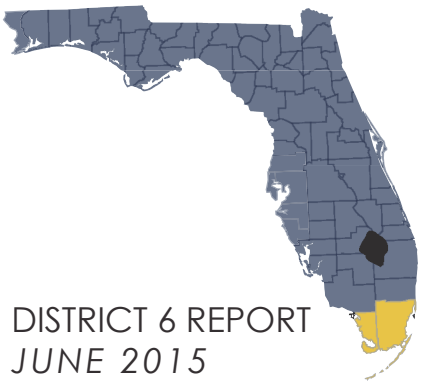
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE



DISTRICT 6 REPORT
JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

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

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

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 6.

- EWY, Key West International Airport
- MTH, The Florida Keys Marathon Airport
- OPF, Opa Locka Executive Airport
- TMB, Miami Executive Airport
- TNT, Dade – Collier Training and Transition Airport
- X51, Homestead General Aviation Airport

Miami International Airport (MIA), which is managed by the Dade County Aviation Department, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

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

District 6's overall area-weighted Pavement Condition Index (PCI) is at a 65.76, a condition rating of "Fair". Table I: Condition Summary by Airport below represents of the results of the PCI inspection at each airport within the District. The overall area-weighted average PCI values for the participating airport facilities in District 6 ranged from 57 (Fair) to 74 (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
EYW	PR	58	FAIR	64	FAIR	52	POOR	57	FAIR
MTH	GA	61	FAIR	68	FAIR	60	FAIR	62	FAIR
OPF	RL	59	FAIR	67	FAIR	55	POOR	62	FAIR
TMB	RL	73	SATISFACTORY	75	SATISFACTORY	74	SATISFACTORY	74	SATISFACTORY
TNT	GA	59	FAIR	64	FAIR	54	POOR	62	FAIR
X51	GA	75	SATISFACTORY	65	FAIR	72	SATISFACTORY	71	SATISFACTORY
DISTRICT		64	FAIR	68	FAIR	63	FAIR	65	FAIR

Table II: Runway Condition Summary by Airport

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
EYW	PR	RW 9-27	RUNWAY 9-27	4,801	100	58	FAIR	X
MTH	GA	RW 7-25	RUNWAY 7-25	5,008	100	61	FAIR	X
OPF	RL	RW 12-30	RUNWAY 12-30	6,800	150	53	POOR	X
OPF	RL	RW 9R-27L	RUNWAY 9R-27L	4,309	100	69	FAIR	X
OPF	RL	RW 9L-27R	RUNWAY 9L-27R	8,002	150	61	FAIR	X
TMB	RL	RW 9L-27R	RUNWAY 9L-27R	5,003	150	74	SATISFACTORY	X
TMB	RL	RW 9R-27L	RUNWAY 9R-27L	6,000	150	74	SATISFACTORY	X
TMB	RL	RW 13-31	RUNWAY 13-31	4,001	150	73	SATISFACTORY	X
TNT	GA	RW 9-27	RUNWAY 9-27	10,499	150	59	FAIR	X
X51	GA	RW 18-36	RUNWAY 18-36	3,999	100	74	SATISFACTORY	X
X51	GA	RW 10-28	RUNWAY 10-28	3,000	75	78	SATISFACTORY	

Figure I: Runway Condition

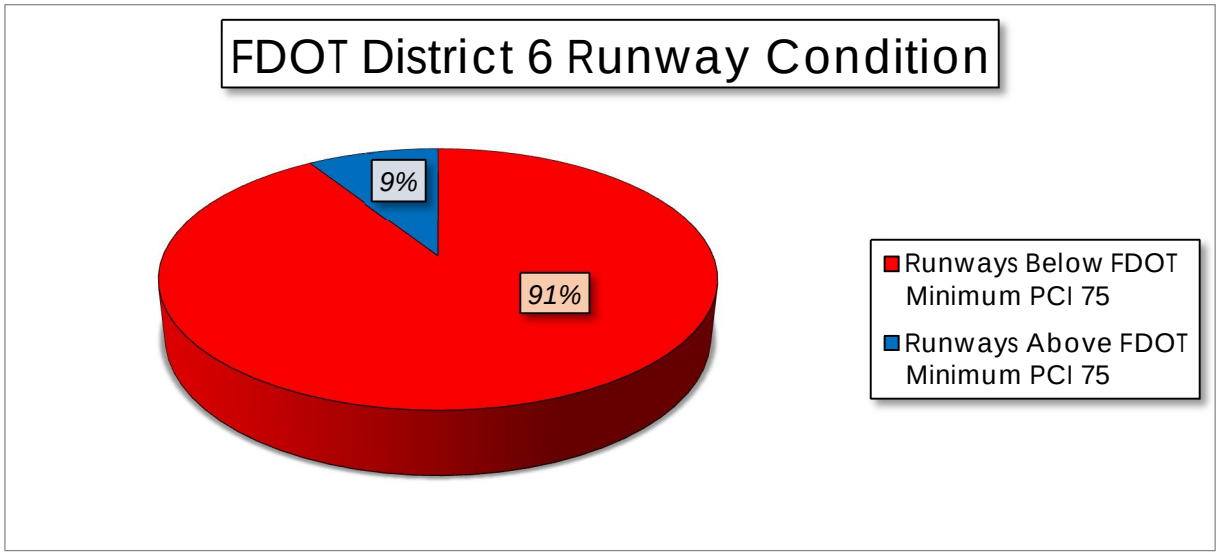
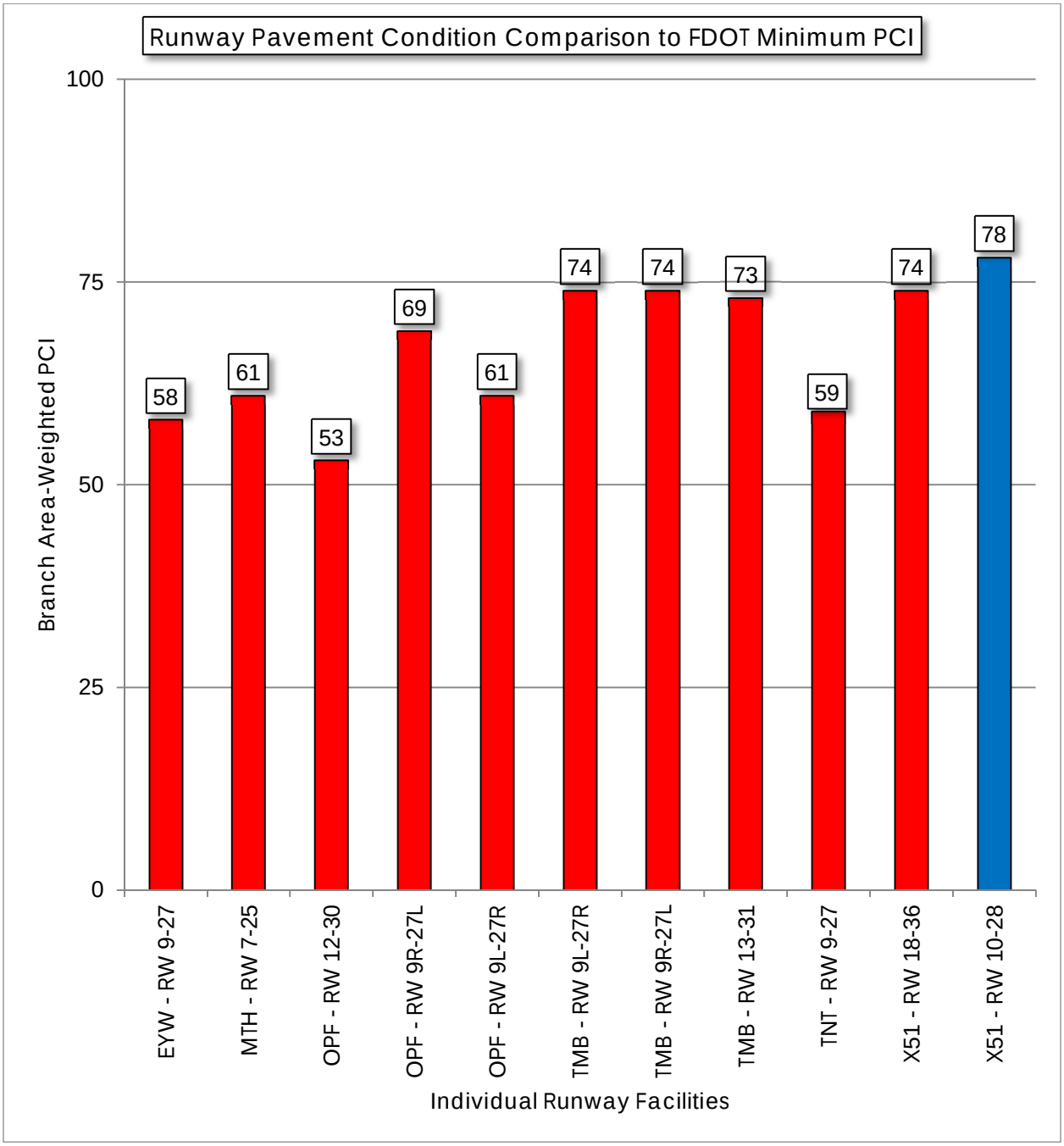


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



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
EYW	PR	480,000	428,344	835,956	1,744,300
MTH	GA	500,800	395,290	753,937	1,650,027
OPF	RL	2,651,200	4,930,870	2,817,398	10,399,468
TMB	RL	2,250,750	2,299,565	2,686,324	7,236,639
TNT	GA	1,575,000	1,770,736	49,500	3,395,236
X51	GA	624,825	545,319	457,876	1,628,020
DISTRICT		8,082,575	10,370,124	7,600,991	26,053,690

Figure III: PCI by Pavement Facility Use by Airport

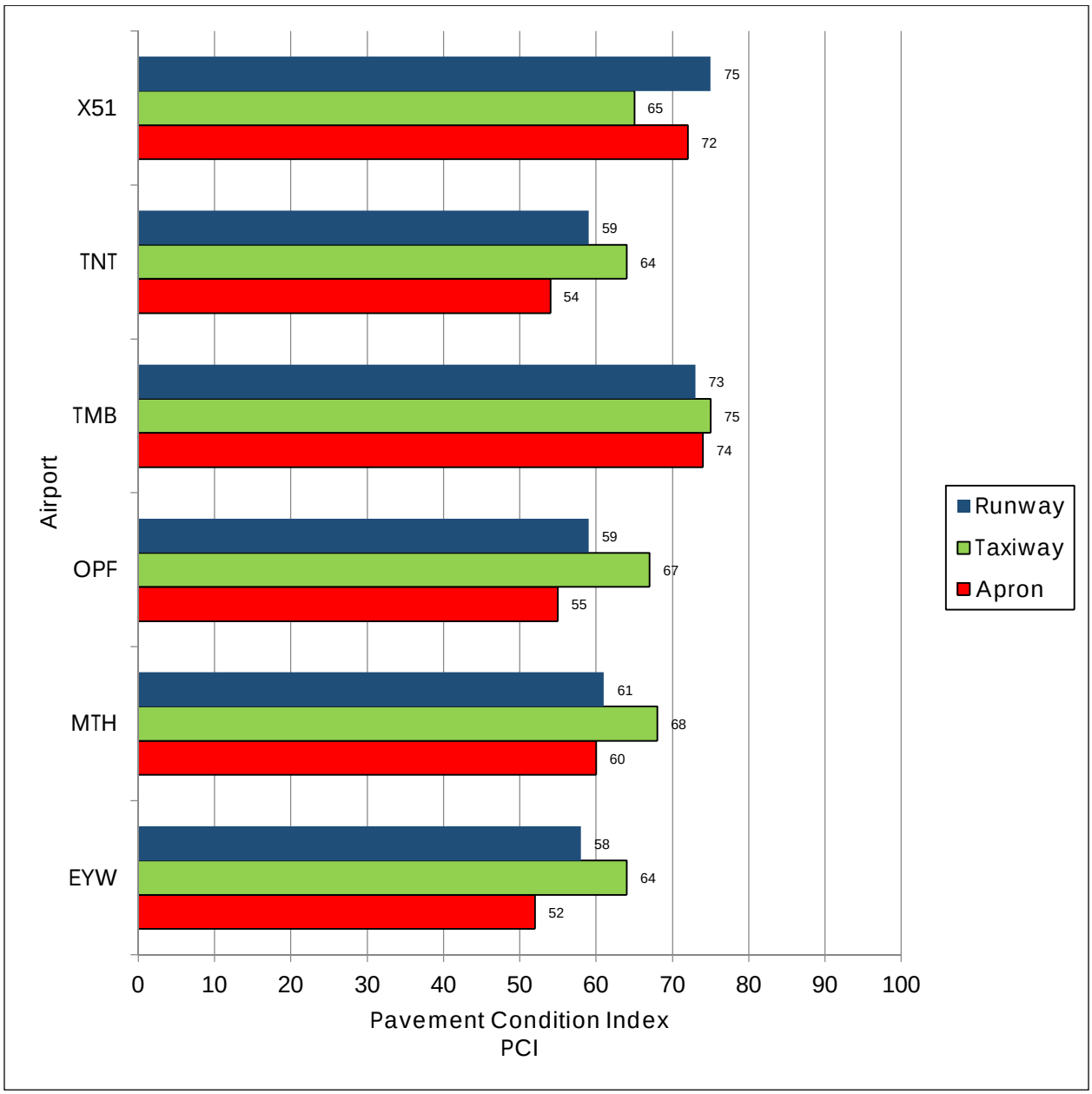


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with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

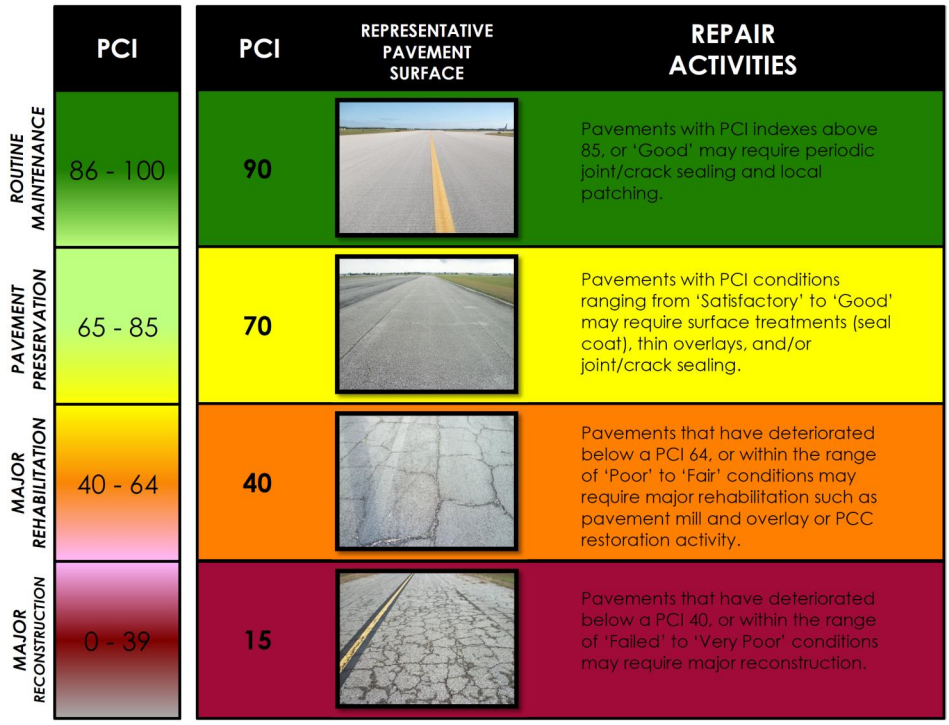
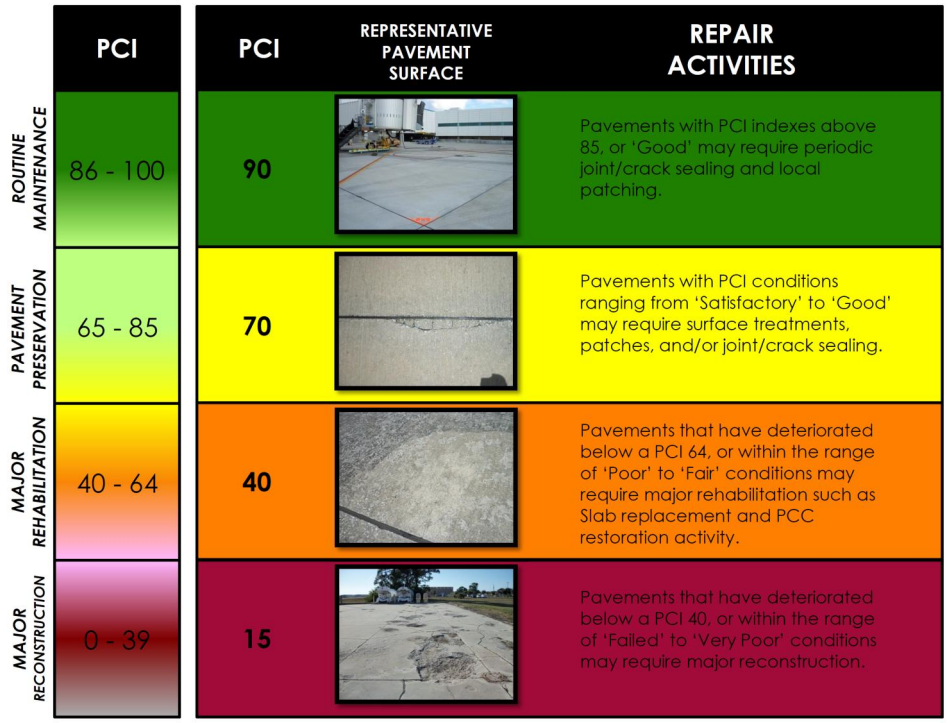


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



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
EYW	PR	57	FAIR	$ 26,294,525.00
MTH	GA	62	FAIR	$ 22,036,865.00
OPF	RL	62	FAIR	$ 116,086,617.00
TMB	RL	74	SATISFACTORY	$ 11,229,835.00
TNT	GA	62	FAIR	$ 26,494,868.22
X51	GA	71	SATISFACTORY	$ 5,742,080.35
	DISTRICT	65	FAIR	$ 207,884,790.57

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
EYW	PR	57	FAIR	$ 33,730,583.21
MTH	GA	62	FAIR	$ 28,817,884.70
OPF	RL	62	FAIR	$ 143,442,888.34
TMB	RL	74	SATISFACTORY	$ 102,321,247.35
TNT	GA	62	FAIR	$ 32,200,229.33
X51	GA	71	SATISFACTORY	$ 8,617,440.08
	DISTRICT	65	FAIR	$ 349,130,273.01

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.

Key West International Airport (EYW)

- *Runway 9-27 (Sections 6105 and 6110)*
  - *Major Rehabilitation*
  - *$8,640,000.00*

The Florida Keys Marathon Airport (MTH)

- *Runway 7-25 (6110 and 6105)*
  - *Major Rehabilitation*

- $9,014,400.00

Opa Locka Executive Airport (OPF)

- *Runway 12-30 (6205 and 6210)*
  - *Major Rehabilitation*
  - *$15,241,299.00*
- *Runway 9R-27L (6410)*
  - *Major Rehabilitation*
  - *$1,509,000.00*
- *Runway 9L-27R (6105, 6115, 6120, 6130)*
  - *Major Rehabilitation*
  - *$16,461,753.00*

Miami Executive Airport (TMB)

- *Runway 9L-27R (6104)*
  - *Major Rehabilitation*
  - *$300,000.00*

Dade – Collier Training and Transition Airport (TNT)

- *Runway 9-27 (6105 and 6110)*
  - *Major Rehabilitation*
  - *$15,749,999.25*

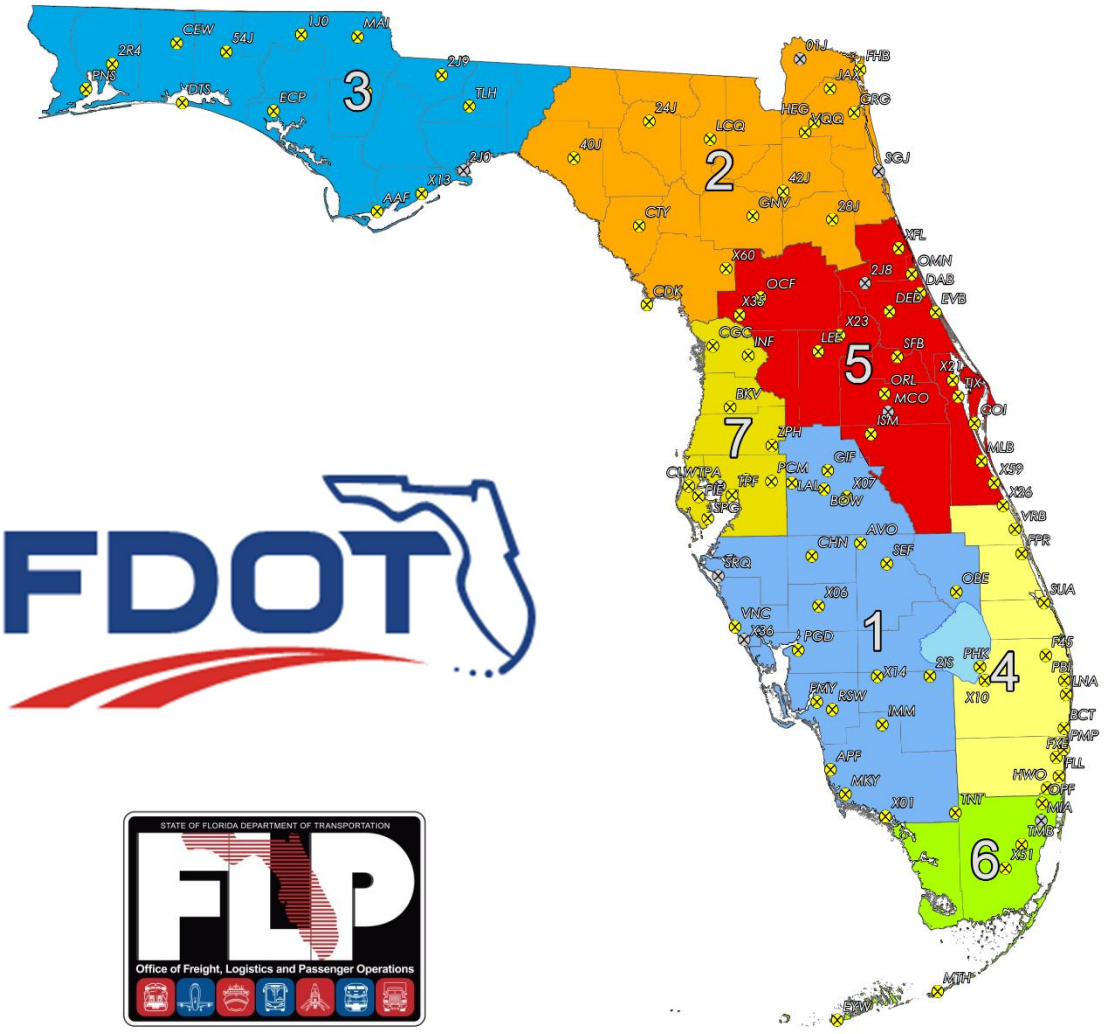
Homestead General Aviation Airport (X51)

- *Runway 18-36 (6110)*
  - *Major Rehabilitation*
  - *$1,999,499.91*

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 6.

- EWY, Key West International Airport
- MTH, The Florida Keys Marathon Airport
- OPF, Opa Locka Executive Airport
- TMB, Miami Executive Airport
- TNT, Dade – Collier Training and Transition Airport
- X51, Homestead General Aviation Airport

Miami International Airport (MIA), which is managed by the Dade County Aviation Department, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

1.1 Purpose of District Pavement Evaluation Report

The primary goal of the FDOT Statewide Airfield Pavement Management Program (SAPMP) Update is to assist the Florida Airport System airports to be in compliance with Public Law 103-305 Section 107 with the implementation of an effective airport pavement maintenance-management program as defined by the Federal Aviation Administration Advisory Circular *150/5380-7B Airport Pavement Management Program* and provide maintenance recommendations based on Advisory Circular *150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements*. The FDOT SAPMP provides individual airports with pavement condition ratings as well as recommendations for maintenance level activities and major rehabilitation planning. The overall goal is to minimize costs by performing timely pavement projects prior to deteriorating to a level at which costs increase significantly.

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

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the average results of the PCI survey and analysis at each District's participating airport.

- Provide the results of the maintenance level activities and major rehabilitation analysis identified for the immediate Year-1 needs and long-term 10-Year project needs on an airport and District-wide basis.

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

pavement construction history and composition information provided by each airport.

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

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

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

1.3 Organization

FDOT Central Aviation and Spaceport Office Program Manager

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

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

Consultant

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

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections.

FDOT District Offices

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

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

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

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

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

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

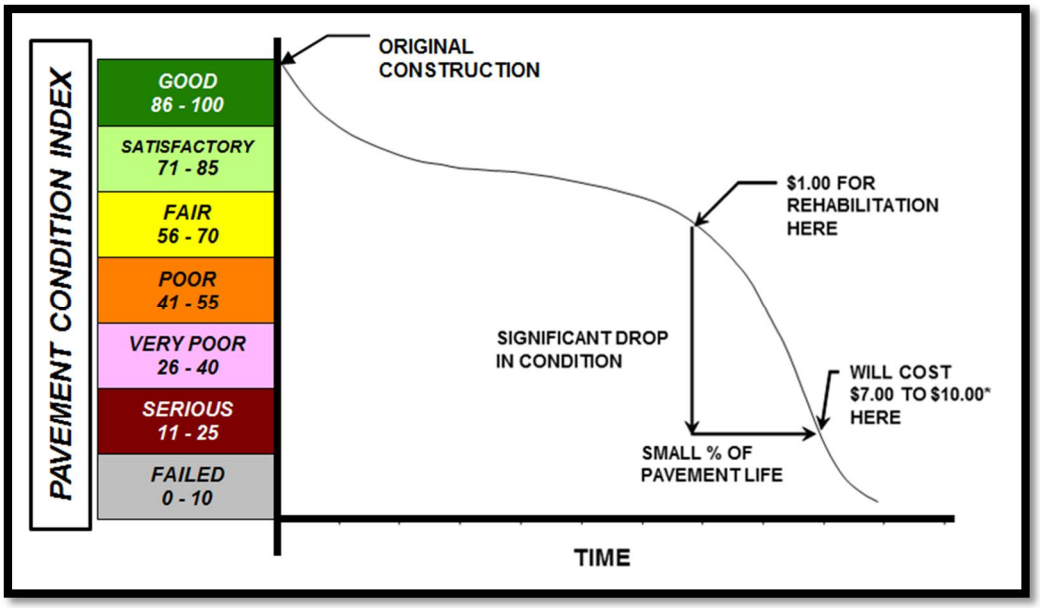
Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists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

The Concept of an Airfield Pavement Management System

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

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

Figure 1-1: Pavement Condition Life Cycle



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

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

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are

available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

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

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in *ASTM D 5340-12 Standard Test Method for Airport Pavement Condition Index Surveys*.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

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

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-7B and ASTM D 5340. An *Airfield Pavement Network Definition Exhibit* has been prepared for each participating airport that depicts the inventory system reflected in the SAPMP database system. Each network definition depicts the latest branch, section, and sample unit definition used for the PCI surveys.

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

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

Figure 1-2: Flexible Pavement, Asphalt Concrete

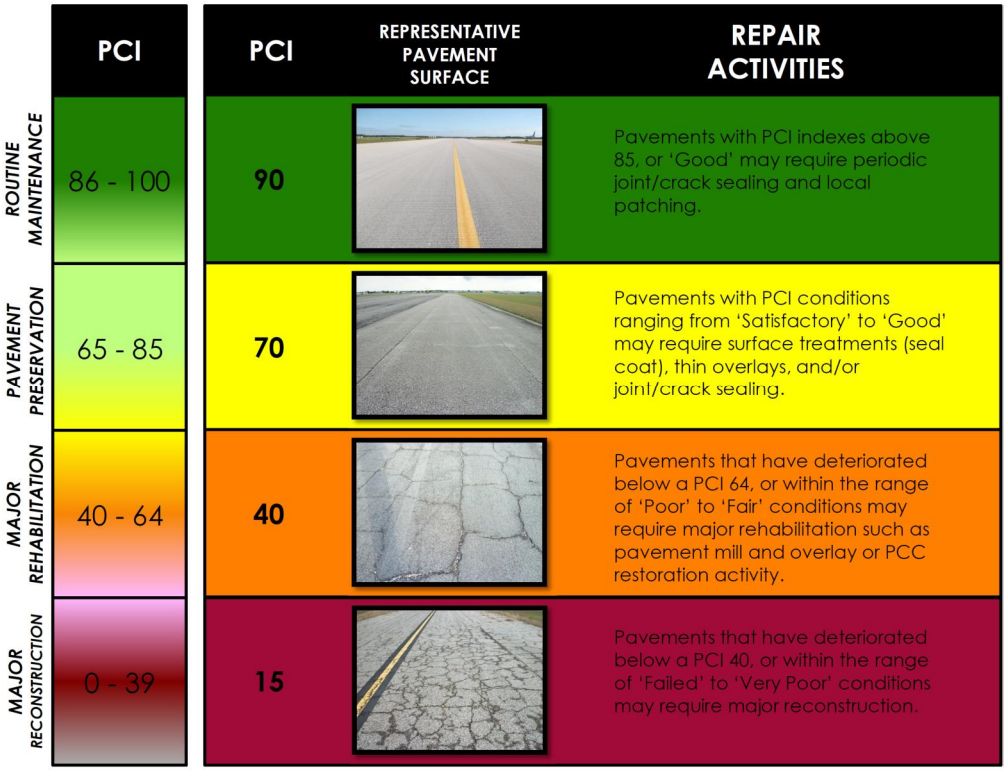
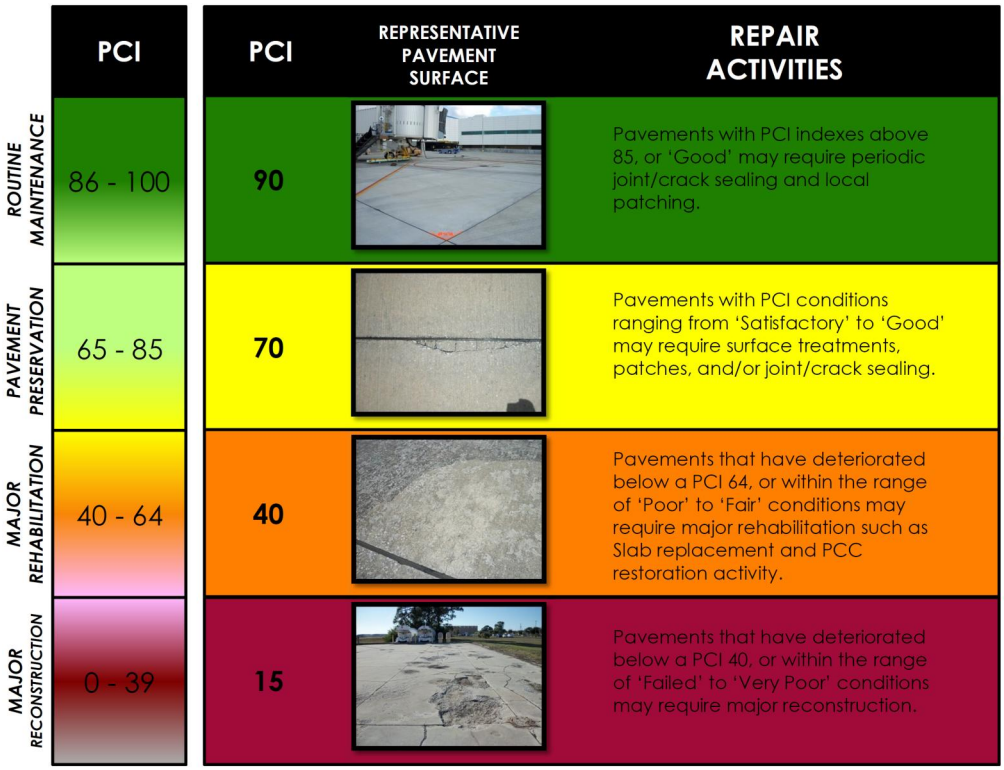


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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
EYW	PR	480,000	428,344	835,956	1,744,300
MTH	GA	500,800	395,290	753,937	1,650,027
OPF	RL	2,651,200	4,930,870	2,817,398	10,399,468
TMB	RL	2,250,750	2,299,565	2,686,324	7,236,639
TNT	GA	1,575,000	1,770,736	49,500	3,395,236
X51	GA	624,825	545,319	457,876	1,628,020
DISTRICT		8,082,575	10,370,124	7,600,991	26,053,690

Figure 2-1: District Pavement Area by Use

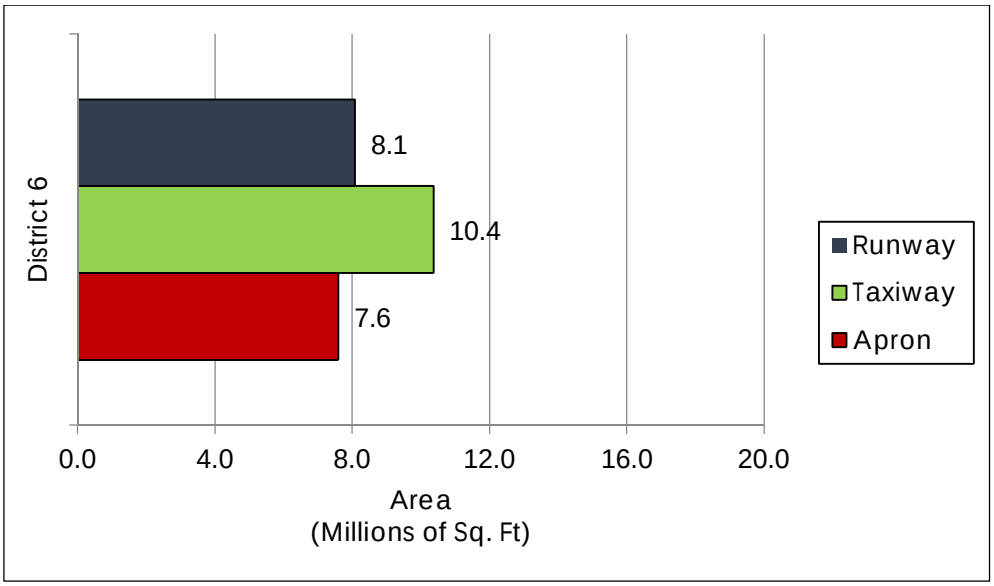
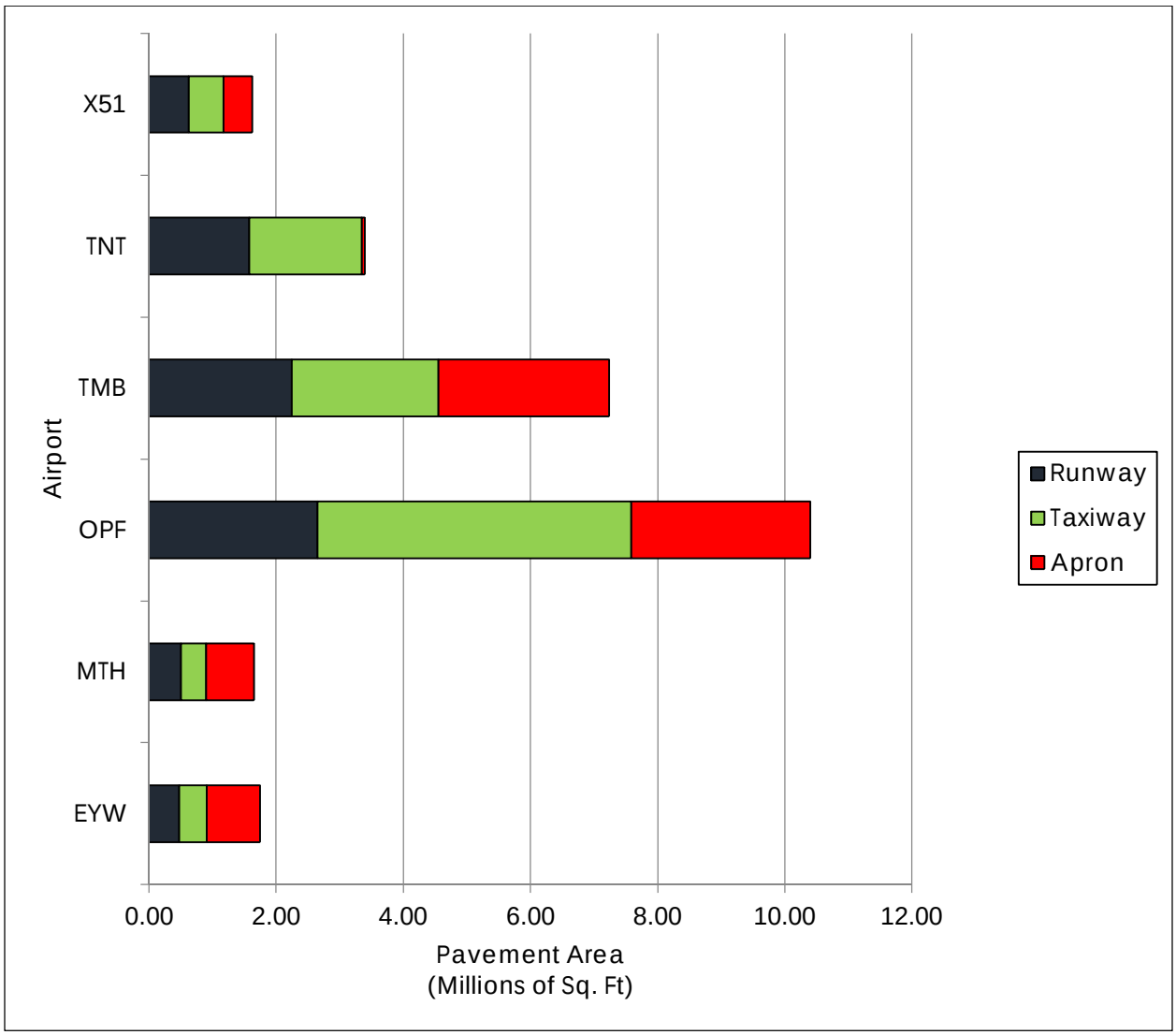


Figure 2-2: Pavement Area Use by Airport



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

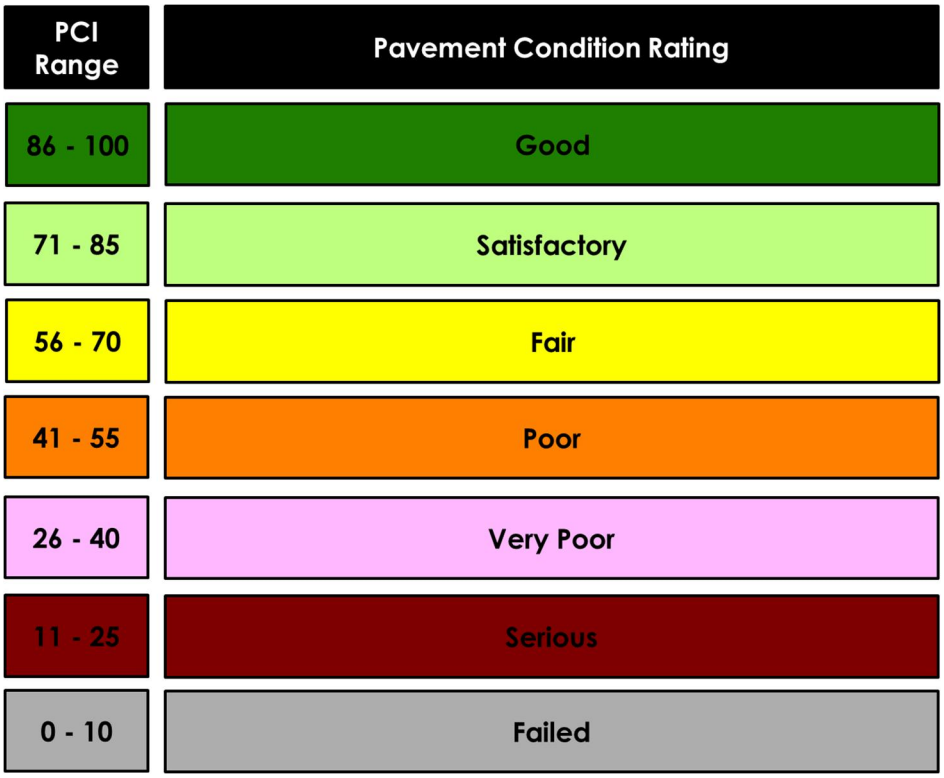
Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction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



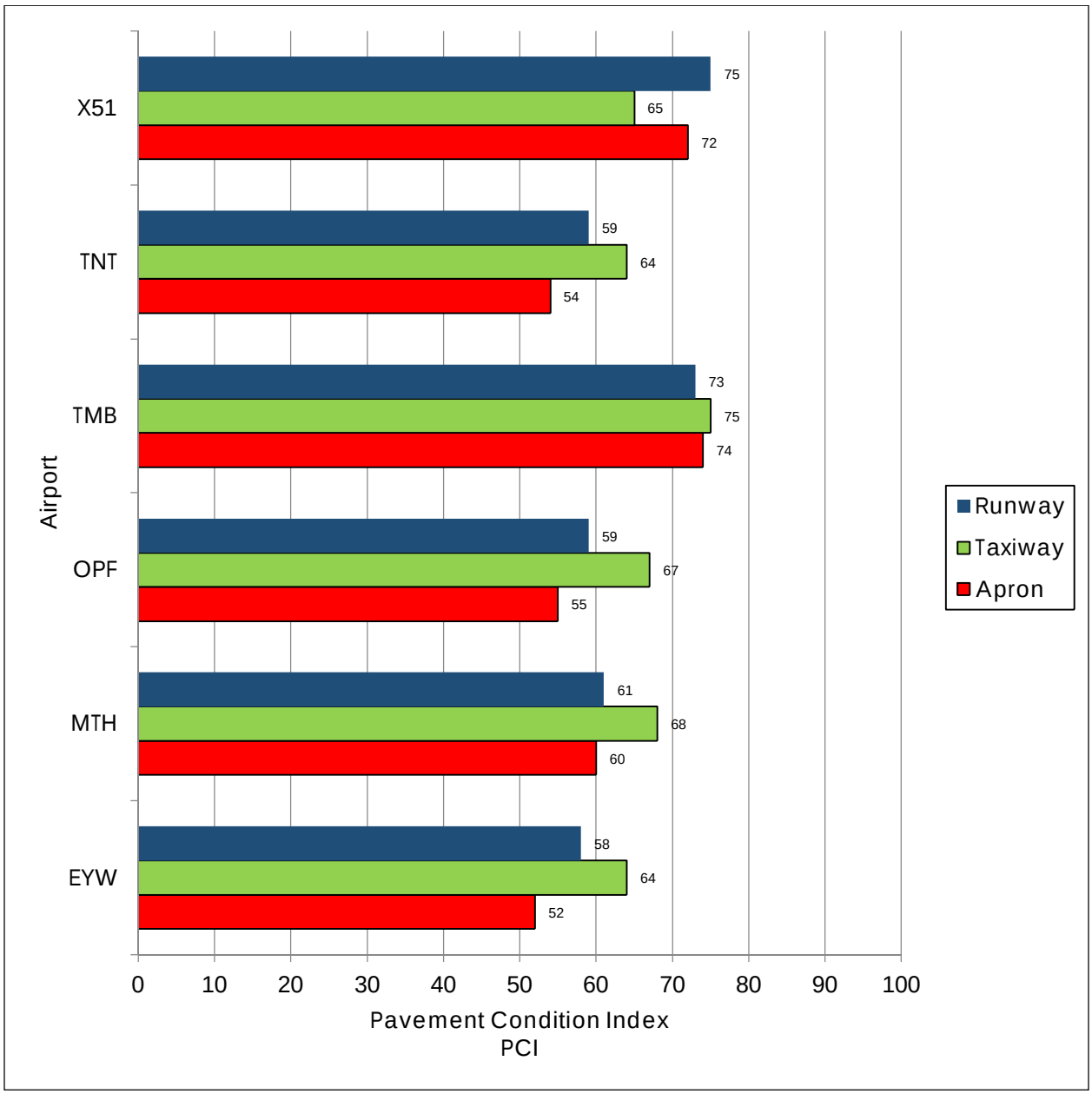
The District's overall PCI is at 65.76, which corresponds to a 'Fair' condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented in each individual airport pavement evaluation report.

Table 3-3: District Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
EYW	PR	58	FAIR	64	FAIR	52	POOR	57	FAIR
MTH	GA	61	FAIR	68	FAIR	60	FAIR	62	FAIR
OPF	RL	59	FAIR	67	FAIR	55	POOR	62	FAIR
TMB	RL	73	SATISFACTORY	75	SATISFACTORY	74	SATISFACTORY	74	SATISFACTORY
TNT	GA	59	FAIR	64	FAIR	54	POOR	62	FAIR
X51	GA	75	SATISFACTORY	65	FAIR	72	SATISFACTORY	71	SATISFACTORY
DISTRICT		64	FAIR	68	FAIR	63	FAIR	65	FAIR

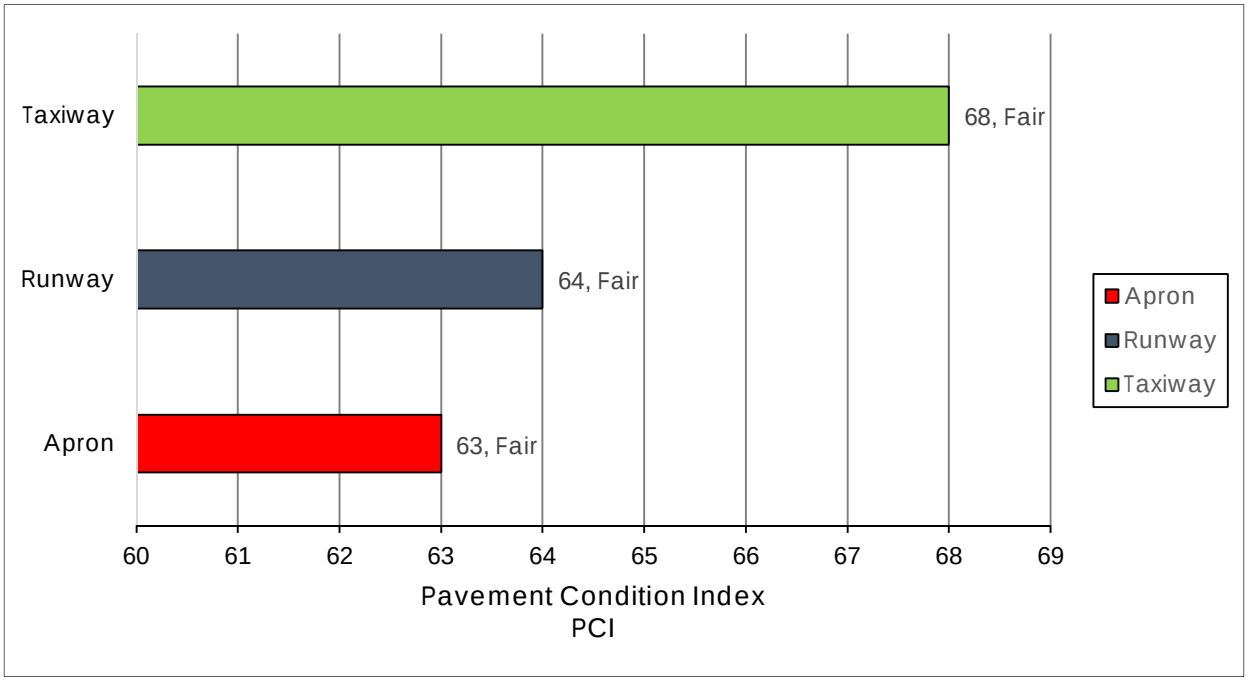
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport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

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



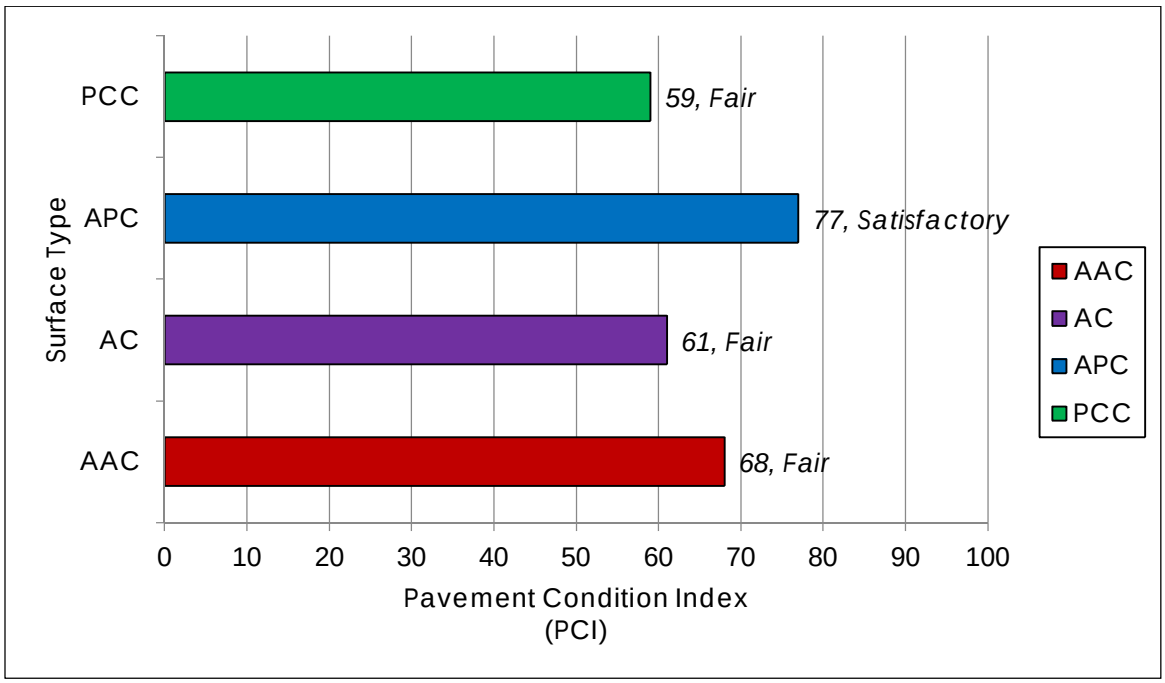
A summary of the District's area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

Figure 3-3: PCI by Pavement Facility Use



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

Figure 3-4: PCI by Pavement Surface Type



4. PAVEMENT PERFORMANCE MODELING

4.1 Pavement Performance Model Concept

As part of the FDOT SAPMP update, pavement performance models are developed from the distress data collected at each participating airport facility within the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category.

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

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

>FACILITY USE (Runway, Taxiway, or Apron)

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

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

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background.

4.2 Performance Model Update

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

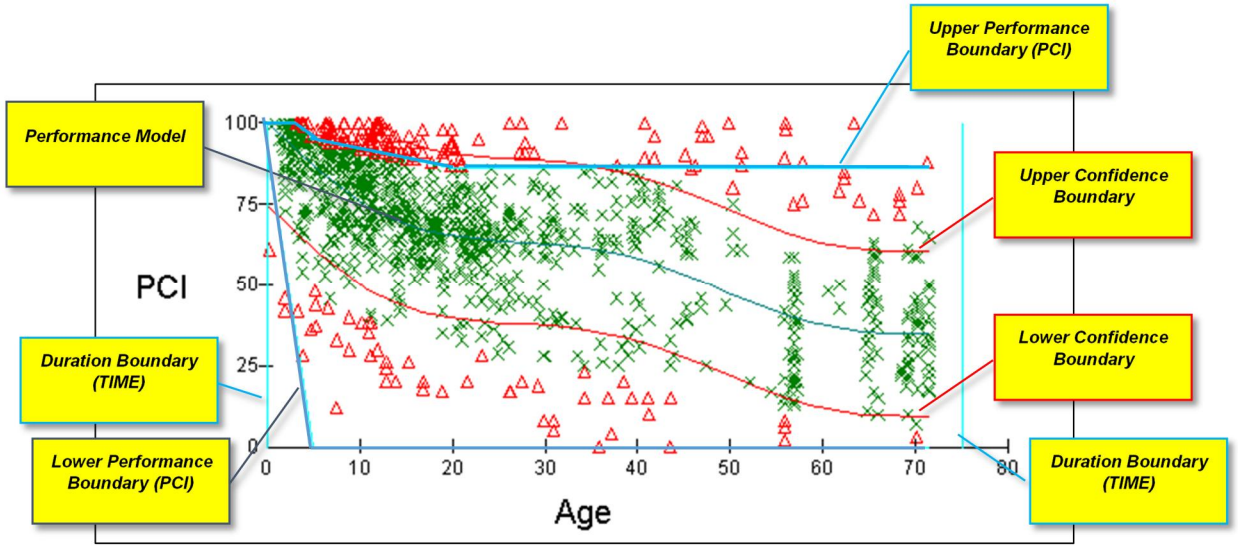
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration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

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

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

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

Figure 4-1: Example Pavement Performance Model



× PCI Data included in Model

Δ PCI Data excluded in Model

4.3 Prediction Curve Development

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

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

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

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

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

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

Table 4-1: Overall Airport Area-Weighted PCI

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
EYW	56	54	52	49	47	44	42	39	37	34
MTH	62	61	60	59	59	58	57	56	56	55
OPF	61	59	57	56	54	52	51	49	47	46
TMB	73	72	70	68	66	64	62	61	59	57
TNT	60	60	59	58	57	56	55	54	53	52
X51	69	67	66	65	64	63	62	61	60	59
DISTRICT	64	63	61	60	58	57	55	53	52	50

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
EYW	58	56	54	52	50	48	46	44	42	40
MTH	61	60	60	59	59	58	58	57	56	55
OPF	59	57	55	54	52	50	48	47	45	43
TMB	73	71	70	68	66	65	63	61	59	58
TNT	58	58	57	56	55	53	52	51	50	48
X51	72	70	68	67	65	64	62	61	60	59
DISTRICT	64	62	61	59	58	56	55	53	52	50

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
EYW	63	62	60	59	58	56	55	54	52	51
MTH	68	67	66	64	64	63	62	61	60	60
OPF	66	64	63	61	60	58	57	55	54	52
TMB	74	73	71	69	68	66	65	63	61	60
TNT	63	62	61	60	59	59	58	58	57	56
X51	64	63	62	61	60	59	59	58	57	56
DISTRICT	67	66	64	63	62	60	59	58	56	55

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
EYW	51	49	46	43	40	36	33	30	26	23
MTH	59	58	57	57	56	55	54	54	53	52
OPF	54	52	50	48	46	44	42	40	38	36
TMB	73	71	69	67	65	63	60	58	56	54
TNT	53	52	52	51	50	49	48	47	46	44
X51	70	69	68	67	66	65	64	63	62	62
DISTRICT	62	60	58	56	54	52	50	48	46	44

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
EYW	-	0.12M	0.13M	0.13M	0.17M	0.24M	0.31M	0.24M	0.31M	0.38M	0.45M
MTH	-	0.16M	0.07M	0.08M	0.13M	0.21M	0.30M	0.39M	0.45M	0.53M	0.59M
OPF	-	0.62M	0.59M	0.57M	0.37M	0.26M	0.24M	0.48M	0.70M	1.06M	1.52M
TMB	-	1.85M	1.91M	2.06M	2.21M	1.80M	1.86M	1.87M	1.31M	1.28M	0.84M
TNT	0.22M	0.24M	0.26M	0.28M	0.40M	0.50M	0.66M	0.85M	0.94M	1.07M	-
X51	0.25M	0.29M	0.33M	0.36M	0.29M	0.34M	0.40M	0.49M	0.57M	0.65M	-
DISTRICT	0.47M	3.27M	3.28M	3.48M	3.58M	3.35M	3.76M	4.33M	4.28M	4.97M	3.40M

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
EYW	PR	57	FAIR	$ 26,294,525.00
MTH	GA	62	FAIR	$ 22,036,865.00
OPF	RL	62	FAIR	$ 116,086,617.00
TMB	RL	74	SATISFACTORY	$ 11,229,835.00
TNT	GA	62	FAIR	$ 26,494,868.22
X51	GA	71	SATISFACTORY	$ 5,742,080.35
	DISTRICT	65	FAIR	$ 207,884,790.57

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
EYW	PR	57	FAIR	$ 33,730,583.21
MTH	GA	62	FAIR	$ 28,817,884.70
OPF	RL	62	FAIR	$ 143,442,888.34
TMB	RL	74	SATISFACTORY	$ 102,321,247.35
TNT	GA	62	FAIR	$ 32,200,229.33
X51	GA	71	SATISFACTORY	$ 8,617,440.08
	DISTRICT	65	FAIR	$ 349,130,273.01

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
EYW	-	26.29M	0.00M	0.00M	0.40M	0.00M	0.00M	7.04M	0.00M	0.00M	0.00M
MTH	-	22.04M	4.69M	0.00M	0.00M	0.00M	0.97M	0.00M	1.12M	0.00M	0.00M
OPF	-	116.09M	2.87M	2.15M	9.03M	5.58M	3.78M	0.35M	2.70M	0.88M	0.00M
TMB	-	11.23M	4.02M	0.93M	0.60M	22.20M	3.18M	5.51M	26.93M	6.04M	21.69M
TNT	26.49M	0.00M	0.00M	0.06M	0.07M	2.26M	0.90M	0.00M	2.42M	0.00M	-
X51	5.74M	0.00M	0.00M	0.00M	2.88M	0.00M	0.00M	0.00M	0.00M	0.00M	-
DISTRICT	32.24M	175.65M	11.58M	3.14M	12.97M	30.03M	8.83M	12.90M	33.17M	6.93M	21.69M

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.

Key West International Airport (EYW)

- *Runway 9-27 (Sections 6105 and 6110)*
  - *Major Rehabilitation*
  - *$8,640,000.00*

The Florida Keys Marathon Airport (MTH)

- *Runway 7-25 (6110 and 6105)*
  - *Major Rehabilitation*
  - *$9,014,400.00*

Opa Locka Executive Airport (OPF)

- *Runway 12-30 (6205 and 6210)*
  - *Major Rehabilitation*
  - *$15,241,299.00*
- *Runway 9R-27L (6410)*
  - *Major Rehabilitation*
  - *$1,509,000.00*
- *Runway 9L-27R (6105, 6115, 6120, 6130)*
  - *Major Rehabilitation*
  - *$16,461,753.00*

Miami Executive Airport (TMB)

- *Runway 9L-27R (6104)*
  - *Major Rehabilitation*
  - *$300,000.00*

Dade – Collier Training and Transition Airport (TNT)

- *Runway 9-27 (6105 and 6110)*

- *Major Rehabilitation*
- *$15,749,999.25*

Homestead General Aviation Airport (X51)

- *Runway 18-36 (6110)*
  - *Major Rehabilitation*
  - *$1,999,499.91*

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 /25/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: EYW

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)	8	4,355.00	166.25	612,865.00	APRON	45.88	8.58	47.07
AP W (WEST APRON)	3	1,800.00	117.67	223,091.00	APRON	67.33	7.41	66.87
RW 9-27 (RUNWAY 9-27)	2	9,600.00	50.00	480,000.00	RUNWAY	58.50	1.50	58.95
TW A (TAXIWAY A)	3	4,553.00	50.00	234,411.00	TAXIWAY	65.67	7.54	67.26
TW A10 (TAXIWAY A10)	1	120.00	50.00	2,531.00	TAXIWAY	100.00	0.00	100.00
TW A7 (TAXIWAY A7)	1	120.00	36.00	1,991.00	TAXIWAY	100.00	0.00	100.00
TW A8 (TAXIWAY A8)	1	120.00	36.00	1,992.00	TAXIWAY	100.00	0.00	100.00
TW A9 (TAXIWAY A9)	1	120.00	50.00	2,531.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	1	240.00	150.00	39,917.00	TAXIWAY	63.00	0.00	63.00
TW C (TAXIWAY C)	1	240.00	50.00	20,166.00	TAXIWAY	68.00	0.00	68.00
TW D (TAXIWAY D)	4	687.00	45.25	39,902.00	TAXIWAY	56.75	9.04	55.74
TW E (TAXIWAY E)	2	1,010.00	100.00	84,903.00	TAXIWAY	52.50	11.50	54.96

Branch Condition Report

Pavement Database: FDOT NetworkID: MTH

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 (APRON E)	2	546.00	104.00	52,248.00	APRON	64.50	7.50	67.11
AP FLGHT C (APRON AT FLIGHT CENTER)	5	2,079.00	115.20	341,588.00	APRON	63.00	12.51	64.83
AP JET CTR (JET CENTER APRON)	4	1,392.00	200.00	196,921.00	APRON	39.25	9.73	44.36
AP TERM (TERMINAL APRON)	3	1,119.00	94.00	125,746.00	APRON	61.00	2.83	63.17
AP T-HAN (T-HANGAR APRONS)	1	1,465.00	25.00	37,434.00	APRON	79.00	0.00	79.00
RW 7-25 (RUNWAY 7-25)	2	10,016.00	50.00	500,800.00	RUNWAY	61.50	0.50	61.25
TW A (TAXIWAY A)	2	6,370.00	42.50	303,531.00	TAXIWAY	67.50	1.50	66.50
TW B (TAXIWAY B)	1	100.00	100.00	10,711.00	TAXIWAY	61.00	0.00	61.00
TW C (TAXIWAY C)	2	125.00	56.00	10,120.00	TAXIWAY	67.50	2.50	68.09
TW D (TAXIWAY D)	2	170.00	110.00	16,758.00	TAXIWAY	73.00	10.00	71.91
TW E (TAXIWAY E)	3	1,740.00	75.00	54,170.00	TAXIWAY	77.33	5.25	80.67

Branch Condition Report

Pavement Database: FDOT NetworkID: OPF

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)	9	6,813.00	153.22	828,728.26	APRON	52.56	23.84	44.05
AP E (EAST APRON)	6	5,782.00	203.33	774,157.24	APRON	64.67	26.00	70.18
AP NE (NE APRON)	1	1,960.00	400.00	707,659.00	APRON	46.00	0.00	46.00
AP SE (SE APRON)	1	270.00	150.00	41,364.13	APRON	50.00	0.00	50.00
AP T-HANG (T-HANGAR APRON)	6	2,500.00	233.33	465,489.11	APRON	60.83	20.76	63.89
RW 12-30 (RUNWAY 12-30)	6	61,200.00	62.50	1,020,000.00	RUNWAY	84.17	22.54	53.63
RW 9L-27R (RUNWAY 9L-27R)	10	27,000.00	50.00	1,200,300.00	RUNWAY	78.00	18.14	61.97
RW 9R-27L (RUNWAY 9R-27L)	2	4,309.00	100.00	430,900.00	RUNWAY	67.00	4.00	69.13
TW B (TAXIWAY B)	5	4,430.00	57.00	226,012.80	TAXIWAY	54.20	7.03	56.25
TW C (TAXIWAY C)	6	2,426.00	71.67	181,160.04	TAXIWAY	84.17	22.41	70.81
TW D (TAXIWAY D)	3	1,750.00	116.67	190,073.09	TAXIWAY	56.33	2.62	56.93
TW E (TAXIWAY E)	4	3,575.00	58.75	256,507.00	TAXIWAY	61.00	4.30	59.96
TW F (TAXIWAY F)	4	1,100.00	78.75	100,524.01	TAXIWAY	91.75	14.29	95.16
TW G (TAXIWAY G)	10	4,950.00	85.00	427,882.21	TAXIWAY	71.20	15.33	70.30
TW H (TAXIWAY HOTEL)	13	14,596.00	61.54	713,693.63	TAXIWAY	70.62	14.32	73.83
TW J (TAXIWAY J)	6	1,960.00	77.50	184,501.62	TAXIWAY	66.83	15.87	67.90

Branch Condition Report

Pavement Database: FDOT NetworkID: OPF

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 N (TAXIWAY N)	9	8,591.00	71.11	658,153.42	TAXIWAY	86.33	15.80	84.78
TW N1 (TAXIWAY N1)	1	400.00	150.00	62,407.95	TAXIWAY	78.00	0.00	78.00
TW P (TAXIWAY P)	11	8,363.00	74.09	596,884.45	TAXIWAY	61.00	18.92	60.56
TW R (TAXIWAY R)	2	1,070.00	50.00	58,798.86	TAXIWAY	72.50	2.50	71.68
TW S (TAXIWAY S)	4	1,560.00	75.00	124,905.87	TAXIWAY	79.75	21.34	76.57
TW T (TAXIWAY T)	3	6,550.00	191.67	640,106.66	TAXIWAY	57.33	0.94	57.83
TW T1 (TAXIWAY T1)	1	450.00	100.00	45,497.10	TAXIWAY	50.00	0.00	50.00
TW V (TAXIWAY V)	1	1,100.00	50.00	55,248.59	TAXIWAY	71.00	0.00	71.00
TW Y (TAXIWAY Y)	4	4,770.00	62.50	311,369.32	TAXIWAY	55.50	6.87	50.22
TW Y1 (TAXIWAY Y1)	1	300.00	50.00	21,687.05	TAXIWAY	58.00	0.00	58.00
TW Y2 (TAXIWAY Y2)	1	300.00	100.00	41,210.63	TAXIWAY	48.00	0.00	48.00
TW Y5 (TAXIWAY Y5)	1	225.00	150.00	34,245.91	TAXIWAY	50.00	0.00	50.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

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	5,935.00	198.33	1,116,984.76	APRON	70.00	17.25	76.81
AP NE (NORTHEAST APRON)	6	1,325.00	70.00	112,013.84	APRON	77.83	8.93	74.93
AP S (SOUTH APRON)	7	6,919.05	166.57	1,412,105.41	APRON	60.14	12.89	72.42
AP SE (SOUTHEAST APRON)	1	400.00	100.00	45,220.00	APRON	60.00	0.00	60.00
RW 13-31 (RUNWAY 13-31)	2	12,006.00	62.50	600,300.00	RUNWAY	73.50	1.50	73.00
RW 9L-27R (RUNWAY 9L-27R)	6	15,006.00	62.50	750,300.00	RUNWAY	70.67	4.31	74.13
RW 9R-27L (RUNWAY 9R-27L)	8	18,003.00	62.50	900,150.00	RUNWAY	74.63	3.16	74.21
TW 1 (TAXIWAY 1)	1	200.00	50.00	12,842.70	TAXIWAY	81.00	0.00	81.00
TW 2 (TAXIWAY 2)	1	200.00	90.00	19,697.18	TAXIWAY	77.00	0.00	77.00
TW 3 (TAXIWAY 3)	1	200.00	90.00	19,697.18	TAXIWAY	80.00	0.00	80.00
TW 4 (TAXIWAY 4)	1	200.00	90.00	19,697.18	TAXIWAY	80.00	0.00	80.00
TW 5 (TAXIWAY 5)	1	200.00	90.00	19,697.18	TAXIWAY	84.00	0.00	84.00
TW 6 (TAXIWAY 6)	1	200.00	90.00	19,696.66	TAXIWAY	80.00	0.00	80.00
TW 7 (TAXIWAY 7)	1	200.00	90.00	18,557.11	TAXIWAY	79.00	0.00	79.00
TW A (TAXIWAY A)	4	6,530.00	68.75	361,647.06	TAXIWAY	81.75	3.77	81.18
TW A1 (TAXIWAY A1)	1	300.00	75.00	50,474.98	TAXIWAY	85.00	0.00	85.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

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 A2 (TAXIWAY A2)	1	300.00	75.00	50,474.98	TAXIWAY	85.00	0.00	85.00
TW A3 (TAXIWAY A3)	2	620.00	87.50	58,938.06	TAXIWAY	74.50	3.50	74.18
TW AP NE (TAXIWAY TO NE APRON)	1	1,200.00	35.00	44,690.90	TAXIWAY	65.00	0.00	65.00
TW AP SE (TAXIWAY TO SE APRON)	1	1,400.00	30.00	42,726.72	TAXIWAY	60.00	0.00	60.00
TW C (TAXIWAY C)	1	2,600.00	50.00	138,068.51	TAXIWAY	76.00	0.00	76.00
TW C1 (TAXIWAY C1)	1	190.00	90.00	17,643.88	TAXIWAY	68.00	0.00	68.00
TW C2 (TAXIWAY C2)	1	190.00	90.00	17,567.42	TAXIWAY	66.00	0.00	66.00
TW CC (TAXIWAY CC)	1	125.00	50.00	7,838.05	TAXIWAY	70.00	0.00	70.00
TW D (TAXIWAY D)	4	4,961.00	81.25	284,135.64	TAXIWAY	67.25	7.79	58.67
TW D1 (TAXIWAY D1)	1	500.00	100.00	50,474.98	TAXIWAY	66.00	0.00	66.00
TW D2 (TAXIWAY D2)	1	300.00	75.00	50,462.90	TAXIWAY	52.00	0.00	52.00
TW E (TAXIWAY E)	5	6,920.00	94.00	411,789.34	TAXIWAY	83.20	5.67	82.58
TW E1 (TAXIWAY E1)	2	598.00	100.00	59,884.07	TAXIWAY	82.00	6.00	80.22
TW E2 (TAXIWAY E2)	1	300.00	75.00	50,474.48	TAXIWAY	73.00	0.00	73.00
TW E3 (TAXIWAY E3)	1	300.00	75.00	41,823.46	TAXIWAY	71.00	0.00	71.00
TW E4 (TAXIWAY E4)	1	300.00	50.00	26,266.60	TAXIWAY	69.00	0.00	69.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TMB

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 E5 (TAXIWAY E5)	2	600.00	82.50	58,338.06	TAXIWAY	75.00	2.00	75.20
TW F (TAXIWAY F)	1	1,050.00	50.00	57,730.09	TAXIWAY	81.00	0.00	81.00
TW G (TAXIWAY G)	2	1,340.00	50.00	68,727.78	TAXIWAY	78.50	0.50	78.75
TW H (TAXIWAY H)	1	2,200.00	50.00	119,041.80	TAXIWAY	71.00	0.00	71.00
TW H1 (TAXIWAY H1)	1	90.00	50.00	4,801.55	TAXIWAY	78.00	0.00	78.00
TW H2 (TAXIWAY H2)	1	75.00	100.00	7,744.33	TAXIWAY	72.00	0.00	72.00
TW H3 (TAXIWAY H3)	1	200.00	90.00	18,456.28	TAXIWAY	79.00	0.00	79.00
TW H4 (TAXIWAY H4)	1	190.00	90.00	17,255.03	TAXIWAY	85.00	0.00	85.00
TW H5 (TAXIWAY H5)	1	200.00	90.00	19,697.18	TAXIWAY	82.00	0.00	82.00
TW H6 (TAXIWAY H6)	1	200.00	90.00	19,697.18	TAXIWAY	87.00	0.00	87.00
TW H7 (TAXIWAY H7)	1	190.00	50.00	12,808.80	TAXIWAY	83.00	0.00	83.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TNT

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 (APRON NORTH)	1	660.00	75.00	49,500.00	APRON	54.00	0.00	54.00
RW 9-27 (RUNWAY 9-27)	2	31,500.00	50.00	1,575,000.00	RUNWAY	60.00	1.00	59.75
TW A (TAXIWAY A)	3	11,250.00	91.67	883,822.81	TAXIWAY	63.00	5.72	59.28
TW A1 (TAXIWAY A1)	3	1,230.00	50.00	82,611.32	TAXIWAY	63.67	22.57	40.00
TW A2 (TAXIWAY A2)	1	1,000.00	100.00	107,503.13	TAXIWAY	85.00	0.00	85.00
TW A3 (TAXIWAY A3)	1	800.00	150.00	187,363.33	TAXIWAY	82.00	0.00	82.00
TW A4 (TAXIWAY A4)	1	800.00	150.00	187,363.33	TAXIWAY	70.00	0.00	70.00
TW A5 (TAXIWAY A5)	1	1,000.00	100.00	107,503.13	TAXIWAY	73.00	0.00	73.00
TW A6 (TAXIWAY A6)	3	950.00	66.67	82,611.32	TAXIWAY	64.33	7.32	56.60
TW B (TAXIWAY B)	3	1,810.00	66.67	131,957.41	TAXIWAY	63.67	9.88	65.27

Branch Condition Report

Pavement Database: FDOT NetworkID: X51

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)	1	425.00	200.00	85,048.00	APRON	74.00	0.00	74.00
AP NE (NE APRON)	1	520.00	180.00	105,398.00	APRON	86.00	0.00	86.00
AP NW (NW APRON)	2	730.00	294.00	267,430.00	APRON	70.50	3.50	67.31
RW 10-28 (RUNWAY 10-28)	1	2,999.00	75.00	224,925.00	RUNWAY	78.00	0.00	78.00
RW 18-36 (RUNWAY 18-36)	2	11,997.00	37.50	399,900.00	RUNWAY	74.00	16.00	74.00
TW A (TAXIWAY ALPHA)	10	4,295.00	48.50	184,505.71	TAXIWAY	67.00	11.52	70.87
TW A1 (TAXIWAY A1)	2	200.00	45.00	9,207.57	TAXIWAY	69.00	9.00	65.81
TW A2 (TAXIWAY A2)	1	250.00	40.00	11,519.91	TAXIWAY	59.00	0.00	59.00
TW A3 (TAXIWAY A3)	2	200.00	45.00	9,003.71	TAXIWAY	71.50	6.50	69.14
TW AP (TAXIWAY TO APRON)	2	195.00	40.00	14,608.00	TAXIWAY	70.00	24.00	60.80
TW B (TAXIWAY BRAVO)	2	4,088.16	50.00	205,921.00	TAXIWAY	63.00	0.00	63.00
TW B1 (TAXIWAY B1)	1	260.00	75.00	20,222.62	TAXIWAY	78.00	0.00	78.00
TW B2 (TAXIWAY B2)	1	200.00	100.00	21,223.34	TAXIWAY	59.00	0.00	59.00
TW B3 (TAXIWAY B3)	1	240.00	50.00	12,237.28	TAXIWAY	54.00	0.00	54.00
TW B4 (TAXIWAY B4)	1	250.00	50.00	15,568.97	TAXIWAY	59.00	0.00	59.00
TW B5 (TAXIWAY B5)	2	200.00	75.00	16,325.45	TAXIWAY	76.00	18.00	80.30

TW C (TAXIWAY C)	1	535.00	40.00	24,975.00	TAXIWAY	51.00	0.00	51.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	74	7,600,990.75	60.50	18.65	63.08
RUNWAY	43	8,082,575.00	73.79	14.66	64.99
TAXIWAY	207	10,370,123.85	70.71	15.54	68.32
All	324	26,053,689.61	68.79	16.84	65.76

Date: 5 /25/2015

Section Condition Report

Pavement Database: FDOT NetworkID: EYW

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)	4105	01/01/2003	AAC	APRON	P	0	87,201.00	03/23/2015	12	55.00
AP E (EAST APRON)	4110	01/01/2003	AAC	APRON	P	0	17,663.00	03/23/2015	12	57.00
AP E (EAST APRON)	4115	01/01/2003	AAC	APRON	P	0	50,253.00	03/23/2015	12	41.00
AP E (EAST APRON)	4120	01/01/2003	AAC	APRON	P	0	66,920.00	03/23/2015	12	30.00
AP E (EAST APRON)	4125	01/01/2003	AAC	APRON	P	0	94,962.00	03/23/2015	12	48.00
AP E (EAST APRON)	4130	01/01/2003	AAC	APRON	P	0	44,897.00	03/23/2015	12	44.00
AP E (EAST APRON)	4145	01/01/2003	AAC	APRON	P	0	189,743.00	03/23/2015	12	53.00
AP E (EAST APRON)	4150	01/01/2003	AC	APRON	P	0	61,226.00	03/23/2015	12	39.00
AP W (WEST APRON)	4205	01/01/2003	AC	APRON	P	0	77,458.00	03/23/2015	12	74.00
AP W (WEST APRON)	4210	01/01/2003	AC	APRON	P	0	82,435.00	03/23/2015	12	57.00
AP W (WEST APRON)	4215	01/01/2006	AAC	APRON	P	0	63,198.00	03/23/2015	9	71.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/2003	AAC	RUNWAY	P	0	312,000.00	03/23/2015	12	60.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/2003	AAC	RUNWAY	P	0	168,000.00	03/23/2015	12	57.00
TW A (TAXIWAY A)	105	01/01/2003	AAC	TAXIWAY	P	0	149,579.00	03/23/2015	12	71.00
TW A (TAXIWAY A)	107	01/01/2003	AAC	TAXIWAY	P	0	30,037.00	03/23/2015	12	71.00
TW A (TAXIWAY A)	110	01/11/2003	AAC	TAXIWAY	P	0	54,795.00	03/23/2015	12	55.00
TW A10 (TAXIWAY A10)	165	01/01/2014	PCC	TAXIWAY	P	0	2,531.00	01/01/2014	0	100.00
TW A7 (TAXIWAY A7)	150	01/01/2014	PCC	TAXIWAY	P	0	1,991.00	01/01/2014	0	100.00
TW A8 (TAXIWAY A8)	155	01/01/2014	PCC	TAXIWAY	P	0	1,992.00	01/01/2014	0	100.00
TW A9 (TAXIWAY A9)	160	01/01/2014	PCC	TAXIWAY	P	0	2,531.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	205	01/01/2003	AAC	TAXIWAY	P	0	39,917.00	03/23/2015	12	63.00
TW C (TAXIWAY C)	305	01/01/2003	AAC	TAXIWAY	P	0	20,166.00	03/23/2015	12	68.00
TW D (TAXIWAY D)	505	01/01/2003	AAC	TAXIWAY	P	0	11,124.00	03/23/2015	12	58.00
TW D (TAXIWAY D)	507	01/01/2003	AAC	TAXIWAY	P	0	7,250.00	03/23/2015	12	71.00
TW D (TAXIWAY D)	510	01/01/2003	AAC	TAXIWAY	P	0	15,362.00	03/23/2015	12	50.00
TW D (TAXIWAY D)	520	01/01/2003	AAC	TAXIWAY	P	0	6,166.00	03/23/2015	12	48.00

Section Condition Report

Pavement Database: FDOT NetworkID: EYW

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)	605	01/01/2003	AAC	TAXIWAY	P	0	51,537.00	03/23/2015	12	64.00
TW E (TAXIWAY E)	610	01/01/2003	AAC	TAXIWAY	P	0	33,366.00	03/23/2015	12	41.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (APRON E)	4505	09/01/2007	AAC	APRON	T	0	35,198.00	03/24/2015	8	72.00
AP E (APRON E)	4510	01/01/1999	AC	APRON	T	0	17,050.00	03/24/2015	16	57.00
AP FLGHT C (APRON AT FLIGHT CENTER)	4105	01/01/1983	AC	APRON	P	0	269,634.00	03/24/2015	32	65.00
AP FLGHT C (APRON AT FLIGHT CENTER)	4110	01/01/1983	PCC	APRON	P	0	4,020.00	03/24/2015	32	44.00
AP FLGHT C (APRON AT FLIGHT CENTER)	4115	01/01/1966	AC	APRON	P	0	35,147.00	03/24/2015	49	59.00
AP FLGHT C (APRON AT FLIGHT CENTER)	4120	01/01/1998	AC	APRON	P	0	18,521.00	03/24/2015	17	64.00
AP FLGHT C (APRON AT FLIGHT CENTER)	4125	12/25/1999	AC	APRON	P	0	14,266.00	03/24/2015	16	83.00
AP JET CTR (JET CENTER APRON)	4305	01/01/1990	AC	APRON	P	0	112,985.00	03/24/2015	25	42.00
AP JET CTR (JET CENTER APRON)	4310	01/01/1987	PCC	APRON	P	0	17,801.00	03/24/2015	28	31.00
AP JET CTR (JET CENTER APRON)	4315	12/25/1999	AC	APRON	P	0	60,631.00	03/24/2015	16	54.00
AP JET CTR (JET CENTER APRON)	4320	01/01/1990	AC	APRON	P	0	5,504.00	03/24/2015	25	30.00
AP TERM (TERMINAL APRON)	4205	01/01/1978	AAC	APRON	P	0	20,012.00	03/24/2015	37	59.00
AP TERM (TERMINAL APRON)	4210	01/01/1999	AC	APRON	P	0	18,371.00	03/24/2015	16	59.00
AP TERM (TERMINAL APRON)	4220	01/01/1994	PCC	APRON	P	0	87,363.00	03/24/2015	21	65.00
AP T-HAN (T-HANGAR APRONS)	4405	12/25/1999	AC	APRON	P	0	37,434.00	03/24/2015	16	79.00
RW 7-25 (RUNWAY 7-25)	6105	01/01/1985	AAC	RUNWAY	P	0	375,600.00	03/24/2015	30	61.00
RW 7-25 (RUNWAY 7-25)	6110	01/01/1985	AAC	RUNWAY	P	0	125,200.00	03/24/2015	30	62.00
TW A (TAXIWAY A)	105	01/01/1998	AAC	TAXIWAY	P	0	252,877.00	03/24/2015	17	66.00
TW A (TAXIWAY A)	115	12/25/1999	AC	TAXIWAY	P	0	50,654.00	03/24/2015	16	69.00
TW B (TAXIWAY B)	151	01/01/1998	AAC	TAXIWAY	P	0	10,711.00	03/24/2015	17	61.00
TW C (TAXIWAY C)	205	01/01/1998	AAC	TAXIWAY	P	0	6,247.00	03/24/2015	17	70.00
TW C (TAXIWAY C)	210	01/01/1998	AAC	TAXIWAY	P	0	3,873.00	03/24/2015	17	65.00
TW D (TAXIWAY D)	305	01/01/1983	AAC	TAXIWAY	P	0	9,290.00	03/24/2015	32	63.00
TW D (TAXIWAY D)	310	01/01/1998	AAC	TAXIWAY	P	0	7,468.00	03/24/2015	17	83.00
TW E (TAXIWAY E)	152	01/01/1998	AAC	TAXIWAY	P	0	5,537.00	03/24/2015	17	80.00
TW E (TAXIWAY E)	155	01/01/1998	AAC	TAXIWAY	P	0	5,103.00	03/24/2015	17	70.00

Section Condition Report

Pavement Database: FDOT NetworkID: MTH

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)	405	12/25/1999	AC	TAXIWAY	P	0	43,530.00	03/24/2015	16	82.00

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)	4105	01/02/2001	AAC	APRON	P	0	316,721.00	02/11/2015	14	31.00
AP CENTER (CENTER APRON)	4110	01/01/1955	PCC	APRON	P	0	207,861.00	02/11/2015	60	40.00
AP CENTER (CENTER APRON)	4112	01/01/2009	PCC	APRON	P	0	45,995.26	02/11/2015	6	82.00
AP CENTER (CENTER APRON)	4122	01/01/2014	PCC	APRON	P	0	41,758.00	01/01/2014	0	100.00
AP CENTER (CENTER APRON)	4125	01/01/1955	PCC	APRON	P	0	35,700.00	02/11/2015	60	25.00
AP CENTER (CENTER APRON)	4130	01/01/1955	PCC	APRON	P	0	12,508.00	02/11/2015	60	38.00
AP CENTER (CENTER APRON)	4135	01/01/1955	PCC	APRON	P	0	51,051.00	02/11/2015	60	37.00
AP CENTER (CENTER APRON)	4140	01/01/2001	AAC	APRON	P	0	72,314.00	02/11/2015	14	65.00
AP CENTER (CENTER APRON)	4145	01/02/2001	AAC	APRON	P	0	44,820.00	02/11/2015	14	55.00
AP E (EAST APRON)	4205	01/01/1986	AC	APRON	P	0	49,389.00	02/11/2015	29	49.00
AP E (EAST APRON)	4210	01/01/1988	AC	APRON	P	0	209,759.81	02/11/2015	27	43.00
AP E (EAST APRON)	4215	01/01/2014	AC	APRON	P	0	259,136.00	01/01/2014	0	100.00
AP E (EAST APRON)	4220	01/01/2014	AC	APRON	P	0	73,845.00	01/01/2014	0	100.00
AP E (EAST APRON)	4225	01/01/1986	AC	APRON	P	0	126,677.43	02/11/2015	29	60.00
AP E (EAST APRON)	4230	01/01/1986	AC	APRON	P	0	55,350.00	02/11/2015	29	36.00
AP NE (NE APRON)	4305	01/01/1985	AC	APRON	P	0	707,659.00	02/11/2015	30	46.00
AP SE (SE APRON)	4405	01/01/1985	AC	APRON	P	0	41,364.13	02/11/2015	30	50.00
AP T-HANG (T-HANGAR APRON)	4505	01/01/1985	AC	APRON	P	0	121,286.00	02/11/2015	30	47.00
AP T-HANG (T-HANGAR APRON)	4507	01/01/1945	AC	APRON	P	0	53,955.00	02/11/2015	70	38.00
AP T-HANG (T-HANGAR APRON)	4509	01/01/2008	AAC	APRON	P	0	77,185.00	02/11/2015	7	73.00
AP T-HANG (T-HANGAR APRON)	4510	01/01/1985	AC	APRON	P	0	88,298.29	02/11/2015	30	60.00
AP T-HANG (T-HANGAR APRON)	4515	01/01/1994	AAC	APRON	P	0	26,769.82	02/11/2015	21	47.00
AP T-HANG (T-HANGAR APRON)	4520	01/01/2014	AAC	APRON	P	0	97,995.00	01/01/2014	0	100.00
RW 12-30 (RUNWAY 12-30)	6205	01/01/1994	AC	RUNWAY	P	0	643,500.00	02/11/2015	21	48.00
RW 12-30 (RUNWAY 12-30)	6210	01/01/1994	AC	RUNWAY	P	0	321,750.00	02/11/2015	21	57.00
RW 12-30 (RUNWAY 12-30)	6215	06/29/2012	AAC	RUNWAY	P	0	18,000.00	06/29/2012	0	100.00
RW 12-30 (RUNWAY 12-30)	6220	06/29/2012	AAC	RUNWAY	P	0	9,000.00	06/29/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: OPF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 12-30 (RUNWAY 12-30)	6225	06/29/2012	AAC	RUNWAY	P	0	18,500.00	06/29/2012	0	100.00
RW 12-30 (RUNWAY 12-30)	6230	06/29/2012	AAC	RUNWAY	P	0	9,250.00	06/29/2012	0	100.00
RW 9L-27R (RUNWAY 9L-27R)	6102	05/06/2013	AAC	RUNWAY	P	0	9,250.00	05/06/2013	0	100.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/1989	APC	RUNWAY	P	0	15,750.00	02/11/2015	26	63.00
RW 9L-27R (RUNWAY 9L-27R)	6107	05/06/2013	APC	RUNWAY	P	0	18,500.00	05/06/2013	0	100.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/1989	APC	RUNWAY	P	0	31,500.00	02/11/2015	26	67.00
RW 9L-27R (RUNWAY 9L-27R)	6115	01/01/2009	AAC	RUNWAY	P	0	350,000.00	02/11/2015	6	59.00
RW 9L-27R (RUNWAY 9L-27R)	6120	01/01/1989	AAC	RUNWAY	P	0	700,000.00	02/11/2015	26	60.00
RW 9L-27R (RUNWAY 9L-27R)	6125	01/01/1989	AAC	RUNWAY	P	0	15,850.00	02/11/2015	26	68.00
RW 9L-27R (RUNWAY 9L-27R)	6130	01/01/1989	APC	RUNWAY	P	0	31,700.00	02/11/2015	26	63.00
RW 9L-27R (RUNWAY 9L-27R)	6135	05/06/2013	AAC	RUNWAY	P	0	9,250.00	05/06/2013	0	100.00
RW 9L-27R (RUNWAY 9L-27R)	6140	05/06/2013	APC	RUNWAY	P	0	18,500.00	05/06/2013	0	100.00
RW 9R-27L (RUNWAY 9R-27L)	6405	01/02/2002	AAC	RUNWAY	P	0	330,300.00	02/11/2015	13	71.00
RW 9R-27L (RUNWAY 9R-27L)	6410	01/02/2002	AAC	RUNWAY	P	0	100,600.00	02/11/2015	13	63.00
TW B (TAXIWAY B)	202	01/01/1945	AC	TAXIWAY	P	0	43,882.59	02/11/2015	70	42.00
TW B (TAXIWAY B)	205	01/01/1985	AC	TAXIWAY	P	0	130,078.73	02/11/2015	30	61.00
TW B (TAXIWAY B)	210	01/01/1985	AC	TAXIWAY	P	0	4,748.38	02/11/2015	30	60.00
TW B (TAXIWAY B)	215	01/01/1985	AC	TAXIWAY	P	0	7,653.10	02/11/2015	30	51.00
TW B (TAXIWAY B)	220	01/01/1985	AC	TAXIWAY	P	0	39,650.00	02/11/2015	30	57.00
TW C (TAXIWAY C)	310	01/01/2014	AAC	TAXIWAY	P	0	37,647.00	01/01/2014	0	100.00
TW C (TAXIWAY C)	312	01/01/2014	AAC	TAXIWAY	P	0	5,722.42	01/01/2014	0	100.00
TW C (TAXIWAY C)	315	01/01/2014	AAC	TAXIWAY	P	0	15,689.12	01/01/2014	0	100.00
TW C (TAXIWAY C)	320	01/01/1988	AC	TAXIWAY	P	0	100,754.75	02/11/2015	27	54.00
TW C (TAXIWAY C)	327	01/01/2013	AC	TAXIWAY	P	0	8,000.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	330	01/01/1988	AC	TAXIWAY	P	0	13,346.75	02/11/2015	27	51.00
TW D (TAXIWAY D)	2015	01/01/1994	AC	TAXIWAY	P	0	87,770.32	02/11/2015	21	60.00
TW D (TAXIWAY D)	405	01/01/1994	AAC	TAXIWAY	P	0	30,807.52	02/11/2015	21	55.00

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	01/01/1994	AAC	TAXIWAY	P	0	71,495.25	02/11/2015	21	54.00
TW E (TAXIWAY E)	505	01/01/1989	AAC	TAXIWAY	P	0	6,115.78	02/11/2015	26	64.00
TW E (TAXIWAY E)	510	01/01/1967	AC	TAXIWAY	P	0	40,471.28	02/11/2015	48	66.00
TW E (TAXIWAY E)	515	01/02/2001	AAC	TAXIWAY	P	0	192,692.00	02/11/2015	14	59.00
TW E (TAXIWAY E)	520	01/01/1992	AC	TAXIWAY	P	0	17,227.94	02/11/2015	23	55.00
TW F (TAXIWAY F)	610	01/01/2014	AAC	TAXIWAY	P	0	37,289.00	01/01/2014	0	100.00
TW F (TAXIWAY F)	615	01/01/2002	AAC	TAXIWAY	P	0	14,747.51	02/11/2015	13	67.00
TW F (TAXIWAY F)	630	01/01/2015	AAC	TAXIWAY	P	0	5,620.24	01/01/2015	0	100.00
TW F (TAXIWAY F)	635	01/01/2015	AAC	TAXIWAY	P	0	42,867.26	01/01/2015	0	100.00
TW G (TAXIWAY G)	710	01/01/2014	AAC	TAXIWAY	P	0	37,767.00	01/01/2014	0	100.00
TW G (TAXIWAY G)	715	01/01/2014	AAC	TAXIWAY	P	0	11,007.00	01/01/2014	0	100.00
TW G (TAXIWAY G)	717	01/01/1975	AC	TAXIWAY	P	0	11,256.00	02/11/2015	40	63.00
TW G (TAXIWAY G)	720	01/01/1966	AC	TAXIWAY	P	0	48,767.00	02/11/2015	49	66.00
TW G (TAXIWAY G)	722	01/01/1975	AC	TAXIWAY	P	0	74,915.82	02/11/2015	40	68.00
TW G (TAXIWAY G)	725	01/01/1994	AC	TAXIWAY	P	0	16,579.23	02/11/2015	21	50.00
TW G (TAXIWAY G)	730	01/01/1994	AC	TAXIWAY	P	0	82,966.34	02/11/2015	21	67.00
TW G (TAXIWAY G)	735	01/01/1975	AC	TAXIWAY	P	0	125,081.72	02/11/2015	40	68.00
TW G (TAXIWAY G)	740	01/01/1975	AC	TAXIWAY	P	0	7,729.10	02/11/2015	40	61.00
TW G (TAXIWAY G)	745	01/01/2002	AAC	TAXIWAY	P	0	11,813.00	02/11/2015	13	69.00
TW H (TAXIWAY HOTEL)	6305	01/01/2009	AAC	TAXIWAY	P	0	36,541.25	02/11/2015	6	68.00
TW H (TAXIWAY HOTEL)	6306	01/01/1966	AC	TAXIWAY	P	0	41,939.21	02/11/2015	49	48.00
TW H (TAXIWAY HOTEL)	6315	01/01/2009	AAC	TAXIWAY	P	0	146,625.00	02/11/2015	6	76.00
TW H (TAXIWAY HOTEL)	6320	01/01/2015	AAC	TAXIWAY	P	0	146,625.00	01/01/2015	0	100.00
TW H (TAXIWAY HOTEL)	6323	01/01/2009	AAC	TAXIWAY	P	0	23,324.31	02/11/2015	6	70.00
TW H (TAXIWAY HOTEL)	6324	01/01/2009	AAC	TAXIWAY	P	0	27,651.26	02/11/2015	6	67.00
TW H (TAXIWAY HOTEL)	6325	01/01/1994	AC	TAXIWAY	P	0	89,178.62	02/11/2015	21	58.00
TW H (TAXIWAY HOTEL)	6326	01/01/1994	AC	TAXIWAY	P	0	89,178.62	02/11/2015	21	59.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW H (TAXIWAY HOTEL)	6335	01/01/1985	AAC	TAXIWAY	P	0	22,875.00	02/11/2015	30	66.00
TW H (TAXIWAY HOTEL)	6340	01/01/2015	AAC	TAXIWAY	P	0	22,875.00	01/01/2015	0	100.00
TW H (TAXIWAY HOTEL)	6345	01/01/2009	AAC	TAXIWAY	P	0	24,981.03	02/11/2015	6	73.00
TW H (TAXIWAY HOTEL)	6346	01/01/2009	AAC	TAXIWAY	P	0	29,637.41	02/11/2015	6	70.00
TW H (TAXIWAY HOTEL)	6355	01/01/1989	AAC	TAXIWAY	P	0	12,261.92	02/11/2015	26	63.00
TW J (TAXIWAY J)	1010	01/01/2014	AAC	TAXIWAY	P	0	37,647.00	01/01/2014	0	100.00
TW J (TAXIWAY J)	1015	01/01/1992	AC	TAXIWAY	P	0	22,454.09	02/11/2015	23	71.00
TW J (TAXIWAY J)	1025	01/01/1992	AC	TAXIWAY	P	0	19,915.06	02/11/2015	23	58.00
TW J (TAXIWAY J)	1030	01/01/1965	AC	TAXIWAY	P	0	19,750.00	02/11/2015	50	61.00
TW J (TAXIWAY J)	1035	01/01/1994	AC	TAXIWAY	P	0	27,134.11	02/11/2015	21	52.00
TW J (TAXIWAY J)	1040	01/01/1994	AC	TAXIWAY	P	0	57,601.36	02/11/2015	21	59.00
TW N (TAXIWAY N)	1410	01/01/1975	PCC	TAXIWAY	P	0	17,554.80	02/11/2015	40	61.00
TW N (TAXIWAY N)	1412	01/01/2014	APC	TAXIWAY	P	0	8,390.32	01/01/2014	0	100.00
TW N (TAXIWAY N)	1415	01/01/2014	AAC	TAXIWAY	P	0	7,149.07	01/01/2014	0	100.00
TW N (TAXIWAY N)	1420	01/01/2014	AAC	TAXIWAY	P	0	104,780.00	01/01/2014	0	100.00
TW N (TAXIWAY N)	1422	06/01/2001	AC	TAXIWAY	P	0	213,445.00	02/11/2015	14	68.00
TW N (TAXIWAY N)	1423	01/01/2014	AAC	TAXIWAY	P	0	178,575.00	01/01/2014	0	100.00
TW N (TAXIWAY N)	1425	01/01/2015	AAC	TAXIWAY	P	0	28,200.00	01/01/2015	0	100.00
TW N (TAXIWAY N)	1430	01/01/1975	PCC	TAXIWAY	P	0	37,642.23	02/11/2015	40	70.00
TW N (TAXIWAY N)	1435	01/01/1975	PCC	TAXIWAY	P	0	62,417.00	02/11/2015	40	78.00
TW N1 (TAXIWAY N1)	1405	01/01/1975	PCC	TAXIWAY	P	0	62,407.95	02/11/2015	40	78.00
TW P (TAXIWAY P)	1605	01/01/1992	AC	TAXIWAY	T	0	27,547.14	02/11/2015	23	68.00
TW P (TAXIWAY P)	1615	01/01/1992	AC	TAXIWAY	P	0	46,477.56	02/11/2015	23	75.00
TW P (TAXIWAY P)	1620	01/01/1992	AC	TAXIWAY	P	0	194,846.12	02/11/2015	23	69.00
TW P (TAXIWAY P)	1625	01/01/2002	AAC	TAXIWAY	P	0	17,632.71	02/11/2015	13	65.00
TW P (TAXIWAY P)	1630	01/01/2002	AAC	TAXIWAY	P	0	99,886.31	02/11/2015	13	62.00
TW P (TAXIWAY P)	1635	01/01/2014	AAC	TAXIWAY	P	0	8,848.64	01/01/2014	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: OPF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW P (TAXIWAY P)	1640	01/01/1988	AC	TAXIWAY	P	0	17,061.81	02/11/2015	27	49.00
TW P (TAXIWAY P)	1645	01/01/2007	AAC	TAXIWAY	P	0	103,782.29	02/11/2015	8	52.00
TW P (TAXIWAY P)	1650	01/01/1945	AC	TAXIWAY	P	0	15,814.22	02/11/2015	70	61.00
TW P (TAXIWAY P)	1655	01/01/1985	AC	TAXIWAY	P	0	21,542.04	02/11/2015	30	51.00
TW P (TAXIWAY P)	1660	01/01/1945	AC	TAXIWAY	P	0	43,445.61	02/11/2015	70	19.00
TW R (TAXIWAY R)	1805	01/01/2002	AAC	TAXIWAY	P	0	19,740.05	02/11/2015	13	75.00
TW R (TAXIWAY R)	1810	01/01/2002	AAC	TAXIWAY	P	0	39,058.81	02/11/2015	13	70.00
TW S (TAXIWAY S)	1905	01/01/1994	AC	TAXIWAY	P	0	24,572.18	02/11/2015	21	69.00
TW S (TAXIWAY S)	1920	01/01/1994	AAC	TAXIWAY	P	0	43,292.04	02/11/2015	21	50.00
TW S (TAXIWAY S)	1930	01/01/2015	AAC	TAXIWAY	P	0	26,927.55	01/01/2015	0	100.00
TW S (TAXIWAY S)	1935	01/01/2015	AAC	TAXIWAY	P	0	30,114.10	01/01/2015	0	100.00
TW T (TAXIWAY T)	2005	01/01/1994	AC	TAXIWAY	P	0	477,685.32	02/11/2015	21	58.00
TW T (TAXIWAY T)	2010	01/01/1994	AC	TAXIWAY	P	0	106,821.58	02/11/2015	21	58.00
TW T (TAXIWAY T)	2025	01/01/1994	AC	TAXIWAY	P	0	55,599.76	02/11/2015	21	56.00
TW T1 (TAXIWAY T1)	2020	01/01/1994	AC	TAXIWAY	P	0	45,497.10	02/11/2015	21	50.00
TW V (TAXIWAY V)	2505	01/01/1994	AC	TAXIWAY	P	0	55,248.59	02/11/2015	21	71.00
TW Y (TAXIWAY Y)	2605	01/01/1966	AC	TAXIWAY	P	0	27,057.52	02/11/2015	49	59.00
TW Y (TAXIWAY Y)	2610	01/01/1966	AC	TAXIWAY	P	0	157,255.54	02/11/2015	49	48.00
TW Y (TAXIWAY Y)	2615	01/01/1994	AAC	TAXIWAY	P	0	9,286.50	02/11/2015	21	65.00
TW Y (TAXIWAY Y)	2620	01/01/1994	AC	TAXIWAY	P	0	117,769.76	02/11/2015	21	50.00
TW Y1 (TAXIWAY Y1)	1050	01/01/1966	AC	TAXIWAY	P	0	21,687.05	02/11/2015	49	58.00
TW Y2 (TAXIWAY Y2)	1060	01/01/1966	AC	TAXIWAY	P	0	41,210.63	02/11/2015	49	48.00
TW Y5 (TAXIWAY Y5)	2630	01/01/1994	AC	TAXIWAY	P	0	34,245.91	02/11/2015	21	50.00

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)	4205	01/01/2006	AAC	APRON	P	0	840,000.00	03/02/2015	9	81.00
AP N (NORTH APRON)	4215	01/01/2006	AAC	APRON	P	0	60,000.00	03/02/2015	9	74.00
AP N (NORTH APRON)	4220	01/01/1994	AAC	APRON	P	0	109,500.00	03/02/2015	21	59.00
AP N (NORTH APRON)	4225	12/25/1999	AC	APRON	P	0	69,490.00	03/02/2015	16	58.00
AP N (NORTH APRON)	4230	12/25/1999	AC	APRON	P	0	18,794.76	03/02/2015	16	48.00
AP N (NORTH APRON)	4235	01/01/2014	AC	APRON	P	0	19,200.00	01/01/2014	0	100.00
AP NE (NORTHEAST APRON)	4305	12/25/1999	PCC	APRON	P	0	9,600.00	03/02/2015	16	91.00
AP NE (NORTHEAST APRON)	4310	12/25/1999	AC	APRON	P	0	19,797.46	03/02/2015	16	68.00
AP NE (NORTHEAST APRON)	4315	12/25/1999	AC	APRON	P	0	21,176.35	03/02/2015	16	68.00
AP NE (NORTHEAST APRON)	4320	12/25/1999	PCC	APRON	P	0	9,216.00	03/02/2015	16	88.00
AP NE (NORTHEAST APRON)	4325	12/25/1999	AC	APRON	P	0	49,524.03	03/02/2015	16	75.00
AP NE (NORTHEAST APRON)	4330	12/25/1999	PCC	APRON	P	0	2,700.00	03/02/2015	16	77.00
AP S (SOUTH APRON)	4105	01/01/1998	AC	APRON	P	0	192,000.00	03/02/2015	17	66.00
AP S (SOUTH APRON)	4110	01/01/1998	AAC	APRON	P	0	258,843.00	03/02/2015	17	72.00
AP S (SOUTH APRON)	4115	01/01/1998	AAC	APRON	P	0	832,515.06	03/02/2015	17	77.00
AP S (SOUTH APRON)	4125	12/25/1999	AC	APRON	T	0	35,370.73	03/02/2015	16	61.00
AP S (SOUTH APRON)	4130	12/25/1999	AC	APRON	P	0	19,714.38	03/02/2015	16	35.00
AP S (SOUTH APRON)	4135	12/25/1999	AC	APRON	P	0	29,788.29	03/02/2015	16	58.00
AP S (SOUTH APRON)	4140	12/25/1999	AC	APRON	P	0	43,873.95	03/02/2015	16	52.00
AP SE (SOUTHEAST APRON)	4410	12/25/1999	AC	APRON	P	0	45,220.00	03/02/2015	16	60.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/2004	AAC	RUNWAY	P	0	400,200.00	03/02/2015	11	72.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/2004	AAC	RUNWAY	P	0	200,100.00	03/02/2015	11	75.00
RW 9L-27R (RUNWAY 9L-27R)	6104	01/01/1997	AC	RUNWAY	P	0	20,000.00	03/02/2015	18	64.00
RW 9L-27R (RUNWAY 9L-27R)	6105	01/01/1965	AC	RUNWAY	P	0	460,000.00	03/02/2015	50	73.00
RW 9L-27R (RUNWAY 9L-27R)	6109	01/01/1997	AC	RUNWAY	P	0	10,000.00	03/02/2015	18	70.00
RW 9L-27R (RUNWAY 9L-27R)	6110	01/01/1965	AC	RUNWAY	P	0	230,000.00	03/02/2015	50	78.00
RW 9L-27R (RUNWAY 9L-27R)	6126	01/01/1997	AC	RUNWAY	P	0	10,100.00	03/02/2015	18	68.00

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)	6131	01/01/1997	AC	RUNWAY	P	0	20,200.00	03/02/2015	18	71.00
RW 9R-27L (RUNWAY 9R-27L)	6302	01/01/2011	AC	RUNWAY	P	0	100,000.00	03/02/2015	4	73.00
RW 9R-27L (RUNWAY 9R-27L)	6304	01/01/2011	AAC	RUNWAY	P	0	20,000.00	03/02/2015	4	73.00
RW 9R-27L (RUNWAY 9R-27L)	6305	01/01/1997	AAC	RUNWAY	P	0	460,000.00	03/02/2015	18	72.00
RW 9R-27L (RUNWAY 9R-27L)	6306	01/01/1997	AC	RUNWAY	P	0	20,100.00	03/02/2015	18	72.00
RW 9R-27L (RUNWAY 9R-27L)	6307	01/01/2011	AC	RUNWAY	P	0	50,000.00	03/02/2015	4	81.00
RW 9R-27L (RUNWAY 9R-27L)	6309	01/01/2011	AAC	RUNWAY	P	0	10,000.00	03/02/2015	4	76.00
RW 9R-27L (RUNWAY 9R-27L)	6310	01/01/1997	AAC	RUNWAY	P	0	230,000.00	03/02/2015	18	78.00
RW 9R-27L (RUNWAY 9R-27L)	6311	01/01/1997	AC	RUNWAY	P	0	10,050.00	03/02/2015	18	72.00
TW 1 (TAXIWAY 1)	270	01/01/2006	AAC	TAXIWAY	P	0	12,842.70	03/02/2015	9	81.00
TW 2 (TAXIWAY 2)	260	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	77.00
TW 3 (TAXIWAY 3)	250	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	80.00
TW 4 (TAXIWAY 4)	240	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	80.00
TW 5 (TAXIWAY 5)	230	01/01/2006	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	9	84.00
TW 6 (TAXIWAY 6)	220	01/01/2006	AAC	TAXIWAY	P	0	19,696.66	03/02/2015	9	80.00
TW 7 (TAXIWAY 7)	210	01/01/2005	AAC	TAXIWAY	P	0	18,557.11	03/02/2015	10	79.00
TW A (TAXIWAY A)	105	01/01/2005	AAC	TAXIWAY	P	0	279,575.51	03/02/2015	10	81.00
TW A (TAXIWAY A)	108	01/01/2005	AAC	TAXIWAY	P	0	18,500.00	03/02/2015	10	80.00
TW A (TAXIWAY A)	110	01/01/1965	AC	TAXIWAY	P	0	36,179.51	03/02/2015	50	78.00
TW A (TAXIWAY A)	111	12/25/1999	AC	TAXIWAY	P	0	27,392.04	03/02/2015	16	88.00
TW A1 (TAXIWAY A1)	115	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	85.00
TW A2 (TAXIWAY A2)	120	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	85.00
TW A3 (TAXIWAY A3)	124	12/25/1999	AC	TAXIWAY	P	0	26,792.04	03/02/2015	16	78.00
TW A3 (TAXIWAY A3)	125	01/01/1965	AC	TAXIWAY	P	0	32,146.02	03/02/2015	50	71.00
TW AP NE (TAXIWAY TO NE APRON)	1005	12/25/1999	AC	TAXIWAY	P	0	44,690.90	03/02/2015	16	65.00

Section Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW AP SE (TAXIWAY TO SE APRON)	1105	12/25/1999	AC	TAXIWAY	P	0	42,726.72	03/02/2015	16	60.00
TW C (TAXIWAY C)	910	01/01/1998	AC	TAXIWAY	P	0	138,068.51	03/02/2015	17	76.00
TW C1 (TAXIWAY C1)	310	01/01/1997	AAC	TAXIWAY	P	0	17,643.88	03/02/2015	18	68.00
TW C2 (TAXIWAY C2)	320	01/01/1997	AC	TAXIWAY	P	0	17,567.42	03/02/2015	18	66.00
TW CC (TAXIWAY CC)	905	01/01/1998	AC	TAXIWAY	P	0	7,838.05	03/02/2015	17	70.00
TW D (TAXIWAY D)	405	01/01/1965	AC	TAXIWAY	P	0	210,897.78	03/02/2015	50	54.00
TW D (TAXIWAY D)	410	01/01/1965	AC	TAXIWAY	P	0	36,141.84	03/02/2015	50	74.00
TW D (TAXIWAY D)	411	12/25/1999	AC	TAXIWAY	P	0	27,092.04	03/02/2015	16	70.00
TW D (TAXIWAY D)	412	12/25/1999	AC	TAXIWAY	P	0	10,003.98	03/02/2015	16	71.00
TW D1 (TAXIWAY D1)	415	01/01/1965	AC	TAXIWAY	P	0	50,474.98	03/02/2015	50	66.00
TW D2 (TAXIWAY D2)	420	01/01/1965	AC	TAXIWAY	P	0	50,462.90	03/02/2015	50	52.00
TW E (TAXIWAY E)	503	01/01/2011	AC	TAXIWAY	P	0	56,118.63	03/02/2015	4	93.00
TW E (TAXIWAY E)	505	01/01/2007	AAC	TAXIWAY	P	0	237,686.00	03/02/2015	8	81.00
TW E (TAXIWAY E)	507	01/01/2007	AAC	TAXIWAY	P	0	30,930.07	03/02/2015	8	76.00
TW E (TAXIWAY E)	510	01/01/2007	AAC	TAXIWAY	P	0	32,963.00	03/02/2015	8	85.00
TW E (TAXIWAY E)	513	01/01/2011	AC	TAXIWAY	P	0	54,091.64	03/02/2015	4	81.00
TW E1 (TAXIWAY E1)	515	01/01/2012	AAC	TAXIWAY	P	0	21,049.02	03/02/2015	3	88.00
TW E1 (TAXIWAY E1)	516	12/25/1999	AC	TAXIWAY	P	0	38,835.05	03/02/2015	16	76.00
TW E2 (TAXIWAY E2)	520	01/01/2007	AAC	TAXIWAY	P	0	50,474.48	03/02/2015	8	73.00
TW E3 (TAXIWAY E3)	525	01/01/2007	AAC	TAXIWAY	P	0	41,823.46	03/02/2015	8	71.00
TW E4 (TAXIWAY E4)	527	01/01/1996	AC	TAXIWAY	P	0	26,266.60	03/02/2015	19	69.00
TW E5 (TAXIWAY E5)	529	12/25/1999	AC	TAXIWAY	P	0	26,192.04	03/02/2015	16	73.00
TW E5 (TAXIWAY E5)	530	01/01/1999	AAC	TAXIWAY	P	0	32,146.02	03/02/2015	16	77.00
TW F (TAXIWAY F)	605	01/01/1998	AAC	TAXIWAY	P	0	57,730.09	03/02/2015	17	81.00
TW G (TAXIWAY G)	705	01/01/2006	AAC	TAXIWAY	P	0	51,621.67	03/02/2015	9	79.00

Section Condition Report

Pavement Database: FDOT NetworkID: TMB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW G (TAXIWAY G)	710	01/01/1997	AC	TAXIWAY	P	0	17,106.11	03/02/2015	18	78.00
TW H (TAXIWAY H)	815	01/01/2007	AAC	TAXIWAY	P	0	119,041.80	03/02/2015	8	71.00
TW H1 (TAXIWAY H1)	805	01/01/1998	AC	TAXIWAY	P	0	4,801.55	03/02/2015	17	78.00
TW H2 (TAXIWAY H2)	810	01/01/1998	AC	TAXIWAY	P	0	7,744.33	03/02/2015	17	72.00
TW H3 (TAXIWAY H3)	330	01/01/2007	AAC	TAXIWAY	P	0	18,456.28	03/02/2015	8	79.00
TW H4 (TAXIWAY H4)	340	01/01/2007	AAC	TAXIWAY	P	0	17,255.03	03/02/2015	8	85.00
TW H5 (TAXIWAY H5)	350	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	8	82.00
TW H6 (TAXIWAY H6)	360	01/01/2007	AAC	TAXIWAY	P	0	19,697.18	03/02/2015	8	87.00
TW H7 (TAXIWAY H7)	370	01/01/2007	AAC	TAXIWAY	P	0	12,808.80	03/02/2015	8	83.00

Section Condition Report

Pavement Database: FDOT NetworkID: TNT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (APRON NORTH)	4105	01/01/1991	AAC	APRON	P	0	49,500.00	09/30/2013	22	54.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/1995	AAC	RUNWAY	P	0	588,000.00	09/30/2013	18	61.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/1995	AAC	RUNWAY	P	0	987,000.00	09/30/2013	18	59.00
TW A (TAXIWAY A)	105	01/01/1991	AAC	TAXIWAY	P	0	733,373.41	09/30/2013	22	58.00
TW A (TAXIWAY A)	110	01/01/1991	AAC	TAXIWAY	P	0	75,224.70	09/30/2013	22	60.00
TW A (TAXIWAY A)	180	01/01/1991	AAC	TAXIWAY	P	0	75,224.70	09/30/2013	22	71.00
TW A1 (TAXIWAY A1)	120	01/01/1968	AC	TAXIWAY	P	0	68,780.00	09/30/2013	45	32.00
TW A1 (TAXIWAY A1)	123	01/01/1991	AAC	TAXIWAY	P	0	6,394.00	09/30/2013	22	76.00
TW A1 (TAXIWAY A1)	126	01/01/1991	AAC	TAXIWAY	P	0	7,437.32	09/30/2013	22	83.00
TW A2 (TAXIWAY A2)	130	01/01/1991	AAC	TAXIWAY	P	0	107,503.13	09/30/2013	22	85.00
TW A3 (TAXIWAY A3)	140	01/01/1991	AAC	TAXIWAY	P	0	187,363.33	09/30/2013	22	82.00
TW A4 (TAXIWAY A4)	150	01/01/1991	AAC	TAXIWAY	P	0	187,363.33	09/30/2013	22	70.00
TW A5 (TAXIWAY A5)	160	01/01/1991	AAC	TAXIWAY	P	0	107,503.13	09/30/2013	22	73.00
TW A6 (TAXIWAY A6)	170	01/01/1968	AC	TAXIWAY	P	0	68,780.00	09/30/2013	45	54.00
TW A6 (TAXIWAY A6)	173	01/01/1991	AAC	TAXIWAY	P	0	6,394.00	09/30/2013	22	69.00
TW A6 (TAXIWAY A6)	176	01/01/1991	AAC	TAXIWAY	P	0	7,437.32	09/30/2013	22	70.00
TW B (TAXIWAY B)	205	01/01/1991	AAC	TAXIWAY	P	0	83,610.00	09/30/2013	22	73.00
TW B (TAXIWAY B)	210	01/01/1991	AAC	TAXIWAY	P	0	5,119.00	09/30/2013	22	68.00
TW B (TAXIWAY B)	215	01/01/1991	AAC	TAXIWAY	P	0	43,228.41	09/30/2013	22	50.00

Section Condition Report

Pavement Database: FDOT NetworkID: X51

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4205	01/01/1962	AC	APRON	P	0	85,048.00	10/02/2013	51	74.00
AP NE (NE APRON)	4305	01/01/2005	AC	APRON	P	0	105,398.00	10/02/2013	8	86.00
AP NW (NW APRON)	4105	01/01/1967	AC	APRON	P	0	255,472.00	10/02/2013	46	67.00
AP NW (NW APRON)	4110	01/01/2005	AC	APRON	P	0	11,958.00	10/02/2013	8	74.00
RW 10-28 (RUNWAY 10-28)	6205	01/01/1962	AC	RUNWAY	P	0	224,925.00	10/02/2013	51	78.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1993	AAC	RUNWAY	P	0	199,950.00	10/02/2013	20	90.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1967	AC	RUNWAY	P	0	199,950.00	10/02/2013	46	58.00
TW A (TAXIWAY ALPHA)	160	01/01/1967	AC	TAXIWAY	P	0	14,699.01	10/02/2013	46	59.00
TW A (TAXIWAY ALPHA)	205	01/01/1967	AC	TAXIWAY	P	0	13,738.03	10/02/2013	46	59.00
TW A (TAXIWAY ALPHA)	210	01/01/1994	AAC	TAXIWAY	P	0	5,600.00	10/02/2013	19	89.00
TW A (TAXIWAY ALPHA)	215	01/01/1962	AC	TAXIWAY	P	0	112,400.00	10/02/2013	51	73.00
TW A (TAXIWAY ALPHA)	220	01/01/1994	AAC	TAXIWAY	P	0	14,799.10	10/02/2013	19	87.00
TW A (TAXIWAY ALPHA)	260	01/01/1967	AC	TAXIWAY	P	0	5,369.14	10/02/2013	46	59.00
TW A (TAXIWAY ALPHA)	270	01/01/1967	AC	TAXIWAY	P	0	5,369.14	10/02/2013	46	59.00
TW A (TAXIWAY ALPHA)	280	01/01/1962	AC	TAXIWAY	P	0	4,273.01	10/02/2013	51	65.00
TW A (TAXIWAY ALPHA)	290	01/01/1962	AC	TAXIWAY	P	0	4,069.14	10/02/2013	51	65.00
TW A (TAXIWAY ALPHA)	295	01/01/1970	AC	TAXIWAY	P	0	4,189.14	10/02/2013	43	55.00
TW A1 (TAXIWAY A1)	230	01/01/1962	AC	TAXIWAY	P	0	6,236.50	10/02/2013	51	60.00
TW A1 (TAXIWAY A1)	235	01/01/1994	AAC	TAXIWAY	P	0	2,971.07	10/02/2013	19	78.00
TW A2 (TAXIWAY A2)	240	01/01/1962	AC	TAXIWAY	P	0	11,519.91	10/02/2013	51	59.00
TW A3 (TAXIWAY A3)	250	01/01/1962	AC	TAXIWAY	P	0	6,134.57	10/02/2013	51	65.00
TW A3 (TAXIWAY A3)	255	01/01/1994	AAC	TAXIWAY	P	0	2,869.14	10/02/2013	19	78.00
TW AP (TAXIWAY TO APRON)	300	01/01/2005	AC	TAXIWAY	P	0	4,504.00	10/02/2013	8	94.00
TW AP (TAXIWAY TO APRON)	305	01/01/1994	AAC	TAXIWAY	P	0	10,104.00	10/02/2013	19	46.00
TW B (TAXIWAY BRAVO)	105	01/01/1967	AC	TAXIWAY	P	0	192,408.00	10/02/2013	46	63.00
TW B (TAXIWAY BRAVO)	180	01/01/1967	AC	TAXIWAY	P	0	13,513.00	10/02/2013	46	63.00

Section Condition Report

Pavement Database: FDOT NetworkID: X51

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B1 (TAXIWAY B1)	110	01/01/1994	AAC	TAXIWAY	P	0	20,222.62	10/02/2013	19	78.00
TW B2 (TAXIWAY B2)	120	01/01/1967	AC	TAXIWAY	P	0	21,223.34	10/02/2013	46	59.00
TW B3 (TAXIWAY B3)	130	01/01/1967	AC	TAXIWAY	P	0	12,237.28	10/02/2013	46	54.00
TW B4 (TAXIWAY B4)	140	01/01/1967	AC	TAXIWAY	P	0	15,568.97	10/02/2013	46	59.00
TW B5 (TAXIWAY B5)	150	01/01/1967	AC	TAXIWAY	P	0	6,210.97	10/02/2013	46	58.00
TW B5 (TAXIWAY B5)	155	01/01/2009	AAC	TAXIWAY	P	0	10,114.48	10/02/2013	4	94.00
TW C (TAXIWAY C)	400	01/01/1957	AC	TAXIWAY	P	0	24,975.00	10/02/2013	56	51.00

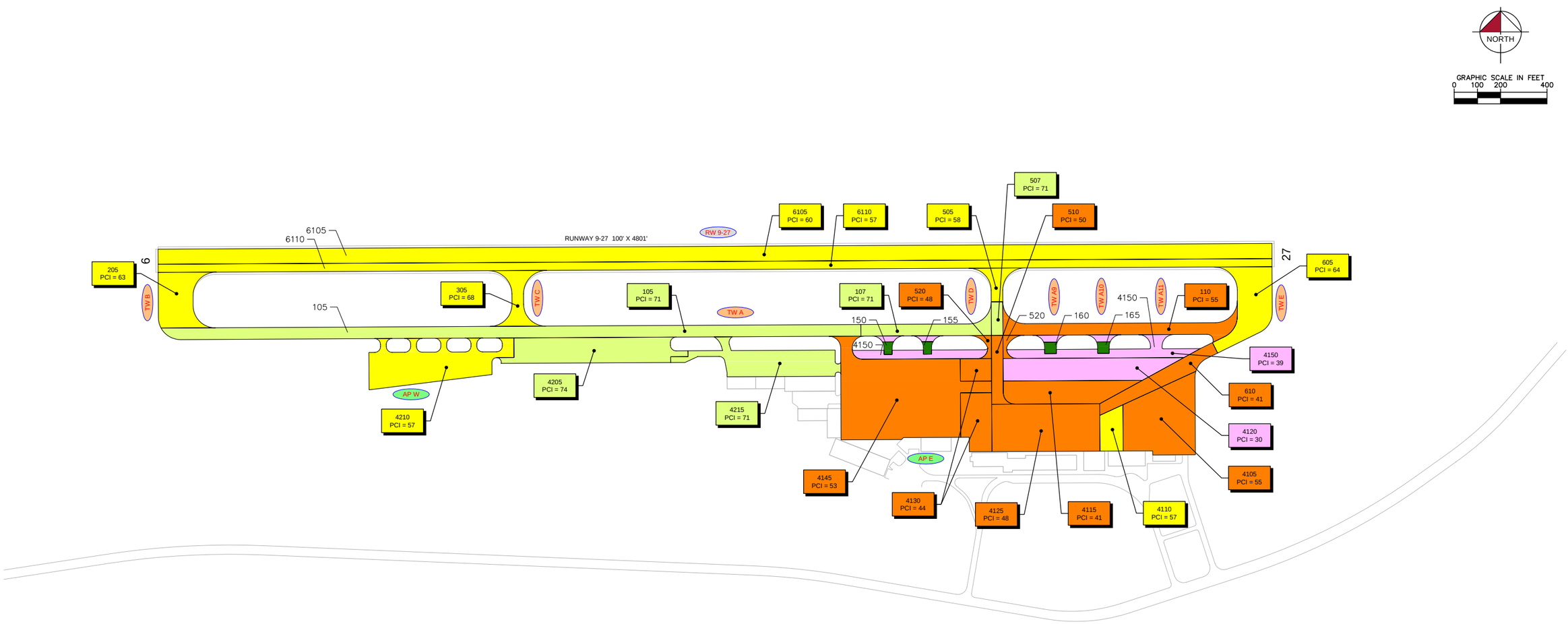
Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**1,412,969.72**	**37**	**100.00**	**0.00**	**100.00**
03-05	**3.88**	**321,373.77**	**8**	**82.38**	**8.45**	**80.82**
06-10	**7.97**	**3,066,394.46**	**38**	**76.74**	**7.84**	**75.59**
11-15	**12.42**	**3,746,127.39**	**38**	**59.00**	**12.07**	**59.78**
16-20	**17.02**	**5,392,500.31**	**66**	**70.38**	**10.98**	**68.85**
21-25	**21.74**	**4,841,245.62**	**47**	**61.21**	**11.22**	**59.69**
26-30	**28.33**	**3,089,272.92**	**27**	**55.30**	**9.41**	**54.27**
31-35	**32.00**	**282,944.00**	**3**	**57.33**	**11.59**	**64.64**
36-40	**39.67**	**419,016.62**	**9**	**67.33**	**7.11**	**70.17**
over 40	**51.18**	**3,481,844.79**	**51**	**58.37**	**14.02**	**61.66**
All	**20.92**	**26,053,689.61**	**324**	**68.79**	**16.87**	**65.76**

APPENDIX C

- DISTRICT AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBITS



TAXIWAYS

150	155	160	165
PCI = 100	PCI = 100	PCI = 100	PCI = 100

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:\AVIA_Aviation\2437902\CADD\PLANSHEETS\EYW - KEY WEST INTERNATIONAL AIRPORT\EXHIBITS\2015-EYW-CONDITION.dwg PLOTTED: May 6, 2015 - 1:07 PM, BY: Dalva, Art

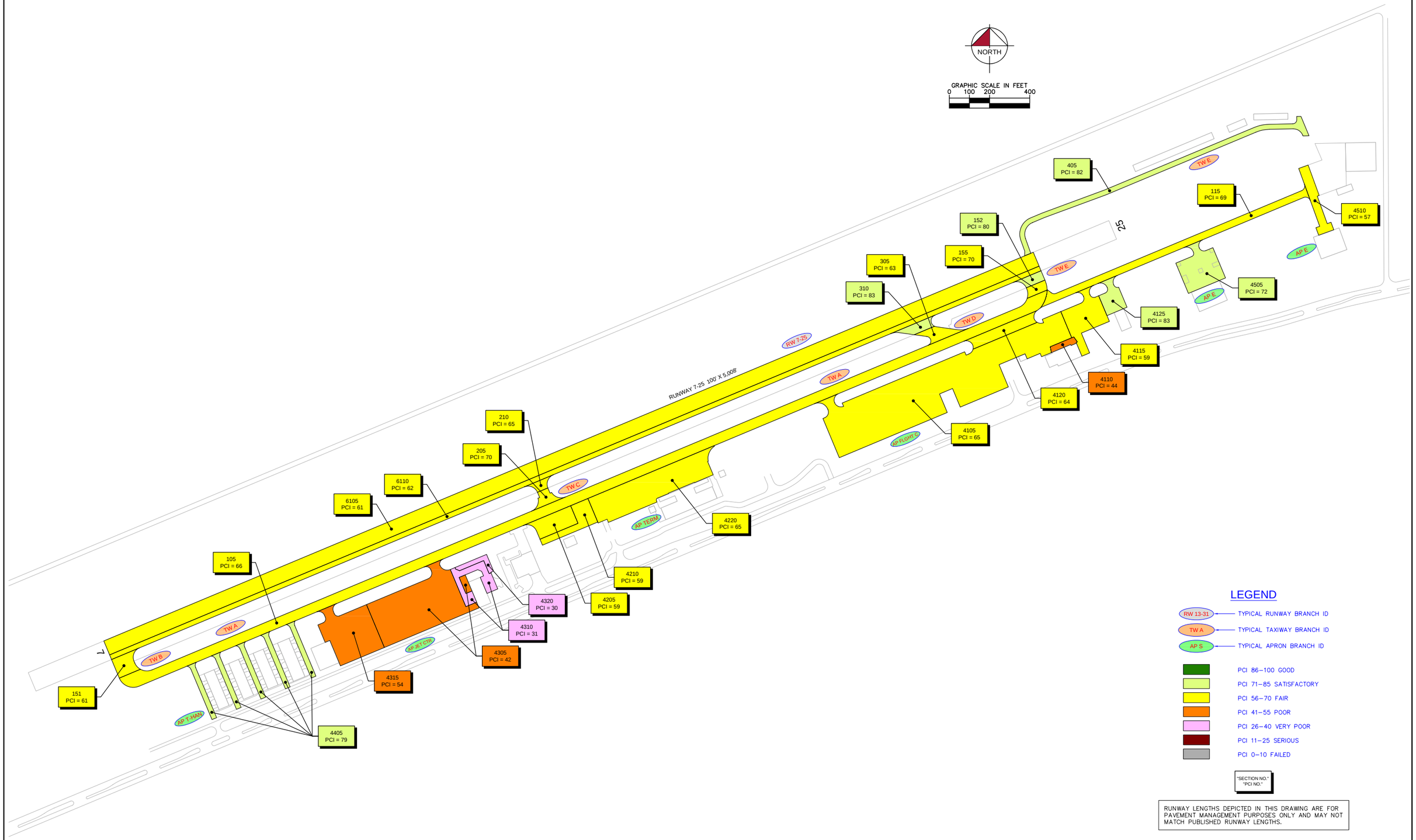
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

KEY WEST INTERNATIONAL AIRPORT
MONROE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: EYW
FDOT DISTRICT: 6



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:\OPR_Aviation\14378022\CADD\PLANSHEETS\pfm - THE FLORIDA KEYS MARATHON AIRPORT\EXHIBITS\2D-MTH-CONDITION.dgn[SHEET] May 26, 2015 - 4:33 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

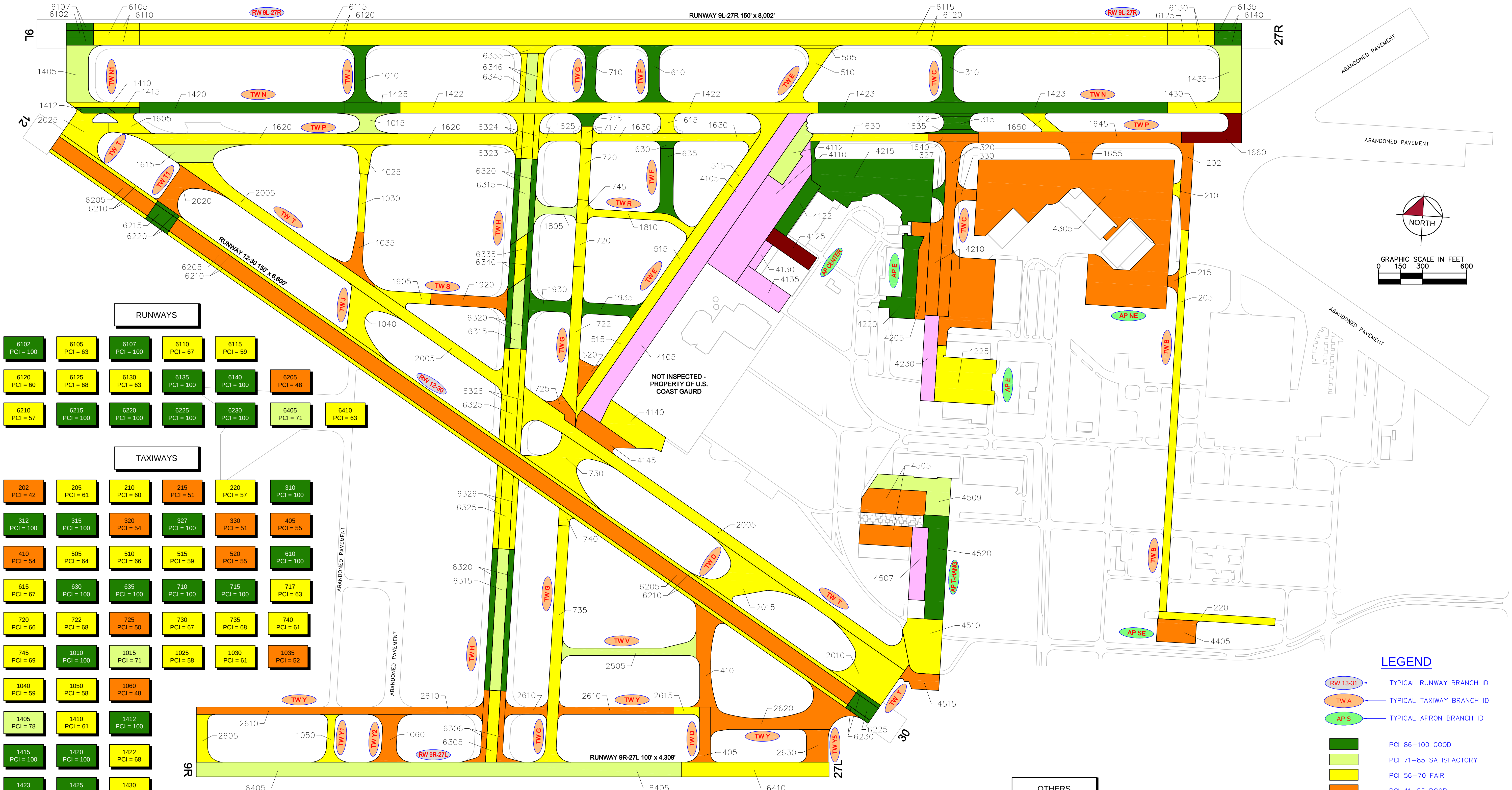
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

THE FLORIDA KEYS MARATHON AIRPORT
MONROE COUNTY,FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MTH
FDOT DISTRICT: 6



RUNWAYS

6102 PCI = 100	6105 PCI = 63	6107 PCI = 100	6110 PCI = 67	6115 PCI = 59		
6120 PCI = 60	6125 PCI = 68	6130 PCI = 63	6135 PCI = 100	6140 PCI = 100	6205 PCI = 48	
6210 PCI = 57	6215 PCI = 100	6220 PCI = 100	6225 PCI = 100	6230 PCI = 100	6405 PCI = 71	6410 PCI = 63

TAXIWAYS

202 PCI = 42	205 PCI = 61	210 PCI = 60	215 PCI = 51	220 PCI = 57	310 PCI = 100
312 PCI = 100	315 PCI = 100	320 PCI = 54	327 PCI = 100	330 PCI = 51	405 PCI = 55
410 PCI = 54	505 PCI = 64	510 PCI = 66	515 PCI = 59	520 PCI = 55	610 PCI = 100
615 PCI = 67	630 PCI = 100	635 PCI = 100	710 PCI = 100	715 PCI = 100	717 PCI = 63
720 PCI = 66	722 PCI = 68	725 PCI = 50	730 PCI = 67	735 PCI = 68	740 PCI = 61
745 PCI = 69	1010 PCI = 100	1015 PCI = 71	1025 PCI = 58	1030 PCI = 61	1035 PCI = 52
1040 PCI = 59	1050 PCI = 58	1060 PCI = 48			
1405 PCI = 78	1410 PCI = 61	1412 PCI = 100			
1415 PCI = 100	1420 PCI = 100	1422 PCI = 68			
1423 PCI = 100	1425 PCI = 100	1430 PCI = 70			

1435 PCI = 78	1605 PCI = 68	1615 PCI = 75	1620 PCI = 69	1625 PCI = 65	1630 PCI = 62	1635 PCI = 100	1640 PCI = 49	1645 PCI = 52	1650 PCI = 61	1655 PCI = 51	1660 PCI = 19	1805 PCI = 75	1810 PCI = 70	1905 PCI = 69
1920 PCI = 50	1930 PCI = 100	1935 PCI = 100	2005 PCI = 58	2010 PCI = 58	2015 PCI = 60	2020 PCI = 50	2025 PCI = 56	2505 PCI = 71	2605 PCI = 59	2610 PCI = 48	2615 PCI = 65	2620 PCI = 50	2630 PCI = 50	6305 PCI = 68
6306 PCI = 48	6315 PCI = 76	6320 PCI = 100	6323 PCI = 70	6324 PCI = 67	6325 PCI = 58	6326 PCI = 59	6335 PCI = 66	6340 PCI = 100	6345 PCI = 73	6346 PCI = 70	6355 PCI = 63			

OTHERS

4105 PCI = 31	4110 PCI = 40	4112 PCI = 82	4122 PCI = 100	4125 PCI = 25	4130 PCI = 38	4135 PCI = 37	4140 PCI = 65
4145 PCI = 55	4205 PCI = 49	4210 PCI = 43	4215 PCI = 100	4220 PCI = 100	4225 PCI = 60	4230 PCI = 36	4305 PCI = 46
4405 PCI = 50	4505 PCI = 47	4507 PCI = 38	4509 PCI = 73	4510 PCI = 60	4515 PCI = 47	4520 PCI = 100	

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

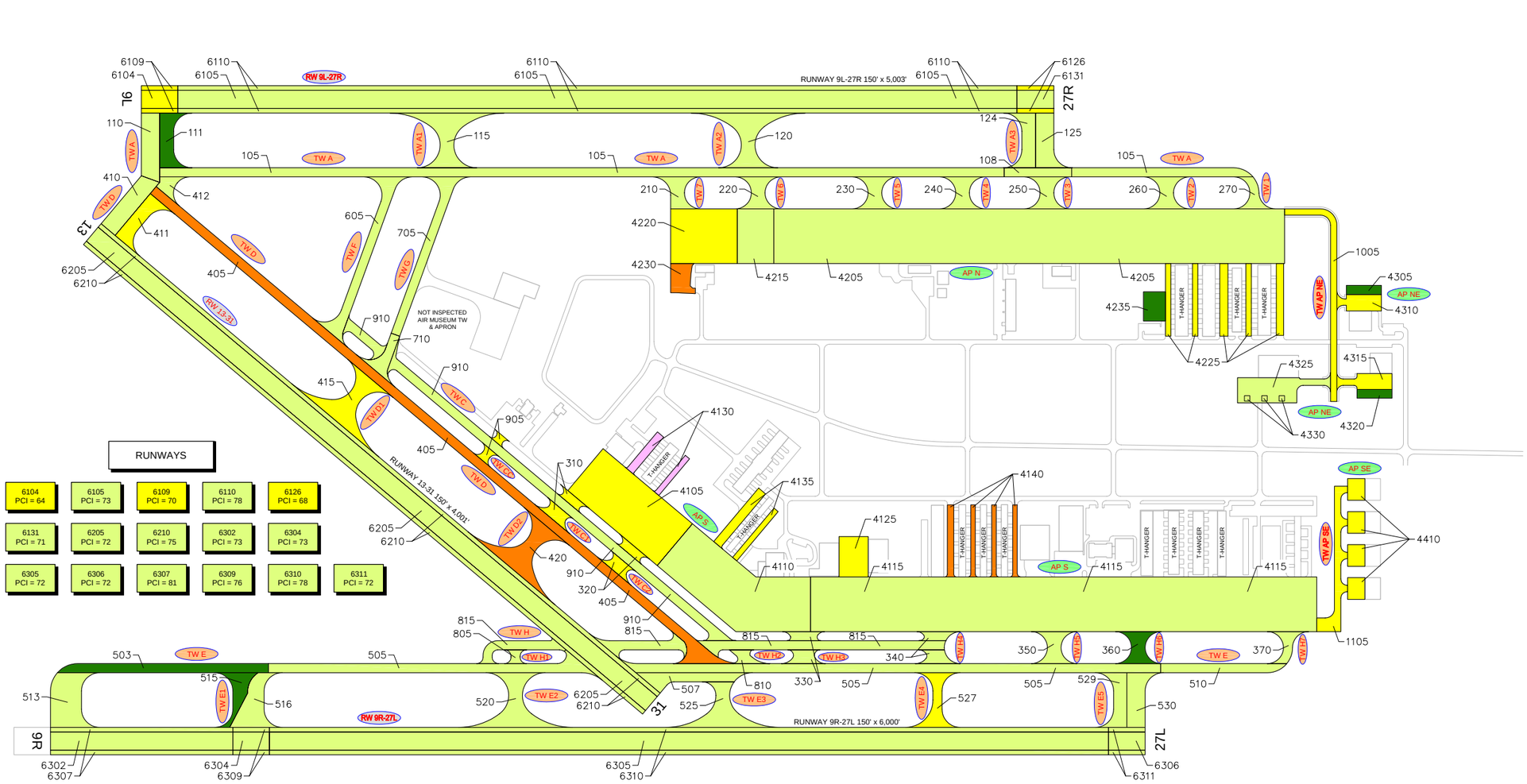
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

OPA-LOCKA EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OPF

FDOT DISTRICT: 6



RUNWAYS

6104 PCI = 64	6105 PCI = 73	6109 PCI = 70	6110 PCI = 78	6126 PCI = 68
6131 PCI = 71	6205 PCI = 72	6210 PCI = 75	6302 PCI = 73	6304 PCI = 73
6305 PCI = 72	6306 PCI = 72	6307 PCI = 81	6309 PCI = 76	6310 PCI = 78	6311 PCI = 72

TAXIWAYS

105 PCI = 81	108 PCI = 80	110 PCI = 78	111 PCI = 88	115 PCI = 85	120 PCI = 85	124 PCI = 78	125 PCI = 71	210 PCI = 79	220 PCI = 80	230 PCI = 84	240 PCI = 80	250 PCI = 80	260 PCI = 77	270 PCI = 81	310 PCI = 68	320 PCI = 66	330 PCI = 79	340 PCI = 85	350 PCI = 82
360 PCI = 87	370 PCI = 83	405 PCI = 54	410 PCI = 74	411 PCI = 70	412 PCI = 71	415 PCI = 66	420 PCI = 52	503 PCI = 93	505 PCI = 81	507 PCI = 76	510 PCI = 85	513 PCI = 81	515 PCI = 88	516 PCI = 76	520 PCI = 73	525 PCI = 71	527 PCI = 69	529 PCI = 73	530 PCI = 77
605 PCI = 81	705 PCI = 79	710 PCI = 78	805 PCI = 78	810 PCI = 72	815 PCI = 71	905 PCI = 70	910 PCI = 76	1005 PCI = 65	1105 PCI = 60										

OTHERS

4105 PCI = 66	4110 PCI = 72	4115 PCI = 77	4125 PCI = 61	4130 PCI = 35	4135 PCI = 58	4140 PCI = 52	4205 PCI = 81	4215 PCI = 74	4220 PCI = 59	4225 PCI = 58	4230 PCI = 48	4235 PCI = 100	4305 PCI = 91	4310 PCI = 68	4315 PCI = 68	4320 PCI = 88	4325 PCI = 75	4330 PCI = 77	4410 PCI = 60

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

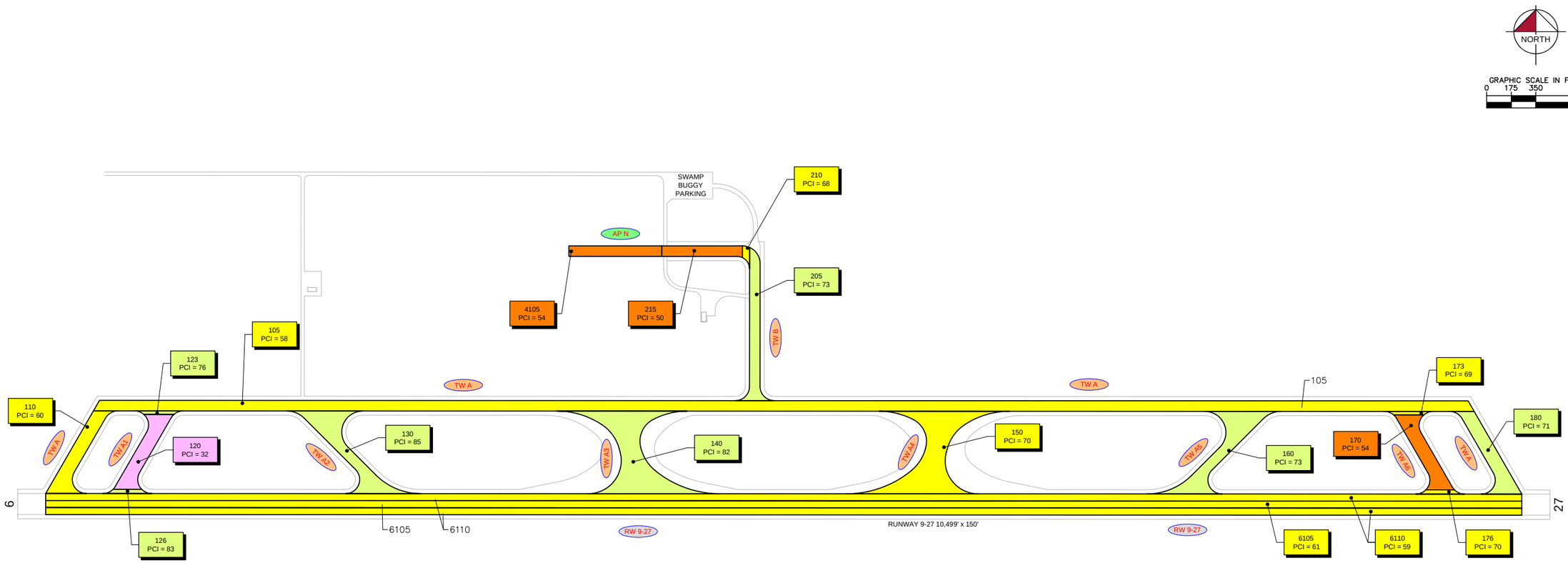
K:\SPB_Aviation\145179027\CADD\PLANSHEETS\TAB – MIAMI EXECUTIVE AIRPORT\EXHIBITS\03-TAB-CONDITION.dwg PLOTTED: May 27, 2015 – 8:56 PM, BY: Park, Paul

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TMB
FDOT DISTRICT: 6



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:\APD_Aviation\2437902\CADD\FLAGSHEETS\AT - DADE-COLLIER TRAINING AND TRANSITION AIRPORT\2437902-TNT-CONDITION.dwg May 15, 2013 - 8:48 AM, EP, Epps, AT

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

DADE-COLLIER TRAINING & TRANSITION AIRPORT

MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TNT

FDOT DISTRICT: 6

RUNWAYS

6105 PCI = 90	6110 PCI = 58	6205 PCI = 78

TAXIWAYS

105 PCI = 63	110 PCI = 78	120 PCI = 59	130 PCI = 54	140 PCI = 59
150 PCI = 58	155 PCI = 94	160 PCI = 59	180 PCI = 63	205 PCI = 59
210 PCI = 89	215 PCI = 73	220 PCI = 87	230 PCI = 60	235 PCI = 78
240 PCI = 59	250 PCI = 65	255 PCI = 78	260 PCI = 59	270 PCI = 59
280 PCI = 65	290 PCI = 65	295 PCI = 55	300 PCI = 94	305 PCI = 46
400 PCI = 51				

OTHERS

4105 PCI = 67	4110 PCI = 74	4205 PCI = 74	4305 PCI = 86

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
HOMESTEAD GENERAL AVIATION AIRPORT
MIAMI-DADE COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER X51
FDOT DISTRICT 6

APPENDIX D

- DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS

EYW – 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	4105	$ 1,569,618.00	55	Mill and Overlay	100
2015	AP E	4110	$ 317,934.00	57	Mill and Overlay	100
2015	AP E	4115	$ 1,148,281.00	40	Reconstruction	100
2015	AP E	4120	$ 1,539,160.00	29	Reconstruction	100
2015	AP E	4125	$ 1,829,918.00	47	Mill and Overlay	100
2015	AP E	4130	$ 957,204.00	43	Mill and Overlay	100
2015	AP E	4145	$ 3,415,374.00	53	Mill and Overlay	100
2015	AP E	4150	$ 1,408,198.00	39	Reconstruction	100
2015	AP W	4210	$ 1,483,830.00	57	Mill and Overlay	100
2015	RW 9-27	6105	$ 5,616,000.00	60	Mill and Overlay	100
2015	RW 9-27	6110	$ 3,024,000.00	57	Mill and Overlay	100
2015	TW A	110	$ 986,310.00	55	Mill and Overlay	100
2015	TW B	205	$ 718,506.00	63	Mill and Overlay	100
2015	TW D	505	$ 200,232.00	58	Mill and Overlay	100
2015	TW D	510	$ 279,742.00	50	Mill and Overlay	100
2015	TW D	520	$ 118,480.00	48	Mill and Overlay	100
2015	TW E	605	$ 927,666.00	64	Mill and Overlay	100
2015	TW E	610	$ 754,072.00	41	Reconstruction	100
2018	TW C	305	$ 396,647.00	65	Mill and Overlay	100
2021	AP W	4205	$ 1,664,800.00	64	Mill and Overlay	100
2021	AP W	4215	$ 1,358,311.00	65	Mill and Overlay	100
2021	TW A	105	$ 3,214,893.00	65	Mill and Overlay	100
2021	TW A	107	$ 645,584.00	65	Mill and Overlay	100
2021	TW D	507	$ 155,824.00	65	Mill and Overlay	100
		Total =	$33,730,584.00			

* Costs are adjusted for inflation at 3%

MTH – 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	4510	$ 306,900.00	57	Mill and Overlay	100
2015	AP FLGHT C	4105	$ 4,853,412.00	65	Mill and Overlay	100
2015	AP FLGHT C	4110	$ 84,842.00	44	PCC Restoration	100
2015	AP FLGHT C	4115	$ 632,646.00	59	Mill and Overlay	100
2015	AP FLGHT C	4120	$ 333,378.00	64	Mill and Overlay	100
2015	AP JET CTR	4305	$ 2,490,754.00	42	Mill and Overlay	100
2015	AP JET CTR	4310	$ 409,423.00	31	Reconstruction	100
2015	AP JET CTR	4315	$ 1,091,358.00	54	Mill and Overlay	100
2015	AP JET CTR	4320	$ 126,592.00	30	Reconstruction	100
2015	AP TERM	4205	$ 360,216.00	59	Mill and Overlay	100
2015	AP TERM	4210	$ 330,678.00	59	Mill and Overlay	100
2015	AP TERM	4220	$ 1,572,534.00	65	PCC Restoration	100
2015	RW 7-25	6105	$ 6,760,800.00	61	Mill and Overlay	100
2015	RW 7-25	6110	$ 2,253,600.00	62	Mill and Overlay	100
2015	TW B	151	$ 192,798.00	61	Mill and Overlay	100
2015	TW C	210	$ 69,714.00	65	Mill and Overlay	100
2015	TW D	305	$ 167,220.00	63	Mill and Overlay	100
2016	TW A	105	$ 4,688,340.00	65	Mill and Overlay	100
2020	AP E	4505	$ 734,474.00	65	Mill and Overlay	100
2020	TW C	205	$ 130,356.00	65	Mill and Overlay	100
2020	TW E	155	$ 106,484.00	65	Mill and Overlay	100
2022	TW A	115	$ 1,121,365.00	65	Mill and Overlay	100
		Total =	$28,817,884.00			

* Costs are adjusted for inflation at 3%

OPF – 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	4105	$ 6,334,420.00	30	Reconstruction	100
2015	AP CENTER	4110	$ 4,157,220.00	40	Reconstruction	100
2015	AP CENTER	4125	$ 714,000.00	25	Reconstruction	100
2015	AP CENTER	4130	$ 250,160.00	38	Reconstruction	100
2015	AP CENTER	4135	$ 1,021,020.00	37	Reconstruction	100
2015	AP CENTER	4140	$ 1,084,710.00	64	Mill and Overlay	100
2015	AP CENTER	4145	$ 672,300.00	54	Mill and Overlay	100
2015	AP E	4205	$ 779,853.00	48	Mill and Overlay	100
2015	AP E	4210	$ 3,941,387.00	42	Mill and Overlay	100
2015	AP E	4225	$ 1,900,162.00	59	Mill and Overlay	100
2015	AP E	4230	$ 1,107,000.00	35	Reconstruction	100
2015	AP NE	4305	$ 12,235,430.00	45	Mill and Overlay	100
2015	AP SE	4405	$ 632,458.00	49	Mill and Overlay	100
2015	AP T-HANG	4505	$ 2,036,392.00	46	Mill and Overlay	100
2015	AP T-HANG	4507	$ 1,079,100.00	37	Reconstruction	100
2015	AP T-HANG	4510	$ 1,324,475.00	59	Mill and Overlay	100
2015	AP T-HANG	4515	$ 450,402.00	46	Mill and Overlay	100
2015	RW 12-30	6205	$ 10,415,048.00	48	Mill and Overlay	100
2015	RW 12-30	6210	$ 4,826,251.00	57	Mill and Overlay	100
2015	RW 9L-27R	6105	$ 236,250.00	62	Mill and Overlay	100
2015	RW 9L-27R	6115	$ 5,250,001.00	58	Mill and Overlay	100
2015	RW 9L-27R	6120	$ 10,500,002.00	59	Mill and Overlay	100
2015	RW 9L-27R	6130	$ 475,500.00	62	Mill and Overlay	100
2015	RW 9R-27L	6410	$ 1,509,000.00	62	Mill and Overlay	100
2015	TW B	202	$ 842,765.00	42	Mill and Overlay	100
2015	TW B	205	$ 1,951,181.00	61	Mill and Overlay	100
2015	TW B	210	$ 71,226.00	60	Mill and Overlay	100
2015	TW B	215	$ 114,797.00	51	Mill and Overlay	100
2015	TW B	220	$ 594,750.00	57	Mill and Overlay	100
2015	TW C	320	$ 1,511,322.00	54	Mill and Overlay	100
2015	TW C	330	$ 200,201.00	51	Mill and Overlay	100
2015	TW D	2015	$ 1,316,555.00	60	Mill and Overlay	100
2015	TW D	405	$ 462,113.00	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 D	410	$ 1,072,429.00	53	Mill and Overlay	100
2015	TW E	505	$ 91,737.00	63	Mill and Overlay	100
2015	TW E	515	$ 2,890,381.00	58	Mill and Overlay	100
2015	TW E	520	$ 258,419.00	55	Mill and Overlay	100
2015	TW G	717	$ 168,840.00	63	Mill and Overlay	100
2015	TW G	725	$ 252,087.00	50	Mill and Overlay	100
2015	TW G	740	$ 115,937.00	61	Mill and Overlay	100
2015	TW H	6306	$ 679,625.00	48	Mill and Overlay	100
2015	TW H	6325	$ 1,337,680.00	58	Mill and Overlay	100
2015	TW H	6326	$ 1,337,680.00	59	Mill and Overlay	100
2015	TW H	6355	$ 183,929.00	62	Mill and Overlay	100
2015	TW J	1025	$ 298,726.00	58	Mill and Overlay	100
2015	TW J	1030	$ 296,250.00	61	Mill and Overlay	100
2015	TW J	1035	$ 407,012.00	52	Mill and Overlay	100
2015	TW J	1040	$ 864,021.00	59	Mill and Overlay	100
2015	TW N	1410	$ 263,322.00	61	PCC Restoration	100
2015	TW N	1422	$ 3,201,676.00	68	Mill and Overlay	100
2015	TW P	1625	$ 264,491.00	64	Mill and Overlay	100
2015	TW P	1630	$ 1,498,295.00	61	Mill and Overlay	100
2015	TW P	1640	$ 267,956.00	49	Mill and Overlay	100
2015	TW P	1645	$ 1,556,735.00	51	Mill and Overlay	100
2015	TW P	1650	$ 237,213.00	61	Mill and Overlay	100
2015	TW P	1655	$ 323,131.00	51	Mill and Overlay	100
2015	TW P	1660	$ 868,912.00	19	Mill and Overlay	100
2015	TW S	1920	$ 661,286.00	49	Mill and Overlay	100
2015	TW T	2005	$ 7,165,281.00	58	Mill and Overlay	100
2015	TW T	2010	$ 1,602,324.00	58	Mill and Overlay	100
2015	TW T	2025	$ 833,997.00	56	Mill and Overlay	100
2015	TW T1	2020	$ 691,784.00	50	Mill and Overlay	100
2015	TW Y	2605	$ 405,863.00	59	Mill and Overlay	100
2015	TW Y	2610	$ 2,548,326.00	48	Mill and Overlay	100
2015	TW Y	2615	$ 139,298.00	64	Mill and Overlay	100
2015	TW Y	2620	$ 1,790,690.00	50	Mill and Overlay	100
2015	TW Y1	1050	$ 325,306.00	58	Mill and Overlay	100
2015	TW Y2	1060	$ 667,818.00	48	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 Y5	2630	$ 520,709.00	50	Mill and Overlay	100
2016	RW 9L-27R	6110	$ 486,675.00	65	Mill and Overlay	100
2016	TW E	510	$ 625,281.00	64	Mill and Overlay	100
2016	TW F	615	$ 227,849.00	65	Mill and Overlay	100
2016	TW G	720	$ 753,450.00	64	Mill and Overlay	100
2016	TW H	6324	$ 427,212.00	65	Mill and Overlay	100
2016	TW H	6335	$ 353,419.00	64	Mill and Overlay	100
2017	RW 9L-27R	6125	$ 252,229.00	64	Mill and Overlay	100
2017	TW G	730	$ 1,320,285.00	64	Mill and Overlay	100
2017	TW H	6305	$ 581,499.00	64	Mill and Overlay	100
2018	TW G	722	$ 1,227,938.00	64	Mill and Overlay	100
2018	TW G	735	$ 2,050,203.00	64	Mill and Overlay	100
2018	TW G	745	$ 193,626.00	64	Mill and Overlay	100
2018	TW H	6323	$ 382,307.00	65	Mill and Overlay	100
2018	TW H	6346	$ 485,784.00	65	Mill and Overlay	100
2018	TW P	1605	$ 451,523.00	64	Mill and Overlay	100
2018	TW P	1620	$ 3,193,705.00	65	Mill and Overlay	100
2018	TW R	1810	$ 640,209.00	65	Mill and Overlay	100
2018	TW S	1905	$ 402,760.00	65	Mill and Overlay	100
2019	RW 9R-27L	6405	$ 5,576,335.00	64	Mill and Overlay	100
2020	AP T-HANG	4509	$ 1,342,179.00	63	Mill and Overlay	100
2020	TW H	6345	$ 434,398.00	65	Mill and Overlay	100
2020	TW J	1015	$ 390,457.00	64	Mill and Overlay	100
2020	TW N	1430	$ 654,565.00	64	PCC Restoration	100
2020	TW V	2505	$ 960,724.00	64	Mill and Overlay	100
2021	TW R	1805	$ 353,560.00	65	Mill and Overlay	100
2022	TW H	6315	$ 2,704,954.00	64	Mill and Overlay	100
2023	TW P	1615	$ 883,146.00	65	Mill and Overlay	100
		Total =	$ 143,442,889.00			

* Costs are adjusted for inflation at 3%

TMB – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 1,642,500.00	58	Mill and Overlay	100
2015	AP N	4225	$ 1,042,350.00	58	Mill and Overlay	100
2015	AP N	4230	$ 305,227.00	48	Mill and Overlay	100
2015	AP S	4125	$ 530,561.00	61	Mill and Overlay	100
2015	AP S	4130	$ 394,288.00	35	Reconstruction	100
2015	AP S	4135	$ 446,824.00	58	Mill and Overlay	100
2015	AP S	4140	$ 658,109.00	52	Mill and Overlay	100
2015	AP SE	4410	$ 678,300.00	60	Mill and Overlay	100
2015	RW 9L-27R	6104	$ 300,000.00	64	Mill and Overlay	100
2015	TW AP NE	1005	$ 670,364.00	65	Mill and Overlay	100
2015	TW AP SE	1105	$ 640,901.00	60	Mill and Overlay	100
2015	TW D	405	$ 3,163,467.00	54	Mill and Overlay	100
2015	TW D2	420	$ 756,944.00	52	Mill and Overlay	100
2016	AP S	4105	$ 2,966,401.00	64	Mill and Overlay	100
2016	TW C2	320	$ 271,417.00	64	Mill and Overlay	100
2016	TW D1	415	$ 779,839.00	64	Mill and Overlay	100
2017	AP NE	4310	$ 315,047.00	64	Mill and Overlay	100
2017	AP NE	4315	$ 336,990.00	64	Mill and Overlay	100
2017	TW C1	310	$ 280,776.00	64	Mill and Overlay	100
2018	RW 9L-27R	6126	$ 165,548.00	64	Mill and Overlay	100
2018	TW E4	527	$ 430,533.00	65	Mill and Overlay	100
2019	AP S	4110	$ 4,369,952.00	64	Mill and Overlay	100
2019	RW 13-31	6205	$ 6,756,431.00	65	Mill and Overlay	100
2019	RW 9R-27L	6305	$ 7,766,013.00	65	Mill and Overlay	100
2019	TW CC	905	$ 132,327.00	65	Mill and Overlay	100
2019	TW D	411	$ 457,385.00	65	Mill and Overlay	100
2019	TW E3	525	$ 706,090.00	64	Mill and Overlay	100
2019	TW H	815	$ 2,009,739.00	64	Mill and Overlay	100
2020	AP N	4215	$ 1,043,347.00	64	Mill and Overlay	100
2020	RW 9L-27R	6109	$ 173,891.00	64	Mill and Overlay	100
2020	RW 9R-27L	6304	$ 347,782.00	64	Mill and Overlay	100
2020	TW A3	125	$ 558,991.00	64	Mill and Overlay	100
2020	TW D	412	$ 173,960.00	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
2020	TW E2	520	$ 877,707.00	65	Mill and Overlay	100
2021	AP NE	4325	$ 887,014.00	65	Mill and Overlay	100
2021	RW 13-31	6210	$ 3,583,949.00	64	Mill and Overlay	100
2021	RW 9L-27R	6131	$ 361,798.00	64	Mill and Overlay	100
2021	RW 9R-27L	6306	$ 360,007.00	65	Mill and Overlay	100
2021	RW 9R-27L	6311	$ 180,003.00	65	Mill and Overlay	100
2021	TW H2	810	$ 138,707.00	64	Mill and Overlay	100
2022	AP S	4115	$ 15,358,331.00	64	Mill and Overlay	100
2022	RW 9L-27R	6105	$ 8,486,132.00	65	Mill and Overlay	100
2022	RW 9R-27L	6302	$ 1,844,811.00	65	Mill and Overlay	100
2022	RW 9R-27L	6309	$ 184,481.00	63	Mill and Overlay	100
2022	TW E	507	$ 570,601.00	64	Mill and Overlay	100
2022	TW E5	529	$ 483,194.00	64	Mill and Overlay	100
2023	RW 9R-27L	6310	$ 4,370,358.00	64	Mill and Overlay	100
2023	TW 2	260	$ 374,277.00	64	Mill and Overlay	100
2023	TW D	410	$ 686,751.00	64	Mill and Overlay	100
2023	TW E5	530	$ 610,824.00	64	Mill and Overlay	100
2024	AP N	4205	$ 16,440,146.00	64	Mill and Overlay	100
2024	AP NE	4330	$ 52,843.00	64	PCC Restoration	100
2024	TW 7	210	$ 363,192.00	64	Mill and Overlay	100
2024	TW C	910	$ 2,702,222.00	65	Mill and Overlay	100
2024	TW E1	516	$ 760,064.00	65	Mill and Overlay	100
2024	TW G	705	$ 1,010,319.00	64	Mill and Overlay	100
2024	TW H3	330	$ 361,219.00	64	Mill and Overlay	100
		Total =	$ 102,321,244.00			

* Costs are adjusted for inflation at 3%

TNT – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 9-27	6110	$ 9,869,999.53	59	Mill and Overlay	100
2014	RW 9-27	6105	$ 5,879,999.72	61	Mill and Overlay	100
2014	AP N	4105	$ 494,999.98	54	Mill and Overlay	100
2014	TW B	215	$ 444,388.06	49	Mill and Overlay	100
2014	TW A6	170	$ 687,799.97	54	Mill and Overlay	100
2014	TW A1	120	$ 1,031,700.24	32	Reconstruction	100
2014	TW A	110	$ 752,246.96	60	Mill and Overlay	100
2014	TW A	105	$ 7,333,733.76	58	Mill and Overlay	100
2017	TW B	210	$ 55,936.69	65	Mill and Overlay	100
2018	TW A6	173	$ 71,965.03	65	Mill and Overlay	100
2019	TW A6	176	$ 86,218.92	65	Mill and Overlay	100
2019	TW A4	150	$ 2,172,054.41	65	Mill and Overlay	100
2020	TW A	180	$ 898,222.22	65	Mill and Overlay	100
2022	TW B	205	$ 1,059,146.42	65	Mill and Overlay	100
2022	TW A5	160	$ 1,361,817.42	65	Mill and Overlay	100
		Total =	$32,200,229.33			

* Costs are adjusted for inflation at 3%

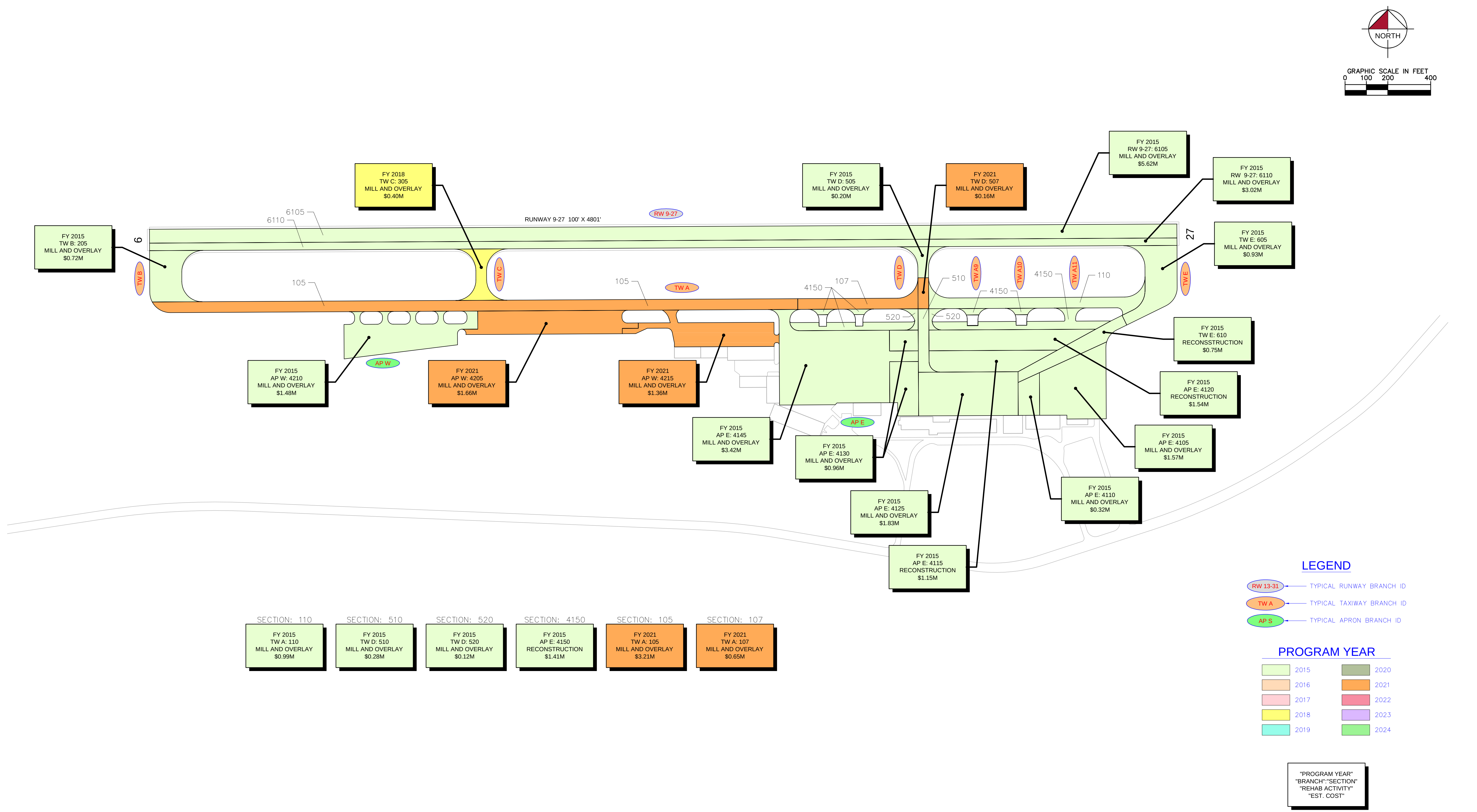
X51– 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 18-36	6110	$ 1,999,499.91	58	Mill and Overlay	100
2014	TW C	400	$ 249,749.99	51	Mill and Overlay	100
2014	TW AP	305	$ 125,239.11	45	Mill and Overlay	100
2014	TW A	295	$ 41,891.40	55	Mill and Overlay	100
2014	TW A	290	$ 40,691.40	65	Mill and Overlay	100
2014	TW A	280	$ 42,730.10	65	Mill and Overlay	100
2014	TW A	270	$ 53,691.40	59	Mill and Overlay	100
2014	TW A	260	$ 53,691.40	59	Mill and Overlay	100
2014	TW A3	250	$ 61,345.70	65	Mill and Overlay	100
2014	TW A2	240	$ 115,199.09	59	Mill and Overlay	100
2014	TW A1	230	$ 62,365.00	60	Mill and Overlay	100
2014	TW A	205	$ 137,380.29	59	Mill and Overlay	100
2014	TW B	180	$ 135,129.99	63	Mill and Overlay	100
2014	TW A	160	$ 146,990.09	59	Mill and Overlay	100
2014	TW B5	150	$ 62,109.70	58	Mill and Overlay	100
2014	TW B4	140	$ 155,689.69	59	Mill and Overlay	100
2014	TW B3	130	$ 122,372.79	54	Mill and Overlay	100
2014	TW B2	120	$ 212,233.39	59	Mill and Overlay	100
2014	TW B	105	$ 1,924,079.91	63	Mill and Overlay	100
2018	AP NW	4105	$ 2,875,359.73	64	Mill and Overlay	100
		Total =	$ 8,617,440.08			

* Costs are adjusted for inflation at 3%

APPENDIX E

- DISTRICT AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBITS



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

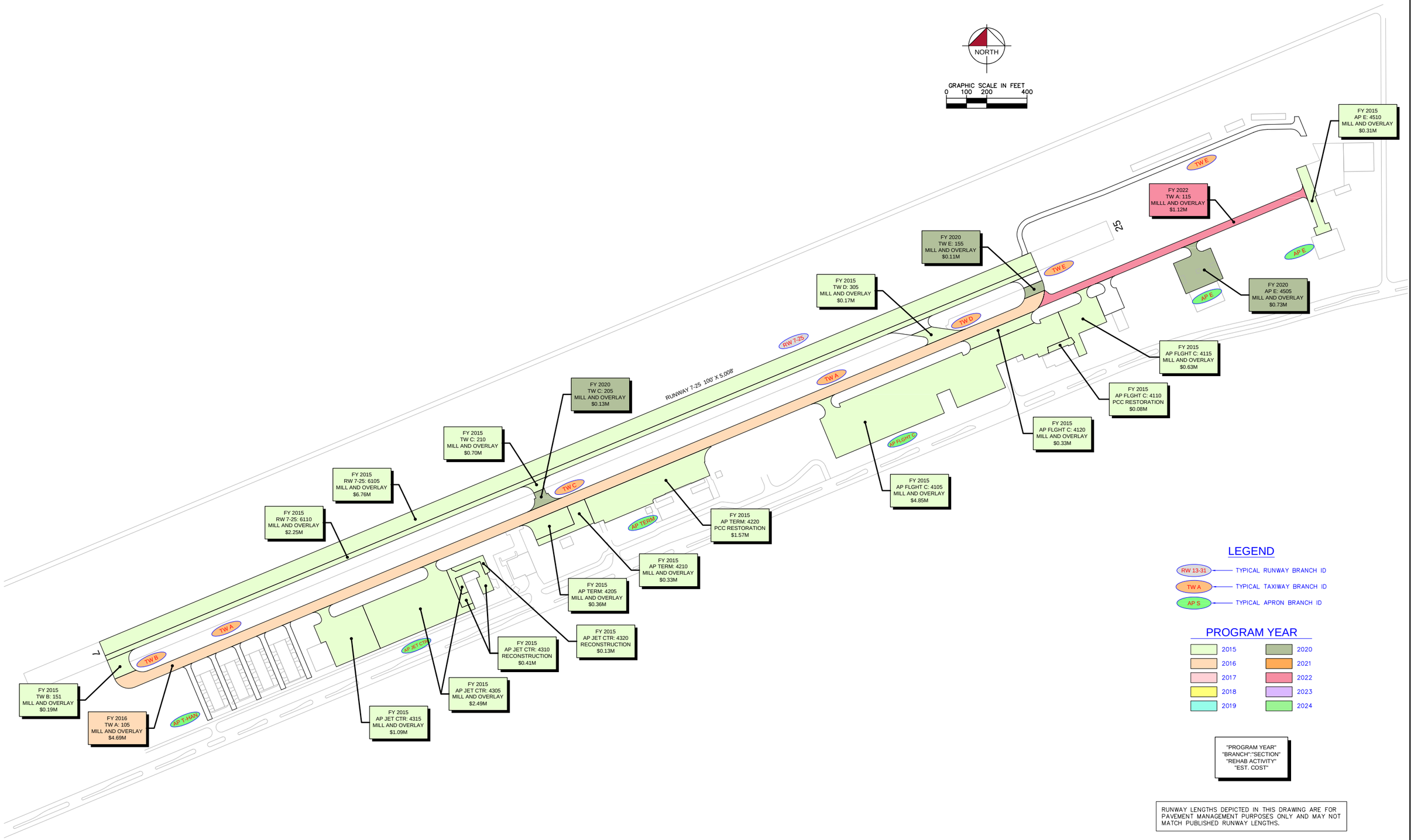
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

KEY WEST INTERNATIONAL AIRPORT
MONROE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: EYW

FDOT DISTRICT: 6



NUMBER	DATE	REVISIONS

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

K:\APW_Aviation\2437902\CADD\PLANSHEETS\MTH – THE FLORIDA KEYS MARATHON AIRPORT\EXHIBIT\2014-MTH-REHAB.dwg PLOTTED: May 26, 2015 – 6:47 PM, BY: Park, Paul

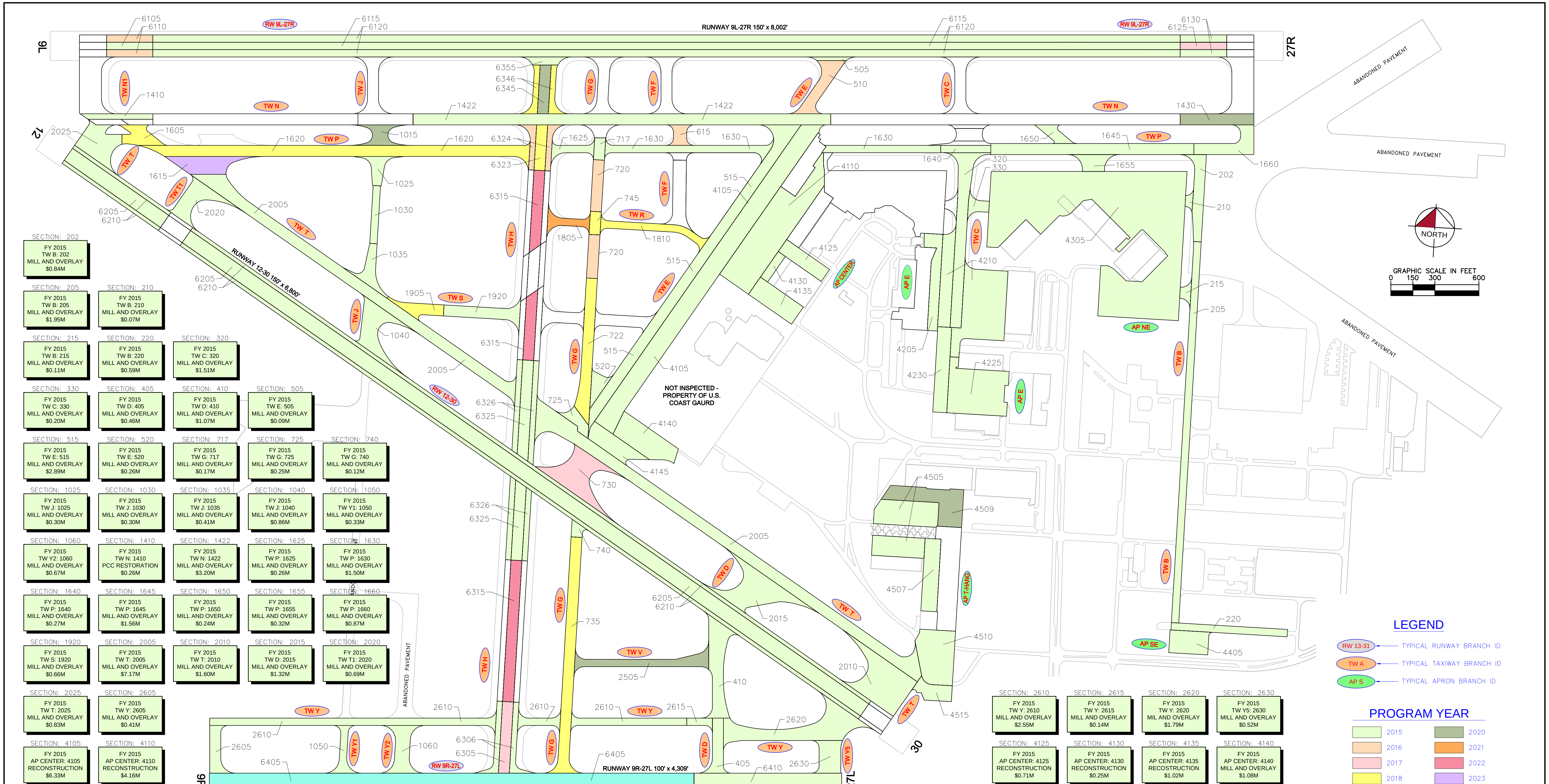
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

THE FLORIDA KEYS MARATHON AIRPORT
MONROE COUNTY,FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: MTH
FDOT DISTRICT: 6



SECTION	PROGRAM YEAR	BRANCH:SECTION	REHAB ACTIVITY	EST. COST
202	FY 2015	TW B: 202	MILL AND OVERLAY	$0.84M
205	FY 2015	TW B: 205	MILL AND OVERLAY	$1.95M
210	FY 2015	TW B: 210	MILL AND OVERLAY	$0.07M
215	FY 2015	TW B: 215	MILL AND OVERLAY	$0.11M
220	FY 2015	TW B: 220	MILL AND OVERLAY	$0.59M
320	FY 2015	TW C: 320	MILL AND OVERLAY	$1.51M
330	FY 2015	TW C: 330	MILL AND OVERLAY	$0.20M
405	FY 2015	TW D: 405	MILL AND OVERLAY	$0.46M
410	FY 2015	TW D: 410	MILL AND OVERLAY	$1.07M
505	FY 2015	TW E: 505	MILL AND OVERLAY	$0.09M
515	FY 2015	TW E: 515	MILL AND OVERLAY	$2.89M
520	FY 2015	TW E: 520	MILL AND OVERLAY	$0.26M
717	FY 2015	TW G: 717	MILL AND OVERLAY	$0.17M
725	FY 2015	TW G: 725	MILL AND OVERLAY	$0.25M
740	FY 2015	TW G: 740	MILL AND OVERLAY	$0.12M
1025	FY 2015	TW J: 1025	MILL AND OVERLAY	$0.30M
1030	FY 2015	TW J: 1030	MILL AND OVERLAY	$0.30M
1035	FY 2015	TW J: 1035	MILL AND OVERLAY	$0.41M
1040	FY 2015	TW J: 1040	MILL AND OVERLAY	$0.86M
1050	FY 2015	TW Y1: 1050	MILL AND OVERLAY	$0.33M
1060	FY 2015	TW Y2: 1060	MILL AND OVERLAY	$0.67M
1410	FY 2015	TW N: 1410	PCC RESTORATION	$0.26M
1422	FY 2015	TW N: 1422	MILL AND OVERLAY	$3.20M
1625	FY 2015	TW P: 1625	MILL AND OVERLAY	$0.26M
1630	FY 2015	TW P: 1630	MILL AND OVERLAY	$1.50M
1640	FY 2015	TW P: 1640	MILL AND OVERLAY	$0.27M
1645	FY 2015	TW P: 1645	MILL AND OVERLAY	$1.56M
1650	FY 2015	TW P: 1650	MILL AND OVERLAY	$0.24M
1655	FY 2015	TW P: 1655	MILL AND OVERLAY	$0.32M
1660	FY 2015	TW P: 1660	MILL AND OVERLAY	$0.87M
1920	FY 2015	TW S: 1920	MILL AND OVERLAY	$0.66M
2005	FY 2015	TW T: 2005	MILL AND OVERLAY	$7.17M
2010	FY 2015	TW T: 2010	MILL AND OVERLAY	$1.60M
2015	FY 2015	TW D: 2015	MILL AND OVERLAY	$1.32M
2020	FY 2015	TW T1: 2020	MILL AND OVERLAY	$0.69M
2025	FY 2015	TW T: 2025	MILL AND OVERLAY	$0.83M
2605	FY 2015	TW Y: 2605	MILL AND OVERLAY	$0.41M
2610	FY 2015	TW Y: 2610	MILL AND OVERLAY	$2.55M
2615	FY 2015	TW Y: 2615	MILL AND OVERLAY	$0.14M
2620	FY 2015	TW Y: 2620	MIL AND OVERLAY	$1.79M
2630	FY 2015	TW Y5: 2630	MILL AND OVERLAY	$0.52M
4105	FY 2015	AP CENTER: 4105	RECONSTRUCTION	$6.33M
4110	FY 2015	AP CENTER: 4110	RECONSTRUCTION	$4.16M
4125	FY 2015	AP CENTER: 4125	RECONSTRUCTION	$0.71M
4130	FY 2015	AP CENTER: 4130	RECONSTRUCTION	$0.25M
4135	FY 2015	AP CENTER: 4135	RECOSTRUCTION	$1.02M
4140	FY 2015	AP CENTER: 4140	MILL AND OVERLAY	$1.08M
4145	FY 2015	AP CENTER: 4145	MILL AND OVERLAY	$0.67M
4205	FY 2015	AP E: 4205	MILL AND OVERLAY	$0.78M
4210	FY 2015	AP E: 4210	MILL AND OVERLAY	$3.94M
4225	FY 2015	AP E: 4225	MILL AND OVERLAY	$1.90M
4230	FY 2015	AP E: 4230	RECONSTRUCTION	$1.11M
4305	FY 2015	AP NE: 4305	MILL AND OVERLAY	$12.24M
4405	FY 2015	AP SE: 4405	MILL AND OVERLAY	$0.63M
4505	FY 2015	AP T-HANG: 4505	MILL AND OVERLAY	$2.04M
4507	FY 2015	AP T-HANG: 4507	RECONSTRUCTION	$1.08M
4510	FY 2015	AP T-HANG: 4510	MILL AND OVERLAY	$1.32M
4515	FY 2015	AP T-HANG: 4515	MILL AND OVERLAY	$0.45M
6105	FY 2015	RW 9L-27R: 6105	MILL AND OVERLAY	$0.24M
6115	FY 2015	RW 9L-27R: 6115	MILL AND OVERLAY	$5.25M
6120	FY 2015	RW 9L-27R: 6120	MILL AND OVERLAY	$10.50M
6130	FY 2015	RW 9L-27R: 6130	MILL AND OVERLAY	$0.48M
6205	FY 2015	RW 12-30: 6205	MILL AND OVERLAY	$10.42M
6210	FY 2015	RW 12-30: 6210	MILL AND OVERLAY	$4.83M
6306	FY 2015	TW H: 6306	MILL AND OVERLAY	$0.68M
6325	FY 2015	TW H: 6325	MILL AND OVERLAY	$1.34M
6326	FY 2015	TW H: 6326	MILL AND OVERLAY	$1.34M
6355	FY 2015	TW H: 6355	MILL AND OVERLAY	$0.18M
6410	FY 2015	RW 9R-27L: 6410	MILL AND OVERLAY	$1.51M
510	FY 2016	TW E: 510	MILL AND OVERLAY	$0.63M
615	FY 2016	TW F: 615	MILL AND OVERLAY	$0.23M
720	FY 2016	TW G: 720	MILL AND OVERLAY	$0.75M
6110	FY 2016	RW 9L-27R: 6110	MILL AND OVERLAY	$0.49M
6324	FY 2016	TW H: 6324	MILL AND OVERLAY	$0.43M
6335	FY 2016	TW H: 6335	MILL AND OVERLAY	$0.35M
730	FY 2017	TW G: 730	MILL AND OVERLAY	$1.32M
6125	FY 2017	RW 9L-27R: 6125	MILL AND OVERLAY	$0.25M
6305	FY 2017	TW H: 6305	MILL AND OVERLAY	$0.58M
722	FY 2018	TW G: 722	MILL AND OVERLAY	$1.23M
735	FY 2018	TW G: 735	MILL AND OVERLAY	$2.05M
745	FY 2018	TW G: 745	MILL AND OVERLAY	$0.19M
1605	FY 2018	TW P: 1605	MILL AND OVERLAY	$0.45M
1620	FY 2018	TW P: 1620	MILL AND OVERLAY	$3.19M
1810	FY 2018	TW R: 1810	MILL AND OVERLAY	$0.64M
1905	FY 2018	TW S: 1905	MILL AND OVERLAY	$0.40M
6323	FY 2018	TW H: 6323	MILL AND OVERLAY	$0.38M
6346	FY 2018	TW H: 6346	MILL AND OVERLAY	$0.49M
6405	FY 2019	RW 9R-27L: 6405	MILL AND OVERLAY	$5.58M
1015	FY 2020	TW J: 1015	MILL AND OVERLAY	$0.39M
1430	FY 2020	TW N: 1430	PCC RESTORATION	$0.65M
2505	FY 2020	TW V: 2505	MILL AND OVERLAY	$0.96M
4509	FY 2020	AP T-HANG: 4509	MILL AND OVERLAY	$1.34M
6345	FY 2020	TW H: 6345	MILL AND OVERLAY	$0.43M
1805	FY 2021	TW R: 1805	MILL AND OVERLAY	$0.35M
6315	FY 2022	TW H: 6315	MILL AND OVERLAY	$2.70M
1615	FY 2023	TW P: 1615	MILL AND OVERLAY	$0.88M

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

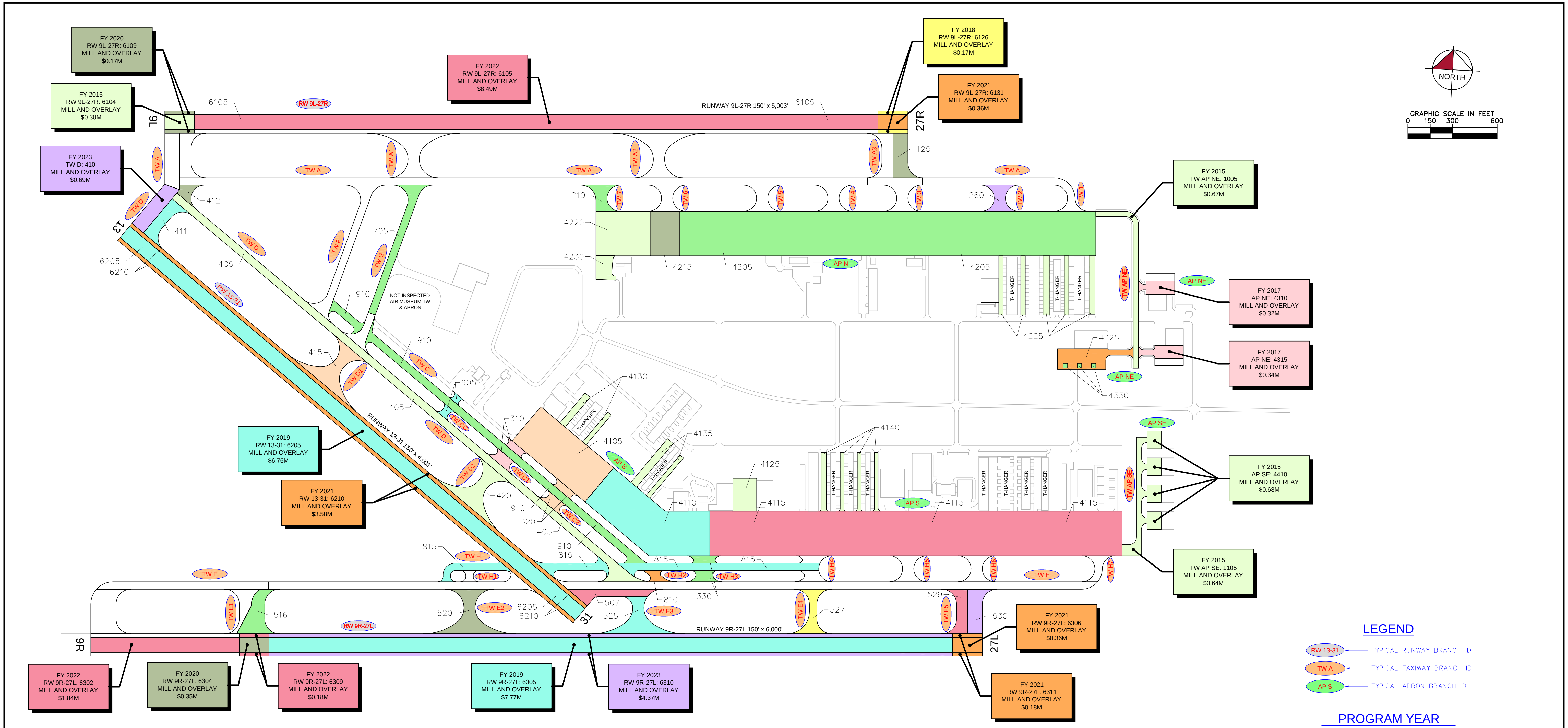
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

OPA-LOCKA EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: OPF
FDOT DISTRICT: 6



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"

Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
SECTION: 405	FY 2015	TW D: 405	MILL AND OVERLAY	$3.16M
SECTION: 420	FY 2015	TW D2: 420	MILL AND OVERLAY	$0.76M
SECTION: 4125	FY 2015	AP S: 4125	MILL AND OVERLAY	$0.53M
SECTION: 4130	FY 2015	AP S: 4130	RECONSTRUCTION	$0.39M
SECTION: 4135	FY 2015	AP S: 4135	MILL AND OVERLAY	$0.45M
SECTION: 4140	FY 2015	AP S: 4140	MILL AND OVERLAY	$0.66M
SECTION: 4220	FY 2015	AP N: 4220	MILL AND OVERLAY	$1.64M
SECTION: 4225	FY 2015	AP N: 4225	MILL AND OVERLAY	$1.04M
SECTION: 4230	FY 2015	AP N: 4230	MILL AND OVERLAY	$0.31M
SECTION: 320	FY 2016	TW C2: 320	MILL AND OVERLAY	$0.27M
SECTION: 415	FY 2016	TW D1: 415	MILL AND OVERLAY	$0.78M
SECTION: 4105	FY 2016	AP S: 4105	MILL AND OVERLAY	$2.97M
SECTION: 310	FY 2017	TW C1: 310	MILL AND OVERLAY	$0.28M
SECTION: 527	FY 2018	TW E4: 527	MILL AND OVERLAY	$0.43M
SECTION: 411	FY 2019	TW D: 411	MILL AND OVERLAY	$0.46M
SECTION: 525	FY 2019	TW E3: 525	MILL AND OVERLAY	$0.71M
SECTION: 815	FY 2019	TW H: 815	MILL AND OVERLAY	$2.01M
SECTION: 905	FY 2019	TW CC: 905	MILL AND OVERLAY	$0.13M
SECTION: 4110	FY 2019	AP S: 4110	MILL AND OVERLAY	$4.37M
SECTION: 125	FY 2020	TW A3: 125	MILL AND OVERLAY	$0.56M
SECTION: 412	FY 2020	TW D: 412	MILL AND OVERLAY	$0.17M
SECTION: 520	FY 2020	TW E2: 520	MILL AND OVERLAY	$0.88M
SECTION: 4215	FY 2020	AP N: 4215	MILL AND OVERLAY	$1.04M
SECTION: 810	FY 2021	TW H2: 810	MILL AND OVERLAY	$0.14M
SECTION: 4325	FY 2021	AP NE: 4325	MILL AND OVERLAY	$0.89M
SECTION: 507	FY 2022	TW E: 507	MILL AND OVERLAY	$0.57M
SECTION: 529	FY 2022	TW E5: 529	MILL AND OVERLAY	$0.48M
SECTION: 4115	FY 2022	AP S: 4115	MILL AND OVERLAY	$15.36M
SECTION: 260	FY 2023	TW 2: 260	MILL AND OVERLAY	$0.37M
SECTION: 530	FY 2023	TW E5: 530	MILL AND OVERLAY	$0.61M
SECTION: 210	FY 2024	TW 7: 210	MILL AND OVERLAY	$0.36M
SECTION: 330	FY 2024	TW H3: 330	MILL AND OVERLAY	$0.36M
SECTION: 516	FY 2024	TW E1: 516	MILL AND OVERLAY	$0.76M
SECTION: 705	FY 2024	TW G: 705	MILL AND OVERLAY	$1.01M
SECTION: 910	FY 2024	TW C: 910	MILL AND OVERLAY	$2.70M
SECTION: 4205	FY 2024	AP N: 4205	MILL AND OVERLAY	$16.44M
SECTION: 4330	FY 2024	AP NE: 4330	PCC RESTORATION	$0.05M

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

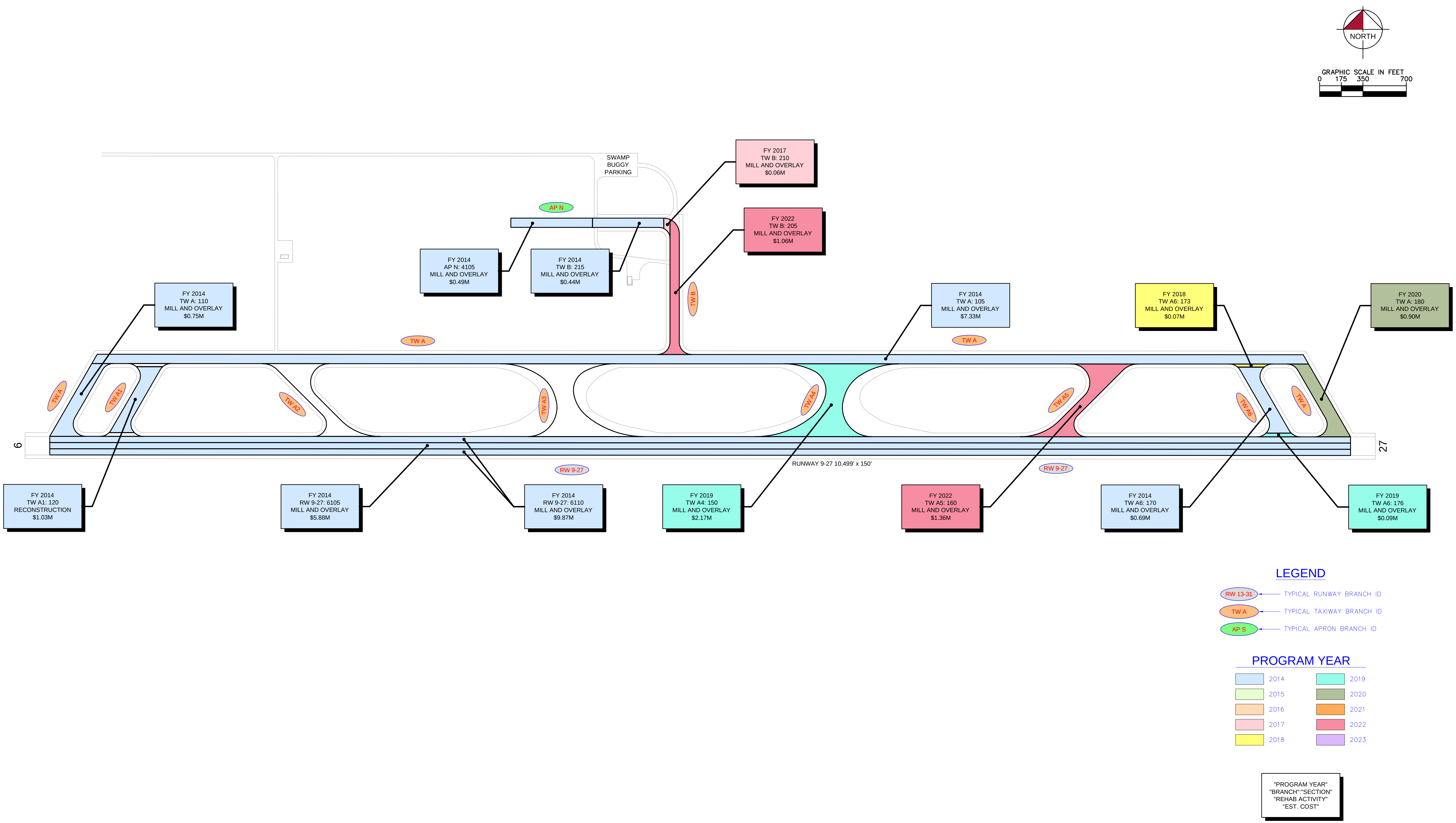
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MIAMI EXECUTIVE AIRPORT
MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TMB

FDOT DISTRICT: 6



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\TNT - DADE-COLLIER TRAINING AND TRANSITION AIRPORT\EXHIBITS\004-TNT-REHAB.dwg PLOTTED: May 15, 2015 - 8:49 AM, BY: Barus, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

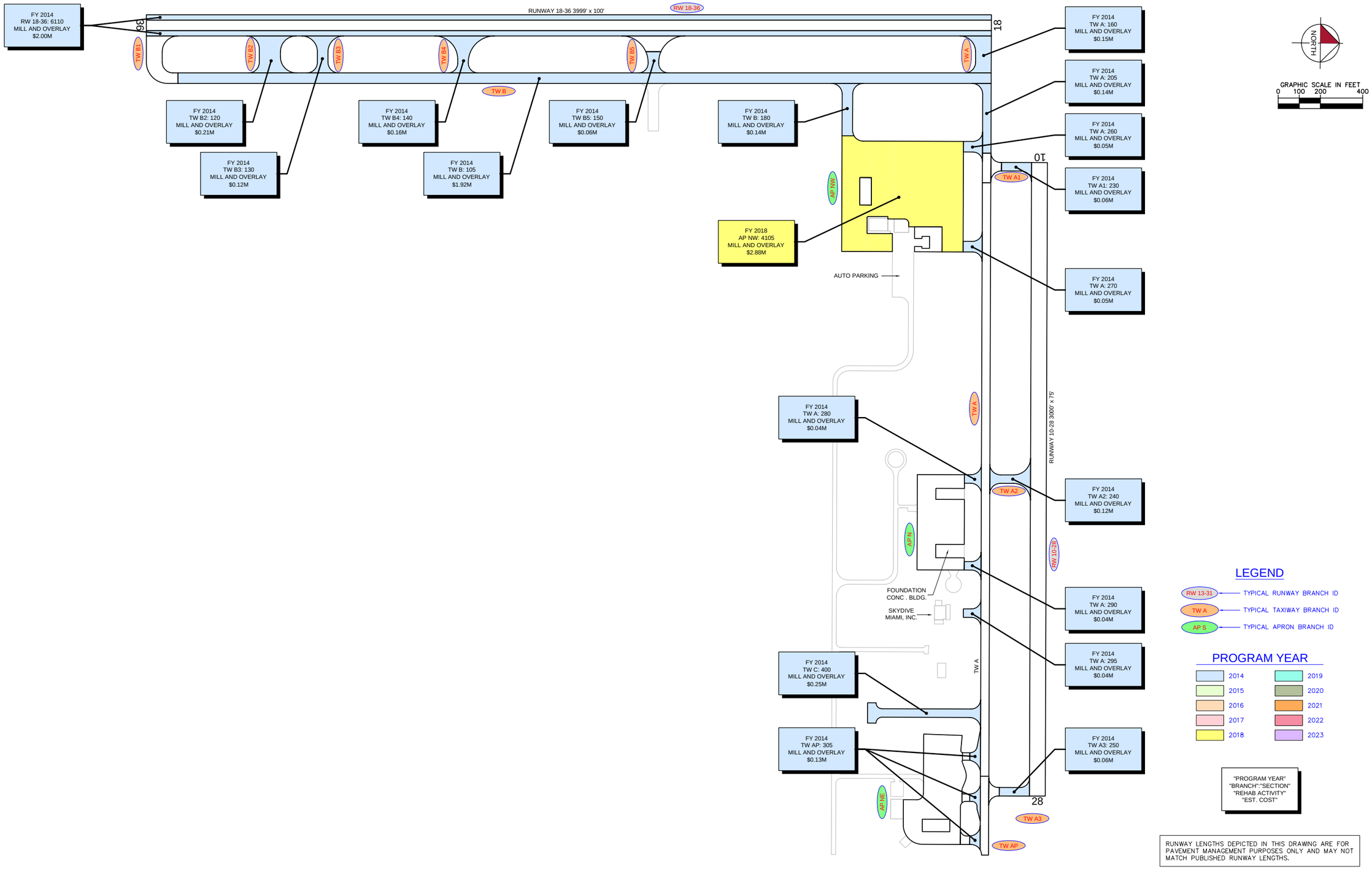
DADE-COLLIER TRAINING & TRANSITION AIRPORT

MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
TNT

FDOT DISTRICT
6



NUMBER	DATE	REVISIONS

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

K:\OPP_Aviation\AIRPROJ\AIRPLAN\HOMESTEAD\X51 – HOMESTEAD GENERAL AVIATION AIRPORT\EXHIBITS\X51-10Y-REHAB.dwg PLOTTED: May 15, 2013 – 12:47 PM, BY: Steve. Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

HOMESTEAD GENERAL AVIATION AIRPORT

MIAMI-DADE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
X51
FDOT DISTRICT
6