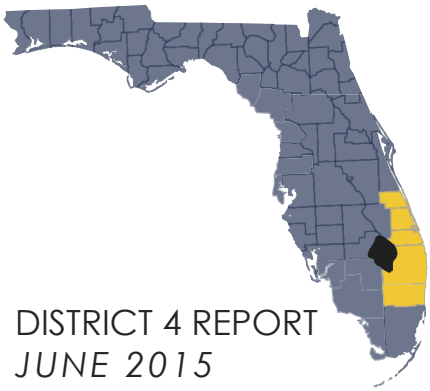
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE



DISTRICT 4 REPORT
JUNE 2015

STATEWIDE
Airfield Pavement Management
PROGRAM

FDOT

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

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EXECUTIVE SUMMARY

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

In 2012, the Florida Department of Transportation Aviation and Spaceport Office selected a Consultant team consisting of Kimley-Horn and Associates, Inc. and their Subconsultants Penuel Consulting, LLC. And Roy D. McQueen and Associates, LTD. To provide services in support to FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal year 2013 through 2015. Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 4.

- BCT, Boca Raton Airport
- F45, North Palm Beach County General Aviation Airport
- FLL, Fort Lauderdale-Hollywood International Airport
- FPR, St. Lucie County International Airport
- FXE, Fort Lauderdale Executive Airport
- HWO, North Perry Airport
- LNA, Palm Beach County Park Airport
- PBI, Palm Beach International Airport
- PHK, Palm Beach County Glades Airport
- PMP, Pompano Beach Airpark
- SUA, Witham Field
- VRB, Vero Beach Municipal Airport
- X10, Belle Glade State Municipal Airport
- X26, Sebastian Municipal Airport

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 4's overall area-weighted Pavement Condition Index (PCI) is at a 76.75, 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 4 ranged from 19 (Serious) to 94 (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
BCT	RL	95	GOOD	93	GOOD	90	GOOD	94	GOOD
F45	RL	73	SATISFACTORY	81	SATISFACTORY	78	SATISFACTORY	77	SATISFACTORY
FLL	PR	72	SATISFACTORY	70	FAIR	75	SATISFACTORY	72	SATISFACTORY
FPR	GA	86	GOOD	85	SATISFACTORY	65	FAIR	79	SATISFACTORY
FXE	RL	79	SATISFACTORY	82	SATISFACTORY	90	GOOD	82	SATISFACTORY
HWO	RL	95	GOOD	83	SATISFACTORY	48	POOR	84	SATISFACTORY
LNA	RL	88	GOOD	89	GOOD	73	SATISFACTORY	82	SATISFACTORY
PBI	PR	93	GOOD	74	SATISFACTORY	65	FAIR	74	SATISFACTORY
PHK	GA	63	FAIR	86	GOOD	98	GOOD	79	SATISFACTORY
PMP	GA	86	GOOD	82	SATISFACTORY	68	FAIR	80	SATISFACTORY
SUA	GA	82	SATISFACTORY	75	SATISFACTORY	72	SATISFACTORY	77	SATISFACTORY
VRB	PR	88	GOOD	77	SATISFACTORY	59	FAIR	72	SATISFACTORY
X10	GA	13	SERIOUS	11	SERIOUS	49	POOR	19	SERIOUS
X26	GA	87	GOOD	79	SATISFACTORY	74	SATISFACTORY	81	SATISFACTORY
DISTRICT		85	SATISFACTORY	77	SATISFACTORY	69	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
BCT	RL	RW 5-23	RUNWAY 5-23	6,276	150	95	GOOD	
F45	RL	RW 8R-26L	RUNWAY 8R-26L	4,300	100	73	SATISFACTORY	X
F45	RL	RW 13-31	RUNWAY 13-31	4,300	75	74	SATISFACTORY	X
FLL	PR	RW 10L-28R	RUNWAY 10L-28R	9,000	150	72	SATISFACTORY	X
FPR	GA	RW 10R-28L	RUNWAY 10R-28L	6,492	150	94	GOOD	
FPR	GA	RW 10L-28R	Runway 10L-28R	4,000	75	97	GOOD	
FPR	GA	RW 14-32	RUNWAY 14-32	4,755	100	65	FAIR	X
FXE	RL	RW 9-27	RUNWAY 9-27	6,002	100	75	SATISFACTORY	
FXE	RL	RW 13-31	RUNWAY 13-31	4,000	100	86	GOOD	
HWO	RL	RW 01L-19R	RUNWAY 01L-19R	3,350	100	96	GOOD	
HWO	RL	RW 10R-28L	RUNWAY 10R-28L	3,255	100	87	GOOD	
HWO	RL	RW 10L-28R	RUNWAY 10L-28R	3,240	100	100	GOOD	
HWO	RL	RW 01R-19L	RUNWAY 01R-19L	3,260	100	100	GOOD	
LNA	RL	RW 3-21	RUNWAY 3-21	3,256	75	75	SATISFACTORY	
LNA	RL	RW 15-33	RUNWAY 15-33	3,421	100	100	GOOD	
LNA	RL	RW 9-27	RUNWAY 9-27	3,489	75	85	SATISFACTORY	
PBI	PR	RW 14-32	RUNWAY 14-32	6,931	150	87	GOOD	
PBI	PR	RW 10R-28L	RUNWAY 10R-28L	3,214	75	75	SATISFACTORY	
PBI	PR	RW 10L-28R	RUNWAY 10L-28R	10,000	150	100	GOOD	
PHK	GA	RW 17-35	RUNWAY 17-35	4,116	75	63	FAIR	X
PMP	GA	RW 15-33	RUNWAY 15-33	4,918	150	100	GOOD	
PMP	GA	RW 6-24	RUNWAY 6-24	4,001	150	71	SATISFACTORY	X
PMP	GA	RW 10-28	RUNWAY 10-28	3,502	100	79	SATISFACTORY	
SUA	GA	RW 16-34	RUNWAY 16-34	4,998	100	77	SATISFACTORY	
SUA	GA	RW 7-25	RUNWAY 7-25	4,652	100	87	GOOD	
SUA	GA	RW 12-30	RUNWAY 12-30	5,828	100	82	SATISFACTORY	
VRB	PR	RW 12R-30L	RUNWAY 12R-30L	7,314	106	79	SATISFACTORY	
VRB	PR	RW 12L-30R	RUNWAY 12L-30R	3,504	75	92	GOOD	
VRB	PR	RW 4-22	RUNWAY 4-22	4,974	100	98	GOOD	
X10	GA	RW 9-27	RUNWAY 9-27	3,750	50	13	SERIOUS	X
X26	GA	RW 10-28	Runway 10-28	3,199	75	90	GOOD	
X26	GA	RW 5-23	RUNWAY 5-23	4,023	75	84	SATISFACTORY	

Figure I: Runway Condition

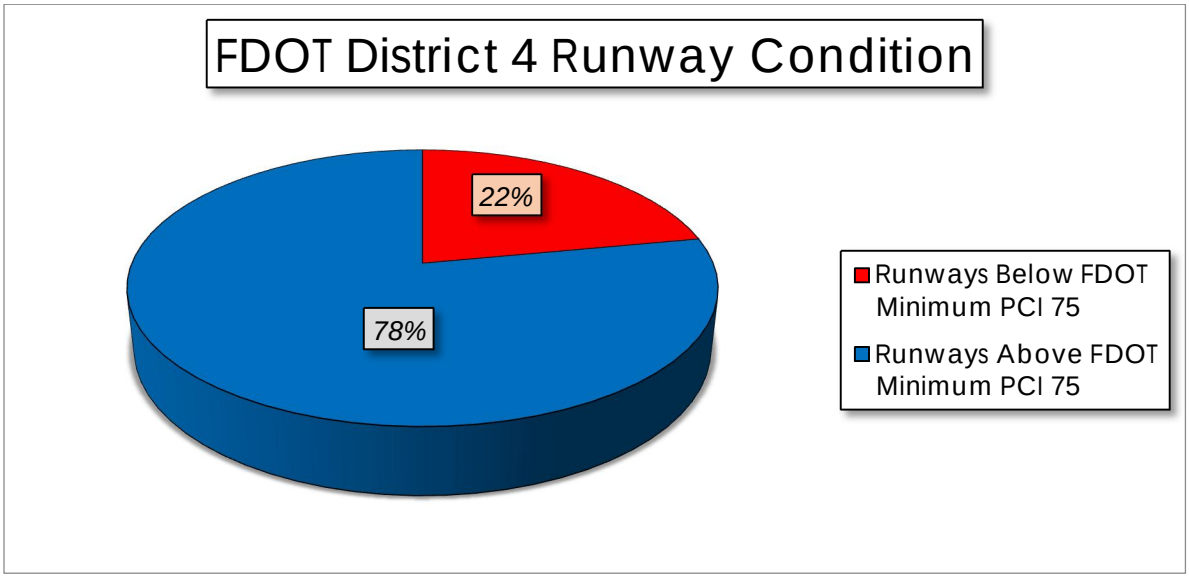
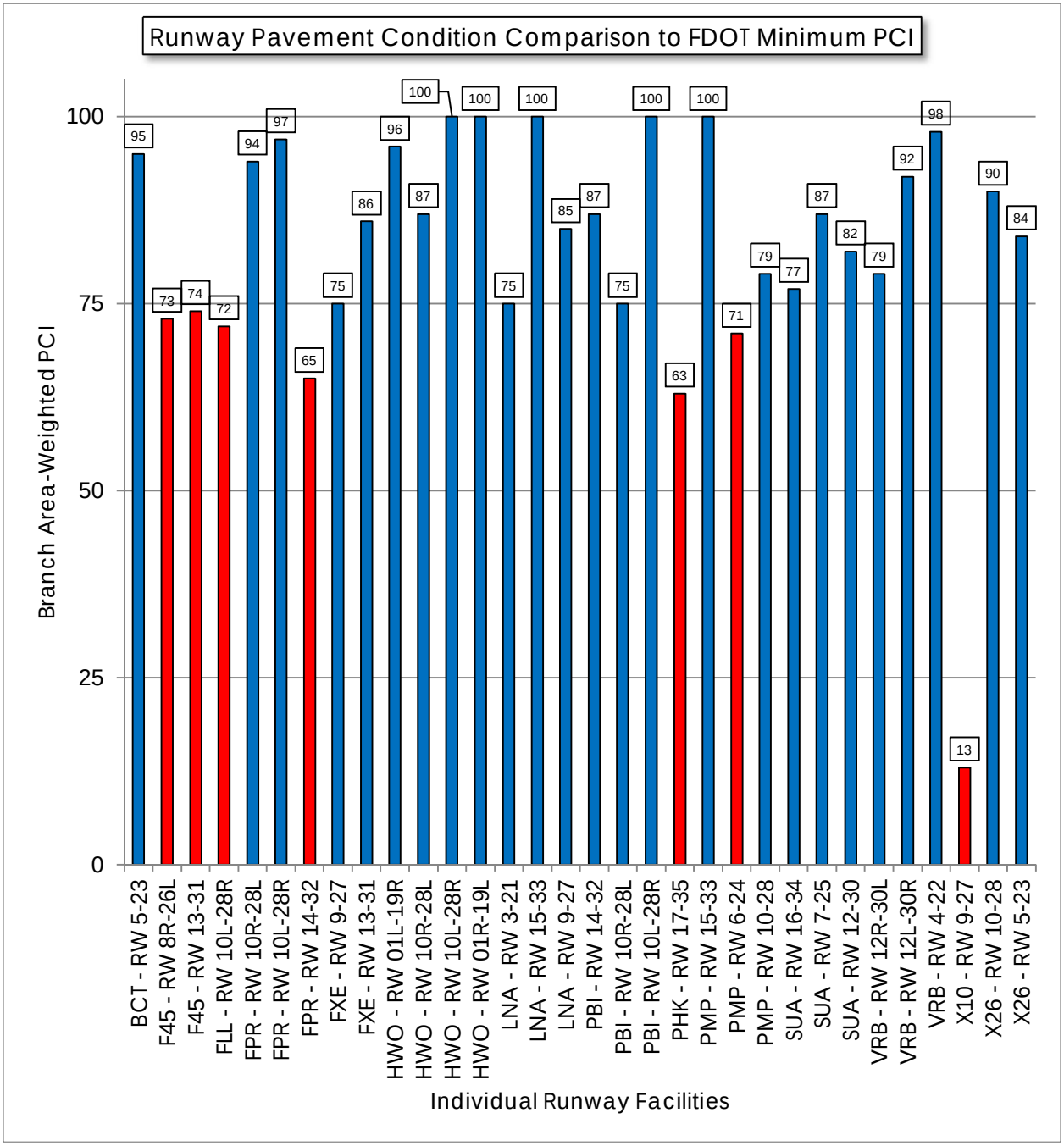


Figure II: Runway Pavement Condition Index Comparison to FDOT Minimum PCI



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

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

Table III: District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)			
		Runway	Taxiway	Apron	Overall
BCT	RL	941,550	365,665	63,210	1,370,425
F45	RL	751,908	641,211	1,238,269	2,631,387
FLL	PR	1,350,000	5,589,646	4,056,971	10,996,617
FPR	GA	1,759,616	1,913,084	1,776,184	5,448,884
FXE	RL	986,082	2,580,893	317,829	3,884,803
HWO	RL	1,279,637	1,355,588	346,735	2,981,960
LNA	RL	825,902	453,688	917,442	2,197,032
PBI	PR	2,748,601	5,794,136	6,465,359	15,008,096
PHK	GA	308,794	203,123	200,852	712,769
PMP	GA	1,623,648	1,191,911	938,933	3,754,492
SUA	GA	1,536,823	960,152	1,185,546	3,682,521
VRB	PR	1,519,270	1,363,551	2,267,816	5,150,637
X10	GA	185,850	25,930	44,600	256,380
X26	GA	535,188	376,589	417,451	1,329,228
DISTRICT	0	16,352,870	22,815,166	20,237,196	59,405,232

Figure III: PCI by Pavement Facility Use by Airport

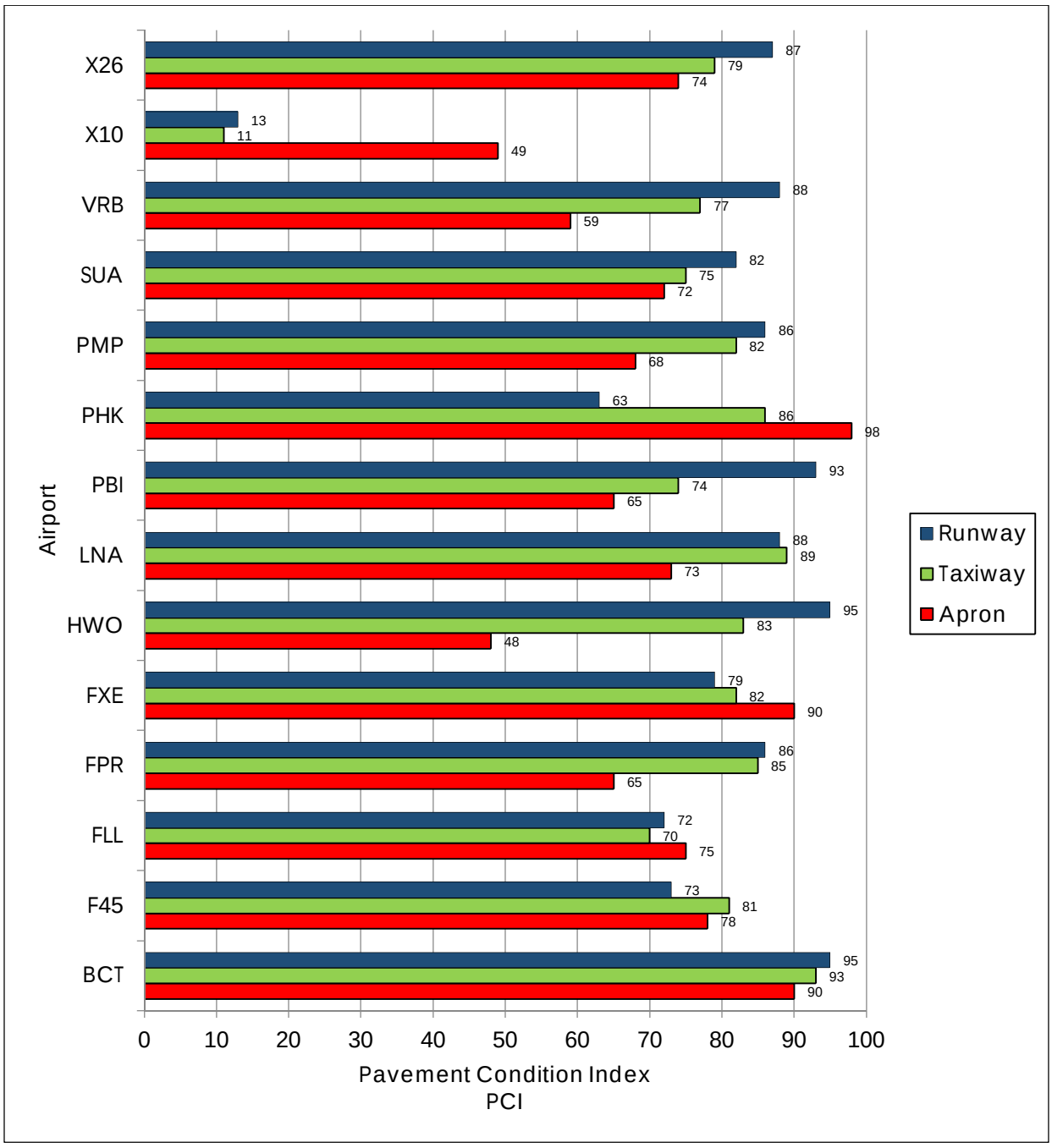


Figure IV: Visual Representation of PCI Ratings and Field Conditions Flexible Asphalt Concrete Pavement and Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement below provides a graphical reference of pavement surface characteristics associated with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

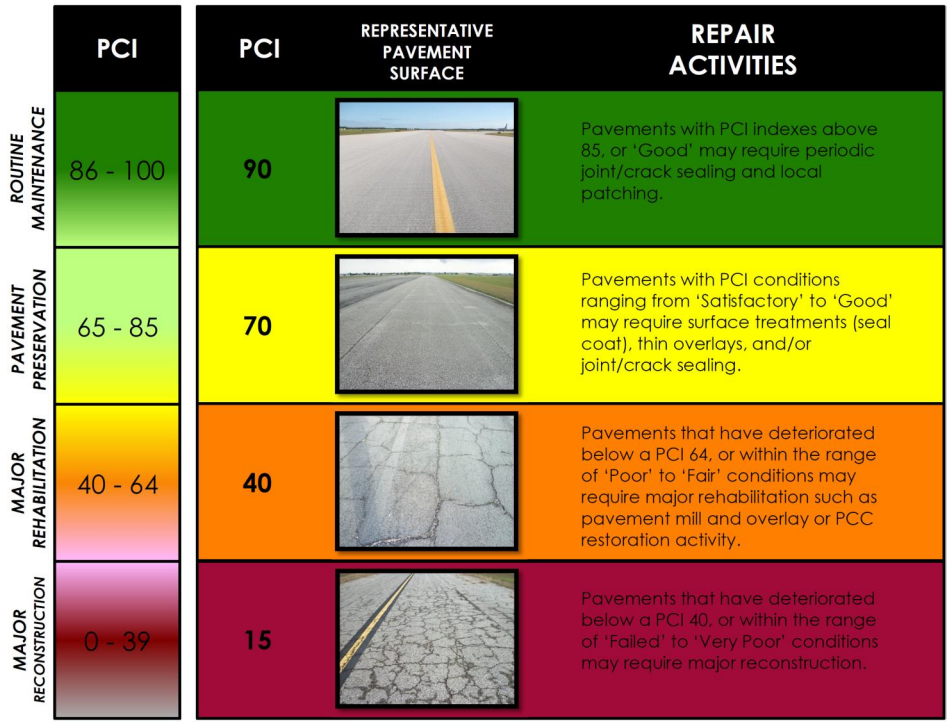
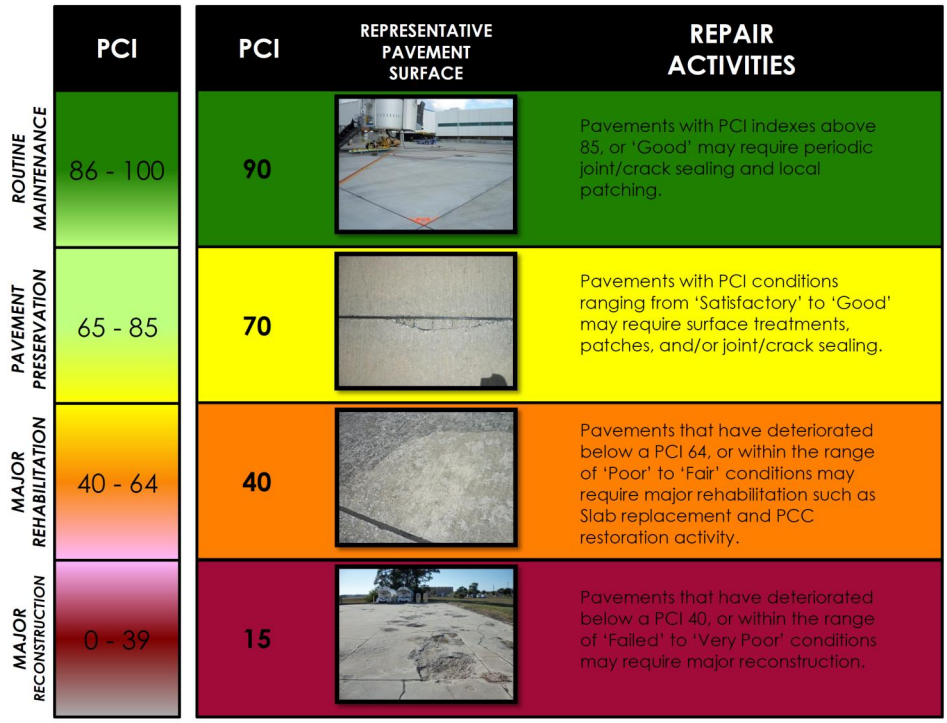


Figure V: Visual Representation of PCI Ratings and Field Conditions Rigid Portland Cement Concrete Pavement



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
BCT	RL	94	GOOD	$ -
F45	RL	77	SATISFACTORY	$ -
FLL	PR	72	SATISFACTORY	$ 65,244,375.00
FPR	GA	79	SATISFACTORY	$ 19,641,125.67
FXE	RL	82	SATISFACTORY	$ 7,172,257.00
HWO	RL	84	SATISFACTORY	$ 9,446,141.00
LNA	RL	82	SATISFACTORY	$ 2,723,809.00
PBI	PR	74	SATISFACTORY	$ 116,471,145.00
PHK	GA	79	SATISFACTORY	$ 2,751,531.37
PMP	GA	80	SATISFACTORY	$ 4,277,747.05
SUA	GA	77	SATISFACTORY	$ 6,461,061.02
VRB	PR	72	SATISFACTORY	$ 41,446,118.00
X10	GA	19	SERIOUS	$ 3,524,100.83
X26	GA	81	SATISFACTORY	$ 2,732,129.27
DISTRICT		76	SATISFACTORY	$ 281,891,540.21

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
BCT	RL	94	GOOD	$ 271,722.25
F45	RL	77	SATISFACTORY	$ 34,825,514.01
FLL	PR	72	SATISFACTORY	$ 142,011,699.89
FPR	GA	79	SATISFACTORY	$ 25,558,387.24
FXE	RL	82	SATISFACTORY	$ 29,054,383.71
HWO	RL	84	SATISFACTORY	$ 12,075,272.38
LNA	RL	82	SATISFACTORY	$ 11,915,353.35
PBI	PR	74	SATISFACTORY	$ 142,590,983.34
PHK	GA	79	SATISFACTORY	$ 3,228,936.35
PMP	GA	80	SATISFACTORY	$ 22,343,630.65
SUA	GA	77	SATISFACTORY	$ 21,459,289.12
VRB	PR	72	SATISFACTORY	$ 66,201,273.56
X10	GA	19	SERIOUS	$ 3,524,100.83
X26	GA	81	SATISFACTORY	$ 2,807,103.07
DISTRICT		76	SATISFACTORY	$ 517,867,649.75

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.

Boca Raton Airport (BCT)

- *No Immediate Runway Major Rehabilitation*

North Palm Beach County General Aviation Airport (F45)

- *No Immediate Runway Major Rehabilitation*

Fort Lauderdale/Hollywood International Airport (FLL)

- *Runway 13L-28R (6125, 6135, 6145, 6155)*
  - *Major Rehabilitation*
  - *$6,575,400.00*

St. Lucie County International Airport (FPR)

- *Runway 14-35 (6205)*
  - *Major Rehabilitation*
  - *$4,853,659.77*

Ft. Lauderdale Executive Airport (FXE)

- *No Immediate Runway Major Rehabilitation*

North Perry Airport (HWO)

- *No Immediate Runway Major Rehabilitation*

Palm Beach County Park Airport (LNA)

- *Runway 3-21 (6310)*
  - *Major Rehabilitation*
  - *$123,000.00*

Palm Beach International Airport (PBI)

- *Runway 10R-28L (6205)*
  - *Major Rehabilitation*

- *$253,342.00*

Palm Beach County Glades Airport (PHK)

- *Runway 17-35 (6110)*
  - *Major Rehabilitation*
  - *$2,637,937.38*

Pompano Beach Airpark (PMP)

- *No Immediate Runway Major Rehabilitation*

Witham Field (SUA)

- *No Immediate Runway Major Rehabilitation*

Vero Beach Municipal Airport (VRB)

- *No Immediate Runway Major Rehabilitation*

Belle Glade State Municipal Airport (X10)

- *Runway 9-27(6105)*
  - *Major Rehabilitation*
  - *$2,787,750.66*

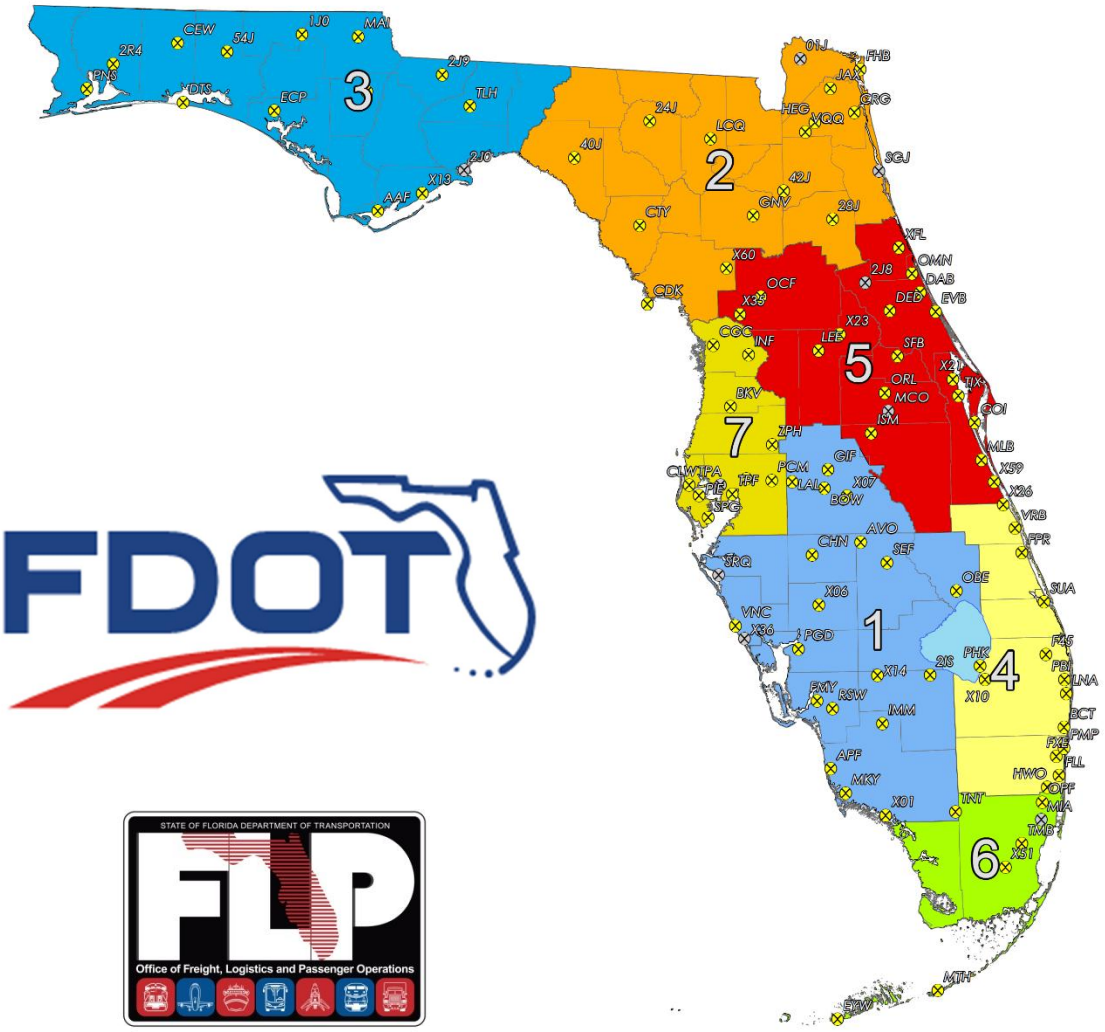
Sebastian Municipal Airport (X26)

- *No Immediate Runway Major Rehabilitation*

1. INTRODUCTION

Project Background

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance

repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

Pavement Condition Index surveys were performed for airfield pavement facilities for the following participating airports located in District 4.

- BCT, Boca Raton Airport
- F45, North Palm Beach County General Aviation Airport
- FLL, Fort Lauderdale-Hollywood International Airport
- FPR, St. Lucie County International Airport
- FXE, Fort Lauderdale Executive Airport
- HWO, North Perry Airport
- LNA, Palm Beach County Park Airport
- PBI, Palm Beach International Airport
- PHK, Palm Beach County Glades Airport
- PMP, Pompano Beach Airpark
- SUA, Witham Field
- VRB, Vero Beach Municipal Airport
- X10, Belle Glade State Municipal Airport
- X26, Sebastian Municipal Airport

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.

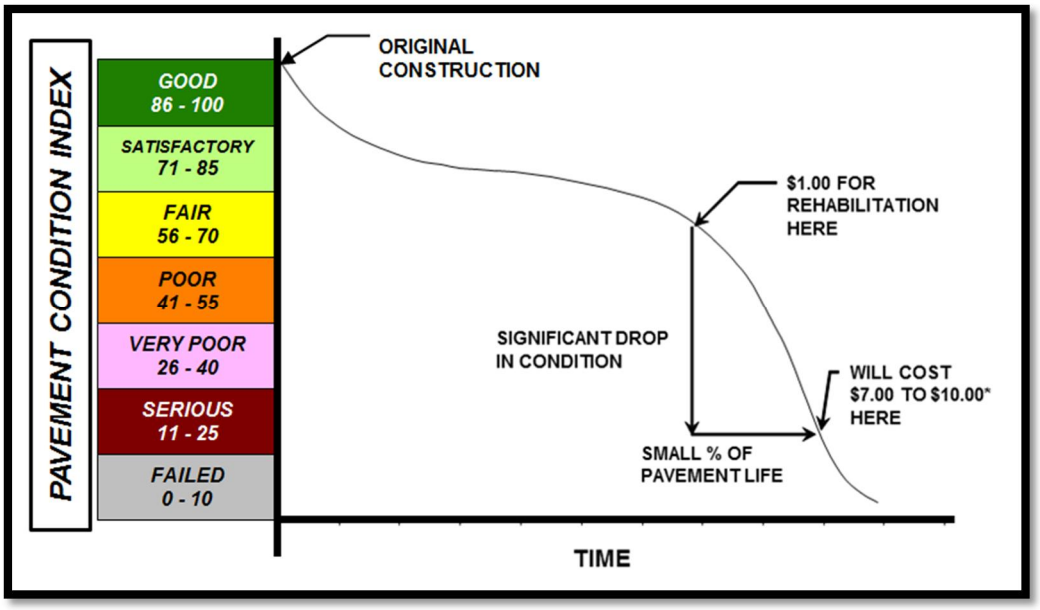
The Concept of an Airfield Pavement Management System

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

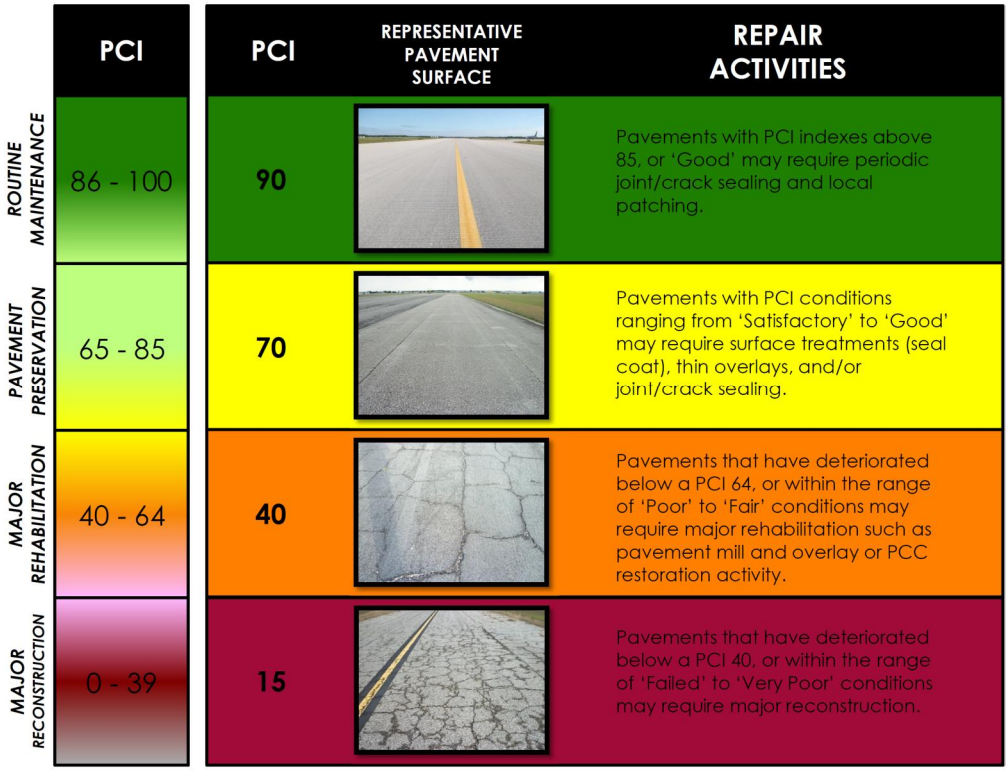
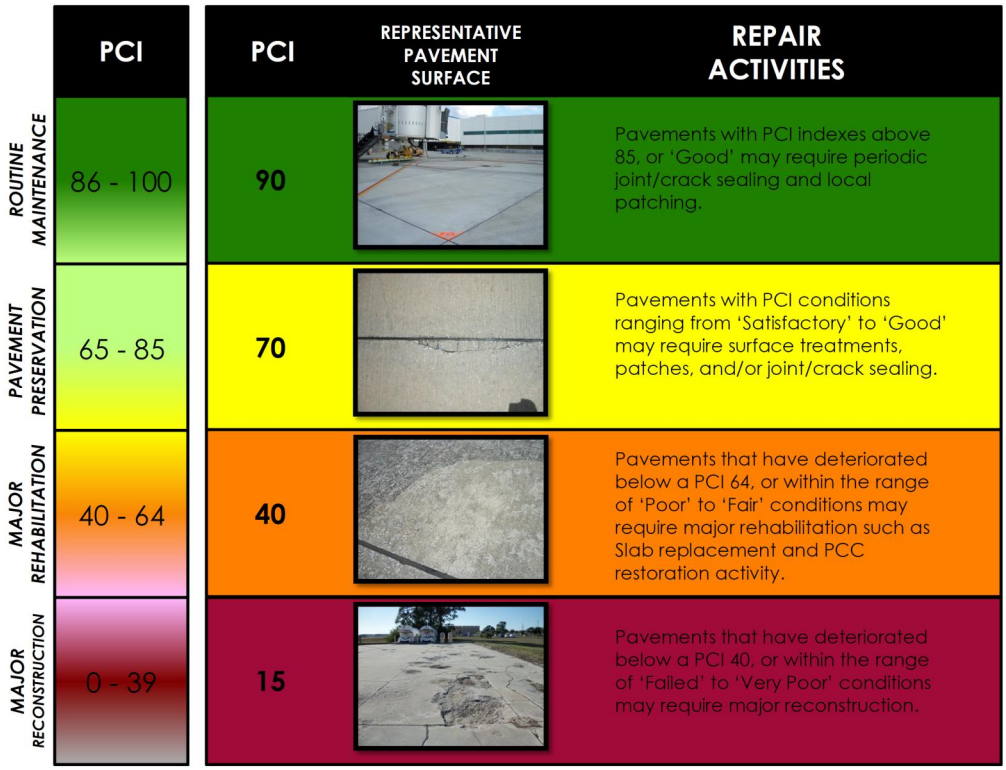


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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
BCT	RL	941,550	365,665	63,210	1,370,425
F45	RL	751,908	641,211	1,238,269	2,631,387
FLL	PR	1,350,000	5,589,646	4,056,971	10,996,617
FPR	GA	1,759,616	1,913,084	1,776,184	5,448,884
FXE	RL	986,082	2,580,893	317,829	3,884,803
HWO	RL	1,279,637	1,355,588	346,735	2,981,960
LNA	RL	825,902	453,688	917,442	2,197,032
PBI	PR	2,748,601	5,794,136	6,465,359	15,008,096
PHK	GA	308,794	203,123	200,852	712,769
PMP	GA	1,623,648	1,191,911	938,933	3,754,492
SUA	GA	1,536,823	960,152	1,185,546	3,682,521
VRB	PR	1,519,270	1,363,551	2,267,816	5,150,637
X10	GA	185,850	25,930	44,600	256,380
X26	GA	535,188	376,589	417,451	1,329,228
DISTRICT	0	16,352,870	22,815,166	20,237,196	59,405,232

Figure 2-1: District Pavement Area by Use

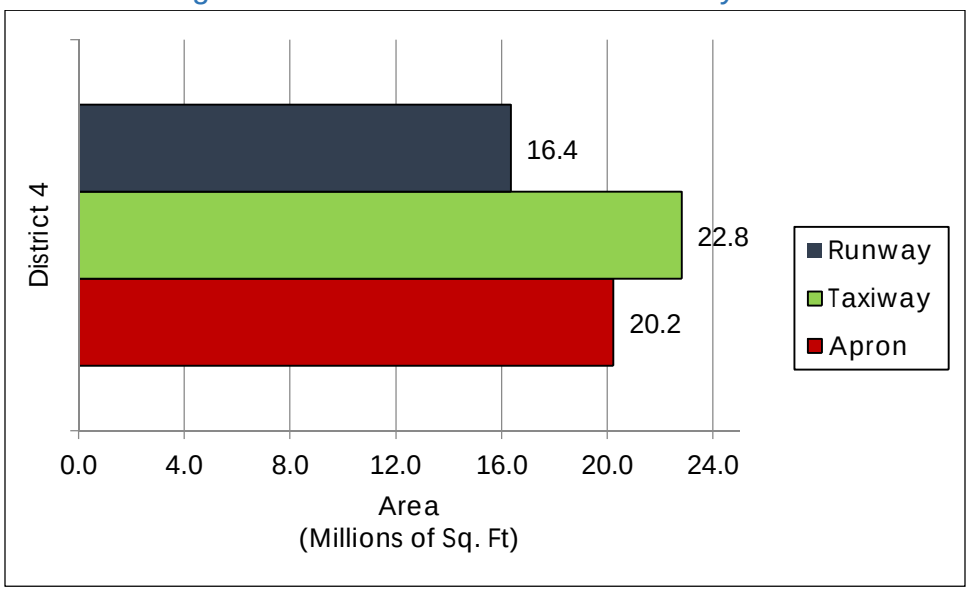
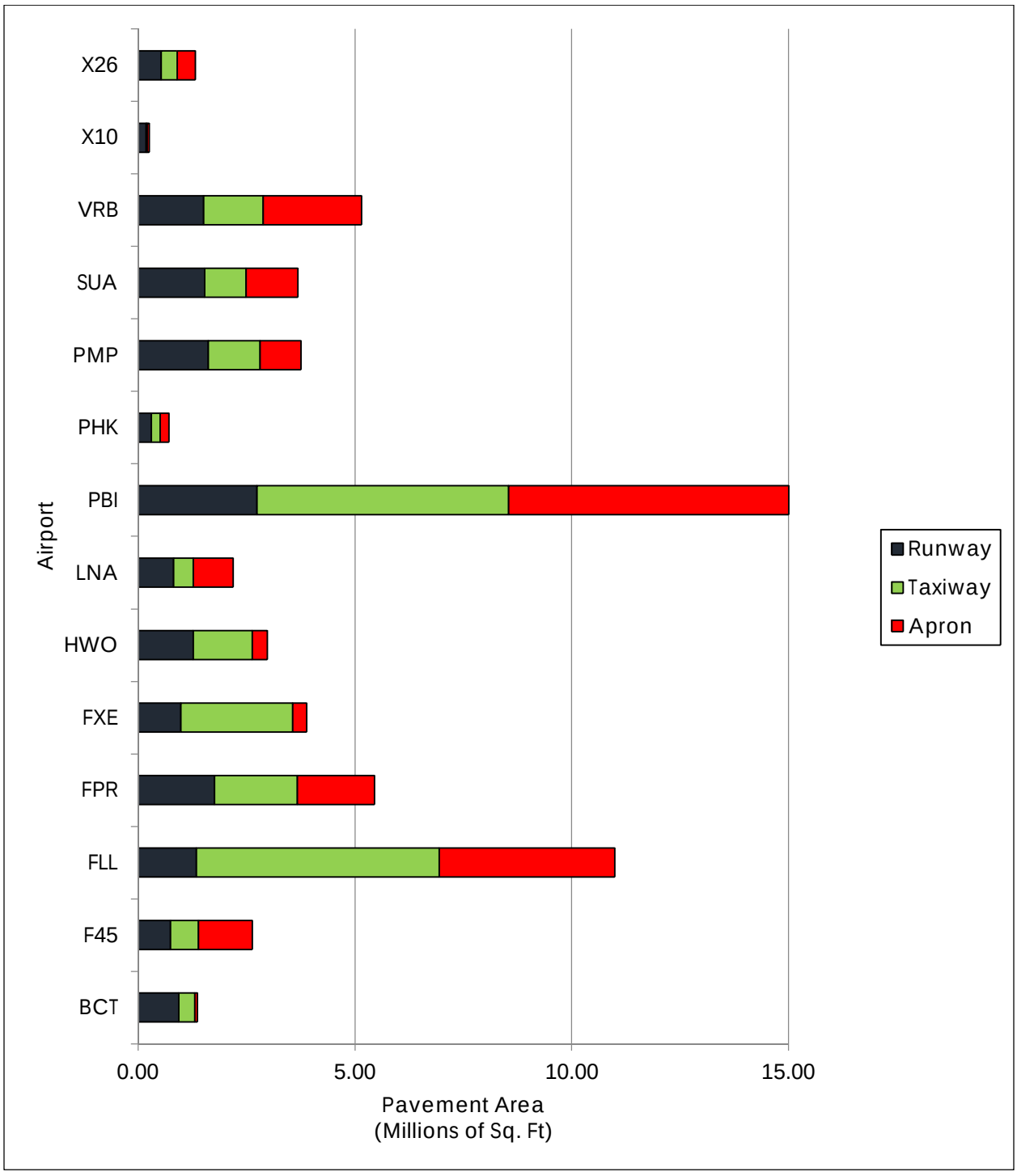


Figure 2-2: Pavement Area Use by Airport



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

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

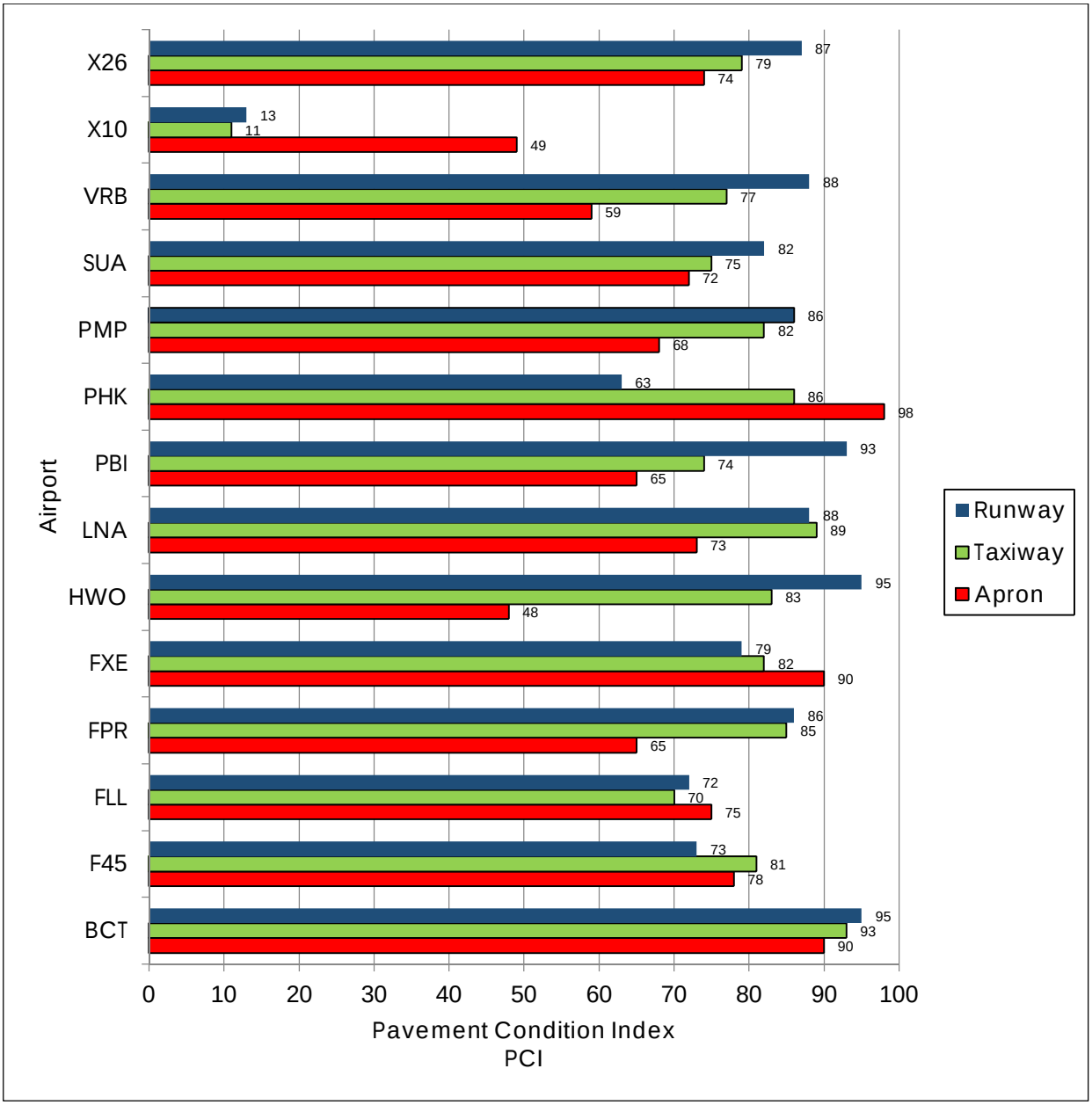
The District's overall PCI is at 76.75, which corresponds to a 'Satisfactory' condition. Table 3-3: District Condition Summary by Airport below represents the results of the PCI inspection at each airport within the District. Specific individual airport results and evaluation discussions are documented 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
BCT	RL	95	GOOD	93	GOOD	90	GOOD	94	GOOD
F45	RL	73	SATISFACTORY	81	SATISFACTORY	78	SATISFACTORY	77	SATISFACTORY
FLL	PR	72	SATISFACTORY	70	FAIR	75	SATISFACTORY	72	SATISFACTORY
FPR	GA	86	GOOD	85	SATISFACTORY	65	FAIR	79	SATISFACTORY
FXE	RL	79	SATISFACTORY	82	SATISFACTORY	90	GOOD	82	SATISFACTORY
HWO	RL	95	GOOD	83	SATISFACTORY	48	POOR	84	SATISFACTORY
LNA	RL	88	GOOD	89	GOOD	73	SATISFACTORY	82	SATISFACTORY
PBI	PR	93	GOOD	74	SATISFACTORY	65	FAIR	74	SATISFACTORY
PHK	GA	63	FAIR	86	GOOD	98	GOOD	79	SATISFACTORY
PMP	GA	86	GOOD	82	SATISFACTORY	68	FAIR	80	SATISFACTORY
SUA	GA	82	SATISFACTORY	75	SATISFACTORY	72	SATISFACTORY	77	SATISFACTORY
VRB	PR	88	GOOD	77	SATISFACTORY	59	FAIR	72	SATISFACTORY
X10	GA	13	SERIOUS	11	SERIOUS	49	POOR	19	SERIOUS
X26	GA	87	GOOD	79	SATISFACTORY	74	SATISFACTORY	81	SATISFACTORY
DISTRICT		85	SATISFACTORY	77	SATISFACTORY	69	FAIR	76	SATISFACTORY

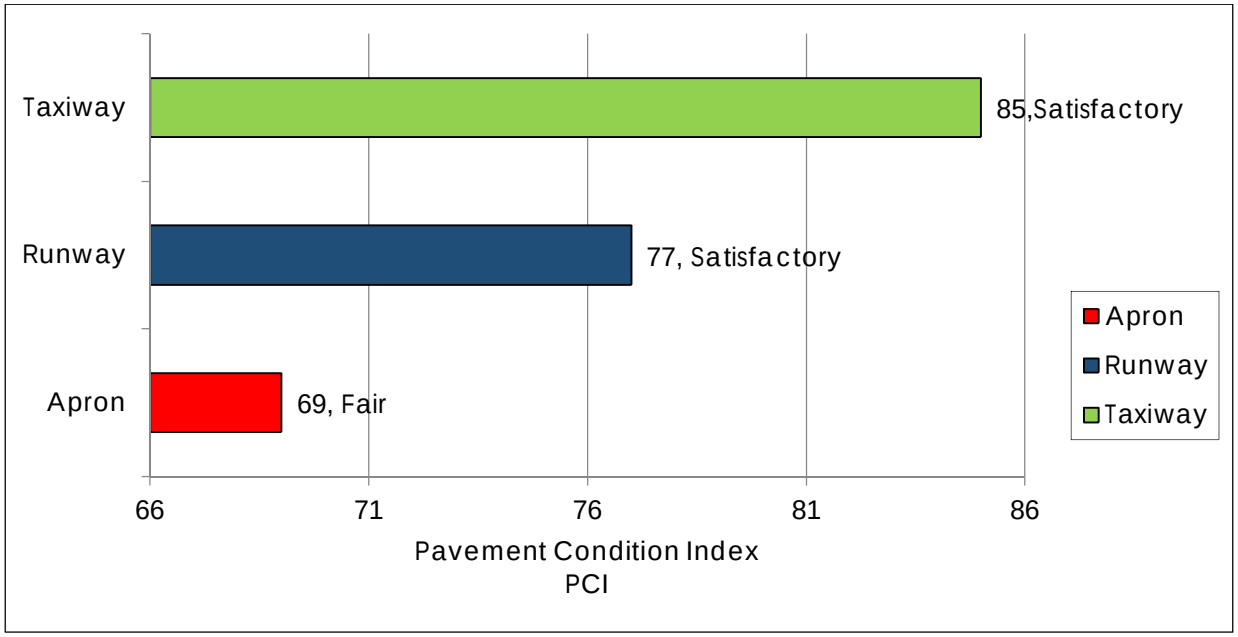
Pavement Facility Use has an influence on the pavement condition each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. Figure 3-2: PCI by Pavement Facility Use by Airport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



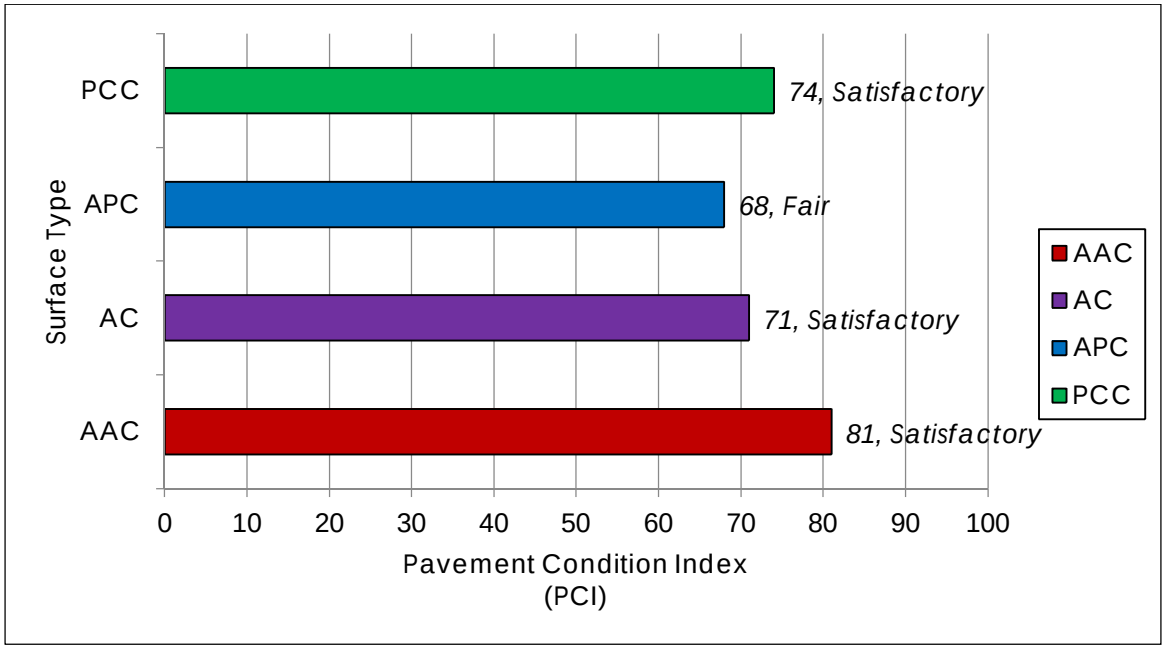
A summary of the District's area-weighted PCI for each pavement facility use for all airfield pavement sections throughout the participating airports are shown below in Figure 3-3: PCI by Pavement Facility Use.

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

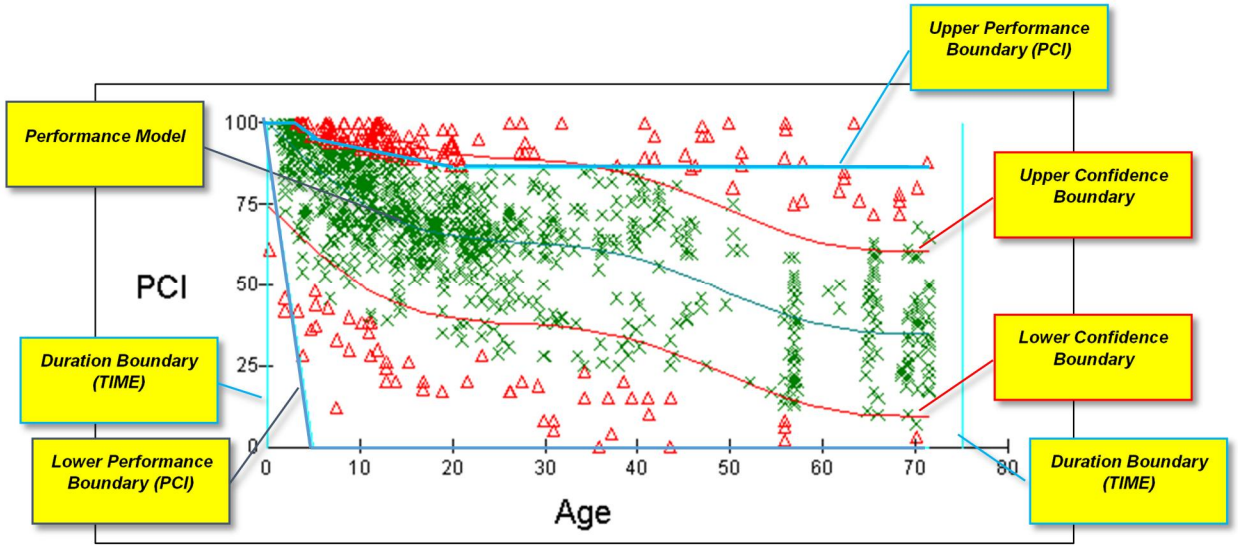
by the pavement system inventory. The pavement system inventory includes inspection data, pavement type, age, pavement use, airport category, FDOT District and pavement ranking. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration 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
BCT	93	91	89	87	85	83	81	79	77	75
F45	77	75	73	72	70	69	67	65	64	62
FLL	71	70	68	67	65	63	62	60	59	57
FPR	74	72	71	69	67	66	65	63	62	61
FXE	78	76	75	73	71	69	68	66	64	62
HWO	80	78	77	75	73	71	69	68	66	64
LNA	79	78	76	74	72	71	69	67	66	64
PBI	71	69	68	66	64	62	61	59	57	55
PHK	75	73	72	70	69	68	66	65	64	63
PMP	75	73	71	70	68	67	65	64	63	62
SUA	74	72	70	69	67	66	65	64	63	62

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VRB	71	69	67	65	63	61	59	57	55	53
X10	17	17	16	15	15	14	13	13	12	12
X26	76	74	72	70	69	67	66	65	63	62
DISTRICT	74	72	70	69	67	65	64	62	60	59

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
BCT	93	91	89	87	85	83	81	79	77	75
F45	72	71	70	69	67	66	65	64	62	61
FLL	72	70	68	66	64	62	60	58	56	53
FPR	82	80	78	76	74	73	71	69	68	66
FXE	75	73	71	69	67	65	63	61	59	57
HWO	91	89	87	85	83	81	79	77	75	73
LNA	85	83	82	80	78	77	75	74	72	71
PBI	89	86	84	82	80	78	76	74	72	70
PHK	62	61	60	60	59	59	59	58	57	56
PMP	80	77	75	74	72	70	68	67	66	64
SUA	78	76	74	73	71	70	68	67	66	65
VRB	86	84	82	80	78	75	73	71	69	67
X10	11	11	10	10	9	8	8	7	7	6
X26	83	80	78	76	74	73	71	69	68	67
DISTRICT	81	80	78	76	74	72	70	69	67	65

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
BCT	92	90	88	86	85	83	81	79	77	76
F45	80	79	78	76	75	74	72	71	69	68
FLL	69	68	66	65	63	62	60	59	57	56
FPR	78	76	74	72	71	69	68	67	66	64
FXE	78	77	75	73	72	70	69	67	65	64
HWO	80	78	76	75	73	72	70	68	67	65
LNA	87	85	84	82	81	80	78	77	75	74
PBI	71	69	68	66	64	63	61	60	58	57
PHK	81	79	77	75	73	72	71	69	68	67
PMP	77	76	74	73	71	70	69	68	67	66
SUA	72	71	69	67	66	65	64	63	62	61
VRB	76	74	72	71	69	68	66	64	63	62
X10	11	11	11	11	11	11	11	11	11	11
X26	76	74	72	70	68	67	66	64	63	62
DISTRICT	74	72	71	69	68	66	65	63	62	60

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
BCT	88	86	84	82	80	78	76	73	71	69
F45	77	75	73	71	70	68	66	64	62	60
FLL	74	73	71	70	68	67	65	63	62	60
FPR	62	61	59	58	57	56	55	54	53	52
FXE	86	84	82	80	78	76	74	72	70	68
HWO	44	42	40	38	37	35	33	31	29	27
LNA	71	69	67	65	63	61	59	57	55	53
PBI	64	62	61	59	57	55	54	52	50	48
PHK	90	87	84	81	78	76	74	72	70	68
PMP	64	63	61	60	58	57	56	55	54	54
SUA	69	67	65	64	63	62	61	60	59	58
VRB	58	56	54	52	50	47	45	43	41	39
X10	46	44	43	42	40	39	38	37	36	36
X26	69	67	65	63	62	61	59	59	58	57
DISTRICT	67	65	64	62	60	59	57	55	54	52

5. MAINTENANCE LEVEL ACTIVITIES

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65 at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

Table 5-3: Critical PCI and FDOT Minimum Level PCI

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

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

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

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC)	75 - 90
	▪ Partial Depth Patching (AC)	
	▪ Full Depth Patching (AC/PCC)	
	▪ Surface Treatment (AC)	
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74
	▪ Concrete Pavement Restoration (PCC)	
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of

pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Planning Level Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

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

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment as described in *FAA AC 150/5370-10G Standards for Specifying Construction of Airports* used as a maintenance rehabilitation activity can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: Flexible Asphalt Concrete Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	$5.00	Square Feet
	Partial Depth Pavement Patch	$3.00	Square Feet
	Seal Coat Treatment	$0.55	Square Feet
	Crack Sealing	$2.75	Linear Feet
	Slurry Seal Coat Treatment	$0.55	Square Feet
	Grinding / Removal	$2.10	Square Feet

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

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	$45.00	Square Feet
	Partial Patch - PCC	$19.10	Square Feet
	Crack Sealing - PCC	$4.25	Linear Feet
	Joint Seal Repair (Local)	$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	$45.00	Square Feet
	Micro-mill and Seal - PCC	$1.00	Square Feet
	Seal Coat Treatment	$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan future maintenance costs. Future maintenance costs are planning budgets

that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

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

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

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

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%.

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

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

Maintenance and Preservation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
BCT	-	0.01M	0.02M	0.04M	0.08M	0.15M	0.22M	0.29M	0.36M	0.43M	0.48M
F45	-	0.68M	0.75M	0.82M	0.89M	0.96M	0.95M	0.70M	0.49M	0.36M	0.30M
FLL	-	1.76M	1.85M	2.00M	1.95M	2.22M	2.30M	2.28M	2.62M	2.95M	2.69M
FPR	0.29M	0.40M	0.52M	0.75M	1.04M	1.13M	1.38M	1.60M	1.85M	2.07M	-
FXE	-	0.60M	0.62M	0.61M	0.70M	0.49M	0.51M	0.58M	0.68M	0.80M	0.90M
HWO	-	0.19M	0.23M	0.30M	0.38M	0.47M	0.56M	0.67M	0.79M	0.89M	0.98M
LNA	-	0.37M	0.41M	0.21M	0.26M	0.31M	0.37M	0.43M	0.50M	0.58M	0.67M
PBI	-	0.89M	1.14M	1.35M	1.76M	2.11M	2.43M	2.89M	3.41M	3.87M	4.41M
PHK	0.04M	0.05M	0.05M	0.07M	0.10M	0.14M	0.18M	0.22M	0.25M	0.28M	-
PMP	0.61M	0.66M	0.69M	0.66M	0.66M	0.80M	0.94M	1.01M	1.02M	1.11M	-
SUA	0.58M	0.73M	0.88M	1.03M	0.89M	1.05M	1.22M	1.39M	1.26M	1.38M	-
VRB	-	0.46M	0.47M	0.52M	0.63M	0.78M	0.94M	0.72M	0.89M	1.07M	1.23M
X10	0.00M	0.00M	0.00M	0.01M	0.01M	0.02M	0.03M	0.05M	0.06M	0.07M	-

Maintenance and Preservation ($ in Millions)											
Network ID	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
X26	0.07M	0.14M	0.20M	0.27M	0.34M	0.39M	0.44M	0.49M	0.54M	0.58M	-
DISTRICT	1.59M	6.95M	7.83M	8.64M	9.67M	11.03M	12.49M	13.33M	14.72M	16.44M	11.66M

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
BCT	RL	94	GOOD	$ -
F45	RL	77	SATISFACTORY	$ -
FLL	PR	72	SATISFACTORY	$ 65,244,375.00
FPR	GA	79	SATISFACTORY	$ 19,641,125.67
FXE	RL	82	SATISFACTORY	$ 7,172,257.00
HWO	RL	84	SATISFACTORY	$ 9,446,141.00
LNA	RL	82	SATISFACTORY	$ 2,723,809.00
PBI	PR	74	SATISFACTORY	$ 116,471,145.00
PHK	GA	79	SATISFACTORY	$ 2,751,531.37
PMP	GA	80	SATISFACTORY	$ 4,277,747.05
SUA	GA	77	SATISFACTORY	$ 6,461,061.02
VRB	PR	72	SATISFACTORY	$ 41,446,118.00
X10	GA	19	SERIOUS	$ 3,524,100.83
X26	GA	81	SATISFACTORY	$ 2,732,129.27
DISTRICT		76	SATISFACTORY	$ 281,891,540.21

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
BCT	RL	94	GOOD	$ 271,722.25
F45	RL	77	SATISFACTORY	$ 34,825,514.01
FLL	PR	72	SATISFACTORY	$ 142,011,699.89
FPR	GA	79	SATISFACTORY	$ 25,558,387.24
FXE	RL	82	SATISFACTORY	$ 29,054,383.71
HWO	RL	84	SATISFACTORY	$ 12,075,272.38
LNA	RL	82	SATISFACTORY	$ 11,915,353.35
PBI	PR	74	SATISFACTORY	$ 142,590,983.34
PHK	GA	79	SATISFACTORY	$ 3,228,936.35
PMP	GA	80	SATISFACTORY	$ 22,343,630.65
SUA	GA	77	SATISFACTORY	$ 21,459,289.12
VRB	PR	72	SATISFACTORY	$ 66,201,273.56
X10	GA	19	SERIOUS	$ 3,524,100.83
X26	GA	81	SATISFACTORY	$ 2,807,103.07
DISTRICT		76	SATISFACTORY	$ 517,867,649.75

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
BCT		0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.27M	0.00M	0.00M
F45		0.00M	0.11M	0.00M	0.00M	0.00M	3.25M	12.27M	9.68M	6.27M	3.25M
FLL		65.24M	4.41M	1.55M	11.09M	0.63M	9.63M	16.20M	1.77M	2.42M	29.06M
FPR	19.64M	0.00M	0.07M	0.00M	0.15M	5.16M	0.17M	0.37M	0.00M	0.00M	-
FXE		7.17M	2.46M	3.16M	0.45M	11.28M	2.72M	0.75M	0.31M	0.18M	0.58M
HWO		9.45M	0.00M	0.00M	0.07M	0.15M	0.14M	0.16M	0.55M	0.70M	0.87M
LNA		2.72M	0.00M	9.19M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M
PBI		116.47M	0.00M	4.45M	1.84M	6.66M	7.28M	2.70M	0.00M	3.03M	0.15M
PHK	2.75M	0.00M	0.48M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
PMP	4.28M	0.00M	1.92M	5.02M	4.39M	0.00M	0.00M	1.71M	3.44M	1.59M	-
SUA	6.46M	0.00M	0.00M	0.00M	6.89M	0.55M	0.73M	0.00M	6.67M	0.15M	-
VRB		41.45M	2.50M	1.40M	0.55M	0.00M	0.00M	19.04M	0.16M	0.00M	1.10M
X10	3.52M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
X26	2.73M	0.00M	0.07M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	0.00M	-
DISTRICT	39.39M	242.50M	12.02M	24.77M	25.44M	24.43M	23.91M	53.20M	22.85M	14.35M	35.01M

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

7. CONCLUSION

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

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

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

7.1 Major Rehabilitation for Runways in District

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

in development of funding programs based on functional based on functional PCI.

Boca Raton Airport (BCT)

- *No Immediate Runway Major Rehabilitation*

North Palm Beach County General Aviation Airport (F45)

- *No Immediate Runway Major Rehabilitation*

Fort Lauderdale/Hollywood International Airport (FLL)

- *Runway 13L-28R (6125, 6135, 6145, 6155)*
  - *Major Rehabilitation*
  - *$6,575,400.00*

St. Lucie County International Airport (FPR)

- *Runway 14-35 (6205)*
  - *Major Rehabilitation*
  - *$4,853,659.77*

Ft. Lauderdale Executive Airport (FXE)

- *No Immediate Runway Major Rehabilitation*

North Perry Airport (HWO)

- *No Immediate Runway Major Rehabilitation*

Palm Beach County Park Airport (LNA)

- *Runway 3-21 (6310)*
  - *Major Rehabilitation*
  - *$123,000.00*

Palm Beach International Airport (PBI)

- *Runway 10R-28L (6205)*
  - *Major Rehabilitation*
  - *$253,342.00*

Palm Beach County Glades Airport (PHK)

- *Runway 17-35 (6110)*
  - *Major Rehabilitation*
  - *$2,637,937.38*

Pompano Beach Airpark (PMP)

- *No Immediate Runway Major Rehabilitation*

Witham Field (SUA)

- *No Immediate Runway Major Rehabilitation*

Vero Beach Municipal Airport (VRB)

- *No Immediate Runway Major Rehabilitation*

Belle Glade State Municipal Airport (X10)

- *Runway 9-27(6105)*
  - *Major Rehabilitation*
  - *$2,787,750.66*

Sebastian Municipal Airport (X26)

- *No Immediate Runway Major Rehabilitation*

APPENDIX A

- GLOSSARY OF TERMS

GLOSSARY OF TERMS

ASTM D 5340-12

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

Aviation and Spaceport Office

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

Branch

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

Category

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

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

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

Critical PCI

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

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

Distress Type

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

FAA

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

FDOT

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

Localized M&R (Maintenance and Repair)

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

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

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

MicroPAVER (PAVER)

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

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

Minimum Condition Level

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

Network Definition

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

Pavement Condition Index (PCI)

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

Pavement Condition Rating (PCR)

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

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

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

Pavement Evaluation

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

Pavement Management System (PMS)

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

Pavement Surface Type

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

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

Random Sample

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

Reconstruction

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

Rehabilitation

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

Sample Unit

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

Section

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

Statewide Airfield Pavement Management Program (SAPMP)

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

System Inventory

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

Use

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

APPENDIX B

- DISTRICT BRANCH CONDITION REPORT
- DISTRICT SECTION CONDITION REPORT

Branch Condition Report

Pavement Database: FDOT NetworkID: BCT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP RU (RUN-UP APRONS)	3	630.00	101.67	63,210.00	APRON	89.67	3.77	90.15
RW 5-23 (RUNWAY 5-23)	6	18,825.00	62.50	941,550.00	RUNWAY	94.33	3.82	95.32
TW A (TAXIWAY A)	1	140.00	90.00	7,946.00	TAXIWAY	93.00	0.00	93.00
TW B (TAXIWAY B)	1	140.00	40.00	9,396.00	TAXIWAY	97.00	0.00	97.00
TW C (TAXIWAY C)	1	140.00	40.00	7,946.00	TAXIWAY	97.00	0.00	97.00
TW CONN (CONNECTOR TAXIWAY TO AP)	7	395.00	43.86	25,144.00	TAXIWAY	94.00	2.00	94.23
TW E (TAXIWAY E)	1	150.00	60.00	14,729.00	TAXIWAY	74.00	0.00	74.00
TW F (TAXIWAY F)	1	140.00	40.00	7,946.00	TAXIWAY	97.00	0.00	97.00
TW G (TAXIWAY G)	1	140.00	90.00	7,945.00	TAXIWAY	97.00	0.00	97.00
TW H (TAXIWAY H)	1	140.00	40.00	7,946.00	TAXIWAY	92.00	0.00	92.00
TW P (TAXIWAY P)	7	6,610.00	51.43	276,667.00	TAXIWAY	94.00	2.62	94.20

Branch Condition Report

Pavement Database: FDOT NetworkID: F45

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP N (NORTH APRON)	4	2,415.00	185.00	842,861.35	APRON	81.50	8.65	75.73
AP RU (APRON RUN-UP)	2	500.00	100.00	54,553.00	APRON	80.00	4.00	79.98
AP T-HANG (T-HANGAR APRON)	1	4,000.00	20.00	87,822.76	APRON	77.00	0.00	77.00
AP T-HANGE (APRON T-HANGAR E)	2	2,600.00	32.50	85,089.66	APRON	79.50	6.50	84.79
AP T-HANGN (APRON T-HANGAR N)	3	4,520.00	35.00	167,941.91	APRON	93.00	1.41	91.52
RW 13-31 (RUNWAY 13-31)	1	4,366.00	75.00	329,837.55	RUNWAY	74.00	0.00	74.00
RW 8R-26L (RUNWAY 8R-26L)	1	4,220.00	100.00	422,070.39	RUNWAY	73.00	0.00	73.00
TW C (TAXIWAY C)	1	1,110.00	35.00	44,336.97	TAXIWAY	91.00	0.00	91.00
TW D (TAXIWAY D)	3	2,280.00	35.00	88,591.52	TAXIWAY	89.67	9.53	94.22
TW E (TAXIWAY E)	1	300.00	35.00	17,142.68	TAXIWAY	87.00	0.00	87.00
TW F (TAXIWAY F)	3	4,970.00	53.33	194,986.82	TAXIWAY	74.67	2.62	75.96
TW G1 (TAXIWAY G1)	1	400.00	35.00	14,293.00	TAXIWAY	87.00	0.00	87.00
TW H (TAXIWAY H)	1	230.00	35.00	7,977.00	TAXIWAY	91.00	0.00	91.00
TW J (TAXIWAY J)	2	280.00	55.00	15,778.72	TAXIWAY	72.50	6.50	73.39
TW K (TAXIWAY K)	3	4,820.00	35.00	182,280.80	TAXIWAY	82.67	2.87	79.72
TW L (TAXIWAY L)	1	240.00	35.00	9,383.53	TAXIWAY	82.00	0.00	82.00

Branch Condition Report

Pavement Database: FDOT NetworkID: F45

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 M (TAXIWAY M)	1	240.00	35.00	10,519.58	TAXIWAY	80.00	0.00	80.00
TW N (TAXIWAY N)	1	240.00	35.00	10,755.64	TAXIWAY	82.00	0.00	82.00
TW O (TAXIWAY O)	1	240.00	35.00	10,654.35	TAXIWAY	79.00	0.00	79.00
TW P (TAXIWAY P)	1	260.00	35.00	10,265.06	TAXIWAY	81.00	0.00	81.00
TW Q (TAXIWAY Q)	1	240.00	35.00	9,383.53	TAXIWAY	88.00	0.00	88.00
TW R (TAXIWAY R)	1	300.00	35.00	14,861.44	TAXIWAY	74.00	0.00	74.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FLL

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 CC D (APRON CONCOURSE D)	1	1,400.00	180.00	268,824.24	APRON	83.00	0.00	83.00
AP CC E (APRON CONCOURSE E)	1	1,675.00	200.00	335,371.77	APRON	83.00	0.00	83.00
AP CC F (APRON CONCOURSE F)	1	1,364.00	200.00	249,976.00	APRON	79.00	0.00	79.00
AP COMMON (COMMON APRONS)	11	13,575.00	218.18	2,763,248.31	APRON	66.91	13.12	72.82
AP RU 10L (RUN-UP APRON AT RW 10L)	1	650.00	300.00	361,733.00	APRON	80.00	0.00	80.00
AP RU 28R (RUN-UP APRON AT RW 28R)	2	470.00	200.00	77,817.53	APRON	67.50	11.50	64.82
RW 10L-28R (RUNWAY 10L-28R)	14	27,000.00	50.00	1,350,000.00	RUNWAY	69.43	11.81	72.64
TW A (TAXIWAY A)	28	13,192.00	82.50	1,051,800.09	TAXIWAY	68.39	9.93	66.48
TW A1 (TAXIWAY A1)	3	560.00	61.67	48,743.35	TAXIWAY	60.33	6.65	64.69
TW A4 (TAXIWAY A4)	1	700.00	225.00	168,396.00	TAXIWAY	81.00	0.00	81.00
TW A5 (TAXIWAY A5)	1	340.00	125.00	52,840.68	TAXIWAY	75.00	0.00	75.00
TW B (TAXIWAY B)	11	5,600.00	115.00	947,932.76	TAXIWAY	63.82	14.91	68.09
TW B1 (TAXIWAY B1)	1	596.00	100.00	59,605.09	TAXIWAY	64.00	0.00	64.00
TW B2 (TAXIWAY B2)	1	600.00	100.00	96,640.69	TAXIWAY	67.00	0.00	67.00
TW B3 (TAXIWAY B3)	1	1,050.00	125.00	78,133.00	TAXIWAY	72.00	0.00	72.00
TW B4 (TAXIWAY B4)	3	803.00	100.00	104,924.45	TAXIWAY	71.33	3.40	72.18

Branch Condition Report

Pavement Database: FDOT NetworkID: FLL

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 B5 (TAXIWAY B5)	1	650.00	225.00	160,017.00	TAXIWAY	81.00	0.00	81.00
TW B6 (TAXIWAY B6)	2	1,185.00	75.00	103,103.75	TAXIWAY	69.50	17.50	66.93
TW B7 (TAXIWAY B7)	2	325.00	132.50	50,708.41	TAXIWAY	58.50	6.50	59.58
TW B8 (TAXIWAY B8)	1	500.00	135.00	69,245.62	TAXIWAY	53.00	0.00	53.00
TW C (TAXIWAY C)	8	6,716.00	192.25	770,416.00	TAXIWAY	96.13	10.25	90.21
TW D (TAXIWAY D)	6	3,419.00	79.17	178,190.43	TAXIWAY	73.83	12.43	73.26
TW E (TAXIWAY E)	8	7,729.00	87.88	486,433.12	TAXIWAY	68.00	18.15	61.05
TW L (TAXIWAY L)	2	283.00	180.00	62,425.00	TAXIWAY	91.00	9.00	86.94
TW N (TAXIWAY N)	2	3,640.00	75.00	139,930.00	TAXIWAY	73.50	26.50	65.60
TW Q (TAXIWAY Q)	8	4,683.00	87.50	213,906.95	TAXIWAY	71.13	8.96	70.44
TW S (TAXIWAY S)	3	1,625.00	106.67	131,744.00	TAXIWAY	66.67	3.68	68.57
TW T (TAXIWAY T)	1	6,172.00	75.00	317,126.00	TAXIWAY	54.00	0.00	54.00
TW T2 (TAXIWAY T2)	1	125.00	125.00	43,504.00	TAXIWAY	71.00	0.00	71.00
TW T3 (TAXIWAY T3)	2	245.00	80.00	52,924.00	TAXIWAY	62.00	8.00	63.70
TW T4 (TAXIWAY T4)	2	500.00	92.50	52,728.00	TAXIWAY	69.00	8.00	71.45
TW T5 (TAXIWAY T5)	2	800.00	100.00	64,545.00	TAXIWAY	72.50	2.50	73.18

Branch Condition Report

Pavement Database: FDOT NetworkID: FLL

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 T6 (TAXIWAY T6)	2	276.00	100.00	42,904.83	TAXIWAY	46.00	19.00	38.19
TW T7 (TAXIWAY T7)	3	420.00	76.67	40,778.00	TAXIWAY	58.33	7.72	55.33

Branch Condition Report

Pavement Database: FDOT NetworkID: FPR

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CENTER (CENTER APRON)	7	5,442.56	171.45	810,410.00	APRON	45.71	24.94	56.61
AP E (EAST APRON)	1	915.00	250.00	235,155.00	APRON	65.00	0.00	65.00
AP RU RW10 (RUN-UP APRON AT RW 10R)	1	400.00	125.00	36,313.00	APRON	100.00	0.00	100.00
AP S (SOUTH APRON)	8	2,360.00	169.38	513,029.00	APRON	81.13	17.54	80.26
AP SE (SOUTHEAST APRON)	4	900.00	123.75	181,277.00	APRON	49.50	24.80	60.46
RW 10L-28R (Runway 10L-28R)	1	4,000.00	75.00	300,150.00	RUNWAY	97.00	0.00	97.00
RW 10R-28L (RUNWAY 10R-28L)	6	13,000.00	75.00	974,100.00	RUNWAY	92.33	3.59	94.16
RW 14-32 (RUNWAY 14-32)	1	4,780.00	100.00	485,366.00	RUNWAY	65.00	0.00	65.00
TW A (TAXIWAY A)	6	10,086.50	67.29	405,135.00	TAXIWAY	89.17	8.76	93.07
TW A1 (TAXIWAY A1)	2	1,140.00	65.00	67,860.00	TAXIWAY	87.50	1.50	88.40
TW A2 (TAXIWAY A2)	1	351.05	49.21	30,422.00	TAXIWAY	100.00	0.00	100.00
TW A3 (TAXIWAY A3)	1	259.19	49.21	31,703.00	TAXIWAY	100.00	0.00	100.00
TW B (TAXIWAY B)	3	4,810.00	50.00	272,550.00	TAXIWAY	81.33	13.82	97.22
TW B2 (TAXIWAY B2)	1	75.00	40.00	3,606.00	TAXIWAY	100.00	0.00	100.00
TW B3 (TAXIWAY B3)	1	75.00	30.00	3,606.00	TAXIWAY	100.00	0.00	100.00
TW C (TAXIWAY C)	2	4,398.69	43.04	232,313.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FPR

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 C1 (TAXIWAY C1)	3	1,750.00	45.00	70,986.00	TAXIWAY	73.67	18.73	69.00
TW C4 (TAXIWAY C4)	2	450.00	45.00	31,213.00	TAXIWAY	85.50	14.50	87.11
TW C5 (TAXIWAY C5)	1	130.00	60.00	7,772.00	TAXIWAY	100.00	0.00	100.00
TW C7 (TAXIWAY C7)	2	185.00	55.00	18,259.00	TAXIWAY	84.50	15.50	77.11
TW C8 (TAXIWAY C8)	2	550.00	55.00	31,098.00	TAXIWAY	91.00	9.00	88.58
TW D (TAXIWAY D)	5	4,655.71	49.69	202,736.00	TAXIWAY	63.40	32.28	44.20
TW E (TAXIWAY E)	5	4,288.00	51.00	306,185.00	TAXIWAY	77.40	20.77	71.45
TW F (Taxiway F)	1	4,000.00	35.00	140,070.00	TAXIWAY	97.00	0.00	97.00
TW F1 (Taxiway F1)	1	345.00	35.00	13,620.00	TAXIWAY	97.00	0.00	97.00
TW F2 (Taxiway F2)	1	345.00	35.00	15,165.00	TAXIWAY	97.00	0.00	97.00
TW F3 (Taxiway F3)	1	345.00	35.00	15,165.00	TAXIWAY	97.00	0.00	97.00
TW F4 (Taxiway F4)	1	345.00	35.00	13,620.00	TAXIWAY	95.00	0.00	95.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FXE

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 BANYAN (BANYAN APRON)	1	50.00	200.00	12,036.16	APRON	65.00	0.00	65.00
AP CUSTOMS (CUSTOMS APRON)	1	300.00	200.00	65,754.40	APRON	100.00	0.00	100.00
AP HTW A-C (HOLDING APRON AT TWS A AND C)	1	200.00	150.00	33,359.81	APRON	94.00	0.00	94.00
AP HTW A-E (HOLDING APRON AT TW A AND E)	1	150.00	200.00	32,963.39	APRON	99.00	0.00	99.00
AP MAINT (MAINTENANCE APRON)	1	250.00	200.00	51,583.23	APRON	94.00	0.00	94.00
AP RU RW 9 (RUN-UP APRON AT RW 9)	1	180.00	200.00	35,246.30	APRON	96.00	0.00	96.00
AP RU RW13 (RUN-UP APRON AT RW 13)	1	91.50	200.00	16,287.30	APRON	72.00	0.00	72.00
AP RU RW27 (RUN-UP APRON AT RW 27)	1	150.00	200.00	29,848.92	APRON	87.00	0.00	87.00
AP RU RW31 (RUN-UP APRON AT RW 31)	1	60.00	200.00	13,356.39	APRON	95.00	0.00	95.00
AP SHERIFF (SHERIFF APRON)	1	50.00	500.00	27,392.84	APRON	65.00	0.00	65.00
RW 13-31 (RUNWAY 13-31)	2	3,859.00	100.00	385,906.28	RUNWAY	80.50	8.50	86.40
RW 9-27 (RUNWAY 9-27)	1	6,000.00	100.00	600,175.59	RUNWAY	75.00	0.00	75.00
TW A (TAXIWAY A)	3	8,000.00	50.00	296,442.79	TAXIWAY	97.00	0.82	97.24
TW B (TAXIWAY B)	6	12,010.00	50.00	263,355.59	TAXIWAY	85.33	7.63	88.71
TW B1 (TAXIWAY B1)	1	100.00	150.00	17,975.61	TAXIWAY	95.00	0.00	95.00
TW B2 (TAXIWAY B2)	1	100.00	50.00	15,525.69	TAXIWAY	93.00	0.00	93.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FXE

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 B3 (TAXIWAY B3)	1	100.00	50.00	15,502.16	TAXIWAY	93.00	0.00	93.00
TW B4 (TAXIWAY B4)	1	100.00	50.00	16,438.83	TAXIWAY	85.00	0.00	85.00
TW B5 (TAXIWAY B5)	1	162.50	40.00	4,092.40	TAXIWAY	90.00	0.00	90.00
TW C (TAXIWAY C)	7	8,390.00	47.14	239,703.21	TAXIWAY	87.43	12.69	85.95
TW C4 (TAXIWAY C4)	1	135.00	100.00	12,351.28	TAXIWAY	100.00	0.00	100.00
TW D (TAXIWAY D)	5	1,840.00	97.00	135,740.65	TAXIWAY	82.20	23.37	86.73
TW D1 (TAXIWAY D1)	1	465.00	85.00	40,298.80	TAXIWAY	100.00	0.00	100.00
TW E (TAXIWAY E)	7	8,403.00	50.00	304,066.42	TAXIWAY	82.43	15.05	72.02
TW E1 (TAXIWAY E1)	1	200.00	160.00	29,392.29	TAXIWAY	78.00	0.00	78.00
TW E2 (TAXIWAY E2)	1	85.00	50.00	5,456.55	TAXIWAY	69.00	0.00	69.00
TW F (TAXIWAY F)	5	6,060.00	50.00	307,784.90	TAXIWAY	74.60	14.89	67.64
TW F5 (TAXIWAY F5)	1	325.00	45.00	25,103.43	TAXIWAY	69.00	0.00	69.00
TW F9 (TAXIWAY F9)	1	175.00	85.00	19,175.00	TAXIWAY	79.00	0.00	79.00
TW G (TAXIWAY G)	5	4,100.00	58.00	221,665.98	TAXIWAY	85.60	11.38	85.84
TW G7 (TAXIWAY G7)	1	100.00	50.00	6,473.00	TAXIWAY	100.00	0.00	100.00
TW G8 (TAXIWAY G8)	1	50.00	60.00	3,447.83	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FXE

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW H (TAXIWAY H)	4	810.00	61.25	50,753.53	TAXIWAY	75.75	14.72	80.71
TW HANG 1 (HANGAR TAXIWAY 1)	1	50.00	50.00	3,353.20	TAXIWAY	70.00	0.00	70.00
TW HANG 2 (HANGAR TAXIWAY 2)	1	50.00	50.00	2,419.96	TAXIWAY	70.00	0.00	70.00
TW HANG 3 (HANGAR TAXIWAY 3)	1	50.00	50.00	2,921.07	TAXIWAY	70.00	0.00	70.00
TW HANG 4 (HANGAR TAXIWAY 4)	1	50.00	50.00	2,474.58	TAXIWAY	70.00	0.00	70.00
TW HANG 5 (HANGAR TAXIWAY 5)	1	100.00	50.00	4,803.73	TAXIWAY	90.00	0.00	90.00
TW HANG 6 (HANGAR TAXIWAY 6)	1	50.00	50.00	3,313.01	TAXIWAY	71.00	0.00	71.00
TW HANG 7 (HANGAR TAXIWAY 7)	1	50.00	50.00	4,036.50	TAXIWAY	65.00	0.00	65.00
TW HANG 8 (HANGAR TAXIWAY 8)	1	50.00	50.00	3,486.73	TAXIWAY	65.00	0.00	65.00
TW J (TAXIWAY J)	2	257.00	85.00	24,461.37	TAXIWAY	85.00	6.00	84.99
TW L (TAXIWAY L)	2	776.00	70.00	65,984.93	TAXIWAY	78.50	5.50	75.08
TW M (TAXIWAY M)	3	495.00	80.00	71,197.87	TAXIWAY	78.33	11.61	79.21
TW N (TAXIWAY N)	7	1,725.00	62.86	158,280.69	TAXIWAY	83.29	11.89	82.16
TW P (TAXIWAY P)	2	455.00	50.00	23,615.96	TAXIWAY	79.50	2.50	79.23
TW Q (TAXIWAY Q)	4	705.00	70.00	61,222.73	TAXIWAY	74.75	18.93	84.08
TW R (TAXIWAY R)	1	230.00	50.00	22,393.18	TAXIWAY	85.00	0.00	85.00

Branch Condition Report

Pavement Database: FDOT NetworkID: FXE

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 S (TAXIWAY S)	3	795.00	50.00	49,650.11	TAXIWAY	71.67	5.44	72.32
TW S1 (TAXIWAY S1)	1	115.00	40.00	4,893.19	TAXIWAY	40.00	0.00	40.00
TW S3 (TAXIWAY S3)	2	815.00	50.00	41,637.90	TAXIWAY	68.50	0.50	68.14

Branch Condition Report

Pavement Database: FDOT NetworkID: HWO

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 SOUTH (SOUTH GA APRON)	2	2,276.00	170.00	346,735.00	APRON	51.50	6.50	48.15
RW 01L-19R (RUNWAY 01L-19R)	2	3,349.00	100.00	334,977.17	RUNWAY	94.50	2.50	96.55
RW 01R-19L (RUNWAY 01R-19L)	1	3,143.00	100.00	314,367.13	RUNWAY	100.00	0.00	100.00
RW 10L-28R (RUNWAY 10L-28R)	1	3,144.00	100.00	314,432.59	RUNWAY	100.00	0.00	100.00
RW 10R-28L (RUNWAY 10R-28L)	2	3,150.00	100.00	315,860.56	RUNWAY	90.50	3.50	87.35
TW B (TAXIWAY B)	3	3,360.00	60.00	154,520.87	TAXIWAY	92.33	6.13	91.70
TW B1 (TAXIWAY B1)	1	450.00	40.00	18,259.42	TAXIWAY	83.00	0.00	83.00
TW D (TAXIWAY D)	6	3,275.00	50.00	143,693.97	TAXIWAY	93.00	8.45	93.16
TW D1 (TAXIWAY D1)	2	380.00	50.00	20,803.99	TAXIWAY	96.50	3.50	96.10
TW D2 (TAXIWAY D2)	2	360.00	50.00	20,037.78	TAXIWAY	94.00	6.00	93.11
TW E (TAXIWAY E)	10	3,440.00	46.00	143,010.11	TAXIWAY	86.60	11.71	85.87
TW J (TAXIWAY J)	2	1,380.00	50.00	78,890.19	TAXIWAY	47.50	34.50	30.42
TW L (TAXIWAY L)	5	3,707.00	65.00	168,605.41	TAXIWAY	89.80	3.19	93.02
TW L1 (TAXIWAY L1)	1	180.00	50.00	9,896.02	TAXIWAY	80.00	0.00	80.00
TW L2 (TAXIWAY L2)	1	300.00	50.00	18,385.69	TAXIWAY	87.00	0.00	87.00
TW L3 (TAXIWAY L3)	1	380.00	50.00	19,105.28	TAXIWAY	80.00	0.00	80.00

Branch Condition Report

Pavement Database: FDOT NetworkID: HWO

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 M (TAXIWAY M)	3	3,225.00	78.33	136,568.21	TAXIWAY	74.00	6.68	78.18
TW M1 (TAXIWAY M1)	1	140.00	50.00	7,026.56	TAXIWAY	81.00	0.00	81.00
TW M3 (TAXIWAY M3)	1	200.00	50.00	11,091.77	TAXIWAY	82.00	0.00	82.00
TW N (TAXIWAY N)	3	3,100.00	48.33	133,496.62	TAXIWAY	100.00	0.00	100.00
TW N1 (TAXIWAY N1)	2	208.00	50.00	10,473.01	TAXIWAY	100.00	0.00	100.00
TW N2 (TAXIWAY N2)	2	220.00	50.00	11,506.55	TAXIWAY	100.00	0.00	100.00
TW P (TAXIWAY P)	9	3,900.00	43.33	153,749.94	TAXIWAY	85.44	13.47	76.80
TW P1 (TAXIWAY P1)	2	190.00	50.00	9,794.05	TAXIWAY	90.00	10.00	92.63
TW P2 (TAXIWAY P2)	2	210.00	45.00	10,264.14	TAXIWAY	88.00	12.00	89.63
TW R (TAXIWAY R)	4	1,520.00	50.00	76,408.37	TAXIWAY	74.00	17.96	61.87

Branch Condition Report

Pavement Database: FDOT NetworkID: LNA

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)	3	4,500.00	266.67	880,244.00	APRON	77.33	16.21	72.64
AP RU RW 9 (RUN-UP APRON AT RW 9)	1	300.00	100.00	30,821.00	APRON	100.00	0.00	100.00
AP RU RW15 (RUN-UP APRON AT RW 15)	1	125.00	50.00	6,377.23	APRON	65.00	0.00	65.00
RW 15-33 (RUNWAY 15-33)	2	3,425.00	100.00	342,600.00	RUNWAY	100.00	0.00	100.00
RW 3-21 (RUNWAY 3-21)	2	3,082.00	75.00	234,789.68	RUNWAY	57.00	20.00	75.95
RW 9-27 (RUNWAY 9-27)	1	3,200.00	75.00	248,512.70	RUNWAY	85.00	0.00	85.00
TW A (TAXIWAY A)	1	2,745.00	40.00	110,650.65	TAXIWAY	83.00	0.00	83.00
TW B (TAXIWAY B)	4	6,600.00	37.50	124,314.00	TAXIWAY	89.50	10.52	82.67
TW B1 (TAXIWAY B1)	2	400.00	40.00	9,653.00	TAXIWAY	96.50	3.50	97.01
TW C (TAXIWAY C)	3	3,900.00	53.33	194,340.90	TAXIWAY	89.33	7.93	97.53
TW D (TAXIWAY D)	2	700.00	35.00	14,729.00	TAXIWAY	93.50	6.50	96.61

Branch Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CARGO (CARGO APRON)	4	1,840.00	174.00	298,118.00	APRON	75.75	23.98	63.83
AP N TERM (NORTH TERMINAL APRON)	15	9,470.00	305.33	3,227,655.34	APRON	63.07	24.16	67.30
AP RU (RUN-UP APRON BETWEEN TW A & C)	1	450.00	300.00	143,560.00	APRON	51.00	0.00	51.00
AP S (SOUTH APRON)	3	1,040.00	143.33	306,122.02	APRON	68.67	4.78	62.56
AP SE GA (SE GA APRON)	8	8,012.00	148.13	1,272,845.43	APRON	55.88	26.68	70.74
AP SW GA (SW GA APRON)	4	3,680.00	250.00	1,217,058.00	APRON	29.50	23.96	58.30
RW 10L-28R (RUNWAY 10L-28R)	2	30,000.00	62.50	1,501,231.78	RUNWAY	100.00	0.00	100.00
RW 10R-28L (RUNWAY 10R-28L)	4	3,210.00	75.00	240,985.01	RUNWAY	80.75	12.32	75.43
RW 14-32 (RUNWAY 14-32)	4	19,608.00	62.50	1,006,384.52	RUNWAY	88.50	1.50	87.85
TW A (TAXIWAY A)	5	4,825.00	105.00	447,229.66	TAXIWAY	74.60	14.26	74.05
TW B (TAXIWAY B)	7	8,415.00	77.14	502,465.05	TAXIWAY	63.14	14.19	56.87
TW C (TAXIWAY C)	18	23,300.00	91.94	1,225,047.14	TAXIWAY	82.89	17.36	75.29
TW D (TAXIWAY D)	4	3,745.00	125.00	255,532.99	TAXIWAY	73.25	18.89	69.34
TW E (TAXIWAY E)	4	2,920.00	75.00	199,850.19	TAXIWAY	59.50	22.48	49.92
TW F (TAXIWAY F)	11	8,470.00	118.18	950,349.63	TAXIWAY	76.45	24.27	84.01
TW G (TAXIWAY G)	3	1,120.00	200.00	150,799.28	TAXIWAY	78.33	17.56	78.68

Branch Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW H (TAXIWAY H)	7	4,410.00	89.29	218,448.00	TAXIWAY	70.71	20.60	70.87
TW K (TAXIWAY K)	2	2,180.00	50.00	60,656.00	TAXIWAY	84.00	16.00	76.48
TW L (TAXIWAY L)	16	11,570.00	90.63	861,455.14	TAXIWAY	94.88	7.35	95.60
TW M (TAXIWAY M)	5	3,742.00	115.00	394,979.32	TAXIWAY	60.60	7.84	59.50
TW N (TAXIWAY N)	2	500.00	85.00	28,109.00	TAXIWAY	75.50	24.50	64.17
TW R (TAXIWAY R)	10	5,105.00	63.50	348,997.58	TAXIWAY	62.30	13.99	44.80
TW S (TAXIWAY S)	3	1,200.00	50.00	42,139.97	TAXIWAY	83.00	12.36	83.05
TW T (TAXIWAY TANGO)	3	2,020.00	60.00	108,076.73	TAXIWAY	93.00	1.41	91.44

Branch Condition Report

Pavement Database: FDOT NetworkID: PHK

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	1	400.00	400.00	183,074.79	APRON	100.00	0.00	100.00
AP T-HANG (APRON AT T-HANGARS)	1	700.00	25.00	17,776.80	APRON	85.00	0.00	85.00
RW 17-35 (RUNWAY 17-35)	2	4,117.25	75.00	308,793.75	RUNWAY	65.50	2.50	63.73
TW A (TAXIWAY ALPHA)	2	4,000.00	40.00	165,225.03	TAXIWAY	88.50	0.50	88.06
TW B (TAXIWAY BRAVO)	1	200.00	40.00	8,846.35	TAXIWAY	83.00	0.00	83.00
TW C (TAXIWAY CHARLIE)	1	200.00	40.00	8,846.35	TAXIWAY	91.00	0.00	91.00
TW D (TAXIWAY DELTA)	1	200.00	50.00	11,359.40	TAXIWAY	65.00	0.00	65.00
TW E (TAXIWAY ECHO)	1	200.00	40.00	8,846.35	TAXIWAY	76.00	0.00	76.00

Branch Condition Report

Pavement Database: FDOT NetworkID: PMP

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 (HANGAR APRON)	4	6,025.00	28.75	180,503.00	APRON	45.25	3.34	45.87
AP N (NORTH APRON - OLD RW)	1	950.00	100.00	62,989.00	APRON	67.00	0.00	67.00
AP RU 33 (RUNUP TO RUNWAY 33)	2	300.00	100.00	34,800.00	APRON	85.00	15.00	82.34
AP S (SOUTH APRON)	4	4,250.00	183.75	541,945.00	APRON	68.50	19.67	69.83
AP SW (SOUTHWEST APRON)	2	1,700.00	50.00	118,696.00	APRON	97.00	3.00	97.12
RW 10-28 (RUNWAY 10-28)	2	1,160.00	100.00	329,520.00	RUNWAY	87.50	12.50	79.42
RW 15-33 (RUNWAY 15-33)	4	13,620.00	56.25	737,700.00	RUNWAY	100.00	0.00	100.00
RW 6-24 (RUNWAY 6-24)	4	10,775.00	62.50	556,428.00	RUNWAY	84.75	15.25	71.81
TW A (TAXIWAY A)	2	405.00	40.00	71,532.00	TAXIWAY	84.50	15.50	93.11
TW B (TAXIWAY B)	1	2,600.00	50.00	118,013.00	TAXIWAY	68.00	0.00	68.00
TW C (TAXIWAY C)	3	995.00	43.33	42,764.00	TAXIWAY	90.67	13.20	82.79
TW D (TAXIWAY D)	3	5,230.00	50.00	177,840.00	TAXIWAY	87.00	11.52	79.89
TW E (TAXIWAY E)	1	200.00	40.00	12,246.00	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F)	3	5,264.00	50.00	151,614.00	TAXIWAY	86.33	14.06	73.52
TW K (TAXIWAY K)	1	2,800.00	35.00	110,731.00	TAXIWAY	100.00	0.00	100.00
TW L (TAXIWAY L)	3	5,615.00	65.00	206,096.00	TAXIWAY	86.33	11.03	76.54

Branch Condition Report

Pavement Database: FDOT NetworkID: PMP

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 M (TAXIWAY M)	6	3,109.00	60.00	209,916.00	TAXIWAY	87.33	10.50	81.92
TW R (TAXIWAY R)	2	1,100.00	45.00	91,159.00	TAXIWAY	100.00	0.00	100.00

Branch Condition Report

Pavement Database: FDOT NetworkID: SUA

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP E (EAST APRON)	10	8,704.00	138.00	748,395.00	APRON	80.60	16.08	81.73
AP H (HELICOPTER PAD)	1	219.00	160.00	27,270.00	APRON	80.00	0.00	80.00
AP RU (RUN-UP APRON AT RW 12)	1	130.00	60.00	7,180.00	APRON	94.00	0.00	94.00
AP TW D RU (RUN-UP APRON AT TAXIWAY D)	1	129.00	152.00	20,042.00	APRON	75.00	0.00	75.00
AP W (WEST APRON)	7	4,210.00	113.29	382,659.00	APRON	52.29	10.82	54.80
RW 12-30 (RUNWAY 12-30)	3	5,852.00	100.00	582,800.00	RUNWAY	82.67	4.11	82.05
RW 16-34 (RUNWAY 16-34)	1	5,000.00	100.00	477,366.00	RUNWAY	77.00	0.00	77.00
RW 7-25 (RUNWAY 7-25)	1	4,750.00	100.00	476,657.00	RUNWAY	87.00	0.00	87.00
TW A (TAXIWAY A)	6	6,330.00	52.67	283,193.00	TAXIWAY	86.50	5.97	87.54
TW A1 (TAXIWAY A1)	1	230.00	50.00	14,021.00	TAXIWAY	93.00	0.00	93.00
TW B (TAXIWAY B)	2	1,370.00	50.00	75,697.00	TAXIWAY	41.50	7.50	36.88
TW C (TAXIWAY C)	5	5,399.00	86.60	332,012.00	TAXIWAY	71.40	21.70	62.44
TW C1 (TAXIWAY C1)	1	1,319.00	35.00	47,957.00	TAXIWAY	83.00	0.00	83.00
TW D (TAXIWAY D)	2	5,227.00	107.00	207,272.00	TAXIWAY	87.00	7.00	93.17

Branch Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP CENTER (CENTER APRON)	9	3,848.00	200.44	1,002,564.00	APRON	55.33	23.06	58.90
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	2	1,655.00	175.00	266,295.00	APRON	56.00	10.00	49.89
AP RU 12R (APRON)	1	780.00	170.00	137,850.00	APRON	58.00	0.00	58.00
AP RU 30L (RUN-UP APRON AT RW 30L)	1	370.00	145.00	52,790.00	APRON	64.00	0.00	64.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	2	483.00	130.00	62,550.00	APRON	78.00	12.00	79.73
AP RU TW F (RUN UP APRON AT TW F)	3	645.00	96.00	59,160.00	APRON	84.00	10.03	80.59
AP SW (SW APRON)	3	2,140.00	86.67	262,217.00	APRON	47.00	22.45	38.23
AP W (WEST APRON)	6	1,963.00	170.33	424,390.00	APRON	78.00	15.38	73.79
RW 12L-30R (RUNWAY 12L-30R)	4	8,012.00	53.13	262,800.00	RUNWAY	93.00	1.73	92.97
RW 12R-30L (RUNWAY 12R-30L)	3	7,308.00	105.00	767,340.00	RUNWAY	87.00	7.87	79.92
RW 4-22 (RUNWAY 4-22)	2	4,865.00	100.00	489,130.00	RUNWAY	91.00	9.00	98.28
TW A (TAXIWAY A)	12	5,449.00	44.58	244,386.00	TAXIWAY	82.33	12.96	79.13
TW A1 (TAXIWAY A1)	2	630.00	50.00	18,317.00	TAXIWAY	87.50	12.50	90.11
TW B (TAXIWAY B)	3	2,588.00	40.00	88,338.00	TAXIWAY	80.00	14.24	71.96
TW B1 (TAXIWAY B-1)	2	458.00	35.00	13,649.00	TAXIWAY	89.50	10.50	91.42
TW C (TAXIWAY C)	8	7,765.00	60.00	449,642.00	TAXIWAY	76.38	12.01	73.42

Branch Condition Report

Pavement Database: FDOT NetworkID: VRB

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 C1 (TAXIWAY C1)	4	1,075.00	75.00	86,220.00	TAXIWAY	68.75	14.57	64.66
TW C2 (TAXIWAY C2)	4	780.00	68.75	58,856.00	TAXIWAY	66.50	10.50	67.42
TW C3 (TAXIWAY C3)	2	400.00	107.50	40,100.00	TAXIWAY	67.00	4.00	68.14
TW C4 (TAXIWAY C4)	2	325.00	75.00	30,583.00	TAXIWAY	83.00	11.00	81.97
TW D (TAXIWAY D)	7	2,485.00	67.86	132,272.00	TAXIWAY	85.29	10.22	84.19
TW E (TAXIWAY E)	2	1,000.00	40.00	51,938.00	TAXIWAY	100.00	0.00	100.00
TW F (TAXIWAY F)	8	4,256.00	26.88	149,250.00	TAXIWAY	90.25	2.59	91.04

Branch Condition Report

Pavement Database: FDOT NetworkID: X10

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	3	391.00	90.00	44,600.00	APRON	37.33	39.47	49.23
RW 9-27 (RUNWAY 9-27)	1	3,717.00	50.00	185,850.00	RUNWAY	13.00	0.00	13.00
TW (TAXIWAY)	3	644.00	39.67	25,930.00	TAXIWAY	12.67	10.21	11.21

Branch Condition Report

Pavement Database: FDOT NetworkID: X26

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP RU E (E RUN UP APRON)	1	200.00	50.00	13,002.00	APRON	90.00	0.00	90.00
AP RU SW (SW RUN UP APRON)	1	195.00	100.00	19,866.00	APRON	91.00	0.00	91.00
AP SE (SOUTHEAST APRON)	3	1,005.00	133.33	132,973.00	APRON	77.00	23.37	56.14
AP TERM (APRON TERMINAL)	2	260.00	80.00	36,190.00	APRON	96.50	3.50	93.70
AP T-HANG (T-HANGAR APRON AREA)	1	1,000.00	20.00	28,960.00	APRON	90.00	0.00	90.00
AP W (WEST APRON)	3	1,890.00	66.67	186,460.00	APRON	68.33	32.07	78.76
RW 10-28 (Runway 10-28)	4	3,201.00	75.00	240,000.00	RUNWAY	91.75	2.38	90.95
RW 5-23 (RUNWAY 5-23)	1	2,938.00	100.00	295,188.00	RUNWAY	84.00	0.00	84.00
TW A (TAXIWAY ALPHA)	4	3,790.00	40.00	141,777.00	TAXIWAY	84.25	10.57	89.52
TW B (TAXIWAY BRAVO)	1	4,770.00	25.00	119,314.00	TAXIWAY	90.00	0.00	90.00
TW C (TAXIWAY CHARLIE)	2	1,140.00	62.50	62,445.00	TAXIWAY	31.50	5.50	27.98
TW CONN (TAXIWAY CONNECTOR)	1	750.00	30.00	23,637.00	TAXIWAY	84.00	0.00	84.00
TW E (TAXIWAY E)	1	800.00	35.00	29,416.00	TAXIWAY	100.00	0.00	100.00

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	181	20,237,195.88	69.00	23.92	69.23
RUNWAY	86	16,352,869.70	83.94	15.72	85.31
TAXIWAY	572	22,815,166.17	79.73	17.77	77.28
All	839	59,405,231.76	77.85	19.67	76.75

Date: 5 /25/2015

Section Condition Report

Pavement Database: FDOT NetworkID: BCT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU (RUN-UP APRONS)	5105	01/01/2010	AAC	APRON	P	0	26,544.00	10/01/2014	4	87.00
AP RU (RUN-UP APRONS)	5110	01/01/2010	AAC	APRON	P	0	24,879.00	10/01/2014	4	95.00
AP RU (RUN-UP APRONS)	5115	01/01/2010	AC	APRON	P	0	11,787.00	10/01/2014	4	87.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2010	AAC	RUNWAY	P	0	520,000.00	10/01/2014	4	95.00
RW 5-23 (RUNWAY 5-23)	6106	01/01/2010	AAC	RUNWAY	P	0	72,700.00	10/01/2014	4	96.00
RW 5-23 (RUNWAY 5-23)	6107	01/01/2010	AAC	RUNWAY	P	0	35,000.00	10/01/2014	4	95.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2010	AAC	RUNWAY	P	0	260,000.00	10/01/2014	4	97.00
RW 5-23 (RUNWAY 5-23)	6111	01/01/2010	AAC	RUNWAY	P	0	36,350.00	10/01/2014	4	86.00
RW 5-23 (RUNWAY 5-23)	6112	01/01/2010	AAC	RUNWAY	P	0	17,500.00	10/01/2014	4	97.00
TW A (TAXIWAY A)	130	01/01/2010	AAC	TAXIWAY	P	0	7,946.00	10/01/2014	4	93.00
TW B (TAXIWAY B)	125	01/01/2010	AAC	TAXIWAY	P	0	9,396.00	10/01/2014	4	97.00
TW C (TAXIWAY C)	120	01/01/2010	AAC	TAXIWAY	P	0	7,946.00	10/01/2014	4	97.00
TW CONN (CONNECTOR TAXIWAY TO AP)	220	01/01/2010	AAC	TAXIWAY	P	0	3,501.00	10/01/2014	4	92.00
TW CONN (CONNECTOR TAXIWAY TO AP)	221	01/01/2010	AAC	TAXIWAY	P	0	3,548.00	10/01/2014	4	93.00
TW CONN (CONNECTOR TAXIWAY TO AP)	225	01/01/2010	AAC	TAXIWAY	P	0	2,723.00	10/01/2014	4	91.00
TW CONN (CONNECTOR TAXIWAY TO AP)	230	01/01/2010	AAC	TAXIWAY	P	0	4,056.00	10/01/2014	4	95.00
TW CONN (CONNECTOR TAXIWAY TO AP)	240	01/01/2010	AAC	TAXIWAY	P	0	4,073.00	10/01/2014	4	96.00
TW CONN (CONNECTOR TAXIWAY TO AP)	250	01/01/2010	AAC	TAXIWAY	P	0	4,078.00	10/01/2014	4	97.00
TW CONN (CONNECTOR TAXIWAY TO AP)	260	01/01/2010	AAC	TAXIWAY	P	0	3,165.00	10/01/2014	4	94.00
TW E (TAXIWAY E)	116	01/01/2010	AC	TAXIWAY	P	0	14,729.00	10/01/2014	4	74.00
TW F (TAXIWAY F)	115	01/01/2010	AAC	TAXIWAY	P	0	7,946.00	10/01/2014	4	97.00
TW G (TAXIWAY G)	110	01/01/2010	AAC	TAXIWAY	P	0	7,945.00	10/01/2014	4	97.00
TW H (TAXIWAY H)	111	01/01/2010	AAC	TAXIWAY	P	0	7,946.00	10/01/2014	4	92.00
TW P (TAXIWAY P)	105	01/01/2010	AAC	TAXIWAY	P	0	193,060.00	10/01/2014	4	94.00
TW P (TAXIWAY P)	106	01/01/2010	AAC	TAXIWAY	P	0	29,080.00	10/01/2014	4	97.00
TW P (TAXIWAY P)	107	01/01/2010	AAC	TAXIWAY	P	0	14,241.00	10/01/2014	4	95.00

Section Condition Report

Pavement Database: FDOT NetworkID: BCT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW P (TAXIWAY P)	108	01/01/2010	AAC	TAXIWAY	P	0	10,940.00	10/01/2014	4	92.00
TW P (TAXIWAY P)	112	01/01/2010	AAC	TAXIWAY	P	0	12,673.00	10/01/2014	4	97.00
TW P (TAXIWAY P)	113	01/01/2010	AAC	TAXIWAY	P	0	4,000.00	10/01/2014	4	94.00
TW P (TAXIWAY P)	131	01/01/2010	AAC	TAXIWAY	P	0	12,673.00	10/01/2014	4	89.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N (NORTH APRON)	4105	01/01/1994	AC	APRON	P	0	657,595.93	11/13/2014	20	76.00
AP N (NORTH APRON)	4110	01/01/1994	PCC	APRON	P	0	4,320.00	11/13/2014	20	96.00
AP N (NORTH APRON)	4115	01/01/1994	PCC	APRON	P	0	8,250.00	11/13/2014	20	80.00
AP N (NORTH APRON)	4120	01/01/1996	AC	APRON	P	0	172,695.42	11/13/2014	18	74.00
AP RU (APRON RUN-UP)	5105	01/01/1994	AC	APRON	P	0	27,416.50	11/13/2014	20	76.00
AP RU (APRON RUN-UP)	5110	01/01/1994	AC	APRON	P	0	27,136.50	11/13/2014	20	84.00
AP T-HANG (T-HANGAR APRON)	4205	01/01/1994	AC	APRON	P	0	87,822.76	11/13/2014	20	77.00
AP T-HANGE (APRON T-HANGAR E)	4415	01/01/1996	AC	APRON	P	0	7,891.73	11/13/2014	18	73.00
AP T-HANGE (APRON T-HANGAR E)	4420	01/01/1996	AC	APRON	P	0	77,197.93	11/13/2014	18	86.00
AP T-HANGN (APRON T-HANGAR N)	4305	01/01/2004	AC	APRON	P	0	138,701.02	11/13/2014	10	91.00
AP T-HANGN (APRON T-HANGAR N)	4310	01/01/2004	AC	APRON	P	0	19,855.38	11/13/2014	10	94.00
AP T-HANGN (APRON T-HANGAR N)	4315	01/01/2010	AC	APRON	P	0	9,385.51	11/13/2014	4	94.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/1994	AC	RUNWAY	S	0	329,837.55	11/13/2014	20	74.00
RW 8R-26L (RUNWAY 8R-26L)	6105	01/01/1994	AC	RUNWAY	P	0	422,070.39	11/13/2014	20	73.00
TW C (TAXIWAY C)	305	01/01/2004	AC	TAXIWAY	P	0	44,336.97	11/13/2014	10	91.00
TW D (TAXIWAY D)	405	01/01/1994	AC	TAXIWAY	P	0	14,861.44	11/13/2014	20	77.00
TW D (TAXIWAY D)	410	01/01/1996	AC	TAXIWAY	P	0	21,306.08	11/13/2014	18	92.00
TW D (TAXIWAY D)	415	01/01/2014	AC	TAXIWAY	P	0	52,424.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	505	01/01/1994	AC	TAXIWAY	P	0	17,142.68	11/13/2014	20	87.00
TW F (TAXIWAY F)	605	01/01/1994	AC	TAXIWAY	P	0	166,311.03	11/13/2014	20	76.00
TW F (TAXIWAY F)	610	01/01/1994	AC	TAXIWAY	P	0	22,477.64	11/13/2014	20	77.00
TW F (TAXIWAY F)	615	01/01/1994	AC	TAXIWAY	P	0	6,198.15	11/13/2014	20	71.00
TW G1 (TAXIWAY G1)	705	01/01/2004	AC	TAXIWAY	P	0	14,293.00	11/13/2014	10	87.00
TW H (TAXIWAY H)	805	01/01/2004	AC	TAXIWAY	P	0	7,977.00	11/13/2014	10	91.00
TW J (TAXIWAY J)	1005	01/01/1994	AC	TAXIWAY	P	0	8,967.17	11/13/2014	20	79.00
TW J (TAXIWAY J)	1010	01/01/1994	AC	TAXIWAY	P	0	6,811.55	11/13/2014	20	66.00

Section Condition Report

Pavement Database: FDOT NetworkID: F45

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)	1105	01/01/1994	AC	TAXIWAY	P	0	158,521.71	11/13/2014	20	79.00
TW K (TAXIWAY K)	1110	01/01/1994	AC	TAXIWAY	P	0	11,576.18	11/13/2014	20	83.00
TW K (TAXIWAY K)	1115	01/01/1994	AC	TAXIWAY	P	0	12,182.91	11/13/2014	20	86.00
TW L (TAXIWAY L)	1205	01/01/1994	AC	TAXIWAY	P	0	9,383.53	11/13/2014	20	82.00
TW M (TAXIWAY M)	1305	01/01/1994	AC	TAXIWAY	P	0	10,519.58	11/13/2014	20	80.00
TW N (TAXIWAY N)	1405	01/01/1994	AC	TAXIWAY	P	0	10,755.64	11/13/2014	20	82.00
TW O (TAXIWAY O)	1505	01/01/1994	AC	TAXIWAY	P	0	10,654.35	11/13/2014	20	79.00
TW P (TAXIWAY P)	1605	01/01/1994	AC	TAXIWAY	P	0	10,265.06	11/13/2014	20	81.00
TW Q (TAXIWAY Q)	1705	01/01/1994	AC	TAXIWAY	P	0	9,383.53	11/13/2014	20	88.00
TW R (TAXIWAY R)	1805	01/01/1994	AC	TAXIWAY	P	0	14,861.44	11/13/2014	20	74.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CC D (APRON CONCOURSE D)	4205	01/01/1987	PCC	APRON	P	0	268,824.24	04/13/2015	28	83.00
AP CC E (APRON CONCOURSE E)	4305	01/01/1987	PCC	APRON	P	0	335,371.77	04/13/2015	28	83.00
AP CC F (APRON CONCOURSE F)	4405	01/01/1987	PCC	APRON	P	0	249,976.00	04/13/2015	28	79.00
AP COMMON (COMMON APRONS)	4010	01/01/1987	AC	APRON	P	0	24,000.00	04/13/2015	28	55.00
AP COMMON (COMMON APRONS)	4011	01/01/2010	AAC	APRON	P	0	795,200.00	04/13/2015	5	80.00
AP COMMON (COMMON APRONS)	4020	01/01/1987	AC	APRON	P	0	599,830.00	04/13/2015	28	59.00
AP COMMON (COMMON APRONS)	4025	01/02/2005	AAC	APRON	P	0	117,040.06	04/13/2015	10	60.00
AP COMMON (COMMON APRONS)	4040	01/01/1987	AC	APRON	P	0	22,667.00	04/13/2015	28	52.00
AP COMMON (COMMON APRONS)	4045	01/01/1996	AC	APRON	P	0	31,209.00	04/13/2015	19	50.00
AP COMMON (COMMON APRONS)	4075	01/01/1999	AC	APRON	P	0	56,983.50	04/13/2015	16	65.00
AP COMMON (COMMON APRONS)	4080	01/01/1999	PCC	APRON	P	0	517,246.00	04/13/2015	16	84.00
AP COMMON (COMMON APRONS)	4082	01/01/1999	PCC	APRON	P	0	178,432.75	04/13/2015	16	88.00
AP COMMON (COMMON APRONS)	4085	01/01/2007	AC	APRON	P	0	305,393.00	04/13/2015	8	62.00
AP COMMON (COMMON APRONS)	4090	01/01/2012	AC	APRON	P	0	115,247.00	04/13/2015	3	81.00
AP RU 10L (RUN-UP APRON AT RW 10L)	5105	01/01/2007	AC	APRON	P	0	361,733.00	04/13/2015	8	80.00
AP RU 28R (RUN-UP APRON AT RW 28R)	5210	01/01/2001	AC	APRON	S	0	47,967.53	04/13/2015	14	56.00
AP RU 28R (RUN-UP APRON AT RW 28R)	5211	01/01/2010	AAC	APRON	S	0	29,850.00	04/13/2015	5	79.00
RW 10L-28R (RUNWAY 10L-28R)	6105	01/02/2005	AAC	RUNWAY	P	0	25,000.00	04/13/2015	10	69.00
RW 10L-28R (RUNWAY 10L-28R)	6110	01/02/2005	AAC	RUNWAY	P	0	50,000.00	04/13/2015	10	68.00
RW 10L-28R (RUNWAY 10L-28R)	6115	01/02/2005	AAC	RUNWAY	P	0	20,000.00	04/13/2015	10	67.00
RW 10L-28R (RUNWAY 10L-28R)	6120	01/02/2005	AAC	RUNWAY	P	0	40,000.00	04/13/2015	10	88.00
RW 10L-28R (RUNWAY 10L-28R)	6125	01/02/2005	AAC	RUNWAY	P	0	75,000.00	04/13/2015	10	65.00
RW 10L-28R (RUNWAY 10L-28R)	6130	01/02/2005	AAC	RUNWAY	P	0	150,000.00	04/13/2015	10	86.00
RW 10L-28R (RUNWAY 10L-28R)	6135	01/02/2005	AAC	RUNWAY	P	0	40,000.00	04/13/2015	10	41.00
RW 10L-28R (RUNWAY 10L-28R)	6140	01/02/2005	AAC	RUNWAY	P	0	80,000.00	04/13/2015	10	77.00
RW 10L-28R (RUNWAY 10L-28R)	6145	01/02/2005	AAC	RUNWAY	P	0	225,000.00	04/13/2015	10	64.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 10L-28R (RUNWAY 10L-28R)	6150	01/02/2005	AAC	RUNWAY	P	0	450,000.00	04/13/2015	10	75.00
RW 10L-28R (RUNWAY 10L-28R)	6155	01/02/2005	AAC	RUNWAY	P	0	15,000.00	04/13/2015	10	54.00
RW 10L-28R (RUNWAY 10L-28R)	6160	01/02/2005	AAC	RUNWAY	P	0	30,000.00	04/13/2015	10	70.00
RW 10L-28R (RUNWAY 10L-28R)	6165	01/02/2005	AAC	RUNWAY	P	0	50,000.00	04/13/2015	10	67.00
RW 10L-28R (RUNWAY 10L-28R)	6170	01/02/2005	AAC	RUNWAY	P	0	100,000.00	04/13/2015	10	81.00
TW A (TAXIWAY A)	102	01/02/2005	AAC	TAXIWAY	P	0	19,995.44	04/13/2015	10	71.00
TW A (TAXIWAY A)	105	01/01/1989	AAC	TAXIWAY	P	0	144,500.97	04/13/2015	26	59.00
TW A (TAXIWAY A)	110	01/01/1989	AAC	TAXIWAY	P	0	56,494.43	04/13/2015	26	42.00
TW A (TAXIWAY A)	112	01/02/2005	AAC	TAXIWAY	P	0	31,339.22	04/13/2015	10	65.00
TW A (TAXIWAY A)	115	01/02/2005	AAC	TAXIWAY	P	0	4,524.21	04/13/2015	10	82.00
TW A (TAXIWAY A)	116	01/01/1980	AC	TAXIWAY	P	0	24,722.00	04/13/2015	35	91.00
TW A (TAXIWAY A)	120	01/02/2005	AAC	TAXIWAY	P	0	3,711.27	04/13/2015	10	87.00
TW A (TAXIWAY A)	125	01/02/2005	AAC	TAXIWAY	P	0	41,306.38	04/13/2015	10	62.00
TW A (TAXIWAY A)	126	12/25/1999	AC	TAXIWAY	P	0	17,589.00	04/13/2015	16	66.00
TW A (TAXIWAY A)	127	01/02/2005	AAC	TAXIWAY	P	0	8,830.61	04/13/2015	10	78.00
TW A (TAXIWAY A)	129	01/02/2005	AAC	TAXIWAY	P	0	25,169.88	04/13/2015	10	73.00
TW A (TAXIWAY A)	130	01/02/2005	AAC	TAXIWAY	P	0	118,200.00	04/13/2015	10	67.00
TW A (TAXIWAY A)	132	12/25/1999	AC	TAXIWAY	P	0	10,293.64	04/13/2015	16	68.00
TW A (TAXIWAY A)	133	12/25/1999	AC	TAXIWAY	P	0	11,769.24	04/13/2015	16	68.00
TW A (TAXIWAY A)	135	01/02/2005	AAC	TAXIWAY	P	0	59,250.00	04/13/2015	10	70.00
TW A (TAXIWAY A)	136	12/25/1999	AC	TAXIWAY	P	0	10,289.76	04/13/2015	16	72.00
TW A (TAXIWAY A)	137	12/25/1999	AC	TAXIWAY	P	0	11,306.47	04/13/2015	16	76.00
TW A (TAXIWAY A)	140	01/02/2005	AAC	TAXIWAY	P	0	126,300.00	04/13/2015	10	70.00
TW A (TAXIWAY A)	141	12/25/1999	AC	TAXIWAY	P	0	10,988.14	04/13/2015	16	64.00
TW A (TAXIWAY A)	142	01/02/2005	AAC	TAXIWAY	P	0	18,750.00	04/13/2015	10	70.00
TW A (TAXIWAY A)	143	12/25/1999	AC	TAXIWAY	P	0	11,216.14	04/13/2015	16	61.00
TW A (TAXIWAY A)	144	12/25/1999	AC	TAXIWAY	P	0	7,095.32	04/13/2015	16	50.00

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Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	146	12/25/1999	AC	TAXIWAY	P	0	12,251.91	04/13/2015	16	65.00
TW A (TAXIWAY A)	155	01/02/2005	AAC	TAXIWAY	P	0	48,750.00	04/13/2015	10	58.00
TW A (TAXIWAY A)	156	12/25/1999	AC	TAXIWAY	P	0	8,660.06	04/13/2015	16	65.00
TW A (TAXIWAY A)	157	01/02/2005	AAC	TAXIWAY	P	0	86,076.00	04/13/2015	10	65.00
TW A (TAXIWAY A)	160	01/02/2005	AAC	TAXIWAY	P	0	17,000.00	04/13/2015	10	71.00
TW A (TAXIWAY A)	162	12/25/2011	AC	TAXIWAY	P	0	105,420.00	04/13/2015	4	79.00
TW A1 (TAXIWAY A1)	165	01/01/1989	AC	TAXIWAY	P	0	11,628.00	04/13/2015	26	64.00
TW A1 (TAXIWAY A1)	170	01/01/1989	AAC	TAXIWAY	P	0	2,699.21	04/13/2015	26	51.00
TW A1 (TAXIWAY A1)	175	01/02/2005	AAC	TAXIWAY	P	0	34,416.14	04/13/2015	10	66.00
TW A4 (TAXIWAY A4)	182	12/25/2011	AC	TAXIWAY	P	0	168,396.00	04/13/2015	4	81.00
TW A5 (TAXIWAY A5)	190	01/02/2005	AAC	TAXIWAY	P	0	52,840.68	04/13/2015	10	75.00
TW B (TAXIWAY B)	205	01/02/2005	AAC	TAXIWAY	T	0	124,292.04	04/13/2015	10	45.00
TW B (TAXIWAY B)	210	01/02/2005	AAC	TAXIWAY	P	0	124,875.00	04/13/2015	10	64.00
TW B (TAXIWAY B)	215	01/02/2005	AAC	TAXIWAY	P	0	23,665.00	04/13/2015	10	50.00
TW B (TAXIWAY B)	216	01/01/2005	AAC	TAXIWAY	P	0	19,018.00	04/13/2015	10	35.00
TW B (TAXIWAY B)	218	01/01/1989	AAC	TAXIWAY	P	0	21,183.00	04/13/2015	26	79.00
TW B (TAXIWAY B)	220	01/01/2009	AAC	TAXIWAY	P	0	47,250.00	04/13/2015	6	80.00
TW B (TAXIWAY B)	225	01/01/2009	AAC	TAXIWAY	P	0	37,500.00	04/13/2015	6	75.00
TW B (TAXIWAY B)	230	01/01/2009	AAC	TAXIWAY	P	0	332,050.00	04/13/2015	6	78.00
TW B (TAXIWAY B)	252	01/02/2005	AAC	TAXIWAY	P	0	28,353.00	04/13/2015	10	55.00
TW B (TAXIWAY B)	253	12/25/2011	AC	TAXIWAY	P	0	95,556.00	04/13/2015	4	77.00
TW B (TAXIWAY B)	255	01/02/2005	AAC	TAXIWAY	P	0	94,190.72	04/13/2015	10	64.00
TW B1 (TAXIWAY B1)	260	01/02/2005	AAC	TAXIWAY	P	0	59,605.09	04/13/2015	10	64.00
TW B2 (TAXIWAY B2)	265	01/02/2005	AAC	TAXIWAY	P	0	96,640.69	04/13/2015	10	67.00
TW B3 (TAXIWAY B3)	267	12/25/2011	AC	TAXIWAY	P	0	78,133.00	04/13/2015	4	72.00
TW B4 (TAXIWAY B4)	270	01/01/2009	AAC	TAXIWAY	P	0	28,703.00	04/13/2015	6	70.00

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Pavement Database: FDOT NetworkID: FLL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B4 (TAXIWAY B4)	275	01/02/2005	AAC	TAXIWAY	P	0	47,639.45	04/13/2015	10	76.00
TW B4 (TAXIWAY B4)	278	01/01/2009	AAC	TAXIWAY	P	0	28,582.00	04/13/2015	6	68.00
TW B5 (TAXIWAY B5)	295	12/25/2011	AC	TAXIWAY	P	0	160,017.00	04/13/2015	4	81.00
TW B6 (TAXIWAY B6)	280	01/02/2005	AAC	TAXIWAY	P	0	59,121.75	04/13/2015	10	52.00
TW B6 (TAXIWAY B6)	282	01/01/2009	AAC	TAXIWAY	P	0	43,982.00	04/13/2015	6	87.00
TW B7 (TAXIWAY B7)	285	01/02/2005	AAC	TAXIWAY	P	0	29,560.29	04/13/2015	10	65.00
TW B7 (TAXIWAY B7)	287	01/01/2005	AAC	TAXIWAY	P	0	21,148.12	04/13/2015	10	52.00
TW B8 (TAXIWAY B8)	290	01/01/2007	AC	TAXIWAY	P	0	69,245.62	04/13/2015	8	53.00
TW C (TAXIWAY C)	305	12/25/2013	AC	TAXIWAY	P	0	109,902.00	12/25/2013	0	100.00
TW C (TAXIWAY C)	307	12/25/2013	AC	TAXIWAY	P	0	230,768.00	12/25/2013	0	100.00
TW C (TAXIWAY C)	310	01/01/2013	AAC	TAXIWAY	P	0	43,970.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	311	01/01/2013	AAC	TAXIWAY	P	0	23,722.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	315	01/01/2013	AAC	TAXIWAY	P	0	37,463.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	320	01/01/2013	AAC	TAXIWAY	P	0	29,090.00	01/01/2013	0	100.00
TW C (TAXIWAY C)	325	01/01/2011	AC	TAXIWAY	P	0	243,395.00	04/13/2015	4	69.00
TW C (TAXIWAY C)	350	12/25/2013	AC	TAXIWAY	P	0	52,106.00	12/25/2013	0	100.00
TW D (TAXIWAY D)	418	01/02/2005	AAC	TAXIWAY	P	0	14,344.31	04/13/2015	10	74.00
TW D (TAXIWAY D)	419	01/01/1962	AC	TAXIWAY	P	0	27,167.58	04/13/2015	53	66.00
TW D (TAXIWAY D)	425	01/02/2005	AAC	TAXIWAY	P	0	35,200.34	04/13/2015	10	61.00
TW D (TAXIWAY D)	430	01/02/2005	AAC	TAXIWAY	P	0	25,971.20	04/13/2015	10	71.00
TW D (TAXIWAY D)	433	01/01/2010	AAC	TAXIWAY	P	0	46,289.00	04/13/2015	5	71.00
TW D (TAXIWAY D)	434	01/01/2013	AAC	TAXIWAY	P	0	29,218.00	01/01/2013	0	100.00
TW E (TAXIWAY E)	505	01/02/2005	AAC	TAXIWAY	T	0	67,978.45	04/13/2015	10	66.00
TW E (TAXIWAY E)	510	01/02/2005	AAC	TAXIWAY	P	0	64,727.00	04/13/2015	10	53.00
TW E (TAXIWAY E)	515	01/02/2005	AAC	TAXIWAY	P	0	39,265.00	04/13/2015	10	71.00
TW E (TAXIWAY E)	522	01/01/2010	AAC	TAXIWAY	P	0	17,699.67	04/13/2015	5	88.00

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Pavement Database: FDOT NetworkID: FLL

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	524	01/01/1981	AC	TAXIWAY	P	0	80,197.00	04/13/2015	34	50.00
TW E (TAXIWAY E)	525	01/01/1981	AC	TAXIWAY	P	0	96,413.00	04/13/2015	34	43.00
TW E (TAXIWAY E)	526	01/01/2007	AC	TAXIWAY	P	0	101,326.00	04/13/2015	8	73.00
TW E (TAXIWAY E)	528	01/01/2013	AAC	TAXIWAY	P	0	18,827.00	01/01/2013	0	100.00
TW L (TAXIWAY L)	1205	01/01/2011	AC	TAXIWAY	P	0	45,277.00	04/13/2015	4	82.00
TW L (TAXIWAY L)	1210	01/01/2015	AC	TAXIWAY	P	0	17,148.00	01/01/2015	0	100.00
TW N (TAXIWAY N)	435	01/01/1989	AAC	TAXIWAY	P	0	90,826.00	04/13/2015	26	47.00
TW N (TAXIWAY N)	442	01/01/2014	AAC	TAXIWAY	P	0	49,104.00	01/01/2014	0	100.00
TW Q (TAXIWAY Q)	1705	01/02/2005	AAC	TAXIWAY	P	0	20,682.90	04/13/2015	10	66.00
TW Q (TAXIWAY Q)	1707	01/02/2005	AAC	TAXIWAY	P	0	37,553.89	04/13/2015	10	76.00
TW Q (TAXIWAY Q)	1710	01/02/2005	AAC	TAXIWAY	P	0	33,134.16	04/13/2015	10	50.00
TW Q (TAXIWAY Q)	1712	01/01/1989	AAC	TAXIWAY	P	0	25,574.00	04/13/2015	26	74.00
TW Q (TAXIWAY Q)	1715	01/01/2009	AAC	TAXIWAY	P	0	10,074.00	04/13/2015	6	76.00
TW Q (TAXIWAY Q)	1716	01/01/2012	AAC	TAXIWAY	P	0	39,680.00	04/13/2015	3	70.00
TW Q (TAXIWAY Q)	1717	01/01/2009	AAC	TAXIWAY	P	0	6,875.00	04/13/2015	6	77.00
TW Q (TAXIWAY Q)	1718	01/01/2012	AAC	TAXIWAY	P	0	40,333.00	04/13/2015	3	80.00
TW S (TAXIWAY S)	1905	01/01/2009	AAC	TAXIWAY	P	0	21,741.00	04/13/2015	6	62.00
TW S (TAXIWAY S)	1907	01/01/2011	AC	TAXIWAY	P	0	31,244.00	04/13/2015	4	67.00
TW S (TAXIWAY S)	1910	01/01/2009	AAC	TAXIWAY	P	0	78,759.00	04/13/2015	6	71.00
TW T (TAXIWAY T)	2005	01/01/2005	AAC	TAXIWAY	T	0	317,126.00	04/13/2015	10	54.00
TW T2 (TAXIWAY T2)	2020	01/01/2005	AAC	TAXIWAY	P	0	43,504.00	04/13/2015	10	71.00
TW T3 (TAXIWAY T3)	2025	01/01/2005	AAC	TAXIWAY	P	0	20,841.00	04/13/2015	10	54.00
TW T3 (TAXIWAY T3)	2030	01/01/2009	AAC	TAXIWAY	P	0	32,083.00	04/13/2015	6	70.00
TW T4 (TAXIWAY T4)	2035	01/01/2005	AAC	TAXIWAY	P	0	18,295.00	04/13/2015	10	61.00
TW T4 (TAXIWAY T4)	2040	01/01/2009	AAC	TAXIWAY	P	0	34,433.00	04/13/2015	6	77.00
TW T5 (TAXIWAY T5)	2045	01/01/2009	AAC	TAXIWAY	P	0	41,056.00	04/13/2015	6	75.00

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Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW T5 (TAXIWAY T5)	2080	01/01/2009	AAC	TAXIWAY	P	0	23,489.00	04/13/2015	6	70.00
TW T6 (TAXIWAY T6)	2050	01/01/2005	AAC	TAXIWAY	P	0	12,628.83	04/13/2015	10	65.00
TW T6 (TAXIWAY T6)	2055	01/01/1989	AAC	TAXIWAY	P	0	30,276.00	04/13/2015	26	27.00
TW T7 (TAXIWAY T7)	2060	01/01/2005	AAC	TAXIWAY	P	0	7,556.00	04/13/2015	10	69.00
TW T7 (TAXIWAY T7)	2065	01/01/2005	AAC	TAXIWAY	P	0	10,151.00	04/13/2015	10	55.00
TW T7 (TAXIWAY T7)	2070	01/01/1989	AAC	TAXIWAY	P	0	23,071.00	04/13/2015	26	51.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4105	01/01/1991	AC	APRON	P	0	397,367.00	10/14/2013	22	68.00
AP CENTER (CENTER APRON)	4110	01/01/1991	PCC	APRON	P	0	42,132.00	10/14/2013	22	25.00
AP CENTER (CENTER APRON)	4112	01/01/1942	PCC	APRON	P	0	26,357.00	10/14/2013	71	3.00
AP CENTER (CENTER APRON)	4115	01/01/1991	AC	APRON	P	0	63,222.00	10/14/2013	22	82.00
AP CENTER (CENTER APRON)	4120	01/01/1991	AC	APRON	P	0	54,083.00	10/14/2013	22	61.00
AP CENTER (CENTER APRON)	4125	01/01/1955	AAC	APRON	P	0	150,502.00	10/14/2013	58	41.00
AP CENTER (CENTER APRON)	4127	01/01/1942	AC	APRON	P	0	76,747.00	10/14/2013	71	40.00
AP E (EAST APRON)	4405	01/01/1984	AC	APRON	P	0	235,155.00	10/14/2013	29	65.00
AP RU RW10 (RUN-UP APRON AT RW 10R)	5105	01/01/2011	AAC	APRON	P	0	36,313.00	01/01/2011	0	100.00
AP S (SOUTH APRON)	4205	01/01/1984	AC	APRON	P	0	128,080.00	10/14/2013	29	52.00
AP S (SOUTH APRON)	4210	01/01/2011	AAC	APRON	P	0	96,595.00	01/01/2011	0	100.00
AP S (SOUTH APRON)	4212	01/01/2011	AAC	APRON	P	0	57,702.00	01/01/2011	0	100.00
AP S (SOUTH APRON)	4215	01/01/1984	AC	APRON	P	0	31,907.00	10/14/2013	29	65.00
AP S (SOUTH APRON)	4220	01/01/2011	AAC	APRON	P	0	26,542.00	10/14/2013	2	71.00
AP S (SOUTH APRON)	4225	01/01/2011	AAC	APRON	P	0	21,002.00	10/14/2013	2	71.00
AP S (SOUTH APRON)	4230	01/01/2011	AAC	APRON	P	0	2,832.00	01/01/2011	0	100.00
AP S (SOUTH APRON)	4240	01/01/2011	AAC	APRON	P	0	148,369.00	10/14/2013	2	90.00
AP SE (SOUTHEAST APRON)	4305	12/25/1999	PCC	APRON	P	0	25,850.00	10/14/2013	14	40.00
AP SE (SOUTHEAST APRON)	4310	12/25/1999	AC	APRON	P	0	113,629.00	10/14/2013	14	65.00
AP SE (SOUTHEAST APRON)	4315	12/25/1999	PCC	APRON	P	0	30,090.00	10/14/2013	14	79.00
AP SE (SOUTHEAST APRON)	4320	12/25/1999	PCC	APRON	P	0	11,708.00	10/14/2013	14	14.00
RW 10L-28R (Runway 10L-28R)	6305	01/01/2009	AC	RUNWAY	P	0	300,150.00	10/14/2013	4	97.00
RW 10R-28L (RUNWAY 10R-28L)	6105	01/01/2010	AAC	RUNWAY	P	0	240,000.00	10/14/2013	3	91.00
RW 10R-28L (RUNWAY 10R-28L)	6110	01/01/2010	AAC	RUNWAY	P	0	480,000.00	10/14/2013	3	96.00
RW 10R-28L (RUNWAY 10R-28L)	6115	01/01/2010	AAC	RUNWAY	P	0	75,000.00	10/14/2013	3	94.00
RW 10R-28L (RUNWAY 10R-28L)	6120	01/01/2010	AAC	RUNWAY	P	0	150,000.00	10/14/2013	3	94.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 10R-28L (RUNWAY 10R-28L)	6125	01/01/2010	AAC	RUNWAY	P	0	9,700.00	10/14/2013	3	85.00
RW 10R-28L (RUNWAY 10R-28L)	6130	01/01/2010	AAC	RUNWAY	P	0	19,400.00	10/14/2013	3	94.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2004	AAC	RUNWAY	S	0	485,366.00	10/14/2013	9	65.00
TW A (TAXIWAY A)	105	01/01/1942	AC	TAXIWAY	T	0	86,955.00	10/14/2013	71	82.00
TW A (TAXIWAY A)	106	01/01/2011	AAC	TAXIWAY	T	0	140,774.00	01/01/2011	0	100.00
TW A (TAXIWAY A)	110	01/01/2011	AAC	TAXIWAY	P	0	109,512.00	01/01/2011	0	100.00
TW A (TAXIWAY A)	150	01/01/2007	AC	TAXIWAY	T	0	23,232.00	10/14/2013	6	88.00
TW A (TAXIWAY A)	151	01/01/2011	AAC	TAXIWAY	T	0	8,386.00	10/14/2013	2	89.00
TW A (TAXIWAY A)	435	01/01/2004	AAC	TAXIWAY	P	0	36,276.00	10/14/2013	9	76.00
TW A1 (TAXIWAY A1)	140	01/01/2002	AC	TAXIWAY	P	0	54,200.00	10/14/2013	11	89.00
TW A1 (TAXIWAY A1)	145	01/01/2010	AAC	TAXIWAY	P	0	13,660.00	10/14/2013	3	86.00
TW A2 (TAXIWAY A2)	120	01/01/2011	AAC	TAXIWAY	P	0	30,422.00	01/01/2011	0	100.00
TW A3 (TAXIWAY A3)	130	01/01/2011	AAC	TAXIWAY	P	0	31,703.00	01/01/2011	0	100.00
TW B (TAXIWAY B)	203	01/01/2011	AAC	TAXIWAY	P	0	6,786.00	10/14/2013	2	67.00
TW B (TAXIWAY B)	205	01/01/2011	AAC	TAXIWAY	P	0	242,614.00	01/01/2011	0	100.00
TW B (TAXIWAY B)	207	01/01/2004	AC	TAXIWAY	P	0	23,150.00	10/14/2013	9	77.00
TW B2 (TAXIWAY B2)	260	01/01/2011	AAC	TAXIWAY	P	0	3,606.00	01/01/2011	0	100.00
TW B3 (TAXIWAY B3)	250	01/01/2011	AAC	TAXIWAY	P	0	3,606.00	01/01/2011	0	100.00
TW C (TAXIWAY C)	410	09/01/2012	AAC	TAXIWAY	P	0	72,265.00	09/01/2012	0	100.00
TW C (TAXIWAY C)	415	09/01/2012	AAC	TAXIWAY	P	0	160,048.00	09/01/2012	0	100.00
TW C1 (TAXIWAY C1)	405	09/01/2012	AAC	TAXIWAY	P	0	12,577.00	09/01/2012	0	100.00
TW C1 (TAXIWAY C1)	408	01/01/2004	AAC	TAXIWAY	P	0	7,834.00	10/14/2013	9	58.00
TW C1 (TAXIWAY C1)	505	01/01/1984	AC	TAXIWAY	P	0	50,575.00	10/14/2013	29	63.00
TW C4 (TAXIWAY C4)	420	09/01/2012	AAC	TAXIWAY	P	0	17,336.00	09/01/2012	0	100.00
TW C4 (TAXIWAY C4)	422	01/01/2004	AAC	TAXIWAY	P	0	13,877.00	10/14/2013	9	71.00
TW C5 (TAXIWAY C5)	607	09/01/2012	AAC	TAXIWAY	P	0	7,772.00	09/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: FPR

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C7 (TAXIWAY C7)	445	01/01/2004	AAC	TAXIWAY	P	0	13,484.00	10/14/2013	9	69.00
TW C7 (TAXIWAY C7)	447	01/01/2011	AAC	TAXIWAY	P	0	4,775.00	01/01/2011	0	100.00
TW C8 (TAXIWAY C8)	430	01/01/1988	AC	TAXIWAY	P	0	19,723.00	10/14/2013	25	82.00
TW C8 (TAXIWAY C8)	432	01/01/2011	AAC	TAXIWAY	P	0	11,375.00	01/01/2011	0	100.00
TW D (TAXIWAY D)	305	01/01/1985	AAC	TAXIWAY	P	0	49,887.00	10/14/2013	28	25.00
TW D (TAXIWAY D)	310	09/01/2012	AAC	TAXIWAY	P	0	12,749.00	09/01/2012	0	100.00
TW D (TAXIWAY D)	311	01/01/2004	AAC	TAXIWAY	P	0	16,042.00	10/14/2013	9	61.00
TW D (TAXIWAY D)	312	01/01/2011	AAC	TAXIWAY	P	0	23,400.00	01/01/2011	0	100.00
TW D (TAXIWAY D)	315	01/01/1942	AC	TAXIWAY	P	0	100,658.00	10/14/2013	71	31.00
TW E (TAXIWAY E)	605	01/01/1942	AC	TAXIWAY	T	0	80,130.00	10/14/2013	71	38.00
TW E (TAXIWAY E)	606	01/01/2007	AC	TAXIWAY	P	0	47,798.00	10/14/2013	6	83.00
TW E (TAXIWAY E)	610	01/01/2004	AAC	TAXIWAY	P	0	9,607.00	10/14/2013	9	83.00
TW E (TAXIWAY E)	611	09/01/2012	AAC	TAXIWAY	P	0	4,010.00	09/01/2012	0	100.00
TW E (TAXIWAY E)	615	01/01/2007	AC	TAXIWAY	P	0	164,640.00	10/14/2013	6	83.00
TW F (Taxiway F)	810	01/01/2009	AC	TAXIWAY	P	0	140,070.00	10/14/2013	4	97.00
TW F1 (Taxiway F1)	815	01/01/2009	AC	TAXIWAY	P	0	13,620.00	10/14/2013	4	97.00
TW F2 (Taxiway F2)	820	01/01/2009	AC	TAXIWAY	P	0	15,165.00	10/14/2013	4	97.00
TW F3 (Taxiway F3)	825	01/01/2009	AC	TAXIWAY	P	0	15,165.00	10/14/2013	4	97.00
TW F4 (Taxiway F4)	830	01/01/2009	AC	TAXIWAY	P	0	13,620.00	10/14/2013	4	95.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP BANYAN (BANYAN APRON)	5910	01/01/1996	AC	APRON	P	0	12,036.16	05/28/2013	17	65.00
AP CUSTOMS (CUSTOMS APRON)	5605	01/01/2014	AC	APRON	P	0	65,754.40	01/01/2014	0	100.00
AP HTW A-C (HOLDING APRON AT TWS A AND C)	5305	01/01/2009	AC	APRON	T	0	33,359.81	05/28/2013	4	94.00
AP HTW A-E (HOLDING APRON AT TW A AND E)	5505	01/01/2009	AC	APRON	P	0	32,963.39	05/28/2013	4	99.00
AP MAINT (MAINTENANCE APRON)	5405	01/01/2009	AC	APRON	P	0	51,583.23	05/28/2013	4	94.00
AP RU RW 9 (RUN-UP APRON AT RW 9)	5805	01/01/2009	AC	APRON	P	0	35,246.30	05/28/2013	4	96.00
AP RU RW13 (RUN-UP APRON AT RW 13)	5105	01/01/1997	AAC	APRON	P	0	16,287.30	05/28/2013	16	72.00
AP RU RW27 (RUN-UP APRON AT RW 27)	5205	01/01/1998	AC	APRON	P	0	29,848.92	05/28/2013	15	87.00
AP RU RW31 (RUN-UP APRON AT RW 31)	5705	01/01/2010	AAC	APRON	P	0	13,356.39	05/28/2013	3	95.00
AP SHERIFF (SHERIFF APRON)	5905	01/01/1996	AC	APRON	P	0	27,392.84	05/28/2013	17	65.00
RW 13-31 (RUNWAY 13-31)	6205	01/01/2004	AAC	RUNWAY	S	0	58,940.07	05/28/2013	9	72.00
RW 13-31 (RUNWAY 13-31)	6210	01/01/2007	AAC	RUNWAY	S	0	326,966.21	05/28/2013	6	89.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/2004	AAC	RUNWAY	T	0	600,175.59	05/28/2013	9	75.00
TW A (TAXIWAY A)	105	01/01/2009	AAC	TAXIWAY	T	0	109,575.28	05/28/2013	4	98.00
TW A (TAXIWAY A)	107	01/01/2009	AAC	TAXIWAY	T	0	37,997.19	05/28/2013	4	96.00
TW A (TAXIWAY A)	110	01/01/2009	AAC	TAXIWAY	P	0	148,870.32	05/28/2013	4	97.00
TW B (TAXIWAY B)	205	01/01/1997	AAC	TAXIWAY	P	0	30,839.79	05/28/2013	16	75.00
TW B (TAXIWAY B)	210	01/01/1978	AAC	TAXIWAY	P	0	37,175.15	05/28/2013	35	75.00
TW B (TAXIWAY B)	212	01/01/2010	AC	TAXIWAY	P	0	13,392.19	05/28/2013	3	88.00
TW B (TAXIWAY B)	215	01/01/2010	AC	TAXIWAY	P	0	146,127.63	05/28/2013	3	95.00
TW B (TAXIWAY B)	217	01/01/2010	AAC	TAXIWAY	P	0	24,546.87	05/28/2013	3	89.00
TW B (TAXIWAY B)	220	01/01/2007	AAC	TAXIWAY	P	0	11,273.96	05/28/2013	6	90.00
TW B1 (TAXIWAY B1)	250	01/01/2010	AAC	TAXIWAY	P	0	17,975.61	05/28/2013	3	95.00
TW B2 (TAXIWAY B2)	260	01/01/2010	AC	TAXIWAY	P	0	15,525.69	05/28/2013	3	93.00
TW B3 (TAXIWAY B3)	270	01/01/2010	AAC	TAXIWAY	P	0	15,502.16	05/28/2013	3	93.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B4 (TAXIWAY B4)	280	01/01/2010	AAC	TAXIWAY	P	0	16,438.83	05/28/2013	3	85.00
TW B5 (TAXIWAY B5)	290	01/01/2010	AAC	TAXIWAY	P	0	4,092.40	05/28/2013	3	90.00
TW C (TAXIWAY C)	305	01/01/1996	AAC	TAXIWAY	P	0	64,814.06	05/28/2013	17	61.00
TW C (TAXIWAY C)	315	01/01/2009	AAC	TAXIWAY	P	0	27,628.54	05/28/2013	4	91.00
TW C (TAXIWAY C)	320	01/01/1997	AAC	TAXIWAY	P	0	16,888.00	05/28/2013	16	94.00
TW C (TAXIWAY C)	321	10/31/2012	AAC	TAXIWAY	P	0	26,633.00	10/31/2012	0	100.00
TW C (TAXIWAY C)	323	01/01/2012	AAC	TAXIWAY	P	0	72,906.57	01/01/2012	0	100.00
TW C (TAXIWAY C)	325	01/01/2009	AAC	TAXIWAY	P	0	21,111.32	05/28/2013	4	86.00
TW C (TAXIWAY C)	335	01/01/2004	AAC	TAXIWAY	P	0	9,721.72	05/28/2013	9	80.00
TW C4 (TAXIWAY C4)	350	01/01/2012	AAC	TAXIWAY	P	0	12,351.28	01/01/2012	0	100.00
TW D (TAXIWAY D)	405	01/01/2012	AAC	TAXIWAY	T	0	31,977.84	01/01/2012	0	100.00
TW D (TAXIWAY D)	410	01/01/1978	AAC	TAXIWAY	P	0	20,952.20	05/28/2013	35	85.00
TW D (TAXIWAY D)	412	01/01/2009	AC	TAXIWAY	P	0	15,860.46	05/28/2013	4	89.00
TW D (TAXIWAY D)	414	01/01/1978	AC	TAXIWAY	P	0	20,833.65	05/28/2013	35	37.00
TW D (TAXIWAY D)	415	01/01/2012	AAC	TAXIWAY	P	0	46,116.50	01/01/2012	0	100.00
TW D1 (TAXIWAY D1)	450	09/01/2012	AAC	TAXIWAY	P	0	40,298.80	09/01/2012	0	100.00
TW E (TAXIWAY E)	502	01/01/2004	AAC	TAXIWAY	T	0	9,175.84	05/28/2013	9	74.00
TW E (TAXIWAY E)	505	01/01/2009	AAC	TAXIWAY	P	0	25,381.42	05/28/2013	4	86.00
TW E (TAXIWAY E)	520	01/01/1997	AAC	TAXIWAY	P	0	107,644.17	05/28/2013	16	55.00
TW E (TAXIWAY E)	523	01/01/2010	AAC	TAXIWAY	P	0	17,925.12	05/28/2013	3	100.00
TW E (TAXIWAY E)	525	01/01/2007	AC	TAXIWAY	P	0	27,187.37	05/28/2013	6	89.00
TW E (TAXIWAY E)	530	01/01/2008	AC	TAXIWAY	P	0	102,676.87	05/28/2013	5	73.00
TW E (TAXIWAY E)	535	05/01/2012	AAC	TAXIWAY	P	0	14,075.63	05/01/2012	0	100.00
TW E1 (TAXIWAY E1)	575	01/01/2009	AC	TAXIWAY	P	0	29,392.29	05/28/2013	4	78.00
TW E2 (TAXIWAY E2)	580	01/01/1997	AAC	TAXIWAY	P	0	5,456.55	05/28/2013	16	69.00
TW F (TAXIWAY F)	602	01/01/1998	AC	TAXIWAY	P	0	17,635.39	05/28/2013	15	63.00

Section Condition Report

Pavement Database: FDOT NetworkID: FXE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW F (TAXIWAY F)	605	01/01/1996	AAC	TAXIWAY	P	0	131,592.53	05/28/2013	17	59.00
TW F (TAXIWAY F)	607	01/01/1998	AAC	TAXIWAY	P	0	97,966.99	05/28/2013	15	69.00
TW F (TAXIWAY F)	610	01/01/2012	AAC	TAXIWAY	P	0	12,000.00	01/01/2012	0	100.00
TW F (TAXIWAY F)	620	01/01/1998	AC	TAXIWAY	P	0	48,589.99	05/28/2013	15	82.00
TW F5 (TAXIWAY F5)	630	01/01/1996	AAC	TAXIWAY	P	0	25,103.43	05/28/2013	17	69.00
TW F9 (TAXIWAY F9)	625	01/01/1999	AC	TAXIWAY	P	0	19,175.00	05/28/2013	14	79.00
TW G (TAXIWAY G)	705	01/01/2004	AAC	TAXIWAY	P	0	28,945.14	05/28/2013	9	87.00
TW G (TAXIWAY G)	710	01/01/2009	AC	TAXIWAY	P	0	27,604.73	05/28/2013	4	95.00
TW G (TAXIWAY G)	720	01/01/1996	AAC	TAXIWAY	P	0	19,404.91	05/28/2013	17	77.00
TW G (TAXIWAY G)	723	01/01/1984	AC	TAXIWAY	P	0	70,261.20	05/28/2013	29	69.00
TW G (TAXIWAY G)	725	01/01/2014	AC	TAXIWAY	P	0	75,450.00	01/01/2014	0	100.00
TW G7 (TAXIWAY G7)	740	01/01/2014	AC	TAXIWAY	P	0	6,473.00	01/01/2014	0	100.00
TW G8 (TAXIWAY G8)	745	01/01/2014	AC	TAXIWAY	P	0	3,447.83	01/01/2014	0	100.00
TW H (TAXIWAY H)	805	01/01/2004	AC	TAXIWAY	P	0	16,955.92	05/28/2013	9	76.00
TW H (TAXIWAY H)	807	01/01/2009	AC	TAXIWAY	P	0	17,154.29	05/28/2013	4	99.00
TW H (TAXIWAY H)	809	01/01/2004	AC	TAXIWAY	P	0	12,754.03	05/28/2013	9	69.00
TW H (TAXIWAY H)	810	01/01/1997	AC	TAXIWAY	P	0	3,889.29	05/28/2013	16	59.00
TW HANG 1 (HANGAR TAXIWAY 1)	360	01/01/1996	AC	TAXIWAY	P	0	3,353.20	05/28/2013	17	70.00
TW HANG 2 (HANGAR TAXIWAY 2)	365	01/01/1996	AC	TAXIWAY	P	0	2,419.96	05/28/2013	17	70.00
TW HANG 3 (HANGAR TAXIWAY 3)	370	01/01/1996	AC	TAXIWAY	P	0	2,921.07	05/28/2013	17	70.00
TW HANG 4 (HANGAR TAXIWAY 4)	375	01/01/1996	AC	TAXIWAY	P	0	2,474.58	05/28/2013	17	70.00
TW HANG 5 (HANGAR TAXIWAY 5)	380	01/01/1996	AC	TAXIWAY	P	0	4,803.73	05/28/2013	17	90.00
TW HANG 6 (HANGAR TAXIWAY 6)	385	01/01/1996	AC	TAXIWAY	P	0	3,313.01	05/28/2013	17	71.00
TW HANG 7 (HANGAR TAXIWAY 7)	390	01/01/1996	AC	TAXIWAY	P	0	4,036.50	05/28/2013	17	65.00
TW HANG 8 (HANGAR TAXIWAY 8)	395	01/01/1996	AC	TAXIWAY	P	0	3,486.73	05/28/2013	17	65.00

Section Condition Report

Pavement Database: FDOT NetworkID: FXE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW J (TAXIWAY J)	1005	01/01/2004	AC	TAXIWAY	P	0	12,256.69	05/28/2013	9	79.00
TW J (TAXIWAY J)	1010	01/01/2009	AC	TAXIWAY	P	0	12,204.68	05/28/2013	4	91.00
TW L (TAXIWAY L)	1206	01/01/1995	AC	TAXIWAY	P	0	53,505.51	05/28/2013	18	73.00
TW L (TAXIWAY L)	1210	01/01/2004	AAC	TAXIWAY	P	0	12,479.42	05/28/2013	9	84.00
TW M (TAXIWAY M)	1310	01/01/2010	AC	TAXIWAY	P	0	14,836.37	05/28/2013	3	88.00
TW M (TAXIWAY M)	1315	01/01/1984	AC	TAXIWAY	P	0	36,492.35	05/28/2013	29	85.00
TW M (TAXIWAY M)	1320	01/01/1984	AC	TAXIWAY	P	0	19,869.15	05/28/2013	29	62.00
TW N (TAXIWAY N)	1405	01/01/2004	AAC	TAXIWAY	T	0	47,395.25	05/28/2013	9	86.00
TW N (TAXIWAY N)	1410	01/01/2009	AAC	TAXIWAY	P	0	17,687.65	05/28/2013	4	93.00
TW N (TAXIWAY N)	1415	01/01/1984	AC	TAXIWAY	P	0	22,558.92	05/28/2013	29	80.00
TW N (TAXIWAY N)	1420	01/01/1984	AAC	TAXIWAY	P	0	20,752.17	05/28/2013	29	61.00
TW N (TAXIWAY N)	1425	01/01/2007	AAC	TAXIWAY	P	0	23,960.16	05/28/2013	6	73.00
TW N (TAXIWAY N)	1430	01/01/2010	AC	TAXIWAY	P	0	10,421.85	05/28/2013	3	95.00
TW N (TAXIWAY N)	1435	01/01/2010	AAC	TAXIWAY	P	0	15,504.69	05/28/2013	3	95.00
TW P (TAXIWAY P)	1605	01/01/1997	AC	TAXIWAY	P	0	10,509.60	05/28/2013	16	82.00
TW P (TAXIWAY P)	1610	01/01/2004	AAC	TAXIWAY	P	0	13,106.36	05/28/2013	9	77.00
TW Q (TAXIWAY Q)	1705	01/01/2004	AAC	TAXIWAY	P	0	18,839.64	05/28/2013	9	85.00
TW Q (TAXIWAY Q)	1707	01/01/2009	AC	TAXIWAY	P	0	25,258.44	05/28/2013	4	99.00
TW Q (TAXIWAY Q)	1710	01/01/1999	AC	TAXIWAY	P	0	12,159.02	05/28/2013	14	66.00
TW Q (TAXIWAY Q)	1715	01/01/1997	AC	TAXIWAY	P	0	4,965.63	05/28/2013	16	49.00
TW R (TAXIWAY R)	1805	01/01/1999	AC	TAXIWAY	P	0	22,393.18	05/28/2013	14	85.00
TW S (TAXIWAY S)	1905	01/01/2004	AAC	TAXIWAY	P	0	18,547.32	05/28/2013	9	79.00
TW S (TAXIWAY S)	1910	01/01/1999	AC	TAXIWAY	P	0	12,953.61	05/28/2013	14	66.00
TW S (TAXIWAY S)	1915	01/01/1999	AC	TAXIWAY	P	0	18,149.18	05/28/2013	14	70.00
TW S1 (TAXIWAY S1)	1950	01/01/1999	AC	TAXIWAY	P	0	4,893.19	05/28/2013	14	40.00
TW S3 (TAXIWAY S3)	1960	01/01/1999	AC	TAXIWAY	P	0	5,704.78	05/28/2013	14	69.00

Section Condition Report

Pavement Database: FDOT NetworkID: FXE

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW S3 (TAXIWAY S3)	1965	01/01/1999	AC	TAXIWAY	P	0	35,933.12	05/28/2013	14	68.00

Section Condition Report

Pavement Database: FDOT NetworkID: HWO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SOUTH (SOUTH GA APRON)	4105	01/01/1968	AC	APRON	S	0	262,735.00	05/30/2013	45	45.00
AP SOUTH (SOUTH GA APRON)	4110	01/01/1968	PCC	APRON	S	0	84,000.00	05/30/2013	45	58.00
RW 01L-19R (RUNWAY 01L-19R)	6105	03/01/2007	AAC	RUNWAY	P	0	304,977.17	05/30/2013	6	97.00
RW 01L-19R (RUNWAY 01L-19R)	6120	03/01/2007	AAC	RUNWAY	P	0	30,000.00	05/30/2013	6	92.00
RW 01R-19L (RUNWAY 01R-19L)	6305	01/01/2013	AAC	RUNWAY	S	0	314,367.13	01/01/2013	0	100.00
RW 10L-28R (RUNWAY 10L-28R)	6205	01/01/2012	AAC	RUNWAY	S	0	314,432.59	01/01/2012	0	100.00
RW 10R-28L (RUNWAY 10R-28L)	6405	01/01/1996	AAC	RUNWAY	P	0	300,092.31	05/30/2013	17	87.00
RW 10R-28L (RUNWAY 10R-28L)	6420	03/01/2007	AAC	RUNWAY	P	0	15,768.25	05/30/2013	6	94.00
TW B (TAXIWAY B)	205	01/01/2008	AAC	TAXIWAY	P	0	129,915.19	05/30/2013	5	92.00
TW B (TAXIWAY B)	210	01/01/2012	AAC	TAXIWAY	P	0	8,346.02	01/01/2012	0	100.00
TW B (TAXIWAY B)	215	01/01/2008	AAC	TAXIWAY	P	0	16,259.66	05/30/2013	5	85.00
TW B1 (TAXIWAY B1)	1905	01/01/2008	AAC	TAXIWAY	P	0	18,259.42	05/30/2013	5	83.00
TW D (TAXIWAY D)	403	01/01/1996	AC	TAXIWAY	P	0	9,096.92	05/30/2013	17	79.00
TW D (TAXIWAY D)	405	03/01/2007	AAC	TAXIWAY	P	0	104,327.45	05/30/2013	6	95.00
TW D (TAXIWAY D)	406	01/01/2012	AAC	TAXIWAY	P	0	5,072.92	01/01/2012	0	100.00
TW D (TAXIWAY D)	407	01/01/2012	AAC	TAXIWAY	P	0	4,553.01	01/01/2012	0	100.00
TW D (TAXIWAY D)	410	01/01/2014	AAC	TAXIWAY	P	0	3,793.01	01/01/2014	0	100.00
TW D (TAXIWAY D)	415	03/01/2007	AAC	TAXIWAY	P	0	16,850.66	05/30/2013	6	84.00
TW D1 (TAXIWAY D1)	1310	03/01/2007	AAC	TAXIWAY	P	0	11,604.05	05/30/2013	6	93.00
TW D1 (TAXIWAY D1)	1315	01/01/2013	AAC	TAXIWAY	P	0	9,199.94	01/01/2013	0	100.00
TW D2 (TAXIWAY D2)	1710	01/01/1968	AC	TAXIWAY	P	0	11,505.53	05/30/2013	45	88.00
TW D2 (TAXIWAY D2)	1715	01/01/2013	AAC	TAXIWAY	P	0	8,532.25	01/01/2013	0	100.00
TW E (TAXIWAY E)	1620	01/01/1996	AC	TAXIWAY	P	0	4,432.63	05/30/2013	17	71.00
TW E (TAXIWAY E)	1623	01/01/2012	AAC	TAXIWAY	P	0	4,223.01	01/01/2012	0	100.00
TW E (TAXIWAY E)	2015	01/01/1996	AC	TAXIWAY	P	0	8,655.64	05/30/2013	17	74.00
TW E (TAXIWAY E)	505	03/01/2007	AAC	TAXIWAY	P	0	8,843.26	05/30/2013	6	75.00

Section Condition Report

Pavement Database: FDOT NetworkID: HWO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	506	01/01/1996	AC	TAXIWAY	P	0	8,043.14	05/30/2013	17	76.00
TW E (TAXIWAY E)	605	01/01/2014	AAC	TAXIWAY	P	0	3,890.13	01/01/2014	0	100.00
TW E (TAXIWAY E)	607	01/01/2012	AAC	TAXIWAY	P	0	4,153.01	01/01/2012	0	100.00
TW E (TAXIWAY E)	610	01/01/2003	AC	TAXIWAY	P	0	36,817.45	05/30/2013	10	85.00
TW E (TAXIWAY E)	620	01/01/2003	AC	TAXIWAY	P	0	46,723.83	05/30/2013	10	85.00
TW E (TAXIWAY E)	630	01/01/2013	AAC	TAXIWAY	P	0	17,228.01	05/30/2013	0	100.00
TW J (TAXIWAY J)	1109	01/01/1996	AAC	TAXIWAY	P	0	19,912.88	05/30/2013	17	82.00
TW J (TAXIWAY J)	1110	01/01/1968	AAC	TAXIWAY	P	0	58,977.31	05/30/2013	45	13.00
TW L (TAXIWAY L)	1205	03/01/2007	AAC	TAXIWAY	P	0	119,506.21	05/30/2013	6	95.00
TW L (TAXIWAY L)	1210	03/01/2007	AAC	TAXIWAY	P	0	16,703.86	05/30/2013	6	85.00
TW L (TAXIWAY L)	1215	03/01/2007	AAC	TAXIWAY	P	0	16,883.01	05/30/2013	6	90.00
TW L (TAXIWAY L)	1220	03/01/2007	AAC	TAXIWAY	P	0	4,046.73	05/30/2013	6	89.00
TW L (TAXIWAY L)	1225	03/01/2007	AAC	TAXIWAY	P	0	11,465.60	05/30/2013	6	90.00
TW L1 (TAXIWAY L1)	805	03/01/2007	AAC	TAXIWAY	P	0	9,896.02	05/30/2013	6	80.00
TW L2 (TAXIWAY L2)	1005	03/01/2007	AAC	TAXIWAY	P	0	18,385.69	05/30/2013	6	87.00
TW L3 (TAXIWAY L3)	1105	03/01/2007	AAC	TAXIWAY	P	0	19,105.28	05/30/2013	6	80.00
TW M (TAXIWAY M)	2005	01/01/1968	AC	TAXIWAY	P	0	17,243.93	05/30/2013	45	76.00
TW M (TAXIWAY M)	2010	01/01/1996	AC	TAXIWAY	P	0	100,667.68	05/30/2013	17	81.00
TW M (TAXIWAY M)	2025	01/01/1996	AC	TAXIWAY	P	0	18,656.60	05/30/2013	17	65.00
TW M1 (TAXIWAY M1)	2020	01/01/1996	AC	TAXIWAY	P	0	7,026.56	05/30/2013	17	81.00
TW M3 (TAXIWAY M3)	1102	01/01/1996	AAC	TAXIWAY	P	0	11,091.77	05/30/2013	17	82.00
TW N (TAXIWAY N)	1405	01/01/2014	AAC	TAXIWAY	P	0	116,601.48	01/01/2014	0	100.00
TW N (TAXIWAY N)	1415	01/01/2014	AAC	TAXIWAY	P	0	6,563.60	01/01/2014	0	100.00
TW N (TAXIWAY N)	1420	01/01/2012	AAC	TAXIWAY	P	0	10,331.54	01/01/2012	0	100.00
TW N1 (TAXIWAY N1)	310	01/01/2012	AAC	TAXIWAY	P	0	6,900.00	01/01/2012	0	100.00
TW N1 (TAXIWAY N1)	315	01/01/2014	AAC	TAXIWAY	P	0	3,573.01	01/01/2014	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: HWO

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW N2 (TAXIWAY N2)	705	01/01/2012	AAC	TAXIWAY	P	0	7,029.85	01/01/2012	0	100.00
TW N2 (TAXIWAY N2)	710	01/01/2014	AAC	TAXIWAY	P	0	4,476.70	01/01/2014	0	100.00
TW P (TAXIWAY P)	1605	01/01/1989	AC	TAXIWAY	P	0	36,901.26	05/30/2013	24	79.00
TW P (TAXIWAY P)	1607	01/01/2008	AAC	TAXIWAY	P	0	6,888.14	05/30/2013	5	90.00
TW P (TAXIWAY P)	1610	01/01/1968	AAC	TAXIWAY	P	0	7,958.52	05/30/2013	45	81.00
TW P (TAXIWAY P)	1615	01/01/1996	AC	TAXIWAY	P	0	53,063.75	05/30/2013	17	58.00
TW P (TAXIWAY P)	1630	01/01/1996	AC	TAXIWAY	P	0	7,775.10	05/30/2013	17	73.00
TW P (TAXIWAY P)	1635	01/01/2012	AAC	TAXIWAY	P	0	10,536.50	01/01/2012	0	100.00
TW P (TAXIWAY P)	2105	01/01/2001	AC	TAXIWAY	P	0	11,085.09	05/30/2013	12	88.00
TW P (TAXIWAY P)	2110	01/01/2014	AAC	TAXIWAY	P	0	11,696.07	01/01/2014	0	100.00
TW P (TAXIWAY P)	2115	01/01/2012	AAC	TAXIWAY	P	0	7,845.51	01/01/2012	0	100.00
TW P1 (TAXIWAY P1)	305	01/01/1989	AC	TAXIWAY	P	0	3,610.03	05/30/2013	24	80.00
TW P1 (TAXIWAY P1)	307	01/01/2012	AAC	TAXIWAY	P	0	6,184.02	01/01/2012	0	100.00
TW P2 (TAXIWAY P2)	1625	01/01/1996	AC	TAXIWAY	P	0	4,434.29	05/30/2013	17	76.00
TW P2 (TAXIWAY P2)	1627	01/01/2012	AAC	TAXIWAY	P	0	5,829.85	01/01/2012	0	100.00
TW R (TAXIWAY R)	1803	03/01/2007	AAC	TAXIWAY	P	0	13,260.95	05/30/2013	6	82.00
TW R (TAXIWAY R)	1805	01/01/1996	AAC	TAXIWAY	P	0	41,358.12	05/30/2013	17	43.00
TW R (TAXIWAY R)	1807	01/01/2008	AAC	TAXIWAY	P	0	12,669.81	05/30/2013	5	85.00
TW R (TAXIWAY R)	1810	01/01/1996	AAC	TAXIWAY	P	0	9,119.49	05/30/2013	17	86.00

Section Condition Report

Pavement Database: FDOT NetworkID: LNA

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	01/01/1985	AC	APRON	P	0	577,594.00	09/29/2014	29	69.00
AP GA (GA APRON)	4115	01/01/1985	AAC	APRON	P	0	167,010.00	09/29/2014	29	63.00
AP GA (GA APRON)	4120	01/01/2012	AAC	APRON	P	0	135,640.00	01/01/2012	0	100.00
AP RU RW 9 (RUN-UP APRON AT RW 9)	4205	01/01/2012	AC	APRON	P	0	30,821.00	01/01/2012	0	100.00
AP RU RW15 (RUN-UP APRON AT RW 15)	4305	01/01/1993	AC	APRON	P	0	6,377.23	09/29/2014	21	65.00
RW 15-33 (RUNWAY 15-33)	6205	01/01/2012	AAC	RUNWAY	P	0	27,600.00	01/01/2012	0	100.00
RW 15-33 (RUNWAY 15-33)	6215	01/01/2012	AAC	RUNWAY	P	0	315,000.00	01/01/2012	0	100.00
RW 3-21 (RUNWAY 3-21)	6305	01/01/1993	AC	RUNWAY	P	0	228,639.68	03/29/2014	21	77.00
RW 3-21 (RUNWAY 3-21)	6310	01/01/1965	AC	RUNWAY	P	0	6,150.00	09/29/2014	49	37.00
RW 9-27 (RUNWAY 9-27)	6105	06/01/2007	AC	RUNWAY	T	0	248,512.70	09/29/2014	7	85.00
TW A (TAXIWAY A)	310	06/01/2007	AC	TAXIWAY	P	0	110,650.65	09/29/2014	7	83.00
TW B (TAXIWAY B)	205	01/01/1993	AC	TAXIWAY	P	0	103,940.00	09/29/2014	21	80.00
TW B (TAXIWAY B)	210	01/01/2012	AAC	TAXIWAY	P	0	11,845.00	01/01/2012	0	100.00
TW B (TAXIWAY B)	215	01/01/1993	AC	TAXIWAY	P	0	3,442.00	09/29/2014	21	78.00
TW B (TAXIWAY B)	217	01/01/2012	AAC	TAXIWAY	P	0	5,087.00	01/01/2012	0	100.00
TW B1 (TAXIWAY B1)	220	01/01/1993	AC	TAXIWAY	P	0	4,124.00	09/29/2014	21	93.00
TW B1 (TAXIWAY B1)	223	01/01/2012	AAC	TAXIWAY	P	0	5,529.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	103	01/01/2007	AAC	TAXIWAY	P	0	16,849.17	09/29/2014	7	81.00
TW C (TAXIWAY C)	105	01/01/2012	AC	TAXIWAY	P	0	165,138.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	115	06/01/2007	AC	TAXIWAY	P	0	12,353.73	09/29/2014	7	87.00
TW D (TAXIWAY D)	120	01/01/1964	AC	TAXIWAY	P	0	3,838.00	09/29/2014	50	87.00
TW D (TAXIWAY D)	125	01/01/2012	AAC	TAXIWAY	P	0	10,891.00	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 CARGO (CARGO APRON)	4205	01/01/1999	PCC	APRON	P	0	122,000.00	10/27/2014	15	38.00
AP CARGO (CARGO APRON)	4210	01/01/1999	AC	APRON	P	0	107,118.00	10/27/2014	15	72.00
AP CARGO (CARGO APRON)	4215	01/01/2009	AC	APRON	P	0	12,250.00	10/27/2014	5	96.00
AP CARGO (CARGO APRON)	4220	01/01/2009	PCC	APRON	P	0	56,750.00	10/27/2014	5	97.00
AP N TERM (NORTH TERMINAL APRON)	4103	01/01/2011	PCC	APRON	P	0	128,100.00	10/27/2014	3	96.00
AP N TERM (NORTH TERMINAL APRON)	4104	01/01/2011	AC	APRON	P	0	17,410.52	10/27/2014	3	91.00
AP N TERM (NORTH TERMINAL APRON)	4105	01/01/1987	AC	APRON	P	0	191,225.88	10/27/2014	27	20.00
AP N TERM (NORTH TERMINAL APRON)	4110	01/01/1987	AC	APRON	P	0	351,726.95	10/27/2014	27	45.00
AP N TERM (NORTH TERMINAL APRON)	4115	01/01/1987	PCC	APRON	P	0	419,303.00	10/27/2014	27	84.00
AP N TERM (NORTH TERMINAL APRON)	4120	01/01/2008	AAC	APRON	P	0	774,045.05	10/27/2014	6	90.00
AP N TERM (NORTH TERMINAL APRON)	4125	01/01/1987	PCC	APRON	P	0	382,714.00	10/27/2014	27	80.00
AP N TERM (NORTH TERMINAL APRON)	4130	01/01/1987	AC	APRON	P	0	134,443.06	10/27/2014	27	54.00
AP N TERM (NORTH TERMINAL APRON)	4135	01/01/1987	AC	APRON	P	0	82,283.37	10/27/2014	27	40.00
AP N TERM (NORTH TERMINAL APRON)	4140	01/01/1987	PCC	APRON	P	0	101,751.00	10/27/2014	27	74.00
AP N TERM (NORTH TERMINAL APRON)	4145	01/01/1987	AC	APRON	P	0	236,467.00	10/27/2014	27	41.00
AP N TERM (NORTH TERMINAL APRON)	4150	01/01/1965	PCC	APRON	P	0	163,437.07	10/27/2014	49	47.00
AP N TERM (NORTH TERMINAL APRON)	4155	01/01/1965	AC	APRON	P	0	125,928.20	10/27/2014	49	27.00
AP N TERM (NORTH TERMINAL APRON)	4160	01/01/2009	AAC	APRON	P	0	63,254.70	10/27/2014	5	77.00
AP N TERM (NORTH TERMINAL APRON)	4165	01/01/2009	AAC	APRON	P	0	55,565.54	10/27/2014	5	80.00
AP RU (RUN-UP APRON BETWEEN TW A & C)	5105	01/01/1995	AC	APRON	P	0	143,560.00	10/27/2014	19	51.00
AP S (SOUTH APRON)	4410	01/01/1991	AC	APRON	P	0	289,501.89	10/27/2014	23	62.00
AP S (SOUTH APRON)	4420	01/01/1991	AC	APRON	P	0	11,257.96	10/27/2014	23	73.00
AP S (SOUTH APRON)	4430	01/01/1991	AC	APRON	P	0	5,362.17	10/27/2014	23	71.00
AP SE GA (SE GA APRON)	4502	01/01/1995	APC	APRON	P	0	123,034.43	10/27/2014	19	49.00
AP SE GA (SE GA APRON)	4505	01/01/1999	PCC	APRON	P	0	625,758.00	10/27/2014	15	93.00
AP SE GA (SE GA APRON)	4510	01/01/1998	PCC	APRON	P	0	173,408.00	10/27/2014	16	29.00

Section Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SE GA (SE GA APRON)	4515	01/01/1993	PCC	APRON	P	0	36,875.00	10/27/2014	21	32.00
AP SE GA (SE GA APRON)	4520	12/25/1999	AC	APRON	P	0	96,728.00	10/27/2014	15	57.00
AP SE GA (SE GA APRON)	4522	01/01/1989	PCC	APRON	P	0	54,288.00	10/27/2014	25	21.00
AP SE GA (SE GA APRON)	4525	01/01/2005	APC	APRON	P	0	104,360.00	10/27/2014	9	71.00
AP SE GA (SE GA APRON)	4530	01/01/2011	AAC	APRON	P	0	58,394.00	10/27/2014	3	95.00
AP SW GA (SW GA APRON)	4305	01/01/1999	AAC	APRON	P	0	1,091,816.00	10/27/2014	15	62.00
AP SW GA (SW GA APRON)	4307	01/01/1943	PCC	APRON	P	0	34,461.00	10/27/2014	71	1.00
AP SW GA (SW GA APRON)	4310	01/01/2001	APC	APRON	P	0	70,781.00	10/27/2014	13	42.00
AP SW GA (SW GA APRON)	4315	12/25/1995	APC	APRON	P	0	20,000.00	10/27/2014	19	13.00
RW 10L-28R (RUNWAY 10L-28R)	6105	01/01/2012	AAC	RUNWAY	P	0	1,000,821.19	01/01/2012	0	100.00
RW 10L-28R (RUNWAY 10L-28R)	6110	01/01/2012	AAC	RUNWAY	P	0	500,410.59	01/01/2012	0	100.00
RW 10R-28L (RUNWAY 10R-28L)	6202	01/01/2008	AAC	RUNWAY	S	0	13,125.00	10/27/2014	6	91.00
RW 10R-28L (RUNWAY 10R-28L)	6205	01/01/1993	AAC	RUNWAY	P	0	14,074.56	10/27/2014	21	64.00
RW 10R-28L (RUNWAY 10R-28L)	6210	01/01/1989	AAC	RUNWAY	S	0	200,660.45	10/27/2014	25	74.00
RW 10R-28L (RUNWAY 10R-28L)	6215	01/01/2008	AAC	RUNWAY	P	0	13,125.00	10/27/2014	6	94.00
RW 14-32 (RUNWAY 14-32)	6305	01/01/2010	AAC	RUNWAY	P	0	463,496.56	10/27/2014	4	87.00
RW 14-32 (RUNWAY 14-32)	6310	01/01/2010	AAC	RUNWAY	P	0	231,748.28	10/27/2014	4	88.00
RW 14-32 (RUNWAY 14-32)	6315	01/01/2010	AAC	RUNWAY	P	0	207,426.43	10/27/2014	4	88.00
RW 14-32 (RUNWAY 14-32)	6320	01/01/2010	AAC	RUNWAY	P	0	103,713.25	10/27/2014	4	91.00
TW A (TAXIWAY A)	103	01/01/2003	AC	TAXIWAY	P	0	128,711.73	10/27/2014	11	83.00
TW A (TAXIWAY A)	105	01/01/1987	AC	TAXIWAY	P	0	104,366.31	10/27/2014	27	59.00
TW A (TAXIWAY A)	110	01/01/1988	AC	TAXIWAY	P	0	85,740.62	10/27/2014	26	56.00
TW A (TAXIWAY A)	120	01/01/2009	AAC	TAXIWAY	P	0	30,335.00	10/27/2014	5	84.00
TW A (TAXIWAY A)	125	01/01/2009	AAC	TAXIWAY	P	0	98,076.00	10/27/2014	5	91.00
TW B (TAXIWAY B)	205	01/01/1978	AAC	TAXIWAY	P	0	88,749.03	10/27/2014	36	53.00
TW B (TAXIWAY B)	210	01/01/1978	AAC	TAXIWAY	P	0	118,057.00	10/27/2014	36	47.00

Section Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	215	01/01/1978	AAC	TAXIWAY	P	0	70,883.00	10/27/2014	36	63.00
TW B (TAXIWAY B)	220	01/01/1993	AC	TAXIWAY	P	0	123,136.00	10/27/2014	21	51.00
TW B (TAXIWAY B)	225	01/01/1987	AC	TAXIWAY	P	0	40,559.07	10/27/2014	27	60.00
TW B (TAXIWAY B)	230	01/01/2009	AAC	TAXIWAY	P	0	28,601.95	10/27/2014	5	81.00
TW B (TAXIWAY B)	235	01/01/2011	AAC	TAXIWAY	P	0	32,479.00	10/27/2014	3	87.00
TW C (TAXIWAY C)	301	01/01/2003	AC	TAXIWAY	P	0	115,678.00	10/27/2014	11	68.00
TW C (TAXIWAY C)	302	01/01/2012	AAC	TAXIWAY	P	0	39,033.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	303	01/01/2012	AAC	TAXIWAY	P	0	30,106.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	305	01/01/1999	AAC	TAXIWAY	P	0	19,351.00	10/27/2014	15	63.00
TW C (TAXIWAY C)	308	01/01/2012	AAC	TAXIWAY	P	0	30,862.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	310	01/01/1999	AAC	TAXIWAY	P	0	183,688.00	10/27/2014	15	69.00
TW C (TAXIWAY C)	312	01/01/2010	AAC	TAXIWAY	P	0	34,281.00	10/27/2014	4	90.00
TW C (TAXIWAY C)	314	01/01/2010	AAC	TAXIWAY	P	0	17,797.00	10/27/2014	4	91.00
TW C (TAXIWAY C)	325	01/01/1978	AAC	TAXIWAY	P	0	380,575.00	10/27/2014	36	62.00
TW C (TAXIWAY C)	330	01/01/1999	AAC	TAXIWAY	P	0	7,655.00	10/27/2014	15	52.00
TW C (TAXIWAY C)	333	01/01/2012	AAC	TAXIWAY	P	0	26,094.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	340	01/01/2012	AAC	TAXIWAY	P	0	95,233.00	10/27/2014	2	97.00
TW C (TAXIWAY C)	350	01/01/2008	AAC	TAXIWAY	P	0	52,239.00	10/27/2014	6	70.00
TW C (TAXIWAY C)	355	01/01/1978	AAC	TAXIWAY	P	0	10,974.00	10/27/2014	36	60.00
TW C (TAXIWAY C)	358	01/01/2012	AAC	TAXIWAY	P	0	25,028.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	360	01/01/2001	AAC	TAXIWAY	P	0	84,630.00	10/27/2014	13	70.00
TW C (TAXIWAY C)	363	01/01/2012	AAC	TAXIWAY	P	0	36,739.00	01/01/2012	0	100.00
TW C (TAXIWAY C)	365	01/01/2012	AAC	TAXIWAY	P	0	35,084.14	01/01/2012	0	100.00
TW D (TAXIWAY D)	405	01/01/1978	AAC	TAXIWAY	P	0	103,139.00	10/27/2014	36	57.00
TW D (TAXIWAY D)	407	01/01/2012	AAC	TAXIWAY	P	0	20,943.00	01/01/2012	0	100.00
TW D (TAXIWAY D)	411	01/01/2010	AC	TAXIWAY	P	0	94,513.00	10/27/2014	4	82.00
TW D (TAXIWAY D)	420	01/01/1986	AC	TAXIWAY	P	0	36,937.99	10/27/2014	28	54.00

Section Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	501	01/01/1978	AAC	TAXIWAY	P	0	15,998.37	10/27/2014	36	52.00
TW E (TAXIWAY E)	502	01/01/1995	AAC	TAXIWAY	P	0	67,338.82	10/27/2014	19	58.00
TW E (TAXIWAY E)	509	01/01/1995	AC	TAXIWAY	P	0	94,013.00	10/27/2014	19	33.00
TW E (TAXIWAY E)	535	01/01/2012	AAC	TAXIWAY	P	0	22,500.00	10/27/2014	2	95.00
TW F (TAXIWAY F)	603	01/01/2012	AAC	TAXIWAY	P	0	356,001.00	01/01/2012	0	100.00
TW F (TAXIWAY F)	605	01/01/1983	AC	TAXIWAY	P	0	204,484.00	10/27/2014	31	53.00
TW F (TAXIWAY F)	610	01/01/1999	AAC	TAXIWAY	P	0	30,269.00	10/27/2014	15	59.00
TW F (TAXIWAY F)	613	01/01/2012	AAC	TAXIWAY	P	0	36,665.00	01/01/2012	0	100.00
TW F (TAXIWAY F)	630	01/01/1978	AC	TAXIWAY	P	0	21,542.00	10/27/2014	36	29.00
TW F (TAXIWAY F)	632	01/01/1983	AC	TAXIWAY	P	0	9,566.00	10/27/2014	31	43.00
TW F (TAXIWAY F)	640	01/01/2009	AC	TAXIWAY	P	0	139,388.52	10/27/2014	5	94.00
TW F (TAXIWAY F)	642	01/01/2009	AC	TAXIWAY	P	0	23,550.20	10/27/2014	5	94.00
TW F (TAXIWAY F)	645	01/01/2009	AC	TAXIWAY	P	0	32,085.86	10/27/2014	5	88.00
TW F (TAXIWAY F)	650	01/01/2009	AC	TAXIWAY	P	0	63,404.33	10/27/2014	5	91.00
TW F (TAXIWAY F)	655	01/01/2009	AC	TAXIWAY	P	0	33,393.72	10/27/2014	5	90.00
TW G (TAXIWAY G)	710	01/01/1993	AAC	TAXIWAY	P	0	26,223.00	10/27/2014	21	78.00
TW G (TAXIWAY G)	713	01/01/2012	AAC	TAXIWAY	P	0	63,240.00	01/01/2012	0	100.00
TW G (TAXIWAY G)	720	01/01/1987	AC	TAXIWAY	P	0	61,336.28	10/27/2014	27	57.00
TW H (TAXIWAY H)	805	01/01/1993	AC	TAXIWAY	P	0	24,317.56	10/27/2014	21	71.00
TW H (TAXIWAY H)	810	01/01/1987	AAC	TAXIWAY	P	0	96,357.00	10/27/2014	27	62.00
TW H (TAXIWAY H)	815	01/01/2012	AAC	TAXIWAY	P	0	24,793.00	01/01/2012	0	100.00
TW H (TAXIWAY H)	820	01/01/1987	AC	TAXIWAY	P	0	11,343.00	10/27/2014	27	60.00
TW H (TAXIWAY H)	823	01/01/2012	AAC	TAXIWAY	P	0	27,284.00	01/01/2012	0	100.00
TW H (TAXIWAY H)	830	01/01/1987	AC	TAXIWAY	P	0	23,068.31	10/27/2014	27	63.00
TW H (TAXIWAY H)	835	01/01/1987	AC	TAXIWAY	P	0	11,285.13	10/27/2014	27	39.00
TW K (TAXIWAY K)	1105	01/01/1993	AC	TAXIWAY	P	0	44,577.00	10/27/2014	21	68.00
TW K (TAXIWAY K)	1107	01/01/2012	AAC	TAXIWAY	P	0	16,079.00	01/01/2012	0	100.00

Section Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW L (TAXIWAY L)	1005	08/18/2005	AC	TAXIWAY	P	0	231,869.00	10/27/2014	9	91.00
TW L (TAXIWAY L)	1010	01/01/2012	AAC	TAXIWAY	P	0	23,886.00	01/01/2012	0	100.00
TW L (TAXIWAY L)	1020	01/01/2005	AC	TAXIWAY	P	0	13,956.00	10/27/2014	9	90.00
TW L (TAXIWAY L)	1025	01/01/2012	AAC	TAXIWAY	P	0	47,670.00	01/01/2012	0	100.00
TW L (TAXIWAY L)	1030	01/01/2005	AC	TAXIWAY	P	0	18,414.70	10/27/2014	9	89.00
TW L (TAXIWAY L)	1040	01/01/2005	AC	TAXIWAY	P	0	23,383.63	10/27/2014	9	94.00
TW L (TAXIWAY L)	1045	01/01/2012	AC	TAXIWAY	P	0	60,450.00	01/01/2012	0	100.00
TW L (TAXIWAY L)	1055	01/01/2012	AC	TAXIWAY	P	0	66,993.36	01/01/2012	0	100.00
TW L (TAXIWAY L)	1060	01/01/2012	AC	TAXIWAY	P	0	64,221.93	01/01/2012	0	100.00
TW L (TAXIWAY L)	1065	01/01/2012	AC	TAXIWAY	P	0	60,343.52	01/01/2012	0	100.00
TW L (TAXIWAY L)	1070	01/01/2012	AC	TAXIWAY	P	0	111,417.72	01/01/2012	0	100.00
TW L (TAXIWAY L)	1075	01/01/2011	AAC	TAXIWAY	P	0	44,085.00	10/27/2014	3	97.00
TW L (TAXIWAY L)	1080	01/01/2001	AC	TAXIWAY	P	0	31,205.00	10/27/2014	13	76.00
TW L (TAXIWAY L)	1085	01/01/2012	AAC	TAXIWAY	P	0	30,169.00	01/01/2012	0	100.00
TW L (TAXIWAY L)	1090	01/01/2012	AAC	TAXIWAY	P	0	15,319.30	01/01/2012	0	100.00
TW L (TAXIWAY L)	1095	01/01/2011	AAC	TAXIWAY	P	0	18,070.98	10/27/2014	3	81.00
TW M (TAXIWAY M)	1310	01/01/1987	AC	TAXIWAY	P	0	30,200.00	10/27/2014	27	56.00
TW M (TAXIWAY M)	1320	01/01/1993	AC	TAXIWAY	P	0	76,878.25	10/27/2014	21	62.00
TW M (TAXIWAY M)	1350	01/01/1987	AC	TAXIWAY	P	0	88,230.67	10/27/2014	27	69.00
TW M (TAXIWAY M)	1351	01/01/1987	AC	TAXIWAY	P	0	68,491.93	10/27/2014	27	68.00
TW M (TAXIWAY M)	1355	01/01/1987	AC	TAXIWAY	P	0	131,178.47	10/27/2014	27	48.00
TW N (TAXIWAY N)	1405	01/01/1977	AC	TAXIWAY	P	0	20,554.00	10/27/2014	37	51.00
TW N (TAXIWAY N)	1410	01/01/2012	AAC	TAXIWAY	P	0	7,555.00	01/01/2012	0	100.00
TW R (TAXIWAY R)	1802	01/01/1993	AC	TAXIWAY	P	0	17,805.97	10/27/2014	21	64.00
TW R (TAXIWAY R)	1805	01/01/1968	AC	TAXIWAY	P	0	109,651.12	10/27/2014	46	50.00
TW R (TAXIWAY R)	1810	01/01/1968	AC	TAXIWAY	P	0	160,214.84	10/27/2014	46	30.00
TW R (TAXIWAY R)	1820	01/01/1993	AC	TAXIWAY	P	0	21,358.05	10/27/2014	21	73.00

Section Condition Report

Pavement Database: FDOT NetworkID: PBI

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW R (TAXIWAY R)	1830	01/01/1989	AAC	TAXIWAY	P	0	5,642.12	10/27/2014	25	57.00
TW R (TAXIWAY R)	1840	01/01/1989	AAC	TAXIWAY	P	0	5,642.12	10/27/2014	25	69.00
TW R (TAXIWAY R)	1850	01/01/1989	AAC	TAXIWAY	P	0	6,567.12	10/27/2014	25	76.00
TW R (TAXIWAY R)	1855	01/01/1989	AC	TAXIWAY	P	0	4,386.28	10/27/2014	25	68.00
TW R (TAXIWAY R)	1860	01/01/1989	AAC	TAXIWAY	P	0	6,030.46	10/27/2014	25	80.00
TW R (TAXIWAY R)	1870	01/01/1993	AC	TAXIWAY	P	0	11,699.50	10/27/2014	21	56.00
TW S (TAXIWAY S)	1905	01/01/1993	AC	TAXIWAY	P	0	8,021.00	10/27/2014	21	71.00
TW S (TAXIWAY S)	1907	01/01/2012	AAC	TAXIWAY	P	0	12,223.00	01/01/2012	0	100.00
TW S (TAXIWAY S)	1910	01/01/2005	AAC	TAXIWAY	P	0	21,895.97	10/27/2014	9	78.00
TW T (TAXIWAY TANGO)	2105	01/01/2010	AC	TAXIWAY	P	0	92,279.02	10/27/2014	4	91.00
TW T (TAXIWAY TANGO)	2110	01/01/2010	AC	TAXIWAY	P	0	3,577.45	10/27/2014	4	94.00
TW T (TAXIWAY TANGO)	2115	01/01/2010	AC	TAXIWAY	P	0	12,220.26	10/27/2014	4	94.00

Section Condition Report

Pavement Database: FDOT NetworkID: PHK

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/2013	AAC	APRON	P	0	183,074.79	01/01/2013	0	100.00
AP T-HANG (APRON AT T-HANGARS)	4205	12/25/1999	AC	APRON	P	0	17,776.80	06/19/2013	14	85.00
RW 17-35 (RUNWAY 17-35)	6105	01/01/1999	AAC	RUNWAY	P	0	45,000.00	06/19/2013	14	68.00
RW 17-35 (RUNWAY 17-35)	6110	01/01/1999	AAC	RUNWAY	P	0	263,793.75	06/19/2013	14	63.00
TW A (TAXIWAY ALPHA)	105	01/01/1999	AC	TAXIWAY	P	0	155,578.68	06/19/2013	14	88.00
TW A (TAXIWAY ALPHA)	130	01/01/1999	AC	TAXIWAY	P	0	9,646.35	06/19/2013	14	89.00
TW B (TAXIWAY BRAVO)	115	01/01/1999	AC	TAXIWAY	P	0	8,846.35	06/19/2013	14	83.00
TW C (TAXIWAY CHARLIE)	120	01/01/1999	AC	TAXIWAY	P	0	8,846.35	06/19/2013	14	91.00
TW D (TAXIWAY DELTA)	110	01/01/1999	AC	TAXIWAY	P	0	11,359.40	06/19/2013	14	65.00
TW E (TAXIWAY ECHO)	125	01/01/1999	AC	TAXIWAY	P	0	8,846.35	06/19/2013	14	76.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP HANG (HANGAR APRON)	4305	12/25/1999	AC	APRON	P	0	31,764.00	10/16/2013	14	41.00
AP HANG (HANGAR APRON)	4310	12/25/1999	AC	APRON	P	0	49,019.00	10/16/2013	14	43.00
AP HANG (HANGAR APRON)	4315	12/25/1999	AC	APRON	P	0	83,687.00	10/16/2013	14	49.00
AP HANG (HANGAR APRON)	4320	12/25/1999	APC	APRON	P	0	16,033.00	10/16/2013	14	48.00
AP N (NORTH APRON - OLD RW)	4205	01/01/1972	AAC	APRON	P	0	62,989.00	10/16/2013	41	67.00
AP RU 33 (RUNUP TO RUNWAY 33)	5105	06/01/2012	AAC	APRON	P	0	14,310.00	06/01/2012	0	100.00
AP RU 33 (RUNUP TO RUNWAY 33)	5110	01/01/1950	AC	APRON	P	0	20,490.00	10/16/2013	63	70.00
AP S (SOUTH APRON)	4105	01/01/1997	AAC	APRON	P	0	203,792.00	10/16/2013	16	70.00
AP S (SOUTH APRON)	4110	01/01/1960	AC	APRON	P	0	29,789.00	10/16/2013	53	54.00
AP S (SOUTH APRON)	4112	05/17/2013	AC	APRON	P	0	131,060.00	05/17/2013	0	100.00
AP S (SOUTH APRON)	4125	12/25/1999	AC	APRON	P	0	177,304.00	10/16/2013	14	50.00
AP SW (SOUTHWEST APRON)	4405	01/01/2004	AC	APRON	P	0	56,959.00	10/16/2013	9	94.00
AP SW (SOUTHWEST APRON)	4410	01/01/2012	PCC	APRON	P	0	61,737.00	01/01/2012	0	100.00
RW 10-28 (RUNWAY 10-28)	6105	01/01/1968	AC	RUNWAY	P	0	271,200.00	10/16/2013	45	75.00
RW 10-28 (RUNWAY 10-28)	6115	01/01/2012	AAC	RUNWAY	P	0	58,320.00	01/01/2012	0	100.00
RW 15-33 (RUNWAY 15-33)	6305	01/01/2012	AAC	RUNWAY	P	0	220,900.00	01/01/2012	0	100.00
RW 15-33 (RUNWAY 15-33)	6310	01/01/2012	AAC	RUNWAY	P	0	441,800.00	01/01/2012	0	100.00
RW 15-33 (RUNWAY 15-33)	6325	06/01/2012	AC	RUNWAY	P	0	25,000.00	06/01/2012	0	100.00
RW 15-33 (RUNWAY 15-33)	6330	06/01/2012	AC	RUNWAY	P	0	50,000.00	06/01/2012	0	100.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1972	AAC	RUNWAY	P	0	340,952.00	10/16/2013	41	69.00
RW 6-24 (RUNWAY 6-24)	6210	01/01/1972	AAC	RUNWAY	P	0	170,476.00	10/16/2013	41	70.00
RW 6-24 (RUNWAY 6-24)	6220	01/01/2012	AAC	RUNWAY	P	0	30,000.00	01/01/2012	0	100.00
RW 6-24 (RUNWAY 6-24)	6225	01/01/2012	AAC	RUNWAY	P	0	15,000.00	01/01/2012	0	100.00
TW A (TAXIWAY A)	105	11/01/2012	AAC	TAXIWAY	P	0	55,629.00	11/01/2012	0	100.00
TW A (TAXIWAY A)	115	01/01/1997	AAC	TAXIWAY	P	0	15,903.00	10/16/2013	16	69.00
TW B (TAXIWAY B)	710	01/01/1972	AAC	TAXIWAY	T	0	118,013.00	10/16/2013	41	68.00

Section Condition Report

Pavement Database: FDOT NetworkID: PMP

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW C (TAXIWAY C)	305	01/01/1970	AC	TAXIWAY	P	0	26,289.00	10/16/2013	43	72.00
TW C (TAXIWAY C)	350	11/01/2012	AAC	TAXIWAY	P	0	6,807.00	11/01/2012	0	100.00
TW C (TAXIWAY C)	360	11/01/2012	AAC	TAXIWAY	P	0	9,668.00	11/01/2012	0	100.00
TW D (TAXIWAY D)	405	01/01/1972	AAC	TAXIWAY	P	0	118,679.00	10/16/2013	41	72.00
TW D (TAXIWAY D)	415	11/01/2012	AAC	TAXIWAY	P	0	36,063.00	11/01/2012	0	100.00
TW D (TAXIWAY D)	420	01/01/2008	AAC	TAXIWAY	P	0	23,098.00	10/16/2013	5	89.00
TW E (TAXIWAY E)	505	01/01/2012	AAC	TAXIWAY	P	0	12,246.00	01/01/2012	0	100.00
TW F (TAXIWAY F)	610	01/01/1972	AAC	TAXIWAY	P	0	117,893.00	10/16/2013	41	67.00
TW F (TAXIWAY F)	612	01/01/2008	AAC	TAXIWAY	P	0	15,543.00	10/16/2013	5	92.00
TW F (TAXIWAY F)	615	01/01/2012	AAC	TAXIWAY	P	0	18,178.00	01/01/2012	0	100.00
TW K (TAXIWAY K)	1110	11/01/2012	AC	TAXIWAY	P	0	110,731.00	11/01/2012	0	100.00
TW L (TAXIWAY L)	1202	01/01/1950	AC	TAXIWAY	P	0	25,374.00	10/16/2013	63	86.00
TW L (TAXIWAY L)	1210	01/01/1950	AC	TAXIWAY	P	0	165,892.00	10/16/2013	63	73.00
TW L (TAXIWAY L)	1215	06/01/2012	AAC	TAXIWAY	P	0	14,830.00	06/01/2012	0	100.00
TW M (TAXIWAY M)	1305	01/01/1970	AC	TAXIWAY	P	0	27,738.00	10/16/2013	43	78.00
TW M (TAXIWAY M)	1306	11/01/2012	AC	TAXIWAY	P	0	29,856.00	11/01/2012	0	100.00
TW M (TAXIWAY M)	1310	01/01/1999	AC	TAXIWAY	P	0	24,002.00	10/16/2013	14	90.00
TW M (TAXIWAY M)	1315	01/01/1999	AC	TAXIWAY	P	0	16,359.00	10/16/2013	14	84.00
TW M (TAXIWAY M)	1320	01/01/1970	AC	TAXIWAY	P	0	95,815.00	10/16/2013	43	72.00
TW M (TAXIWAY M)	1325	01/01/2012	AAC	TAXIWAY	P	0	16,146.00	01/01/2012	0	100.00
TW R (TAXIWAY R)	805	06/01/2012	AC	TAXIWAY	P	0	58,303.00	06/01/2012	0	100.00
TW R (TAXIWAY R)	810	06/01/2012	AC	TAXIWAY	P	0	32,856.00	06/01/2012	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 (EAST APRON)	4205	12/25/1999	AC	APRON	P	0	212,528.00	10/08/2013	14	81.00
AP E (EAST APRON)	4210	12/25/1999	AC	APRON	P	0	27,315.00	10/08/2013	14	69.00
AP E (EAST APRON)	4215	12/25/1999	AC	APRON	P	0	49,210.00	10/08/2013	14	71.00
AP E (EAST APRON)	4220	12/25/1999	AC	APRON	P	0	32,840.00	10/08/2013	14	88.00
AP E (EAST APRON)	4225	01/01/2011	AC	APRON	P	0	17,825.00	10/08/2013	2	96.00
AP E (EAST APRON)	4227	01/01/2000	AC	APRON	P	0	98,326.00	10/08/2013	13	82.00
AP E (EAST APRON)	4229	01/01/2003	AC	APRON	P	0	132,210.00	10/08/2013	10	93.00
AP E (EAST APRON)	4230	01/01/2000	AC	APRON	P	0	114,996.00	10/08/2013	13	87.00
AP E (EAST APRON)	4231	07/01/2011	AC	APRON	P	0	17,884.00	10/08/2013	2	98.00
AP E (EAST APRON)	4235	12/25/1999	AC	APRON	P	0	45,261.00	10/08/2013	14	41.00
AP H (HELICOPTER PAD)	4505	01/01/2010	AC	APRON	P	0	27,270.00	10/08/2013	3	80.00
AP RU (RUN-UP APRON AT RW 12)	4305	01/01/2008	AC	APRON	P	0	7,180.00	10/08/2013	5	94.00
AP TW D RU (RUN-UP APRON AT TAXIWAY D)	5105	01/01/2010	AC	APRON	P	0	20,042.00	10/08/2013	3	75.00
AP W (WEST APRON)	4105	12/25/1999	AC	APRON	P	0	57,734.00	10/08/2013	14	40.00
AP W (WEST APRON)	4107	01/01/1942	PCC	APRON	P	0	48,600.00	10/08/2013	71	45.00
AP W (WEST APRON)	4108	01/01/1942	PCC	APRON	P	0	35,266.00	10/08/2013	71	49.00
AP W (WEST APRON)	4110	01/01/1942	PCC	APRON	P	0	52,617.00	10/08/2013	71	42.00
AP W (WEST APRON)	4115	12/25/1999	AC	APRON	P	0	34,042.00	10/08/2013	14	69.00
AP W (WEST APRON)	4120	12/25/1999	AC	APRON	P	0	142,350.00	10/08/2013	14	67.00
AP W (WEST APRON)	4125	01/01/2006	PCC	APRON	P	0	12,050.00	10/08/2013	7	54.00
RW 12-30 (RUNWAY 12-30)	6102	01/01/1998	AC	RUNWAY	P	0	65,000.00	10/08/2013	15	78.00
RW 12-30 (RUNWAY 12-30)	6105	01/01/1998	APC	RUNWAY	P	0	470,000.00	10/08/2013	15	82.00
RW 12-30 (RUNWAY 12-30)	6120	01/01/1998	APC	RUNWAY	P	0	47,800.00	10/08/2013	15	88.00
RW 16-34 (RUNWAY 16-34)	6305	01/01/1985	AAC	RUNWAY	S	0	477,366.00	10/08/2013	28	77.00
RW 7-25 (RUNWAY 7-25)	6205	01/01/2010	AAC	RUNWAY	S	0	476,657.00	10/08/2013	3	87.00
TW A (TAXIWAY A)	102	01/01/2008	AC	TAXIWAY	P	0	31,861.00	10/08/2013	5	92.00

Section Condition Report

Pavement Database: FDOT NetworkID: SUA

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	105	01/01/2008	AC	TAXIWAY	P	0	81,771.00	10/08/2013	5	81.00
TW A (TAXIWAY A)	110	01/01/2008	AAC	TAXIWAY	P	0	145,460.00	10/08/2013	5	91.00
TW A (TAXIWAY A)	130	01/01/2010	AC	TAXIWAY	P	0	17,932.00	10/08/2013	3	82.00
TW A (TAXIWAY A)	135	01/01/2008	AC	TAXIWAY	P	0	2,735.00	10/08/2013	5	94.00
TW A (TAXIWAY A)	136	01/01/2008	AC	TAXIWAY	P	0	3,434.00	10/08/2013	5	79.00
TW A1 (TAXIWAY A1)	125	01/01/2010	AC	TAXIWAY	P	0	14,021.00	10/08/2013	3	93.00
TW B (TAXIWAY B)	205	01/01/1942	AC	TAXIWAY	P	0	61,173.00	10/08/2013	71	34.00
TW B (TAXIWAY B)	208	01/01/2010	AC	TAXIWAY	P	0	14,524.00	10/08/2013	3	49.00
TW C (TAXIWAY C)	305	01/01/2010	AC	TAXIWAY	P	0	84,032.00	10/08/2013	3	92.00
TW C (TAXIWAY C)	306	01/01/2010	AC	TAXIWAY	P	0	13,276.00	10/08/2013	3	84.00
TW C (TAXIWAY C)	310	01/01/2010	AC	TAXIWAY	P	0	89,071.00	10/08/2013	3	79.00
TW C (TAXIWAY C)	325	01/01/2008	AC	TAXIWAY	P	0	11,412.00	10/08/2013	5	72.00
TW C (TAXIWAY C)	330	12/25/1999	AC	TAXIWAY	P	0	134,221.00	10/08/2013	14	30.00
TW C1 (TAXIWAY C1)	505	01/01/2010	AC	TAXIWAY	P	0	47,957.00	10/08/2013	3	83.00
TW D (TAXIWAY D)	405	01/01/2010	AC	TAXIWAY	P	0	194,959.00	10/08/2013	3	94.00
TW D (TAXIWAY D)	412	01/01/2010	AC	TAXIWAY	P	0	12,313.00	10/08/2013	3	80.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER (CENTER APRON)	4205	01/01/2002	AC	APRON	P	0	230,110.00	09/03/2014	12	58.00
AP CENTER (CENTER APRON)	4210	01/01/2002	AC	APRON	P	0	24,230.00	09/03/2014	12	54.00
AP CENTER (CENTER APRON)	4215	01/01/2002	AC	APRON	P	0	238,274.00	09/03/2014	12	57.00
AP CENTER (CENTER APRON)	4220	01/01/1992	APC	APRON	P	0	40,080.00	09/03/2014	22	54.00
AP CENTER (CENTER APRON)	4230	07/31/2008	AC	APRON	P	0	28,600.00	09/03/2014	6	59.00
AP CENTER (CENTER APRON)	4235	01/01/1985	PCC	APRON	P	0	22,860.00	09/03/2014	29	4.00
AP CENTER (CENTER APRON)	4240	01/01/2002	APC	APRON	P	0	259,873.00	09/03/2014	12	64.00
AP CENTER (CENTER APRON)	4245	01/01/1988	AC	APRON	P	0	108,037.00	09/03/2014	26	48.00
AP CENTER (CENTER APRON)	4250	01/01/2002	PCC	APRON	P	0	50,500.00	09/03/2014	12	100.00
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	5405	01/01/1992	AAC	APRON	P	0	214,560.00	09/03/2014	22	46.00
AP NE (NE APRON - AIRCRAFT SERVICE AREA)	5410	01/01/2002	AC	APRON	P	0	51,735.00	09/03/2014	12	66.00
AP RU 12R (APRON)	5205	01/01/1989	AC	APRON	P	0	137,850.00	09/03/2014	25	58.00
AP RU 30L (RUN-UP APRON AT RW 30L)	5305	01/01/1988	AC	APRON	P	0	52,790.00	09/03/2014	26	64.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	5105	01/01/2003	AC	APRON	P	0	26,770.00	09/03/2014	11	66.00
AP RU RW 4 (RUN-UP APRON AT RW 4)	5110	01/01/1979	AC	APRON	P	0	35,780.00	09/03/2014	35	90.00
AP RU TW F (RUN UP APRON AT TW F)	5505	01/01/1988	AC	APRON	P	0	28,145.00	09/03/2014	26	70.00
AP RU TW F (RUN UP APRON AT TW F)	5506	01/01/2010	AAC	APRON	P	0	9,375.00	09/03/2014	4	93.00
AP RU TW F (RUN UP APRON AT TW F)	5515	01/01/2010	AAC	APRON	P	0	21,640.00	09/03/2014	4	89.00
AP SW (SW APRON)	4105	01/01/2002	AC	APRON	P	0	213,450.00	09/03/2014	12	41.00
AP SW (SW APRON)	4110	01/01/1991	PCC	APRON	P	0	2,787.00	09/03/2014	23	77.00
AP SW (SW APRON)	4115	07/31/2008	PCC	APRON	P	0	45,980.00	09/03/2014	6	23.00
AP W (WEST APRON)	4305	07/31/2008	PCC	APRON	P	0	24,110.00	09/03/2014	6	100.00
AP W (WEST APRON)	4310	12/25/1999	AC	APRON	P	0	88,260.00	09/03/2014	15	59.00
AP W (WEST APRON)	4315	07/31/2008	PCC	APRON	P	0	34,190.00	09/03/2014	6	97.00
AP W (WEST APRON)	4405	01/01/2004	AC	APRON	T	0	221,810.00	09/03/2014	10	75.00
AP W (WEST APRON)	4410	01/01/1999	AC	APRON	T	0	41,220.00	09/03/2014	15	65.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP W (WEST APRON)	4415	07/31/2008	PCC	APRON	P	0	14,800.00	09/03/2014	6	72.00
RW 12L-30R (RUNWAY 12L-30R)	6205	01/01/2010	AAC	RUNWAY	S	0	112,700.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6210	01/01/2010	AAC	RUNWAY	S	0	56,350.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6215	01/01/2010	AAC	RUNWAY	S	0	26,250.00	09/03/2014	4	94.00
RW 12L-30R (RUNWAY 12L-30R)	6220	01/01/2010	AAC	RUNWAY	S	0	67,500.00	09/03/2014	4	90.00
RW 12R-30L (RUNWAY 12R-30L)	6105	01/01/2004	AAC	RUNWAY	P	0	162,750.00	09/03/2014	10	91.00
RW 12R-30L (RUNWAY 12R-30L)	6110	01/01/2004	AAC	RUNWAY	P	0	573,090.00	09/03/2014	10	76.00
RW 12R-30L (RUNWAY 12R-30L)	6115	01/01/2011	AAC	RUNWAY	P	0	31,500.00	09/03/2014	3	94.00
RW 4-22 (RUNWAY 4-22)	6305	01/01/2014	AAC	RUNWAY	P	0	442,500.00	01/01/2014	0	100.00
RW 4-22 (RUNWAY 4-22)	6310	01/01/2004	AAC	RUNWAY	P	0	46,630.00	09/03/2014	10	82.00
TW A (TAXIWAY A)	101	01/01/2014	AC	TAXIWAY	T	0	12,340.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	102	01/01/2003	AC	TAXIWAY	T	0	25,470.00	09/03/2014	11	80.00
TW A (TAXIWAY A)	105	01/01/2004	AAC	TAXIWAY	P	0	59,360.00	09/03/2014	10	81.00
TW A (TAXIWAY A)	110	01/01/2004	AAC	TAXIWAY	P	0	29,000.00	09/03/2014	10	72.00
TW A (TAXIWAY A)	115	01/01/2004	AAC	TAXIWAY	P	0	5,740.00	09/03/2014	10	60.00
TW A (TAXIWAY A)	120	01/01/2004	AAC	TAXIWAY	P	0	14,780.00	09/03/2014	10	79.00
TW A (TAXIWAY A)	125	01/01/2004	AAC	TAXIWAY	P	0	8,250.00	09/03/2014	10	71.00
TW A (TAXIWAY A)	130	01/01/2004	AAC	TAXIWAY	P	0	9,282.00	09/03/2014	10	88.00
TW A (TAXIWAY A)	134	01/01/2014	AC	TAXIWAY	P	0	9,625.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	135	01/01/1987	AC	TAXIWAY	P	0	52,226.00	09/03/2014	27	67.00
TW A (TAXIWAY A)	142	01/01/2014	AAC	TAXIWAY	P	0	14,590.00	01/01/2014	0	100.00
TW A (TAXIWAY A)	143	01/01/2010	AAC	TAXIWAY	P	0	3,723.00	09/03/2014	4	90.00
TW A1 (TAXIWAY A1)	150	01/01/1988	AC	TAXIWAY	P	0	7,244.00	09/03/2014	26	75.00
TW A1 (TAXIWAY A1)	155	01/01/2014	AC	TAXIWAY	P	0	11,073.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	201	01/01/2014	AC	TAXIWAY	P	0	10,353.00	01/01/2014	0	100.00
TW B (TAXIWAY B)	205	01/01/1989	AC	TAXIWAY	P	0	73,425.00	09/03/2014	25	68.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	206	01/01/1989	AAC	TAXIWAY	P	0	4,560.00	09/03/2014	25	72.00
TW B1 (TAXIWAY B-1)	151	01/01/2004	AC	TAXIWAY	P	0	5,576.00	09/03/2014	10	79.00
TW B1 (TAXIWAY B-1)	152	01/01/2014	AC	TAXIWAY	P	0	8,073.00	01/01/2014	0	100.00
TW C (TAXIWAY C)	305	01/01/1989	AC	TAXIWAY	P	0	96,797.00	09/03/2014	25	65.00
TW C (TAXIWAY C)	306	01/01/2011	AAC	TAXIWAY	P	0	37,255.00	09/03/2014	3	92.00
TW C (TAXIWAY C)	310	01/01/2011	AAC	TAXIWAY	P	0	48,100.00	09/03/2014	3	88.00
TW C (TAXIWAY C)	312	01/01/2011	AAC	TAXIWAY	P	0	34,425.00	09/03/2014	3	89.00
TW C (TAXIWAY C)	315	01/01/1998	AAC	TAXIWAY	P	0	54,690.00	09/03/2014	16	58.00
TW C (TAXIWAY C)	320	01/01/1998	AAC	TAXIWAY	P	0	42,775.00	09/03/2014	16	72.00
TW C (TAXIWAY C)	325	01/01/1998	AAC	TAXIWAY	P	0	82,640.00	09/03/2014	16	66.00
TW C (TAXIWAY C)	390	01/01/2004	AAC	TAXIWAY	P	0	52,960.00	09/03/2014	10	81.00
TW C1 (TAXIWAY C1)	330	01/01/1988	AC	TAXIWAY	P	0	29,250.00	09/03/2014	26	53.00
TW C1 (TAXIWAY C1)	335	01/01/2004	AAC	TAXIWAY	P	0	14,750.00	09/03/2014	10	79.00
TW C1 (TAXIWAY C1)	340	01/01/1988	AAC	TAXIWAY	P	0	15,970.00	09/03/2014	26	87.00
TW C1 (TAXIWAY C1)	345	01/01/1993	AAC	TAXIWAY	P	0	26,250.00	09/03/2014	21	56.00
TW C2 (TAXIWAY C2)	350	01/01/2004	AAC	TAXIWAY	P	0	25,100.00	09/03/2014	10	66.00
TW C2 (TAXIWAY C2)	354	01/01/1988	AC	TAXIWAY	T	0	7,778.00	09/03/2014	26	54.00
TW C2 (TAXIWAY C2)	355	01/01/1998	AAC	TAXIWAY	P	0	13,241.00	09/03/2014	16	63.00
TW C2 (TAXIWAY C2)	356	01/01/1998	AAC	TAXIWAY	P	0	12,737.00	09/03/2014	16	83.00
TW C3 (TAXIWAY C3)	360	01/01/2004	AAC	TAXIWAY	P	0	25,780.00	09/03/2014	10	71.00
TW C3 (TAXIWAY C3)	365	01/01/1998	AAC	TAXIWAY	P	0	14,320.00	09/03/2014	16	63.00
TW C4 (TAXIWAY C4)	370	01/01/1988	AC	TAXIWAY	P	0	16,730.00	09/03/2014	26	72.00
TW C4 (TAXIWAY C4)	385	01/01/2011	AAC	TAXIWAY	P	0	13,853.00	09/03/2014	3	94.00
TW D (TAXIWAY D)	405	01/01/2004	AAC	TAXIWAY	P	0	25,540.00	09/03/2014	10	61.00
TW D (TAXIWAY D)	410	01/01/2011	AAC	TAXIWAY	P	0	14,680.00	09/03/2014	3	90.00
TW D (TAXIWAY D)	414	01/01/1988	AC	TAXIWAY	P	0	10,800.00	09/03/2014	26	86.00

Section Condition Report

Pavement Database: FDOT NetworkID: VRB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	415	01/01/1987	AC	TAXIWAY	P	0	20,180.00	09/03/2014	27	87.00
TW D (TAXIWAY D)	417	01/01/1960	AC	TAXIWAY	P	0	10,390.00	09/03/2014	54	88.00
TW D (TAXIWAY D)	418	01/01/1960	AC	TAXIWAY	P	0	35,525.00	09/03/2014	54	91.00
TW D (TAXIWAY D)	420	01/01/2010	AAC	TAXIWAY	P	0	15,157.00	09/03/2014	4	94.00
TW E (TAXIWAY E)	505	01/01/2014	AAC	TAXIWAY	P	0	16,517.00	01/01/2014	0	100.00
TW E (TAXIWAY E)	515	01/01/2014	AAC	TAXIWAY	P	0	35,421.00	01/01/2014	0	100.00
TW F (TAXIWAY F)	605	01/01/2010	AAC	TAXIWAY	P	0	21,000.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	610	01/01/2010	AAC	TAXIWAY	P	0	49,875.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	611	01/01/2010	AAC	TAXIWAY	P	0	21,000.00	09/03/2014	4	93.00
TW F (TAXIWAY F)	612	01/01/2010	AAC	TAXIWAY	P	0	30,660.00	09/03/2014	4	87.00
TW F (TAXIWAY F)	615	01/01/2010	AAC	TAXIWAY	P	0	7,310.00	09/03/2014	4	89.00
TW F (TAXIWAY F)	620	01/01/2010	AAC	TAXIWAY	P	0	6,771.00	09/03/2014	4	91.00
TW F (TAXIWAY F)	625	01/01/2010	AAC	TAXIWAY	P	0	6,881.00	09/03/2014	4	86.00
TW F (TAXIWAY F)	630	01/01/2010	AAC	TAXIWAY	P	0	5,753.00	09/03/2014	4	90.00

Section Condition Report

Pavement Database: FDOT NetworkID: X10

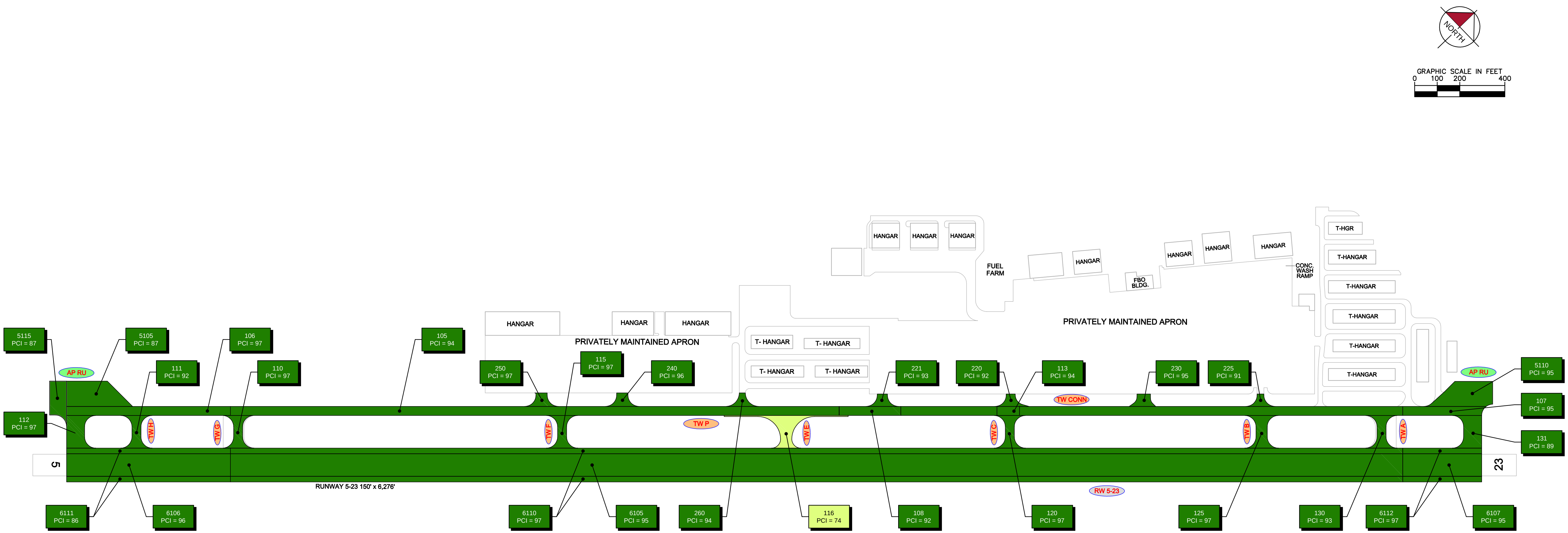
Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/2012	AAC	APRON	P	0	21,440.00	06/19/2013	1	93.00
AP (APRON)	4110	01/01/2006	AC	APRON	P	0	14,200.00	06/19/2013	7	6.00
AP (APRON)	4115	07/31/2008	AC	APRON	P	0	8,960.00	06/19/2013	5	13.00
RW 9-27 (RUNWAY 9-27)	6105	01/01/1970	AC	RUNWAY	P	0	185,850.00	06/19/2013	43	13.00
TW (TAXIWAY)	105	01/01/1970	AC	TAXIWAY	P	0	11,360.00	06/19/2013	43	0.00
TW (TAXIWAY)	110	01/01/1970	AC	TAXIWAY	P	0	8,430.00	06/19/2013	43	25.00
TW (TAXIWAY)	115	01/01/2006	AC	TAXIWAY	P	0	6,140.00	06/19/2013	7	13.00

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU E (E RUN UP APRON)	5510	01/01/2004	AC	APRON	T	0	13,002.00	10/07/2013	9	90.00
AP RU SW (SW RUN UP APRON)	5405	01/01/2005	AC	APRON	T	0	19,866.00	10/07/2013	8	91.00
AP SE (SOUTHEAST APRON)	5605	01/01/1943	AC	APRON	P	0	100,723.00	10/07/2013	70	44.00
AP SE (SOUTHEAST APRON)	5610	01/01/2005	AC	APRON	P	0	21,960.00	10/07/2013	8	95.00
AP SE (SOUTHEAST APRON)	5615	01/01/2009	AC	APRON	P	0	10,290.00	10/07/2013	4	92.00
AP TERM (APRON TERMINAL)	5705	01/01/2005	AC	APRON	P	0	32,590.00	10/07/2013	8	93.00
AP TERM (APRON TERMINAL)	5710	01/01/2008	PCC	APRON	P	0	3,600.00	10/07/2013	5	100.00
AP T-HANG (T-HANGAR APRON AREA)	5305	01/01/2003	AC	APRON	T	0	28,960.00	10/07/2013	10	90.00
AP W (WEST APRON)	5105	01/01/2005	AC	APRON	P	0	133,925.00	10/07/2013	8	90.00
AP W (WEST APRON)	5115	01/01/1943	AC	APRON	P	0	31,900.00	10/07/2013	70	23.00
AP W (WEST APRON)	5120	01/01/2004	AC	APRON	P	0	20,635.00	10/07/2013	9	92.00
RW 10-28 (Runway 10-28)	6305	01/01/2004	AC	RUNWAY	P	0	134,512.00	10/07/2013	9	89.00
RW 10-28 (Runway 10-28)	6310	01/01/2004	AC	RUNWAY	P	0	44,362.00	10/07/2013	9	93.00
RW 10-28 (Runway 10-28)	6315	01/01/2004	AC	RUNWAY	P	0	45,750.00	10/07/2013	9	95.00
RW 10-28 (Runway 10-28)	6320	01/01/2004	AC	RUNWAY	P	0	15,376.00	10/07/2013	9	90.00
RW 5-23 (RUNWAY 5-23)	6205	01/01/2003	AAC	RUNWAY	P	0	295,188.00	10/07/2013	10	84.00
TW A (TAXIWAY ALPHA)	405	01/01/2005	AAC	TAXIWAY	P	0	57,743.00	10/07/2013	8	91.00
TW A (TAXIWAY ALPHA)	415	01/01/2005	AC	TAXIWAY	P	0	16,667.00	10/07/2013	8	89.00
TW A (TAXIWAY ALPHA)	420	01/01/2004	AC	TAXIWAY	P	0	60,300.00	10/07/2013	9	91.00
TW A (TAXIWAY ALPHA)	425	01/01/2004	AC	TAXIWAY	P	0	7,067.00	10/07/2013	9	66.00
TW B (TAXIWAY BRAVO)	610	01/01/2004	AC	TAXIWAY	P	0	119,314.00	10/07/2013	9	90.00
TW C (TAXIWAY CHARLIE)	305	01/01/1943	AC	TAXIWAY	P	0	51,194.00	10/07/2013	70	26.00
TW C (TAXIWAY CHARLIE)	306	01/01/1943	AC	TAXIWAY	P	0	11,251.00	10/07/2013	70	37.00
TW CONN (TAXIWAY CONNECTOR)	515	01/01/2004	AC	TAXIWAY	P	0	23,637.00	10/07/2013	9	84.00
TW E (TAXIWAY E)	700	01/01/2011	AC	TAXIWAY	P	0	29,416.00	10/07/2013	2	100.00

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.14**	**9,163,944.55**	**148**	**99.10**	**4.50**	**99.58**
03-05	**3.92**	**10,353,694.98**	**169**	**88.99**	**9.63**	**88.66**
06-10	**8.59**	**12,780,428.87**	**186**	**75.28**	**15.00**	**76.80**
11-15	**13.76**	**7,044,697.75**	**74**	**67.23**	**17.35**	**67.78**
16-20	**17.65**	**5,461,762.99**	**95**	**70.91**	**13.63**	**71.28**
21-25	**22.66**	**2,554,174.66**	**41**	**66.02**	**14.97**	**63.69**
26-30	**27.23**	**6,855,448.45**	**61**	**60.61**	**16.98**	**63.98**
31-35	**33.89**	**530,123.00**	**9**	**63.00**	**22.04**	**57.00**
36-40	**36.11**	**830,471.40**	**9**	**52.67**	**10.38**	**57.02**
over 40	**54.45**	**3,830,485.10**	**47**	**52.15**	**25.37**	**52.60**
All	**12.82**	**59,405,231.76**	**839**	**77.85**	**19.69**	**76.75**

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:	2015

K:\WPB_Aviation\142179022\CADD\PLANSHEETS\BCT - BOCA RATON AIRPORT\EXHIBITS\003-BCT-CONDITION.dwg PLOTTED: May 1, 2015 – 11:44 AM, BY: Barus, Art

FDP
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

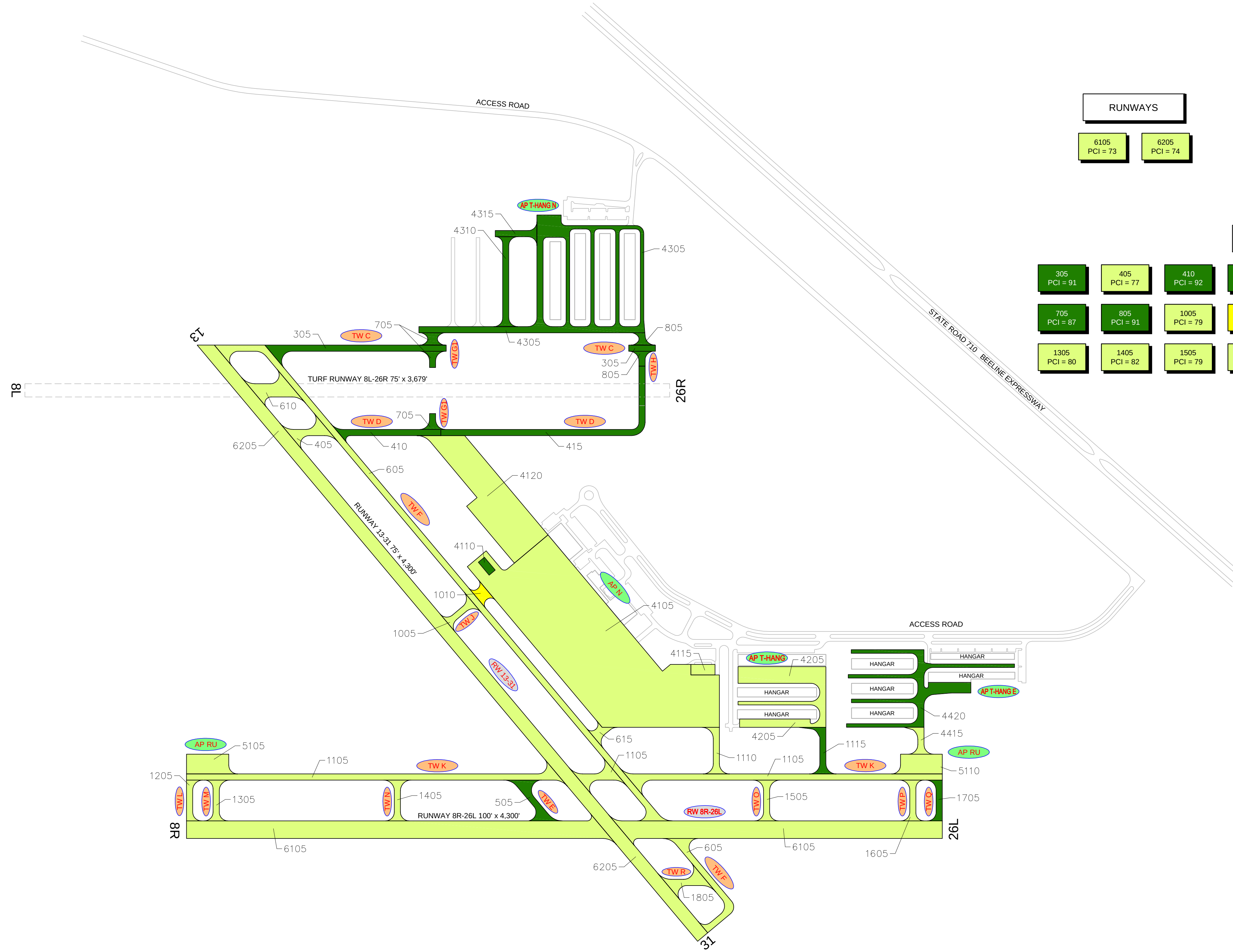
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

BOCA RATON AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
BCT
FDOT DISTRICT
4



NORTH

GRAPHIC SCALE IN FEET

0 150 300 600

RUNWAYS

6105 PCI = 73	6205 PCI = 74

TAXIWAYS

305 PCI = 91	405 PCI = 77	410 PCI = 92	415 PCI = 100	505 PCI = 87	605 PCI = 76	610 PCI = 77	615 PCI = 71
705 PCI = 87	805 PCI = 91	1005 PCI = 79	1010 PCI = 66	1105 PCI = 79	1110 PCI = 83	1115 PCI = 86	1205 PCI = 82
1305 PCI = 80	1405 PCI = 82	1505 PCI = 79	1605 PCI = 81	1705 PCI = 88	1805 PCI = 74		

OTHERS

4105 PCI = 76	4110 PCI = 96	4115 PCI = 80	4120 PCI = 74	4205 PCI = 77	4305 PCI = 91	4310 PCI = 94	4315 PCI = 94
4415 PCI = 73	4420 PCI = 86	5105 PCI = 76	5110 PCI = 84				

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

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

"SECTION NO." "PCI NO."

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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

NORTH PALM BEACH COUNTY G.A. AIRPORT
PALM BEACH COUNTY, FLORIDA

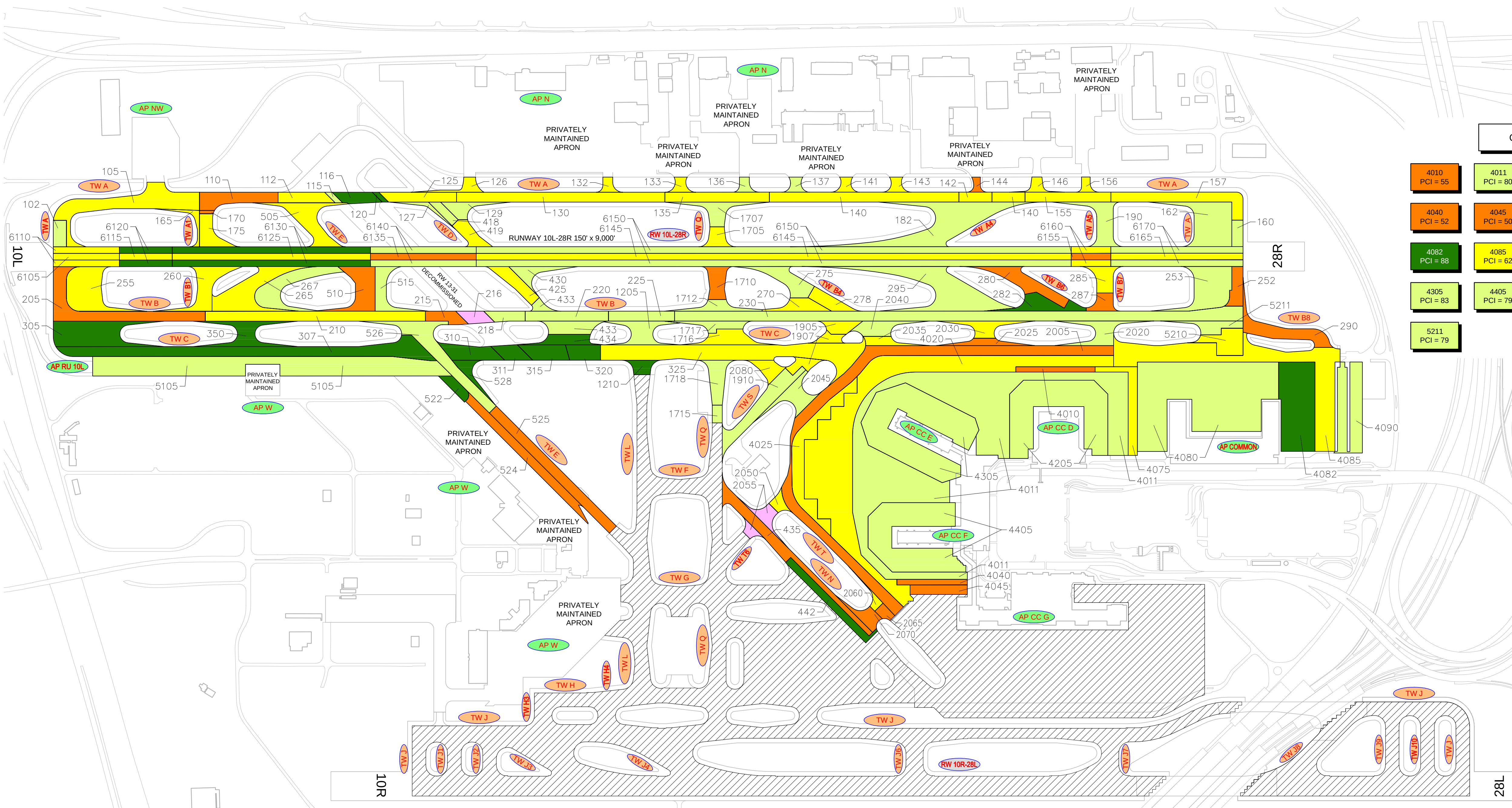
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER F45

FDOT DISTRICT 4

TAXIWAYS

Section	PCI
102	71
105	59
110	42
112	65
115	82
116	91
120	87
125	62
126	66
127	78
129	73
130	67
132	68
133	68
135	70
136	72
137	76
140	70
141	64
142	70
143	61
144	50
146	65
155	58
156	65
157	65
160	71
162	79
165	64
170	51
175	66
182	81
190	75
205	45
210	64
215	50
216	35
218	79
220	80
225	75
230	78
252	55
253	77
255	64
260	64
265	67
267	72
270	70
275	76
278	68
280	52
282	87
285	65
287	52
290	53
295	81
305	100
307	100
310	100
311	100
315	100
320	100
325	69
350	100
418	74
419	66
425	61
430	71
433	71
434	100
435	47
442	100
505	66
510	53
515	71
522	88
524	50
525	43
526	73
528	100
1205	82
1210	100
1705	66
1707	76
1710	50
1712	74
1715	76
1716	70
1717	77
1718	80
1905	62
1907	67
1910	71
2005	54
2020	71
2025	54
2030	70
2035	61
2040	77
2045	75
2050	65
2055	27
2060	69
2065	55
2070	51
2080	70



OTHERS

Section	PCI
4010	55
4011	80
4020	59
4025	60
4040	52
4045	50
4075	65
4080	84
4082	88
4085	62
4090	81
4205	83
4305	83
4405	79
5105	80
5210	56
5211	79

RUNWAY 10R–28L EXPANSION, TERMINAL 4 EXPANSION

NOTE: AIRFIELD PAVEMENT FACILITIES SUBJECT TO RECENT AND ANTICIPATED PAVEMENT CONSTRUCTION WORK, AS CONFIRMED WITH BCAD, WERE NOT INSPECTED AS PART OF THIS PROGRAM UPDATE. FURTHERMORE, AIRFIELD PAVEMENT FACILITIES PART OF THE 'EXPANSION OF RUNWAY 10R–28L (FORMERLY 9R–27L) PROJECT' AND 'TERMINAL 4 EXPANSION' WERE NOT DEFINED AS PART OF THIS PROGRAM UPDATE. DEFINITION OF NEW PAVEMENT BRANCHES, SECTIONS, AND WORK HISTORY FOR THE PAVEMENT SECTIONS ARE TO BE DETERMINED WITH AIRPORT COORDINATION OUTSIDE OF THE SCOPE OF THIS PROGRAM UPDATE.

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.

RUNWAYS

Section	PCI
6105	69
6110	68
6115	67
6120	88
6125	65
6130	86
6135	41
6140	77
6145	64
6150	75
6155	54
6160	70
6165	67
6170	81

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

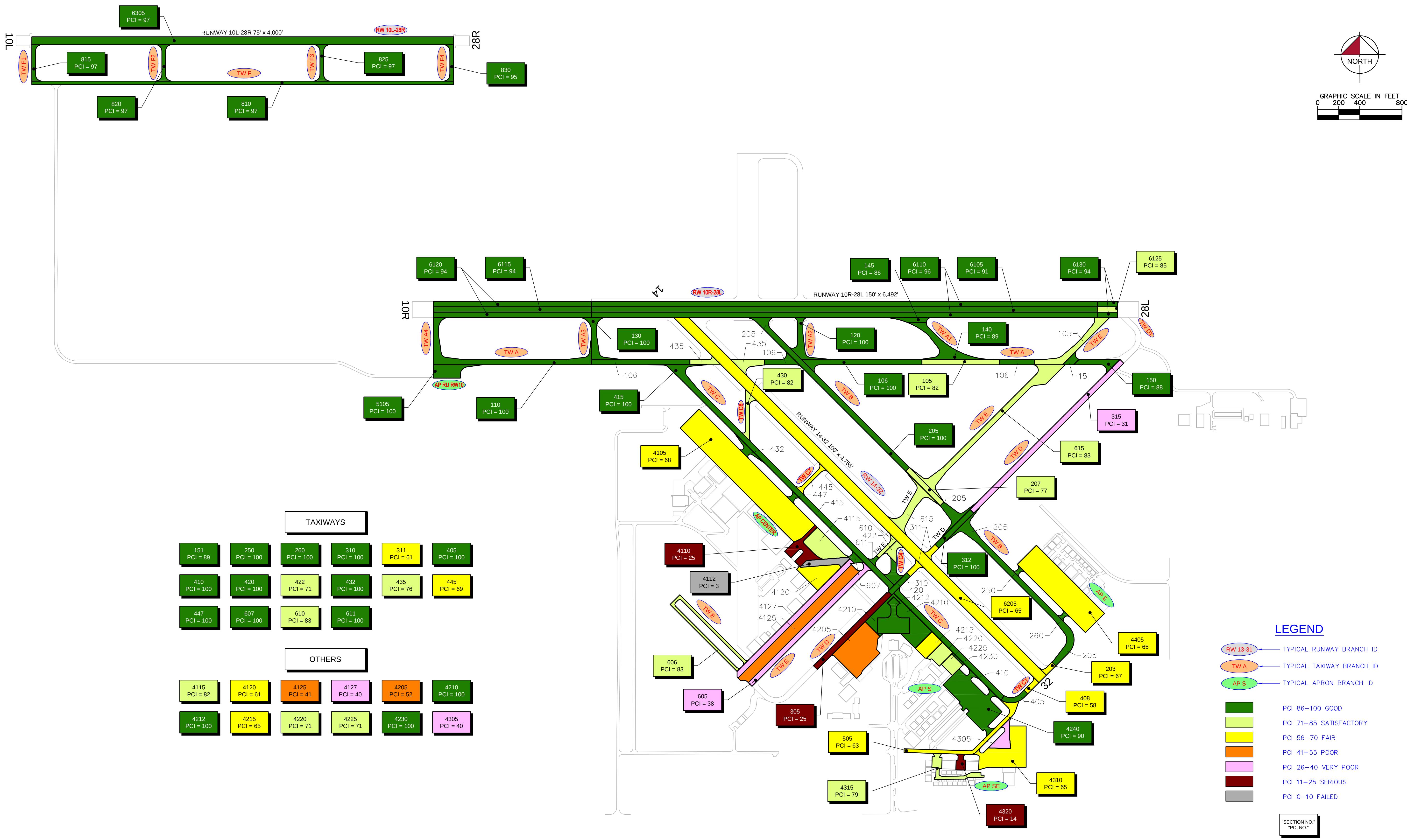
FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT

BROWARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FLL

FDOT DISTRICT: 4



TAXIWAYS

151 PCI = 89	250 PCI = 100	260 PCI = 100	310 PCI = 100	311 PCI = 61	405 PCI = 100
410 PCI = 100	420 PCI = 100	422 PCI = 71	432 PCI = 100	435 PCI = 76	445 PCI = 69
447 PCI = 100	607 PCI = 100	610 PCI = 83	611 PCI = 100		

OTHERS

4115 PCI = 82	4120 PCI = 61	4125 PCI = 41	4127 PCI = 40	4205 PCI = 52	4210 PCI = 100
4212 PCI = 100	4215 PCI = 65	4220 PCI = 71	4225 PCI = 71	4230 PCI = 100	4305 PCI = 40

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

ST. LUCIE COUNTY INTERNATIONAL AIRPORT
ST. LUCIE COUNTY, FLORIDA

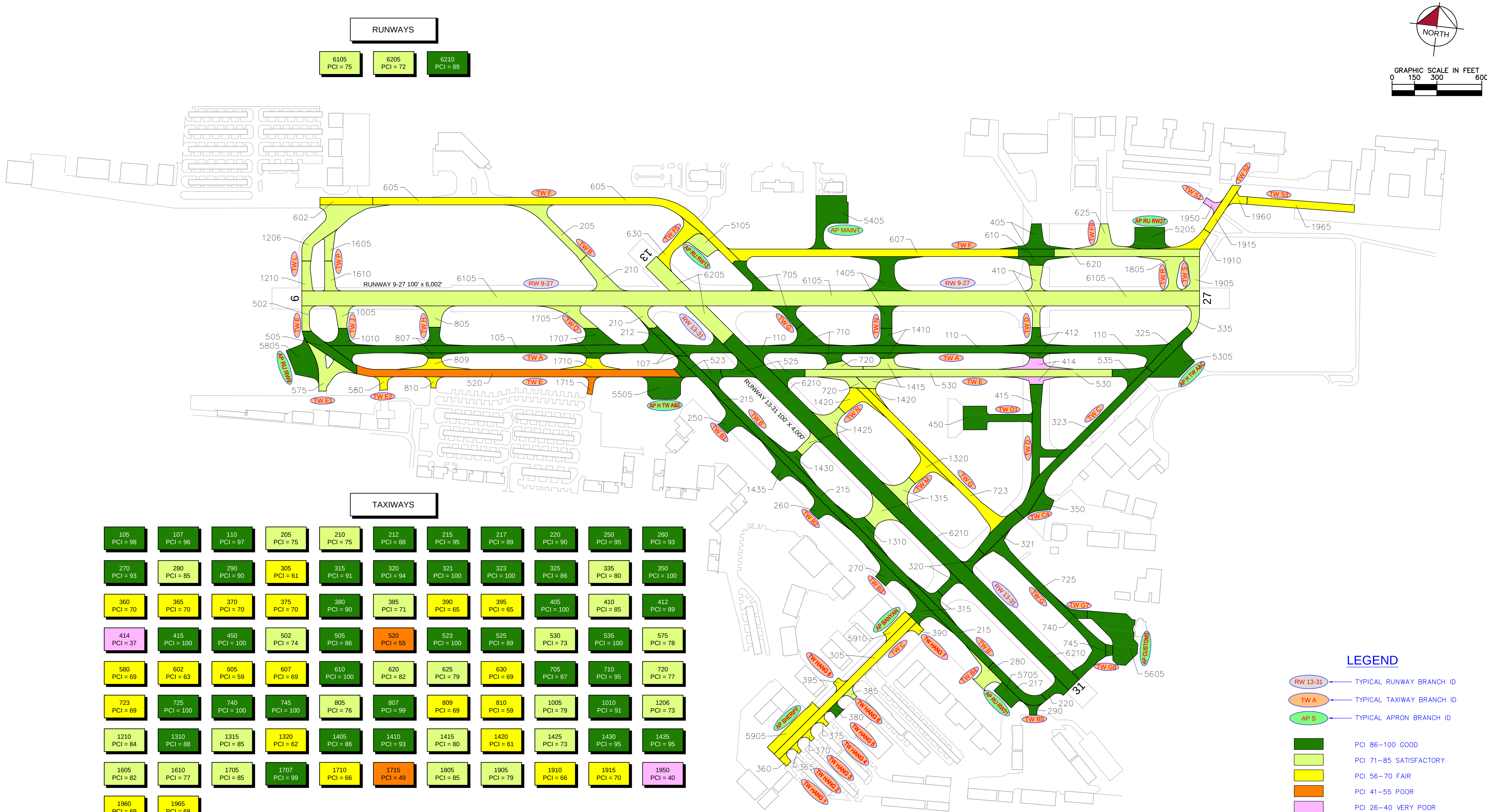
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER FPR

FDOT DISTRICT 4

RUNWAYS

6105 PCI = 75	6205 PCI = 72	6210 PCI = 89



TAXIWAYS

105 PCI = 98	107 PCI = 96	110 PCI = 97	205 PCI = 75	210 PCI = 75	212 PCI = 88	215 PCI = 95	217 PCI = 89	220 PCI = 90	250 PCI = 95	260 PCI = 93
270 PCI = 93	280 PCI = 85	290 PCI = 90	305 PCI = 61	315 PCI = 91	320 PCI = 94	321 PCI = 100	323 PCI = 100	325 PCI = 86	335 PCI = 80	350 PCI = 100
360 PCI = 70	365 PCI = 70	370 PCI = 70	375 PCI = 70	380 PCI = 90	385 PCI = 71	390 PCI = 65	395 PCI = 65	405 PCI = 100	410 PCI = 85	412 PCI = 89
414 PCI = 37	415 PCI = 100	450 PCI = 100	502 PCI = 74	505 PCI = 86	520 PCI = 55	523 PCI = 100	525 PCI = 89	530 PCI = 73	535 PCI = 100	575 PCI = 78
580 PCI = 69	602 PCI = 63	605 PCI = 59	607 PCI = 69	610 PCI = 100	620 PCI = 82	625 PCI = 79	630 PCI = 69	705 PCI = 87	710 PCI = 95	720 PCI = 77
723 PCI = 69	725 PCI = 100	740 PCI = 100	745 PCI = 100	805 PCI = 76	807 PCI = 99	809 PCI = 69	810 PCI = 59	1005 PCI = 79	1010 PCI = 91	1206 PCI = 73
1210 PCI = 84	1310 PCI = 88	1315 PCI = 85	1320 PCI = 62	1405 PCI = 86	1410 PCI = 93	1415 PCI = 80	1420 PCI = 61	1425 PCI = 73	1430 PCI = 95	1435 PCI = 95
1605 PCI = 82	1610 PCI = 77	1705 PCI = 85	1707 PCI = 99	1710 PCI = 66	1715 PCI = 49	1805 PCI = 85	1905 PCI = 79	1910 PCI = 66	1915 PCI = 70	1950 PCI = 40
1960 PCI = 69	1965 PCI = 68									

OTHERS

5105 PCI = 72	5205 PCI = 87	5305 PCI = 94	5405 PCI = 94	5505 PCI = 99	5605 PCI = 100	5705 PCI = 95	5805 PCI = 96	5905 PCI = 65	5910 PCI = 65

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

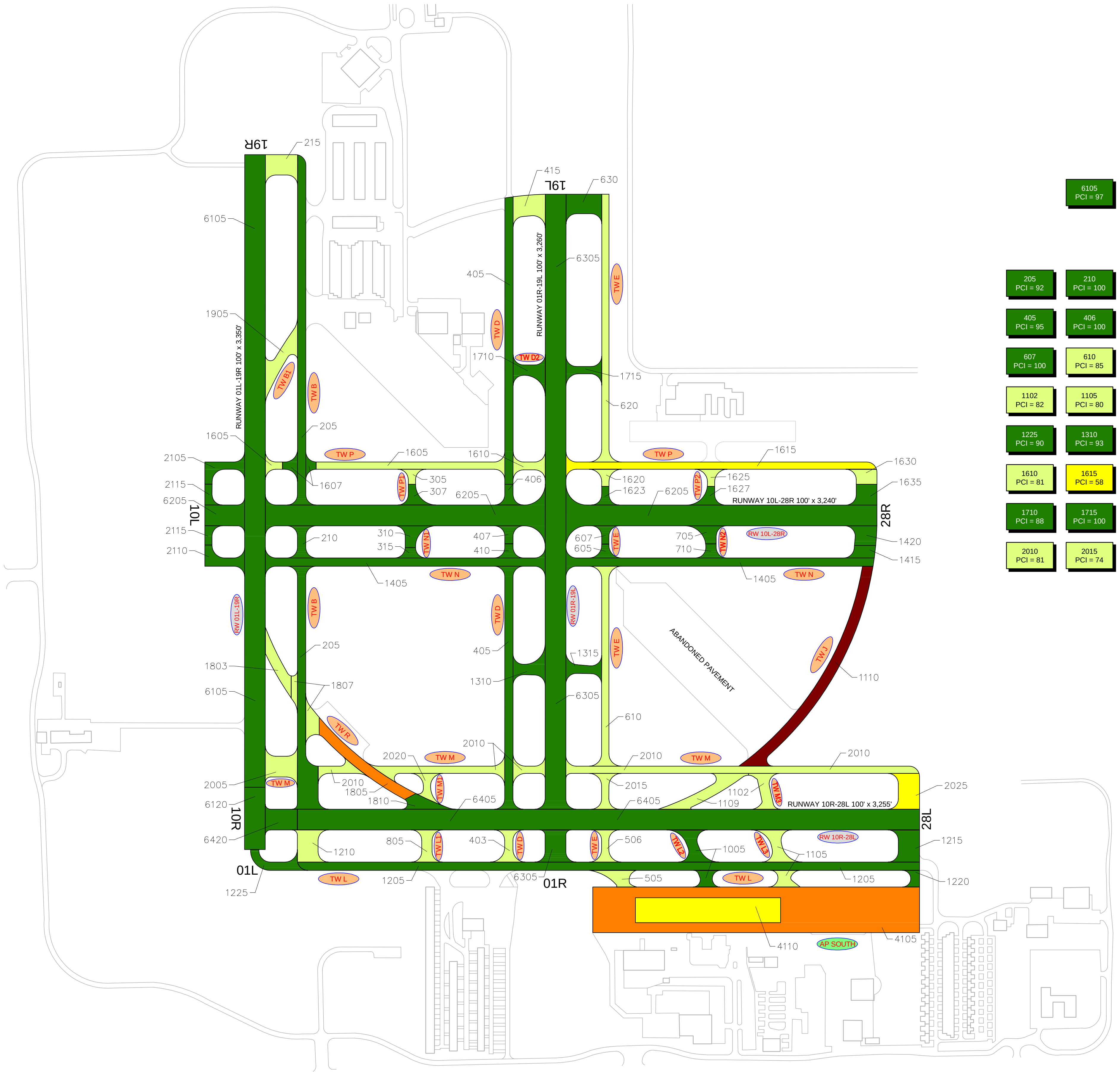
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

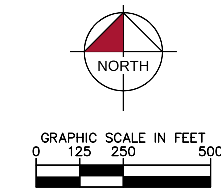
FORT LAUDERDALE EXECUTIVE AIRPORT
BROWARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER FXE

FDOT DISTRICT 4





RUNWAYS

6105 PCI = 97	6120 PCI = 92	6205 PCI = 100	6305 PCI = 100	6405 PCI = 87	6420 PCI = 94

TAXIWAYS

205 PCI = 92	210 PCI = 100	215 PCI = 85	305 PCI = 80	307 PCI = 100	310 PCI = 100	315 PCI = 100	403 PCI = 79
405 PCI = 95	406 PCI = 100	407 PCI = 100	410 PCI = 100	415 PCI = 84	505 PCI = 75	506 PCI = 76	605 PCI = 100
607 PCI = 100	610 PCI = 85	620 PCI = 85	630 PCI = 100	705 PCI = 100	710 PCI = 100	805 PCI = 80	1005 PCI = 87
1102 PCI = 82	1105 PCI = 80	1109 PCI = 82	1110 PCI = 13	1205 PCI = 95	1210 PCI = 85	1215 PCI = 90	1220 PCI = 89
1225 PCI = 90	1310 PCI = 93	1315 PCI = 100	1405 PCI = 100	1415 PCI = 100	1420 PCI = 100	1605 PCI = 79	1607 PCI = 90
1610 PCI = 81	1615 PCI = 58	1620 PCI = 71	1623 PCI = 100	1625 PCI = 76	1627 PCI = 100	1630 PCI = 73	1635 PCI = 100
1710 PCI = 88	1715 PCI = 100	1803 PCI = 82	1805 PCI = 43	1807 PCI = 85	1810 PCI = 86	1905 PCI = 83	2005 PCI = 76
2010 PCI = 81	2015 PCI = 74	2020 PCI = 81	2025 PCI = 65	2105 PCI = 88	2110 PCI = 100	2115 PCI = 100	

OTHERS

4105 PCI = 45	4110 PCI = 58

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

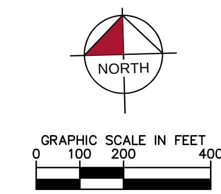
DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
NORTH PERRY AIRPORT
BROWARD COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: HWO
FDOT DISTRICT: 4



RUNWAYS

6105 PCI = 85	6205 PCI = 100	6215 PCI = 100	6305 PCI = 77	6310 PCI = 37

TAXIWAYS

103 PCI = 81	105 PCI = 100	115 PCI = 87	120 PCI = 87	125 PCI = 100
205 PCI = 80	210 PCI = 100	215 PCI = 78	217 PCI = 100	220 PCI = 93
223 PCI = 100	310 PCI = 83			

OTHERS

4105 PCI = 69	4115 PCI = 63	4120 PCI = 100	4205 PCI = 100	4305 PCI = 65

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

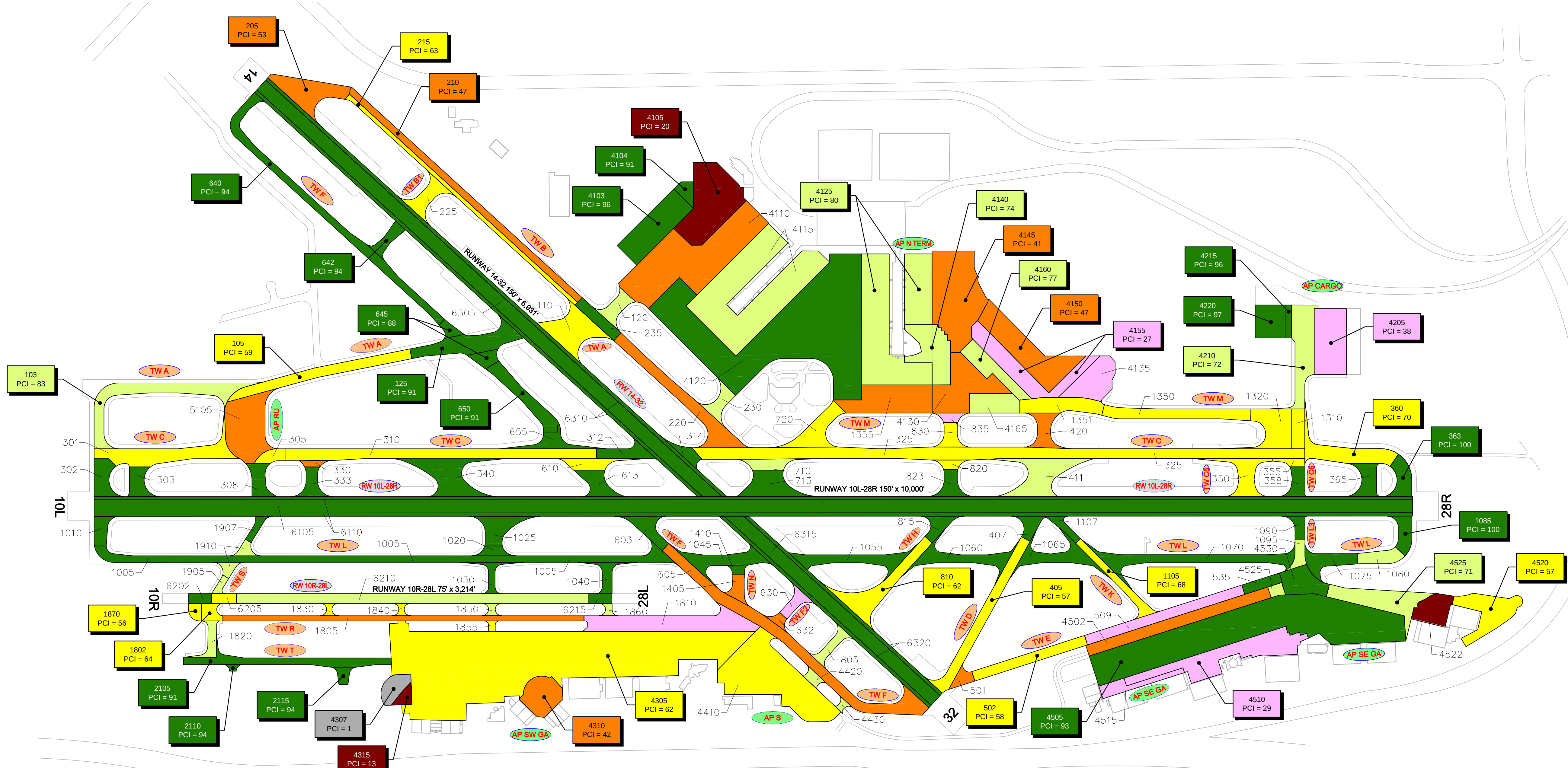
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

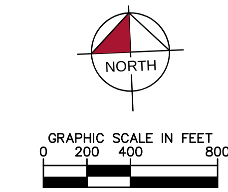
PALM BEACH COUNTY PARK AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: LNA

FDOT DISTRICT: 4





OTHERS

4110 PCI = 45	4115 PCI = 84	4120 PCI = 90
4130 PCI = 54	4135 PCI = 40	4165 PCI = 80
4410 PCI = 62	4420 PCI = 73	4430 PCI = 71
4502 PCI = 49	4515 PCI = 32	4522 PCI = 21
4530 PCI = 95	5105 PCI = 51	

RUNWAYS

6105 PCI = 100	6110 PCI = 100	6202 PCI = 91	6205 PCI = 64	6210 PCI = 74	6215 PCI = 94	6305 PCI = 87	6310 PCI = 88	6315 PCI = 88	6320 PCI = 91

TAXIWAYS

110 PCI = 56	120 PCI = 84	220 PCI = 51	225 PCI = 60	230 PCI = 81	235 PCI = 87	301 PCI = 68	302 PCI = 100	303 PCI = 100	305 PCI = 63	308 PCI = 100	310 PCI = 69	312 PCI = 90	314 PCI = 91	325 PCI = 62	330 PCI = 52	333 PCI = 100	340 PCI = 97	350 PCI = 70	355 PCI = 60	358 PCI = 100	365 PCI = 100	407 PCI = 100
411 PCI = 82	420 PCI = 54	501 PCI = 52	509 PCI = 33	535 PCI = 95	603 PCI = 100	605 PCI = 53	610 PCI = 59	613 PCI = 100	630 PCI = 29	632 PCI = 43	655 PCI = 90	710 PCI = 78	713 PCI = 100	720 PCI = 57	805 PCI = 71	815 PCI = 100	820 PCI = 60	823 PCI = 100	830 PCI = 63	835 PCI = 39	1005 PCI = 91	1010 PCI = 100
1020 PCI = 90	1025 PCI = 100	1030 PCI = 89	1040 PCI = 94	1045 PCI = 100	1055 PCI = 100	1060 PCI = 100	1065 PCI = 100	1070 PCI = 100	1075 PCI = 97	1080 PCI = 76	1090 PCI = 100	1095 PCI = 81	1107 PCI = 100	1310 PCI = 56	1320 PCI = 62	1350 PCI = 69	1351 PCI = 68	1355 PCI = 48	1405 PCI = 51	1410 PCI = 100	1805 PCI = 50	1810 PCI = 30
1820 PCI = 73	1830 PCI = 57	1840 PCI = 69	1850 PCI = 76	1855 PCI = 68	1860 PCI = 80	1905 PCI = 71	1907 PCI = 100	1910 PCI = 78														

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

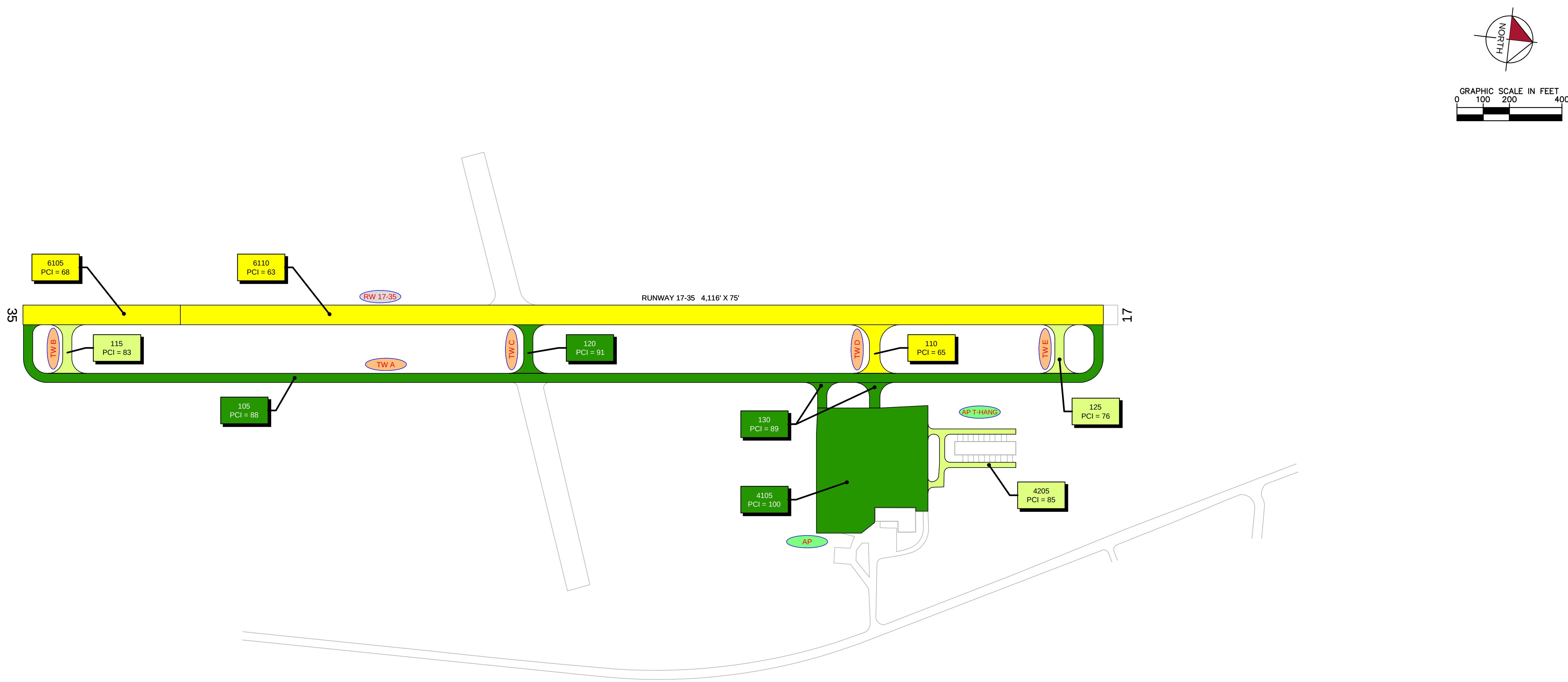
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PALM BEACH INTERNATIONAL AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PBI

FDOT DISTRICT: 4



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

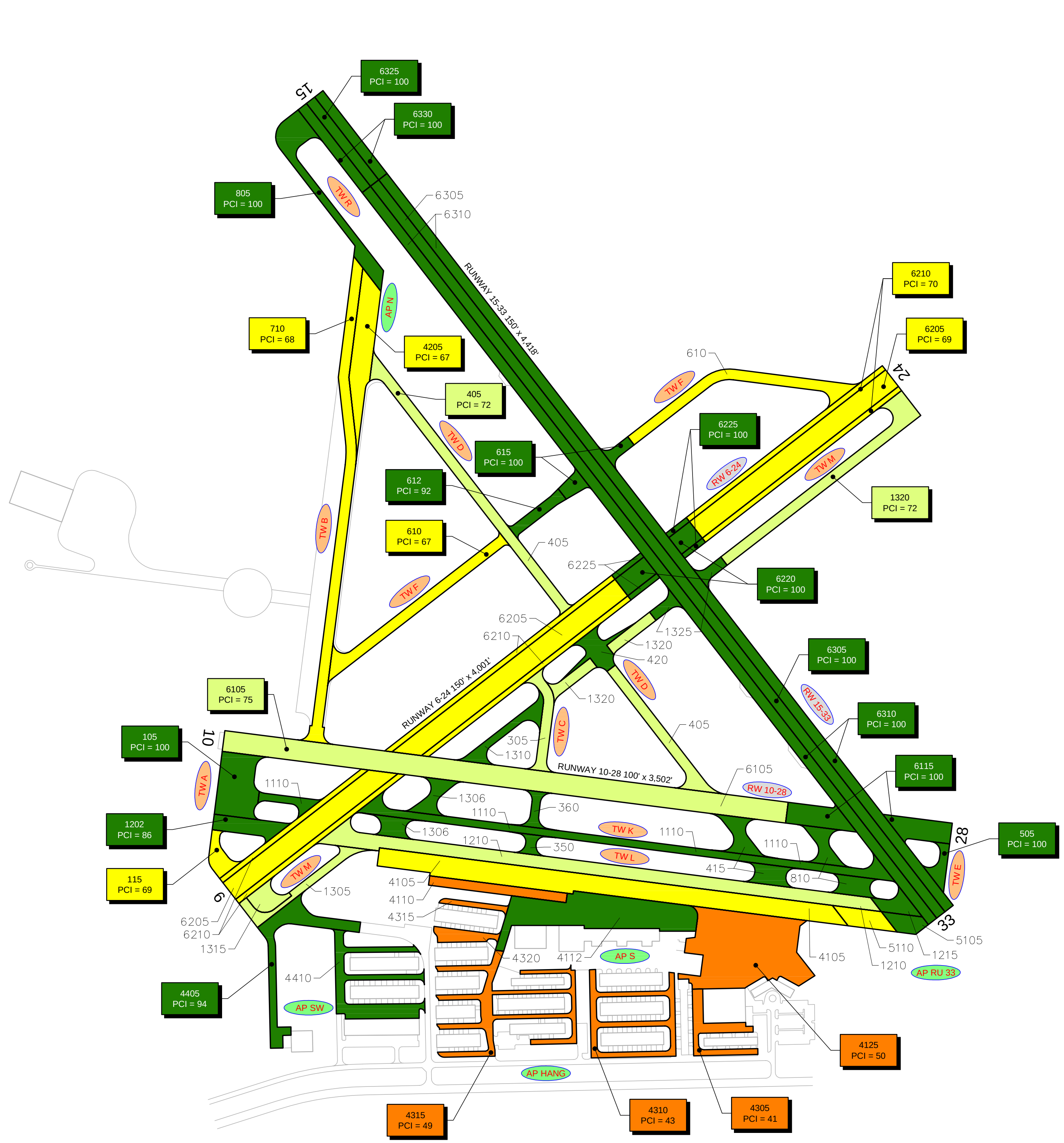
FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

PALM BEACH COUNTY GLADES AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PHK
FDOT DISTRICT: 4



TAXIWAYS

305 PCI = 72	350 PCI = 100	360 PCI = 100	415 PCI = 100	420 PCI = 89
810 PCI = 100	1110 PCI = 100	1210 PCI = 73	1215 PCI = 100	1305 PCI = 78
1306 PCI = 100	1310 PCI = 90	1315 PCI = 84	1325 PCI = 100	

OTHERS

4105 PCI = 70	4110 PCI = 54	4112 PCI = 100	4320 PCI = 48	4410 PCI = 100
5105 PCI = 100	5110 PCI = 70			

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

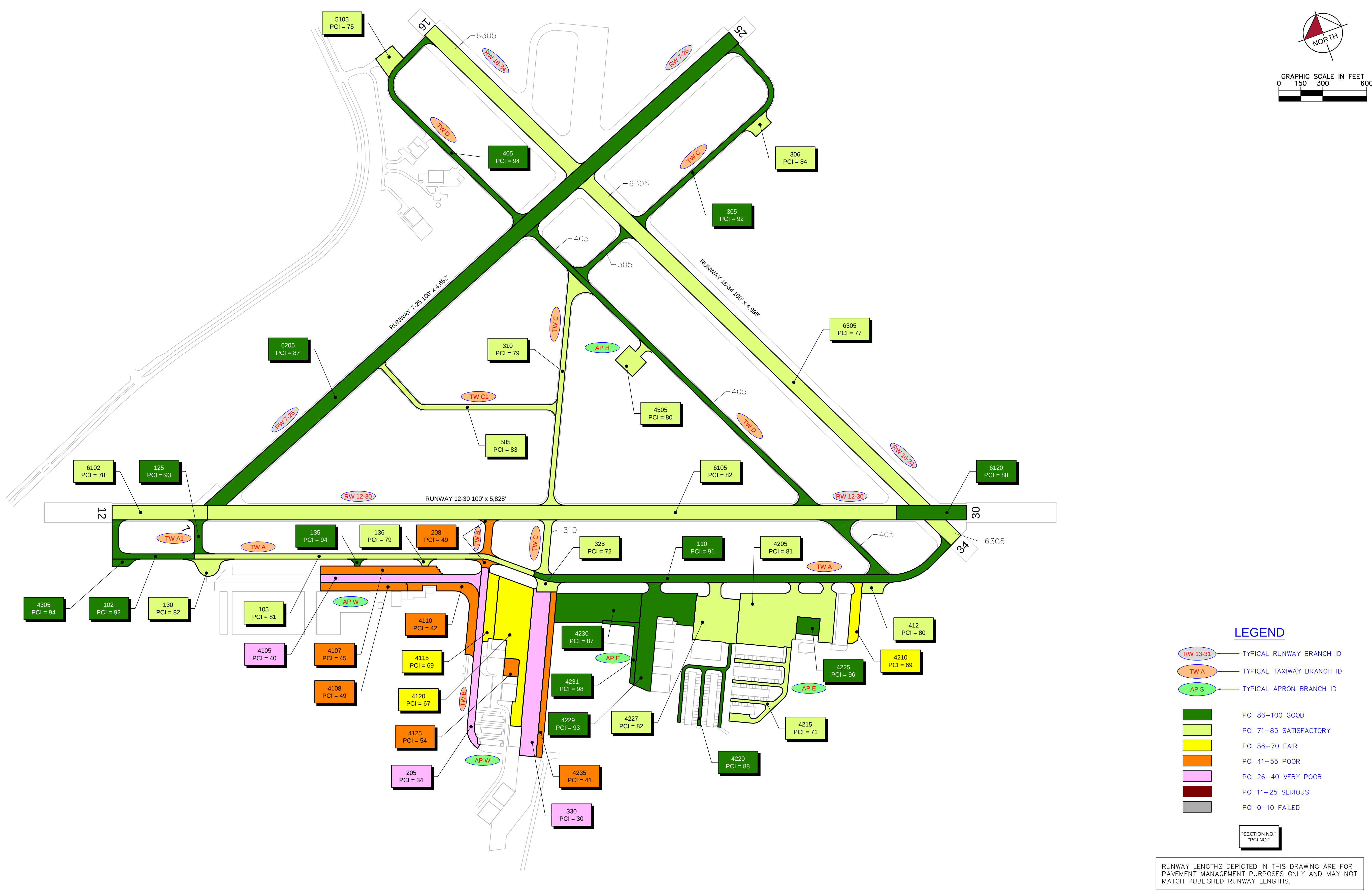
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

POMPANO BEACH AIRPARK
BROWARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PMP

FDOT DISTRICT: 4



NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

WITHAM FIELD
MARTIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER SUA

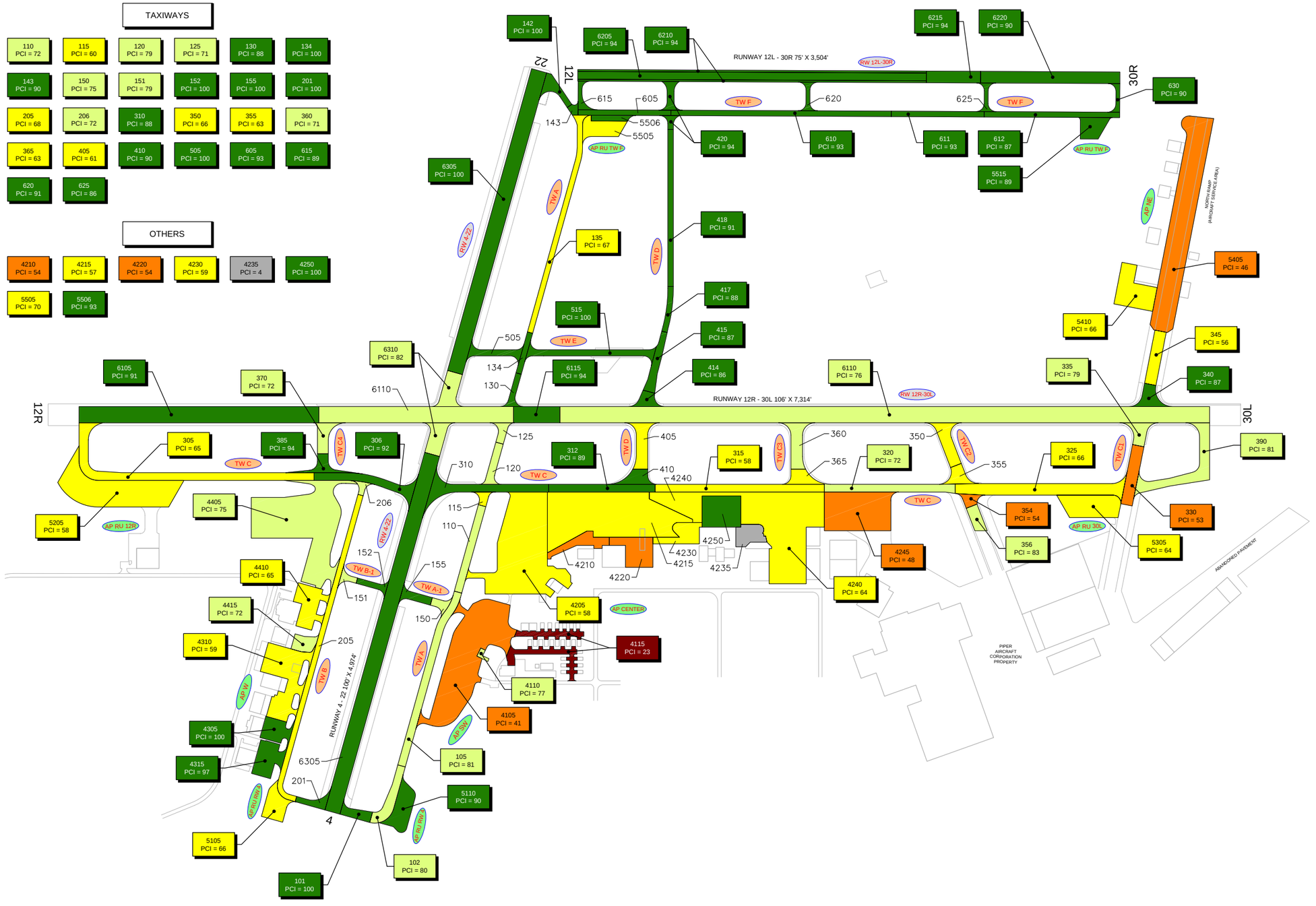
FDOT DISTRICT 4

TAXIWAYS

110 PCI = 72	115 PCI = 60	120 PCI = 79	125 PCI = 71	130 PCI = 88	134 PCI = 100
143 PCI = 90	150 PCI = 75	151 PCI = 79	152 PCI = 100	155 PCI = 100	201 PCI = 100
205 PCI = 68	206 PCI = 72	310 PCI = 88	350 PCI = 66	355 PCI = 63	360 PCI = 71
365 PCI = 63	405 PCI = 61	410 PCI = 90	505 PCI = 100	605 PCI = 93	615 PCI = 89
620 PCI = 91	625 PCI = 86				

OTHERS

4210 PCI = 54	4215 PCI = 57	4220 PCI = 54	4230 PCI = 59	4235 PCI = 4	4250 PCI = 100
5505 PCI = 70	5506 PCI = 93				



LEGEND

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

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

"SECTION NO."
"PCI NO."

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NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

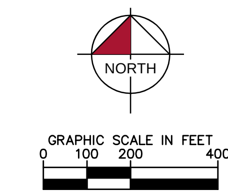
FDOT

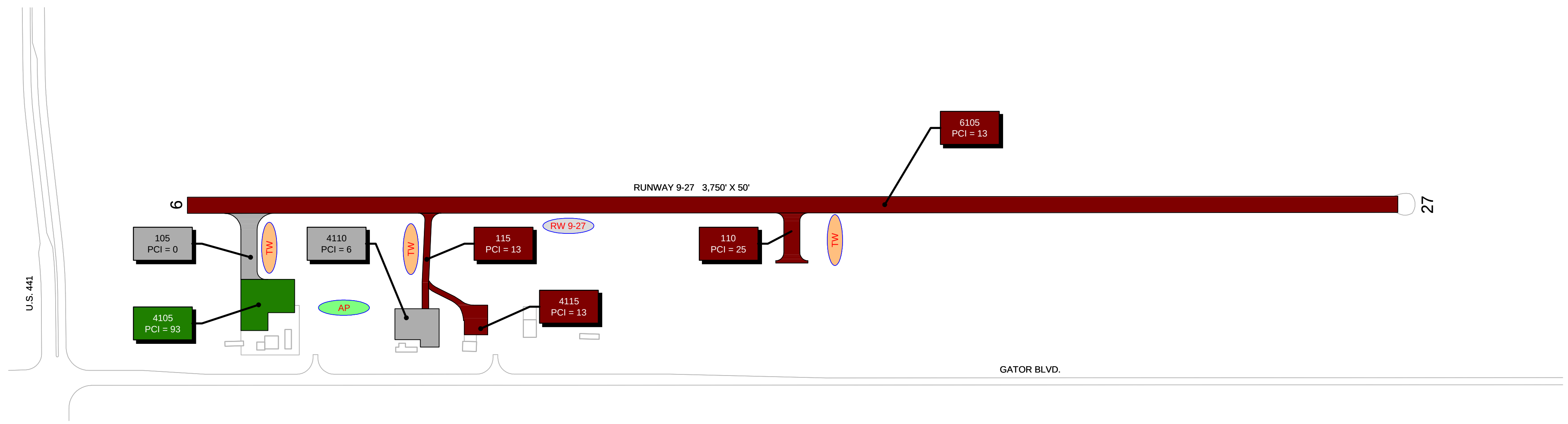
AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VRB
FDOT DISTRICT: 4





LEGEND

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

"SECTION NO."
"PCI NO."

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

NUMBER	DATE	REVISIONS

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

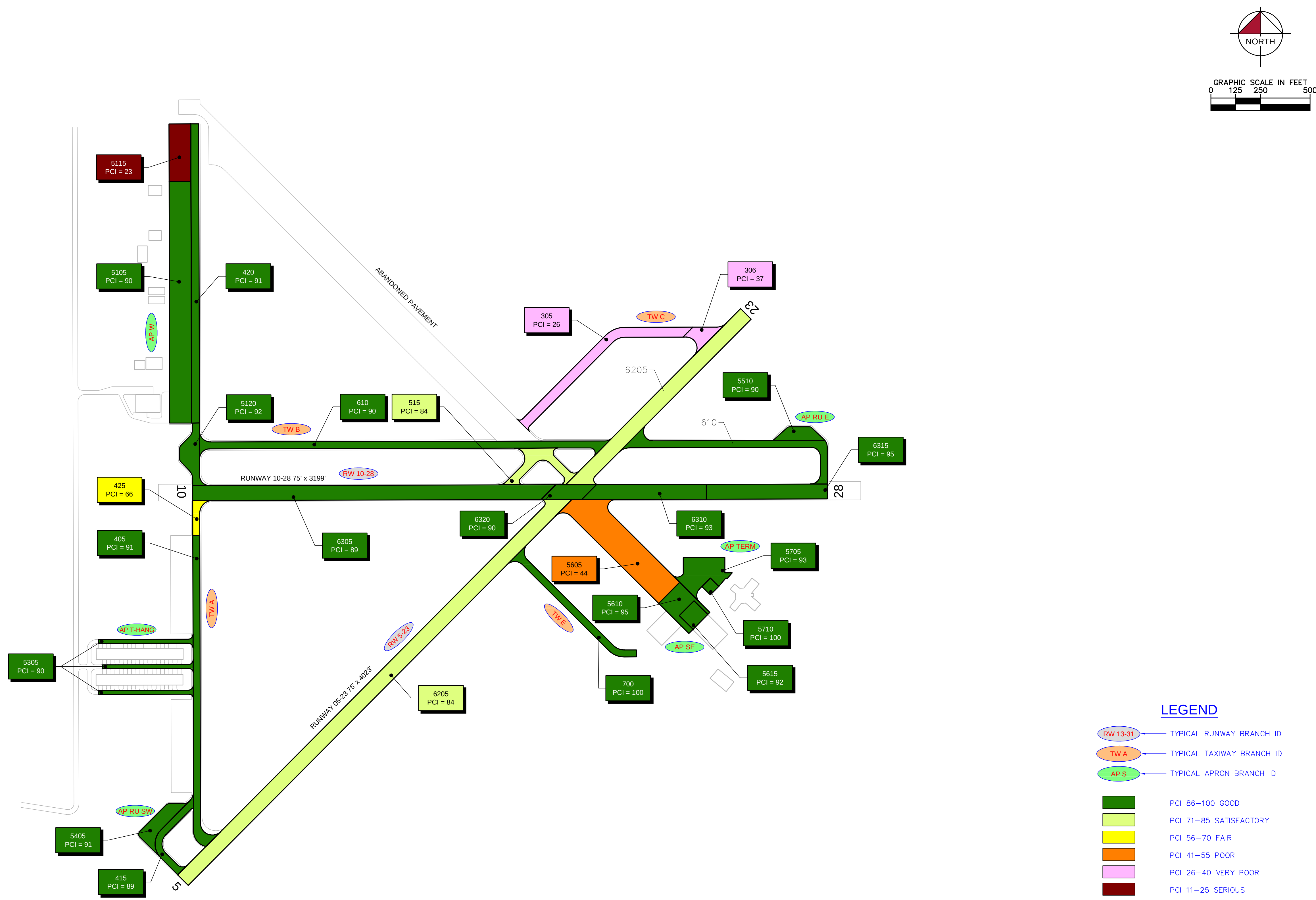
BELLE GLADE STATE MUNICIPAL AIRPORT

PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **X10**

FDOT DISTRICT 4



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
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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: 2013

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

SEBASTIAN MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: X26
FDOT DISTRICT: 4

APPENDIX D

- DISTRICT 10-YEAR MAJOR REHABILITATION NEEDS

BCT – 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
2022	TW E	116	$ 271,722.00	63	Mill and Overlay	100
		Total =	$ 271,722.00			

* Costs are adjusted for inflation at 3%

F45 – 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
2016	TW J	1010	$ 105,238.00	64	Mill and Overlay	100
2020	AP N	4120	$ 3,003,021.00	65	Mill and Overlay	100
2020	AP T-HANGE	4415	$ 137,230.00	64	Mill and Overlay	100
2020	TW F	615	$ 107,780.00	64	Mill and Overlay	100
2021	AP N	4105	$11,778,062.00	65	Mill and Overlay	100
2021	AP RU	5105	$ 491,051.00	65	Mill and Overlay	100
2022	AP T-HANG	4205	$ 1,620,164.00	64	Mill and Overlay	100
2022	RW 8R-26L	6105	$ 7,786,402.00	65	Mill and Overlay	100
2022	TW R	1805	$ 274,166.00	65	Mill and Overlay	100
2023	RW 13-31	6205	$ 6,267,427.00	64	Mill and Overlay	100
2024	TW F	605	$ 3,254,973.00	64	Mill and Overlay	100
		Total =	$34,825,514.00			

* Costs are adjusted for inflation at 3%

FLL – 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 COMMON	4010	$ 432,000.00	55	Mill and Overlay	100
2015	AP COMMON	4020	$ 10,796,941.00	59	Mill and Overlay	100
2015	AP COMMON	4025	$ 2,106,721.00	60	Mill and Overlay	100
2015	AP COMMON	4040	$ 408,006.00	52	Mill and Overlay	100
2015	AP COMMON	4045	$ 565,663.00	50	Mill and Overlay	100
2015	AP COMMON	4075	$ 1,025,703.00	65	Mill and Overlay	100
2015	AP COMMON	4085	$ 5,497,074.00	62	Mill and Overlay	100
2015	AP RU 28R	5210	$ 863,416.00	56	Mill and Overlay	100
2015	RW 10L-28R	6125	$ 1,350,000.00	65	Mill and Overlay	100
2015	RW 10L-28R	6135	$ 905,400.00	41	Mill and Overlay	100
2015	RW 10L-28R	6145	$ 4,050,000.00	64	Mill and Overlay	100
2015	RW 10L-28R	6155	$ 270,000.00	54	Mill and Overlay	100
2015	TW A	105	$ 2,601,018.00	59	Mill and Overlay	100
2015	TW A	110	$ 1,248,809.00	42	Mill and Overlay	100
2015	TW A	112	$ 564,106.00	65	Mill and Overlay	100
2015	TW A	125	$ 743,515.00	62	Mill and Overlay	100
2015	TW A	141	$ 197,787.00	64	Mill and Overlay	100
2015	TW A	143	$ 201,891.00	61	Mill and Overlay	100
2015	TW A	144	$ 128,425.00	50	Mill and Overlay	100
2015	TW A	146	$ 220,534.00	65	Mill and Overlay	100
2015	TW A	155	$ 877,500.00	58	Mill and Overlay	100
2015	TW A	156	$ 155,881.00	65	Mill and Overlay	100
2015	TW A	157	$ 1,549,368.00	65	Mill and Overlay	100
2015	TW A1	165	$ 209,304.00	64	Mill and Overlay	100
2015	TW A1	170	$ 48,586.00	51	Mill and Overlay	100
2015	TW B	205	$ 2,565,388.00	45	Mill and Overlay	100
2015	TW B	210	$ 2,247,750.00	64	Mill and Overlay	100
2015	TW B	215	$ 429,520.00	50	Mill and Overlay	100
2015	TW B	216	$ 437,414.00	35	Reconstruction	100
2015	TW B	252	$ 510,354.00	55	Mill and Overlay	100
2015	TW B	255	$ 1,695,433.00	64	Mill and Overlay	100
2015	TW B1	260	$ 1,072,892.00	64	Mill and Overlay	100
2015	TW B6	280	$ 1,064,192.00	52	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW B7	285	$ 532,085.00	65	Mill and Overlay	100
2015	TW B7	287	$ 380,666.00	52	Mill and Overlay	100
2015	TW B8	290	$ 1,246,421.00	53	Mill and Overlay	100
2015	TW D	425	$ 633,606.00	61	Mill and Overlay	100
2015	TW E	510	$ 1,165,086.00	53	Mill and Overlay	100
2015	TW E	524	$ 1,451,566.00	50	Mill and Overlay	100
2015	TW E	525	$ 2,082,521.00	43	Mill and Overlay	100
2015	TW N	435	$ 1,784,731.00	47	Mill and Overlay	100
2015	TW Q	1710	$ 601,385.00	50	Mill and Overlay	100
2015	TW S	1905	$ 391,338.00	62	Mill and Overlay	100
2015	TW T	2005	$ 5,708,268.00	54	Mill and Overlay	100
2015	TW T3	2025	$ 375,138.00	54	Mill and Overlay	100
2015	TW T4	2035	$ 329,310.00	61	Mill and Overlay	100
2015	TW T6	2050	$ 227,319.00	65	Mill and Overlay	100
2015	TW T6	2055	$ 696,348.00	27	Mill and Overlay	100
2015	TW T7	2065	$ 182,718.00	55	Mill and Overlay	100
2015	TW T7	2070	$ 415,278.00	51	Mill and Overlay	100
2016	RW 10L-28R	6115	$ 370,800.00	65	Mill and Overlay	100
2016	RW 10L-28R	6165	$ 927,000.00	65	Mill and Overlay	100
2016	TW A	126	$ 326,100.00	64	Mill and Overlay	100
2016	TW A1	175	$ 638,075.00	65	Mill and Overlay	100
2016	TW D	419	$ 503,687.00	64	Mill and Overlay	100
2016	TW E	505	$ 1,260,321.00	65	Mill and Overlay	100
2016	TW Q	1705	$ 383,461.00	65	Mill and Overlay	100
2017	RW 10L-28R	6110	$ 954,810.00	64	Mill and Overlay	100
2017	TW S	1907	$ 596,642.00	64	Mill and Overlay	100
2018	RW 10L-28R	6105	$ 491,727.00	63	Mill and Overlay	100
2018	RW 10L-28R	6160	$ 590,073.00	64	Mill and Overlay	100
2018	TW A	130	$ 2,324,886.00	64	Mill and Overlay	100
2018	TW A	132	$ 202,467.00	64	Mill and Overlay	100
2018	TW A	133	$ 231,490.00	64	Mill and Overlay	100
2018	TW B2	265	$ 1,900,834.00	64	Mill and Overlay	100
2018	TW B4	278	$ 562,182.00	64	Mill and Overlay	100
2018	TW C	325	$ 4,787,357.00	65	Mill and Overlay	100
2019	TW T5	2080	$ 475,867.00	65	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2019	TW T7	2060	$ 153,078.00	65	Mill and Overlay	100
2020	TW A	135	$ 1,236,366.00	65	Mill and Overlay	100
2020	TW A	140	$ 2,635,494.00	65	Mill and Overlay	100
2020	TW A	142	$ 391,255.00	65	Mill and Overlay	100
2020	TW B3	267	$ 1,630,396.00	65	Mill and Overlay	100
2020	TW B4	270	$ 598,944.00	65	Mill and Overlay	100
2020	TW Q	1716	$ 828,000.00	65	Mill and Overlay	100
2020	TW S	1910	$ 1,643,459.00	64	Mill and Overlay	100
2020	TW T3	2030	$ 669,474.00	65	Mill and Overlay	100
2021	RW 10L-28R	6150	$ 9,671,824.00	64	Mill and Overlay	100
2021	TW A	102	$ 429,761.00	65	Mill and Overlay	100
2021	TW A	136	$ 221,157.00	64	Mill and Overlay	100
2021	TW A	160	$ 365,380.00	65	Mill and Overlay	100
2021	TW D	430	$ 558,198.00	65	Mill and Overlay	100
2021	TW D	433	$ 994,887.00	65	Mill and Overlay	100
2021	TW E	515	$ 843,920.00	65	Mill and Overlay	100
2021	TW E	526	$ 2,177,794.00	65	Mill and Overlay	100
2021	TW T2	2020	$ 935,029.00	65	Mill and Overlay	100
2022	RW 10L-28R	6140	$ 1,771,018.00	64	Mill and Overlay	100
2023	TW A	129	$ 573,920.00	64	Mill and Overlay	100
2023	TW D	418	$ 327,077.00	65	Mill and Overlay	100
2023	TW Q	1712	$ 583,135.00	65	Mill and Overlay	100
2023	TW T5	2045	$ 936,153.00	64	Mill and Overlay	100
2024	AP COMMON	4011	$ 18,676,002.00	65	Mill and Overlay	100
2024	AP COMMON	4090	$ 2,706,682.00	65	Mill and Overlay	100
2024	AP RU 28R	5211	$ 701,055.00	64	Mill and Overlay	100
2024	RW 10L-28R	6170	$ 2,348,592.00	65	Mill and Overlay	100
2024	TW A	137	$ 265,543.00	64	Mill and Overlay	100
2024	TW A5	190	$ 1,241,012.00	65	Mill and Overlay	100
2024	TW B	225	$ 880,722.00	65	Mill and Overlay	100
2024	TW B	253	$ 2,244,220.00	64	Mill and Overlay	100
		Total =	$ 142,011,701.00			

* Costs are adjusted for inflation at 3%

FPR – 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 SE	4305	$ 387,750.09	40	Reconstruction	100
2014	AP CENTER	4127	$ 1,151,205.27	40	Reconstruction	100
2014	AP SE	4320	$ 175,620.04	14	Reconstruction	100
2014	AP CENTER	4125	$ 2,212,379.74	41	Mill and Overlay	100
2014	AP CENTER	4120	$ 540,829.97	61	Mill and Overlay	100
2014	AP E	4405	$ 2,351,549.89	65	Mill and Overlay	100
2014	AP S	4215	$ 319,069.98	65	Mill and Overlay	100
2014	AP S	4205	$ 1,280,799.94	52	Mill and Overlay	100
2014	AP CENTER	4110	$ 631,980.15	25	Reconstruction	100
2014	AP CENTER	4112	$ 395,355.09	3	Reconstruction	100
2014	TW E	605	$ 1,201,950.28	38	Reconstruction	100
2014	AP SE	4310	$ 1,136,289.95	65	Mill and Overlay	100
2014	TW D	315	$ 1,509,870.36	31	Reconstruction	100
2014	TW D	305	$ 748,305.18	24	Reconstruction	100
2014	RW 14-32	6205	$ 4,853,659.77	65	Mill and Overlay	100
2014	TW C1	408	$ 78,340.00	58	Mill and Overlay	100
2014	TW C1	505	$ 505,749.98	63	Mill and Overlay	100
2014	TW D	311	$ 160,419.99	61	Mill and Overlay	100
2016	TW B	203	$ 71,992.67	65	Mill and Overlay	100
2018	TW C7	445	$ 151,763.60	65	Mill and Overlay	100
2019	AP CENTER	4105	$ 4,606,572.39	65	Mill and Overlay	100
2019	AP S	4225	$ 243,470.73	64	Mill and Overlay	100
2019	AP S	4220	$ 307,694.51	64	Mill and Overlay	100
2020	TW C4	422	$ 165,698.63	64	Mill and Overlay	100
2021	AP SE	4315	$ 370,069.03	64	PCC Restoration	100
		Total =	$25,558,387.23			

* Costs are adjusted for inflation at 3%

FXE – 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 BANYAN	5910	$ 180,542.00	61	Mill and Overlay	100
2015	AP SHERIFF	5905	$ 410,893.00	61	Mill and Overlay	100
2015	TW C	305	$ 972,211.00	57	Mill and Overlay	100
2015	TW D	414	$ 416,673.00	34	Reconstruction	100
2015	TW E	520	$ 1,614,663.00	51	Mill and Overlay	100
2015	TW F	602	$ 264,531.00	60	Mill and Overlay	100
2015	TW F	605	$ 1,973,888.00	55	Mill and Overlay	100
2015	TW H	810	$ 58,339.00	56	Mill and Overlay	100
2015	TW HANG 7	390	$ 60,548.00	62	Mill and Overlay	100
2015	TW HANG 8	395	$ 52,301.00	62	Mill and Overlay	100
2015	TW M	1320	$ 298,037.00	59	Mill and Overlay	100
2015	TW N	1420	$ 311,283.00	57	Mill and Overlay	100
2015	TW Q	1710	$ 182,385.00	63	Mill and Overlay	100
2015	TW Q	1715	$ 83,795.00	46	Mill and Overlay	100
2015	TW S	1910	$ 194,304.00	63	Mill and Overlay	100
2015	TW S1	1950	$ 97,864.00	37	Reconstruction	100
2016	TW F	607	$ 1,513,590.00	64	Mill and Overlay	100
2016	TW F5	630	$ 387,848.00	64	Mill and Overlay	100
2016	TW S3	1965	$ 555,167.00	64	Mill and Overlay	100
2017	AP RU RW13	5105	$ 259,188.00	64	Mill and Overlay	100
2017	RW 13-31	6205	$ 937,943.00	65	Mill and Overlay	100
2017	TW E2	580	$ 86,833.00	64	Mill and Overlay	100
2017	TW G	723	$ 1,118,102.00	64	Mill and Overlay	100
2017	TW H	809	$ 202,961.00	64	Mill and Overlay	100
2017	TW HANG 1	360	$ 53,361.00	65	Mill and Overlay	100
2017	TW HANG 2	365	$ 38,510.00	65	Mill and Overlay	100
2017	TW HANG 3	370	$ 46,484.00	65	Mill and Overlay	100
2017	TW HANG 4	375	$ 39,379.00	65	Mill and Overlay	100
2017	TW S	1915	$ 288,817.00	65	Mill and Overlay	100
2017	TW S3	1960	$ 90,783.00	64	Mill and Overlay	100
2018	TW HANG 6	385	$ 54,303.00	65	Mill and Overlay	100
2018	TW N	1425	$ 392,729.00	65	Mill and Overlay	100
2019	RW 9-27	6105	$10,132,546.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2019	TW B	205	$ 520,657.00	65	Mill and Overlay	100
2019	TW B	210	$ 627,615.00	65	Mill and Overlay	100
2020	TW E	530	$ 1,785,460.00	64	Mill and Overlay	100
2020	TW L	1206	$ 930,413.00	64	Mill and Overlay	100
2021	TW E	502	$ 164,347.00	64	Mill and Overlay	100
2021	TW G	720	$ 347,557.00	64	Mill and Overlay	100
2021	TW P	1610	$ 234,745.00	64	Mill and Overlay	100
2022	TW H	805	$ 312,805.00	65	Mill and Overlay	100
2023	TW C	335	$ 184,728.00	64	Mill and Overlay	100
2024	TW E1	575	$ 575,254.00	64	Mill and Overlay	100
		Total =	$29,054,382.00			

* Costs are adjusted for inflation at 3%

HWO– 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 SOUTH	4105	$ 5,103,628.00	41	Mill and Overlay	100
2015	AP SOUTH	4110	$ 1,260,000.00	55	PCC Restoration	100
2015	TW J	1110	$ 1,179,546.00	9	Reconstruction	100
2015	TW M	2025	$ 279,849.00	62	Mill and Overlay	100
2015	TW P	1615	$ 795,956.00	55	Mill and Overlay	100
2015	TW R	1805	$ 827,162.00	39	Reconstruction	100
2018	TW E	1620	$ 72,655.00	65	Mill and Overlay	100
2019	TW E	505	$ 149,298.00	65	Mill and Overlay	100
2020	TW P	1630	$ 135,202.00	64	Mill and Overlay	100
2021	TW E	2015	$ 155,029.00	64	Mill and Overlay	100
2022	TW E	506	$ 148,381.00	65	Mill and Overlay	100
2022	TW M	2005	$ 318,118.00	65	Mill and Overlay	100
2022	TW P2	1625	$ 81,804.00	65	Mill and Overlay	100
2023	TW L1	805	$ 188,040.00	64	Mill and Overlay	100
2023	TW L3	1105	$ 363,030.00	64	Mill and Overlay	100
2023	TW P	1610	$ 151,224.00	65	Mill and Overlay	100
2024	TW J	1109	$ 389,727.00	64	Mill and Overlay	100
2024	TW M3	1102	$ 217,084.00	64	Mill and Overlay	100
2024	TW R	1803	$ 259,538.00	64	Mill and Overlay	100
		Total =	$ 12,075,271.00			

* Costs are adjusted for inflation at 3%

LNA – 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	4115	$ 2,505,151.00	62	Mill and Overlay	100
2015	AP RU RW15	4305	$ 95,658.00	64	Mill and Overlay	100
2015	RW 3-21	6310	$ 123,000.00	36	Reconstruction	100
2017	AP GA	4105	$ 9,191,544.00	64	Mill and Overlay	100
		Total =	$11,915,353.00			

* Costs are adjusted for inflation at 3%

PBI – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP CARGO	4205	$ 2,806,000.00	37	Reconstruction	100
2015	AP N TERM	4105	$ 4,398,195.00	19	Reconstruction	100
2015	AP N TERM	4110	$ 7,407,368.00	44	Mill and Overlay	100
2015	AP N TERM	4130	$ 2,419,975.00	53	Mill and Overlay	100
2015	AP N TERM	4135	$ 1,892,517.00	39	Reconstruction	100
2015	AP N TERM	4145	$ 5,438,740.00	40	Reconstruction	100
2015	AP N TERM	4150	$ 3,243,409.00	46	PCC Restoration	100
2015	AP N TERM	4155	$ 2,896,348.00	26	Reconstruction	100
2015	AP RU	5105	$ 2,592,693.00	50	Mill and Overlay	100
2015	AP S	4410	$ 5,211,034.00	61	Mill and Overlay	100
2015	AP SE GA	4502	$ 2,377,641.00	47	Mill and Overlay	100
2015	AP SE GA	4510	$ 3,988,383.00	28	Reconstruction	100
2015	AP SE GA	4515	$ 848,125.00	31	Reconstruction	100
2015	AP SE GA	4520	$ 1,741,104.00	56	Mill and Overlay	100
2015	AP SE GA	4522	$ 1,248,624.00	20	Reconstruction	100
2015	AP SW GA	4305	$ 19,652,689.00	61	Mill and Overlay	100
2015	AP SW GA	4307	$ 792,603.00	0	Reconstruction	100
2015	AP SW GA	4310	$ 1,627,963.00	40	Reconstruction	100
2015	AP SW GA	4315	$ 460,000.00	10	Reconstruction	100
2015	RW 10R-28L	6205	$ 253,342.00	63	Mill and Overlay	100
2015	TW A	105	$ 1,878,594.00	58	Mill and Overlay	100
2015	TW A	110	$ 1,543,331.00	55	Mill and Overlay	100
2015	TW B	205	$ 1,597,483.00	52	Mill and Overlay	100
2015	TW B	210	$ 2,379,439.00	46	Mill and Overlay	100
2015	TW B	215	$ 1,275,894.00	62	Mill and Overlay	100
2015	TW B	220	$ 2,216,448.00	50	Mill and Overlay	100
2015	TW B	225	$ 730,063.00	59	Mill and Overlay	100
2015	TW C	305	$ 348,318.00	62	Mill and Overlay	100
2015	TW C	325	$ 6,850,350.00	61	Mill and Overlay	100
2015	TW C	330	$ 137,790.00	51	Mill and Overlay	100
2015	TW C	355	$ 197,532.00	59	Mill and Overlay	100
2015	TW D	405	$ 1,856,502.00	56	Mill and Overlay	100
2015	TW D	420	$ 664,884.00	53	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	TW E	501	$ 287,971.00	51	Mill and Overlay	100
2015	TW E	502	$ 1,212,099.00	57	Mill and Overlay	100
2015	TW E	509	$ 2,162,299.00	32	Reconstruction	100
2015	TW F	605	$ 3,680,712.00	52	Mill and Overlay	100
2015	TW F	610	$ 544,842.00	58	Mill and Overlay	100
2015	TW F	630	$ 495,466.00	28	Reconstruction	100
2015	TW F	632	$ 209,878.00	42	Mill and Overlay	100
2015	TW G	720	$ 1,104,053.00	56	Mill and Overlay	100
2015	TW H	810	$ 1,734,426.00	61	Mill and Overlay	100
2015	TW H	820	$ 204,174.00	59	Mill and Overlay	100
2015	TW H	830	$ 415,230.00	62	Mill and Overlay	100
2015	TW H	835	$ 259,558.00	38	Reconstruction	100
2015	TW M	1310	$ 543,600.00	55	Mill and Overlay	100
2015	TW M	1320	$ 1,383,809.00	61	Mill and Overlay	100
2015	TW M	1355	$ 2,550,110.00	47	Mill and Overlay	100
2015	TW N	1405	$ 369,972.00	50	Mill and Overlay	100
2015	TW R	1802	$ 320,507.00	63	Mill and Overlay	100
2015	TW R	1805	$ 2,021,968.00	49	Mill and Overlay	100
2015	TW R	1810	$ 3,684,941.00	29	Reconstruction	100
2015	TW R	1830	$ 101,558.00	56	Mill and Overlay	100
2015	TW R	1870	$ 210,591.00	55	Mill and Overlay	100
2017	TW C	301	$ 2,209,010.00	64	Mill and Overlay	100
2017	TW K	1105	$ 851,251.00	64	Mill and Overlay	100
2017	TW M	1351	$ 1,307,936.00	64	Mill and Overlay	100
2017	TW R	1855	$ 83,761.00	64	Mill and Overlay	100
2018	AP S	4430	$ 105,469.00	65	Mill and Overlay	100
2018	TW M	1350	$ 1,735,417.00	64	Mill and Overlay	100
2019	AP CARGO	4210	$ 2,170,121.00	64	Mill and Overlay	100
2019	TW C	310	$ 3,721,364.00	65	Mill and Overlay	100
2019	TW H	805	$ 492,653.00	65	Mill and Overlay	100
2019	TW R	1840	$ 114,305.00	65	Mill and Overlay	100
2019	TW S	1905	$ 162,499.00	65	Mill and Overlay	100
2020	AP S	4420	$ 234,919.00	64	Mill and Overlay	100
2020	RW 10R-28L	6210	$ 4,187,168.00	64	Mill and Overlay	100
2020	TW C	350	$ 1,090,068.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2020	TW C	360	$ 1,765,969.00	64	Mill and Overlay	100
2021	AP SE GA	4525	$ 2,243,003.00	65	Mill and Overlay	100
2021	TW R	1820	$ 459,047.00	64	Mill and Overlay	100
2023	AP N TERM	4140	$ 2,320,112.00	65	PCC Restoration	100
2023	TW L	1080	$ 711,532.00	65	Mill and Overlay	100
2024	TW R	1850	$ 154,235.00	65	Mill and Overlay	100
		Total =	$ 142,590,984.00			

* Costs are adjusted for inflation at 3%

PHK – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	RW 17-35	6110	$ 2,637,937.38	63	Mill and Overlay	100
2014	TW D	110	$ 113,593.99	65	Mill and Overlay	100
2016	RW 17-35	6105	$ 477,404.98	65	Mill and Overlay	100
		Total =	$ 3,228,936.35			

* Costs are adjusted for inflation at 3%

PMP – 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	4320	$ 176,603.53	48	Mill and Overlay	100
2014	AP HANG	4315	$ 886,664.31	49	Mill and Overlay	100
2014	AP HANG	4310	$ 664,697.54	43	Mill and Overlay	100
2014	AP HANG	4305	$ 462,007.44	41	Mill and Overlay	100
2014	AP S	4125	$ 1,789,884.24	50	Mill and Overlay	100
2014	AP S	4110	$ 297,889.99	54	Mill and Overlay	100
2016	AP N	4205	$ 668,250.27	64	Mill and Overlay	100
2016	TW F	610	$ 1,250,726.78	65	Mill and Overlay	100
2017	RW 6-24	6205	$ 3,725,674.39	65	Mill and Overlay	100
2017	TW B	710	$ 1,289,559.85	65	Mill and Overlay	100
2018	RW 6-24	6210	$ 1,918,722.31	65	Mill and Overlay	100
2018	AP S	4105	$ 2,293,696.81	65	Mill and Overlay	100
2018	TW A	115	$ 178,989.66	65	Mill and Overlay	100
2021	AP RU 33	5110	$ 252,001.14	65	Mill and Overlay	100
2021	TW D	405	$ 1,459,601.94	65	Mill and Overlay	100
2022	RW 10-28	6105	$ 3,435,480.30	65	Mill and Overlay	100
2023	TW M	1320	$ 1,250,168.37	65	Mill and Overlay	100
2023	TW C	305	$ 343,011.81	65	Mill and Overlay	100
		Total =	$22,343,630.68			

* Costs are adjusted for inflation at 3%

SUA – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP E	4235	$ 658,321.33	41	Mill and Overlay	100
2014	AP W	4125	$ 120,499.99	54	PCC Restoration	100
2014	AP W	4110	$ 743,741.44	42	PCC Restoration	100
2014	AP W	4108	$ 373,466.90	49	PCC Restoration	100
2014	AP W	4107	$ 613,575.11	45	PCC Restoration	100
2014	AP W	4105	$ 866,010.20	40	Reconstruction	100
2014	TW C	330	$ 2,013,315.48	30	Reconstruction	100
2014	TW B	208	$ 154,535.35	49	Mill and Overlay	100
2014	TW B	205	$ 917,595.22	34	Reconstruction	100
2018	RW 12-30	6105	$ 5,289,891.16	64	Mill and Overlay	100
2018	AP W	4120	$ 1,602,161.72	64	Mill and Overlay	100
2019	RW 12-30	6120	$ 554,132.98	64	Mill and Overlay	100
2020	AP E	4210	$ 326,155.37	65	Mill and Overlay	100
2020	AP W	4115	$ 406,479.26	65	Mill and Overlay	100
2022	RW 16-34	6305	$ 6,047,129.38	64	Mill and Overlay	100
2022	AP E	4215	$ 623,377.53	65	Mill and Overlay	100
2023	TW C	325	$ 148,900.71	65	Mill and Overlay	100
		Total =	$21,459,289.13			

* Costs are adjusted for inflation at 3%

VRB – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP CENTER	4205	$ 4,141,980.00	57	Mill and Overlay	100
2015	AP CENTER	4210	$ 436,140.00	53	Mill and Overlay	100
2015	AP CENTER	4215	$ 4,288,932.00	56	Mill and Overlay	100
2015	AP CENTER	4220	$ 721,440.00	52	Mill and Overlay	100
2015	AP CENTER	4230	$ 514,800.00	58	Mill and Overlay	100
2015	AP CENTER	4235	$ 525,780.00	3	Reconstruction	100
2015	AP CENTER	4240	$ 4,677,714.00	63	Mill and Overlay	100
2015	AP CENTER	4245	$ 2,128,330.00	47	Mill and Overlay	100
2015	AP NE	5405	$ 4,544,380.00	44	Mill and Overlay	100
2015	AP NE	5410	$ 931,230.00	65	Mill and Overlay	100
2015	AP RU 12R	5205	$ 2,481,300.00	57	Mill and Overlay	100
2015	AP RU 30L	5305	$ 950,220.00	63	Mill and Overlay	100
2015	AP RU RW 4	5105	$ 481,860.00	65	Mill and Overlay	100
2015	AP SW	4105	$ 4,909,349.00	40	Reconstruction	100
2015	AP SW	4110	$ 41,624.00	76	PCC Restoration	100
2015	AP SW	4115	$ 1,057,540.00	22	Reconstruction	100
2015	AP W	4310	$ 1,588,680.00	58	Mill and Overlay	100
2015	AP W	4410	$ 741,960.00	64	Mill and Overlay	100
2015	TW A	115	$ 103,320.00	59	Mill and Overlay	100
2015	TW A	125	$ 148,500.00	70	Mill and Overlay	100
2015	TW C	305	$ 1,742,346.00	64	Mill and Overlay	100
2015	TW C	315	$ 984,420.00	57	Mill and Overlay	100
2015	TW C1	330	$ 526,500.00	52	Mill and Overlay	100
2015	TW C1	345	$ 472,500.00	55	Mill and Overlay	100
2015	TW C2	350	$ 451,800.00	65	Mill and Overlay	100
2015	TW C2	354	$ 140,004.00	53	Mill and Overlay	100
2015	TW C2	355	$ 238,338.00	62	Mill and Overlay	100
2015	TW C3	360	$ 464,040.00	70	Mill and Overlay	100
2015	TW C3	365	$ 257,760.00	62	Mill and Overlay	100
2015	TW C4	370	$ 293,611.00	71	Mill and Overlay	100
2015	TW D	405	$ 459,720.00	60	Mill and Overlay	100
2016	TW A	135	$ 968,270.00	65	Mill and Overlay	100
2016	TW C	325	$ 1,532,146.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2017	TW B	205	$ 1,402,139.00	64	Mill and Overlay	100
2018	AP RU TW F	5505	$ 553,586.00	64	Mill and Overlay	100
2021	AP W	4405	$ 4,767,350.00	64	Mill and Overlay	100
2021	AP W	4415	$ 318,096.00	65	PCC Restoration	100
2021	RW 12R-30L	6110	$ 12,317,390.00	64	Mill and Overlay	100
2021	TW A	110	$ 623,295.00	65	Mill and Overlay	100
2021	TW B	206	$ 98,008.00	65	Mill and Overlay	100
2021	TW C	320	$ 919,361.00	65	Mill and Overlay	100
2022	TW A1	150	$ 160,366.00	65	Mill and Overlay	100
2024	RW 4-22	6310	$ 1,095,148.00	65	Mill and Overlay	100
		Total =	$ 66,201,273.00			

* Costs are adjusted for inflation at 3%

X10 – 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 9-27	6105	$ 2,787,750.66	13	Reconstruction	100
2014	AP	4115	$ 134,400.03	13	Reconstruction	100
2014	AP	4110	$ 213,000.05	6	Reconstruction	100
2014	TW	115	$ 92,100.02	13	Reconstruction	100
2014	TW	110	$ 126,450.03	25	Reconstruction	100
2014	TW	105	$ 170,400.04	0	Reconstruction	100
		Total =	$ 3,524,100.83			

* Costs are adjusted for inflation at 3%

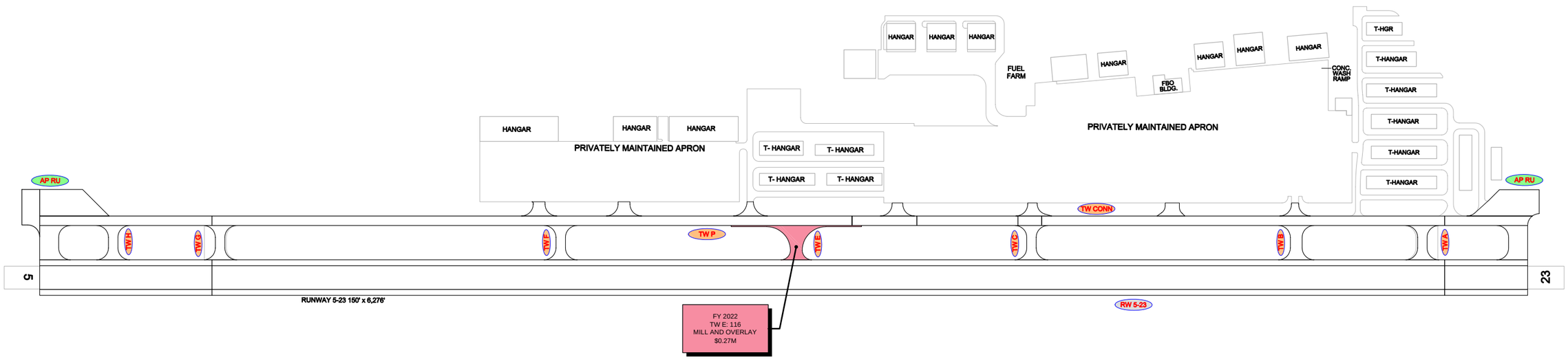
X26 – 10-YEAR MAJOR REHABILITATION NEEDS

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2014	AP SE	5605	$ 1,316,953.94	44	Mill and Overlay	100
2014	AP W	5115	$ 478,500.11	23	Reconstruction	100
2014	TW C	306	$ 168,765.04	37	Reconstruction	100
2014	TW C	305	$ 767,910.18	26	Reconstruction	100
2016	TW A	425	$ 74,973.80	65	Mill and Overlay	100
		Total =	$ 2,807,103.07			

* Costs are adjusted for inflation at 3%

APPENDIX E

- DISTRICT AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBITS



LEGEND

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

PROGRAM YEAR

2015	2020
2016	2021
2017	2022
2018	2023
2019	2024

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

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

NUMBER	DATE	REVISIONS

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

K:\DPB_Aviation\142179022\CADD\PLANSHEETS\BCT – BOCA RATON AIRPORT\EXHIBITS\204-BCT-REHAB.dwg PLOTTED: May 1, 2015 – 11:43 AM, EDT, Bohne, Art

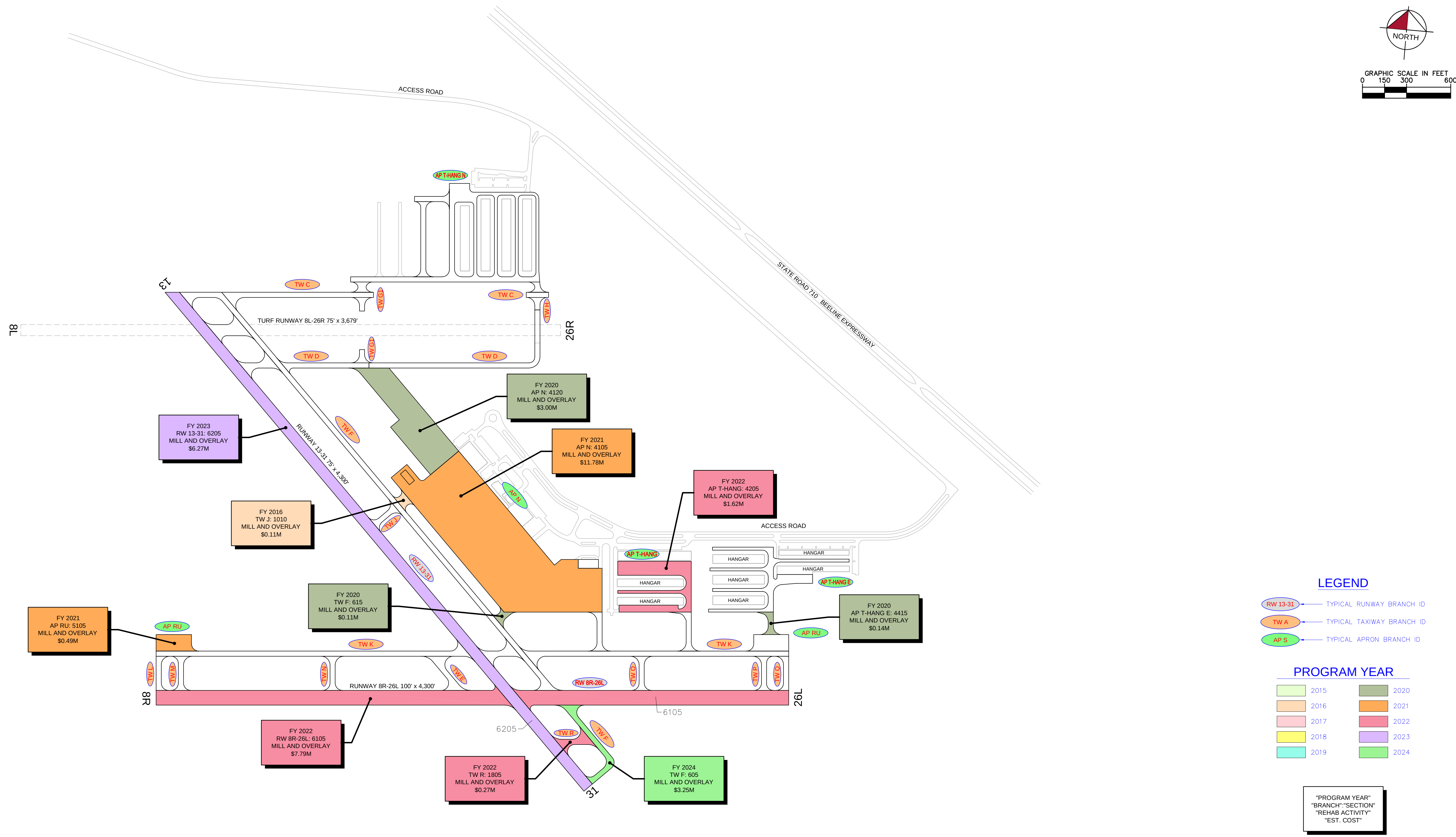
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

BOCA RATON AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: BCT
FDOT DISTRICT: 4



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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

NORTH PALM BEACH COUNTY G.A. AIRPORT

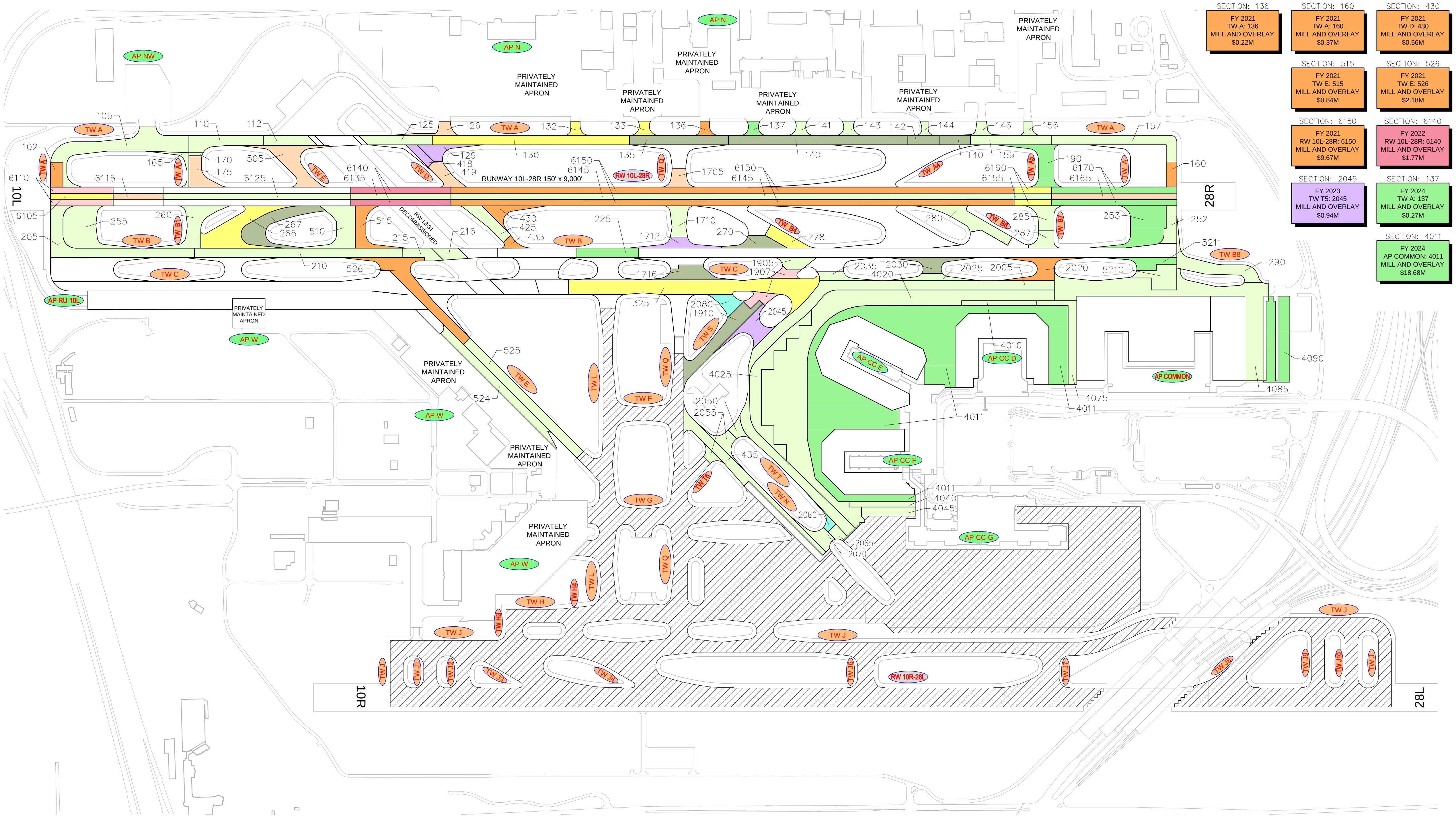
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER F45

FDOT DISTRICT 4

Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
105	FY 2015	TW A: 105	MILL AND OVERLAY	$2.60M
110	FY 2015	TW A: 110	MILL AND OVERLAY	$1.25M
112	FY 2015	TW A: 112	MILL AND OVERLAY	$0.56M
125	FY 2015	TW A: 125	MILL AND OVERLAY	$0.74M
141	FY 2015	TW A: 141	MILL AND OVERLAY	$0.20M
143	FY 2015	TW A: 143	MILL AND OVERLAY	$0.20M
144	FY 2015	TW A: 144	MILL AND OVERLAY	$0.13M
146	FY 2015	TW A: 146	MILL AND OVERLAY	$0.22M
155	FY 2015	TW A: 155	MILL AND OVERLAY	$0.88M
156	FY 2015	TW A: 156	MILL AND OVERLAY	$0.16M
157	FY 2015	TW A: 157	MILL AND OVERLAY	$1.55M
165	FY 2015	TW A1: 165	MILL AND OVERLAY	$0.21M
170	FY 2015	TW A1: 170	MILL AND OVERLAY	$0.05M
205	FY 2015	TW B: 205	MILL AND OVERLAY	$2.57M
210	FY 2015	TW B: 210	MILL AND OVERLAY	$2.25M
215	FY 2015	TW B: 215	MILL AND OVERLAY	$0.43M
216	FY 2015	TW B: 216	RECONSTRUCTION	$0.44M
252	FY 2015	TW B: 252	MILL AND OVERLAY	$0.51M
255	FY 2015	TW B: 255	MILL AND OVERLAY	$1.70M
260	FY 2015	TW B1: 260	MILL AND OVERLAY	$1.07M
280	FY 2015	TW B6: 280	MILL AND OVERLAY	$1.06M
285	FY 2015	TW B7: 285	MILL AND OVERLAY	$0.53M
287	FY 2015	TW B7: 287	MILL AND OVERLAY	$0.38M
290	FY 2015	TW B8: 290	MILL AND OVERLAY	$1.25M
425	FY 2015	TW D: 425	MILL AND OVERLAY	$0.63M
435	FY 2015	TW N: 435	MILL AND OVERLAY	$1.78M
510	FY 2015	TW E: 510	MILL AND OVERLAY	$1.17M
524	FY 2015	TW E: 524	MILL AND OVERLAY	$1.45M
525	FY 2015	TW E: 525	MILL AND OVERLAY	$2.08M
1710	FY 2015	TW Q: 1710	MILL AND OVERLAY	$0.60M
1905	FY 2015	TW S: 1905	MILL AND OVERLAY	$0.39M
2005	FY 2015	TW T: 2005	MILL AND OVERLAY	$5.71M
2025	FY 2015	TW T3: 2025	MILL AND OVERLAY	$0.38M
2035	FY 2015	TW T4: 2035	MILL AND OVERLAY	$0.33M
2050	FY 2015	TW T6: 2050	MILL AND OVERLAY	$0.23M
2055	FY 2015	TW T6: 2055	RECONSTRUCTION	$0.70M
2065	FY 2015	TW T7: 2065	MILL AND OVERLAY	$0.18M
2070	FY 2015	TW T7: 2070	MILL AND OVERLAY	$0.42M
4010	FY 2015	AP COMMON: 4010	MILL AND OVERLAY	$0.43M
4020	FY 2015	AP COMMON: 4020	MILL AND OVERLAY	$10.80M
4025	FY 2015	AP COMMON: 4025	MILL AND OVERLAY	$2.11M
4040	FY 2015	AP COMMON: 4040	MILL AND OVERLAY	$0.41M
4045	FY 2015	AP COMMON: 4045	MILL AND OVERLAY	$0.57M
4075	FY 2015	AP COMMON: 4075	MILL AND OVERLAY	$1.03M
4085	FY 2015	AP COMMON: 4085	MILL AND OVERLAY	$5.50M
5210	FY 2015	AP RU 28R: 5210	MILL AND OVERLAY	$0.86M
6125	FY 2015	RW 10L-28R: 6125	MILL AND OVERLAY	$1.35M
6135	FY 2015	RW 10L-28R: 6135	MILL AND OVERLAY	$0.91M
6145	FY 2015	RW 10L-28R: 6145	MILL AND OVERLAY	$4.05M
6155	FY 2015	RW 10L-28R: 6155	MILL AND OVERLAY	$0.27M
126	FY 2016	TW A: 126	MILL AND OVERLAY	$0.33M
175	FY 2016	TW A1: 175	MILL AND OVERLAY	$0.64M
419	FY 2016	TW D: 419	MILL AND OVERLAY	$0.50M
505	FY 2016	TW E: 505	MILL AND OVERLAY	$1.26M
1705	FY 2016	TW Q: 1705	MILL AND OVERLAY	$0.38M
6115	FY 2016	RW 10L-28R: 6115	MILL AND OVERLAY	$0.37M
6165	FY 2016	RW 10L-28R: 6165	MILL AND OVERLAY	$0.93M
1907	FY 2017	TW S: 1907	MILL AND OVERLAY	$0.60M
6110	FY 2017	RW 10L-28R: 6110	MILL AND OVERLAY	$0.95M
130	FY 2018	TW A: 130	MILL AND OVERLAY	$2.32M
132	FY 2018	TW A: 132	MILL AND OVERLAY	$0.20M
133	FY 2018	TW A: 133	MILL AND OVERLAY	$0.23M
265	FY 2018	TW B2: 265	MILL AND OVERLAY	$1.90M
278	FY 2018	TW B4: 278	MILL AND OVERLAY	$0.56M
325	FY 2018	TW C: 325	MILL AND OVERLAY	$4.79M
6105	FY 2018	RW 10L-28R: 6105	MILL AND OVERLAY	$0.49M
6160	FY 2018	RW 10L-28R: 6160	MILL AND OVERLAY	$0.59M
2060	FY 2019	TW T7: 2060	MILL AND OVERLAY	$0.15M
2080	FY 2019	TW T5: 2080	MILL AND OVERLAY	$0.48M
135	FY 2020	TW A: 135	MILL AND OVERLAY	$1.24M
140	FY 2020	TW A: 140	MILL AND OVERLAY	$2.64M
142	FY 2020	TW A: 142	MILL AND OVERLAY	$0.39M
267	FY 2020	TW B2: 267	MILL AND OVERLAY	$1.63M
270	FY 2020	TW B4: 270	MILL AND OVERLAY	$0.60M
1716	FY 2020	TW Q: 1716	MILL AND OVERLAY	$0.83M
1910	FY 2020	TW S: 1910	MILL AND OVERLAY	$1.64M
2030	FY 2020	TW T3: 2030	MILL AND OVERLAY	$0.67M
102	FY 2021	TW A: 102	MILL AND OVERLAY	$0.43M
136	FY 2021	TW A: 136	MILL AND OVERLAY	$0.22M
160	FY 2021	TW A: 160	MILL AND OVERLAY	$0.37M
430	FY 2021	TW D: 430	MILL AND OVERLAY	$0.56M
433	FY 2021	TW D: 433	MILL AND OVERLAY	$0.99M
515	FY 2021	TW E: 515	MILL AND OVERLAY	$0.84M
526	FY 2021	TW E: 526	MILL AND OVERLAY	$2.18M
2020	FY 2021	TW T2: 2020	MILL AND OVERLAY	$0.94M
6150	FY 2021	RW 10L-28R: 6150	MILL AND OVERLAY	$9.67M
6140	FY 2022	RW 10L-28R: 6140	MILL AND OVERLAY	$1.77M
129	FY 2023	TW A: 129	MILL AND OVERLAY	$0.57M
418	FY 2023	TW D: 418	MILL AND OVERLAY	$0.33M
1712	FY 2023	TW Q: 1712	MILL AND OVERLAY	$0.58M
2045	FY 2023	TW T5: 2045	MILL AND OVERLAY	$0.94M
137	FY 2024	TW A: 137	MILL AND OVERLAY	$0.27M
190	FY 2024	TW A5: 190	MILL AND OVERLAY	$1.24M
225	FY 2024	TW B: 225	MILL AND OVERLAY	$0.88M
253	FY 2024	TW B: 253	MILL AND OVERLAY	$2.24M
4011	FY 2024	AP COMMON: 4011	MILL AND OVERLAY	$18.68M
4090	FY 2024	AP COMMON: 4090	MILL AND OVERLAY	$2.71M
5211	FY 2024	AP RU 28R: 5211	MILL AND OVERLAY	$0.70M
6170	FY 2024	RW 10L-28R: 6170	MILL AND OVERLAY	$2.35M



NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

RUNWAY 10R–28L EXPANSION, TERMINAL 4 EXPANSION

NOTE: AIRFIELD PAVEMENT FACILITIES SUBJECT TO RECENT AND ANTICIPATED PAVEMENT CONSTRUCTION WORK, AS CONFIRMED WITH BCAD, WERE NOT INSPECTED AS PART OF THIS PROGRAM UPDATE. FURTHERMORE, AIRFIELD PAVEMENT FACILITIES PART OF THE 'EXPANSION OF RUNWAY 10R–28L (FORMERLY 9R–27L) PROJECT' AND 'TERMINAL 4 EXPANSION' WERE NOT DEFINED AS PART OF THIS PROGRAM UPDATE. DEFINITION OF NEW PAVEMENT BRANCHES, SECTIONS, AND WORK HISTORY FOR THE PAVEMENT SECTIONS ARE TO BE DETERMINED WITH AIRPORT COORDINATION OUTSIDE OF THE SCOPE OF THIS PROGRAM UPDATE.

LEGEND

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

PROGRAM YEAR

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

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

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

NUMBER	DATE	REVISIONS

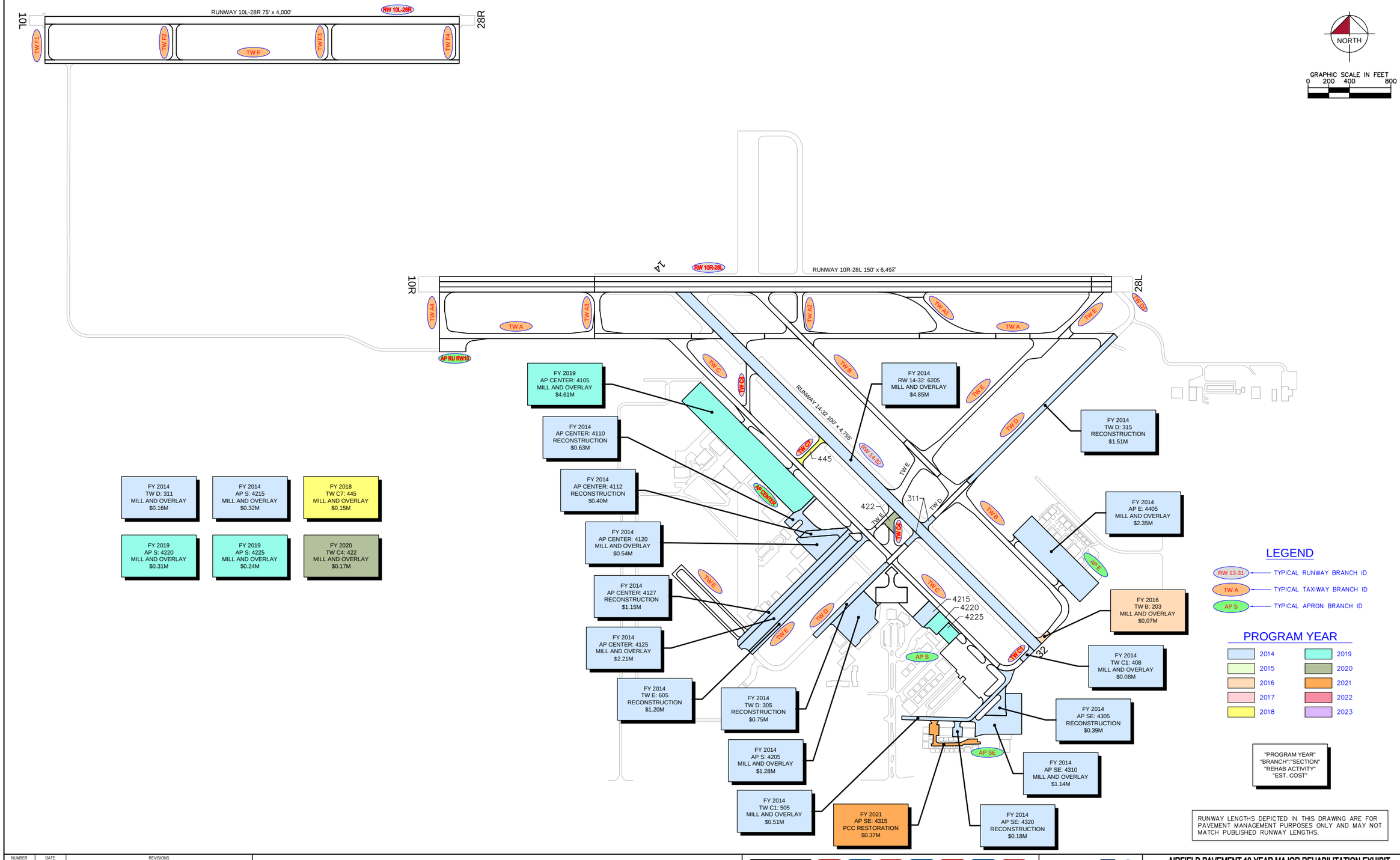
DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT
BROWARD COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER FLL
FDOT DISTRICT 4



NUMBER	DATE	REVISIONS

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

K:\SPR_Aviation\43776027\CADD\PLANSHEETS\FPR - ST LUCIE COUNTY INTERNATIONAL AIRPORT\EXHIBITS\004-FPR-REHAB.dwg LATTED: May 14, 2015 - 7:01 PM, BY: Erica, Art

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

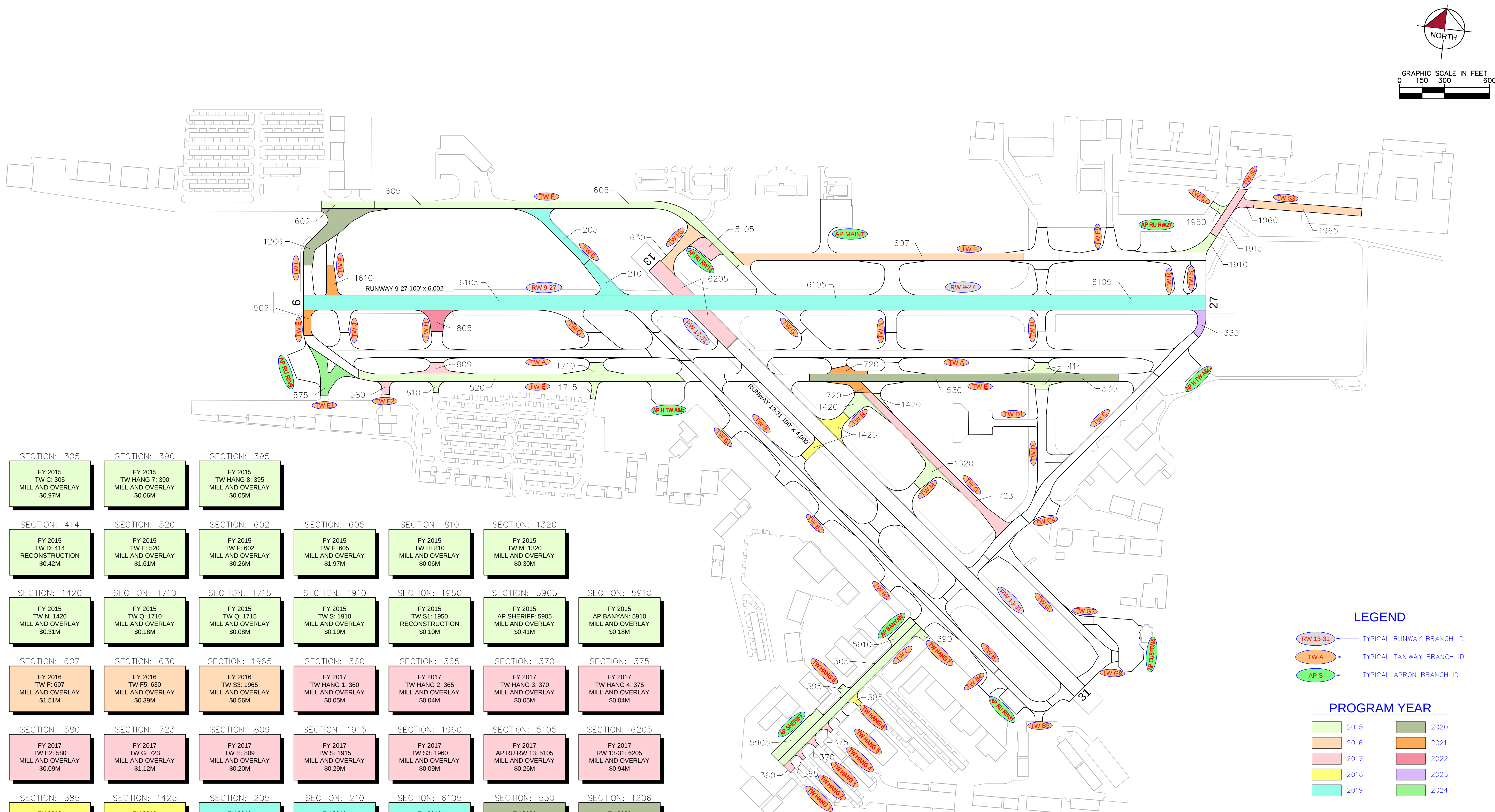
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

ST. LUCIE COUNTY INTERNATIONAL AIRPORT
ST. LUCIE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FPR

FDOT DISTRICT: 4



Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
SECTION: 305	FY 2015	TW C: 305	MILL AND OVERLAY	$0.97M
SECTION: 390	FY 2015	TW HANG 7: 390	MILL AND OVERLAY	$0.06M
SECTION: 395	FY 2015	TW HANG 8: 395	MILL AND OVERLAY	$0.05M
SECTION: 414	FY 2015	TW D: 414	RECONSTRUCTION	$0.42M
SECTION: 520	FY 2015	TW E: 520	MILL AND OVERLAY	$1.61M
SECTION: 602	FY 2015	TW F: 602	MILL AND OVERLAY	$0.26M
SECTION: 605	FY 2015	TW F: 605	MILL AND OVERLAY	$1.97M
SECTION: 810	FY 2015	TW H: 810	MILL AND OVERLAY	$0.06M
SECTION: 1320	FY 2015	TW M: 1320	MILL AND OVERLAY	$0.30M
SECTION: 1420	FY 2015	TW N: 1420	MILL AND OVERLAY	$0.31M
SECTION: 1710	FY 2015	TW Q: 1710	MILL AND OVERLAY	$0.18M
SECTION: 1715	FY 2015	TW Q: 1715	MILL AND OVERLAY	$0.08M
SECTION: 1910	FY 2015	TW S: 1910	MILL AND OVERLAY	$0.19M
SECTION: 1950	FY 2015	TW S1: 1950	RECONSTRUCTION	$0.10M
SECTION: 5905	FY 2015	AP SHERIFF: 5905	MILL AND OVERLAY	$0.41M
SECTION: 5910	FY 2015	AP BANYAN: 5910	MILL AND OVERLAY	$0.18M
SECTION: 607	FY 2016	TW F: 607	MILL AND OVERLAY	$1.51M
SECTION: 630	FY 2016	TW F5: 630	MILL AND OVERLAY	$0.39M
SECTION: 1965	FY 2016	TW S3: 1965	MILL AND OVERLAY	$0.56M
SECTION: 360	FY 2017	TW HANG 1: 360	MILL AND OVERLAY	$0.05M
SECTION: 365	FY 2017	TW HANG 2: 365	MILL AND OVERLAY	$0.04M
SECTION: 370	FY 2017	TW HANG 3: 370	MILL AND OVERLAY	$0.05M
SECTION: 375	FY 2017	TW HANG 4: 375	MILL AND OVERLAY	$0.04M
SECTION: 580	FY 2017	TW E2: 580	MILL AND OVERLAY	$0.09M
SECTION: 723	FY 2017	TW G: 723	MILL AND OVERLAY	$1.12M
SECTION: 809	FY 2017	TW H: 809	MILL AND OVERLAY	$0.20M
SECTION: 1915	FY 2017	TW S: 1915	MILL AND OVERLAY	$0.29M
SECTION: 1960	FY 2017	TW S3: 1960	MILL AND OVERLAY	$0.09M
SECTION: 5105	FY 2017	AP RU RW 13: 5105	MILL AND OVERLAY	$0.26M
SECTION: 6205	FY 2017	RW 13-31: 6205	MILL AND OVERLAY	$0.94M
SECTION: 385	FY 2018	TW HANG 6: 385	MILL AND OVERLAY	$0.05M
SECTION: 1425	FY 2018	TW N: 1425	MILL AND OVERLAY	$0.39M
SECTION: 205	FY 2019	TW B: 205	MILL AND OVERLAY	$0.52M
SECTION: 210	FY 2019	TW B: 210	MILL AND OVERLAY	$0.63M
SECTION: 6105	FY 2019	RW 9-27: 6105	MILL AND OVERLAY	$10.13M
SECTION: 530	FY 2020	TW E: 530	MILL AND OVERLAY	$1.79M
SECTION: 1206	FY 2020	TW L: 1206	MILL AND OVERLAY	$0.93M
SECTION: 502	FY 2021	TW E: 502	MILL AND OVERLAY	$0.16M
SECTION: 720	FY 2021	TW G: 720	MILL AND OVERLAY	$0.35M
SECTION: 1610	FY 2021	TW P: 1610	MILL AND OVERLAY	$0.23M
SECTION: 805	FY 2022	TW H: 805	MILL AND OVERLAY	$0.31M
SECTION: 335	FY 2023	TW C: 335	MILL AND OVERLAY	$0.18M
SECTION: 575	FY 2024	TW E1: 575	MILL AND OVERLAY	$0.58M

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

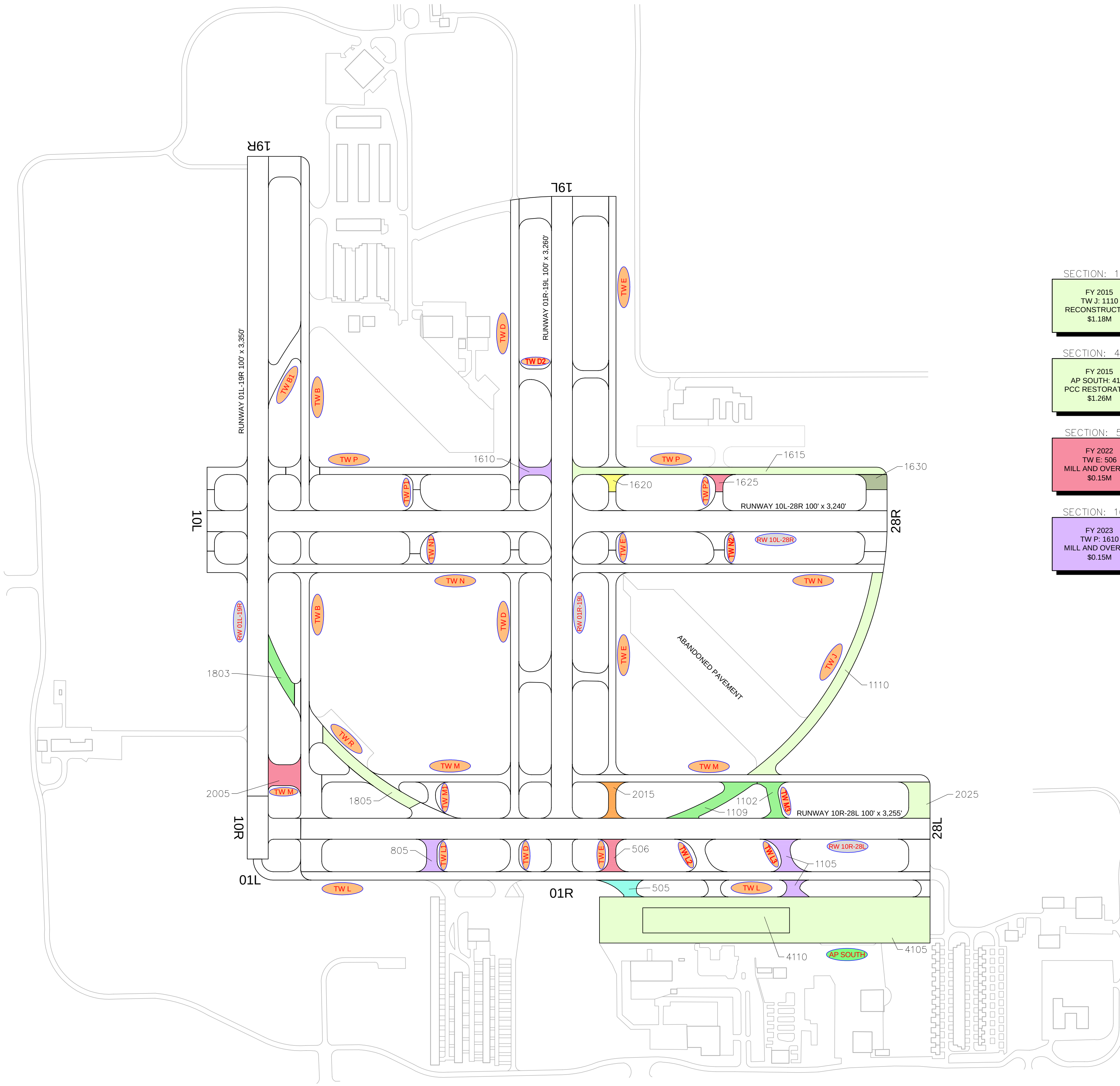
NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
FORT LAUDERDALE EXECUTIVE AIRPORT
BROWARD COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FXE
FDOT DISTRICT: 4



NORTH

GRAPHIC SCALE IN FEET
0 125 250 500

SECTION	FY	BRANCH: SECTION	REHAB ACTIVITY	EST. COST
1110	FY 2015	TW J: 1110	RECONSTRUCTION	$1.18M
1615	FY 2015	TW P: 1615	MILL AND OVERLAY	$0.80M
1805	FY 2015	TW R: 1805	RECONSTRUCTION	$0.83M
2025	FY 2015	TW M: 2025	MILL AND OVERLAY	$0.28M
4105	FY 2015	AP SOUTH: 4105	MILL AND OVERLAY	$5.10M
4110	FY 2015	AP SOUTH: 4110	PCC RESTORATION	$1.26M
1620	FY 2018	TW E: 1620	MILL AND OVERLAY	$0.07M
505	FY 2019	TW E: 505	MILL AND OVERLAY	$0.15M
1630	FY 2020	TW P: 1630	MILL AND OVERLAY	$0.14M
2015	FY 2021	TW E: 2015	MILL AND OVERLAY	$0.16M
506	FY 2022	TW E: 506	MILL AND OVERLAY	$0.15M
1625	FY 2022	TW P2: 1625	MILL AND OVERLAY	$0.08M
2005	FY 2022	TW M: 2005	MILL AND OVERLAY	$0.32M
805	FY 2023	TW L1: 805	MILL AND OVERLAY	$0.19M
1105	FY 2023	TW L3: 1105	MILL AND OVERLAY	$0.36M
1610	FY 2023	TW P: 1610	MILL AND OVERLAY	$0.15M
1102	FY 2024	TW M3: 1102	MILL AND OVERLAY	$0.22M
1109	FY 2024	TW J: 1109	MILL AND OVERLAY	$0.39M
1803	FY 2024	TW R: 1803	MILL AND OVERLAY	$0.26M

LEGEND

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

PROGRAM YEAR

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

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

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

NUMBER	DATE	REVISIONS

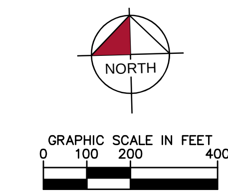
DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

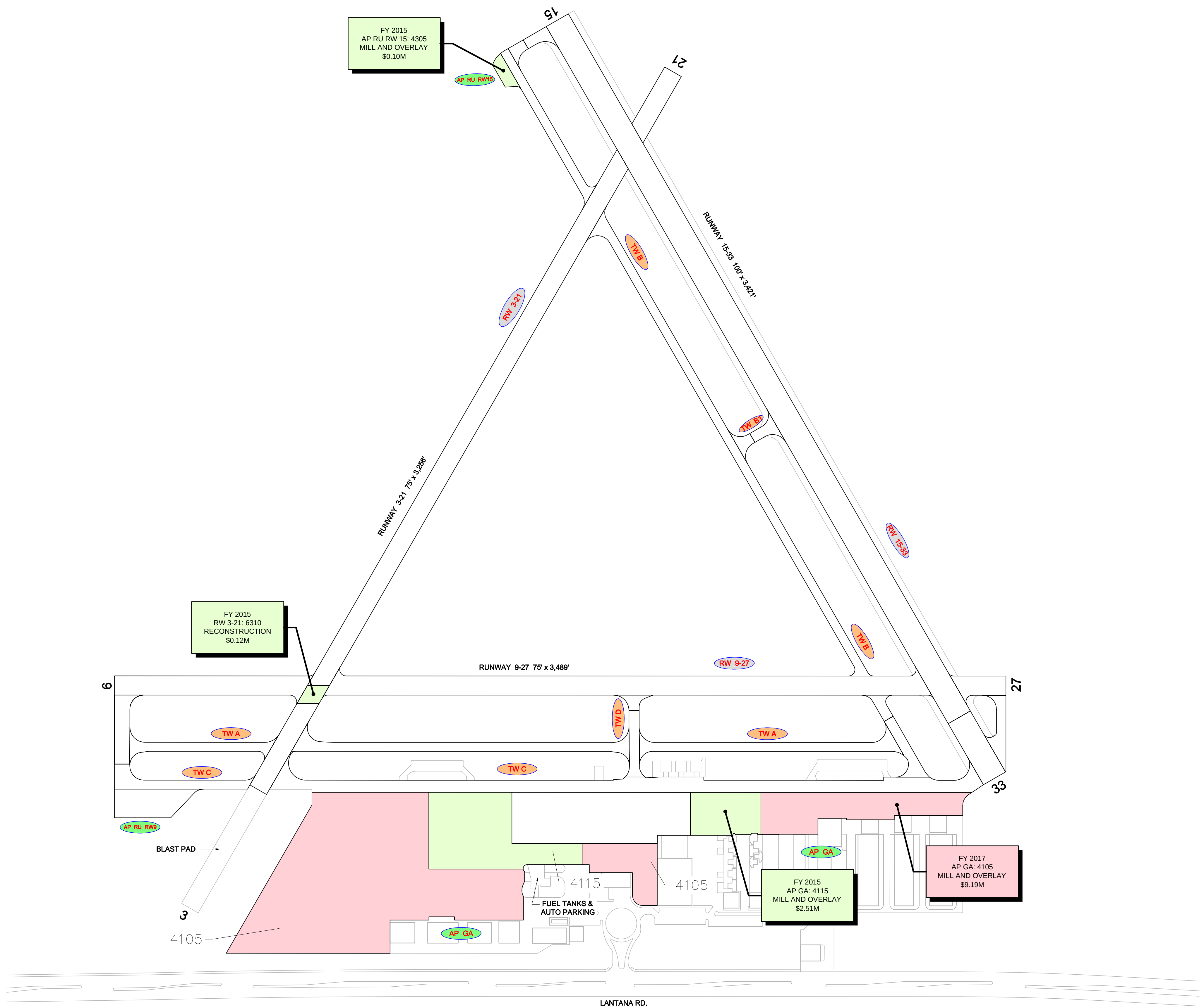
FLP OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
NORTH PERRY AIRPORT
BROWARD COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER HWO
FDOT DISTRICT 4





LEGEND

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

PROGRAM YEAR

	2015		2020
	2016		2021
	2017		2022
	2018		2023
	2019		2024

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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

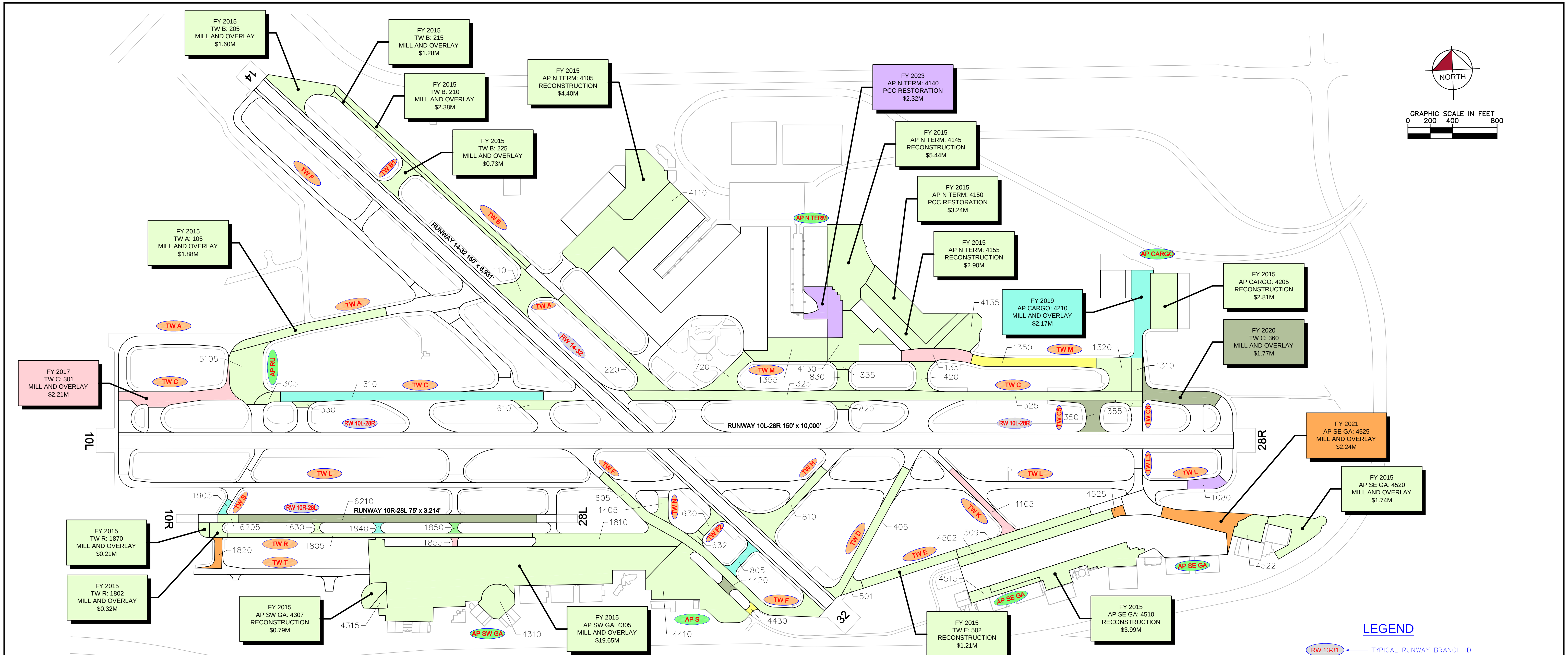
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PALM BEACH COUNTY PARK AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: LNA
FDOT DISTRICT: 4



LEGEND

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

PROGRAM YEAR

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

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

Section	Program Year	Branch: Section	Rehab Activity	Est. Cost
SECTION: 110	FY 2015	TW A: 110	MILL AND OVERLAY	$1.54M
SECTION: 220	FY 2015	TW B: 220	MILL AND OVERLAY	$2.22M
SECTION: 305	FY 2015	TW C: 305	MILL AND OVERLAY	$0.35M
SECTION: 325	FY 2015	TW C: 325	MILL AND OVERLAY	$6.85M
SECTION: 330	FY 2015	TW C: 330	MILL AND OVERLAY	$0.14M
SECTION: 355	FY 2015	TW C: 355	MILL AND OVERLAY	$0.20M
SECTION: 405	FY 2015	TW D: 405	MILL AND OVERLAY	$1.86M
SECTION: 420	FY 2015	TW D: 420	MILL AND OVERLAY	$0.66M
SECTION: 501	FY 2015	TW E: 501	MILL AND OVERLAY	$0.29M
SECTION: 509	FY 2015	TW E: 509	MILL AND OVERLAY	$2.16M
SECTION: 605	FY 2015	TW F: 605	MILL AND OVERLAY	$3.68M
SECTION: 610	FY 2015	TW F: 610	MILL AND OVERLAY	$0.54M
SECTION: 630	FY 2015	TW F: 630	RECONSTRUCTION	$0.50M
SECTION: 632	FY 2015	TW F: 632	MILL AND OVERLAY	$0.21M
SECTION: 720	FY 2015	TW G: 720	MILL AND OVERLAY	$1.10M
SECTION: 810	FY 2015	TW H: 810	MILL AND OVERLAY	$1.73M
SECTION: 820	FY 2015	TW H: 820	MILL AND OVERLAY	$0.20M
SECTION: 830	FY 2015	TW H: 830	MILL AND OVERLAY	$0.42M
SECTION: 835	FY 2015	TW H: 835	MILL AND OVERLAY	$0.26M
SECTION: 1310	FY 2015	TW M: 1310	RECONSTRUCTION	$0.54M
SECTION: 1320	FY 2015	TW M: 1320	MILL AND OVERLAY	$1.38M
SECTION: 1355	FY 2015	TW M: 1355	MILL AND OVERLAY	$2.55M
SECTION: 1405	FY 2015	TW N: 1405	MILL AND OVERLAY	$0.37M
SECTION: 1805	FY 2015	TW R: 1805	MILL AND OVERLAY	$2.02M
SECTION: 1810	FY 2015	TW R: 1810	RECONSTRUCTION	$3.68M
SECTION: 1830	FY 2015	TW R: 1830	MILL AND OVERLAY	$0.10M
SECTION: 4110	FY 2015	AP N TERM: 4110	MILL AND OVERLAY	$7.41M
SECTION: 4130	FY 2015	AP N TERM: 4130	MILL AND OVERLAY	$2.42M
SECTION: 4135	FY 2015	AP N TERM: 4135	RECONSTRUCTION	$1.89M
SECTION: 4310	FY 2015	AP SW GA: 4310	RECONSTRUCTION	$1.63M
SECTION: 4315	FY 2015	AP SW GA: 4315	RECONSTRUCTION	$0.46M
SECTION: 4410	FY 2015	AP S: 4410	MILL AND OVERLAY	$5.21M
SECTION: 4502	FY 2015	AP SE GA: 4502	MILL AND OVERLAY	$2.38M
SECTION: 4515	FY 2015	AP SE GA: 4515	RECONSTRUCTION	$0.85M
SECTION: 4522	FY 2015	AP SE GA: 4522	RECONSTRUCTION	$1.25M
SECTION: 5105	FY 2015	AP RU: 5105	MILL AND OVERLAY	$2.59M
SECTION: 6205	FY 2015	RW 10R-28L: 6205	MILL AND OVERLAY	$0.25M
SECTION: 1105	FY 2017	TW K: 1105	MILL AND OVERLAY	$0.85M
SECTION: 1351	FY 2017	TW M: 1351	MILL AND OVERLAY	$1.31M
SECTION: 1855	FY 2017	TW R: 1855	MILL AND OVERLAY	$0.08M
SECTION: 1350	FY 2018	TW M: 1350	MILL AND OVERLAY	$1.74M
SECTION: 4430	FY 2018	AP S: 4430	MILL AND OVERLAY	$0.11M
SECTION: 310	FY 2019	TW C: 310	MILL AND OVERLAY	$3.72M
SECTION: 805	FY 2019	TW H: 805	MILL AND OVERLAY	$0.49M
SECTION: 1840	FY 2019	TW R: 1840	MILL AND OVERLAY	$0.11M
SECTION: 1905	FY 2019	TW S: 1905	MILL AND OVERLAY	$0.16M
SECTION: 350	FY 2020	TW C: 350	MILL AND OVERLAY	$1.09M
SECTION: 4420	FY 2020	AP S: 4420	MILL AND OVERLAY	$0.23M
SECTION: 6210	FY 2020	RW 10R-28L: 6210	MILL AND OVERLAY	$4.19M
SECTION: 1820	FY 2021	TW R: 1820	MILL AND OVERLAY	$0.46M
SECTION: 1080	FY 2023	TW L: 1080	MILL AND OVERLAY	$0.71M
SECTION: 1850	FY 2024	TW R: 1850	MILL AND OVERLAY	$0.15M

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

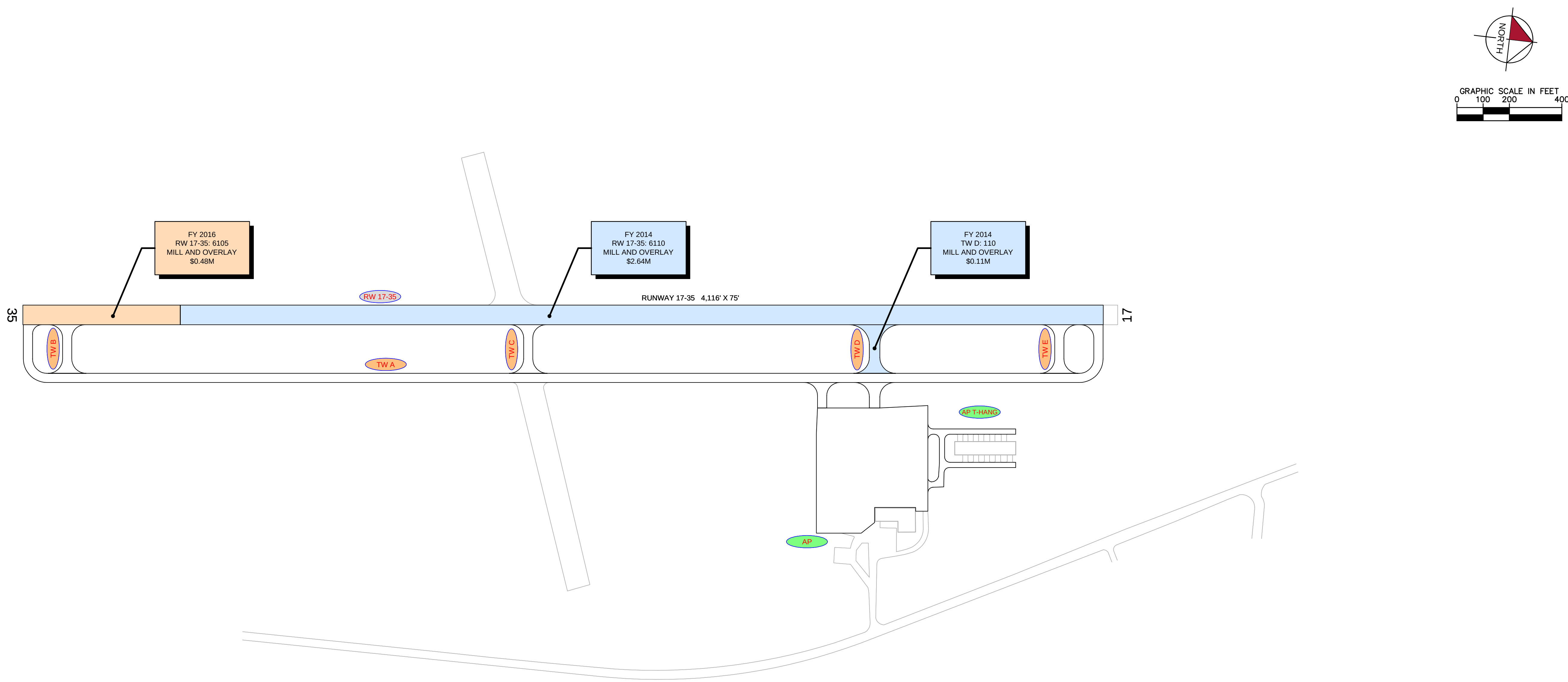
FDOT

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PALM BEACH INTERNATIONAL AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PBI
FDOT DISTRICT: 4



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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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

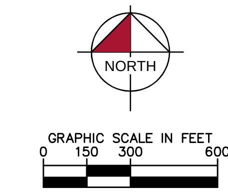
FDOT

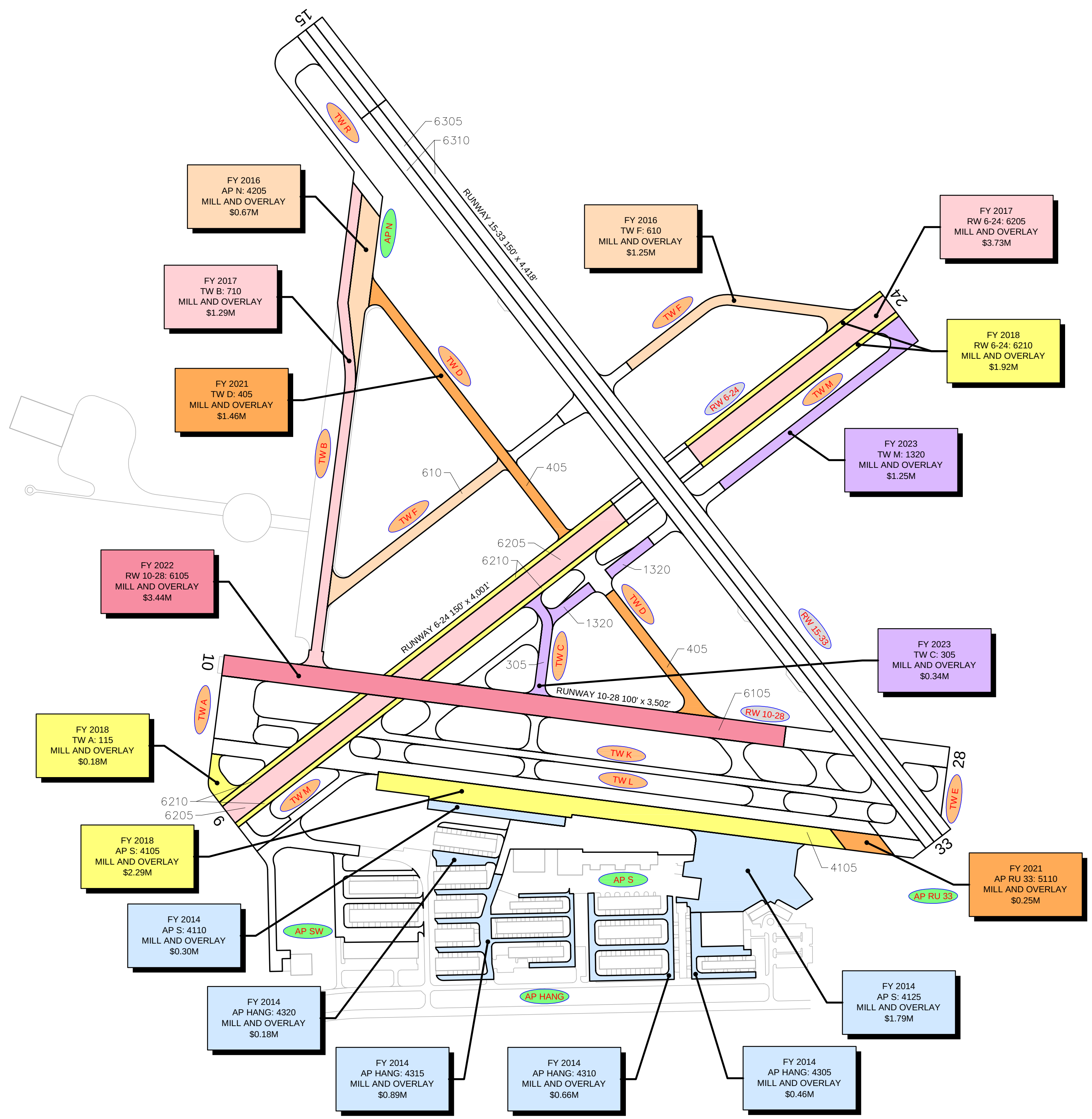
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

PALM BEACH COUNTY GLADES AIRPORT
PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: PHK
FDOT DISTRICT: 4





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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

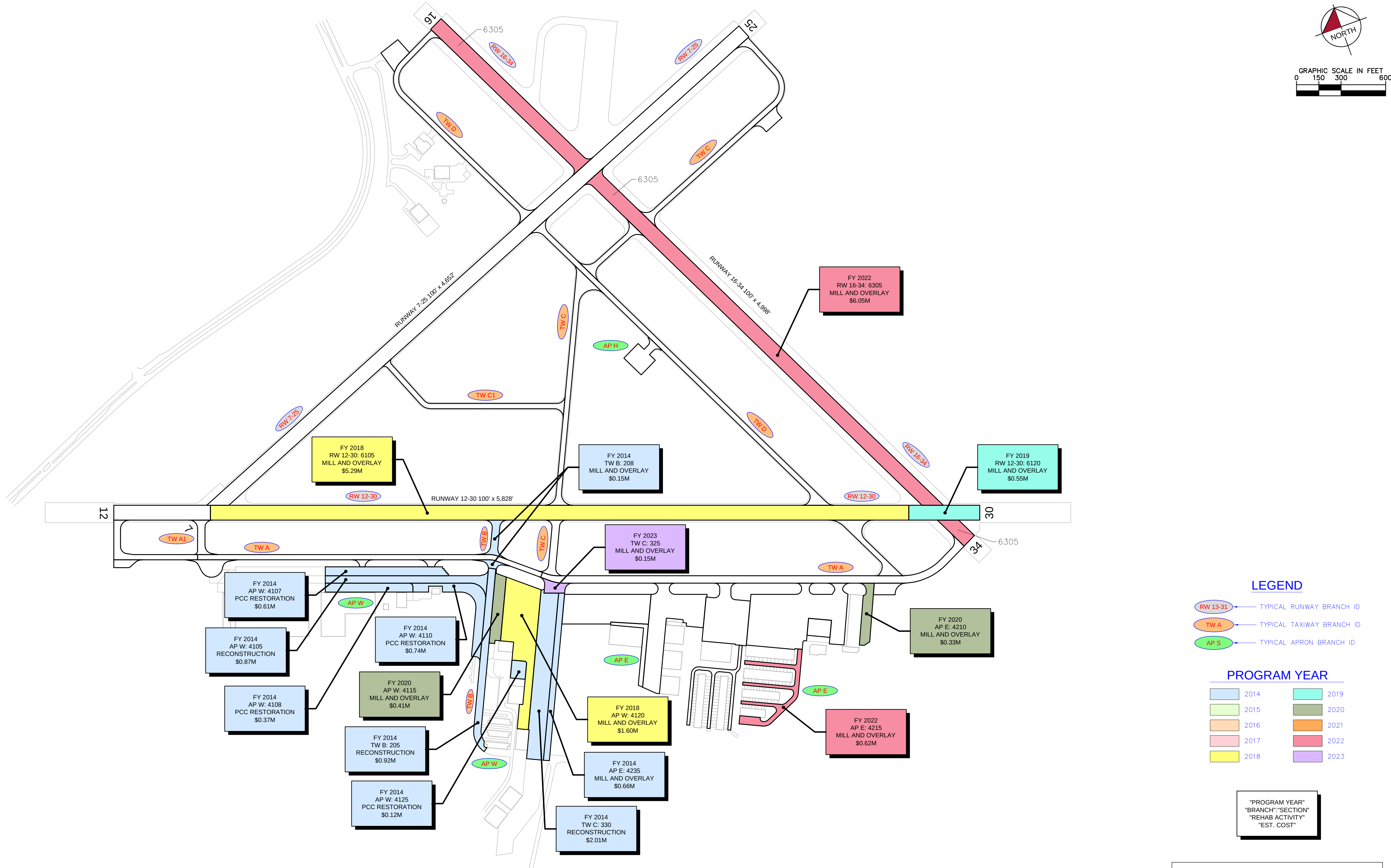
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

POMPANO BEACH AIRPARK
BROWARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER PMP

FDOT DISTRICT 4



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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

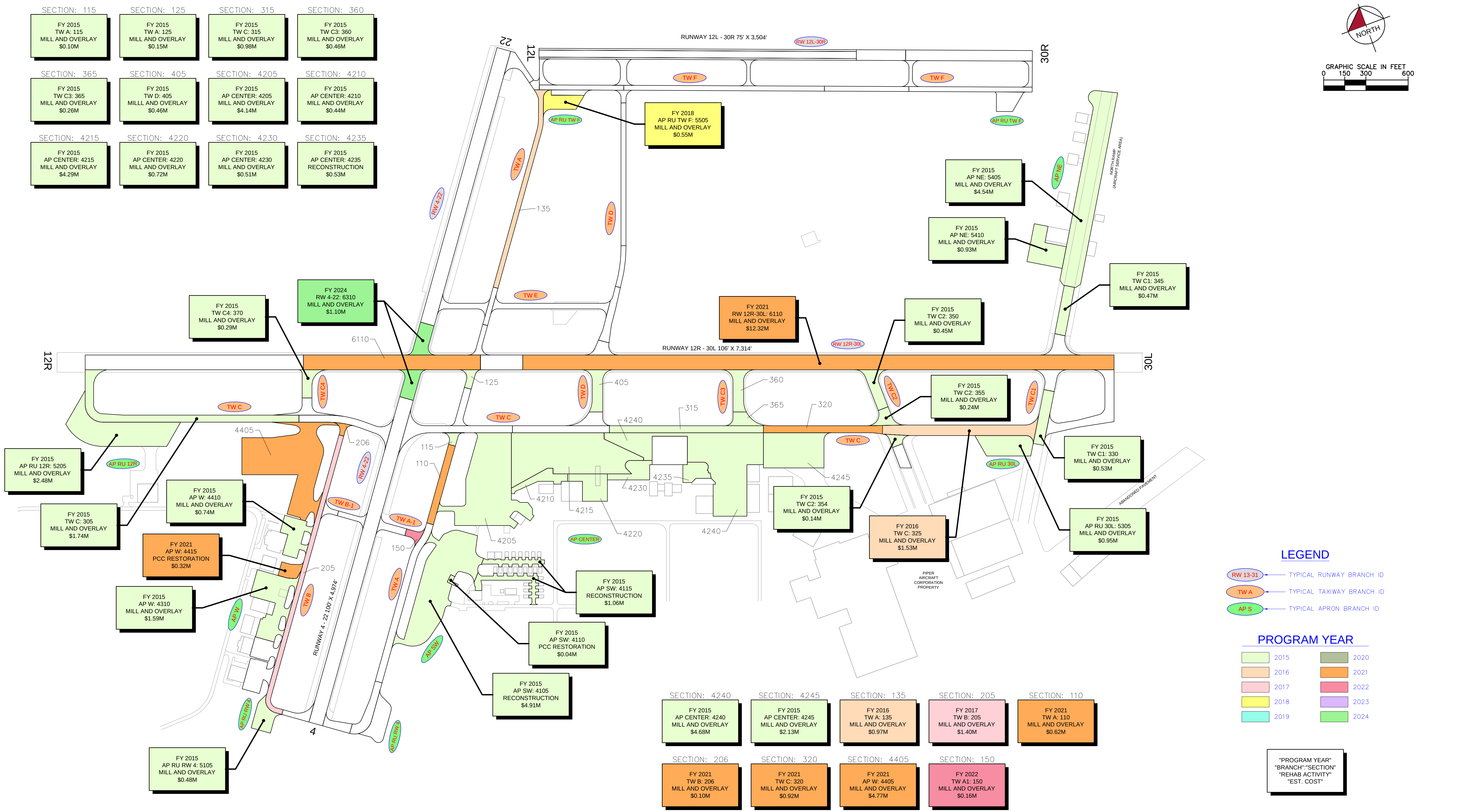
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

WITHAM FIELD
MARTIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: SUA

FDOT DISTRICT: 4



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NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

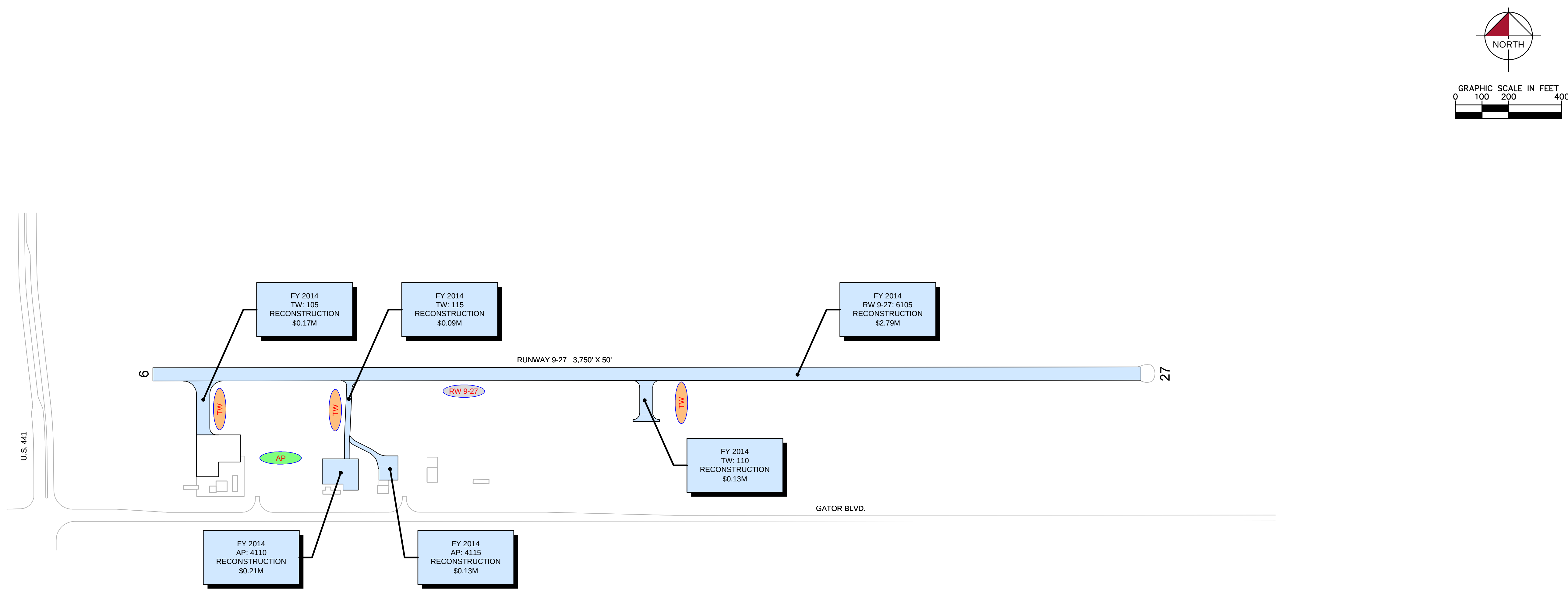
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

VERO BEACH MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: VRB

FDOT DISTRICT: 4



LEGEND

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

PROGRAM YEAR

2014	2019
2015	2020
2016	2021
2017	2022
2018	2023

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

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR REHABILITATION EXHIBIT

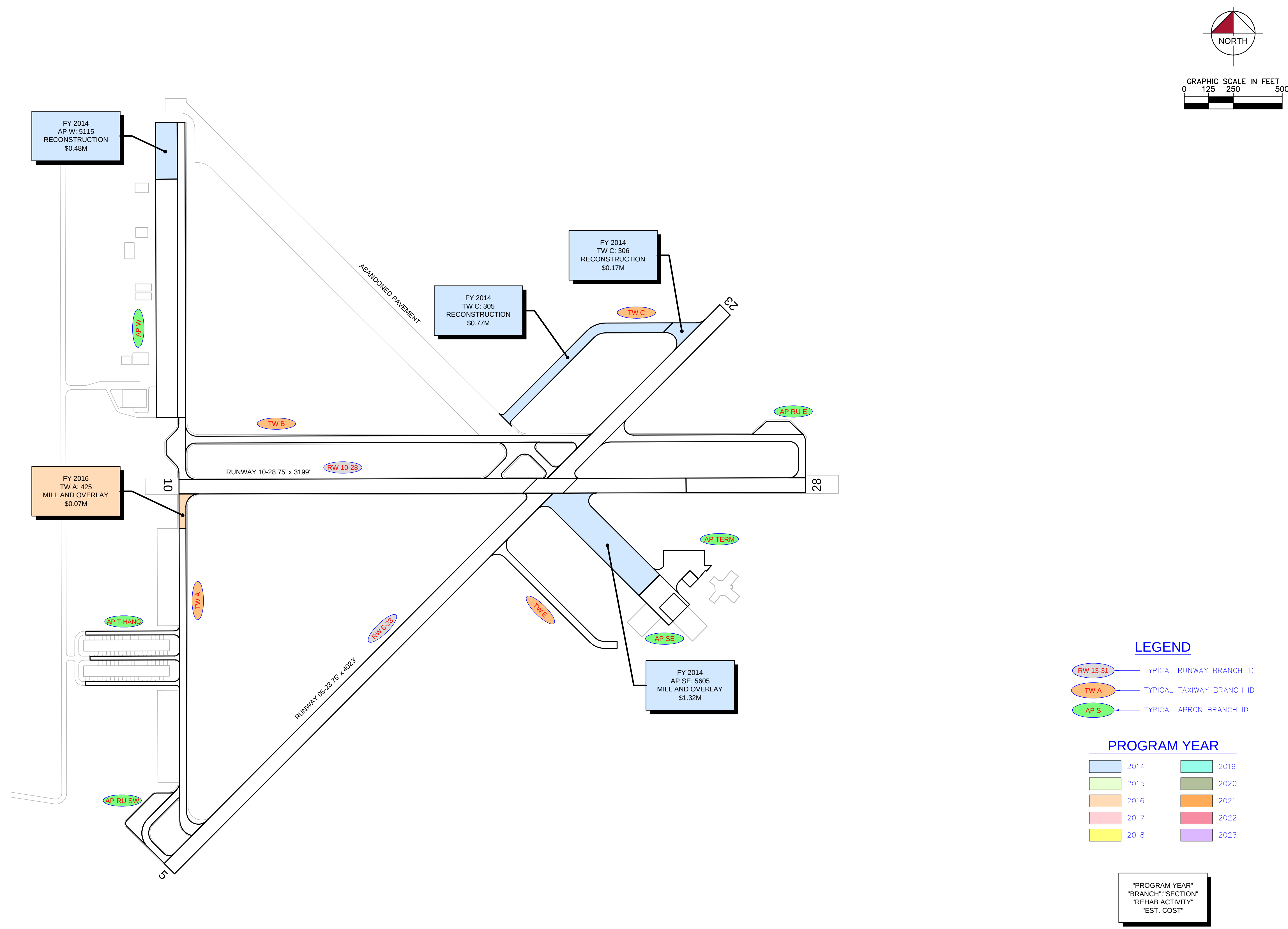
BELLE GLADE STATE MUNICIPAL AIRPORT

PALM BEACH COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **X10**

FDOT DISTRICT 4



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

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

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

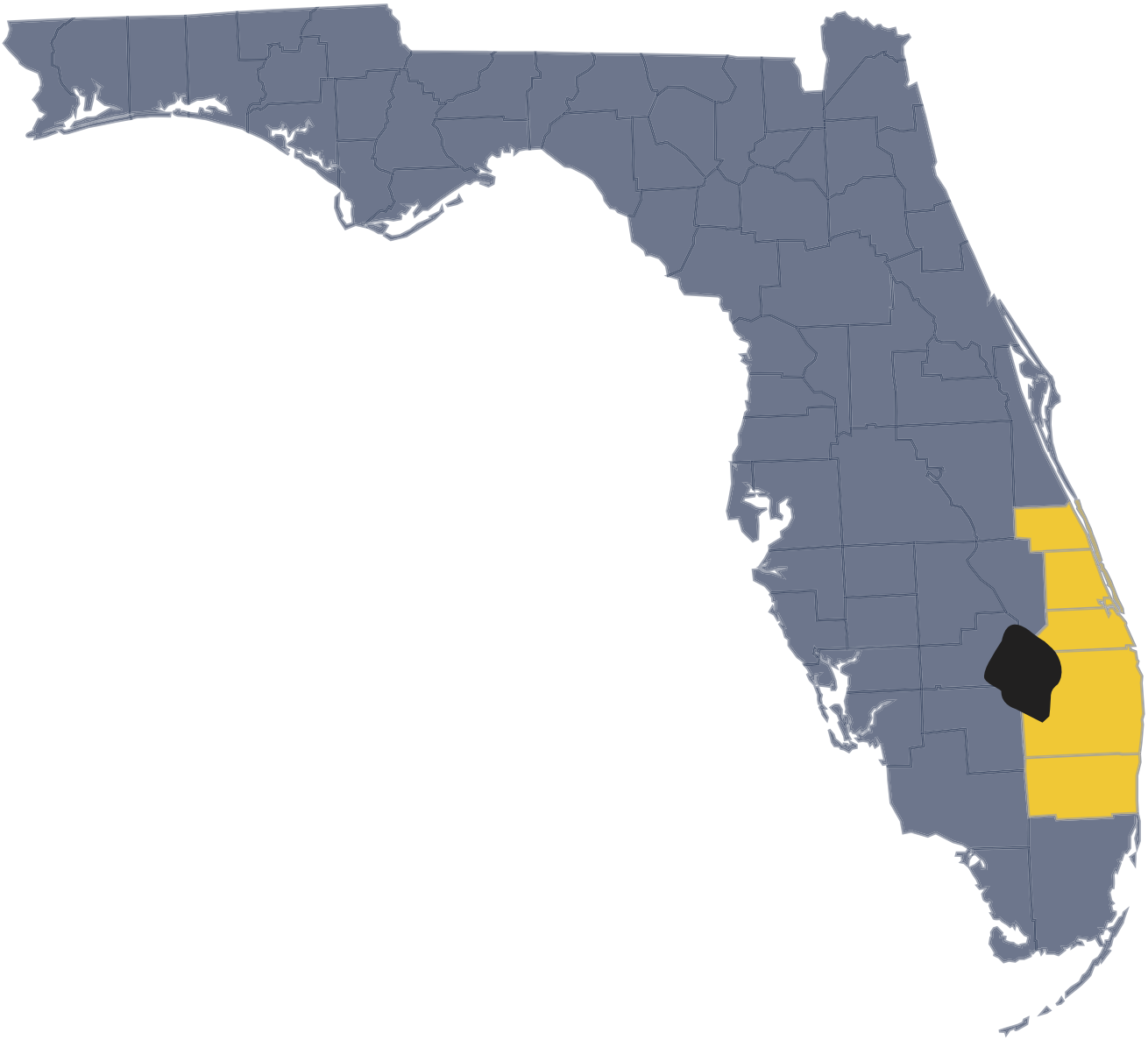
AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

SEBASTIAN MUNICIPAL AIRPORT
INDIAN RIVER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER
X26

FDOT DISTRICT
4



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT