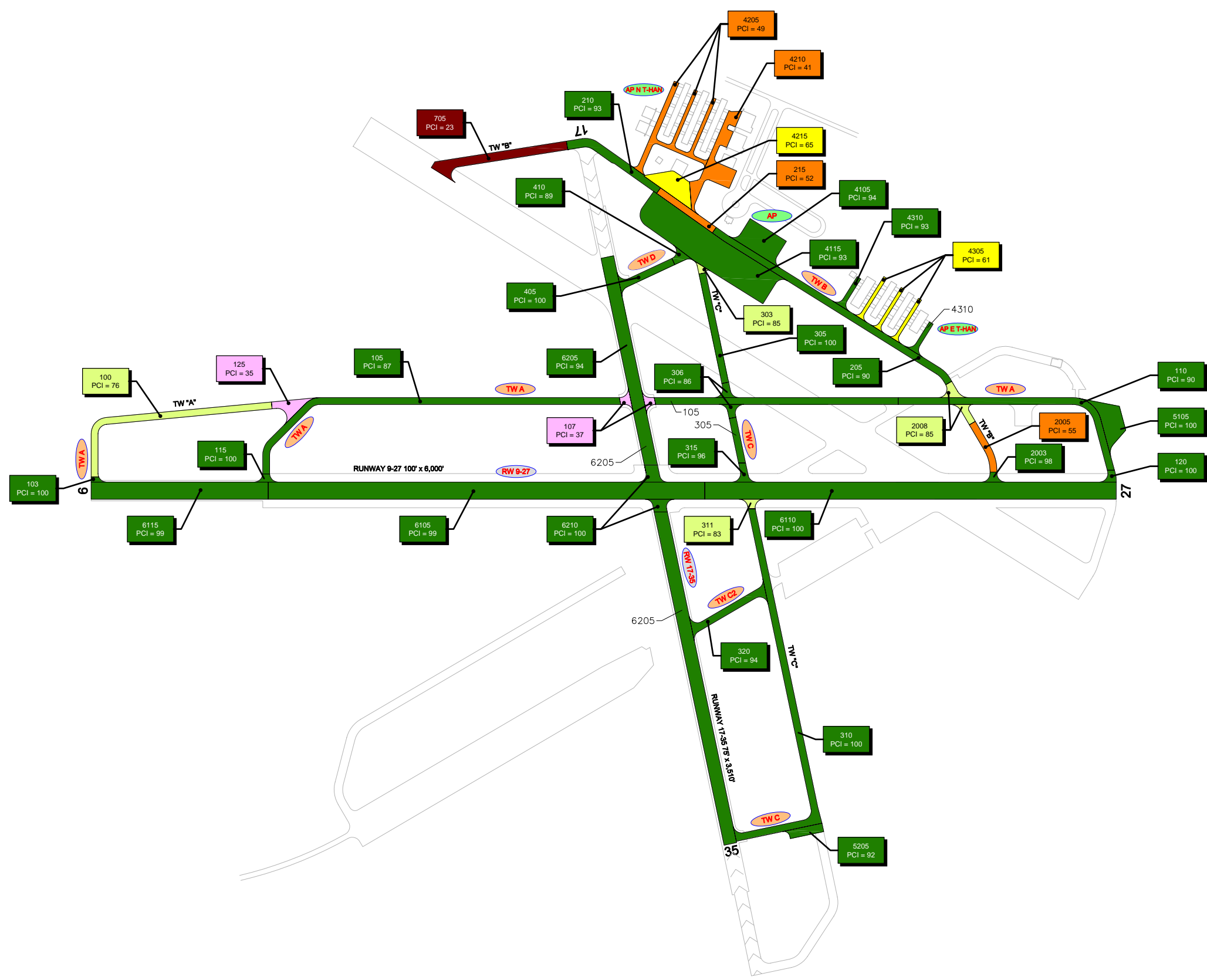
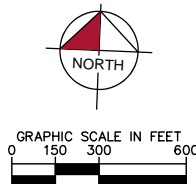
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2013
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
SUWANNEE COUNTY AIRPORT
SUWANNEE COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



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."

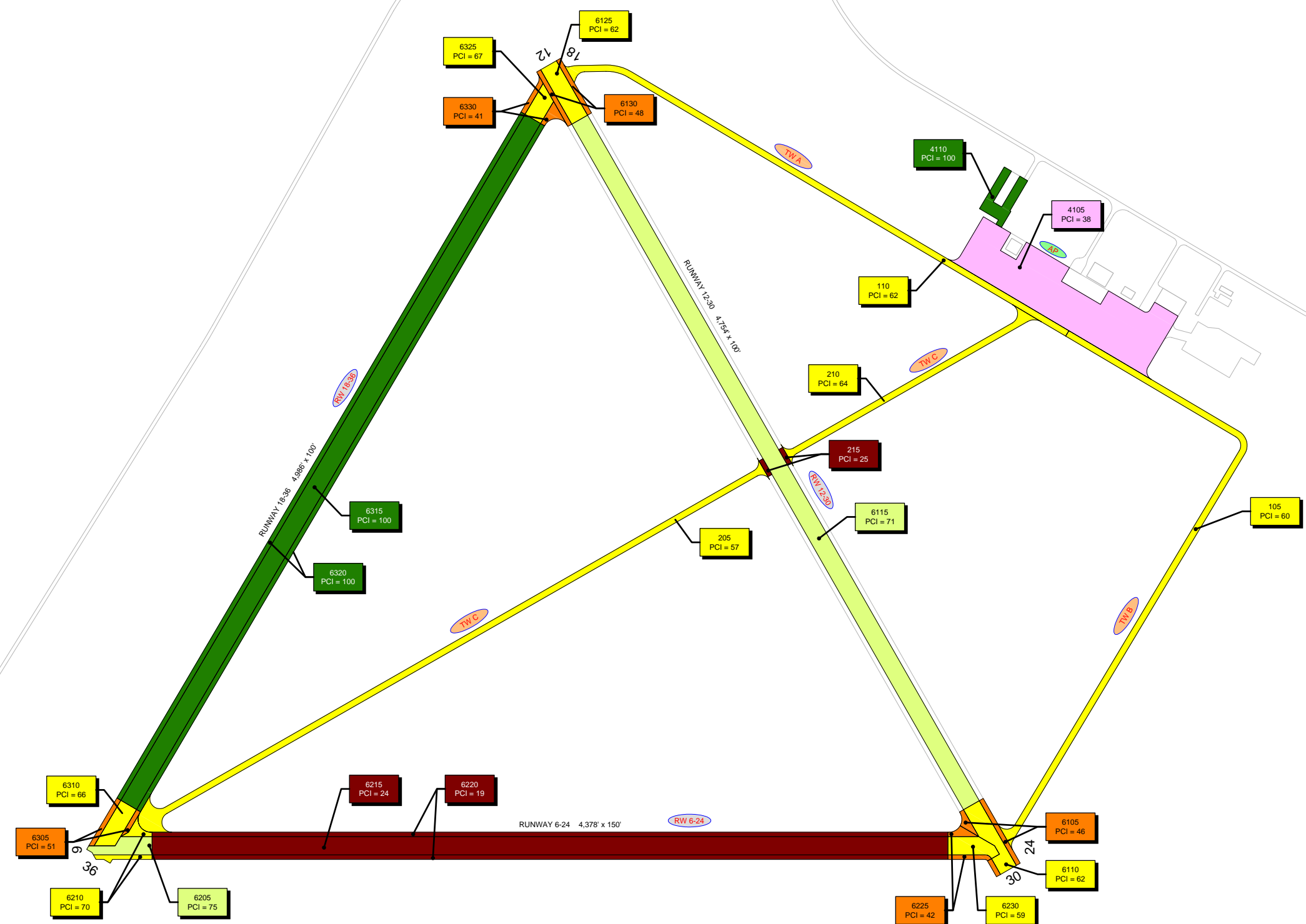
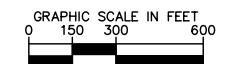
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2013
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
PALATKA MUNICIPAL - LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- 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

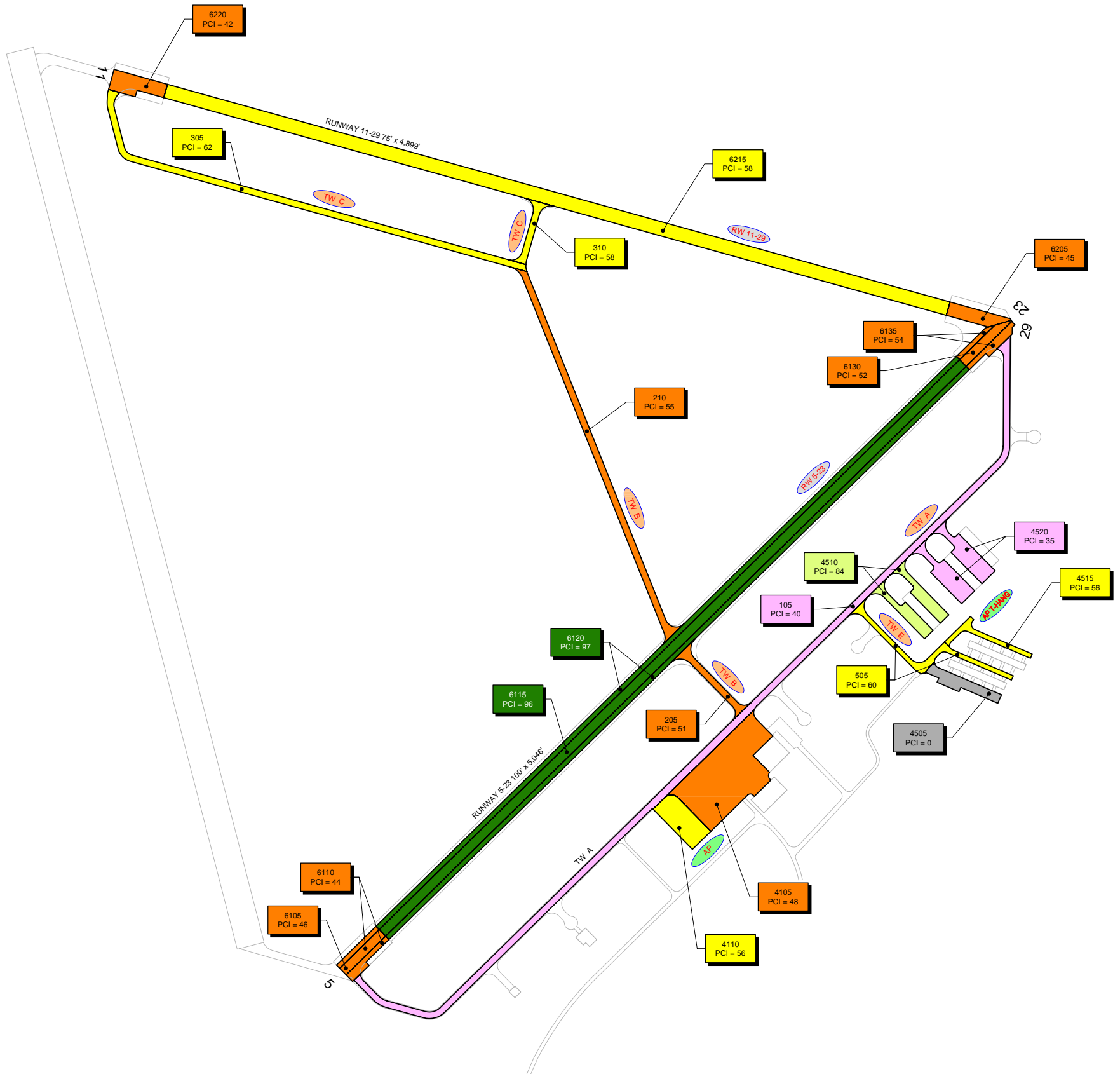
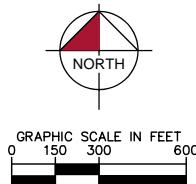
"SECTION NO."
"PCI NO."

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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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.

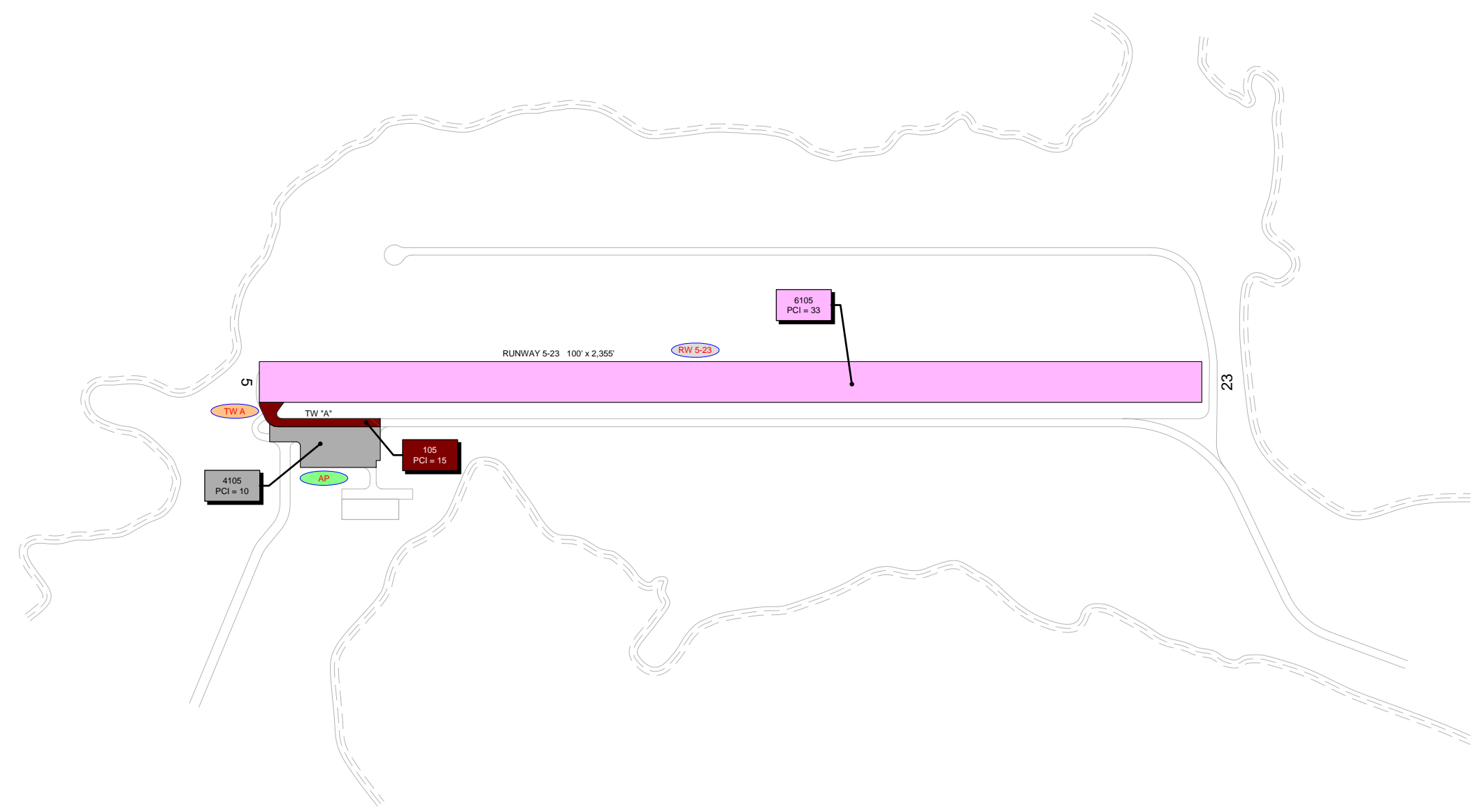
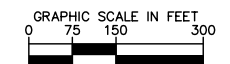
NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2013
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
KEYSTONE AIRPARK
CLAY COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
42J
 FOOT DISTRICT
2



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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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
 GEORGE T. LEWIS AIRPORT
 LEVY COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

RUNWAYS

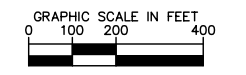
6105 PCI = 81	6110 PCI = 60	6205 PCI = 66	6210 PCI = 55
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TAXIWAYS

105 PCI = 65	120 PCI = 76	130 PCI = 88	135 PCI = 60	140 PCI = 62	145 PCI = 68	155 PCI = 80	160 PCI = 74	165 PCI = 36
170 PCI = 41	175 PCI = 67	180 PCI = 89	215 PCI = 78	225 PCI = 64	235 PCI = 70	240 PCI = 70	245 PCI = 45	250 PCI = 74
255 PCI = 57	260 PCI = 85	305 PCI = 42	310 PCI = 56	320 PCI = 60	455 PCI = 89	460 PCI = 86	505 PCI = 60	605 PCI = 61
765 PCI = 78	770 PCI = 77							

OTHERS

4105 PCI = 54	4115 PCI = 30	4205 PCI = 19	4210 PCI = 51	4215 PCI = 35	4220 PCI = 31	4305 PCI = 66
4310 PCI = 36	4315 PCI = 23	4320 PCI = 34	4405 PCI = 54	4407 PCI = 68	4410 PCI = 42	4411 PCI = 43
4415 PCI = 71	4420 PCI = 77	4425 PCI = 34	4430 PCI = 25	4435 PCI = 83	4505 PCI = 84	4510 PCI = 82
5105 PCI = 74	5205 PCI = 79	5310 PCI = 77				



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

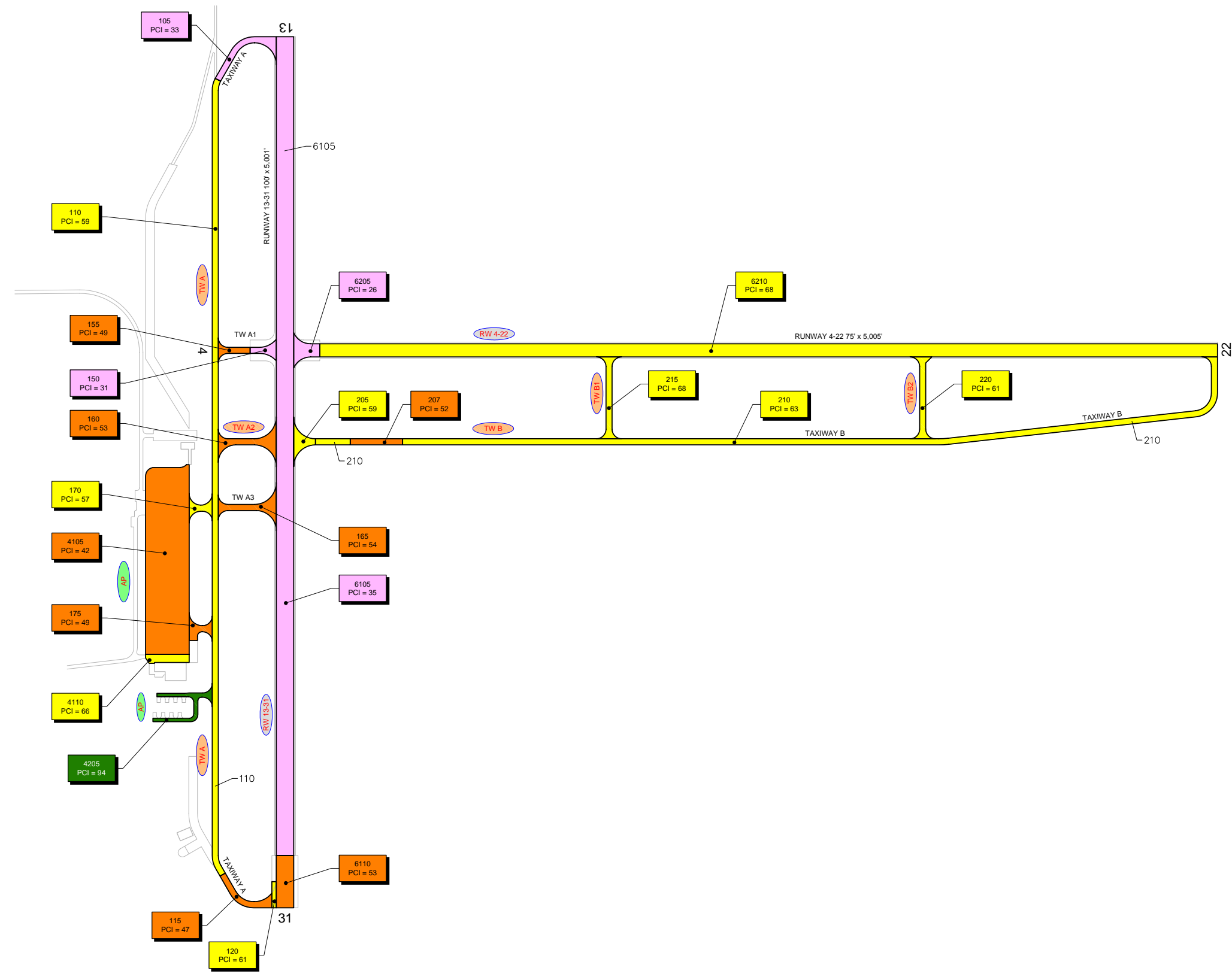
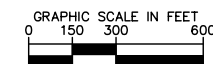
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"PCI NO."

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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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."

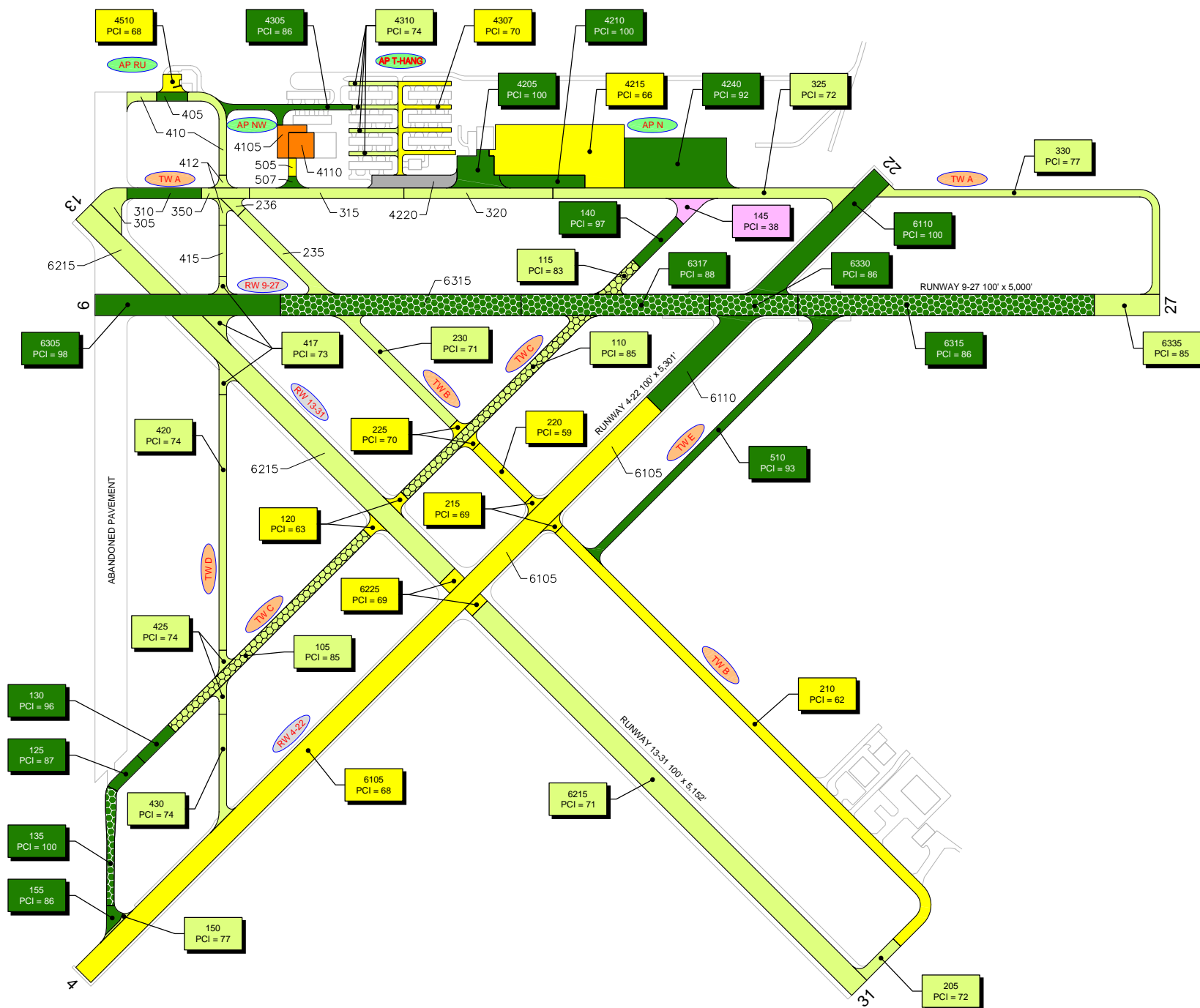
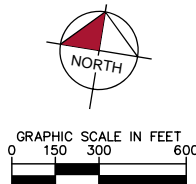
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2013
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
CROSS CITY AIRPORT
DIXIE COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



TAXIWAYS				
235 PCI = 72	236 PCI = 76	305 PCI = 75	310 PCI = 90	315 PCI = 82
320 PCI = 80	350 PCI = 76	405 PCI = 91	410 PCI = 84	412 PCI = 76
415 PCI = 81	505 PCI = 65	507 PCI = 86		

OTHERS		
4105 PCI = 41	4110 PCI = 50	4220 PCI = 0

LEGEND

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

WHITETOPPING PAVEMENT	REMAINING AIRFIELD PAVEMENT
PCI 86-100	PCI 86-100 GOOD
PCI 71-85	PCI 71-85 SATISFACTORY
PCI 56-70	PCI 56-70 FAIR
PCI 41-55	PCI 41-55 POOR
PCI 26-40	PCI 26-40 VERY POOR
PCI 11-25	PCI 11-25 SERIOUS
PCI 0-10	PCI 0-10 FAILED

"SECTION NO."
 "PCI NO."

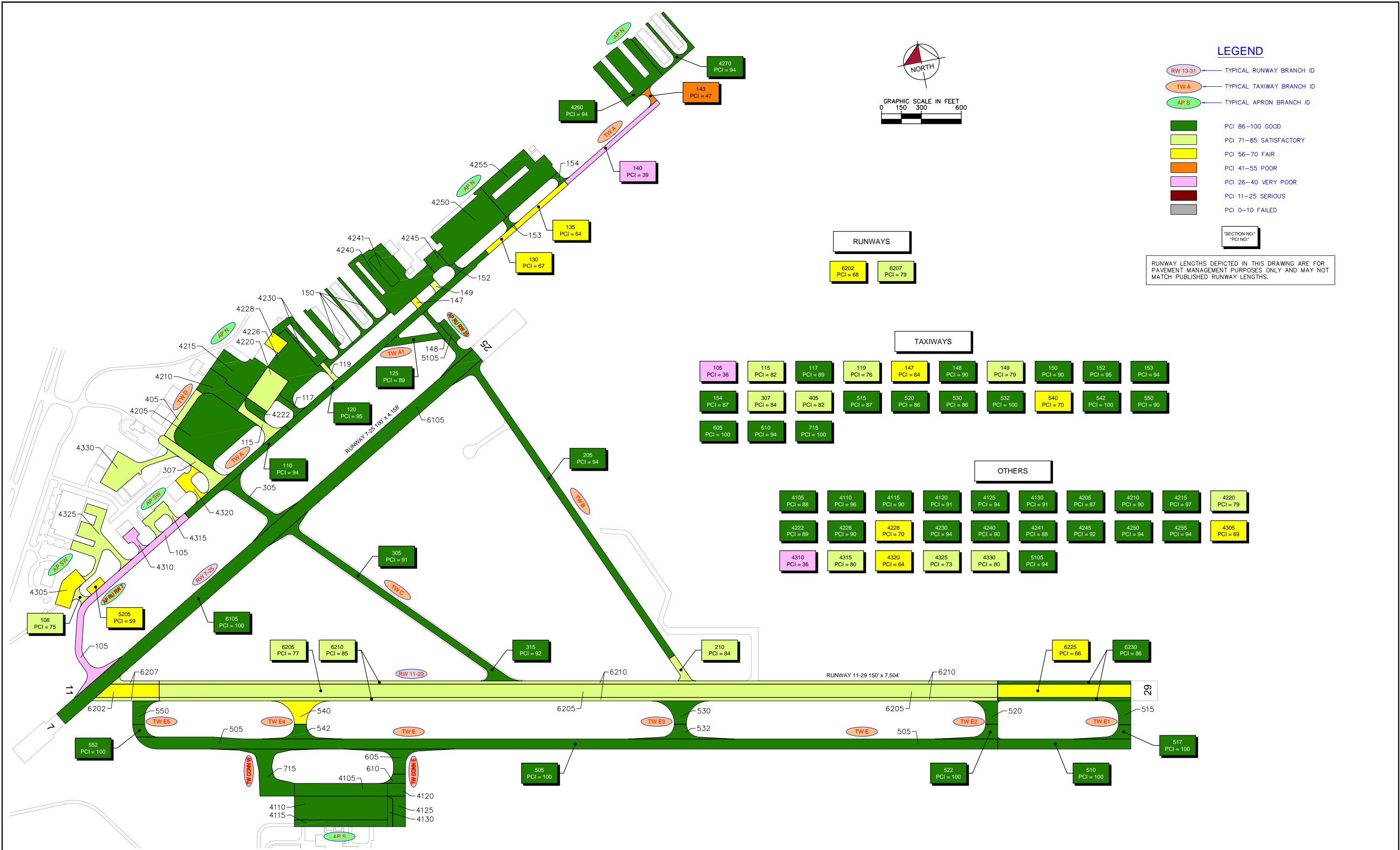
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NOTE: ALL PAVEMENTS COMPOSED OF 'WHITETOPPING PAVEMENT' AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340-12. PAVEMENT CONDITION INDEX DETERMINED FOR 'WHITETOPPING PAVEMENTS' ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

NUMBER	DATE	REVISIONS

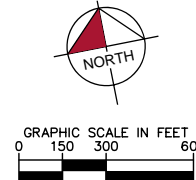
DESIGNED	DRAWN	CHECKED	DATE
KHA	KHA	KHA	2015





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



RUNWAYS

6202 PCI = 68	6207 PCI = 79
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TAXIWAYS

105 PCI = 36	115 PCI = 82	117 PCI = 89	119 PCI = 76	147 PCI = 64	148 PCI = 90	149 PCI = 79	150 PCI = 90	152 PCI = 95	153 PCI = 94
154 PCI = 87	307 PCI = 84	405 PCI = 82	515 PCI = 87	520 PCI = 86	530 PCI = 86	532 PCI = 100	540 PCI = 70	542 PCI = 100	550 PCI = 90
605 PCI = 100	610 PCI = 94	715 PCI = 100							

OTHERS

4105 PCI = 88	4110 PCI = 96	4115 PCI = 90	4120 PCI = 91	4125 PCI = 94	4130 PCI = 91	4205 PCI = 87	4210 PCI = 90	4215 PCI = 97	4220 PCI = 79
4222 PCI = 89	4226 PCI = 90	4228 PCI = 70	4230 PCI = 94	4240 PCI = 90	4241 PCI = 88	4245 PCI = 92	4250 PCI = 94	4255 PCI = 94	4305 PCI = 69
4310 PCI = 36	4315 PCI = 80	4320 PCI = 64	4325 PCI = 73	4330 PCI = 80	5105 PCI = 94				

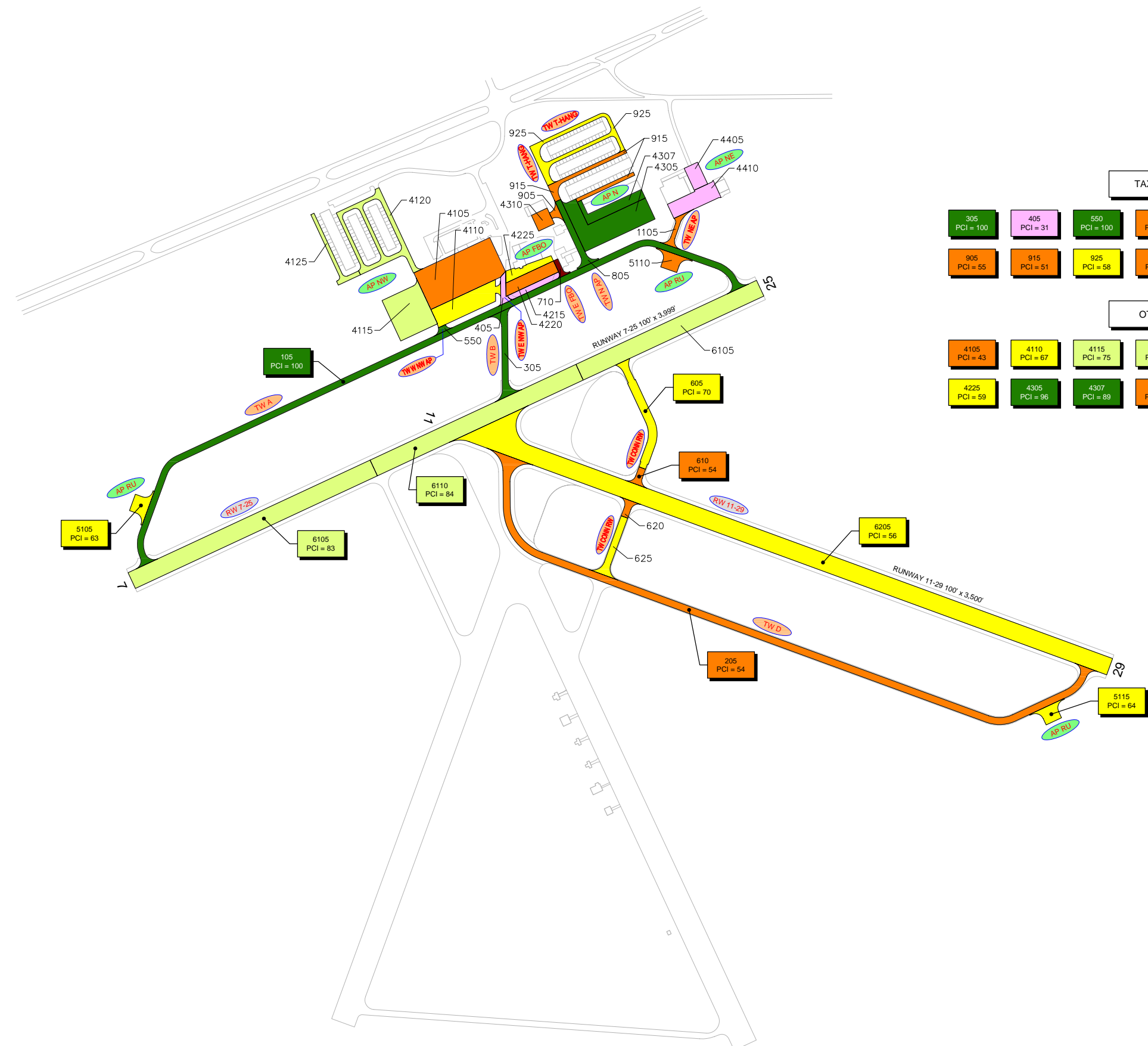
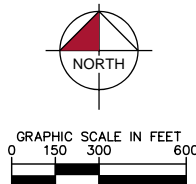
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



TAXIWAYS						
305 PCI = 100	405 PCI = 31	550 PCI = 100	620 PCI = 53	625 PCI = 70	710 PCI = 16	805 PCI = 95
905 PCI = 55	915 PCI = 51	925 PCI = 58	1105 PCI = 41			

OTHERS						
4105 PCI = 43	4110 PCI = 67	4115 PCI = 75	4120 PCI = 71	4125 PCI = 79	4215 PCI = 39	4220 PCI = 48
4225 PCI = 59	4305 PCI = 96	4307 PCI = 89	4310 PCI = 52	4405 PCI = 35	4410 PCI = 31	5110 PCI = 44

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

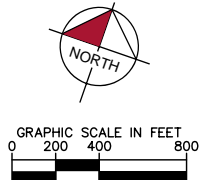
SECTION NO. "PCI NO."

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

NUMBER	DATE	REVISIONS

DESIGNED	DRAWN	CHECKED	DATE
KHA	KHA	KHA	2015



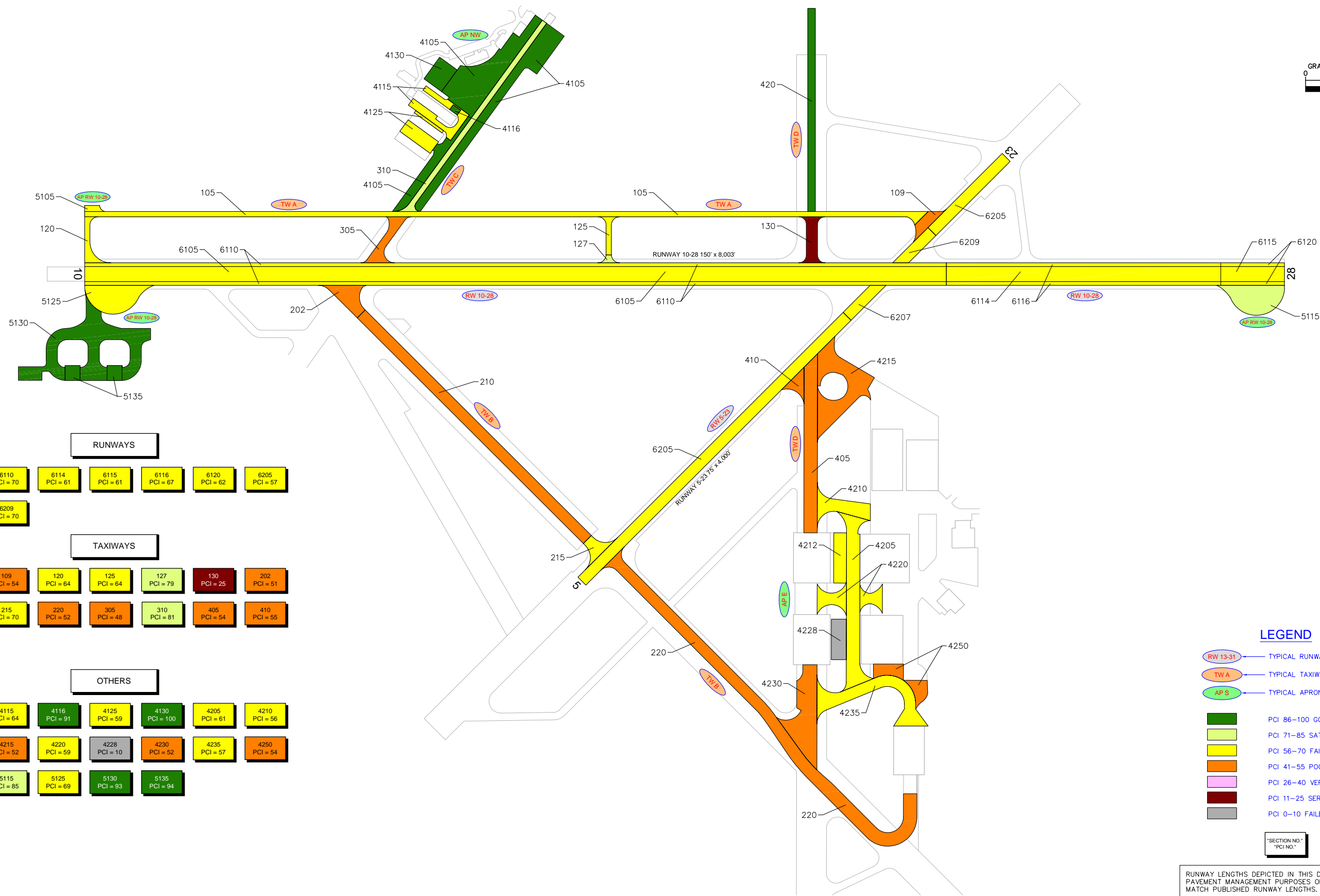
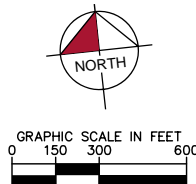


NUMBER	DATE	REVISIONS

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



AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
JACKSONVILLE INTERNATIONAL AIRPORT
 DUVAL COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



RUNWAYS

6105 PCI = 64	6110 PCI = 70	6114 PCI = 61	6115 PCI = 61	6116 PCI = 67	6120 PCI = 62	6205 PCI = 57
6207 PCI = 64	6209 PCI = 70					

TAXIWAYS

105 PCI = 62	109 PCI = 54	120 PCI = 64	125 PCI = 64	127 PCI = 79	130 PCI = 25	202 PCI = 51
210 PCI = 49	215 PCI = 70	220 PCI = 52	305 PCI = 48	310 PCI = 81	405 PCI = 54	410 PCI = 55
420 PCI = 91						

OTHERS

4105 PCI = 87	4115 PCI = 64	4116 PCI = 91	4125 PCI = 59	4130 PCI = 100	4205 PCI = 61	4210 PCI = 56
4212 PCI = 64	4215 PCI = 52	4220 PCI = 59	4228 PCI = 10	4230 PCI = 52	4235 PCI = 57	4250 PCI = 54
5105 PCI = 59	5115 PCI = 85	5125 PCI = 69	5130 PCI = 93	5135 PCI = 94		

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."

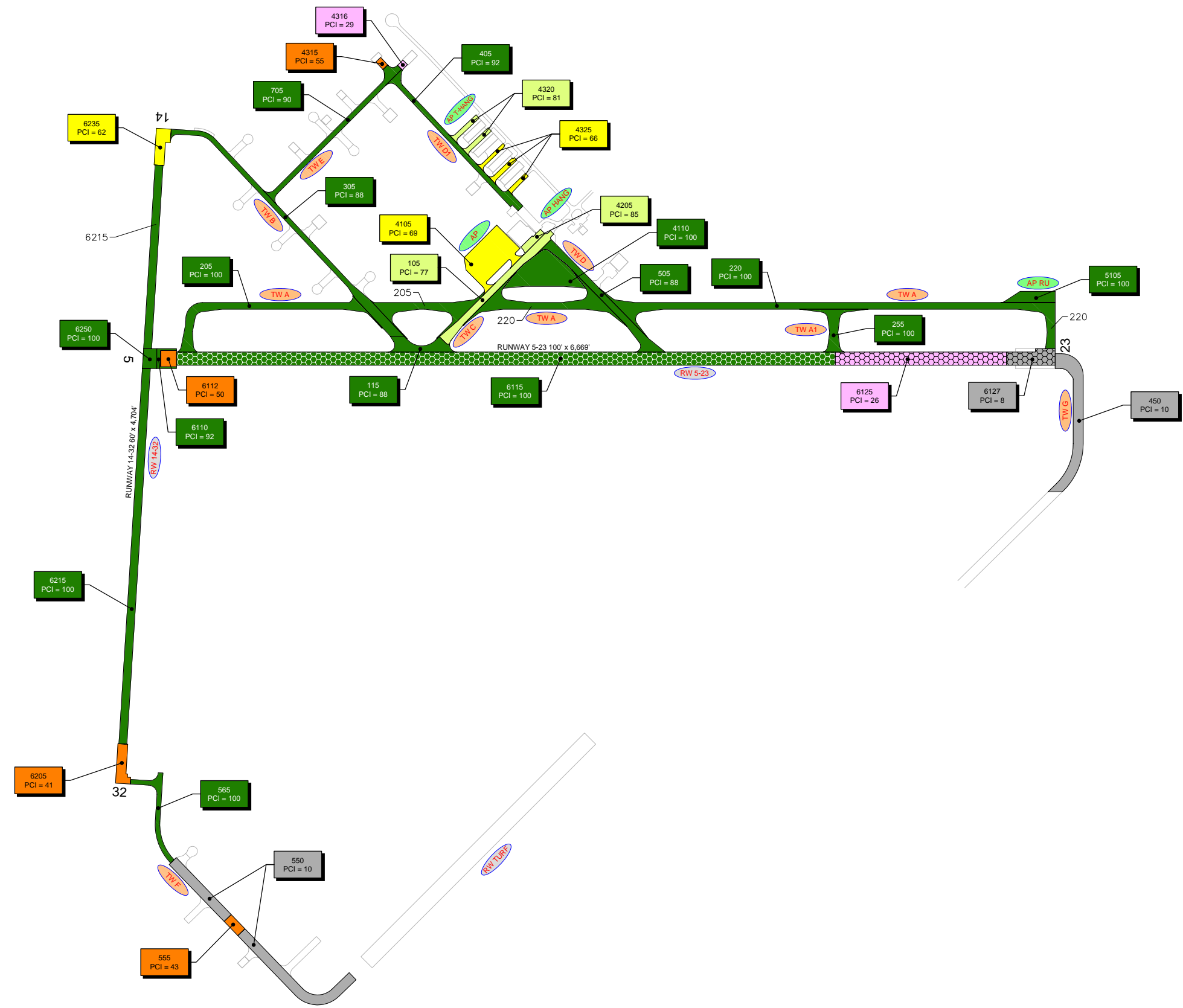
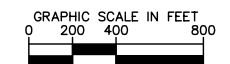
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2013
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
LAKE CITY GATEWAY AIRPORT
COLUMBIA COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



LEGEND

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

WHITETOPPING PAVEMENT		REMAINING AIRFIELD PAVEMENT	
	PCI 86-100		PCI 86-100 GOOD
	PCI 71-85		PCI 71-85 SATISFACTORY
	PCI 56-70		PCI 56-70 FAIR
	PCI 41-55		PCI 41-55 POOR
	PCI 26-40		PCI 26-40 VERY POOR
	PCI 11-25		PCI 11-25 SERIOUS
	PCI 0-10		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.

NOTE: ALL PAVEMENTS COMPOSED OF "WHITETOPPING PAVEMENT" AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340-12. PAVEMENT CONDITION INDEX DETERMINED FOR "WHITETOPPING PAVEMENTS" ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015
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AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
WILLISTON MUNICIPAL AIRPORT
LEVY COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

APPENDIX D

● DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS



24J – 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	4120	\$267,288.39	63	Mill and Overlay	100
2016	TW A	120	\$45,341.27	64	Mill and Overlay	100
2020	AP	4115	\$306,346.88	64	Mill and Overlay	100
2020	TW A	150	\$39,780.21	64	Mill and Overlay	100
2021	AP RU	4205	\$257,492.53	64	Mill and Overlay	100
2021	TW A	104	\$46,937.27	64	Mill and Overlay	100
2023	TW A1	115	\$168,455.47	64	Mill and Overlay	100
Total =			\$1,131,642.02			

* Costs are adjusted for inflation at 3%



28J – 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 T-HAN	4305	\$ 183,773.19	61	Mill and Overlay	100
2014	AP	4215	\$ 290,074.99	65	Mill and Overlay	100
2014	AP N T-HAN	4210	\$ 682,151.90	41	Mill and Overlay	100
2014	AP N T-HAN	4205	\$ 424,602.42	49	Mill and Overlay	100
2014	TW B	2005	\$ 126,911.29	55	Mill and Overlay	100
2014	TW B	705	\$ 650,094.30	23	Reconstruction	100
2014	TW B	215	\$ 159,999.99	51	Mill and Overlay	100
2014	TW A	125	\$ 203,628.80	35	Reconstruction	100
2014	TW A	107	\$ 112,083.78	35	Reconstruction	100
Total =			\$ 2,833,320.66			

* Costs are adjusted for inflation at 3%

40J – 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	6330	\$ 174,152.25	41	PCC Restoration	100
2014	RW 18-36	6310	\$ 261,097.89	65	PCC Restoration	100
2014	RW 18-36	6305	\$ 112,415.29	51	PCC Restoration	100
2014	RW 6-24	6230	\$ 248,264.19	58	PCC Restoration	100
2014	RW 6-24	6225	\$ 158,830.03	42	PCC Restoration	100
2014	RW 6-24	6220	\$ 3,283,500.78	19	Reconstruction	100
2014	RW 6-24	6215	\$ 6,567,001.55	24	Reconstruction	100
2014	RW 6-24	6205	\$ 217,154.16	74	PCC Restoration	100
2014	RW 12-30	6130	\$ 190,095.01	48	PCC Restoration	100
2014	RW 12-30	6125	\$ 344,999.98	61	PCC Restoration	100
2014	RW 12-30	6110	\$ 361,987.38	61	PCC Restoration	100
2014	RW 12-30	6105	\$ 218,017.37	46	PCC Restoration	100
2014	AP	4105	\$ 5,089,983.30	37	Reconstruction	100
2014	TW C	215	\$ 75,000.02	25	Reconstruction	100
2014	TW C	210	\$ 577,907.47	64	Mill and Overlay	100
2014	TW C	205	\$ 1,528,183.83	57	Mill and Overlay	100
2014	TW A & B	110	\$ 1,119,591.65	62	Mill and Overlay	100
2014	TW A & B	105	\$ 1,317,813.24	60	Mill and Overlay	100
2015	RW 18-36	6325	\$ 174,164.85	64	PCC Restoration	100
2017	RW 6-24	6210	\$ 170,234.18	63	PCC Restoration	100
2018	RW 12-30	6115	\$ 4,889,210.04	65	Mill and Overlay	100
Total =			\$27,079,604.46			

* Costs are adjusted for inflation at 3%

42J – 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 11-29	6220	\$ 395,578.11	42	PCC Restoration	100
2014	RW 11-29	6215	\$ 3,296,249.84	58	Mill and Overlay	100
2014	RW 11-29	6205	\$ 278,691.83	45	PCC Restoration	100
2014	RW 5-23	6135	\$ 194,179.99	54	PCC Restoration	100
2014	RW 5-23	6130	\$ 156,269.99	52	PCC Restoration	100
2014	RW 5-23	6110	\$ 236,803.13	44	PCC Restoration	100
2014	RW 5-23	6105	\$ 180,149.92	46	PCC Restoration	100
2014	AP T-HANG	4520	\$ 917,520.22	35	Reconstruction	100
2014	AP T-HANG	4515	\$ 152,769.99	56	Mill and Overlay	100
2014	AP T-HANG	4505	\$ 366,465.09	0	Reconstruction	100
2014	AP	4110	\$ 421,629.98	56	Mill and Overlay	100
2014	AP	4105	\$ 1,867,847.36	48	PCC Restoration	100
2014	TW E	505	\$ 318,229.99	60	Mill and Overlay	100
2014	TW C	310	\$ 146,789.99	58	Mill and Overlay	100
2014	TW C	305	\$ 924,939.96	62	Mill and Overlay	100
2014	TW B	210	\$ 774,119.96	55	Mill and Overlay	100
2014	TW B	205	\$ 196,119.99	50	Mill and Overlay	100
2014	TW A	105	\$ 2,934,450.69	39	Reconstruction	100
Total =			\$13,758,806.03			

* Costs are adjusted for inflation at 3%



CDK – 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	6105	\$3,476,010.82	33	Reconstruction	100
2014	AP	4105	\$334,907.03	10	Reconstruction	100
2014	TW A	105	\$107,344.38	15	Reconstruction	100
Total =			\$3,918,262.23			

* Costs are adjusted for inflation at 3%

CRG – 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	4205	\$ 466,020.00	19	Reconstruction	100
2015	AP N	4210	\$ 3,984,751.00	51	Mill and Overlay	100
2015	AP N	4215	\$ 126,920.00	35	Reconstruction	100
2015	AP N	4220	\$ 569,340.00	31	Reconstruction	100
2015	AP NW	4310	\$ 3,840,020.00	36	Reconstruction	100
2015	AP NW	4315	\$ 566,620.00	23	Reconstruction	100
2015	AP NW	4320	\$ 1,157,940.00	34	Reconstruction	100
2015	AP S	4105	\$ 2,778,976.00	53	Mill and Overlay	100
2015	AP S	4115	\$ 316,260.00	30	Reconstruction	100
2015	AP SW	4405	\$ 253,335.00	54	PCC Restoration	100
2015	AP SW	4410	\$ 217,987.00	42	Mill and Overlay	100
2015	AP SW	4411	\$ 148,869.00	42	Mill and Overlay	100
2015	AP SW	4425	\$ 2,515,060.00	34	Reconstruction	100
2015	AP SW	4430	\$ 81,480.00	25	Reconstruction	100
2015	RW 14-32	6210	\$ 5,337,001.00	54	Mill and Overlay	100
2015	RW 5-23	6110	\$ 363,000.00	59	Mill and Overlay	100
2015	TW A	105	\$ 1,308,585.00	65	Mill and Overlay	100
2015	TW A2	135	\$ 137,655.00	60	Mill and Overlay	100
2015	TW A3	140	\$ 147,855.00	62	Mill and Overlay	100
2015	TW A4	165	\$ 101,820.00	36	Reconstruction	100
2015	TW A5	170	\$ 98,617.00	41	Mill and Overlay	100
2015	TW B	225	\$ 892,500.00	64	Mill and Overlay	100
2015	TW B4	245	\$ 160,608.00	45	Mill and Overlay	100
2015	TW B5	255	\$ 66,495.00	57	Mill and Overlay	100
2015	TW C	305	\$ 270,367.00	42	Mill and Overlay	100
2015	TW C	310	\$ 83,400.00	56	Mill and Overlay	100
2015	TW C	320	\$ 275,085.00	60	Mill and Overlay	100
2015	TW E	505	\$ 162,345.00	60	Mill and Overlay	100
2015	TW F	605	\$ 177,675.00	61	Mill and Overlay	100
2016	AP NW	4305	\$ 851,450.00	64	Mill and Overlay	100
2016	RW 14-32	6205	\$ 695,250.00	64	Mill and Overlay	100
2016	TW A5	175	\$ 78,316.00	65	Mill and Overlay	100
2017	AP SW	4407	\$ 281,128.00	64	Mill and Overlay	100



Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	TW A3	145	\$ 336,964.00	64	Mill and Overlay	100
2018	TW B	235	\$ 598,153.00	65	Mill and Overlay	100
2019	AP SW	4415	\$ 511,898.00	64	Mill and Overlay	100
2019	TW B2	240	\$ 345,706.00	65	Mill and Overlay	100
2020	AP RU RW23	5105	\$ 315,299.00	65	Mill and Overlay	100
2021	TW A4	160	\$ 93,011.00	64	Mill and Overlay	100
2021	TW B4	250	\$ 333,051.00	64	Mill and Overlay	100
2022	AP RU RW14	5310	\$ 454,654.00	64	Mill and Overlay	100
2022	AP SW	4420	\$ 224,458.00	65	Mill and Overlay	100
2024	AP RU RW 5	5205	\$ 433,217.00	63	Mill and Overlay	100
2024	TW A	120	\$ 738,084.00	65	Mill and Overlay	100
Total =			\$32,897,225.00			

* Costs are adjusted for inflation at 3%

CTY – 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 4-22	6205	\$ 220,995.05	26	Reconstruction	100
2014	RW 13-31	6110	\$ 299,999.99	53	PCC Restoration	100
2014	RW 13-31	6105	\$ 7,051,501.67	35	Reconstruction	100
2014	AP	4105	\$ 3,798,132.36	42	PCC Restoration	100
2014	TW B2	220	\$ 190,099.99	61	Mill and Overlay	100
2014	TW B	210	\$ 1,806,909.91	63	Mill and Overlay	100
2014	TW B	207	\$ 105,000.00	52	Mill and Overlay	100
2014	TW B	205	\$ 110,809.99	59	Mill and Overlay	100
2014	TW A	175	\$ 103,558.23	49	Mill and Overlay	100
2014	TW A	170	\$ 81,500.00	57	Mill and Overlay	100
2014	TW A3	165	\$ 191,269.99	54	Mill and Overlay	100
2014	TW A2	160	\$ 211,399.99	53	Mill and Overlay	100
2014	TW A1	155	\$ 82,037.42	49	Mill and Overlay	100
2014	TW A1	150	\$ 117,600.03	31	Reconstruction	100
2014	TW A	120	\$ 37,500.00	60	PCC Restoration	100
2014	TW A	115	\$ 167,849.56	47	Mill and Overlay	100
2014	TW A	110	\$ 1,601,419.92	59	Mill and Overlay	100
2014	TW A	105	\$ 288,165.07	33	Reconstruction	100
2015	AP	4110	\$ 120,334.89	64	PCC Restoration	100
2017	RW 4-22	6210	\$ 4,222,296.93	64	Mill and Overlay	100
2019	TW B1	215	\$ 220,818.52	65	Mill and Overlay	100
Total =			\$21,029,199.51			

* Costs are adjusted for inflation at 3%

FHB – 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	4220	\$ 357,525.00	0	Reconstruction	100
2015	AP NW	4105	\$ 163,094.00	41	Mill and Overlay	100
2015	AP NW	4110	\$ 145,156.00	50	Mill and Overlay	100
2015	TW B	210	\$ 1,350,250.00	62	Mill and Overlay	100
2015	TW B	220	\$ 175,000.00	59	Mill and Overlay	100
2015	TW C	120	\$ 94,420.00	63	Mill and Overlay	100
2015	TW C	145	\$ 167,970.00	38	Reconstruction	100
2015	TW NW AP	505	\$ 29,760.00	65	Mill and Overlay	100
2017	AP N	4215	\$ 1,654,208.00	65	Mill and Overlay	100
2018	RW 13-31	6225	\$ 126,669.00	65	Mill and Overlay	100
2018	RW 4-22	6105	\$ 4,141,435.00	64	Mill and Overlay	100
2019	RW 13-31	6215	\$ 5,396,432.00	65	Mill and Overlay	100
2019	TW B	215	\$ 80,429.00	65	Mill and Overlay	100
2020	AP RU N	4510	\$ 85,415.00	65	Mill and Overlay	100
2020	TW B	225	\$ 78,112.00	65	Mill and Overlay	100
2021	TW B	230	\$ 441,035.00	65	Mill and Overlay	100
2022	AP T-HANG	4307	\$ 345,718.00	65	Mill and Overlay	100
2022	TW B	205	\$ 143,711.00	64	Mill and Overlay	100
2022	TW B	235	\$ 348,153.00	64	Mill and Overlay	100
2023	TW D	417	\$ 221,596.00	64	Mill and Overlay	100
2024	TW A	325	\$ 935,679.00	65	Mill and Overlay	100
2024	TW D	425	\$ 126,485.00	64	Mill and Overlay	100
Total =			\$16,608,252.00			

* Costs are adjusted for inflation at 3%

Table excludes all pavements composed of 'Whitetopping Pavement' as it is a unique pavement type that is not addressed by the ASTM D 5340-12. Pavement Condition Index determined for 'Whitetopping Pavements' are based on a different methodology and therefore is analyzed separate from the remaining airfield pavements.



GNV – 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	4220	\$ 752,248.00	78	Mill and Overlay	100
2015	AP RU RW 7	5205	\$ 141,984.00	58	Mill and Overlay	100
2015	AP SW	4310	\$ 280,623.00	35	Reconstruction	100
2015	AP SW	4320	\$ 384,120.00	63	Mill and Overlay	100
2015	RW 11-29	6225	\$ 1,801,800.00	65	Mill and Overlay	100
2015	TW A	105	\$ 2,158,297.00	35	Reconstruction	100
2015	TW A	135	\$ 364,644.00	63	Mill and Overlay	100
2015	TW A	140	\$ 742,969.00	38	Reconstruction	100
2015	TW A	143	\$ 110,385.00	46	Mill and Overlay	100
2015	TW A	147	\$ 71,046.00	63	Mill and Overlay	100
2016	TW A	130	\$ 210,985.00	65	Mill and Overlay	100
2017	RW 11-29	6202	\$ 807,426.00	63	Mill and Overlay	100
2019	AP SW	4305	\$ 657,025.00	65	Mill and Overlay	100
2020	AP N	4228	\$ 300,901.00	65	Mill and Overlay	100
2020	AP SW	4325	\$ 1,517,610.00	64	Mill and Overlay	100
2020	TW E4	540	\$ 606,685.00	64	Mill and Overlay	100
2022	RW 11-29	6205	\$ 13,953,412.00	64	Mill and Overlay	100
2023	AP SW	4330	\$ 1,390,982.00	65	Mill and Overlay	100
2023	RW 11-29	6207	\$ 502,667.00	64	Mill and Overlay	100
2024	AP SW	4315	\$ 553,915.00	64	Mill and Overlay	100
2024	TW A	108	\$ 147,116.00	64	Mill and Overlay	100
2024	TW A	119	\$ 145,307.00	65	Mill and Overlay	100
Total =			\$ 27,602,147.00			

* Costs are adjusted for inflation at 3%

HEG – 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 FBO	4215	\$ 209,100.00	39	Reconstruction	100
2015	AP FBO	4220	\$ 363,074.00	48	Mill and Overlay	100
2015	AP FBO	4225	\$ 200,550.00	59	Mill and Overlay	100
2015	AP N	4310	\$ 150,000.00	52	Mill and Overlay	100
2015	AP NE	4405	\$ 236,300.00	35	Reconstruction	100
2015	AP NE	4410	\$ 557,520.00	31	Reconstruction	100
2015	AP NW	4105	\$ 2,105,925.00	43	Mill and Overlay	100
2015	AP RU	5105	\$ 172,215.00	63	Mill and Overlay	100
2015	AP RU	5110	\$ 207,521.00	44	Mill and Overlay	100
2015	AP RU	5115	\$ 163,995.00	64	Mill and Overlay	100
2015	RW 11-29	6205	\$ 6,191,296.00	55	Mill and Overlay	100
2015	TW CONN RW	610	\$ 73,035.00	54	Mill and Overlay	100
2015	TW CONN RW	620	\$ 73,035.00	53	Mill and Overlay	100
2015	TW D	205	\$ 2,569,936.00	54	Mill and Overlay	100
2015	TW E FBO	710	\$ 66,880.00	16	Reconstruction	100
2015	TW E NW AP	405	\$ 118,140.00	31	Reconstruction	100
2015	TW NE AP	1105	\$ 128,772.00	41	PCC Restoration	100
2015	TW T-HANG	905	\$ 49,605.00	55	Mill and Overlay	100
2015	TW T-HANG	915	\$ 203,370.00	51	Mill and Overlay	100
2015	TW T-HANG	925	\$ 497,820.00	58	Mill and Overlay	100
2016	AP NW	4110	\$ 702,311.00	65	Mill and Overlay	100
2019	AP NW	4120	\$ 704,968.00	64	Mill and Overlay	100
2019	TW CONN RW	605	\$ 546,542.00	65	Mill and Overlay	100
2019	TW CONN RW	625	\$ 275,238.00	65	Mill and Overlay	100
2021	AP NW	4115	\$ 1,081,901.00	64	Mill and Overlay	100
2023	AP NW	4125	\$ 227,012.00	64	Mill and Overlay	100
Total =			\$17,876,061.00			

* Costs are adjusted for inflation at 3%

JAX – 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	\$ 621,920.00	38	Reconstruction	100
2015	AP CARGO	4125	\$ 1,456,178.00	45	PCC Restoration	100
2015	AP CARGO	4135	\$ 582,804.00	68	PCC Restoration	100
2015	AP GA	4205	\$ 1,370,520.00	55	Mill and Overlay	100
2015	AP GA	5105	\$ 2,297,754.00	63	Mill and Overlay	100
2015	AP GA	5115	\$ 511,002.00	64	Mill and Overlay	100
2015	TW AP	2715	\$ 196,190.00	40	Mill and Overlay	100
2015	TW AP	2720	\$ 231,196.00	33	Reconstruction	100
2015	TW AP	2775	\$ 739,828.00	48	PCC Restoration	100
2015	TW F	1155	\$ 1,900,051.00	48	Mill and Overlay	100
2015	TW G	1030	\$ 777,422.00	42	Mill and Overlay	100
2015	TW G	1032	\$ 800,082.00	53	Mill and Overlay	100
2015	TW G	1035	\$ 182,367.00	33	Reconstruction	100
2015	TW G	1040	\$ 280,209.00	29	Reconstruction	100
2018	AP CARGO	4120	\$ 4,465,237.00	64	PCC Restoration	100
2018	TW AP	2772	\$ 667,569.00	64	PCC Restoration	100
2019	AP TERM	4430	\$ 7,320,951.00	64	PCC Restoration	100
2019	TW J	750	\$ 439,016.00	65	PCC Restoration	100
2020	AP GA	5110	\$ 4,990,828.00	64	Mill and Overlay	100
2020	TW H	555	\$ 2,656,215.00	65	PCC Restoration	100
2020	TW J	760	\$ 453,856.00	65	PCC Restoration	100
2020	TW P	640	\$ 1,269,231.00	65	PCC Restoration	100
2023	TW B	890	\$ 372,765.00	64	PCC Restoration	100
2023	TW C	1480	\$ 553,173.00	64	PCC Restoration	100
2023	TW J	755	\$ 299,274.00	64	PCC Restoration	100
2024	TW A	125	\$ 3,214,635.00	64	PCC Restoration	100
Total =			\$ 38,650,273.00			

* Costs are adjusted for inflation at 3%

LCQ – 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	6207	\$219,321.09	63	Mill and Overlay	100
2014	RW 5-23	6205	\$2,399,999.09	56	Mill and Overlay	100
2014	RW 10-28	6120	\$212,499.99	61	Mill and Overlay	100
2014	RW 10-28	6115	\$424,999.98	60	Mill and Overlay	100
2014	RW 10-28	6114	\$1,829,999.91	60	Mill and Overlay	100
2014	RW 10-28	6105	\$5,747,000.13	63	Mill and Overlay	100
2014	AP RW10-28	5105	\$43,544.50	58	Mill and Overlay	100
2014	AP E	4250	\$320,114.08	53	Mill and Overlay	100
2014	AP E	4235	\$838,196.36	56	Mill and Overlay	100
2014	AP E	4230	\$911,079.16	51	Mill and Overlay	100
2014	AP E	4228	\$405,000.10	9	Reconstruction	100
2014	AP E	4220	\$378,971.78	58	Mill and Overlay	100
2014	AP E	4215	\$1,010,583.95	51	Mill and Overlay	100
2014	AP E	4212	\$284,634.59	63	Mill and Overlay	100
2014	AP E	4210	\$374,011.58	55	Mill and Overlay	100
2014	AP E	4205	\$1,097,643.15	60	Mill and Overlay	100
2014	AP NW	4125	\$279,168.39	58	Mill and Overlay	100
2014	AP NW	4115	\$340,125.18	63	Mill and Overlay	100
2014	TW D	410	\$133,166.69	54	Mill and Overlay	100
2014	TW D	405	\$1,034,723.45	53	Mill and Overlay	100
2014	TW C	305	\$307,298.27	46	Mill and Overlay	100
2014	TW B	220	\$2,475,132.68	51	Mill and Overlay	100
2014	TW B	210	\$1,784,498.42	47	Mill and Overlay	100
2014	TW B	202	\$296,503.69	49	Mill and Overlay	100
2014	TW A	130	\$378,127.89	23	Reconstruction	100
2014	TW A	125	\$102,058.90	63	Mill and Overlay	100
2014	TW A	120	\$156,178.69	63	Mill and Overlay	100
2014	TW A	109	\$146,651.89	53	Mill and Overlay	100
2014	TW A	105	\$1,987,018.71	61	Mill and Overlay	100
2016	RW 10-28	6116	\$970,723.45	64	Mill and Overlay	100
2018	RW 5-23	6209	\$249,296.93	64	Mill and Overlay	100
2018	RW 10-28	6110	\$3,234,149.64	64	Mill and Overlay	100
2019	TW B	215	\$181,385.69	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
2020	AP RW10-28	5125	\$709,790.86	64	Mill and Overlay	100
Total =			\$31,263,598.86			

* Costs are adjusted for inflation at 3%



VQQ – 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 9L-27R	6420	\$ 4,088,741.17	46	Mill and Overlay	100
2014	RW 9L-27R	6415	\$ 4,107,991.70	41	Mill and Overlay	100
2014	RW 9L-27R	6414	\$ 564,999.97	62	Mill and Overlay	100
2014	RW 18R-36L	6120	\$ 6,585,118.40	46	Mill and Overlay	100
2014	RW 18R-36L	6115	\$ 7,401,119.59	43	Mill and Overlay	100
2014	AP N RFUEL	5140	\$ 221,149.99	61	PCC Restoration	100
2014	AP W RFUEL	5055	\$ 195,150.05	33	Reconstruction	100
2014	AP W RFUEL	5020	\$ 221,349.99	57	PCC Restoration	100
2014	AP W	4255	\$ 299,250.07	2	Reconstruction	100
2014	AP W	4235	\$ 205,950.05	15	Reconstruction	100
2014	AP W	4230	\$ 393,750.09	11	Reconstruction	100
2014	AP W	4225	\$ 525,000.12	16	Reconstruction	100
2014	AP N	4110	\$ 2,906,249.86	59	PCC Restoration	100
2014	TW C	315	\$ 666,855.16	37	Reconstruction	100
2019	RW 18L-36R	6225	\$ 581,955.56	64	PCC Restoration	100
2019	AP W	4205	\$ 1,932,880.76	64	PCC Restoration	100
2020	AP N RFUEL	5135	\$ 264,064.65	64	PCC Restoration	100
2020	TW A3	710	\$ 49,959.15	64	Mill and Overlay	100
2020	TW A3	708	\$ 90,843.49	64	Mill and Overlay	100
2020	TW A3	707	\$ 90,843.49	64	Mill and Overlay	100
2020	TW A2	610	\$ 49,959.15	64	Mill and Overlay	100
2020	TW A1	520	\$ 747,596.11	64	PCC Restoration	100
2020	TW D	420	\$ 380,604.15	65	Mill and Overlay	100
2021	RW 9R-27L	6340	\$ 596,488.80	64	PCC Restoration	100
2021	RW 18R-36L	6125	\$ 368,962.14	64	PCC Restoration	100
2021	AP N	4132	\$ 521,159.03	64	PCC Restoration	100
2022	AP N RFUEL	5125	\$ 280,146.19	64	PCC Restoration	100
2022	AP W RFUEL	5010	\$ 280,399.54	64	PCC Restoration	100
2022	AP W	4260	\$ 641,150.31	64	PCC Restoration	100
2022	AP W	4250	\$ 3,655,695.60	64	PCC Restoration	100
2022	AP W	4245	\$ 2,345,982.07	64	PCC Restoration	100
2022	AP N	4150	\$ 1,331,045.93	64	PCC Restoration	100
2022	AP N	4140	\$ 1,300,820.80	64	PCC Restoration	100



Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2022	AP N	4105	\$ 2,180,491.24	64	PCC Restoration	100
2022	TW B2	1215	\$ 310,637.34	64	PCC Restoration	100
2022	TW B1	1115	\$ 380,031.01	64	PCC Restoration	100
2022	TW A1	515	\$ 851,978.85	64	PCC Restoration	100
2022	TW C	310	\$ 1,726,860.89	64	PCC Restoration	100
2022	TW A	105	\$ 853,562.31	64	PCC Restoration	100
2023	RW 9L-27R	6410	\$ 652,386.56	64	PCC Restoration	100
2023	RW 9L-27R	6405	\$ 652,386.56	65	PCC Restoration	100
2023	RW 18L-36R	6205	\$ 652,386.56	64	PCC Restoration	100
2023	AP N RFUEL	5130	\$ 288,550.58	64	PCC Restoration	100
2023	AP W	4210	\$ 3,046,906.20	65	PCC Restoration	100
2023	AP N	4120	\$ 5,103,293.87	63	PCC Restoration	100
2023	TW B3	1405	\$ 765,471.25	63	PCC Restoration	100
2023	TW B1	1110	\$ 1,009,516.01	64	PCC Restoration	100
2023	TW A5	1005	\$ 2,168,715.60	63	PCC Restoration	100
2023	TW A4	805	\$ 752,358.28	64	PCC Restoration	100
Total =			\$65,288,766.24			

* Costs are adjusted for inflation at 3%

X60 – 10-YEAR MAJOR REHABILITATION NEEDS

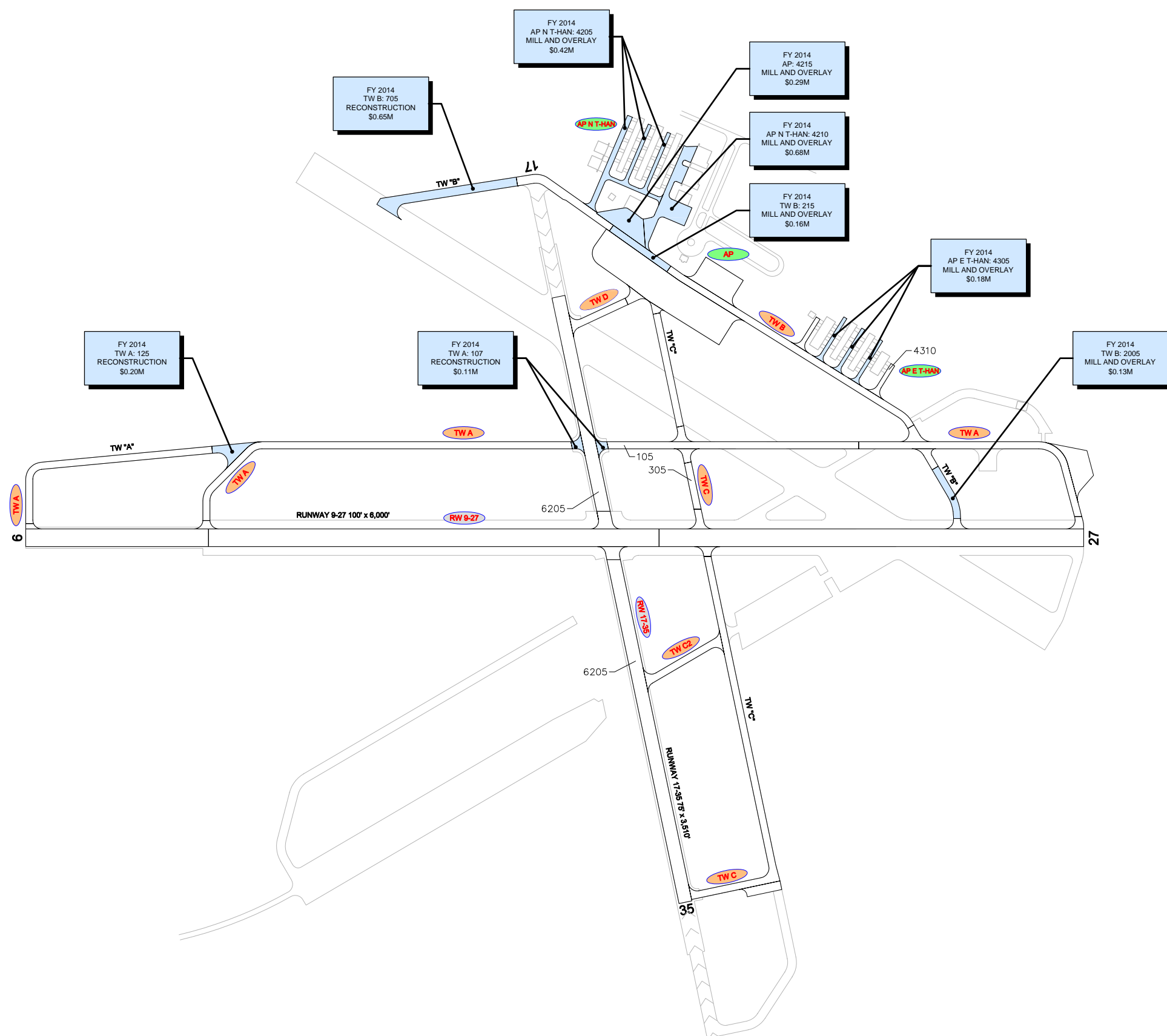
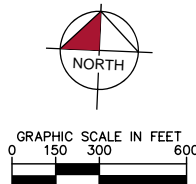
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP T-HANG	4315	\$ 39,000.00	55	Mill and Overlay	100
2015	AP T-HANG	4316	\$ 43,005.00	28	Reconstruction	100
2015	RW 14-32	6205	\$ 370,305.00	40	PCC Restoration	100
2015	RW 14-32	6235	\$ 247,690.00	57	PCC Restoration	100
2015	RW 5-23	6112	\$ 153,675.00	50	Mill and Overlay	100
2015	TW F	550	\$ 1,932,555.00	10	Reconstruction	100
2015	TW F	555	\$ 152,775.00	43	PCC Restoration	100
2015	TW G	450	\$ 1,417,095.00	10	Reconstruction	100
2017	AP T-HANG	4325	\$ 231,234.00	65	Mill and Overlay	100
2018	AP	4105	\$ 1,161,033.00	65	Mill and Overlay	100
Total =			\$ 5,748,367.00			

* Costs are adjusted for inflation at 3%

Table excludes all pavements composed of 'Whitotopping Pavement' as it is a unique pavement type that is not addressed by the ASTM D 5340-12. Pavement Condition Index determined for 'Whitotopping Pavements' are based on a different methodology and therefore is analyzed separate from the remaining airfield pavements.

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"

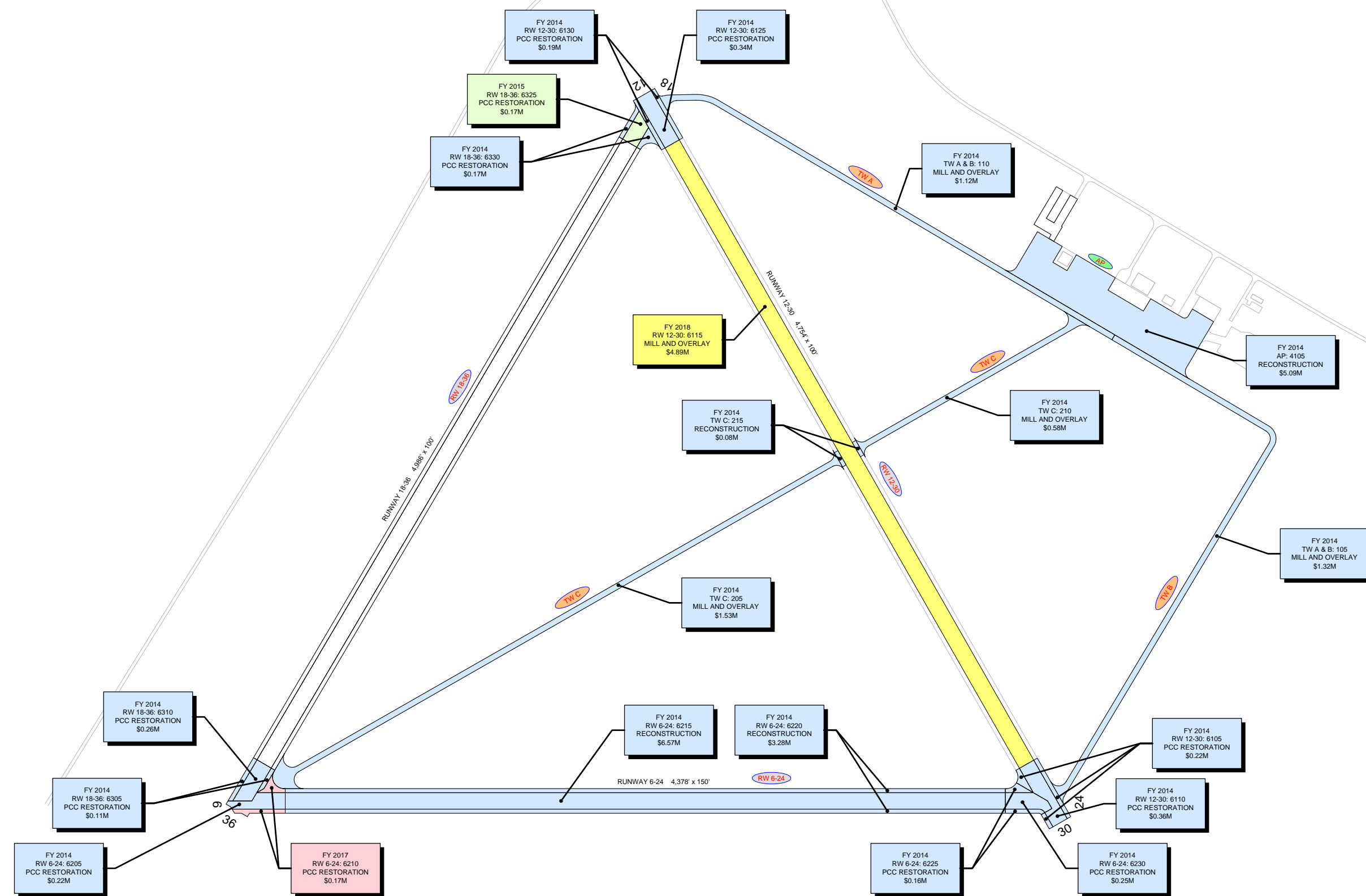
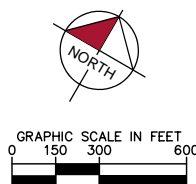
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NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013
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AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
PALATKA MUNICIPAL - LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



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"

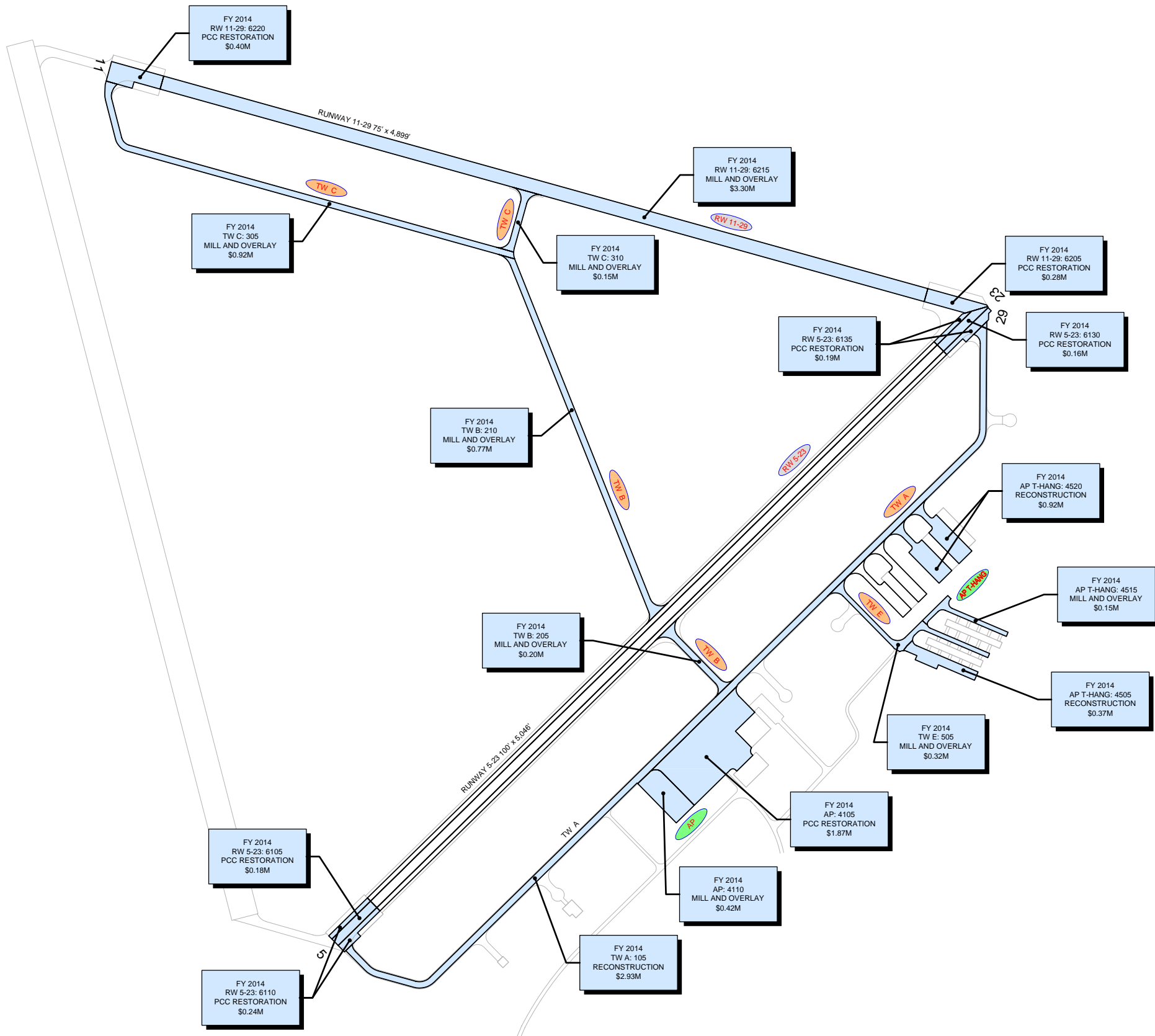
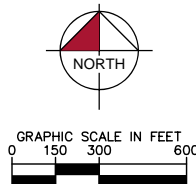
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2013
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AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
PERRY-FOLEY AIRPORT
TAYLOR COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



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"

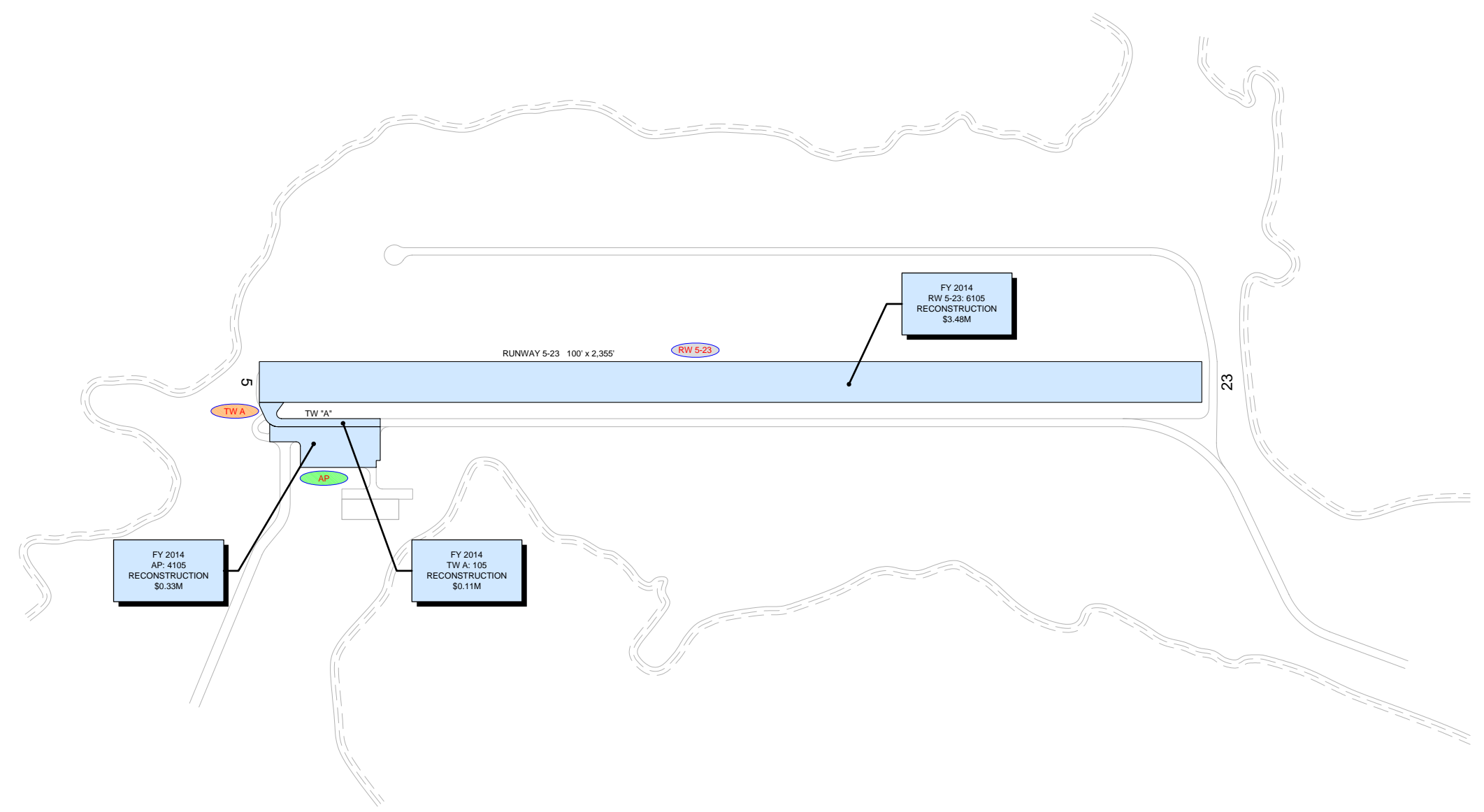
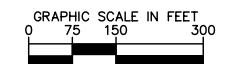
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NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2013
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AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
KEYSTONE AIRPARK
CLAY COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



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.

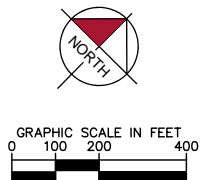
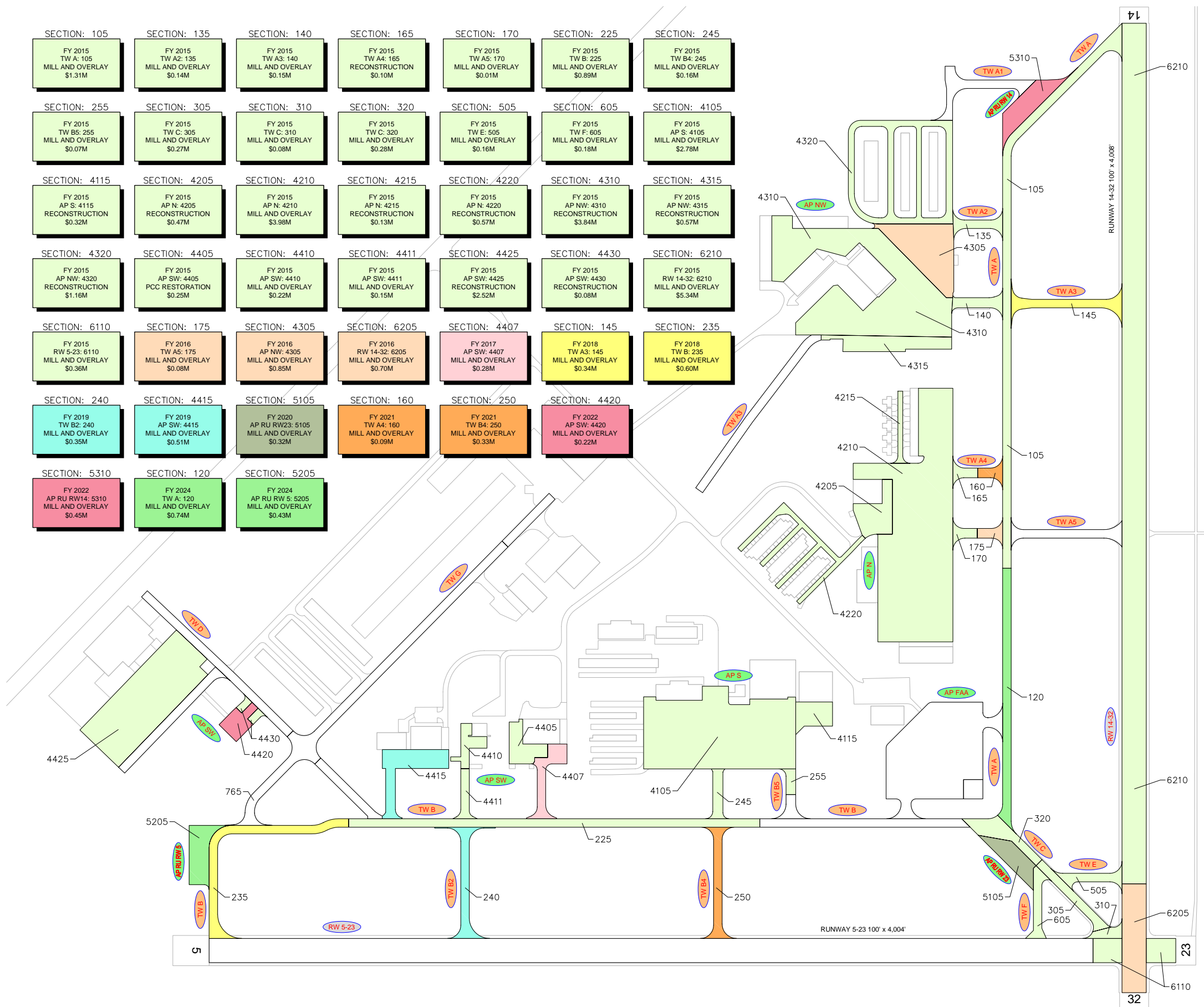
NUMBER	DATE	REVISIONS

DESIGNED:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:	2013
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AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
GEORGE T. LEWIS AIRPORT
LEVY COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

SECTION: 105 FY 2015 TW A: 105 MILL AND OVERLAY \$1.31M	SECTION: 135 FY 2015 TW A2: 135 MILL AND OVERLAY \$0.14M	SECTION: 140 FY 2015 TW A3: 140 MILL AND OVERLAY \$0.15M	SECTION: 165 FY 2015 TW A4: 165 RECONSTRUCTION \$0.10M	SECTION: 170 FY 2015 TW A5: 170 MILL AND OVERLAY \$0.01M	SECTION: 225 FY 2015 TW B: 225 MILL AND OVERLAY \$0.89M	SECTION: 245 FY 2015 TW B4: 245 MILL AND OVERLAY \$0.16M
SECTION: 255 FY 2015 TW B5: 255 MILL AND OVERLAY \$0.07M	SECTION: 305 FY 2015 TW C: 305 MILL AND OVERLAY \$0.27M	SECTION: 310 FY 2015 TW C: 310 MILL AND OVERLAY \$0.08M	SECTION: 320 FY 2015 TW C: 320 MILL AND OVERLAY \$0.28M	SECTION: 505 FY 2015 TW E: 505 MILL AND OVERLAY \$0.16M	SECTION: 605 FY 2015 TW F: 605 MILL AND OVERLAY \$0.18M	SECTION: 4105 FY 2015 AP S: 4105 MILL AND OVERLAY \$2.78M
SECTION: 4115 FY 2015 AP S: 4115 RECONSTRUCTION \$0.32M	SECTION: 4205 FY 2015 AP N: 4205 RECONSTRUCTION \$0.47M	SECTION: 4210 FY 2015 AP N: 4210 MILL AND OVERLAY \$3.98M	SECTION: 4215 FY 2015 AP N: 4215 RECONSTRUCTION \$0.13M	SECTION: 4220 FY 2015 AP NW: 4220 RECONSTRUCTION \$0.57M	SECTION: 4310 FY 2015 AP NW: 4310 RECONSTRUCTION \$3.84M	SECTION: 4315 FY 2015 AP NW: 4315 RECONSTRUCTION \$0.57M
SECTION: 4320 FY 2015 AP NW: 4320 RECONSTRUCTION \$1.16M	SECTION: 4405 FY 2015 AP SW: 4405 PCC RESTORATION \$0.25M	SECTION: 4410 FY 2015 AP SW: 4410 MILL AND OVERLAY \$0.22M	SECTION: 4411 FY 2015 AP SW: 4411 MILL AND OVERLAY \$0.15M	SECTION: 4425 FY 2015 AP SW: 4425 RECONSTRUCTION \$2.52M	SECTION: 4430 FY 2015 AP SW: 4430 RECONSTRUCTION \$0.08M	SECTION: 6210 FY 2015 RW 14-32: 6210 MILL AND OVERLAY \$5.34M
SECTION: 6110 FY 2015 RW 5-23: 6110 MILL AND OVERLAY \$0.36M	SECTION: 175 FY 2016 TW A5: 175 MILL AND OVERLAY \$0.08M	SECTION: 4305 FY 2016 AP NW: 4305 MILL AND OVERLAY \$0.85M	SECTION: 6205 FY 2016 RW 14-32: 6205 MILL AND OVERLAY \$0.70M	SECTION: 4407 FY 2017 TW SW: 4407 MILL AND OVERLAY \$0.28M	SECTION: 145 FY 2018 TW A3: 145 MILL AND OVERLAY \$0.34M	SECTION: 235 FY 2018 TW B: 235 MILL AND OVERLAY \$0.60M
SECTION: 240 FY 2019 TW B2: 240 MILL AND OVERLAY \$0.35M	SECTION: 4415 FY 2019 AP SW: 4415 MILL AND OVERLAY \$0.51M	SECTION: 5105 FY 2020 AP RU RW23: 5105 MILL AND OVERLAY \$0.32M	SECTION: 160 FY 2021 TW A4: 160 MILL AND OVERLAY \$0.09M	SECTION: 250 FY 2021 TW B4: 250 MILL AND OVERLAY \$0.33M	SECTION: 4420 FY 2022 AP SW: 4420 MILL AND OVERLAY \$0.22M	
SECTION: 5310 FY 2022 AP RU RW14: 5310 MILL AND OVERLAY \$0.45M	SECTION: 120 FY 2024 TW A: 120 MILL AND OVERLAY \$0.74M	SECTION: 5205 FY 2024 AP RU RW 5: 5205 MILL AND OVERLAY \$0.43M				



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

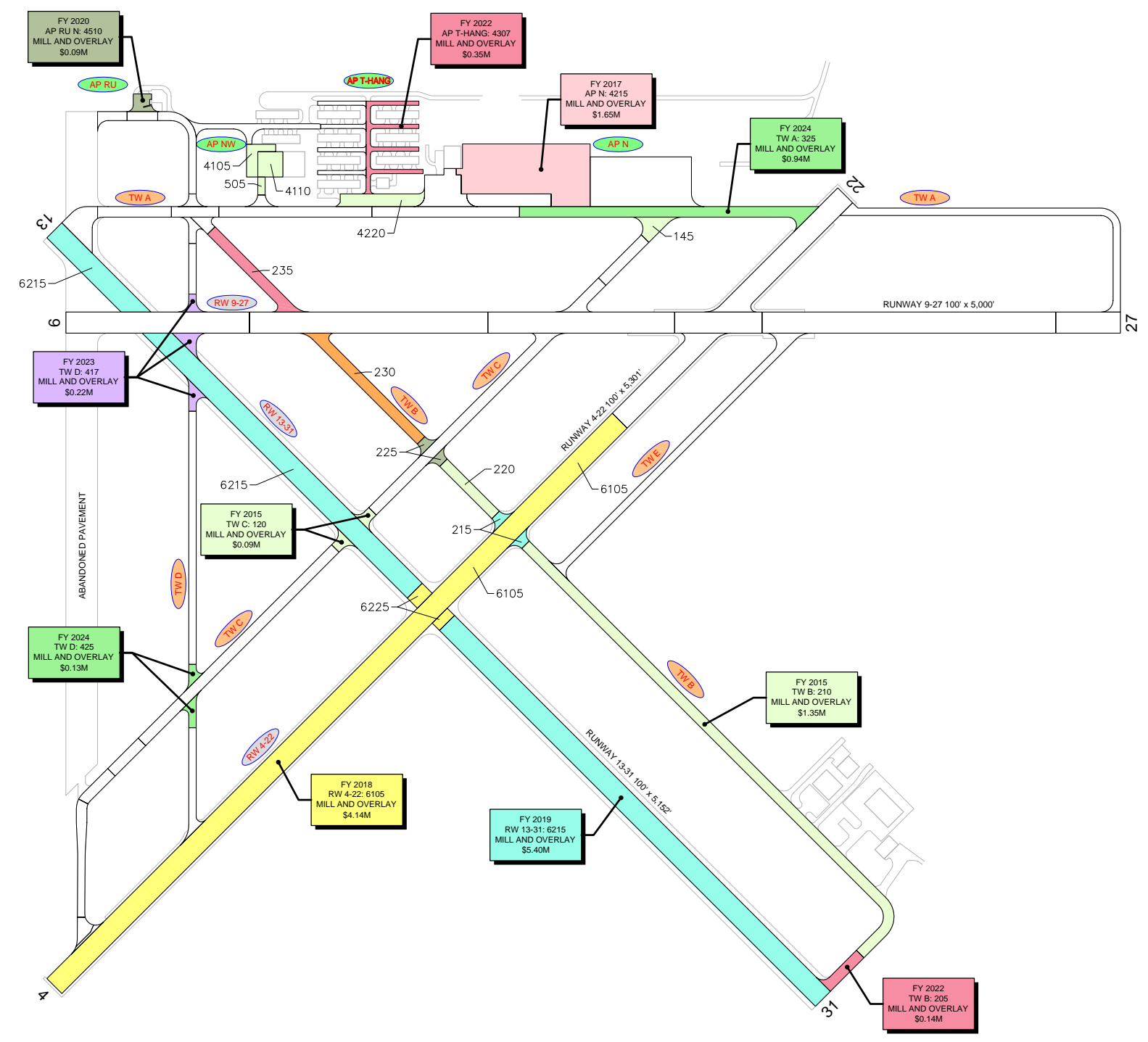
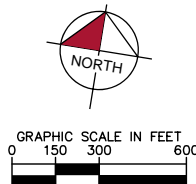
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"REHAB ACTIVITY"
"EST. COST"

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





SECTION: 145 FY 2015 TW C: 145 RECONSTRUCTION \$0.17M	SECTION: 220 FY 2015 TW B: 220 MILL AND OVERLAY \$0.18M	SECTION: 505 FY 2015 TW NW AP: 505 MILL AND OVERLAY \$0.03M	SECTION: 4105 FY 2015 AP NW: 4105 MILL AND OVERLAY \$0.16M
SECTION: 4110 FY 2015 AP NW: 4110 MILL AND OVERLAY \$0.15M	SECTION: 4220 FY 2015 AP N: 4220 RECONSTRUCTION \$0.36M	SECTION: 6225 FY 2018 RW 13-31: 6225 MILL AND OVERLAY \$0.13M	SECTION: 215 FY 2019 TW B: 215 MILL AND OVERLAY \$0.08M
SECTION: 225 FY 2020 TW B: 225 MILL AND OVERLAY \$0.08M	SECTION: 230 FY 2021 TW B: 230 MILL AND OVERLAY \$0.44M	SECTION: 235 FY 2022 TW B: 235 MILL AND OVERLAY \$0.35M	

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"

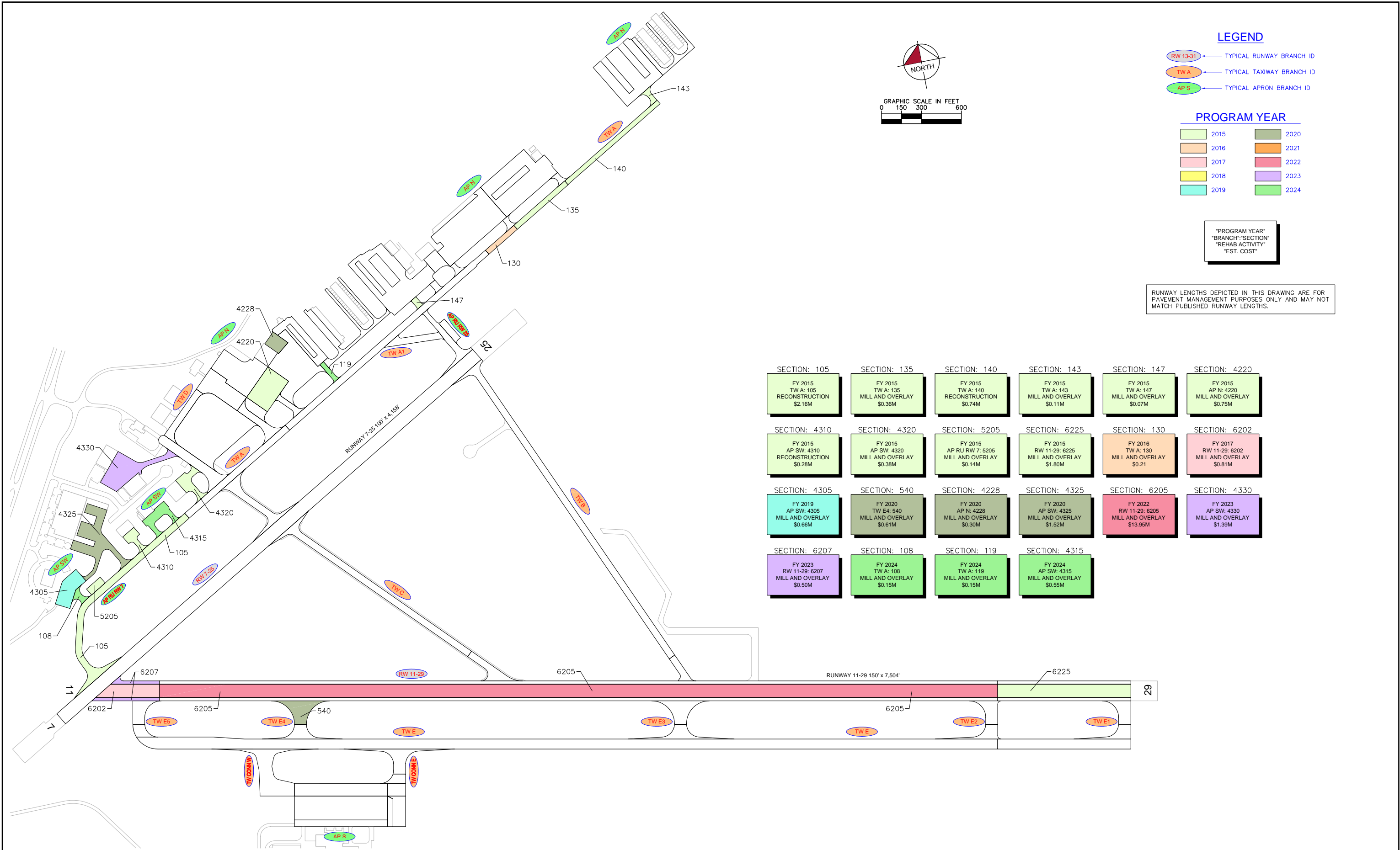
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

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NUMBER	DATE	REVISIONS

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

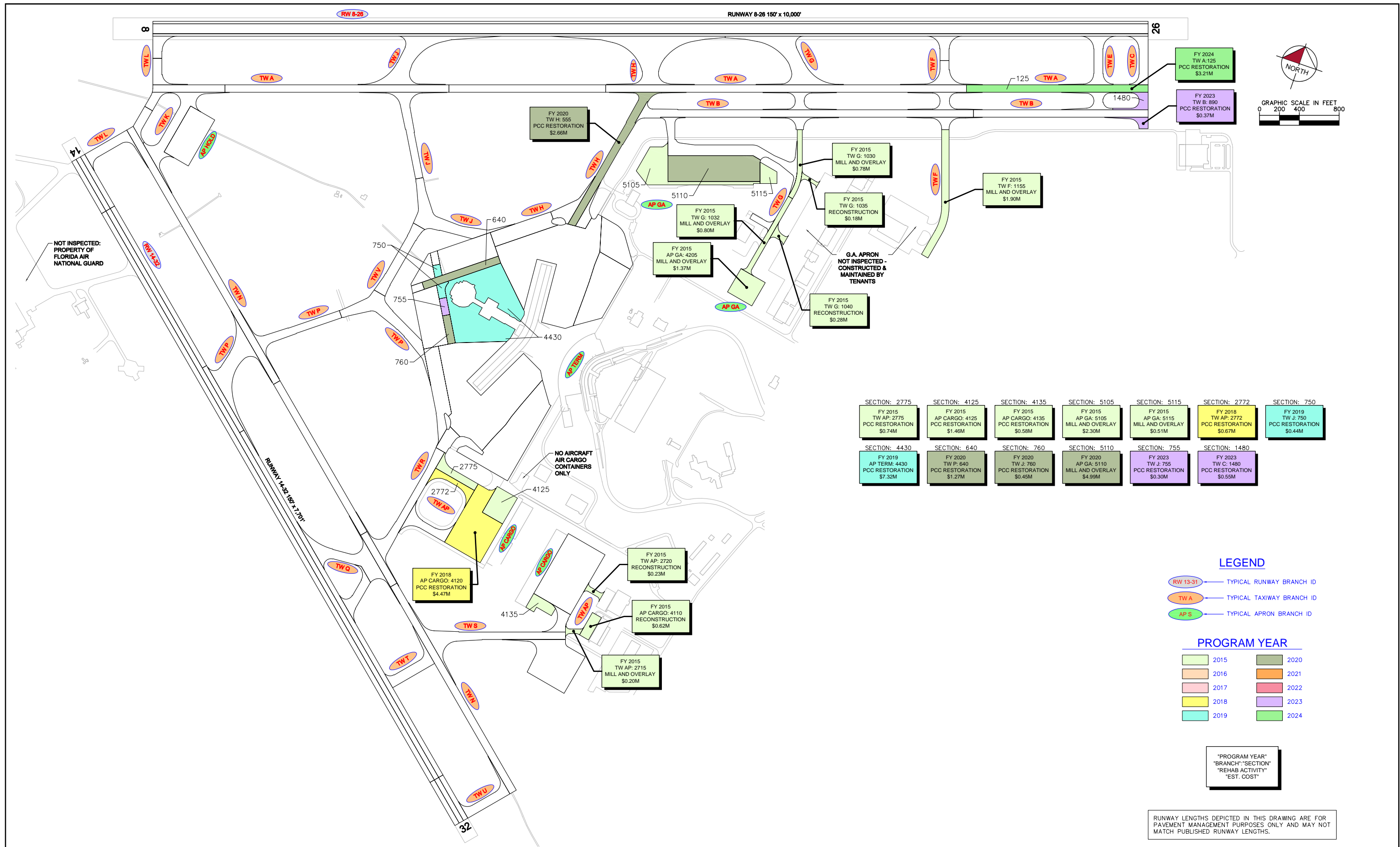
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SECTION: 105 FY 2015 TW A: 105 RECONSTRUCTION \$2.16M	SECTION: 135 FY 2015 TW A: 135 MILL AND OVERLAY \$0.36M	SECTION: 140 FY 2015 TW A: 140 RECONSTRUCTION \$0.74M	SECTION: 143 FY 2015 TW A: 143 MILL AND OVERLAY \$0.11M	SECTION: 147 FY 2015 TW A: 147 MILL AND OVERLAY \$0.07M	SECTION: 4220 FY 2015 AP N: 4220 MILL AND OVERLAY \$0.75M
SECTION: 4310 FY 2015 AP SW: 4310 RECONSTRUCTION \$0.28M	SECTION: 4320 FY 2015 AP SW: 4320 MILL AND OVERLAY \$0.38M	SECTION: 5205 FY 2015 AP RU RW 7: 5205 MILL AND OVERLAY \$0.14M	SECTION: 6225 FY 2015 RW 11-29: 6225 MILL AND OVERLAY \$1.80M	SECTION: 130 FY 2016 TW A: 130 MILL AND OVERLAY \$0.21	SECTION: 6202 FY 2017 RW 11-29: 6202 MILL AND OVERLAY \$0.81M
SECTION: 4305 FY 2019 AP SW: 4305 MILL AND OVERLAY \$0.66M	SECTION: 540 FY 2020 TW E4: 540 MILL AND OVERLAY \$0.61M	SECTION: 4228 FY 2020 AP N: 4228 MILL AND OVERLAY \$0.30M	SECTION: 4325 FY 2020 AP SW: 4325 MILL AND OVERLAY \$1.52M	SECTION: 6205 FY 2022 RW 11-29: 6205 MILL AND OVERLAY \$13.95M	SECTION: 4330 FY 2023 AP SW: 4330 MILL AND OVERLAY \$1.39M
SECTION: 6207 FY 2023 RW 11-29: 6207 MILL AND OVERLAY \$0.50M	SECTION: 108 FY 2024 TW A: 108 MILL AND OVERLAY \$0.15M	SECTION: 119 FY 2024 TW A: 119 MILL AND OVERLAY \$0.15M	SECTION: 4315 FY 2024 AP SW: 4315 MILL AND OVERLAY \$0.55M		

NUMBER	DATE	REVISIONS

DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015
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SECTION: 2775 FY 2015 TW AP: 2775 PCC RESTORATION \$0.74M	SECTION: 4125 FY 2015 AP CARGO: 4125 PCC RESTORATION \$1.46M	SECTION: 4135 FY 2015 AP CARGO: 4135 PCC RESTORATION \$0.58M	SECTION: 5105 FY 2015 AP GA: 5105 MILL AND OVERLAY \$2.30M	SECTION: 5115 FY 2015 AP GA: 5115 MILL AND OVERLAY \$0.51M	SECTION: 2772 FY 2018 TW AP: 2772 PCC RESTORATION \$0.67M	SECTION: 750 FY 2019 TW J: 750 PCC RESTORATION \$0.44M
SECTION: 4430 FY 2019 AP TERM: 4430 PCC RESTORATION \$7.32M	SECTION: 640 FY 2020 TW P: 640 PCC RESTORATION \$1.27M	SECTION: 760 FY 2020 TW J: 760 PCC RESTORATION \$0.45M	SECTION: 5110 FY 2020 AP GA: 5110 MILL AND OVERLAY \$4.99M	SECTION: 755 FY 2023 TW J: 755 PCC RESTORATION \$0.30M	SECTION: 1480 FY 2023 TW C: 1480 PCC RESTORATION \$0.55M	

- LEGEND**
- RW 13-31 TYPICAL RUNWAY BRANCH ID
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 - AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

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

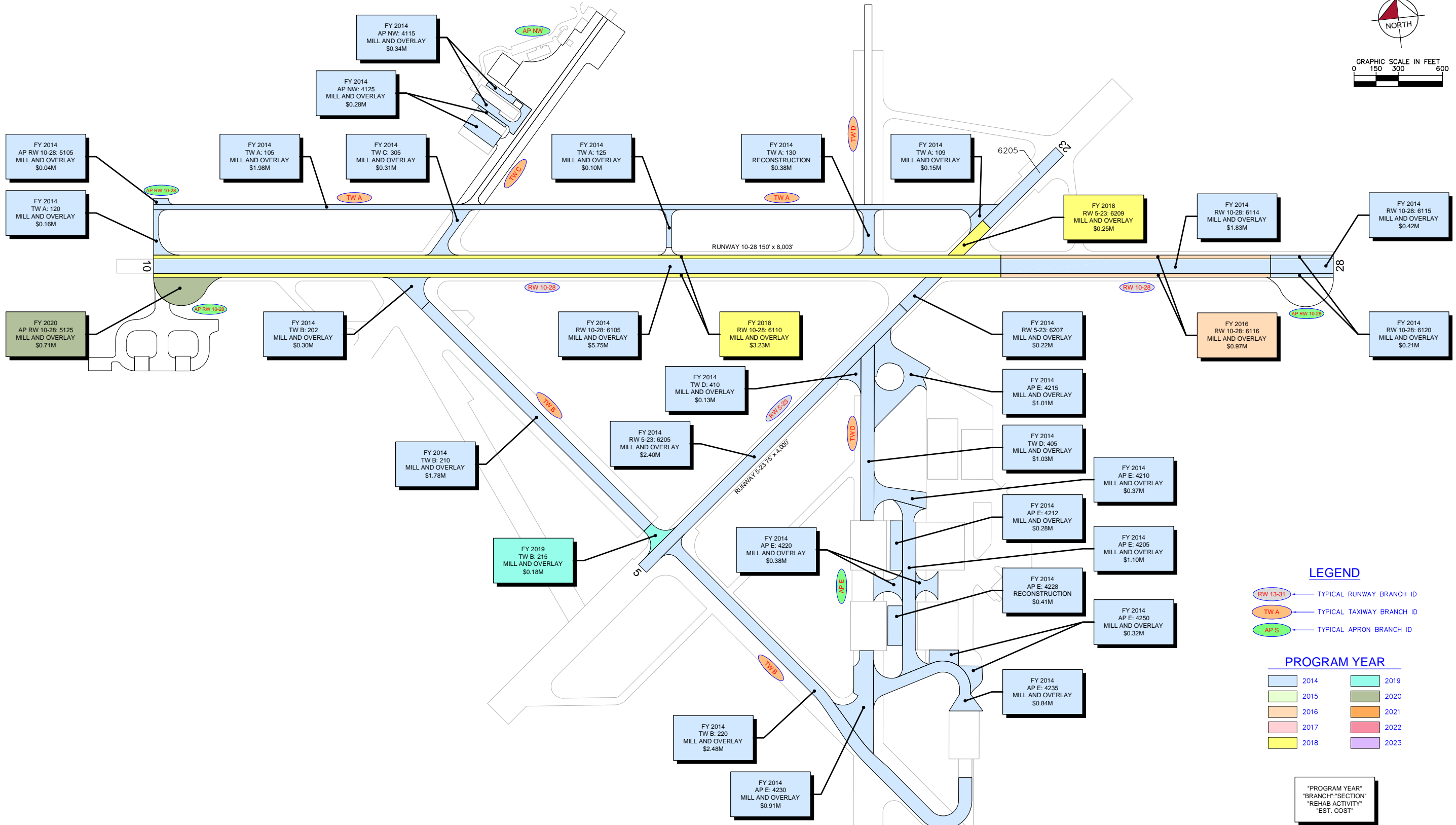
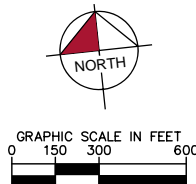
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AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
JACKSONVILLE INTERNATIONAL AIRPORT
 DUVAL COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



- 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"

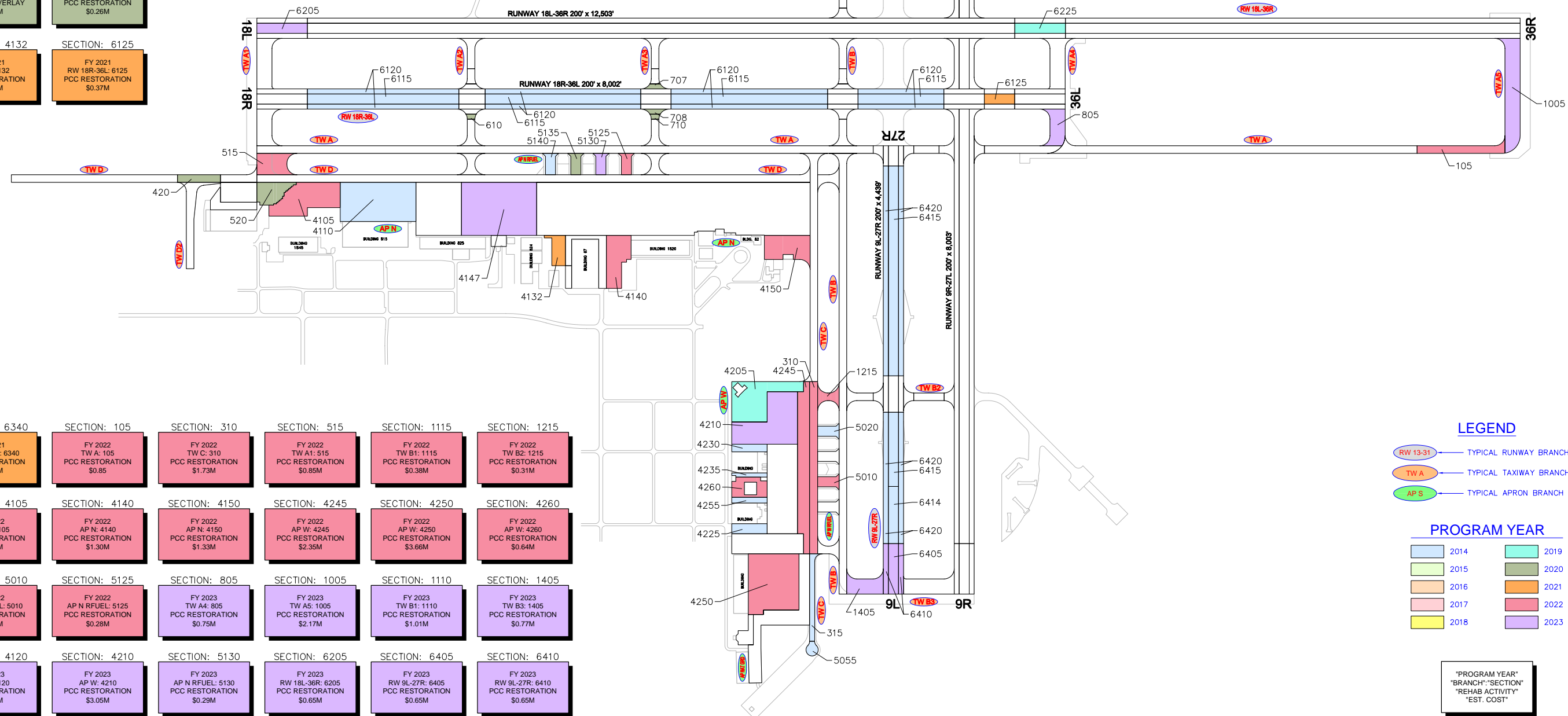
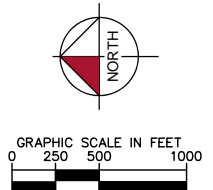
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NUMBER	DATE	REVISIONS

DESIGNED	DRAWN	CHECKED	DATE
KHA	KHA	KHA	2013



SECTION: 315 FY 2014 TW C: 315 RECONSTRUCTION \$0.67M	SECTION: 4110 FY 2014 AP N: 4110 PCC RESTORATION \$2.91M	SECTION: 4225 FY 2014 AP W: 4225 RECONSTRUCTION \$0.53M	SECTION: 4230 FY 2014 AP W: 4230 RECONSTRUCTION \$0.39M	SECTION: 4235 FY 2014 AP W: 4235 RECONSTRUCTION \$0.21M	SECTION: 4255 FY 2014 AP W: 4255 RECONSTRUCTION \$0.30M	SECTION: 5020 FY 2014 AP W RFUEL: 5020 PCC RESTORATION \$0.22M
SECTION: 5055 FY 2014 AP W RFUEL: 5055 RECONSTRUCTION \$0.20M	SECTION: 5140 FY 2014 AP N RFUEL: 5140 PCC RESTORATION \$0.22M	SECTION: 6115 FY 2014 RW 18R-36L: 6115 MILL AND OVERLAY \$7.40M	SECTION: 6120 FY 2014 RW 18R-36L: 6120 MILL AND OVERLAY \$6.59M	SECTION: 6414 FY 2014 RW 9L-27R: 6414 MILL AND OVERLAY \$0.56M	SECTION: 6415 FY 2014 RW 9L-27R: 6415 MILL AND OVERLAY \$4.11M	SECTION: 6420 FY 2014 RW 9L-27R: 6420 MILL AND OVERLAY \$4.09M
SECTION: 4205 FY 2019 AP W: 4205 PCC RESTORATION \$1.93M	SECTION: 6225 FY 2019 RW 18L-36R: 6225 PCC RESTORATION \$0.58M	SECTION: 420 FY 2020 TW D: 420 MILL AND OVERLAY \$0.38M	SECTION: 520 FY 2020 TW A1: 520 PCC RESTORATION \$0.75M	SECTION: 610 FY 2020 TW A2: 610 MILL AND OVERLAY \$0.05M	SECTION: 707 FY 2020 TW A3: 707 MILL AND OVERLAY \$0.09M	SECTION: 708 FY 2020 TW A3: 708 MILL AND OVERLAY \$0.09M
SECTION: 710 FY 2020 TW A3: 710 MILL AND OVERLAY \$0.05M	SECTION: 5135 FY 2020 AP N RFUEL: 5135 PCC RESTORATION \$0.26M					
SECTION: 4132 FY 2021 AP N: 4132 PCC RESTORATION \$0.52M	SECTION: 6125 FY 2021 RW 18R-36L: 6125 PCC RESTORATION \$0.37M					



SECTION: 6340 FY 2021 RW 9R-27L: 6340 PCC RESTORATION \$0.60M	SECTION: 105 FY 2022 TW A: 105 PCC RESTORATION \$0.85	SECTION: 310 FY 2022 TW C: 310 PCC RESTORATION \$1.73M	SECTION: 515 FY 2022 TW A1: 515 PCC RESTORATION \$0.85M	SECTION: 1115 FY 2022 TW B1: 1115 PCC RESTORATION \$0.38M	SECTION: 1215 FY 2022 TW B2: 1215 PCC RESTORATION \$0.31M
SECTION: 4105 FY 2022 AP N: 4105 PCC RESTORATION \$2.18M	SECTION: 4140 FY 2022 AP N: 4140 PCC RESTORATION \$1.30M	SECTION: 4150 FY 2022 AP N: 4150 PCC RESTORATION \$1.33M	SECTION: 4245 FY 2022 AP W: 4245 PCC RESTORATION \$2.35M	SECTION: 4250 FY 2022 AP W: 4250 PCC RESTORATION \$3.66M	SECTION: 4260 FY 2022 AP W: 4260 PCC RESTORATION \$0.64M
SECTION: 5010 FY 2022 AP W RFUEL: 5010 PCC RESTORATION \$0.28M	SECTION: 5125 FY 2022 AP N RFUEL: 5125 PCC RESTORATION \$0.28M	SECTION: 805 FY 2023 TW A4: 805 PCC RESTORATION \$0.75M	SECTION: 1005 FY 2023 TW A5: 1005 PCC RESTORATION \$2.17M	SECTION: 1110 FY 2023 TW B1: 1110 PCC RESTORATION \$1.01M	SECTION: 1405 FY 2023 TW B3: 1405 PCC RESTORATION \$0.77M
SECTION: 4120 FY 2023 AP N: 4120 PCC RESTORATION \$5.10M	SECTION: 4210 FY 2023 AP W: 4210 PCC RESTORATION \$3.05M	SECTION: 5130 FY 2023 AP N RFUEL: 5130 PCC RESTORATION \$0.29M	SECTION: 6205 FY 2023 RW 18L-36R: 6205 PCC RESTORATION \$0.65M	SECTION: 6405 FY 2023 RW 9L-27R: 6405 PCC RESTORATION \$0.65M	SECTION: 6410 FY 2023 RW 9L-27R: 6410 PCC RESTORATION \$0.65M

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"
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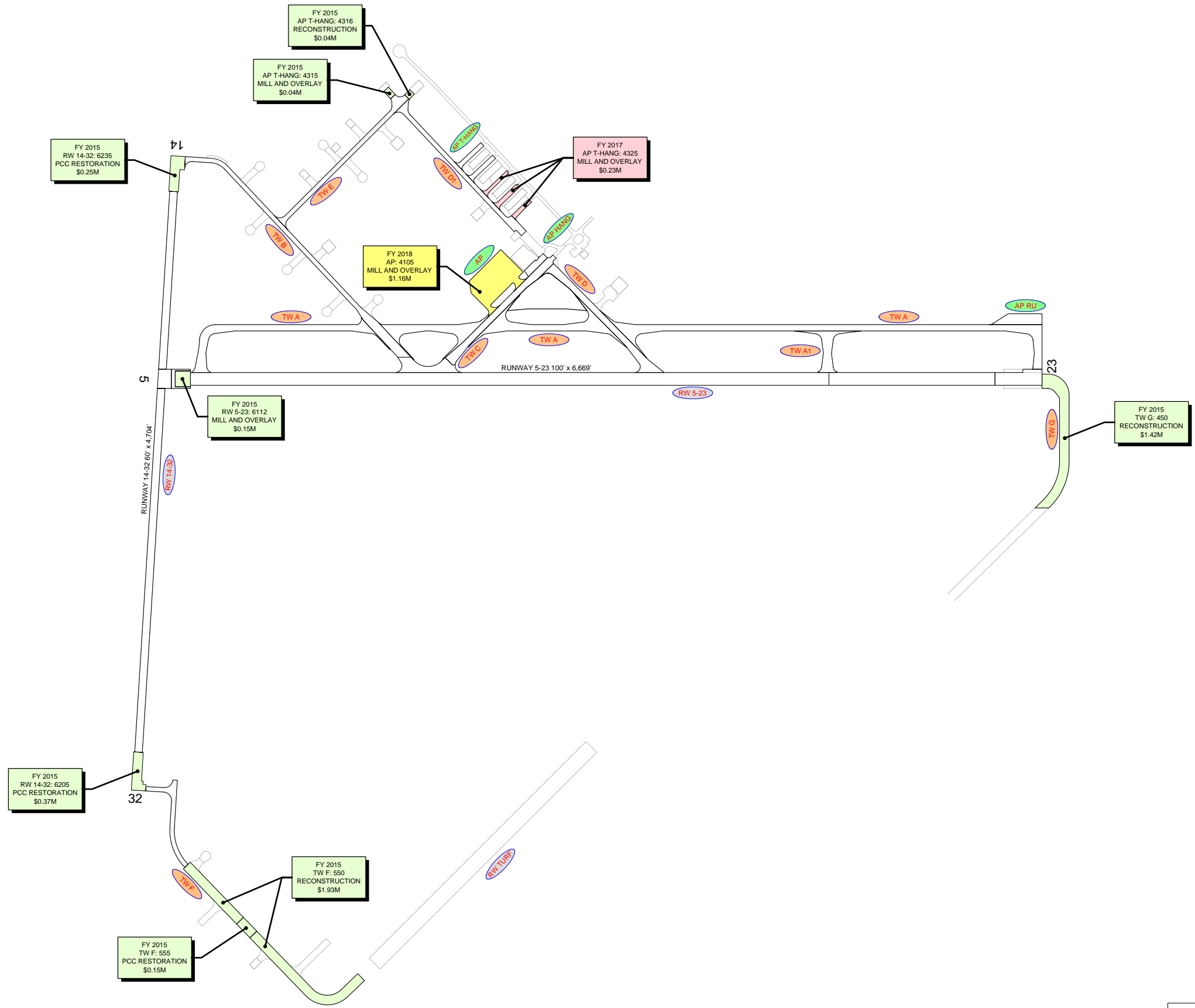
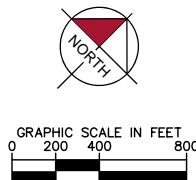
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FLP: May 28, 2013 - 1:24 PM BY: KHA, KH



AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
CECIL AIRPORT
DUVAL COUNTY, FLORIDA
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
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PROGRAM YEAR

- | | | | |
|--|------|--|------|
| | 2015 | | 2020 |
| | 2016 | | 2021 |
| | 2017 | | 2022 |
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"PROGRAM YEAR"
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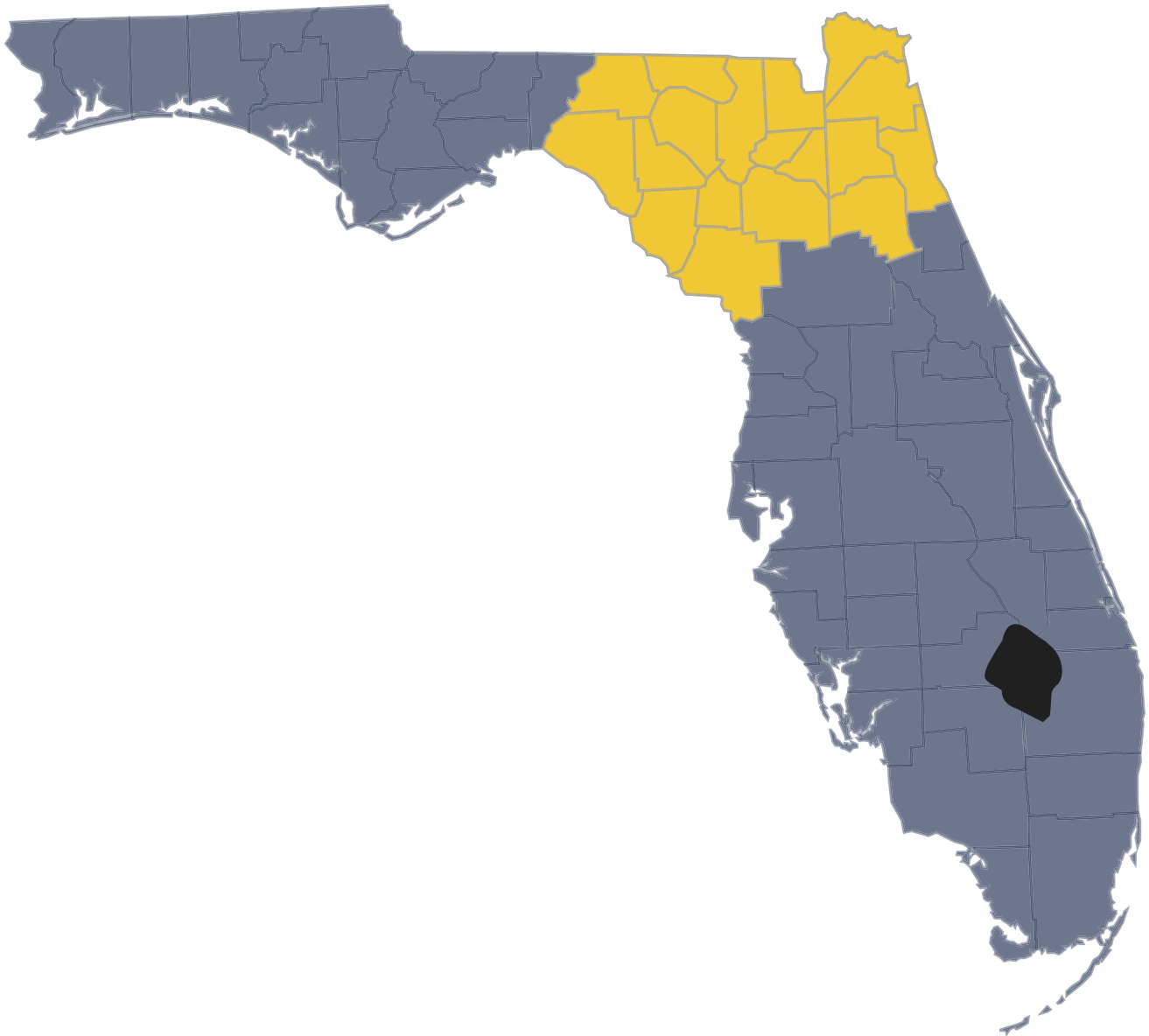
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<small>K:\WP_Airfield\14072022\GAD\PAVEMENTS\10 - WILLISTON MUNICIPAL AIRPORT\EXHIBIT\10-100-REVISED.dwg PLOTED: May 25, 2025 - 11:58 AM BY: BNAW, M1</small>							





FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

