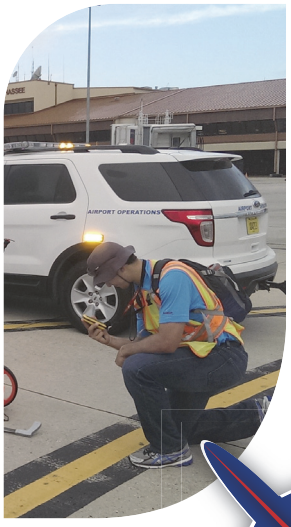
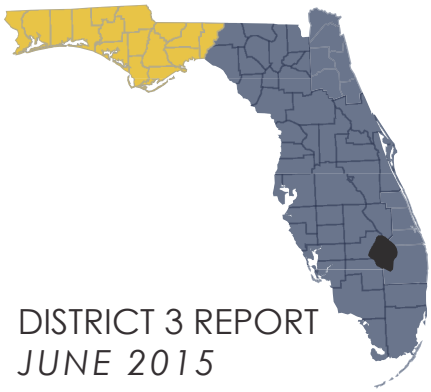
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE





DISTRICT 3 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 3.

- 1J0, Tri-County Airport
- 2J9, Quincy Municipal Airport
- 2R4, Peter Prince Field
- 54J, Defuniak Springs Airport
- AAF, Apalachicola Regional Airport
- CEW, Bob Sikes Airport
- DTS, Destin-Fort Walton Beach Airport
- ECP, Northwest Florida International Beaches Airport
- F95, Calhoun County Airport
- MAI, Marianna Municipal Airport
- PNS, Pensacola International Airport
- TLH, Tallahassee Regional Airport
- X13, Carrabelle-Thompson Airport

Destin – Fort Walton Beach Airport, formerly Northwest Florida Regional Airport and also concurrently Eglin Air Force Base (VPS), which is managed by the United States Airforce, declined to participate in the FDOT update and therefore was not included in the inspection efforts as part of this program update. Wakulla County (2J0), which is managed by Wakulla County, though a county owned and public use facility, did not have pavement facilities to warrant participation in 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 3's overall area-weighted Pavement Condition Index (PCI) is at a 76.16, a condition rating of "Satisfactory". Table I: Condition Summary by Airport below represents of the results of the PCI inspection at each airport within the District. The overall area-weighted average PCI values for the participating airport facilities in District 3 ranged from 42 (Poor) to 93 (Good). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport. Table II: Runway Condition Summary by Airport indicates the PCI value for every runway within the District, grouped by Airport. Figure I: Runway Condition graphically depicts the percentage of the District's Runways below the FDOT Minimum PCI of 75 and Figure II: Runway Pavement Condition Comparison to FDOT Minimum PCI conveys the PCI's of the District's runway facilities in comparison to the FDOT Minimum PCI of 75.

Table I: Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
1J0	GA	70	FAIR	87	GOOD	90	GOOD	77	SATISFACTORY
2J9	GA	61	FAIR	79	SATISFACTORY	-	-	68	FAIR
2R4	GA	61	FAIR	71	SATISFACTORY	64	FAIR	65	FAIR
54J	GA	90	GOOD	85	SATISFACTORY	85	SATISFACTORY	87	GOOD
AAF	GA	71	SATISFACTORY	66	FAIR	63	FAIR	68	FAIR
CEW	GA	87	GOOD	99	GOOD	71	SATISFACTORY	87	GOOD
DTS	GA	100	GOOD	54	POOR	46	POOR	66	FAIR
ECP	PR	97	GOOD	90	GOOD	90	GOOD	93	GOOD
F95	GA	92	GOOD	90	GOOD	78	SATISFACTORY	86	GOOD
MAI	GA	44	POOR	43	POOR	40	VERY POOR	42	POOR
PNS	PR	82	SATISFACTORY	78	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
TLH	PR	84	SATISFACTORY	77	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
X13	GA	60	FAIR	51	POOR	67	FAIR	61	FAIR
DISTRICT		79	SATISFACTORY	78	SATISFACTORY	70	FAIR	76	SATISFACTORY

Table II: Runway Condition Summary by Airport

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
1J0	GA	RW 1-19	RUNWAY 1-19	4,000	75	70	FAIR	X
2J9	GA	RW 14-32	RUNWAY 14-32	2,964	75	61	FAIR	X
2R4	GA	RW 18-36	RUNWAY 18-36	3,701	75	61	FAIR	X
54J	GA	RW 9-27	RUNWAY 9-27	4,146	60	90	GOOD	
AAF	GA	RW 18-36	RUNWAY 18-36	5,251	150	68	FAIR	X
AAF	GA	RW 6-24	RUNWAY 6-24	5,271	150	76	SATISFACTORY	
AAF	GA	RW 14-32	RUNWAY 14-32	5,425	150	70	FAIR	X
CEW	GA	RW 17-35	RUNWAY 17-35	8,004	150	87	GOOD	
DTS	GA	RW 14-32	RUNWAY 14-32	5,001	100	100	GOOD	
ECP	PR	RW 16-34	RUNWAY 16-34	10,000	150	97	GOOD	
F95	GA	RW 18-36	RUNWAY 18-36	3,100	60	92	GOOD	
MAI	GA	RW 18-36	RUNWAY 18-36	4,896	100	42	POOR	X
MAI	GA	RW 8-26	RUNWAY 8-26	4,895	100	47	POOR	X
PNS	PR	RW 17-35	RUNWAY 17-35	7,004	150	90	GOOD	
PNS	PR	RW 8-26	RUNWAY 8-26	7,000	150	76	SATISFACTORY	
TLH	PR	RW 9-27	RUNWAY 9-27	8,000	150	100	GOOD	
TLH	PR	RW 18-36	RUNWAY 18-36	7,000	150	66	FAIR	X
X13	GA	RW 5-23	RUNWAY 5-23	4,000	75	60	FAIR	X

Figure I: Runway Condition

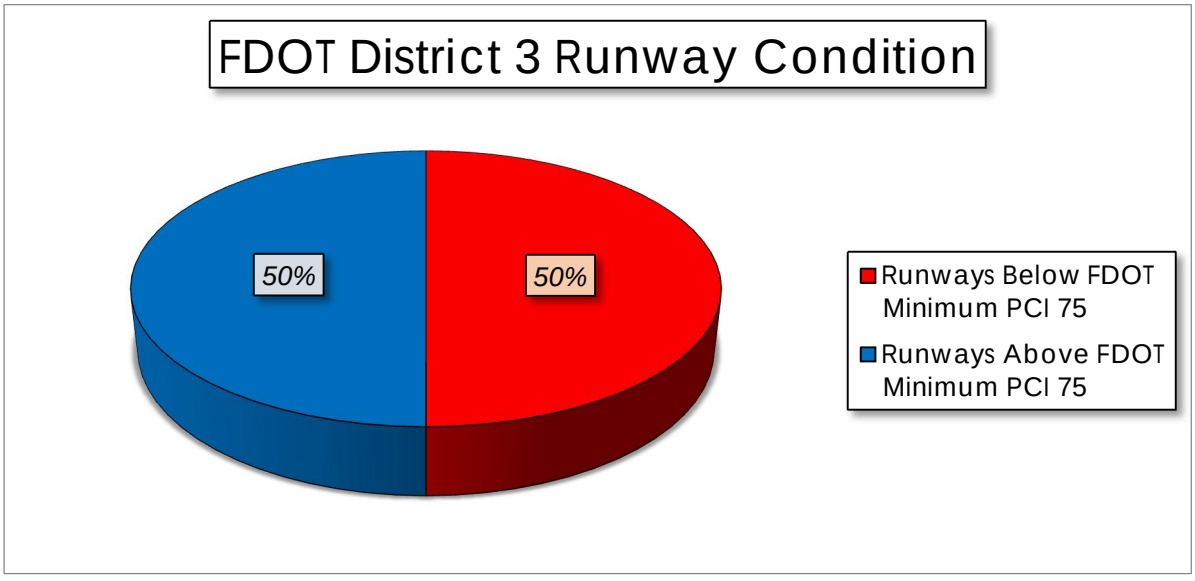
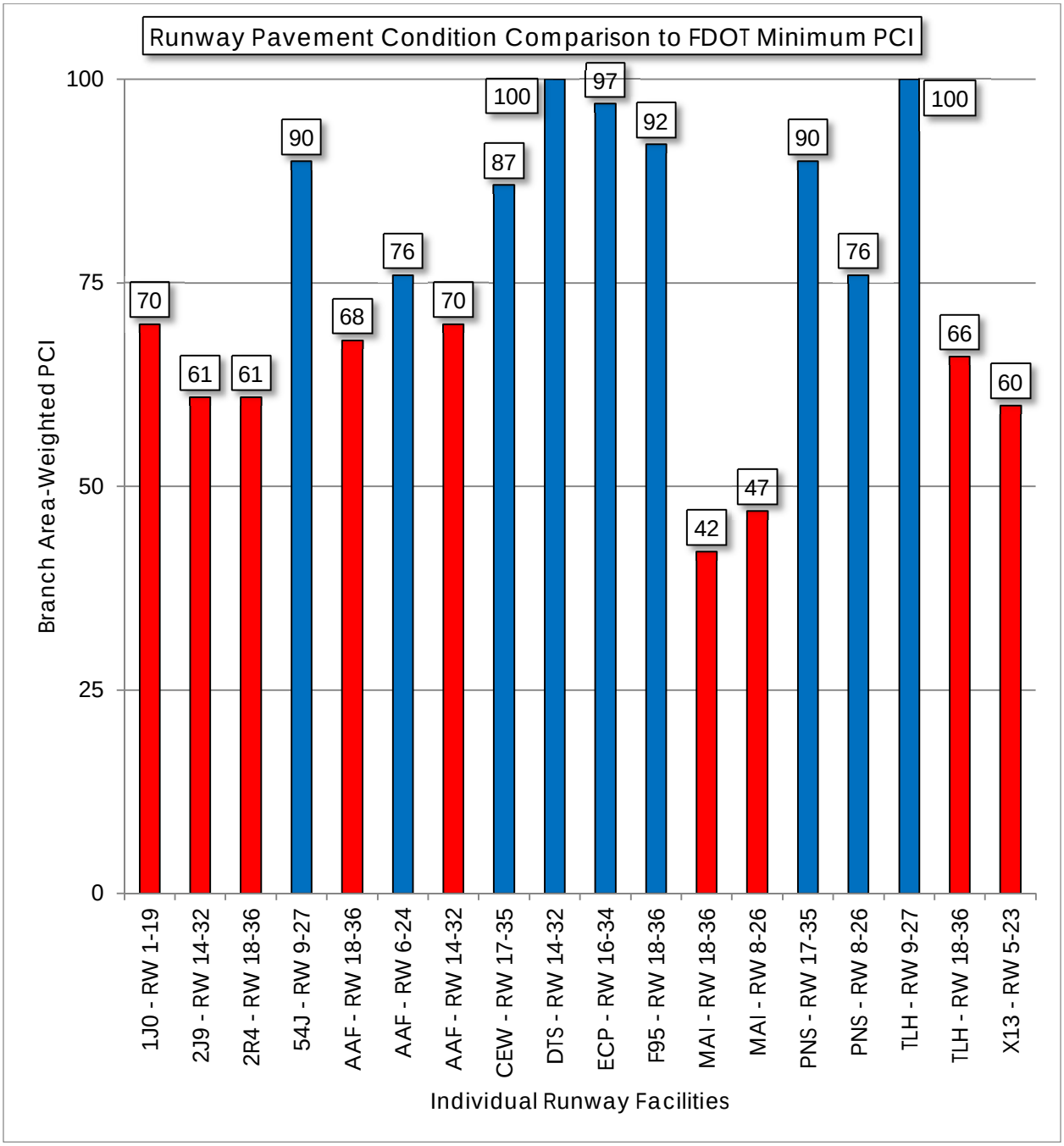


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



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

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

Table III: District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
1J0	GA	300,000	72,727	121,534	494,260
2J9	GA	223,200	132,773	-	355,973
2R4	GA	277,500	326,412	579,615	1,183,527
54J	GA	248,650	263,132	219,259	731,041
AAF	GA	2,303,994	967,353	979,973	4,251,320
CEW	GA	1,200,000	1,108,186	850,824	3,159,010
DTS	GA	500,075	352,286	606,643	1,459,004
ECP	PR	1,500,000	1,455,244	1,071,107	4,026,351
F95	GA	270,000	34,539	203,342	507,881
MAI	GA	970,000	595,262	1,547,444	3,112,706
PNS	PR	1,778,396	2,308,190	2,444,716	6,531,302
TLH	PR	2,251,050	3,299,822	2,975,479	8,526,351
X13	GA	302,918	9,699	80,724	393,341
DISTRICT		12,125,783	10,925,625	11,680,660	34,732,068

Figure III: PCI by Pavement Facility Use by Airport

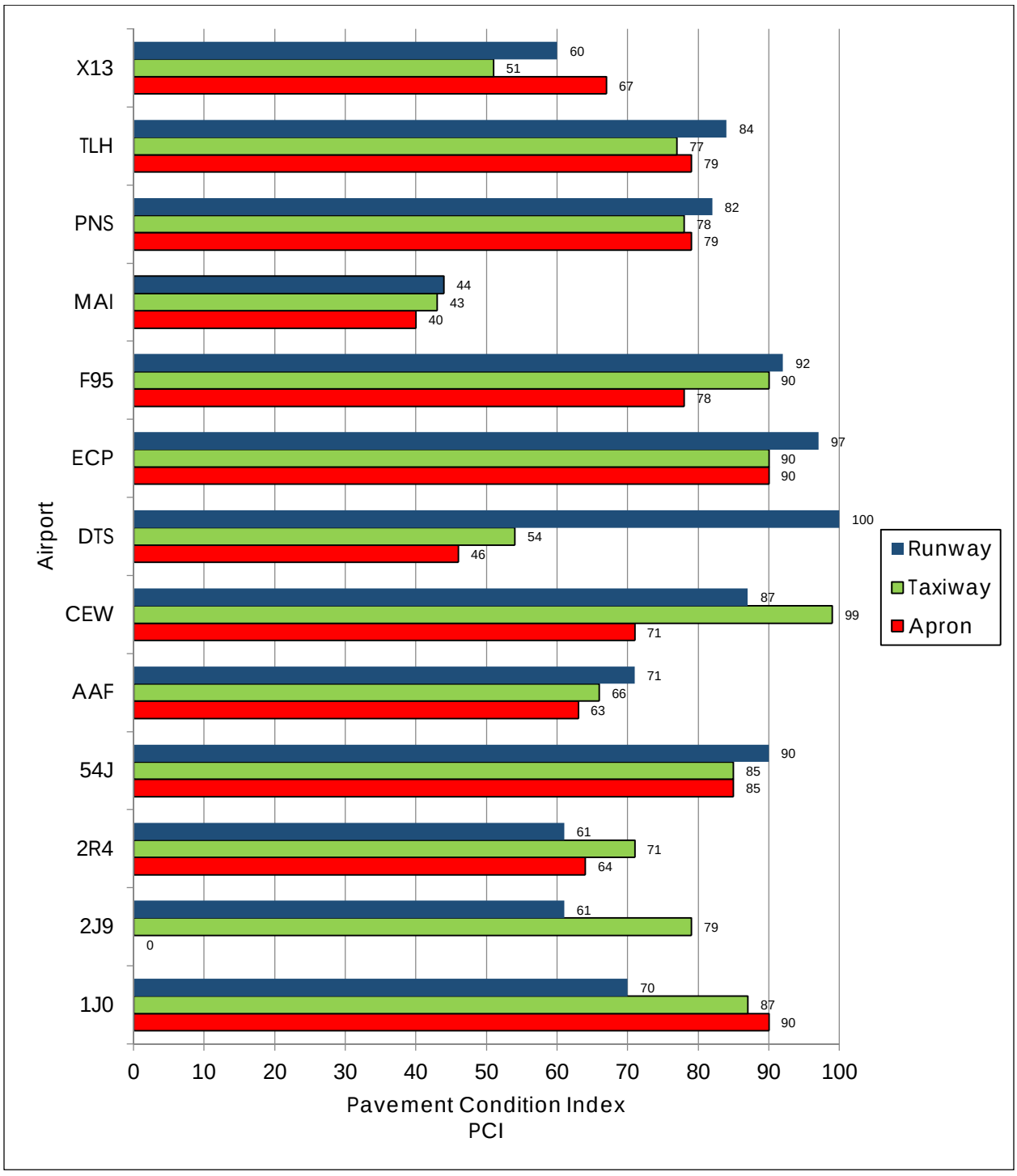


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with

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

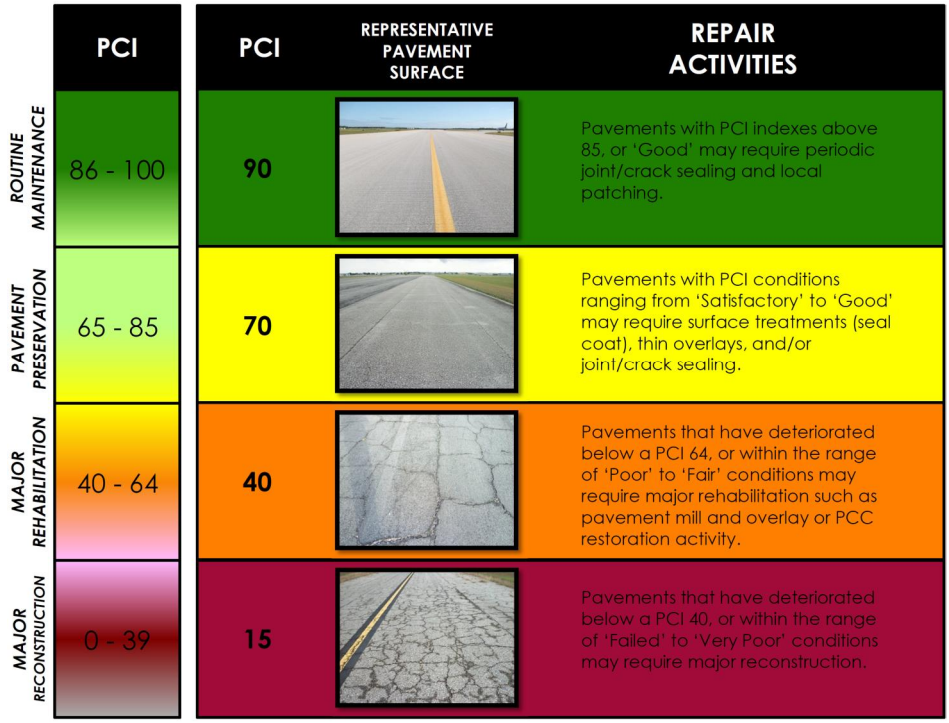
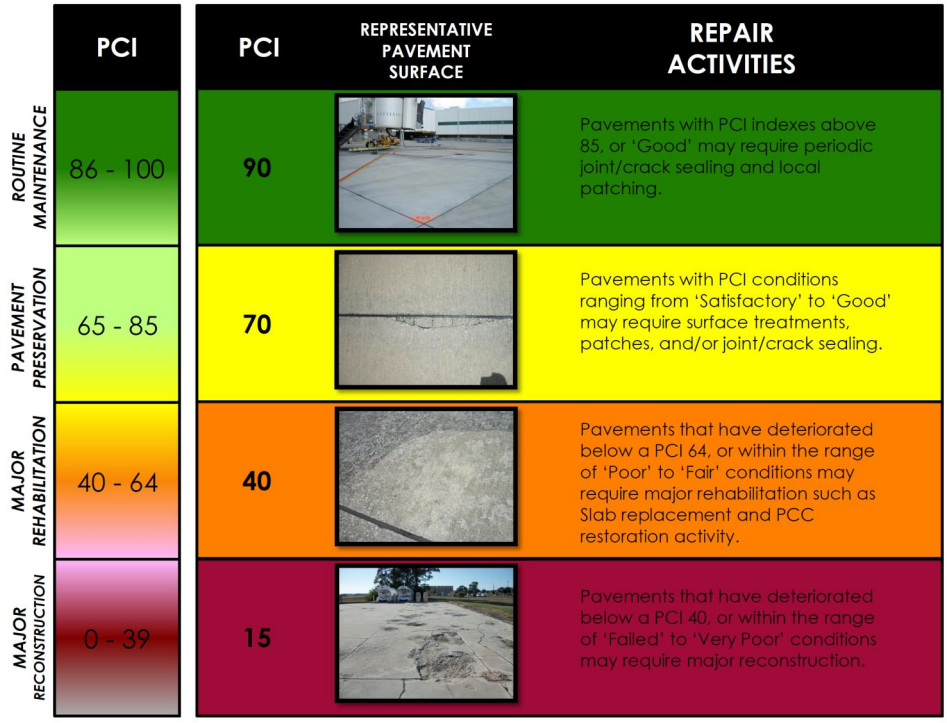


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



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
1J0	GA	77	SATISFACTORY	$ -
2J9	GA	68	FAIR	$ 2,717,863.51
2R4	GA	65	FAIR	$ 8,708,826.04
54J	GA	87	GOOD	$ -
AAF	GA	68	FAIR	$ 19,276,817.97

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year-1 Major Rehabilitation
CEW	GA	87	GOOD	$ 5,345,116.26
DTS	GA	66	FAIR	$ 10,902,029.88
ECP	PR	93	GOOD	$ -
F95	GA	86	GOOD	$ 458,299.98
MAI	GA	42	POOR	$ 43,086,620.82
PNS	PR	79	SATISFACTORY	$ 12,319,788.25
TLH	PR	79	SATISFACTORY	$ 29,314,304.34
X13	GA	61	FAIR	$ 3,393,569.84
	DISTRICT	76	SATISFACTORY	$ 135,523,236.89

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
1J0	GA	77	SATISFACTORY	$ 3,450,421.86
2J9	GA	68	FAIR	$ 2,967,021.11
2R4	GA	65	FAIR	$ 11,027,748.33
54J	GA	87	GOOD	$ 1,648,837.06
AAF	GA	68	FAIR	$ 45,651,398.00
CEW	GA	87	GOOD	$ 5,345,116.26
DTS	GA	66	FAIR	$ 10,902,029.90
ECP	PR	93	GOOD	$ 765,270.34
F95	GA	86	GOOD	$ 1,619,740.69
MAI	GA	42	POOR	$ 43,086,620.82
PNS	PR	79	SATISFACTORY	$ 52,894,451.76
TLH	PR	79	SATISFACTORY	$ 73,583,322.37
X13	GA	61	FAIR	$ 4,097,938.56
	DISTRICT	76	SATISFACTORY	$ 257,039,917.06

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.

Tri-County Airport (1J0)

- *No Immediate Runway Major Rehabilitation*

Quincy Municipal Airport (2J9)

- *Runway 14-32 (6105, 6110)*
  - *Major Rehabilitation*
  - *$2,231,999.90*

Peter Prince Field (2R4)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$2,774,999.87*

Defuniak Springs Airport (54J)

- *No Immediate Runway Major Rehabilitation*

Apalachicola Regional Airport (AAF)

- *Runway 18-36 (6310)*
  - *Major Rehabilitation*
  - *$2,626,249.88*

- *Runway 14-32 (6110)*
  - *Major Rehabilitation*
  - *$2,561,029.88*

Bob Sikes Airport (CEW)

- *No Immediate Runway Major Rehabilitation*

Destin-Fort Walton Beach Airport (DTS)

- *No Immediate Runway Major Rehabilitation*

Northwest Florida International Airport (ECP)

- *No Immediate Runway Major Rehabilitation*

Calhoun County Airport (F95)

- *No Immediate Runway Major Rehabilitation*

Marianna Municipal Airport (MAI)

- *Runway 18-36 (6205)*
  - *Major Rehabilitation*
  - *$6,911,999.78*
- *Runway 8-26 (6105)*
  - *Major Rehabilitation*
  - *$5,733,002.08*

Pensacola International Airport (PNS)

- *No Immediate Runway Major Rehabilitation*

Tallahassee Regional Airport (TLH)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$10,242,000.00*

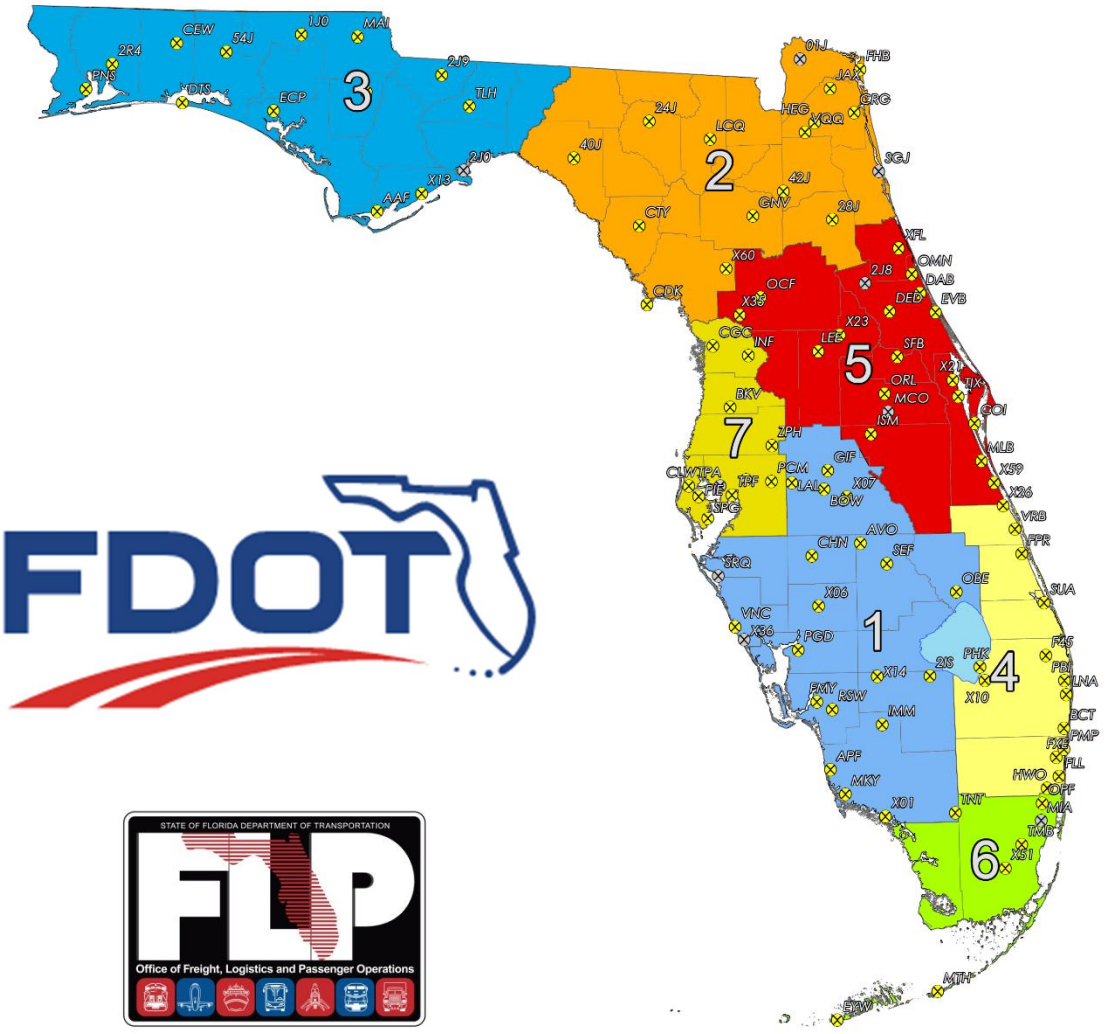
Carrabelle-Thompson Airport (X13)

- *Runway 5-23 (6105)*
  - *Major Rehabilitation*
  - *$3,029,179.86*

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 3.

- 1J0, Tri-County Airport
- 2J9, Quincy Municipal Airport
- 2R4, Peter Prince Field
- 54J, Defuniak Springs Airport
- AAF, Apalachicola Regional Airport
- CEW, Bob Sikes Airport
- DTS, Destin-Fort Walton Beach Airport
- ECP, Northwest Florida International Beaches Airport
- F95, Calhoun County Airport
- MAI, Marianna Municipal Airport
- PNS, Pensacola International Airport
- TLH, Tallahassee Regional Airport
- X13, Carrabelle-Thompson Airport

Wakulla County (2J0), which is managed by Wakulla County, though a county owned and public use facility, did not have pavement facilities to warrant participation in 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.

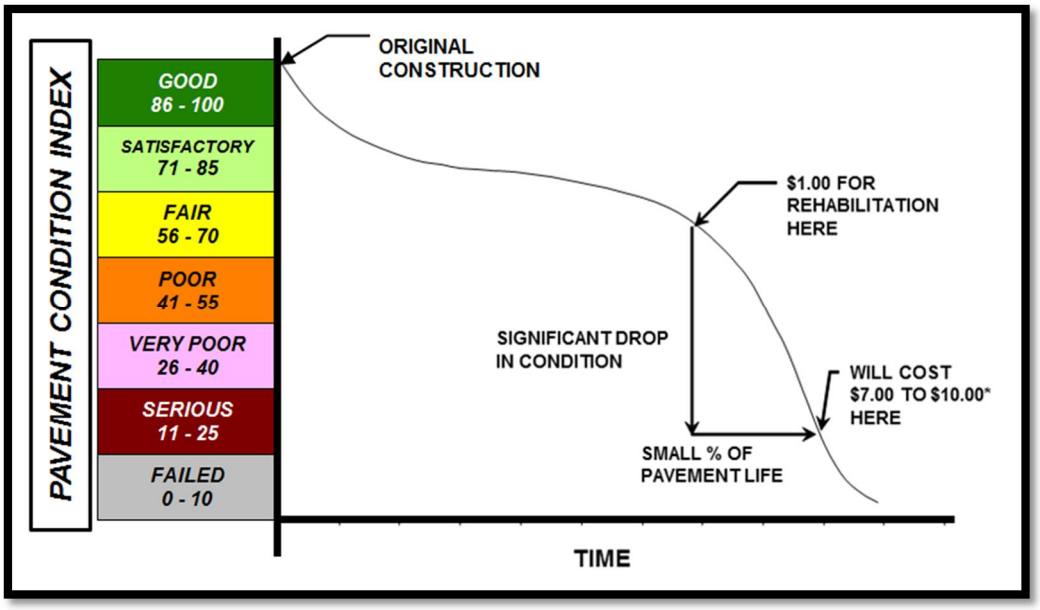
The Concept of an Airfield Pavement Management System

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

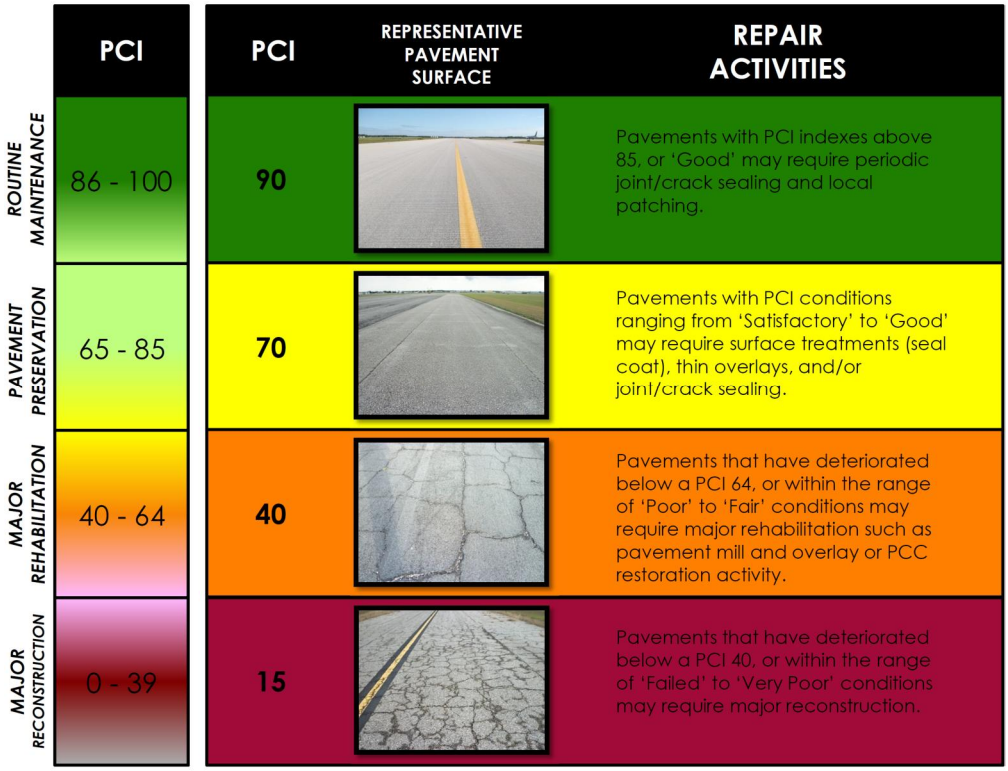
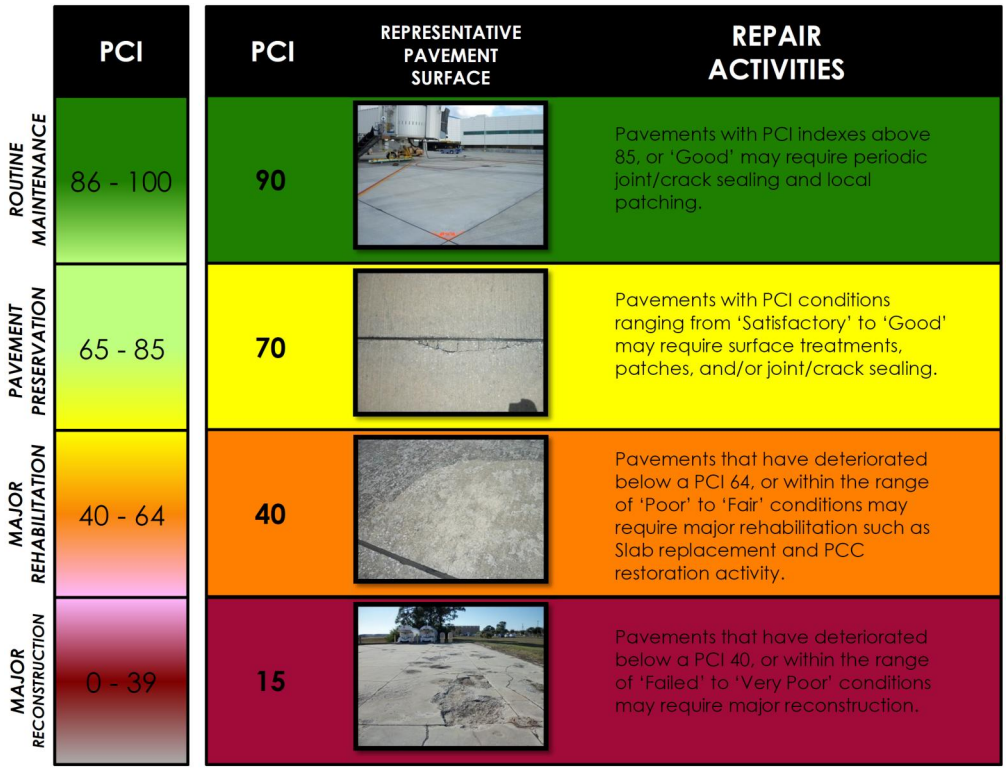


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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
1J0	GA	300,000	72,727	121,534	494,260
2J9	GA	223,200	132,773	-	355,973
2R4	GA	277,500	326,412	579,615	1,183,527
54J	GA	248,650	263,132	219,259	731,041
AAF	GA	2,303,994	967,353	979,973	4,251,320
CEW	GA	1,200,000	1,108,186	850,824	3,159,010
DTS	GA	500,075	352,286	606,643	1,459,004
ECP	PR	1,500,000	1,455,244	1,071,107	4,026,351
F95	GA	270,000	34,539	203,342	507,881
MAI	GA	970,000	595,262	1,547,444	3,112,706
PNS	PR	1,778,396	2,308,190	2,444,716	6,531,302
TLH	PR	2,251,050	3,299,822	2,975,479	8,526,351
X13	GA	302,918	9,699	80,724	393,341
DISTRICT		12,125,783	10,925,625	11,680,660	34,732,068

Figure 2-1: District Pavement Area by Use

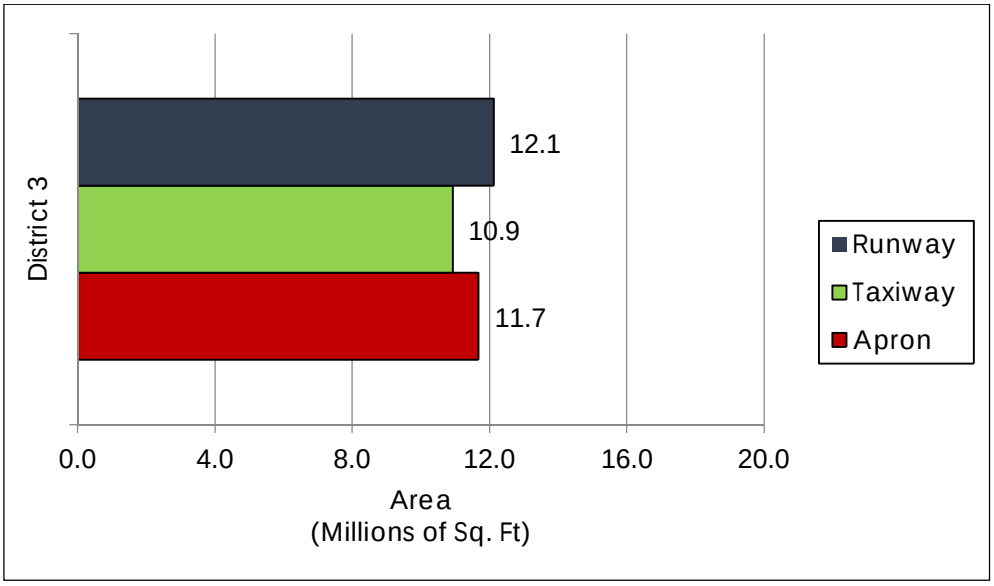
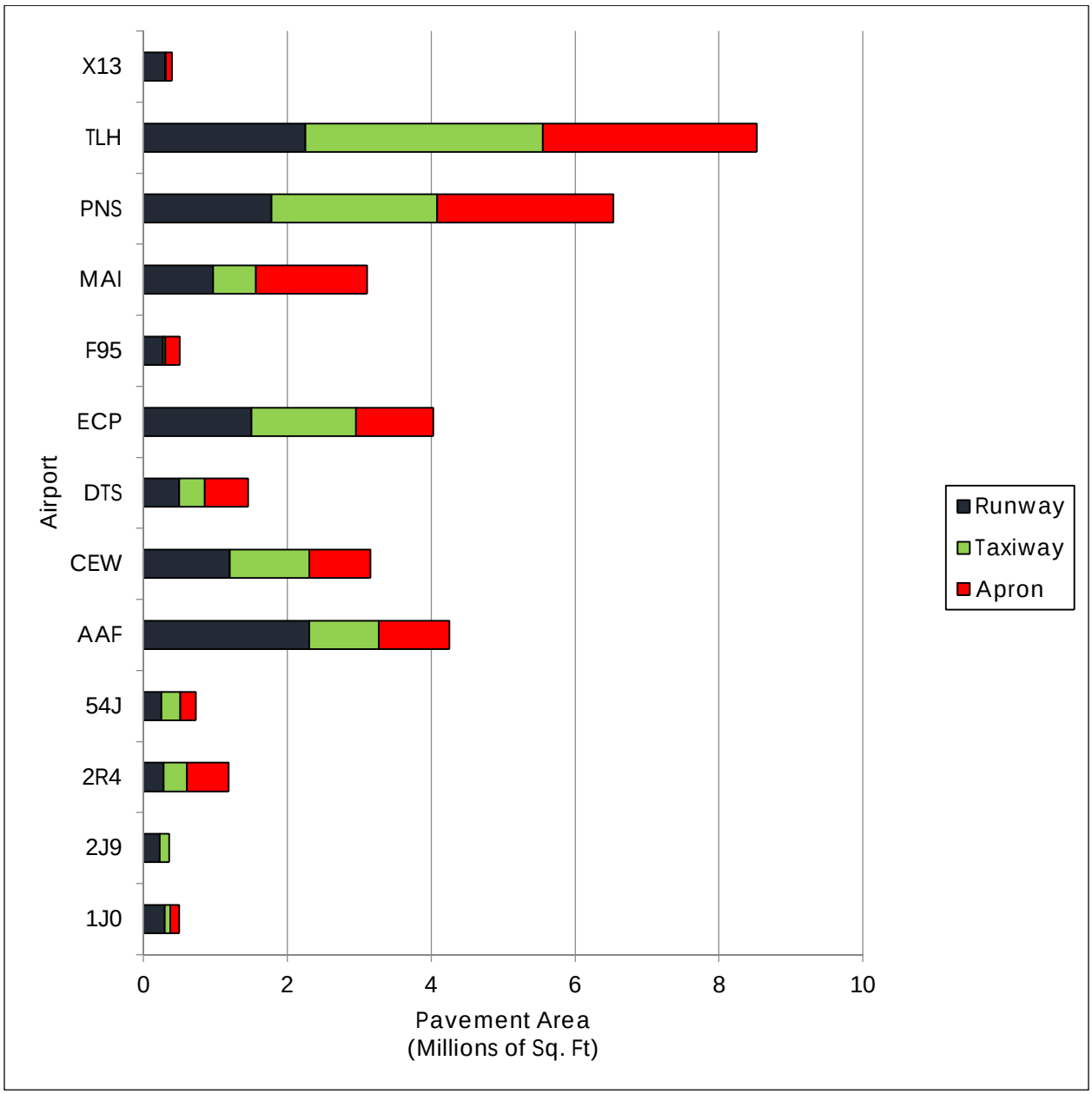


Figure 2-2: Pavement Area Use by Airport



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

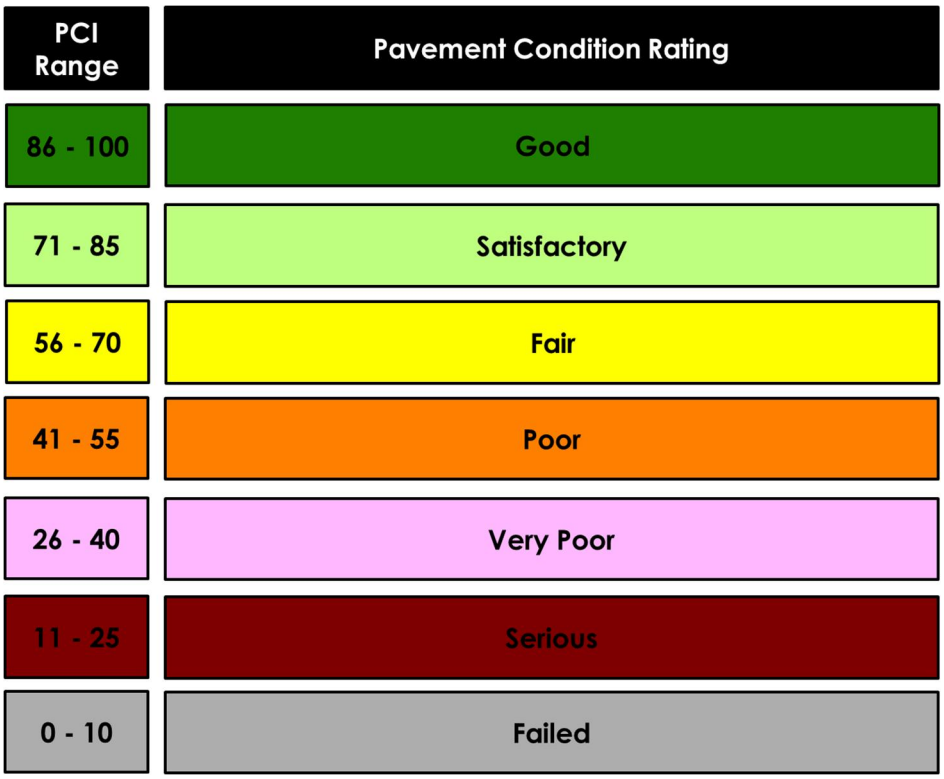
Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction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



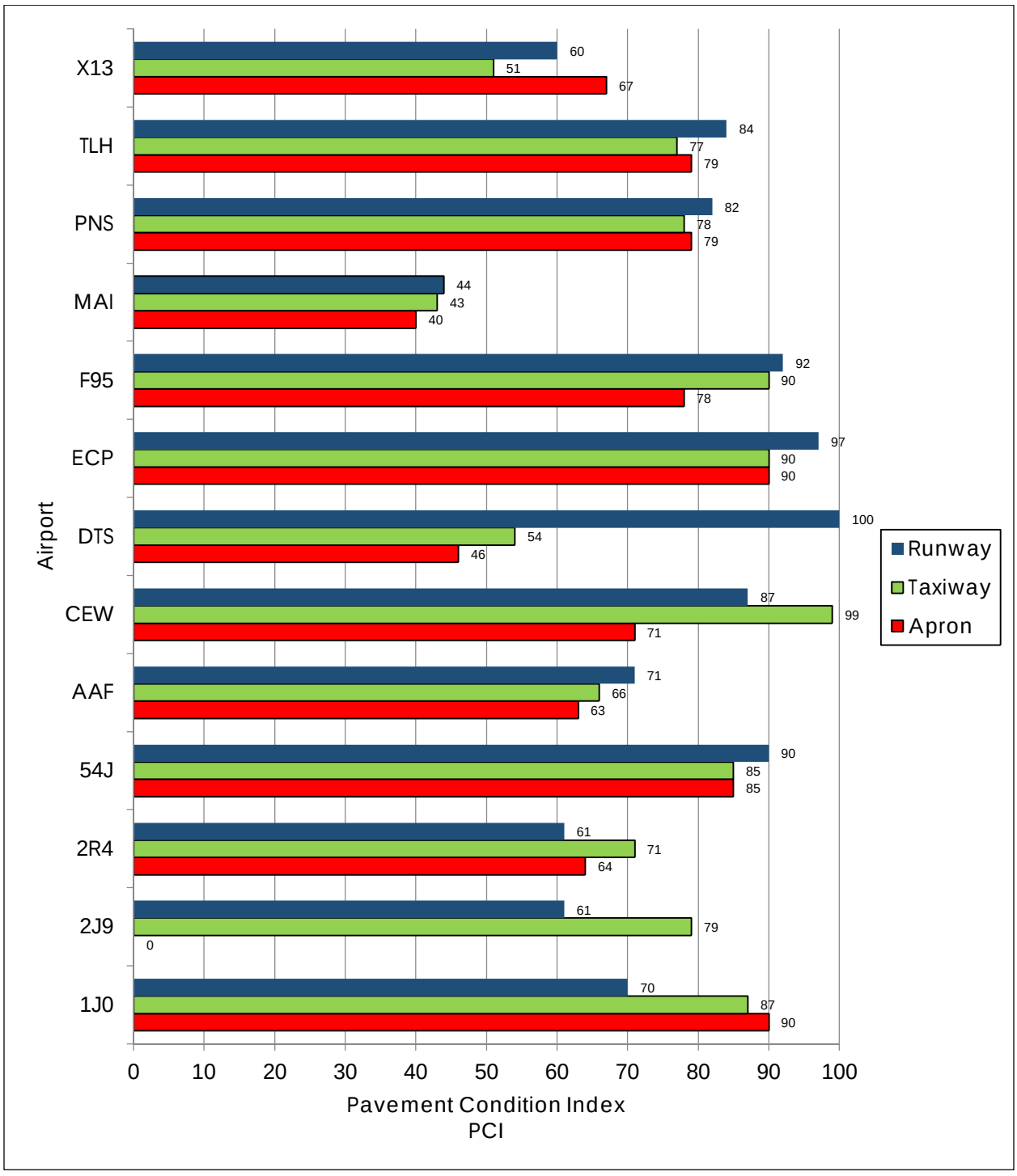
The District's overall PCI is at 76.16, which corresponds to a 'Satisfactory' condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented in each individual airport pavement evaluation report.

Table 3-3: District Condition Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)							
		Runway		Taxiway		Apron		Overall Airfield	
		PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating	PCI	PCI Rating
1J0	GA	70	FAIR	87	GOOD	90	GOOD	77	SATISFACTORY
2J9	GA	61	FAIR	79	SATISFACTORY	-	-	68	FAIR
2R4	GA	61	FAIR	71	SATISFACTORY	64	FAIR	65	FAIR
54J	GA	90	GOOD	85	SATISFACTORY	85	SATISFACTORY	87	GOOD
AAF	GA	71	SATISFACTORY	66	FAIR	63	FAIR	68	FAIR
CEW	GA	87	GOOD	99	GOOD	71	SATISFACTORY	87	GOOD
DTS	GA	100	GOOD	54	POOR	46	POOR	66	FAIR
ECP	PR	97	GOOD	90	GOOD	90	GOOD	93	GOOD
F95	GA	92	GOOD	90	GOOD	78	SATISFACTORY	86	GOOD
MAI	GA	44	POOR	43	POOR	40	VERY POOR	42	POOR
PNS	PR	82	SATISFACTORY	78	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
TLH	PR	84	SATISFACTORY	77	SATISFACTORY	79	SATISFACTORY	79	SATISFACTORY
X13	GA	60	FAIR	51	POOR	67	FAIR	61	FAIR
DISTRICT		79	SATISFACTORY	78	SATISFACTORY	70	FAIR	76	SATISFACTORY

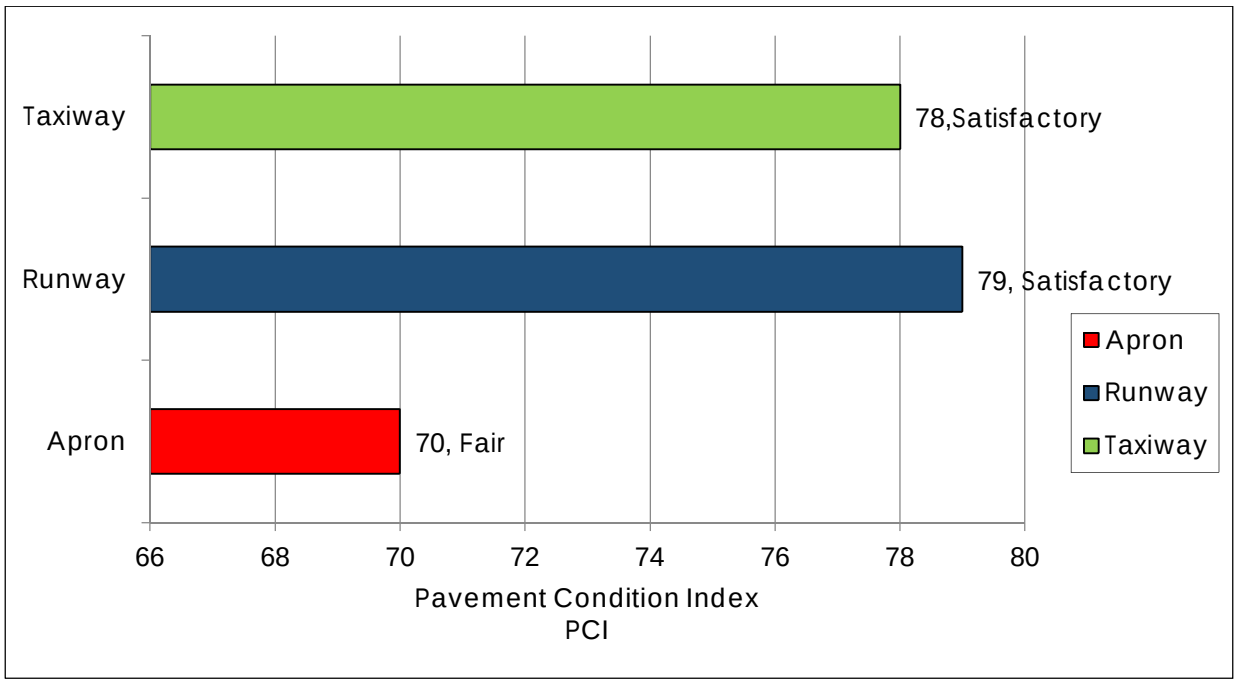
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport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

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



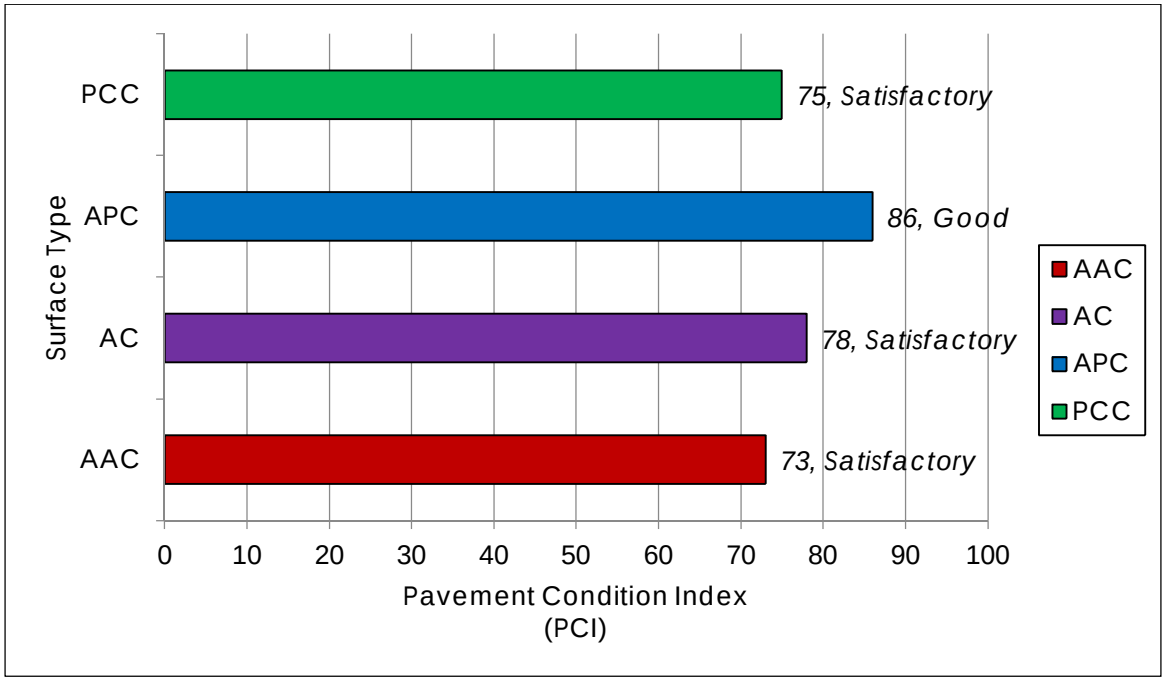
A summary of the District's area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

Figure 3-3: PCI by Pavement Facility Use



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

Figure 3-4: PCI by Pavement Surface Type



4. PAVEMENT PERFORMANCE MODELING

4.1 Pavement Performance Model Concept

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

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

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

>FACILITY USE (Runway, Taxiway, or Apron)

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

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

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

4.2 Performance Model Update

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

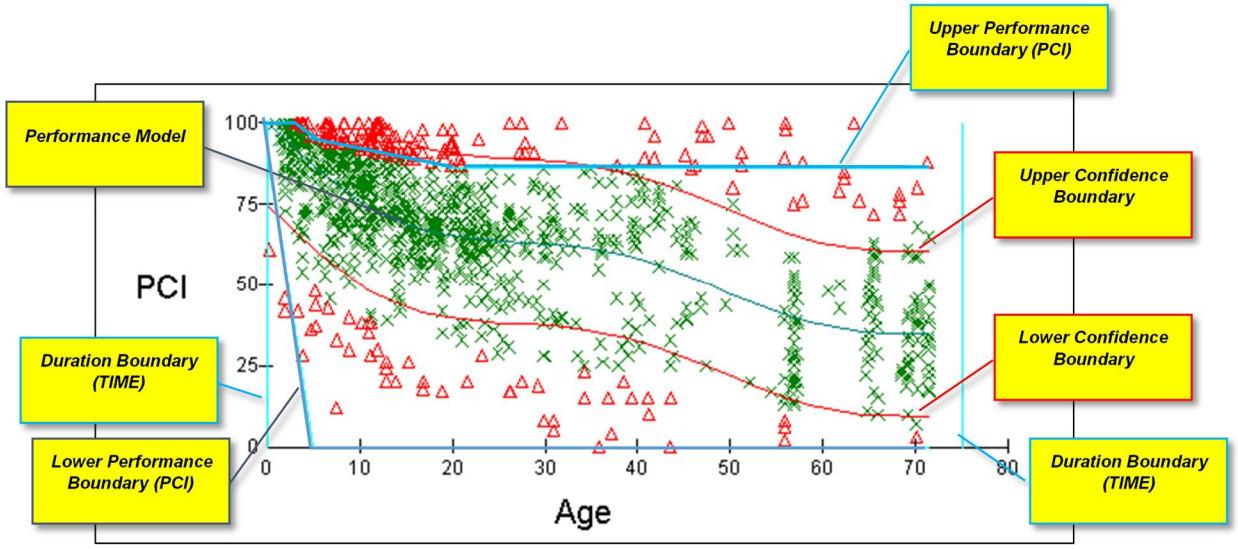
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration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

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

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

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

Figure 4-1: Example Pavement Performance Model



× PCI Data included in Model

Δ PCI Data excluded in Model

4.3 Prediction Curve Development

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

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

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

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

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

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

Table 4-1: Overall Airport Area-Weighted PCI

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1J0	73	71	70	68	67	65	64	63	62	61
2J9	65	64	64	63	62	61	60	59	58	57
2R4	63	62	62	61	60	59	59	58	57	56
54J	82	79	77	75	73	71	70	68	67	66
AAF	64	62	60	59	57	56	55	54	53	52
CEW	81	79	77	75	73	72	70	69	67	66
DTS	63	61	60	58	56	55	53	51	50	48
ECP	91	90	88	87	86	84	83	81	80	78
F95	84	82	79	77	75	72	70	69	67	65
MAI	39	38	37	36	35	34	33	32	31	31
PNS	79	77	76	74	73	71	70	68	67	65
TLH	78	76	75	73	72	70	69	67	65	64

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
X13	60	59	59	58	57	56	55	53	52	51
DISTRICT	73	72	70	69	67	66	64	63	62	60

Table 4-2: Airport Runway Area-Weighted PCI

Network ID	Program Year Overall Runway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1J0	67	66	65	63	62	61	60	59	58	57
2J9	60	59	59	58	58	57	57	56	55	53
2R4	60	59	59	58	58	57	56	55	54	52
54J	85	82	80	77	75	73	71	69	67	65
AAF	66	64	62	60	59	57	56	55	53	52
CEW	84	82	81	79	77	75	74	72	71	69
DTS	94	91	88	85	83	80	78	75	73	71
ECP	96	94	93	92	91	89	88	87	85	84
F95	90	87	84	81	79	76	74	72	70	68
MAI	42	41	40	39	38	37	36	35	34	33
PNS	81	80	78	77	76	74	73	71	70	69
TLH	82	81	79	77	76	74	72	71	69	67
X13	59	58	58	57	56	55	53	52	50	49
DISTRICT	77	75	73	72	70	69	67	66	64	63

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
1J0	83	80	78	76	74	73	71	70	69	68
2J9	75	73	72	70	69	67	66	65	64	63
2R4	69	68	67	66	65	65	64	63	62	62
54J	81	79	77	75	74	72	71	70	68	67
AAF	62	60	59	57	56	54	53	52	51	51
CEW	91	88	86	84	82	80	79	77	76	74
DTS	51	49	47	45	42	39	36	33	31	28
ECP	89	88	86	85	83	82	80	79	77	76
F95	88	86	83	81	79	77	75	73	72	70
MAI	40	39	38	37	35	34	33	32	31	30
PNS	78	76	75	73	72	70	69	67	66	64

Network ID	Program Year Overall Taxiway Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TLH	76	75	73	72	71	69	68	67	65	64
X13	48	47	46	45	44	43	42	41	40	39
DISTRICT	76	74	72	71	69	68	67	65	64	63

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
1J0	83	80	77	75	73	72	70	69	68	67
2R4	61	60	60	59	58	57	57	56	55	55
54J	78	76	73	71	70	68	67	66	65	64
AAF	59	58	57	56	55	54	54	54	53	53
CEW	64	62	60	59	57	56	54	53	52	51
DTS	45	44	44	43	43	42	42	42	41	41
ECP	89	87	85	83	81	80	78	76	74	73
F95	76	74	72	70	69	67	65	64	62	61
MAI	37	36	35	34	33	32	31	30	30	29
PNS	78	77	75	73	72	70	69	67	66	64
TLH	77	75	73	72	70	68	66	65	63	61
X13	66	65	64	63	63	62	61	61	60	59
DISTRICT	68	67	65	64	62	61	60	58	57	56

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
1J0	0.12M	0.14M	0.16M	0.17M	0.06M	0.07M	0.08M	0.07M	0.08M	0.09M	-
2J9	0.01M	0.01M	0.01M	0.01M	0.01M	0.04M	0.06M	0.08M	0.10M	0.12M	-
2R4	0.08M	0.09M	0.05M	0.09M	0.15M	0.22M	0.29M	0.31M	0.37M	0.41M	-
54J	0.08M	0.10M	0.14M	0.18M	0.22M	0.23M	0.24M	0.25M	0.25M	0.26M	-
AAF	0.76M	0.75M	0.82M	0.83M	0.39M	0.43M	0.33M	0.47M	0.64M	0.85M	-
CEW	0.09M	0.14M	0.24M	0.43M	0.61M	0.78M	0.92M	1.05M	1.16M	1.25M	-
DTS	0.00M	0.00M	0.00M	0.06M	0.16M	0.27M	0.35M	0.44M	0.50M	0.55M	-
ECP	-	0.09M	0.17M	0.25M	0.35M	0.46M	0.57M	0.73M	0.89M	1.03M	1.17M
F95	-	0.03M	0.06M	0.09M	0.12M	0.15M	0.17M	0.19M	0.21M	0.22M	0.20M
MAI	0.00M	0.00M	0.00M	0.00M	0.10M	0.30M	0.52M	0.75M	0.94M	1.08M	-
PNS	-	1.06M	1.16M	1.17M	1.30M	1.30M	1.44M	1.46M	1.42M	1.44M	1.55M
TLH	-	1.01M	1.18M	1.07M	1.12M	1.27M	1.47M	1.66M	1.88M	1.96M	2.14M
X13	0.02M	0.02M	0.02M	0.02M	0.04M	0.06M	0.09M	0.11M	0.14M	0.12M	-
DISTRICT	1.17M	3.45M	4.02M	4.38M	4.63M	5.57M	6.53M	7.58M	8.56M	9.39M	5.05M

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
1J0	GA	77	SATISFACTORY	$ -
2J9	GA	68	FAIR	$ 2,717,863.51
2R4	GA	65	FAIR	$ 8,708,826.04
54J	GA	87	GOOD	$ -
AAF	GA	68	FAIR	$ 19,276,817.97
CEW	GA	87	GOOD	$ 5,345,116.26
DTS	GA	66	FAIR	$ 10,902,029.88
ECP	PR	93	GOOD	$ -
F95	GA	86	GOOD	$ 458,299.98
MAI	GA	42	POOR	$ 43,086,620.82
PNS	PR	79	SATISFACTORY	$ 12,319,788.25
TLH	PR	79	SATISFACTORY	$ 29,314,304.34
X13	GA	61	FAIR	$ 3,393,569.84
DISTRICT		76	SATISFACTORY	$ 135,523,236.89

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
1J0	GA	77	SATISFACTORY	$ 3,450,421.86
2J9	GA	68	FAIR	$ 2,967,021.11
2R4	GA	65	FAIR	$ 11,027,748.33
54J	GA	87	GOOD	$ 1,648,837.06
AAF	GA	68	FAIR	$ 45,651,398.00
CEW	GA	87	GOOD	$ 5,345,116.26
DTS	GA	66	FAIR	$ 10,902,029.90
ECP	PR	93	GOOD	$ 765,270.34
F95	GA	86	GOOD	$ 1,619,740.69
MAI	GA	42	POOR	$ 43,086,620.82
PNS	PR	79	SATISFACTORY	$ 52,894,451.76
TLH	PR	79	SATISFACTORY	$ 73,583,322.37
X13	GA	61	FAIR	$ 4,097,938.56
	DISTRICT	76	SATISFACTORY	$ 257,039,917.06

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
1J0	0.00M	0.05M	0.00M	0.00M	3.12M	0.00M	0.00M	0.28M	0.00M	0.00M	-
2J9	2.72M	0.00M	0.05M	0.00M	0.20M	0.00M	0.00M	0.00M	0.00M	0.00M	-
2R4	8.71M	0.00M	1.11M	0.00M	0.00M	0.00M	0.00M	1.08M	0.00M	0.12M	-
54J	0.00M	0.00M	0.00M	0.00M	0.00M	0.48M	0.30M	0.27M	0.46M	0.14M	-
AAF	18.96M	1.86M	0.00M	1.51M	12.65M	3.48M	6.49M	0.56M	0.13M	0.00M	-
CEW	5.35M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
DTS	10.90M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
ECP	-	0.00M	0.00M	0.16M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.61M
F95	-	0.46M	0.00M	0.00M	0.00M	0.06M	0.00M	0.00M	0.00M	0.05M	1.05M
MAI	43.09M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
PNS	-	12.32M	0.28M	5.56M	0.00M	6.72M	0.00M	6.91M	9.92M	7.33M	3.86M
TLH	-	29.31M	0.29M	12.44M	5.78M	1.03M	0.00M	3.84M	3.67M	10.92M	6.30M
X13	3.39M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.70M	-
DISTRICT	93.12M	44.00M	1.73M	19.67M	21.75M	11.78M	6.79M	12.94M	14.17M	19.27M	11.81M

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.

1.5 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.

Tri-County Airport (1J0)

- *No Immediate Runway Major Rehabilitation*

Quincy Municipal Airport (2J9)

- *Runway 14-32 (6105, 6110)*
  - *Major Rehabilitation*
  - *$2,231,999.90*

Peter Prince Field (2R4)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$2,774,999.87*

Defuniak Springs Airport (54J)

- *No Immediate Runway Major Rehabilitation*

Apalachicola Regional Airport (AAF)

- *Runway 18-36 (6310)*
  - *Major Rehabilitation*
  - *$2,626,249.88*
- *Runway 14-32 (6110)*
  - *Major Rehabilitation*
  - *$2,561,029.88*

Bob Sikes Airport (CEW)

- *No Immediate Runway Major Rehabilitation*

Destin-Fort Walton Beach Airport (DTS)

- *No Immediate Runway Major Rehabilitation*

Northwest Florida International Airport (ECP)

- *No Immediate Runway Major Rehabilitation*

Calhoun County Airport (F95)

- *No Immediate Runway Major Rehabilitation*

Marianna Municipal Airport (MAI)

- *Runway 18-36 (6205)*
  - *Major Rehabilitation*
  - *$6,911,999.78*
- *Runway 8-26 (6105)*
  - *Major Rehabilitation*
  - *$5,733,002.08*

Pensacola International Airport (PNS)

- *No Immediate Runway Major Rehabilitation*

Tallahassee Regional Airport (TLH)

- *Runway 18-36 (6105)*
  - *Major Rehabilitation*
  - *$10,242,000.00*

Carrabelle-Thompson Airport (X13)

- *Runway 5-23 (6105)*
  - *Major Rehabilitation*
  - *$3,029,179.86*

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

Branch Condition Report

Pavement Database: FDOT NetworkID: 1J0

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON	6	1,525.00	97.50	121,533.52	APRON	92.00	12.26	90.78
RW 1-19 (RUNWAY 1-19	2	4,014.00	75.00	300,000.00	RUNWAY	71.50	1.50	70.23
TW A (TAXIWAY A	1	1,450.00	35.00	53,322.09	TAXIWAY	90.00	0.00	90.00
TW A1 (TAXIWAY A1)	1	470.00	40.00	19,404.62	TAXIWAY	81.00	0.00	81.00

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
RW 14-32 (RUNWAY 14-3:	2	2,976.00	75.00	223,200.00	RUNWAY	60.00	2.00	61.44
TW HANGAR (TAXIWAY T(HANGARS)	9	4,505.00	25.56	132,772.73	TAXIWAY	69.44	17.68	79.81

Branch Condition Report

Pavement Database: FDOT NetworkID: 2R4

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 EAST	6	1,875.00	229.33	473,584.00	APRON	62.67	4.07	62.94
AP W (APRON WEST	1	255.00	235.00	60,362.00	APRON	49.00	0.00	49.00
RU RW 18 (RUN-UP RUNWAY 18	2	300.00	50.00	23,004.00	APRON	100.00	0.00	100.00
RU RW 36 (RUN-UP RUNWAY 36)	2	360.00	50.00	22,665.00	APRON	100.00	0.00	100.00
RW 18-36 (RUNWAY 18-36)	1	3,700.00	75.00	277,500.00	RUNWAY	61.00	0.00	61.00
TW A (TAXIWAY A TO T-HANGARS	5	3,638.00	25.00	106,174.00	TAXIWAY	65.40	3.32	64.35
TW B (TAXIWAY B	4	4,800.00	27.50	127,895.00	TAXIWAY	55.00	7.91	63.54
TW C (TAXIWAY C	1	250.00	40.00	11,689.00	TAXIWAY	59.00	0.00	59.00
TW D (TAXIWAY D)	2	200.00	40.00	10,289.00	TAXIWAY	57.00	2.00	57.78
TW HANG (TAXIWAY TO HANGAR	1	400.00	35.00	70,365.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: 54J

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP HANG (AP TO HANGAF	1	400.00	200.00	77,806.20	APRON	100.00	0.00	100.00
AP N (NORTH APRON	3	755.00	144.33	73,901.16	APRON	79.33	6.94	79.79
AP NE (NE APRON	1	375.00	55.00	36,132.18	APRON	77.00	0.00	77.00
AP S (SOUTH APRON)	2	570.00	52.50	31,419.49	APRON	74.50	2.50	75.24
RW 9-27 (RUNWAY 9-27)	2	4,128.00	60.00	248,650.00	RUNWAY	82.50	11.50	90.15
TW A (TAXIWAY A	5	4,415.00	34.00	163,762.20	TAXIWAY	87.80	5.38	88.68
TW A1 (TAXIWAY A1	1	250.00	40.00	9,946.30	TAXIWAY	76.00	0.00	76.00
TW A2 (TAXIWAY A2	2	330.00	55.00	20,945.56	TAXIWAY	85.50	10.50	80.32
TW A3 (TAXIWAY A3)	1	300.00	35.00	9,545.58	TAXIWAY	83.00	0.00	83.00
TW A4 (TAXIWAY A4	1	192.00	40.00	10,318.14	TAXIWAY	76.00	0.00	76.00
TW B (TAXIWAY B	1	1,800.00	25.00	48,614.06	TAXIWAY	84.00	0.00	84.00

Branch Condition Report

Pavement Database: FDOT NetworkID: AAF

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON	1	3,600.00	250.00	979,973.35	APRON	63.00	0.00	63.00
RW 14-32 (RUNWAY 14-3	2	15,600.00	62.50	768,308.00	RUNWAY	68.50	4.50	70.00
RW 18-36 (RUNWAY 18-3	2	15,660.00	62.50	787,875.00	RUNWAY	65.50	8.50	68.33
RW 6-24 (RUNWAY 6-24)	2	14,820.00	62.50	747,811.00	RUNWAY	76.00	1.00	76.33
TW A (TAXIWAY A)	2	6,130.00	31.25	229,820.00	TAXIWAY	69.50	4.50	67.96
TW A1 (TAXIWAY A1	2	890.00	31.25	43,865.00	TAXIWAY	55.50	12.50	49.30
TW A2 (TAXIWAY A2	2	950.00	31.25	45,477.00	TAXIWAY	74.00	3.00	72.38
TW A3 (TAXIWAY A3	2	950.00	31.25	45,476.00	TAXIWAY	65.00	9.00	60.27
TW A5 (TAXIWAY A5)	2	1,100.00	37.50	47,627.00	TAXIWAY	54.50	13.50	58.88
TW B1 (TAXIWAY B1	2	1,170.00	31.25	45,128.00	TAXIWAY	71.00	4.00	72.24
TW B2 (TAXIWAY B2	2	920.00	31.25	45,314.00	TAXIWAY	68.50	6.50	65.04
TW B3 (TAXIWAY B3	2	920.00	31.25	45,314.00	TAXIWAY	66.50	15.50	58.25
TW B4 (TAXIWAY B4	2	860.00	31.25	40,894.00	TAXIWAY	66.50	12.50	60.71
TW C (TAXIWAY C	2	6,090.00	37.50	231,422.00	TAXIWAY	69.50	2.50	68.68
TW C1 (TAXIWAY C1	2	960.00	33.00	45,490.00	TAXIWAY	75.00	4.00	77.13
TW C2 (TAXIWAY C2	2	960.00	33.00	45,476.00	TAXIWAY	77.00	1.00	77.53

Branch Condition Report

Pavement Database: FDOT NetworkID: AAF

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 D (TAXIWAY D	2	1,260.00	31.25	56,050.00	TAXIWAY	64.50	6.50	61.50

Branch Condition Report

Pavement Database: FDOT NetworkID: CEW

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON	5	3,512.00	132.00	517,275.68	APRON	60.00	32.77	55.96
AP HANG (HANGAR APRON	2	700.00	27.50	25,113.72	APRON	40.00	22.00	49.55
AP N (NORTH APRON	4	1,781.00	141.25	261,875.13	APRON	100.00	0.00	100.00
AP RU (WEST RUN-UP APRON AT RW 17)	1	415.00	100.00	46,559.69	APRON	100.00	0.00	100.00
RW 17-35 (RUNWAY 17-35)	6	24,000.00	62.50	1,200,000.00	RUNWAY	86.83	4.71	87.98
TW A (TAXIWAY A	6	9,650.00	90.00	748,518.75	TAXIWAY	100.00	0.00	100.00
TW A2 (TAXIWAY A2	1	300.00	50.00	54,611.89	TAXIWAY	100.00	0.00	100.00
TW A3 (TAXIWAY A3	2	395.00	45.00	60,985.80	TAXIWAY	100.00	0.00	100.00
TW A4 (TAXIWAY A4)	2	400.00	130.00	80,012.86	TAXIWAY	100.00	0.00	100.00
TW CONN (CONNECTOR TAXIWAY TO APRON)	4	370.25	52.50	62,500.67	TAXIWAY	100.00	0.00	100.00
TW K (TAXIWAY K	1	500.00	35.00	25,847.69	TAXIWAY	94.00	0.00	94.00
TW PMV (TAXIWAY PMV	1	1,450.00	50.00	75,708.54	TAXIWAY	94.00	0.00	94.00

Branch Condition Report

Pavement Database: FDOT NetworkID: DTS

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON	8	4,570.00	114.13	570,259.00	APRON	48.00	12.58	45.39
AP RU (RUN-UP APRONS	2	375.00	95.00	36,384.00	APRON	61.50	2.50	61.50
RW 14-32 (RUNWAY 14-3	6	13,600.00	60.42	500,075.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	3	4,800.00	40.00	193,795.00	TAXIWAY	56.00	2.45	54.03
TW A2 (TAXIWAY A2)	1	180.00	40.00	9,346.00	TAXIWAY	47.00	0.00	47.00
TW A3 (TAXIWAY A3	1	180.00	40.00	9,344.00	TAXIWAY	47.00	0.00	47.00
TW A4 (TAXIWAY A4	1	180.00	40.00	9,346.00	TAXIWAY	50.00	0.00	50.00
TW A5 (TAXIWAY A5	1	180.00	40.00	9,341.00	TAXIWAY	48.00	0.00	48.00
TW CONN (CONNECTOR TAXIWAY TO APRON)	4	385.00	40.00	18,724.00	TAXIWAY	42.00	9.97	44.41
TW HANG (TAXIWAY TO HANGARS	3	3,550.00	28.33	102,390.00	TAXIWAY	71.00	20.70	59.95

Branch Condition Report

Pavement Database: FDOT NetworkID: ECP

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 CO HANG (APRON CORP HANG	4	2,600.00	46.25	105,647.00	APRON	94.00	6.04	91.08
AP GA (APRON GA	2	700.00	325.00	219,168.00	APRON	89.50	1.50	89.10
AP RU S (APRON RU S	2	650.00	75.00	38,612.00	APRON	89.50	7.50	86.96
AP TERM (APRON TERM)	4	1,350.00	300.00	477,530.94	APRON	95.50	5.32	90.67
AP T-HANG (APRON T-HANG)	2	1,300.00	212.50	230,149.00	APRON	91.50	2.50	91.25
RW 16-34 (RUNWAY 16-34	2	20,000.00	75.00	1,500,000.00	RUNWAY	97.00	0.00	97.00
TAXIWAY F (TAXIWAY F	1	4,100.00	35.00	153,255.00	TAXIWAY	91.00	0.00	91.00
TW D (TAXIWAY D	1	10,000.00	75.00	750,000.00	TAXIWAY	90.00	0.00	90.00
TW E1 (TAXIWAY E1)	1	370.00	35.00	15,240.00	TAXIWAY	90.00	0.00	90.00
TW E2 (TAXIWAY E2	1	400.00	35.00	19,798.00	TAXIWAY	93.00	0.00	93.00
TW J (TAXIWAY J	4	1,035.00	58.75	70,955.18	TAXIWAY	86.50	10.74	89.75
TW K (TAXIWAY K	4	1,040.00	80.00	83,728.86	TAXIWAY	92.00	5.34	92.99
TW M (TAXIWAY M	3	925.00	78.33	73,007.86	TAXIWAY	90.00	2.94	89.77
TW P (TAXIWAY P	3	845.00	91.67	84,966.56	TAXIWAY	94.33	2.62	93.08
TW Q (TAXIWAY Q	1	310.00	100.00	43,409.91	TAXIWAY	94.00	0.00	94.00
TW S (TAXIWAY S	2	495.00	97.50	57,505.86	TAXIWAY	89.00	2.00	90.26

Branch Condition Report

Pavement Database: FDOT NetworkID: ECP

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 T (TAXIWAY T	2	495.00	97.50	56,936.93	TAXIWAY	88.00	6.00	91.75
TW U (TAXIWAY U	2	495.00	97.50	46,440.04	TAXIWAY	94.00	0.00	94.00

Branch Condition Report

Pavement Database: FDOT NetworkID: F95

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP GA (GA APRON	5	1,260.00	180.00	175,158.00	APRON	77.00	10.28	78.23
AP HELIPAD (HELIPAD APRON	1	75.00	65.00	4,850.00	APRON	94.00	0.00	94.00
AP T-HANG (T-HANG APRON	4	1,170.00	22.50	23,334.00	APRON	76.75	10.89	76.25
RW 18-36 (RUNWAY 18-36)	1	3,600.00	75.00	270,000.00	RUNWAY	92.00	0.00	92.00
TW A (TAXIWAY A)	1	350.00	35.00	10,718.00	TAXIWAY	94.00	0.00	94.00
TW B (TAXIWAY B	1	700.00	35.00	23,821.00	TAXIWAY	89.00	0.00	89.00

Branch Condition Report

Pavement Database: FDOT NetworkID: MAI

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON	1	4,371.00	350.00	1,547,444.00	APRON	40.00	0.00	40.00
RW 18-36 (RUNWAY 18-3(	1	4,800.00	100.00	480,000.00	RUNWAY	42.00	0.00	42.00
RW 8-26 (RUNWAY 8-2(	1	4,900.00	100.00	490,000.00	RUNWAY	47.00	0.00	47.00
TW A (TAXIWAY A)	1	800.00	35.00	33,984.06	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	1	550.00	50.00	27,500.00	TAXIWAY	31.00	0.00	31.00
TW C (TAXIWAY C	1	460.00	50.00	23,000.00	TAXIWAY	37.00	0.00	37.00
TW D (TAXIWAY D	1	550.00	50.00	27,500.00	TAXIWAY	37.00	0.00	37.00
TW E (TAXIWAY E	1	1,688.00	56.00	94,528.00	TAXIWAY	41.00	0.00	41.00
TW F (TAXIWAY F)	1	500.00	40.00	20,000.00	TAXIWAY	24.00	0.00	24.00
TW PARALL (TAXIWAY PARRL-(	2	7,875.00	45.00	368,750.00	TAXIWAY	36.50	12.50	42.22

Branch Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CARGO (CARGO APRON	2	850.00	225.00	214,401.00	APRON	100.00	0.00	100.00
AP E (EAST APRON	1	985.00	260.00	255,240.00	APRON	63.00	0.00	63.00
AP GA (GA APRON	4	1,070.00	129.50	86,169.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	3	5,845.00	135.00	669,899.00	APRON	63.33	8.81	59.92
AP TERM (TERMINAL APRON)	7	4,340.00	263.21	999,635.00	APRON	82.71	30.25	91.73
AP W (APRON WEST	1	710.00	310.00	219,372.00	APRON	71.00	0.00	71.00
RW 17-35 (RUNWAY 17-3	6	14,010.00	75.17	750,750.00	RUNWAY	86.67	7.27	90.25
RW 8-26 (RUNWAY 8-2	14	13,702.00	75.00	1,027,646.00	RUNWAY	77.21	4.02	76.05
TW A (TAXIWAY A)	2	7,310.00	75.00	583,905.00	TAXIWAY	76.50	2.50	76.45
TW A1 (TAXIWAY A1	1	375.00	104.00	47,399.00	TAXIWAY	37.00	0.00	37.00
TW A2 (TAXIWAY A2	2	715.00	102.00	92,824.00	TAXIWAY	79.00	3.00	79.58
TW A3 (TAXIWAY A3	1	375.00	103.00	50,051.00	TAXIWAY	94.00	0.00	94.00
TW A4 (TAXIWAY A4	1	375.00	104.00	49,968.00	TAXIWAY	84.00	0.00	84.00
TW A5 (TAXIWAY A5	1	375.00	104.00	49,806.00	TAXIWAY	83.00	0.00	83.00
TW A7 (TAXIWAY A7	1	310.00	230.00	72,160.00	TAXIWAY	67.00	0.00	67.00
TW B (TAXIWAY B	5	8,049.00	76.90	658,132.00	TAXIWAY	80.00	4.43	81.19

Branch Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW B2 (TAXIWAY B2	3	687.50	109.67	93,664.00	TAXIWAY	85.67	3.77	83.92
TW B3 (TAXIWAY B3	1	375.00	104.00	50,248.00	TAXIWAY	83.00	0.00	83.00
TW B4 (TAXIWAY B4	1	375.00	104.00	50,114.00	TAXIWAY	83.00	0.00	83.00
TW B5 (TAXIWAY B5)	1	375.00	104.00	48,322.00	TAXIWAY	80.00	0.00	80.00
TW B7 (TAXIWAY B7)	1	228.00	50.00	14,899.00	TAXIWAY	66.00	0.00	66.00
TW B8 (TAXIWAY B8	1	228.00	50.00	13,317.00	TAXIWAY	75.00	0.00	75.00
TW C (TAXIWAY C	4	2,672.00	62.25	130,392.00	TAXIWAY	77.25	3.49	78.61
TW C2 (TAXIWAY C2	1	882.00	35.00	31,643.00	TAXIWAY	80.00	0.00	80.00
TW D (TAXIWAY D)	4	5,199.00	80.25	230,858.00	TAXIWAY	78.75	4.49	79.36
TW D1 (TAXIWAY D1	1	308.00	35.00	13,134.00	TAXIWAY	83.00	0.00	83.00
TW D2 (TAXIWAY D2	1	308.00	35.00	13,134.00	TAXIWAY	80.00	0.00	80.00
TW D3 (TAXIWAY D3	1	308.00	40.00	14,220.00	TAXIWAY	87.00	0.00	87.00

Branch Condition Report

Pavement Database: FDOT NetworkID: TLH

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CARGO (CARGO APRON	3	2,059.50	355.17	484,155.00	APRON	90.00	4.32	87.43
AP GA (GA APRON	7	2,890.00	191.43	680,484.00	APRON	50.00	14.17	48.21
AP OLD TER (OLD TERMINA APRON)	5	2,210.00	242.00	634,599.00	APRON	90.40	1.02	91.08
AP RU RW18 (RUN-UP APRON AT RW 18)	1	140.00	200.00	25,207.00	APRON	73.00	0.00	73.00
AP TERM (TERMINAL APRON)	2	2,410.00	257.50	885,102.00	APRON	83.50	5.50	88.83
AP T-HANG (APRON A T-HANGERS)	1	500.00	500.00	265,932.00	APRON	84.00	0.00	84.00
RW 18-36 (RUNWAY 18-3	10	8,760.00	82.50	1,051,050.00	RUNWAY	92.30	15.98	66.16
RW 9-27 (RUNWAY 9-2	2	24,150.00	62.50	1,200,000.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	3	7,250.00	153.33	551,674.00	TAXIWAY	91.33	12.26	78.05
TW A1 (TAXIWAY A1	1	400.00	100.00	40,207.00	TAXIWAY	100.00	0.00	100.00
TW A2 (TAXIWAY A2	1	300.00	100.00	42,262.00	TAXIWAY	76.00	0.00	76.00
TW B (TAXIWAY B	1	300.00	100.00	32,330.00	TAXIWAY	75.00	0.00	75.00
TW B1 (TAXIWAY B1	1	500.00	90.00	51,074.00	TAXIWAY	69.00	0.00	69.00
TW B2 (TAXIWAY B2	1	500.00	90.00	48,731.00	TAXIWAY	100.00	0.00	100.00
TW C (TAXIWAY C	2	730.00	67.50	55,509.00	TAXIWAY	73.00	0.00	73.00
TW D (TAXIWAY D	1	600.00	60.00	43,815.00	TAXIWAY	75.00	0.00	75.00

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 E (TAXIWAY E	2	900.00	62.50	75,051.00	TAXIWAY	71.50	0.50	71.42
TW F (TAXIWAY F	2	1,715.00	67.50	130,225.00	TAXIWAY	74.00	1.00	74.47
TW G (TAXIWAY G	1	400.00	75.00	41,349.00	TAXIWAY	77.00	0.00	77.00
TW H (TAXIWAY H)	1	400.00	50.00	33,713.00	TAXIWAY	75.00	0.00	75.00
TW J (TAXIWAY J)	2	496.00	114.00	113,072.00	TAXIWAY	89.50	0.50	89.56
TW K (TAXIWAY K	5	1,612.00	78.00	116,262.00	TAXIWAY	77.40	11.59	81.82
TW L (TAXIWAY L	3	1,100.00	85.00	80,022.00	TAXIWAY	76.67	16.52	82.40
TW M (TAXIWAY M	5	4,112.00	66.00	251,927.00	TAXIWAY	81.60	9.48	78.39
TW N (TAXIWAY N)	2	1,100.00	107.50	143,730.00	TAXIWAY	96.50	3.50	95.93
TW N1 (TAXIWAY N1	1	400.00	125.00	48,156.00	TAXIWAY	89.00	0.00	89.00
TW P (TAXIWAY P	2	8,615.00	87.50	690,586.00	TAXIWAY	83.50	16.50	71.84
TW R, HANG (TAXIWAY R AND T HANGARS TWS)	4	4,540.00	37.50	225,247.00	TAXIWAY	70.00	12.06	71.58
TW S (TAXIWAY S	3	5,950.00	100.00	372,036.00	TAXIWAY	81.00	14.45	76.14
TW T (TAXIWAY T	1	1,100.00	30.00	23,143.00	TAXIWAY	94.00	0.00	94.00
TW W (TAXIWAY W	1	100.00	100.00	24,545.00	TAXIWAY	50.00	0.00	50.00
TW Z (TAXIWAY Z	3	1,380.00	36.67	65,156.00	TAXIWAY	84.33	0.94	83.15

Branch Condition Report

Pavement Database: FDOT NetworkID: X13

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRONS	4	744.00	90.00	80,724.00	APRON	62.25	6.65	67.89
RW 5-23 (RUNWAY 5-23	1	4,040.00	75.00	302,918.00	RUNWAY	60.00	0.00	60.00
TW A (TAXIWAY A	1	400.00	25.00	9,699.00	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	113	11,680,660.06	76.67	22.21	70.84
RUNWAY	63	12,125,783.00	82.37	15.12	79.30
TAXIWAY	211	10,925,624.74	76.67	17.77	78.37
All	387	34,732,067.80	77.60	18.92	76.16

Date: 5 /17/2015

Section Condition Report

Pavement Database: FDOT NetworkID: 1J0

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4103	02/01/2013	AC	APRON	P	0	3,170.82	02/01/2013	0	100.00
AP (APRON)	4105	02/01/2013	AAC	APRON	P	0	27,552.00	02/01/2013	0	100.00
AP (APRON)	4110	01/01/2001	PCC	APRON	T	0	4,894.51	07/22/2013	12	67.00
AP (APRON)	4115	01/01/2007	AC	APRON	T	0	67,925.33	07/22/2013	6	86.00
AP (APRON)	4120	01/01/2007	AC	APRON	T	0	8,231.68	07/22/2013	6	99.00
AP (APRON)	4125	03/01/2012	AC	APRON	P	0	9,759.18	03/01/2012	0	100.00
RW 1-19 (RUNWAY 1-19)	6105	01/01/1996	AC	RUNWAY	P	0	277,500.00	07/22/2013	17	70.00
RW 1-19 (RUNWAY 1-19)	6110	01/01/1996	AC	RUNWAY	P	0	22,500.00	07/22/2013	17	73.00
TW A (TAXIWAY A)	110	07/01/2008	AC	TAXIWAY	P	0	53,322.09	07/22/2013	5	90.00
TW A1 (TAXIWAY A1)	105	01/01/1996	AC	TAXIWAY	P	0	19,404.62	07/22/2013	17	81.00

Section Condition Report

Pavement Database: FDOT NetworkID: 2J9

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 14-32 (RUNWAY 14-32)	6105	01/01/1997	AAC	RUNWAY	P	0	192,150.00	06/06/2013	16	62.00
RW 14-32 (RUNWAY 14-32)	6110	01/01/1997	AC	RUNWAY	P	0	31,050.00	06/06/2013	16	58.00
TW HANGAR (TAXIWAY TO HANGARS)	105	01/01/1989	AC	TAXIWAY	P	0	17,720.00	06/06/2013	24	64.00
TW HANGAR (TAXIWAY TO HANGARS)	110	01/01/1989	AC	TAXIWAY	P	0	12,730.00	06/06/2013	24	44.00
TW HANGAR (TAXIWAY TO HANGARS)	115	01/01/1989	AC	TAXIWAY	P	0	4,750.00	06/06/2013	24	66.00
TW HANGAR (TAXIWAY TO HANGARS)	120	01/01/1995	AC	TAXIWAY	P	0	6,000.00	06/06/2013	18	67.00
TW HANGAR (TAXIWAY TO HANGARS)	125	01/01/1997	AC	TAXIWAY	P	0	9,660.00	06/06/2013	16	57.00
TW HANGAR (TAXIWAY TO HANGARS)	130	01/01/1998	AC	TAXIWAY	P	0	4,250.00	06/06/2013	15	60.00
TW HANGAR (TAXIWAY TO HANGARS)	140	01/01/2003	AC	TAXIWAY	P	0	11,660.00	06/06/2013	10	67.00
TW HANGAR (TAXIWAY TO HANGARS)	145	01/01/2010	AC	TAXIWAY	P	0	33,081.53	06/06/2013	3	100.00
TW HANGAR (TAXIWAY TO HANGARS)	150	01/01/2012	AC	TAXIWAY	P	0	32,921.20	01/01/2012	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E (APRON EAST)	4105	01/01/1992	AC	APRON	P	0	89,498.00	08/28/2013	21	60.00
AP E (APRON EAST)	4110	01/01/2000	AAC	APRON	P	0	72,218.00	08/28/2013	13	57.00
AP E (APRON EAST)	4115	01/01/2000	AAC	APRON	P	0	55,812.00	08/28/2013	13	61.00
AP E (APRON EAST)	4120	01/01/1995	AC	APRON	P	0	50,545.00	08/28/2013	18	64.00
AP E (APRON EAST)	4125	01/01/1996	AC	APRON	P	0	117,425.00	08/28/2013	17	64.00
AP E (APRON EAST)	4130	01/01/2007	AC	APRON	P	0	88,086.00	08/28/2013	6	70.00
AP W (APRON WEST)	4205	01/01/1992	AC	APRON	P	0	60,362.00	08/28/2013	21	49.00
RU RW 18 (RUN-UP RUNWAY 18)	5105	01/01/2011	AC	APRON	P	0	11,805.00	01/01/2011	0	100.00
RU RW 18 (RUN-UP RUNWAY 18)	5110	01/01/2011	AC	APRON	P	0	11,199.00	01/01/2011	0	100.00
RU RW 36 (RUN-UP RUNWAY 36)	5205	01/01/2011	AC	APRON	P	0	12,428.00	01/01/2011	0	100.00
RU RW 36 (RUN-UP RUNWAY 36)	5210	01/01/2011	AC	APRON	P	0	10,237.00	01/01/2011	0	100.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1992	AAC	RUNWAY	P	0	277,500.00	08/28/2013	21	61.00
TW A (TAXIWAY A TO T-HANGARS)	105	01/01/1992	AC	TAXIWAY	T	0	12,778.00	08/28/2013	21	64.00
TW A (TAXIWAY A TO T-HANGARS)	115	01/01/1995	AC	TAXIWAY	P	0	38,133.00	08/28/2013	18	63.00
TW A (TAXIWAY A TO T-HANGARS)	120	01/01/1996	AC	TAXIWAY	P	0	6,724.00	08/28/2013	17	64.00
TW A (TAXIWAY A TO T-HANGARS)	500	01/01/2007	AC	TAXIWAY	P	0	9,348.00	08/28/2013	6	72.00
TW A (TAXIWAY A TO T-HANGARS)	510	01/01/2001	AC	TAXIWAY	P	0	39,191.00	08/28/2013	12	64.00
TW B (TAXIWAY B)	205	01/01/1992	AC	TAXIWAY	P	0	104,968.00	08/28/2013	21	66.00
TW B (TAXIWAY B)	210	01/01/1992	AC	TAXIWAY	P	0	8,970.00	08/28/2013	21	48.00
TW B (TAXIWAY B)	215	01/01/1996	AC	TAXIWAY	P	0	9,340.00	08/28/2013	17	59.00
TW B (TAXIWAY B)	250	01/01/1992	AC	TAXIWAY	P	0	4,617.00	08/28/2013	21	47.00
TW C (TAXIWAY C)	305	01/01/1968	AC	TAXIWAY	P	0	11,689.00	08/28/2013	45	59.00
TW D (TAXIWAY D)	405	01/01/1992	AAC	TAXIWAY	P	0	7,141.00	08/28/2013	21	59.00
TW D (TAXIWAY D)	410	01/01/1992	AAC	TAXIWAY	P	0	3,148.00	08/28/2013	21	55.00
TW HANG (TAXIWAY TO HANGAR)	605	08/01/2013	AC	TAXIWAY	P	0	70,365.00	08/01/2013	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: 54J

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HANG (AP TO HANGAR)	4405	01/01/2013	AC	APRON	P	0	77,806.20	01/01/2013	0	100.00
AP N (NORTH APRON)	4205	01/01/2006	AAC	APRON	P	0	24,706.00	07/22/2013	7	73.00
AP N (NORTH APRON)	4210	01/01/2006	AAC	APRON	P	0	21,961.16	07/22/2013	7	76.00
AP N (NORTH APRON)	4215	01/01/2002	AC	APRON	P	0	27,234.00	07/22/2013	11	89.00
AP NE (NE APRON)	4110	01/01/2011	AAC	APRON	P	0	36,132.18	07/22/2013	2	77.00
AP S (SOUTH APRON)	4305	01/01/2010	AC	APRON	P	0	11,036.57	07/22/2013	3	72.00
AP S (SOUTH APRON)	4310	05/05/2004	AC	APRON	P	0	20,382.92	07/22/2013	9	77.00
RW 9-27 (RUNWAY 9-27)	6110	01/01/2011	AAC	RUNWAY	P	0	207,070.00	07/22/2013	2	94.00
RW 9-27 (RUNWAY 9-27)	6120	01/01/1999	AC	RUNWAY	P	0	41,580.00	07/22/2013	14	71.00
TW A (TAXIWAY A)	105	01/01/2011	AAC	TAXIWAY	P	0	2,965.00	07/22/2013	2	94.00
TW A (TAXIWAY A)	110	01/01/2011	AAC	TAXIWAY	P	0	2,040.00	07/22/2013	2	83.00
TW A (TAXIWAY A)	115	01/01/2011	AAC	TAXIWAY	P	0	30,730.00	07/22/2013	2	80.00
TW A (TAXIWAY A)	530	01/01/2007	AC	TAXIWAY	P	0	80,853.59	07/22/2013	6	90.00
TW A (TAXIWAY A)	605	01/01/2002	AC	TAXIWAY	P	0	47,173.61	07/22/2013	11	92.00
TW A1 (TAXIWAY A1)	305	01/01/2011	AAC	TAXIWAY	P	0	9,946.30	07/22/2013	2	76.00
TW A2 (TAXIWAY A2)	405	01/01/1966	AC	TAXIWAY	T	0	5,309.07	07/22/2013	47	96.00
TW A2 (TAXIWAY A2)	610	01/01/2002	AC	TAXIWAY	P	0	15,636.49	07/22/2013	11	75.00
TW A3 (TAXIWAY A3)	603	01/01/2002	AC	TAXIWAY	P	0	9,545.58	07/22/2013	11	83.00
TW A4 (TAXIWAY A4)	525	01/01/2007	AC	TAXIWAY	T	0	10,318.14	07/22/2013	6	76.00
TW B (TAXIWAY B)	710	05/05/2004	AC	TAXIWAY	P	0	48,614.06	07/22/2013	9	84.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1940	PCC	APRON	P	0	979,973.35	06/05/2013	73	63.00
RW 14-32 (RUNWAY 14-32)	6105	01/01/1940	PCC	RUNWAY	P	0	512,205.00	06/05/2013	73	73.00
RW 14-32 (RUNWAY 14-32)	6110	01/01/1940	PCC	RUNWAY	P	0	256,103.00	06/05/2013	73	64.00
RW 18-36 (RUNWAY 18-36)	6305	01/01/1940	PCC	RUNWAY	S	0	525,250.00	06/05/2013	73	74.00
RW 18-36 (RUNWAY 18-36)	6310	01/01/1940	PCC	RUNWAY	S	0	262,625.00	06/05/2013	73	57.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1940	PCC	RUNWAY	P	0	498,541.00	06/05/2013	73	77.00
RW 6-24 (RUNWAY 6-24)	6210	01/01/1940	PCC	RUNWAY	P	0	249,270.00	06/05/2013	73	75.00
TW A (TAXIWAY A)	220	01/01/1940	PCC	TAXIWAY	P	0	154,200.00	06/05/2013	73	65.00
TW A (TAXIWAY A)	225	01/01/1942	PCC	TAXIWAY	P	0	75,620.00	06/05/2013	71	74.00
TW A1 (TAXIWAY A1)	230	01/01/1940	PCC	TAXIWAY	P	0	32,807.00	06/05/2013	73	43.00
TW A1 (TAXIWAY A1)	235	01/01/1942	PCC	TAXIWAY	P	0	11,058.00	06/05/2013	71	68.00
TW A2 (TAXIWAY A2)	250	01/01/1940	PCC	TAXIWAY	P	0	35,036.00	06/05/2013	73	71.00
TW A2 (TAXIWAY A2)	255	01/01/1942	PCC	TAXIWAY	P	0	10,441.00	06/05/2013	71	77.00
TW A3 (TAXIWAY A3)	240	01/01/1940	PCC	TAXIWAY	P	0	34,680.00	06/05/2013	73	56.00
TW A3 (TAXIWAY A3)	245	01/01/1942	PCC	TAXIWAY	P	0	10,796.00	06/05/2013	71	74.00
TW A5 (TAXIWAY A5)	205	01/01/1940	PCC	TAXIWAY	P	0	31,535.00	06/05/2013	73	68.00
TW A5 (TAXIWAY A5)	210	01/01/1942	PCC	TAXIWAY	P	0	16,092.00	06/05/2013	71	41.00
TW B1 (TAXIWAY B1)	305	01/01/1940	PCC	TAXIWAY	P	0	29,556.00	06/05/2013	73	75.00
TW B1 (TAXIWAY B1)	310	01/01/1942	PCC	TAXIWAY	P	0	15,572.00	06/05/2013	71	67.00
TW B2 (TAXIWAY B2)	315	01/01/1940	PCC	TAXIWAY	P	0	34,714.00	06/05/2013	73	62.00
TW B2 (TAXIWAY B2)	320	01/01/1942	PCC	TAXIWAY	P	0	10,600.00	06/05/2013	71	75.00
TW B3 (TAXIWAY B3)	325	01/01/1940	PCC	TAXIWAY	P	0	34,714.00	06/05/2013	73	51.00
TW B3 (TAXIWAY B3)	330	01/01/1942	PCC	TAXIWAY	P	0	10,600.00	06/05/2013	71	82.00
TW B4 (TAXIWAY B4)	345	01/01/1940	PCC	TAXIWAY	P	0	29,911.00	06/05/2013	73	54.00
TW B4 (TAXIWAY B4)	350	01/01/1942	PCC	TAXIWAY	P	0	10,983.00	06/05/2013	71	79.00
TW C (TAXIWAY C)	105	01/01/1940	PCC	TAXIWAY	P	0	153,704.00	06/05/2013	73	67.00

Section Condition Report

Pavement Database: FDOT NetworkID: AAF

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	110	01/01/1942	PCC	TAXIWAY	P	0	77,718.00	06/05/2013	71	72.00
TW C1 (TAXIWAY C1)	155	01/01/1942	PCC	TAXIWAY	P	0	10,613.00	06/05/2013	71	71.00
TW C1 (TAXIWAY C1)	160	01/01/1940	PCC	TAXIWAY	P	0	34,877.00	06/05/2013	73	79.00
TW C2 (TAXIWAY C2)	145	01/01/1942	PCC	TAXIWAY	P	0	10,646.00	06/05/2013	71	76.00
TW C2 (TAXIWAY C2)	150	01/01/1940	PCC	TAXIWAY	P	0	34,830.00	06/05/2013	73	78.00
TW D (TAXIWAY D)	335	01/01/1940	PCC	TAXIWAY	P	0	40,968.00	06/05/2013	73	58.00
TW D (TAXIWAY D)	340	01/01/1942	PCC	TAXIWAY	P	0	15,082.00	06/05/2013	71	71.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1980	AAC	APRON	P	0	56,250.00	08/27/2013	33	38.00
AP (APRON)	4110	01/01/1983	AC	APRON	P	0	93,750.00	08/27/2013	30	30.00
AP (APRON)	4115	01/01/1987	AC	APRON	P	0	187,230.68	08/27/2013	26	32.00
AP (APRON)	4120	03/01/2012	AAC	APRON	P	0	147,645.00	03/01/2012	0	100.00
AP (APRON)	4130	03/01/2012	PCC	APRON	P	0	32,400.00	03/01/2012	0	100.00
AP HANG (HANGAR APRON)	4205	01/01/1994	AC	APRON	P	0	18,010.19	08/27/2013	19	62.00
AP HANG (HANGAR APRON)	4210	01/01/1963	AC	APRON	P	0	7,103.53	08/27/2013	50	18.00
AP N (NORTH APRON)	4340	11/01/2012	AAC	APRON	P	0	33,815.64	11/01/2012	0	100.00
AP N (NORTH APRON)	4345	11/01/2012	AC	APRON	P	0	99,461.38	11/01/2012	0	100.00
AP N (NORTH APRON)	4350	11/01/2012	PCC	APRON	P	0	23,279.79	11/01/2012	0	100.00
AP N (NORTH APRON)	4355	11/01/2012	AC	APRON	P	0	105,318.32	11/01/2012	0	100.00
AP RU (WEST RUN-UP APRON AT RW 17)	5105	11/01/2012	AAC	APRON	P	0	46,559.69	11/01/2012	0	100.00
RW 17-35 (RUNWAY 17-35)	6105	01/01/2008	AC	RUNWAY	P	0	80,000.00	08/27/2013	5	79.00
RW 17-35 (RUNWAY 17-35)	6110	01/01/2008	AC	RUNWAY	P	0	40,000.00	08/27/2013	5	89.00
RW 17-35 (RUNWAY 17-35)	6115	01/01/2008	AC	RUNWAY	P	0	420,000.00	08/27/2013	5	91.00
RW 17-35 (RUNWAY 17-35)	6120	01/01/2008	AC	RUNWAY	P	0	210,000.00	08/27/2013	5	93.00
RW 17-35 (RUNWAY 17-35)	6125	01/01/2008	AC	RUNWAY	P	0	300,000.00	08/27/2013	5	84.00
RW 17-35 (RUNWAY 17-35)	6130	01/01/2008	AC	RUNWAY	P	0	150,000.00	08/27/2013	5	85.00
TW A (TAXIWAY A)	105	11/01/2012	AAC	TAXIWAY	P	0	98,453.32	11/01/2012	0	100.00
TW A (TAXIWAY A)	110	11/01/2012	AAC	TAXIWAY	P	0	303,843.25	11/01/2012	0	100.00
TW A (TAXIWAY A)	125	11/01/2012	AAC	TAXIWAY	P	0	267,093.11	11/01/2012	0	100.00
TW A (TAXIWAY A)	140	11/01/2012	AC	TAXIWAY	P	0	27,340.32	11/01/2012	0	100.00
TW A (TAXIWAY A)	150	11/01/2012	AC	TAXIWAY	P	0	25,815.68	11/01/2012	0	100.00
TW A (TAXIWAY A)	160	11/01/2012	AC	TAXIWAY	P	0	25,973.07	11/01/2012	0	100.00
TW A2 (TAXIWAY A2)	115	11/01/2012	AAC	TAXIWAY	P	0	54,611.89	11/01/2012	0	100.00
TW A3 (TAXIWAY A3)	120	11/01/2012	AAC	TAXIWAY	P	0	53,835.00	11/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: CEW

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A3 (TAXIWAY A3)	330	11/01/2012	AAC	TAXIWAY	P	0	7,150.80	11/01/2012	0	100.00
TW A4 (TAXIWAY A4)	130	11/01/2012	AAC	TAXIWAY	P	0	53,403.85	11/01/2012	0	100.00
TW A4 (TAXIWAY A4)	135	11/01/2012	AC	TAXIWAY	P	0	26,609.01	11/01/2012	0	100.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	310	11/01/2012	AAC	TAXIWAY	P	0	7,038.40	11/01/2012	0	100.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	320	11/01/2012	AAC	TAXIWAY	P	0	2,982.48	11/01/2012	0	100.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	335	11/01/2012	AAC	TAXIWAY	P	0	26,206.75	11/01/2012	0	100.00
TW CONN (CONNECTOR TAXIWAYS TO APRON)	340	11/01/2012	AAC	TAXIWAY	P	0	26,273.04	11/01/2012	0	100.00
TW K (TAXIWAY K)	605	03/01/2008	AC	TAXIWAY	P	0	25,847.69	08/27/2013	5	94.00
TW PMV (TAXIWAY PMV)	505	01/01/2008	AC	TAXIWAY	S	0	75,708.54	08/27/2013	5	94.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1985	AAC	APRON	P	0	50,000.00	08/29/2013	28	61.00
AP (APRON)	4107	01/01/1985	AAC	APRON	P	0	8,500.00	08/29/2013	28	31.00
AP (APRON)	4110	01/01/1974	AC	APRON	P	0	65,030.00	08/29/2013	39	59.00
AP (APRON)	4112	01/01/1974	AC	APRON	P	0	10,880.00	08/29/2013	39	37.00
AP (APRON)	4115	01/01/1975	AAC	APRON	P	0	45,210.00	08/29/2013	38	59.00
AP (APRON)	4120	01/01/1987	AC	APRON	P	0	122,850.00	08/29/2013	26	48.00
AP (APRON)	4125	01/01/1983	AC	APRON	P	0	208,085.00	08/29/2013	30	30.00
AP (APRON)	4150	01/01/1992	AC	APRON	P	0	59,704.00	08/29/2013	21	59.00
AP RU (RUN-UP APRONS)	5105	01/01/1992	AAC	APRON	P	0	18,192.00	08/29/2013	21	59.00
AP RU (RUN-UP APRONS)	5110	01/01/1992	AAC	APRON	P	0	18,192.00	08/29/2013	21	64.00
RW 14-32 (RUNWAY 14-32)	6105	03/01/2013	AAC	RUNWAY	P	0	175,000.00	03/01/2013	0	100.00
RW 14-32 (RUNWAY 14-32)	6110	03/01/2013	AAC	RUNWAY	P	0	175,075.00	03/01/2013	0	100.00
RW 14-32 (RUNWAY 14-32)	6115	03/01/2013	AAC	RUNWAY	P	0	55,000.00	03/01/2013	0	100.00
RW 14-32 (RUNWAY 14-32)	6117	03/01/2013	AC	RUNWAY	P	0	55,000.00	03/01/2013	0	100.00
RW 14-32 (RUNWAY 14-32)	6120	03/01/2013	AAC	RUNWAY	P	0	20,000.00	03/01/2013	0	100.00
RW 14-32 (RUNWAY 14-32)	6122	03/01/2013	AC	RUNWAY	P	0	20,000.00	03/01/2013	0	100.00
TW A (TAXIWAY A)	115	01/01/1992	AAC	TAXIWAY	P	0	140,000.00	08/29/2013	21	53.00
TW A (TAXIWAY A)	135	01/01/1992	AAC	TAXIWAY	P	0	12,461.00	08/29/2013	21	59.00
TW A (TAXIWAY A)	150	01/01/1992	AAC	TAXIWAY	P	0	41,334.00	08/29/2013	21	56.00
TW A2 (TAXIWAY A2)	110	01/01/1992	AAC	TAXIWAY	P	0	9,346.00	08/29/2013	21	47.00
TW A3 (TAXIWAY A3)	120	01/01/1992	AAC	TAXIWAY	P	0	9,344.00	08/29/2013	21	47.00
TW A4 (TAXIWAY A4)	125	01/01/1992	AAC	TAXIWAY	P	0	9,346.00	08/29/2013	21	50.00
TW A5 (TAXIWAY A5)	130	01/01/1992	AAC	TAXIWAY	P	0	9,341.00	08/29/2013	21	48.00
TW CONN (CONNECTOR TAXIWAY TO APRON)	205	01/01/1992	AAC	TAXIWAY	P	0	7,890.00	08/29/2013	21	54.00
TW CONN (CONNECTOR TAXIWAY TO APRON)	209	01/01/1992	AAC	TAXIWAY	P	0	4,600.00	08/29/2013	21	36.00
TW CONN (CONNECTOR TAXIWAY TO APRON)	210	01/01/1972	AAC	TAXIWAY	P	0	3,283.00	08/29/2013	41	29.00

Section Condition Report

Pavement Database: FDOT NetworkID: DTS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW CONN (CONNECTOR TAXIWAY TO APRON)	212	01/01/1992	AAC	TAXIWAY	P	0	2,951.00	08/29/2013	21	49.00
TW HANG (TAXIWAY TO HANGARS)	305	12/25/1999	AC	TAXIWAY	P	0	59,943.00	08/29/2013	14	60.00
TW HANG (TAXIWAY TO HANGARS)	307	06/01/2011	AC	TAXIWAY	P	0	6,215.00	06/01/2011	0	100.00
TW HANG (TAXIWAY TO HANGARS)	315	12/25/1999	AC	TAXIWAY	P	0	36,232.00	08/29/2013	14	53.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CO HANG (APRON CORP HANG)	4605	01/01/2009	AC	APRON	P	0	32,896.00	09/29/2014	5	89.00
AP CO HANG (APRON CORP HANG)	4606	01/01/2009	AC	APRON	P	0	44,645.00	09/29/2014	5	87.00
AP CO HANG (APRON CORP HANG)	4607	01/01/2012	AC	APRON	P	0	15,360.00	01/01/2012	0	100.00
AP CO HANG (APRON CORP HANG)	4608	01/01/2012	AC	APRON	P	0	12,746.00	01/01/2012	0	100.00
AP GA (APRON GA)	4405	01/01/2009	AC	APRON	P	0	138,600.00	09/29/2014	5	88.00
AP GA (APRON GA)	4406	01/01/2011	AC	APRON	P	0	80,568.00	09/29/2014	3	91.00
AP RU S (APRON RU S)	4505	01/01/2009	AC	APRON	P	0	25,838.00	09/29/2014	5	82.00
AP RU S (APRON RU S)	4510	01/01/2009	PCC	APRON	P	0	12,774.00	09/29/2014	5	97.00
AP TERM (APRON TERM)	4105	01/01/2009	PCC	APRON	P	0	33,610.58	09/29/2014	5	100.00
AP TERM (APRON TERM)	4110	01/01/2009	AC	APRON	P	0	293,881.00	09/29/2014	5	87.00
AP TERM (APRON TERM)	4115	01/01/2009	PCC	APRON	P	0	127,372.36	09/29/2014	5	95.00
AP TERM (APRON TERM)	4120	01/01/2014	AC	APRON	P	0	22,667.00	01/01/2014	0	100.00
AP T-HANG (APRON T-HANG)	4305	01/01/2009	AC	APRON	P	0	103,415.00	09/29/2014	5	94.00
AP T-HANG (APRON T-HANG)	4310	01/01/2009	AC	APRON	P	0	126,734.00	09/29/2014	5	89.00
RW 16-34 (RUNWAY 16-34)	6105	01/01/2009	PCC	RUNWAY	P	0	750,000.00	09/29/2014	5	97.00
RW 16-34 (RUNWAY 16-34)	6110	01/01/2009	PCC	RUNWAY	P	0	750,000.00	09/29/2014	5	97.00
TAXIWAY F (TAXIWAY F)	605	01/01/2009	AC	TAXIWAY	P	0	153,255.00	09/29/2014	5	91.00
TW D (TAXIWAY D)	405	01/01/2009	AC	TAXIWAY	P	0	750,000.00	09/29/2014	5	90.00
TW E1 (TAXIWAY E1)	510	01/01/2009	AC	TAXIWAY	P	0	15,240.00	09/29/2014	5	90.00
TW E2 (TAXIWAY E2)	505	01/01/2009	AC	TAXIWAY	P	0	19,798.00	09/29/2014	5	93.00
TW J (TAXIWAY J)	1005	01/01/2009	PCC	TAXIWAY	P	0	8,143.04	09/29/2014	5	94.00
TW J (TAXIWAY J)	1010	01/01/2009	AC	TAXIWAY	P	0	38,891.14	09/29/2014	5	93.00
TW J (TAXIWAY J)	1015	01/01/2009	AC	TAXIWAY	P	0	15,624.00	09/29/2014	5	91.00
TW J (TAXIWAY J)	1020	01/01/2009	AC	TAXIWAY	P	0	8,297.00	09/29/2014	5	68.00
TW K (TAXIWAY K)	1105	01/01/2009	PCC	TAXIWAY	P	0	10,661.07	09/29/2014	5	97.00
TW K (TAXIWAY K)	1110	01/01/2009	AC	TAXIWAY	P	0	46,844.79	09/26/2014	5	94.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW K (TAXIWAY K)	1115	01/01/2009	AC	TAXIWAY	P	0	15,661.00	09/29/2014	5	94.00
TW K (TAXIWAY K)	1120	01/01/2011	AC	TAXIWAY	P	0	10,562.00	09/29/2014	3	83.00
TW M (TAXIWAY M)	1305	01/01/2009	PCC	TAXIWAY	P	0	10,661.07	09/29/2014	5	87.00
TW M (TAXIWAY M)	1310	01/01/2009	AC	TAXIWAY	P	0	46,844.79	09/29/2014	5	89.00
TW M (TAXIWAY M)	1315	01/01/2009	AC	TAXIWAY	P	0	15,502.00	09/29/2014	5	94.00
TW P (TAXIWAY P)	1605	01/01/2009	PCC	TAXIWAY	P	0	10,661.07	09/29/2014	5	98.00
TW P (TAXIWAY P)	1610	01/01/2009	AC	TAXIWAY	P	0	46,844.79	09/29/2014	5	92.00
TW P (TAXIWAY P)	1615	01/01/2009	AC	TAXIWAY	P	0	27,460.70	09/29/2014	5	93.00
TW Q (TAXIWAY Q)	1705	01/01/2009	AC	TAXIWAY	P	0	43,409.91	09/29/2014	5	94.00
TW S (TAXIWAY S)	1905	01/01/2009	PCC	TAXIWAY	P	0	10,661.07	09/29/2014	5	87.00
TW S (TAXIWAY S)	1910	01/01/2009	AC	TAXIWAY	P	0	46,844.79	09/29/2014	5	91.00
TW T (TAXIWAY T)	2005	01/01/2009	PCC	TAXIWAY	P	0	10,661.07	09/29/2014	5	82.00
TW T (TAXIWAY T)	2010	01/01/2009	AC	TAXIWAY	P	0	46,275.86	09/29/2014	5	94.00
TW U (TAXIWAY U)	2105	01/01/2009	PCC	TAXIWAY	P	0	8,143.04	09/29/2014	5	94.00
TW U (TAXIWAY U)	2110	01/01/2009	AC	TAXIWAY	P	0	38,297.00	09/29/2014	5	94.00

Section Condition Report

Pavement Database: FDOT NetworkID: F95

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA (GA APRON)	4105	01/01/2012	PCC	APRON	P	0	80,461.00	09/29/2014	2	87.00
AP GA (GA APRON)	4110	01/01/2003	AC	APRON	P	0	39,362.00	09/29/2014	11	62.00
AP GA (GA APRON)	4115	01/01/2007	AC	APRON	P	0	40,659.00	09/29/2014	7	74.00
AP GA (GA APRON)	4150	01/01/2007	AC	APRON	P	0	3,746.00	09/29/2014	7	72.00
AP GA (GA APRON)	4205	01/01/2003	PCC	APRON	P	0	10,930.00	09/29/2014	11	90.00
AP HELIPAD (HELIPAD APRON)	4305	01/01/2003	PCC	APRON	P	0	4,850.00	09/29/2014	11	94.00
AP T-HANG (T-HANG APRON)	805	01/01/2003	AC	APRON	P	0	5,340.00	09/29/2014	11	86.00
AP T-HANG (T-HANG APRON)	810	01/01/2003	AC	APRON	P	0	5,700.00	09/29/2014	11	68.00
AP T-HANG (T-HANG APRON)	905	01/01/2007	AC	APRON	P	0	6,468.00	09/29/2014	7	64.00
AP T-HANG (T-HANG APRON)	910	01/01/2007	AC	APRON	P	0	5,826.00	09/29/2014	7	89.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/2012	AAC	RUNWAY	P	0	270,000.00	09/29/2014	2	92.00
TW A (TAXIWAY A)	105	01/01/2007	AC	TAXIWAY	P	0	10,718.00	09/29/2014	7	94.00
TW B (TAXIWAY B)	110	01/01/2007	AC	TAXIWAY	P	0	23,821.00	09/29/2014	7	89.00

Section Condition Report

Pavement Database: FDOT NetworkID: MAI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1945	PCC	APRON	P	0	1,547,444.00	06/03/2013	68	40.00
RW 18-36 (RUNWAY 18-36)	6205	01/01/1992	AAC	RUNWAY	P	0	480,000.00	06/03/2013	21	42.00
RW 8-26 (RUNWAY 8-26)	6105	01/01/1945	AC	RUNWAY	S	0	490,000.00	06/03/2013	68	47.00
TW A (TAXIWAY A)	805	07/01/2012	AC	TAXIWAY	P	0	33,984.06	07/01/2012	0	100.00
TW B (TAXIWAY B)	705	01/01/1992	AAC	TAXIWAY	P	0	27,500.00	06/03/2013	21	31.00
TW C (TAXIWAY C)	605	01/01/1992	AAC	TAXIWAY	P	0	23,000.00	06/03/2013	21	37.00
TW D (TAXIWAY D)	505	01/01/1992	AAC	TAXIWAY	P	0	27,500.00	06/03/2013	21	37.00
TW E (TAXIWAY E)	405	01/01/1992	AAC	TAXIWAY	P	0	94,528.00	06/03/2013	21	41.00
TW F (TAXIWAY F)	305	01/01/1945	AC	TAXIWAY	P	0	20,000.00	06/03/2013	68	24.00
TW PARALL (TAXIWAY PARRL-G)	105	01/01/1945	AC	TAXIWAY	P	0	100,000.00	06/03/2013	68	24.00
TW PARALL (TAXIWAY PARRL-G)	150	01/01/1945	PCC	TAXIWAY	P	0	268,750.00	06/03/2013	68	49.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO APRON)	4705	01/01/2015	PCC	APRON	P	0	68,880.00	01/01/2015	0	100.00
AP CARGO (CARGO APRON)	4710	01/01/2015	PCC	APRON	P	0	145,521.00	01/01/2015	0	100.00
AP E (EAST APRON)	4405	12/25/1999	AC	APRON	P	0	255,240.00	02/10/2015	16	63.00
AP GA (GA APRON)	4310	01/01/2015	AAC	APRON	P	0	26,365.00	01/01/2015	0	100.00
AP GA (GA APRON)	4315	01/01/2015	PCC	APRON	P	0	9,900.00	01/01/2015	0	100.00
AP GA (GA APRON)	4320	01/01/2015	AAC	APRON	P	0	12,201.00	01/01/2015	0	100.00
AP GA (GA APRON)	4325	01/01/2015	AAC	APRON	P	0	37,703.00	01/01/2015	0	100.00
AP S (SOUTH APRON)	4505	01/01/1997	AC	APRON	T	0	112,540.00	02/10/2015	18	71.00
AP S (SOUTH APRON)	4510	01/01/1997	AC	APRON	T	0	338,266.00	02/10/2015	18	51.00
AP S (SOUTH APRON)	4515	01/01/1997	AC	APRON	T	0	219,093.00	02/10/2015	18	68.00
AP TERM (TERMINAL APRON)	4205	01/01/1988	PCC	APRON	T	0	367,057.00	02/10/2015	27	94.00
AP TERM (TERMINAL APRON)	4210	01/01/1977	PCC	APRON	P	0	256,288.00	02/10/2015	38	91.00
AP TERM (TERMINAL APRON)	4215	01/01/2010	PCC	APRON	P	0	42,079.00	02/10/2015	5	97.00
AP TERM (TERMINAL APRON)	4220	01/01/2010	PCC	APRON	P	0	76,245.00	02/10/2015	5	100.00
AP TERM (TERMINAL APRON)	4225	01/01/2010	PCC	APRON	P	0	106,612.00	02/10/2015	5	97.00
AP TERM (TERMINAL APRON)	4230	01/01/2001	AC	APRON	P	0	23,761.00	02/10/2015	14	9.00
AP TERM (TERMINAL APRON)	4235	12/25/1998	PCC	APRON	P	0	127,593.00	02/10/2015	17	91.00
AP W (APRON WEST)	4605	01/01/2002	AC	APRON	P	0	219,372.00	02/10/2015	13	71.00
RW 17-35 (RUNWAY 17-35)	6105	11/01/2007	PCC	RUNWAY	P	0	33,178.00	02/10/2015	8	91.00
RW 17-35 (RUNWAY 17-35)	6110	11/01/2007	PCC	RUNWAY	P	0	110,822.00	02/10/2015	8	93.00
RW 17-35 (RUNWAY 17-35)	6115	11/01/2007	AC	RUNWAY	P	0	52,500.00	02/10/2015	8	75.00
RW 17-35 (RUNWAY 17-35)	6120	11/01/2007	AC	RUNWAY	P	0	26,250.00	02/10/2015	8	78.00
RW 17-35 (RUNWAY 17-35)	6125	11/01/2007	PCC	RUNWAY	P	0	396,211.00	02/10/2015	8	92.00
RW 17-35 (RUNWAY 17-35)	6130	11/01/2007	PCC	RUNWAY	P	0	131,789.00	02/10/2015	8	91.00
RW 8-26 (RUNWAY 8-26)	6205	01/01/2004	AC	RUNWAY	P	0	130,000.00	02/10/2015	11	75.00
RW 8-26 (RUNWAY 8-26)	6210	01/01/2004	AC	RUNWAY	P	0	65,000.00	02/10/2015	11	77.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 8-26 (RUNWAY 8-26)	6215	01/01/2004	AC	RUNWAY	P	0	95,000.00	02/10/2015	11	72.00
RW 8-26 (RUNWAY 8-26)	6220	01/01/2004	AC	RUNWAY	P	0	47,500.00	02/10/2015	11	76.00
RW 8-26 (RUNWAY 8-26)	6225	01/01/2004	AC	RUNWAY	P	0	89,997.00	02/10/2015	11	74.00
RW 8-26 (RUNWAY 8-26)	6230	01/01/2004	AC	RUNWAY	P	0	44,999.00	02/10/2015	11	83.00
RW 8-26 (RUNWAY 8-26)	6235	01/01/2004	AC	RUNWAY	P	0	170,000.00	02/10/2015	11	72.00
RW 8-26 (RUNWAY 8-26)	6240	01/01/2004	AC	RUNWAY	P	0	85,000.00	02/10/2015	11	79.00
RW 8-26 (RUNWAY 8-26)	6245	01/01/2004	AC	RUNWAY	P	0	40,000.00	02/10/2015	11	73.00
RW 8-26 (RUNWAY 8-26)	6250	01/01/2004	AC	RUNWAY	P	0	20,000.00	02/10/2015	11	83.00
RW 8-26 (RUNWAY 8-26)	6255	01/01/2004	AC	RUNWAY	P	0	60,000.00	02/10/2015	11	74.00
RW 8-26 (RUNWAY 8-26)	6260	01/01/2004	AC	RUNWAY	P	0	30,000.00	02/10/2015	11	79.00
RW 8-26 (RUNWAY 8-26)	6265	01/01/2006	AC	RUNWAY	P	0	100,100.00	02/10/2015	9	80.00
RW 8-26 (RUNWAY 8-26)	6270	01/01/2006	AC	RUNWAY	P	0	50,050.00	02/10/2015	9	84.00
TW A (TAXIWAY A)	105	01/01/2001	AC	TAXIWAY	P	0	286,014.00	02/10/2015	14	79.00
TW A (TAXIWAY A)	115	02/01/2001	AC	TAXIWAY	P	0	297,891.00	02/10/2015	14	74.00
TW A1 (TAXIWAY A1)	120	01/01/2001	AC	TAXIWAY	P	0	47,399.00	02/10/2015	14	37.00
TW A2 (TAXIWAY A2)	150	01/01/2006	AAC	TAXIWAY	P	0	55,331.00	02/10/2015	9	82.00
TW A2 (TAXIWAY A2)	160	01/01/2000	AC	TAXIWAY	P	0	37,493.00	02/10/2015	15	76.00
TW A3 (TAXIWAY A3)	170	01/01/2006	PCC	TAXIWAY	T	0	50,051.00	02/10/2015	9	94.00
TW A4 (TAXIWAY A4)	130	01/01/2001	AC	TAXIWAY	P	0	49,968.00	02/10/2015	14	84.00
TW A5 (TAXIWAY A5)	125	01/01/2001	AC	TAXIWAY	P	0	49,806.00	02/10/2015	14	83.00
TW A7 (TAXIWAY A7)	215	01/01/2002	AC	TAXIWAY	P	0	72,160.00	02/10/2015	13	67.00
TW B (TAXIWAY B)	205	01/01/2002	AC	TAXIWAY	P	0	213,853.00	02/10/2015	13	80.00
TW B (TAXIWAY B)	210	01/01/2002	AC	TAXIWAY	P	0	51,982.00	02/10/2015	13	77.00
TW B (TAXIWAY B)	217	01/01/2002	AC	TAXIWAY	P	0	11,000.00	02/10/2015	13	75.00
TW B (TAXIWAY B)	220	01/01/2002	AC	TAXIWAY	P	0	256,627.00	02/10/2015	13	80.00
TW B (TAXIWAY B)	230	01/01/2005	AC	TAXIWAY	P	0	124,670.00	02/10/2015	10	88.00

Section Condition Report

Pavement Database: FDOT NetworkID: PNS

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B2 (TAXIWAY B2)	212	01/01/2002	AC	TAXIWAY	P	0	32,535.00	02/10/2015	13	83.00
TW B2 (TAXIWAY B2)	213	01/01/1988	PCC	TAXIWAY	P	0	10,751.00	02/10/2015	27	91.00
TW B2 (TAXIWAY B2)	240	01/01/2002	AC	TAXIWAY	P	0	50,378.00	02/10/2015	13	83.00
TW B3 (TAXIWAY B3)	255	01/01/2002	AC	TAXIWAY	P	0	50,248.00	02/10/2015	13	83.00
TW B4 (TAXIWAY B4)	260	01/01/2002	AC	TAXIWAY	P	0	50,114.00	02/10/2015	13	83.00
TW B5 (TAXIWAY B5)	265	01/01/2002	AC	TAXIWAY	P	0	48,322.00	02/10/2015	13	80.00
TW B7 (TAXIWAY B7)	270	01/01/2002	AC	TAXIWAY	P	0	14,899.00	02/10/2015	13	66.00
TW B8 (TAXIWAY B8)	280	01/01/2002	AC	TAXIWAY	P	0	13,317.00	02/10/2015	13	75.00
TW C (TAXIWAY C)	250	01/01/2004	AC	TAXIWAY	P	0	33,625.00	02/10/2015	11	82.00
TW C (TAXIWAY C)	252	01/01/2002	AC	TAXIWAY	P	0	16,451.00	02/10/2015	13	73.00
TW C (TAXIWAY C)	505	01/01/1997	AC	TAXIWAY	P	0	13,138.00	02/10/2015	18	75.00
TW C (TAXIWAY C)	510	01/01/1997	AC	TAXIWAY	P	0	67,178.00	02/10/2015	18	79.00
TW C2 (TAXIWAY C2)	515	01/01/1997	AC	TAXIWAY	P	0	31,643.00	02/10/2015	18	80.00
TW D (TAXIWAY D)	140	01/01/2001	AC	TAXIWAY	P	0	43,648.00	02/10/2015	14	75.00
TW D (TAXIWAY D)	405	01/01/2000	AC	TAXIWAY	P	0	118,752.00	02/10/2015	15	79.00
TW D (TAXIWAY D)	410	01/01/2005	AC	TAXIWAY	P	0	20,158.00	02/10/2015	10	75.00
TW D (TAXIWAY D)	430	01/01/2005	AC	TAXIWAY	P	0	48,300.00	02/10/2015	10	86.00
TW D1 (TAXIWAY D1)	415	01/01/2000	AC	TAXIWAY	P	0	13,134.00	02/10/2015	15	83.00
TW D2 (TAXIWAY D2)	420	01/01/2000	AC	TAXIWAY	P	0	13,134.00	02/10/2015	15	80.00
TW D3 (TAXIWAY D3)	425	01/01/2006	AAC	TAXIWAY	P	0	14,220.00	02/10/2015	9	87.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO (CARGO APRON)	4205	01/01/1990	AC	APRON	P	0	65,663.00	09/15/2014	24	96.00
AP CARGO (CARGO APRON)	4210	01/01/2007	AC	APRON	P	0	400,242.00	09/15/2014	7	86.00
AP CARGO (CARGO APRON)	4215	01/01/2007	PCC	APRON	P	0	18,250.00	09/15/2014	7	88.00
AP GA (GA APRON)	4305	01/01/1993	AAC	APRON	P	0	70,191.00	09/15/2014	21	62.00
AP GA (GA APRON)	4310	01/01/1994	AAC	APRON	P	0	209,844.00	09/15/2014	20	59.00
AP GA (GA APRON)	4315	01/01/1994	AAC	APRON	P	0	62,055.00	09/15/2014	20	67.00
AP GA (GA APRON)	4320	01/01/1994	AC	APRON	P	0	29,075.00	09/15/2014	20	54.00
AP GA (GA APRON)	4325	01/01/1971	AC	APRON	P	0	107,541.00	09/15/2014	43	24.00
AP GA (GA APRON)	4330	01/01/1975	APC	APRON	P	0	41,880.00	09/15/2014	39	48.00
AP GA (GA APRON)	4332	01/01/1994	AC	APRON	P	0	159,898.00	09/15/2014	20	36.00
AP OLD TER (OLD TERMINAL APRON)	4405	01/01/2010	AC	APRON	P	0	76,410.00	09/15/2014	4	91.00
AP OLD TER (OLD TERMINAL APRON)	4410	01/01/2010	AAC	APRON	P	0	214,663.00	09/15/2014	4	90.00
AP OLD TER (OLD TERMINAL APRON)	4415	01/01/2010	APC	APRON	P	0	308,039.00	09/15/2014	4	92.00
AP OLD TER (OLD TERMINAL APRON)	4420	01/01/2010	APC	APRON	P	0	25,514.00	09/15/2014	4	90.00
AP OLD TER (OLD TERMINAL APRON)	4425	01/01/2010	AC	APRON	P	0	9,973.00	09/15/2014	4	89.00
AP RU RW18 (RUN-UP APRON AT RW 18)	5505	01/01/2005	AAC	APRON	P	0	25,207.00	09/15/2014	9	73.00
AP TERM (TERMINAL APRON)	4105	01/01/1989	PCC	APRON	P	0	871,785.00	09/15/2014	25	89.00
AP TERM (TERMINAL APRON)	4110	01/01/2005	AC	APRON	P	0	13,317.00	09/15/2014	9	78.00
AP T-HANG (APRON AT T-HANGERS)	4505	01/01/2005	AAC	APRON	P	0	265,932.00	09/15/2014	9	84.00
RW 18-36 (RUNWAY 18-36)	6105	01/01/1993	AAC	RUNWAY	P	0	569,000.00	09/15/2014	21	52.00
RW 18-36 (RUNWAY 18-36)	6110	01/01/1993	AAC	RUNWAY	P	0	284,500.00	09/15/2014	21	71.00
RW 18-36 (RUNWAY 18-36)	6125	10/01/2012	AC	RUNWAY	P	0	62,300.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6130	10/01/2012	AC	RUNWAY	P	0	31,150.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6135	10/01/2012	AAC	RUNWAY	P	0	20,000.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6140	10/01/2012	AAC	RUNWAY	P	0	10,000.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6145	10/01/2012	AAC	RUNWAY	P	0	18,000.00	10/01/2012	0	100.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 18-36 (RUNWAY 18-36)	6150	10/01/2012	AAC	RUNWAY	P	0	9,000.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6155	10/01/2012	AC	RUNWAY	P	0	31,400.00	10/01/2012	0	100.00
RW 18-36 (RUNWAY 18-36)	6160	10/01/2012	AC	RUNWAY	P	0	15,700.00	10/01/2012	0	100.00
RW 9-27 (RUNWAY 9-27)	6205	01/01/2015	AC	RUNWAY	P	0	400,000.00	01/01/2015	0	100.00
RW 9-27 (RUNWAY 9-27)	6210	01/01/2015	AC	RUNWAY	P	0	800,000.00	01/01/2015	0	100.00
TW A (TAXIWAY A)	103	10/01/2012	AC	TAXIWAY	P	0	62,325.00	10/01/2012	0	100.00
TW A (TAXIWAY A)	105	01/01/2005	AAC	TAXIWAY	P	0	465,786.00	09/15/2014	9	74.00
TW A (TAXIWAY A)	130	10/01/2012	AC	TAXIWAY	P	0	23,563.00	10/01/2012	0	100.00
TW A1 (TAXIWAY A1)	135	10/01/2012	AC	TAXIWAY	P	0	40,207.00	10/01/2012	0	100.00
TW A2 (TAXIWAY A2)	125	01/01/2005	AAC	TAXIWAY	P	0	42,262.00	09/15/2014	9	76.00
TW B (TAXIWAY B)	205	01/01/2005	AAC	TAXIWAY	P	0	32,330.00	09/15/2014	9	75.00
TW B1 (TAXIWAY B1)	1610	01/01/2005	AAC	TAXIWAY	P	0	51,074.00	09/15/2014	9	69.00
TW B2 (TAXIWAY B2)	1505	01/01/2015	AC	TAXIWAY	P	0	48,731.00	01/01/2015	0	100.00
TW C (TAXIWAY C)	305	01/01/2005	AAC	TAXIWAY	P	0	21,275.00	09/15/2014	9	73.00
TW C (TAXIWAY C)	310	01/01/2005	AAC	TAXIWAY	P	0	34,234.00	09/15/2014	9	73.00
TW D (TAXIWAY D)	405	01/01/2005	AAC	TAXIWAY	P	0	43,815.00	09/15/2014	9	75.00
TW E (TAXIWAY E)	505	01/01/2005	AAC	TAXIWAY	P	0	43,771.00	09/15/2014	9	71.00
TW E (TAXIWAY E)	510	01/01/2005	AAC	TAXIWAY	P	0	31,280.00	09/15/2014	9	72.00
TW F (TAXIWAY F)	605	01/01/2005	AAC	TAXIWAY	P	0	95,681.00	09/15/2014	9	75.00
TW F (TAXIWAY F)	610	01/01/2005	AAC	TAXIWAY	P	0	34,544.00	09/15/2014	9	73.00
TW G (TAXIWAY G)	705	01/01/2005	AAC	TAXIWAY	P	0	41,349.00	09/15/2014	9	77.00
TW H (TAXIWAY H)	805	01/01/2005	AAC	TAXIWAY	P	0	33,713.00	09/15/2014	9	75.00
TW J (TAXIWAY J)	1005	01/01/2003	AC	TAXIWAY	P	0	50,141.00	09/15/2014	11	89.00
TW J (TAXIWAY J)	1015	07/01/2003	AC	TAXIWAY	P	0	62,931.00	09/15/2014	11	90.00
TW K (TAXIWAY K)	1105	01/01/2005	AAC	TAXIWAY	P	0	20,243.00	09/15/2014	9	76.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW K (TAXIWAY K)	1110	01/01/2005	AAC	TAXIWAY	P	0	38,360.00	09/15/2014	9	72.00
TW K (TAXIWAY K)	1115	01/01/2015	AC	TAXIWAY	P	0	39,535.00	01/01/2015	0	100.00
TW K (TAXIWAY K)	1120	01/01/1992	AAC	TAXIWAY	P	0	9,455.00	09/15/2014	22	68.00
TW K (TAXIWAY K)	1125	01/01/1994	AAC	TAXIWAY	P	0	8,669.00	09/15/2014	20	71.00
TW L (TAXIWAY L)	1203	01/01/2015	AC	TAXIWAY	P	0	40,017.00	01/01/2015	0	100.00
TW L (TAXIWAY L)	1205	01/01/2005	AAC	TAXIWAY	P	0	15,847.00	09/15/2014	9	66.00
TW L (TAXIWAY L)	1215	01/01/2005	AAC	TAXIWAY	P	0	24,158.00	09/15/2014	9	64.00
TW M (TAXIWAY M)	1303	01/01/2015	AC	TAXIWAY	P	0	18,771.00	01/01/2015	0	100.00
TW M (TAXIWAY M)	1305	01/01/2005	AAC	TAXIWAY	P	0	139,286.00	09/15/2014	9	77.00
TW M (TAXIWAY M)	1315	01/01/2005	AAC	TAXIWAY	P	0	50,349.00	09/15/2014	9	73.00
TW M (TAXIWAY M)	1325	01/01/1993	AAC	TAXIWAY	P	0	37,698.00	09/15/2014	21	80.00
TW M (TAXIWAY M)	1330	01/01/1994	AAC	TAXIWAY	P	0	5,823.00	09/15/2014	20	78.00
TW N (TAXIWAY N)	1405	01/01/2015	AC	TAXIWAY	P	0	60,163.00	01/01/2015	0	100.00
TW N (TAXIWAY N)	1410	01/01/2007	AC	TAXIWAY	P	0	83,567.00	09/15/2014	7	93.00
TW N1 (TAXIWAY N1)	1415	01/01/2007	AC	TAXIWAY	P	0	48,156.00	09/15/2014	7	89.00
TW P (TAXIWAY P)	1605	01/01/2005	AAC	TAXIWAY	P	0	589,230.00	09/15/2014	9	67.00
TW P (TAXIWAY P)	1615	10/01/2012	AC	TAXIWAY	P	0	101,356.00	10/01/2012	0	100.00
TW R, HANG (TAXIWAY R AND TO HANGARS TW S)	1806	01/01/1998	AC	TAXIWAY	P	0	56,383.00	09/15/2014	16	74.00
TW R, HANG (TAXIWAY R AND TO HANGARS TW S)	1808	07/01/2005	AC	TAXIWAY	P	0	68,529.00	09/15/2014	9	88.00
TW R, HANG (TAXIWAY R AND TO HANGARS TW S)	1810	01/01/1985	AC	TAXIWAY	P	0	37,333.00	09/15/2014	29	59.00
TW R, HANG (TAXIWAY R AND TO HANGARS TW S)	1820	01/01/1985	AC	TAXIWAY	P	0	63,002.00	09/15/2014	29	59.00
TW S (TAXIWAY S)	1905	01/01/1992	AAC	TAXIWAY	P	0	212,000.00	09/15/2014	22	65.00
TW S (TAXIWAY S)	1910	01/01/2003	AAC	TAXIWAY	P	0	66,291.00	09/15/2014	11	78.00
TW S (TAXIWAY S)	1915	10/01/2012	AC	TAXIWAY	P	0	93,745.00	10/01/2012	0	100.00
TW T (TAXIWAY T)	2005	12/25/1999	AC	TAXIWAY	P	0	23,143.00	09/15/2014	15	94.00
TW W (TAXIWAY W)	2310	01/01/2005	AAC	TAXIWAY	P	0	24,545.00	09/15/2014	9	50.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW Z (TAXIWAY Z)	2605	01/01/1994	AC	TAXIWAY	P	0	60,162.00	09/15/2014	20	83.00
TW Z (TAXIWAY Z)	2610	01/01/1994	AC	TAXIWAY	P	0	2,379.00	09/15/2014	20	85.00
TW Z (TAXIWAY Z)	2615	01/01/1994	AC	TAXIWAY	P	0	2,615.00	09/15/2014	20	85.00

Section Condition Report

Pavement Database: FDOT NetworkID: X13

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRONS)	4105	01/01/1991	AAC	APRON	P	0	7,500.00	08/30/2013	22	54.00
AP (APRONS)	4110	01/01/1991	AAC	APRON	P	0	8,569.00	08/30/2013	22	59.00
AP (APRONS)	4115	01/01/1995	AC	APRON	P	0	53,984.00	08/30/2013	18	72.00
AP (APRONS)	4120	01/01/2004	AC	APRON	T	0	10,671.00	08/30/2013	9	64.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/1991	AAC	RUNWAY	P	0	302,918.00	08/30/2013	22	60.00
TW A (TAXIWAY A)	105	01/01/1995	AC	TAXIWAY	P	0	9,699.00	08/30/2013	18	51.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.21**	**5,219,277.73**	**77**	**98.48**	**5.03**	**98.81**
03-05	**4.77**	**6,234,109.56**	**57**	**90.82**	**6.10**	**91.95**
06-10	**8.28**	**4,503,957.88**	**61**	**78.59**	**9.55**	**79.85**
11-15	**12.49**	**3,675,777.19**	**59**	**74.86**	**13.60**	**75.20**
16-20	**18.06**	**2,623,718.81**	**33**	**67.79**	**11.68**	**64.08**
21-25	**21.51**	**4,038,690.00**	**41**	**56.29**	**13.32**	**63.47**
26-30	**28.00**	**1,148,558.68**	**10**	**53.50**	**24.19**	**57.17**
31-35	**33.00**	**56,250.00**	**1**	**38.00**	**0.00**	**38.00**
36-40	**38.60**	**419,288.00**	**5**	**58.80**	**20.18**	**76.89**
over 40	**68.58**	**6,812,439.95**	**43**	**61.56**	**18.18**	**58.09**
All	**16.70**	**34,732,067.80**	**387**	**77.60**	**18.94**	**76.16**

APPENDIX C

- DISTRICT AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBITS

LEGEND

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

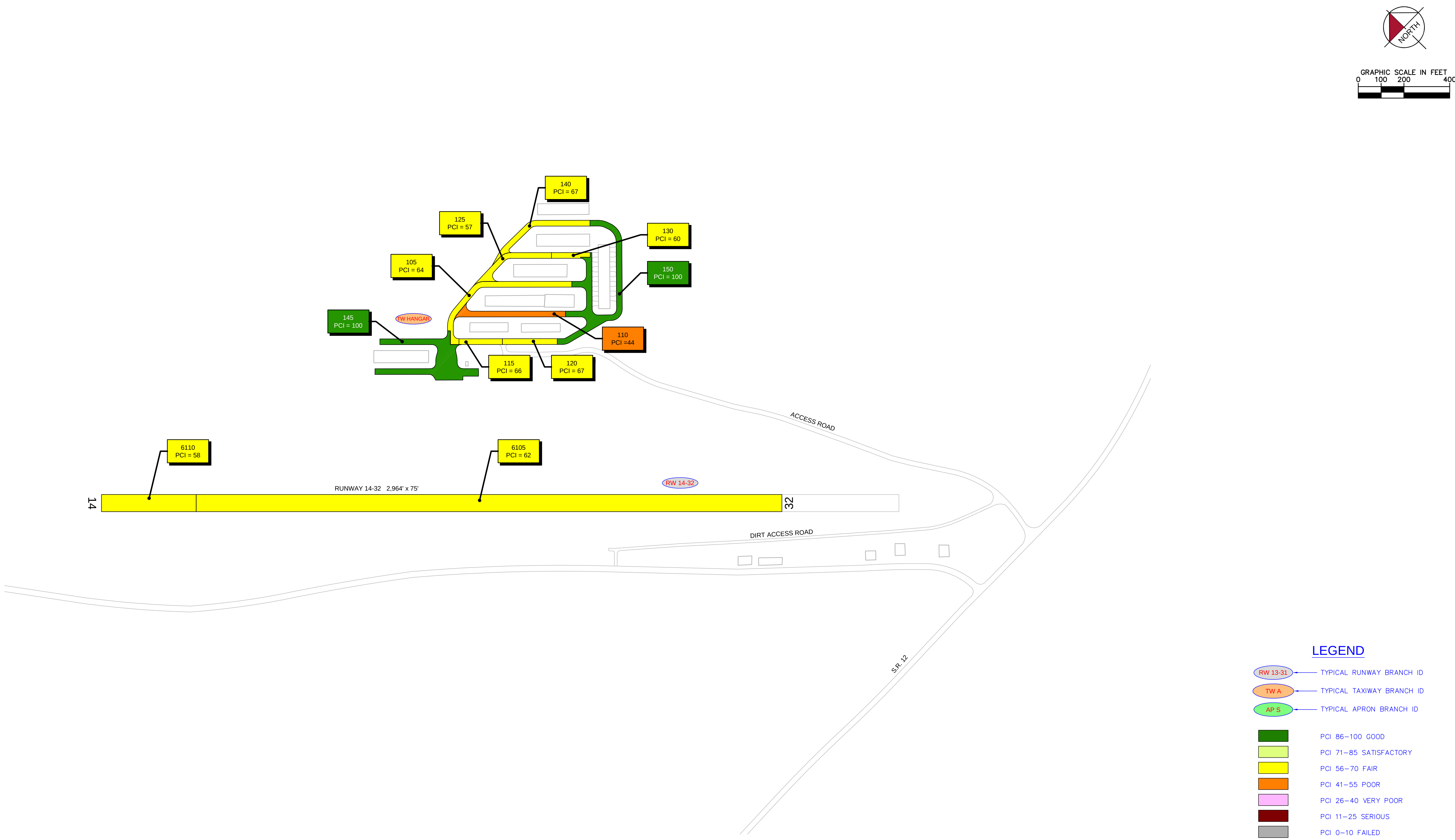
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

TRI-COUNTY AIRPORT
HOLMES COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER 1J0

FDOT DISTRICT 3



LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
(dark green)	PCI 86–100 GOOD
(light green)	PCI 71–85 SATISFACTORY
(yellow)	PCI 56–70 FAIR
(orange)	PCI 41–55 POOR
(pink)	PCI 26–40 VERY POOR
(dark red)	PCI 11–25 SERIOUS
(gray)	PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

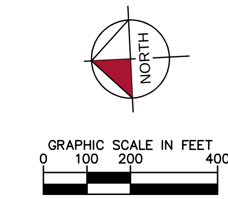
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

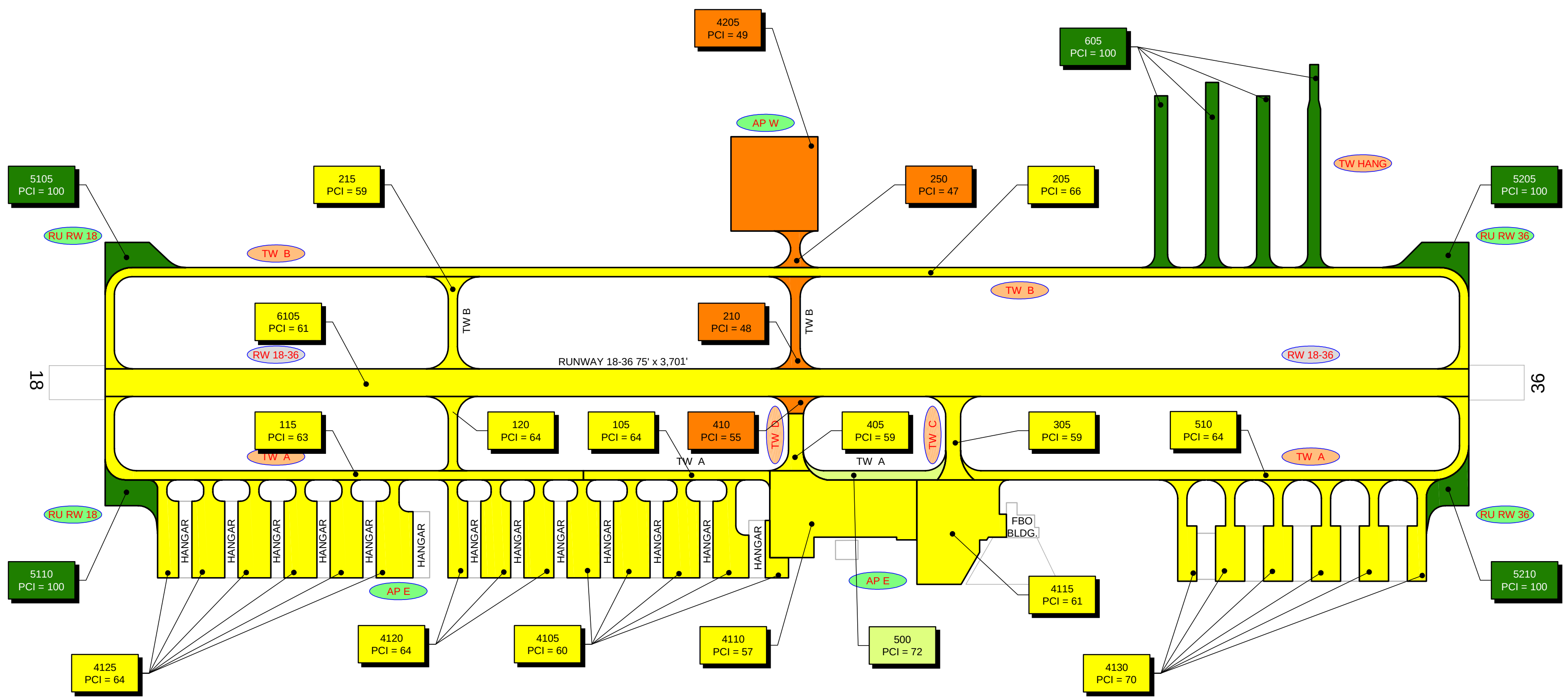
QUINCY MUNICIPAL AIRPORT
GADSDEN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: 2J9

FDOT DISTRICT: 3





LEGEND

Symbol	Description
RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
(dark green)	PCI 86–100 GOOD
(light green)	PCI 71–85 SATISFACTORY
(yellow)	PCI 56–70 FAIR
(orange)	PCI 41–55 POOR
(pink)	PCI 26–40 VERY POOR
(dark red)	PCI 11–25 SERIOUS
(grey)	PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

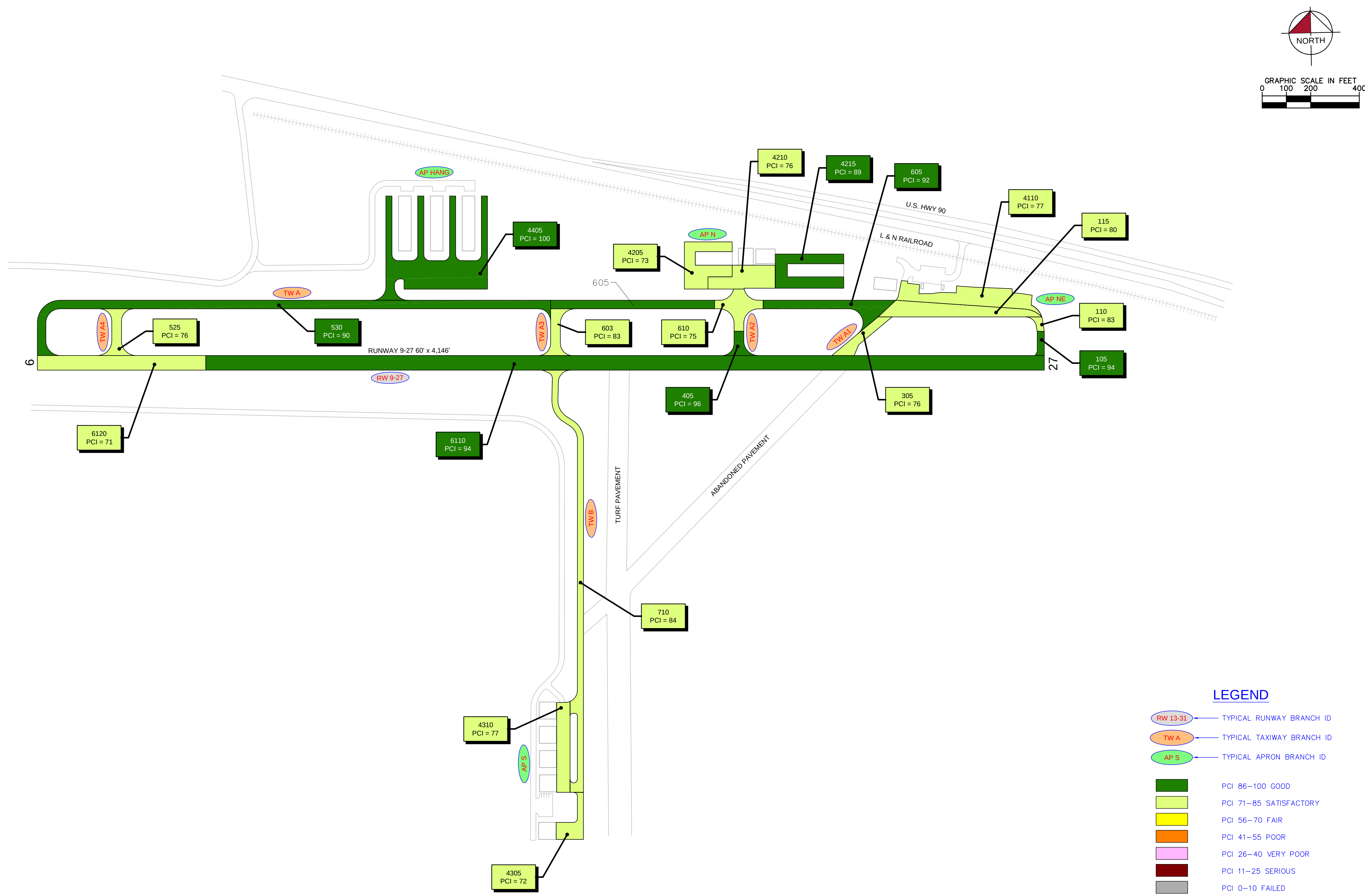
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PETER PRINCE FIELD
SANTA ROSA, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: 2R4

FDOT DISTRICT: 3



LEGEND

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

- PCI 86–100 GOOD
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"SECTION NO."
"PCI NO."

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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

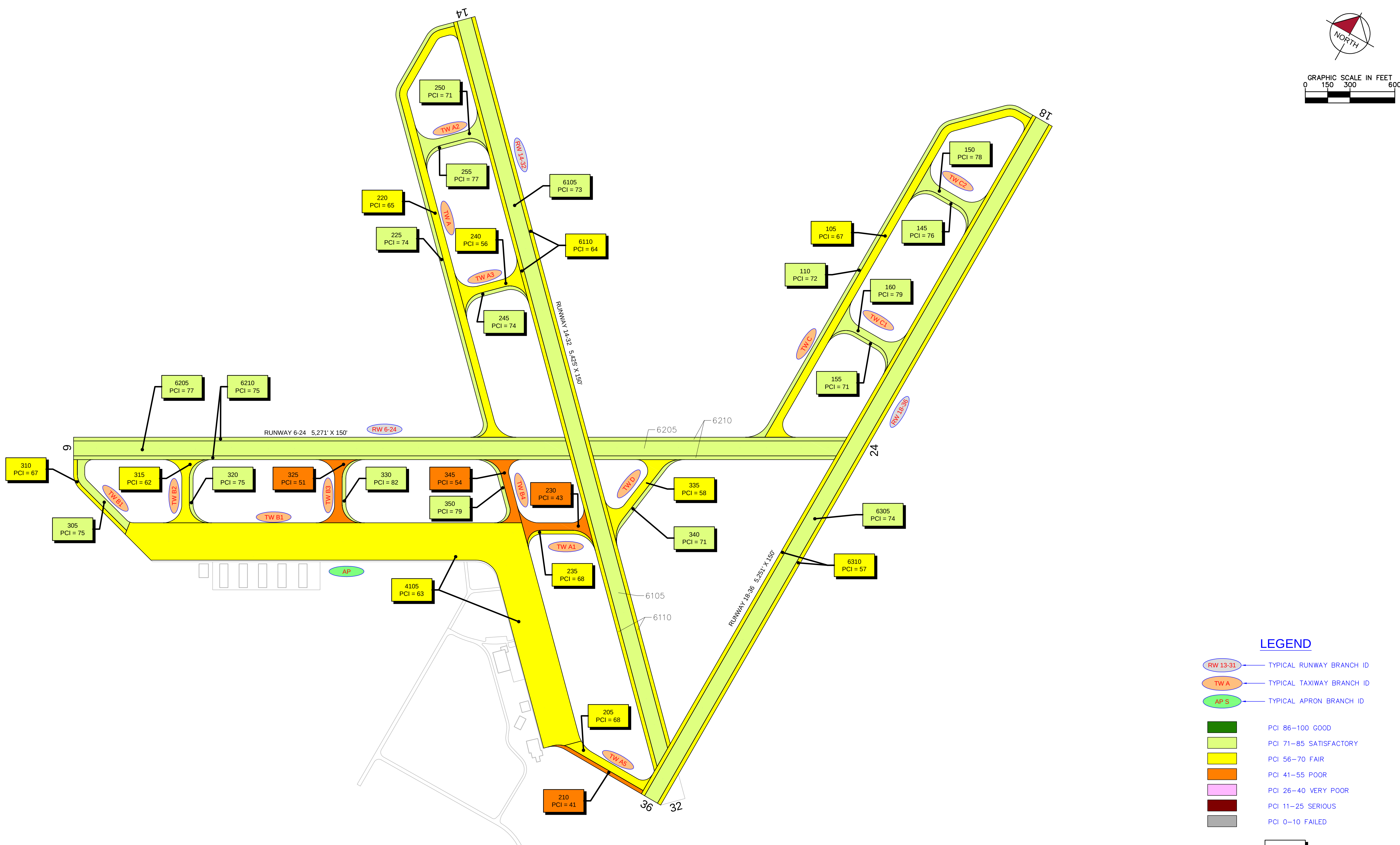
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

DEFUNIAK SPRINGS MUNICIPAL AIRPORT
WALTON COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
54J
FDOT DISTRICT
3



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

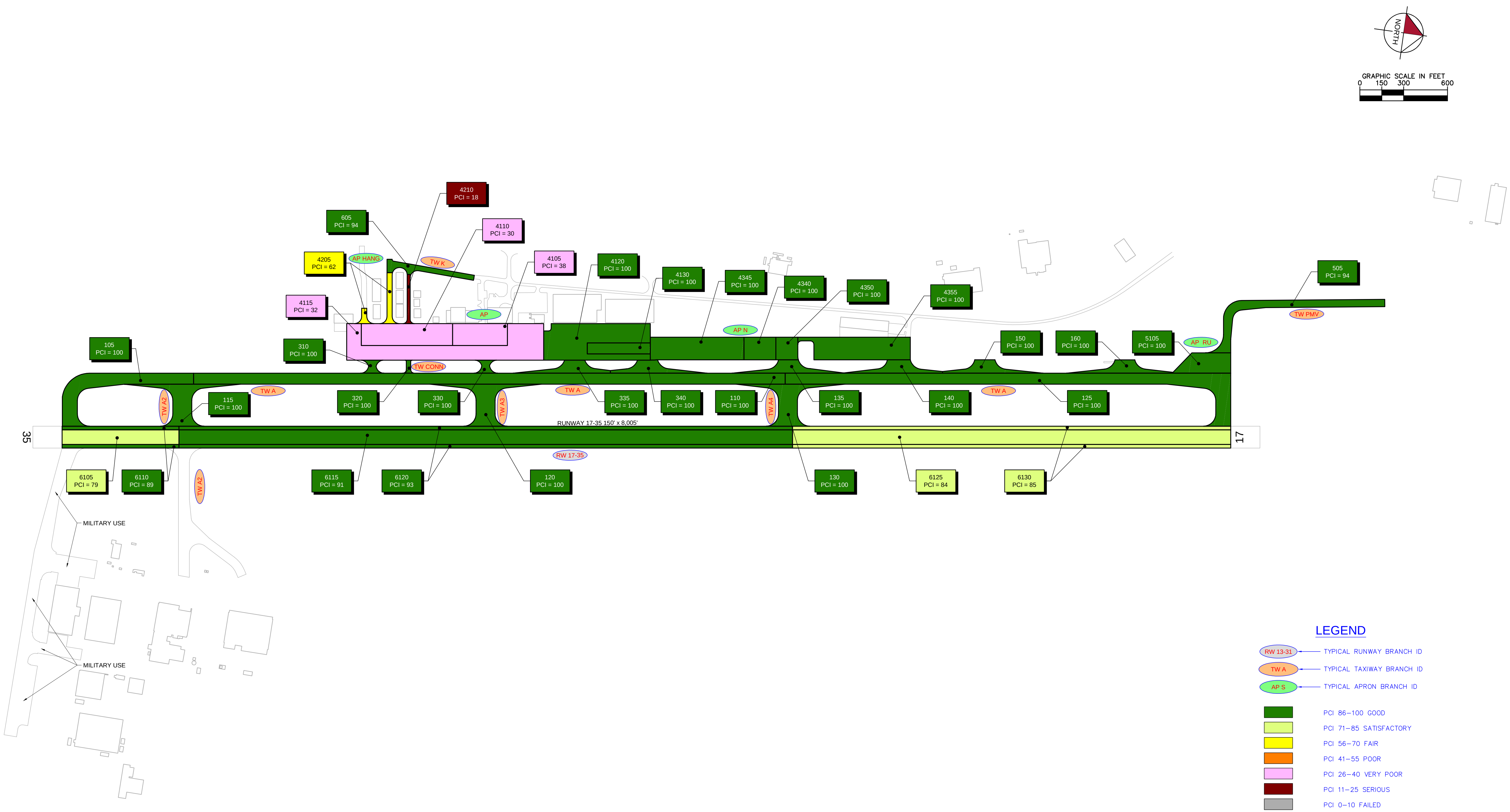
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: AAF

FDOT DISTRICT: 3



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

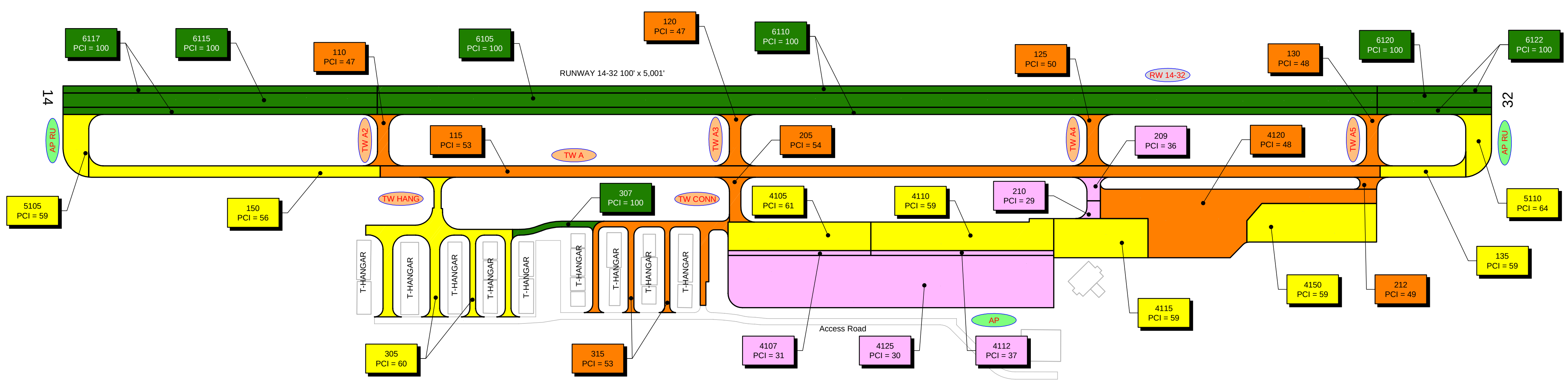
BOB SIKES AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: CEW
FDOT DISTRICT: 3

GRAPHIC SCALE IN FEET
0 100 200 400

NORTH



LEGEND

RW 13-31	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
(dark green)	PCI 86–100 GOOD
(light green)	PCI 71–85 SATISFACTORY
(yellow)	PCI 56–70 FAIR
(orange)	PCI 41–55 POOR
(pink)	PCI 26–40 VERY POOR
(dark red)	PCI 11–25 SERIOUS
(gray)	PCI 0–10 FAILED

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

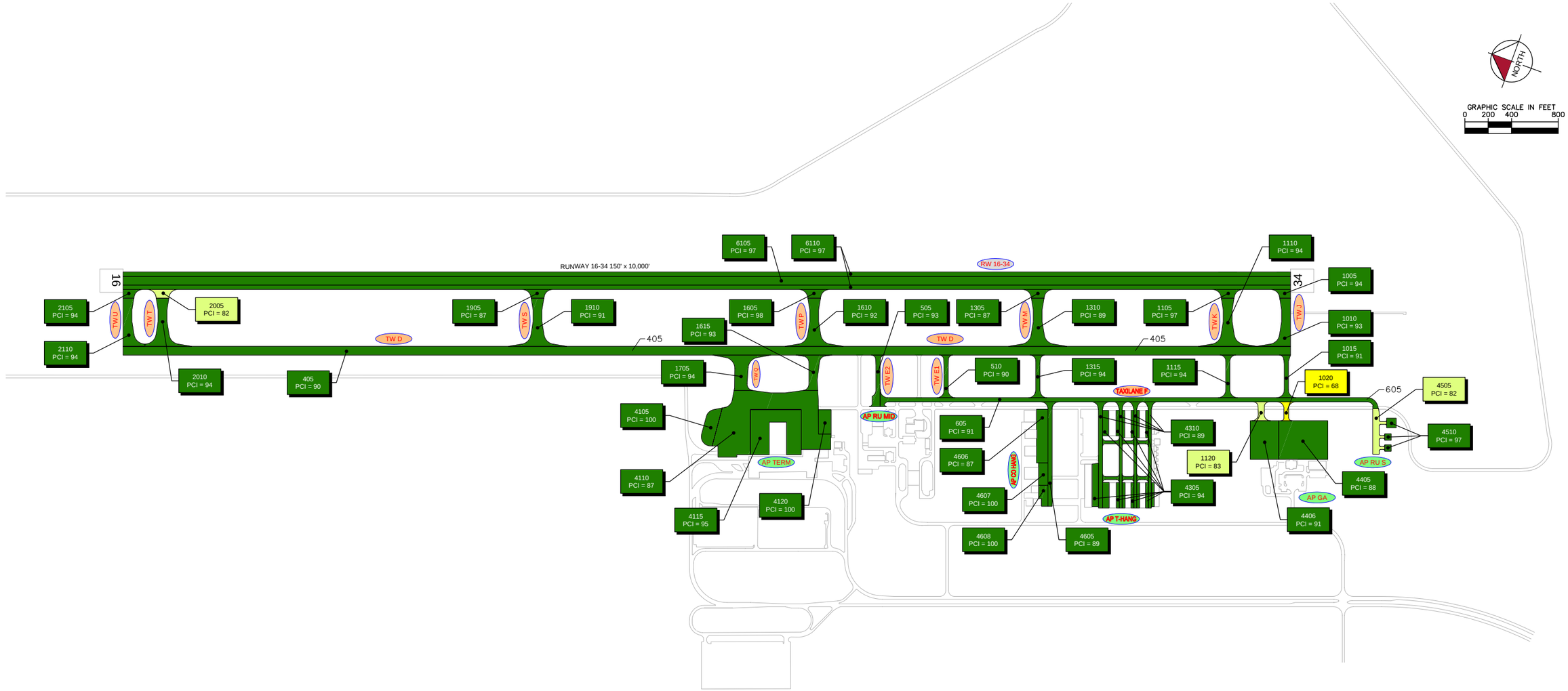
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

DESTIN - FT. WALTON BEACH AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: DTS

FDOT DISTRICT: 3



LEGEND

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

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"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

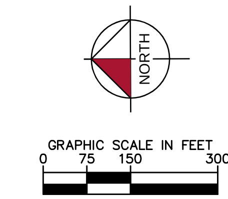
FDOT

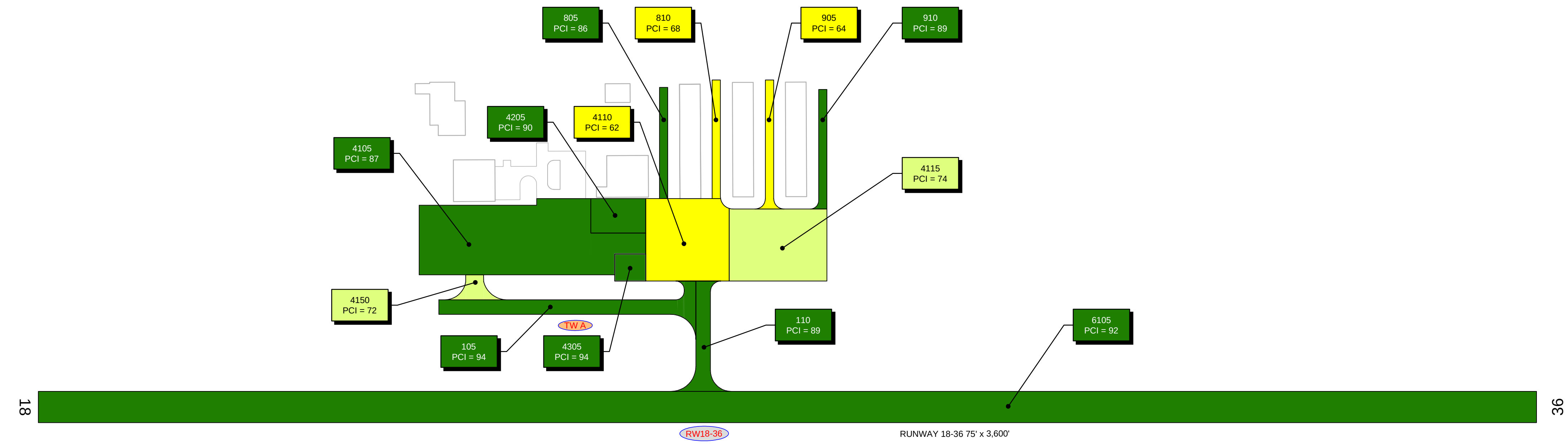
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

NW FLORIDA BEACHES INTERNATIONAL AIRPORT
BAY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: ECP
FDOT DISTRICT: 3





LEGEND

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

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"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

FLP OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

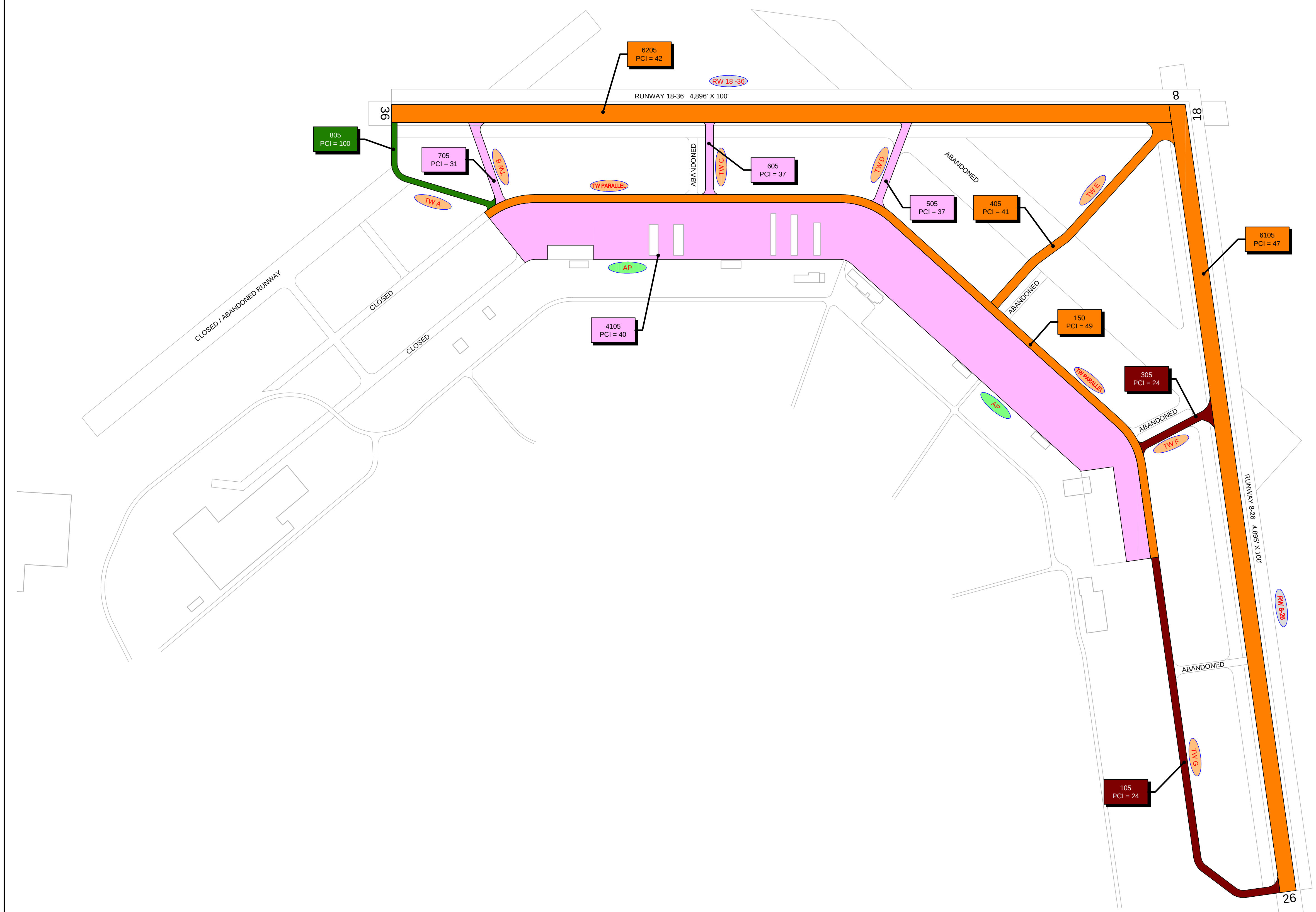
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

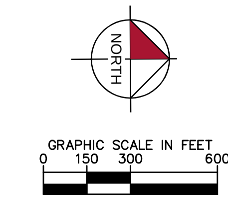
CALHOUN COUNTY AIRPORT
CALHOUN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: F95

FDOT DISTRICT: 3





LEGEND

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

"SECTION NO."
"PCI NO."

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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

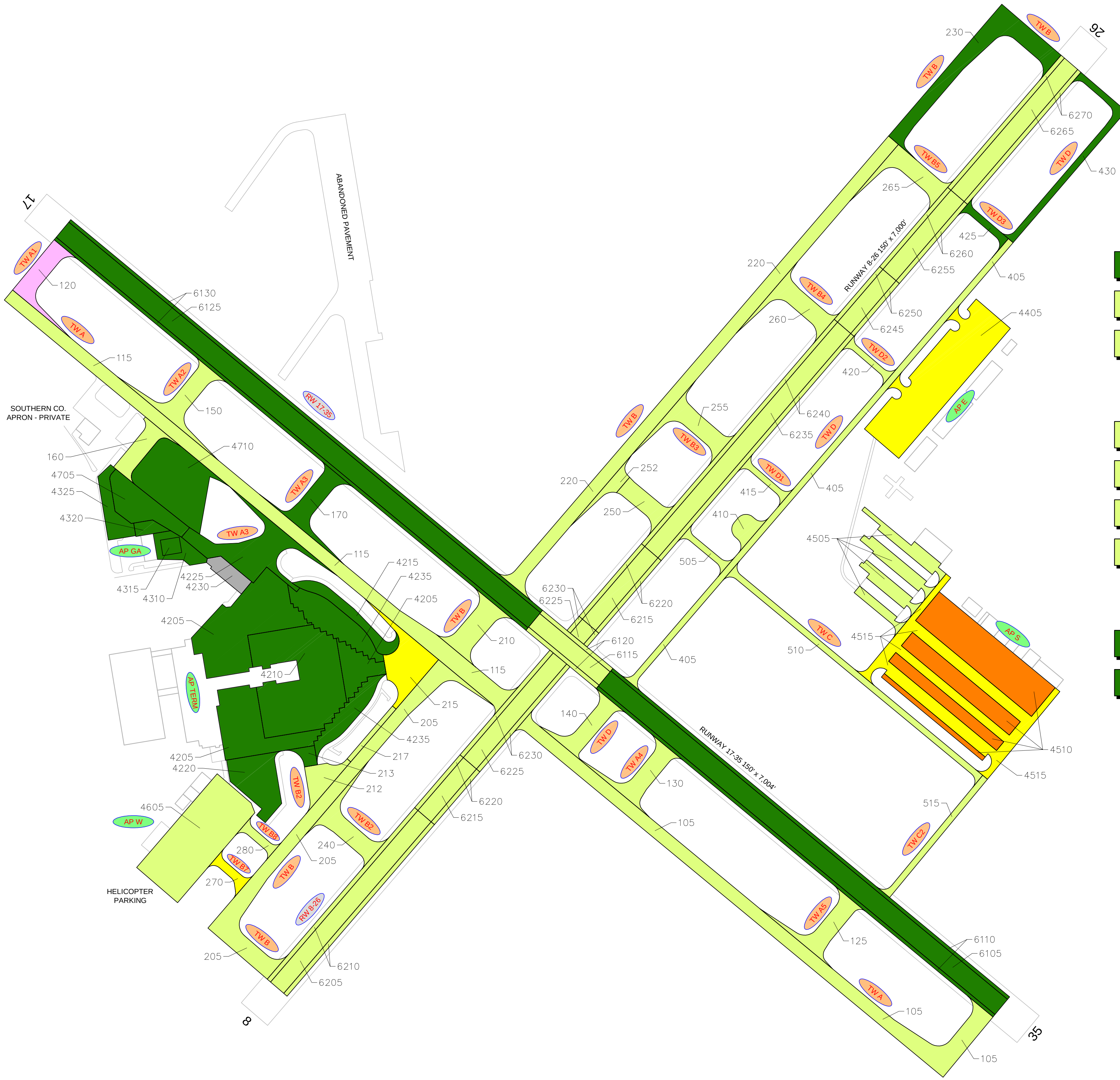
FDOT

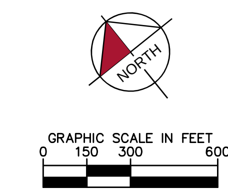
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

MARIANNA MUNICIPAL AIRPORT
JACKSON COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
MAI
FDOT DISTRICT
3





RUNWAYS

Section	PCI
6105	PCI = 91
6110	PCI = 93
6115	PCI = 75
6120	PCI = 78
6125	PCI = 92
6130	PCI = 91
6205	PCI = 75
6210	PCI = 77
6215	PCI = 72
6220	PCI = 76
6225	PCI = 74
6230	PCI = 83
6235	PCI = 72
6240	PCI = 79
6245	PCI = 73
6250	PCI = 83
6255	PCI = 74
6260	PCI = 79
6265	PCI = 80
6270	PCI = 84

TAXIWAYS

Section	PCI
105	PCI = 79
115	PCI = 74
120	PCI = 37
125	PCI = 83
130	PCI = 84
140	PCI = 75
150	PCI = 82
160	PCI = 76
170	PCI = 94
205	PCI = 80
210	PCI = 77
212	PCI = 83
213	PCI = 91
215	PCI = 67
217	PCI = 75
220	PCI = 80
230	PCI = 88
240	PCI = 83
250	PCI = 82
252	PCI = 73
255	PCI = 83
260	PCI = 83
265	PCI = 80
270	PCI = 66
280	PCI = 75
405	PCI = 79
410	PCI = 75
415	PCI = 83
420	PCI = 80
425	PCI = 87
430	PCI = 86
505	PCI = 75
510	PCI = 79
515	PCI = 80

OTHERS

Section	PCI
4205	PCI = 94
4210	PCI = 91
4215	PCI = 97
4220	PCI = 100
4225	PCI = 97
4230	PCI = 9
4235	PCI = 91
4310	PCI = 100
4315	PCI = 100
4320	PCI = 100
4325	PCI = 100
4405	PCI = 63
4505	PCI = 71
4510	PCI = 51
4515	PCI = 68
4605	PCI = 71
4705	PCI = 100
4710	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
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- PCI 56–70 FAIR
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- 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

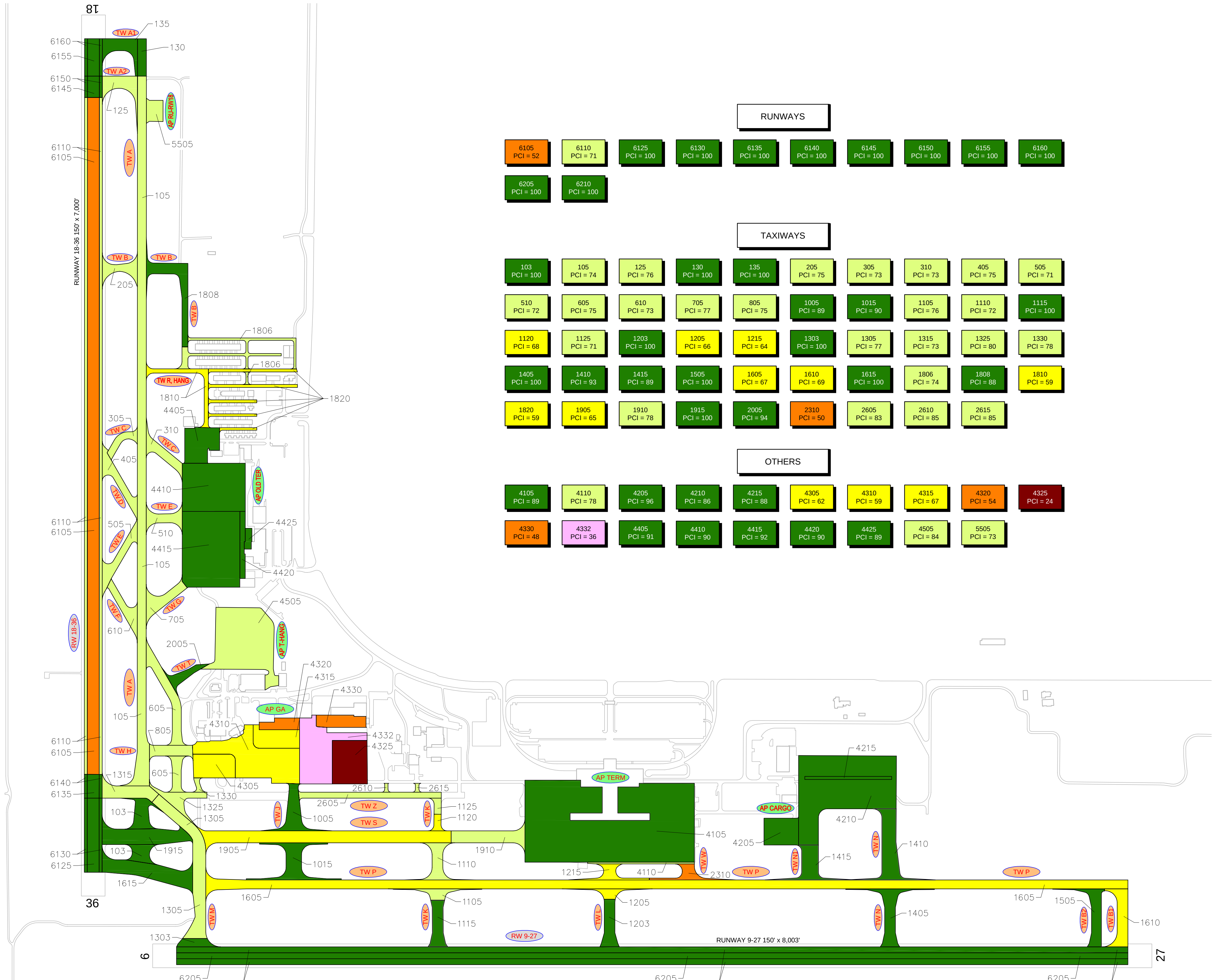
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PENSACOLA INTERNATIONAL AIRPORT ESCAMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PNS

FDOT DISTRICT: 3



NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

RUNWAYS

6105 PCI = 52	6110 PCI = 71	6125 PCI = 100	6130 PCI = 100	6135 PCI = 100	6140 PCI = 100	6145 PCI = 100	6150 PCI = 100	6155 PCI = 100	6160 PCI = 100
6205 PCI = 100	6210 PCI = 100								

TAXIWAYS

103 PCI = 100	105 PCI = 74	125 PCI = 76	130 PCI = 100	135 PCI = 100	205 PCI = 75	305 PCI = 73	310 PCI = 73	405 PCI = 75	505 PCI = 71
510 PCI = 72	605 PCI = 75	610 PCI = 73	705 PCI = 77	805 PCI = 75	1005 PCI = 89	1015 PCI = 90	1105 PCI = 76	1110 PCI = 72	1115 PCI = 100
1120 PCI = 68	1125 PCI = 71	1203 PCI = 100	1205 PCI = 66	1215 PCI = 64	1303 PCI = 100	1305 PCI = 77	1315 PCI = 73	1325 PCI = 80	1330 PCI = 78
1405 PCI = 100	1410 PCI = 93	1415 PCI = 89	1505 PCI = 100	1605 PCI = 67	1610 PCI = 69	1615 PCI = 100	1806 PCI = 74	1808 PCI = 88	1810 PCI = 59
1820 PCI = 59	1905 PCI = 65	1910 PCI = 78	1915 PCI = 100	2005 PCI = 94	2310 PCI = 50	2605 PCI = 83	2610 PCI = 85	2615 PCI = 85	

OTHERS

4105 PCI = 89	4110 PCI = 78	4205 PCI = 96	4210 PCI = 86	4215 PCI = 88	4305 PCI = 62	4310 PCI = 59	4315 PCI = 67	4320 PCI = 54	4325 PCI = 24
4330 PCI = 48	4332 PCI = 36	4405 PCI = 91	4410 PCI = 90	4415 PCI = 92	4420 PCI = 90	4425 PCI = 89	4505 PCI = 84	5505 PCI = 73	

LEGEND

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

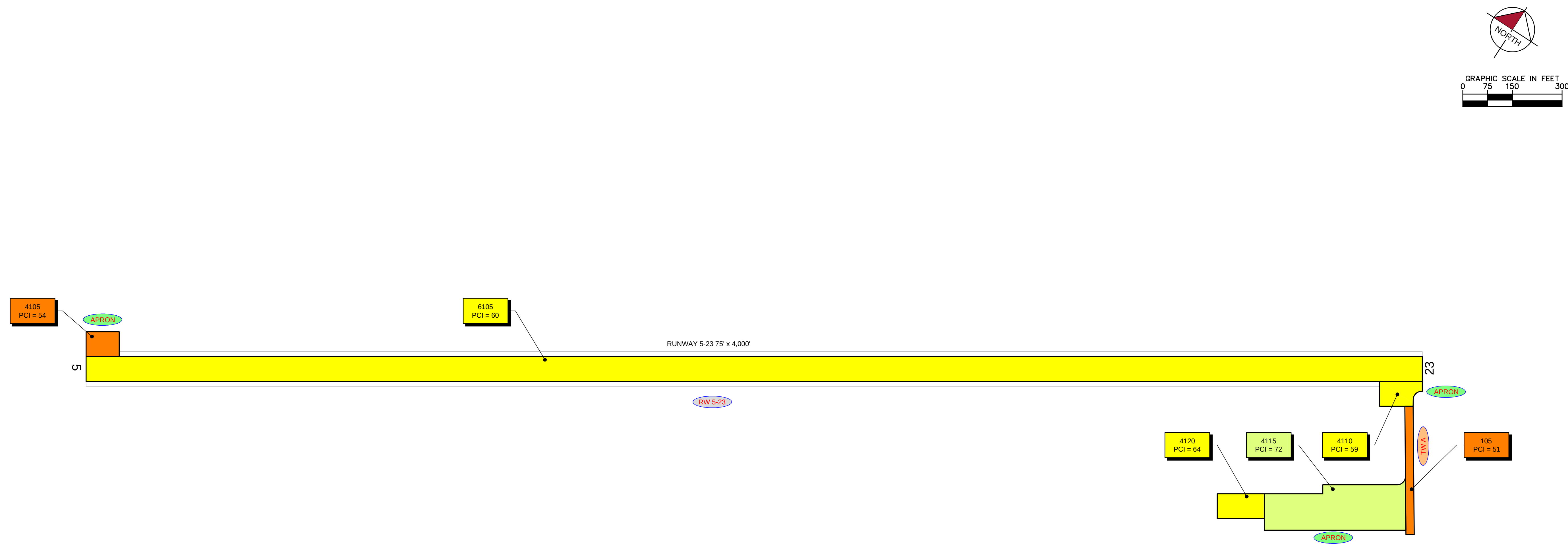
DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
TALLAHASSEE REGIONAL AIRPORT
LEON COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TLH
FDOT DISTRICT: 3



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
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- PCI 86–100 GOOD
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"SECTION NO."
"PCI NO."

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NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

CARRABELLE-THOMPSON AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X13

FDOT DISTRICT: 3

APPENDIX D

- DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS

1J0 – 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	4110	$50,413.45	64	PCC Restoration	100
2018	RW 1-19	6105	$3,123,286.80	64	Mill and Overlay	100
2021	RW 1-19	6110	$276,721.61	63	Mill and Overlay	100
		Total =	$3,450,421.86			

* Costs are adjusted for inflation at 3%

2J9 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch Name	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RUNWAY 14-32	6110	$ 310,499.99	57	Mill and Overlay	100
2014	RUNWAY 14-32	6105	$ 1,921,499.91	62	Mill and Overlay	100
2014	TAXIWAY TO HANGARS	130	$ 42,500.00	60	Mill and Overlay	100
2014	TAXIWAY TO HANGARS	125	$ 96,600.00	56	Mill and Overlay	100
2014	TAXIWAY TO HANGARS	110	$ 169,563.62	43	Mill and Overlay	100
2014	TAXIWAY TO HANGARS	105	$ 177,199.99	64	Mill and Overlay	100
2016	TAXIWAY TO HANGARS	115	$ 50,392.75	65	Mill and Overlay	100
2018	TAXIWAY TO HANGARS	140	$ 131,234.32	65	Mill and Overlay	100
2018	TAXIWAY TO HANGARS	120	$ 67,530.53	65	Mill and Overlay	100
		Total =	$ 2,967,021.11			

* Costs are adjusted for inflation at 3%

2R4 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 18-36	6105	$2,774,999.87	61	Mill and Overlay	100
2014	AP W	4205	$642,855.58	49	Mill and Overlay	100
2014	AP E	4125	$1,174,249.94	64	Mill and Overlay	100
2014	AP E	4120	$505,449.98	64	Mill and Overlay	100
2014	AP E	4115	$558,119.97	61	Mill and Overlay	100
2014	AP E	4110	$722,179.97	57	Mill and Overlay	100
2014	AP E	4105	$894,979.96	60	Mill and Overlay	100
2014	TW A	510	$391,909.98	64	Mill and Overlay	100
2014	TW D	410	$31,480.00	55	Mill and Overlay	100
2014	TW D	405	$71,410.00	59	Mill and Overlay	100
2014	TW C	305	$116,889.99	59	Mill and Overlay	100
2014	TW B	250	$54,042.00	47	Mill and Overlay	100
2014	TW B	215	$93,400.00	59	Mill and Overlay	100
2014	TW B	210	$100,508.83	48	Mill and Overlay	100
2014	TW A	120	$67,240.00	64	Mill and Overlay	100
2014	TW A	115	$381,329.98	63	Mill and Overlay	100
2014	TW A	105	$127,779.99	64	Mill and Overlay	100
2016	TW B	205	$1,113,605.46	65	Mill and Overlay	100
2021	AP E	4130	$1,083,346.64	65	Mill and Overlay	100
2023	TW A	500	$121,970.19	65	Mill and Overlay	100
		Total =	$11,027,748.33			

* Costs are adjusted for inflation at 3%

54J – 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
2019	RW 9-27	6120	$482,026.14	64	Mill and Overlay	100
2020	AP N	4205	$295,002.55	64	Mill and Overlay	100
2021	AP N	4210	$270,094.55	64	Mill and Overlay	100
2022	AP NE	4110	$457,711.62	64	Mill and Overlay	100
2023	AP S	4305	$144,002.20	64	Mill and Overlay	100
		Total =	$1,648,837.06			

* Costs are adjusted for inflation at 3%

AAF – 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	6310	$ 2,626,249.88	56	PCC Restoration	100
2014	RW 14-32	6110	$ 2,561,029.88	63	PCC Restoration	100
2014	AP	4105	$ 9,799,733.04	62	PCC Restoration	100
2014	TW B4	345	$ 299,109.99	53	PCC Restoration	100
2014	TW D	335	$ 409,679.98	57	PCC Restoration	100
2014	TW B3	325	$ 347,139.98	51	PCC Restoration	100
2014	TW B2	315	$ 347,139.98	61	PCC Restoration	100
2014	TW A3	240	$ 346,799.98	55	PCC Restoration	100
2014	TW A1	230	$ 447,159.40	43	PCC Restoration	100
2014	TW A	220	$ 1,541,999.93	64	PCC Restoration	100
2014	TW A5	205	$ 315,349.99	66	PCC Restoration	100
2014	TW A5	210	$ 235,425.94	41	PCC Restoration	100
2015	TW B1	310	$ 160,391.59	64	PCC Restoration	100
2015	TW A1	235	$ 113,897.39	65	PCC Restoration	100
2015	TW C	105	$ 1,583,151.13	64	PCC Restoration	100
2017	TW D	340	$ 164,805.08	64	PCC Restoration	100
2017	TW A2	250	$ 382,847.81	64	PCC Restoration	100
2017	TW C1	155	$ 115,971.11	64	PCC Restoration	100
2017	TW C	110	$ 849,245.53	65	PCC Restoration	100
2018	RW 18-36	6305	$ 5,911,734.75	65	PCC Restoration	100
2018	RW 14-32	6105	$ 5,764,912.13	64	PCC Restoration	100
2018	TW A3	245	$ 121,509.93	65	PCC Restoration	100
2018	TW A	225	$ 851,109.72	65	PCC Restoration	100
2019	RW 6-24	6210	$ 2,889,722.35	64	PCC Restoration	100
2019	TW B2	320	$ 122,883.05	64	PCC Restoration	100
2019	TW B1	305	$ 342,635.03	64	PCC Restoration	100
2019	TW C2	145	$ 123,416.31	65	PCC Restoration	100
2020	RW 6-24	6205	$ 5,952,839.98	64	PCC Restoration	100
2020	TW A2	255	$ 124,670.99	64	PCC Restoration	100
2020	TW C2	150	$ 415,888.40	65	PCC Restoration	100
2021	TW B4	350	$ 135,077.04	64	PCC Restoration	100
2021	TW C1	160	$ 428,943.09	64	PCC Restoration	100
2022	TW B3	330	$ 134,277.62	64	PCC Restoration	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
		Total =	$45,966,748.00			

* Costs are adjusted for inflation at 3%

CEW – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP HANG	4210	$106,552.98	18	Reconstruction	100
2014	AP HANG	4205	$180,101.89	62	Mill and Overlay	100
2014	AP	4115	$2,808,460.86	32	Reconstruction	100
2014	AP	4110	$1,406,250.33	30	Reconstruction	100
2014	AP	4105	$843,750.20	37	Reconstruction	100
		Total =	$5,345,116.26			

* Costs are adjusted for inflation at 3%

DTS – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP RU	5110	$181,919.99	64	Mill and Overlay	100
2014	AP RU	5105	$181,919.99	59	Mill and Overlay	100
2014	AP	4150	$597,039.97	59	Mill and Overlay	100
2014	AP	4125	$3,121,275.74	30	Reconstruction	100
2014	AP	4120	$1,369,163.44	48	Mill and Overlay	100
2014	AP	4115	$452,099.98	59	Mill and Overlay	100
2014	AP	4112	$163,200.04	37	Reconstruction	100
2014	AP	4110	$650,299.97	59	Mill and Overlay	100
2014	AP	4107	$127,500.03	30	Reconstruction	100
2014	AP	4105	$499,999.98	61	Mill and Overlay	100
2014	TW HANG	315	$362,319.98	53	Mill and Overlay	100
2014	TW HANG	305	$599,429.97	60	Mill and Overlay	100
2014	TW CONN	212	$32,239.67	48	Mill and Overlay	100
2014	TW CONN	210	$49,245.01	28	Reconstruction	100
2014	TW CONN	209	$69,000.02	35	Reconstruction	100
2014	TW CONN	205	$78,900.00	54	Mill and Overlay	100
2014	TW A	150	$413,339.98	56	Mill and Overlay	100
2014	TW A	135	$124,609.99	59	Mill and Overlay	100
2014	TW A5	130	$107,094.63	47	Mill and Overlay	100
2014	TW A4	125	$97,058.20	49	Mill and Overlay	100
2014	TW A3	120	$112,174.68	46	Mill and Overlay	100
2014	TW A	115	$1,399,999.93	53	Mill and Overlay	100
2014	TW A2	110	$112,198.69	46	Mill and Overlay	100
		Total =	$10,902,029.88			

* Costs are adjusted for inflation at 3%

ECP – 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
2017	TW J	1020	$ 158,441.00	64	Mill and Overlay	100
2024	AP RU S	4505	$ 606,829.00	64	Mill and Overlay	100
		Total =	$ 765,270.00			

* Costs are adjusted for inflation at 3%

F95 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP GA	4110	$ 393,620.00	62	Mill and Overlay	100
2015	AP T-HANG	905	$ 64,680.00	64	Mill and Overlay	100
2019	AP T-HANG	810	$ 64,154.00	65	Mill and Overlay	100
2023	AP GA	4150	$ 47,453.00	65	Mill and Overlay	100
2024	AP GA	4105	$ 1,049,834.00	64	Mill and Overlay	100
		Total =	$ 1,619,741.00			

* Costs are adjusted for inflation at 3%

MAI – 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 18-36	6205	$ 6,911,999.78	41	Mill and Overlay	100
2014	RW 8-26	6105	$ 5,733,002.08	47	Mill and Overlay	100
2014	AP	4105	$23,211,665.49	39	Reconstruction	100
2014	TW B	705	$ 412,500.10	29	Reconstruction	100
2014	TW C	605	$ 345,000.08	35	Reconstruction	100
2014	TW D	505	$ 412,500.10	35	Reconstruction	100
2014	TW E	405	$ 1,417,920.34	38	Reconstruction	100
2014	TW F	305	$ 300,000.07	24	Reconstruction	100
2014	TW PARALL	150	$ 2,842,032.42	49	PCC Restoration	100
2014	TW PARALL	105	$ 1,500,000.36	24	Reconstruction	100
		Total =	$43,086,620.82			

* Costs are adjusted for inflation at 3%

PNS – 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	4405	$ 4,594,320.00	62	Mill and Overlay	100
2015	AP S	4510	$ 6,088,788.00	50	Mill and Overlay	100
2015	AP TERM	4230	$ 546,503.00	8	Reconstruction	100
2015	TW A1	120	$ 1,090,177.00	37	Reconstruction	100
2016	TW B7	270	$ 276,227.00	64	Mill and Overlay	100
2017	AP S	4515	$ 4,183,844.00	64	Mill and Overlay	100
2017	TW A7	215	$ 1,377,982.00	64	Mill and Overlay	100
2019	AP S	4505	$ 2,279,966.00	64	Mill and Overlay	100
2019	AP W	4605	$ 4,444,292.00	64	Mill and Overlay	100
2021	RW 8-26	6215	$ 2,041,830.00	64	Mill and Overlay	100
2021	RW 8-26	6235	$ 3,653,800.00	64	Mill and Overlay	100
2021	RW 8-26	6245	$ 859,718.00	65	Mill and Overlay	100
2021	TW C	252	$ 353,580.00	65	Mill and Overlay	100
2022	RW 8-26	6225	$ 1,992,329.00	65	Mill and Overlay	100
2022	RW 8-26	6255	$ 1,328,264.00	65	Mill and Overlay	100
2022	TW A	115	$ 6,594,631.00	64	Mill and Overlay	100
2023	RW 17-35	6115	$ 1,197,098.00	64	Mill and Overlay	100
2023	RW 8-26	6205	$ 2,964,242.00	64	Mill and Overlay	100
2023	TW A2	160	$ 854,910.00	65	Mill and Overlay	100
2023	TW B	217	$ 250,820.00	64	Mill and Overlay	100
2023	TW B8	280	$ 303,652.00	64	Mill and Overlay	100
2023	TW C	505	$ 299,571.00	64	Mill and Overlay	100
2023	TW D	140	$ 995,256.00	64	Mill and Overlay	100
2023	TW D	410	$ 459,640.00	64	Mill and Overlay	100
2024	RW 8-26	6210	$ 1,526,585.00	65	Mill and Overlay	100
2024	RW 8-26	6220	$ 1,115,581.00	64	Mill and Overlay	100
2024	TW B	210	$ 1,220,845.00	65	Mill and Overlay	100
		Total =	$52,894,451.00			

* Costs are adjusted for inflation at 3%

TLH – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP GA	4305	$ 1,263,438.00	61	Mill and Overlay	100
2015	AP GA	4310	$ 3,777,192.00	58	Mill and Overlay	100
2015	AP GA	4320	$ 523,350.00	53	Mill and Overlay	100
2015	AP GA	4325	$ 2,473,443.00	23	Reconstruction	100
2015	AP GA	4330	$ 839,275.00	46	Mill and Overlay	100
2015	AP GA	4332	$ 3,677,653.00	35	Reconstruction	100
2015	RW 18-36	6105	$10,242,000.00	51	Mill and Overlay	100
2015	TW L	1215	$ 434,844.00	63	Mill and Overlay	100
2015	TW R HANG	1810	$ 671,994.00	58	Mill and Overlay	100
2015	TW R HANG	1820	$ 1,134,036.00	58	Mill and Overlay	100
2015	TW S	1905	$ 3,816,000.00	64	Mill and Overlay	100
2015	TW W	2310	$ 461,078.00	48	Mill and Overlay	100
2016	TW L	1205	$ 293,803.00	64	Mill and Overlay	100
2017	AP GA	4315	$ 1,185,015.00	65	Mill and Overlay	100
2017	TW P	1605	$11,252,054.00	64	Mill and Overlay	100
2018	RW 18-36	6110	$ 5,595,855.00	64	Mill and Overlay	100
2018	TW K	1120	$ 185,971.00	64	Mill and Overlay	100
2019	TW B1	1610	$ 1,034,716.00	64	Mill and Overlay	100
2021	TW E	505	$ 940,768.00	64	Mill and Overlay	100
2021	TW E	510	$ 672,299.00	65	Mill and Overlay	100
2021	TW K	1110	$ 824,469.00	65	Mill and Overlay	100
2021	TW K	1125	$ 186,322.00	64	Mill and Overlay	100
2021	TW R HANG	1806	$ 1,211,837.00	65	Mill and Overlay	100
2022	AP RU RW18	5505	$ 558,026.00	65	Mill and Overlay	100
2022	TW C	305	$ 470,980.00	65	Mill and Overlay	100
2022	TW C	310	$ 757,863.00	65	Mill and Overlay	100
2022	TW F	610	$ 764,726.00	65	Mill and Overlay	100
2022	TW M	1315	$ 1,114,613.00	65	Mill and Overlay	100
2023	AP TERM	4110	$ 303,652.00	64	Mill and Overlay	100
2023	TW A	105	$10,620,788.00	64	Mill and Overlay	100
2024	TW A2	125	$ 992,562.00	65	Mill and Overlay	100
2024	TW B	205	$ 759,300.00	64	Mill and Overlay	100
2024	TW D	405	$ 1,029,036.00	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
2024	TW F	605	$ 2,247,156.00	64	Mill and Overlay	100
2024	TW H	805	$ 791,781.00	64	Mill and Overlay	100
2024	TW K	1105	$ 475,425.00	65	Mill and Overlay	100
		Total =	$73,583,320.00			

* Costs are adjusted for inflation at 3%

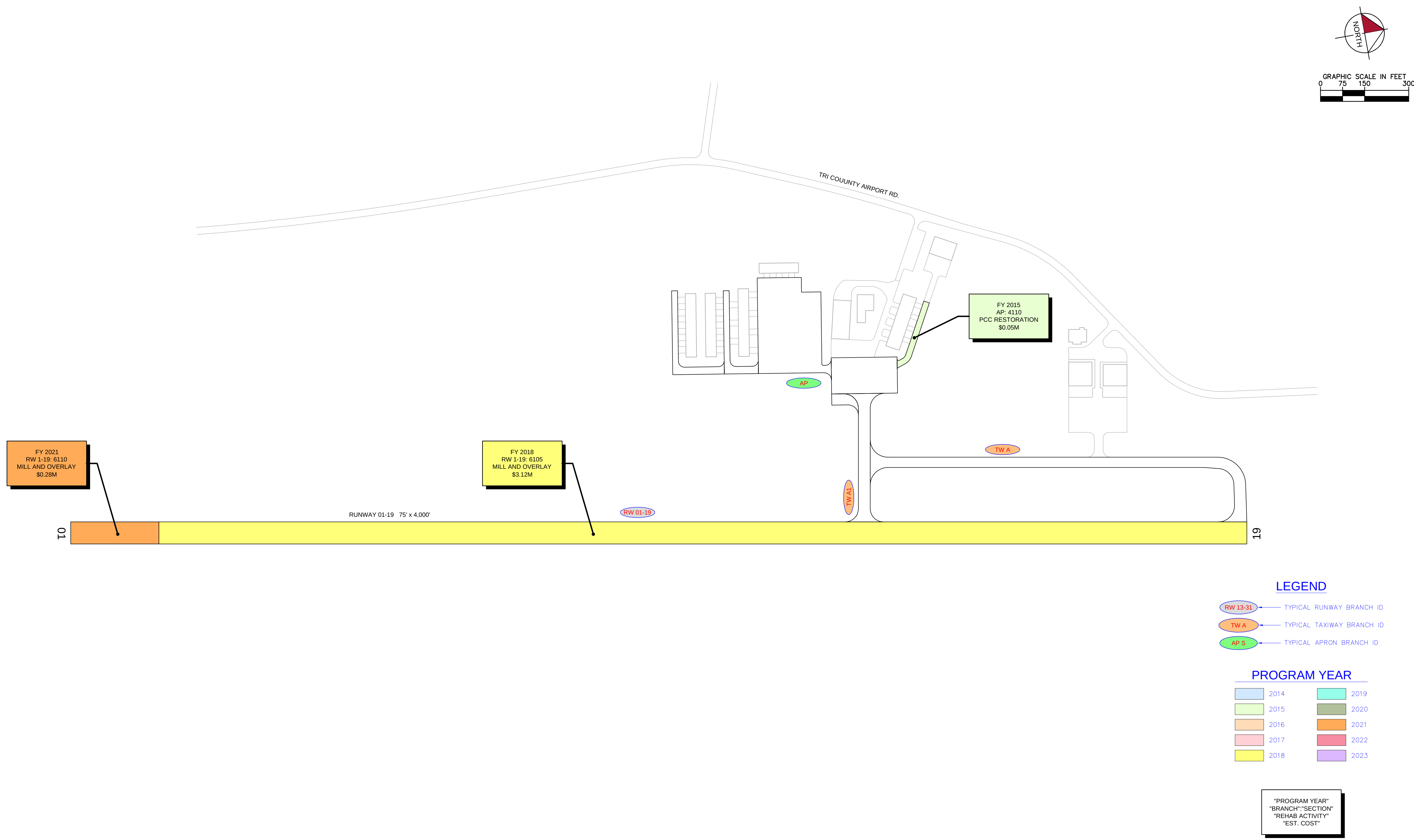
X13 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 5-23	6105	$ 3,029,179.86	60	Mill and Overlay	100
2014	AP	4120	$ 106,710.00	64	Mill and Overlay	100
2014	AP	4110	$ 85,690.00	59	Mill and Overlay	100
2014	AP	4105	$ 75,000.00	54	Mill and Overlay	100
2014	TW A	105	$ 96,990.00	51	Mill and Overlay	100
2023	AP	4115	$ 704,368.72	65	Mill and Overlay	100
		Total =	$ 4,097,938.58			

* Costs are adjusted for inflation at 3%

APPENDIX E

- DISTRICT AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBITS



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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

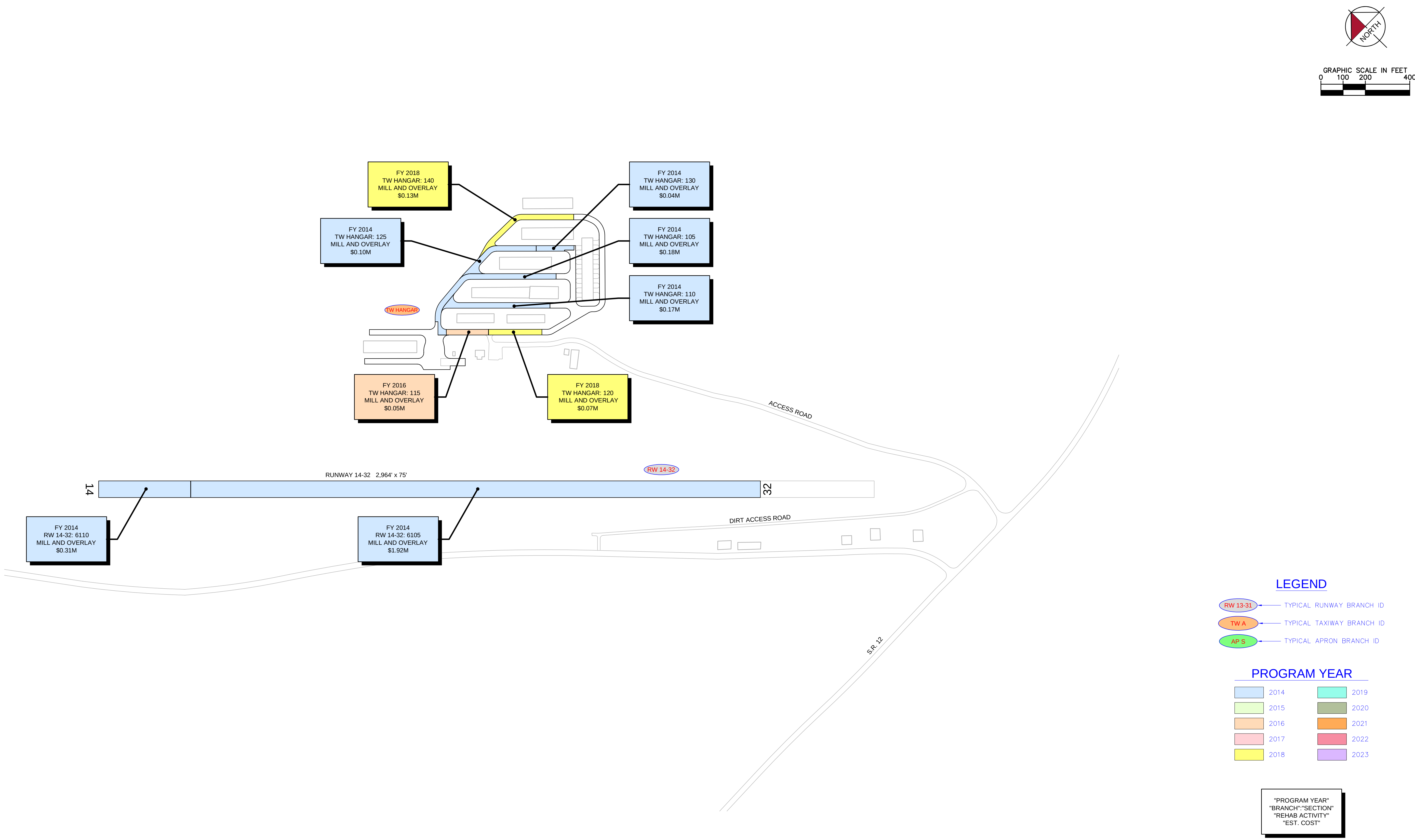
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

TRI-COUNTY AIRPORT
HOLMES COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER 1J0

FDOT DISTRICT 3



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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

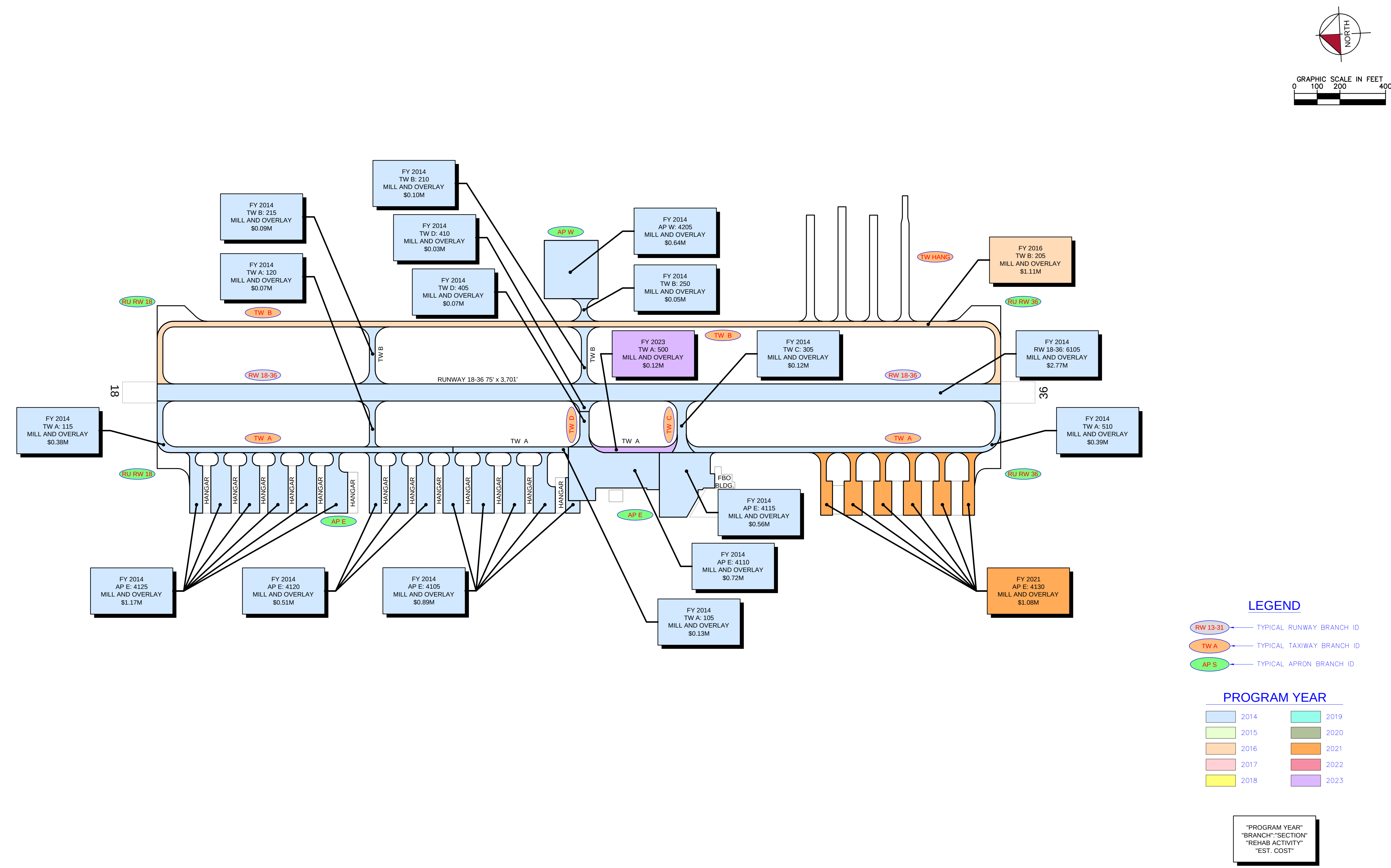
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

QUINCY MUNICIPAL AIRPORT
GADSDEN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER 2J9

FDOT DISTRICT 3



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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

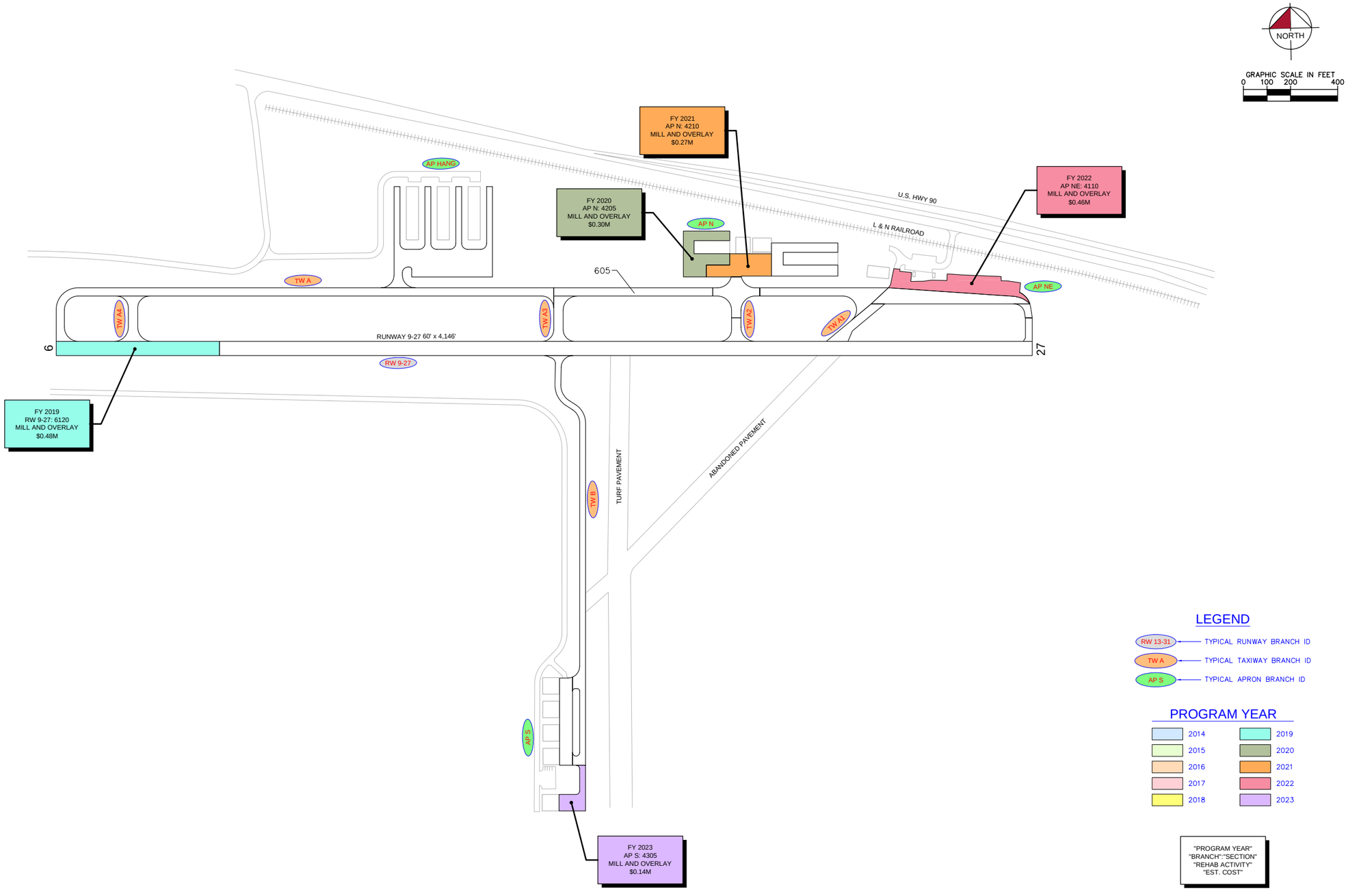
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PETER PRINCE FIELD
SANTA ROSA, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER 2R4

FDOT DISTRICT 3



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

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

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

NUMBER	DATE	REVISIONS

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

K:\SPB_master\14317602\CADD\PLANSHEETS\54J - DEFUNIAK SPRINGS AIRPORT\EXHIBIT\054-54J-REHab.dwg PLOTTED: May 29, 2015 – 7:43 PM, BY: Erica, Art

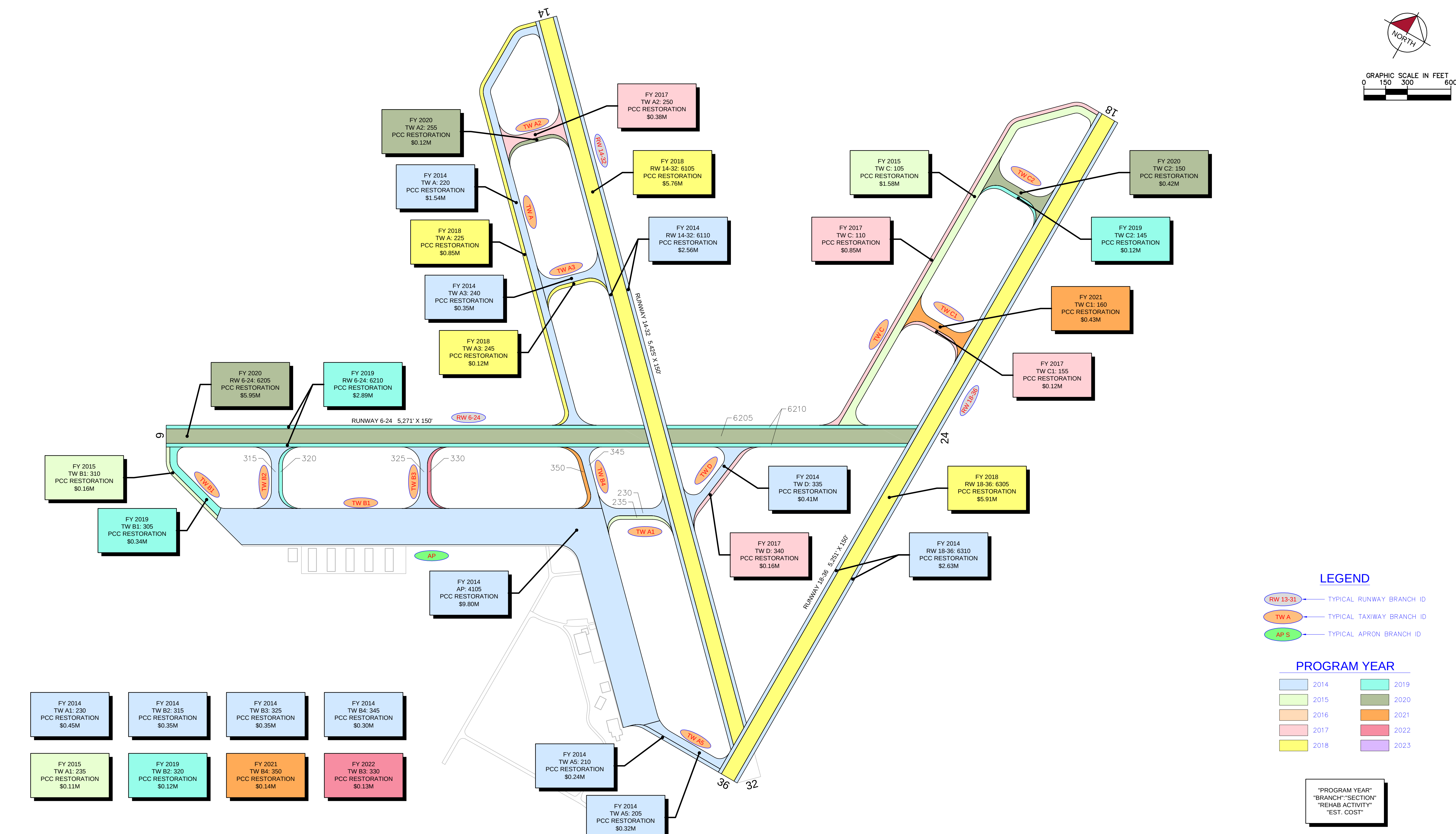
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

DEFUNIAK SPRINGS MUNICIPAL AIRPORT
WALTON COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: 54J
FDOT DISTRICT: 3



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NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

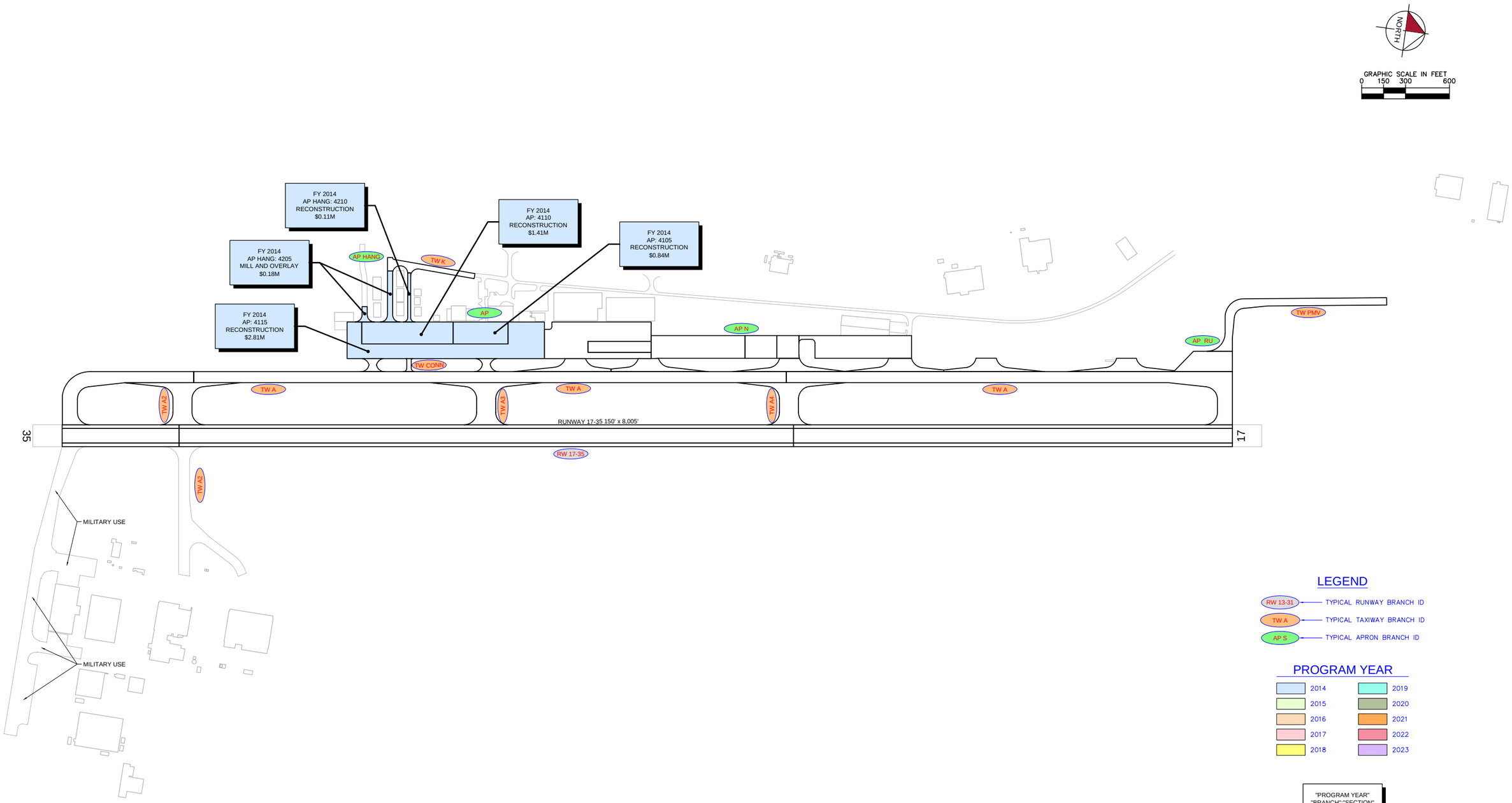
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: AAF

FDOT DISTRICT: 3



LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

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

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NUMBER	DATE	REVISIONS

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

X:\SPS_Aviation\2437902\CADD\PLANSHEETS\CEW - BOB SIKES AIRPORT\EXHIBIT\004-CEW-REHAB.dwg PLOTTED: May 14, 2013 - 4:08 PM, BY: Steve, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

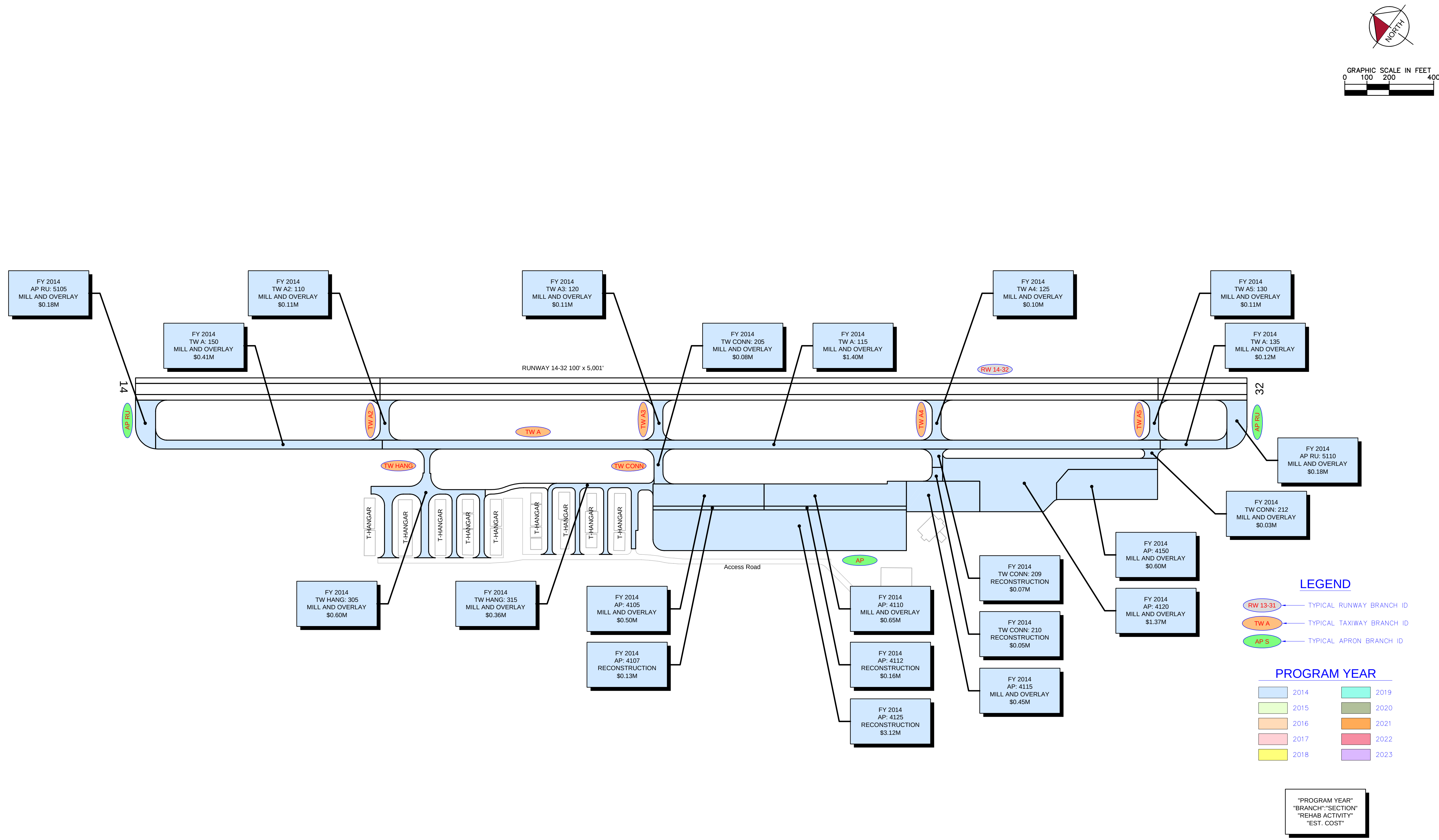
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

BOB SIKES AIRPORT
OKALOOSA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: CEW

FDOT DISTRICT: 3



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NUMBER	DATE	REVISIONS

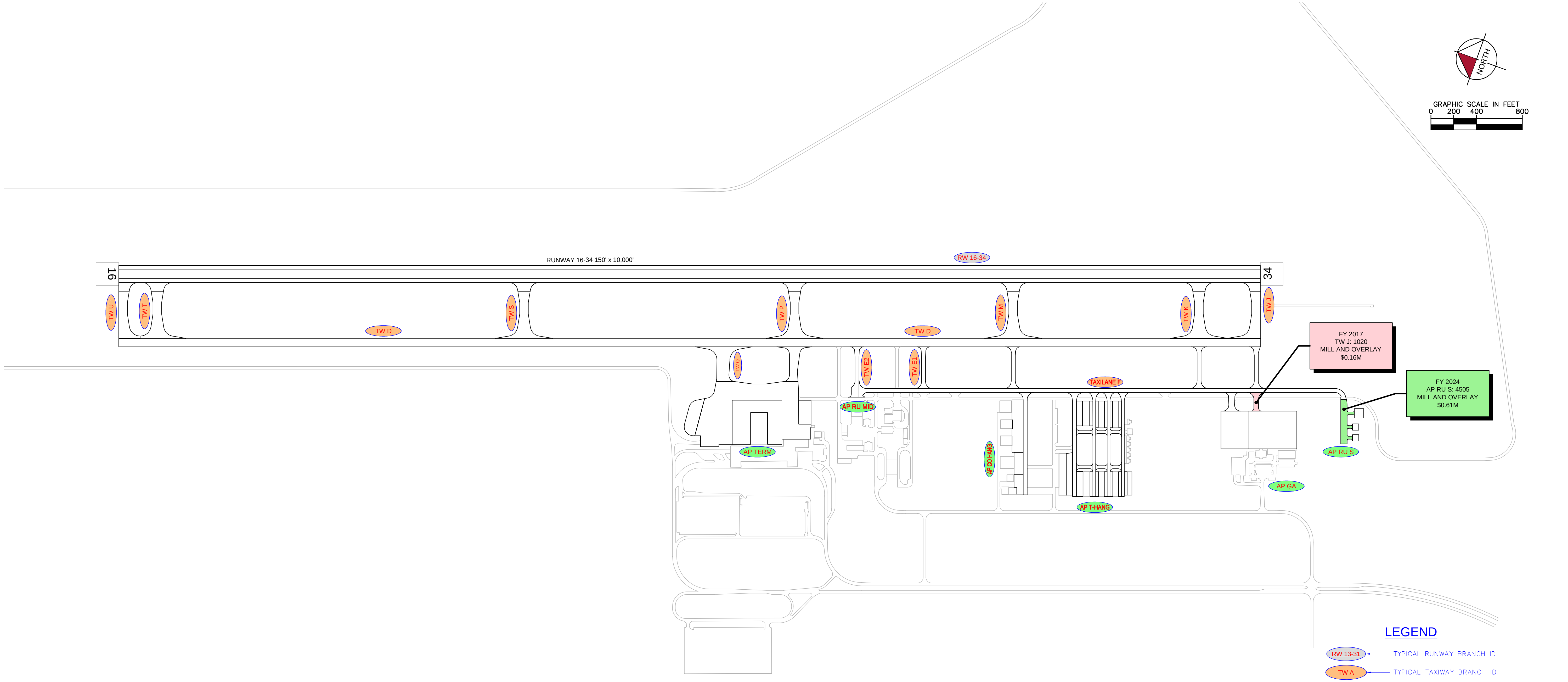
DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
DESTIN - FT. WALTON BEACH AIRPORT
OKALOOSA COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: DTS
FDOT DISTRICT: 3



LEGEND

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

PROGRAM YEAR

2015	2020
2016	2021
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2018	2023
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"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

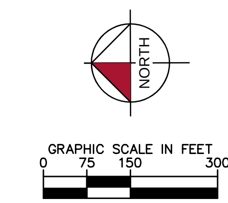
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

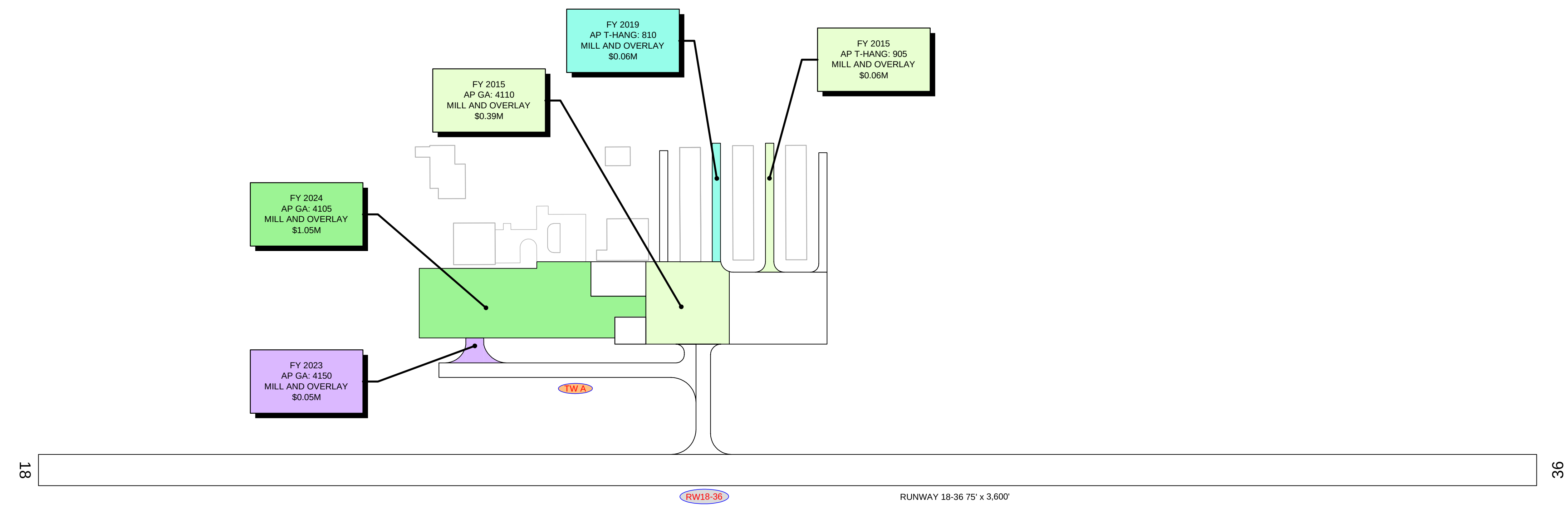
NW FLORIDA BEACHES INTERNATIONAL AIRPORT
BAY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: ECP

FDOT DISTRICT: 3





LEGEND

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

PROGRAM YEAR

2015	2020
2016	2021
2017	2022
2018	2023
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"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
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NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

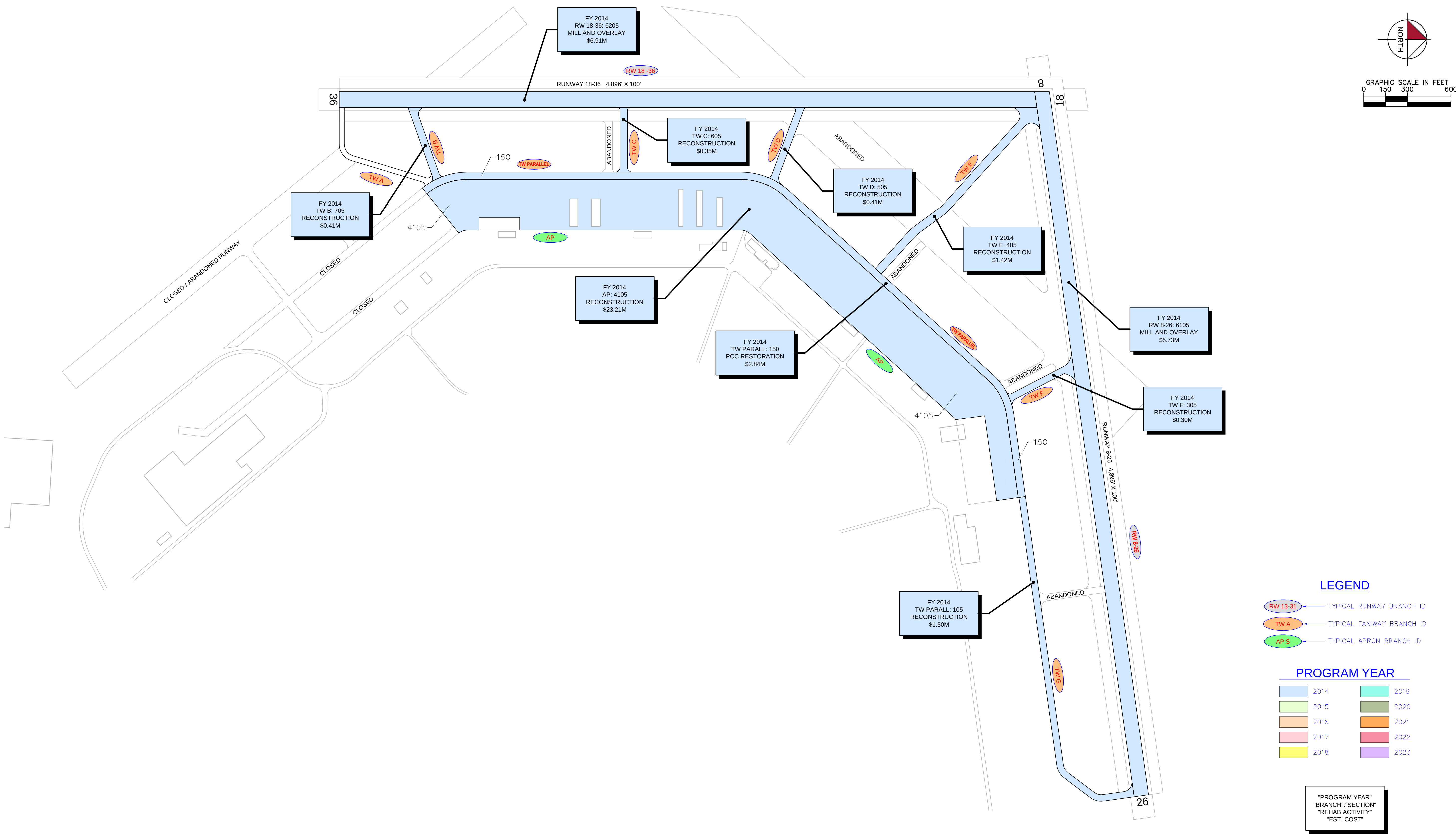
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

CALHOUN COUNTY AIRPORT
CALHOUN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: F95

FDOT DISTRICT: 3



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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

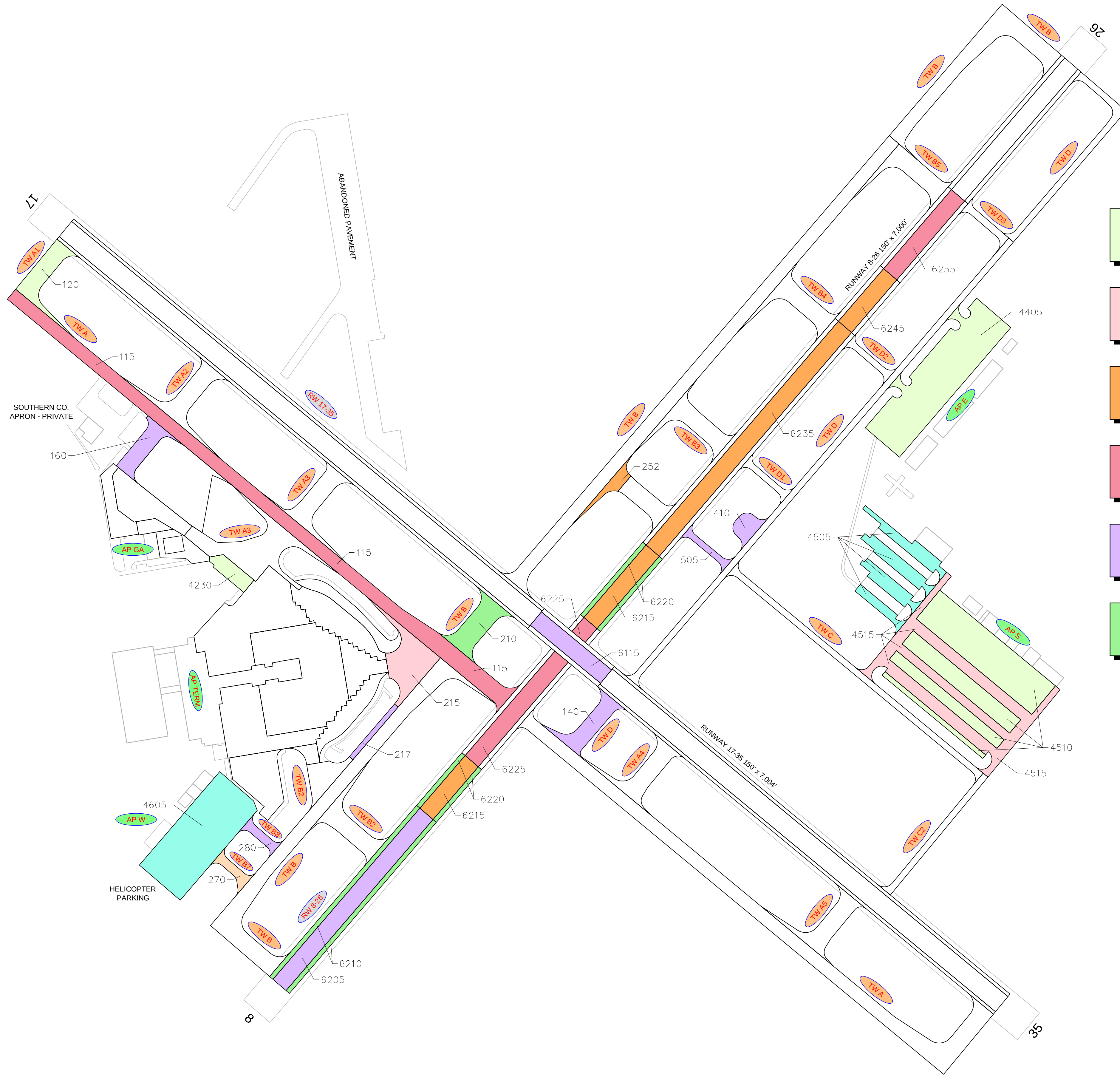
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

MARIANNA MUNICIPAL AIRPORT
JACKSON COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
MAI

FDOT DISTRICT
3



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

Section	Program Year	Branch:Section	Rehab Activity	Est. Cost
SECTION: 120	FY 2015	TW A1: 120	RECONSTRUCTION	$1.09M
SECTION: 4230	FY 2015	AP TERM: 4230	RECONSTRUCTION	$0.55M
SECTION: 4405	FY 2015	AP E: 4405	MILL AND OVERLAY	$4.59M
SECTION: 4510	FY 2015	AP S: 4510	MILL AND OVERLAY	$6.09M
SECTION: 270	FY 2016	TW B7: 270	MILL AND OVERLAY	$0.28M
SECTION: 215	FY 2017	TW A7: 215	MILL AND OVERLAY	$1.38M
SECTION: 4515	FY 2017	AP S: 4515	MILL AND OVERLAY	$4.18M
SECTION: 4505	FY 2019	AP S: 4505	MILL AND OVERLAY	$2.28M
SECTION: 4605	FY 2019	AP W: 4605	MILL AND OVERLAY	$4.44M
SECTION: 252	FY 2021	TW C: 252	MILL AND OVERLAY	$0.35M
SECTION: 6215	FY 2021	RW 8-26: 6215	MILL AND OVERLAY	$2.04M
SECTION: 6235	FY 2021	RW 8-26: 6235	MILL AND OVERLAY	$3.65M
SECTION: 6245	FY 2021	RW 8-26: 6245	MILL AND OVERLAY	$0.86M
SECTION: 115	FY 2022	TW A: 115	MILL AND OVERLAY	$6.59M
SECTION: 6225	FY 2022	RW 8-26: 6225	MILL AND OVERLAY	$1.99M
SECTION: 6255	FY 2022	RW 8-26: 6255	MILL AND OVERLAY	$1.33M
SECTION: 140	FY 2023	TW D: 140	MILL AND OVERLAY	$1.00M
SECTION: 160	FY 2023	TW A2: 160	MILL AND OVERLAY	$0.85M
SECTION: 217	FY 2023	TW B: 217	MILL AND OVERLAY	$0.25M
SECTION: 280	FY 2023	TW B8: 280	MILL AND OVERLAY	$0.30M
SECTION: 410	FY 2023	TW D: 410	MILL AND OVERLAY	$0.46M
SECTION: 505	FY 2023	TW C: 505	MILL AND OVERLAY	$0.30M
SECTION: 6115	FY 2023	RW 17-35: 6115	MILL AND OVERLAY	$1.20M
SECTION: 6205	FY 2023	RW 8-26: 6205	MILL AND OVERLAY	$2.96M
SECTION: 210	FY 2024	TW B: 210	MILL AND OVERLAY	$1.22M
SECTION: 6210	FY 2024	RW 8-26: 6210	MILL AND OVERLAY	$1.53M
SECTION: 6220	FY 2024	RW 8-26: 6220	MILL AND OVERLAY	$1.12M

LEGEND

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

PROGRAM YEAR

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

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

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NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

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

IDENTIFIER PNS
FDOT DISTRICT 3

Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
SECTION: 1215	FY 2015	TW L: 1215	MILL AND OVERLAY	$0.43M
SECTION: 1810	FY 2015	TW R HANG: 1810	MILL AND OVERLAY	$0.67M
SECTION: 1820	FY 2015	TW R HANG: 1820	MILL AND OVERLAY	$1.13M
SECTION: 1905	FY 2015	TW S: 1905	MILL AND OVERLAY	$3.82M
SECTION: 2310	FY 2015	TW W: 2310	MILL AND OVERLAY	$0.46M
SECTION: 4305	FY 2015	AP GA: 4305	MILL AND OVERLAY	$1.26M
SECTION: 4310	FY 2015	AP GA: 4310	MILL AND OVERLAY	$3.78M
SECTION: 4320	FY 2015	AP GA: 4320	MILL AND OVERLAY	$0.52M
SECTION: 4325	FY 2015	AP GA: 4325	RECONSTRUCTION	$2.47M
SECTION: 4330	FY 2015	AP GA: 4330	MILL AND OVERLAY	$0.84M
SECTION: 4332	FY 2015	AP GA: 4332	RECONSTRUCTION	$3.68M
SECTION: 6105	FY 2015	RW 18-36: 6105	MILL AND OVERLAY	$10.24M
SECTION: 1205	FY 2016	TW L: 1205	MILL AND OVERLAY	$0.29M
SECTION: 1605	FY 2017	TW P: 1605	MILL AND OVERLAY	$11.25M
SECTION: 4315	FY 2017	AP GA: 4315	MILL AND OVERLAY	$1.19M
SECTION: 1120	FY 2018	TW K: 1120	MILL AND OVERLAY	$0.19M
SECTION: 6110	FY 2018	RW 18-36: 6110	MILL AND OVERLAY	$5.60M
SECTION: 1610	FY 2019	TW B1: 1610	MILL AND OVERLAY	$1.03M
SECTION: 505	FY 2021	TW E: 505	MILL AND OVERLAY	$0.94M
SECTION: 510	FY 2021	TW E: 510	MILL AND OVERLAY	$0.67M
SECTION: 1110	FY 2021	TW K: 1110	MILL AND OVERLAY	$0.82M
SECTION: 1125	FY 2021	TW K: 1125	MILL AND OVERLAY	$0.19M
SECTION: 1806	FY 2021	TW R HANG: 1806	MILL AND OVERLAY	$1.21M
SECTION: 305	FY 2022	TW C: 305	MILL AND OVERLAY	$0.47M
SECTION: 310	FY 2022	TW C: 310	MILL AND OVERLAY	$0.76M
SECTION: 610	FY 2022	TW F: 610	MILL AND OVERLAY	$0.76M
SECTION: 1315	FY 2022	TW M: 1315	MILL AND OVERLAY	$1.11M
SECTION: 5505	FY 2022	AP RU RW 18: 5505	MILL AND OVERLAY	$0.56M
SECTION: 105	FY 2023	TW A: 105	MILL AND OVERLAY	$10.62M
SECTION: 4110	FY 2023	AP TERM: 4110	MILL AND OVERLAY	$0.30M
SECTION: 125	FY 2024	TW A2: 125	MILL AND OVERLAY	$0.99M
SECTION: 205	FY 2024	TW B: 205	MILL AND OVERLAY	$0.76M
SECTION: 405	FY 2024	TW D: 405	MILL AND OVERLAY	$1.03M
SECTION: 605	FY 2024	TW F: 605	MILL AND OVERLAY	$2.25M
SECTION: 805	FY 2024	TW H: 805	MILL AND OVERLAY	$0.79M
SECTION: 1105	FY 2024	TW K: 1105	MILL AND OVERLAY	$0.48M

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

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

PROGRAM YEAR

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

"PROGRAM YEAR"
"BRANCH":"SECTION"
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NUMBER	DATE	REVISIONS

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

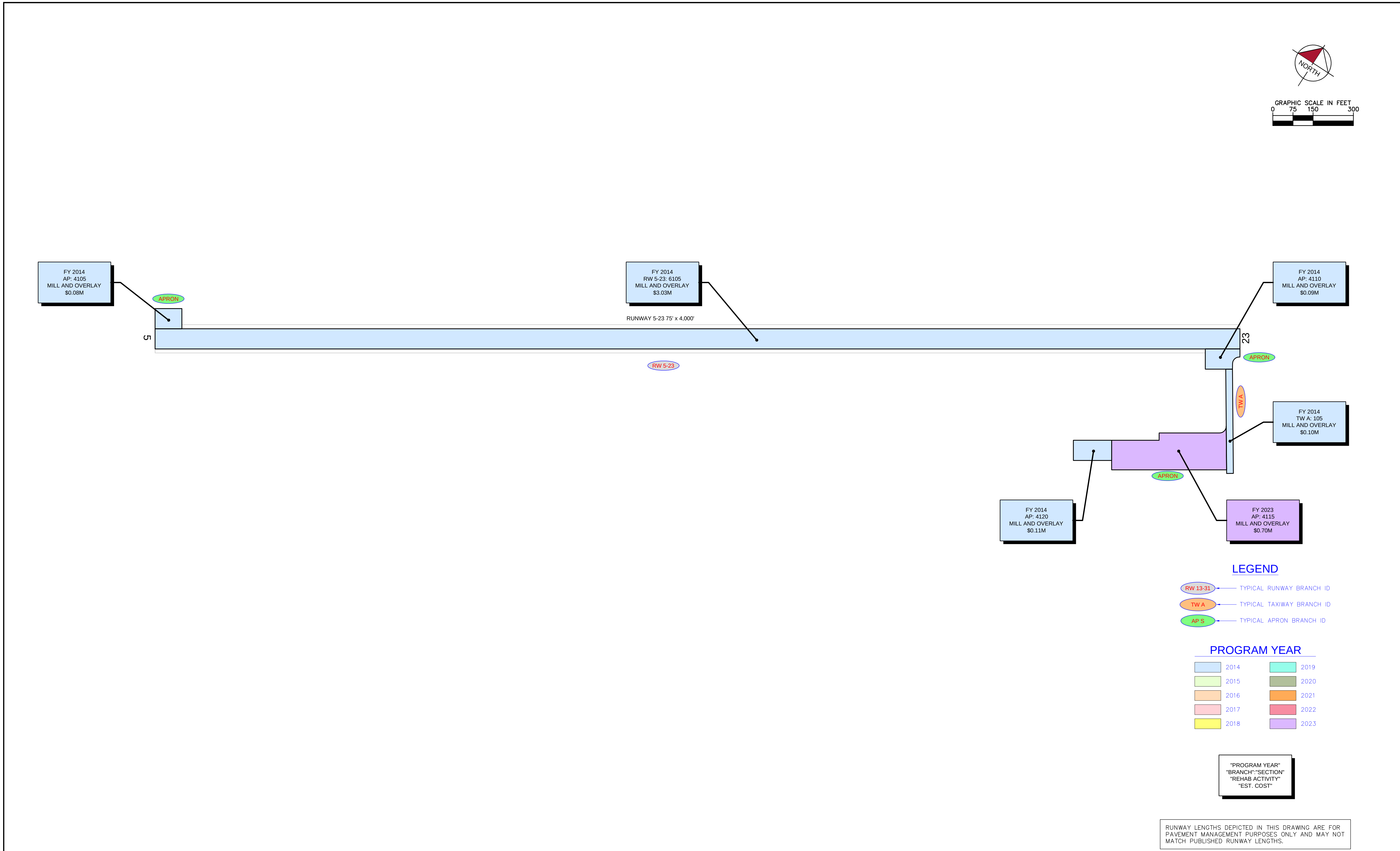
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

TALLAHASSEE REGIONAL AIRPORT
LEON COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: TLH
FDOT DISTRICT: 3



NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

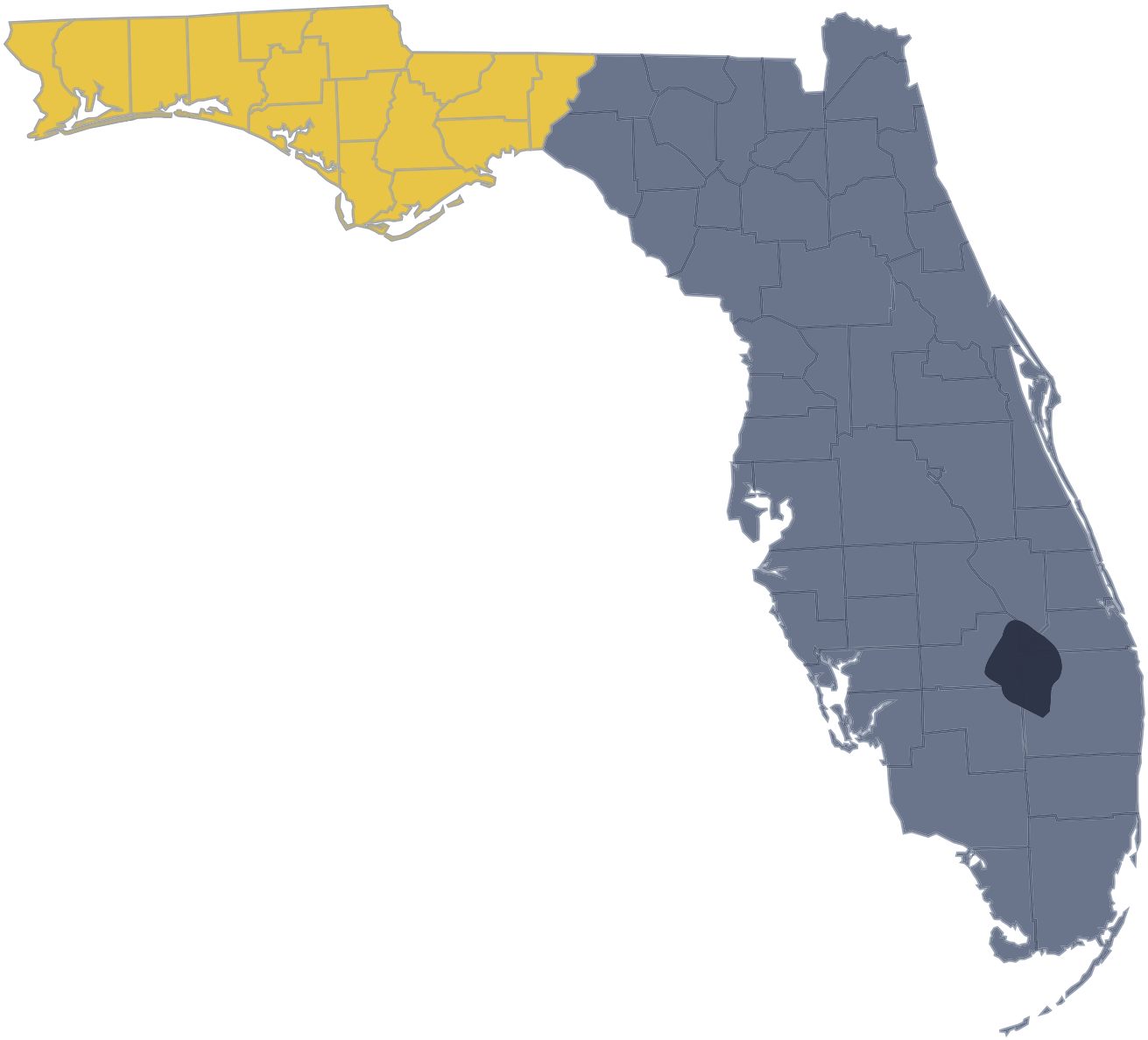
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

CARRABELLE-THOMPSON AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **X13**

FDOT DISTRICT 3



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT