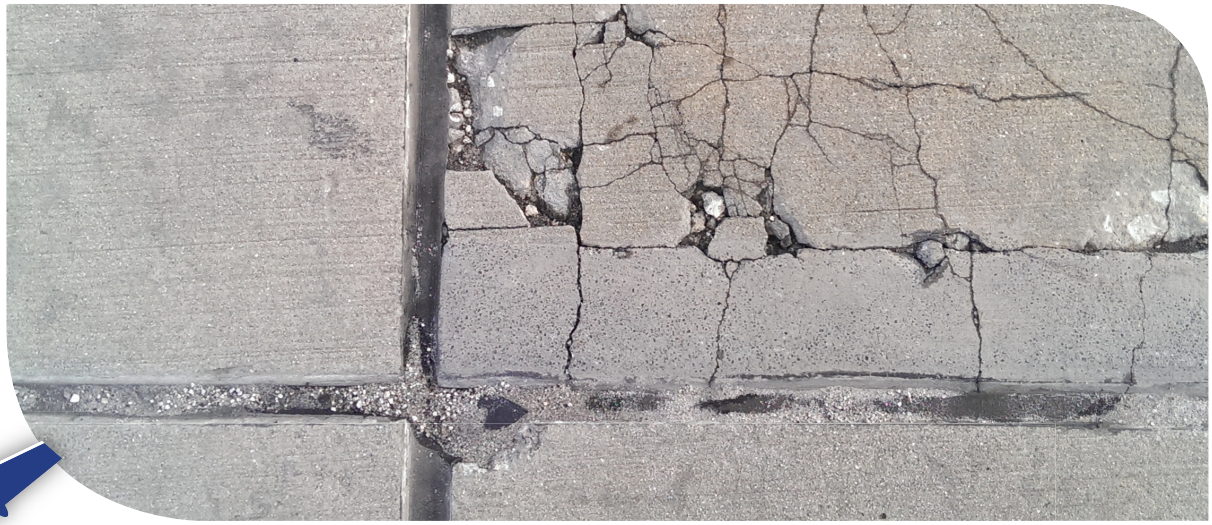
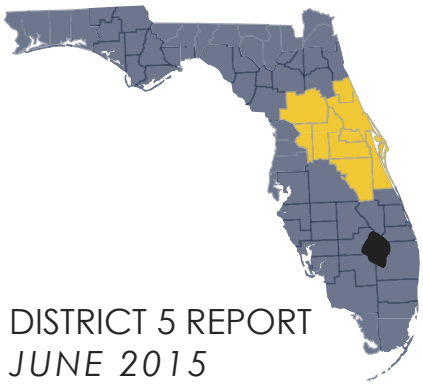
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE





DISTRICT 5 REPORT
JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

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

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EXECUTIVE SUMMARY

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

In 2012, the Florida Department of Transportation Aviation and Spaceport Office selected a Consultant team consisting of Kimley-Horn and Associates, Inc. and their Subconsultants Penuel Consulting, LLC. And Roy D. McQueen and Associates, LTD. To provide services in support to FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal year 2013 through 2015. Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 5.

- COI, Merritt Island Airport
- DAB, Daytona Beach International Airport
- DED, DeLand Municipal – Sidney H. Taylor Field
- EVB, New Smyrna Beach Municipal Airport
- ISM, Kissimmee Gateway Airport
- LEE, Leesburg International Airport
- MLB, Melbourne International Airport
- OCF, Ocala International Airport / Jim Taylor Field
- OMN, Ormond Beach Municipal Airport
- ORL, Orlando Executive Airport
- SFB, Orlando Sanford International Airport
- TIX, Space Coast Regional Airport
- X21, Arthur Dunn Airpark
- X23, Umatilla Municipal Airport
- X35, Marion County Airport
- X59, Valkaria Airport
- XFL, Flagler County Airport

Orlando International Airport (MCO) which is managed by the Greater Orlando Aviation Authority, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program

update. Pierson Municipal Airport (2J8) has a turf runway and did not have pavement facilities that warranted participation in inspection.

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 5's overall area-weighted Pavement Condition Index (PCI) is at a 72.96, 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 5 ranged from 61 (Fair) to 85 (Satisfactory). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport. Table II: Runway Condition Summary by Airport indicates the PCI value for every runway within the District, grouped by Airport. Figure I: Runway Condition graphically depicts the percentage of the District's Runways below the FDOT Minimum PCI of 75 and Figure II: Runway Pavement Condition Comparison to FDOT Minimum PCI conveys the PCI's of the District's runway facilities in comparison to the FDOT Minimum PCI of 75.

Table I: Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
COI	GA	69	FAIR	76	SATISFACTORY	53	POOR	61	FAIR
DAB	PR	81	SATISFACTORY	65	FAIR	56	FAIR	67	FAIR
DED	RL	89	GOOD	86	GOOD	76	SATISFACTORY	83	SATISFACTORY
EVB	RL	71	SATISFACTORY	72	SATISFACTORY	35	VERY POOR	66	FAIR
ISM	RL	87	GOOD	75	SATISFACTORY	61	FAIR	71	SATISFACTORY
LEE	GA	85	SATISFACTORY	87	GOOD	68	FAIR	81	SATISFACTORY
MLB	PR	65	FAIR	80	SATISFACTORY	79	SATISFACTORY	75	SATISFACTORY
OCF	PR	95	GOOD	62	FAIR	74	SATISFACTORY	79	SATISFACTORY
OMN	RL	71	SATISFACTORY	74	SATISFACTORY	58	FAIR	68	FAIR
ORL	RL	76	SATISFACTORY	72	SATISFACTORY	50	POOR	61	FAIR
SFB	PR	82	SATISFACTORY	70	FAIR	79	SATISFACTORY	77	SATISFACTORY
TIX	PR	65	FAIR	77	SATISFACTORY	91	GOOD	77	SATISFACTORY
X21	GA	87	GOOD	89	GOOD	75	SATISFACTORY	83	SATISFACTORY
X23	GA	83	SATISFACTORY	100	GOOD	86	GOOD	85	SATISFACTORY
X35	GA	89	GOOD	55	POOR	75	SATISFACTORY	81	SATISFACTORY
X59	GA	54	POOR	100	GOOD	97	GOOD	76	SATISFACTORY
XFL	GA	52	POOR	63	FAIR	77	SATISFACTORY	62	FAIR
DISTRICT		76	SATISFACTORY	73	SATISFACTORY	69	FAIR	72	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
COI	GA	RW 11-29	RUNWAY 11-29	3,601	75	69	FAIR	X
DAB	PR	RW 16-34	RUNWAY 16-34	6,001	150	66	FAIR	X
DAB	PR	RW 7R-25L	RUNWAY 7R-25L	3,195	100	54	POOR	X
DAB	PR	RW 7L-25R	RUNWAY 7L-25R	10,500	150	94	GOOD	
DED	RL	RW 12-30	RUNWAY 12-30	6,001	100	100	GOOD	
DED	RL	RW 5-23	RUNWAY 5-23	4,301	75	69	FAIR	X
EVB	RL	RW 11-29	RUNWAY 11-29	4,319	100	100	GOOD	
EVB	RL	RW 7-25	RUNWAY 7-25	5,000	75	73	SATISFACTORY	X
EVB	RL	RW 2-20	RUNWAY 2-20	4,000	100	41	POOR	X
ISM	RL	RW 15-33	RUNWAY 15-33	6,001	100	79	SATISFACTORY	
ISM	RL	RW 6-24	RUNWAY 6-24	5,001	150	97	GOOD	
LEE	GA	RW 13-31	RUNWAY 13-31	6,300	100	76	SATISFACTORY	
LEE	GA	RW 3-21	RUNWAY 3-21	4,957	100	97	GOOD	
MLB	PR	RW 5-23	RUNWAY 5-23	3,001	75	68	FAIR	X
MLB	PR	RW 9L-27R	RUNWAY 9L-27R	6,000	150	67	FAIR	X
MLB	PR	RW 9R-27L	RUNWAY 9R-27L	10,181	150	63	FAIR	X
OCF	PR	RW 8-26	RUNWAY 8-26	3,009	50	100	GOOD	
OCF	PR	RW 18-36	RUNWAY 18-36	7,467	150	94	GOOD	
OMN	RL	RW 17-35	RUNWAY 17-35	3,704	100	75	SATISFACTORY	
OMN	RL	RW 8-26	RUNWAY 8-26	4,005	75	67	FAIR	X
ORL	RL	RW 7-25	RUNWAY 7-25	6,004	150	77	SATISFACTORY	
ORL	RL	RW 13-31	RUNWAY 13-31	4,625	100	74	SATISFACTORY	X
SFB	PR	RW 9C-27C	RUNWAY 9C-27C	3,578	75	82	SATISFACTORY	
SFB	PR	RW 18-36	RUNWAY 18-36	6,002	150	73	SATISFACTORY	X
SFB	PR	RW 9L-27R	RUNWAY 9L-27R	11,002	150	89	GOOD	
SFB	PR	RW 9R-27L	RUNWAY 9R-27L	6,647	75	73	SATISFACTORY	X
TIX	PR	RW 9-27	RUNWAY 9-27	5,000	100	59	FAIR	X
TIX	PR	RW 18-36	RUNWAY 18-36	7,319	150	68	FAIR	X
X21	GA	RW 15-33	RUNWAY 15-33	1,805	100	87	GOOD	
X23	GA	RW 01-19	RUNWAY 01-19	2,500	60	83	SATISFACTORY	
X35	GA	RW 10-28	RUNWAY 10-28	4,702	60	76	SATISFACTORY	
X35	GA	RW 5-23	RUNWAY 5-23	5,000	100	97	GOOD	
X59	GA	RW 14-32	RUNWAY 14-32	4,000	75	75	SATISFACTORY	
X59	GA	RW 10-28	RUNWAY 10-28	4,000	75	33	VERY POOR	X
XFL	GA	RW 11-29	RUNWAY 11-29	4,999	100	50	POOR	X

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
XFL	GA	RW 6-24	RUNWAY 6-24	5,000	100	55	POOR	X

Figure I: Runway Condition

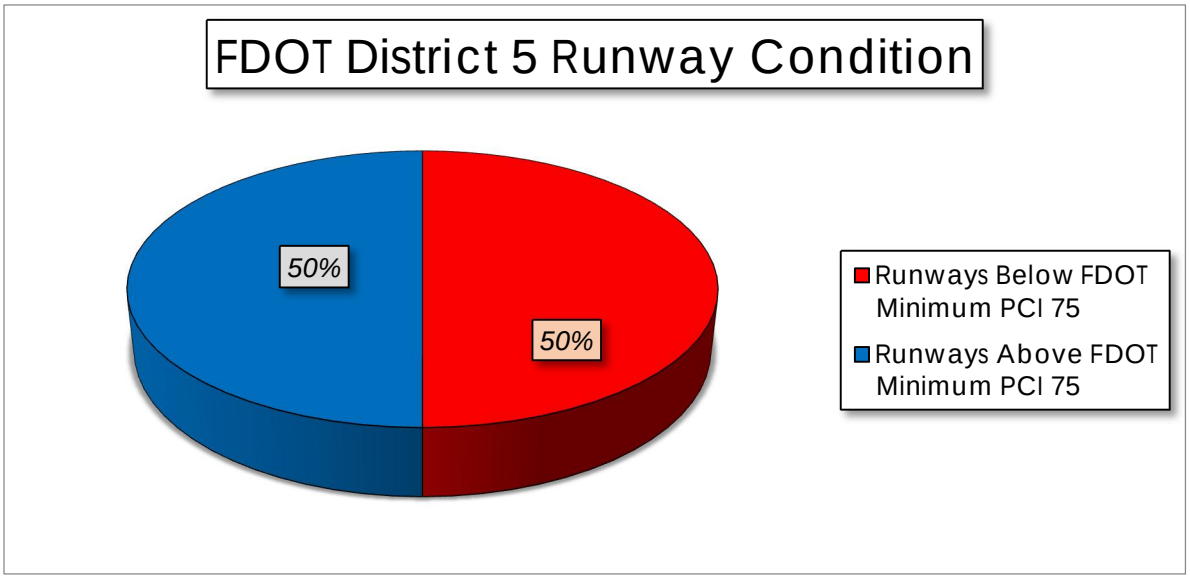
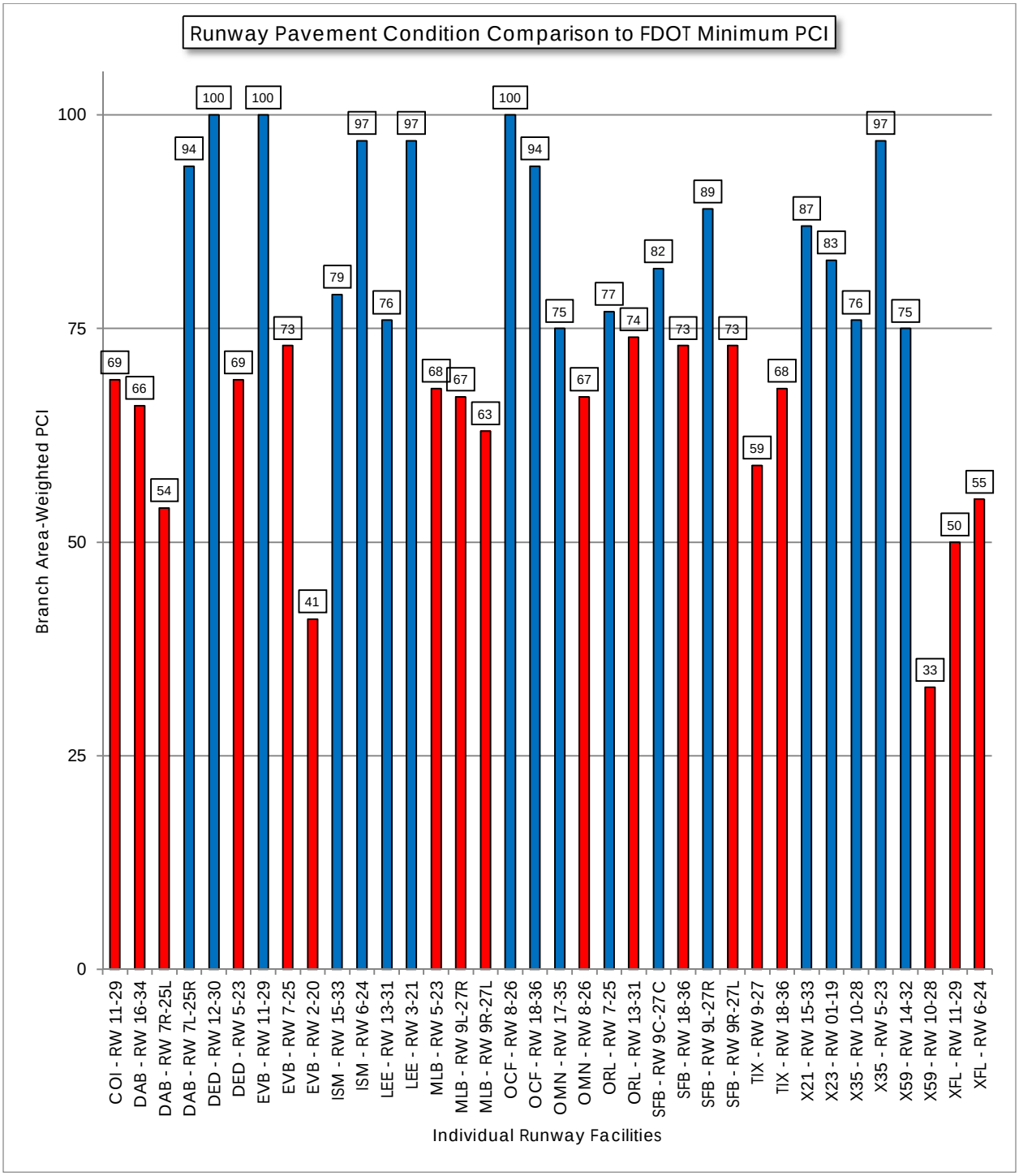


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



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
COI	GA	270,225	252,812	665,866	1,188,903
DAB	PR	2,757,128	3,717,627	2,628,693	9,103,448
DED	RL	918,475	795,731	1,214,855	2,929,061
EVB	RL	1,230,030	940,362	363,569	2,533,961
ISM	RL	1,090,199	1,229,626	2,184,310	4,504,135
LEE	GA	1,117,106	756,105	655,345	2,528,556
MLB	PR	2,652,396	3,118,368	2,903,985	8,674,749
OCF	PR	1,270,500	1,003,332	700,868	2,974,700
OMN	RL	663,450	483,228	495,588	1,642,266
ORL	RL	1,346,586	1,389,162	3,183,087	5,918,835
SFB	PR	3,299,840	3,413,996	4,166,946	10,880,781
TIX	PR	1,587,593	1,135,483	1,377,731	4,100,807
X21	GA	211,750	123,009	198,871	533,630
X23	GA	150,000	16,035	141,672	307,707
X35	GA	773,635	187,117	280,025	1,240,778
X59	GA	592,367	171,827	467,555	1,231,749
XFL	GA	987,649	986,448	561,321	2,535,417
DISTRICT		20,918,928	19,720,268	22,190,287	62,829,483

Figure III: PCI by Pavement Facility Use by Airport

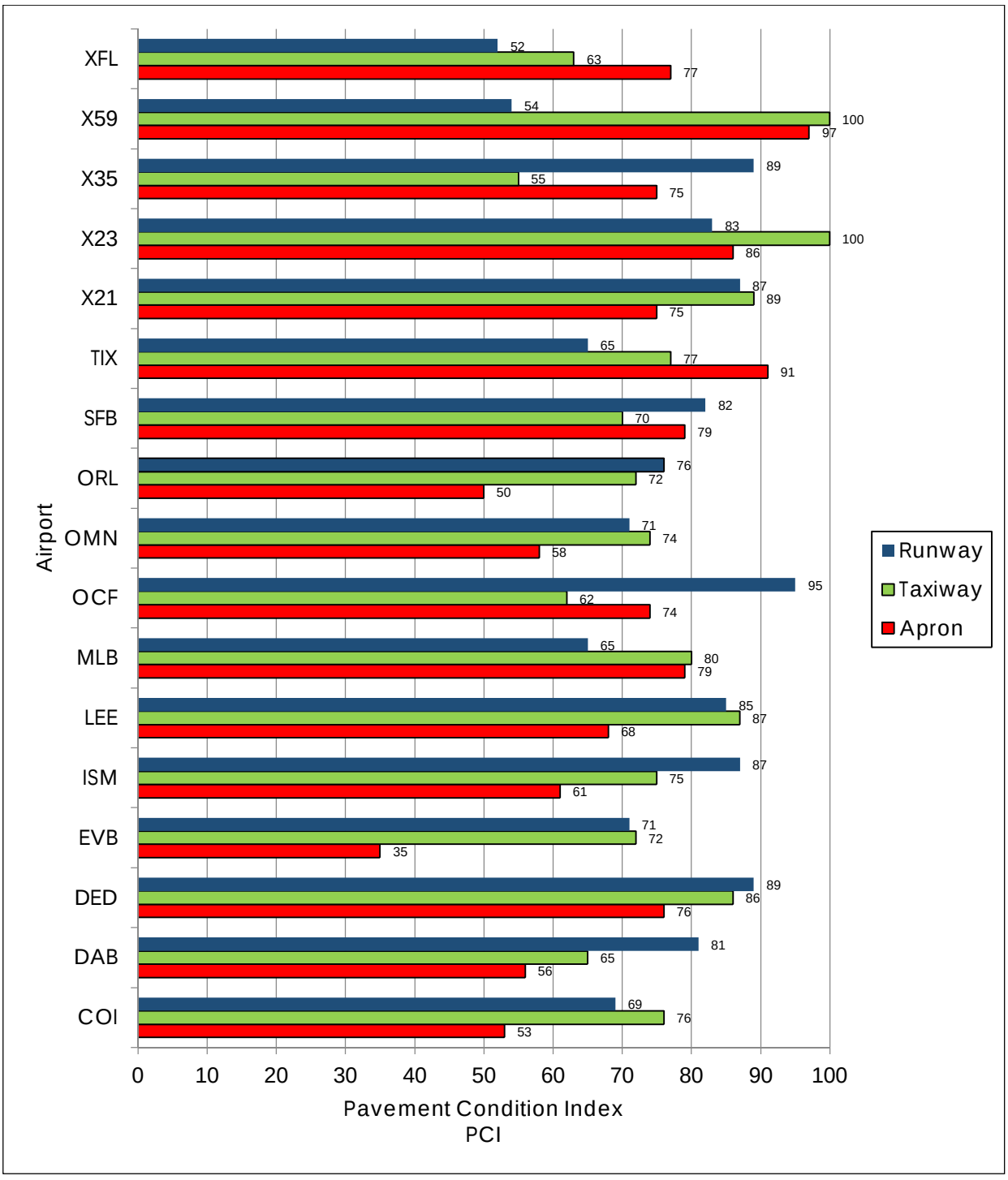


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with

various ranges of PCIs and Ratings with the FDOT repair activities associated with each range.

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

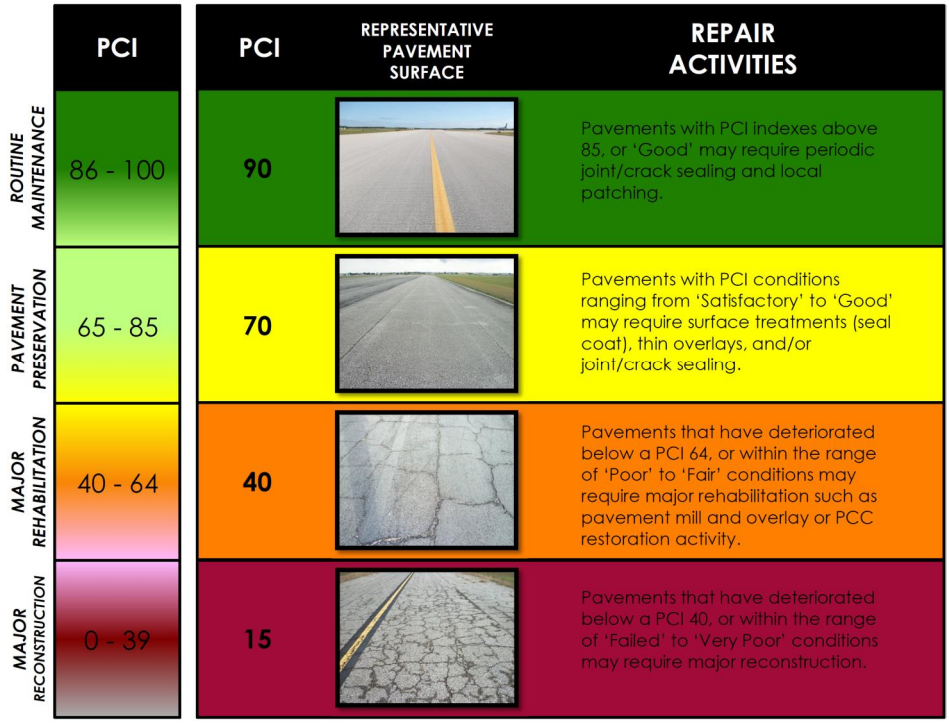
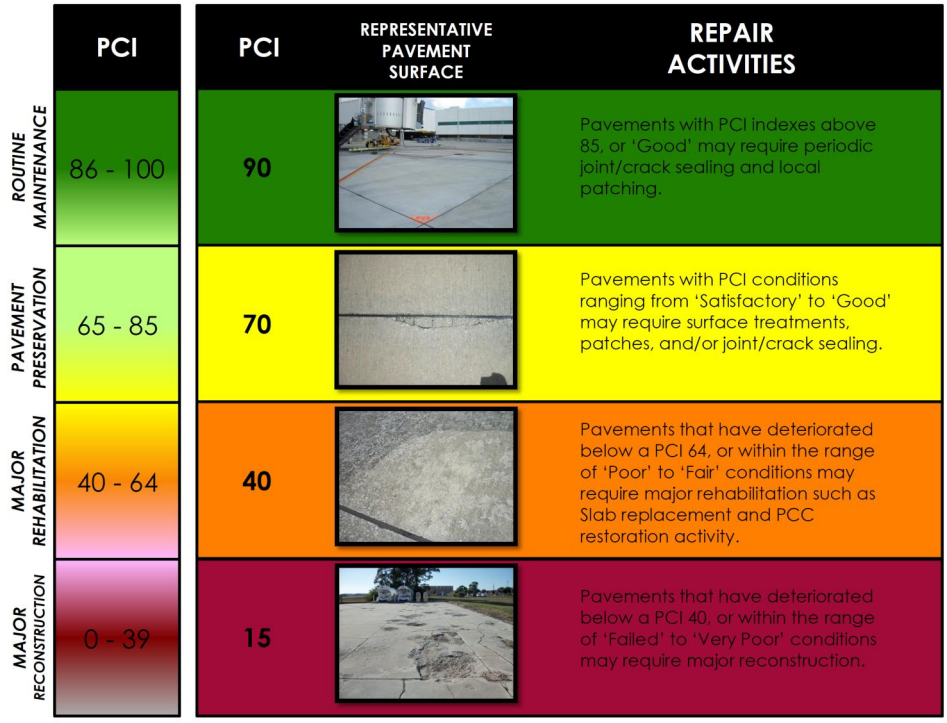


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



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

Table IV: Summary of Year 1 Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
COI	GA	61	FAIR	$ 4,884,181.49
DAB	PR	67	FAIR	$ 79,445,579.00
DED	RL	83	SATISFACTORY	$ 6,107,471.00
EVB	RL	66	FAIR	$ 18,897,849.00

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
ISM	RL	71	SATISFACTORY	$ 31,137,619.00
LEE	GA	81	SATISFACTORY	$ 4,651,230.00
MLB	PR	75	SATISFACTORY	$ 39,455,169.00
OCF	PR	79	SATISFACTORY	$ 12,436,344.00
OMN	RL	68	FAIR	$ 8,058,386.00
ORL	RL	61	FAIR	$ 48,920,675.00
SFB	PR	77	SATISFACTORY	$ 55,440,366.00
TIX	PR	77	SATISFACTORY	$ 13,294,086.00
X21	GA	83	SATISFACTORY	$ 447,679.98
X23	GA	85	SATISFACTORY	$ -
X35	GA	81	SATISFACTORY	$ 3,794,571.50
X59	GA	76	SATISFACTORY	$ 3,905,650.90
XFL	GA	62	FAIR	$ 19,463,181.19
DISTRICT		72	SATISFACTORY	$ 350,340,039.06

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
COI	GA	61	FAIR	$ 11,413,675.60
DAB	PR	67	FAIR	$ 116,871,248.61
DED	RL	83	SATISFACTORY	$ 19,754,297.96
EVB	RL	66	FAIR	$ 29,491,176.36
ISM	RL	71	SATISFACTORY	$ 49,882,725.26
LEE	GA	81	SATISFACTORY	$ 12,421,137.32
MLB	PR	75	SATISFACTORY	$ 88,744,515.59
OCF	PR	79	SATISFACTORY	$ 23,174,254.78
OMN	RL	68	FAIR	$ 22,673,791.34
ORL	RL	61	FAIR	$ 84,934,752.31
SFB	PR	77	SATISFACTORY	$ 107,981,835.93
TIX	PR	77	SATISFACTORY	$ 47,052,291.07
X21	GA	83	SATISFACTORY	$ 1,459,991.31
X23	GA	85	SATISFACTORY	$ -
X35	GA	81	SATISFACTORY	$ 7,364,882.99
X59	GA	76	SATISFACTORY	$ 8,031,347.26
XFL	GA	62	FAIR	$ 21,157,675.25
DISTRICT		72	SATISFACTORY	$ 652,409,598.94

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.

Merritt Island Airport (COI)

- *No Immediate Runway Major Rehabilitation*

Daytona Beach International Airport (DAB)

- *Runway 7R-25L (6305)*
  - *Major Rehabilitation*
  - *$5,480,838.00*

- *Runway 16-34 (6215, 6220, 6235)*
  - *Major Rehabilitation*
  - *$9,946,800.00*

Deland Municipal Airport (DED)

- *Runway 5-23 (6210)*
  - *Major Rehabilitation*
  - *$450,000.00*

New Smyrna Beach Municipal Airport (EVB)

- *Runway 2-20 (6405, 6425, 6430, 6445, 6450)*
  - *Major Rehabilitation*
  - *$8,144,040.00*

Kissimmee Gateway Airport (ISM)

- *No Immediate Runway Major Rehabilitation*

Leesburg International Airport (LEE)

- *No Immediate Runway Major Rehabilitation*

Melbourne International Airport (MLB)

- *Runway 5-23 (6310, 6315)*
  - *Major Rehabilitation*
  - *$248,400.00*

- *Runway 9L-27R (6210)*
  - *Major Rehabilitation*
  - *$10,172,369.00*

- *Runway 9R-27L (6105)*
  - *Major Rehabilitation*
  - *$17,100,001.00*

Ocala International/ Jim Taylor Field (OCF)

- *No Immediate Runway Major Rehabilitation*

Ormond Beach Municipal Airport (OMN)

- *No Immediate Runway Major Rehabilitation*

Orlando Executive Airport (ORL)

- *No Immediate Runway Major Rehabilitation*

Orlando Sanford International Airport (SFB)

- *Runway 18-36 (6210, 6233)*
  - *Major Rehabilitation*
  - *$4,524,966.00*

Space Coast Regional Airport (TIX)

- *Runway 9-27 (6205, 6210)*
  - *Major Rehabilitation*
  - *$8,815,369.00*

Arthur Dunn Airpark (X21)

- *No Immediate Runway Major Rehabilitation*

Umatilla Municipal Airport (X23)

- *No Immediate Runway Major Rehabilitation*

Marion County Airport (X35)

- *Runway 5-23 (6215)*
  - *Major Rehabilitation*
  - *$299,999.99*

Valkaria Airport (X59)

- *Runway 10-28 (6205)*
  - *Major Rehabilitation*
  - *$3,825,000.90*

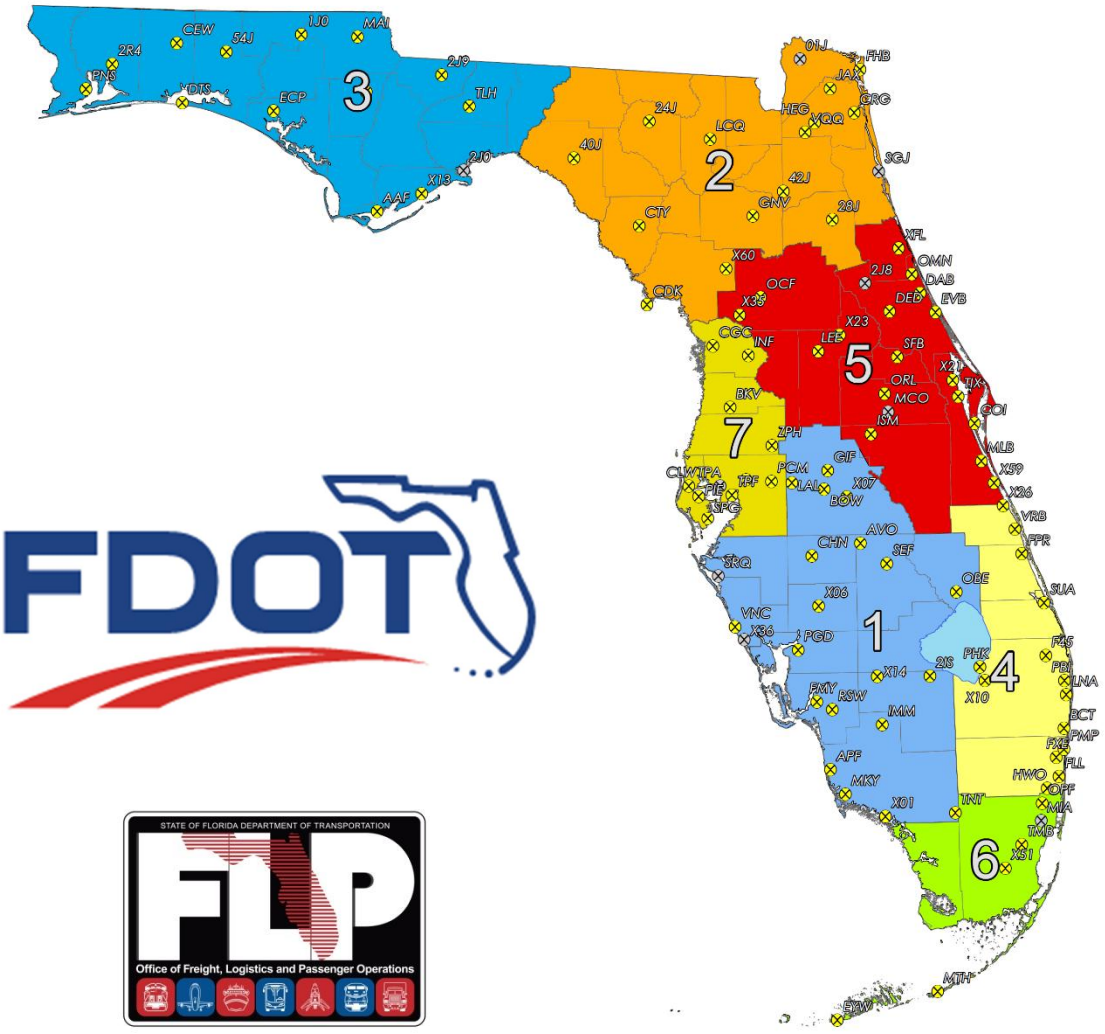
Flagler County Airport (XFL)

- *Runway 6-24 (6205)*
  - *Major Rehabilitation*
  - *$4,873,485.37*
- *Runway 11-29 (6105)*
  - *Major Rehabilitation*
  - *$5,168,099.26*

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 5.

- COI, Merritt Island Airport
- DAB, Daytona Beach International Airport
- DED, DeLand Municipal – Sidney H. Taylor Field
- EVB, New Smyrna Beach Municipal Airport
- ISM, Kissimmee Gateway Airport
- LEE, Leesburg International Airport
- MLB, Melbourne International Airport
- OCF, Ocala International Airport / Jim Taylor Field
- OMN, Ormond Beach Municipal Airport
- ORL, Orlando Executive Airport
- SFB, Orlando Sanford International Airport
- TIX, Space Coast Regional Airport
- X21, Arthur Dunn Airpark
- X23, Umatilla Municipal Airport
- X35, Marion County Airport
- X59, Valkaria Airport
- XFL, Flagler County Airport

Orlando International Airport (MCO) which is managed by the Greater Orlando Aviation Authority, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program. Pierson Municipal Airport (2J8) has a turf runway and did not have pavement facilities that warranted participation in inspection.

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.

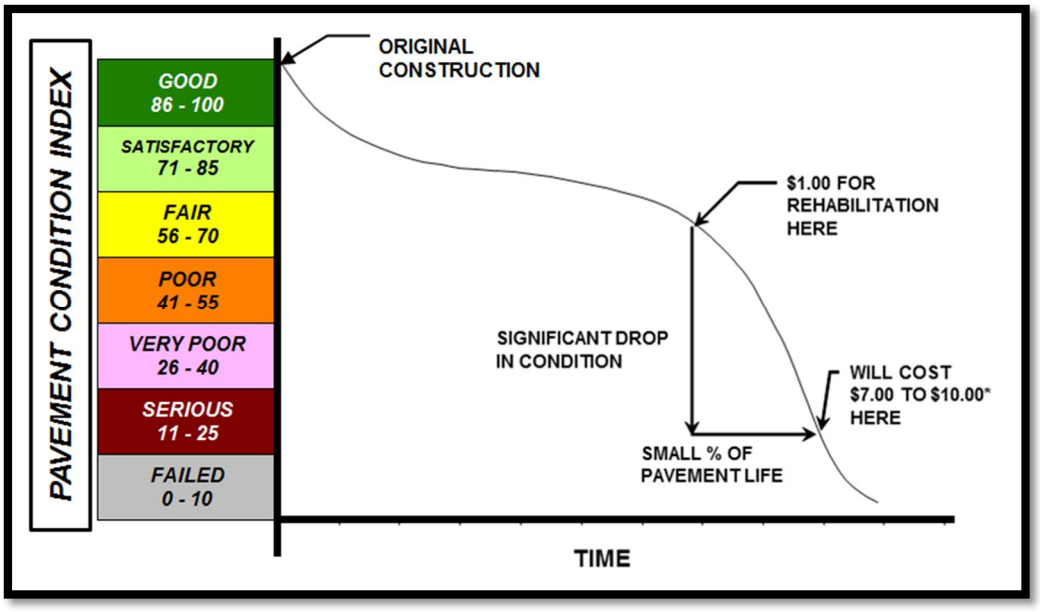
The Concept of an Airfield Pavement Management System

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

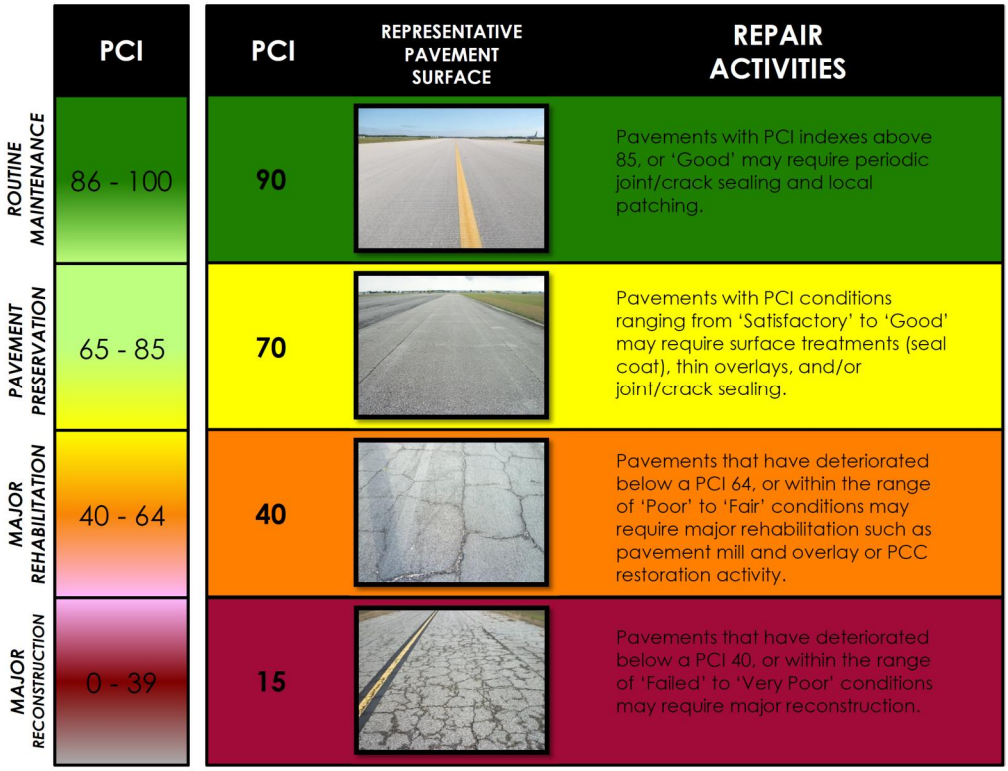
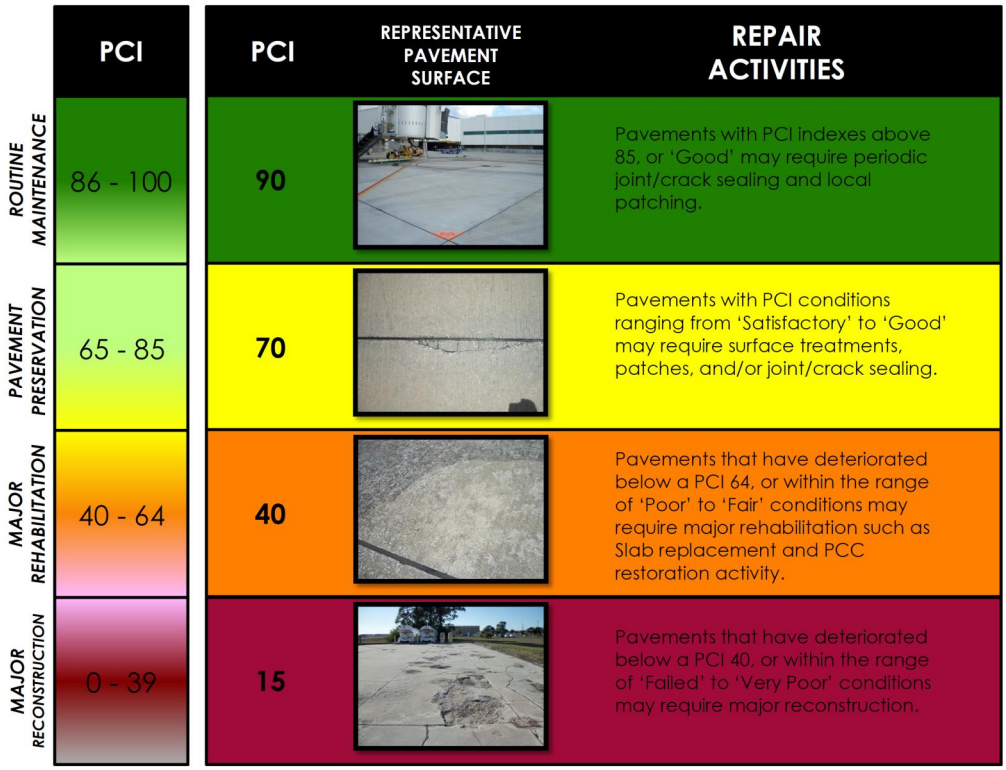


Figure 1-3: Rigid Pavement, Portland Cement Concrete



2. AIRFIELD PAVEMENT SYSTEM INVENTORY AND NETWORK UPDATE

2.1 System Inventory Update

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

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

2.2 Network Definition Update

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned

to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at the participating airports were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

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

Construction activities identified include maintenance and repair activity, major rehabilitation, and new airfield pavement construction. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, new airfield pavement construction are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database.

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

Airfield Pavement Network Definition & Geographic Information System (GIS)

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

by navigating pavement infrastructure and collecting distress data. Additionally, this information was utilized to develop updates to geometry characteristics for each of the identified pavement facilities.

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

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

Network ID	Airport Type	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
COI	GA	270,225	252,812	665,866	1,188,903
DAB	PR	2,757,128	3,717,627	2,628,693	9,103,448
DED	RL	918,475	795,731	1,214,855	2,929,061
EVB	RL	1,230,030	940,362	363,569	2,533,961
ISM	RL	1,090,199	1,229,626	2,184,310	4,504,135
LEE	GA	1,117,106	756,105	655,345	2,528,556
MLB	PR	2,652,396	3,118,368	2,903,985	8,674,749
OCF	PR	1,270,500	1,003,332	700,868	2,974,700
OMN	RL	663,450	483,228	495,588	1,642,266
ORL	RL	1,346,586	1,389,162	3,183,087	5,918,835
SFB	PR	3,299,840	3,413,996	4,166,946	10,880,781
TIX	PR	1,587,593	1,135,483	1,377,731	4,100,807
X21	GA	211,750	123,009	198,871	533,630
X23	GA	150,000	16,035	141,672	307,707
X35	GA	773,635	187,117	280,025	1,240,778
X59	GA	592,367	171,827	467,555	1,231,749
XFL	GA	987,649	986,448	561,321	2,535,417
DISTRICT		20,918,928	19,720,268	22,190,287	62,829,483

Figure 2-1: District Pavement Area by Use

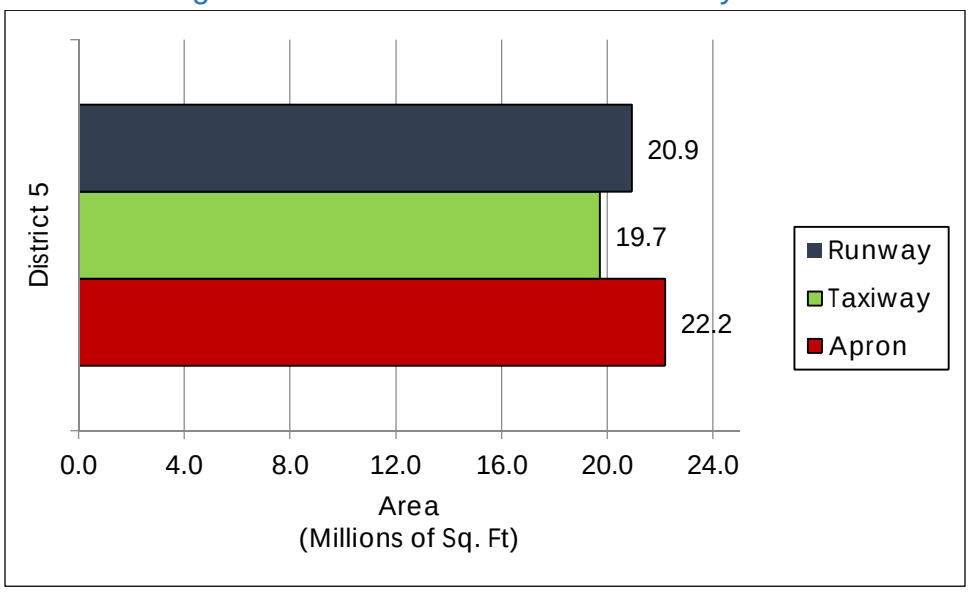
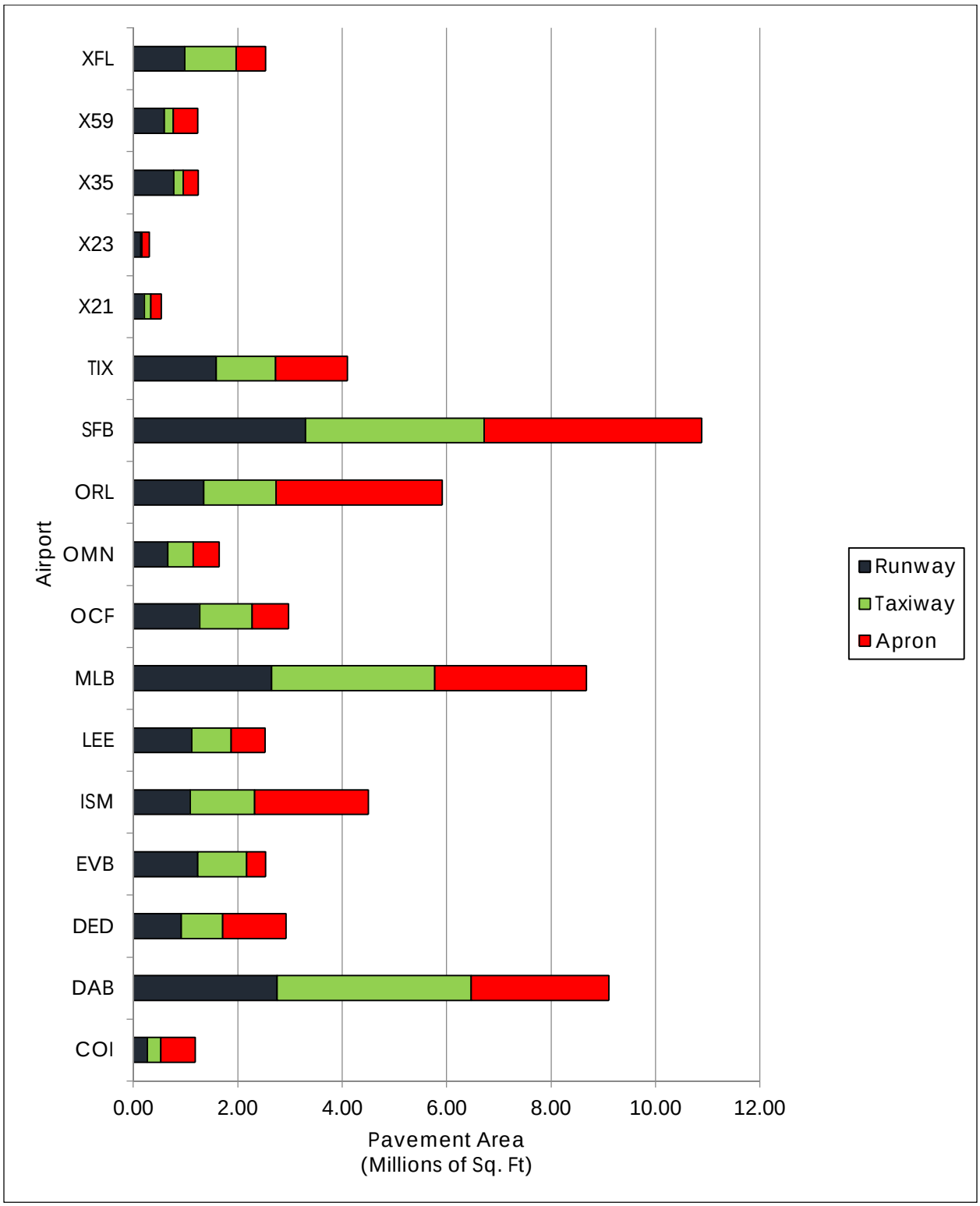


Figure 2-2: Pavement Area Use by Airport



3. AIRFIELD PAVEMENT CONDITION ANALYSIS AND EVALUATION

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

3.1 Updates to the ASTM D 5340

As part of this program update, the SAPMP has adopted the changes made in updates to ASTM D 5340-12 as the previous program had used the ASTM D 5340-04. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. Increases in PCI values in pavement Sections comparison to the previous program update, that have not been subject to repairs since the last inspection, may be a result from the updates to the analysis methodology.

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

a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering". Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling", the PCI

deduction is not as high as the former "Weathering and Raveling". Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling", may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included Alkali-Silica Reaction, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

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

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

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

3.2 Inspection Methodology

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

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

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

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

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

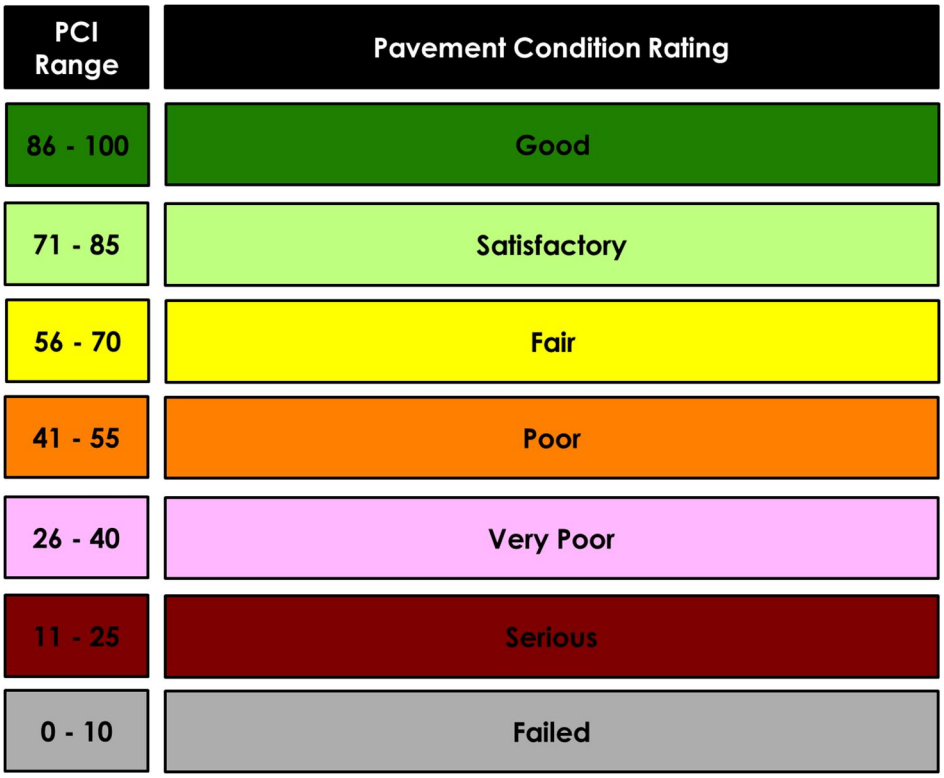
Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction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

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

3.3 Airfield Pavement Condition Index Analysis Results

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

Figure 3-1: Pavement Condition Index Rating Scale



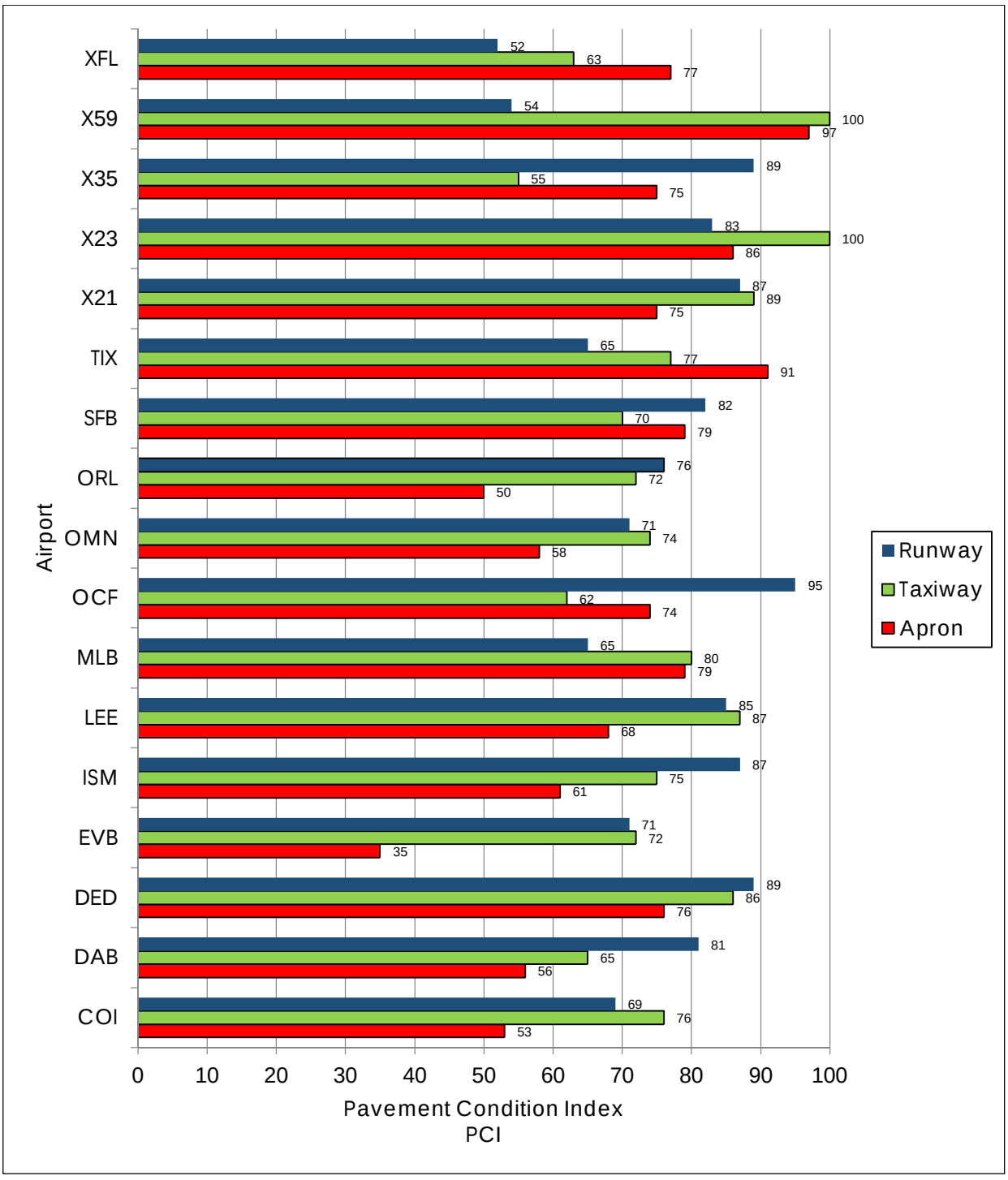
The District's overall PCI is at 72.96, which corresponds to a 'Satisfactory' condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented 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
COI	GA	69	FAIR	76	SATISFACTORY	53	POOR	61	FAIR
DAB	PR	81	SATISFACTORY	65	FAIR	56	FAIR	67	FAIR
DED	RL	89	GOOD	86	GOOD	76	SATISFACTORY	83	SATISFACTORY
EVB	RL	71	SATISFACTORY	72	SATISFACTORY	35	VERY POOR	66	FAIR
ISM	RL	87	GOOD	75	SATISFACTORY	61	FAIR	71	SATISFACTORY
LEE	GA	85	SATISFACTORY	87	GOOD	68	FAIR	81	SATISFACTORY
MLB	PR	65	FAIR	80	SATISFACTORY	79	SATISFACTORY	75	SATISFACTORY
OCF	PR	95	GOOD	62	FAIR	74	SATISFACTORY	79	SATISFACTORY
OMN	RL	71	SATISFACTORY	74	SATISFACTORY	58	FAIR	68	FAIR
ORL	RL	76	SATISFACTORY	72	SATISFACTORY	50	POOR	61	FAIR
SFB	PR	82	SATISFACTORY	70	FAIR	79	SATISFACTORY	77	SATISFACTORY
TIX	PR	65	FAIR	77	SATISFACTORY	91	GOOD	77	SATISFACTORY
X21	GA	87	GOOD	89	GOOD	75	SATISFACTORY	83	SATISFACTORY
X23	GA	83	SATISFACTORY	100	GOOD	86	GOOD	85	SATISFACTORY
X35	GA	89	GOOD	55	POOR	75	SATISFACTORY	81	SATISFACTORY
X59	GA	54	POOR	100	GOOD	97	GOOD	76	SATISFACTORY
XFL	GA	52	POOR	63	FAIR	77	SATISFACTORY	62	FAIR
DISTRICT		76	SATISFACTORY	73	SATISFACTORY	69	FAIR	72	SATISFACTORY

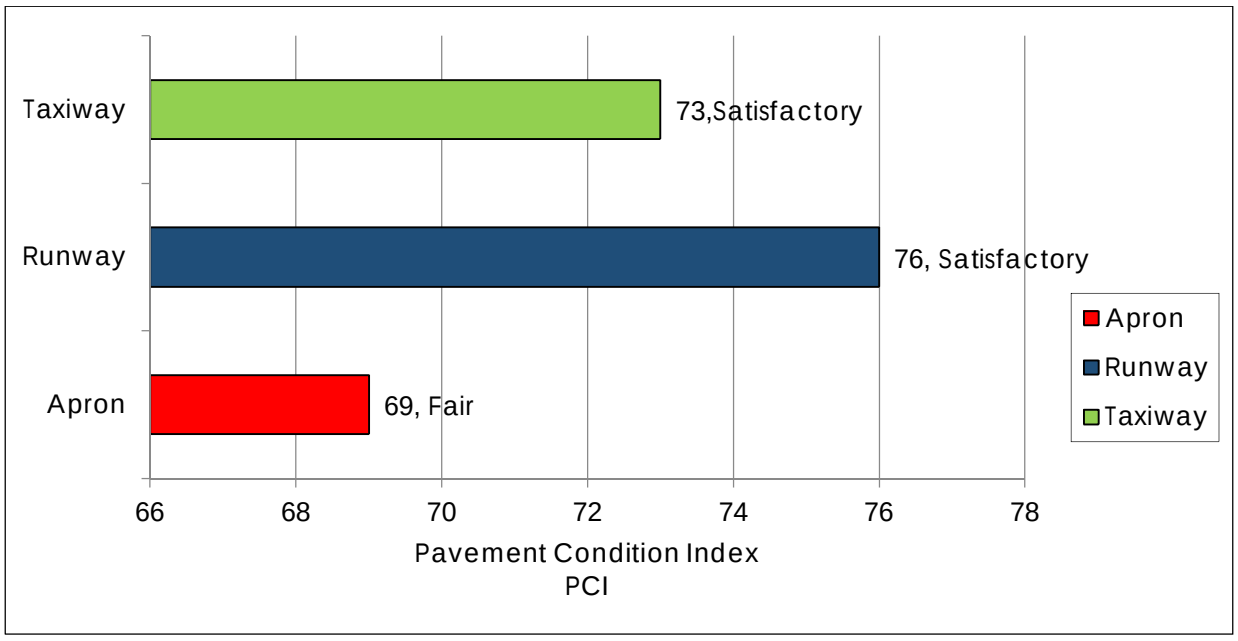
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport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



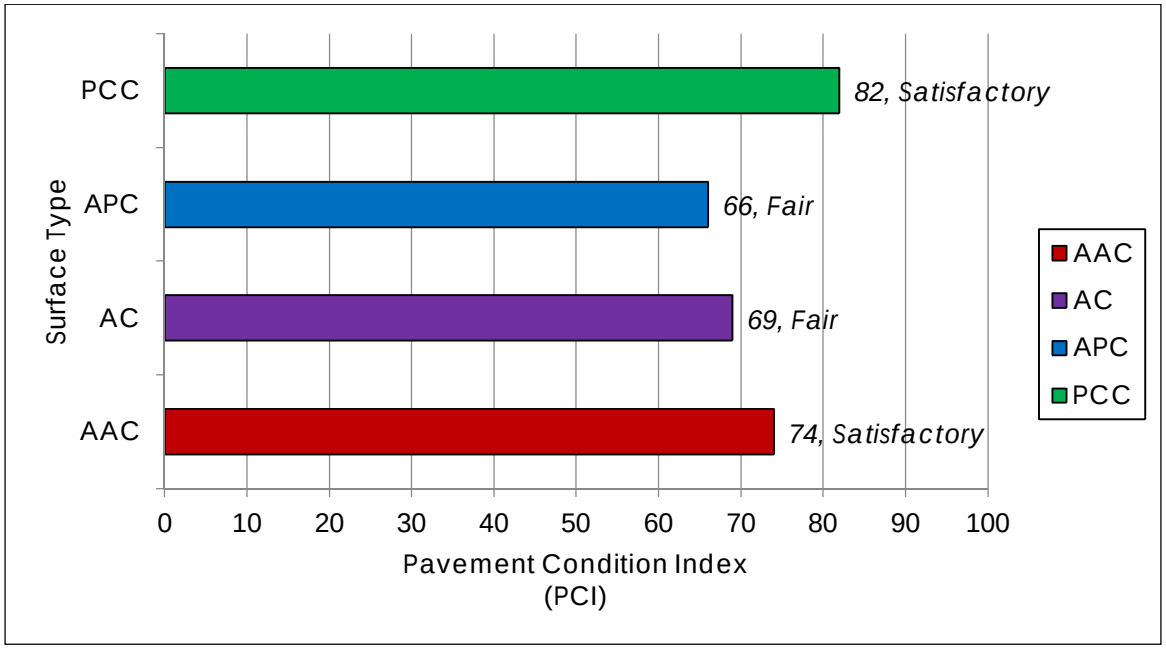
A summary of the District's area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

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

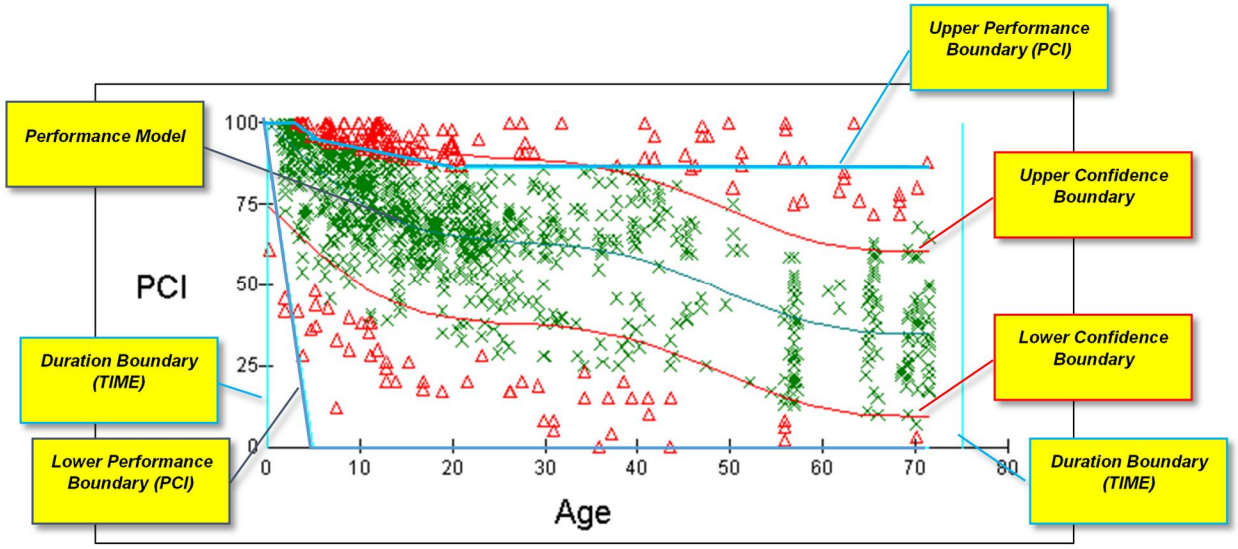
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration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

Δ PCI Data excluded in Model

4.3 Prediction Curve Development

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

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

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

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

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

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

Table 4-1: Overall Airport Area-Weighted PCI

	Program Year Overall Airport Area-Weighted PCI									
Network ID	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
COI	58	57	55	54	52	51	50	49	48	47
DAB	66	64	62	60	59	57	55	54	53	51
DED	82	80	78	76	74	72	71	69	67	65
EVB	65	63	62	60	59	57	55	54	52	51
ISM	69	68	66	64	62	60	58	57	55	53
LEE	80	78	76	74	73	71	69	68	67	65
MLB	75	73	71	69	67	66	64	62	61	59
OCF	78	76	74	73	71	69	68	66	64	63
OMN	67	65	63	61	59	57	55	54	52	50
ORL	60	58	56	55	53	51	49	47	46	44
SFB	76	74	73	71	70	68	67	65	63	62

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TIX	75	73	72	70	69	67	65	64	62	61
X21	79	77	75	74	72	71	69	68	67	66
X23	79	77	75	74	72	71	69	68	67	66
X35	75	73	71	68	66	64	62	60	59	57
X59	70	68	66	64	62	61	59	58	57	57
XFL	58	56	55	53	52	51	50	48	47	46
DISTRICT	71	69	67	66	64	62	61	59	58	56

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
COI	66	64	63	62	62	61	60	60	59	59
DAB	80	78	76	74	72	70	69	67	65	63
DED	87	85	83	81	79	77	75	73	71	69
EVB	70	68	66	65	63	61	59	58	56	54
ISM	86	84	82	80	78	76	74	72	70	68
LEE	84	82	80	78	76	74	73	71	69	68
MLB	65	63	61	59	57	55	53	51	49	47
OCF	93	91	89	87	85	83	81	79	77	75
OMN	70	68	66	64	62	60	58	56	54	52
ORL	75	73	71	69	67	65	63	61	59	57
SFB	81	79	77	75	73	71	69	67	66	64
TIX	64	62	61	59	57	55	53	51	49	47
X21	83	81	80	78	76	75	73	72	70	69
X23	79	77	76	74	73	71	70	68	67	66
X35	82	80	78	75	73	71	69	68	66	65
X59	51	50	49	48	47	46	45	44	44	43
XFL	49	48	46	45	44	42	41	40	38	37
DISTRICT	75	73	71	69	68	66	64	62	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
COI	74	72	71	70	69	68	67	66	65	64
DAB	64	63	61	60	58	57	55	54	52	51
DED	85	83	82	80	79	77	76	74	73	71
EVB	71	70	68	67	65	64	62	61	59	58
ISM	73	71	70	68	66	65	63	62	60	59
LEE	85	83	81	79	77	75	73	72	70	69
MLB	80	78	76	75	73	71	70	69	67	66
OCF	61	59	58	56	55	54	52	51	49	48
OMN	71	70	68	67	65	64	62	61	59	58
ORL	71	70	68	66	65	63	61	60	58	56
SFB	69	67	66	65	63	62	60	59	57	56
TIX	75	73	71	70	69	67	66	65	63	62
X21	84	82	80	78	76	74	72	71	70	69
X23	90	88	85	83	80	78	76	74	73	71
X35	52	50	47	44	41	37	34	30	27	24
X59	93	90	88	85	83	80	78	76	74	73
XFL	60	58	57	56	55	53	52	51	51	50
DISTRICT	71	70	68	67	65	63	62	61	59	58

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
COI	49	47	45	44	42	40	39	37	36	35
DAB	55	52	49	47	45	43	42	41	40	39
DED	75	73	71	69	67	65	63	61	60	58
EVB	34	32	30	29	27	26	24	23	22	20
ISM	59	57	56	54	52	50	48	46	44	43
LEE	67	66	64	63	62	61	60	59	58	57
MLB	78	76	74	72	71	69	68	66	65	63
OCF	73	71	70	69	68	66	65	64	62	61
OMN	57	55	53	51	49	47	45	43	41	39
ORL	49	47	45	43	41	40	38	36	35	33
SFB	78	77	75	74	73	71	70	68	67	66
TIX	88	86	85	83	82	81	79	78	76	75
X21	72	70	68	67	65	64	63	62	61	60
X23	78	75	74	72	70	69	68	67	67	66
X35	70	68	66	65	63	62	61	60	59	58
X59	86	82	79	77	74	73	71	70	69	68
XFL	69	67	65	63	62	61	60	59	58	57
DISTRICT	67	65	63	61	60	58	57	55	54	52

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
COI	0.26M	0.28M	0.30M	0.22M	0.26M	0.29M	0.25M	0.29M	0.31M	0.32M	-
DAB	-	0.74M	0.55M	0.63M	0.80M	1.11M	1.28M	1.63M	1.95M	2.09M	2.35M
DED	-	0.33M	0.28M	0.21M	0.24M	0.23M	0.31M	0.40M	0.44M	0.56M	0.67M
EVB	-	0.24M	0.27M	0.29M	0.29M	0.13M	0.17M	0.19M	0.23M	0.31M	0.40M
ISM	-	0.37M	0.39M	0.44M	0.49M	0.56M	0.64M	0.73M	0.89M	1.06M	0.92M
LEE	-	0.30M	0.33M	0.39M	0.39M	0.52M	0.64M	0.57M	0.65M	0.70M	0.78M
MLB	-	1.31M	1.49M	1.63M	1.65M	1.79M	1.74M	1.97M	2.03M	2.23M	2.23M
OCF	-	0.24M	0.26M	0.22M	0.27M	0.30M	0.36M	0.49M	0.63M	0.79M	0.91M
OMN	-	0.31M	0.14M	0.15M	0.17M	0.16M	0.17M	0.04M	0.10M	0.17M	0.23M
ORL	-	0.78M	0.76M	0.83M	0.83M	0.89M	0.47M	0.44M	0.62M	0.76M	0.98M
SFB	-	1.29M	1.35M	1.49M	1.52M	1.64M	1.83M	1.92M	2.00M	2.20M	2.48M
TIX	-	0.73M	0.48M	0.54M	0.52M	0.37M	0.38M	0.44M	0.49M	0.58M	0.75M
X21	0.06M	0.09M	0.11M	0.13M	0.16M	0.18M	0.18M	0.20M	0.20M	0.20M	-

Maintenance and Preservation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
X23	0.05M	0.07M	0.08M	0.09M	0.10M	0.11M	0.12M	0.13M	0.14M	0.14M	-
X35	0.09M	0.09M	0.13M	0.19M	0.26M	0.34M	0.40M	0.45M	0.49M	0.39M	-
X59	0.12M	0.13M	0.18M	0.24M	0.27M	0.31M	0.36M	0.30M	0.30M	0.34M	-
XFL	0.07M	0.09M	0.08M	0.12M	0.21M	0.36M	0.51M	0.67M	0.82M	0.91M	-
DISTRICT	0.65M	7.40M	7.20M	7.81M	8.44M	9.29M	9.80M	10.85M	12.28M	13.74M	12.71M

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
COI	GA	61	FAIR	$ 4,884,181.49
DAB	PR	67	FAIR	$ 79,445,579.00
DED	RL	83	SATISFACTORY	$ 6,107,471.00
EVB	RL	66	FAIR	$ 18,897,849.00
ISM	RL	71	SATISFACTORY	$ 31,137,619.00
LEE	GA	81	SATISFACTORY	$ 4,651,230.00
MLB	PR	75	SATISFACTORY	$ 39,455,169.00
OCF	PR	79	SATISFACTORY	$ 12,436,344.00
OMN	RL	68	FAIR	$ 8,058,386.00
ORL	RL	61	FAIR	$ 48,920,675.00
SFB	PR	77	SATISFACTORY	$ 55,440,366.00
TIX	PR	77	SATISFACTORY	$ 13,294,086.00
X21	GA	83	SATISFACTORY	$ 447,679.98
X23	GA	85	SATISFACTORY	$ -
X35	GA	81	SATISFACTORY	$ 3,794,571.50
X59	GA	76	SATISFACTORY	$ 3,905,650.90
XFL	GA	62	FAIR	$ 19,463,181.19
DISTRICT		72	SATISFACTORY	$ 350,340,039.06

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
COI	GA	61	FAIR	$ 11,413,675.60
DAB	PR	67	FAIR	$ 116,871,248.61
DED	RL	83	SATISFACTORY	$ 19,754,297.96
EVB	RL	66	FAIR	$ 29,491,176.36
ISM	RL	71	SATISFACTORY	$ 49,882,725.26
LEE	GA	81	SATISFACTORY	$ 12,421,137.32
MLB	PR	75	SATISFACTORY	$ 88,744,515.59
OCF	PR	79	SATISFACTORY	$ 23,174,254.78
OMN	RL	68	FAIR	$ 22,673,791.34
ORL	RL	61	FAIR	$ 84,934,752.31
SFB	PR	77	SATISFACTORY	$ 107,981,835.93
TIX	PR	77	SATISFACTORY	$ 47,052,291.07
X21	GA	83	SATISFACTORY	$ 1,459,991.31
X23	GA	85	SATISFACTORY	$ -
X35	GA	81	SATISFACTORY	$ 7,364,882.99
X59	GA	76	SATISFACTORY	$ 8,031,347.26
XFL	GA	62	FAIR	$ 21,157,675.25
DISTRICT		72	SATISFACTORY	$ 652,409,598.94

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
COI	4.88M	0.00M	0.00M	2.95M	0.00M	0.05M	2.16M	0.00M	0.62M	0.75M	-
DAB	-	79.45M	12.50M	1.06M	2.16M	0.55M	6.40M	0.48M	1.06M	9.96M	3.26M
DED	-	6.11M	3.19M	3.39M	0.58M	1.97M	0.12M	0.22M	3.15M	0.31M	0.71M
EVB	-	18.90M	0.07M	0.00M	0.80M	7.28M	0.31M	1.21M	0.93M	0.00M	0.00M
ISM	-	31.14M	1.10M	0.44M	0.00M	0.51M	0.70M	1.97M	0.60M	0.93M	12.50M
LEE	-	4.65M	0.00M	0.00M	2.73M	0.00M	0.07M	4.16M	0.18M	0.57M	0.06M
MLB	-	39.46M	0.00M	1.83M	7.18M	1.66M	10.86M	1.42M	9.35M	3.58M	13.41M
OCF	-	12.44M	0.00M	3.42M	1.42M	3.42M	2.48M	0.00M	0.00M	0.00M	0.00M
OMN	-	8.06M	7.07M	0.00M	0.00M	0.93M	0.51M	6.11M	0.00M	0.00M	0.00M
ORL	-	48.92M	3.79M	0.38M	2.62M	0.59M	18.47M	7.27M	0.29M	2.36M	0.26M

Major Rehabilitation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
SFB	-	55.44M	5.59M	2.32M	7.13M	4.88M	1.90M	8.40M	10.26M	7.53M	4.54M
TIX	-	13.29M	13.91M	0.00M	3.34M	9.22M	1.67M	0.16M	2.75M	2.61M	0.09M
X21	0.45M	0.00M	0.00M	0.00M	0.00M	0.00M	0.28M	0.00M	0.26M	0.48M	-
X23	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
X35	3.79M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	3.57M	-
X59	3.91M	0.00M	0.00M	0.00M	0.51M	0.00M	0.00M	2.81M	0.81M	0.00M	-
XFL	19.46M	0.00M	0.93M	0.00M	0.00M	0.14M	0.29M	0.00M	0.00M	0.33M	-
DISTRICT	32.50M	317.84M	48.14M	15.79M	28.47M	31.19M	46.20M	34.21M	30.25M	32.98M	34.84M

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.

Merritt Island Airport (COI)

- *No Immediate Runway Major Rehabilitation*

Daytona Beach International Airport (DAB)

- *Runway 7R-25L (6305)*
  - *Major Rehabilitation*
  - *$5,480,838.00*
- *Runway 16-34 (6215, 6220, 6235)*
  - *Major Rehabilitation*
  - *$9,946,800.00*

Deland Municipal Airport (DED)

- *Runway 5-23 (6210)*
  - *Major Rehabilitation*
  - *$450,000.00*

New Smyrna Beach Municipal Airport (EVB)

- *Runway 2-20 (6405, 6425, 6430, 6445, 6450)*
  - *Major Rehabilitation*
  - *$8,144,040.00*

Kissimmee Gateway Airport (ISM)

- *No Immediate Runway Major Rehabilitation*

Leesburg International Airport (LEE)

- *No Immediate Runway Major Rehabilitation*

Melbourne International Airport (MLB)

- *Runway 5-23 (6310, 6315)*
  - *Major Rehabilitation*

- $248,400.00

- *Runway 9L-27R (6210)*
  - *Major Rehabilitation*
  - *$10,172,369.00*

- *Runway 9R-27L (6105)*
  - *Major Rehabilitation*
  - *$17,100,001.00*

Ocala International/ Jim Taylor Field (OCF)

- *No Immediate Runway Major Rehabilitation*

Ormond Beach Municipal Airport (OMN)

- *No Immediate Runway Major Rehabilitation*

Orlando Executive Airport (ORL)

- *No Immediate Runway Major Rehabilitation*

Orlando Sanford International Airport (SFB)

- *Runway 18-36 (6210, 6233)*
  - *Major Rehabilitation*
  - *$4,524,966.00*

Space Coast Regional Airport (TIX)

- *Runway 9-27 (6205, 6210)*
  - *Major Rehabilitation*
  - *$8,815,369.00*

Arthur Dunn Airpark (X21)

- *No Immediate Runway Major Rehabilitation*

Umatilla Municipal Airport (X23)

- *No Immediate Runway Major Rehabilitation*

Marion County Airport (X35)

- *Runway 5-23 (6215)*
  - *Major Rehabilitation*
  - *$299,999.99*

Valkaria Airport (X59)

- *Runway 10-28 (6205)*
  - *Major Rehabilitation*
  - *$3,825,000.90*

Flagler County Airport (XFL)

- *Runway 6-24 (6205)*
  - *Major Rehabilitation*
  - *$4,873,485.37*
- *Runway 11-29 (6105)*
  - *Major Rehabilitation*
  - *$5,168,099.26*

APPENDIX A

- GLOSSARY OF TERMS

GLOSSARY OF TERMS

ASTM D 5340-12

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

Aviation and Spaceport Office

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

Branch

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

Category

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

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

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

Critical PCI

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

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

Distress Type

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

FAA

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

FDOT

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

Localized M&R (Maintenance and Repair)

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

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

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

MicroPAVER (PAVER)

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

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

Minimum Condition Level

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

Network Definition

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

Pavement Condition Index (PCI)

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

Pavement Condition Rating (PCR)

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

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

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

Pavement Evaluation

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

Pavement Management System (PMS)

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

Pavement Surface Type

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

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

Random Sample

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

Reconstruction

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

Rehabilitation

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

Sample Unit

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

Section

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

Statewide Airfield Pavement Management Program (SAPMP)

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

System Inventory

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

Use

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

APPENDIX B

- DISTRICT BRANCH CONDITION REPORT
- DISTRICT SECTION CONDITION REPORT

Date: 5 /27/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: COI

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)	8	2,626.00	110.50	320,118.87	APRON	71.00	20.40	71.70
AP RU RW29 (RUN-UP APRON AT RW 29)	1	280.00	50.00	14,226.02	APRON	82.00	0.00	82.00
AP S (SOUTH APRON)	5	1,444.00	180.00	283,624.99	APRON	24.60	2.58	25.68
AP SW (SW APRON)	2	426.00	150.00	47,896.56	APRON	87.00	2.00	88.15
RW 11-29 (RUNWAY 11-29)	1	3,600.00	75.00	270,225.00	RUNWAY	69.00	0.00	69.00
TW A (TAXIWAY A)	2	3,660.00	67.50	134,176.35	TAXIWAY	78.50	0.50	78.93
TW A1 (TAXIWAY ALPHA 1)	1	100.00	100.00	10,738.71	TAXIWAY	65.00	0.00	65.00
TW A2 (TAXIWAY ALPHA 2)	1	100.00	40.00	4,513.27	TAXIWAY	82.00	0.00	82.00
TW A3 (TAXIWAY ALPHA 3)	1	100.00	40.00	4,513.27	TAXIWAY	80.00	0.00	80.00
TW A4 (TAXIWAY ALPHA 4)	1	100.00	40.00	5,387.07	TAXIWAY	83.00	0.00	83.00
TW B (TAXIWAY B)	3	2,620.00	31.67	79,688.00	TAXIWAY	78.33	14.20	74.07
TW B1 (TAXIWAY BRAVO 1)	1	100.00	40.00	4,046.29	TAXIWAY	70.00	0.00	70.00
TW B2 (TAXIWAY BRAVO 2)	1	100.00	40.00	4,298.45	TAXIWAY	78.00	0.00	78.00
TW B4 (TAXIWAY BRAVO 4)	1	150.00	30.00	5,450.37	TAXIWAY	75.00	0.00	75.00

Branch Condition Report

Pavement Database: FDOT NetworkID: DAB

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 CYDI (CYDI APRON)	2	1,040.00	200.00	203,000.00	APRON	69.00	5.00	68.09
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	10	4,919.00	174.40	945,401.00	APRON	37.40	26.02	26.06
AP NOVA (NOVA APRON)	4	2,858.00	182.50	251,104.00	APRON	40.75	15.47	37.10
AP NW ()	1	450.00	96.00	39,816.00	APRON	86.00	0.00	86.00
AP P-71 (Apron P-71)	1	525.00	130.00	88,636.00	APRON	93.00	0.00	93.00
AP RU (RUN-UP APRONS FOR RW 7L-25R)	4	1,380.00	163.75	197,429.00	APRON	81.25	5.85	82.53
AP SE (SE APRON)	1	1,150.00	250.00	320,704.00	APRON	66.00	0.00	66.00
AP TERM (TERMINAL APRON)	1	800.00	770.00	582,603.00	APRON	90.00	0.00	90.00
RW 16-34 (RUNWAY 16-34)	8	17,610.00	62.50	877,637.00	RUNWAY	72.13	11.55	66.02
RW 7L-25R (RUNWAY 7L-25R)	10	17,220.00	51.50	1,575,000.00	RUNWAY	94.90	1.51	94.93
RW 7R-25L (RUNWAY 7R-25L)	1	2,820.00	100.00	304,491.00	RUNWAY	54.00	0.00	54.00
TW A (TAXIWAY A)	5	1,940.00	76.00	186,761.00	TAXIWAY	52.80	11.57	51.30
TW CYDI AP (TAXIWAY TO CYDI APRON)	3	785.00	53.33	66,942.00	TAXIWAY	69.00	5.89	71.08
TW E (TAXIWAY E)	10	5,665.00	45.50	302,855.00	TAXIWAY	66.50	14.95	66.72
TW E1 (TAXIWAY E1)	1	300.00	50.00	19,231.00	TAXIWAY	64.00	0.00	64.00
TW E2 (TAXIWAY E2)	1	325.00	90.00	28,827.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: DAB

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 E3 (TAXIWAY E3)	1	250.00	40.00	15,297.00	TAXIWAY	59.00	0.00	59.00
TW E4 (TAXIWAY E4)	1	332.50	40.00	16,161.00	TAXIWAY	62.00	0.00	62.00
TW N (TAXIWAY N)	7	9,715.00	89.29	951,137.00	TAXIWAY	72.57	18.68	55.53
TW N1 (TAXIWAY N1)	2	600.00	102.50	58,292.00	TAXIWAY	85.50	9.50	85.50
TW N2 (TAXIWAY N2)	2	760.00	90.00	43,195.00	TAXIWAY	72.50	22.50	72.77
TW N3 (TAXIWAY N3)	2	780.00	90.00	49,537.00	TAXIWAY	68.50	26.50	60.11
TW N4 (TAXIWAY N4)	2	540.00	101.00	59,757.00	TAXIWAY	65.50	25.50	64.51
TW N5 (TAXIWAY N5)	2	480.00	71.00	64,050.00	TAXIWAY	79.00	16.00	73.10
TW N6 (TAXIWAY N6)	2	800.00	75.00	50,303.00	TAXIWAY	66.00	21.00	58.18
TW N7 (TAXIWAY N7)	2	800.00	75.00	30,848.00	TAXIWAY	75.00	14.00	72.62
TW N8 (TAXIWAY N8)	2	800.00	90.00	47,136.00	TAXIWAY	78.50	16.50	76.15
TW N9 (TAXIWAY N9)	2	800.00	90.00	44,663.00	TAXIWAY	77.00	18.00	82.54
TW P (TAXIWAY P)	6	6,485.00	85.83	555,164.00	TAXIWAY	77.00	8.33	75.06
TW P3 (TAXIWAY P3)	2	545.00	67.50	36,664.00	TAXIWAY	82.00	7.00	82.67
TW P4 (TAXIWAY P4)	2	875.00	67.50	59,536.00	TAXIWAY	81.50	13.50	83.94
TW P5 (TAXIWAY P5)	2	770.00	67.50	59,010.00	TAXIWAY	83.00	12.00	83.41

Branch Condition Report

Pavement Database: FDOT NetworkID: DAB

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 P8 (TAXIWAY P8)	2	574.00	102.50	64,871.00	TAXIWAY	91.00	4.00	89.56
TW S (TAXIWAY S)	12	4,545.12	67.08	244,627.00	TAXIWAY	53.17	17.21	49.78
TW S1 (TAXIWAY S1)	1	155.00	65.00	7,695.00	TAXIWAY	80.00	0.00	80.00
TW T (TAXIWAY T)	1	1,790.00	42.00	73,170.00	TAXIWAY	77.00	0.00	77.00
TW T1 (TAXIWAY T1)	1	150.00	60.00	7,695.00	TAXIWAY	77.00	0.00	77.00
TW W (TAXIWAY W)	6	5,040.00	72.50	361,375.00	TAXIWAY	63.50	17.59	63.31
TW W1 (TAXIWAY W1)	1	300.00	75.00	26,958.00	TAXIWAY	70.00	0.00	70.00
TW W2 (TAXIWAY W2)	1	560.00	60.00	33,454.00	TAXIWAY	100.00	0.00	100.00
TW W3 (TAXIWAY W3)	1	192.00	50.00	17,896.00	TAXIWAY	59.00	0.00	59.00
TW W4 (TAXIWAY W4)	1	330.00	60.00	31,045.00	TAXIWAY	67.00	0.00	67.00
TW W5 (TAXIWAY W5)	2	850.00	67.50	78,674.00	TAXIWAY	71.50	8.50	68.49
TW Y (TAXIWAY Y)	1	540.00	37.50	24,801.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: DED

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 EAST (EAST APRON)	2	300.00	200.00	83,126.00	APRON	44.50	2.50	44.51
AP RU (RUN-UP APRON)	1	200.00	150.00	26,054.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	2	4,810.00	100.00	137,265.00	APRON	76.00	0.00	76.00
AP SE (SE APRON)	5	3,145.00	179.00	685,641.00	APRON	89.20	10.61	86.75
AP T-HANG (APRON T-HANGARS)	1	2,430.00	35.00	97,487.00	APRON	90.00	0.00	90.00
RW 12-30 (RUNWAY 12-30)	1	6,000.00	100.00	600,000.00	RUNWAY	100.00	0.00	100.00
RW 5-23 (RUNWAY 5-23)	6	4,244.00	75.00	318,475.00	RUNWAY	72.83	7.54	69.24
TW A (TAXIWAYS A)	4	4,417.00	56.25	216,278.00	TAXIWAY	74.25	5.54	77.04
TW B (TAXIWAY B)	4	2,680.00	58.25	155,737.00	TAXIWAY	67.50	3.64	68.48
TW C (TAXIWAY C)	2	410.00	50.00	22,997.00	TAXIWAY	74.00	1.00	74.40
TW D (TAXIWAY D)	3	5,900.00	50.00	346,679.00	TAXIWAY	100.00	0.00	100.00
TW G (TAXIWAY G)	1	1,000.00	50.00	54,040.00	TAXIWAY	94.00	0.00	94.00
WEST RAMP (WEST RAMP)	4	2,750.00	102.50	185,282.00	APRON	44.50	4.15	41.90

Branch Condition Report

Pavement Database: FDOT NetworkID: EVB

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)	13	5,310.00	75.46	249,092.00	APRON	33.69	30.04	40.14
AP RW15-33 (AP RW 15-33)	1	325.00	150.00	46,228.00	APRON	37.00	0.00	37.00
AP S (South Aprons)	2	960.00	60.50	68,249.00	APRON	15.00	1.00	15.74
RW 11-29 (RUNWAY 11-29)	1	4,305.00	100.00	431,900.00	RUNWAY	100.00	0.00	100.00
RW 2-20 (RUNWAY 2-20)	6	4,460.00	100.00	423,002.00	RUNWAY	53.33	21.84	41.53
RW 7-25 (RUNWAY 7-25)	3	5,006.00	75.00	375,128.00	RUNWAY	79.67	5.56	73.54
TW A (TAXIWAY A)	5	3,615.00	43.50	143,186.00	TAXIWAY	80.00	15.54	68.38
TW B (TAXIWAY B)	2	4,000.00	35.00	173,003.00	TAXIWAY	74.50	4.50	73.47
TW C (TAXIWAY C)	6	6,135.00	39.17	249,173.00	TAXIWAY	74.50	17.19	77.90
TW D (TAXIWAY D)	4	6,660.00	40.75	247,626.00	TAXIWAY	52.00	37.87	57.93
TW E (TAXIWAY E)	4	4,270.00	33.75	127,374.00	TAXIWAY	97.00	5.20	95.07

Branch Condition Report

Pavement Database: FDOT NetworkID: ISM

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 C NW (CENTRAL NW APRON)	4	1,900.00	131.25	221,993.00	APRON	63.25	20.49	59.58
AP CENTER (CENTER APRON)	2	734.39	166.28	276,432.00	APRON	74.50	20.50	54.68
AP N (NORTH APRON)	4	2,135.00	113.50	467,648.00	APRON	52.75	23.08	48.33
AP NW (NW APRON)	6	1,990.00	119.67	223,641.00	APRON	63.50	29.71	62.03
AP RU 6-24 (RUN-UP APRONS AT RW 6-24)	2	455.00	200.00	62,808.00	APRON	92.00	8.00	92.89
AP RU15-33 (RUN-UP APRONS AT RW 15-33)	3	495.00	173.33	69,578.00	APRON	85.33	20.74	92.62
AP S (SOUTH AP, NORTH FROM SOUTH T-HANGAR)	4	1,780.00	150.00	253,411.00	APRON	51.25	25.67	55.87
AP S T-HAN (APRON AT SOUTH T-HANGARS)	4	2,495.00	155.00	122,886.00	APRON	74.50	26.85	80.47
AP W T-HAN (WEST APRON TO T-HANGARS)	7	3,480.00	94.29	450,002.00	APRON	58.86	32.29	68.16
RW 15-33 (RUNWAY 15-33)	8	5,750.00	100.00	600,100.00	RUNWAY	78.38	6.28	79.82
RW 6-24 (RUNWAY 6-24)	6	4,670.00	100.00	490,099.00	RUNWAY	95.67	9.69	97.88
T-HAN EAST (EAST T-HANGARS)	1	2,000.00	20.00	35,911.00	APRON	61.00	0.00	61.00
TW A (TAXIWAY A)	6	5,645.00	50.00	336,088.00	TAXIWAY	85.33	14.86	84.96
TW A1 (TAXIWAY A1)	2	372.00	31.00	34,277.00	TAXIWAY	71.00	16.00	82.40
TW A2 (TAXIWAY A2)	1	230.00	50.00	19,150.00	TAXIWAY	89.00	0.00	89.00
TW A3 (TAXIWAY A3)	1	270.00	50.00	17,109.00	TAXIWAY	56.00	0.00	56.00

Branch Condition Report

Pavement Database: FDOT NetworkID: ISM

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 AP S (TAXIWAY AT SOUTH APRON)	1	600.00	45.00	21,907.00	TAXIWAY	25.00	0.00	25.00
TW B (TAXIWAY B)	8	6,205.00	39.38	234,617.00	TAXIWAY	71.50	16.68	79.69
TW C (TAXIWAY C)	4	2,603.00	37.50	129,717.00	TAXIWAY	81.00	18.23	71.42
TW CONN NW (CONNECTOR TAXIWAY)	1	760.00	25.00	22,390.00	TAXIWAY	48.00	0.00	48.00
TW D (TAXIWAY D)	4	2,825.00	45.00	174,419.00	TAXIWAY	63.00	24.55	60.18
TW E (TAXIWAY E AND EAST TW)	4	871.00	47.50	50,299.00	TAXIWAY	80.25	11.58	79.25
TW F (TAXIWAY F)	3	1,980.00	45.67	73,032.00	TAXIWAY	64.00	17.15	57.80
TW G (TAXIWAY G)	3	850.00	35.00	30,366.00	TAXIWAY	88.67	8.38	88.34
TW H (TAXIWAY H)	2	1,100.00	35.00	46,795.00	TAXIWAY	89.50	10.50	80.72
TW N RAMP (CONNECTOR BETWEEN TW B & NORTH AP)	2	120.00	52.50	24,826.00	TAXIWAY	74.00	26.00	91.70
TW W APRON (TAXIWAY INTO WEST APRON)	2	110.00	100.00	14,634.00	TAXIWAY	79.50	2.50	80.82

Branch Condition Report

Pavement Database: FDOT NetworkID: LEE

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)	6	1,682.37	175.83	482,560.00	APRON	56.17	27.31	65.72
AP RFUEL (RE-FUELING APRON)	1	200.00	100.00	25,329.00	APRON	31.00	0.00	31.00
AP RU (RUNUP APRON)	2	645.00	167.50	91,631.00	APRON	94.50	3.50	95.20
AP T-HANG (APRON T-HANGAR)	1	1,500.00	25.00	45,127.00	APRON	71.00	0.00	71.00
APRON TL (TAXILANE TO APRON)	1	300.00	35.00	10,698.00	APRON	35.00	0.00	35.00
RW 13-31 (RUNWAY 13-31)	6	12,600.00	66.67	630,000.00	RUNWAY	87.50	11.94	76.41
RW 3-21 (RUNWAY 3-21)	2	6,128.00	43.75	487,106.00	RUNWAY	97.00	1.00	97.00
TL T-HANG (TAXILANE TO T-HANGARS)	2	600.00	30.00	35,144.00	TAXIWAY	80.00	10.00	81.71
TW A (TAXIWAY A)	4	8,090.00	50.00	339,014.00	TAXIWAY	92.75	7.12	91.57
TW A1 (TAXIWAY A1)	1	80.00	50.00	4,869.00	TAXIWAY	64.00	0.00	64.00
TW A2 (TAXIWAY A2)	1	80.00	40.00	4,287.00	TAXIWAY	69.00	0.00	69.00
TW A3 (TAXIWAY A3)	1	80.00	30.00	4,673.00	TAXIWAY	72.00	0.00	72.00
TW B (TAXIWAY B)	2	1,165.00	45.00	82,654.00	TAXIWAY	81.50	10.50	90.45
TW C (TAXIWAY C)	1	325.00	80.00	27,917.00	TAXIWAY	88.00	0.00	88.00
TW D (TAXIWAY D)	1	450.00	55.00	22,621.00	TAXIWAY	60.00	0.00	60.00
TW E (TAXIWAY E)	1	200.00	45.00	8,617.00	TAXIWAY	94.00	0.00	94.00

Branch Condition Report

Pavement Database: FDOT NetworkID: LEE

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 J (TAXIWAY J)	1	430.00	40.00	26,600.00	TAXIWAY	96.00	0.00	96.00
TW K (TAXIWAY K)	3	3,885.00	55.00	199,709.00	TAXIWAY	84.00	12.68	82.71

Branch Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CENTER (CENTER APRON)	4	1,329.00	102.50	130,581.19	APRON	81.75	9.86	84.63
AP E (EAST APRON)	7	3,890.00	250.00	656,761.58	APRON	81.14	22.05	87.58
AP N GA (NORTH GA APRON)	9	4,646.00	152.06	684,005.53	APRON	82.00	13.82	77.69
AP SW (APRON SOUTHWEST)	3	3,200.00	201.67	465,323.84	APRON	86.67	9.43	84.38
AP TERM (TERMINAL APRON)	2	2,280.00	350.00	634,993.36	APRON	81.00	1.00	81.09
AP W (WEST APRON)	7	1,920.75	183.14	320,867.31	APRON	46.71	37.37	50.07
RW 27L THR (THRESHOLD TO RW 27L)	2	1,791.00	62.50	102,102.00	RUNWAY	74.00	2.00	73.33
RW 5-23 (RUNWAY 5-23)	3	2,967.00	65.00	225,096.70	RUNWAY	60.00	6.48	68.17
RW 9L-27R (RUNWAY 9L-27R)	6	18,003.00	62.50	900,197.41	RUNWAY	84.83	12.51	67.53
RW 9R-27L (RUNWAY 9R-27L)	2	28,300.00	62.50	1,425,000.00	RUNWAY	66.00	8.00	63.33
TW A (TAXIWAY A)	4	10,400.00	86.25	824,692.94	TAXIWAY	84.00	6.16	79.43
TW B (TAXIWAY B)	1	1,000.00	100.00	101,687.15	TAXIWAY	81.00	0.00	81.00
TW C (TAXIWAY C)	7	5,825.00	52.86	360,817.59	TAXIWAY	80.14	6.20	78.58
TW CONN AP (CONNECTOR TAXIWAY TO TERMINAL APRON)	1	100.00	80.00	8,353.54	TAXIWAY	86.00	0.00	86.00
TW D (TAXIWAY D)	8	4,295.00	46.25	208,561.01	TAXIWAY	80.38	10.85	74.92
TW F (TAXIWAY F)	1	2,225.00	25.00	64,381.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW G (TAXIWAY G)	1	700.00	50.00	40,977.00	TAXIWAY	94.00	0.00	94.00
TW K (TAXIWAY K)	9	14,280.00	33.56	465,040.17	TAXIWAY	82.22	8.46	80.68
TW L (TAXIWAY L)	2	495.00	90.00	44,769.20	TAXIWAY	74.50	0.50	74.23
TW M (TAXIWAY M)	5	2,100.00	37.00	86,953.87	TAXIWAY	76.20	6.43	75.75
TW N (TAXIWAY N)	2	490.00	90.00	44,828.31	TAXIWAY	87.00	6.00	90.24
TW Q (TAXIWAY Q)	7	3,630.00	72.14	292,683.49	TAXIWAY	82.86	6.53	81.50
TW R (TAXIWAY R)	4	3,450.00	45.00	187,412.27	TAXIWAY	82.75	8.14	85.96
TW S (TAXIWAY S)	3	2,905.00	38.67	105,685.00	TAXIWAY	68.33	13.60	62.03
TW S1 (TAXIWAY S1)	2	900.00	36.25	34,004.00	TAXIWAY	88.00	12.00	89.66
TW T (TAXIWAY T)	2	1,140.00	87.50	102,345.53	TAXIWAY	83.50	0.50	83.53
TW V (TAXIWAY V)	5	2,676.00	61.00	136,730.35	TAXIWAY	89.00	10.35	90.65
TW V1 (TAXIWAY V1)	1	225.00	40.00	11,452.00	APRON	88.00	0.00	88.00
TW V2 (TAXIWAY V2)	1	250.00	30.00	8,446.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: OCF

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CENTER (CENTRAL APRON)	7	3,625.62	214.29	639,522.00	APRON	73.57	9.29	73.91
AP N (NORTH APRON)	2	600.00	200.00	61,346.00	APRON	78.00	8.00	75.11
RW 18-36 (RUNWAY 18-36)	6	8,730.00	81.25	1,120,050.00	RUNWAY	94.50	1.71	94.90
RW 8-26 (RUNWAY 8-26)	1	3,010.00	50.00	150,450.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	2	7,023.00	50.00	350,055.00	TAXIWAY	36.50	8.50	38.98
TW A1 (TAXIWAY A1)	2	580.00	87.50	40,852.00	TAXIWAY	89.50	7.50	89.23
TW A10 (TAXIWAY A10)	2	985.00	55.00	43,840.00	TAXIWAY	95.00	5.00	97.76
TW A11 (TAXIWAY A11)	1	820.00	80.00	60,866.00	TAXIWAY	88.00	0.00	88.00
TW A2 (TAXIWAY A2)	1	300.00	35.00	12,915.00	TAXIWAY	84.00	0.00	84.00
TW A3 (TAXIWAY A3)	3	660.00	50.00	32,177.00	TAXIWAY	75.00	19.30	84.42
TW A4 (TAXIWAY A4)	1	260.00	50.00	16,927.00	TAXIWAY	93.00	0.00	93.00
TW A5 (TAXIWAY A5)	1	260.00	50.00	16,153.00	TAXIWAY	82.00	0.00	82.00
TW A6 (TAXIWAY A6)	5	2,455.00	30.00	71,914.00	TAXIWAY	76.00	20.85	77.40
TW A7 (TAXIWAY A7)	1	890.00	25.00	52,374.00	TAXIWAY	93.00	0.00	93.00
TW A8 (TAXIWAY A8)	1	300.00	50.00	25,759.00	TAXIWAY	27.00	0.00	27.00
TW A9 (TAXIWAY A9)	1	300.00	50.00	19,957.00	TAXIWAY	36.00	0.00	36.00

Branch Condition Report

Pavement Database: FDOT NetworkID: OCF

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 AP N (TAXIWAY TO NORTH APRON)	1	1,140.00	30.00	33,921.00	TAXIWAY	81.00	0.00	81.00
TW B (TAXIWAY B)	2	3,580.00	25.00	91,166.00	TAXIWAY	58.00	0.00	58.00
TW CONN (CONNECTOR TAXIWAY, TW E AND RW 8-26)	1	720.00	25.00	15,806.00	TAXIWAY	100.00	0.00	100.00
TW T-HANG (TAXIWAY TO T-HANGARS)	3	5,140.00	26.00	118,650.00	TAXIWAY	69.67	17.25	64.07

Branch Condition Report

Pavement Database: FDOT NetworkID: OMN

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CENTER (CENTER APRON)	2	735.00	111.00	140,467.00	APRON	49.50	3.50	46.30
AP E (EAST APRON - HANGAR AREA)	1	360.00	133.00	56,773.00	APRON	24.00	0.00	24.00
AP RU (RUN-UP APRON)	2	600.00	100.00	56,672.00	APRON	100.00	0.00	100.00
AP T HANG (AP T HANG)	1	2,000.00	25.00	54,829.00	APRON	71.00	0.00	71.00
AP W (WEST APRON)	2	1,505.00	107.00	186,847.00	APRON	48.00	19.00	62.47
RW 17-35 (RUNWAY 17-35)	2	3,627.00	100.00	370,500.00	RUNWAY	75.00	1.00	75.84
RW 8-26 (RUNWAY 8-26)	1	4,000.00	75.00	292,950.00	RUNWAY	67.00	0.00	67.00
TW A (TAXIWAY A)	3	4,850.00	38.33	178,332.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	2	1,020.00	40.00	30,346.00	TAXIWAY	68.50	31.50	55.77
TW C (TAXIWAY C)	1	1,160.00	50.00	35,470.00	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D)	2	2,360.00	42.50	88,184.00	TAXIWAY	71.50	28.50	52.09
TW E (TAXIWAY E)	2	2,860.00	35.00	85,674.00	TAXIWAY	70.50	29.50	61.09
TW F (TAXIWAY F)	2	1,170.00	40.00	47,967.00	TAXIWAY	49.50	1.50	50.61
TW T-HANG (TAXIWAY TO T-HANGARS)	1	640.00	22.00	17,255.00	TAXIWAY	31.00	0.00	31.00

Branch Condition Report

Pavement Database: FDOT NetworkID: ORL

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

Branch Condition Report

Pavement Database: FDOT NetworkID: ORL

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

Branch Condition Report

Pavement Database: FDOT NetworkID: SFB

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)	2	390.00	137.50	61,296.84	APRON	50.50	14.50	57.59
AP N (NORTH APRON)	1	600.00	400.00	244,780.00	APRON	83.00	0.00	83.00
AP SE (APRON SOUTH EAST)	1	205.00	100.00	20,623.02	APRON	85.00	0.00	85.00
AP SW (SW APRON)	11	12,325.00	273.27	2,367,720.00	APRON	78.45	23.47	82.82
AP TERM (TERMINAL APRON - CENTER)	8	4,266.00	270.00	1,049,867.32	APRON	82.88	8.04	82.92
AP W (WEST APRON)	2	820.00	65.00	60,892.96	APRON	41.50	17.50	40.09
FBO AP (FBO APRON)	2	880.00	290.00	289,666.12	APRON	65.50	12.50	58.00
FBO APCONN (FBO APRON CONN)	1	1,400.00	50.00	72,099.72	APRON	40.00	0.00	40.00
RW 18-36 (RUNWAY 18-36)	18	17,351.00	63.14	887,918.60	RUNWAY	75.89	7.13	73.70
RW 9C-27C (RUNWAY 9C-27C)	2	3,250.00	97.50	276,834.48	RUNWAY	78.00	5.00	82.69
RW 9L-27R (RUNWAY 9L-27R)	8	60,400.00	62.50	1,650,000.00	RUNWAY	96.63	5.85	89.53
RW 9R-27L (RUNWAY 9R-27L)	2	6,451.00	75.00	485,086.52	RUNWAY	74.50	8.50	73.62
TW A (TAXIWAY A)	1	1,854.00	140.00	190,899.00	TAXIWAY	75.00	0.00	75.00
TW A3 (TAXIWAY A3)	2	600.00	151.50	64,567.00	TAXIWAY	70.50	10.50	68.60
TW B (TAXIWAY B)	7	10,325.00	87.86	893,922.96	TAXIWAY	76.86	14.50	71.34
TW B10 (TAXIWAY B10)	1	500.00	50.00	25,251.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: SFB

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 B2 (TAXIWAY B2)	1	525.00	150.00	85,246.51	TAXIWAY	67.00	0.00	67.00
TW B3 (TAXIWAY B3)	2	550.00	90.00	56,772.82	TAXIWAY	66.50	8.50	63.57
TW B4 (TAXIWAY B4)	2	600.00	90.00	56,775.52	TAXIWAY	66.00	4.00	64.62
TW B7 (TAXIWAY B7)	1	1,300.00	100.00	110,778.00	TAXIWAY	73.00	0.00	73.00
TW B8 (TAXIWAY B8)	2	2,312.00	90.00	135,901.00	TAXIWAY	84.00	16.00	84.59
TW C (TAXIWAY C)	6	5,820.00	75.00	450,108.02	TAXIWAY	64.17	6.36	64.60
TW E (TAXIWAY E)	2	445.00	75.00	37,313.76	TAXIWAY	76.50	17.50	74.95
TW K (TAXIWAY K)	4	1,950.00	81.25	179,243.23	TAXIWAY	65.75	10.28	64.21
TW K1 (TAXIWAY K1)	1	840.00	75.00	65,059.81	TAXIWAY	73.00	0.00	73.00
TW L (TAXIWAY L)	5	1,825.00	105.00	205,692.33	TAXIWAY	70.20	10.50	63.17
TW M (TAXIWAY M)	2	250.00	200.00	58,776.26	TAXIWAY	73.50	11.50	72.94
TW P (TAXIWAY P)	2	307.00	45.00	22,366.50	TAXIWAY	22.50	5.50	26.11
TW R (TAXIWAY R)	12	6,745.00	84.17	445,743.06	TAXIWAY	74.67	11.83	66.32
TW S (TAXIWAY S)	3	5,885.00	40.00	255,868.31	TAXIWAY	84.33	3.86	82.97
TW S1 (TAXIWAY S1)	1	350.00	45.00	22,552.55	TAXIWAY	76.00	0.00	76.00
TW S2 (TAXIWAY S2)	1	350.00	45.00	23,284.88	TAXIWAY	73.00	0.00	73.00

Branch Condition Report

Pavement Database: FDOT NetworkID: SFB

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 S3 (TAXIWAY S3)	1	300.00	45.00	13,493.96	TAXIWAY	78.00	0.00	78.00
TW S4 (TAXIWAY S4)	1	350.00	35.00	14,379.16	TAXIWAY	85.00	0.00	85.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TIX

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 HELI (HELICOPTER APRON)	2	1,225.00	289.00	404,724.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	20	8,360.00	86.35	572,071.96	APRON	87.50	14.44	79.35
AP W (WEST APRON)	2	1,668.00	450.00	400,935.00	APRON	91.00	9.00	98.63
RW 18-36 (RUNWAY 18-36)	6	21,919.00	62.50	1,097,850.00	RUNWAY	70.33	2.43	68.55
RW 9-27 (RUNWAY 9-27)	2	4,890.00	100.00	489,742.70	RUNWAY	62.00	3.00	59.61
TW A (TAXIWAY A)	6	7,600.00	50.00	390,425.96	TAXIWAY	70.50	1.98	70.76
TW B (TAXIWAY B)	2	5,000.00	50.00	256,505.02	TAXIWAY	80.00	20.00	96.55
TW C (TAXIWAY C)	3	3,600.00	55.00	196,395.52	TAXIWAY	80.33	13.96	74.90
TW D (TAXIWAY D)	3	2,000.00	50.00	107,711.00	TAXIWAY	73.67	3.09	76.04
TW E (TAXIWAY E)	4	4,400.00	48.75	154,057.85	TAXIWAY	83.00	9.82	78.43
TW F (TAXIWAY F)	1	580.00	50.00	30,388.00	TAXIWAY	25.00	0.00	25.00

Branch Condition Report

Pavement Database: FDOT NetworkID: X21

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	983.00	132.75	109,455.00	APRON	79.25	5.12	79.82
AP T-HANG (T-HANGAR APRON)	2	3,475.00	20.00	89,416.00	APRON	71.00	9.00	70.99
RW 15-33 (RUNWAY 15-33)	1	3,028.00	70.00	211,750.00	RUNWAY	87.00	0.00	87.00
TW A (TAXIWAY A)	2	3,100.00	30.00	83,852.00	TAXIWAY	87.50	2.50	89.76
TW AP (TAXIWAY AP)	1	100.00	25.00	4,803.00	TAXIWAY	84.00	0.00	84.00
TW B (TAXIWAY B)	2	225.00	25.00	8,819.00	TAXIWAY	94.00	1.00	93.89
TW C (TAXIWAY C)	3	733.00	25.00	20,314.00	TAXIWAY	88.00	10.03	86.54
TW D (TAXIWAY D)	1	100.00	30.00	5,221.00	TAXIWAY	89.00	0.00	89.00

Branch Condition Report

Pavement Database: FDOT NetworkID: X23

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	200.00	150.00	36,359.06	APRON	100.00	0.00	100.00
AP RU (RUN-UP APRON)	1	150.00	135.00	20,036.50	APRON	89.00	0.00	89.00
AP TERM (TERMINAL APRON)	3	1,927.00	43.33	63,505.06	APRON	80.33	3.09	80.67
AP T-HANG (APRON AT T-HANGARS)	1	150.00	140.00	21,771.50	APRON	76.00	0.00	76.00
RW 01-19 (RUNWAY 01-19)	1	2,500.00	60.00	150,000.00	RUNWAY	83.00	0.00	83.00
TW AP (TAXIWAY AP)	1	600.00	25.00	16,035.12	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: X35

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	400.00	300.00	127,366.59	APRON	63.00	0.00	63.00
AP HANGAR (HANGAR APRON)	4	3,035.00	50.00	85,269.42	APRON	61.75	26.21	75.25
AP TERM (TERMINAL APRON)	1	200.00	350.00	67,389.30	APRON	100.00	0.00	100.00
RW 10-28 (RUNWAY 10-28)	1	4,550.00	60.00	273,634.66	RUNWAY	76.00	0.00	76.00
RW 5-23 (RUNWAY 5-23)	3	4,975.00	100.00	500,000.48	RUNWAY	83.67	23.10	97.06
TW E (EAST TAXIWAY)	3	3,730.00	41.67	187,117.13	TAXIWAY	54.00	16.33	55.29

Branch Condition Report

Pavement Database: FDOT NetworkID: X59

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	2,870.00	82.33	467,555.00	APRON	82.00	14.70	97.01
RW 10-28 (RUNWAY 10-28)	2	4,607.00	75.00	300,000.00	RUNWAY	49.00	22.00	33.60
RW 14-32 (RUNWAY 14-32)	3	3,900.00	75.00	292,367.00	RUNWAY	75.67	0.94	75.44
TW A (TAXIWAY A)	2	4,200.00	27.50	134,176.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	1	1,200.00	25.00	37,651.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: XFL

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)	7	2,812.50	95.71	252,178.30	APRON	54.71	36.85	77.51
AP E (EAST APRON)	2	707.00	115.00	77,412.37	APRON	74.00	1.00	73.31
AP GA (APRON GA)	1	140.00	120.00	16,783.00	APRON	98.00	0.00	98.00
AP MID (APRON MID)	2	410.00	145.00	60,249.00	APRON	100.00	0.00	100.00
AP N (NORTH APRON)	1	350.00	85.00	30,076.72	APRON	92.00	0.00	92.00
AP RU 11 (RUN-UP APRON AT RW 11)	2	560.00	150.00	63,805.31	APRON	47.00	10.00	46.52
AP T-HANG (APRON AT T-HANGARS)	4	2,070.00	33.75	60,816.20	APRON	77.25	20.56	80.46
RW 11-29 (RUNWAY 11-29)	1	5,000.00	100.00	500,300.00	RUNWAY	50.00	0.00	50.00
RW 6-24 (RUNWAY 6-24)	1	4,850.00	100.00	487,348.56	RUNWAY	55.00	0.00	55.00
TW A (TAXIWAY A)	4	5,077.00	40.00	253,446.93	TAXIWAY	47.00	10.56	49.89
TW B (TAXIWAY B)	1	2,450.00	35.00	88,037.83	TAXIWAY	66.00	0.00	66.00
TW C (TAXIWAY C)	4	3,158.00	50.00	170,158.23	TAXIWAY	49.00	6.16	46.80
TW D (TAXIWAY D)	5	3,016.00	50.00	173,951.06	TAXIWAY	41.80	16.89	38.18
TW E (TAXIWAY E)	5	4,430.00	43.00	275,037.17	TAXIWAY	93.80	12.40	97.30
TW F (TAXIWAY F)	1	500.00	50.00	25,816.34	TAXIWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	292	22,190,287.35	66.36	28.29	69.13
RUNWAY	136	20,918,928.31	79.17	15.75	76.97
TAXIWAY	461	19,720,267.81	74.44	18.81	73.01
All	889	62,829,483.48	72.51	22.48	72.96

Date: 5 /27/2015

Section Condition Report

Pavement Database: FDOT *NetworkID: COI*

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)	4202	01/01/2011	PCC	APRON	P	0	3,023.08	08/20/2013	2	99.00
AP N (NORTH APRON)	4203	01/01/1990	PCC	APRON	P	0	2,201.50	08/20/2013	23	58.00
AP N (NORTH APRON)	4205	01/01/2005	AAC	APRON	P	0	24,860.23	08/20/2013	8	25.00
AP N (NORTH APRON)	4215	01/01/2005	AAC	APRON	P	0	139,108.59	08/20/2013	8	73.00
AP N (NORTH APRON)	4218	01/01/2005	AAC	APRON	P	0	48,875.00	08/20/2013	8	78.00
AP N (NORTH APRON)	4220	01/01/2005	AAC	APRON	P	0	33,609.36	08/20/2013	8	82.00
AP N (NORTH APRON)	4225	01/01/2005	AAC	APRON	P	0	26,238.25	08/20/2013	8	80.00
AP N (NORTH APRON)	4230	01/01/2005	AAC	APRON	P	0	42,202.86	08/20/2013	8	73.00
AP RU RW29 (RUN-UP APRON AT RW 29)	5105	01/01/2002	AAC	APRON	P	0	14,226.02	08/20/2013	11	82.00
AP S (SOUTH APRON)	4105	01/01/1996	AAC	APRON	P	0	97,599.60	08/20/2013	17	28.00
AP S (SOUTH APRON)	4106	01/01/1996	AAC	APRON	P	0	19,960.00	08/20/2013	17	20.00
AP S (SOUTH APRON)	4110	01/01/1996	AAC	APRON	P	0	63,199.52	08/20/2013	17	25.00
AP S (SOUTH APRON)	4111	01/01/1996	AAC	APRON	P	0	13,470.00	08/20/2013	17	25.00
AP S (SOUTH APRON)	4115	01/01/1996	AAC	APRON	P	0	89,395.87	08/20/2013	17	25.00
AP SW (SW APRON)	4305	01/01/2003	AC	APRON	P	0	37,682.42	08/20/2013	10	89.00
AP SW (SW APRON)	4310	01/01/2003	AC	APRON	P	0	10,214.14	08/20/2013	10	85.00
RW 11-29 (RUNWAY 11-29)	6105	01/01/2002	AAC	RUNWAY	P	0	270,225.00	08/20/2013	11	69.00
TW A (TAXIWAY A)	105	01/01/2002	AAC	TAXIWAY	P	0	125,133.17	08/20/2013	11	79.00
TW A (TAXIWAY A)	110	01/01/2002	AAC	TAXIWAY	P	0	9,043.18	08/20/2013	11	78.00
TW A1 (TAXIWAY ALPHA 1)	305	01/01/2002	AAC	TAXIWAY	P	0	10,738.71	08/20/2013	11	65.00
TW A2 (TAXIWAY ALPHA 2)	405	01/01/2002	AAC	TAXIWAY	P	0	4,513.27	08/20/2013	11	82.00
TW A3 (TAXIWAY ALPHA 3)	505	01/01/2002	AAC	TAXIWAY	P	0	4,513.27	08/20/2013	11	80.00
TW A4 (TAXIWAY ALPHA 4)	605	01/01/2002	AC	TAXIWAY	P	0	5,387.07	08/20/2013	11	83.00
TW B (TAXIWAY B)	203	01/01/2011	AC	TAXIWAY	P	0	9,788.00	08/20/2013	2	98.00
TW B (TAXIWAY B)	205	01/01/2005	AAC	TAXIWAY	P	0	12,750.00	08/20/2013	8	65.00
TW B (TAXIWAY B)	210	01/01/2005	AAC	TAXIWAY	P	0	57,150.00	08/20/2013	8	72.00

Section Condition Report

Pavement Database: FDOT NetworkID: COI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B1 (TAXIWAY BRAVO 1)	315	01/01/2005	AAC	TAXIWAY	P	0	4,046.29	08/20/2013	8	70.00
TW B2 (TAXIWAY BRAVO 2)	410	01/01/2005	AAC	TAXIWAY	P	0	4,298.45	08/20/2013	8	78.00
TW B4 (TAXIWAY BRAVO 4)	216	01/01/2005	AAC	TAXIWAY	P	0	5,450.37	08/20/2013	8	75.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CYDI (CYDI APRON)	4405	01/01/1997	AC	APRON	P	0	120,000.00	12/15/2014	17	64.00
AP CYDI (CYDI APRON)	4410	12/25/1999	AC	APRON	P	0	83,000.00	12/15/2014	15	74.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4205	01/01/1987	AAC	APRON	P	0	7,398.00	12/15/2014	27	49.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4207	04/01/2012	AAC	APRON	P	0	44,925.00	04/01/2012	0	100.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4215	01/01/1987	AAC	APRON	P	0	80,092.00	12/15/2014	27	34.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4220	01/01/1987	APC	APRON	P	0	82,496.00	12/15/2014	27	7.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4225	01/01/1990	APC	APRON	P	0	40,632.00	12/15/2014	24	64.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4230	01/01/1979	APC	APRON	P	0	357,983.00	12/15/2014	35	17.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4240	01/01/1983	APC	APRON	P	0	121,234.00	12/15/2014	31	30.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4250	01/01/1979	AAC	APRON	P	0	159,612.00	12/15/2014	35	17.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4260	01/01/1979	AC	APRON	P	0	29,243.00	12/15/2014	35	30.00
AP NE (NE APRON - CFS, NASCAR, GA, JET CTR)	4265	01/01/1983	AC	APRON	P	0	21,786.00	12/15/2014	31	26.00
AP NOVA (NOVA APRON)	4305	01/01/1979	AAC	APRON	P	0	91,213.00	12/15/2014	35	22.00
AP NOVA (NOVA APRON)	4310	01/01/1979	APC	APRON	P	0	59,583.00	12/15/2014	35	29.00
AP NOVA (NOVA APRON)	4315	01/01/1987	AC	APRON	P	0	67,645.00	12/15/2014	27	55.00
AP NOVA (NOVA APRON)	4321	01/01/2007	AAC	APRON	P	0	32,663.00	12/15/2014	7	57.00
AP NW ()	4605	01/01/2004	AC	APRON	P	0	39,816.00	12/15/2014	10	86.00
AP P-71 (Apron P-71)	5106	01/01/2011	AC	APRON	P	0	88,636.00	12/15/2014	3	93.00
AP RU (RUN-UP APRONS FOR RW 7L-25R)	5105	12/25/1999	AC	APRON	P	0	85,073.00	12/15/2014	15	87.00
AP RU (RUN-UP APRONS FOR RW 7L-25R)	5110	12/25/1999	AC	APRON	P	0	41,243.00	12/15/2014	15	74.00
AP RU (RUN-UP APRONS FOR RW 7L-25R)	5115	01/01/2004	AC	APRON	P	0	34,645.00	12/15/2014	10	77.00
AP RU (RUN-UP APRONS FOR RW 7L-25R)	5120	01/01/2004	AC	APRON	P	0	36,468.00	12/15/2014	10	87.00
AP SE (SE APRON)	4505	12/25/1999	AC	APRON	P	0	320,704.00	12/15/2014	15	66.00
AP TERM (TERMINAL APRON)	4105	01/01/1991	PCC	APRON	P	0	582,603.00	12/15/2014	23	90.00
RW 16-34 (RUNWAY 16-34)	6205	01/01/1990	AC	RUNWAY	P	0	150,000.00	12/15/2014	24	66.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 16-34 (RUNWAY 16-34)	6210	01/01/1990	AC	RUNWAY	P	0	75,000.00	12/15/2014	24	66.00
RW 16-34 (RUNWAY 16-34)	6215	01/01/1990	AAC	RUNWAY	P	0	335,000.00	12/15/2014	24	61.00
RW 16-34 (RUNWAY 16-34)	6220	01/01/1990	AAC	RUNWAY	P	0	167,500.00	12/15/2014	24	64.00
RW 16-34 (RUNWAY 16-34)	6225	01/01/2011	AAC	RUNWAY	P	0	49,991.00	12/15/2014	3	92.00
RW 16-34 (RUNWAY 16-34)	6230	01/01/2011	AAC	RUNWAY	P	0	24,996.00	12/15/2014	3	91.00
RW 16-34 (RUNWAY 16-34)	6235	01/01/1990	AC	RUNWAY	P	0	50,100.00	12/15/2014	24	65.00
RW 16-34 (RUNWAY 16-34)	6240	01/01/1990	AC	RUNWAY	P	0	25,050.00	12/15/2014	24	72.00
RW 7L-25R (RUNWAY 7L-25R)	6102	01/01/2011	AC	RUNWAY	P	0	25,000.00	12/15/2014	3	94.00
RW 7L-25R (RUNWAY 7L-25R)	6107	01/01/2011	PCC	RUNWAY	P	0	125,000.00	12/15/2014	3	99.00
RW 7L-25R (RUNWAY 7L-25R)	6108	01/01/2011	AC	RUNWAY	P	0	50,000.00	12/15/2014	3	95.00
RW 7L-25R (RUNWAY 7L-25R)	6110	01/01/2011	AC	RUNWAY	P	0	250,000.00	12/15/2014	3	95.00
RW 7L-25R (RUNWAY 7L-25R)	6115	01/01/2011	AAC	RUNWAY	P	0	75,000.00	12/15/2014	3	94.00
RW 7L-25R (RUNWAY 7L-25R)	6125	01/01/2011	AAC	RUNWAY	P	0	150,000.00	12/15/2014	3	95.00
RW 7L-25R (RUNWAY 7L-25R)	6130	01/01/2011	AAC	RUNWAY	P	0	205,000.00	12/15/2014	3	93.00
RW 7L-25R (RUNWAY 7L-25R)	6135	01/01/2011	AAC	RUNWAY	P	0	410,000.00	12/15/2014	3	95.00
RW 7L-25R (RUNWAY 7L-25R)	6160	01/01/2011	AAC	RUNWAY	P	0	95,000.00	12/15/2014	3	94.00
RW 7L-25R (RUNWAY 7L-25R)	6165	01/01/2011	AAC	RUNWAY	P	0	190,000.00	12/15/2014	3	95.00
RW 7R-25L (RUNWAY 7R-25L)	6305	01/01/1978	AAC	RUNWAY	S	0	304,491.00	12/15/2014	36	54.00
TW A (TAXIWAY A)	105	01/01/1979	AAC	TAXIWAY	P	0	58,371.00	12/15/2014	35	31.00
TW A (TAXIWAY A)	107	01/01/1990	AAC	TAXIWAY	P	0	10,850.00	12/15/2014	24	53.00
TW A (TAXIWAY A)	115	01/01/1992	AC	TAXIWAY	P	0	15,920.00	12/15/2014	22	58.00
TW A (TAXIWAY A)	120	01/01/1992	AC	TAXIWAY	P	0	59,961.00	12/15/2014	22	65.00
TW A (TAXIWAY A)	125	01/01/1992	AC	TAXIWAY	P	0	41,659.00	12/15/2014	22	57.00
TW CYDI AP (TAXIWAY TO CYDI APRON)	305	01/01/1997	AC	TAXIWAY	P	0	14,984.00	12/15/2014	17	71.00
TW CYDI AP (TAXIWAY TO CYDI APRON)	308	12/25/1999	AC	TAXIWAY	P	0	14,482.00	12/15/2014	15	61.00
TW CYDI AP (TAXIWAY TO CYDI APRON)	315	12/25/1999	AC	TAXIWAY	P	0	37,476.00	12/15/2014	15	75.00

Section Condition Report

Pavement Database: FDOT NetworkID: DAB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	505	01/01/1992	AC	TAXIWAY	P	0	65,061.00	12/15/2014	22	66.00
TW E (TAXIWAY E)	507	12/25/1999	AC	TAXIWAY	P	0	13,372.00	12/15/2014	15	74.00
TW E (TAXIWAY E)	512	12/25/1999	AC	TAXIWAY	P	0	5,710.00	12/15/2014	15	86.00
TW E (TAXIWAY E)	515	01/01/1978	AC	TAXIWAY	P	0	144,503.00	12/15/2014	36	65.00
TW E (TAXIWAY E)	519	01/01/1988	AAC	TAXIWAY	P	0	16,966.00	12/15/2014	26	91.00
TW E (TAXIWAY E)	523	01/01/1987	AAC	TAXIWAY	P	0	3,374.00	12/15/2014	27	60.00
TW E (TAXIWAY E)	530	01/01/1978	AC	TAXIWAY	P	0	3,453.00	12/15/2014	36	33.00
TW E (TAXIWAY E)	535	01/01/1978	AC	TAXIWAY	P	0	3,227.00	12/15/2014	36	63.00
TW E (TAXIWAY E)	536	01/01/1999	AC	TAXIWAY	P	0	3,600.00	12/15/2014	15	64.00
TW E (TAXIWAY E)	560	01/01/1992	AC	TAXIWAY	P	0	43,589.00	12/15/2014	22	63.00
TW E1 (TAXIWAY E1)	510	01/01/1992	AC	TAXIWAY	P	0	19,231.00	12/15/2014	22	64.00
TW E2 (TAXIWAY E2)	521	01/01/2013	AC	TAXIWAY	P	0	28,827.00	01/01/2013	0	100.00
TW E3 (TAXIWAY E3)	540	01/01/1978	AC	TAXIWAY	P	0	15,297.00	12/15/2014	36	59.00
TW E4 (TAXIWAY E4)	550	01/01/1978	AC	TAXIWAY	P	0	16,161.00	12/15/2014	36	62.00
TW N (TAXIWAY N)	1403	01/01/2011	AAC	TAXIWAY	P	0	25,360.00	12/15/2014	3	91.00
TW N (TAXIWAY N)	1405	01/01/2007	AAC	TAXIWAY	P	0	208,454.00	12/15/2014	7	81.00
TW N (TAXIWAY N)	1408	01/01/1987	AAC	TAXIWAY	P	0	581,372.00	12/15/2014	27	40.00
TW N (TAXIWAY N)	1409	01/01/2011	AAC	TAXIWAY	P	0	14,291.00	12/15/2014	3	89.00
TW N (TAXIWAY N)	1457	01/01/1992	AC	TAXIWAY	P	0	29,986.00	12/15/2014	22	59.00
TW N (TAXIWAY N)	1459	01/01/1991	PCC	TAXIWAY	P	0	62,897.00	12/15/2014	23	90.00
TW N (TAXIWAY N)	1468	01/01/1979	AC	TAXIWAY	P	0	28,777.00	12/15/2014	35	58.00
TW N1 (TAXIWAY N1)	1410	01/01/2007	AAC	TAXIWAY	P	0	29,146.00	12/15/2014	7	95.00
TW N1 (TAXIWAY N1)	1415	01/01/2007	AAC	TAXIWAY	P	0	29,146.00	12/15/2014	7	76.00
TW N2 (TAXIWAY N2)	1418	01/01/2011	AAC	TAXIWAY	P	0	21,853.00	12/15/2014	3	95.00
TW N2 (TAXIWAY N2)	1420	01/01/1987	AAC	TAXIWAY	P	0	21,342.00	12/15/2014	27	50.00
TW N3 (TAXIWAY N3)	1425	01/01/2011	AAC	TAXIWAY	P	0	16,929.00	12/15/2014	3	95.00

Section Condition Report

Pavement Database: FDOT NetworkID: DAB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW N3 (TAXIWAY N3)	1430	01/01/1987	AAC	TAXIWAY	P	0	32,608.00	12/15/2014	27	42.00
TW N4 (TAXIWAY N4)	1440	01/01/1987	AAC	TAXIWAY	P	0	31,034.00	12/15/2014	27	40.00
TW N4 (TAXIWAY N4)	1445	01/01/2011	AAC	TAXIWAY	P	0	28,723.00	12/15/2014	3	91.00
TW N5 (TAXIWAY N5)	1450	01/01/1987	AC	TAXIWAY	P	0	43,840.00	12/15/2014	27	63.00
TW N5 (TAXIWAY N5)	1455	01/01/2011	AAC	TAXIWAY	P	0	20,210.00	12/15/2014	3	95.00
TW N6 (TAXIWAY N6)	1460	01/01/1987	AAC	TAXIWAY	P	0	34,517.00	12/15/2014	27	45.00
TW N6 (TAXIWAY N6)	1462	01/01/2011	AAC	TAXIWAY	P	0	15,786.00	12/15/2014	3	87.00
TW N7 (TAXIWAY N7)	1465	01/01/1987	AAC	TAXIWAY	P	0	18,045.00	12/15/2014	27	61.00
TW N7 (TAXIWAY N7)	1467	01/01/2011	AAC	TAXIWAY	P	0	12,803.00	12/15/2014	3	89.00
TW N8 (TAXIWAY N8)	1470	01/01/1987	AC	TAXIWAY	P	0	26,922.00	12/15/2014	27	62.00
TW N8 (TAXIWAY N8)	1472	01/01/2011	AAC	TAXIWAY	P	0	20,214.00	12/15/2014	3	95.00
TW N9 (TAXIWAY N9)	1480	01/01/1987	AAC	TAXIWAY	P	0	15,457.00	12/15/2014	27	59.00
TW N9 (TAXIWAY N9)	1482	01/01/2011	AAC	TAXIWAY	P	0	29,206.00	12/15/2014	3	95.00
TW P (TAXIWAY P)	803	01/01/2011	AAC	TAXIWAY	P	0	16,216.00	12/15/2014	3	95.00
TW P (TAXIWAY P)	805	12/25/1999	AC	TAXIWAY	P	0	382,754.00	12/15/2014	15	75.00
TW P (TAXIWAY P)	810	12/25/1999	AC	TAXIWAY	P	0	56,250.00	12/15/2014	15	71.00
TW P (TAXIWAY P)	825	12/25/1999	AC	TAXIWAY	P	0	22,371.00	12/15/2014	15	73.00
TW P (TAXIWAY P)	830	12/25/1999	AC	TAXIWAY	P	0	48,571.00	12/15/2014	15	77.00
TW P (TAXIWAY P)	835	12/25/1999	AC	TAXIWAY	P	0	29,002.00	12/15/2014	15	71.00
TW P3 (TAXIWAY P3)	812	01/01/2011	AC	TAXIWAY	P	0	20,077.00	12/15/2014	3	89.00
TW P3 (TAXIWAY P3)	815	01/01/2011	AC	TAXIWAY	P	0	16,587.00	12/15/2014	3	75.00
TW P4 (TAXIWAY P4)	320	12/25/1999	AC	TAXIWAY	P	0	24,387.00	12/15/2014	15	68.00
TW P4 (TAXIWAY P4)	322	01/01/2011	AC	TAXIWAY	P	0	35,149.00	12/15/2014	3	95.00
TW P5 (TAXIWAY P5)	310	12/25/1999	AC	TAXIWAY	P	0	28,495.00	12/15/2014	15	71.00
TW P5 (TAXIWAY P5)	312	01/01/2011	AC	TAXIWAY	P	0	30,515.00	12/15/2014	3	95.00
TW P8 (TAXIWAY P8)	840	12/25/1999	AC	TAXIWAY	P	0	20,781.00	12/15/2014	15	95.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW P8 (TAXIWAY P8)	845	12/25/1999	AC	TAXIWAY	P	0	44,090.00	12/15/2014	15	87.00
TW S (TAXIWAY S)	1905	01/01/1967	AC	TAXIWAY	P	0	71,963.00	12/15/2014	47	46.00
TW S (TAXIWAY S)	1910	01/01/1967	AC	TAXIWAY	P	0	13,097.00	12/15/2014	47	28.00
TW S (TAXIWAY S)	1914	01/01/2004	AC	TAXIWAY	P	0	28,587.00	12/15/2014	10	72.00
TW S (TAXIWAY S)	1915	01/01/1987	AC	TAXIWAY	P	0	15,855.00	12/15/2014	27	57.00
TW S (TAXIWAY S)	1925	01/01/1990	AAC	TAXIWAY	P	0	14,180.00	12/15/2014	24	47.00
TW S (TAXIWAY S)	1932	01/01/1967	AC	TAXIWAY	P	0	38,647.00	12/15/2014	47	37.00
TW S (TAXIWAY S)	1935	01/01/1967	AC	TAXIWAY	P	0	10,788.00	12/15/2014	47	40.00
TW S (TAXIWAY S)	1940	01/01/1987	AC	TAXIWAY	P	0	16,591.00	12/15/2014	27	65.00
TW S (TAXIWAY S)	1941	01/01/2007	AAC	TAXIWAY	P	0	4,548.00	12/15/2014	7	75.00
TW S (TAXIWAY S)	1943	01/01/2007	AAC	TAXIWAY	P	0	4,916.00	12/15/2014	7	75.00
TW S (TAXIWAY S)	1945	01/01/1979	AC	TAXIWAY	P	0	12,764.00	12/15/2014	35	69.00
TW S (TAXIWAY S)	1950	01/01/1987	AC	TAXIWAY	P	0	12,691.00	12/15/2014	27	27.00
TW S1 (TAXIWAY S1)	1918	01/01/2004	AC	TAXIWAY	P	0	7,695.00	12/15/2014	10	80.00
TW T (TAXIWAY T)	705	01/01/2004	AC	TAXIWAY	P	0	73,170.00	12/15/2014	10	77.00
TW T1 (TAXIWAY T1)	710	01/01/2004	AC	TAXIWAY	P	0	7,695.00	12/15/2014	10	77.00
TW W (TAXIWAY W)	2305	01/01/1990	AC	TAXIWAY	P	0	96,831.00	12/15/2014	24	69.00
TW W (TAXIWAY W)	2320	01/01/1990	AAC	TAXIWAY	P	0	85,362.00	12/15/2014	24	62.00
TW W (TAXIWAY W)	2335	01/01/1987	AAC	TAXIWAY	P	0	30,312.00	12/15/2014	27	32.00
TW W (TAXIWAY W)	2337	01/01/2011	AAC	TAXIWAY	P	0	19,432.00	12/15/2014	3	92.00
TW W (TAXIWAY W)	2340	01/01/1990	AAC	TAXIWAY	P	0	65,927.00	12/15/2014	24	60.00
TW W (TAXIWAY W)	2360	01/01/1990	AC	TAXIWAY	P	0	63,511.00	12/15/2014	24	66.00
TW W1 (TAXIWAY W1)	2310	01/01/1990	AC	TAXIWAY	P	0	26,958.00	12/15/2014	24	70.00
TW W2 (TAXIWAY W2)	2331	01/01/2013	AC	TAXIWAY	P	0	33,454.00	01/01/2013	0	100.00
TW W3 (TAXIWAY W3)	2350	01/01/1987	AAC	TAXIWAY	P	0	17,896.00	12/15/2014	27	59.00
TW W4 (TAXIWAY W4)	2370	01/01/1990	AAC	TAXIWAY	P	0	31,045.00	12/15/2014	24	67.00

Section Condition Report

Pavement Database: FDOT NetworkID: DAB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW W5 (TAXIWAY W5)	2380	01/01/1990	AC	TAXIWAY	P	0	53,247.00	12/15/2014	24	63.00
TW W5 (TAXIWAY W5)	2385	01/01/2004	AC	TAXIWAY	P	0	25,427.00	12/15/2014	10	80.00
TW Y (TAXIWAY Y)	2390	01/01/2013	AC	TAXIWAY	P	0	24,801.00	01/01/2013	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: DED

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP EAST (EAST APRON)	4205	12/25/1970	AC	APRON	P	0	41,776.00	12/04/2014	44	47.00
AP EAST (EAST APRON)	4210	12/25/1970	AC	APRON	P	0	41,350.00	12/04/2014	44	42.00
AP RU (RUN-UP APRON)	5405	08/01/2014	AC	APRON	P	0	26,054.00	08/01/2014	0	100.00
AP S (SOUTH APRON)	5105	01/01/1991	AC	APRON	P	0	41,994.00	12/04/2014	23	76.00
AP S (SOUTH APRON)	5305	07/31/2008	AC	APRON	P	0	95,271.00	12/04/2014	6	76.00
AP SE (SE APRON)	4110	01/01/2006	AC	APRON	P	0	268,252.00	12/04/2014	8	95.00
AP SE (SE APRON)	4112	01/01/2001	AC	APRON	P	0	205,700.00	12/04/2014	13	68.00
AP SE (SE APRON)	4115	01/01/2006	AC	APRON	P	0	80,300.00	12/04/2014	8	94.00
AP SE (SE APRON)	4120	01/01/2006	AC	APRON	P	0	110,466.00	12/04/2014	8	95.00
AP SE (SE APRON)	4135	01/01/2006	AC	APRON	P	0	20,923.00	12/04/2014	8	94.00
AP T-HANG (APRON T-HANGARS)	4305	12/25/1999	AC	APRON	P	0	97,487.00	12/04/2014	15	90.00
RW 12-30 (RUNWAY 12-30)	6105	08/01/2014	AAC	RUNWAY	P	0	600,000.00	08/01/2014	0	100.00
RW 5-23 (RUNWAY 5-23)	6210	01/01/1997	AAC	RUNWAY	P	0	30,000.00	12/04/2014	17	59.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/1996	AAC	RUNWAY	P	0	206,250.00	12/04/2014	18	67.00
RW 5-23 (RUNWAY 5-23)	6218	01/01/1997	AAC	RUNWAY	P	0	9,392.00	12/04/2014	17	78.00
RW 5-23 (RUNWAY 5-23)	6220	01/01/1997	AAC	RUNWAY	P	0	12,533.00	12/04/2014	17	75.00
RW 5-23 (RUNWAY 5-23)	6225	01/01/1997	AAC	RUNWAY	P	0	36,375.00	12/04/2014	17	81.00
RW 5-23 (RUNWAY 5-23)	6230	01/01/1997	AAC	RUNWAY	P	0	23,925.00	12/04/2014	17	77.00
TW A (TAXIWAYS A)	105	01/01/1991	AC	TAXIWAY	P	0	35,618.00	12/04/2014	23	69.00
TW A (TAXIWAYS A)	106	01/01/1996	AAC	TAXIWAY	P	0	7,575.00	12/04/2014	18	69.00
TW A (TAXIWAYS A)	110	01/01/1992	AC	TAXIWAY	P	0	102,400.00	12/04/2014	22	77.00
TW A (TAXIWAYS A)	115	01/01/1996	AC	TAXIWAY	P	0	70,685.00	12/04/2014	18	82.00
TW B (TAXIWAY B)	205	01/01/1942	AC	TAXIWAY	P	0	30,655.00	12/04/2014	72	63.00
TW B (TAXIWAY B)	206	01/01/1997	AAC	TAXIWAY	P	0	9,163.00	12/04/2014	17	72.00
TW B (TAXIWAY B)	215	01/01/1996	AAC	TAXIWAY	P	0	8,194.00	12/04/2014	18	65.00
TW B (TAXIWAY B)	220	01/01/1985	AC	TAXIWAY	P	0	107,725.00	12/04/2014	29	70.00

Section Condition Report

Pavement Database: FDOT NetworkID: DED

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	305	01/01/1991	AC	TAXIWAY	P	0	16,073.00	12/04/2014	23	75.00
TW C (TAXIWAY C)	306	01/01/1996	AAC	TAXIWAY	P	0	6,924.00	12/04/2014	18	73.00
TW D (TAXIWAY D)	450	08/01/2014	AAC	TAXIWAY	P	0	151,788.00	08/01/2014	0	100.00
TW D (TAXIWAY D)	455	08/01/2014	AC	TAXIWAY	P	0	175,362.00	08/01/2014	0	100.00
TW D (TAXIWAY D)	460	08/01/2014	AAC	TAXIWAY	P	0	19,529.00	08/01/2014	0	100.00
TW G (TAXIWAY G)	605	01/01/2010	AAC	TAXIWAY	P	0	54,040.00	12/04/2014	4	94.00
WEST RAMP (WEST RAMP)	150	01/01/1991	AC	APRON	P	0	118,968.00	12/04/2014	23	40.00
WEST RAMP (WEST RAMP)	160	01/01/1991	AC	APRON	P	0	27,682.00	12/04/2014	23	41.00
WEST RAMP (WEST RAMP)	162	01/01/1942	AC	APRON	P	0	18,029.00	12/04/2014	72	50.00
WEST RAMP (WEST RAMP)	165	01/01/1980	AC	APRON	P	0	20,603.00	12/04/2014	34	47.00

Section Condition Report

Pavement Database: FDOT NetworkID: EVB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4102	01/01/1984	PCC	APRON	P	0	29,874.00	01/21/2015	31	7.00
AP (APRON)	4104	01/01/1984	AC	APRON	P	0	4,212.00	01/21/2015	31	59.00
AP (APRON)	4105	01/01/1965	PCC	APRON	P	0	10,564.00	01/21/2015	50	4.00
AP (APRON)	4110	01/01/1980	PCC	APRON	P	0	1,950.00	01/21/2015	35	13.00
AP (APRON)	4115	01/01/1975	PCC	APRON	P	0	8,775.00	01/21/2015	40	8.00
AP (APRON)	4130	01/01/1997	PCC	APRON	P	0	40,106.00	01/21/2015	18	34.00
AP (APRON)	4135	01/01/1975	AC	APRON	P	0	5,831.00	01/21/2015	40	39.00
AP (APRON)	4140	01/01/1980	AC	APRON	P	0	60,486.00	01/21/2015	35	44.00
AP (APRON)	4145	01/01/1986	AC	APRON	P	0	17,888.00	01/21/2015	29	74.00
AP (APRON)	4160	01/01/1975	AAC	APRON	P	0	10,001.00	01/21/2015	40	51.00
AP (APRON)	4165	01/01/1991	PCC	APRON	P	0	9,517.00	01/21/2015	24	4.00
AP (APRON)	4185	01/01/1965	PCC	APRON	P	0	17,272.00	01/21/2015	50	1.00
AP (APRON)	4190	01/01/2012	PCC	APRON	P	0	32,616.00	01/01/2012	0	100.00
AP RW15-33 (AP RW 15-33)	6345	01/01/1943	AC	APRON	P	0	46,228.00	01/21/2015	72	37.00
AP S (South Aprons)	4215	01/01/1943	PCC	APRON	S	0	59,414.00	01/21/2015	72	16.00
AP S (South Aprons)	4220	12/25/1999	PCC	APRON	P	0	8,835.00	01/21/2015	16	14.00
RW 11-29 (RUNWAY 11-29)	6105	01/01/2014	AAC	RUNWAY	P	0	431,900.00	01/01/2014	0	100.00
RW 2-20 (RUNWAY 2-20)	6405	01/01/1943	AC	RUNWAY	S	0	78,400.00	01/21/2015	72	38.00
RW 2-20 (RUNWAY 2-20)	6425	01/01/1943	AC	RUNWAY	S	0	266,650.00	01/21/2015	72	40.00
RW 2-20 (RUNWAY 2-20)	6430	01/01/1977	AAC	RUNWAY	S	0	5,000.00	01/21/2015	38	56.00
RW 2-20 (RUNWAY 2-20)	6435	01/01/2014	AAC	RUNWAY	S	0	10,000.00	01/01/2014	0	100.00
RW 2-20 (RUNWAY 2-20)	6445	01/01/1943	AC	RUNWAY	S	0	37,952.00	01/21/2015	72	38.00
RW 2-20 (RUNWAY 2-20)	6450	01/01/1977	AAC	RUNWAY	S	0	25,000.00	01/21/2015	38	48.00
RW 7-25 (RUNWAY 7-25)	6202	01/01/2008	AAC	RUNWAY	S	0	25,875.00	01/21/2015	7	82.00
RW 7-25 (RUNWAY 7-25)	6205	01/01/1989	AAC	RUNWAY	S	0	324,750.00	01/21/2015	26	72.00
RW 7-25 (RUNWAY 7-25)	6210	01/01/1943	AAC	RUNWAY	S	0	24,503.00	01/21/2015	72	85.00

Section Condition Report

Pavement Database: FDOT NetworkID: EVB

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)	102	01/01/2011	AC	TAXIWAY	P	0	22,287.00	01/21/2015	4	88.00
TW A (TAXIWAY A)	105	01/01/1977	AAC	TAXIWAY	P	0	93,280.00	01/21/2015	38	58.00
TW A (TAXIWAY A)	110	07/01/2011	AC	TAXIWAY	P	0	16,319.00	01/21/2015	4	88.00
TW A (TAXIWAY A)	115	01/01/2013	AAC	TAXIWAY	P	0	6,997.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	125	01/01/2002	AC	TAXIWAY	P	0	4,303.00	01/21/2015	13	66.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	P	0	66,780.00	01/21/2015	13	79.00
TW B (TAXIWAY B)	215	01/01/2002	AC	TAXIWAY	P	0	106,223.00	01/21/2015	13	70.00
TW C (TAXIWAY C)	310	01/01/2002	AAC	TAXIWAY	P	0	36,433.00	01/21/2015	13	45.00
TW C (TAXIWAY C)	315	01/01/2002	AC	TAXIWAY	P	0	33,766.00	01/21/2015	13	72.00
TW C (TAXIWAY C)	320	01/01/2002	AC	TAXIWAY	P	0	33,766.00	01/21/2015	13	72.00
TW C (TAXIWAY C)	325	01/01/2002	AC	TAXIWAY	P	0	48,581.00	01/21/2015	13	69.00
TW C (TAXIWAY C)	340	01/01/2010	AC	TAXIWAY	P	0	9,650.00	01/21/2015	5	89.00
TW C (TAXIWAY C)	345	01/01/2012	AC	TAXIWAY	P	0	86,977.00	01/01/2012	0	100.00
TW D (TAXIWAY D)	405	01/01/2002	AC	TAXIWAY	P	0	50,628.00	01/21/2015	13	73.00
TW D (TAXIWAY D)	415	01/01/1943	AC	TAXIWAY	P	0	115,004.00	01/21/2015	72	35.00
TW D (TAXIWAY D)	420	01/01/2002	PCC	TAXIWAY	P	0	15,749.00	01/21/2015	13	0.00
TW D (TAXIWAY D)	425	01/01/2014	AAC	TAXIWAY	P	0	66,245.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	505	01/01/2014	AAC	TAXIWAY	S	0	20,344.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	510	01/01/2014	AAC	TAXIWAY	P	0	29,187.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	515	07/01/2011	AC	TAXIWAY	P	0	52,311.00	01/21/2015	4	88.00
TW E (TAXIWAY E)	520	01/01/2014	AC	TAXIWAY	P	0	25,532.00	01/01/2014	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP C NW (CENTRAL NW APRON)	4305	01/01/1994	AC	APRON	P	0	154,557.00	10/08/2014	20	56.00
AP C NW (CENTRAL NW APRON)	4310	12/25/1999	PCC	APRON	P	0	40,539.00	10/08/2014	15	80.00
AP C NW (CENTRAL NW APRON)	4315	12/25/1999	PCC	APRON	P	0	18,257.00	10/08/2014	15	33.00
AP C NW (CENTRAL NW APRON)	4320	12/25/1999	PCC	APRON	P	0	8,640.00	10/08/2014	15	84.00
AP CENTER (CENTER APRON)	4205	01/01/1994	AC	APRON	P	0	271,842.00	10/08/2014	20	54.00
AP CENTER (CENTER APRON)	4210	01/01/2007	PCC	APRON	P	0	4,590.00	10/08/2014	7	95.00
AP N (NORTH APRON)	4110	01/01/1973	AC	APRON	P	0	267,148.00	10/08/2014	41	33.00
AP N (NORTH APRON)	4115	01/01/1973	AAC	APRON	P	0	79,830.00	10/08/2014	41	54.00
AP N (NORTH APRON)	4130	12/25/1999	AC	APRON	P	0	24,770.00	10/08/2014	15	34.00
AP N (NORTH APRON)	5305	01/01/2004	AC	APRON	P	0	95,900.00	10/08/2014	10	90.00
AP NW (NW APRON)	4405	01/01/1997	AC	APRON	P	0	28,060.00	10/08/2014	17	42.00
AP NW (NW APRON)	4410	01/01/1942	PCC	APRON	P	0	43,500.00	10/08/2014	72	11.00
AP NW (NW APRON)	4415	01/01/2005	PCC	APRON	P	0	30,431.00	10/08/2014	9	76.00
AP NW (NW APRON)	4420	01/01/2005	PCC	APRON	P	0	50,085.00	10/08/2014	9	63.00
AP NW (NW APRON)	4425	01/01/2007	PCC	APRON	P	0	20,243.00	10/08/2014	7	95.00
AP NW (NW APRON)	4430	01/01/2007	PCC	APRON	P	0	51,322.00	10/08/2014	7	94.00
AP RU 6-24 (RUN-UP APRONS AT RW 6-24)	5202	01/01/2007	AC	APRON	P	0	27,901.00	10/08/2014	7	84.00
AP RU 6-24 (RUN-UP APRONS AT RW 6-24)	5203	01/01/2012	AC	APRON	P	0	34,907.00	01/01/2012	0	100.00
AP RU15-33 (RUN-UP APRONS AT RW 15-33)	5105	01/01/2002	AAC	APRON	P	0	11,667.00	10/08/2014	12	56.00
AP RU15-33 (RUN-UP APRONS AT RW 15-33)	5110	01/01/2013	AAC	APRON	P	0	29,707.00	01/01/2013	0	100.00
AP RU15-33 (RUN-UP APRONS AT RW 15-33)	5115	05/01/2013	AC	APRON	P	0	28,204.00	05/01/2013	0	100.00
AP S (SOUTH AP, NORTH FROM SOUTH T-HANGAR)	4605	01/01/2004	AAC	APRON	P	0	96,551.00	10/08/2014	10	82.00
AP S (SOUTH AP, NORTH FROM SOUTH T-HANGAR)	4608	12/25/1999	AC	APRON	P	0	139,565.00	10/08/2014	15	37.00
AP S (SOUTH AP, NORTH FROM SOUTH T-HANGAR)	4610	12/25/1999	AC	APRON	P	0	15,063.00	10/08/2014	15	69.00
AP S (SOUTH AP, NORTH FROM SOUTH T-HANGAR)	4615	01/01/2006	PCC	APRON	P	0	2,232.00	10/08/2014	8	17.00
AP S T-HAN (APRON AT SOUTH T-HANGARS)	4705	12/25/1999	AC	APRON	P	0	32,170.00	10/08/2014	15	90.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP S T-HAN (APRON AT SOUTH T-HANGARS)	4710	12/25/1999	AC	APRON	P	0	23,832.00	10/08/2014	15	30.00
AP S T-HAN (APRON AT SOUTH T-HANGARS)	4715	01/01/2013	AC	APRON	P	0	48,245.00	01/01/2013	0	100.00
AP S T-HAN (APRON AT SOUTH T-HANGARS)	4805	01/01/2010	AC	APRON	P	0	18,639.00	10/08/2014	4	78.00
AP W T-HAN (WEST APRON TO T-HANGARS)	4505	01/01/1997	AC	APRON	P	0	41,443.00	10/08/2014	17	67.00
AP W T-HAN (WEST APRON TO T-HANGARS)	4510	12/25/1999	PCC	APRON	P	0	25,944.00	10/08/2014	15	4.00
AP W T-HAN (WEST APRON TO T-HANGARS)	4515	01/01/2009	AC	APRON	P	0	8,387.00	10/08/2014	5	81.00
AP W T-HAN (WEST APRON TO T-HANGARS)	4520	01/01/2012	AC	APRON	P	0	7,931.00	01/01/2012	0	100.00
AP W T-HAN (WEST APRON TO T-HANGARS)	4525	12/25/1999	APC	APRON	P	0	5,498.00	10/08/2014	15	19.00
AP W T-HAN (WEST APRON TO T-HANGARS)	5210	01/01/2006	AC	APRON	P	0	221,395.00	10/08/2014	8	80.00
AP W T-HAN (WEST APRON TO T-HANGARS)	5215	01/01/2005	AC	APRON	P	0	139,404.00	10/08/2014	9	61.00
RW 15-33 (RUNWAY 15-33)	6105	01/01/2005	AAC	RUNWAY	P	0	50,000.00	10/08/2014	9	88.00
RW 15-33 (RUNWAY 15-33)	6115	01/01/2005	APC	RUNWAY	P	0	30,000.00	10/08/2014	9	68.00
RW 15-33 (RUNWAY 15-33)	6125	01/01/2005	AAC	RUNWAY	P	0	80,000.00	10/08/2014	9	75.00
RW 15-33 (RUNWAY 15-33)	6145	01/01/2005	AAC	RUNWAY	P	0	300,000.00	10/08/2014	9	81.00
RW 15-33 (RUNWAY 15-33)	6150	01/01/2005	AAC	RUNWAY	P	0	30,000.00	10/08/2014	9	82.00
RW 15-33 (RUNWAY 15-33)	6165	01/01/2005	AAC	RUNWAY	P	0	30,000.00	10/08/2014	9	73.00
RW 15-33 (RUNWAY 15-33)	6175	01/01/2005	APC	RUNWAY	P	0	30,000.00	10/08/2014	9	75.00
RW 15-33 (RUNWAY 15-33)	6185	01/01/2005	AAC	RUNWAY	P	0	50,100.00	10/08/2014	9	85.00
RW 6-24 (RUNWAY 6-24)	6215	01/01/2014	AAC	RUNWAY	P	0	185,000.00	01/01/2014	0	100.00
RW 6-24 (RUNWAY 6-24)	6225	10/17/2014	AAC	RUNWAY	P	0	30,000.00	10/17/2014	0	100.00
RW 6-24 (RUNWAY 6-24)	6226	01/01/1998	AAC	RUNWAY	P	0	39,999.00	10/08/2014	16	74.00
RW 6-24 (RUNWAY 6-24)	6235	01/01/2014	AAC	RUNWAY	P	0	175,000.00	01/01/2014	0	100.00
RW 6-24 (RUNWAY 6-24)	6260	01/01/2014	AC	RUNWAY	P	0	30,000.00	01/01/2014	0	100.00
RW 6-24 (RUNWAY 6-24)	6265	01/01/2014	AC	RUNWAY	P	0	30,100.00	01/01/2014	0	100.00
T-HAN EAST (EAST T-HANGARS)	4810	12/25/2000	AC	APRON	P	0	35,911.00	10/08/2014	14	61.00
TW A (TAXIWAY A)	102	01/01/2002	AAC	TAXIWAY	P	0	63,803.00	10/08/2014	12	90.00

Section Condition Report

Pavement Database: FDOT NetworkID: ISM

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)	110	01/01/2002	AAC	TAXIWAY	P	0	115,000.00	10/08/2014	12	84.00
TW A (TAXIWAY A)	120	01/01/2002	AAC	TAXIWAY	P	0	12,450.00	10/08/2014	12	82.00
TW A (TAXIWAY A)	126	01/01/1994	AC	TAXIWAY	P	0	53,500.00	10/08/2014	20	56.00
TW A (TAXIWAY A)	130	01/01/2013	AAC	TAXIWAY	P	0	81,689.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	135	01/01/2014	AAC	TAXIWAY	P	0	9,646.00	01/01/2014	0	100.00
TW A1 (TAXIWAY A1)	104	01/01/2002	APC	TAXIWAY	P	0	4,928.00	10/08/2014	12	55.00
TW A1 (TAXIWAY A1)	105	01/01/2002	AAC	TAXIWAY	P	0	29,349.00	10/08/2014	12	87.00
TW A2 (TAXIWAY A2)	155	01/01/2002	AAC	TAXIWAY	P	0	19,150.00	10/08/2014	12	89.00
TW A3 (TAXIWAY A3)	160	01/01/2002	AAC	TAXIWAY	P	0	17,109.00	10/08/2014	12	56.00
TW AP S (TAXIWAY AT SOUTH APRON)	4620	01/01/1943	AC	TAXIWAY	P	0	21,907.00	10/08/2014	71	25.00
TW B (TAXIWAY B)	202	01/01/2014	AAC	TAXIWAY	P	0	4,394.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	205	01/01/2002	AAC	TAXIWAY	P	0	71,686.00	10/08/2014	12	64.00
TW B (TAXIWAY B)	206	01/01/1991	AAC	TAXIWAY	P	0	6,615.00	10/08/2014	23	61.00
TW B (TAXIWAY B)	208	01/01/1991	AAC	TAXIWAY	P	0	4,463.00	10/08/2014	23	59.00
TW B (TAXIWAY B)	210	01/01/1986	AC	TAXIWAY	P	0	10,931.00	10/08/2014	28	61.00
TW B (TAXIWAY B)	212	01/01/1994	AC	TAXIWAY	P	0	12,603.00	10/08/2014	20	68.00
TW B (TAXIWAY B)	215	01/01/1994	AC	TAXIWAY	P	0	22,300.00	10/08/2014	20	59.00
TW B (TAXIWAY B)	220	01/01/2012	AC	TAXIWAY	P	0	101,625.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	127	01/01/2005	AAC	TAXIWAY	P	0	32,304.00	10/08/2014	9	77.00
TW C (TAXIWAY C)	320	01/01/1991	AC	TAXIWAY	P	0	59,345.00	10/08/2014	23	53.00
TW C (TAXIWAY C)	325	01/01/2007	AC	TAXIWAY	P	0	29,284.00	10/08/2014	7	94.00
TW C (TAXIWAY C)	330	01/01/2014	AAC	TAXIWAY	P	0	8,784.00	01/01/2014	0	100.00
TW CONN NW (CONNECTOR TAXIWAY)	850	01/01/1994	AC	TAXIWAY	P	0	22,390.00	10/08/2014	20	48.00
TW D (TAXIWAY D)	402	01/01/2014	AAC	TAXIWAY	P	0	6,915.00	01/01/2014	0	100.00
TW D (TAXIWAY D)	404	01/01/1991	AC	TAXIWAY	P	0	8,876.00	10/08/2014	23	31.00
TW D (TAXIWAY D)	405	01/01/1991	AC	TAXIWAY	P	0	101,976.00	10/08/2014	23	59.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	410	01/01/1991	AC	TAXIWAY	P	0	56,652.00	10/08/2014	23	62.00
TW E (TAXIWAY E AND EAST TW)	119	01/01/2002	AAC	TAXIWAY	P	0	4,289.00	10/08/2014	12	84.00
TW E (TAXIWAY E AND EAST TW)	165	01/01/2002	AAC	TAXIWAY	P	0	18,990.00	10/08/2014	12	94.00
TW E (TAXIWAY E AND EAST TW)	522	01/01/2002	AAC	TAXIWAY	P	0	18,292.00	10/08/2014	12	62.00
TW E (TAXIWAY E AND EAST TW)	525	01/01/2004	AAC	TAXIWAY	P	0	8,728.00	10/08/2014	10	81.00
TW F (TAXIWAY F)	605	01/01/1997	AC	TAXIWAY	P	0	36,483.00	10/08/2014	17	55.00
TW F (TAXIWAY F)	610	12/25/1999	AC	TAXIWAY	P	0	25,681.00	10/08/2014	15	49.00
TW F (TAXIWAY F)	620	01/01/2005	AC	TAXIWAY	P	0	10,868.00	10/08/2014	9	88.00
TW G (TAXIWAY G)	705	01/01/1999	AAC	TAXIWAY	P	0	12,550.00	10/08/2014	15	86.00
TW G (TAXIWAY G)	710	01/01/1999	AAC	TAXIWAY	P	0	8,914.00	10/08/2014	15	80.00
TW G (TAXIWAY G)	715	01/01/2014	AAC	TAXIWAY	P	0	8,902.00	01/01/2014	0	100.00
TW H (TAXIWAY H)	805	01/01/1999	AC	TAXIWAY	T	0	42,962.00	10/08/2014	15	79.00
TW H (TAXIWAY H)	810	01/01/2014	AAC	TAXIWAY	T	0	3,833.00	01/01/2014	0	100.00
TW N RAMP (CONNECTOR BETWEEN TW B & NORTH AP)	905	01/01/2012	AAC	TAXIWAY	P	0	20,863.00	01/01/2012	0	100.00
TW N RAMP (CONNECTOR BETWEEN TW B & NORTH AP)	910	01/01/1994	AC	TAXIWAY	P	0	3,963.00	10/08/2014	20	48.00
TW W APRON (TAXIWAY INTO WEST APRON)	408	01/01/2005	AC	TAXIWAY	T	0	11,176.00	10/08/2014	9	82.00
TW W APRON (TAXIWAY INTO WEST APRON)	615	01/01/2005	AC	TAXIWAY	P	0	3,458.00	10/08/2014	9	77.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4105	01/01/1989	AC	APRON	P	0	323,324.00	11/17/2014	25	64.00
AP N (NORTH APRON)	4120	12/25/2000	PCC	APRON	P	0	6,600.00	11/17/2014	14	63.00
AP N (NORTH APRON)	4125	01/01/2005	AC	APRON	P	0	60,749.00	11/17/2014	9	69.00
AP N (NORTH APRON)	4130	01/01/2008	PCC	APRON	P	0	56,108.00	11/17/2014	6	97.00
AP N (NORTH APRON)	4135	01/01/1942	PCC	APRON	P	0	27,179.00	11/17/2014	72	32.00
AP N (NORTH APRON)	4140	01/01/1942	PCC	APRON	P	0	8,600.00	11/17/2014	72	12.00
AP RFUEL (RE-FUELING APRON)	4505	01/01/1989	AC	APRON	P	0	25,329.00	11/17/2014	25	31.00
AP RU (RUNUP APRON)	5205	01/01/2008	AC	APRON	P	0	36,679.00	11/17/2014	6	91.00
AP RU (RUNUP APRON)	5305	01/01/2009	AC	APRON	P	0	54,952.00	11/17/2014	5	98.00
AP T-HANG (APRON T-HANGAR)	4205	01/01/2003	AC	APRON	P	0	45,127.00	11/17/2014	11	71.00
APRON TL (TAXILANE TO APRON)	4305	01/01/1982	AC	APRON	P	0	10,698.00	11/17/2014	32	35.00
RW 13-31 (RUNWAY 13-31)	6105	01/01/2000	AC	RUNWAY	P	0	250,000.00	11/17/2014	14	69.00
RW 13-31 (RUNWAY 13-31)	6110	01/01/2000	AC	RUNWAY	P	0	250,000.00	11/17/2014	14	73.00
RW 13-31 (RUNWAY 13-31)	6115	12/12/2009	AC	RUNWAY	P	0	15,000.00	11/17/2014	5	93.00
RW 13-31 (RUNWAY 13-31)	6120	12/12/2009	AC	RUNWAY	P	0	15,000.00	11/17/2014	5	93.00
RW 13-31 (RUNWAY 13-31)	6125	01/01/2009	AC	RUNWAY	P	0	50,000.00	11/17/2014	5	98.00
RW 13-31 (RUNWAY 13-31)	6130	01/01/2009	AC	RUNWAY	P	0	50,000.00	11/17/2014	5	99.00
RW 3-21 (RUNWAY 3-21)	6205	01/01/2011	AC	RUNWAY	P	0	242,833.00	11/17/2014	3	96.00
RW 3-21 (RUNWAY 3-21)	6210	01/01/2011	AAC	RUNWAY	P	0	244,273.00	11/17/2014	3	98.00
TL T-HANG (TAXILANE TO T-HANGARS)	4110	12/25/2000	AC	TAXIWAY	P	0	14,559.00	11/17/2014	14	70.00
TL T-HANG (TAXILANE TO T-HANGARS)	4115	12/25/2000	AC	TAXIWAY	P	0	20,585.00	11/17/2014	14	90.00
TW A (TAXIWAY A)	100	01/01/2009	AC	TAXIWAY	P	0	82,757.00	11/17/2014	5	96.00
TW A (TAXIWAY A)	105	01/01/2014	AC	TAXIWAY	P	0	80,652.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	110	01/01/2000	AC	TAXIWAY	P	0	113,411.00	11/17/2014	14	81.00
TW A (TAXIWAY A)	115	01/01/2009	AC	TAXIWAY	P	0	62,194.00	11/17/2014	5	94.00
TW A1 (TAXIWAY A1)	120	01/01/1989	AC	TAXIWAY	P	0	4,869.00	11/17/2014	25	64.00

Section Condition Report

Pavement Database: FDOT NetworkID: LEE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A2 (TAXIWAY A2)	130	01/01/1989	AC	TAXIWAY	P	0	4,287.00	11/17/2014	25	69.00
TW A3 (TAXIWAY A3)	140	01/01/1989	AC	TAXIWAY	P	0	4,673.00	11/17/2014	25	72.00
TW B (TAXIWAY B)	200	01/01/2011	AC	TAXIWAY	P	0	76,570.00	11/17/2014	3	92.00
TW B (TAXIWAY B)	205	01/01/2002	AAC	TAXIWAY	P	0	6,084.00	11/17/2014	12	71.00
TW C (TAXIWAY C)	300	01/01/2009	AC	TAXIWAY	P	0	27,917.00	11/17/2014	5	88.00
TW D (TAXIWAY D)	400	01/01/2002	AC	TAXIWAY	P	0	22,621.00	11/17/2014	12	60.00
TW E (TAXIWAY E)	500	01/01/2011	AC	TAXIWAY	P	0	8,617.00	11/17/2014	3	94.00
TW J (TAXIWAY J)	600	01/01/2011	AAC	TAXIWAY	P	0	26,600.00	11/17/2014	3	96.00
TW K (TAXIWAY K)	700	01/01/2011	AAC	TAXIWAY	P	0	142,878.00	11/17/2014	3	83.00
TW K (TAXIWAY K)	705	01/01/2004	AC	TAXIWAY	P	0	33,012.00	11/17/2014	10	69.00
TW K (TAXIWAY K)	710	01/01/2014	AC	TAXIWAY	P	0	23,819.00	01/01/2014	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4510	01/01/2009	PCC	APRON	P	0	23,048.00	04/06/2015	6	91.00
AP CENTER (CENTER APRON)	4515	01/01/2009	APC	APRON	P	0	2,842.00	04/06/2015	6	70.00
AP CENTER (CENTER APRON)	4520	01/01/2009	AC	APRON	P	0	55,946.19	04/06/2015	6	92.00
AP CENTER (CENTER APRON)	4998	01/01/1995	PCC	APRON	P	0	48,745.00	04/06/2015	20	74.00
AP E (EAST APRON)	4404	01/01/2004	APC	APRON	P	0	76,125.00	04/06/2015	11	88.00
AP E (EAST APRON)	4406	01/01/1998	APC	APRON	P	0	12,949.00	04/06/2015	17	50.00
AP E (EAST APRON)	4407	01/01/2004	AAC	APRON	P	0	69,764.58	04/06/2015	11	85.00
AP E (EAST APRON)	4410	12/25/1999	AC	APRON	P	0	100,915.00	04/06/2015	16	45.00
AP E (EAST APRON)	4415	01/01/2014	APC	APRON	P	0	14,188.00	01/01/2014	0	100.00
AP E (EAST APRON)	4420	01/01/2014	AC	APRON	P	0	129,420.00	01/01/2014	0	100.00
AP E (EAST APRON)	4425	01/01/2014	PCC	APRON	P	0	253,400.00	01/01/2014	0	100.00
AP N GA (NORTH GA APRON)	4105	01/01/1986	AC	APRON	P	0	95,800.00	04/06/2015	29	67.00
AP N GA (NORTH GA APRON)	4110	01/01/1982	AC	APRON	P	0	127,070.36	04/06/2015	33	59.00
AP N GA (NORTH GA APRON)	4115	01/01/2003	PCC	APRON	P	0	162,260.00	04/06/2015	12	96.00
AP N GA (NORTH GA APRON)	4120	01/01/2003	AC	APRON	P	0	96,139.17	04/06/2015	12	69.00
AP N GA (NORTH GA APRON)	4125	01/01/2003	PCC	APRON	P	0	51,200.00	04/06/2015	12	91.00
AP N GA (NORTH GA APRON)	4130	01/01/2006	AC	APRON	P	0	97,785.00	04/06/2015	9	76.00
AP N GA (NORTH GA APRON)	4135	01/01/2010	APC	APRON	P	0	22,180.00	04/06/2015	5	86.00
AP N GA (NORTH GA APRON)	4140	01/01/2010	AC	APRON	P	0	23,711.00	04/06/2015	5	94.00
AP N GA (NORTH GA APRON)	4145	01/01/2013	AAC	APRON	P	0	7,860.00	01/01/2013	0	100.00
AP SW (APRON SOUTHWEST)	4710	01/01/2008	AC	APRON	P	0	216,727.84	04/06/2015	7	80.00
AP SW (APRON SOUTHWEST)	4720	01/01/2008	AC	APRON	P	0	146,718.00	04/06/2015	7	80.00
AP SW (APRON SOUTHWEST)	4730	01/01/2013	AC	APRON	P	0	101,878.00	01/01/2013	0	100.00
AP TERM (TERMINAL APRON)	4205	01/01/1989	PCC	APRON	P	0	290,074.00	04/06/2015	26	80.00
AP TERM (TERMINAL APRON)	4210	01/01/2009	AAC	APRON	P	0	344,919.36	04/06/2015	6	82.00
AP W (WEST APRON)	4305	01/01/2012	AAC	APRON	P	0	34,199.31	04/06/2015	3	94.00
AP W (WEST APRON)	4310	01/01/2012	AAC	APRON	P	0	47,311.00	04/06/2015	3	91.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (WEST APRON)	4312	12/25/1994	PCC	APRON	P	0	8,547.00	04/06/2015	21	13.00
AP W (WEST APRON)	4315	01/01/2012	AAC	APRON	P	0	57,374.00	04/06/2015	3	67.00
AP W (WEST APRON)	4320	01/01/1979	AC	APRON	P	0	75,950.00	04/06/2015	36	57.00
AP W (WEST APRON)	4325	01/01/1942	PCC	APRON	P	0	45,350.00	04/06/2015	73	0.00
AP W (WEST APRON)	4330	01/01/1942	PCC	APRON	P	0	52,136.00	04/06/2015	73	5.00
RW 27L THR (THRESHOLD TO RW 27L)	3310	01/01/2001	AAC	RUNWAY	P	0	68,068.00	04/06/2015	14	72.00
RW 27L THR (THRESHOLD TO RW 27L)	3315	01/01/2001	AAC	RUNWAY	P	0	34,034.00	04/06/2015	14	76.00
RW 5-23 (RUNWAY 5-23)	6305	01/01/1992	AC	RUNWAY	S	0	211,296.70	04/06/2015	23	69.00
RW 5-23 (RUNWAY 5-23)	6310	01/01/1992	AAC	RUNWAY	S	0	6,900.00	04/06/2015	23	57.00
RW 5-23 (RUNWAY 5-23)	6315	01/01/1992	AAC	RUNWAY	S	0	6,900.00	04/06/2015	23	54.00
RW 9L-27R (RUNWAY 9L-27R)	6203	01/01/2011	AAC	RUNWAY	P	0	8,750.00	04/06/2015	4	95.00
RW 9L-27R (RUNWAY 9L-27R)	6204	01/01/2011	AAC	RUNWAY	P	0	17,500.00	04/06/2015	4	90.00
RW 9L-27R (RUNWAY 9L-27R)	6205	01/01/1991	AAC	RUNWAY	S	0	282,565.80	04/06/2015	24	76.00
RW 9L-27R (RUNWAY 9L-27R)	6210	01/01/1991	AAC	RUNWAY	S	0	565,131.61	04/06/2015	24	61.00
RW 9L-27R (RUNWAY 9L-27R)	6215	01/01/2011	AAC	RUNWAY	S	0	8,750.00	04/06/2015	4	96.00
RW 9L-27R (RUNWAY 9L-27R)	6220	01/01/2011	AAC	RUNWAY	S	0	17,500.00	04/06/2015	4	91.00
RW 9R-27L (RUNWAY 9R-27L)	6105	01/01/1998	AAC	RUNWAY	P	0	950,000.00	04/06/2015	17	58.00
RW 9R-27L (RUNWAY 9R-27L)	6110	01/01/1998	AAC	RUNWAY	P	0	475,000.00	04/06/2015	17	74.00
TW A (TAXIWAY A)	105	01/01/2009	AAC	TAXIWAY	P	0	38,492.70	04/06/2015	6	78.00
TW A (TAXIWAY A)	120	01/01/2009	AAC	TAXIWAY	P	0	691,659.95	04/06/2015	6	78.00
TW A (TAXIWAY A)	130	01/01/2009	AAC	TAXIWAY	P	0	36,221.74	04/06/2015	6	88.00
TW A (TAXIWAY A)	132	01/01/2009	AAC	TAXIWAY	P	0	58,318.55	04/06/2015	6	92.00
TW B (TAXIWAY B)	1105	01/01/2006	AAC	TAXIWAY	P	0	101,687.15	04/06/2015	9	81.00
TW C (TAXIWAY C)	305	01/01/2007	AAC	TAXIWAY	P	0	43,008.00	04/06/2015	8	84.00
TW C (TAXIWAY C)	310	01/01/2004	AAC	TAXIWAY	P	0	13,011.46	04/06/2015	11	77.00
TW C (TAXIWAY C)	315	01/01/2004	AAC	TAXIWAY	P	0	63,222.44	04/06/2015	11	71.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	320	01/01/2009	AAC	TAXIWAY	P	0	41,105.00	04/06/2015	6	91.00
TW C (TAXIWAY C)	330	01/01/1991	AC	TAXIWAY	P	0	108,166.00	04/06/2015	24	75.00
TW C (TAXIWAY C)	340	01/01/2003	AAC	TAXIWAY	P	0	20,581.69	04/06/2015	12	84.00
TW C (TAXIWAY C)	350	01/01/2003	AC	TAXIWAY	P	0	71,723.00	04/06/2015	12	79.00
TW CONN AP (CONNECTOR TAXIWAY TO TERMINAL APRON)	2110	01/01/1989	AC	TAXIWAY	P	0	8,353.54	04/06/2015	26	86.00
TW D (TAXIWAY D)	405	01/01/2012	AAC	TAXIWAY	P	0	8,073.00	04/06/2015	3	87.00
TW D (TAXIWAY D)	408	01/01/2008	AAC	TAXIWAY	P	0	7,929.70	04/06/2015	7	84.00
TW D (TAXIWAY D)	410	01/01/1979	AC	TAXIWAY	P	0	104,051.00	04/06/2015	36	63.00
TW D (TAXIWAY D)	412	01/01/1979	AC	TAXIWAY	P	0	4,498.34	04/06/2015	36	63.00
TW D (TAXIWAY D)	415	01/01/2001	AC	TAXIWAY	P	0	19,192.44	04/06/2015	14	82.00
TW D (TAXIWAY D)	416	01/01/2001	AC	TAXIWAY	P	0	8,422.93	04/06/2015	14	80.00
TW D (TAXIWAY D)	450	01/01/2012	AAC	TAXIWAY	P	0	23,691.60	04/06/2015	3	94.00
TW D (TAXIWAY D)	455	01/01/2012	AAC	TAXIWAY	P	0	32,702.00	04/06/2015	3	90.00
TW F (TAXIWAY F)	810	01/01/2013	AC	TAXIWAY	P	0	64,381.00	01/01/2013	0	100.00
TW G (TAXIWAY G)	605	01/01/2010	AC	TAXIWAY	P	0	40,977.00	04/06/2015	5	94.00
TW K (TAXIWAY K)	1110	01/01/2006	AAC	TAXIWAY	P	0	5,207.14	04/06/2015	9	84.00
TW K (TAXIWAY K)	1115	01/01/2006	AAC	TAXIWAY	P	0	145,056.06	04/06/2015	9	78.00
TW K (TAXIWAY K)	1116	01/01/2006	AAC	TAXIWAY	P	0	6,760.00	04/06/2015	9	76.00
TW K (TAXIWAY K)	1120	01/01/2006	AAC	TAXIWAY	P	0	9,926.37	04/06/2015	9	70.00
TW K (TAXIWAY K)	1125	01/01/2006	AAC	TAXIWAY	P	0	94,533.01	04/06/2015	9	80.00
TW K (TAXIWAY K)	1130	01/01/2006	AAC	TAXIWAY	P	0	76,184.15	04/06/2015	9	82.00
TW K (TAXIWAY K)	1132	01/01/2011	AC	TAXIWAY	P	0	21,084.44	04/06/2015	4	92.00
TW K (TAXIWAY K)	1135	01/01/2006	AAC	TAXIWAY	P	0	82,706.00	04/06/2015	9	78.00
TW K (TAXIWAY K)	1140	01/01/2014	AC	TAXIWAY	P	0	23,583.00	01/01/2014	0	100.00
TW L (TAXIWAY L)	1204	01/01/1998	AAC	TAXIWAY	P	0	10,453.39	04/06/2015	17	75.00
TW L (TAXIWAY L)	1210	01/01/2009	AAC	TAXIWAY	P	0	34,315.81	04/06/2015	6	74.00

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Pavement Database: FDOT NetworkID: MLB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW M (TAXIWAY M)	1305	01/01/2003	AAC	TAXIWAY	P	0	8,625.00	04/06/2015	12	70.00
TW M (TAXIWAY M)	1312	01/01/2003	AC	TAXIWAY	P	0	16,404.32	04/06/2015	12	71.00
TW M (TAXIWAY M)	1315	01/01/2003	AC	TAXIWAY	P	0	50,873.01	04/06/2015	12	77.00
TW M (TAXIWAY M)	1320	01/01/2003	AAC	TAXIWAY	P	0	5,525.77	04/06/2015	12	75.00
TW M (TAXIWAY M)	1325	01/01/2003	AAC	TAXIWAY	P	0	5,525.77	04/06/2015	12	88.00
TW N (TAXIWAY N)	1404	01/01/1998	AAC	TAXIWAY	P	0	10,299.73	04/06/2015	17	81.00
TW N (TAXIWAY N)	1405	01/01/2009	AAC	TAXIWAY	P	0	34,528.58	04/06/2015	6	93.00
TW Q (TAXIWAY Q)	1705	01/01/2007	AAC	TAXIWAY	P	0	91,925.99	04/06/2015	8	75.00
TW Q (TAXIWAY Q)	1710	01/01/2007	AAC	TAXIWAY	P	0	12,103.97	04/06/2015	8	83.00
TW Q (TAXIWAY Q)	1720	01/01/2009	AAC	TAXIWAY	P	0	54,193.57	04/06/2015	6	88.00
TW Q (TAXIWAY Q)	1722	01/01/2004	AAC	TAXIWAY	P	0	7,920.90	04/06/2015	11	72.00
TW Q (TAXIWAY Q)	1725	01/01/2004	AAC	TAXIWAY	P	0	106,628.29	04/06/2015	11	83.00
TW Q (TAXIWAY Q)	1732	01/01/2006	AAC	TAXIWAY	P	0	4,294.68	04/06/2015	9	91.00
TW Q (TAXIWAY Q)	1735	01/01/2006	AAC	TAXIWAY	P	0	15,616.09	04/06/2015	9	88.00
TW R (TAXIWAY R)	1805	01/01/2009	AAC	TAXIWAY	P	0	61,343.65	04/06/2015	6	90.00
TW R (TAXIWAY R)	1807	01/01/1998	AAC	TAXIWAY	P	0	14,115.27	04/06/2015	17	69.00
TW R (TAXIWAY R)	1810	01/01/2009	AAC	TAXIWAY	P	0	61,999.35	04/06/2015	6	85.00
TW R (TAXIWAY R)	1820	01/01/2009	AAC	TAXIWAY	P	0	49,954.00	04/06/2015	6	87.00
TW S (TAXIWAY S)	505	01/01/2004	AAC	TAXIWAY	P	0	18,700.00	04/06/2015	11	63.00
TW S (TAXIWAY S)	510	01/01/2006	AAC	TAXIWAY	P	0	68,429.00	04/06/2015	9	55.00
TW S (TAXIWAY S)	515	01/01/2010	AC	TAXIWAY	P	0	18,556.00	04/06/2015	5	87.00
TW S1 (TAXIWAY S1)	520	01/01/2009	AC	TAXIWAY	P	0	14,644.00	04/06/2015	6	76.00
TW S1 (TAXIWAY S1)	525	01/01/2014	AC	TAXIWAY	P	0	19,360.00	01/01/2014	0	100.00
TW T (TAXIWAY T)	2005	01/01/1986	AAC	TAXIWAY	P	0	47,618.77	04/06/2015	29	83.00
TW T (TAXIWAY T)	2015	01/01/2001	AC	TAXIWAY	P	0	54,726.76	04/06/2015	14	84.00
TW V (TAXIWAY V)	1602	01/01/1998	AAC	TAXIWAY	P	0	10,398.11	04/06/2015	17	70.00

Section Condition Report

Pavement Database: FDOT NetworkID: MLB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW V (TAXIWAY V)	1605	01/01/2009	AAC	TAXIWAY	P	0	61,170.72	04/06/2015	6	87.00
TW V (TAXIWAY V)	1610	01/01/2013	AC	TAXIWAY	P	0	36,715.00	01/01/2013	0	100.00
TW V (TAXIWAY V)	2205	01/01/2012	AAC	TAXIWAY	P	0	14,782.00	04/06/2015	3	94.00
TW V (TAXIWAY V)	2210	01/01/2012	AAC	TAXIWAY	P	0	13,664.52	04/06/2015	3	94.00
TW V1 (TAXIWAY V1)	710	01/01/2008	AC	APRON	P	0	11,452.00	04/06/2015	7	88.00
TW V2 (TAXIWAY V2)	720	01/01/2013	AC	TAXIWAY	P	0	8,446.00	01/01/2013	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTRAL APRON)	4105	01/01/1991	AAC	APRON	P	0	168,599.00	11/03/2014	23	69.00
AP CENTER (CENTRAL APRON)	4110	01/01/1991	AAC	APRON	P	0	83,395.00	11/03/2014	23	67.00
AP CENTER (CENTRAL APRON)	4115	01/01/1991	AAC	APRON	P	0	118,772.00	11/03/2014	23	70.00
AP CENTER (CENTRAL APRON)	4120	01/01/1991	AAC	APRON	P	0	95,753.00	11/03/2014	23	67.00
AP CENTER (CENTRAL APRON)	4125	01/01/1983	AC	APRON	P	0	30,574.00	11/03/2014	31	70.00
AP CENTER (CENTRAL APRON)	4130	01/01/1991	AAC	APRON	P	0	19,665.00	11/03/2014	23	77.00
AP CENTER (CENTRAL APRON)	4135	07/01/2009	AC	APRON	P	0	122,764.00	11/03/2014	5	95.00
AP N (NORTH APRON)	4205	01/01/2000	AC	APRON	P	0	19,584.00	11/03/2014	14	86.00
AP N (NORTH APRON)	4210	01/01/2000	AC	APRON	P	0	41,762.00	11/03/2014	14	70.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/2009	AAC	RUNWAY	P	0	373,275.00	11/03/2014	5	94.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/2009	AAC	RUNWAY	P	0	373,275.00	11/03/2014	5	95.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/2009	AAC	RUNWAY	P	0	94,500.00	11/03/2014	5	96.00
RW 18-36 (RUNWAY 18-36)	6135	01/01/2009	AAC	RUNWAY	P	0	189,000.00	11/03/2014	5	97.00
RW 18-36 (RUNWAY 18-36)	6190	01/01/2008	AC	RUNWAY	P	0	30,000.00	11/03/2014	6	92.00
RW 18-36 (RUNWAY 18-36)	6195	01/01/2008	AC	RUNWAY	P	0	60,000.00	11/03/2014	6	93.00
RW 8-26 (RUNWAY 8-26)	6205	01/01/2013	AAC	RUNWAY	S	0	150,450.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	505	01/01/1977	AAC	TAXIWAY	P	0	226,008.00	11/03/2014	37	45.00
TW A (TAXIWAY A)	540	01/01/1988	AC	TAXIWAY	P	0	124,047.00	11/03/2014	26	28.00
TW A1 (TAXIWAY A1)	501	01/01/2007	AC	TAXIWAY	T	0	21,165.00	11/03/2014	7	82.00
TW A1 (TAXIWAY A1)	590	01/01/2009	AAC	TAXIWAY	P	0	19,687.00	11/03/2014	5	97.00
TW A10 (TAXIWAY A10)	539	01/01/2008	AC	TAXIWAY	P	0	9,840.00	11/03/2014	6	90.00
TW A10 (TAXIWAY A10)	555	01/01/2008	AC	TAXIWAY	P	0	34,000.00	11/03/2014	6	100.00
TW A11 (TAXIWAY A11)	596	01/01/2008	AC	TAXIWAY	P	0	60,866.00	11/03/2014	6	88.00
TW A2 (TAXIWAY A2)	510	01/01/1985	AC	TAXIWAY	P	0	12,915.00	11/03/2014	29	84.00
TW A3 (TAXIWAY A3)	514	01/01/2009	AAC	TAXIWAY	P	0	11,036.00	11/03/2014	5	85.00
TW A3 (TAXIWAY A3)	515	01/01/1977	AAC	TAXIWAY	P	0	3,791.00	11/03/2014	37	48.00

Section Condition Report

Pavement Database: FDOT NetworkID: OCF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A3 (TAXIWAY A3)	516	01/01/1977	AAC	TAXIWAY	P	0	17,350.00	11/03/2014	37	92.00
TW A4 (TAXIWAY A4)	520	01/01/1977	AAC	TAXIWAY	P	0	16,927.00	11/03/2014	37	93.00
TW A5 (TAXIWAY A5)	525	01/01/1977	AAC	TAXIWAY	P	0	16,153.00	11/03/2014	37	82.00
TW A6 (TAXIWAY A6)	530	01/01/1977	AAC	TAXIWAY	P	0	14,829.00	11/03/2014	37	36.00
TW A6 (TAXIWAY A6)	560	01/01/2000	AC	TAXIWAY	P	0	13,073.00	11/03/2014	14	80.00
TW A6 (TAXIWAY A6)	565	01/01/2000	AC	TAXIWAY	P	0	21,849.00	11/03/2014	14	94.00
TW A6 (TAXIWAY A6)	570	01/01/2000	AC	TAXIWAY	P	0	6,990.00	11/03/2014	14	79.00
TW A6 (TAXIWAY A6)	575	01/01/1940	AC	TAXIWAY	P	0	15,173.00	11/03/2014	74	91.00
TW A7 (TAXIWAY A7)	550	01/01/2000	AC	TAXIWAY	P	0	52,374.00	11/03/2014	14	93.00
TW A8 (TAXIWAY A8)	535	01/01/1988	AC	TAXIWAY	P	0	25,759.00	11/03/2014	26	27.00
TW A9 (TAXIWAY A9)	545	01/01/1988	AC	TAXIWAY	P	0	19,957.00	11/03/2014	26	36.00
TW AP N (TAXIWAY TO NORTH APRON)	595	01/01/2000	AC	TAXIWAY	P	0	33,921.00	11/03/2014	14	81.00
TW B (TAXIWAY B)	105	01/01/1985	AC	TAXIWAY	P	0	84,332.00	11/03/2014	29	58.00
TW B (TAXIWAY B)	106	01/01/1985	AC	TAXIWAY	P	0	6,834.00	11/03/2014	29	58.00
TW CONN (CONNECTOR TAXIWAY, TW E AND RW 8-26)	305	01/01/2013	AAC	TAXIWAY	P	0	15,806.00	11/03/2014	1	100.00
TW T-HANG (TAXIWAY TO T-HANGARS)	580	01/01/2000	AC	TAXIWAY	P	0	18,904.00	11/03/2014	14	59.00
TW T-HANG (TAXIWAY TO T-HANGARS)	585	01/01/2000	AC	TAXIWAY	P	0	76,028.00	11/03/2014	14	56.00
TW T-HANG (TAXIWAY TO T-HANGARS)	592	01/01/2009	AC	TAXIWAY	P	0	23,718.00	11/03/2014	5	94.00

Section Condition Report

Pavement Database: FDOT NetworkID: OMN

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4204	07/31/2008	AC	APRON	T	0	5,932.00	12/04/2014	6	53.00
AP CENTER (CENTER APRON)	4205	01/01/1992	AAC	APRON	T	0	134,535.00	12/04/2014	22	46.00
AP E (EAST APRON - HANGAR AREA)	4305	01/01/1984	AC	APRON	P	0	56,773.00	12/04/2014	30	24.00
AP RU (RUN-UP APRON)	5110	01/01/2013	AC	APRON	P	0	28,383.00	01/01/2013	0	100.00
AP RU (RUN-UP APRON)	5115	01/01/2013	AC	APRON	P	0	28,289.00	01/01/2013	0	100.00
AP T HANG (AP T HANG)	4410	01/01/2005	AC	APRON	P	0	54,829.00	12/04/2014	9	71.00
AP W (WEST APRON)	4102	01/01/1992	AC	APRON	P	0	22,255.00	12/04/2014	22	29.00
AP W (WEST APRON)	4105	01/01/1992	AC	APRON	T	0	164,592.00	12/04/2014	22	67.00
RW 17-35 (RUNWAY 17-35)	6205	01/01/2008	AAC	RUNWAY	P	0	341,312.00	12/04/2014	6	76.00
RW 17-35 (RUNWAY 17-35)	6210	01/01/2008	AAC	RUNWAY	P	0	29,188.00	12/04/2014	6	74.00
RW 8-26 (RUNWAY 8-26)	6105	01/01/1977	AAC	RUNWAY	S	0	292,950.00	12/04/2014	37	67.00
TW A (TAXIWAY A)	100	01/01/2013	AC	TAXIWAY	P	0	155,988.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	110	01/01/2013	AC	TAXIWAY	P	0	11,172.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	115	01/01/2013	AC	TAXIWAY	P	0	11,172.00	01/01/2013	0	100.00
TW B (TAXIWAY B)	205	01/01/1977	AAC	TAXIWAY	P	0	21,305.00	12/04/2014	37	37.00
TW B (TAXIWAY B)	210	01/01/2013	AC	TAXIWAY	P	0	9,041.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	305	01/01/2013	AAC	TAXIWAY	P	0	35,470.00	01/01/2013	0	100.00
TW D (TAXIWAY D)	405	01/01/1984	AAC	TAXIWAY	P	0	74,127.00	12/04/2014	30	43.00
TW D (TAXIWAY D)	410	01/01/2013	AC	TAXIWAY	P	0	14,057.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	505	01/01/1990	AAC	TAXIWAY	P	0	56,507.00	12/04/2014	24	41.00
TW E (TAXIWAY E)	510	01/01/2013	AC	TAXIWAY	P	0	29,167.00	01/01/2013	0	100.00
TW F (TAXIWAY F)	605	01/01/1984	AC	TAXIWAY	P	0	41,694.00	12/04/2014	30	51.00
TW F (TAXIWAY F)	650	01/01/1984	AC	TAXIWAY	P	0	6,273.00	12/04/2014	30	48.00
TW T-HANG (TAXIWAY TO T-HANGARS)	2004	01/01/1992	PCC	TAXIWAY	P	0	17,255.00	12/04/2014	22	31.00

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

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

Section Condition Report

Pavement Database: FDOT NetworkID: ORL

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

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (EAST APRON)	4505	12/25/1999	PCC	APRON	P	0	15,664.40	01/12/2015	16	36.00
AP E (EAST APRON)	4510	12/25/1999	PCC	APRON	P	0	45,632.44	01/12/2015	16	65.00
AP N (NORTH APRON)	4310	01/01/2005	AC	APRON	P	0	244,780.00	01/12/2015	10	83.00
AP SE (APRON SOUTH EAST)	4605	01/01/2008	AC	APRON	P	0	20,623.02	01/12/2015	7	85.00
AP SW (SW APRON)	4205	01/01/1961	APC	APRON	P	0	222,336.00	01/12/2015	54	68.00
AP SW (SW APRON)	4215	01/01/2014	PCC	APRON	P	0	403,062.00	01/01/2014	0	100.00
AP SW (SW APRON)	4225	01/01/1957	PCC	APRON	P	0	95,132.00	01/12/2015	58	91.00
AP SW (SW APRON)	4227	01/01/1957	PCC	APRON	P	0	327,212.00	01/12/2015	58	63.00
AP SW (SW APRON)	4240	01/01/1953	PCC	APRON	P	0	148,058.00	01/12/2015	62	46.00
AP SW (SW APRON)	4250	01/01/1961	AAC	APRON	P	0	17,924.00	01/12/2015	54	36.00
AP SW (SW APRON)	4270	01/01/1943	AC	APRON	P	0	279,553.00	01/12/2015	72	59.00
AP SW (SW APRON)	4275	01/01/2014	PCC	APRON	P	0	24,000.00	01/01/2014	0	100.00
AP SW (SW APRON)	4280	01/01/2014	PCC	APRON	P	0	150,479.00	01/01/2014	0	100.00
AP SW (SW APRON)	4285	01/01/2014	PCC	APRON	P	0	328,190.00	01/01/2014	0	100.00
AP SW (SW APRON)	4290	01/01/2014	PCC	APRON	P	0	371,774.00	01/01/2014	0	100.00
AP TERM (TERMINAL APRON - CENTER)	4105	01/01/1965	PCC	APRON	P	0	138,631.00	01/12/2015	50	85.00
AP TERM (TERMINAL APRON - CENTER)	4110	01/01/1996	PCC	APRON	P	0	114,672.58	01/12/2015	19	82.00
AP TERM (TERMINAL APRON - CENTER)	4111	01/01/1996	PCC	APRON	P	0	84,441.23	01/12/2015	19	81.00
AP TERM (TERMINAL APRON - CENTER)	4112	01/01/1996	PCC	APRON	P	0	35,804.25	01/12/2015	19	87.00
AP TERM (TERMINAL APRON - CENTER)	4115	01/01/1996	AAC	APRON	P	0	169,731.26	01/12/2015	19	72.00
AP TERM (TERMINAL APRON - CENTER)	4120	01/01/2007	PCC	APRON	P	0	331,039.00	01/12/2015	8	94.00
AP TERM (TERMINAL APRON - CENTER)	4125	01/01/2007	AC	APRON	P	0	12,900.00	01/12/2015	8	92.00
AP TERM (TERMINAL APRON - CENTER)	4140	01/01/1996	AC	APRON	P	0	162,648.00	01/12/2015	19	70.00
AP W (WEST APRON)	4405	12/25/1999	AC	APRON	P	0	32,907.27	01/12/2015	16	24.00
AP W (WEST APRON)	4410	01/01/2006	PCC	APRON	P	0	27,985.69	01/12/2015	9	59.00
FBO AP (FBO APRON)	4305	01/01/1994	AC	APRON	P	0	231,730.12	01/12/2015	21	53.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
FBO AP (FBO APRON)	4315	01/01/2004	AC	APRON	P	0	57,936.00	01/12/2015	11	78.00
FBO APCONN (FBO APRON CONN)	105	01/01/1994	AC	APRON	P	0	72,099.72	01/12/2015	21	40.00
RW 18-36 (RUNWAY 18-36)	6205	01/01/2009	AAC	RUNWAY	P	0	241,125.00	01/12/2015	6	76.00
RW 18-36 (RUNWAY 18-36)	6210	01/01/1984	AAC	RUNWAY	P	0	241,125.00	01/12/2015	31	64.00
RW 18-36 (RUNWAY 18-36)	6215	01/01/1943	PCC	RUNWAY	P	0	54,000.00	01/12/2015	72	84.00
RW 18-36 (RUNWAY 18-36)	6216	01/01/1943	PCC	RUNWAY	P	0	27,000.00	01/12/2015	72	78.00
RW 18-36 (RUNWAY 18-36)	6217	01/01/2004	AAC	RUNWAY	P	0	27,370.11	01/12/2015	11	90.00
RW 18-36 (RUNWAY 18-36)	6225	01/01/1984	AAC	RUNWAY	P	0	15,745.46	01/12/2015	31	80.00
RW 18-36 (RUNWAY 18-36)	6230	01/01/2009	APC	RUNWAY	P	0	16,000.00	01/12/2015	6	69.00
RW 18-36 (RUNWAY 18-36)	6231	01/01/2009	APC	RUNWAY	P	0	9,324.00	01/12/2015	6	74.00
RW 18-36 (RUNWAY 18-36)	6232	01/01/2009	APC	RUNWAY	P	0	11,500.00	01/12/2015	6	80.00
RW 18-36 (RUNWAY 18-36)	6233	01/01/2009	APC	RUNWAY	P	0	10,262.00	01/12/2015	6	59.00
RW 18-36 (RUNWAY 18-36)	6240	01/01/2009	APC	RUNWAY	P	0	7,500.00	01/12/2015	6	83.00
RW 18-36 (RUNWAY 18-36)	6245	01/01/2009	APC	RUNWAY	P	0	7,989.45	01/12/2015	6	76.00
RW 18-36 (RUNWAY 18-36)	6250	01/01/2009	AAC	RUNWAY	P	0	40,200.00	01/12/2015	6	79.00
RW 18-36 (RUNWAY 18-36)	6255	01/01/1984	AAC	RUNWAY	P	0	20,152.58	01/12/2015	31	68.00
RW 18-36 (RUNWAY 18-36)	6280	01/01/2009	AAC	RUNWAY	P	0	70,125.00	01/12/2015	6	78.00
RW 18-36 (RUNWAY 18-36)	6285	01/01/1984	AAC	RUNWAY	P	0	27,000.00	01/12/2015	31	74.00
RW 18-36 (RUNWAY 18-36)	6290	01/01/2004	AAC	RUNWAY	P	0	41,000.00	01/12/2015	11	78.00
RW 18-36 (RUNWAY 18-36)	6295	01/01/2004	AAC	RUNWAY	P	0	20,500.00	01/12/2015	11	76.00
RW 9C-27C (RUNWAY 9C-27C)	6304	01/01/1975	AAC	RUNWAY	P	0	8,513.56	01/12/2015	40	73.00
RW 9C-27C (RUNWAY 9C-27C)	6305	01/01/1975	AAC	RUNWAY	P	0	268,320.92	01/12/2015	40	83.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/2009	APC	RUNWAY	P	0	864,000.00	01/12/2015	6	87.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/2009	APC	RUNWAY	P	0	432,000.00	01/12/2015	6	86.00
RW 9L-27R (RUNWAY 9L-27R)	6145	01/01/2012	APC	RUNWAY	P	0	36,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6150	01/01/2012	APC	RUNWAY	P	0	18,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6155	01/01/2012	AAC	RUNWAY	P	0	60,000.00	01/01/2013	1	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 9L-27R (RUNWAY 9L-27R)	6160	01/01/2012	AAC	RUNWAY	P	0	30,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6165	01/01/2012	AC	RUNWAY	P	0	140,000.00	01/01/2013	1	100.00
RW 9L-27R (RUNWAY 9L-27R)	6170	01/01/2012	AC	RUNWAY	P	0	70,000.00	01/01/2013	1	100.00
RW 9R-27L (RUNWAY 9R-27L)	6405	01/01/1997	AC	RUNWAY	P	0	267,511.13	01/12/2015	18	66.00
RW 9R-27L (RUNWAY 9R-27L)	6410	01/01/2008	AC	RUNWAY	P	0	217,575.39	01/12/2015	7	83.00
TW A (TAXIWAY A)	110	01/01/2004	AC	TAXIWAY	P	0	190,899.00	01/12/2015	11	75.00
TW A3 (TAXIWAY A3)	115	01/01/2004	AC	TAXIWAY	P	0	38,137.00	01/12/2015	11	60.00
TW A3 (TAXIWAY A3)	116	01/01/2004	AC	TAXIWAY	P	0	26,430.00	01/12/2015	11	81.00
TW B (TAXIWAY B)	202	01/01/2009	AAC	TAXIWAY	P	0	18,286.05	01/12/2015	6	87.00
TW B (TAXIWAY B)	203	01/01/2008	AAC	TAXIWAY	P	0	16,974.92	01/12/2015	7	68.00
TW B (TAXIWAY B)	204	01/01/1997	AC	TAXIWAY	P	0	82,721.99	01/12/2015	18	63.00
TW B (TAXIWAY B)	205	01/01/2004	AAC	TAXIWAY	P	0	408,689.00	01/12/2015	11	65.00
TW B (TAXIWAY B)	252	01/01/2009	AAC	TAXIWAY	P	0	19,042.00	01/12/2015	6	92.00
TW B (TAXIWAY B)	605	01/01/2004	AAC	TAXIWAY	P	0	197,906.00	01/12/2015	11	63.00
TW B (TAXIWAY B)	615	01/01/2013	AC	TAXIWAY	P	0	150,303.00	01/01/2013	0	100.00
TW B10 (TAXIWAY B10)	620	01/01/2013	PCC	TAXIWAY	P	0	25,251.00	01/01/2013	0	100.00
TW B2 (TAXIWAY B2)	250	01/01/2009	APC	TAXIWAY	P	0	85,246.51	01/12/2015	6	67.00
TW B3 (TAXIWAY B3)	215	01/01/1990	AC	TAXIWAY	P	0	38,168.93	01/12/2015	25	58.00
TW B3 (TAXIWAY B3)	217	01/01/1990	AC	TAXIWAY	P	0	18,603.89	01/12/2015	25	75.00
TW B4 (TAXIWAY B4)	216	01/01/1990	AC	TAXIWAY	P	0	18,606.59	01/12/2015	25	70.00
TW B4 (TAXIWAY B4)	220	01/01/1990	AC	TAXIWAY	P	0	38,168.93	01/12/2015	25	62.00
TW B7 (TAXIWAY B7)	225	01/01/2004	APC	TAXIWAY	P	0	110,778.00	01/12/2015	11	73.00
TW B8 (TAXIWAY B8)	230	01/01/2013	AAC	TAXIWAY	P	0	70,444.00	01/01/2013	0	100.00
TW B8 (TAXIWAY B8)	610	01/01/2004	AAC	TAXIWAY	P	0	65,457.00	01/12/2015	11	68.00
TW C (TAXIWAY C)	307	01/01/2000	AC	TAXIWAY	P	0	33,750.00	01/12/2015	15	66.00
TW C (TAXIWAY C)	308	01/01/2000	AC	TAXIWAY	P	0	18,750.00	01/12/2015	15	61.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	315	01/01/2000	AAC	TAXIWAY	P	0	218,690.62	01/12/2015	15	58.00
TW C (TAXIWAY C)	320	01/01/2000	AAC	TAXIWAY	P	0	19,167.04	01/12/2015	15	59.00
TW C (TAXIWAY C)	350	01/01/2004	AC	TAXIWAY	P	0	128,042.01	01/12/2015	11	77.00
TW C (TAXIWAY C)	355	01/01/1975	APC	TAXIWAY	P	0	31,708.35	01/12/2015	40	64.00
TW E (TAXIWAY E)	505	01/01/1977	AC	TAXIWAY	P	0	20,304.54	01/12/2015	38	59.00
TW E (TAXIWAY E)	506	01/01/2009	AAC	TAXIWAY	P	0	17,009.22	01/12/2015	6	94.00
TW K (TAXIWAY K)	1105	01/01/2000	APC	TAXIWAY	P	0	46,154.82	01/12/2015	15	49.00
TW K (TAXIWAY K)	1107	01/01/2000	AAC	TAXIWAY	P	0	59,520.22	01/12/2015	15	68.00
TW K (TAXIWAY K)	1110	01/01/2000	AC	TAXIWAY	P	0	57,970.18	01/12/2015	15	69.00
TW K (TAXIWAY K)	4610	01/01/2000	AC	TAXIWAY	P	0	15,598.01	01/12/2015	15	77.00
TW K1 (TAXIWAY K1)	1005	01/01/2004	AC	TAXIWAY	P	0	65,059.81	01/12/2015	11	73.00
TW L (TAXIWAY L)	1205	01/01/1975	AC	TAXIWAY	P	0	16,841.18	01/12/2015	40	74.00
TW L (TAXIWAY L)	1207	01/01/2009	AAC	TAXIWAY	P	0	20,672.04	01/12/2015	6	83.00
TW L (TAXIWAY L)	1208	01/01/1991	AAC	TAXIWAY	P	0	97,724.89	01/12/2015	24	51.00
TW L (TAXIWAY L)	1209	01/01/1991	AAC	TAXIWAY	P	0	24,382.22	01/12/2015	24	71.00
TW L (TAXIWAY L)	1220	01/01/2004	AC	TAXIWAY	P	0	46,072.00	01/12/2015	11	72.00
TW M (TAXIWAY M)	1304	01/01/1975	AC	TAXIWAY	P	0	27,969.02	01/12/2015	40	85.00
TW M (TAXIWAY M)	1305	01/01/1975	AC	TAXIWAY	P	0	30,807.24	01/12/2015	40	62.00
TW P (TAXIWAY P)	1505	01/01/1955	AC	TAXIWAY	P	0	18,518.05	01/12/2015	60	28.00
TW P (TAXIWAY P)	1510	01/01/1955	PCC	TAXIWAY	P	0	3,848.45	01/12/2015	60	17.00
TW R (TAXIWAY R)	1804	01/01/2008	AAC	TAXIWAY	P	0	14,000.68	01/12/2015	7	80.00
TW R (TAXIWAY R)	1805	01/01/1977	AC	TAXIWAY	P	0	217,226.78	01/12/2015	38	57.00
TW R (TAXIWAY R)	1806	01/01/2009	AAC	TAXIWAY	P	0	17,488.27	01/12/2015	6	85.00
TW R (TAXIWAY R)	1810	01/01/2004	AC	TAXIWAY	P	0	15,756.83	01/12/2015	11	65.00
TW R (TAXIWAY R)	1812	01/01/2008	AAC	TAXIWAY	P	0	22,615.25	01/12/2015	7	75.00
TW R (TAXIWAY R)	1814	01/01/1992	AAC	TAXIWAY	P	0	10,046.44	01/12/2015	23	86.00

Section Condition Report

Pavement Database: FDOT NetworkID: SFB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW R (TAXIWAY R)	1815	01/01/2000	AAC	TAXIWAY	P	0	54,954.70	01/12/2015	15	72.00
TW R (TAXIWAY R)	1817	01/01/2009	AAC	TAXIWAY	P	0	24,202.46	01/12/2015	6	80.00
TW R (TAXIWAY R)	1818	01/01/2009	AAC	TAXIWAY	P	0	8,265.21	01/12/2015	6	71.00
TW R (TAXIWAY R)	1820	01/01/1977	AC	TAXIWAY	P	0	22,019.40	01/12/2015	38	51.00
TW R (TAXIWAY R)	1825	01/01/2004	AAC	TAXIWAY	P	0	21,271.02	01/12/2015	11	80.00
TW R (TAXIWAY R)	1826	01/01/2009	AAC	TAXIWAY	P	0	17,896.02	01/12/2015	6	94.00
TW S (TAXIWAY S)	1905	01/01/2004	AC	TAXIWAY	P	0	23,186.53	01/12/2015	11	88.00
TW S (TAXIWAY S)	1910	01/01/2004	AC	TAXIWAY	P	0	117,287.13	01/12/2015	11	79.00
TW S (TAXIWAY S)	1925	01/01/2008	AC	TAXIWAY	P	0	115,394.65	01/12/2015	7	86.00
TW S1 (TAXIWAY S1)	1915	01/01/2004	AC	TAXIWAY	P	0	22,552.55	01/12/2015	11	76.00
TW S2 (TAXIWAY S2)	1920	01/01/2004	AC	TAXIWAY	P	0	23,284.88	01/12/2015	11	73.00
TW S3 (TAXIWAY S3)	1930	01/01/2008	AC	TAXIWAY	P	0	13,493.96	01/12/2015	7	78.00
TW S4 (TAXIWAY S4)	1940	01/01/2008	AC	TAXIWAY	P	0	14,379.16	01/12/2015	7	85.00

Section Condition Report

Pavement Database: FDOT NetworkID: TIX

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HELI (HELICOPTER APRON)	4255	01/01/2012	AC	APRON	P	0	27,840.00	01/01/2012	0	100.00
AP HELI (HELICOPTER APRON)	4260	01/01/2012	PCC	APRON	P	0	376,884.00	01/01/2012	0	100.00
AP S (SOUTH APRON)	4205	01/01/1968	AC	APRON	P	0	101,276.50	12/04/2014	46	62.00
AP S (SOUTH APRON)	4211	01/01/2008	AAC	APRON	P	0	3,845.01	12/04/2014	6	75.00
AP S (SOUTH APRON)	4215	01/01/1971	AC	APRON	P	0	86,566.00	12/04/2014	43	51.00
AP S (SOUTH APRON)	4216	01/01/2008	AAC	APRON	P	0	48,835.80	12/04/2014	6	85.00
AP S (SOUTH APRON)	4217	01/01/2001	AAC	APRON	P	0	26,589.00	12/04/2014	13	89.00
AP S (SOUTH APRON)	4218	01/01/2008	AAC	APRON	P	0	95,377.72	12/04/2014	6	81.00
AP S (SOUTH APRON)	4220	01/01/2014	AAC	APRON	P	0	8,168.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4221	01/01/1967	AC	APRON	P	0	5,405.00	12/04/2014	47	81.00
AP S (SOUTH APRON)	4225	01/01/1991	PCC	APRON	P	0	8,700.00	12/04/2014	23	72.00
AP S (SOUTH APRON)	4226	01/01/2014	AAC	APRON	P	0	6,677.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4227	01/01/2014	AAC	APRON	P	0	6,560.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4228	01/01/2014	AAC	APRON	P	0	11,100.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4229	01/01/2012	AC	APRON	P	0	16,315.00	01/01/2012	0	100.00
AP S (SOUTH APRON)	4230	01/01/1991	PCC	APRON	P	0	9,576.00	12/04/2014	23	79.00
AP S (SOUTH APRON)	4232	01/01/2014	AAC	APRON	P	0	9,960.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4235	01/01/2014	PCC	APRON	P	0	66,120.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4240	01/01/2014	AAC	APRON	P	0	7,020.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4241	01/01/2014	AAC	APRON	P	0	8,553.00	01/01/2014	0	100.00
AP S (SOUTH APRON)	4245	01/01/2008	AC	APRON	P	0	7,200.00	12/04/2014	6	77.00
AP S (SOUTH APRON)	4250	01/01/2011	PCC	APRON	P	0	38,227.93	12/04/2014	3	98.00
AP W (WEST APRON)	4305	01/01/2014	PCC	APRON	P	0	370,471.00	01/01/2014	0	100.00
AP W (WEST APRON)	4310	01/01/2014	AAC	APRON	P	0	30,464.00	12/04/2014	0	82.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/2004	AAC	RUNWAY	P	0	500,000.00	12/04/2014	10	67.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/2004	AAC	RUNWAY	P	0	250,000.00	12/04/2014	10	67.00
RW 18-36 (RUNWAY 18-36)	6125	01/01/2004	AAC	RUNWAY	P	0	100,000.00	12/04/2014	10	71.00

Section Condition Report

Pavement Database: FDOT NetworkID: TIX

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 18-36 (RUNWAY 18-36)	6130	01/01/2004	AAC	RUNWAY	P	0	50,000.00	12/04/2014	10	72.00
RW 18-36 (RUNWAY 18-36)	6145	01/01/2004	AAC	RUNWAY	P	0	131,900.00	12/04/2014	10	72.00
RW 18-36 (RUNWAY 18-36)	6150	01/01/2004	AAC	RUNWAY	P	0	65,950.00	12/04/2014	10	73.00
RW 9-27 (RUNWAY 9-27)	6205	01/01/1998	AAC	RUNWAY	S	0	49,742.70	12/04/2014	16	65.00
RW 9-27 (RUNWAY 9-27)	6210	01/01/1998	AC	RUNWAY	S	0	440,000.00	12/04/2014	16	59.00
TW A (TAXIWAY A)	105	01/01/1998	AAC	TAXIWAY	P	0	114,651.44	12/04/2014	16	74.00
TW A (TAXIWAY A)	110	01/01/1998	AAC	TAXIWAY	P	0	70,000.00	12/04/2014	16	68.00
TW A (TAXIWAY A)	112	01/01/1998	AAC	TAXIWAY	P	0	30,000.00	12/04/2014	16	70.00
TW A (TAXIWAY A)	115	01/01/1998	AAC	TAXIWAY	P	0	50,000.00	12/04/2014	16	70.00
TW A (TAXIWAY A)	120	01/01/1998	AAC	TAXIWAY	P	0	90,637.99	12/04/2014	16	69.00
TW A (TAXIWAY A)	125	01/01/1998	AAC	TAXIWAY	P	0	35,136.53	12/04/2014	16	72.00
TW B (TAXIWAY B)	205	01/01/1998	AAC	TAXIWAY	P	0	22,146.02	12/04/2014	16	60.00
TW B (TAXIWAY B)	210	01/01/2013	AAC	TAXIWAY	P	0	234,359.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	305	01/01/2004	AAC	TAXIWAY	P	0	46,879.34	12/04/2014	10	72.00
TW C (TAXIWAY C)	310	01/01/1986	AAC	TAXIWAY	P	0	116,660.00	12/04/2014	28	69.00
TW C (TAXIWAY C)	315	01/01/2013	AAC	TAXIWAY	P	0	32,856.18	01/01/2014	1	100.00
TW D (TAXIWAY D)	404	01/01/2004	AAC	TAXIWAY	T	0	26,461.00	12/04/2014	10	72.00
TW D (TAXIWAY D)	408	01/01/2004	AAC	TAXIWAY	P	0	7,500.00	12/04/2014	10	71.00
TW D (TAXIWAY D)	410	01/01/2004	AAC	TAXIWAY	P	0	73,750.00	12/04/2014	10	78.00
TW E (TAXIWAY E)	505	01/01/1998	AAC	TAXIWAY	P	0	32,370.71	12/04/2014	16	78.00
TW E (TAXIWAY E)	510	01/01/1998	AAC	TAXIWAY	P	0	5,825.14	12/04/2014	16	77.00
TW E (TAXIWAY E)	515	01/01/1998	AAC	TAXIWAY	P	0	107,697.00	12/04/2014	16	77.00
TW E (TAXIWAY E)	525	01/01/2014	AC	TAXIWAY	P	0	8,165.00	01/01/2014	0	100.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	T	0	30,388.00	12/04/2014	16	25.00

Section Condition Report

Pavement Database: FDOT NetworkID: X21

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4104	01/01/2002	AAC	APRON	P	0	36,458.00	08/19/2013	11	80.00
AP (APRON)	4105	01/01/2002	AAC	APRON	P	0	23,412.00	08/19/2013	11	73.00
AP (APRON)	4107	01/01/2002	AAC	APRON	P	0	20,293.00	08/19/2013	11	77.00
AP (APRON)	4110	01/01/2002	AC	APRON	P	0	29,292.00	08/19/2013	11	87.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/1999	AC	APRON	T	0	44,768.00	08/19/2013	14	62.00
AP T-HANG (T-HANGAR APRON)	4210	01/01/1999	AC	APRON	T	0	44,648.00	08/19/2013	14	80.00
RW 15-33 (RUNWAY 15-33)	6105	01/02/2009	AC	RUNWAY	P	0	211,750.00	08/19/2013	4	87.00
TW A (TAXIWAY A)	105	01/02/2009	AC	TAXIWAY	P	0	79,879.00	08/19/2013	4	90.00
TW A (TAXIWAY A)	110	01/02/2009	AC	TAXIWAY	P	0	3,973.00	08/19/2013	4	85.00
TW AP (TAXIWAY AP)	115	01/01/2002	AC	TAXIWAY	P	0	4,803.00	08/19/2013	11	84.00
TW B (TAXIWAY B)	205	01/02/2009	AC	TAXIWAY	P	0	3,904.00	08/19/2013	4	95.00
TW B (TAXIWAY B)	210	01/02/2009	AC	TAXIWAY	P	0	4,915.00	08/19/2013	4	93.00
TW C (TAXIWAY C)	305	01/02/2009	AC	TAXIWAY	P	0	4,330.00	08/19/2013	4	93.00
TW C (TAXIWAY C)	310	01/01/1999	AC	TAXIWAY	P	0	7,500.00	08/19/2013	14	97.00
TW C (TAXIWAY C)	320	01/02/2009	AC	TAXIWAY	P	0	8,484.00	08/19/2013	4	74.00
TW D (TAXIWAY D)	405	01/02/2009	AC	TAXIWAY	P	0	5,221.00	08/19/2013	4	89.00

Section Condition Report

Pavement Database: FDOT NetworkID: X23

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	5110	01/01/2012	AC	APRON	P	0	36,359.06	01/01/2012	0	100.00
AP RU (RUN-UP APRON)	5105	01/01/2004	AC	APRON	T	0	20,036.50	06/13/2013	9	89.00
AP TERM (TERMINAL APRON)	4105	01/01/2004	AC	APRON	P	0	30,511.54	06/13/2013	9	83.00
AP TERM (TERMINAL APRON)	4110	01/01/2010	AC	APRON	P	0	19,154.91	06/13/2013	3	76.00
AP TERM (TERMINAL APRON)	4115	01/01/2010	AC	APRON	P	0	13,838.61	06/13/2013	3	82.00
AP T-HANG (APRON AT T-HANGARS)	4205	01/01/2004	AC	APRON	P	0	21,771.50	06/13/2013	9	76.00
RW 01-19 (RUNWAY 01-19)	6105	01/01/2004	AC	RUNWAY	P	0	150,000.00	06/13/2013	9	83.00
TW AP (TAXIWAY AP)	105	01/01/2012	AC	TAXIWAY	P	0	16,035.12	01/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: X35

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1991	AC	APRON	P	0	127,366.59	06/12/2013	22	63.00
AP HANGAR (HANGAR APRON)	4210	01/01/1999	AC	APRON	T	0	10,196.57	06/12/2013	14	59.00
AP HANGAR (HANGAR APRON)	4220	01/01/1999	AC	APRON	T	0	19,093.08	06/12/2013	14	62.00
AP HANGAR (HANGAR APRON)	4230	01/01/1999	PCC	APRON	T	0	13,062.72	06/12/2013	14	26.00
AP HANGAR (HANGAR APRON)	4240	01/01/2011	AC	APRON	T	0	42,917.05	06/12/2013	2	100.00
AP TERM (TERMINAL APRON)	4305	07/01/2013	AC	APRON	P	0	67,389.30	07/01/2013	0	100.00
RW 10-28 (RUNWAY 10-28)	6105	01/01/1993	AC	RUNWAY	S	0	273,634.66	06/12/2013	20	76.00
RW 5-23 (RUNWAY 5-23)	6205	12/01/2011	AAC	RUNWAY	P	0	42,000.00	12/01/2011	0	100.00
RW 5-23 (RUNWAY 5-23)	6210	12/01/2011	AAC	RUNWAY	P	0	428,000.48	12/01/2011	0	100.00
RW 5-23 (RUNWAY 5-23)	6215	01/01/1942	PCC	RUNWAY	P	0	30,000.00	06/12/2013	71	51.00
TW E (EAST TAXIWAY)	105	01/01/1993	AC	TAXIWAY	P	0	15,785.29	06/12/2013	20	74.00
TW E (EAST TAXIWAY)	110	01/01/1989	AAC	TAXIWAY	P	0	167,581.84	06/12/2013	24	54.00
TW E (EAST TAXIWAY)	115	01/01/1942	PCC	TAXIWAY	P	0	3,750.00	06/12/2013	71	34.00

Section Condition Report

Pavement Database: FDOT NetworkID: X59

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/2013	AC	APRON	P	0	397,873.00	01/01/2013	0	100.00
AP (APRON)	4115	01/01/1996	AC	APRON	P	0	8,065.00	08/21/2013	17	64.00
AP (APRON)	4120	01/01/2010	AC	APRON	P	0	61,617.00	08/21/2013	3	82.00
RW 10-28 (RUNWAY 10-28)	6205	01/01/1943	AC	RUNWAY	P	0	255,000.00	08/21/2013	70	27.00
RW 10-28 (RUNWAY 10-28)	6210	01/01/1993	AAC	RUNWAY	P	0	45,000.00	08/21/2013	20	71.00
RW 14-32 (RUNWAY 14-32)	6105	01/01/1993	AAC	RUNWAY	P	0	63,617.00	08/21/2013	20	77.00
RW 14-32 (RUNWAY 14-32)	6110	01/01/1993	AAC	RUNWAY	P	0	153,750.00	08/21/2013	20	75.00
RW 14-32 (RUNWAY 14-32)	6115	01/01/1993	AAC	RUNWAY	P	0	75,000.00	08/21/2013	20	75.00
TW A (TAXIWAY A)	305	01/01/2013	AC	TAXIWAY	P	0	125,636.00	01/01/2013	0	100.00
TW A (TAXIWAY A)	310	01/01/2013	AC	TAXIWAY	P	0	8,540.00	01/01/2013	0	100.00
TW B (TAXIWAY B)	110	01/01/2013	AC	TAXIWAY	P	0	37,651.00	01/01/2013	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1942	PCC	APRON	P	0	26,244.13	07/09/2013	71	1.00
AP (APRON)	4110	01/01/2012	AC	APRON	P	0	48,362.56	01/01/2012	0	100.00
AP (APRON)	4115	01/01/1950	AC	APRON	P	0	20,847.13	07/09/2013	63	40.00
AP (APRON)	4120	01/01/1992	PCC	APRON	P	0	9,797.80	07/09/2013	21	31.00
AP (APRON)	4125	01/01/1992	PCC	APRON	P	0	25,668.25	07/09/2013	21	85.00
AP (APRON)	4130	01/01/1992	PCC	APRON	P	0	10,274.98	07/09/2013	21	26.00
AP (APRON)	4135	01/01/2012	AC	APRON	P	0	110,983.45	01/01/2012	0	100.00
AP E (EAST APRON)	4205	01/01/2007	AC	APRON	S	0	65,412.37	07/09/2013	6	73.00
AP E (EAST APRON)	4210	01/01/2004	PCC	APRON	S	0	12,000.00	07/09/2013	9	75.00
AP GA (APRON GA)	4510	12/01/2012	PCC	APRON	P	0	16,783.00	07/09/2013	1	98.00
AP MID (APRON MID)	4610	12/01/2012	AC	APRON	P	0	38,864.00	12/01/2012	0	100.00
AP MID (APRON MID)	4615	01/01/2012	AC	APRON	P	0	21,385.00	01/01/2012	0	100.00
AP N (NORTH APRON)	4405	01/01/2009	PCC	APRON	S	0	30,076.72	07/09/2013	4	92.00
AP RU 11 (RUN-UP APRON AT RW 11)	5103	01/01/1942	AC	APRON	P	0	33,420.55	07/09/2013	71	37.00
AP RU 11 (RUN-UP APRON AT RW 11)	5105	01/01/1992	AAC	APRON	P	0	30,384.76	07/09/2013	21	57.00
AP T-HANG (APRON AT T-HANGARS)	4305	12/25/1999	PCC	APRON	S	0	16,802.43	07/09/2013	14	94.00
AP T-HANG (APRON AT T-HANGARS)	4310	12/25/1999	AC	APRON	S	0	16,916.60	07/09/2013	14	65.00
AP T-HANG (APRON AT T-HANGARS)	4315	12/25/1999	AC	APRON	S	0	9,904.85	07/09/2013	14	50.00
AP T-HANG (APRON AT T-HANGARS)	4320	12/01/2012	AC	APRON	P	0	17,192.32	12/01/2012	0	100.00
RW 11-29 (RUNWAY 11-29)	6105	01/01/1988	AAC	RUNWAY	P	0	500,300.00	07/09/2013	25	50.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1995	AAC	RUNWAY	P	0	487,348.56	07/09/2013	18	55.00
TW A (TAXIWAY A)	102	01/01/1992	AAC	TAXIWAY	P	0	22,176.83	07/09/2013	21	63.00
TW A (TAXIWAY A)	104	01/01/1982	AAC	TAXIWAY	P	0	7,357.72	07/09/2013	31	38.00
TW A (TAXIWAY A)	105	01/01/1942	AC	TAXIWAY	P	0	206,336.23	07/09/2013	71	50.00
TW A (TAXIWAY A)	110	01/01/1982	AAC	TAXIWAY	P	0	17,576.15	07/09/2013	31	37.00
TW B (TAXIWAY B)	205	01/01/1992	AC	TAXIWAY	P	0	88,037.83	07/09/2013	21	66.00

Section Condition Report

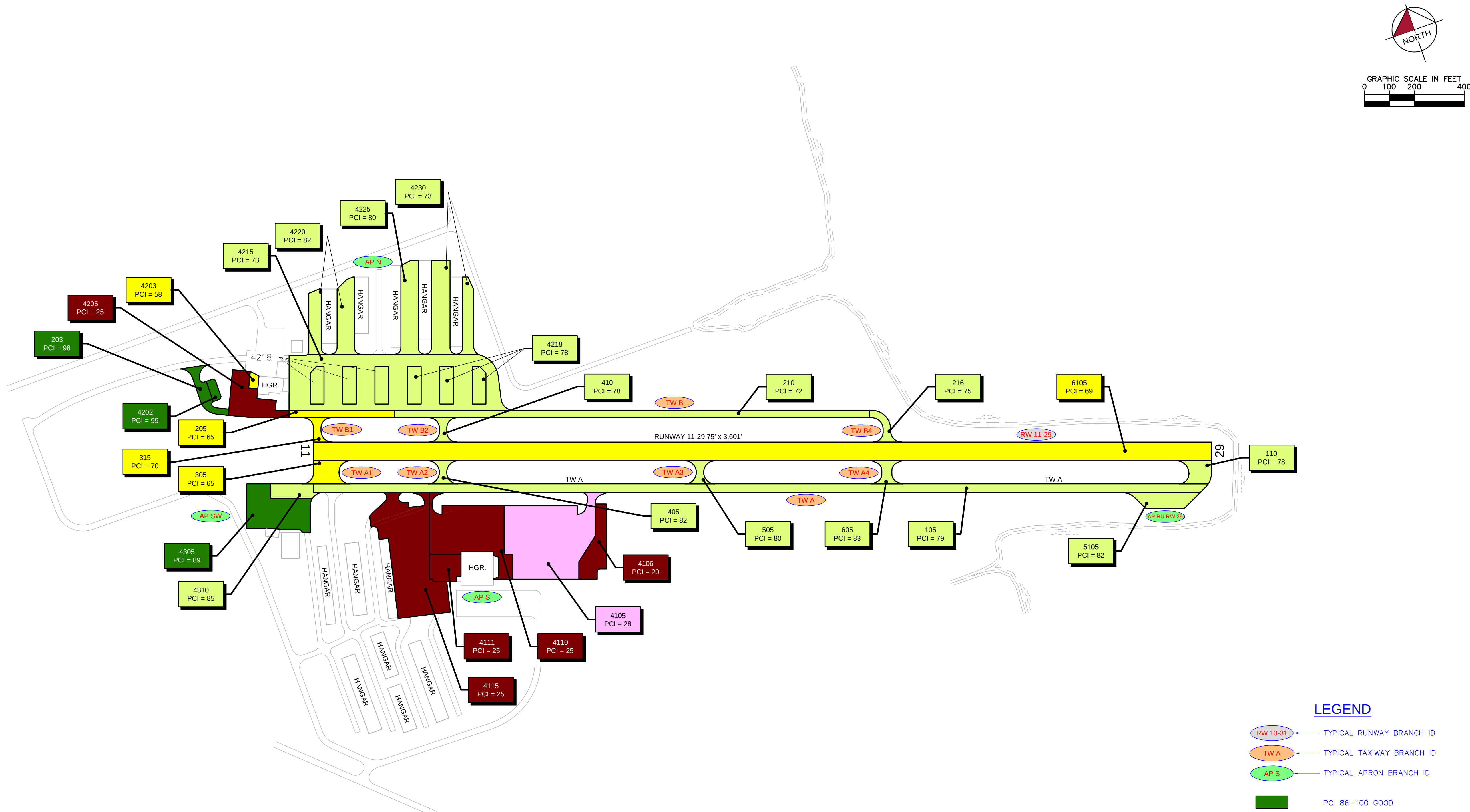
Pavement Database: FDOT NetworkID: XFL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	305	01/01/1992	AAC	TAXIWAY	P	0	29,821.10	07/09/2013	21	59.00
TW C (TAXIWAY C)	307	01/01/1942	AC	TAXIWAY	P	0	10,189.59	07/09/2013	71	45.00
TW C (TAXIWAY C)	310	01/01/1942	AC	TAXIWAY	P	0	24,779.46	07/09/2013	71	49.00
TW C (TAXIWAY C)	315	01/01/2007	AC	TAXIWAY	P	0	105,368.08	07/09/2013	6	43.00
TW D (TAXIWAY D)	405	01/01/1942	AC	TAXIWAY	P	0	30,433.12	07/09/2013	71	17.00
TW D (TAXIWAY D)	407	01/01/1942	AC	TAXIWAY	P	0	8,075.32	07/09/2013	71	32.00
TW D (TAXIWAY D)	410	01/01/1942	AC	TAXIWAY	P	0	108,628.76	07/09/2013	71	40.00
TW D (TAXIWAY D)	414	01/01/1942	AC	TAXIWAY	P	0	4,611.91	07/09/2013	71	65.00
TW D (TAXIWAY D)	415	01/01/1992	AAC	TAXIWAY	P	0	22,201.95	07/09/2013	21	55.00
TW E (TAXIWAY E)	505	12/01/2013	AAC	TAXIWAY	P	0	21,067.33	12/01/2013	0	100.00
TW E (TAXIWAY E)	510	12/01/2013	AAC	TAXIWAY	P	0	71,339.27	12/01/2013	0	100.00
TW E (TAXIWAY E)	512	12/01/2013	AAC	TAXIWAY	P	0	19,204.16	12/01/2013	0	100.00
TW E (TAXIWAY E)	515	12/01/2013	AAC	TAXIWAY	P	0	139,434.54	12/01/2013	0	100.00
TW E (TAXIWAY E)	520	01/01/2004	AC	TAXIWAY	P	0	23,991.87	07/09/2013	9	69.00
TW F (TAXIWAY F)	602	12/01/2012	AAC	TAXIWAY	P	0	25,816.34	12/01/2012	0	100.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.12**	**9,038,492.73**	**123**	**99.81**	**1.64**	**99.93**
03-05	**3.71**	**5,545,660.04**	**89**	**91.27**	**5.87**	**93.10**
06-10	**7.73**	**11,711,136.50**	**165**	**78.72**	**12.97**	**79.85**
11-15	**13.10**	**9,170,833.97**	**158**	**71.94**	**16.56**	**71.81**
16-20	**17.47**	**7,976,296.41**	**89**	**63.04**	**17.31**	**63.66**
21-25	**23.15**	**6,870,874.98**	**87**	**60.60**	**15.62**	**63.84**
26-30	**27.53**	**2,638,776.61**	**40**	**54.40**	**18.93**	**54.00**
31-35	**32.21**	**3,070,254.28**	**43**	**48.26**	**21.00**	**46.64**
36-40	**37.67**	**2,804,411.75**	**39**	**54.85**	**20.47**	**52.44**
over 40	**62.30**	**4,002,746.20**	**56**	**43.41**	**24.02**	**47.89**
All	**16.54**	**62,829,483.48**	**889**	**72.51**	**22.49**	**72.96**

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
(dark green)	PCI 86–100 GOOD
(light green)	PCI 71–85 SATISFACTORY
(yellow)	PCI 56–70 FAIR
(orange)	PCI 41–55 POOR
(pink)	PCI 26–40 VERY POOR
(dark red)	PCI 11–25 SERIOUS
(gray)	PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MERRITT ISLAND AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER COI

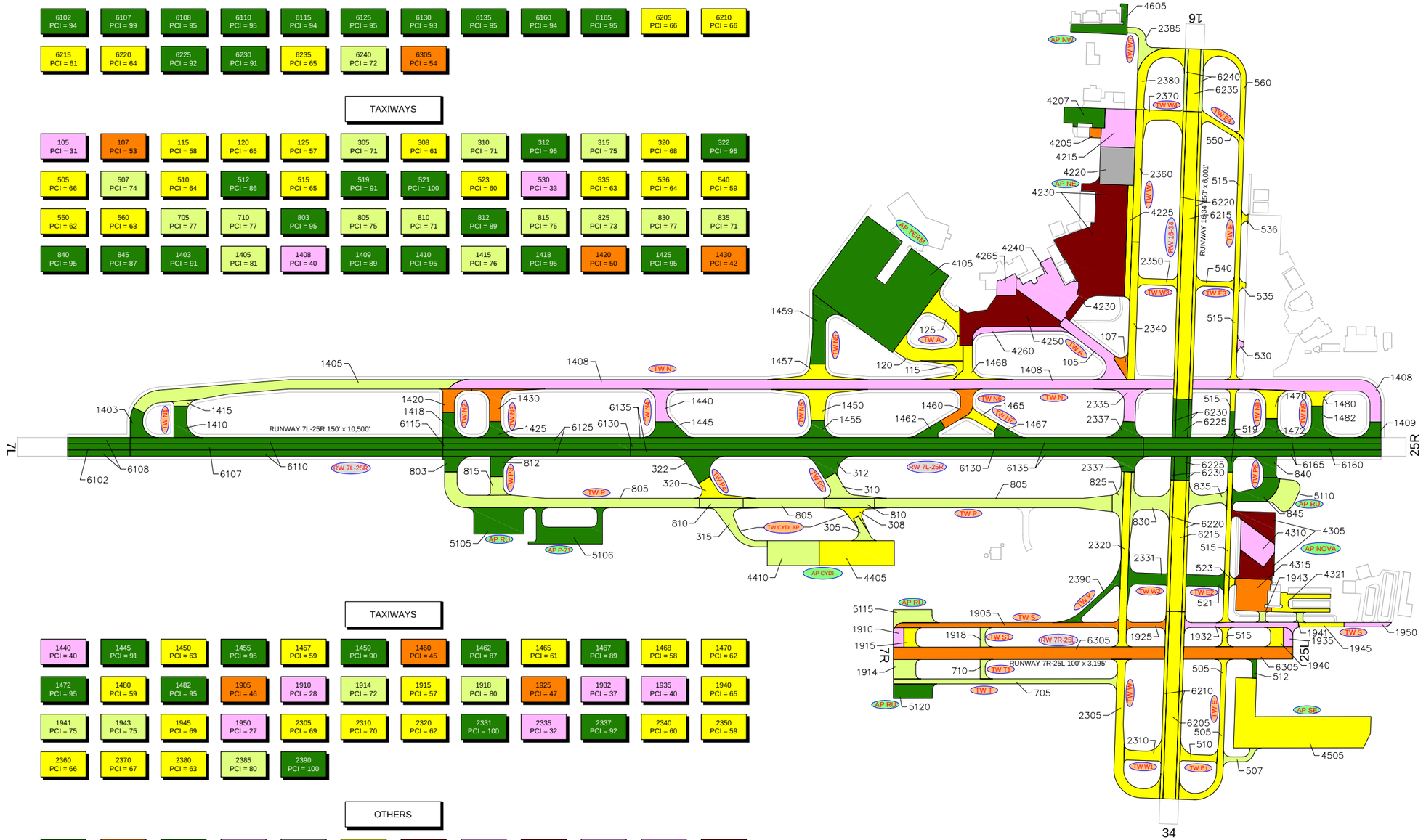
FDOT DISTRICT 5

RUNWAYS

6102 PCI = 94	6107 PCI = 99	6108 PCI = 95	6110 PCI = 95	6115 PCI = 94	6125 PCI = 95	6130 PCI = 93	6135 PCI = 95	6160 PCI = 94	6165 PCI = 95	6205 PCI = 66	6210 PCI = 66
6215 PCI = 61	6220 PCI = 64	6225 PCI = 92	6230 PCI = 91	6235 PCI = 65	6240 PCI = 72	6305 PCI = 54					

TAXIWAYS

105 PCI = 31	107 PCI = 53	115 PCI = 58	120 PCI = 65	125 PCI = 57	305 PCI = 71	308 PCI = 61	310 PCI = 71	312 PCI = 95	315 PCI = 75	320 PCI = 68	322 PCI = 95
505 PCI = 66	507 PCI = 74	510 PCI = 64	512 PCI = 86	515 PCI = 65	519 PCI = 91	521 PCI = 100	523 PCI = 60	530 PCI = 33	535 PCI = 63	536 PCI = 64	540 PCI = 59
550 PCI = 62	560 PCI = 63	705 PCI = 77	710 PCI = 77	803 PCI = 95	805 PCI = 75	810 PCI = 71	812 PCI = 89	815 PCI = 75	825 PCI = 73	830 PCI = 77	835 PCI = 71
840 PCI = 95	845 PCI = 87	1403 PCI = 91	1405 PCI = 81	1408 PCI = 40	1409 PCI = 89	1410 PCI = 95	1415 PCI = 76	1418 PCI = 95	1420 PCI = 50	1425 PCI = 95	1430 PCI = 42



TAXIWAYS

1440 PCI = 40	1445 PCI = 91	1450 PCI = 63	1455 PCI = 95	1457 PCI = 59	1459 PCI = 90	1460 PCI = 45	1462 PCI = 87	1465 PCI = 61	1467 PCI = 89	1468 PCI = 58	1470 PCI = 62
1472 PCI = 95	1480 PCI = 59	1482 PCI = 95	1905 PCI = 46	1910 PCI = 28	1914 PCI = 72	1915 PCI = 57	1918 PCI = 80	1925 PCI = 47	1932 PCI = 37	1935 PCI = 40	1940 PCI = 65
1941 PCI = 75	1943 PCI = 75	1945 PCI = 69	1950 PCI = 27	2305 PCI = 69	2310 PCI = 70	2320 PCI = 62	2331 PCI = 100	2335 PCI = 32	2337 PCI = 92	2340 PCI = 60	2350 PCI = 59
2360 PCI = 66	2370 PCI = 67	2380 PCI = 63	2385 PCI = 80	2390 PCI = 100							

OTHERS

4105 PCI = 90	4205 PCI = 49	4207 PCI = 100	4215 PCI = 34	4220 PCI = 7	4225 PCI = 64	4230 PCI = 17	4240 PCI = 30	4250 PCI = 17	4260 PCI = 30	4265 PCI = 26	4305 PCI = 22
4310 PCI = 29	4315 PCI = 55	4321 PCI = 57	4405 PCI = 64	4410 PCI = 74	4505 PCI = 66	4605 PCI = 86	5105 PCI = 87	5106 PCI = 93	5110 PCI = 74	5115 PCI = 77	5120 PCI = 87

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

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

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

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

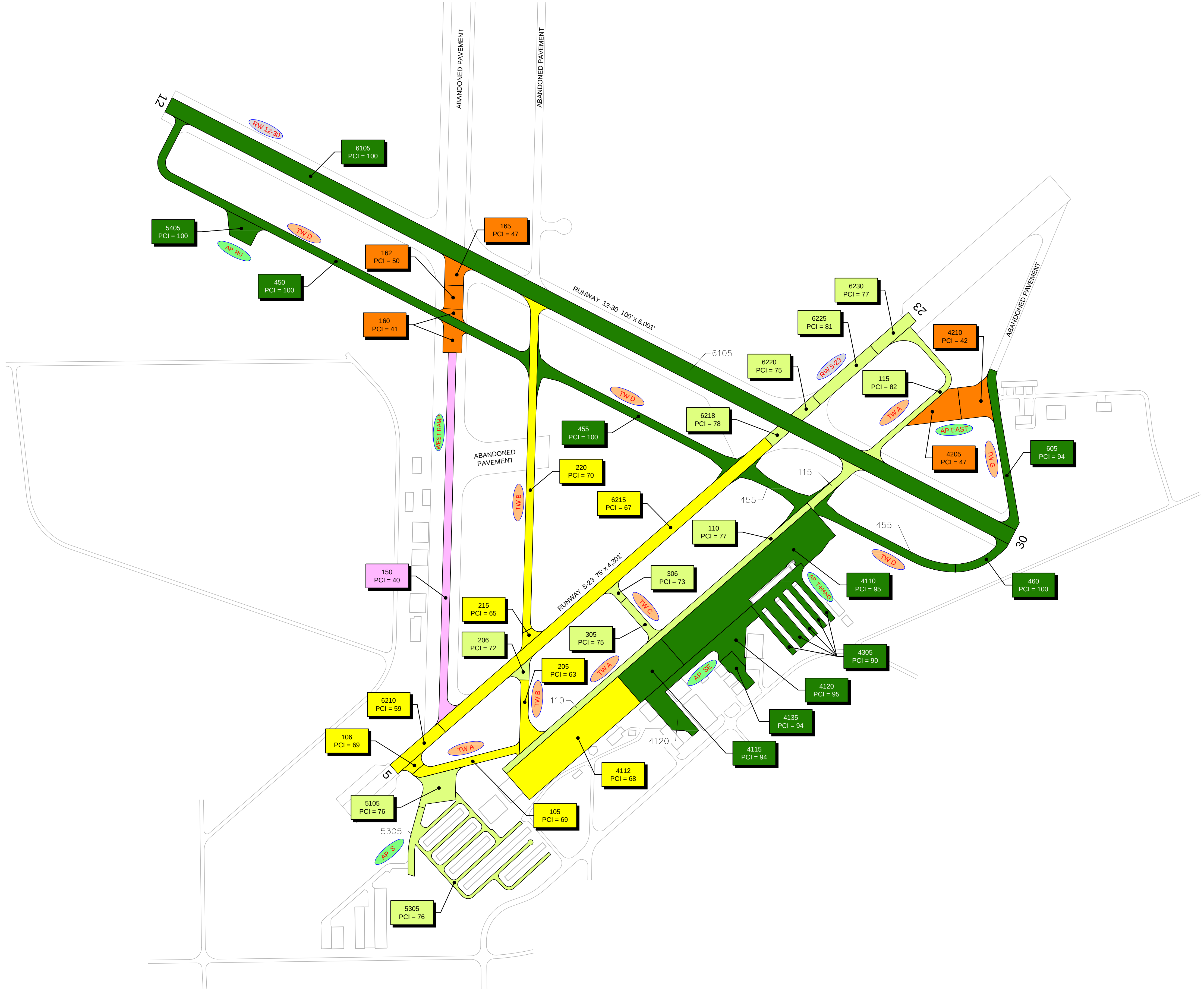
DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

K:\DFB_Aviation\14278322\CADD\PLANSHEETS\pdb - DAYTONA BEACH INTERNATIONAL AIRPORT\EXHIBITS\03-DAB-CONDITION.dgn[TED May 21, 2015 - 2:42 PM, BY: Howell, James

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
DAYTONA BEACH INTERNATIONAL AIRPORT
VOLUSIA COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: DAB
FDOT DISTRICT: 5



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
	PCI 86–100 GOOD
	PCI 71–85 SATISFACTORY
	PCI 56–70 FAIR
	PCI 41–55 POOR
	PCI 26–40 VERY POOR
	PCI 11–25 SERIOUS
	PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

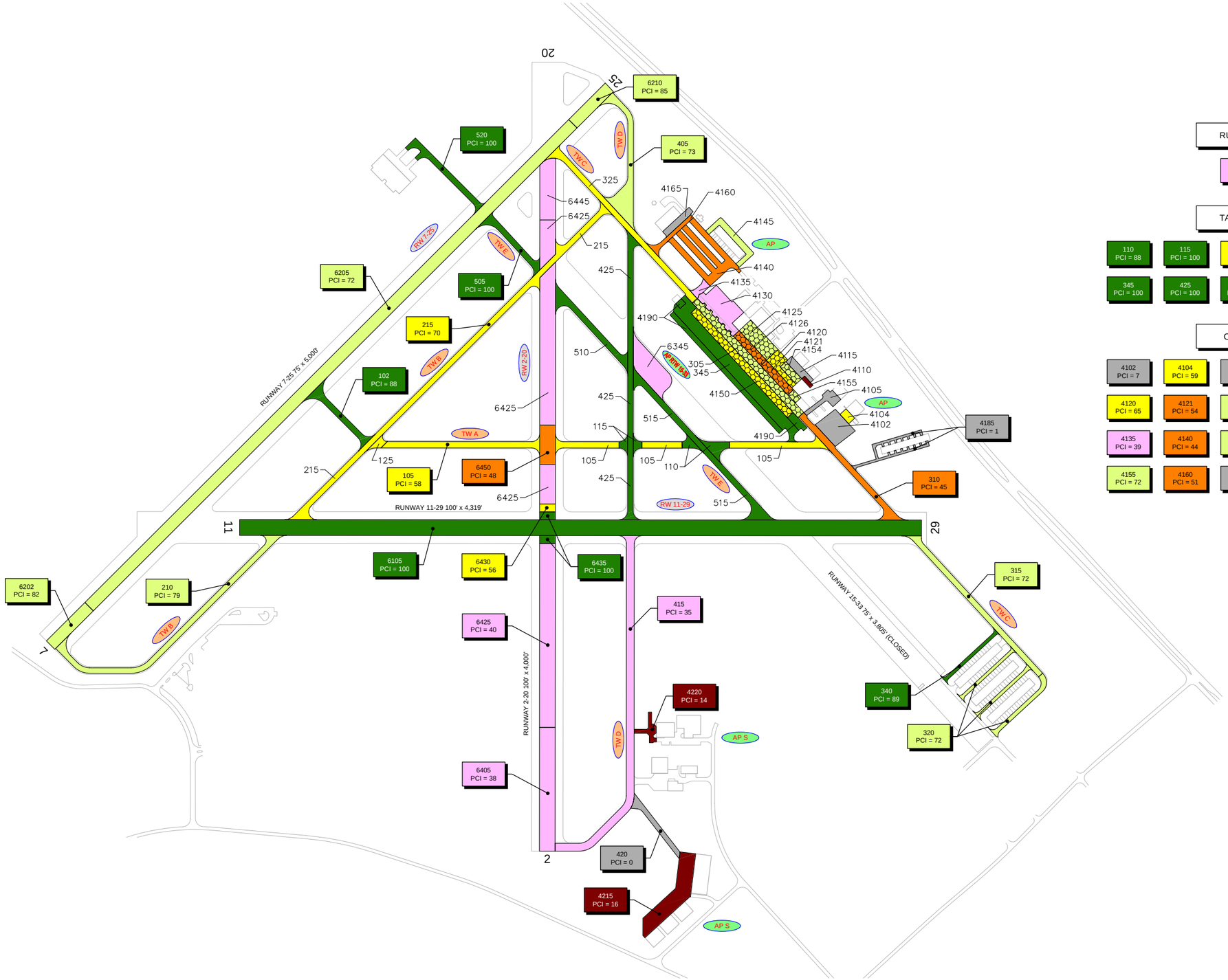
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

DELAND MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
DED

FDOT DISTRICT
5



RUNWAYS

6445 PCI = 38

TAXIWAYS

110 PCI = 88	115 PCI = 100	125 PCI = 66	305 PCI = 78	325 PCI = 69
345 PCI = 100	425 PCI = 100	510 PCI = 100	515 PCI = 88	

OTHERS

4102 PCI = 7	4104 PCI = 59	4105 PCI = 4	4110 PCI = 13	4115 PCI = 8
4120 PCI = 65	4121 PCI = 54	4125 PCI = 74	4126 PCI = 51	4130 PCI = 34
4135 PCI = 39	4140 PCI = 44	4145 PCI = 74	4150 PCI = 68	4154 PCI = 81
4155 PCI = 72	4160 PCI = 51	4165 PCI = 4	4190 PCI = 100	6345 PCI = 37

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

K:\SPB_Aviation\2437902\CADD\PLANSHEETS\PCI - NEW SMYRNA BEACH MUNICIPAL AIRPORT\EXHIBIT\2015-EVB-CONDITION.dgn PLOTTED: May 27, 2015 - 2:45 PM, BY: Rhea, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

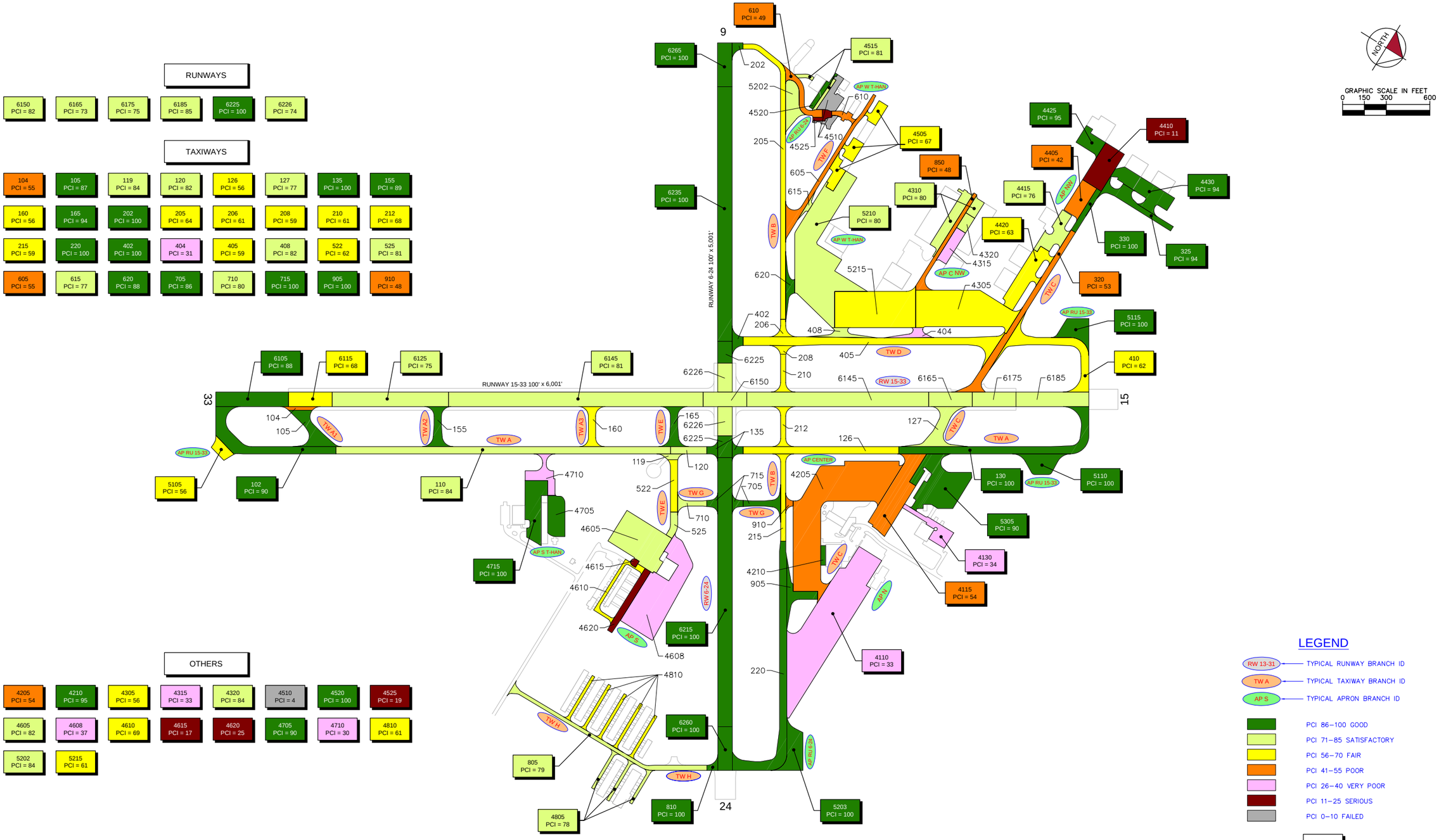
NEW SMYRNA BEACH MUNICIPAL AIRPORT

VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: EVB

FDOT DISTRICT: 5



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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

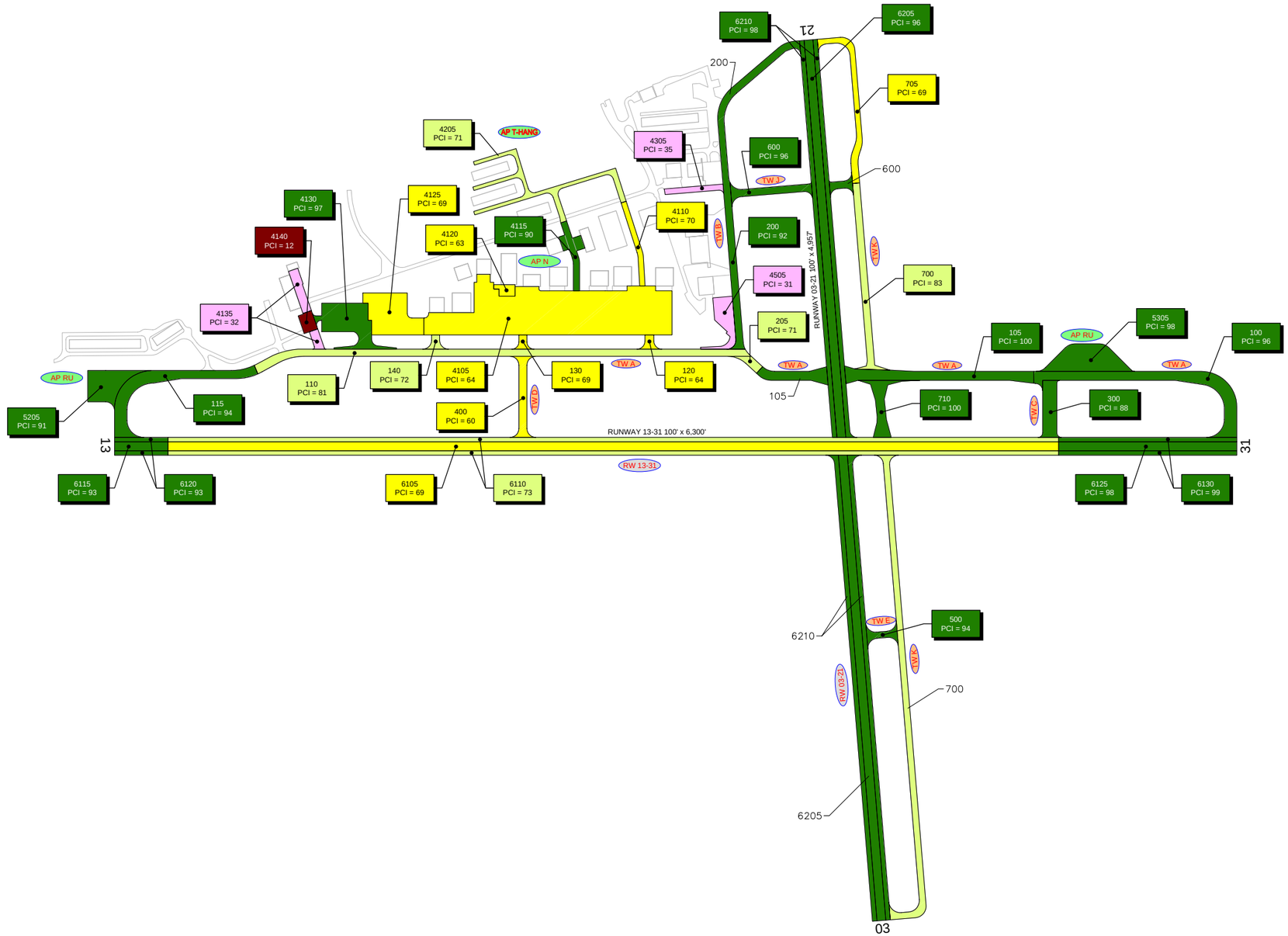
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

KISSIMMEE GATEWAY AIRPORT
OSCEOLA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: ISM

FDOT DISTRICT: 5



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\APD_Aviation\14277022\CADD\PLANSHEETS\LEE - LEESBURG INTERNATIONAL AIRPORT\EXHIBIT\2015-LEE-CONDITION.dwg PLOTTED: May 1, 2015 - 11:02 AM, BY: Shiva, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

LEESBURG INTERNATIONAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: LEE
FDOT DISTRICT: 5

RUNWAYS

6105 PCI = 58	6110 PCI = 74	6203 PCI = 95	6204 PCI = 90	6205 PCI = 76	6210 PCI = 61
6215 PCI = 96	6220 PCI = 91	6305 PCI = 69	6310 PCI = 57	6315 PCI = 54	

TAXIWAYS

105 PCI = 78	120 PCI = 78	130 PCI = 88	132 PCI = 92	305 PCI = 84	310 PCI = 77	315 PCI = 71	320 PCI = 91	330 PCI = 75	340 PCI = 84	350 PCI = 79	405 PCI = 87	408 PCI = 84	410 PCI = 63
412 PCI = 63	415 PCI = 82	416 PCI = 80	450 PCI = 94	455 PCI = 90	505 PCI = 63	510 PCI = 55	515 PCI = 87	520 PCI = 76	525 PCI = 100	605 PCI = 94	710 PCI = 88	720 PCI = 100	810 PCI = 100
1105 PCI = 81	1110 PCI = 84	1115 PCI = 78	1116 PCI = 76	1120 PCI = 70	1125 PCI = 80	1130 PCI = 82	1132 PCI = 92	1135 PCI = 78	1140 PCI = 100	1204 PCI = 75	1210 PCI = 74	1305 PCI = 70	1312 PCI = 71
1315 PCI = 77	1320 PCI = 75	1325 PCI = 88	1404 PCI = 81	1405 PCI = 93	1602 PCI = 70	1605 PCI = 87	1610 PCI = 100	1705 PCI = 75	1710 PCI = 83	1720 PCI = 88	1722 PCI = 72	1725 PCI = 83	1732 PCI = 91
1735 PCI = 88	1805 PCI = 90	1807 PCI = 69	1810 PCI = 85	1820 PCI = 87	2005 PCI = 83	2015 PCI = 84	2110 PCI = 86	2205 PCI = 94	2210 PCI = 94				

OTHERS

3310 PCI = 72	3315 PCI = 76	4105 PCI = 67	4110 PCI = 59	4115 PCI = 96	4120 PCI = 69	4125 PCI = 91	4130 PCI = 76	4135 PCI = 86	4140 PCI = 94	4145 PCI = 100	4205 PCI = 80	4210 PCI = 82	4305 PCI = 94	4310 PCI = 91	4312 PCI = 13	4315 PCI = 67
4320 PCI = 57	4325 PCI = 0	4330 PCI = 5	4404 PCI = 88	4406 PCI = 50	4407 PCI = 85	4410 PCI = 45	4415 PCI = 100	4420 PCI = 100	4425 PCI = 100	4510 PCI = 91	4515 PCI = 70	4520 PCI = 92	4710 PCI = 80	4720 PCI = 80	4730 PCI = 100	4498 PCI = 74

LEGEND

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

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

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

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

E:\APR_Aviation\1421790227\ADD\PLANSHEET\MLB – MELBOURNE INTERNATIONAL AIRPORT\EXHIBIT\2015-MLB-CONDITION.dwg PLOTTED: May 29, 2015 – 1:53 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

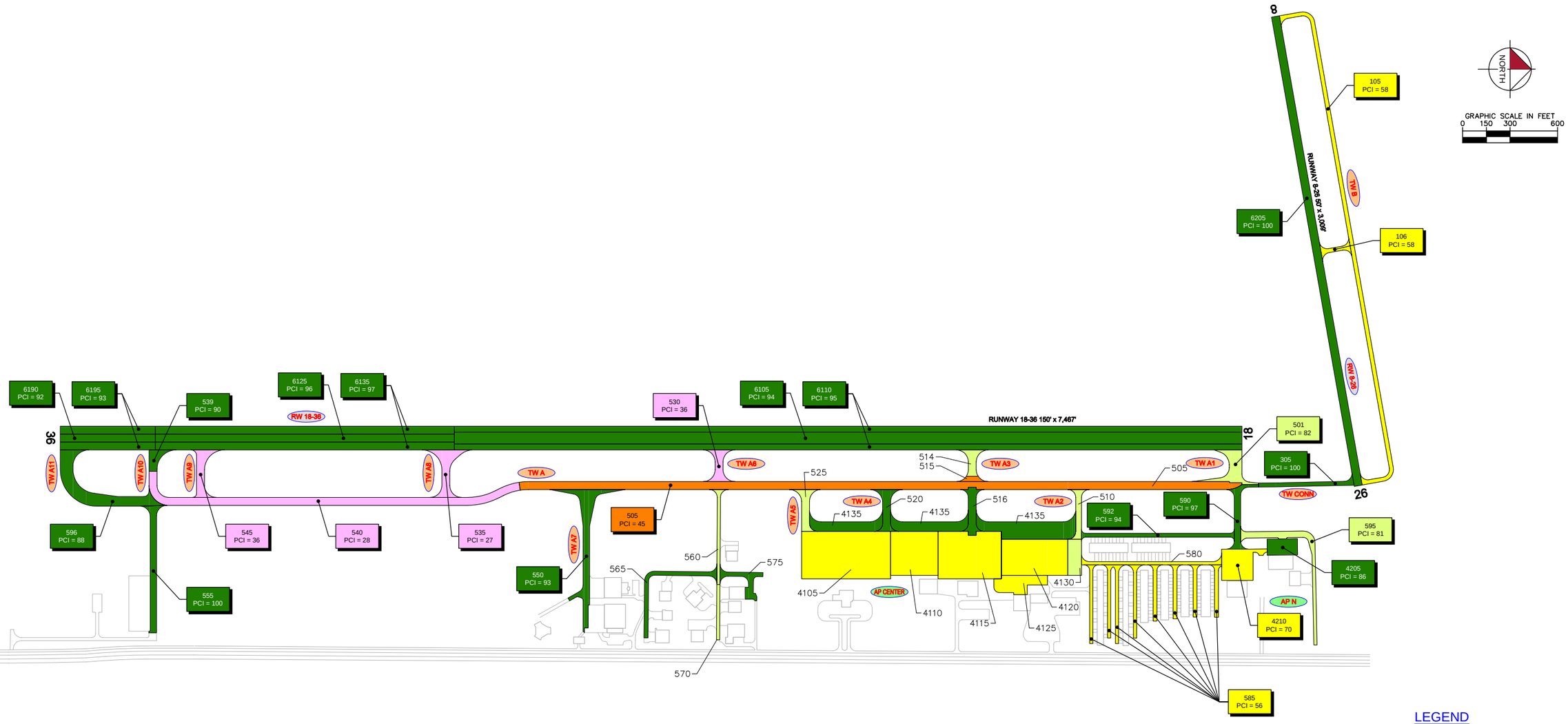
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB

FDOT DISTRICT: 5



TAXIWAYS

510 PCI = 84	514 PCI = 85	515 PCI = 48	516 PCI = 92	520 PCI = 93	525 PCI = 82	560 PCI = 80
565 PCI = 94	570 PCI = 79	575 PCI = 91	580 PCI = 59			

OTHERS

4105 PCI = 69	4110 PCI = 67	4115 PCI = 70	4120 PCI = 67	4125 PCI = 70	4130 PCI = 77	4135 PCI = 95

LEGEND

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

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

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\APR_Aviation\14378922\CADD\PLANSHEETS\OCF – OCALA INTERNATIONAL – JIM TAYLOR FIELD EXHIBITS\OCD-OCF-CONDITION.dgn May 17, 2015 – 5:12 PM, BY: Reh, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

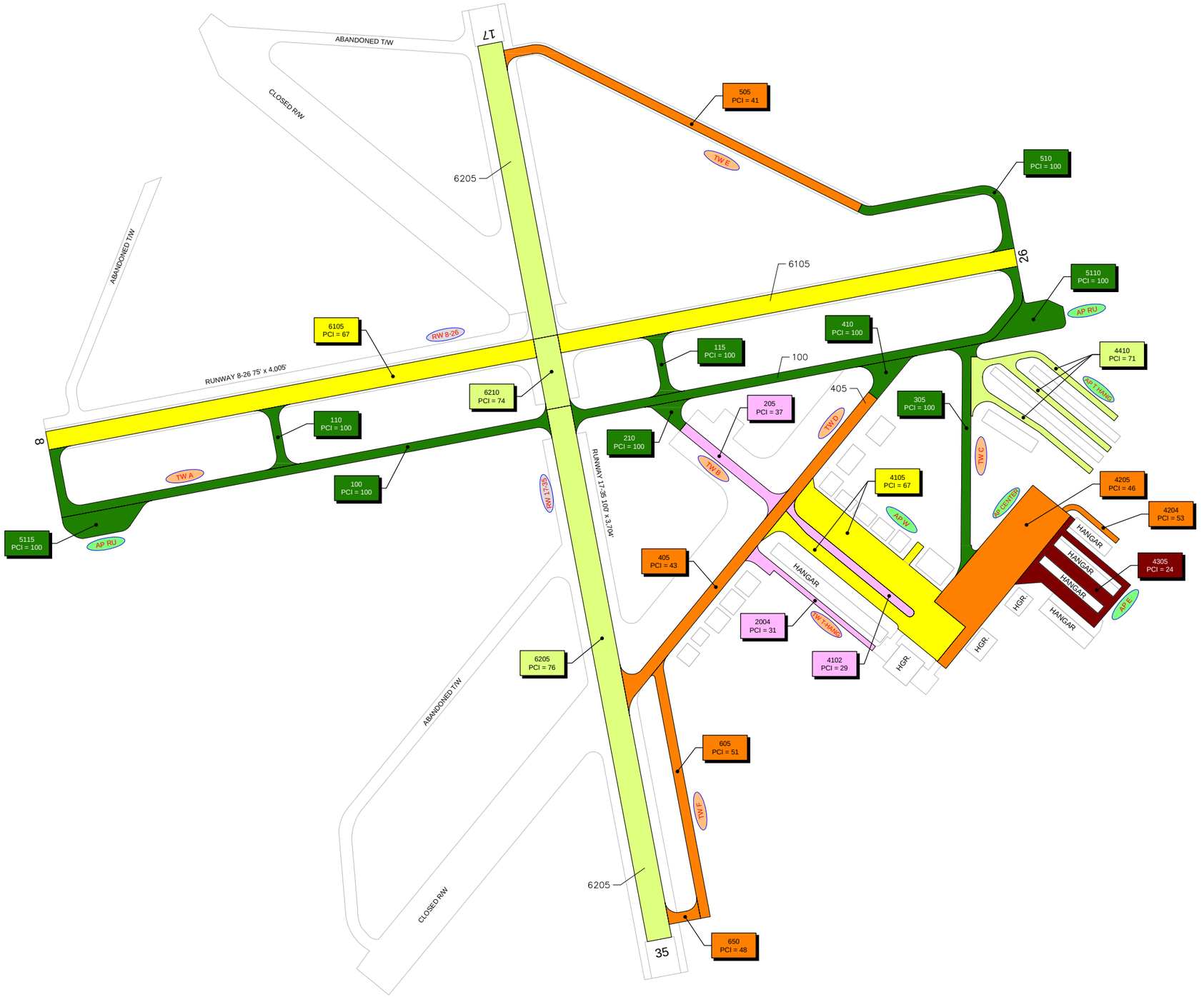
OCALA INTERNATIONAL-JIM TAYLOR FIELD

MARION COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\DFB_Aviation\AIRPORTS\ORMOND BEACH MUNICIPAL AIRPORT\EXHIBIT\203-OMN-CONDITION.dwg PLOTTED: May 29, 2015 - 9:15 PM, BY: Steve, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

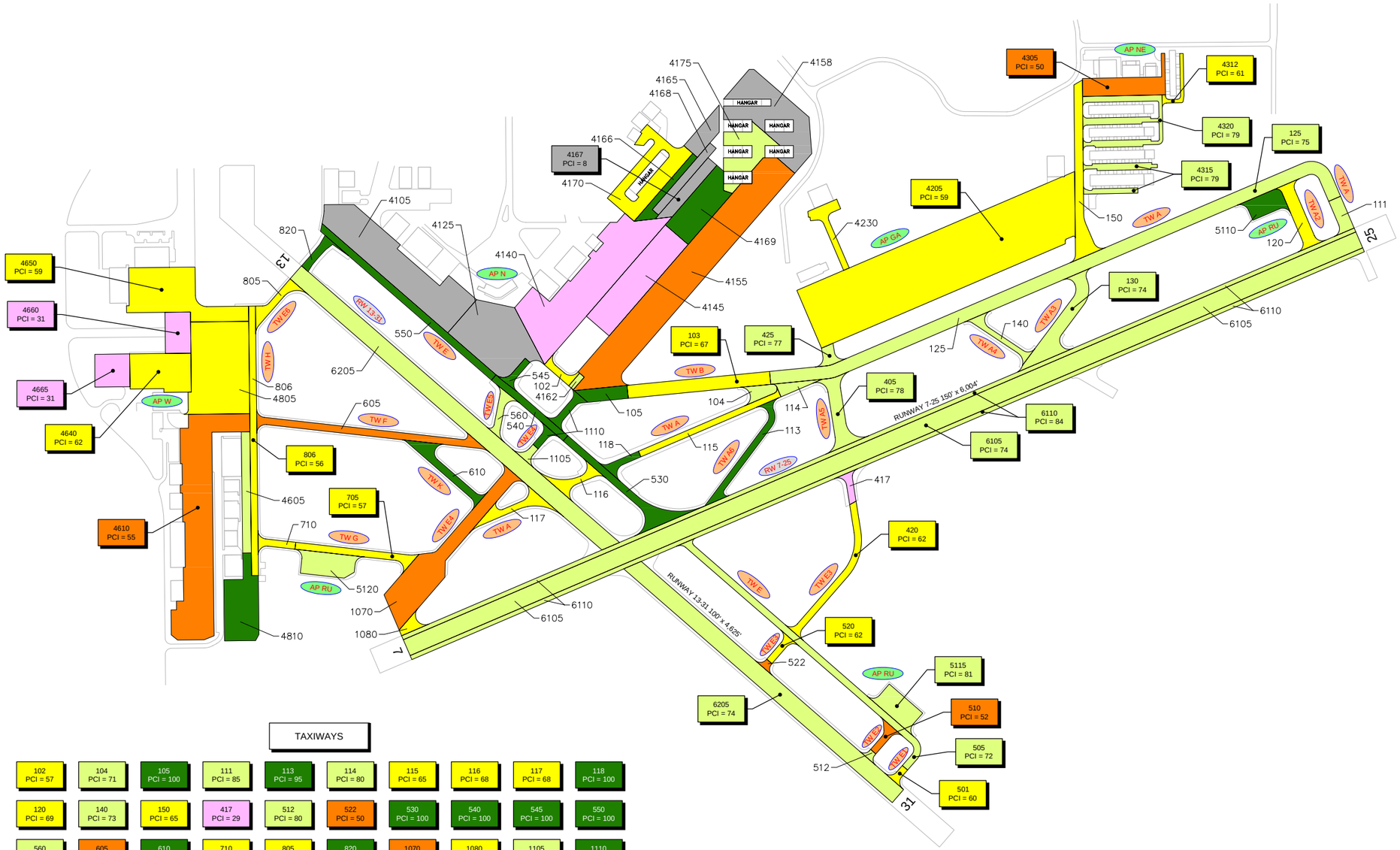
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

ORMOND BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OMN
FDOT DISTRICT: 5



TAXIWAYS

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

OTHERS

4105 PCI =10	4125 PCI = 7	4140 PCI = 34	4145 PCI = 36	4155 PCI = 53	4158 PCI = 10	4162 PCI = 74	4165 PCI = 8	4166 PCI = 100	4168 PCI = 0
4169 PCI = 100	4170 PCI = 70	4175 PCI = 83	4230 PCI = 68	4605 PCI = 73	4805 PCI = 66	4810 PCI = 86	5110 PCI = 89	5120 PCI = 82	

LEGEND

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

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

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

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

X:\SPB_Aviation\2437902\CADD\FLAIRSHEETS\ORL – ORLANDO EXECUTIVE AIRPORT\EXHIBITS\ECO-ORL-CONDITION.dwg PLOTTED: May 20, 2015 – 4:39 PM, BY: Petra, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

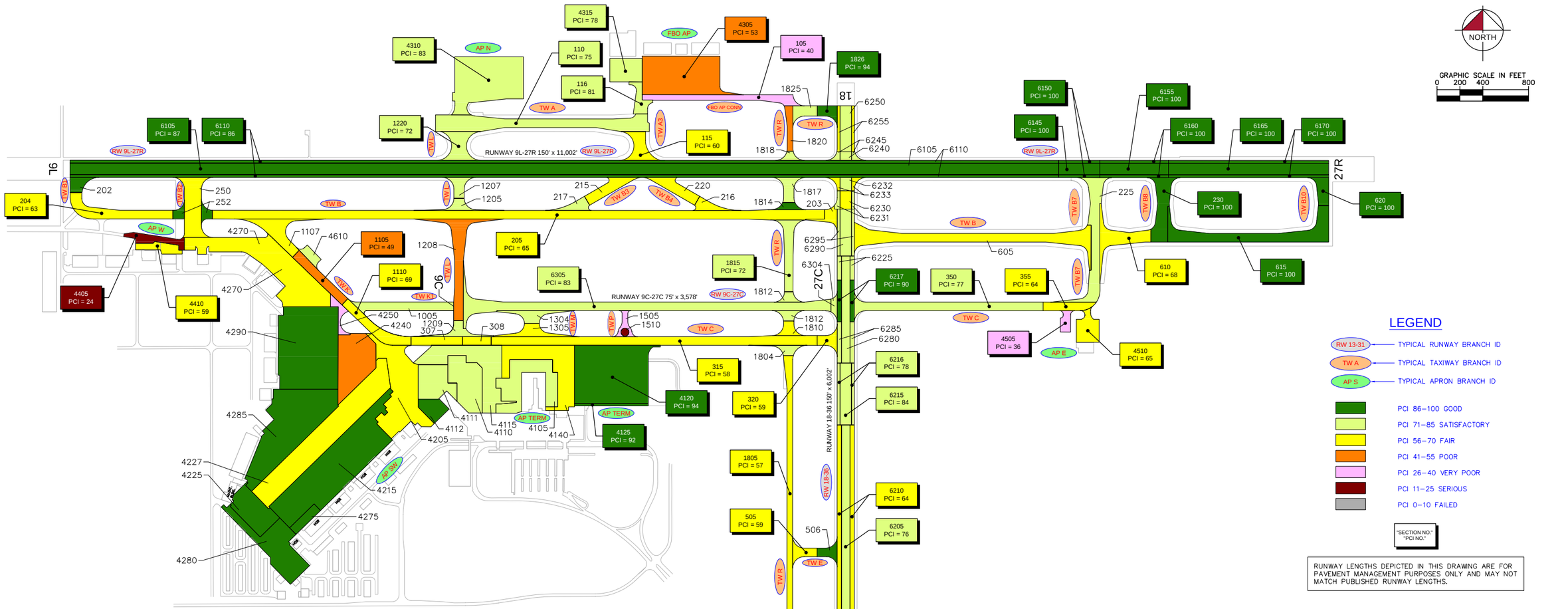
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

IDENTIFIER: ORL

FDOT DISTRICT: 5



RUNWAYS

6225 PCI = 80	6230 PCI = 69	6231 PCI = 74	6232 PCI = 80	6233 PCI = 59	6240 PCI = 83	6245 PCI = 76	6250 PCI = 79	6255 PCI = 68	6280 PCI = 78	6285 PCI = 74	6290 PCI = 78
6295 PCI = 76	6304 PCI = 73										

TAXIWAYS

202 PCI = 87	203 PCI = 68	215 PCI = 58	216 PCI = 70	217 PCI = 75	220 PCI = 62	225 PCI = 73	250 PCI = 67	252 PCI = 92	307 PCI = 66	308 PCI = 61	506 PCI = 94
605 PCI = 63	1005 PCI = 73	1107 PCI = 68	1205 PCI = 74	1207 PCI = 83	1208 PCI = 51	1209 PCI = 71	1304 PCI = 85	1305 PCI = 62	1505 PCI = 28	1510 PCI = 17	1804 PCI = 80
1810 PCI = 65	1812 PCI = 75	1814 PCI = 86	1817 PCI = 80	1818 PCI = 71	1820 PCI = 51	1825 PCI = 80					

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

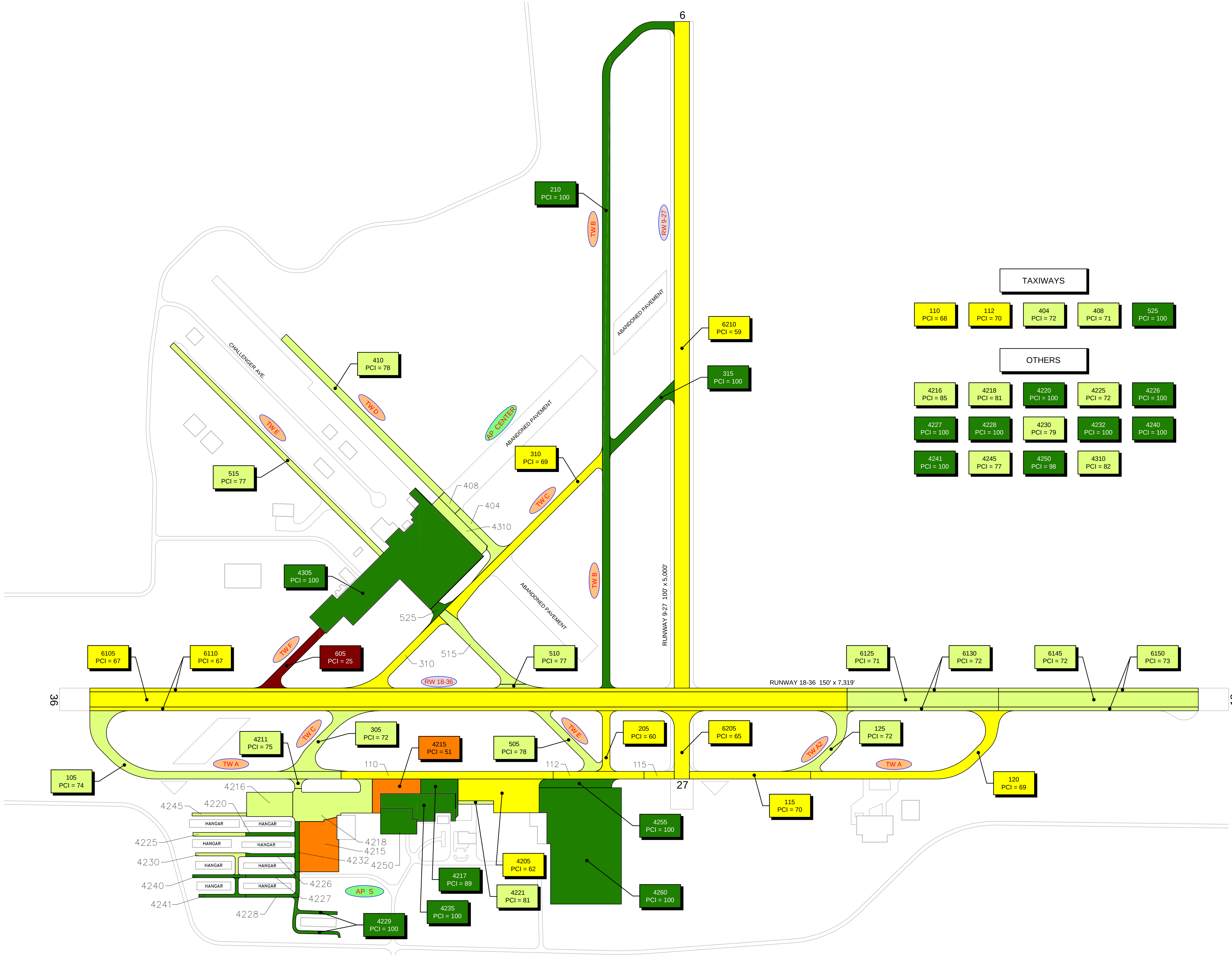
ORLANDO SANFORD INTERNATIONAL AIRPORT

SEMINOLE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SFB

FDOT DISTRICT: 5



TAXIWAYS

110	112	404	408	525
PCI = 68	PCI = 70	PCI = 72	PCI = 71	PCI = 100

OTHERS

4216 PCI = 85	4218 PCI = 81	4220 PCI = 100	4225 PCI = 72	4226 PCI = 100
4227 PCI = 100	4228 PCI = 100	4230 PCI = 79	4232 PCI = 100	4240 PCI = 100
4241 PCI = 100	4245 PCI = 77	4250 PCI = 98	4310 PCI = 82	

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO." "PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

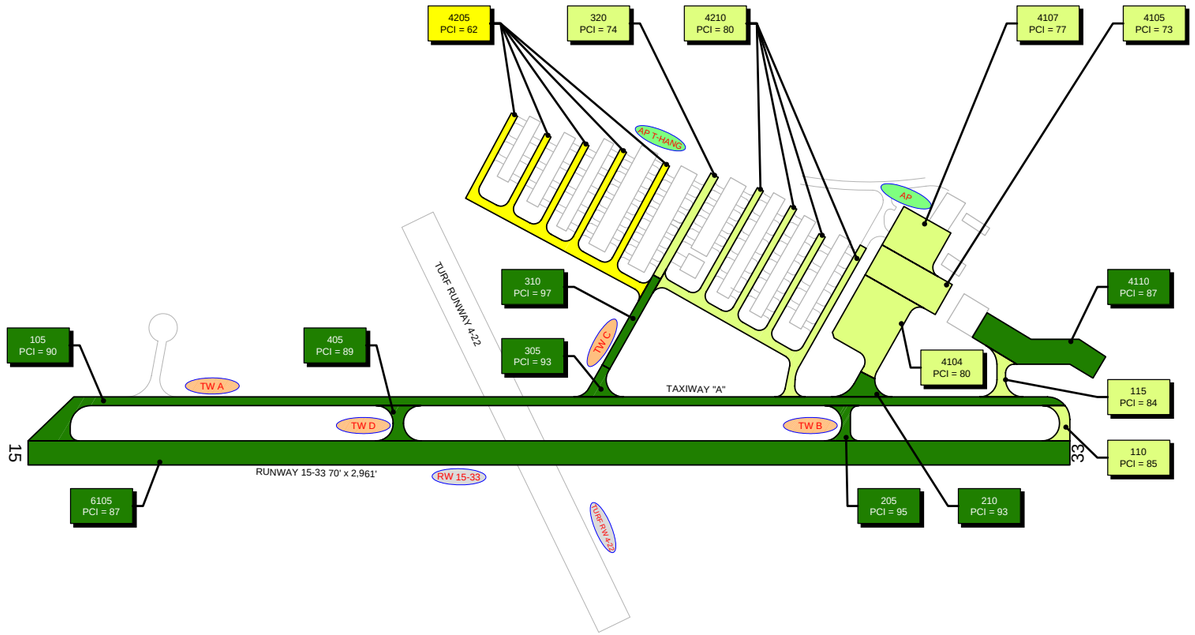
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER TIX

FDOT DISTRICT 5

NORTH

GRAPHIC SCALE IN FEET
0 100 200 400



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\APB_Aviation\2437902\CADD\PLANSHEETS\X21 – ARTHUR DUNN AIRPARK\EXHIBITS\X21-X21-CONDITION.dwg PLOTTED: May 15, 2015 – 11:59 AM, BY: Derya, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

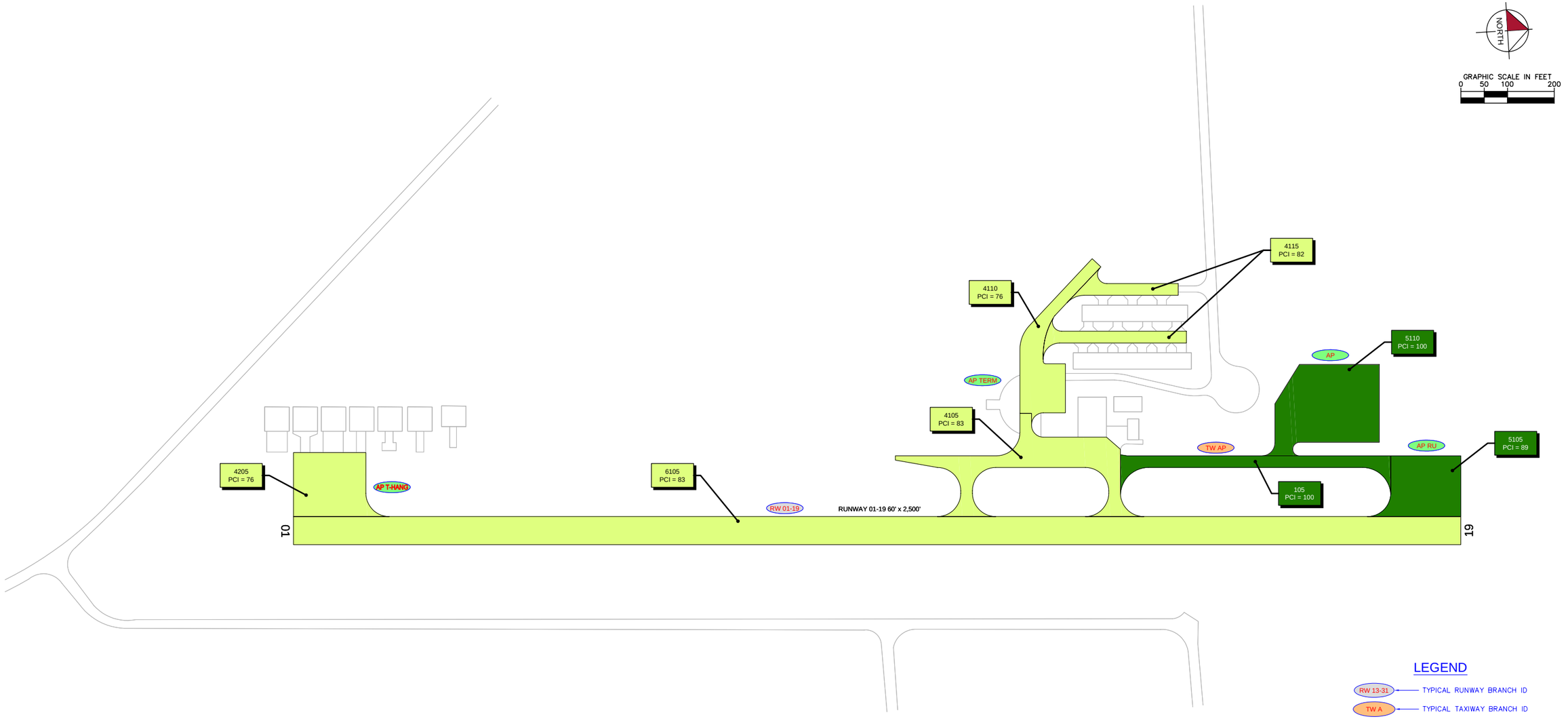
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

ARTHUR DUNN AIRPARK
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X21
FDOT DISTRICT: 5



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

K:\APW_Aviation\42279022\CADD\PLANSHEETS\X23 – UMATILLA MUNICIPAL AIRPORT\EXHIBITS\X23-523-02N07DR.dwg PLOTTED: May 15, 2015 – 12:32 PM, EP, Bahus, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

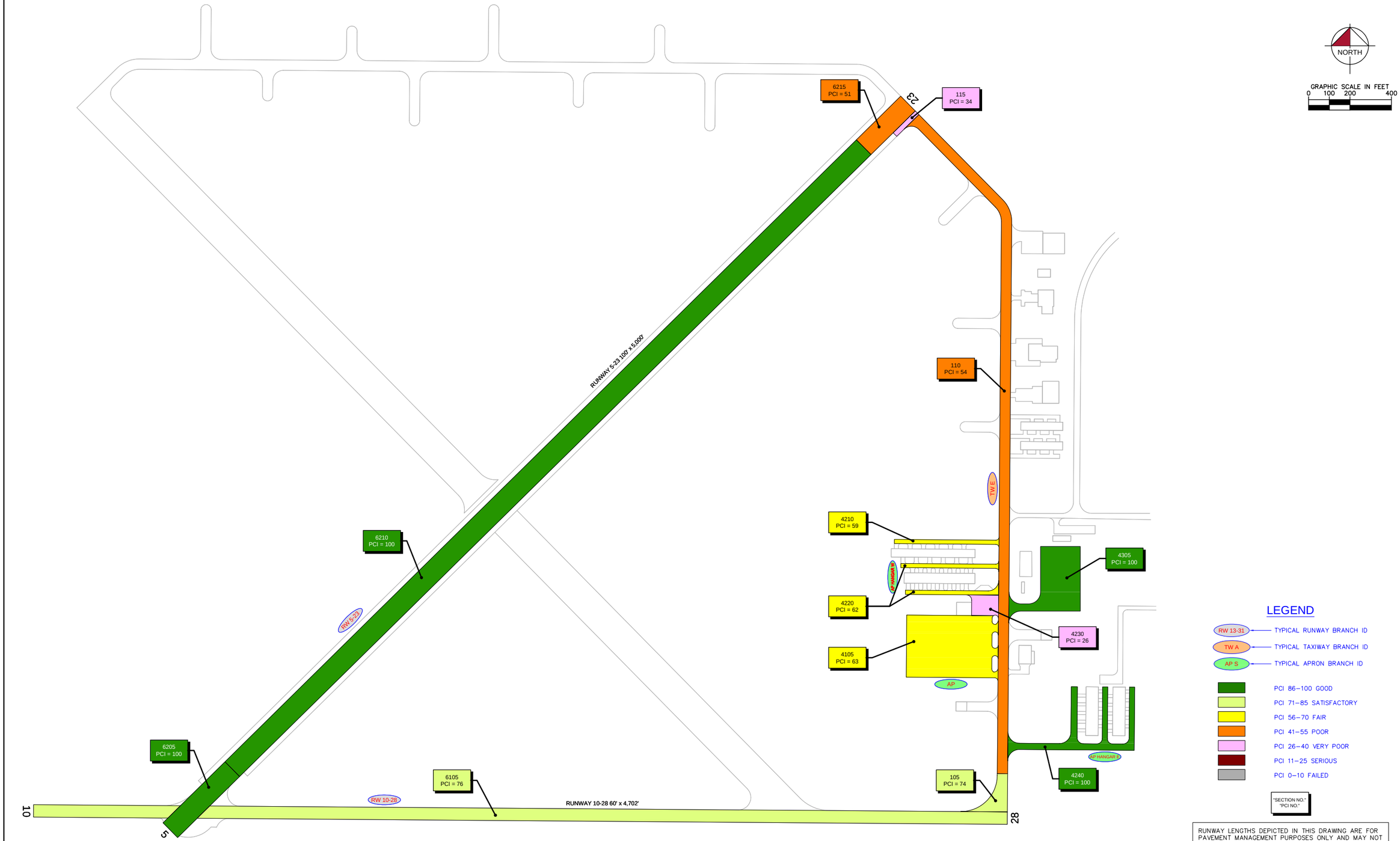
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

UMATILLA MUNICIPAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X23
FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

K:\APW_Aviation\1427760221\ADO\PLANSHEET\X35 – DUNNELLON-MARION COUNTY AIRPORT(OWNER)\X35-125-CONDITION.dwg PLOTTED: May 15, 2015 – 12:41 PM, EPT Bahya, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

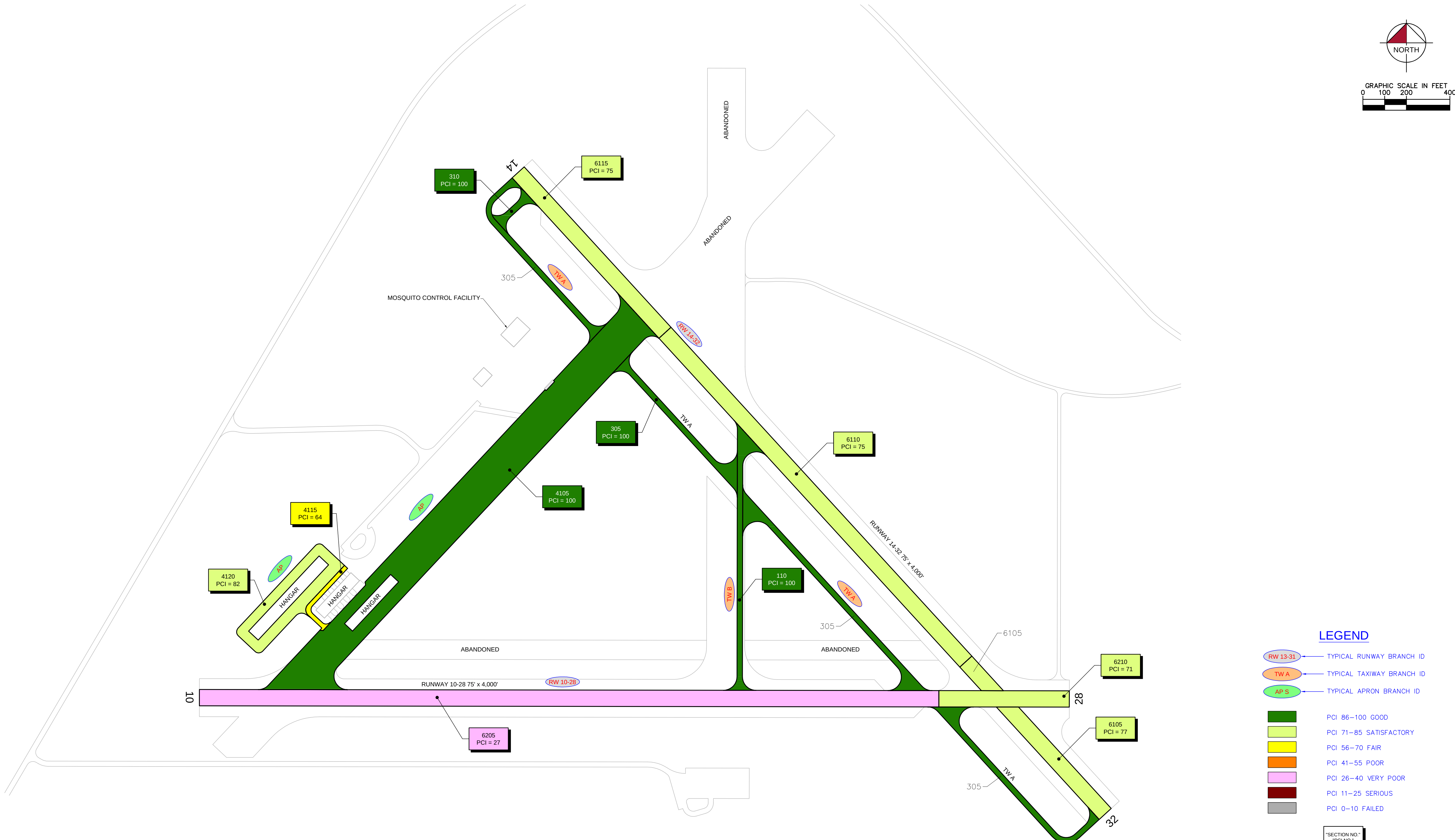
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MARION COUNTY AIRPORT
MARION COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X35

FDOT DISTRICT: 5



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

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

K:\WPB_Aviation\142179022\CADD\PLANSHEETS\X59 – VALKARIA AIRPORT\EXHIBITS\003-X59-CONDITION.dwg PLOTTED: May 15, 2015 – 12:51 PM, BY: Barus, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

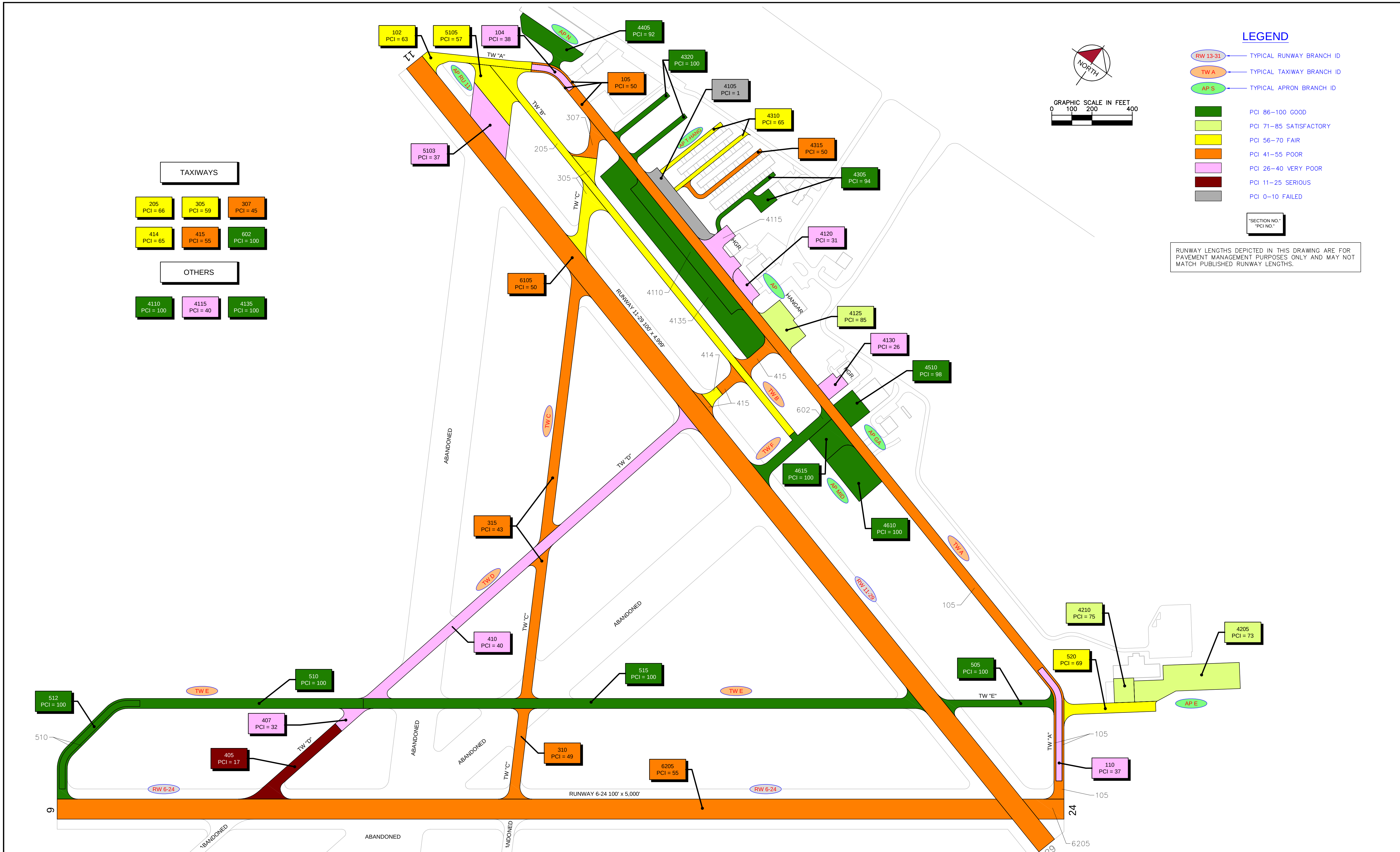
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

VALKARIA AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER X59

FDOT DISTRICT 5



NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER XFL

FDOT DISTRICT 5

APPENDIX D

- DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS

COI – 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 N	4205	$372,903.54	25	Reconstruction	100
2014	AP N	4203	$22,015.00	58	PCC Restoration	100
2014	AP S	4115	$1,340,938.37	24	Reconstruction	100
2014	AP S	4111	$202,050.05	24	Reconstruction	100
2014	AP S	4110	$947,993.02	24	Reconstruction	100
2014	AP S	4106	$299,400.07	19	Reconstruction	100
2014	AP S	4105	$1,463,994.35	27	Reconstruction	100
2014	TW A1	305	$107,387.10	65	Mill and Overlay	100
2014	TW B	205	$127,499.99	65	Mill and Overlay	100
2017	RW 11-29	6105	$2,952,821.40	65	Mill and Overlay	100
2019	TW B1	315	$46,907.59	65	Mill and Overlay	100
2020	AP N	4230	$503,924.20	64	Mill and Overlay	100
2020	AP N	4215	$1,661,029.24	64	Mill and Overlay	100
2022	AP N	4218	$619,133.85	65	Mill and Overlay	100
2023	TW B	210	$745,677.84	65	Mill and Overlay	100
		Total =	$11,413,675.61			

* Costs are adjusted for inflation at 3%

DAB – 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 CYDI	4405	$ 2,160,000.00	63	Mill and Overlay	100
2015	AP NE	4205	$ 141,561.00	48	Mill and Overlay	100
2015	AP NE	4215	$ 1,842,116.00	32	Reconstruction	100
2015	AP NE	4220	$ 1,897,408.00	5	Reconstruction	100
2015	AP NE	4225	$ 731,376.00	64	Mill and Overlay	100
2015	AP NE	4230	$ 8,233,608.00	15	Reconstruction	100
2015	AP NE	4240	$ 2,788,382.00	28	Reconstruction	100
2015	AP NE	4250	$ 3,671,075.00	15	Reconstruction	100
2015	AP NE	4260	$ 672,589.00	29	Reconstruction	100
2015	AP NE	4265	$ 501,078.00	25	Reconstruction	100
2015	AP NOVA	4305	$ 2,097,899.00	20	Reconstruction	100
2015	AP NOVA	4310	$ 1,370,409.00	27	Reconstruction	100
2015	AP NOVA	4315	$ 1,217,610.00	54	Mill and Overlay	100
2015	AP NOVA	4321	$ 587,934.00	56	Mill and Overlay	100
2015	RW 16-34	6215	$ 6,030,000.00	60	Mill and Overlay	100
2015	RW 16-34	6220	$ 3,015,000.00	63	Mill and Overlay	100
2015	RW 16-34	6235	$ 901,800.00	64	Mill and Overlay	100
2015	RW 7R-25L	6305	$ 5,480,838.00	53	Mill and Overlay	100
2015	TW A	105	$ 1,342,533.00	30	Reconstruction	100
2015	TW A	107	$ 195,300.00	52	Mill and Overlay	100
2015	TW A	115	$ 286,560.00	57	Mill and Overlay	100
2015	TW A	120	$ 1,079,298.00	64	Mill and Overlay	100
2015	TW A	125	$ 749,862.00	56	Mill and Overlay	100
2015	TW CYDI AP	308	$ 260,676.00	60	Mill and Overlay	100
2015	TW E	515	$ 2,601,054.00	64	Mill and Overlay	100
2015	TW E	523	$ 60,732.00	59	Mill and Overlay	100
2015	TW E	530	$ 79,419.00	32	Reconstruction	100
2015	TW E	535	$ 58,086.00	62	Mill and Overlay	100
2015	TW E	536	$ 64,800.00	63	Mill and Overlay	100
2015	TW E	560	$ 784,602.00	62	Mill and Overlay	100
2015	TW E1	510	$ 346,158.00	63	Mill and Overlay	100
2015	TW E3	540	$ 275,346.00	58	Mill and Overlay	100
2015	TW E4	550	$ 290,898.00	61	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW N	1408	$ 13,371,554.00	39	Reconstruction	100
2015	TW N	1457	$ 539,748.00	58	Mill and Overlay	100
2015	TW N	1468	$ 517,986.00	57	Mill and Overlay	100
2015	TW N2	1420	$ 395,040.00	49	Mill and Overlay	100
2015	TW N3	1430	$ 728,137.00	41	Mill and Overlay	100
2015	TW N4	1440	$ 713,782.00	39	Reconstruction	100
2015	TW N5	1450	$ 789,120.00	62	Mill and Overlay	100
2015	TW N6	1460	$ 723,994.00	44	Mill and Overlay	100
2015	TW N7	1465	$ 324,810.00	60	Mill and Overlay	100
2015	TW N8	1470	$ 484,596.00	61	Mill and Overlay	100
2015	TW N9	1480	$ 278,226.00	58	Mill and Overlay	100
2015	TW S	1905	$ 1,463,728.00	45	Mill and Overlay	100
2015	TW S	1910	$ 301,231.00	27	Reconstruction	100
2015	TW S	1915	$ 285,390.00	56	Mill and Overlay	100
2015	TW S	1925	$ 283,742.00	46	Mill and Overlay	100
2015	TW S	1932	$ 888,881.00	36	Reconstruction	100
2015	TW S	1935	$ 248,124.00	39	Reconstruction	100
2015	TW S	1940	$ 298,638.00	64	Mill and Overlay	100
2015	TW S	1950	$ 291,893.00	26	Reconstruction	100
2015	TW W	2320	$ 1,536,516.00	61	Mill and Overlay	100
2015	TW W	2335	$ 697,176.00	31	Reconstruction	100
2015	TW W	2340	$ 1,186,686.00	59	Mill and Overlay	100
2015	TW W3	2350	$ 322,128.00	58	Mill and Overlay	100
2015	TW W5	2380	$ 958,446.00	62	Mill and Overlay	100
2016	AP SE	4505	$ 5,945,852.00	63	Mill and Overlay	100
2016	RW 16-34	6205	$ 2,781,000.00	64	Mill and Overlay	100
2016	RW 16-34	6210	$ 1,390,500.00	64	Mill and Overlay	100
2016	TW E	505	$ 1,206,231.00	64	Mill and Overlay	100
2016	TW W	2360	$ 1,177,494.00	64	Mill and Overlay	100
2017	TW P4	320	$ 465,699.00	65	Mill and Overlay	100
2017	TW W4	2370	$ 592,842.00	65	Mill and Overlay	100
2018	TW S	1945	$ 251,056.00	64	Mill and Overlay	100
2018	TW W	2305	$ 1,904,577.00	64	Mill and Overlay	100
2019	TW W1	2310	$ 546,146.00	64	Mill and Overlay	100
2020	AP CYDI	4410	$ 1,731,956.00	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2020	AP RU	5110	$ 860,615.00	65	Mill and Overlay	100
2020	RW 16-34	6240	$ 522,717.00	65	Mill and Overlay	100
2020	TW CYDI AP	305	$ 312,670.00	64	Mill and Overlay	100
2020	TW P	810	$ 1,173,765.00	64	Mill and Overlay	100
2020	TW P	835	$ 605,183.00	64	Mill and Overlay	100
2020	TW P5	310	$ 594,603.00	64	Mill and Overlay	100
2020	TW S	1914	$ 596,523.00	65	Mill and Overlay	100
2021	TW P	825	$ 480,819.00	64	Mill and Overlay	100
2022	AP RU	5115	$ 766,962.00	65	Mill and Overlay	100
2022	TW E	507	$ 296,026.00	64	Mill and Overlay	100
2023	TW CYDI AP	315	$ 854,523.00	64	Mill and Overlay	100
2023	TW P	805	$ 8,727,504.00	64	Mill and Overlay	100
2023	TW P3	815	$ 378,214.00	64	Mill and Overlay	100
2024	TW P	830	$ 1,140,735.00	64	Mill and Overlay	100
2024	TW S	1941	$ 106,814.00	64	Mill and Overlay	100
2024	TW S	1943	$ 115,457.00	64	Mill and Overlay	100
2024	TW T	705	$ 1,718,465.00	64	Mill and Overlay	100
2024	TW T1	710	$ 180,724.00	64	Mill and Overlay	100
		Total =	$ 116,871,251.00			

* Costs are adjusted for inflation at 3%

DED – 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 EAST	4205	$ 708,939.00	46	Mill and Overlay	100
2015	AP EAST	4210	$ 805,085.00	41	Mill and Overlay	100
2015	RW 5-23	6210	$ 450,000.00	58	Mill and Overlay	100
2015	TW B	205	$ 459,825.00	62	Mill and Overlay	100
2015	TW B	215	$ 122,910.00	64	Mill and Overlay	100
2015	WEST RAMP	150	$ 2,379,360.00	39	Reconstruction	100
2015	WEST RAMP	160	$ 552,810.00	40	Mill and Overlay	100
2015	WEST RAMP	162	$ 278,909.00	49	Mill and Overlay	100
2015	WEST RAMP	165	$ 349,633.00	46	Mill and Overlay	100
2016	RW 5-23	6215	$ 3,186,563.00	64	Mill and Overlay	100
2017	AP SE	4112	$ 3,273,408.00	64	Mill and Overlay	100
2017	TW A	106	$ 120,545.00	65	Mill and Overlay	100
2018	TW A	105	$ 583,811.00	65	Mill and Overlay	100
2019	TW B	206	$ 154,696.00	65	Mill and Overlay	100
2019	TW B	220	$ 1,818,682.00	64	Mill and Overlay	100
2020	TW C	306	$ 120,402.00	64	Mill and Overlay	100
2021	RW 5-23	6220	$ 224,476.00	64	Mill and Overlay	100
2022	AP S	5105	$ 774,710.00	63	Mill and Overlay	100
2022	AP S	5305	$ 1,757,570.00	63	Mill and Overlay	100
2022	RW 5-23	6218	$ 173,265.00	65	Mill and Overlay	100
2022	RW 5-23	6230	$ 441,371.00	64	Mill and Overlay	100
2023	TW C	305	$ 305,412.00	64	Mill and Overlay	100
2024	RW 5-23	6225	$ 711,917.00	65	Mill and Overlay	100
		Total =	$19,754,299.00			

* Costs are adjusted for inflation at 3%

EVB – 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	4102	$ 597,480.00	6	Reconstruction	100
2015	AP	4104	$ 63,180.00	58	Mill and Overlay	100
2015	AP	4105	$ 211,280.00	3	Reconstruction	100
2015	AP	4110	$ 39,000.00	12	Reconstruction	100
2015	AP	4115	$ 175,500.00	7	Reconstruction	100
2015	AP	4130	$ 802,120.00	33	Reconstruction	100
2015	AP	4135	$ 116,620.00	38	Reconstruction	100
2015	AP	4140	$ 1,109,616.00	43	Reconstruction	100
2015	AP	4160	$ 150,015.00	50	Mill and Overlay	100
2015	AP	4165	$ 190,340.00	3	Reconstruction	100
2015	AP	4185	$ 345,440.00	0	Reconstruction	100
2015	AP RW15-33	6345	$ 924,560.00	36	Reconstruction	100
2015	AP S	4215	$ 1,188,280.00	15	Reconstruction	100
2015	AP S	4220	$ 176,700.00	13	Reconstruction	100
2015	RW 2-20	6405	$ 1,568,000.00	38	Reconstruction	100
2015	RW 2-20	6425	$ 5,333,000.00	40	Reconstruction	100
2015	RW 2-20	6430	$ 75,000.00	55	Mill and Overlay	100
2015	RW 2-20	6445	$ 759,040.00	38	Reconstruction	100
2015	RW 2-20	6450	$ 409,000.00	47	Mill and Overlay	100
2015	TW A	105	$ 1,399,200.00	57	Mill and Overlay	100
2015	TW C	310	$ 649,418.00	44	Mill and Overlay	100
2015	TW D	415	$ 2,300,080.00	35	Reconstruction	100
2015	TW D	420	$ 314,980.00	0	Reconstruction	100
2016	TW A	125	$ 66,481.00	64	Mill and Overlay	100
2018	TW C	325	$ 796,287.00	65	Mill and Overlay	100
2019	RW 7-25	6205	$ 5,482,636.00	64	Mill and Overlay	100
2019	TW B	215	$ 1,793,324.00	65	Mill and Overlay	100
2020	AP	4145	$ 311,056.00	65	Mill and Overlay	100
2021	TW C	315	$ 604,776.00	64	Mill and Overlay	100
2021	TW C	320	$ 604,776.00	64	Mill and Overlay	100
2022	TW D	405	$ 933,991.00	64	Mill and Overlay	100
		Total =	$ 29,491,176.00			

* Costs are adjusted for inflation at 3%

ISM – 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 C NW	4305	$ 2,318,356.00	55	Mill and Overlay	100
2015	AP C NW	4315	$ 365,140.00	32	Reconstruction	100
2015	AP CENTER	4205	$ 4,077,631.00	53	Mill and Overlay	100
2015	AP N	4110	$ 5,342,960.00	32	Reconstruction	100
2015	AP N	4115	$ 1,197,450.00	53	Mill and Overlay	100
2015	AP N	4130	$ 495,400.00	33	Reconstruction	100
2015	AP NW	4405	$ 550,537.00	41	Mill and Overlay	100
2015	AP NW	4410	$ 870,000.00	10	Reconstruction	100
2015	AP NW	4420	$ 751,275.00	62	PCC Restoration	100
2015	AP RU15-33	5105	$ 175,005.00	55	Mill and Overlay	100
2015	AP S	4608	$ 2,791,300.00	36	Reconstruction	100
2015	AP S	4615	$ 44,640.00	16	Reconstruction	100
2015	AP S T-HAN	4710	$ 476,640.00	29	Reconstruction	100
2015	AP W T-HAN	4510	$ 518,880.00	3	Reconstruction	100
2015	AP W T-HAN	4525	$ 109,960.00	18	Reconstruction	100
2015	AP W T-HAN	5215	$ 2,091,060.00	60	Mill and Overlay	100
2015	T-HAN EAST	4810	$ 538,665.00	60	Mill and Overlay	100
2015	TW A	126	$ 802,500.00	55	Mill and Overlay	100
2015	TW A1	104	$ 73,920.00	54	Mill and Overlay	100
2015	TW A3	160	$ 256,635.00	55	Mill and Overlay	100
2015	TW AP S	4620	$ 438,140.00	24	Reconstruction	100
2015	TW B	205	$ 1,075,290.00	63	Mill and Overlay	100
2015	TW B	206	$ 99,225.00	60	Mill and Overlay	100
2015	TW B	208	$ 66,945.00	58	Mill and Overlay	100
2015	TW B	210	$ 163,965.00	60	Mill and Overlay	100
2015	TW B	215	$ 334,500.00	58	Mill and Overlay	100
2015	TW C	320	$ 890,175.00	52	Mill and Overlay	100
2015	TW CONN NW	850	$ 368,204.00	47	Mill and Overlay	100
2015	TW D	404	$ 177,520.00	30	Reconstruction	100
2015	TW D	405	$ 1,529,640.00	58	Mill and Overlay	100
2015	TW D	410	$ 849,780.00	61	Mill and Overlay	100
2015	TW E	522	$ 274,380.00	61	Mill and Overlay	100
2015	TW F	605	$ 547,245.00	54	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW F	610	$ 409,484.00	48	Mill and Overlay	100
2015	TW N RAMP	910	$ 65,172.00	47	Mill and Overlay	100
2016	AP W T-HAN	4505	$ 640,295.00	64	Mill and Overlay	100
2016	RW 15-33	6115	$ 463,500.00	65	Mill and Overlay	100
2017	AP S	4610	$ 239,705.00	64	Mill and Overlay	100
2017	TW B	212	$ 200,558.00	65	Mill and Overlay	100
2019	RW 15-33	6165	$ 506,479.00	65	Mill and Overlay	100
2020	RW 6-24	6226	$ 695,547.00	64	Mill and Overlay	100
2021	RW 15-33	6125	$ 1,432,863.00	63	Mill and Overlay	100
2021	RW 15-33	6175	$ 537,324.00	63	Mill and Overlay	100
2022	TW C	127	$ 595,948.00	65	Mill and Overlay	100
2023	AP NW	4415	$ 578,236.00	64	PCC Restoration	100
2023	AP S T-HAN	4805	$ 354,170.00	63	Mill and Overlay	100
2024	AP S	4605	$ 1,889,658.00	64	Mill and Overlay	100
2024	AP W T-HAN	4515	$ 164,147.00	65	Mill and Overlay	100
2024	AP W T-HAN	5210	$ 4,333,055.00	64	Mill and Overlay	100
2024	RW 15-33	6145	$ 5,871,481.00	64	Mill and Overlay	100
2024	TW G	710	$ 174,461.00	65	Mill and Overlay	100
2024	TW W APRON	615	$ 67,679.00	65	Mill and Overlay	100
		Total =	$49,882,725.00			

* Costs are adjusted for inflation at 3%

LEE– 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	4105	$ 3,233,240.00	64	Mill and Overlay	100
2015	AP N	4120	$ 66,000.00	62	PCC Restoration	100
2015	AP N	4135	$ 407,685.00	32	Reconstruction	100
2015	AP N	4140	$ 129,000.00	12	Reconstruction	100
2015	AP RFUEL	4505	$ 379,935.00	31	Reconstruction	100
2015	APRON TL	4305	$ 160,470.00	35	Reconstruction	100
2015	TW A1	120	$ 48,690.00	64	Mill and Overlay	100
2015	TW D	400	$ 226,210.00	60	Mill and Overlay	100
2018	RW 13-31	6105	$ 2,731,817.00	65	Mill and Overlay	100
2020	TW B	205	$ 70,530.00	59	Mill and Overlay	100
2021	AP N	4125	$ 725,375.00	65	Mill and Overlay	100
2021	RW 13-31	6110	$ 2,985,131.00	65	Mill and Overlay	100
2021	TW A2	130	$ 51,189.00	65	Mill and Overlay	100
2021	TW K	705	$ 394,181.00	65	Mill and Overlay	100
2022	TL T-HANG	4110	$ 179,057.00	65	Mill and Overlay	100
2023	AP T-HANG	4205	$ 571,655.00	64	Mill and Overlay	100
2024	TW A3	140	$ 60,972.00	65	Mill and Overlay	100
		Total =	$ 12,421,137.00			

* Costs are adjusted for inflation at 3%

MLB – 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 E	4406	$ 235,672.00	50	Mill and Overlay	100
2015	AP E	4410	$ 2,083,391.00	45	Mill and Overlay	100
2015	AP N GA	4110	$ 2,287,267.00	59	Mill and Overlay	100
2015	AP W	4312	$ 196,581.00	13	Reconstruction	100
2015	AP W	4320	$ 1,367,100.00	57	Mill and Overlay	100
2015	AP W	4325	$ 1,043,050.00	0	Reconstruction	100
2015	AP W	4330	$ 1,199,128.00	5	Reconstruction	100
2015	RW 5-23	6310	$ 124,200.00	57	Mill and Overlay	100
2015	RW 5-23	6315	$ 124,200.00	54	Mill and Overlay	100
2015	RW 9L-27R	6210	$ 10,172,369.00	61	Mill and Overlay	100
2015	RW 9R-27L	6105	$ 17,100,001.00	58	Mill and Overlay	100
2015	TW D	410	$ 1,872,918.00	63	Mill and Overlay	100
2015	TW D	412	$ 80,970.00	63	Mill and Overlay	100
2015	TW S	505	$ 336,600.00	63	Mill and Overlay	100
2015	TW S	510	$ 1,231,722.00	55	Mill and Overlay	100
2017	AP N GA	4105	$ 1,829,416.00	63	Mill and Overlay	100
2018	AP N GA	4120	$ 1,890,970.00	64	Mill and Overlay	100
2018	AP W	4315	$ 1,128,494.00	64	Mill and Overlay	100
2018	RW 5-23	6305	$ 4,156,013.00	65	Mill and Overlay	100
2019	RW 27L THR	3310	$ 1,379,000.00	65	Mill and Overlay	100
2019	TW R	1807	$ 285,964.00	65	Mill and Overlay	100
2020	RW 9R-27L	6110	$ 9,911,794.00	65	Mill and Overlay	100
2020	TW K	1120	$ 207,133.00	65	Mill and Overlay	100
2020	TW M	1305	$ 179,977.00	65	Mill and Overlay	100
2020	TW M	1312	$ 342,308.00	64	Mill and Overlay	100
2020	TW V	1602	$ 216,977.00	65	Mill and Overlay	100
2021	AP CENTER	4515	$ 61,083.00	64	Mill and Overlay	100
2021	TW C	315	$ 1,358,836.00	65	Mill and Overlay	100
2022	AP N GA	4130	$ 2,164,738.00	64	Mill and Overlay	100
2022	RW 27L THR	3315	$ 753,436.00	63	Mill and Overlay	100
2022	RW 9L-27R	6205	$ 6,255,366.00	63	Mill and Overlay	100
2022	TW Q	1722	$ 175,351.00	65	Mill and Overlay	100
2023	TW C	330	$ 2,466,386.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2023	TW L	1210	$ 782,464.00	65	Mill and Overlay	100
2023	TW S1	520	$ 333,910.00	65	Mill and Overlay	100
2024	AP CENTER	4998	$ 1,144,821.00	64	PCC Restoration	100
2024	AP SW	4710	$ 5,090,052.00	65	Mill and Overlay	100
2024	AP SW	4720	$ 3,445,807.00	65	Mill and Overlay	100
2024	TW L	1204	$ 245,507.00	65	Mill and Overlay	100
2024	TW M	1315	$ 1,194,799.00	65	Mill and Overlay	100
2024	TW M	1320	$ 129,778.00	65	Mill and Overlay	100
2024	TW Q	1705	$ 2,158,966.00	65	Mill and Overlay	100
		Total =	$ 88,744,515.00			

* Costs are adjusted for inflation at 3%

OCF – 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	TW A	505	$ 4,766,509.00	44	Mill and Overlay	100
2015	TW A	540	$ 2,853,081.00	27	Reconstruction	100
2015	TW A3	515	$ 74,455.00	47	Mill and Overlay	100
2015	TW A6	530	$ 341,067.00	35	Reconstruction	100
2015	TW A8	535	$ 592,457.00	26	Reconstruction	100
2015	TW A9	545	$ 459,011.00	35	Reconstruction	100
2015	TW B	105	$ 1,517,976.00	57	Mill and Overlay	100
2015	TW B	106	$ 123,012.00	57	Mill and Overlay	100
2015	TW T-HANG	580	$ 340,272.00	58	Mill and Overlay	100
2015	TW T-HANG	585	$ 1,368,504.00	55	Mill and Overlay	100
2017	AP CENTER	4110	$ 1,592,528.00	65	Mill and Overlay	100
2017	AP CENTER	4120	$ 1,828,519.00	65	Mill and Overlay	100
2018	AP CENTER	4125	$ 601,363.00	64	Mill and Overlay	100
2018	AP N	4210	$ 821,420.00	64	Mill and Overlay	100
2019	AP CENTER	4105	$ 3,415,674.00	65	Mill and Overlay	100
2020	AP CENTER	4115	$ 2,478,408.00	65	Mill and Overlay	100
		Total =	$23,174,256.00			

* Costs are adjusted for inflation at 3%

OMN – 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 CENTER	4204	$ 88,980.00	52	Mill and Overlay	100
2015	AP CENTER	4205	$ 2,358,399.00	45	Reconstruction	100
2015	AP E	4305	$ 1,135,460.00	23	Reconstruction	100
2015	AP W	4102	$ 445,100.00	28	Reconstruction	100
2015	TW B	205	$ 426,100.00	36	Reconstruction	100
2015	TW D	405	$ 1,404,336.00	42	Mill and Overlay	100
2015	TW E	505	$ 1,127,032.00	40	Mill and Overlay	100
2015	TW F	605	$ 625,410.00	50	Mill and Overlay	100
2015	TW F	650	$ 102,469.00	47	Mill and Overlay	100
2015	TW T-HANG	2004	$ 345,100.00	30	Reconstruction	100
2016	AP W	4105	$ 2,542,947.00	64	Mill and Overlay	100
2016	RW 8-26	6105	$ 4,526,079.00	64	Mill and Overlay	100
2019	AP T HANG	4410	$ 925,658.00	63	Mill and Overlay	100
2020	RW 17-35	6210	$ 507,553.00	64	Mill and Overlay	100
2021	RW 17-35	6205	$ 6,113,167.00	65	Mill and Overlay	100
		Total =	$22,673,790.00			

* Costs are adjusted for inflation at 3%

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

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2016	AP W SEGM	4805	$ 2,826,271.00	63	Mill and Overlay	100
2016	TW B	103	$ 961,763.00	65	Mill and Overlay	100
2017	AP GA	4230	$ 375,782.00	64	Mill and Overlay	100
2018	AP N	4170	$ 1,448,576.00	64	Mill and Overlay	100
2018	TW A	116	$ 288,073.00	64	Mill and Overlay	100
2018	TW A	117	$ 375,542.00	64	Mill and Overlay	100
2018	TW A2	120	$ 507,051.00	64	Mill and Overlay	100
2019	AP W	4605	$ 592,581.00	65	Mill and Overlay	100
2020	AP N	4162	$ 58,972.00	65	Mill and Overlay	100
2020	RW 13-31	6205	$ 7,752,697.00	65	Mill and Overlay	100
2020	RW 7-25	6105	$10,442,164.00	65	Mill and Overlay	100
2020	TW A	104	$ 211,368.00	64	Mill and Overlay	100
2021	TW A	125	$ 4,862,210.00	65	Mill and Overlay	100
2021	TW A3	130	$ 1,005,924.00	64	Mill and Overlay	100
2021	TW E	505	$ 1,399,003.00	64	Mill and Overlay	100
2022	TW A4	140	$ 289,052.00	64	Mill and Overlay	100
2023	AP NE	4315	$ 465,887.00	64	Mill and Overlay	100
2023	AP NE	4320	$ 1,007,846.00	64	Mill and Overlay	100
2023	TW A5	405	$ 705,245.00	65	Mill and Overlay	100
2023	TW A5	425	$ 179,433.00	64	Mill and Overlay	100
2024	TW E5	560	$ 258,639.00	64	Mill and Overlay	100
		Total =	$84,934,754.00			

* Costs are adjusted for inflation at 3%

SFB – 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 E	4505	$ 360,281.00	36	Reconstruction	100
2015	AP E	4510	$ 821,384.00	65	PCC Restoration	100
2015	AP SW	4227	$ 5,889,816.00	63	PCC Restoration	100
2015	AP SW	4240	$ 2,994,473.00	46	PCC Restoration	100
2015	AP SW	4250	$ 412,252.00	34	Reconstruction	100
2015	AP SW	4270	$ 5,031,954.00	58	Mill and Overlay	100
2015	AP W	4405	$ 756,867.00	23	Reconstruction	100
2015	AP W	4410	$ 503,742.00	59	PCC Restoration	100
2015	FBO AP	4305	$ 4,171,142.00	52	Mill and Overlay	100
2015	FBO APCONN	105	$ 1,658,293.00	39	Reconstruction	100
2015	RW 18-36	6210	$ 4,340,250.00	63	Mill and Overlay	100
2015	RW 18-36	6233	$ 184,716.00	58	Mill and Overlay	100
2015	TW A3	115	$ 686,466.00	59	Mill and Overlay	100
2015	TW B	204	$ 1,488,996.00	62	Mill and Overlay	100
2015	TW B	205	$ 7,356,402.00	65	Mill and Overlay	100
2015	TW B	605	$ 3,562,308.00	63	Mill and Overlay	100
2015	TW B3	215	$ 687,041.00	57	Mill and Overlay	100
2015	TW B4	220	$ 687,041.00	61	Mill and Overlay	100
2015	TW C	308	$ 337,500.00	60	Mill and Overlay	100
2015	TW C	315	$ 3,936,431.00	57	Mill and Overlay	100
2015	TW C	320	$ 345,007.00	58	Mill and Overlay	100
2015	TW C	355	$ 570,750.00	64	Mill and Overlay	100
2015	TW E	505	$ 365,482.00	58	Mill and Overlay	100
2015	TW K	1105	$ 873,711.00	48	Mill and Overlay	100
2015	TW L	1208	$ 1,759,048.00	50	Mill and Overlay	100
2015	TW M	1305	$ 554,530.00	61	Mill and Overlay	100
2015	TW P	1505	$ 425,915.00	27	Reconstruction	100
2015	TW P	1510	$ 88,514.00	17	Reconstruction	100
2015	TW R	1805	$ 3,910,082.00	56	Mill and Overlay	100
2015	TW R	1810	$ 283,623.00	64	Mill and Overlay	100
2015	TW R	1820	$ 396,349.00	50	Mill and Overlay	100
2016	RW 9R-27L	6405	$ 4,959,657.00	64	Mill and Overlay	100
2016	TW C	307	$ 625,725.00	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
2017	RW 18-36	6230	$ 305,539.00	65	Mill and Overlay	100
2017	RW 18-36	6255	$ 384,838.00	64	Mill and Overlay	100
2017	TW B2	250	$ 1,627,884.00	65	Mill and Overlay	100
2018	AP TERM	4140	$ 3,199,138.00	64	Mill and Overlay	100
2018	TW B	203	$ 333,881.00	65	Mill and Overlay	100
2018	TW B8	610	$ 1,287,479.00	65	Mill and Overlay	100
2018	TW K	1107	$ 1,170,708.00	65	Mill and Overlay	100
2018	TW K	1110	$ 1,140,221.00	64	Mill and Overlay	100
2019	AP SW	4205	$ 4,504,340.00	64	Mill and Overlay	100
2019	TW B4	216	$ 376,954.00	64	Mill and Overlay	100
2020	RW 18-36	6231	$ 194,563.00	64	Mill and Overlay	100
2020	RW 18-36	6285	$ 563,407.00	64	Mill and Overlay	100
2020	RW 9C-27C	6304	$ 177,652.00	63	Mill and Overlay	100
2020	TW L	1220	$ 961,381.00	65	Mill and Overlay	100
2021	RW 18-36	6205	$ 5,182,486.00	65	Mill and Overlay	100
2021	RW 18-36	6245	$ 171,717.00	65	Mill and Overlay	100
2021	RW 18-36	6295	$ 440,605.00	65	Mill and Overlay	100
2021	TW K1	1005	$ 1,398,327.00	64	Mill and Overlay	100
2021	TW L	1209	$ 524,046.00	64	Mill and Overlay	100
2021	TW R	1818	$ 177,644.00	64	Mill and Overlay	100
2021	TW S2	1920	$ 500,461.00	64	Mill and Overlay	100
2022	AP TERM	4115	$ 3,757,465.00	65	Mill and Overlay	100
2022	RW 18-36	6280	$ 1,552,408.00	65	Mill and Overlay	100
2022	RW 18-36	6290	$ 907,647.00	65	Mill and Overlay	100
2022	TW B7	225	$ 2,452,374.00	65	Mill and Overlay	100
2022	TW L	1205	$ 372,826.00	64	Mill and Overlay	100
2022	TW R	1815	$ 1,216,572.00	64	Mill and Overlay	100
2023	FBO AP	4315	$ 1,321,049.00	64	Mill and Overlay	100
2023	RW 18-36	6250	$ 916,635.00	64	Mill and Overlay	100
2023	TW A	110	$ 4,352,853.00	64	Mill and Overlay	100
2023	TW B3	217	$ 424,203.00	64	Mill and Overlay	100
2023	TW S1	1915	$ 514,240.00	65	Mill and Overlay	100
2024	RW 18-36	6225	$ 369,797.00	63	Mill and Overlay	100
2024	RW 18-36	6232	$ 270,088.00	63	Mill and Overlay	100
2024	TW C	350	$ 3,007,184.00	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2024	TW K	4610	$ 366,334.00	65	Mill and Overlay	100
2024	TW R	1812	$ 531,140.00	64	Mill and Overlay	100
		Total =	$ 107,981,834.00			

* Costs are adjusted for inflation at 3%

TIX – 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 S	4205	$ 1,822,977.00	61	Mill and Overlay	100
2015	AP S	4215	$ 1,558,188.00	50	Mill and Overlay	100
2015	RW 9-27	6205	$ 895,369.00	64	Mill and Overlay	100
2015	RW 9-27	6210	$ 7,920,000.00	58	Mill and Overlay	100
2015	TW B	205	$ 398,628.00	59	Mill and Overlay	100
2015	TW F	605	$ 698,924.00	24	Reconstruction	100
2016	RW 18-36	6105	$ 9,270,000.00	64	Mill and Overlay	100
2016	RW 18-36	6110	$ 4,635,000.00	64	Mill and Overlay	100
2018	RW 18-36	6125	$ 1,966,909.00	65	Mill and Overlay	100
2018	TW A	110	$ 1,376,836.00	65	Mill and Overlay	100
2019	RW 18-36	6130	$ 1,012,958.00	64	Mill and Overlay	100
2019	RW 18-36	6145	$ 2,672,183.00	64	Mill and Overlay	100
2019	RW 18-36	6150	$ 1,336,092.00	65	Mill and Overlay	100
2019	TW A	120	$ 1,836,250.00	65	Mill and Overlay	100
2019	TW C	310	$ 2,363,434.00	65	Mill and Overlay	100
2020	TW A	112	$ 626,008.00	65	Mill and Overlay	100
2020	TW A	115	$ 1,043,347.00	65	Mill and Overlay	100
2021	TW D	408	$ 161,197.00	64	Mill and Overlay	100
2022	AP S	4225	$ 192,598.00	64	PCC Restoration	100
2022	AP S	4245	$ 159,392.00	65	Mill and Overlay	100
2022	TW A	125	$ 777,843.00	64	Mill and Overlay	100
2022	TW C	305	$ 1,037,802.00	64	Mill and Overlay	100
2022	TW D	404	$ 585,786.00	64	Mill and Overlay	100
2023	TW A	105	$ 2,614,266.00	65	Mill and Overlay	100
2024	AP S	4211	$ 90,304.00	64	Mill and Overlay	100
		Total =	$47,052,291.00			

* Costs are adjusted for inflation at 3%

X21 – 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 T-HANG	4205	$447,679.98	62	Mill and Overlay	100
2020	AP	4105	$279,551.51	64	Mill and Overlay	100
2022	AP	4107	$257,065.64	64	Mill and Overlay	100
2023	AP	4104	$475,694.18	64	Mill and Overlay	100
		Total =	$1,459,991.31			

* Costs are adjusted for inflation at 3%

X23 – 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
NO MAJOR REHABILITATION IDENTIFIED FOR 10-YEAR PROGRAM						
		Total =	$ -			

* Costs are adjusted for inflation at 3%

X35 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP HANGAR	4210	$ 101,965.70	59	Mill and Overlay	100
2014	AP HANGAR	4220	$ 190,930.79	62	Mill and Overlay	100
2014	AP HANGAR	4230	$ 195,940.85	25	Reconstruction	100
2014	RW 5-23	6215	$ 299,999.99	51	PCC Restoration	100
2014	AP	4105	$ 1,273,665.84	63	Mill and Overlay	100
2014	TW E	110	$ 1,675,818.32	53	Mill and Overlay	100
2014	TW E	115	$ 56,250.01	33	Reconstruction	100
2023	RW 10-28	6105	$ 3,570,311.50	64	Mill and Overlay	100
		Total =	$ 7,364,883.00			

* Costs are adjusted for inflation at 3%

X59 – 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 10-28	6205	$3,825,000.90	27	Reconstruction	100
2014	AP	4115	$80,650.00	64	Mill and Overlay	100
2018	RW 10-28	6210	$506,478.94	65	Mill and Overlay	100
2021	RW 14-32	6115	$922,405.36	64	Mill and Overlay	100
2021	RW 14-32	6110	$1,890,930.98	64	Mill and Overlay	100
2022	RW 14-32	6105	$805,881.08	64	Mill and Overlay	100
		Total =	$8,031,347.26			

* Costs are adjusted for inflation at 3%

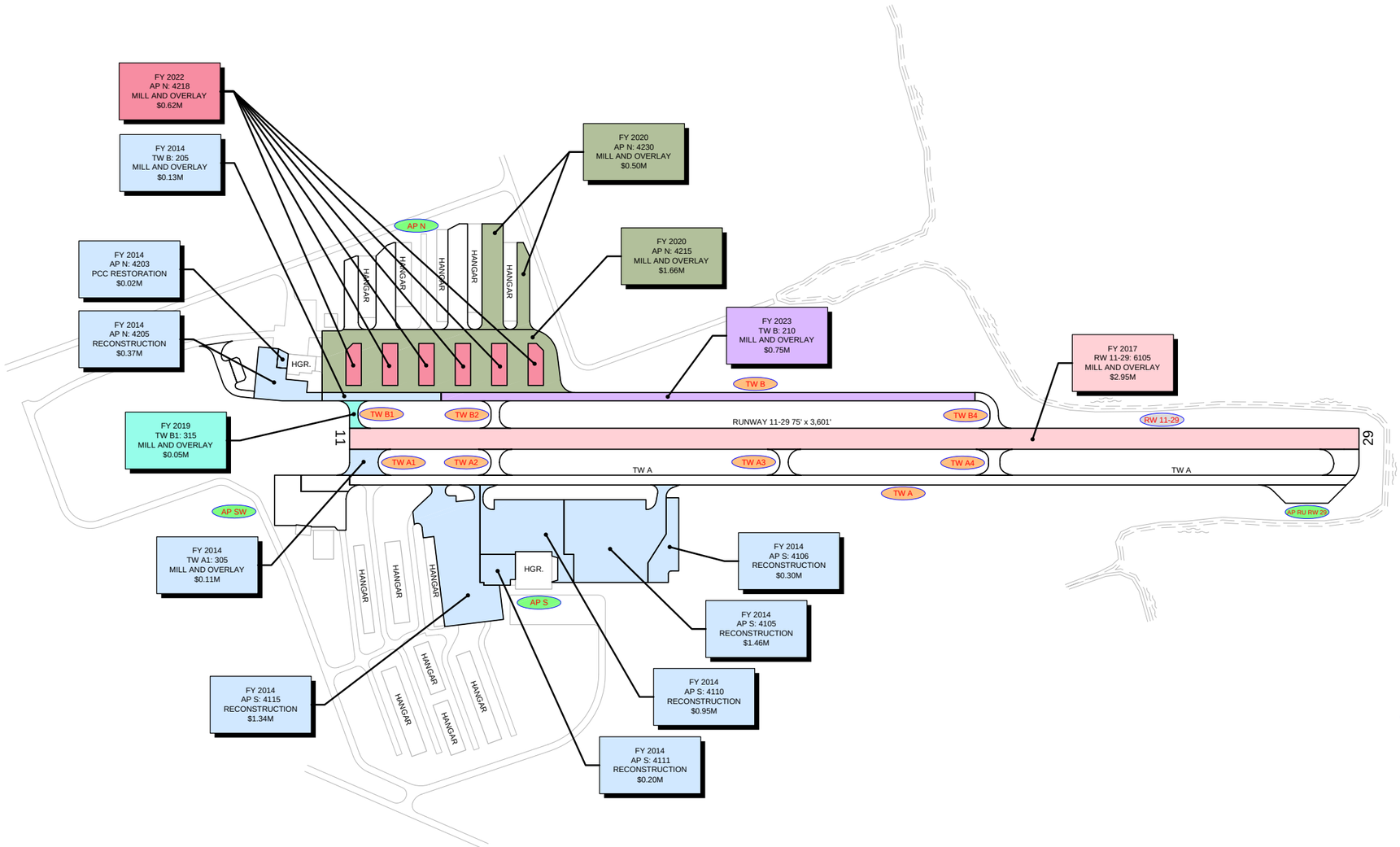
XFL – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 6-24	6205	$ 4,873,485.37	54	Mill and Overlay	100
2014	RW 11-29	6105	$ 5,168,099.26	49	Mill and Overlay	100
2014	AP RU 11	5105	$ 303,847.59	57	Mill and Overlay	100
2014	AP RU 11	5103	$ 501,308.37	37	Reconstruction	100
2014	AP T-HANG	4315	$ 101,178.09	50	Mill and Overlay	100
2014	AP T-HANG	4310	$ 169,165.99	65	Mill and Overlay	100
2014	AP	4130	$ 154,124.74	26	Reconstruction	100
2014	AP	4120	$ 146,967.03	31	Reconstruction	100
2014	AP	4115	$ 312,707.02	40	Reconstruction	100
2014	AP	4105	$ 393,662.04	1	Reconstruction	100
2014	TW D	415	$ 222,019.49	55	Mill and Overlay	100
2014	TW D	414	$ 46,119.10	65	Mill and Overlay	100
2014	TW D	410	$ 1,629,431.79	40	Reconstruction	100
2014	TW D	407	$ 121,129.83	32	Reconstruction	100
2014	TW D	405	$ 456,496.91	17	Reconstruction	100
2014	TW C	315	$ 1,449,864.75	42	Mill and Overlay	100
2014	TW C	310	$ 267,246.53	48	Mill and Overlay	100
2014	TW C	307	$ 130,172.06	44	Mill and Overlay	100
2014	TW C	305	$ 298,210.99	59	Mill and Overlay	100
2014	TW A	110	$ 263,642.31	35	Reconstruction	100
2014	TW A	105	$ 2,122,167.81	49	Mill and Overlay	100
2014	TW A	104	$ 110,365.83	36	Reconstruction	100
2014	TW A	102	$ 221,768.29	63	Mill and Overlay	100
2016	TW B	205	$ 933,993.29	65	Mill and Overlay	100
2019	AP E	4210	$ 139,112.88	64	PCC Restoration	100
2020	TW E	520	$ 286,475.46	65	Mill and Overlay	100
2023	AP	4125	$ 334,912.43	65	PCC Restoration	100
		Total =	$21,157,675.25			

* Costs are adjusted for inflation at 3%

APPENDIX E

- DISTRICT AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBITS



NUMBER	DATE	REVISIONS

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

K:\APW_Aviation\242178022\CADD\PLANSHEETS\03 – MERRITT ISLAND AIRPORT\2048072\204-03-REHAB.dwg PLOTTED: May 14, 2015 – 4:17 PM, BY: Erica. Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MERRITT ISLAND AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: COI

FDOT DISTRICT: 5

SECTION: 105
FY 2015
TW A: 105
RECONSTRUCTION
$1.34M

SECTION: 107
FY 2015
TW A: 107
MILL AND OVERLAY
$0.20M

SECTION: 115
FY 2015
TW A: 115
MILL AND OVERLAY
$0.29M

SECTION: 120
FY 2015
TW A: 120
MILL AND OVERLAY
$1.08M

SECTION: 125
FY 2015
TW A: 125
MILL AND OVERLAY
$0.75M

SECTION: 308
FY 2015
TW CYDI AP: 308
MILL AND OVERLAY
$0.26M

SECTION: 510
FY 2015
TW E1: 510
MILL AND OVERLAY
$0.35M

SECTION: 515
FY 2015
TW E: 515
MILL AND OVERLAY
$2.60M

SECTION: 523
FY 2015
TW E: 523
MILL AND OVERLAY
$0.06M

SECTION: 530
FY 2015
TW E: 530
RECONSTRUCTION
$0.08M

SECTION: 535
FY 2015
TW E: 535
MILL AND OVERLAY
$0.06M

SECTION: 536
FY 2015
TW E: 536
MILL AND OVERLAY
$0.06M

SECTION: 540
FY 2015
TW E3: 540
MILL AND OVERLAY
$0.28M

SECTION: 550
FY 2015
TW E4: 550
MILL AND OVERLAY
$0.29M

SECTION: 560
FY 2015
TW E: 560
MILL AND OVERLAY
$0.78M

SECTION: 1408
FY 2015
TW N: 1408
RECONSTRUCTION
$13.37M

SECTION: 1420
FY 2015
TW N2: 1420
MILL AND OVERLAY
$0.40M

SECTION: 1430
FY 2015
TW N3: 1430
MILL AND OVERLAY
$0.73M

SECTION: 1440
FY 2015
TW N4: 1440
RECONSTRUCTION
$0.71M

SECTION: 1450
FY 2015
TW N5: 1450
MILL AND OVERLAY
$0.79M

SECTION: 1457
FY 2015
TW N: 1457
MILL AND OVERLAY
$0.54M

SECTION: 1460
FY 2015
TW N6: 1460
MILL AND OVERLAY
$0.72M

SECTION: 1465
FY 2015
TW N7: 1465
MILL AND OVERLAY
$0.32M

SECTION: 1468
FY 2015
TW N: 1468
MILL AND OVERLAY
$0.52M

SECTION: 1470
FY 2015
TW N8: 1470
MILL AND OVERLAY
$0.48M

SECTION: 1480
FY 2015
TW N9: 1480
MILL AND OVERLAY
$0.28M

SECTION: 1905
FY 2015
TW S: 1905
MILL AND OVERLAY
$1.46M

SECTION: 1910
FY 2015
TW S: 1910
RECONSTRUCTION
$0.30M

SECTION: 1915
FY 2015
TW S: 1915
MILL AND OVERLAY
$0.29M

SECTION: 1925
FY 2015
TW S: 1925
MILL AND OVERLAY
$0.28M

SECTION: 1932
FY 2015
TW S: 1932
RECONSTRUCTION
$0.89M

SECTION: 1935
FY 2015
TW S: 1935
RECONSTRUCTION
$0.25M

SECTION: 1940
FY 2015
TW S: 1940
MILL AND OVERLAY
$0.30M

SECTION: 1950
FY 2015
TW S: 1950
RECONSTRUCTION
$0.29M

SECTION: 2320
FY 2015
TW W: 2320
MILL AND OVERLAY
$1.54M

SECTION: 2335
FY 2015
TW W: 2335
RECONSTRUCTION
$0.70M

SECTION: 2340
FY 2015
TW W: 2340
MILL AND OVERLAY
$1.19M

SECTION: 2350
FY 2015
TW W3: 2350
MILL AND OVERLAY
$0.32M

SECTION: 2380
FY 2015
TW W5: 2380
MILL AND OVERLAY
$0.96M

SECTION: 4205
FY 2015
AP NE: 4205
MILL AND OVERLAY
$0.14M

SECTION: 4215
FY 2015
AP NE: 4215
RECONSTRUCTION
$1.84M

SECTION: 4220
FY 2015
AP NE: 4220
RECONSTRUCTION
$1.90M

SECTION: 4225
FY 2015
AP NE: 4225
MILL AND OVERLAY
$0.73M

SECTION: 4230
FY 2015
AP NE: 4230
RECONSTRUCTION
$8.23M

SECTION: 4240
FY 2015
AP NE: 4240
RECONSTRUCTION
$2.79M

SECTION: 4250
FY 2015
AP NE: 4250
RECONSTRUCTION
$3.67M

SECTION: 4260
FY 2015
AP NE: 4260
RECONSTRUCTION
$0.67M

SECTION: 4265
FY 2015
AP NE: 4265
RECONSTRUCTION
$0.50M

SECTION: 4305
FY 2015
AP NOVA: 4305
RECONSTRUCTION
$2.10M

SECTION: 4310
FY 2015
AP NOVA: 4310
RECONSTRUCTION
$1.37M

SECTION: 4315
FY 2015
AP NOVA: 4315
MILL AND OVERLAY
$1.22M

SECTION: 4321
FY 2015
AP NOVA: 4321
MILL AND OVERLAY
$0.59M

SECTION: 4405
FY 2015
AP CYDI: 4405
MILL AND OVERLAY
$2.16M

SECTION: 6215
FY 2015
RW 16-34: 6215
MILL AND OVERLAY
$6.03M

SECTION: 6220
FY 2015
RW 16-34: 6220
MILL AND OVERLAY
$3.01M

SECTION: 6235
FY 2015
RW 16-34: 6235
MILL AND OVERLAY
$0.90M

SECTION: 6305
FY 2015
RW 7R-25L: 6305
MILL AND OVERLAY
$5.48M

SECTION: 505
FY 2016
TW E: 505
MILL AND OVERLAY
$1.21M

SECTION: 2360
FY 2016
TW W: 2360
MILL AND OVERLAY
$1.18M

SECTION: 4505
FY 2016
AP SE: 4505
MILL AND OVERLAY
$5.95M

SECTION: 6205
FY 2016
RW 16-34: 6205
MILL AND OVERLAY
$2.78M

SECTION: 6210
FY 2016
RW 16-34: 6210
MILL AND OVERLAY
$1.39M

SECTION: 320
FY 2017
TW P4: 320
MILL AND OVERLAY
$0.47M

SECTION: 2370
FY 2017
TW W4: 2370
MILL AND OVERLAY
$0.59M

SECTION: 1945
FY 2018
TW S: 1945
MILL AND OVERLAY
$0.25M

SECTION: 2305
FY 2018
TW W: 2305
MILL AND OVERLAY
$1.90M

SECTION: 2310
FY 2019
TW W1: 2310
MILL AND OVERLAY
$0.55M

SECTION: 305
FY 2020
TW CYDI AP: 305
MILL AND OVERLAY
$0.31M

SECTION: 310
FY 2020
TW P5: 310
MILL AND OVERLAY
$0.59M

SECTION: 810
FY 2020
TW P: 810
MILL AND OVERLAY
$1.17M

SECTION: 835
FY 2020
TW P: 835
MILL AND OVERLAY
$0.61M

SECTION: 1914
FY 2020
TW S: 1914
MILL AND OVERLAY
$0.60M

SECTION: 4410
FY 2020
AP CYDI: 4410
MILL AND OVERLAY
$1.73M

SECTION: 5110
FY 2020
AP RU: 5110
MILL AND OVERLAY
$0.86M

SECTION: 6240
FY 2020
RW 16-34: 6240
MILL AND OVERLAY
$0.52M

SECTION: 825
FY 2021
TW P: 825
MILL AND OVERLAY
$0.48M

SECTION: 507
FY 2022
TW E: 507
MILL AND OVERLAY
$0.30M

SECTION: 5115
FY 2022
AP RU: 5115
MILL AND OVERLAY
$0.77M

SECTION: 315
FY 2023
TW CYDI AP: 315
MILL AND OVERLAY
$0.85M

SECTION: 805
FY 2023
TW P: 805
MILL AND OVERLAY
$8.73M

SECTION: 815
FY 2023
TW P3: 815
MILL AND OVERLAY
$0.38M

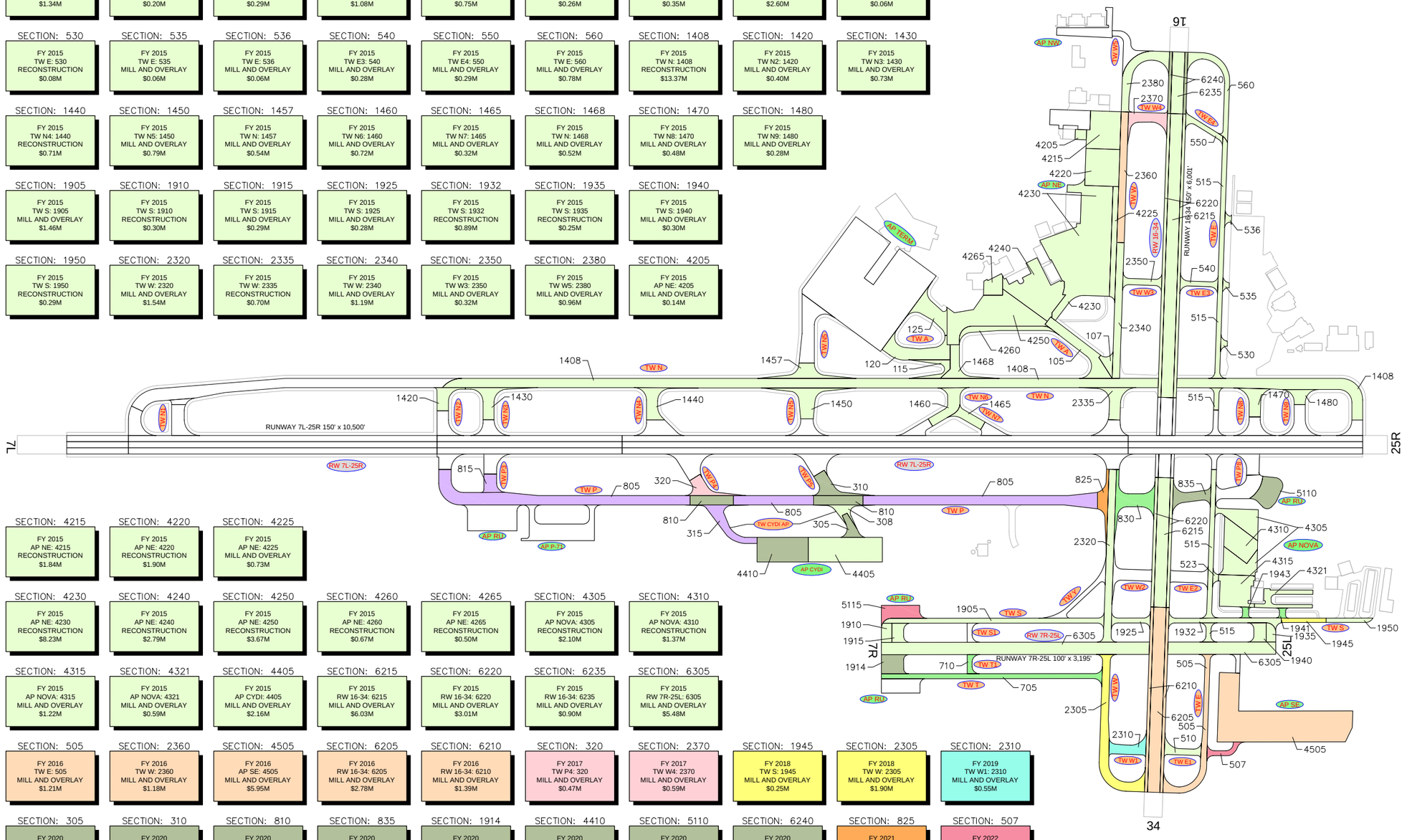
SECTION: 705
FY 2024
TW T: 705
MILL AND OVERLAY
$1.72M

SECTION: 710
FY 2024
TW T1: 710
MILL AND OVERLAY
$0.18M

SECTION: 830
FY 2024
TW P: 830
MILL AND OVERLAY
$1.14M

SECTION: 1941
FY 2024
TW S: 1941
MILL AND OVERLAY
$0.11M

SECTION: 1943
FY 2024
TW S: 1943
MILL AND OVERLAY
$0.12M



GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

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

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

NUMBER	DATE	REVISIONS

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

K:\SPS_Aviation\14378922\CADD\PLANSHEETS\DAB - DAYTONA BEACH INTERNATIONAL AIRPORT\EXHIBITS\DAB-10YR-REHAB.dwg PLOTTED: May 11, 2015 – 12:04 PM, BY: Reh, Paul

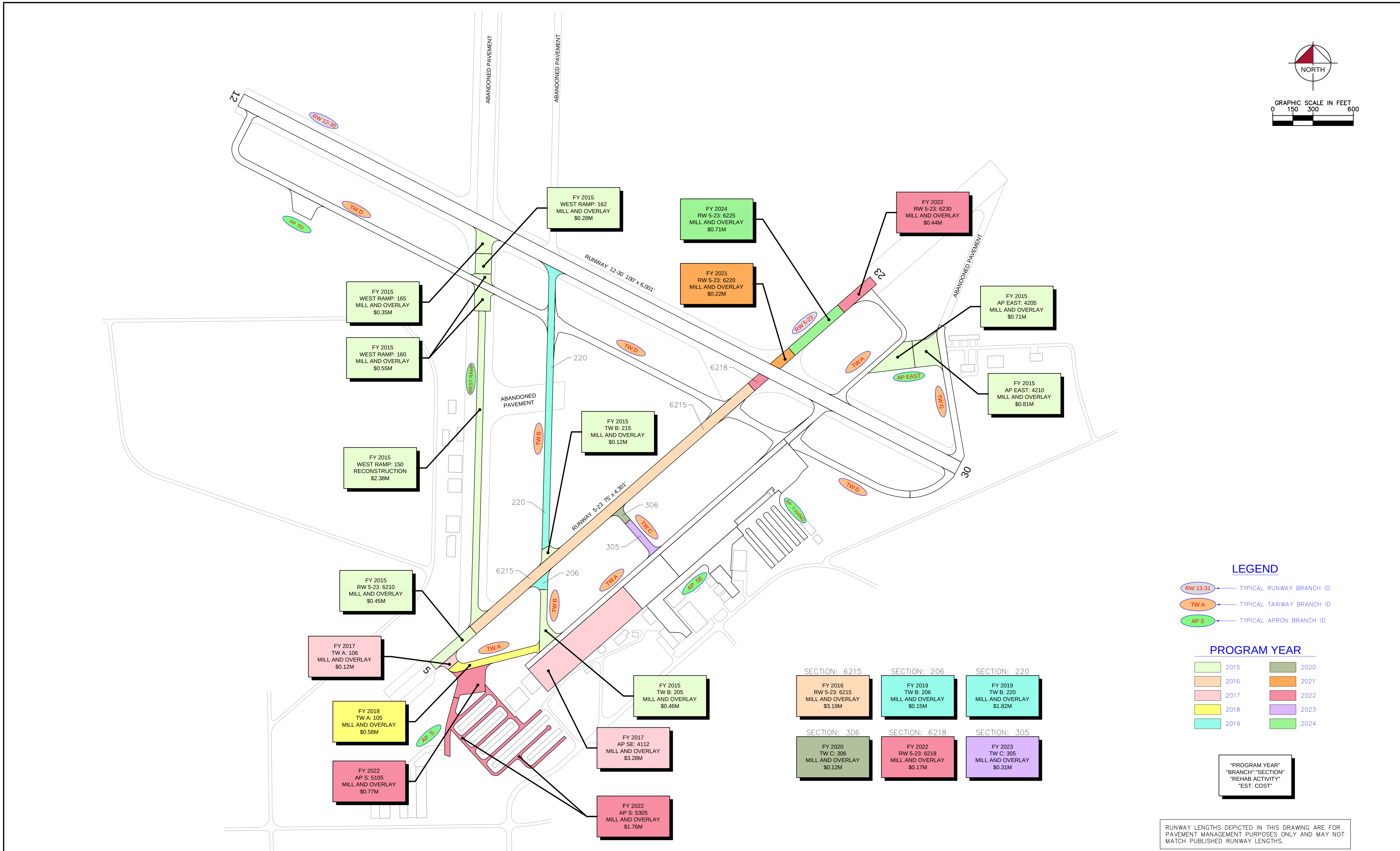
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
DAYTONA BEACH INTERNATIONAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: DAB
FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

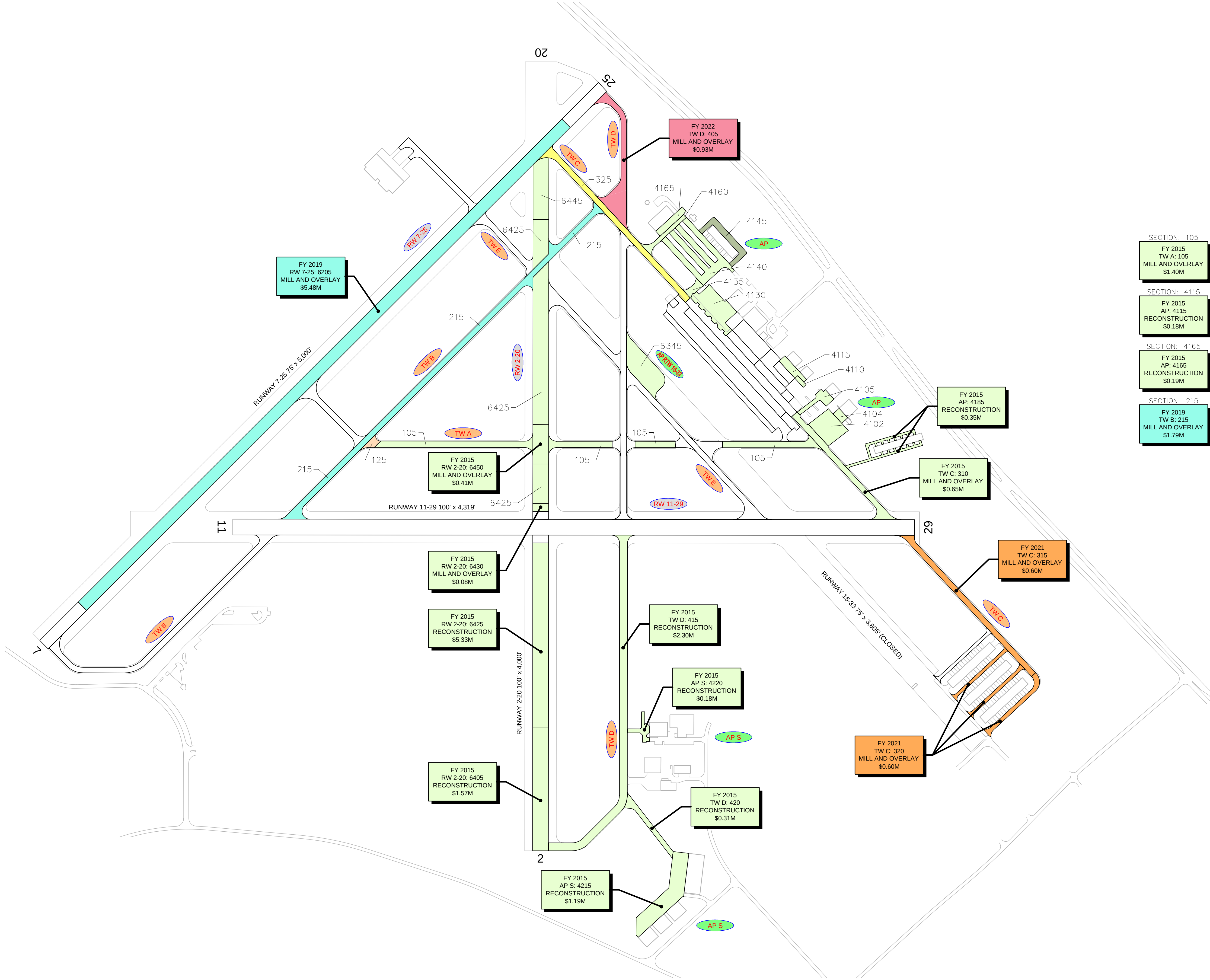
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

DELAND MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER DED

FDOT DISTRICT 5



SECTION: 105	SECTION: 4102	SECTION: 4104	SECTION: 4105	SECTION: 4110
FY 2015 TW A: 105 MILL AND OVERLAY $1.40M	FY 2015 AP: 4102 RECONSTRUCTION $0.60M	FY 2015 AP: 4104 MILL AND OVERLAY $0.06M	FY 2015 AP: 4105 RECONSTRUCTION $0.21M	FY 2015 AP: 4110 RECONSTRUCTION $0.04M
SECTION: 4115	**SECTION: 4130**	**SECTION: 4135**	**SECTION: 4140**	**SECTION: 4160**
FY 2015 AP: 4115 RECONSTRUCTION $0.18M	FY 2015 AP: 4130 RECONSTRUCTION $0.80M	FY 2015 AP: 4135 RECONSTRUCTION $0.12M	FY 2015 AP: 4140 RECONSTRUCTION $1.11M	FY 2015 AP: 4160 MILL AND OVERLAY $0.15M
SECTION: 4165	**SECTION: 6345**	**SECTION: 6445**	**SECTION: 125**	**SECTION: 325**
FY 2015 AP: 4165 RECONSTRUCTION $0.19M	FY 2015 AP RW 15-33: 6345 RECONSTRUCTION $0.92M	FY 2015 RW 2-20: 6445 RECONSTRUCTION $0.76M	FY 2016 TW A: 125 MILL AND OVERLAY $0.07M	FY 2018 TW C: 325 MILL AND OVERLAY $0.80M
SECTION: 215	**SECTION: 4145**			
FY 2019 TW B: 215 MILL AND OVERLAY $1.79M	FY 2020 AP: 4145 MILL AND OVERLAY $0.31M			

LEGEND

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

PROGRAM YEAR

2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024

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

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

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. NO PREVENTATIVE MAINTENANCE OR MAJOR REHABILITATION WAS IDENTIFIED FOR 'WHITETOPPING PAVEMENT' SECTIONS

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

NEW SMYRNA BEACH MUNICIPAL AIRPORT

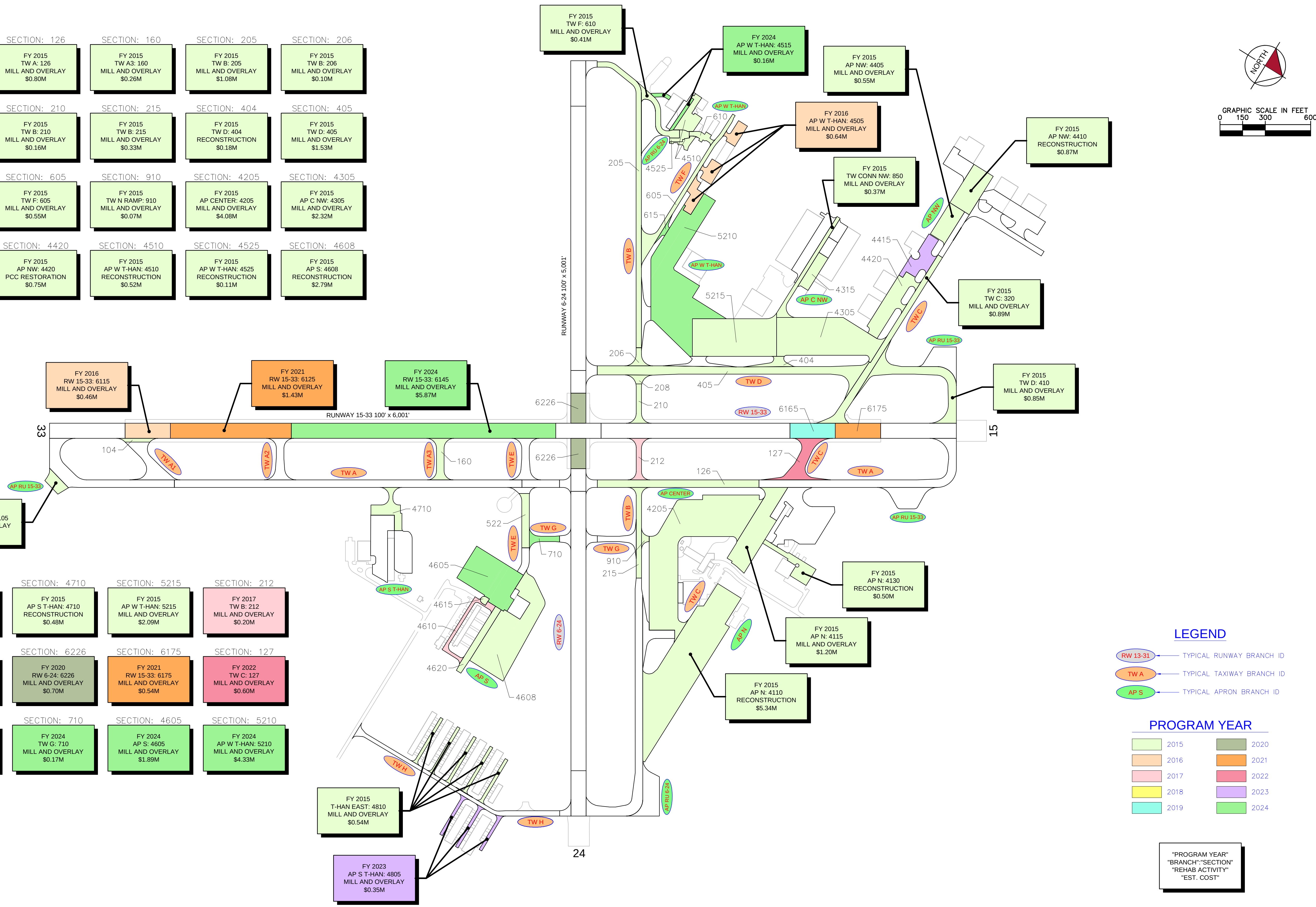
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **EVB**

FDOT DISTRICT 5

Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
SECTION: 104	FY 2015	TW A1: 104	MILL AND OVERLAY	$0.07M
SECTION: 126	FY 2015	TW A: 126	MILL AND OVERLAY	$0.80M
SECTION: 160	FY 2015	TW A3: 160	MILL AND OVERLAY	$0.26M
SECTION: 205	FY 2015	TW B: 205	MILL AND OVERLAY	$1.08M
SECTION: 206	FY 2015	TW B: 206	MILL AND OVERLAY	$0.10M
SECTION: 208	FY 2015	TW B: 208	MILL AND OVERLAY	$0.07M
SECTION: 210	FY 2015	TW B: 210	MILL AND OVERLAY	$0.16M
SECTION: 215	FY 2015	TW B: 215	MILL AND OVERLAY	$0.33M
SECTION: 404	FY 2015	TW D: 404	RECONSTRUCTION	$0.18M
SECTION: 405	FY 2015	TW D: 405	MILL AND OVERLAY	$1.53M
SECTION: 522	FY 2015	TW E: 522	MILL AND OVERLAY	$0.27M
SECTION: 605	FY 2015	TW F: 605	MILL AND OVERLAY	$0.55M
SECTION: 910	FY 2015	TW N RAMP: 910	MILL AND OVERLAY	$0.07M
SECTION: 4205	FY 2015	AP CENTER: 4205	MILL AND OVERLAY	$4.08M
SECTION: 4305	FY 2015	AP C NW: 4305	MILL AND OVERLAY	$2.32M
SECTION: 4315	FY 2015	AP C NW: 4315	RECONSTRUCTION	$0.37M
SECTION: 4420	FY 2015	AP NW: 4420	PCC RESTORATION	$0.75M
SECTION: 4510	FY 2015	AP W T-HAN: 4510	RECONSTRUCTION	$0.52M
SECTION: 4525	FY 2015	AP W T-HAN: 4525	RECONSTRUCTION	$0.11M
SECTION: 4608	FY 2015	AP S: 4608	RECONSTRUCTION	$2.79M
SECTION: 4615	FY 2015	AP S: 4615	RECONSTRUCTION	$0.04M
SECTION: 4620	FY 2015	TW AP S: 4620	RECONSTRUCTION	$0.44M
SECTION: 4710	FY 2015	AP S T-HAN: 4710	RECONSTRUCTION	$0.48M
SECTION: 5215	FY 2015	AP W T-HAN: 5215	MILL AND OVERLAY	$2.09M
SECTION: 212	FY 2017	TW B: 212	MILL AND OVERLAY	$0.20M
SECTION: 4610	FY 2017	AP S: 4610	MILL AND OVERLAY	$0.24M
SECTION: 6165	FY 2019	RW 15-33: 6165	MILL AND OVERLAY	$0.51M
SECTION: 6226	FY 2020	RW 6-24: 6226	MILL AND OVERLAY	$0.70M
SECTION: 6175	FY 2021	RW 15-33: 6175	MILL AND OVERLAY	$0.54M
SECTION: 127	FY 2022	TW C: 127	MILL AND OVERLAY	$0.60M
SECTION: 4415	FY 2023	AP NW: 4415	PCC RESTORATION	$0.58M
SECTION: 615	FY 2024	TW W APRON: 615	MILL AND OVERLAY	$0.07M
SECTION: 710	FY 2024	TW G: 710	MILL AND OVERLAY	$0.17M
SECTION: 4605	FY 2024	AP S: 4605	MILL AND OVERLAY	$1.89M
SECTION: 5210	FY 2024	AP W T-HAN: 5210	MILL AND OVERLAY	$4.33M



LEGEND

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

PROGRAM YEAR

2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024

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

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

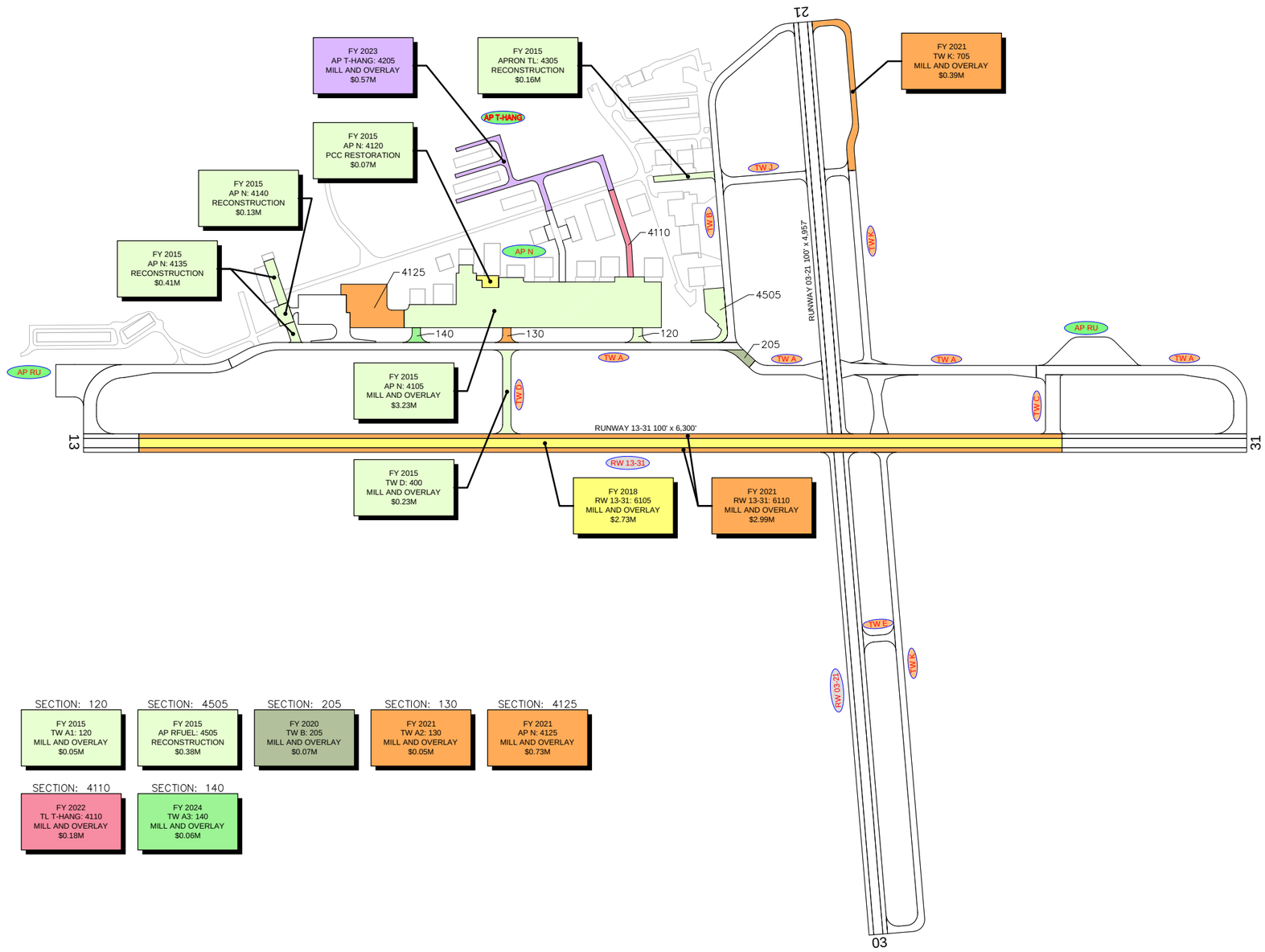
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

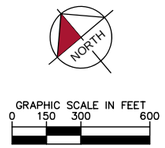
KISSIMMEE GATEWAY AIRPORT
OSCEOLA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: ISM

FDOT DISTRICT: 5





SECTION: 120
FY 2015
TW A1: 120
MILL AND OVERLAY
$0.05M

SECTION: 4505
FY 2015
AP RFUEL: 4505
RECONSTRUCTION
$0.38M

SECTION: 205
FY 2020
TW B: 205
MILL AND OVERLAY
$0.07M

SECTION: 130
FY 2021
TW A2: 130
MILL AND OVERLAY
$0.05M

SECTION: 4125
FY 2021
AP N: 4125
MILL AND OVERLAY
$0.73M

SECTION: 4110
FY 2022
TL T-HANG: 4110
MILL AND OVERLAY
$0.18M

SECTION: 140
FY 2024
TW A3: 140
MILL AND OVERLAY
$0.06M

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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NUMBER	DATE	REVISIONS

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

K:\AVN_master\14277002\CADD\PLANSHEETS\LEE - LEESBURG INTERNATIONAL AIRPORT\EXHIBIT\004-LEE-REHAB.dwg PLOTTED: May 1, 2015 - 11:02 AM, BY: Erica, Art

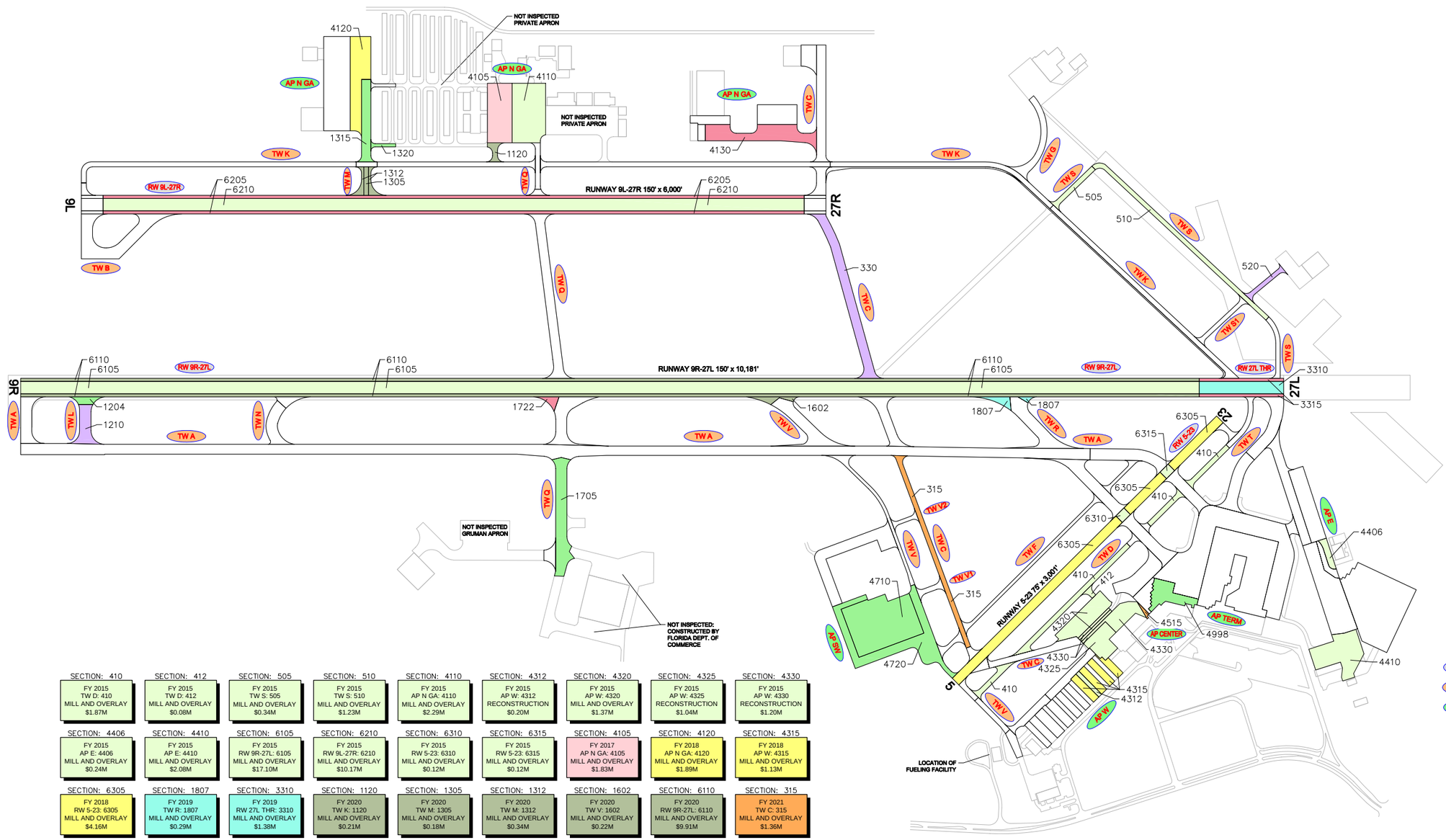
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

LEESBURG INTERNATIONAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: LEE
FDOT DISTRICT: 5



SECTION: 410	SECTION: 412	SECTION: 505	SECTION: 510	SECTION: 4110	SECTION: 4312	SECTION: 4320	SECTION: 4325	SECTION: 4330
FY 2015 TW D: 410 MILL AND OVERLAY $1.87M	FY 2015 TW D: 412 MILL AND OVERLAY $0.08M	FY 2015 TW S: 505 MILL AND OVERLAY $0.34M	FY 2015 TW S: 510 MILL AND OVERLAY $1.23M	FY 2015 AP N GA: 4110 MILL AND OVERLAY $2.29M	FY 2015 AP W: 4312 RECONSTRUCTION $0.20M	FY 2015 AP W: 4320 MILL AND OVERLAY $1.37M	FY 2015 AP W: 4325 RECONSTRUCTION $1.04M	FY 2015 AP W: 4330 RECONSTRUCTION $1.20M

SECTION: 4406	SECTION: 4410	SECTION: 6105	SECTION: 6210	SECTION: 6310	SECTION: 6315	SECTION: 4105	SECTION: 4120	SECTION: 4315
FY 2015 AP E: 4406 MILL AND OVERLAY $0.24M	FY 2015 AP E: 4410 MILL AND OVERLAY $2.08M	FY 2015 RW 9R-27L: 6105 MILL AND OVERLAY $17.10M	FY 2015 RW 9L-27R: 6210 MILL AND OVERLAY $10.17M	FY 2015 RW 5-23: 6310 MILL AND OVERLAY $0.12M	FY 2015 RW 5-23: 6315 MILL AND OVERLAY $0.12M	FY 2017 AP N GA: 4105 MILL AND OVERLAY $1.83M	FY 2018 AP N GA: 4120 MILL AND OVERLAY $1.89M	FY 2018 AP W: 4315 MILL AND OVERLAY $1.13M

SECTION: 6305	SECTION: 1807	SECTION: 3310	SECTION: 1120	SECTION: 1305	SECTION: 1312	SECTION: 1602	SECTION: 6110	SECTION: 315
FY 2018 RW 5-23: 6305 MILL AND OVERLAY $4.16M	FY 2019 TW R: 1807 MILL AND OVERLAY $0.29M	FY 2019 RW 27L THR: 3310 MILL AND OVERLAY $1.38M	FY 2020 TW K: 1120 MILL AND OVERLAY $0.21M	FY 2020 TW M: 1305 MILL AND OVERLAY $0.18M	FY 2020 TW M: 1312 MILL AND OVERLAY $0.34M	FY 2020 TW V: 1602 MILL AND OVERLAY $0.22M	FY 2020 RW 9R-27L: 6110 MILL AND OVERLAY $9.91M	FY 2021 TW C: 315 MILL AND OVERLAY $1.36M

SECTION: 4515	SECTION: 1722	SECTION: 3315	SECTION: 4130	SECTION: 6205	SECTION: 330	SECTION: 520	SECTION: 1210	SECTION: 1204
FY 2021 AP CENTER: 4515 MILL AND OVERLAY $0.06M	FY 2022 TW Q: 1722 MILL AND OVERLAY $0.18M	FY 2022 RW 27L THR: 3315 MILL AND OVERLAY $0.75M	FY 2022 AP N GA: 4130 MILL AND OVERLAY $2.16M	FY 2022 RW 9L-27R: 6205 MILL AND OVERLAY $6.26M	FY 2023 TW C: 330 MILL AND OVERLAY $2.47M	FY 2023 TW S1: 520 MILL AND OVERLAY $0.33M	FY 2023 TW L: 1210 MILL AND OVERLAY $0.78M	FY 2024 TW L: 1204 MILL AND OVERLAY $0.25M

SECTION: 1315	SECTION: 1320	SECTION: 1705	SECTION: 4710	SECTION: 4720	SECTION: 4998
FY 2024 TW M: 1315 MILL AND OVERLAY $1.19M	FY 2024 TW M: 1320 MILL AND OVERLAY $0.13M	FY 2024 TW Q: 1705 MILL AND OVERLAY $2.16M	FY 2024 AP SW: 4710 MILL AND OVERLAY $5.09M	FY 2024 AP SW: 4720 MILL AND OVERLAY $3.45M	FY 2024 AP CENTER: 4998 PCC RESTORATION $1.14M

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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NUMBER	DATE	REVISIONS

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

K:\MPB_Aviation\1427902\CADD\LAYOUTS\MLB – MELBOURNE INTERNATIONAL AIRPORT EXHIBIT\2014-MLB-REHAB.dwg PLOTTED: May 26, 2015 – 1:51 PM, BY: Reh, Paul

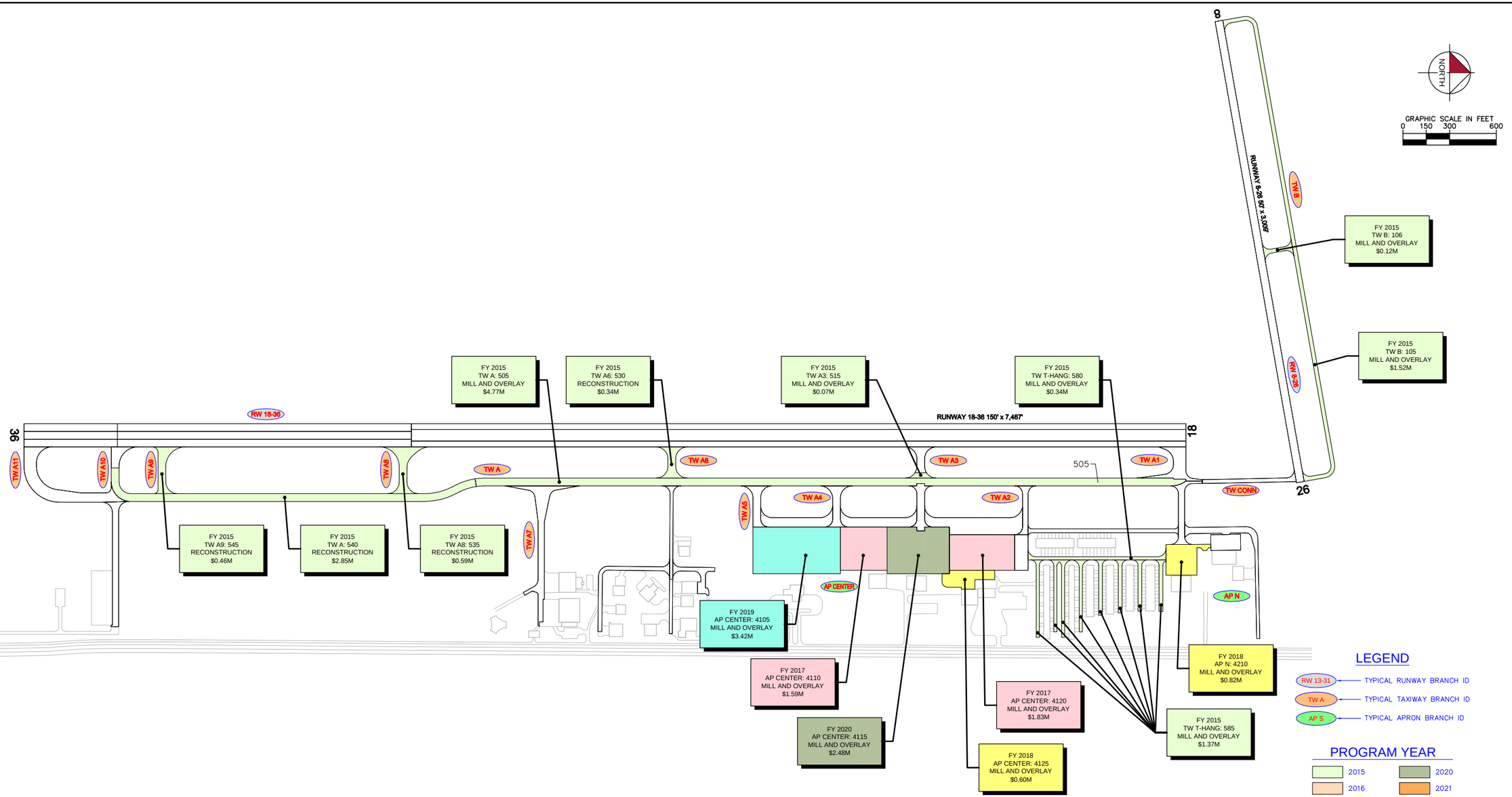
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MLB
FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

K:\MPO_Aviation\41677022\LAND\PLANSHEETS\OCF - OCALA INTERNATIONAL - JIM TAYLOR FIELD\EXHIBITS\2040-OCF-REHAB.dgn[FITTED] May 11, 2015 - 5:37 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

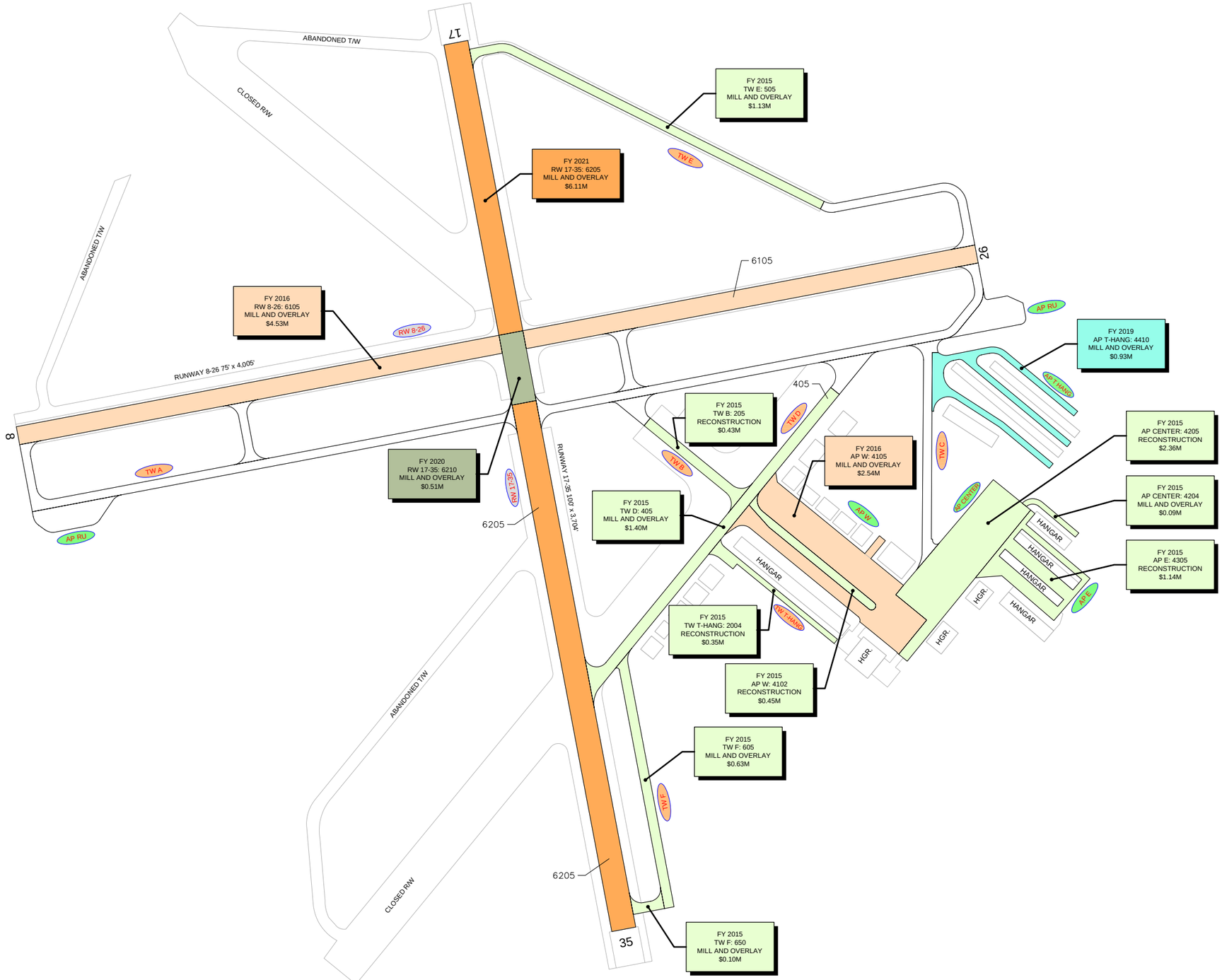
OCALA INTERNATIONAL-JIM TAYLOR FIELD

MARION COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

K:\AVIS_Aviation\142170027\ADD\PLANSHEETS\OMN - ORMOND BEACH MUNICIPAL AIRPORT\EXHIBIT\2054-OMN-REHAB.dwg PLOTTED: May 1, 2015 - 11:19 AM, BY: Steve Art

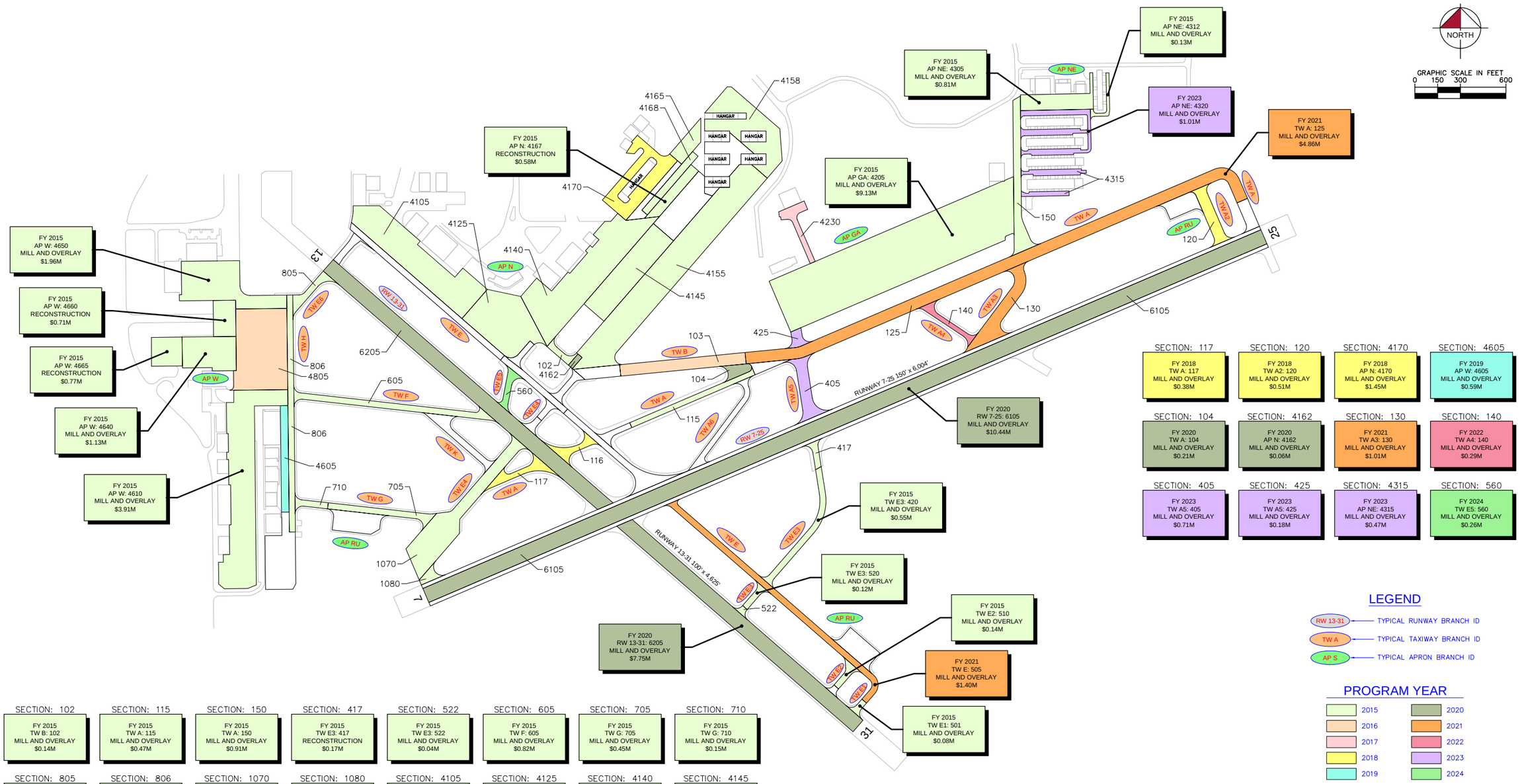
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

ORMOND BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OMN
FDOT DISTRICT: 5



SECTION: 117
FY 2018
TW A: 117
MILL AND OVERLAY
$0.38M

SECTION: 120
FY 2018
TW A2: 120
MILL AND OVERLAY
$0.51M

SECTION: 4170
FY 2018
AP N: 4170
MILL AND OVERLAY
$1.45M

SECTION: 4605
FY 2019
AP W: 4605
MILL AND OVERLAY
$0.59M

SECTION: 104
FY 2020
TW A: 104
MILL AND OVERLAY
$0.21M

SECTION: 4162
FY 2020
AP N: 4162
MILL AND OVERLAY
$0.06M

SECTION: 130
FY 2021
TW A3: 130
MILL AND OVERLAY
$1.01M

SECTION: 140
FY 2022
TW A4: 140
MILL AND OVERLAY
$0.29M

SECTION: 405
FY 2023
TW A5: 405
MILL AND OVERLAY
$0.71M

SECTION: 425
FY 2023
TW A5: 425
MILL AND OVERLAY
$0.18M

SECTION: 4315
FY 2023
AP NE: 4315
MILL AND OVERLAY
$0.47M

SECTION: 560
FY 2024
TW E5: 560
MILL AND OVERLAY
$0.26M

SECTION: 102
FY 2015
TW B: 102
MILL AND OVERLAY
$0.14M

SECTION: 115
FY 2015
TW A: 115
MILL AND OVERLAY
$0.47M

SECTION: 150
FY 2015
TW A: 150
MILL AND OVERLAY
$0.91M

SECTION: 417
FY 2015
TW E3: 417
RECONSTRUCTION
$0.17M

SECTION: 522
FY 2015
TW E3: 522
MILL AND OVERLAY
$0.04M

SECTION: 605
FY 2015
TW F: 605
MILL AND OVERLAY
$0.82M

SECTION: 705
FY 2015
TW G: 705
MILL AND OVERLAY
$0.45M

SECTION: 710
FY 2015
TW G: 710
MILL AND OVERLAY
$0.15M

SECTION: 805
FY 2015
TW E6: 805
MILL AND OVERLAY
$0.27M

SECTION: 806
FY 2015
TW H: 806
MILL AND OVERLAY
$0.94M

SECTION: 1070
FY 2015
TW E4: 1070
MILL AND OVERLAY
$1.96M

SECTION: 1080
FY 2015
TW E4: 1080
MILL AND OVERLAY
$0.13M

SECTION: 4105
FY 2015
AP N: 4105
RECONSTRUCTION
$4.02M

SECTION: 4125
FY 2015
AP N: 4125
RECONSTRUCTION
$2.81M

SECTION: 4140
FY 2015
AP N: 4140
RECONSTRUCTION
$4.76M

SECTION: 4145
FY 2015
AP N: 4145
RECONSTRUCTION
$2.45M

SECTION: 4155
FY 2015
AP N: 4155
MILL AND OVERLAY
$5.04M

SECTION: 4158
FY 2015
AP N: 4158
RECONSTRUCTION
$2.38M

SECTION: 4165
FY 2015
AP N: 4165
RECONSTRUCTION
$0.52M

SECTION: 4168
FY 2015
AP N: 4168
RECONSTRUCTION
$0.49M

SECTION: 103
FY 2016
TW B: 103
MILL AND OVERLAY
$0.96M

SECTION: 4805
FY 2016
AP W SEGM: 4805
MILL AND OVERLAY
$2.83M

SECTION: 4230
FY 2017
AP GA: 4230
MILL AND OVERLAY
$0.38M

SECTION: 116
FY 2018
TW A: 116
MILL AND OVERLAY
$0.29M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

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

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

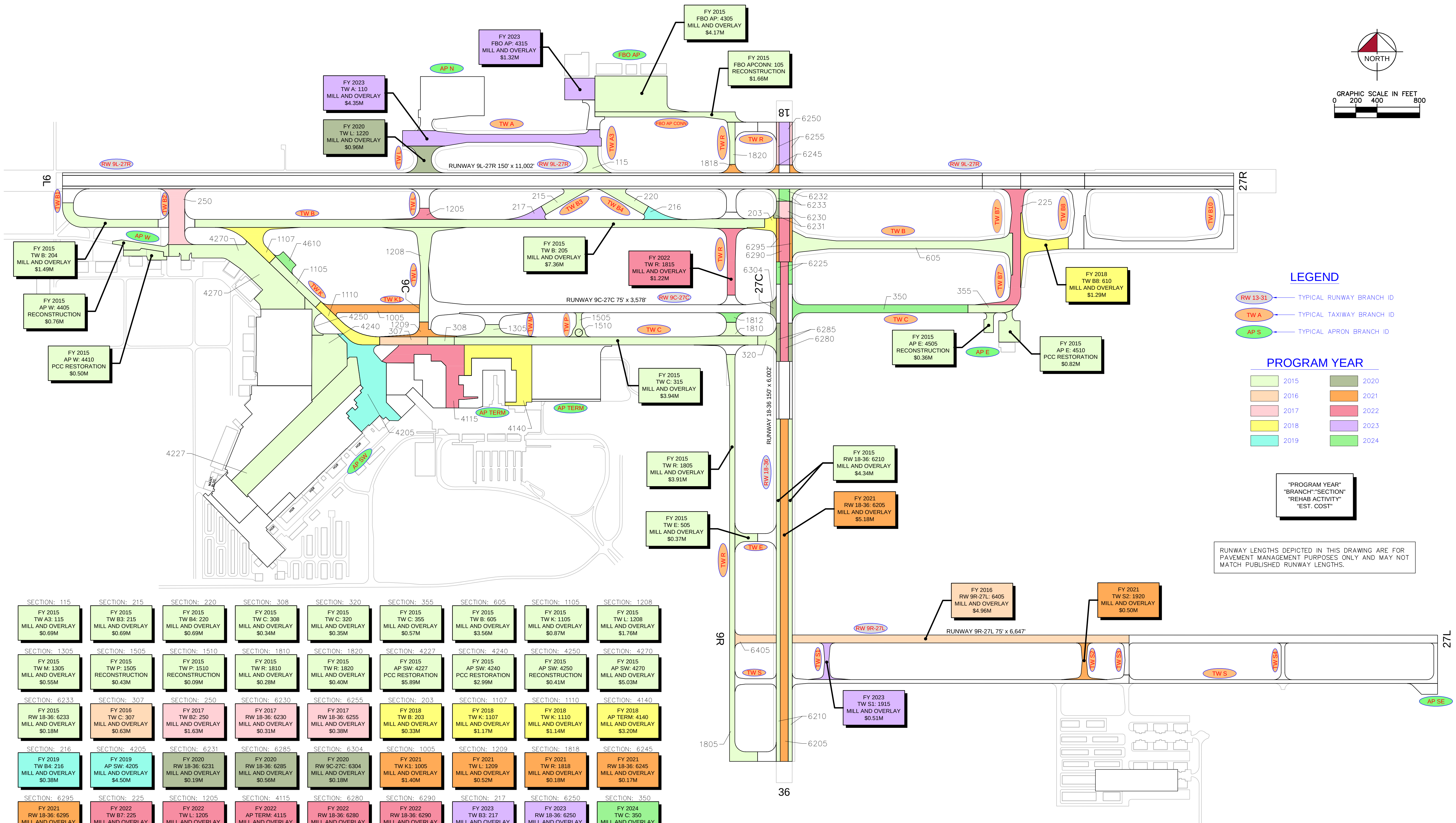
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: ORL
FDOT DISTRICT: 5



SECTION: 115 FY 2015 TW A3: 115 MILL AND OVERLAY $0.69M	SECTION: 215 FY 2015 TW B3: 215 MILL AND OVERLAY $0.69M	SECTION: 220 FY 2015 TW B4: 220 MILL AND OVERLAY $0.69M	SECTION: 308 FY 2015 TW C: 308 MILL AND OVERLAY $0.34M	SECTION: 320 FY 2015 TW C: 320 MILL AND OVERLAY $0.35M	SECTION: 355 FY 2015 TW C: 355 MILL AND OVERLAY $0.57M	SECTION: 605 FY 2015 TW B: 605 MILL AND OVERLAY $3.56M	SECTION: 1105 FY 2015 TW K: 1105 MILL AND OVERLAY $0.87M	SECTION: 1208 FY 2015 TW L: 1208 MILL AND OVERLAY $1.76M
SECTION: 1305 FY 2015 TW M: 1305 MILL AND OVERLAY $0.55M	SECTION: 1505 FY 2015 TW P: 1505 RECONSTRUCTION $0.43M	SECTION: 1510 FY 2015 TW P: 1510 RECONSTRUCTION $0.09M	SECTION: 1810 FY 2015 TW R: 1810 MILL AND OVERLAY $0.28M	SECTION: 1820 FY 2015 TW R: 1820 MILL AND OVERLAY $0.40M	SECTION: 4227 FY 2015 AP SW: 4227 PCC RESTORATION $5.89M	SECTION: 4240 FY 2015 AP SW: 4240 PCC RESTORATION $2.99M	SECTION: 4250 FY 2015 AP SW: 4250 RECONSTRUCTION $0.41M	SECTION: 4270 FY 2015 AP SW: 4270 MILL AND OVERLAY $5.03M
SECTION: 6233 FY 2015 RW 18-36: 6233 MILL AND OVERLAY $0.18M	SECTION: 307 FY 2016 TW C: 307 MILL AND OVERLAY $0.63M	SECTION: 250 FY 2017 TW B2: 250 MILL AND OVERLAY $1.63M	SECTION: 6230 FY 2017 RW 18-36: 6230 MILL AND OVERLAY $0.31M	SECTION: 6255 FY 2017 RW 18-36: 6255 MILL AND OVERLAY $0.38M	SECTION: 203 FY 2018 TW B: 203 MILL AND OVERLAY $0.33M	SECTION: 1107 FY 2018 TW K: 1107 MILL AND OVERLAY $1.17M	SECTION: 1110 FY 2018 TW K: 1110 MILL AND OVERLAY $1.14M	SECTION: 4140 FY 2018 AP TERM: 4140 MILL AND OVERLAY $3.20M
SECTION: 216 FY 2019 TW B4: 216 MILL AND OVERLAY $0.38M	SECTION: 4205 FY 2019 AP SW: 4205 MILL AND OVERLAY $4.50M	SECTION: 6231 FY 2020 RW 18-36: 6231 MILL AND OVERLAY $0.19M	SECTION: 6285 FY 2020 RW 18-36: 6285 MILL AND OVERLAY $0.56M	SECTION: 6304 FY 2020 RW 9C-27C: 6304 MILL AND OVERLAY $0.18M	SECTION: 1005 FY 2021 TW K1: 1005 MILL AND OVERLAY $1.40M	SECTION: 1209 FY 2021 TW L: 1209 MILL AND OVERLAY $0.52M	SECTION: 1818 FY 2021 TW R: 1818 MILL AND OVERLAY $0.18M	SECTION: 6245 FY 2021 RW 18-36: 6245 MILL AND OVERLAY $0.17M
SECTION: 6295 FY 2021 RW 18-36: 6295 MILL AND OVERLAY $0.44M	SECTION: 225 FY 2022 TW B7: 225 MILL AND OVERLAY $2.45M	SECTION: 1205 FY 2022 TW L: 1205 MILL AND OVERLAY $0.37M	SECTION: 4115 FY 2022 AP TERM: 4115 MILL AND OVERLAY $3.76M	SECTION: 6280 FY 2022 RW 18-36: 6280 MILL AND OVERLAY $1.55M	SECTION: 6290 FY 2022 RW 18-36: 6290 MILL AND OVERLAY $0.91M	SECTION: 217 FY 2023 TW B3: 217 MILL AND OVERLAY $0.42M	SECTION: 6250 FY 2023 RW 18-36: 6250 MILL AND OVERLAY $0.92M	SECTION: 350 FY 2024 TW C: 350 MILL AND OVERLAY $3.01M
SECTION: 1812 FY 2024 TW R: 1812 MILL AND OVERLAY $0.53M	SECTION: 4610 FY 2024 TW K: 4610 MILL AND OVERLAY $0.37M	SECTION: 6225 FY 2024 RW 18-36: 6225 MILL AND OVERLAY $0.37M	SECTION: 6232 FY 2024 RW 18-36: 6232 MILL AND OVERLAY $0.27M					

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

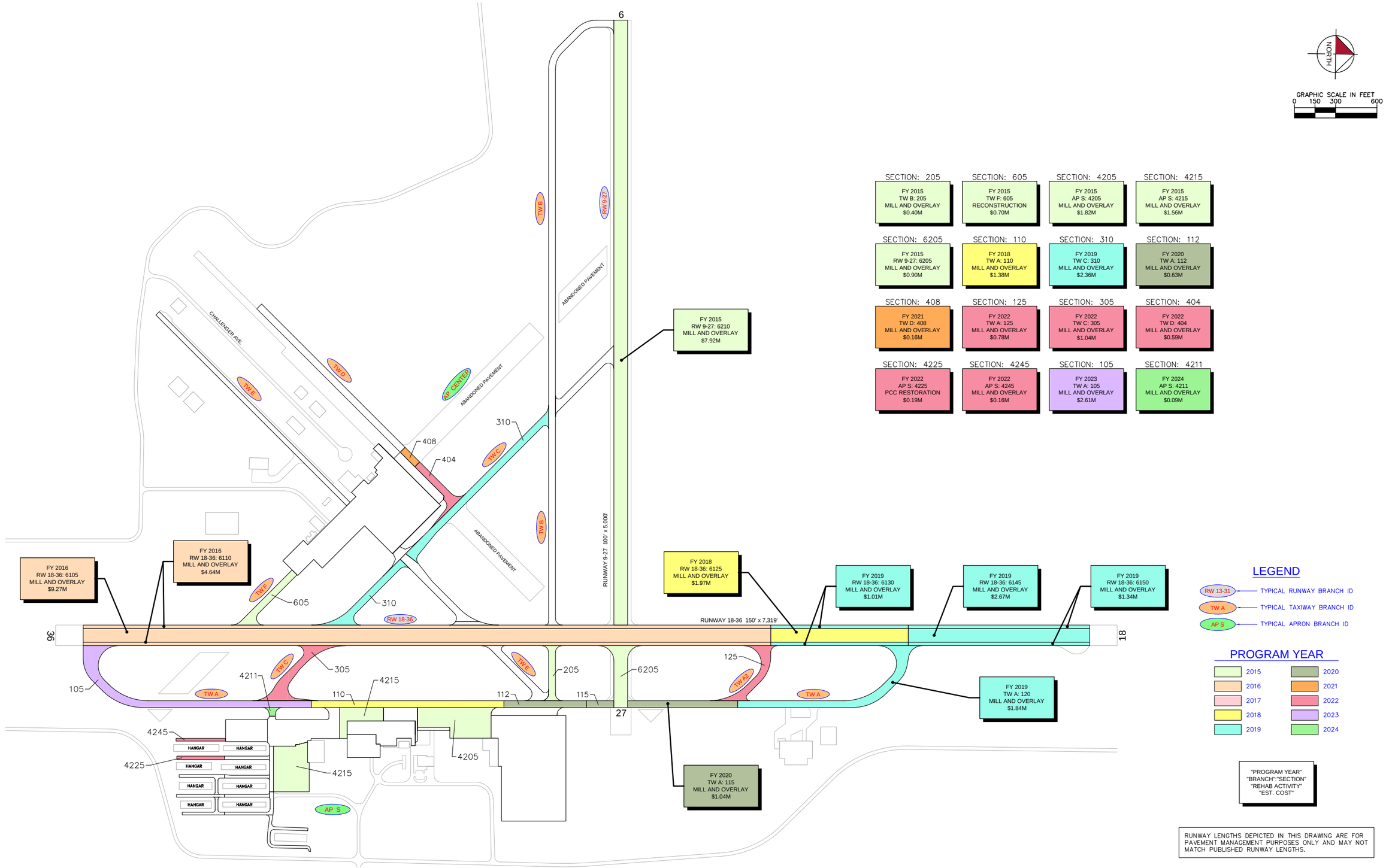
ORLANDO SANFORD INTERNATIONAL AIRPORT

SEMINOLE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **SFB**

FDOT DISTRICT 5



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

SECTION: 205
FY 2015
TW B: 205
MILL AND OVERLAY
$0.40M

SECTION: 605
FY 2015
TW F: 605
RECONSTRUCTION
$0.70M

SECTION: 4205
FY 2015
AP S: 4205
MILL AND OVERLAY
$1.82M

SECTION: 4215
FY 2015
AP S: 4215
MILL AND OVERLAY
$1.56M

SECTION: 6205
FY 2015
RW 9-27: 6205
MILL AND OVERLAY
$0.90M

SECTION: 110
FY 2018
TW A: 110
MILL AND OVERLAY
$1.38M

SECTION: 310
FY 2019
TW C: 310
MILL AND OVERLAY
$2.36M

SECTION: 112
FY 2020
TW A: 112
MILL AND OVERLAY
$0.63M

SECTION: 408
FY 2021
TW D: 408
MILL AND OVERLAY
$0.16M

SECTION: 125
FY 2022
TW A: 125
MILL AND OVERLAY
$0.78M

SECTION: 305
FY 2022
TW C: 305
MILL AND OVERLAY
$1.04M

SECTION: 404
FY 2022
TW D: 404
MILL AND OVERLAY
$0.59M

SECTION: 4225
FY 2022
AP S: 4225
PCC RESTORATION
$0.19M

SECTION: 4245
FY 2022
AP S: 4245
MILL AND OVERLAY
$0.16M

SECTION: 105
FY 2023
TW A: 105
MILL AND OVERLAY
$2.61M

SECTION: 4211
FY 2024
AP S: 4211
MILL AND OVERLAY
$0.09M

LEGEND

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

PROGRAM YEAR

2015
2016
2017
2018
2019
2020
2021
2022
2023
2024

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

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

NUMBER	DATE	REVISIONS

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

K:\SPB_Aviation\14217902\2400\PLANSHEETS\TIX – SPACE COAST REGIONAL AIRPORT\EXHIBITS\204-TIX-REHAB.dwg PLOTTED: May 17, 2015 – 4:28 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

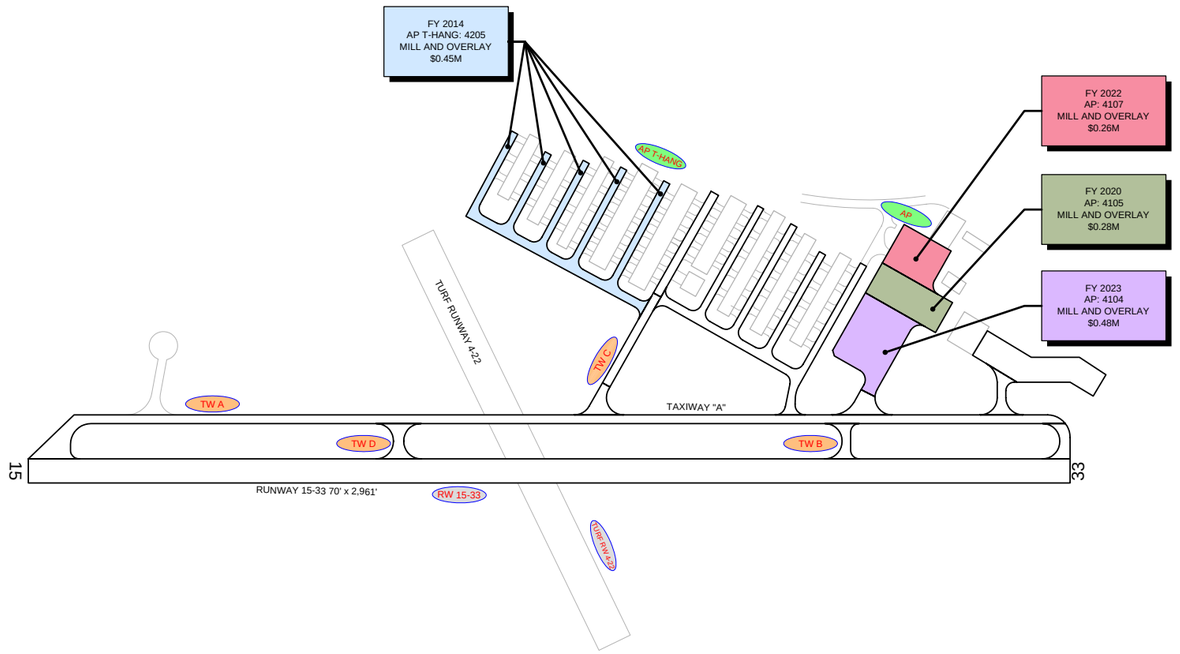
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

SPACE COAST REGIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TIX
FDOT DISTRICT: 5



GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

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

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

X:\AIR_master\2437902\CADD\PLANSHEET\X21 - ARTHUR DUNN AIRPARK\EXHIBITS\X04-121-REHAB.dwg PLOTTED: May 15, 2015 - 11:50 AM, BY: Bhrus, AM

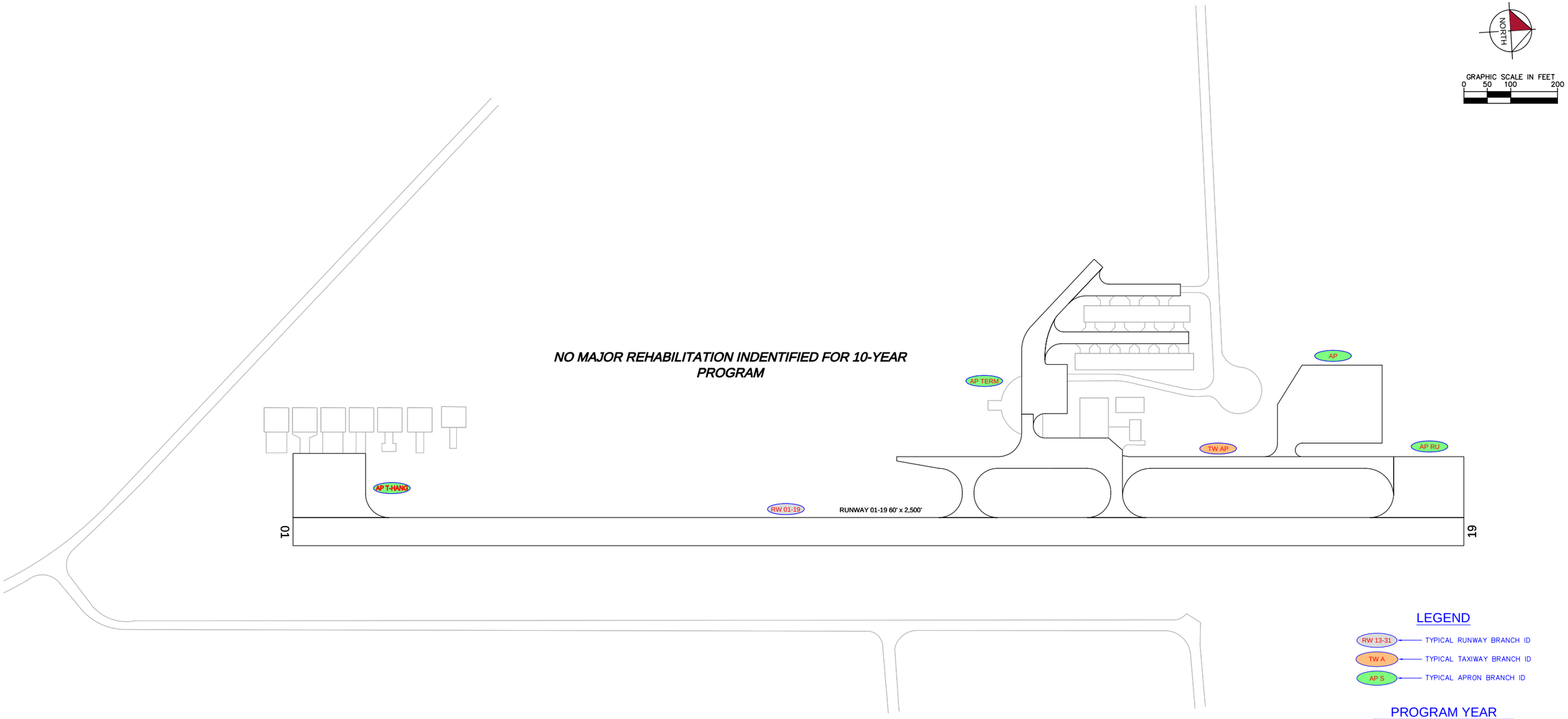
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

ARTHUR DUNN AIRPARK
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X21
FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

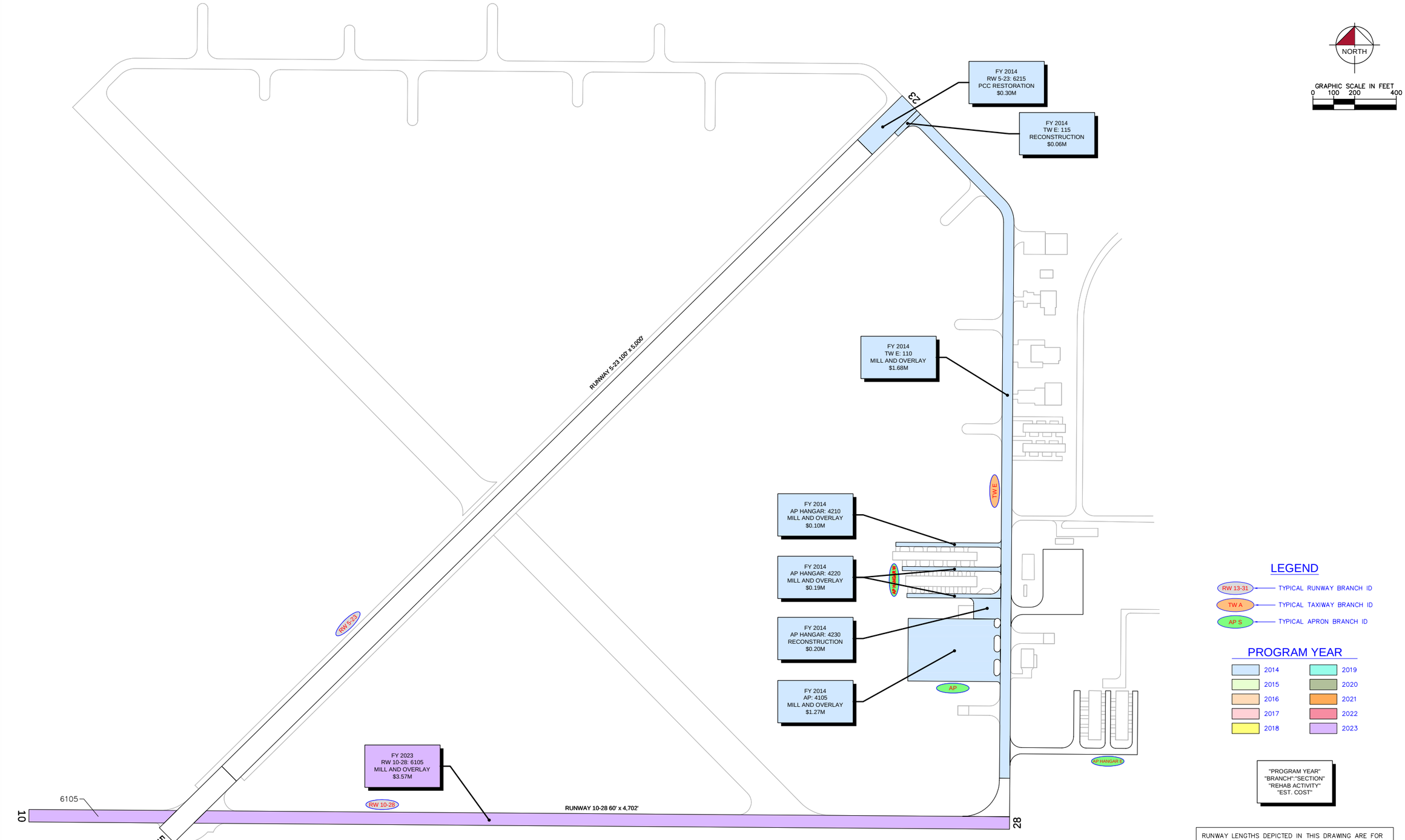
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

UMATILLA MUNICIPAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X23

FDOT DISTRICT: 5



NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

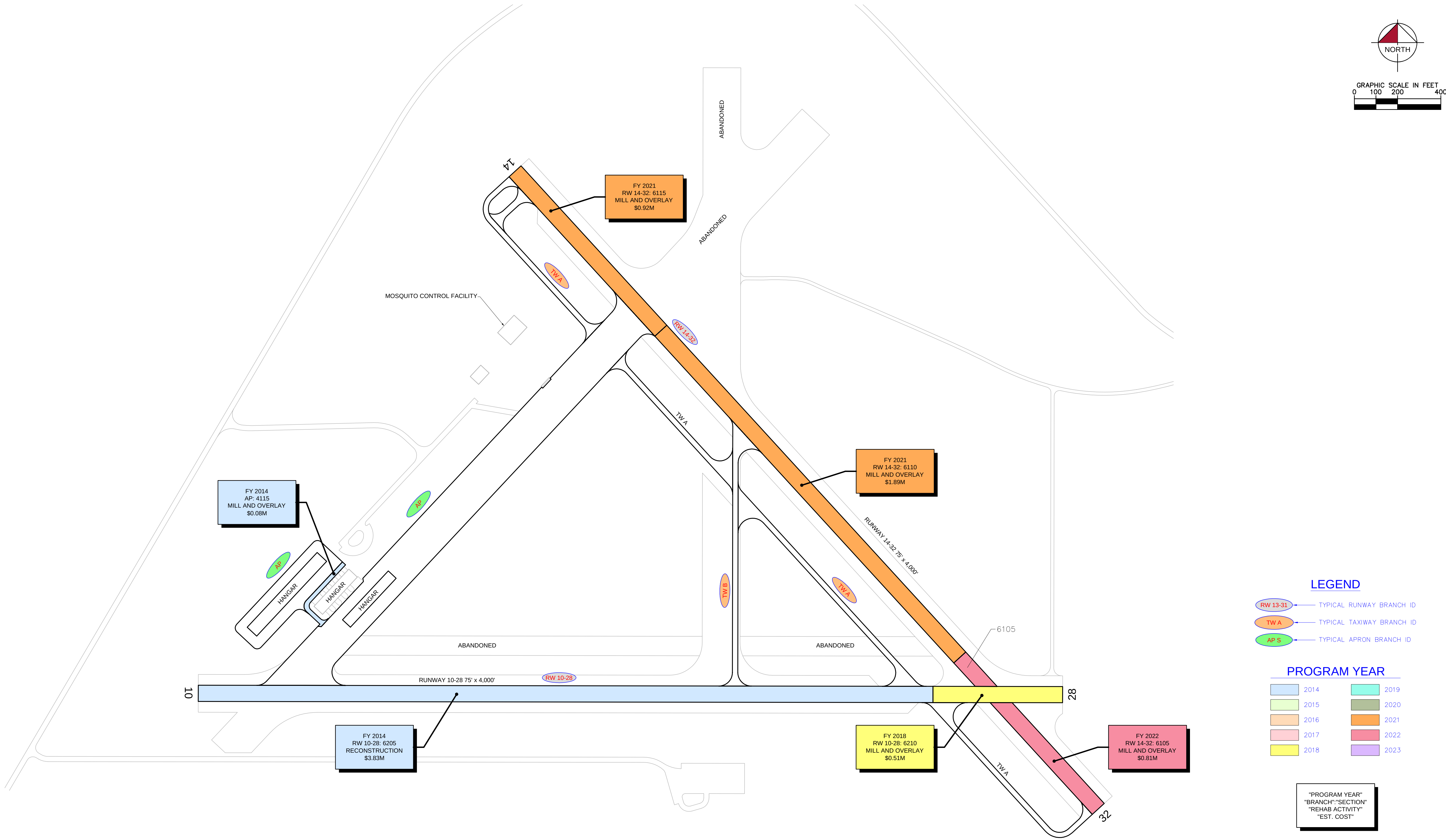
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MARION COUNTY AIRPORT
MARION COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X35

FDOT DISTRICT: 5



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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

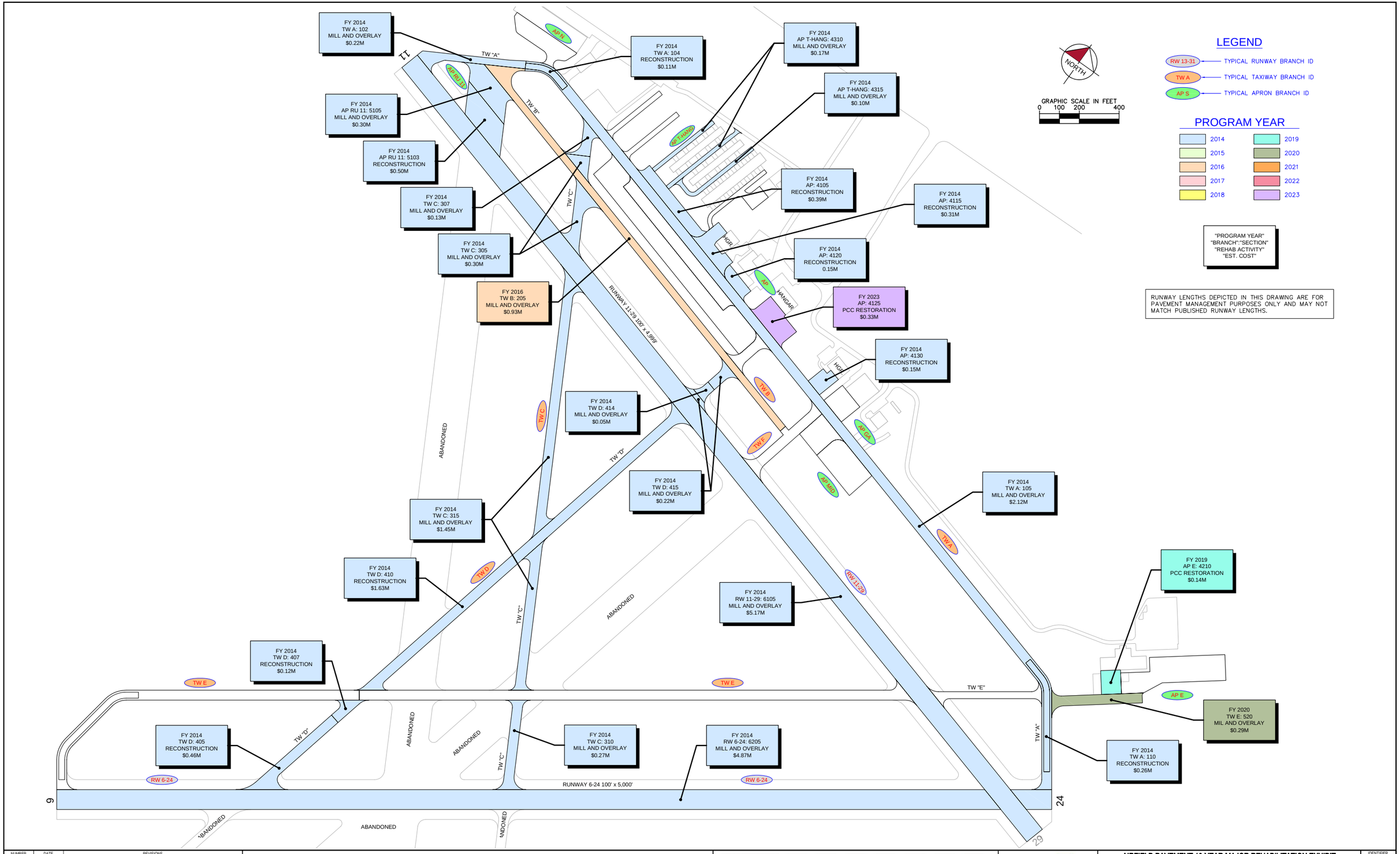
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

VALKARIA AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER X59

FDOT DISTRICT 5



NUMBER	DATE	REVISIONS

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

E:\APB_Aviation\2437902\CADD\FLAIRSHEET\XFL-FLAGLER COUNTY AIRPORT\EXHIBIT\2014-XFL-REHAB.dwg PLOTTED: May 28, 2015 – 1:44 PM, BY: Rahul Arl

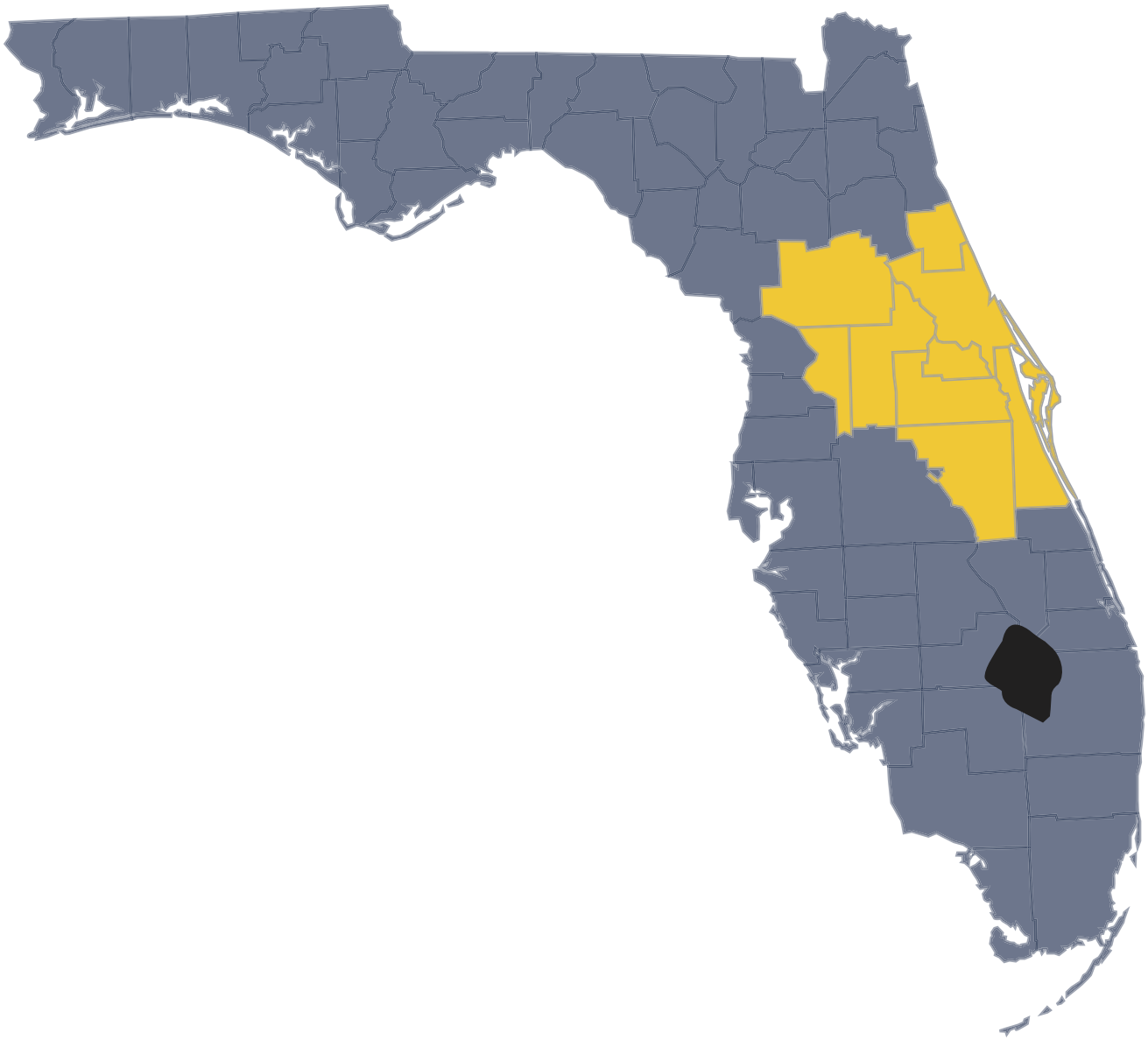
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: XFL
FDOT DISTRICT: 5



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT