FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

November 2019

FDOT

Page Field (FMY)
Reliever Airport
District 1

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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Statewide Airfield Pavement
Management Program

FDOT

Executive Summary

Executive Summary

Program Background

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 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)"*** using the documented procedures set forth by ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.

Summary of Results

Pavement Condition Index (Latest Inspection)

Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	RUNWAY 5-23	RUNWAY	6105	100,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6110	50,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6115	280,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6120	140,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6125	20,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6130	10,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6135	50,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6140	25,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6145	155,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6150	77,500	100	Good
FMY	RUNWAY 5-23	RUNWAY	6155	35,600	100	Good
FMY	RUNWAY 5-23	RUNWAY	6160	17,800	100	Good
FMY	RUNWAY 13-31	RUNWAY	6205	476,075	100	Good
FMY	RUNWAY 13-31	RUNWAY	6210	238,758	100	Good
FMY	TAXIWAY A	TAXIWAY	103	12,403	100	Good
FMY	TAXIWAY A	TAXIWAY	105	51,700	100	Good
FMY	TAXIWAY A	TAXIWAY	107	12,878	100	Good
FMY	TAXIWAY A	TAXIWAY	110	6,623	100	Good
FMY	TAXIWAY A	TAXIWAY	111	132,526	100	Good
FMY	TAXIWAY A	TAXIWAY	112	8,688	100	Good
FMY	TAXIWAY A	TAXIWAY	114	73,900	100	Good
FMY	TAXIWAY A	TAXIWAY	115	17,123	70	Fair
FMY	TAXIWAY A1	TAXIWAY	123	20,509	100	Good
FMY	TAXIWAY A2	TAXIWAY	125	20,237	100	Good
FMY	TAXIWAY A3	TAXIWAY	145	41,023	100	Good
FMY	TAXIWAY A3	TAXIWAY	150	67,098	61	Fair
FMY	TAXIWAY A3	TAXIWAY	153	14,735	100	Good
FMY	TAXIWAY A3	TAXIWAY	155	26,707	100	Good
FMY	TAXIWAY A6	TAXIWAY	175	4,324	65	Fair
FMY	TAXIWAY A6	TAXIWAY	178	4,732	100	Good
FMY	TAXIWAY A6	TAXIWAY	180	5,104	100	Good
FMY	TAXIWAY A7	TAXIWAY	120	28,228	72	Satisfactory
FMY	TAXIWAY B	TAXIWAY	205	165,455	65	Fair
FMY	TAXIWAY B	TAXIWAY	206	20,559	100	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	TAXIWAY B	TAXIWAY	208	10,050	100	Good
FMY	TAXIWAY B	TAXIWAY	210	27,327	100	Good
FMY	TAXIWAY B	TAXIWAY	270	2,906	55	Poor
FMY	TAXIWAY B1	TAXIWAY	207	19,766	67	Fair
FMY	TAXIWAY B2	TAXIWAY	220	11,346	100	Good
FMY	TAXIWAY B3	TAXIWAY	260	11,346	100	Good
FMY	TAXIWAY B3	TAXIWAY	275	59,219	87	Good
FMY	TAXIWAY C	TAXIWAY	240	22,168	100	Good
FMY	TAXIWAY C	TAXIWAY	245	121,801	100	Good
FMY	TAXIWAY C	TAXIWAY	305	192,259	82	Satisfactory
FMY	TAXIWAY C	TAXIWAY	306	24,962	100	Good
FMY	TAXIWAY C1	TAXIWAY	310	29,730	76	Satisfactory
FMY	TAXIWAY C2	TAXIWAY	320	42,197	75	Satisfactory
FMY	TAXIWAY C2	TAXIWAY	520	42,571	82	Satisfactory
FMY	TAXIWAY C3	TAXIWAY	525	23,833	89	Good
FMY	TAXIWAY C5	TAXIWAY	330	26,412	100	Good
FMY	TAXIWAY C6	TAXIWAY	335	7,909	100	Good
FMY	TAXIWAY C6	TAXIWAY	345	8,342	100	Good
FMY	TAXIWAY C7	TAXIWAY	350	15,220	100	Good
FMY	TAXIWAY C8	TAXIWAY	355	15,632	100	Good
FMY	TAXIWAY C9	TAXIWAY	360	9,368	100	Good
FMY	TAXIWAY D	TAXIWAY	134	31,481	100	Good
FMY	TAXIWAY D	TAXIWAY	135	23,750	67	Fair
FMY	TAXIWAY D	TAXIWAY	136	9,753	61	Fair
FMY	TAXIWAY D	TAXIWAY	137	56,400	70	Fair
FMY	TAXIWAY D	TAXIWAY	140	24,471	74	Satisfactory
FMY	TAXIWAY D	TAXIWAY	141	10,384	100	Good
FMY	TAXIWAY D	TAXIWAY	143	9,551	80	Satisfactory
FMY	TAXIWAY D2	TAXIWAY	160	13,679	29	Very Poor
FMY	TAXIWAY E	TAXIWAY	147	22,529	100	Good
FMY	TAXIWAY E	TAXIWAY	165	41,473	100	Good
FMY	TAXIWAY E	TAXIWAY	265	8,453	76	Satisfactory
FMY	TAXIWAY E	TAXIWAY	503	49,788	100	Good
FMY	TAXIWAY E	TAXIWAY	510	48,402	76	Satisfactory
FMY	TAXIWAY E	TAXIWAY	512	31,577	75	Satisfactory
FMY	TAXIWAY E	TAXIWAY	535	28,366	100	Good
FMY	TAXIWAY E2	TAXIWAY	505	10,252	71	Satisfactory
FMY	TAXIWAY E2	TAXIWAY	530	10,056	90	Good
FMY	SOUTH APRON	APRON	4103	10,944	100	Good

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	SOUTH APRON	APRON	4105	190,656	69	Fair
FMY	SOUTH APRON	APRON	4110	92,757	77	Satisfactory
FMY	SOUTH APRON	APRON	4115	19,731	73	Satisfactory
FMY	SOUTH APRON	APRON	4120	131,633	49	Poor
FMY	SW FBO APRON	APRON	4205	118,829	74	Satisfactory
FMY	SW FBO APRON	APRON	4215	155,867	48	Poor
FMY	SW FBO APRON	APRON	4220	49,071	52	Poor
FMY	NORTH APRON	APRON	4305	331,560	57	Fair
FMY	SOUTH & SE APRONS	APRON	4415	172,279	41	Poor
FMY	SOUTH & SE APRONS	APRON	4420	249,512	78	Satisfactory
FMY	EAST APRON - T-HANGARS	APRON	4505	58,570	85	Satisfactory
FMY	EAST APRON - T-HANGARS	APRON	4515	13,907	90	Good
FMY	EAST APRON - T-HANGARS	APRON	4520	72,634	89	Good
FMY	EAST APRON - T-HANGARS	APRON	4525	71,383	94	Good
FMY	EAST APRON - T-HANGARS	APRON	4530	27,056	83	Satisfactory
FMY	APRON T-HANG	APRON	4605	169,083	84	Satisfactory
FMY	APRON HELIPAD	APRON	4705	93,555	87	Good
FMY	APRON WEST	APRON	4805	545,226	88	Good
FMY	APRON WEST	APRON	4818	15,664	92	Good
FMY	NORTHWEST RUN-UP APRON FOR RW 13	APRON	5105	11,434	66	Fair

Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	AP E	4505	85	82	80	78	76	74	72	71	69	68	66
FMY	AP E	4515	90	87	85	82	80	78	76	74	73	71	69
FMY	AP E	4520	89	86	84	82	79	77	76	74	72	70	69
FMY	AP E	4525	94	91	89	86	84	82	80	78	76	74	72
FMY	AP E	4530	83	80	78	76	74	72	71	69	68	66	65
FMY	AP HELI	4705	87	84	82	80	78	76	74	72	70	69	67
FMY	AP N	4305	57	54	52	50	48	45	43	41	39	37	35
FMY	AP NW	5105	66	64	63	62	61	60	59	58	57	57	56
FMY	AP S	4103	100	93	91	89	86	84	82	80	78	76	73
FMY	AP S	4105	69	66	64	62	60	57	55	53	51	49	47
FMY	AP S	4110	77	74	73	71	69	68	66	65	64	63	62
FMY	AP S	4115	73	71	69	68	66	65	64	63	61	60	60
FMY	AP S	4120	49	46	44	42	40	37	35	33	31	29	27
FMY	AP SE	4415	41	38	36	34	32	29	27	25	23	21	19
FMY	AP SE	4420	78	75	73	72	70	69	67	66	64	63	62
FMY	AP SW	4205	74	72	70	68	67	66	64	63	62	61	60
FMY	AP SW	4215	48	46	45	44	43	42	41	40	39	37	36
FMY	AP SW	4220	52	51	50	49	48	47	46	45	44	43	42
FMY	AP T-HANG	4605	84	81	79	77	75	73	72	70	68	67	66
FMY	AP W	4805	88	85	83	81	79	77	75	73	71	70	68
FMY	AP W	4818	92	90	89	88	86	85	84	82	81	80	79
FMY	RW 13-31	6205	100	94	92	89	87	85	83	81	80	78	76
FMY	RW 13-31	6210	100	96	93	91	89	87	85	82	81	79	77
FMY	RW 5-23	6105	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6110	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6115	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6120	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6125	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6130	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6135	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6140	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6145	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6150	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6155	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6160	100	92	89	87	85	83	81	80	78	76	75

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW A	103	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	105	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A	107	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	110	100	95	92	90	88	86	84	83	81	79	78
FMY	TW A	111	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	112	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	114	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A	115	70	68	67	66	65	64	64	63	62	61	60
FMY	TW A1	123	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A2	125	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	145	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	150	61	60	59	58	57	56	55	55	54	53	52
FMY	TW A3	153	100	96	94	93	91	89	88	86	85	83	82
FMY	TW A3	155	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A6	175	65	64	63	62	61	60	59	59	58	57	56
FMY	TW A6	178	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A6	180	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A7	120	72	70	69	68	67	66	65	64	63	62	62
FMY	TW B	205	65	63	62	61	60	59	58	57	56	55	54
FMY	TW B	206	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	208	100	92	90	88	86	84	83	81	79	78	76
FMY	TW B	210	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	270	55	53	52	52	51	50	49	48	47	46	46
FMY	TW B1	207	67	65	64	63	62	60	59	58	57	56	55
FMY	TW B2	220	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	260	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	275	87	85	83	82	80	79	77	76	75	73	72
FMY	TW C	240	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	245	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	305	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C	306	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C1	310	76	74	73	71	70	69	67	66	65	64	63
FMY	TW C2	320	75	73	72	70	69	68	66	65	64	63	62
FMY	TW C2	520	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C3	525	89	87	85	84	82	81	79	78	76	75	74
FMY	TW C5	330	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C6	335	100	92	90	88	86	84	83	81	79	78	76
FMY	TW C6	345	100	94	93	91	89	88	86	85	83	82	80

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW C7	350	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C8	355	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C9	360	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	134	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	135	67	65	65	64	63	62	61	60	59	59	58
FMY	TW D	136	61	59	58	57	56	55	54	53	52	51	50
FMY	TW D	137	70	68	67	66	65	64	64	63	62	61	60
FMY	TW D	140	74	72	71	69	68	67	66	64	63	62	61
FMY	TW D	141	100	96	94	93	91	89	88	86	85	83	82
FMY	TW D	143	80	78	76	75	74	72	71	70	68	67	66
FMY	TW D2	160	29	26	24	22	20	18	16	14	12	9	7
FMY	TW E	147	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	165	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	265	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	503	100	96	94	93	91	89	88	86	85	83	82
FMY	TW E	510	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	512	75	73	72	70	69	68	66	65	64	63	62
FMY	TW E	535	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E2	505	71	69	68	67	65	64	63	62	61	60	58
FMY	TW E2	530	90	88	86	85	83	82	80	79	77	76	74

Major Rehabilitation Planning 2020-2029

Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	**FMY**	AP N	4305	AAC	331,560	54	AC Restoration	$ 3,150,000.00
2020	**FMY**	AP NW	5105	AC	11,434	64	AC Restoration	$ 109,000.00
2020	**FMY**	AP S	4120	AAC	131,633	46	AC Restoration	$ 1,387,000.00
2020	**FMY**	AP SE	4415	AAC	172,279	38	AC Restoration	$ 2,154,000.00
2020	**FMY**	AP SW	4215	AC	155,867	46	AC Restoration	$ 1,625,000.00
2020	**FMY**	AP SW	4220	AC	49,071	51	AC Restoration	$ 467,000.00
2020	**FMY**	TW A3	150	AAC	67,098	60	AC Restoration	$ 638,000.00
2020	**FMY**	TW A6	175	AAC	4,324	64	AC Restoration	$ 42,000.00
2020	**FMY**	TW B	205	AC	165,455	63	AC Restoration	$ 1,572,000.00
2020	**FMY**	TW B	270	AC	2,906	53	AC Restoration	$ 28,000.00
2020	**FMY**	TW D	136	AC	9,753	59	AC Restoration	$ 93,000.00
2020	**FMY**	TW D2	160	AAC	13,679	26	AC Reconstruction	$ 171,000.00
2021	**FMY**	AP S	4105	AAC	190,656	64	AC Restoration	$ 1,812,000.00
2021	**FMY**	TW B1	207	AC	19,766	64	AC Restoration	$ 188,000.00
2021	**FMY**	TW D	135	AAC	23,750	65	AC Restoration	$ 226,000.00
2024	**FMY**	TW A	115	AAC	17,123	64	AC Restoration	$ 163,000.00
2024	**FMY**	TW D	137	AAC	56,400	64	AC Restoration	$ 536,000.00
2024	**FMY**	TW E2	505	AC	10,252	64	AC Restoration	$ 98,000.00
2025	**FMY**	AP S	4115	AC	19,731	64	AC Restoration	$ 188,000.00
2025	**FMY**	AP SW	4205	AC	118,829	64	AC Restoration	$ 1,129,000.00
2026	**FMY**	TW A7	120	AAC	28,228	64	AC Restoration	$ 269,000.00
2026	**FMY**	TW D	140	AC	24,471	64	AC Restoration	$ 233,000.00
2027	**FMY**	AP S	4110	AC	92,757	64	AC Restoration	$ 882,000.00
2027	**FMY**	AP SE	4420	AC	249,512	64	AC Restoration	$ 2,371,000.00
2027	**FMY**	TW C2	320	AC	42,197	64	AC Restoration	$ 401,000.00
2027	**FMY**	TW E	512	AC	31,577	64	AC Restoration	$ 300,000.00
2028	**FMY**	TW C1	310	AC	29,730	64	AC Restoration	$ 283,000.00
2028	**FMY**	TW E	265	AC	8,453	64	AC Restoration	$ 81,000.00
2028	**FMY**	TW E	510	AC	48,402	64	AC Restoration	$ 460,000.00

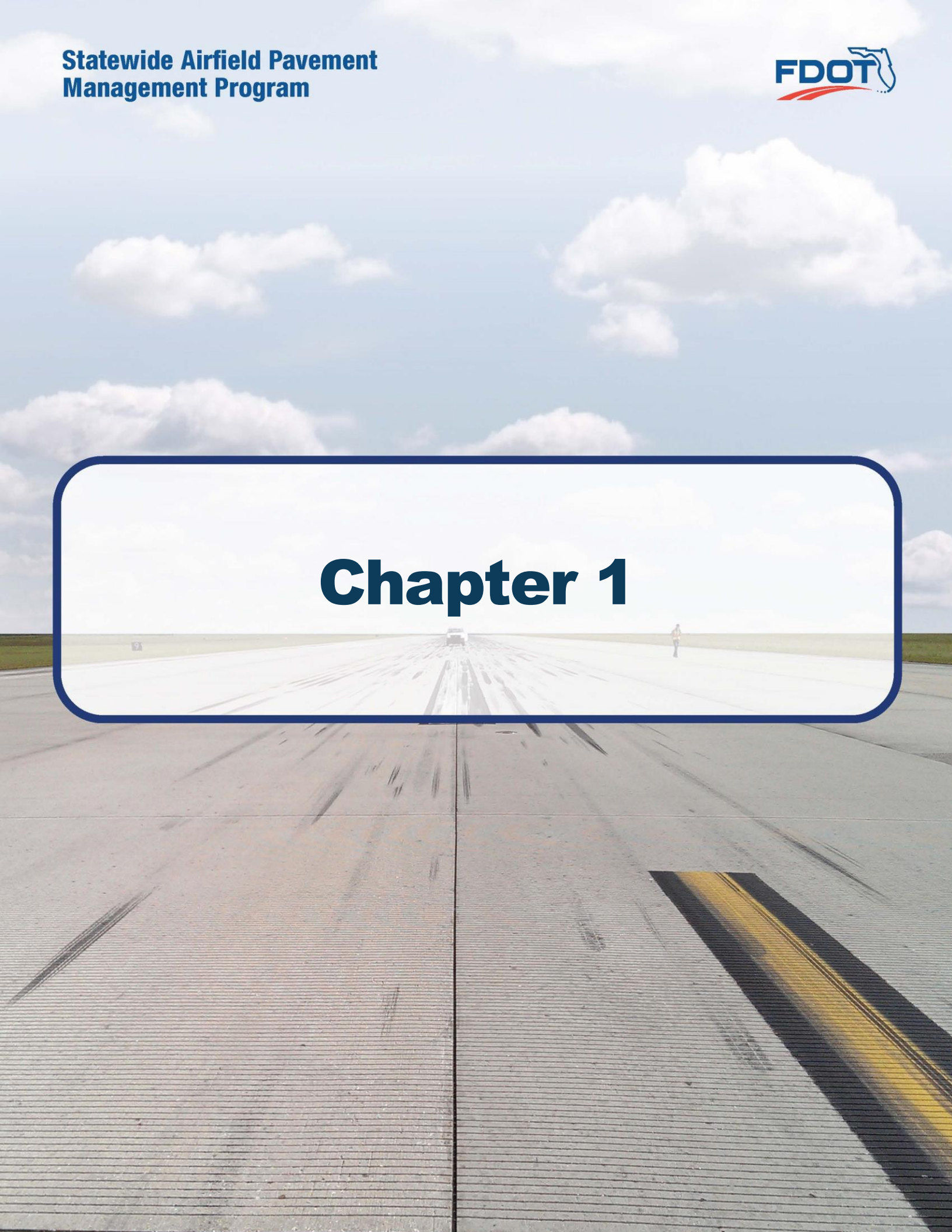
**All planning cost values have been rounded to the nearest thousand-dollar.*

Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029

Summary of Page Field

Page Field was inspected in November 2018 – the overall weighted PCI value was 84, a condition rating of Satisfactory. The results of the maintenance, repair, and major rehabilitation analysis identified $1,011,170 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of $21,056,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of $11,436,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT 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, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.



Chapter 1

Chapter 1 – Introduction

1.1 Background

The State of Florida has 128 public airports of which 100 public-use airports are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS) that are vital to the Florida economy as well as the economy of the United States. The Florida Aviation System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation (GA) 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.

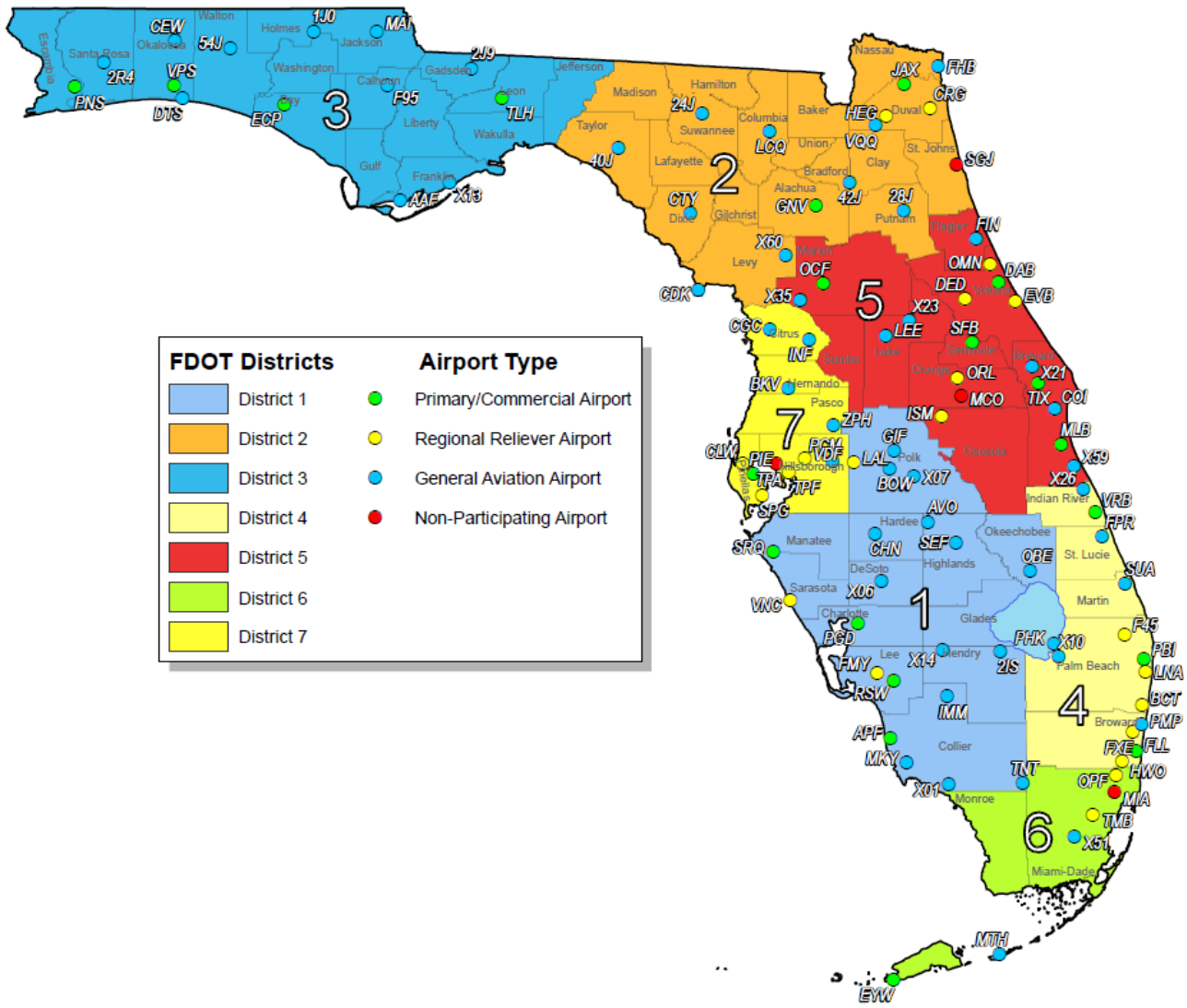
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications." The Florida Department of Transportation (FDOT) performs the Statewide Airfield Pavement Management Program (SAPMP) System Updates for the benefit of participating public-use and publicly owned airports through the Aviation and Spaceports Office (ASO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.

Figure 1.2 Florida Aviation System (Facilities with Pavement) and FDOT Districts



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.

1.3 Organization

1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

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

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

1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys,"*** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.

A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC *150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”*** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.

1.4 Purpose of Airport Pavement Evaluation Report

The individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance, repair, and major rehabilitation (M&R) planning associated with the SAPMP system update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation 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 policies; consider planning-level unit costs; and develop recommendations for performing pavement 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 system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was 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 facilities, classifications, types, histories, geometries, 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 the 2006-2008 system update, 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 the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits 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.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."*** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the 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"*** and ***150/5380-7B "Airport Pavement Management Program (PMP)"***). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement Maintenance," No. 34 "Policies, Standards, and Specifications," and PFC Assurance No. 9 "Standards and Specifications."

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC***150/5380-7B "Airport Pavement Management Program (PMP)"*** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 Program Objectives

1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
2 An objective and repeatable system for evaluating pavement condition.
3 Procedures for predicting future pavement condition.
4 Procedures for modeling both past and future pavement performance conditions.
5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

1.7.2 Program Components

A. Database
B. Pavement Inventory
C. Pavement Structure
D. Pavement Work History
E. Pavement Condition Data

F. Pavement Performance Modeling for the Prediction/Forecast of PCI
G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements' past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."*** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

Figure 1.7.2 (a) Typical Pavement Condition Life Cycle

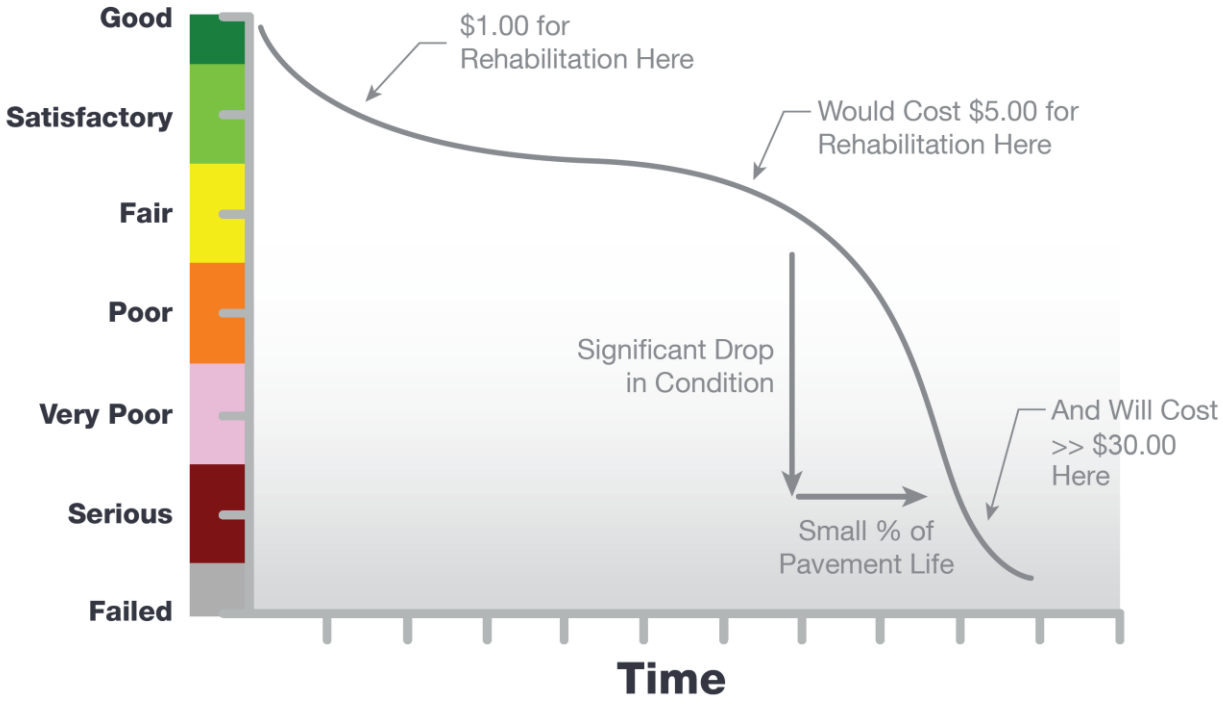
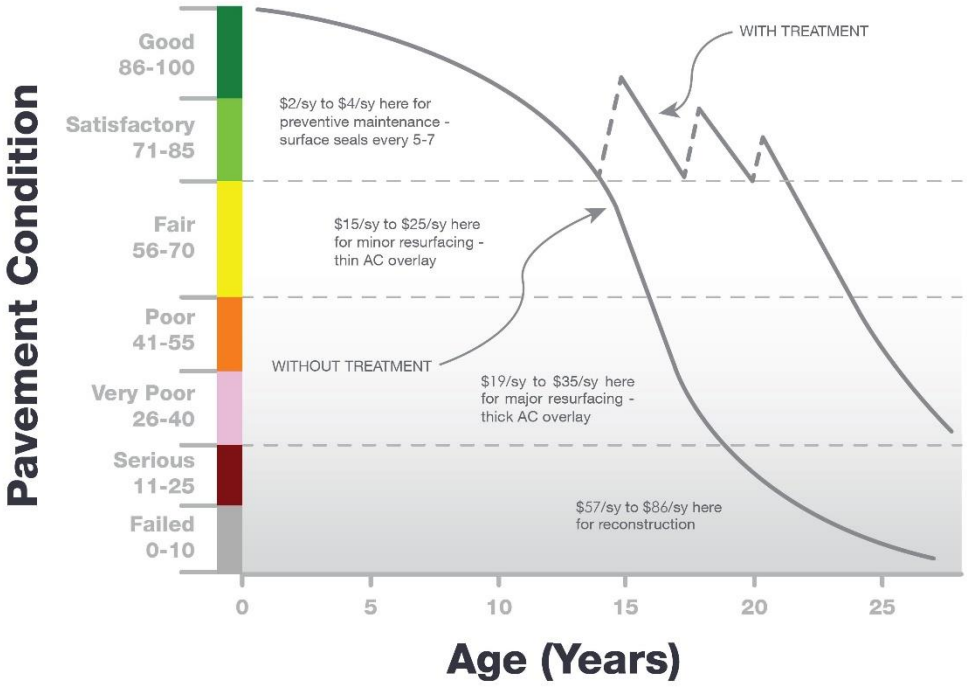


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall

composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and 1.7.2 (d), depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.

Figures 1.7.2 (c) Flexible Asphalt Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

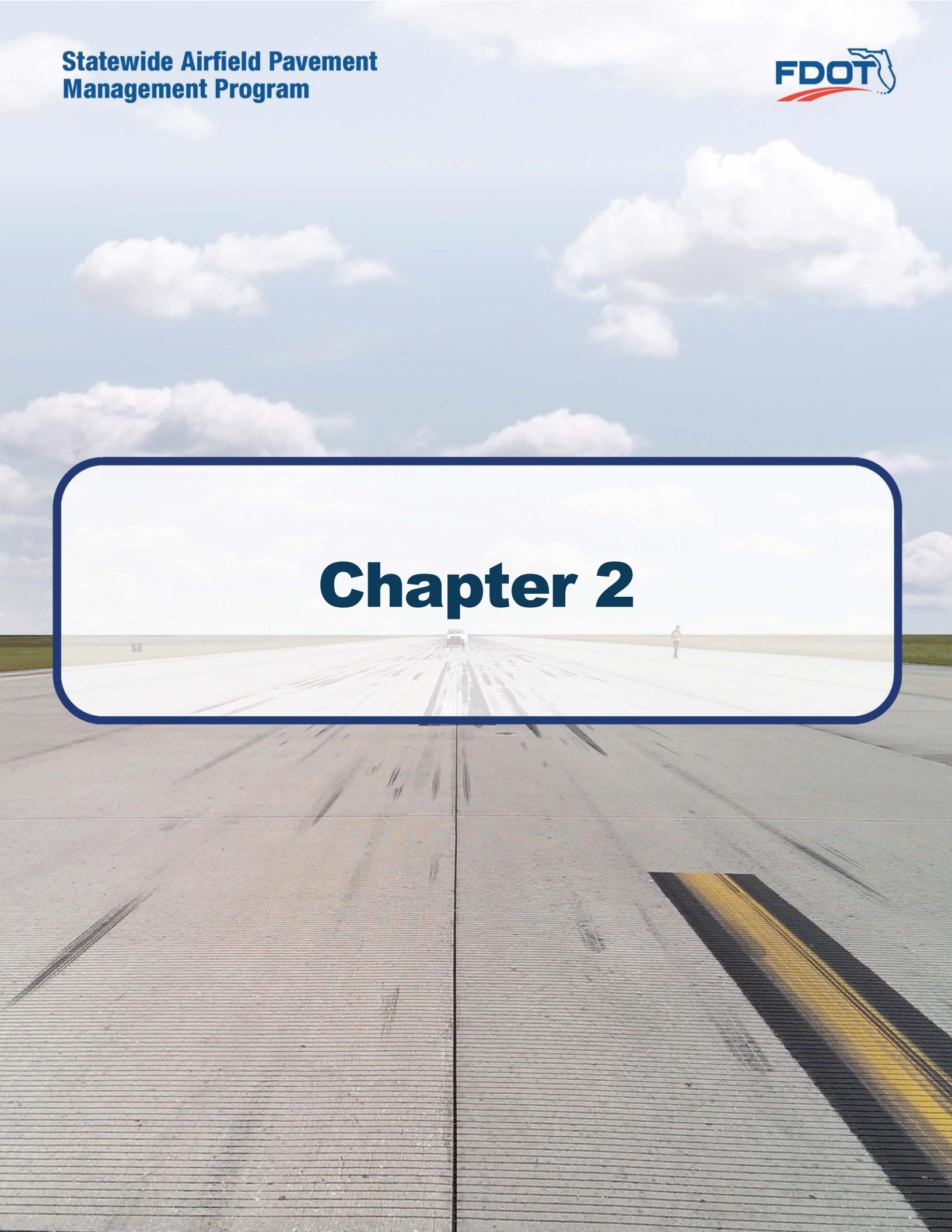
Figures 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabiliation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.



Chapter 2

Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP)."***

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related

infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a "parent" pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (±8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet (±2,000 ft^2) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification	"RW 18-36" RW, Branch Use, "Runway" 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000±2,000 SF of AC or 20±8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	"300"

2.3 Airfield Pavement Structure

2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on engineered base course material that is layered on subbase and subgrade soil material.

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing Rigid PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Work History

2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular ***150/5320-6F Airport Pavement Design and Evaluation*** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular ***150/5380-7B "Airport Pavement Management Program (PMP),"*** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method

can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age

Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Alligator Cracking • Corrugation • Depression • Patching of Load-based distress • Polished Aggregate • Rutting • Slippage Cracking	• Bleeding • Block Cracking • Joint Reflection Cracking • L/T Cracking • Patching of climate / durability-caused distresses • Shoving from PCC • Raveling • Weathering • Swelling	• Alligator Cracking • Depression • Patching of moisture / drainage caused distress • Swelling • Raveling • Weathering	• Oil Spillage • Jet Blast Erosion • Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Corrugation • Depression • Rutting • Shoving of asphalt pavement • Swelling • Raveling • Weathering	• Bleeding • Depression • Polished Aggregate • Rutting	• Block Cracking • Joint Reflection Cracking • L/T Cracking • Slippage Cracking	• All Distresses

Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction

Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses

2.6.3 PCI Survey Inspection Procedures

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤20	10% but ≤10

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

Number of Total Sample Units in Section	Sample Units to Inspect	
	Runways	Taxiways, Aprons, and Others
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
51 or more	20% but ≤20	10% but ≤10

2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. 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. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

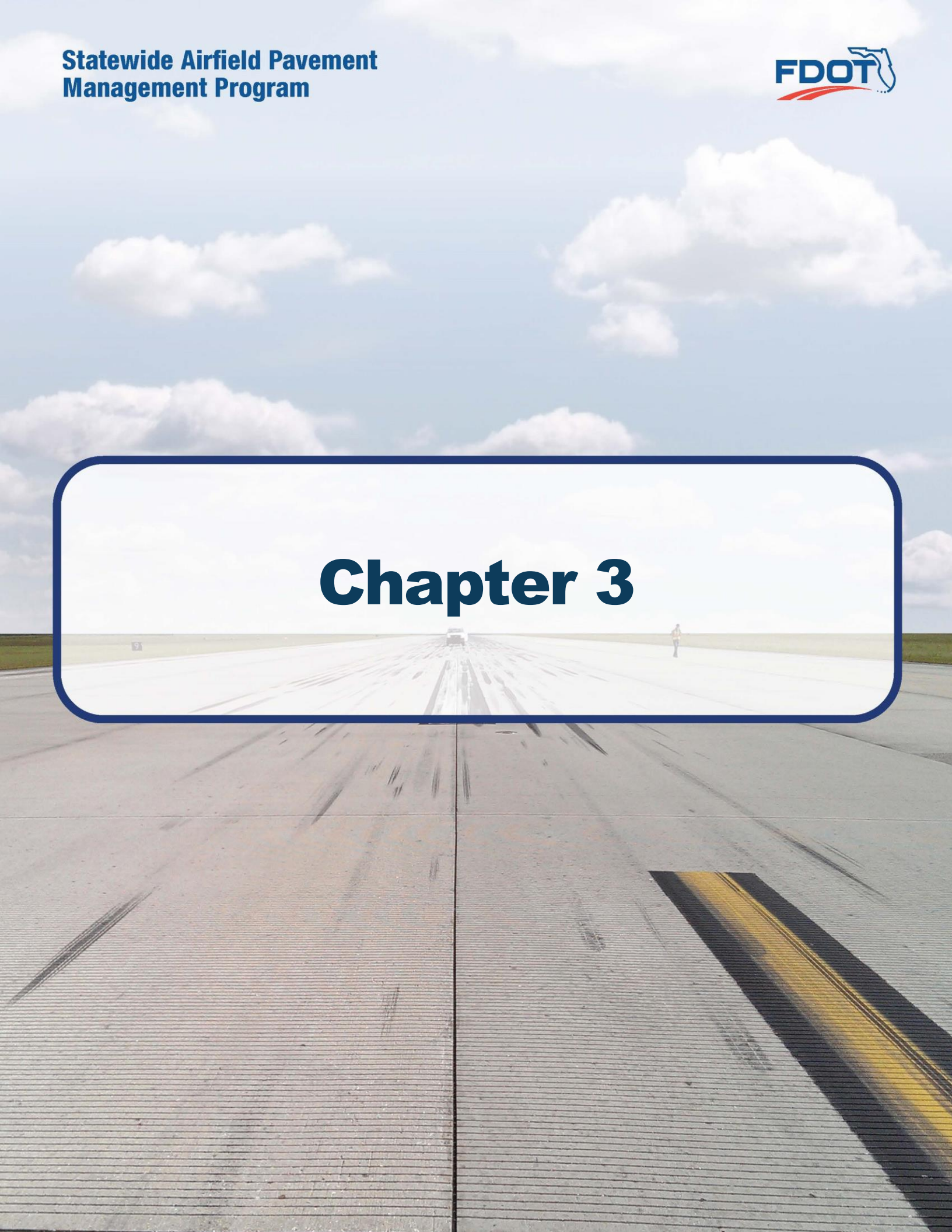
The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, 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.

Rigid Portland Cement Concrete Pavement Distress Updates

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 can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement's surface. Plastic shrinkage caused by construction 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 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	**Updated Distress**	**Former Distress in Prior to 5340-10**	**Deduction Curve**	**Potential Effect**
AC/AAC/ APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Crazing - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Crazing - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Crazing - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Crazing'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Crazing' may now be identified as 'Shrinkage Cracking'



Chapter 3

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

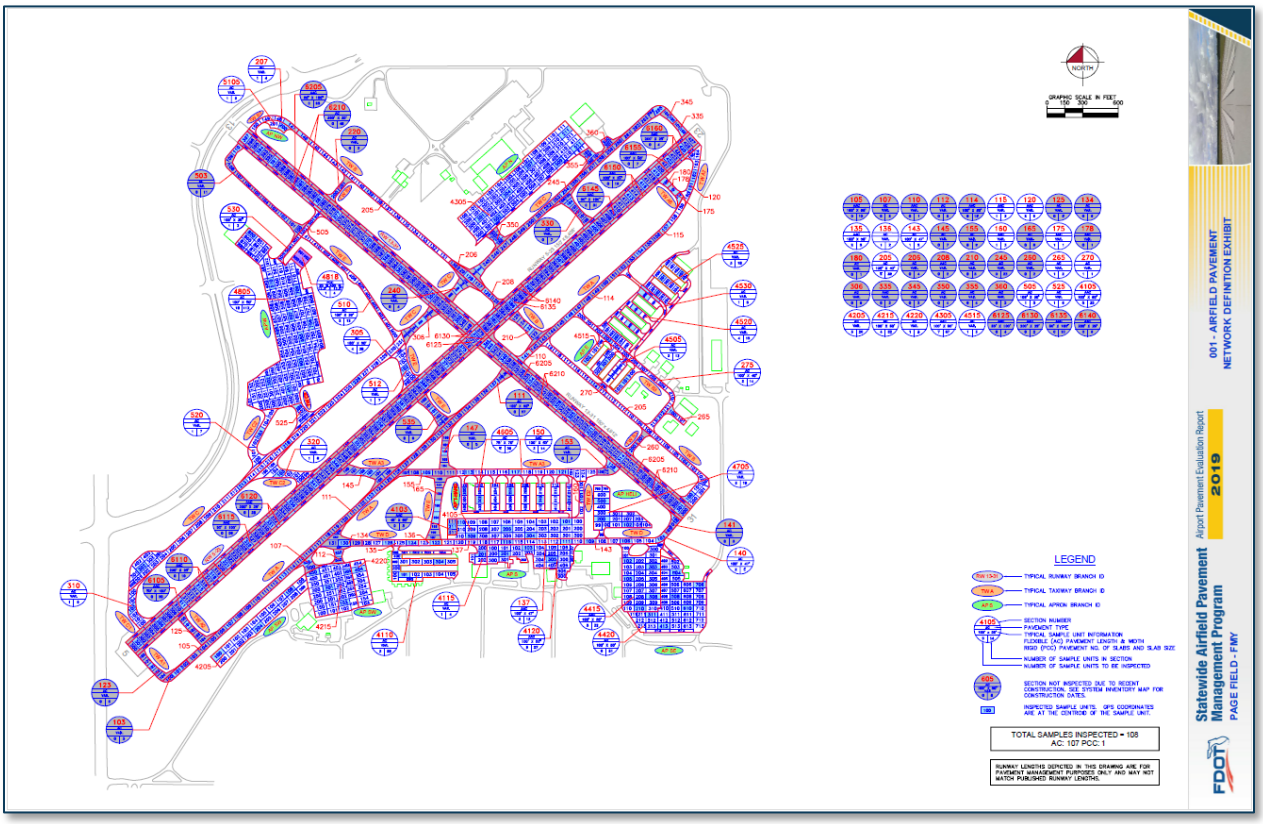
Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2017	**TW C5, TW C7, TW C8, TW C9, TW E** - New Construction: 4" P-401, 2" P-211, 12" P-160
	AP S - Mill and Overlay
	RW 5-23 - Mill and Overlay: 4" Mill, 4" P-401 Overlay
	TW A, TW A6, TW B, TW C6 - Mill and Overlay: 2" Mill, 2" P-401 Overlay
	TW A, TW A1-TW A3, TW A6, TW B, TW C, TW C6, TW D, TW E - Reconstruction: 4" P-401, 6" P-211, 12" P-160
2018	**TW E** - New Construction: 4" P-401, 6" P-211, 12" P-160
	RW 13-31, TW A - Mill and Overlay
	RW 13-31, TW A3, TW B2, TW B3, TW D - Reconstruction: 4" P-401, 6" P-211, 12" P-160
2019	**AP W** - New Construction

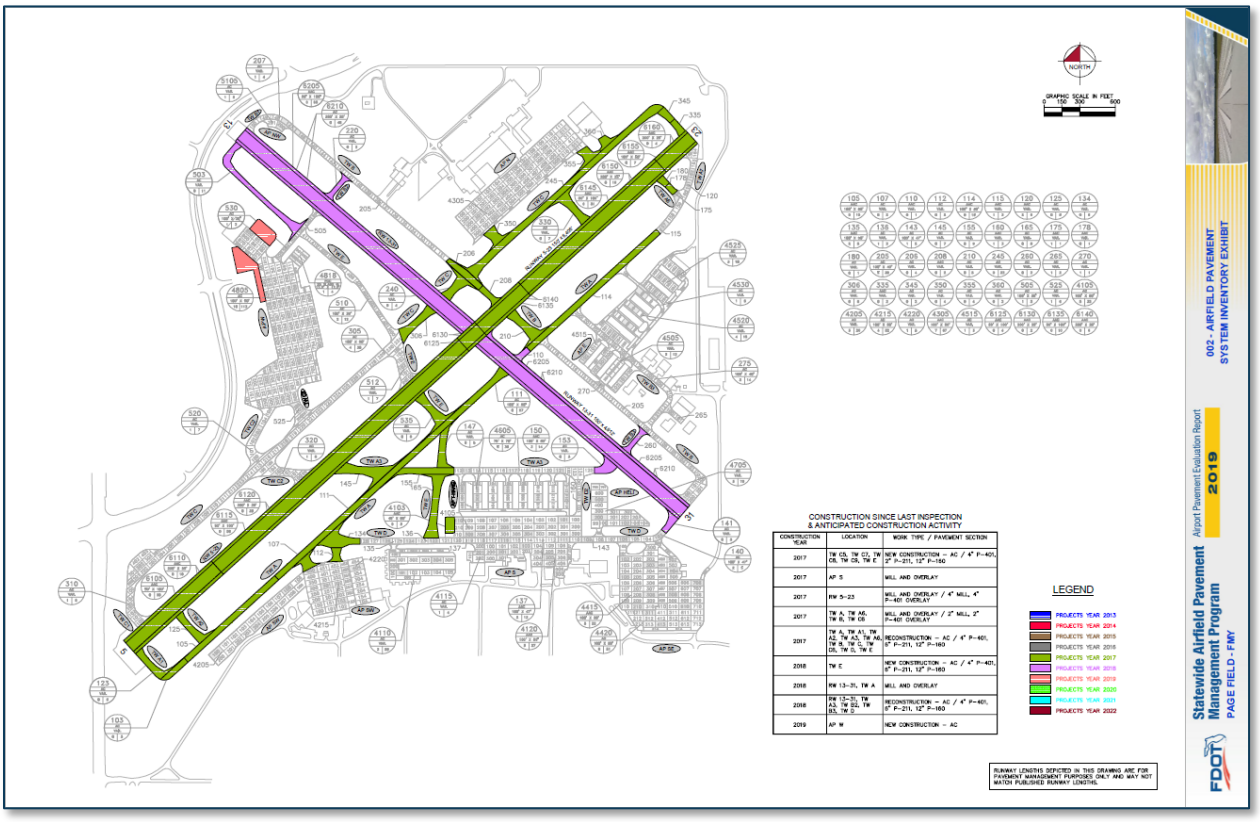
The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit

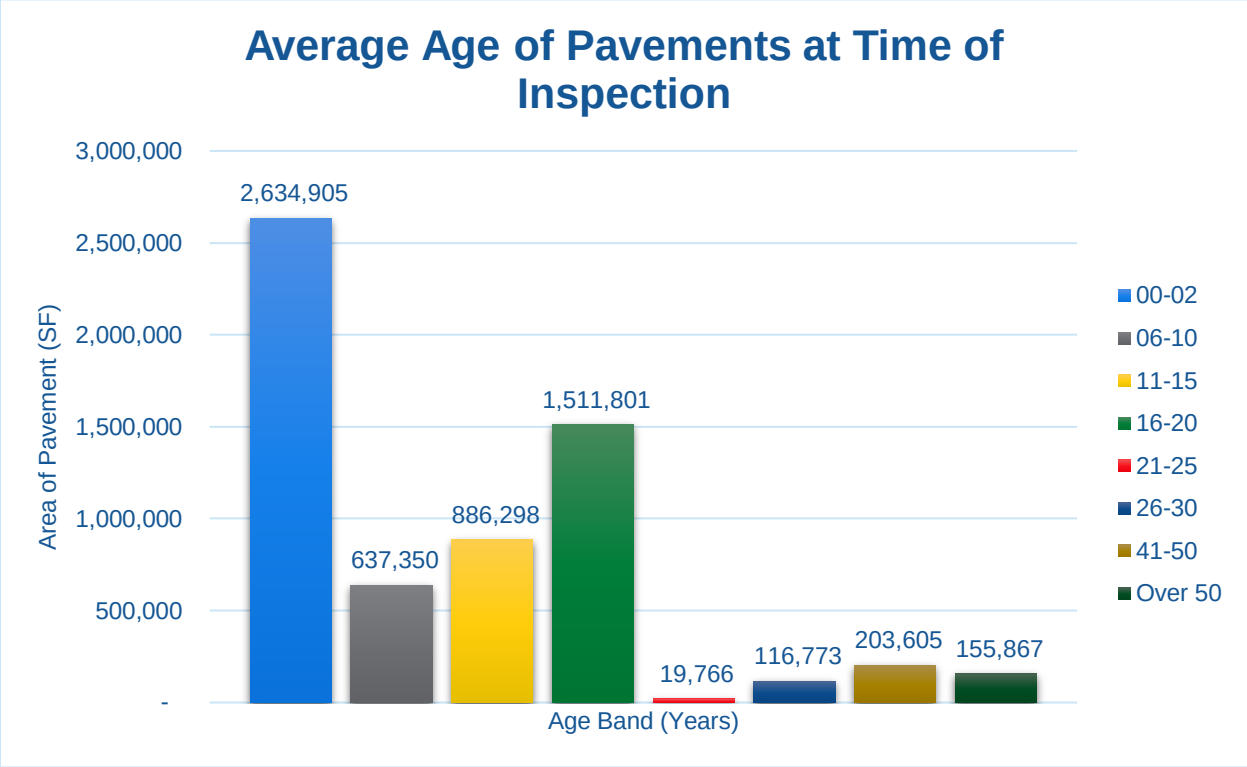


The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Figure 3.1.2 Average Age of Pavements at Inspection

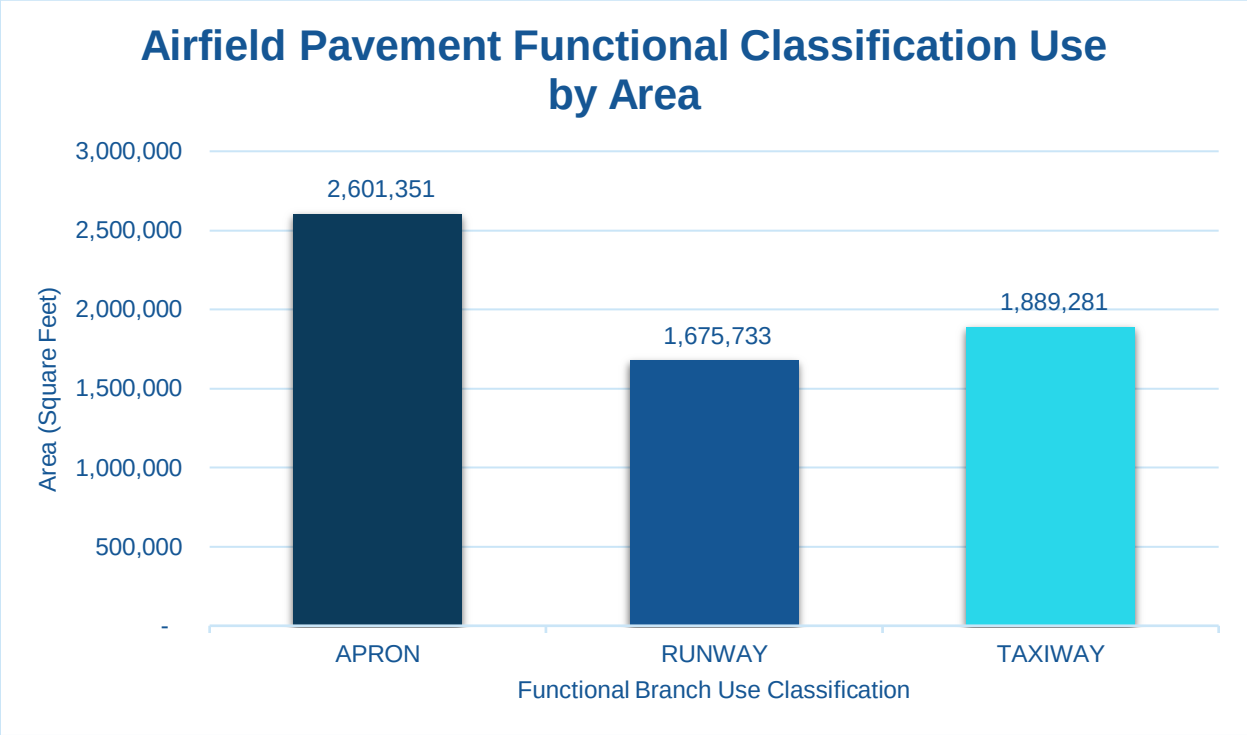


The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.

3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

Figure 3.1.3 Airfield Pavement Functional Classification Use by Area



3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

Figure 3.1.4 (a) Pavement Surface Type by Area (SF)

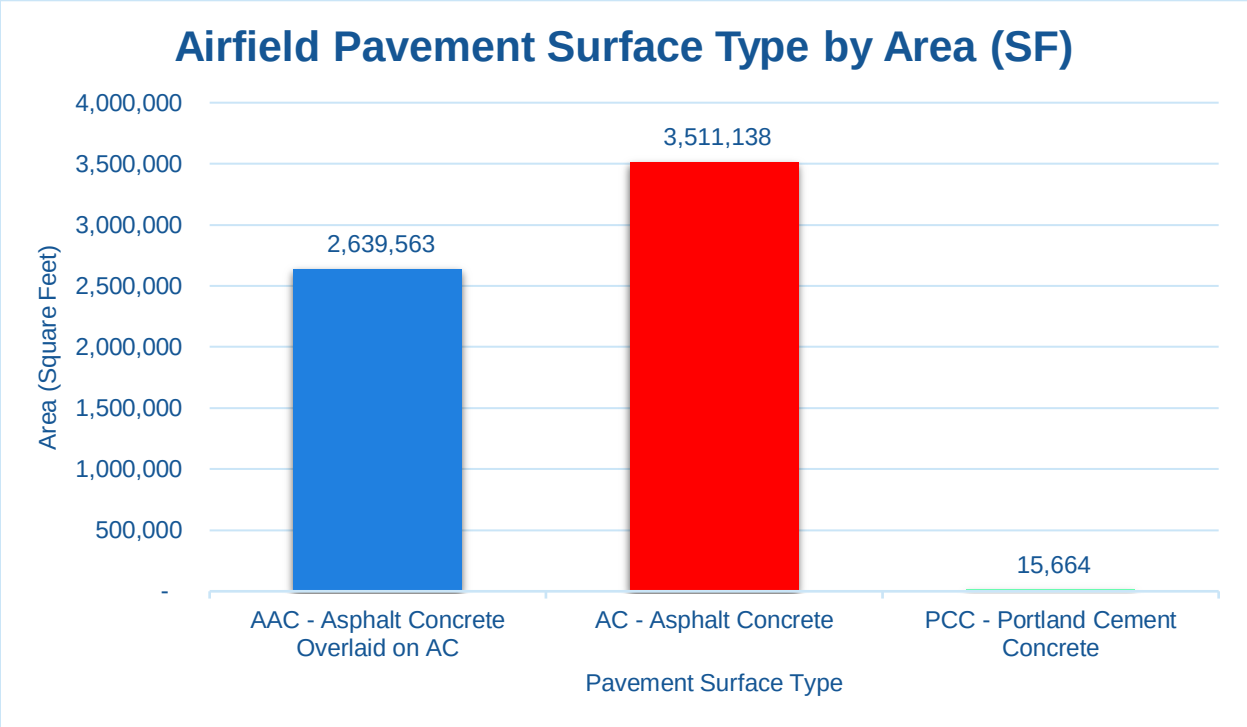
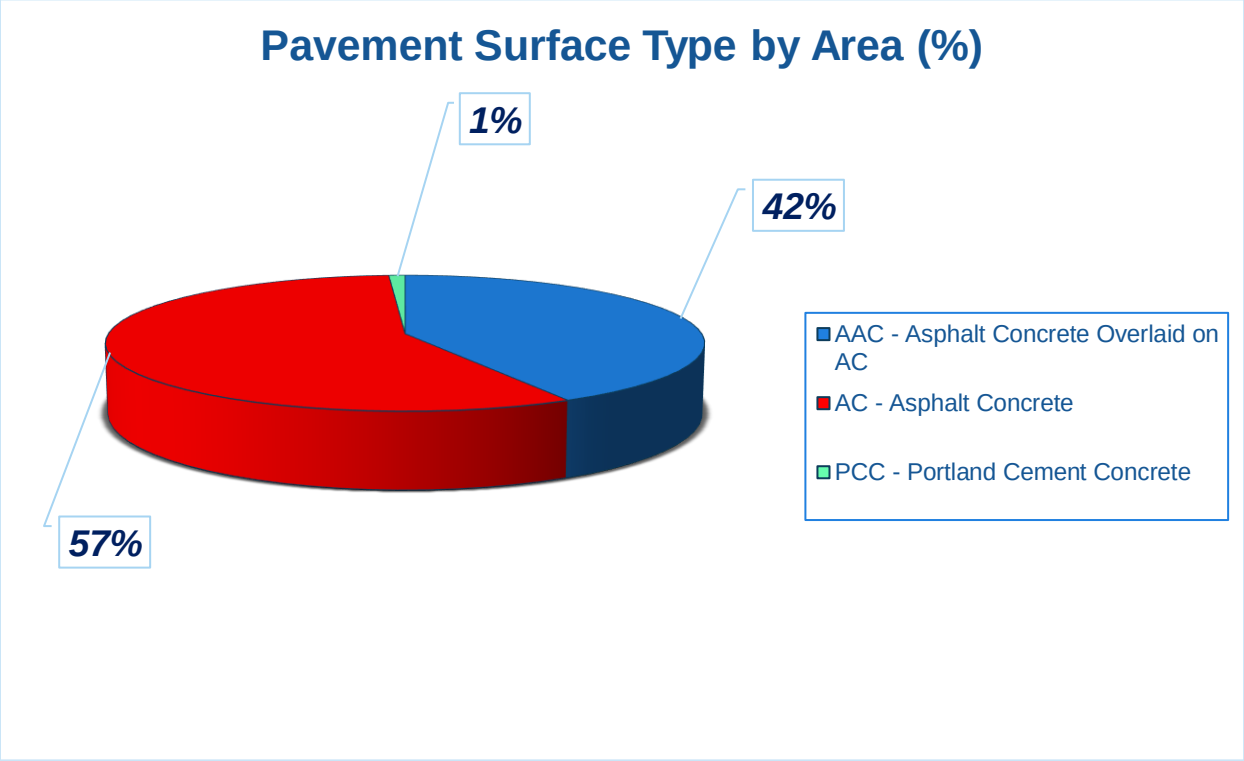


Figure 3.1.4 (b) Pavement Surface Type by Area (%)



3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.

Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	EAST APRON - T-HANGARS	AP E	APRON	4505	180	140	58,570	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4515	270	50	13,907	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4520	490	300	72,634	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4525	345	290	71,383	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4530	910	20	27,056	AC	1/1/2002
FMY	APRON HELIPAD	AP HELI	APRON	4705	765	135	93,555	AC	1/1/2007
FMY	NORTH APRON	AP N	APRON	4305	1,225	272	331,560	AAC	1/1/1998
FMY	NORTHWEST RUN-UP APRON FOR RW 13	AP NW	APRON	5105	160	60	11,434	AC	12/25/1999
FMY	SOUTH APRON	AP S	APRON	4103	138	80	10,944	AAC	1/1/2017
FMY	SOUTH APRON	AP S	APRON	4105	1,072	175	190,656	AAC	1/1/1998
FMY	SOUTH APRON	AP S	APRON	4110	255	530	92,757	AC	1/1/1998
FMY	SOUTH APRON	AP S	APRON	4115	165	147	19,731	AC	1/1/2003
FMY	SOUTH APRON	AP S	APRON	4120	790	160	131,633	AAC	1/1/1998
FMY	SOUTH & SE APRONS	AP SE	APRON	4415	525	323	172,279	AAC	1/1/1998
FMY	SOUTH & SE APRONS	AP SE	APRON	4420	648	385	249,512	AC	1/1/2006
FMY	SW FBO APRON	AP SW	APRON	4205	120	1,046	118,829	AC	1/1/1998
FMY	SW FBO APRON	AP SW	APRON	4215	424	386	155,867	AC	1/1/1966
FMY	SW FBO APRON	AP SW	APRON	4220	392	127	49,071	AC	1/1/1998
FMY	APRON T-HANG	AP T-HANG	APRON	4605	2,568	75	169,083	AC	1/1/2006
FMY	APRON WEST	AP W	APRON	4805	1,519	388	545,226	AC	1/1/2009
FMY	APRON WEST	AP W	APRON	4818	125	125	15,664	PCC	1/1/2009
FMY	RUNWAY 13-31	RW 13-31	RUNWAY	6205	4,795	100	476,075	AAC	1/1/2018
FMY	RUNWAY 13-31	RW 13-31	RUNWAY	6210	9,593	25	238,758	AC	1/1/2018
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6105	1,000	100	100,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6110	2,000	25	50,000	AAC	1/1/2017

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6115	2,800	100	280,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6120	5,581	25	140,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6125	200	100	20,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6130	400	25	10,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6135	500	100	50,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6140	1,000	25	25,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6145	1,550	100	155,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6150	3,100	25	77,500	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6155	356	100	35,600	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6160	712	25	17,800	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	103	271	50	12,403	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	105	1,034	50	51,700	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	107	107	87	12,878	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	110	124	50	6,623	AAC	1/1/2018
FMY	TAXIWAY A	TW A	TAXIWAY	111	2,597	50	132,526	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	112	116	62	8,688	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	114	1,478	50	73,900	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	115	350	50	17,123	AAC	1/1/1991
FMY	TAXIWAY A1	TW A1	TAXIWAY	123	300	52	20,509	AC	1/1/2017
FMY	TAXIWAY A2	TW A2	TAXIWAY	125	300	52	20,237	AC	1/1/2017
FMY	TAXIWAY A3	TW A3	TAXIWAY	145	445	66	41,023	AC	1/1/2017
FMY	TAXIWAY A3	TW A3	TAXIWAY	150	1,185	50	67,098	AAC	1/1/1991
FMY	TAXIWAY A3	TW A3	TAXIWAY	153	175	100	14,735	AC	1/1/2018
FMY	TAXIWAY A3	TW A3	TAXIWAY	155	438	57	26,707	AC	1/1/2017
FMY	TAXIWAY A6	TW A6	TAXIWAY	175	70	50	4,324	AAC	1/1/1991
FMY	TAXIWAY A6	TW A6	TAXIWAY	178	93	50	4,732	AAC	1/1/2017

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	TAXIWAY A6	TW A6	TAXIWAY	180	85	51	5,104	AC	1/1/2017
FMY	TAXIWAY A7	TW A7	TAXIWAY	120	500	50	28,228	AAC	1/1/1991
FMY	TAXIWAY B	TW B	TAXIWAY	205	3,490	40	165,455	AC	1/1/1977
FMY	TAXIWAY B	TW B	TAXIWAY	206	367	53	20,559	AC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	208	179	53	10,050	AAC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	210	300	65	27,327	AC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	270	50	40	2,906	AC	1/1/1998
FMY	TAXIWAY B1	TW B1	TAXIWAY	207	500	40	19,766	AC	1/1/1997
FMY	TAXIWAY B2	TW B2	TAXIWAY	220	230	40	11,346	AC	1/1/2018
FMY	TAXIWAY B3	TW B3	TAXIWAY	260	230	40	11,346	AC	1/1/2018
FMY	TAXIWAY B3	TW B3	TAXIWAY	275	1,400	40	59,219	AC	1/1/1998
FMY	TAXIWAY C	TW C	TAXIWAY	240	225	65	22,168	AC	1/1/2017
FMY	TAXIWAY C	TW C	TAXIWAY	245	2,130	50	121,801	AC	1/1/2017
FMY	TAXIWAY C	TW C	TAXIWAY	305	3,141	50	192,259	AC	1/1/2007
FMY	TAXIWAY C	TW C	TAXIWAY	306	350	56	24,962	AC	1/1/2017
FMY	TAXIWAY C1	TW C1	TAXIWAY	310	235	70	29,730	AC	1/1/2007
FMY	TAXIWAY C2	TW C2	TAXIWAY	320	405	85	42,197	AC	1/1/2007
FMY	TAXIWAY C2	TW C2	TAXIWAY	520	500	55	42,571	AC	1/1/2009
FMY	TAXIWAY C3	TW C3	TAXIWAY	525	135	100	23,833	AC	1/1/2009
FMY	TAXIWAY C5	TW C5	TAXIWAY	330	300	60	26,412	AC	1/1/2017
FMY	TAXIWAY C6	TW C6	TAXIWAY	335	136	53	7,909	AAC	1/1/2017
FMY	TAXIWAY C6	TW C6	TAXIWAY	345	135	53	8,342	AC	1/1/2017
FMY	TAXIWAY C7	TW C7	TAXIWAY	350	137	82	15,220	AC	1/1/2017
FMY	TAXIWAY C8	TW C8	TAXIWAY	355	122	88	15,632	AC	1/1/2017
FMY	TAXIWAY C9	TW C9	TAXIWAY	360	90	65	9,368	AC	1/1/2017
FMY	TAXIWAY D	TW D	TAXIWAY	134	320	130	31,481	AC	1/1/2017

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	TAXIWAY D	TW D	TAXIWAY	135	475	50	23,750	AAC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	136	189	50	9,753	AC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	137	1,200	47	56,400	AAC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	140	473	50	24,471	AC	1/1/1968
FMY	TAXIWAY D	TW D	TAXIWAY	141	160	50	10,384	AC	1/1/2018
FMY	TAXIWAY D	TW D	TAXIWAY	143	203	47	9,551	AC	1/1/1998
FMY	TAXIWAY D2	TW D2	TAXIWAY	160	308	40	13,679	AAC	1/1/1977
FMY	TAXIWAY E	TW E	TAXIWAY	147	294	57	22,529	AC	1/1/2017
FMY	TAXIWAY E	TW E	TAXIWAY	165	540	55	41,473	AC	1/1/2017
FMY	TAXIWAY E	TW E	TAXIWAY	265	175	40	8,453	AC	1/1/1998
FMY	TAXIWAY E	TW E	TAXIWAY	503	1,062	35	49,788	AC	1/1/2018
FMY	TAXIWAY E	TW E	TAXIWAY	510	1,142	35	48,402	AC	1/1/2007
FMY	TAXIWAY E	TW E	TAXIWAY	512	300	65	31,577	AC	1/1/2007
FMY	TAXIWAY E	TW E	TAXIWAY	535	300	60	28,366	AC	1/1/2017
FMY	TAXIWAY E2	TW E2	TAXIWAY	505	250	35	10,252	AC	1/1/2007
FMY	TAXIWAY E2	TW E2	TAXIWAY	530	250	40	10,056	AC	1/1/2009

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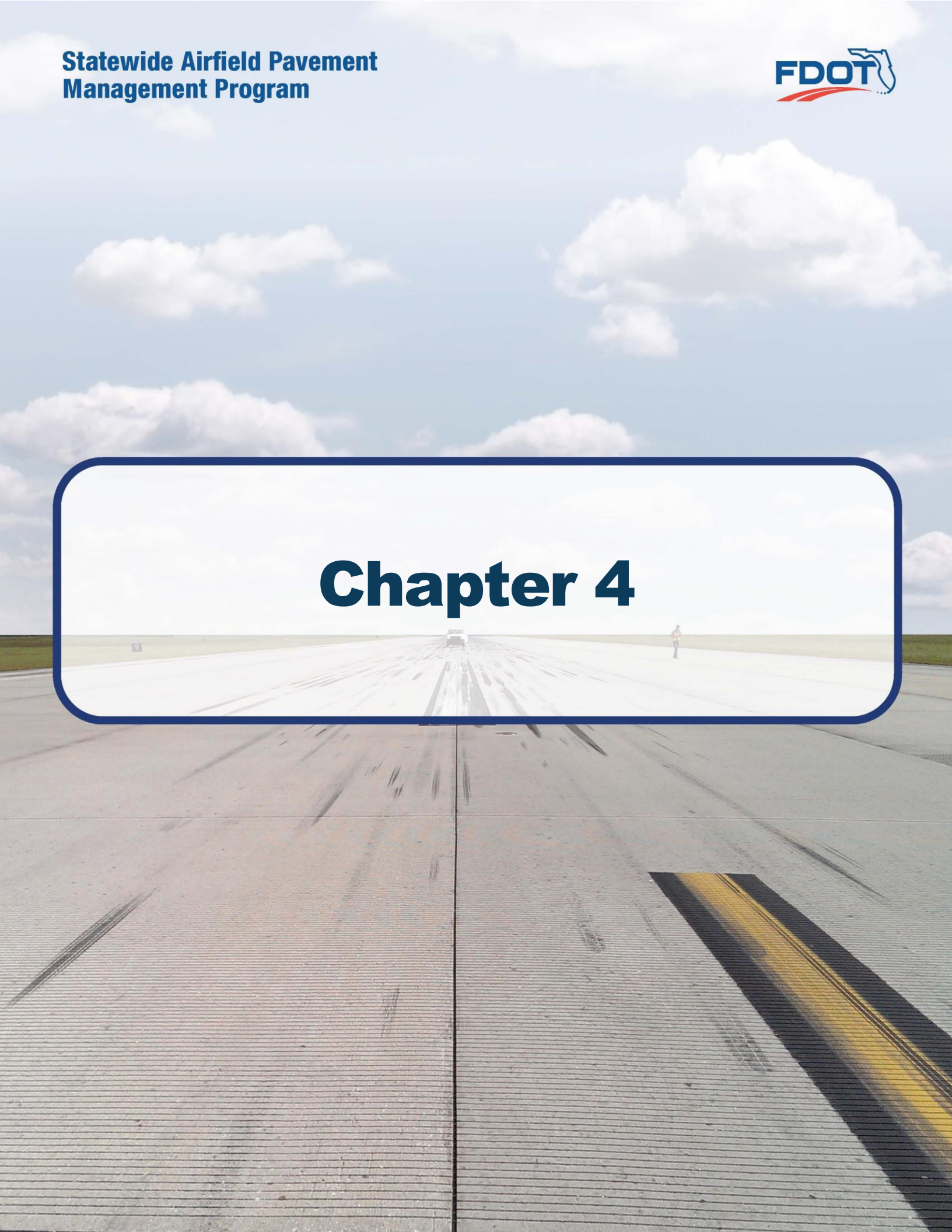


Chapter 4

Chapter 4 – Airfield Pavement Condition

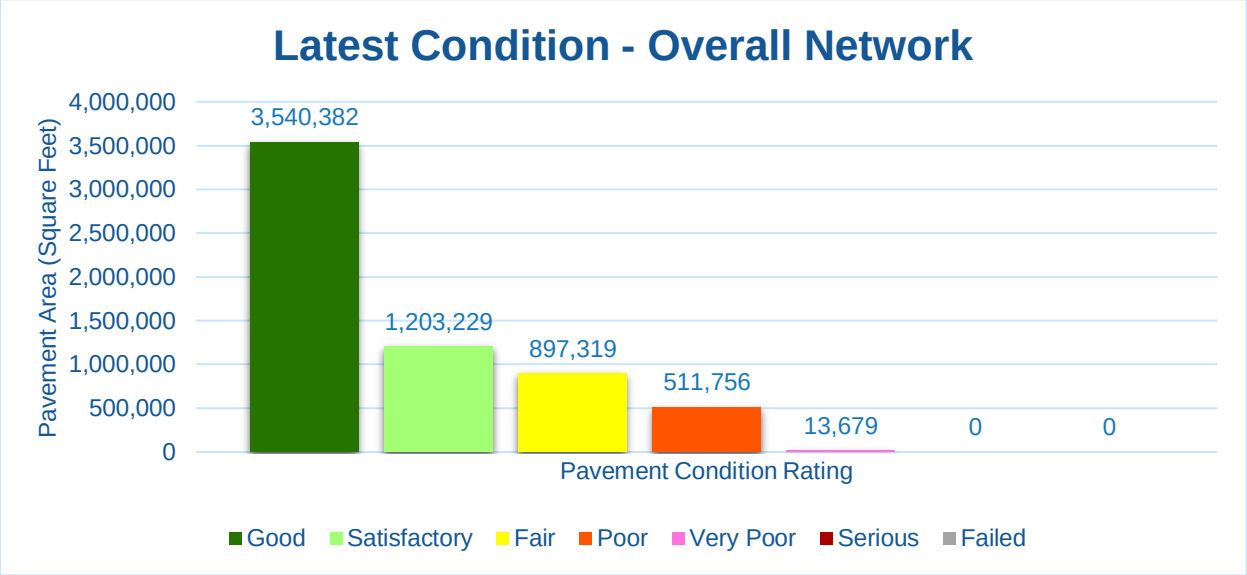
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

Figure 4.1.1 Latest Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (c)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.

Figure 4.1.2 (a) Latest Condition – Runway Pavements

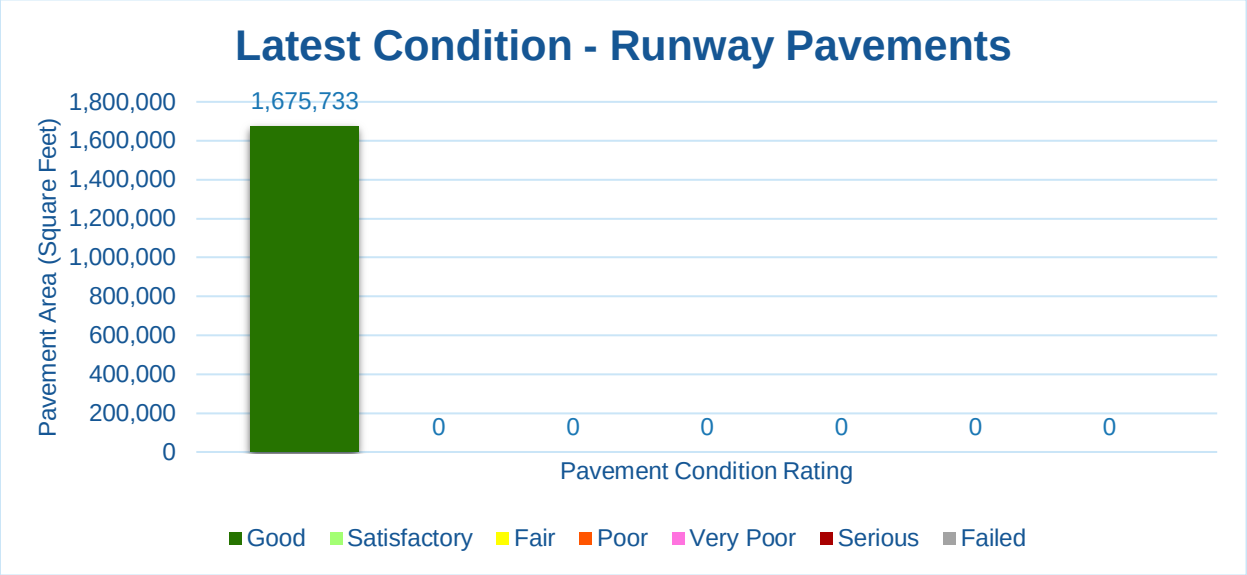


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

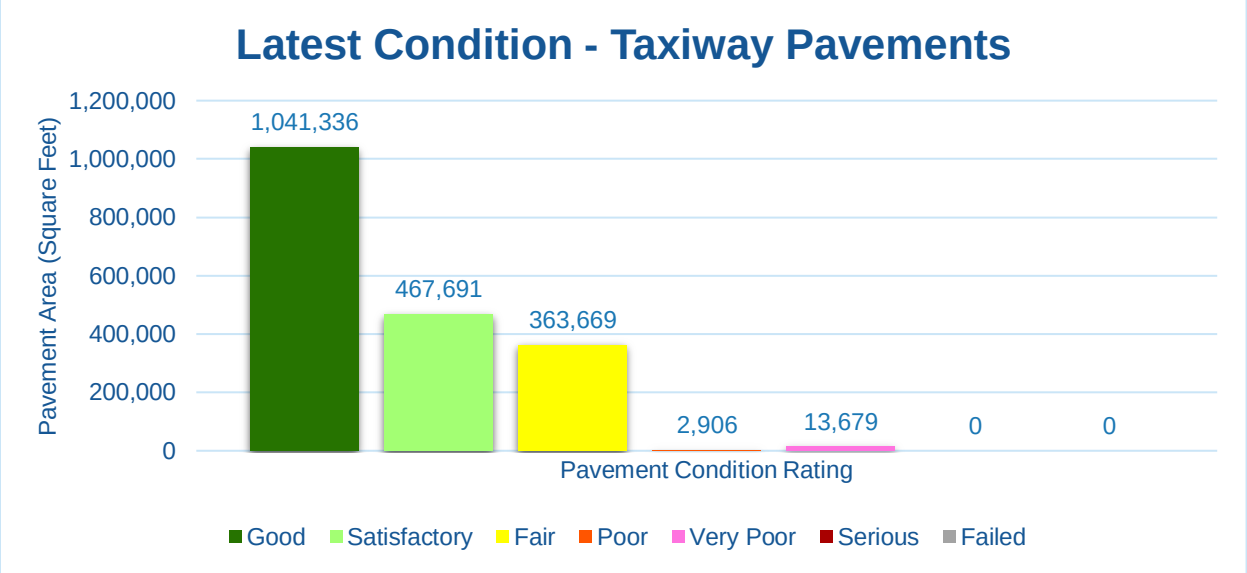
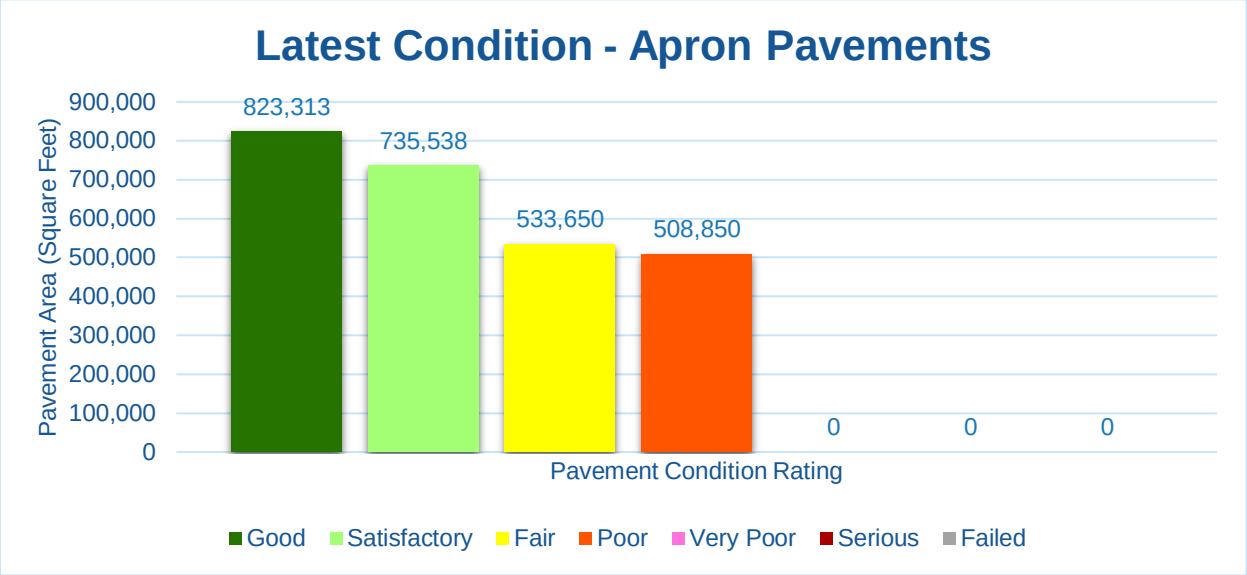


Figure 4.1.2 (c) Latest Condition – Apron Pavements



4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement. **Appendix C Technical Exhibits** provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.

Table 4.1.3 Latest Pavement Condition Index Summary

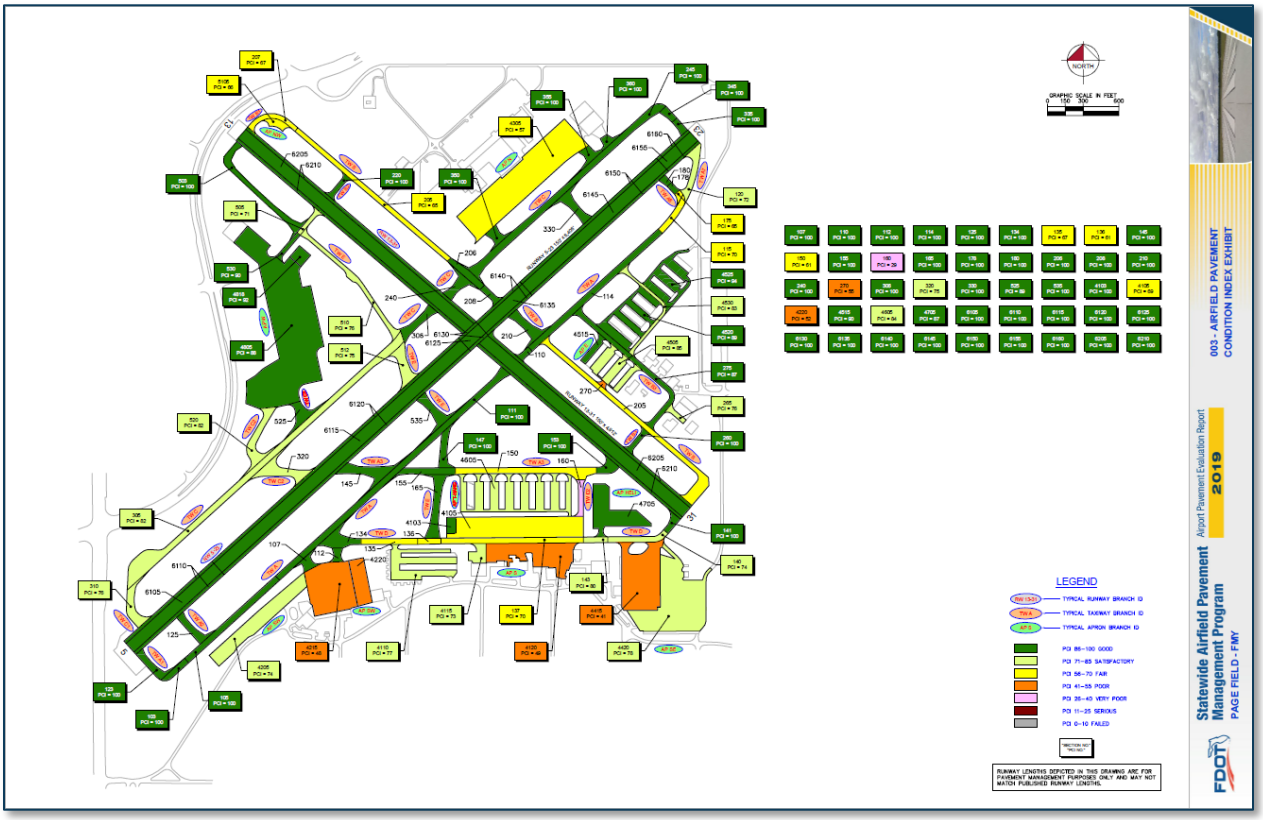
Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FMY	AP E	EAST APRON - T-HANGARS	APRON	4505	58,570	AC	85	Satisfactory	100%	0%	0%	2	13
FMY	AP E	EAST APRON - T-HANGARS	APRON	4515	13,907	AC	90	Good	100%	0%	0%	1	3
FMY	AP E	EAST APRON - T-HANGARS	APRON	4520	72,634	AC	89	Good	88%	0%	12%	4	15
FMY	AP E	EAST APRON - T-HANGARS	APRON	4525	71,383	AC	94	Good	100%	0%	0%	3	18
FMY	AP E	EAST APRON - T-HANGARS	APRON	4530	27,056	AC	83	Satisfactory	91%	0%	9%	1	5
FMY	AP HELI	APRON HELIPAD	APRON	4705	93,555	AC	87	Good	97%	0%	3%	3	19
FMY	AP N	NORTH APRON	APRON	4305	331,560	AAC	57	Fair	70%	0%	30%	7	67
FMY	AP NW	NORTHWEST RUN-UP APRON FOR RW 13	APRON	5105	11,434	AC	66	Fair	96%	0%	4%	1	2
FMY	AP S	SOUTH APRON	APRON	4103	10,944	AAC	100	Good	0%	0%	0%	0	3
FMY	AP S	SOUTH APRON	APRON	4105	190,656	AAC	69	Fair	94%	0%	6%	5	33
FMY	AP S	SOUTH APRON	APRON	4110	92,757	AC	77	Satisfactory	87%	0%	13%	3	20
FMY	AP S	SOUTH APRON	APRON	4115	19,731	AC	73	Satisfactory	96%	0%	4%	1	4
FMY	AP S	SOUTH APRON	APRON	4120	131,633	AAC	49	Poor	99%	0%	1%	3	27
FMY	AP SE	SOUTH & SE APRONS	APRON	4415	172,279	AAC	41	Poor	95%	0%	5%	5	32
FMY	AP SE	SOUTH & SE APRONS	APRON	4420	249,512	AC	78	Satisfactory	86%	0%	14%	6	51
FMY	AP SW	SW FBO APRON	APRON	4205	118,829	AC	74	Satisfactory	100%	0%	0%	3	20
FMY	AP SW	SW FBO APRON	APRON	4215	155,867	AC	48	Poor	94%	0%	6%	4	32
FMY	AP SW	SW FBO APRON	APRON	4220	49,071	AC	52	Poor	100%	0%	0%	1	8
FMY	AP T-HANG	APRON T-HANG	APRON	4605	169,083	AC	84	Satisfactory	97%	0%	3%	5	36
FMY	AP W	APRON WEST	APRON	4805	545,226	AC	88	Good	87%	0%	13%	10	113
FMY	AP W	APRON WEST	APRON	4818	15,664	PCC	92	Good	0%	0%	100%	1	4
FMY	RW 13-31	RUNWAY 13-31	RUNWAY	6205	476,075	AAC	100	Good	0%	0%	0%	0	95
FMY	RW 13-31	RUNWAY 13-31	RUNWAY	6210	238,758	AC	100	Good	0%	0%	0%	0	48
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6105	100,000	AAC	100	Good	0%	0%	0%	0	20
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6110	50,000	AAC	100	Good	0%	0%	0%	0	10
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6115	280,000	AAC	100	Good	0%	0%	0%	0	56
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6120	140,000	AAC	100	Good	0%	0%	0%	0	28
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6125	20,000	AAC	100	Good	0%	0%	0%	0	4
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6130	10,000	AAC	100	Good	0%	0%	0%	0	2
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6135	50,000	AAC	100	Good	0%	0%	0%	0	10
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6140	25,000	AAC	100	Good	0%	0%	0%	0	6
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6145	155,000	AAC	100	Good	0%	0%	0%	0	31
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6150	77,500	AAC	100	Good	0%	0%	0%	0	16
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6155	35,600	AAC	100	Good	0%	0%	0%	0	7
FMY	RW 5-23	RUNWAY 5-23	RUNWAY	6160	17,800	AAC	100	Good	0%	0%	0%	0	4
FMY	TW A	TAXIWAY A	TAXIWAY	103	12,403	AC	100	Good	0%	0%	0%	0	3
FMY	TW A	TAXIWAY A	TAXIWAY	105	51,700	AAC	100	Good	0%	0%	0%	0	10

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FMY	TW A	TAXIWAY A	TAXIWAY	107	12,878	AC	100	Good	0%	0%	0%	0	2
FMY	TW A	TAXIWAY A	TAXIWAY	110	6,623	AAC	100	Good	0%	0%	0%	0	1
FMY	TW A	TAXIWAY A	TAXIWAY	111	132,526	AC	100	Good	0%	0%	0%	0	27
FMY	TW A	TAXIWAY A	TAXIWAY	112	8,688	AC	100	Good	0%	0%	0%	0	2
FMY	TW A	TAXIWAY A	TAXIWAY	114	73,900	AAC	100	Good	0%	0%	0%	0	15
FMY	TW A	TAXIWAY A	TAXIWAY	115	17,123	AAC	70	Fair	100%	0%	0%	1	3
FMY	TW A1	TAXIWAY A1	TAXIWAY	123	20,509	AC	100	Good	0%	0%	0%	0	5
FMY	TW A2	TAXIWAY A2	TAXIWAY	125	20,237	AC	100	Good	0%	0%	0%	0	5
FMY	TW A3	TAXIWAY A3	TAXIWAY	145	41,023	AC	100	Good	0%	0%	0%	0	7
FMY	TW A3	TAXIWAY A3	TAXIWAY	150	67,098	AAC	61	Fair	98%	0%	2%	3	14
FMY	TW A3	TAXIWAY A3	TAXIWAY	153	14,735	AC	100	Good	0%	0%	0%	0	3
FMY	TW A3	TAXIWAY A3	TAXIWAY	155	26,707	AC	100	Good	0%	0%	0%	0	5
FMY	TW A6	TAXIWAY A6	TAXIWAY	175	4,324	AAC	65	Fair	79%	0%	21%	1	1
FMY	TW A6	TAXIWAY A6	TAXIWAY	178	4,732	AAC	100	Good	0%	0%	0%	0	1
FMY	TW A6	TAXIWAY A6	TAXIWAY	180	5,104	AC	100	Good	0%	0%	0%	0	1
FMY	TW A7	TAXIWAY A7	TAXIWAY	120	28,228	AAC	72	Satisfactory	100%	0%	0%	2	6
FMY	TW B	TAXIWAY B	TAXIWAY	205	165,455	AC	65	Fair	100%	0%	0%	5	39
FMY	TW B	TAXIWAY B	TAXIWAY	206	20,559	AC	100	Good	0%	0%	0%	0	4
FMY	TW B	TAXIWAY B	TAXIWAY	208	10,050	AAC	100	Good	0%	0%	0%	0	2
FMY	TW B	TAXIWAY B	TAXIWAY	210	27,327	AC	100	Good	0%	0%	0%	0	5
FMY	TW B	TAXIWAY B	TAXIWAY	270	2,906	AC	55	Poor	95%	0%	5%	1	1
FMY	TW B1	TAXIWAY B1	TAXIWAY	207	19,766	AC	67	Fair	100%	0%	0%	1	4
FMY	TW B2	TAXIWAY B2	TAXIWAY	220	11,346	AC	100	Good	0%	0%	0%	0	2
FMY	TW B3	TAXIWAY B3	TAXIWAY	260	11,346	AC	100	Good	0%	0%	0%	0	2
FMY	TW B3	TAXIWAY B3	TAXIWAY	275	59,219	AC	87	Good	89%	0%	11%	2	14
FMY	TW C	TAXIWAY C	TAXIWAY	240	22,168	AC	100	Good	0%	0%	0%	0	4
FMY	TW C	TAXIWAY C	TAXIWAY	245	121,801	AC	100	Good	0%	0%	0%	0	23
FMY	TW C	TAXIWAY C	TAXIWAY	305	192,259	AC	82	Satisfactory	100%	0%	0%	4	38
FMY	TW C	TAXIWAY C	TAXIWAY	306	24,962	AC	100	Good	0%	0%	0%	0	6
FMY	TW C1	TAXIWAY C1	TAXIWAY	310	29,730	AC	76	Satisfactory	100%	0%	0%	1	6
FMY	TW C2	TAXIWAY C2	TAXIWAY	320	42,197	AC	75	Satisfactory	100%	0%	0%	1	8
FMY	TW C2	TAXIWAY C2	TAXIWAY	520	42,571	AC	82	Satisfactory	100%	0%	0%	1	7
FMY	TW C3	TAXIWAY C3	TAXIWAY	525	23,833	AC	89	Good	100%	0%	0%	1	6
FMY	TW C5	TAXIWAY C5	TAXIWAY	330	26,412	AC	100	Good	0%	0%	0%	0	7
FMY	TW C6	TAXIWAY C6	TAXIWAY	335	7,909	AAC	100	Good	0%	0%	0%	0	2
FMY	TW C6	TAXIWAY C6	TAXIWAY	345	8,342	AC	100	Good	0%	0%	0%	0	2
FMY	TW C7	TAXIWAY C7	TAXIWAY	350	15,220	AC	100	Good	0%	0%	0%	0	4
FMY	TW C8	TAXIWAY C8	TAXIWAY	355	15,632	AC	100	Good	0%	0%	0%	0	4

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FMY	TW C9	TAXIWAY C9	TAXIWAY	360	9,368	AC	100	Good	0%	0%	0%	0	2
FMY	TW D	TAXIWAY D	TAXIWAY	134	31,481	AC	100	Good	0%	0%	0%	0	6
FMY	TW D	TAXIWAY D	TAXIWAY	135	23,750	AAC	67	Fair	84%	0%	16%	2	5
FMY	TW D	TAXIWAY D	TAXIWAY	136	9,753	AC	61	Fair	90%	0%	10%	1	2
FMY	TW D	TAXIWAY D	TAXIWAY	137	56,400	AAC	70	Fair	72%	0%	28%	2	12
FMY	TW D	TAXIWAY D	TAXIWAY	140	24,471	AC	74	Satisfactory	95%	0%	5%	2	5
FMY	TW D	TAXIWAY D	TAXIWAY	141	10,384	AC	100	Good	0%	0%	0%	0	3
FMY	TW D	TAXIWAY D	TAXIWAY	143	9,551	AC	80	Satisfactory	74%	0%	26%	1	2
FMY	TW D2	TAXIWAY D2	TAXIWAY	160	13,679	AAC	29	Very Poor	68%	32%	0%	1	3
FMY	TW E	TAXIWAY E	TAXIWAY	147	22,529	AC	100	Good	0%	0%	0%	0	5
FMY	TW E	TAXIWAY E	TAXIWAY	165	41,473	AC	100	Good	0%	0%	0%	0	8
FMY	TW E	TAXIWAY E	TAXIWAY	265	8,453	AC	76	Satisfactory	72%	0%	28%	1	2
FMY	TW E	TAXIWAY E	TAXIWAY	503	49,788	AC	100	Good	0%	0%	0%	0	11
FMY	TW E	TAXIWAY E	TAXIWAY	510	48,402	AC	76	Satisfactory	100%	0%	0%	2	12
FMY	TW E	TAXIWAY E	TAXIWAY	512	31,577	AC	75	Satisfactory	100%	0%	0%	1	7
FMY	TW E	TAXIWAY E	TAXIWAY	535	28,366	AC	100	Good	0%	0%	0%	0	6
FMY	TW E2	TAXIWAY E2	TAXIWAY	505	10,252	AC	71	Satisfactory	100%	0%	0%	1	3
FMY	TW E2	TAXIWAY E2	TAXIWAY	530	10,056	AC	90	Good	100%	0%	0%	1	3

Figure 4.1.3 is an inset view of the 2019 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits.**

Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit



4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The field PCI Survey performed at Page Field (FMY) was completed in November of 2018.The resulting overall area-weighted average PCI value was 84 representing a condition rating of Satisfactory. Page Field is serviced by two runways; Runway 5-23 is 150-ft wide and 6,406-ft long and Runway 13-31 is 150-ft wide and 4,912-ft long. Runway 5-23, Runway 13-31, portions of Taxiway A, Taxiway A1, Taxiway A2, portions of Taxiway A3, portions of Taxiway A6, portions of Taxiway B, Taxiway B2, portions of Taxiway B3, portions of Taxiway C, Taxiway C5, Taxiway C6, Taxiway C7, Taxiway C8, Taxiway C9, portions of Taxiway D, portions of Taxiway E, and portions of the South Apron were not inspected due to recent construction. The PCI has been set to 100, a condition rating of Good.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 94,666 operations for 12 months ending 10/11/2018.

4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

Taxiway B

Taxiway B consists of 5 sections constructed of AC and AAC. The last construction years range from 1977 to 2017. The area-weighted average PCI for Taxiway B is 73 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway B consist of Depression, Longitudinal & Transverse Cracking, Raveling, and Weathering.

Taxiway C

Taxiway C consists of 4 sections constructed of AC. The last construction years range from 2007 to 2017. The area-weighted average PCI for Taxiway C is 90 representing a Good condition rating. The pavement distresses observed were related to the Climate distress classification. Distresses observed on Taxiway C consist of Longitudinal & Transverse Cracking, and Weathering.

Taxiway D

Taxiway D consists of 7 sections constructed of AC and AAC. The last construction years range from 1968 to 2018. The area-weighted average PCI for Taxiway D is 77 representing a Satisfactory condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway D consist of Depression, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Taxiway E

Taxiway E consists of 7 sections constructed of AC. The last construction years range from 1998 to 2018. The area-weighted average PCI for Taxiway E is 90 representing a Good

condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway E consist of Depression, Longitudinal & Transverse Cracking, Raveling, Shoving and Weathering.

North Apron

The North Apron consists of 1 section constructed of AAC. The last construction year for the North Apron was 1998. The area-weighted average PCI for North Apron is 57 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on the North Apron consist of Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

South Apron

The South Apron consists of 5 sections constructed of AC and AAC. The last construction years range from 1998 to 2017. The area-weighted average PCI for the South Apron is 65 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on South Apron consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Raveling, Swelling, and Weathering.

Apron West

Apron West consists of 2 sections constructed of AC and PCC. The last construction year for Apron West was 2009. The area-weighted average PCI for Apron West is 88 representing a Good condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Apron West consist of Longitudinal & Transverse Cracking, Oil Spillage, Raveling, Weathering, Small Patch, and Shrinkage Cracking.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	100	Good
Taxiway	86	Good
Apron	72	Satisfactory

4.3 Forecasted Pavement Conditions

4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to developed forecasted PCI values based on historic trends and statistical models.

4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

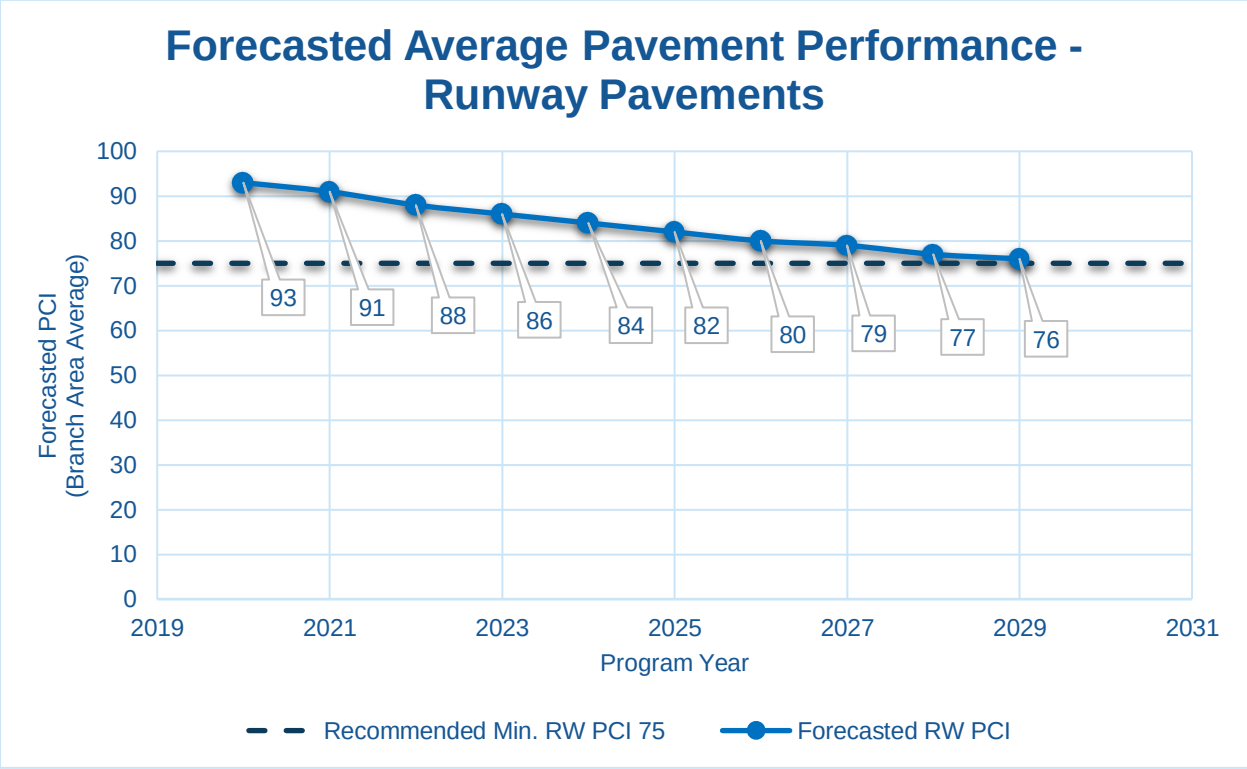


Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

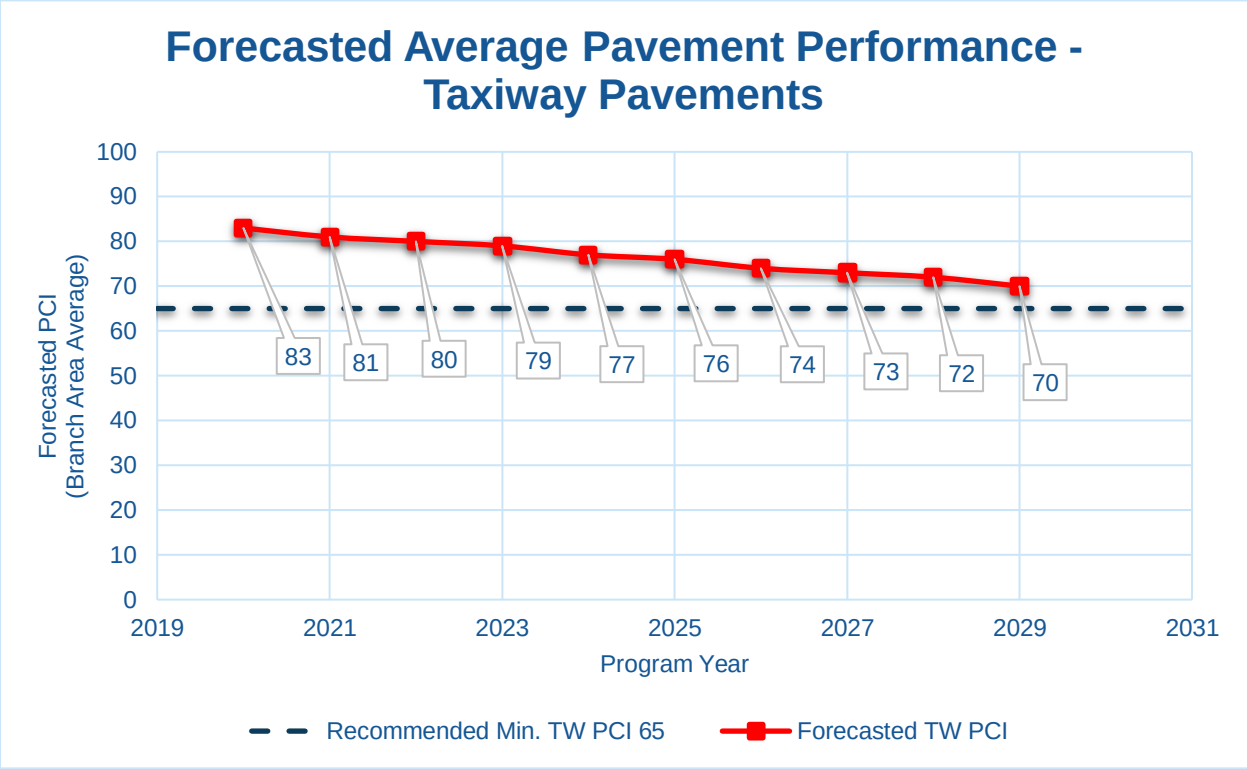
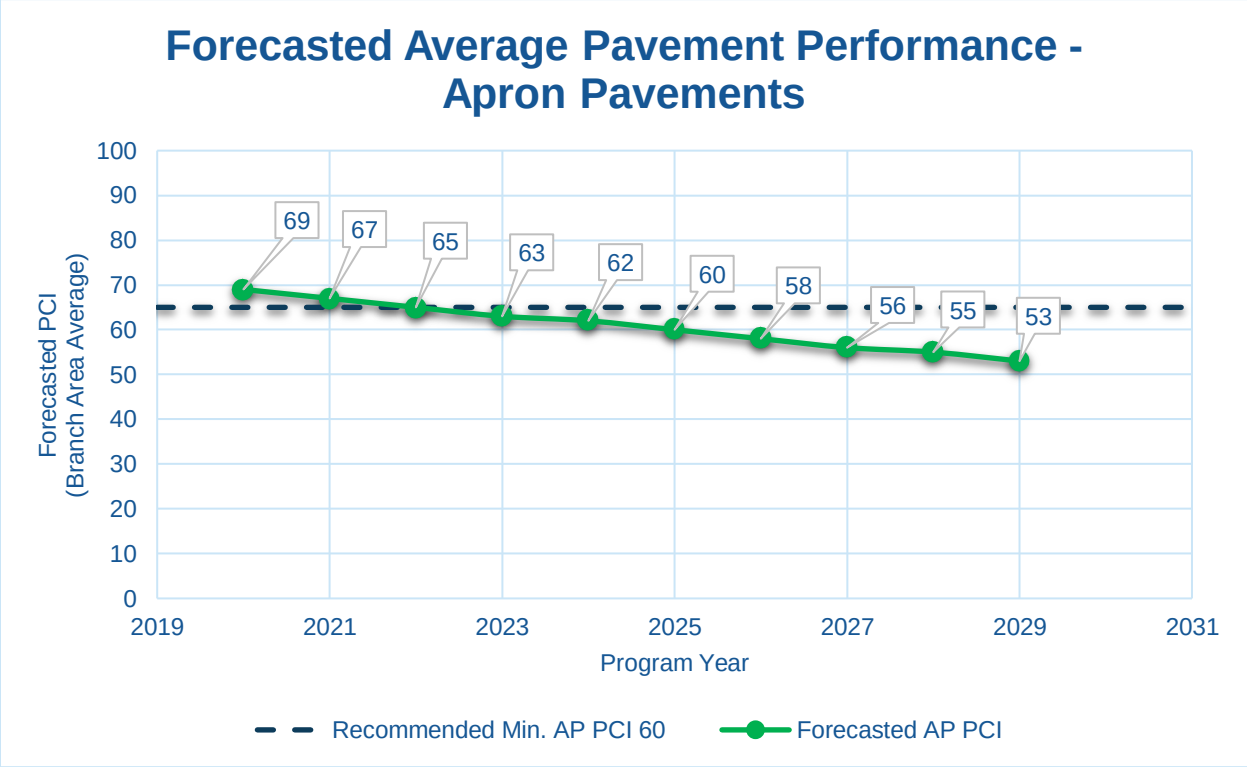


Figure 4.3.2 (c) Forecasted Apron Pavement Performance



4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.

Table 4.3.3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	AP E	4505	85	82	80	78	76	74	72	71	69	68	66
FMY	AP E	4515	90	87	85	82	80	78	76	74	73	71	69
FMY	AP E	4520	89	86	84	82	79	77	76	74	72	70	69
FMY	AP E	4525	94	91	89	86	84	82	80	78	76	74	72
FMY	AP E	4530	83	80	78	76	74	72	71	69	68	66	65
FMY	AP HELI	4705	87	84	82	80	78	76	74	72	70	69	67
FMY	AP N	4305	57	54	52	50	48	45	43	41	39	37	35
FMY	AP NW	5105	66	64	63	62	61	60	59	58	57	57	56
FMY	AP S	4103	100	93	91	89	86	84	82	80	78	76	73
FMY	AP S	4105	69	66	64	62	60	57	55	53	51	49	47
FMY	AP S	4110	77	74	73	71	69	68	66	65	64	63	62
FMY	AP S	4115	73	71	69	68	66	65	64	63	61	60	60
FMY	AP S	4120	49	46	44	42	40	37	35	33	31	29	27
FMY	AP SE	4415	41	38	36	34	32	29	27	25	23	21	19
FMY	AP SE	4420	78	75	73	72	70	69	67	66	64	63	62
FMY	AP SW	4205	74	72	70	68	67	66	64	63	62	61	60
FMY	AP SW	4215	48	46	45	44	43	42	41	40	39	37	36
FMY	AP SW	4220	52	51	50	49	48	47	46	45	44	43	42
FMY	AP T-HANG	4605	84	81	79	77	75	73	72	70	68	67	66
FMY	AP W	4805	88	85	83	81	79	77	75	73	71	70	68
FMY	AP W	4818	92	90	89	88	86	85	84	82	81	80	79
FMY	RW 13-31	6205	100	94	92	89	87	85	83	81	80	78	76
FMY	RW 13-31	6210	100	96	93	91	89	87	85	82	81	79	77
FMY	RW 5-23	6105	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6110	100	92	89	87	85	83	81	80	78	76	75

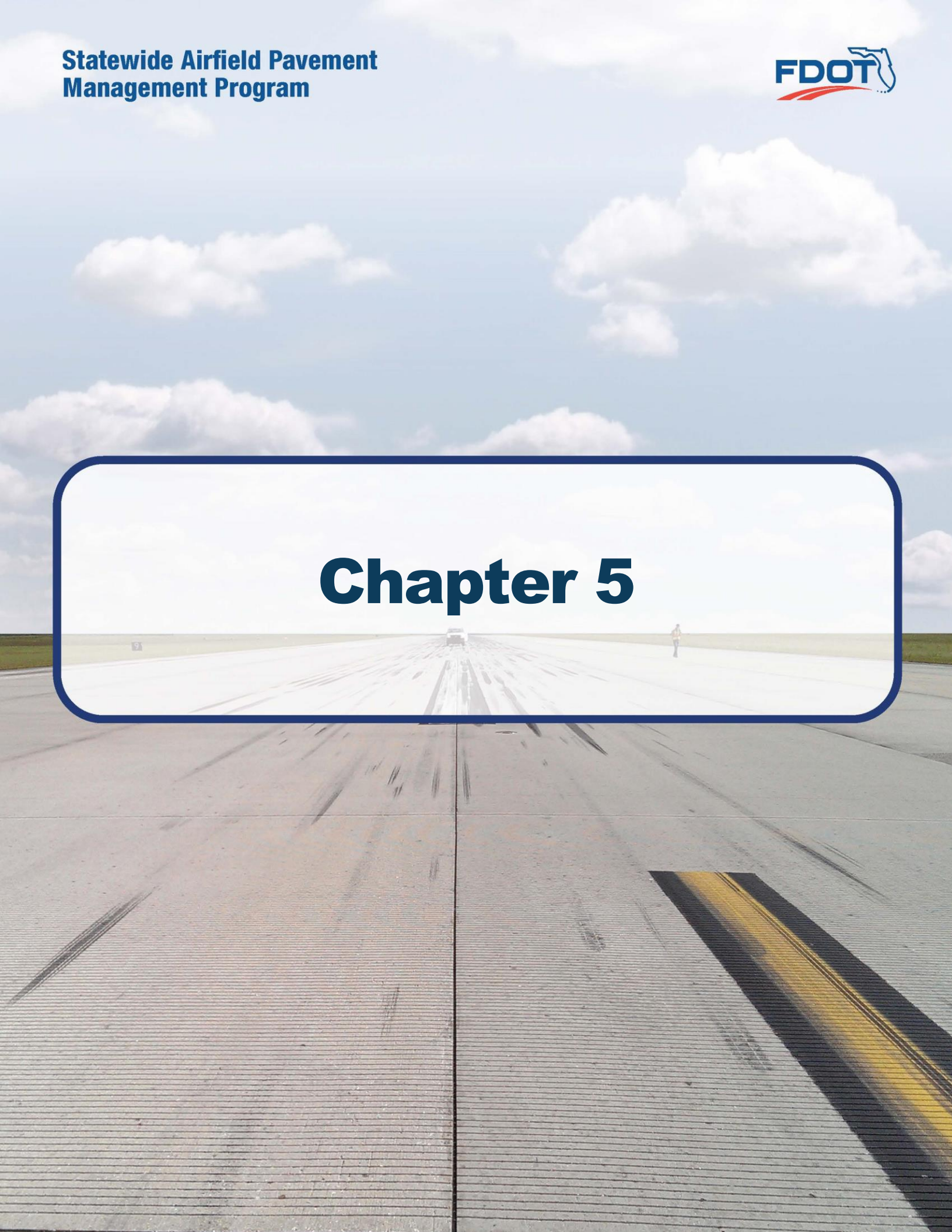
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	RW 5-23	6115	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6120	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6125	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6130	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6135	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6140	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6145	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6150	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6155	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6160	100	92	89	87	85	83	81	80	78	76	75
FMY	TW A	103	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	105	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A	107	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	110	100	95	92	90	88	86	84	83	81	79	78
FMY	TW A	111	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	112	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	114	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A	115	70	68	67	66	65	64	64	63	62	61	60
FMY	TW A1	123	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A2	125	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	145	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	150	61	60	59	58	57	56	55	55	54	53	52
FMY	TW A3	153	100	96	94	93	91	89	88	86	85	83	82
FMY	TW A3	155	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A6	175	65	64	63	62	61	60	59	59	58	57	56
FMY	TW A6	178	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A6	180	100	94	93	91	89	88	86	85	83	82	80

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW A7	120	72	70	69	68	67	66	65	64	63	62	62
FMY	TW B	205	65	63	62	61	60	59	58	57	56	55	54
FMY	TW B	206	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	208	100	92	90	88	86	84	83	81	79	78	76
FMY	TW B	210	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	270	55	53	52	52	51	50	49	48	47	46	46
FMY	TW B1	207	67	65	64	63	62	60	59	58	57	56	55
FMY	TW B2	220	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	260	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	275	87	85	83	82	80	79	77	76	75	73	72
FMY	TW C	240	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	245	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	305	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C	306	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C1	310	76	74	73	71	70	69	67	66	65	64	63
FMY	TW C2	320	75	73	72	70	69	68	66	65	64	63	62
FMY	TW C2	520	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C3	525	89	87	85	84	82	81	79	78	76	75	74
FMY	TW C5	330	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C6	335	100	92	90	88	86	84	83	81	79	78	76
FMY	TW C6	345	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C7	350	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C8	355	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C9	360	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	134	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	135	67	65	65	64	63	62	61	60	59	59	58
FMY	TW D	136	61	59	58	57	56	55	54	53	52	51	50

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW D	137	70	68	67	66	65	64	64	63	62	61	60
FMY	TW D	140	74	72	71	69	68	67	66	64	63	62	61
FMY	TW D	141	100	96	94	93	91	89	88	86	85	83	82
FMY	TW D	143	80	78	76	75	74	72	71	70	68	67	66
FMY	TW D2	160	29	26	24	22	20	18	16	14	12	9	7
FMY	TW E	147	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	165	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	265	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	503	100	96	94	93	91	89	88	86	85	83	82
FMY	TW E	510	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	512	75	73	72	70	69	68	66	65	64	63	62
FMY	TW E	535	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E2	505	71	69	68	67	65	64	63	62	61	60	58
FMY	TW E2	530	90	88	86	85	83	82	80	79	77	76	74

4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA ***AC 150/5320-6F Airport Pavement Design and Evaluation*** and ***AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements*** to determine structural and/or functional conditions at the time of project.



Chapter 5

Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.

5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA ***AC 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements"*** and the ***FDOT Airfield Pavement Distress Repair Manual.*** Additionally, the ***Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements*** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft

Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt

Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT – SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt

Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	$9.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	$4.00	SqFt

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	$150.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	$2.75	Ft

**PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.*

5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3 (a)** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (a) Summary of Airport Localized M&R Planning Cost and Quantity at Network Level

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - SURFACE SEAL	PREVENTIVE	399,160	SqFt	$ 219,540.00
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	1,935	SqFt	$ 17,400.00
FDOT - CRACK SEALING - AC	PREVENTIVE	125	Ft	$ 370.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	240	SqFt	$ 950.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	3,420	SqFt	$ 30,770.00
FDOT - SURFACE SEAL	STOPGAP	948,785	SqFt	$ 521,840.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	27,615	SqFt	$ 110,450.00
FDOT - CRACK SEALING - AC	STOPGAP	36,615	Ft	$ 109,850.00

The following **Table 5.3 (b)** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved "End Condition" of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FMY	AP E	4505	58,570	85	87	$ 970.00
FMY	AP E	4515	13,907	90	90	$ -
FMY	AP E	4520	72,634	89	91	$ 1,020.00
FMY	AP E	4525	71,383	94	94	$ -
FMY	AP E	4530	27,056	83	83	$ -
FMY	AP HELI	4705	93,555	87	92	$ 4,190.00
FMY	AP N	4305	331,560	57	68	$ 197,760.00
FMY	AP NW	5105	11,434	66	71	$ 3,860.00
FMY	AP S	4103	10,944	100	100	$ -
FMY	AP S	4105	190,656	69	74	$ 22,160.00
FMY	AP S	4110	92,757	77	84	$ 2,930.00
FMY	AP S	4115	19,731	73	86	$ 10,860.00
FMY	AP S	4120	131,633	49	73	$ 142,740.00
FMY	AP SE	4415	172,279	41	55	$ 173,940.00
FMY	AP SE	4420	249,512	78	87	$ 41,630.00
FMY	AP SW	4205	118,829	74	90	$ 20,790.00
FMY	AP SW	4215	155,867	48	57	$ 94,510.00
FMY	AP SW	4220	49,071	52	59	$ 35,470.00
FMY	AP T-HANG	4605	169,083	84	91	$ 20,370.00
FMY	AP W	4805	545,226	88	90	$ 3,610.00
FMY	AP W	4818	15,664	92	92	$ -
FMY	RW 13-31	6205	476,075	100	100	$ -
FMY	RW 13-31	6210	238,758	100	100	$ -
FMY	RW 5-23	6105	100,000	100	100	$ -
FMY	RW 5-23	6110	50,000	100	100	$ -
FMY	RW 5-23	6115	280,000	100	100	$ -
FMY	RW 5-23	6120	140,000	100	100	$ -
FMY	RW 5-23	6125	20,000	100	100	$ -
FMY	RW 5-23	6130	10,000	100	100	$ -
FMY	RW 5-23	6135	50,000	100	100	$ -
FMY	RW 5-23	6140	25,000	100	100	$ -
FMY	RW 5-23	6145	155,000	100	100	$ -
FMY	RW 5-23	6150	77,500	100	100	$ -

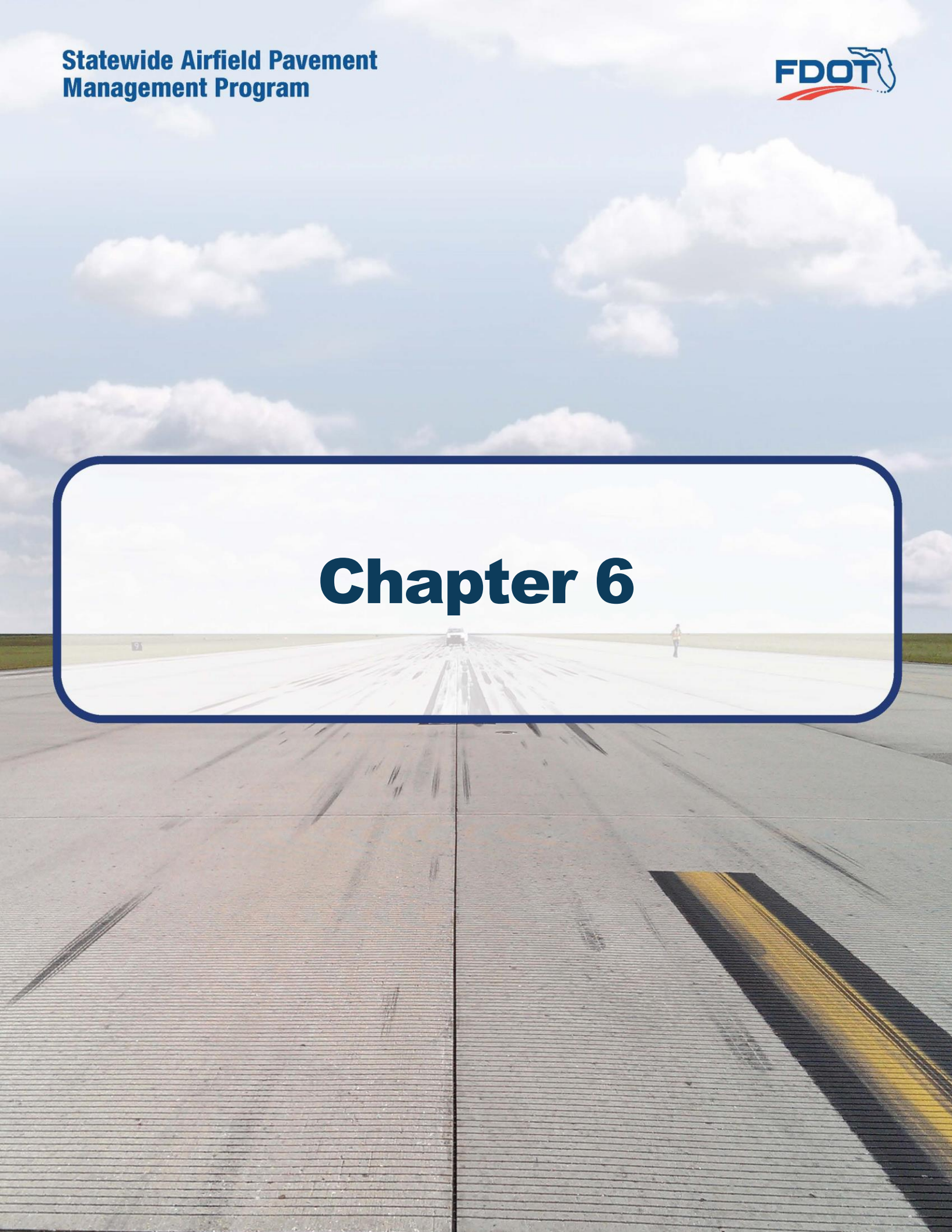
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FMY	RW 5-23	6155	35,600	100	100	$ -
FMY	RW 5-23	6160	17,800	100	100	$ -
FMY	TW A	103	12,403	100	100	$ -
FMY	TW A	105	51,700	100	100	$ -
FMY	TW A	107	12,878	100	100	$ -
FMY	TW A	110	6,623	100	100	$ -
FMY	TW A	111	132,526	100	100	$ -
FMY	TW A	112	8,688	100	100	$ -
FMY	TW A	114	73,900	100	100	$ -
FMY	TW A	115	17,123	70	77	$ 1,590.00
FMY	TW A1	123	20,509	100	100	$ -
FMY	TW A2	125	20,237	100	100	$ -
FMY	TW A3	145	41,023	100	100	$ -
FMY	TW A3	150	67,098	61	73	$ 26,330.00
FMY	TW A3	153	14,735	100	100	$ -
FMY	TW A3	155	26,707	100	100	$ -
FMY	TW A6	175	4,324	65	70	$ 1,530.00
FMY	TW A6	178	4,732	100	100	$ -
FMY	TW A6	180	5,104	100	100	$ -
FMY	TW A7	120	28,228	72	77	$ 3,750.00
FMY	TW B	205	165,455	65	74	$ 63,140.00
FMY	TW B	206	20,559	100	100	$ -
FMY	TW B	208	10,050	100	100	$ -
FMY	TW B	210	27,327	100	100	$ -
FMY	TW B	270	2,906	55	76	$ 3,650.00
FMY	TW B1	207	19,766	67	79	$ 5,400.00
FMY	TW B2	220	11,346	100	100	$ -
FMY	TW B3	260	11,346	100	100	$ -
FMY	TW B3	275	59,219	87	91	$ 1,230.00
FMY	TW C	240	22,168	100	100	$ -
FMY	TW C	245	121,801	100	100	$ -
FMY	TW C	305	192,259	82	85	$ 10,580.00
FMY	TW C	306	24,962	100	100	$ -
FMY	TW C1	310	29,730	76	86	$ 4,100.00
FMY	TW C2	320	42,197	75	86	$ 23,210.00
FMY	TW C2	520	42,571	82	89	$ 1,910.00
FMY	TW C3	525	23,833	89	89	$ -
FMY	TW C5	330	26,412	100	100	$ -
FMY	TW C6	335	7,909	100	100	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FMY	TW C6	345	8,342	100	100	$ -
FMY	TW C7	350	15,220	100	100	$ -
FMY	TW C8	355	15,632	100	100	$ -
FMY	TW C9	360	9,368	100	100	$ -
FMY	TW D	134	31,481	100	100	$ -
FMY	TW D	135	23,750	67	72	$ 660.00
FMY	TW D	136	9,753	61	73	$ 610.00
FMY	TW D	137	56,400	70	75	$ 3,310.00
FMY	TW D	140	24,471	74	91	$ 13,460.00
FMY	TW D	141	10,384	100	100	$ -
FMY	TW D	143	9,551	80	87	$ 1,370.00
FMY	TW D2	160	13,679	29	58	$ 33,350.00
FMY	TW E	147	22,529	100	100	$ -
FMY	TW E	165	41,473	100	100	$ -
FMY	TW E	265	8,453	76	84	$ 1,060.00
FMY	TW E	503	49,788	100	100	$ -
FMY	TW E	510	48,402	76	85	$ 11,410.00
FMY	TW E	512	31,577	75	92	$ 17,370.00
FMY	TW E	535	28,366	100	100	$ -
FMY	TW E2	505	10,252	71	78	$ 5,650.00
FMY	TW E2	530	10,056	90	92	$ 20.00

The following **Table 5.3 (c)** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (c) Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 238,260.00
Stopgap	$ 772,910.00
Planning-Level Localized M&R Needs =	***$ 1,011,170.00***



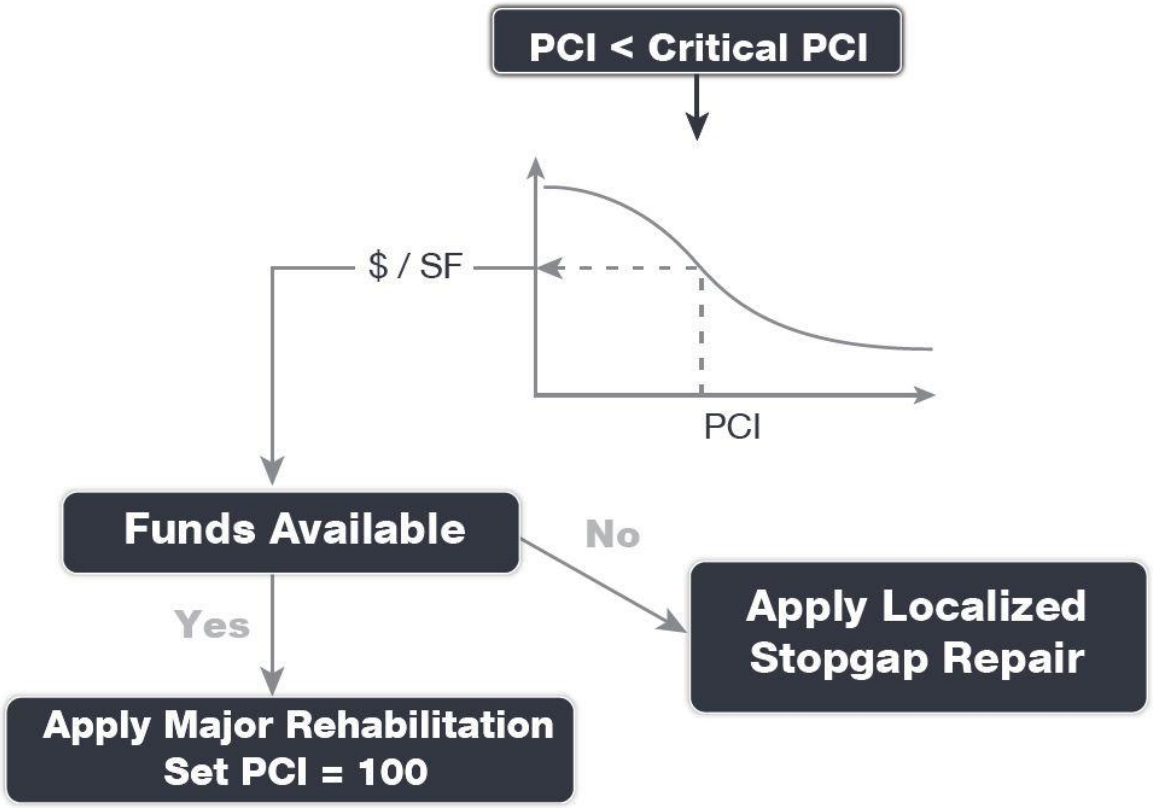
Chapter 6

Chapter 6 – Major Rehabilitation Planning

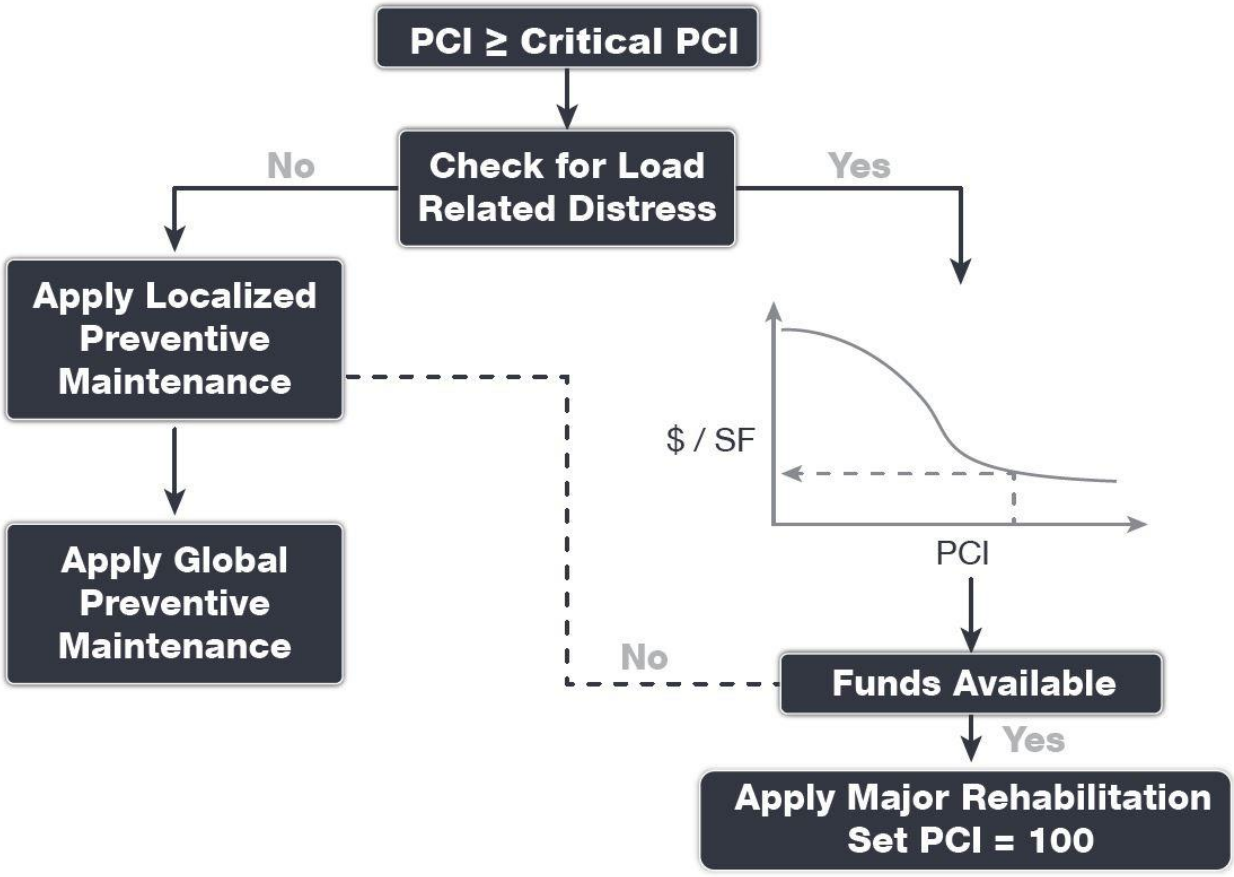
6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figures 6.1 (a) Major Rehabilitation Planning Decision Diagram, PCI ≤ Critical PCI



Figures 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The ***Critical PCI*** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended ***Minimum Service-Level PCI*** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	65	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	65	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)

6.2 Major Rehabilitation Policy

6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA ***AC 150/ 5320-6F "Airport Pavement Design and Evaluation."*** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average RL Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	Reliever (RL) Airport
AC Restoration *Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.* **PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") *Excludes any paved shoulder features.*
AC Reconstruction *Full-depth asphalt pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4") *Excludes any paved shoulder features.*

Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	Reliever (RL) Airport
PCC Restoration *Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.* **PCI = 41 to 65**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction *Full-depth rigid pavement section reconstruction.* **PCI = 40 or less**	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (14")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the AC **150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has 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 construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 Reliever (RL) Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF		Rigid Portland Cement Concrete Cost per SF	
Restoration	41 to 65	$	9.50	$	13.50
Reconstruction	0 to 40	$	12.50	$	20.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

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, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level

investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FMY	AP N	4305	AAC	331,560	54	AC Restoration	$ 3,150,000.00
2020	FMY	AP NW	5105	AC	11,434	64	AC Restoration	$ 109,000.00
2020	FMY	AP S	4120	AAC	131,633	46	AC Restoration	$ 1,387,000.00
2020	FMY	AP SE	4415	AAC	172,279	38	AC Restoration	$ 2,154,000.00
2020	FMY	AP SW	4215	AC	155,867	46	AC Restoration	$ 1,625,000.00
2020	FMY	AP SW	4220	AC	49,071	51	AC Restoration	$ 467,000.00
2020	FMY	TW A3	150	AAC	67,098	60	AC Restoration	$ 638,000.00
2020	FMY	TW A6	175	AAC	4,324	64	AC Restoration	$ 42,000.00
2020	FMY	TW B	205	AC	165,455	63	AC Restoration	$ 1,572,000.00
2020	FMY	TW B	270	AC	2,906	53	AC Restoration	$ 28,000.00
2020	FMY	TW D	136	AC	9,753	59	AC Restoration	$ 93,000.00
2020	FMY	TW D2	160	AAC	13,679	26	AC Reconstruction	$ 171,000.00
2021	FMY	AP S	4105	AAC	190,656	64	AC Restoration	$ 1,812,000.00
2021	FMY	TW B1	207	AC	19,766	64	AC Restoration	$ 188,000.00
2021	FMY	TW D	135	AAC	23,750	65	AC Restoration	$ 226,000.00
2024	FMY	TW A	115	AAC	17,123	64	AC Restoration	$ 163,000.00
2024	FMY	TW D	137	AAC	56,400	64	AC Restoration	$ 536,000.00
2024	FMY	TW E2	505	AC	10,252	64	AC Restoration	$ 98,000.00
2025	FMY	AP S	4115	AC	19,731	64	AC Restoration	$ 188,000.00
2025	FMY	AP SW	4205	AC	118,829	64	AC Restoration	$ 1,129,000.00
2026	FMY	TW A7	120	AAC	28,228	64	AC Restoration	$ 269,000.00
2026	FMY	TW D	140	AC	24,471	64	AC Restoration	$ 233,000.00
2027	FMY	AP S	4110	AC	92,757	64	AC Restoration	$ 882,000.00
2027	FMY	AP SE	4420	AC	249,512	64	AC Restoration	$ 2,371,000.00
2027	FMY	TW C2	320	AC	42,197	64	AC Restoration	$ 401,000.00
2027	FMY	TW E	512	AC	31,577	64	AC Restoration	$ 300,000.00
2028	FMY	TW C1	310	AC	29,730	64	AC Restoration	$ 283,000.00
2028	FMY	TW E	265	AC	8,453	64	AC Restoration	$ 81,000.00
2028	FMY	TW E	510	AC	48,402	64	AC Restoration	$ 460,000.00

**All values have been rounded to the nearest thousand-dollar.*

The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 2029. **Figure 6.3.1 (b)** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year

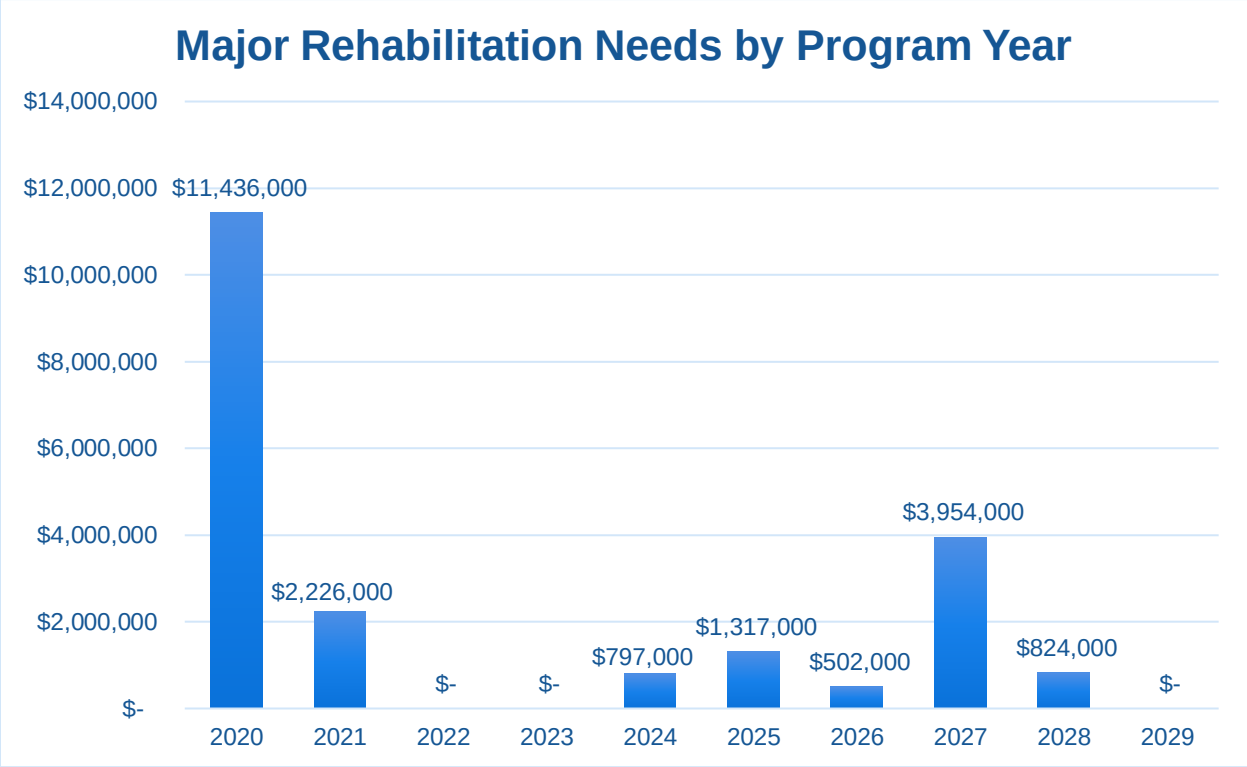
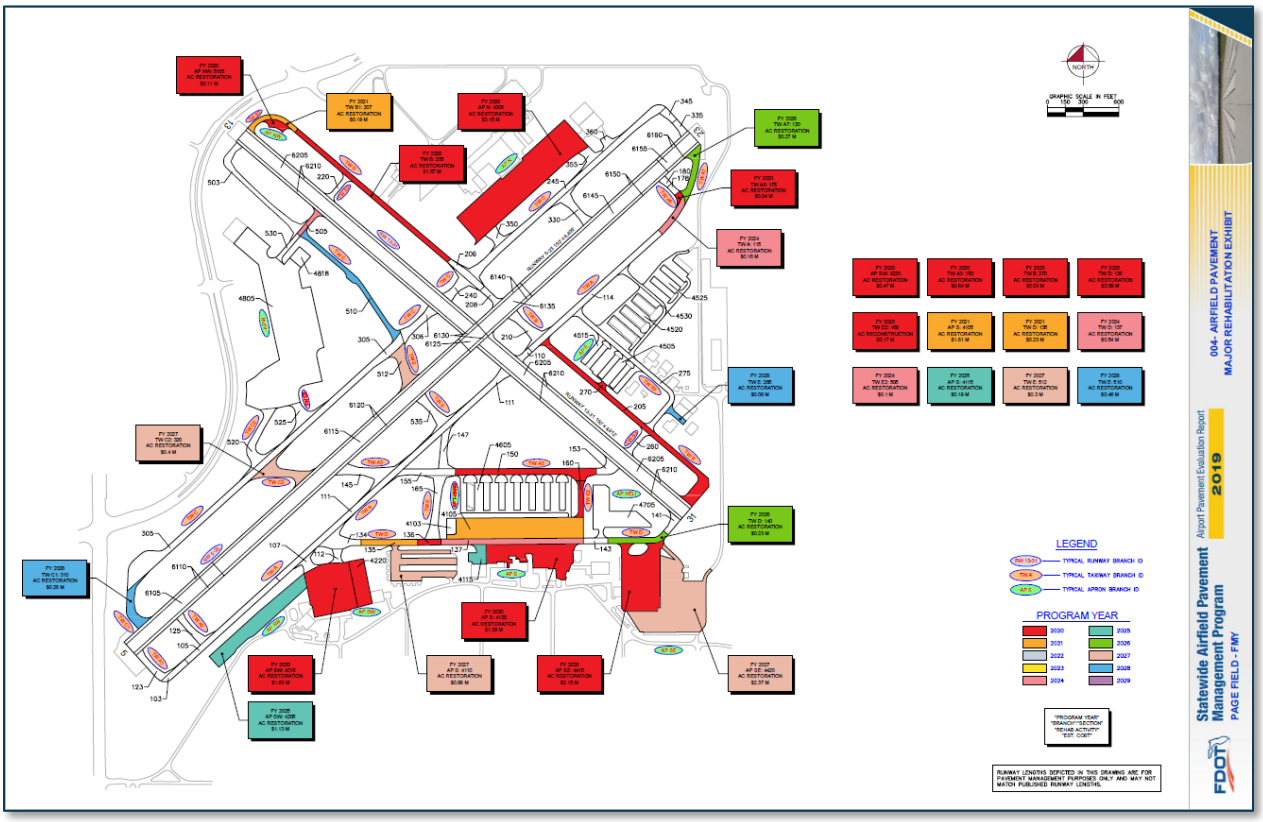
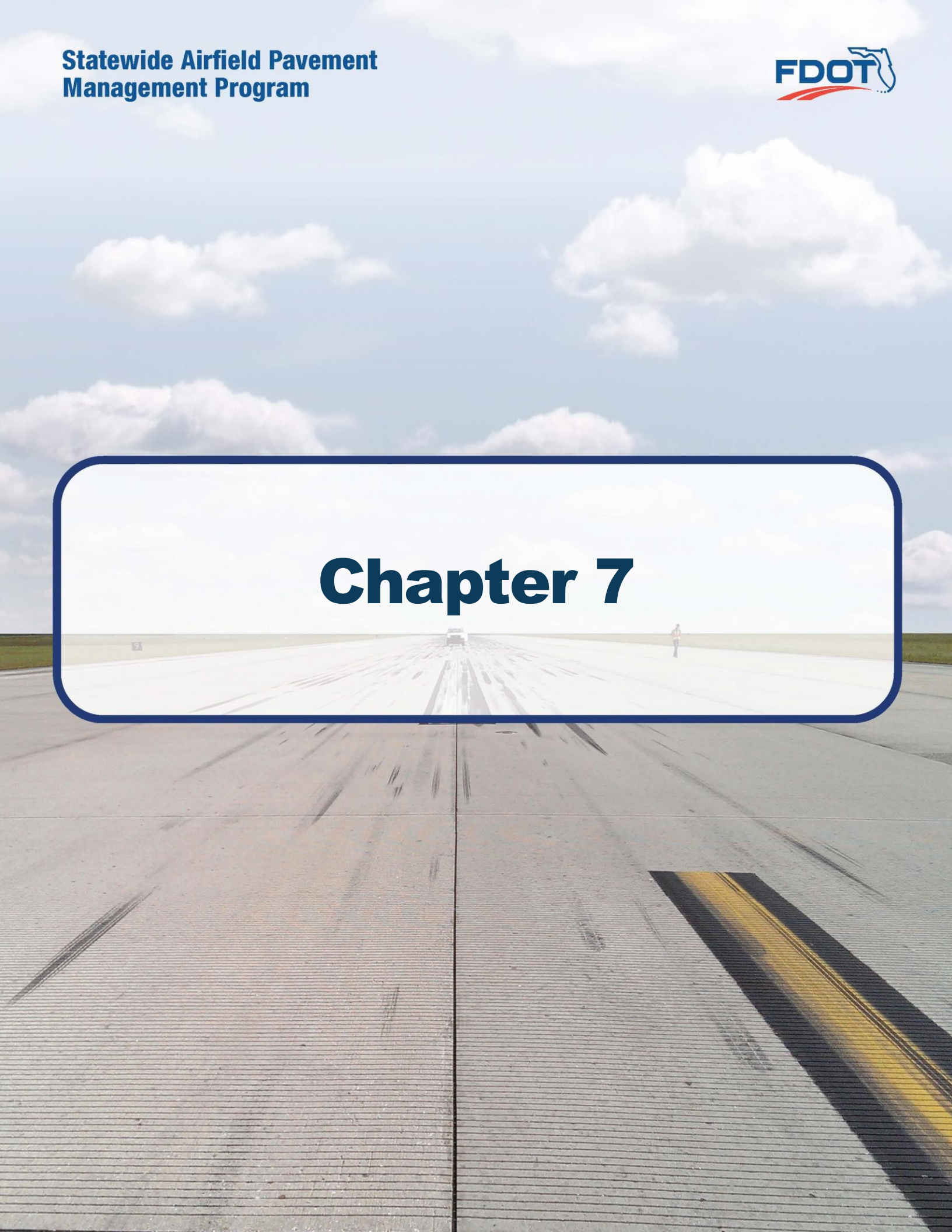


Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit





Chapter 7

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

A high priority should be considered for continuous maintenance record keeping and re-inspection of all the airport's maintained pavement facilities to ensure continued safe aircraft operations. A series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the airport:

- Develop a detailed preventive maintenance program for the airport.
- Further refine and implement the identified 10-year major rehabilitation needs.
- Maintain detailed records on pavement maintenance, construction, and inspection.
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

001 – Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables.**

002 – Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in is located in **Appendix C Technical Exhibits**. The exhibit depicts any recent and/or anticipated construction activity within the airfield pavement facilities reported by airport staff. The exhibit is intended to schematically identify the pavement limits of works and general work description. The information reported on the ***Airport Response Form*** provided by each participating airport was used as the basis of the changes; furthermore, changes are confirmed at the airport with airport staff during the in-brief and debrief meeting.

003 – Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

004 – Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Appendix C Technical Exhibits**. The exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation.**

Inspection Photograph Documentation

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation.** Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.

7.3 Conclusion

The FDOT SAPMP Update Phase 2 2018-2019 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars ***150/5380-7B "Airport Pavement Management Program (PMP)"*** and ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

Appendix A

Airfield Pavement Analysis Tables

Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	EAST APRON - T-HANGARS	AP E	APRON	4505	180	140	58,570	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4515	270	50	13,907	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4520	490	300	72,634	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4525	345	290	71,383	AC	1/1/2002
FMY	EAST APRON - T-HANGARS	AP E	APRON	4530	910	20	27,056	AC	1/1/2002
FMY	APRON HELIPAD	AP HELI	APRON	4705	765	135	93,555	AC	1/1/2007
FMY	NORTH APRON	AP N	APRON	4305	1,225	272	331,560	AAC	1/1/1998
FMY	NORTHWEST RUN-UP APRON FOR RW 13	AP NW	APRON	5105	160	60	11,434	AC	12/25/1999
FMY	SOUTH APRON	AP S	APRON	4103	138	80	10,944	AAC	1/1/2017
FMY	SOUTH APRON	AP S	APRON	4105	1,072	175	190,656	AAC	1/1/1998
FMY	SOUTH APRON	AP S	APRON	4110	255	530	92,757	AC	1/1/1998
FMY	SOUTH APRON	AP S	APRON	4115	165	147	19,731	AC	1/1/2003
FMY	SOUTH APRON	AP S	APRON	4120	790	160	131,633	AAC	1/1/1998
FMY	SOUTH & SE APRONS	AP SE	APRON	4415	525	323	172,279	AAC	1/1/1998
FMY	SOUTH & SE APRONS	AP SE	APRON	4420	648	385	249,512	AC	1/1/2006
FMY	SW FBO APRON	AP SW	APRON	4205	120	1,046	118,829	AC	1/1/1998
FMY	SW FBO APRON	AP SW	APRON	4215	424	386	155,867	AC	1/1/1966
FMY	SW FBO APRON	AP SW	APRON	4220	392	127	49,071	AC	1/1/1998
FMY	APRON T-HANG	AP T-HANG	APRON	4605	2,568	75	169,083	AC	1/1/2006
FMY	APRON WEST	AP W	APRON	4805	1,519	388	545,226	AC	1/1/2009
FMY	APRON WEST	AP W	APRON	4818	125	125	15,664	PCC	1/1/2009
FMY	RUNWAY 13-31	RW 13-31	RUNWAY	6205	4,795	100	476,075	AAC	1/1/2018
FMY	RUNWAY 13-31	RW 13-31	RUNWAY	6210	9,593	25	238,758	AC	1/1/2018
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6105	1,000	100	100,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6110	2,000	25	50,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6115	2,800	100	280,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6120	5,581	25	140,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6125	200	100	20,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6130	400	25	10,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6135	500	100	50,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6140	1,000	25	25,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6145	1,550	100	155,000	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6150	3,100	25	77,500	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6155	356	100	35,600	AAC	1/1/2017
FMY	RUNWAY 5-23	RW 5-23	RUNWAY	6160	712	25	17,800	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	103	271	50	12,403	AC	1/1/2017

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	TAXIWAY A	TW A	TAXIWAY	105	1,034	50	51,700	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	107	107	87	12,878	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	110	124	50	6,623	AAC	1/1/2018
FMY	TAXIWAY A	TW A	TAXIWAY	111	2,597	50	132,526	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	112	116	62	8,688	AC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	114	1,478	50	73,900	AAC	1/1/2017
FMY	TAXIWAY A	TW A	TAXIWAY	115	350	50	17,123	AAC	1/1/1991
FMY	TAXIWAY A1	TW A1	TAXIWAY	123	300	52	20,509	AC	1/1/2017
FMY	TAXIWAY A2	TW A2	TAXIWAY	125	300	52	20,237	AC	1/1/2017
FMY	TAXIWAY A3	TW A3	TAXIWAY	145	445	66	41,023	AC	1/1/2017
FMY	TAXIWAY A3	TW A3	TAXIWAY	150	1,185	50	67,098	AAC	1/1/1991
FMY	TAXIWAY A3	TW A3	TAXIWAY	153	175	100	14,735	AC	1/1/2018
FMY	TAXIWAY A3	TW A3	TAXIWAY	155	438	57	26,707	AC	1/1/2017
FMY	TAXIWAY A6	TW A6	TAXIWAY	175	70	50	4,324	AAC	1/1/1991
FMY	TAXIWAY A6	TW A6	TAXIWAY	178	93	50	4,732	AAC	1/1/2017
FMY	TAXIWAY A6	TW A6	TAXIWAY	180	85	51	5,104	AC	1/1/2017
FMY	TAXIWAY A7	TW A7	TAXIWAY	120	500	50	28,228	AAC	1/1/1991
FMY	TAXIWAY B	TW B	TAXIWAY	205	3,490	40	165,455	AC	1/1/1977
FMY	TAXIWAY B	TW B	TAXIWAY	206	367	53	20,559	AC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	208	179	53	10,050	AAC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	210	300	65	27,327	AC	1/1/2017
FMY	TAXIWAY B	TW B	TAXIWAY	270	50	40	2,906	AC	1/1/1998
FMY	TAXIWAY B1	TW B1	TAXIWAY	207	500	40	19,766	AC	1/1/1997
FMY	TAXIWAY B2	TW B2	TAXIWAY	220	230	40	11,346	AC	1/1/2018
FMY	TAXIWAY B3	TW B3	TAXIWAY	260	230	40	11,346	AC	1/1/2018
FMY	TAXIWAY B3	TW B3	TAXIWAY	275	1,400	40	59,219	AC	1/1/1998
FMY	TAXIWAY C	TW C	TAXIWAY	240	225	65	22,168	AC	1/1/2017
FMY	TAXIWAY C	TW C	TAXIWAY	245	2,130	50	121,801	AC	1/1/2017
FMY	TAXIWAY C	TW C	TAXIWAY	305	3,141	50	192,259	AC	1/1/2007
FMY	TAXIWAY C	TW C	TAXIWAY	306	350	56	24,962	AC	1/1/2017
FMY	TAXIWAY C1	TW C1	TAXIWAY	310	235	70	29,730	AC	1/1/2007
FMY	TAXIWAY C2	TW C2	TAXIWAY	320	405	85	42,197	AC	1/1/2007
FMY	TAXIWAY C2	TW C2	TAXIWAY	520	500	55	42,571	AC	1/1/2009
FMY	TAXIWAY C3	TW C3	TAXIWAY	525	135	100	23,833	AC	1/1/2009
FMY	TAXIWAY C5	TW C5	TAXIWAY	330	300	60	26,412	AC	1/1/2017
FMY	TAXIWAY C6	TW C6	TAXIWAY	335	136	53	7,909	AAC	1/1/2017
FMY	TAXIWAY C6	TW C6	TAXIWAY	345	135	53	8,342	AC	1/1/2017
FMY	TAXIWAY C7	TW C7	TAXIWAY	350	137	82	15,220	AC	1/1/2017

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FMY	TAXIWAY C8	TW C8	TAXIWAY	355	122	88	15,632	AC	1/1/2017
FMY	TAXIWAY C9	TW C9	TAXIWAY	360	90	65	9,368	AC	1/1/2017
FMY	TAXIWAY D	TW D	TAXIWAY	134	320	130	31,481	AC	1/1/2017
FMY	TAXIWAY D	TW D	TAXIWAY	135	475	50	23,750	AAC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	136	189	50	9,753	AC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	137	1,200	47	56,400	AAC	1/1/1998
FMY	TAXIWAY D	TW D	TAXIWAY	140	473	50	24,471	AC	1/1/1968
FMY	TAXIWAY D	TW D	TAXIWAY	141	160	50	10,384	AC	1/1/2018
FMY	TAXIWAY D	TW D	TAXIWAY	143	203	47	9,551	AC	1/1/1998
FMY	TAXIWAY D2	TW D2	TAXIWAY	160	308	40	13,679	AAC	1/1/1977
FMY	TAXIWAY E	TW E	TAXIWAY	147	294	57	22,529	AC	1/1/2017
FMY	TAXIWAY E	TW E	TAXIWAY	165	540	55	41,473	AC	1/1/2017
FMY	TAXIWAY E	TW E	TAXIWAY	265	175	40	8,453	AC	1/1/1998
FMY	TAXIWAY E	TW E	TAXIWAY	503	1,062	35	49,788	AC	1/1/2018
FMY	TAXIWAY E	TW E	TAXIWAY	510	1,142	35	48,402	AC	1/1/2007
FMY	TAXIWAY E	TW E	TAXIWAY	512	300	65	31,577	AC	1/1/2007
FMY	TAXIWAY E	TW E	TAXIWAY	535	300	60	28,366	AC	1/1/2017
FMY	TAXIWAY E2	TW E2	TAXIWAY	505	250	35	10,252	AC	1/1/2007
FMY	TAXIWAY E2	TW E2	TAXIWAY	530	250	40	10,056	AC	1/1/2009

Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	RUNWAY 5-23	RUNWAY	6105	100,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6110	50,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6115	280,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6120	140,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6125	20,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6130	10,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6135	50,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6140	25,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6145	155,000	100	Good
FMY	RUNWAY 5-23	RUNWAY	6150	77,500	100	Good
FMY	RUNWAY 5-23	RUNWAY	6155	35,600	100	Good
FMY	RUNWAY 5-23	RUNWAY	6160	17,800	100	Good
FMY	RUNWAY 13-31	RUNWAY	6205	476,075	100	Good
FMY	RUNWAY 13-31	RUNWAY	6210	238,758	100	Good
FMY	TAXIWAY A	TAXIWAY	103	12,403	100	Good
FMY	TAXIWAY A	TAXIWAY	105	51,700	100	Good
FMY	TAXIWAY A	TAXIWAY	107	12,878	100	Good
FMY	TAXIWAY A	TAXIWAY	110	6,623	100	Good
FMY	TAXIWAY A	TAXIWAY	111	132,526	100	Good
FMY	TAXIWAY A	TAXIWAY	112	8,688	100	Good
FMY	TAXIWAY A	TAXIWAY	114	73,900	100	Good
FMY	TAXIWAY A	TAXIWAY	115	17,123	70	Fair
FMY	TAXIWAY A1	TAXIWAY	123	20,509	100	Good
FMY	TAXIWAY A2	TAXIWAY	125	20,237	100	Good
FMY	TAXIWAY A3	TAXIWAY	145	41,023	100	Good
FMY	TAXIWAY A3	TAXIWAY	150	67,098	61	Fair
FMY	TAXIWAY A3	TAXIWAY	153	14,735	100	Good
FMY	TAXIWAY A3	TAXIWAY	155	26,707	100	Good
FMY	TAXIWAY A6	TAXIWAY	175	4,324	65	Fair
FMY	TAXIWAY A6	TAXIWAY	178	4,732	100	Good
FMY	TAXIWAY A6	TAXIWAY	180	5,104	100	Good
FMY	TAXIWAY A7	TAXIWAY	120	28,228	72	Satisfactory
FMY	TAXIWAY B	TAXIWAY	205	165,455	65	Fair
FMY	TAXIWAY B	TAXIWAY	206	20,559	100	Good
FMY	TAXIWAY B	TAXIWAY	208	10,050	100	Good
FMY	TAXIWAY B	TAXIWAY	210	27,327	100	Good
FMY	TAXIWAY B	TAXIWAY	270	2,906	55	Poor

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	TAXIWAY B1	TAXIWAY	207	19,766	67	Fair
FMY	TAXIWAY B2	TAXIWAY	220	11,346	100	Good
FMY	TAXIWAY B3	TAXIWAY	260	11,346	100	Good
FMY	TAXIWAY B3	TAXIWAY	275	59,219	87	Good
FMY	TAXIWAY C	TAXIWAY	240	22,168	100	Good
FMY	TAXIWAY C	TAXIWAY	245	121,801	100	Good
FMY	TAXIWAY C	TAXIWAY	305	192,259	82	Satisfactory
FMY	TAXIWAY C	TAXIWAY	306	24,962	100	Good
FMY	TAXIWAY C1	TAXIWAY	310	29,730	76	Satisfactory
FMY	TAXIWAY C2	TAXIWAY	320	42,197	75	Satisfactory
FMY	TAXIWAY C2	TAXIWAY	520	42,571	82	Satisfactory
FMY	TAXIWAY C3	TAXIWAY	525	23,833	89	Good
FMY	TAXIWAY C5	TAXIWAY	330	26,412	100	Good
FMY	TAXIWAY C6	TAXIWAY	335	7,909	100	Good
FMY	TAXIWAY C6	TAXIWAY	345	8,342	100	Good
FMY	TAXIWAY C7	TAXIWAY	350	15,220	100	Good
FMY	TAXIWAY C8	TAXIWAY	355	15,632	100	Good
FMY	TAXIWAY C9	TAXIWAY	360	9,368	100	Good
FMY	TAXIWAY D	TAXIWAY	134	31,481	100	Good
FMY	TAXIWAY D	TAXIWAY	135	23,750	67	Fair
FMY	TAXIWAY D	TAXIWAY	136	9,753	61	Fair
FMY	TAXIWAY D	TAXIWAY	137	56,400	70	Fair
FMY	TAXIWAY D	TAXIWAY	140	24,471	74	Satisfactory
FMY	TAXIWAY D	TAXIWAY	141	10,384	100	Good
FMY	TAXIWAY D	TAXIWAY	143	9,551	80	Satisfactory
FMY	TAXIWAY D2	TAXIWAY	160	13,679	29	Very Poor
FMY	TAXIWAY E	TAXIWAY	147	22,529	100	Good
FMY	TAXIWAY E	TAXIWAY	165	41,473	100	Good
FMY	TAXIWAY E	TAXIWAY	265	8,453	76	Satisfactory
FMY	TAXIWAY E	TAXIWAY	503	49,788	100	Good
FMY	TAXIWAY E	TAXIWAY	510	48,402	76	Satisfactory
FMY	TAXIWAY E	TAXIWAY	512	31,577	75	Satisfactory
FMY	TAXIWAY E	TAXIWAY	535	28,366	100	Good
FMY	TAXIWAY E2	TAXIWAY	505	10,252	71	Satisfactory
FMY	TAXIWAY E2	TAXIWAY	530	10,056	90	Good
FMY	SOUTH APRON	APRON	4103	10,944	100	Good
FMY	SOUTH APRON	APRON	4105	190,656	69	Fair
FMY	SOUTH APRON	APRON	4110	92,757	77	Satisfactory
FMY	SOUTH APRON	APRON	4115	19,731	73	Satisfactory

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FMY	SOUTH APRON	APRON	4120	131,633	49	Poor
FMY	SW FBO APRON	APRON	4205	118,829	74	Satisfactory
FMY	SW FBO APRON	APRON	4215	155,867	48	Poor
FMY	SW FBO APRON	APRON	4220	49,071	52	Poor
FMY	NORTH APRON	APRON	4305	331,560	57	Fair
FMY	SOUTH & SE APRONS	APRON	4415	172,279	41	Poor
FMY	SOUTH & SE APRONS	APRON	4420	249,512	78	Satisfactory
FMY	EAST APRON - T-HANGARS	APRON	4505	58,570	85	Satisfactory
FMY	EAST APRON - T-HANGARS	APRON	4515	13,907	90	Good
FMY	EAST APRON - T-HANGARS	APRON	4520	72,634	89	Good
FMY	EAST APRON - T-HANGARS	APRON	4525	71,383	94	Good
FMY	EAST APRON - T-HANGARS	APRON	4530	27,056	83	Satisfactory
FMY	APRON T-HANG	APRON	4605	169,083	84	Satisfactory
FMY	APRON HELIPAD	APRON	4705	93,555	87	Good
FMY	APRON WEST	APRON	4805	545,226	88	Good
FMY	APRON WEST	APRON	4818	15,664	92	Good
FMY	NORTHWEST RUN-UP APRON FOR RW 13	APRON	5105	11,434	66	Fair

Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	AP E	4505	85	82	80	78	76	74	72	71	69	68	66
FMY	AP E	4515	90	87	85	82	80	78	76	74	73	71	69
FMY	AP E	4520	89	86	84	82	79	77	76	74	72	70	69
FMY	AP E	4525	94	91	89	86	84	82	80	78	76	74	72
FMY	AP E	4530	83	80	78	76	74	72	71	69	68	66	65
FMY	AP HELI	4705	87	84	82	80	78	76	74	72	70	69	67
FMY	AP N	4305	57	54	52	50	48	45	43	41	39	37	35
FMY	AP NW	5105	66	64	63	62	61	60	59	58	57	57	56
FMY	AP S	4103	100	93	91	89	86	84	82	80	78	76	73
FMY	AP S	4105	69	66	64	62	60	57	55	53	51	49	47
FMY	AP S	4110	77	74	73	71	69	68	66	65	64	63	62
FMY	AP S	4115	73	71	69	68	66	65	64	63	61	60	60
FMY	AP S	4120	49	46	44	42	40	37	35	33	31	29	27
FMY	AP SE	4415	41	38	36	34	32	29	27	25	23	21	19
FMY	AP SE	4420	78	75	73	72	70	69	67	66	64	63	62
FMY	AP SW	4205	74	72	70	68	67	66	64	63	62	61	60
FMY	AP SW	4215	48	46	45	44	43	42	41	40	39	37	36
FMY	AP SW	4220	52	51	50	49	48	47	46	45	44	43	42
FMY	AP T-HANG	4605	84	81	79	77	75	73	72	70	68	67	66
FMY	AP W	4805	88	85	83	81	79	77	75	73	71	70	68
FMY	AP W	4818	92	90	89	88	86	85	84	82	81	80	79
FMY	RW 13-31	6205	100	94	92	89	87	85	83	81	80	78	76
FMY	RW 13-31	6210	100	96	93	91	89	87	85	82	81	79	77
FMY	RW 5-23	6105	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6110	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6115	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6120	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6125	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6130	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6135	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6140	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6145	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6150	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6155	100	92	89	87	85	83	81	80	78	76	75
FMY	RW 5-23	6160	100	92	89	87	85	83	81	80	78	76	75
FMY	TW A	103	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	105	100	92	90	88	86	84	83	81	79	78	76

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW A	107	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	110	100	95	92	90	88	86	84	83	81	79	78
FMY	TW A	111	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	112	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A	114	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A	115	70	68	67	66	65	64	64	63	62	61	60
FMY	TW A1	123	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A2	125	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	145	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A3	150	61	60	59	58	57	56	55	55	54	53	52
FMY	TW A3	153	100	96	94	93	91	89	88	86	85	83	82
FMY	TW A3	155	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A6	175	65	64	63	62	61	60	59	59	58	57	56
FMY	TW A6	178	100	92	90	88	86	84	83	81	79	78	76
FMY	TW A6	180	100	94	93	91	89	88	86	85	83	82	80
FMY	TW A7	120	72	70	69	68	67	66	65	64	63	62	62
FMY	TW B	205	65	63	62	61	60	59	58	57	56	55	54
FMY	TW B	206	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	208	100	92	90	88	86	84	83	81	79	78	76
FMY	TW B	210	100	94	93	91	89	88	86	85	83	82	80
FMY	TW B	270	55	53	52	52	51	50	49	48	47	46	46
FMY	TW B1	207	67	65	64	63	62	60	59	58	57	56	55
FMY	TW B2	220	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	260	100	96	94	93	91	89	88	86	85	83	82
FMY	TW B3	275	87	85	83	82	80	79	77	76	75	73	72
FMY	TW C	240	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	245	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C	305	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C	306	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C1	310	76	74	73	71	70	69	67	66	65	64	63
FMY	TW C2	320	75	73	72	70	69	68	66	65	64	63	62
FMY	TW C2	520	82	80	78	77	76	74	73	71	70	69	68
FMY	TW C3	525	89	87	85	84	82	81	79	78	76	75	74
FMY	TW C5	330	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C6	335	100	92	90	88	86	84	83	81	79	78	76
FMY	TW C6	345	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C7	350	100	94	93	91	89	88	86	85	83	82	80
FMY	TW C8	355	100	94	93	91	89	88	86	85	83	82	80

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FMY	TW C9	360	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	134	100	94	93	91	89	88	86	85	83	82	80
FMY	TW D	135	67	65	65	64	63	62	61	60	59	59	58
FMY	TW D	136	61	59	58	57	56	55	54	53	52	51	50
FMY	TW D	137	70	68	67	66	65	64	64	63	62	61	60
FMY	TW D	140	74	72	71	69	68	67	66	64	63	62	61
FMY	TW D	141	100	96	94	93	91	89	88	86	85	83	82
FMY	TW D	143	80	78	76	75	74	72	71	70	68	67	66
FMY	TW D2	160	29	26	24	22	20	18	16	14	12	9	7
FMY	TW E	147	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	165	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E	265	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	503	100	96	94	93	91	89	88	86	85	83	82
FMY	TW E	510	76	74	73	71	70	69	67	66	65	64	63
FMY	TW E	512	75	73	72	70	69	68	66	65	64	63	62
FMY	TW E	535	100	94	93	91	89	88	86	85	83	82	80
FMY	TW E2	505	71	69	68	67	65	64	63	62	61	60	58
FMY	TW E2	530	90	88	86	85	83	82	80	79	77	76	74

Network: PAGE FIELD **Branch:** AP E EAST APRON - T **Section:** 4505 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 58,570.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	0.00	☑	1998 AC PAVEMENT UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** AP E EAST APRON - T **Section:** 4515 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13,907.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP E EAST APRON - T **Section:** 4520 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 490.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 72,634.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP E EAST APRON - T **Section:** 4525 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 345.00 (Ft) **Width:** 290.00 (Ft) **True Area:** 71,383.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP E EAST APRON - T **Section:** 4530 **Surface:** AC
L.C.D.: 1/1/2002 **Use:** APRON **Rank:** P **Length:** 910.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 27,056.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP HELI APRON HELIPA **Section:** 4705 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** APRON **Rank:** P **Length:** 765.00 (Ft) **Width:** 135.00 (Ft) **True Area:** 93,555.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP N NORTH APRON **Section:** 4305 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 1,225.00 (Ft) **Width:** 272.00 (Ft) **True Area:** 331,560.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	SS-RE	Surface Seal - Rejuvenating	0.00	0.00	☐	PAVER X REJUVENATION
1/1/1998	IMPORTED	OVERLAY	0.00	3.00	☑	1998 3" P401 AC OVERLAY*
1/1/1974	IMPORTED	BUILT	0.00	3.00	☑	1974 3" P401 AC SURFACE ON 10" P211 LIMEROCK BASE*

Network: PAGE FIELD **Branch:** AP NW NORTHWEST RU **Section:** 5105 **Surface:** AC
L.C.D.: 12/25/199 **Use:** APRON **Rank:** P **Length:** 160.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 11,434.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP S SOUTH APRON **Section:** 4103 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** APRON **Rank:** P **Length:** 138.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 10,944.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1998	IMPORTED	OVERLAY	0.00	3.00	☑	1998 3" P401 AC OVERLAY*
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968 1" AC SURFACE ON 6" LIMEROCK BASE*

Network: PAGE FIELD **Branch:** AP S SOUTH APRON **Section:** 4105 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 1,072.00 (Ft) **Width:** 175.00 (Ft) **True Area:** 190,656.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	OVERLAY	0.00	3.00	☑	1998 3" P401 AC OVERLAY*
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968 1" AC SURFACE ON 6" LIMEROCK BASE*

Network: PAGE FIELD **Branch:** AP S SOUTH APRON **Section:** 4110 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 255.00 (Ft) **Width:** 530.00 (Ft) **True Area:** 92,757.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.50	☑	1998 1 1/2" P311 AC SURFACE ON 2 1/2*" AC BASE ON 6" P211 LIMERO

Network: PAGE FIELD **Branch:** AP S SOUTH APRON **Section:** 4115 **Surface:** AC
L.C.D.: 1/1/2003 **Use:** APRON **Rank:** P **Length:** 165.00 (Ft) **Width:** 147.00 (Ft) **True Area:** 19,731.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP S SOUTH APRON **Section:** 4120 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 790.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 131,633.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.00	☑	1998 P401 AC OVERLAY*
1/1/1970	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1970 AC PAVEMENT UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** AP SE SOUTH & SE AP **Section:** 4415 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 525.00 (Ft) **Width:** 323.00 (Ft) **True Area:** 172,279.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" P401 AC OVERLAY*
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	2" P401 AC SURFACE ON 6" P211 LIMEROCK BASE*

Network: PAGE FIELD **Branch:** AP SE SOUTH & SE AP **Section:** 4420 **Surface:** AC
L.C.D.: 1/1/2006 **Use:** APRON **Rank:** P **Length:** 648.00 (Ft) **Width:** 385.00 (Ft) **True Area:** 249,512.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	
1/1/1998	IMPORTED	BUILT	0.00	3.00	☑	1998 3" P401 AC SURFACE ON 6" P211 LIMEROCK BASE*

Network: PAGE FIELD **Branch:** AP SW SW FBO APRON **Section:** 4205 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 1046.00 (Ft) **True Area:** 118,829.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.50	☑	1998 1 1/2" P311 AC SURFACE ON 1 1/2" P280 BASE ON 6" P211 LIMERO

Network: PAGE FIELD **Branch:** AP SW SW FBO APRON **Section:** 4215 **Surface:** AC
L.C.D.: 1/1/1966 **Use:** APRON **Rank:** P **Length:** 424.00 (Ft) **Width:** 386.00 (Ft) **True Area:** 155,867.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	1998 SLURRY SEAL*
1/1/1966	NC-AC	New Construction - AC	0.00	2.00	☑	1966 2" AC SURFACE ON 3" MINIM

Network: PAGE FIELD **Branch:** AP SW SW FBO APRON **Section:** 4220 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** APRON **Rank:** P **Length:** 392.00 (Ft) **Width:** 127.00 (Ft) **True Area:** 49,071.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-AC	New Construction - AC	0.00	0.00	☑	1998 SLURRY SEAL*
1/1/1998	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	UNKNOWN AC PAVEMENT SECTIO

Network: PAGE FIELD **Branch:** AP T-HANG APRON T-HANG **Section:** 4605 **Surface:** AC
L.C.D.: 1/1/2006 **Use:** APRON **Rank:** P **Length:** 2,568.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 169,083.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP W APRON WEST **Section:** 4805 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** APRON **Rank:** S **Length:** 1,519.00 (Ft) **Width:** 388.00 (Ft) **True Area:** 545,226.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2013	SS-RE	Surface Seal - Rejuvenating	0.00	0.00	☐	PORTIONS OF SECT 4805. PAVER X
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** AP W APRON WEST **Section:** 4818 **Surface:** PCC
L.C.D.: 1/1/2009 **Use:** APRON **Rank:** P **Length:** 125.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 15,664.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6205 **Surface:** AAC
L.C.D.: 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 4,795.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 476,075.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	1977 P-401 OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	4.00	☑	4" P-401 4.5" P-212

Network: PAGE FIELD **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6210 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** RUNWAY **Rank:** P **Length:** 9,593.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 238,758.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	1977 BIT OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	4.00	☑	4" P-401 4.5" P-212

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6105 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 100,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	3.00	☑	1997 NOMINAL 3" P401 AC OVERLAY
1/1/1976	IMPORTED	BUILT	0.00	8.00	☑	1976 P401 AC SURFACE ON 8" P211 LIMESTONE BASE ON 3" P211 SHEL

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6110 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 2,000.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 50,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	BUILT	0.00	8.00	☑	1976 P401 AC SURFACE ON 8" P211 LIMESTONE BASE ON 3" P212 SHEL

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6115 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 2,800.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 280,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	3.00	☑	1997 3" NOMINAL P401 AC OVERLAY
1/1/1976	IMPORTED	BUILT	0.00	0.00	☑	1976 P401 AC OVERLAY ON 1966 P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6120 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 5,581.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 140,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	0.00	☑	1976 P401 AC OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6125 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 20,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	3.00	☑	1997 NOMINAL 3" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	3.00	☑	1976 3" P401 AC OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6130 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 10,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	0.00	☑	1976 P401 OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6135 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 50,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	3.00	☑	1997 NOMINAL 3" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	3.00	☑	1976 3" P401 AC OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6140 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 1,000.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 25,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	3.00	☑	1976 3" P401 OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6145 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 1,550.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 155,000.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	3.00	☑	1997 NOMINAL 3" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	3.00	☑	1976 3" P401 AC OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" P401 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6150 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 3,100.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 77,500.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	3.00	☑	1976 3" P401 AC OVERLAY
1/1/1966	IMPORTED	BUILT	0.00	2.00	☑	1966 2" AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6155 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 356.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 35,600.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	3.00	☑	1997 NOMINAL 3" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1976 AC PAVEMENT

Network: PAGE FIELD **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6160 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** RUNWAY **Rank:** P **Length:** 712.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 17,800.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1997	IMPORTED	BUILT	0.00	0.50	☑	1997 NOMINAL 1 1/2" P401 AC OVERLAY
1/1/1976	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1976 AC PAVEMENT

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 103 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 271.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12,403.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	3.00	☑	1968 3" BIT 8" LIMEROCK

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 1,034.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 51,700.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	3.00	☑	1968 3" BIT 8" LIMEROCK

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 107 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 107.00 (Ft) **Width:** 87.00 (Ft) **True Area:** 12,878.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1998	IMPORTED	REPAIR	0.00	0.00	☐	1998 CRACK REPAIR AND SLURRY SEAL
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965 2" P401 AC SURFACE ON 8" P211 BASE

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:** AAC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 124.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6,623.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" MILL W/ 2" P401 OVERLAY
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1973	IMPORTED	OVERLAY	0.00	4.00	☑	1973 4"P-401 AND LEVELING COURSE
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 111 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 2,597.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 132,526.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	33,115.00	0.00	☑	4" P-401, 6" P-211, 12" P-160
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1973	IMPORTED	OVERLAY	0.00	4.00	☑	1973 4"P-401 AND LEVELING COURSE
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 112 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 116.00 (Ft) **Width:** 62.00 (Ft) **True Area:** 8,688.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1998	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW A1 TAXIWAY A1 **Section:** 123 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 52.00 (Ft) **True Area:** 20,509.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1968	IMPORTED	BUILT	0.00	3.00	☑	1968 3" BIT 8" LIMEROCK

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 114 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 1,478.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 73,900.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1973	IMPORTED	OVERLAY	0.00	4.00	☑	1973 4"P-401 AND LEVELING COURSE
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW A TAXIWAY A **Section:** 115 **Surface:** AAC
L.C.D.: 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17,123.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 BIT OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	0.00	☑	1968 BIT OVERLAY

Network: PAGE FIELD **Branch:** TW A2 TAXIWAY A2 **Section:** 125 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 52.00 (Ft) **True Area:** 20,237.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P401 AC OVERLAY
1/1/1965	IMPORTED	BUILT	0.00	2.00	☑	1965 2" P401 AC SURFACE ON 8" P211 LIMEROCK BASE

Network: PAGE FIELD **Branch:** TW A3 TAXIWAY A3 **Section:** 145 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 445.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 41,023.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	4.50	☑	1968 4.5" BIT

Network: PAGE FIELD **Branch:** TW A3 TAXIWAY A3 **Section:** 150 **Surface:** AAC
L.C.D.: 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 1,185.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 67,098.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	4.50	☑	1968 4.5" BIT

Network: PAGE FIELD **Branch:** TW A3 TAXIWAY A3 **Section:** 153 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 14,735.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	EST 1991 BIT

Network: PAGE FIELD **Branch:** TW A3 TAXIWAY A3 **Section:** 155 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 438.00 (Ft) **Width:** 57.00 (Ft) **True Area:** 26,707.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	3.00	☑	1968 3" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW A6 TAXIWAY A6 **Section:** 175 **Surface:** AAC
L.C.D.: 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4,324.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	0.00	☑	1968 P-401 OVERLAY

Network: PAGE FIELD **Branch:** TW A6 TAXIWAY A6 **Section:** 178 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 93.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4,732.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 P-401 OVERLAY

Network: PAGE FIELD **Branch:** TW A6 TAXIWAY A6 **Section:** 180 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 51.00 (Ft) **True Area:** 5,104.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 P-401 OVERLAY

Network: PAGE FIELD **Branch:** TW A7 TAXIWAY A7 **Section:** 120 **Surface:** AAC
L.C.D.: 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 28,228.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1968	IMPORTED	BUILT	0.00	3.00	☑	1968 3" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B1 TAXIWAY B1 **Section:** 207 **Surface:** AC
L.C.D.: 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 19,766.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1997	NC-AC	New Construction - AC	0.00	0.00	☑	EST 1997 AC PAVEMENT SECTION

Network: PAGE FIELD **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:** AC
L.C.D.: 1/1/1977 **Use:** TAXIWAY **Rank:** P **Length:** 3,490.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 165,455.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B TAXIWAY B **Section:** 206 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 367.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 20,559.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 6" P2-11, 12" P-160
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B TAXIWAY B **Section:** 208 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 179.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 10,050.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/2014	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 27,327.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B2 TAXIWAY B2 **Section:** 220 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11,346.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B TAXIWAY B **Section:** 270 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 2,906.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.00	☑	1998 P401 AC PAVEMENT UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** TW B3 TAXIWAY B3 **Section:** 260 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 11,346.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW B3 TAXIWAY B3 **Section:** 275 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 59,219.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	0.00	☑	1998 P401 AC PAVEMENT UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** TW C1 TAXIWAY C1 **Section:** 310 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 235.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 29,730.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C2 TAXIWAY C2 **Section:** 320 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 405.00 (Ft) **Width:** 85.00 (Ft) **True Area:** 42,197.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C TAXIWAY C **Section:** 240 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 225.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 22,168.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P-401 8" P-211

Network: PAGE FIELD **Branch:** TW C TAXIWAY C **Section:** 245 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 2,130.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 121,801.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1977	IMPORTED	BUILT	0.00	2.00	☑	1977 2" P401 AC SURFACE ON 8" P211 LIMESTONE BASE

Network: PAGE FIELD **Branch:** TW C2 TAXIWAY C2 **Section:** 520 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 42,571.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 3,141.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 192,259.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C TAXIWAY C **Section:** 306 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 350.00 (Ft) **Width:** 56.00 (Ft) **True Area:** 24,962.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	961,295.00	0.00	☑	4" P-401, 6" P-211, 12" P-160
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C3 TAXIWAY C3 **Section:** 525 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 23,833.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW C5 TAXIWAY C5 **Section:** 330 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 26,412.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW C6 TAXIWAY C6 **Section:** 335 **Surface:** AAC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 136.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 7,909.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ML-OV	MILL and OVERLAY	0.00	0.00	☑	2" Mill, 2" P-401 Overlay
1/1/1974	IMPORTED	BUILT	0.00	3.00	☑	1974 3" P-401 10" P-211

Network: PAGE FIELD **Branch:** TW C6 TAXIWAY C6 **Section:** 345 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 53.00 (Ft) **True Area:** 8,342.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 6" P-211, 12" P-160
1/1/1974	IMPORTED	BUILT	0.00	3.00	☑	1974 3" P-401 10" P-211

Network: PAGE FIELD **Branch:** TW C7 TAXIWAY C7 **Section:** 350 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 137.00 (Ft) **Width:** 82.00 (Ft) **True Area:** 15,220.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW C8 TAXIWAY C8 **Section:** 355 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 122.00 (Ft) **Width:** 88.00 (Ft) **True Area:** 15,632.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW C9 TAXIWAY C9 **Section:** 360 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 90.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 9,368.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 134 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 320.00 (Ft) **Width:** 130.00 (Ft) **True Area:** 31,481.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 6" P-211, 12" P-160
1/1/1998	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1970	IMPORTED	BUILT	0.00	0.00	☑	EST 1970 BIT

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 135 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 475.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 23,750.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	ML-OV	MILL and OVERLAY	0.00	0.00	☑	
1/1/1970	IMPORTED	BUILT	0.00	0.00	☑	EST 1970 BIT

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 136 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 189.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9,753.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 2" NOMINAL P401 AC PAVEMENT ON UNKNOWN SECTIO

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 137 **Surface:** AAC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 1,200.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 56,400.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	OVERLAY	0.00	2.00	☑	1998 2" NOMINAL P401 AC OVERLAY*
1/1/1968	IMPORTED	BUILT	0.00	1.00	☑	1968 1" MINIMUM AC SURFACE ON EXISTING UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 140 **Surface:** AC
L.C.D.: 1/1/1968 **Use:** TAXIWAY **Rank:** P **Length:** 473.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 24,471.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1968	IMPORTED	BUILT	0.00	0.00	☑	EST 1968 BIT

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 141 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10,384.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 6" P-211, 12" P-160
1/1/1968	IMPORTED	BUILT	0.00	0.00	☑	EST 1968 BIT

Network: PAGE FIELD **Branch:** TW D TAXIWAY D **Section:** 143 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 203.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 9,551.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	NC-AC	New Construction - AC	0.00	2.00	☑	1998 2" NOMINAL AC OVERLAY O

Network: PAGE FIELD **Branch:** TW D2 TAXIWAY D2 **Section:** 160 **Surface:** AAC
L.C.D.: 1/1/1977 **Use:** TAXIWAY **Rank:** T **Length:** 308.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 13,679.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	1977 P-401 OVERLAY
1/1/1977	IMPORTED	OVERLAY	0.00	4.00	☑	4" P-401 4.5" P-212

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 147 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 294.00 (Ft) **Width:** 57.00 (Ft) **True Area:** 22,529.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 165 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 540.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 41,473.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	4.00	☑	4" P-401 4.5" P-212
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 P-401 OVERLAY
1/1/1977	IMPORTED	BUILT	0.00	0.00	☑	1977 P-401 OVERLAY

Network: PAGE FIELD **Branch:** TW E2 TAXIWAY E2 **Section:** 505 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 10,252.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW E2 TAXIWAY E2 **Section:** 530 **Surface:** AC
L.C.D.: 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 10,056.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 265 **Surface:** AC
L.C.D.: 1/1/1998 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8,453.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1998	IMPORTED	BUILT	0.00	2.00	☑	1998 EST 2" P401 AC SURFACE ON UNKNOWN SECTION*

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 503 **Surface:** AC
L.C.D.: 1/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 1,062.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 49,788.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	NC-AC	New Construction - AC			☑	

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 1,142.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 48,402.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 512 **Surface:** AC
L.C.D.: 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 31,577.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: PAGE FIELD **Branch:** TW E TAXIWAY E **Section:** 535 **Surface:** AC
L.C.D.: 1/1/2017 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 28,366.00 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC			☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	61	4,260,595.00	1.73	1.68
Complete Reconstruction - AC	23	923,327.00	0.00	0.00
Crack Sealing - AC	9	474,230.00	0.00	0.00
MILL and OVERLAY	22	1,658,064.00	0.00	0.00
New Construction - AC	25	1,404,255.00	0.22	0.63
New Construction - Initial	8	751,027.00	0.00	0.00
OVERLAY	44	3,801,495.00	1.67	1.62
REPAIR	1	12,878.00	0.00	0.00
Surface Seal - Rejuvenating	2	876,786.00	0.00	0.00
Surface Treatment - Seal Coat	2	204,938.00	0.00	0.00

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP E	5	2,195.00	160.00	243,550.00	APRON	88.20	3.87	88.89
AP HELI	1	765.00	135.00	93,555.00	APRON	87.00	0.00	87.00
AP N	1	1,225.00	272.00	331,560.00	APRON	57.00	0.00	57.00
AP NW	1	160.00	60.00	11,434.00	APRON	66.00	0.00	66.00
AP S	5	2,420.00	218.40	445,721.00	APRON	73.60	16.34	65.70
AP SE	2	1,173.00	354.00	421,791.00	APRON	59.50	18.50	62.89
AP SW	3	936.00	519.67	323,767.00	APRON	58.00	11.43	58.15
AP T-HAN	1	2,568.00	75.00	169,083.00	APRON	84.00	0.00	84.00
AP W	2	1,644.00	256.50	560,890.00	APRON	90.00	2.00	88.11
RW 13-31	2	14,388.00	62.50	714,833.00	RUNWAY	100.00	0.00	100.00
RW 5-23	12	19,199.00	62.50	960,900.00	RUNWAY	100.00	0.00	100.00
TW A	8	6,077.00	56.12	315,841.00	TAXIWAY	96.25	9.92	98.37
TW A1	1	300.00	52.00	20,509.00	TAXIWAY	100.00	0.00	100.00
TW A2	1	300.00	52.00	20,237.00	TAXIWAY	100.00	0.00	100.00
TW A3	4	2,243.00	68.25	149,563.00	TAXIWAY	90.25	16.89	82.50
TW A6	3	248.00	50.33	14,160.00	TAXIWAY	88.33	16.50	89.31
TW A7	1	500.00	50.00	28,228.00	TAXIWAY	72.00	0.00	72.00
TW B	5	4,386.00	50.20	226,297.00	TAXIWAY	84.00	19.85	73.83
TW B1	1	500.00	40.00	19,766.00	TAXIWAY	67.00	0.00	67.00
TW B2	1	230.00	40.00	11,346.00	TAXIWAY	100.00	0.00	100.00
TW B3	2	1,630.00	40.00	70,565.00	TAXIWAY	93.50	6.50	89.09
TW C	4	5,846.00	55.25	361,190.00	TAXIWAY	95.50	7.79	90.42
TW C1	1	235.00	70.00	29,730.00	TAXIWAY	76.00	0.00	76.00
TW C2	2	905.00	70.00	84,768.00	TAXIWAY	78.50	3.50	78.52
TW C3	1	135.00	100.00	23,833.00	TAXIWAY	89.00	0.00	89.00
TW C5	1	300.00	60.00	26,412.00	TAXIWAY	100.00	0.00	100.00
TW C6	2	271.00	53.00	16,251.00	TAXIWAY	100.00	0.00	100.00
TW C7	1	137.00	82.00	15,220.00	TAXIWAY	100.00	0.00	100.00
TW C8	1	122.00	88.00	15,632.00	TAXIWAY	100.00	0.00	100.00
TW C9	1	90.00	65.00	9,368.00	TAXIWAY	100.00	0.00	100.00
TW D	7	3,020.00	60.57	165,790.00	TAXIWAY	78.86	14.43	77.78
TW D2	1	308.00	40.00	13,679.00	TAXIWAY	29.00	0.00	29.00
TW E	7	3,813.00	49.57	230,588.00	TAXIWAY	89.57	12.05	90.66
TW E2	2	500.00	37.50	20,308.00	TAXIWAY	80.50	9.50	80.41

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	21	2601351.00079517	75.05	16.62	72.16
RUNWAY	14	1675733.00051223	100.00	0.00	100.00
TAXIWAY	58	1889281.00057751	88.19	16.17	86.83
ALL	93	6166365.00188491	87.00	16.85	84.22

Pavement Database: FDOT *NetworkId: FMY*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4505	1/1/2002	AC	APRON	P	0	58,570.00	11/14/2018	16	85
AP E	4515	1/1/2002	AC	APRON	P	0	13,907.00	11/14/2018	16	90
AP E	4520	1/1/2002	AC	APRON	P	0	72,634.00	11/14/2018	16	89
AP E	4525	1/1/2002	AC	APRON	P	0	71,383.00	11/14/2018	16	94
AP E	4530	1/1/2002	AC	APRON	P	0	27,056.00	11/14/2018	16	83
AP HELI	4705	1/1/2007	AC	APRON	P	0	93,555.00	11/14/2018	11	87
AP N	4305	1/1/1998	AAC	APRON	P	0	331,560.00	11/14/2018	20	57
AP NW	5105	12/25/1999	AC	APRON	P	0	11,434.00	11/14/2018	19	66
AP S	4103	1/1/2017	AAC	APRON	P	0	10,944.00	1/1/2017	0	100
AP S	4105	1/1/1998	AAC	APRON	P	0	190,656.00	11/14/2018	20	69
AP S	4110	1/1/1998	AC	APRON	P	0	92,757.00	11/14/2018	20	77
AP S	4115	1/1/2003	AC	APRON	P	0	19,731.00	11/14/2018	15	73
AP S	4120	1/1/1998	AAC	APRON	P	0	131,633.00	11/14/2018	20	49
AP SE	4415	1/1/1998	AAC	APRON	P	0	172,279.00	11/14/2018	20	41
AP SE	4420	1/1/2006	AC	APRON	P	0	249,512.00	11/14/2018	12	78
AP SW	4205	1/1/1998	AC	APRON	P	0	118,829.00	11/14/2018	20	74
AP SW	4215	1/1/1966	AC	APRON	P	0	155,867.00	11/14/2018	52	48
AP SW	4220	1/1/1998	AC	APRON	P	0	49,071.00	11/14/2018	20	52
AP T-HANG	4605	1/1/2006	AC	APRON	P	0	169,083.00	11/14/2018	12	84
AP W	4805	1/1/2009	AC	APRON	S	0	545,226.00	11/14/2018	9	88
AP W	4818	1/1/2009	PCC	APRON	P	0	15,664.00	11/14/2018	9	92
RW 13-31	6205	1/1/2018	AAC	RUNWAY	P	0	476,075.00	1/1/2018	0	100
RW 13-31	6210	1/1/2018	AC	RUNWAY	P	0	238,758.00	1/1/2018	0	100
RW 5-23	6105	1/1/2017	AAC	RUNWAY	P	0	100,000.00	1/1/2017	0	100
RW 5-23	6110	1/1/2017	AAC	RUNWAY	P	0	50,000.00	1/1/2017	0	100
RW 5-23	6115	1/1/2017	AAC	RUNWAY	P	0	280,000.00	1/1/2017	0	100
RW 5-23	6120	1/1/2017	AAC	RUNWAY	P	0	140,000.00	1/1/2017	0	100
RW 5-23	6125	1/1/2017	AAC	RUNWAY	P	0	20,000.00	1/1/2017	0	100
RW 5-23	6130	1/1/2017	AAC	RUNWAY	P	0	10,000.00	1/1/2017	0	100
RW 5-23	6135	1/1/2017	AAC	RUNWAY	P	0	50,000.00	1/1/2017	0	100
RW 5-23	6140	1/1/2017	AAC	RUNWAY	P	0	25,000.00	1/1/2017	0	100

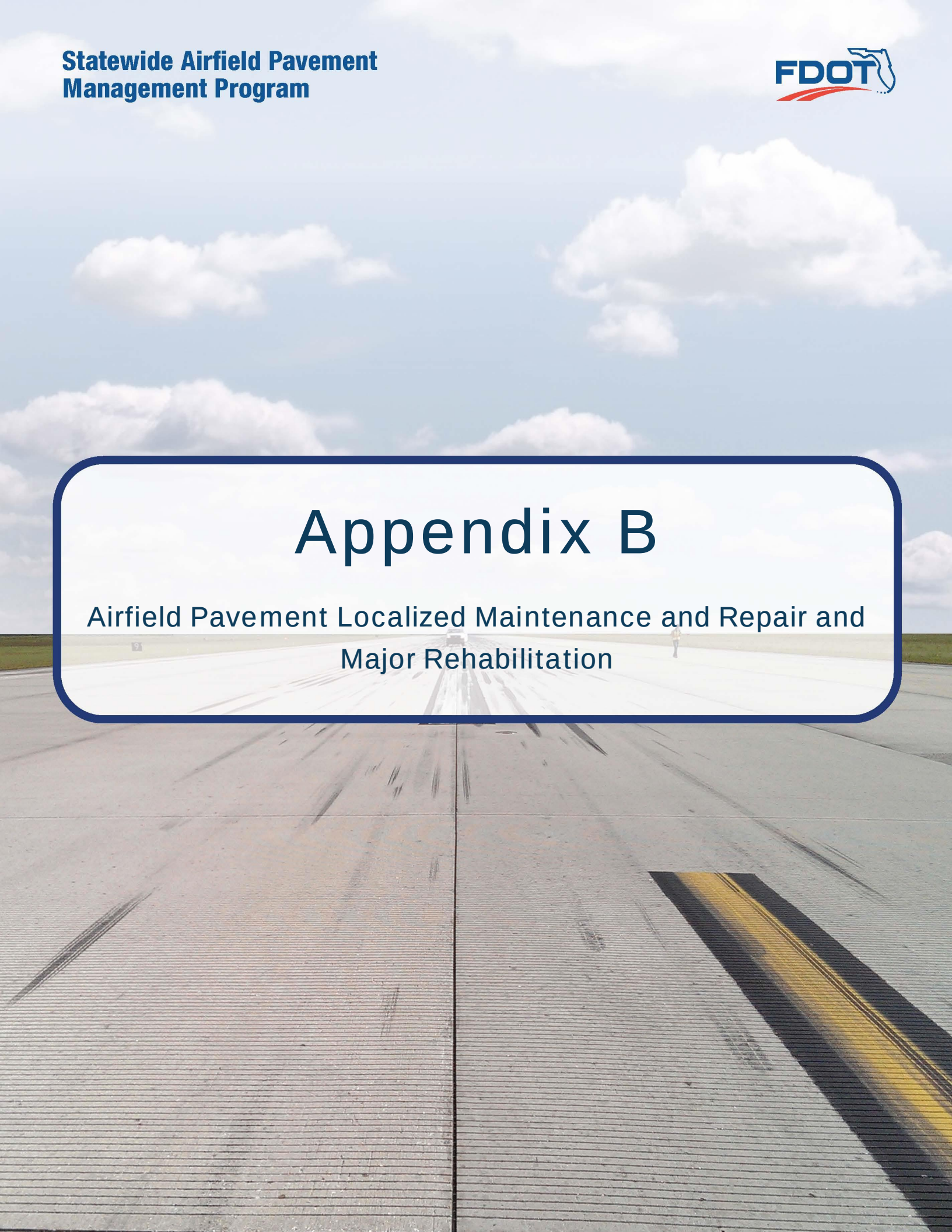
RW 5-23	6145	1/1/2017	AAC	RUNWAY	P	0	155,000.00	1/1/2017	0	100
RW 5-23	6150	1/1/2017	AAC	RUNWAY	P	0	77,500.00	1/1/2017	0	100
RW 5-23	6155	1/1/2017	AAC	RUNWAY	P	0	35,600.00	1/1/2017	0	100
RW 5-23	6160	1/1/2017	AAC	RUNWAY	P	0	17,800.00	1/1/2017	0	100
TW A	103	1/1/2017	AC	TAXIWAY	P	0	12,403.00	1/1/2017	0	100
TW A	105	1/1/2017	AAC	TAXIWAY	P	0	51,700.00	1/1/2017	0	100
TW A	107	1/1/2017	AC	TAXIWAY	P	0	12,878.00	1/1/2017	0	100
TW A	110	1/1/2018	AAC	TAXIWAY	P	0	6,623.00	1/1/2018	0	100
TW A	111	1/1/2017	AC	TAXIWAY	P	0	132,526.00	1/1/2017	0	100
TW A	112	1/1/2017	AC	TAXIWAY	P	0	8,688.00	1/1/2017	0	100
TW A	114	1/1/2017	AAC	TAXIWAY	P	0	73,900.00	1/1/2017	0	100
TW A	115	1/1/1991	AAC	TAXIWAY	P	0	17,123.00	11/14/2018	27	70
TW A1	123	1/1/2017	AC	TAXIWAY	P	0	20,509.00	1/1/2017	0	100
TW A2	125	1/1/2017	AC	TAXIWAY	P	0	20,237.00	1/1/2017	0	100
TW A3	145	1/1/2017	AC	TAXIWAY	P	0	41,023.00	1/1/2017	0	100
TW A3	150	1/1/1991	AAC	TAXIWAY	P	0	67,098.00	11/14/2018	27	61
TW A3	153	1/1/2018	AC	TAXIWAY	P	0	14,735.00	1/1/2018	0	100
TW A3	155	1/1/2017	AC	TAXIWAY	P	0	26,707.00	1/1/2017	0	100
TW A6	175	1/1/1991	AAC	TAXIWAY	P	0	4,324.00	11/14/2018	27	65
TW A6	178	1/1/2017	AAC	TAXIWAY	P	0	4,732.00	1/1/2017	0	100
TW A6	180	1/1/2017	AC	TAXIWAY	P	0	5,104.00	1/1/2017	0	100
TW A7	120	1/1/1991	AAC	TAXIWAY	P	0	28,228.00	11/14/2018	27	72
TW B	205	1/1/1977	AC	TAXIWAY	P	0	165,455.00	11/14/2018	41	65
TW B	206	1/1/2017	AC	TAXIWAY	P	0	20,559.00	1/1/2017	0	100
TW B	208	1/1/2017	AAC	TAXIWAY	P	0	10,050.00	1/1/2017	0	100
TW B	210	1/1/2017	AC	TAXIWAY	P	0	27,327.00	1/1/2017	0	100
TW B	270	1/1/1998	AC	TAXIWAY	P	0	2,906.00	11/14/2018	20	55
TW B1	207	1/1/1997	AC	TAXIWAY	P	0	19,766.00	11/14/2018	21	67
TW B2	220	1/1/2018	AC	TAXIWAY	P	0	11,346.00	1/1/2018	0	100
TW B3	260	1/1/2018	AC	TAXIWAY	P	0	11,346.00	1/1/2018	0	100
TW B3	275	1/1/1998	AC	TAXIWAY	P	0	59,219.00	11/14/2018	20	87
TW C	240	1/1/2017	AC	TAXIWAY	P	0	22,168.00	1/1/2017	0	100
TW C	245	1/1/2017	AC	TAXIWAY	P	0	121,801.00	1/1/2017	0	100
TW C	305	1/1/2007	AC	TAXIWAY	P	0	192,259.00	11/14/2018	11	82
TW C	306	1/1/2017	AC	TAXIWAY	P	0	24,962.00	1/1/2017	0	100
TW C1	310	1/1/2007	AC	TAXIWAY	P	0	29,730.00	11/14/2018	11	76
TW C2	320	1/1/2007	AC	TAXIWAY	P	0	42,197.00	11/14/2018	11	75
TW C2	520	1/1/2009	AC	TAXIWAY	P	0	42,571.00	11/14/2018	9	82
TW C3	525	1/1/2009	AC	TAXIWAY	P	0	23,833.00	11/14/2018	9	89
TW C5	330	1/1/2017	AC	TAXIWAY	P	0	26,412.00	1/1/2017	0	100

TW C6	335	1/1/2017	AAC	TAXIWAY	P	0	7,909.00	1/1/2017	0	100
TW C6	345	1/1/2017	AC	TAXIWAY	P	0	8,342.00	1/1/2017	0	100
TW C7	350	1/1/2017	AC	TAXIWAY	P	0	15,220.00	1/1/2017	0	100
TW C8	355	1/1/2017	AC	TAXIWAY	P	0	15,632.00	1/1/2017	0	100
TW C9	360	1/1/2017	AC	TAXIWAY	P	0	9,368.00	1/1/2017	0	100
TW D	134	1/1/2017	AC	TAXIWAY	P	0	31,481.00	1/1/2017	0	100
TW D	135	1/1/1998	AAC	TAXIWAY	P	0	23,750.00	11/14/2018	20	67
TW D	136	1/1/1998	AC	TAXIWAY	P	0	9,753.00	11/14/2018	20	61
TW D	137	1/1/1998	AAC	TAXIWAY	P	0	56,400.00	11/14/2018	20	70
TW D	140	1/1/1968	AC	TAXIWAY	P	0	24,471.00	11/14/2018	50	74
TW D	141	1/1/2018	AC	TAXIWAY	P	0	10,384.00	1/1/2018	0	100
TW D	143	1/1/1998	AC	TAXIWAY	P	0	9,551.00	11/14/2018	20	80
TW D2	160	1/1/1977	AAC	TAXIWAY	T	0	13,679.00	11/14/2018	41	29
TW E	147	1/1/2017	AC	TAXIWAY	P	0	22,529.00	1/1/2017	0	100
TW E	165	1/1/2017	AC	TAXIWAY	P	0	41,473.00	1/1/2017	0	100
TW E	265	1/1/1998	AC	TAXIWAY	P	0	8,453.00	11/14/2018	20	76
TW E	503	1/1/2018	AC	TAXIWAY	P	0	49,788.00	1/1/2018	0	100
TW E	510	1/1/2007	AC	TAXIWAY	P	0	48,402.00	11/14/2018	11	76
TW E	512	1/1/2007	AC	TAXIWAY	P	0	31,577.00	11/14/2018	11	75
TW E	535	1/1/2017	AC	TAXIWAY	P	0	28,366.00	1/1/2017	0	100
TW E2	505	1/1/2007	AC	TAXIWAY	P	0	10,252.00	11/14/2018	11	71
TW E2	530	1/1/2009	AC	TAXIWAY	P	0	10,056.00	11/14/2018	9	90

Section Condition Report (Summary)

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		2,634,905.00	49	100.00	0.00	100.00
06-10	9	637,350.00	5	88.20	3.37	87.77
11-15	12	886,298.00	10	77.70	4.82	80.34
16-20	19	1,511,801.00	20	71.10	14.67	65.69
21-25	21	19,766.00	1	67.00	0.00	67.00
26-30	27	116,773.00	4	67.00	4.30	65.13
41-50	44	203,605.00	3	56.00	19.44	63.66
ALL	9	6,166,365.00	93	87.00	16.85	84.22
Over 50	52	155,867.00	1	48.00	0.00	48.00



Appendix B

Airfield Pavement Localized Maintenance and Repair and Major Rehabilitation

Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FMY	AP E	4505	52	RAVELING	Low	1757.1	SqFt	3.0%	FDOT - SURFACE SEAL	1756.7	SqFt	$ 0.55	$ 970.00
FMY	AP E	4520	52	RAVELING	Low	1841.92	SqFt	2.5%	FDOT - SURFACE SEAL	1841.7	SqFt	$ 0.55	$ 1,020.00
FMY	AP HELI	4705	45	DEPRESSION	Low	151.66	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	205.6	SqFt	$ 9.00	$ 1,850.00
FMY	AP HELI	4705	52	RAVELING	Low	4240.12	SqFt	4.5%	FDOT - SURFACE SEAL	4239.9	SqFt	$ 0.55	$ 2,340.00
FMY	AP N	4305	52	RAVELING	Low	162452.92	SqFt	49.0%	FDOT - SURFACE SEAL	162453.2	SqFt	$ 0.55	$ 89,350.00
FMY	AP N	4305	56	SWELLING	Medium	1548.5	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	1710.4	SqFt	$ 9.00	$ 15,400.00
FMY	AP N	4305	57	WEATHERING	Medium	169107.06	SqFt	51.0%	FDOT - SURFACE SEAL	169107.5	SqFt	$ 0.55	$ 93,010.00
FMY	AP NW	5105	52	RAVELING	Low	7000.42	SqFt	61.2%	FDOT - SURFACE SEAL	7000.9	SqFt	$ 0.55	$ 3,860.00
FMY	AP S	4105	45	DEPRESSION	Low	104.73	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	149.6	SqFt	$ 9.00	$ 1,350.00
FMY	AP S	4105	52	RAVELING	Low	37831.16	SqFt	19.8%	FDOT - SURFACE SEAL	37830.8	SqFt	$ 0.55	$ 20,810.00
FMY	AP S	4110	48	L & T CR	Medium	121	Ft	0.1%	FDOT - CRACK SEALING - AC	121.1	Ft	$ 3.00	$ 370.00
FMY	AP S	4110	52	RAVELING	Low	4637.85	SqFt	5.0%	FDOT - SURFACE SEAL	4638.2	SqFt	$ 0.55	$ 2,560.00
FMY	AP S	4115	57	WEATHERING	Medium	19731	SqFt	100.0%	FDOT - SURFACE SEAL	19731.3	SqFt	$ 0.55	$ 10,860.00
FMY	AP S	4120	43	BLOCK CR	Medium	75469.54	SqFt	57.3%	FDOT - CRACK SEALING - AC	23003.3	Ft	$ 3.00	$ 69,010.00
FMY	AP S	4120	48	L & T CR	Medium	438.78	Ft	0.3%	FDOT - CRACK SEALING - AC	438.7	Ft	$ 3.00	$ 1,320.00
FMY	AP S	4120	52	RAVELING	Low	77663.44	SqFt	59.0%	FDOT - SURFACE SEAL	77663.8	SqFt	$ 0.55	$ 42,720.00
FMY	AP S	4120	57	WEATHERING	Medium	53969.49	SqFt	41.0%	FDOT - SURFACE SEAL	53969.2	SqFt	$ 0.55	$ 29,690.00
FMY	AP SE	4415	43	BLOCK CR	Medium	27617.18	SqFt	16.0%	FDOT - CRACK SEALING - AC	8417.7	Ft	$ 3.00	$ 25,260.00
FMY	AP SE	4415	52	RAVELING	Low	156651.39	SqFt	90.9%	FDOT - SURFACE SEAL	156651.5	SqFt	$ 0.55	$ 86,160.00
FMY	AP SE	4415	52	RAVELING	Medium	15627.58	SqFt	9.1%	FDOT - PATCHING - AC PARTIAL DEPTH	15628.1	SqFt	$ 4.00	$ 62,520.00
FMY	AP SE	4420	45	DEPRESSION	Low	892.97	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	1017.2	SqFt	$ 9.00	$ 9,160.00
FMY	AP SE	4420	52	RAVELING	Low	6757.26	SqFt	2.7%	FDOT - SURFACE SEAL	6757.6	SqFt	$ 0.55	$ 3,720.00
FMY	AP SE	4420	57	WEATHERING	Medium	52264.27	SqFt	21.0%	FDOT - SURFACE SEAL	52264.2	SqFt	$ 0.55	$ 28,750.00
FMY	AP SW	4205	52	RAVELING	Low	37787.46	SqFt	31.8%	FDOT - SURFACE SEAL	37787.8	SqFt	$ 0.55	$ 20,790.00
FMY	AP SW	4215	43	BLOCK CR	Medium	7177.59	SqFt	4.6%	FDOT - CRACK SEALING - AC	2187.7	Ft	$ 3.00	$ 6,570.00
FMY	AP SW	4215	48	L & T CR	Medium	822.7	Ft	0.5%	FDOT - CRACK SEALING - AC	822.8	Ft	$ 3.00	$ 2,470.00
FMY	AP SW	4215	52	RAVELING	Low	114900.22	SqFt	73.7%	FDOT - SURFACE SEAL	114900.4	SqFt	$ 0.55	$ 63,200.00
FMY	AP SW	4215	52	RAVELING	Medium	5565.8	SqFt	3.6%	FDOT - PATCHING - AC PARTIAL DEPTH	5566	SqFt	$ 4.00	$ 22,270.00
FMY	AP SW	4220	52	RAVELING	Low	46613.54	SqFt	95.0%	FDOT - SURFACE SEAL	46613.1	SqFt	$ 0.55	$ 25,640.00
FMY	AP SW	4220	52	RAVELING	Medium	2457.4	SqFt	5.0%	FDOT - PATCHING - AC PARTIAL DEPTH	2457.4	SqFt	$ 4.00	$ 9,830.00
FMY	AP T-HANG	4605	45	DEPRESSION	Low	282.55	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	354.1	SqFt	$ 9.00	$ 3,190.00
FMY	AP T-HANG	4605	57	WEATHERING	Medium	31231.81	SqFt	18.5%	FDOT - SURFACE SEAL	31231.5	SqFt	$ 0.55	$ 17,180.00
FMY	AP W	4805	49	OIL SPILLAGE	N/A	178.79	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	236.8	SqFt	$ 4.00	$ 950.00
FMY	AP W	4805	52	RAVELING	Low	4826.54	SqFt	0.9%	FDOT - SURFACE SEAL	4826.5	SqFt	$ 0.55	$ 2,660.00
FMY	TW A	115	52	RAVELING	Low	2567.73	SqFt	15.0%	FDOT - SURFACE SEAL	2567.2	SqFt	$ 0.55	$ 1,420.00
FMY	TW A	115	57	WEATHERING	Medium	298.59	SqFt	1.7%	FDOT - SURFACE SEAL	298.2	SqFt	$ 0.55	$ 170.00
FMY	TW A3	150	48	L & T CR	Medium	1705.12	Ft	2.5%	FDOT - CRACK SEALING - AC	1705.1	Ft	$ 3.00	$ 5,120.00
FMY	TW A3	150	52	RAVELING	Low	10061.57	SqFt	15.0%	FDOT - SURFACE SEAL	10061	SqFt	$ 0.55	$ 5,540.00

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FMY	TW A3	150	57	WEATHERING	Medium	28474.74	SqFt	42.4%	FDOT - SURFACE SEAL	28474.9	SqFt	$ 0.55	$ 15,670.00
FMY	TW A6	175	45	DEPRESSION	Low	77.07	SqFt	1.8%	FDOT - PATCHING - AC FULL DEPTH	116.3	SqFt	$ 9.00	$ 1,050.00
FMY	TW A6	175	52	RAVELING	Low	865.2	SqFt	20.0%	FDOT - SURFACE SEAL	865.4	SqFt	$ 0.55	$ 480.00
FMY	TW A7	120	52	RAVELING	Low	6806.67	SqFt	24.1%	FDOT - SURFACE SEAL	6807.1	SqFt	$ 0.55	$ 3,750.00
FMY	TW B	205	52	RAVELING	Low	58484.09	SqFt	35.4%	FDOT - SURFACE SEAL	58483.6	SqFt	$ 0.55	$ 32,170.00
FMY	TW B	205	57	WEATHERING	Medium	56305.26	SqFt	34.0%	FDOT - SURFACE SEAL	56304.9	SqFt	$ 0.55	$ 30,970.00
FMY	TW B	270	45	DEPRESSION	Low	14.96	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	34.4	SqFt	$ 9.00	$ 320.00
FMY	TW B	270	52	RAVELING	Low	2405.95	SqFt	82.8%	FDOT - SURFACE SEAL	2405.7	SqFt	$ 0.55	$ 1,330.00
FMY	TW B	270	52	RAVELING	Medium	499.98	SqFt	17.2%	FDOT - PATCHING - AC PARTIAL DEPTH	500.5	SqFt	$ 4.00	$ 2,000.00
FMY	TW B1	207	52	RAVELING	Low	7315.8	SqFt	37.0%	FDOT - SURFACE SEAL	7316.2	SqFt	$ 0.55	$ 4,030.00
FMY	TW B1	207	57	WEATHERING	Medium	2474.08	SqFt	12.5%	FDOT - SURFACE SEAL	2473.6	SqFt	$ 0.55	$ 1,370.00
FMY	TW B3	275	52	RAVELING	Low	2224.9	SqFt	3.8%	FDOT - SURFACE SEAL	2224.9	SqFt	$ 0.55	$ 1,230.00
FMY	TW C	305	57	WEATHERING	Medium	19225.85	SqFt	10.0%	FDOT - SURFACE SEAL	19225.4	SqFt	$ 0.55	$ 10,580.00
FMY	TW C1	310	52	RAVELING	Low	674.57	SqFt	2.3%	FDOT - SURFACE SEAL	674.9	SqFt	$ 0.55	$ 380.00
FMY	TW C1	310	57	WEATHERING	Medium	6759.63	SqFt	22.7%	FDOT - SURFACE SEAL	6759.7	SqFt	$ 0.55	$ 3,720.00
FMY	TW C2	320	57	WEATHERING	Medium	42197	SqFt	100.0%	FDOT - SURFACE SEAL	42196.7	SqFt	$ 0.55	$ 23,210.00
FMY	TW C2	520	52	RAVELING	Low	313.34	SqFt	0.7%	FDOT - SURFACE SEAL	313.2	SqFt	$ 0.55	$ 180.00
FMY	TW C2	520	57	WEATHERING	Medium	3133.7	SqFt	7.4%	FDOT - SURFACE SEAL	3133.4	SqFt	$ 0.55	$ 1,730.00
FMY	TW D	135	52	RAVELING	Low	1187.47	SqFt	5.0%	FDOT - SURFACE SEAL	1187.3	SqFt	$ 0.55	$ 660.00
FMY	TW D	136	48	L & T CR	Medium	39.01	Ft	0.4%	FDOT - CRACK SEALING - AC	39	Ft	$ 3.00	$ 120.00
FMY	TW D	136	52	RAVELING	Low	568.77	SqFt	5.8%	FDOT - SURFACE SEAL	568.3	SqFt	$ 0.55	$ 320.00
FMY	TW D	136	52	RAVELING	Medium	41.12	SqFt	0.4%	FDOT - PATCHING - AC PARTIAL DEPTH	40.9	SqFt	$ 4.00	$ 170.00
FMY	TW D	137	52	RAVELING	Low	6000.02	SqFt	10.6%	FDOT - SURFACE SEAL	5999.8	SqFt	$ 0.55	$ 3,310.00
FMY	TW D	140	57	WEATHERING	Medium	24471	SqFt	100.0%	FDOT - SURFACE SEAL	24470.7	SqFt	$ 0.55	$ 13,460.00
FMY	TW D	143	45	DEPRESSION	Low	81.16	SqFt	0.9%	FDOT - PATCHING - AC FULL DEPTH	121.6	SqFt	$ 9.00	$ 1,100.00
FMY	TW D	143	52	RAVELING	Low	476.95	SqFt	5.0%	FDOT - SURFACE SEAL	476.8	SqFt	$ 0.55	$ 270.00
FMY	TW D2	160	41	ALLIGATOR CR	Low	1402.11	SqFt	10.3%	FDOT - PATCHING - AC FULL DEPTH	1556.5	SqFt	$ 9.00	$ 14,020.00
FMY	TW D2	160	52	RAVELING	Low	10259.3	SqFt	75.0%	FDOT - SURFACE SEAL	10259.1	SqFt	$ 0.55	$ 5,650.00
FMY	TW D2	160	52	RAVELING	Medium	3419.8	SqFt	25.0%	FDOT - PATCHING - AC PARTIAL DEPTH	3419.7	SqFt	$ 4.00	$ 13,680.00
FMY	TW E	265	45	DEPRESSION	Low	52.2	SqFt	0.6%	FDOT - PATCHING - AC FULL DEPTH	85	SqFt	$ 9.00	$ 770.00
FMY	TW E	265	52	RAVELING	Low	522.59	SqFt	6.2%	FDOT - SURFACE SEAL	522.1	SqFt	$ 0.55	$ 290.00
FMY	TW E	510	57	WEATHERING	Medium	20743.67	SqFt	42.9%	FDOT - SURFACE SEAL	20744.2	SqFt	$ 0.55	$ 11,410.00
FMY	TW E	512	57	WEATHERING	Medium	31577.01	SqFt	100.0%	FDOT - SURFACE SEAL	31577	SqFt	$ 0.55	$ 17,370.00
FMY	TW E2	505	52	RAVELING	Low	102.47	SqFt	1.0%	FDOT - SURFACE SEAL	102.3	SqFt	$ 0.55	$ 60.00
FMY	TW E2	505	57	WEATHERING	Medium	10149.51	SqFt	99.0%	FDOT - SURFACE SEAL	10149.3	SqFt	$ 0.55	$ 5,590.00
FMY	TW E2	530	52	RAVELING	Low	28.74	SqFt	0.3%	FDOT - SURFACE SEAL	29.1	SqFt	$ 0.55	$ 20.00

Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FMY	AP N	4305	AAC	331,560	54	AC Restoration	$ 3,150,000.00
2020	FMY	AP NW	5105	AC	11,434	64	AC Restoration	$ 109,000.00
2020	FMY	AP S	4120	AAC	131,633	46	AC Restoration	$ 1,387,000.00
2020	FMY	AP SE	4415	AAC	172,279	38	AC Restoration	$ 2,154,000.00
2020	FMY	AP SW	4215	AC	155,867	46	AC Restoration	$ 1,625,000.00
2020	FMY	AP SW	4220	AC	49,071	51	AC Restoration	$ 467,000.00
2020	FMY	TW A3	150	AAC	67,098	60	AC Restoration	$ 638,000.00
2020	FMY	TW A6	175	AAC	4,324	64	AC Restoration	$ 42,000.00
2020	FMY	TW B	205	AC	165,455	63	AC Restoration	$ 1,572,000.00
2020	FMY	TW B	270	AC	2,906	53	AC Restoration	$ 28,000.00
2020	FMY	TW D	136	AC	9,753	59	AC Restoration	$ 93,000.00
2020	FMY	TW D2	160	AAC	13,679	26	AC Reconstruction	$ 171,000.00
2021	FMY	AP S	4105	AAC	190,656	64	AC Restoration	$ 1,812,000.00
2021	FMY	TW B1	207	AC	19,766	64	AC Restoration	$ 188,000.00
2021	FMY	TW D	135	AAC	23,750	65	AC Restoration	$ 226,000.00
2024	FMY	TW A	115	AAC	17,123	64	AC Restoration	$ 163,000.00
2024	FMY	TW D	137	AAC	56,400	64	AC Restoration	$ 536,000.00
2024	FMY	TW E2	505	AC	10,252	64	AC Restoration	$ 98,000.00
2025	FMY	AP S	4115	AC	19,731	64	AC Restoration	$ 188,000.00
2025	FMY	AP SW	4205	AC	118,829	64	AC Restoration	$ 1,129,000.00
2026	FMY	TW A7	120	AAC	28,228	64	AC Restoration	$ 269,000.00
2026	FMY	TW D	140	AC	24,471	64	AC Restoration	$ 233,000.00
2027	FMY	AP S	4110	AC	92,757	64	AC Restoration	$ 882,000.00
2027	FMY	AP SE	4420	AC	249,512	64	AC Restoration	$ 2,371,000.00
2027	FMY	TW C2	320	AC	42,197	64	AC Restoration	$ 401,000.00
2027	FMY	TW E	512	AC	31,577	64	AC Restoration	$ 300,000.00

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2028	**FMY**	TW C1	310	AC	29,730	64	AC Restoration	$ 283,000.00
2028	**FMY**	TW E	265	AC	8,453	64	AC Restoration	$ 81,000.00
2028	**FMY**	TW E	510	AC	48,402	64	AC Restoration	$ 460,000.00

Appendix C

Technical Exhibits

001 - AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Airport Pavement Evaluation Report **2019**

Statewide Airfield Pavement Management Program

PAGE FIELD - FMY

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

105 AAC 100' X 50' 0 | 10	107 AC VAR. 0 | 2	110 AAC VAR. 0 | 1	112 AC VAR. 0 | 2	114 AC 100' X 50' 0 | 15	115 AAC VAR. 1 | 3	120 AAC VAR. 2 | 6	125 AC VAR. 1 | 5	134 AC VAR. 0 | 6
135 AAC 100' X 50' 2 | 5	136 AC VAR. 1 | 2	143 AC 100' X 47' 1 | 2	145 AC VAR. 0 | 7	155 AC VAR. 0 | 5	160 AC VAR. 1 | 3	165 AAC VAR. 0 | 8	175 AAC VAR. 1 | 1	178 AAC VAR. 0 | 1
180 AC VAR. 0	205 AAC 100' X 40' 5 | 38	206 AC VAR. 0 | 4	208 AAC VAR. 0 | 2	210 AC VAR. 0 | 5	245 AC VAR. 0 | 23	260 AC VAR. 0 | 2	265 AC VAR. 1 | 2	270 AC VAR. 1 | 1
306 AC VAR. 0 | 6	335 AAC VAR. 0 | 2	345 AC VAR. 0 | 2	350 AC VAR. 0 | 4	355 AC VAR. 0 | 4	360 AC VAR. 0 | 4	505 AC 100' X 35' 1 | 3	525 AC VAR. 1 | 6	4105 AAC 100' X 60' 5 | 33
4205 AC VAR. 3 | 20	4215 AC VAR. 4 | 32	4220 AC VAR. 1 | 8	4305 AAC 100' X 50' 7 | 67	4515 AC VAR. 1 | 3	6125 AAC 50' X 100' 0 | 4	6130 AAC 200' X 25' 0 | 2	6135 AAC 50' X 100' 0 | 10	6140 AAC 200' X 25' 0 | 6

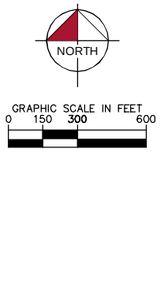
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 AC 100' X 50' 5 \| 14
  - SECTION NUMBER
  - PAVEMENT TYPE
  - TYPICAL SAMPLE UNIT INFORMATION
    FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
    RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  - NUMBER OF SAMPLE UNITS IN SECTION
  - NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 AC 100' X 50' VAR. 0 \| 6 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 108
AC: 107 PCC: 1

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

FDOT



GRAPHIC SCALE IN FEET
0 150 300 600

105 AC 100' X 50' 0 | 10	107 AC VAR. 0 | 2	110 AAC VAR. 0 | 1	112 AC VAR. 0 | 2	114 AC 100' X 50' 0 | 15	115 AAC VAR. 1 | 3	120 AAC VAR. 2 | 6	125 AC VAR. 0 | 5	134 AC VAR. 0 | 6
135 AAC 100' X 50' 2 | 5	136 AC VAR. 1 | 2	143 AC 100' X 47' 1 | 2	145 AC VAR. 0 | 7	155 AC VAR. 0 | 5	160 AAC VAR. 1 | 3	165 AAC VAR. 0 | 8	175 AAC VAR. 1 | 7	178 AAC VAR. 0 | 1
180 AC VAR. 0 | 1	205 AC 100' X 40' 5 | 39	206 AC VAR. 0 | 4	208 AAC VAR. 0 | 2	210 AC VAR. 0 | 5	245 AC VAR. 0 | 23	260 AC VAR. 0 | 2	265 AC VAR. 1 | 2	270 AC VAR. 1 | 1
306 AC VAR. 0 | 8	335 AAC VAR. 0 | 2	345 AC VAR. 0 | 2	350 AC VAR. 0 | 4	355 AC VAR. 0 | 4	360 AC VAR. 0 | 2	505 AC 100' X 35' 1 | 3	525 AC 100' X 60' 5 | 33	4105 AC VAR. 1 | 6
4205 AC VAR. 3 | 20	4215 AC VAR. 4 | 32	4220 AC VAR. 1 | 8	4305 AAC 100' X 50' 7 | 67	4515 AC VAR. 1 | 3	6125 AAC 50' X 100' 0 | 4	6130 AAC 200' X 25' 0 | 2	6135 AAC 50' X 100' 0 | 10	6140 AAC 200' X 25' 0 | 6

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW C5, TW C7, TW C8, TW C9, TW E	NEW CONSTRUCTION – AC / 4" P-401, 2" P-211, 12" P-160
2017	AP S	MILL AND OVERLAY
2017	RW 5-23	MILL AND OVERLAY / 4" MILL, 4" P-401 OVERLAY
2017	TW A, TW A6, TW B, TW C6	MILL AND OVERLAY / 2" MILL, 2" P-401 OVERLAY
2017	TW A, TW A1, TW A2, TW A3, TW A6, TW B, TW C, TW C6, TW D, TW E	RECONSTRUCTION – AC / 4" P-401, 6" P-211, 12" P-160
2018	TW E	NEW CONSTRUCTION – AC / 4" P-401, 6" P-211, 12" P-160
2018	RW 13-31, TW A	MILL AND OVERLAY
2018	RW 13-31, TW A3, TW B2, TW B3, TW D	RECONSTRUCTION – AC / 4" P-401, 6" P-211, 12" P-160
2019	AP W	NEW CONSTRUCTION – AC

LEGEND

- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019
- PROJECTS YEAR 2020
- PROJECTS YEAR 2021
- PROJECTS YEAR 2022

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

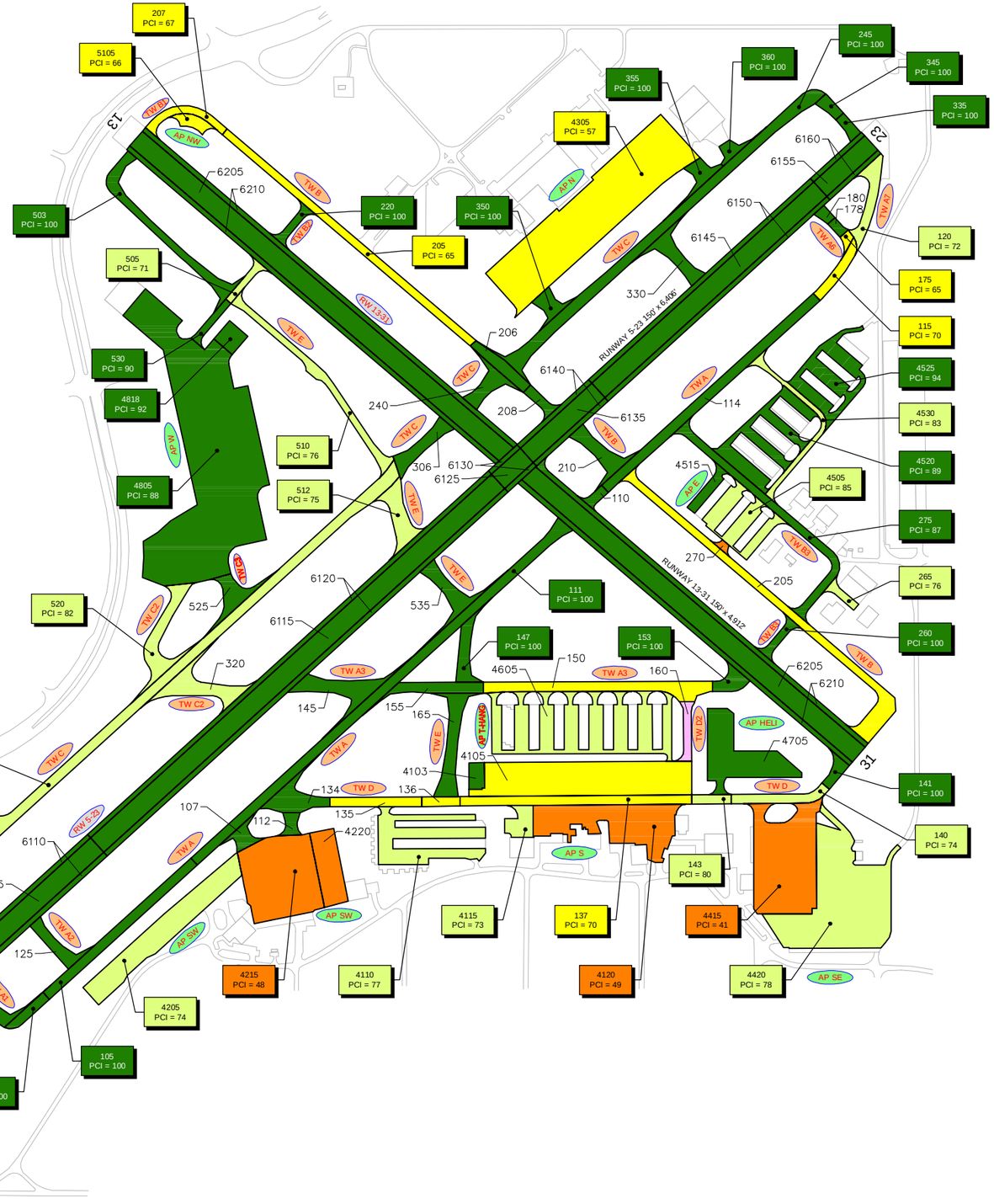
002 - AIRFIELD PAVEMENT
SYSTEM INVENTORY EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

PAGE FIELD - FMY

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

107 PCI = 100	110 PCI = 100	112 PCI = 100	114 PCI = 100	125 PCI = 100	134 PCI = 100	135 PCI = 67	136 PCI = 61	145 PCI = 100
150 PCI = 61	155 PCI = 100	160 PCI = 29	165 PCI = 100	178 PCI = 100	180 PCI = 100	206 PCI = 100	208 PCI = 100	210 PCI = 100
240 PCI = 100	270 PCI = 55	306 PCI = 100	320 PCI = 75	330 PCI = 100	525 PCI = 89	535 PCI = 100	4103 PCI = 100	4105 PCI = 69
4220 PCI = 52	4515 PCI = 90	4605 PCI = 84	4705 PCI = 87	6105 PCI = 100	6110 PCI = 100	6115 PCI = 100	6120 PCI = 100	6125 PCI = 100
6130 PCI = 100	6135 PCI = 100	6140 PCI = 100	6145 PCI = 100	6150 PCI = 100	6155 PCI = 100	6160 PCI = 100	6205 PCI = 100	6210 PCI = 100

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.

003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report 2019

Statewide Airfield Pavement Management Program

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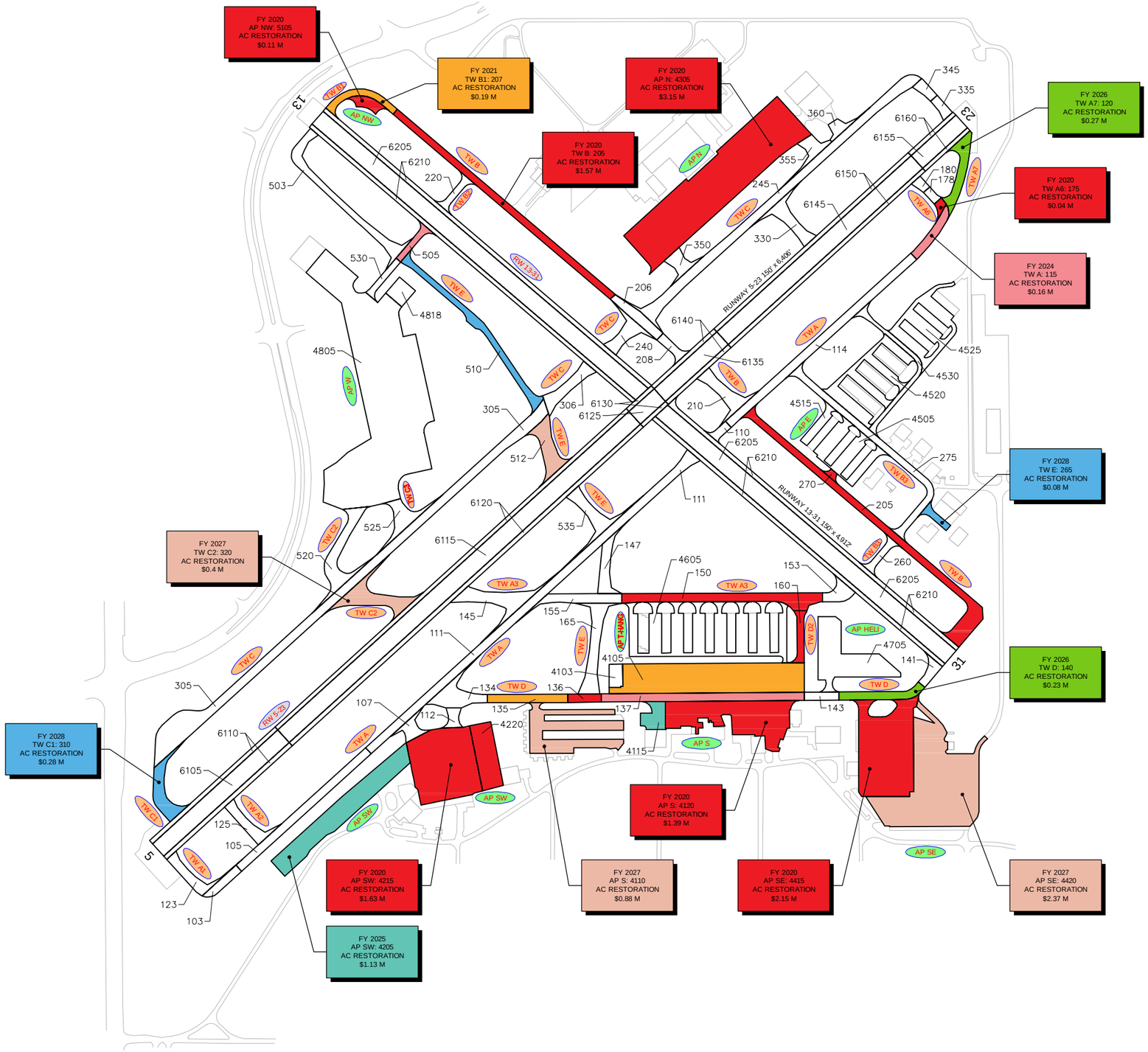
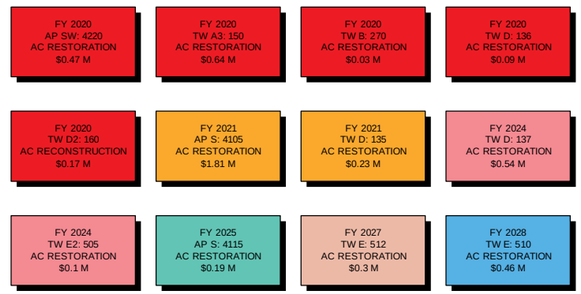




LEGEND

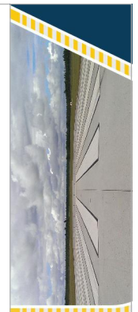
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029

"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.



004- AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report

2019

Statewide Airfield Pavement Management Program

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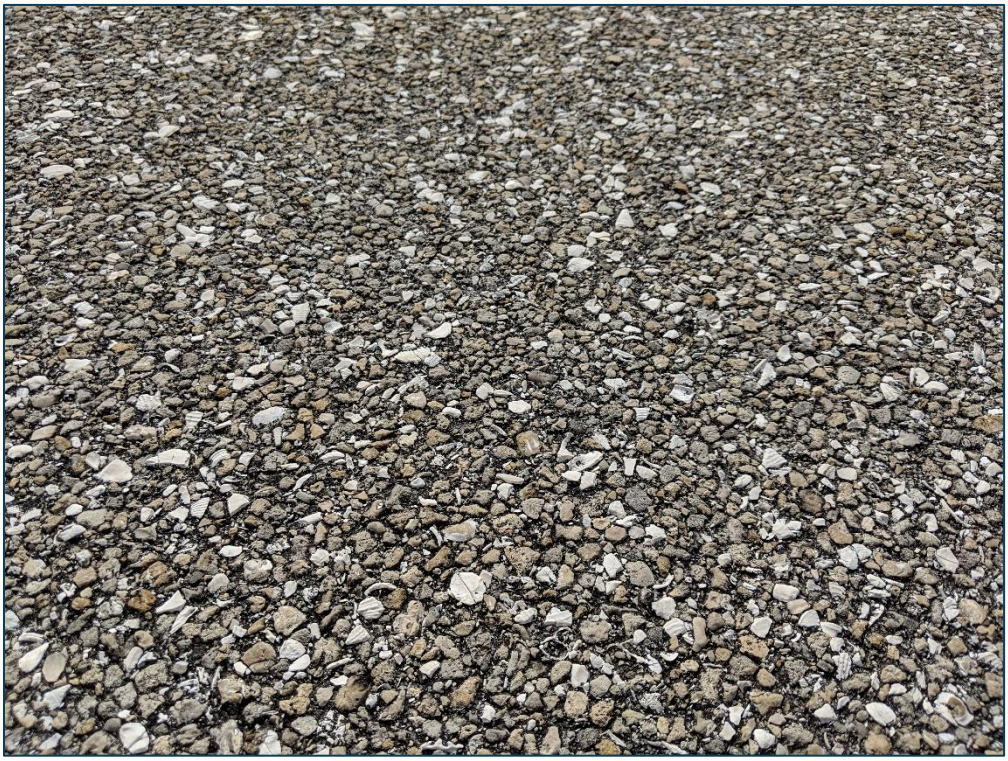
FDOT

Appendix D

Inspection Photograph Documentation

TW B, Section 205, Sample Unit 146 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering



TW C, Section 305, Sample Unit 213 – Low and Medium Severity (57) Weathering

TW D, Section 136, Sample Unit 122 - Low and Medium Severity (48) Longitudinal & Transverse Cracking, Low and Medium Severity (52) Raveling

AP W, Section 4805, Sample Unit 302 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

AP N, Section 4305, Sample Unit 502 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (56) Swelling

AP S, Section 4120, Sample Unit 103 - Medium Severity (43) Block Cracking and Low Severity (52) Raveling

AP SE, Section 4415, Sample Unit 102 - Low and Medium Severity (43) Block Cracking and Low and Medium Severity (52) Raveling

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 11/30/2018

Network: FMY **Name:** PAGE FIELD

Branch: AP E **Name:** EAST APRON - T-HANGARS **Use:** APRON **Area:** 243,550 SqFt

Section: 4505 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 58,570 SqFt **Length:** 180 Ft **Width:** 140 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2002 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 13 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	90.00	Ft

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	123.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	4700.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP E **Name:** EAST APRON - T-HANGARS **Use:** APRON **Area:** 243,550 SqFt

Section: 4515 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 13,907 SqFt **Length:** 270 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	39.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP E **Name:** EAST APRON - T-HANGARS **Use:** APRON **Area:** 243,550 SqFt

Section: 4520 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 72,634 SqFt **Length:** 490 Ft **Width:** 300 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 15 **Surveyed:** 4

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

56	SWELLING	L	100.00	SqFt
52	RAVELING	L	500.00	SqFt
48	L & T CR	L	38.00	Ft
57	WEATHERING	L	3250.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	2.00	Ft

Sample Number: 401 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 600 **Type:** R **Area:** 5967.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	5967.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP E **Name:** EAST APRON - T-HANGARS **Use:** APRON **Area:** 243,550 SqFt

Section: 4525 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 71,383 SqFt **Length:** 345 Ft **Width:** 290 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 3205.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3205.00 SqFt

Sample Number: 301 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3750.00 SqFt

Sample Number: 403 **Type:** R **Area:** 3750.00 SqFt **PCI:** 94

Sample Comments:

57 WEATHERING L 3750.00 SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP E **Name:** EAST APRON - T-HANGARS **Use:** APRON **Area:** 243,550 SqFt

Section: 4530 of 5 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 27,056 SqFt **Length:** 910 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
56	SWELLING	L	15.00	SqFt
48	L & T CR	L	152.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP HELI **Name:** APRON HELIPAD **Use:** APRON **Area:** 93,555 SqFt

Section: 4705 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 93,555 SqFt **Length:** 765 Ft **Width:** 135 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5012.00 SqFt **PCI:** 85

Sample Comments:

57	WEATHERING	L	4511.00	SqFt
52	RAVELING	L	501.00	SqFt

Sample Number: 200 **Type:** R **Area:** 6750.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	50.00	Ft
57	WEATHERING	L	6412.00	SqFt
52	RAVELING	L	338.00	SqFt

Sample Number: 500 **Type:** R **Area:** 6750.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	6750.00	SqFt
45	DEPRESSION	L	30.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP N **Name:** NORTH APRON **Use:** APRON **Area:** 331,560 SqFt

Section: 4305 of 1 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 331,560 SqFt **Length:** 1,225 Ft **Width:** 272 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1974	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 7/1/2013	**Work Type:** Surface Seal - Rejuvenating	**Code:** SS-RE	**Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 67 **Surveyed:** 7

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 207 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

57	WEATHERING	M	4500.00	SqFt
56	SWELLING	L	250.00	SqFt
52	RAVELING	L	500.00	SqFt
48	L & T CR	L	738.00	Ft

Sample Number: 211 **Type:** R **Area:** 6235.00 SqFt **PCI:** 65

Sample Comments:

57	WEATHERING	M	5611.00	SqFt
52	RAVELING	L	624.00	SqFt
48	L & T CR	L	443.00	Ft
56	SWELLING	L	225.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

52	RAVELING	L	500.00	SqFt
48	L & T CR	L	494.00	Ft
56	SWELLING	L	350.00	SqFt
57	WEATHERING	M	4500.00	SqFt
56	SWELLING	M	50.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt
48	L & T CR	L	800.00	Ft
56	SWELLING	L	750.00	SqFt

Sample Number: 502 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	884.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	M	100.00	SqFt
56	SWELLING	L	500.00	SqFt

Sample Number: 509 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	500.00	SqFt
56	SWELLING	M	25.00	SqFt
48	L & T CR	L	689.00	Ft

Sample Number: 511 **Type:** R **Area:** 6235.00 SqFt **PCI:** 64

Sample Comments:

52	RAVELING	L	6235.00	SqFt
56	SWELLING	L	312.00	SqFt
48	L & T CR	L	603.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP NW **Name:** NORTHWEST RUN-UP APRON FOR RW 13 **Use:** APRON **Area:** 11,434 SqFt

Section: 5105 of 1 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 11,434 SqFt **Length:** 160 Ft **Width:** 60 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5390.00 SqFt **PCI:** 66

Sample Comments:

52	RAVELING	L	3300.00	SqFt
57	WEATHERING	L	2090.00	SqFt
56	SWELLING	L	34.00	SqFt
48	L & T CR	L	506.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 445,721 SqFt

Section: 4103 of 5 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 10,944 SqFt **Length:** 138 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 42 **Surveyed:** 5

Conditions: **PCI:** 74 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

43	BLOCK CRACKING	L	3400.00	SqFt
52	RAVELING	L	3400.00	SqFt
52	RAVELING	L	80.00	SqFt
57	WEATHERING	L	1520.00	SqFt
56	SWELLING	L	86.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	94.00	Ft

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	96.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 206 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	118.00	Ft
56	SWELLING	L	5.00	SqFt
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 309 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 445,721 SqFt

Section: 4105 of 5 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** C9N59-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 190,656 SqFt **Length:** 1,072 Ft **Width:** 175 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 33 **Surveyed:** 5

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	4080.00	SqFt
52	RAVELING	L	4080.00	SqFt
56	SWELLING	L	204.00	SqFt
57	WEATHERING	L	1920.00	SqFt
48	L & T CR	L	89.00	Ft

Sample Number: 110 **Type:** R **Area:** 4320.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	175.00	Ft
57	WEATHERING	L	4104.00	SqFt
52	RAVELING	L	216.00	SqFt

Sample Number: 206 **Type:** R **Area:** 6000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	155.00	Ft
57	WEATHERING	L	5700.00	SqFt
52	RAVELING	L	300.00	SqFt
56	SWELLING	L	60.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5500.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	275.00	SqFt
48	L & T CR	L	364.00	Ft
57	WEATHERING	L	5225.00	SqFt
56	SWELLING	L	7.00	SqFt

Sample Number: 309 **Type:** R **Area:** 5500.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	315.00	Ft
52	RAVELING	L	550.00	SqFt
57	WEATHERING	L	4950.00	SqFt
45	DEPRESSION	L	15.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 445,721 SqFt

Section: 4110 of 5 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 92,757 SqFt **Length:** 255 Ft **Width:** 530 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	M	18.00	Ft
52	RAVELING	L	250.00	SqFt
48	L & T CR	L	91.00	Ft
57	WEATHERING	L	4750.00	SqFt
56	SWELLING	L	25.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5800.00 SqFt **PCI:** 74

Sample Comments:

52	RAVELING	L	290.00	SqFt
57	WEATHERING	L	5510.00	SqFt
56	SWELLING	L	150.00	SqFt
48	L & T CR	L	190.00	Ft

Sample Number: 502 **Type:** R **Area:** 3000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	2850.00	SqFt
52	RAVELING	L	150.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 445,721 SqFt

Section: 4115 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 19,731 SqFt **Length:** 165 Ft **Width:** 147 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4609.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	M	4609.00	SqFt
56	SWELLING	L	6.00	SqFt
48	L & T CR	L	185.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 445,721 SqFt

Section: 4120 of 5 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** FDOT-SAPMP-RL-AP-AAC **Zone:** **Category:** **Rank:** P

Area: 131,633 SqFt **Length:** 790 Ft **Width:** 160 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1970 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 27 **Surveyed:** 3

Conditions: **PCI:** 49

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

43	BLOCK CR	M	5000.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	M	1400.00	SqFt
48	L & T CR	M	50.00	Ft
52	RAVELING	L	3600.00	SqFt
43	BLOCK CR	M	3600.00	SqFt
43	BLOCK CR	L	700.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4750.00	SqFt
48	L & T CR	L	61.00	Ft
56	SWELLING	L	5.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP SE **Name:** SOUTH & SE APRONS **Use:** APRON **Area:** 421,791 SqFt

Section: 4415 of 2 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** FDOT-SAPMP-RL-AP-AAC **Zone:** **Category:** **Rank:** P

Area: 172,279 SqFt **Length:** 525 Ft **Width:** 323 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 32 **Surveyed:** 5

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
52	RAVELING	L	4500.00	SqFt
56	SWELLING	L	100.00	SqFt
43	BLOCK CR	M	2000.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
56	SWELLING	L	100.00	SqFt
52	RAVELING	L	4500.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 210 **Type:** R **Area:** 5200.00 SqFt **PCI:** 37

Sample Comments:

56	SWELLING	L	50.00	SqFt
43	BLOCK CR	M	1800.00	SqFt
52	RAVELING	L	4700.00	SqFt
43	BLOCK CR	L	3400.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 303 **Type:** R **Area:** 6180.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	5562.00	SqFt
52	RAVELING	L	5680.00	SqFt
43	BLOCK CR	M	618.00	SqFt
56	SWELLING	L	150.00	SqFt
52	RAVELING	M	500.00	SqFt

Sample Number: 308 **Type:** R **Area:** 6180.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CR	L	6180.00	SqFt
52	RAVELING	L	5680.00	SqFt
56	SWELLING	L	250.00	SqFt
52	RAVELING	M	500.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP SE **Name:** SOUTH & SE APRONS **Use:** APRON **Area:** 421,791 SqFt

Section: 4420 of 2 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 249,512 SqFt **Length:** 648 Ft **Width:** 385 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 51 **Surveyed:** 6

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 311 **Type:** R **Area:** 4800.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	25.00	Ft
57	WEATHERING	L	4800.00	SqFt

Sample Number: 413 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
52	RAVELING	L	100.00	SqFt
48	L & T CR	L	9.00	Ft

Sample Number: 504 **Type:** R **Area:** 5745.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	326.00	Ft
57	WEATHERING	L	5030.00	SqFt
56	SWELLING	L	163.00	SqFt
52	RAVELING	L	115.00	SqFt
57	WEATHERING	M	600.00	SqFt

Sample Number: 508 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

45	DEPRESSION	L	52.00	SqFt
48	L & T CR	L	2.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4950.00	SqFt

Sample Number: 610 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4000.00	SqFt
56	SWELLING	L	12.00	SqFt
48	L & T CR	L	25.00	Ft
57	WEATHERING	M	1000.00	SqFt

Sample Number: 706 **Type:** R **Area:** 5472.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	M	4897.00	SqFt
45	DEPRESSION	L	59.00	SqFt
52	RAVELING	L	575.00	SqFt
48	L & T CR	L	16.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP SW **Name:** SW FBO APRON **Use:** APRON **Area:** 323,767 SqFt

Section: 4205 of 3 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** P

Area: 118,829 SqFt **Length:** 120 Ft **Width:** 1,046 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 20 **Surveyed:** 3

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6968.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	100.00	Ft
57	WEATHERING	L	5568.00	SqFt
52	RAVELING	L	1400.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5080.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	35.00	Ft
52	RAVELING	L	2540.00	SqFt
57	WEATHERING	L	2540.00	SqFt

Sample Number: 204 **Type:** R **Area:** 6059.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	L	4241.00	SqFt
52	RAVELING	L	1818.00	SqFt
48	L & T CR	L	18.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: AP SW **Name:** SW FBO APRON **Use:** APRON **Area:** 323,767 SqFt

Section: 4215 of 3 **From:** - **To:** - **Last Const.:** 1/1/1966

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AAC **Zone:** **Category:** **Rank:** P

Area: 155,867 SqFt **Length:** 424 Ft **Width:** 386 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 32 **Surveyed:** 4

Conditions: **PCI:** 48

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

52	RAVELING	M	250.00	SqFt
56	SWELLING	L	202.00	SqFt
43	BLOCK CR	L	5000.00	SqFt
52	RAVELING	L	4750.00	SqFt

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

56	SWELLING	L	62.00	SqFt
43	BLOCK CR	L	4750.00	SqFt
52	RAVELING	L	4750.00	SqFt
52	RAVELING	M	250.00	SqFt
43	BLOCK CR	M	250.00	SqFt

Sample Number: 403 **Type:** R **Area:** 3250.00 SqFt **PCI:** 41

Sample Comments:

56	SWELLING	L	240.00	SqFt
52	RAVELING	L	3087.00	SqFt
43	BLOCK CR	M	325.00	SqFt
52	RAVELING	M	163.00	SqFt
43	BLOCK CR	L	2925.00	SqFt

Sample Number: 450 **Type:** R **Area:** 5317.00 SqFt **PCI:** 54

Sample Comments:

57	WEATHERING	L	4217.00	SqFt
52	RAVELING	L	1100.00	SqFt
48	L & T CR	L	524.00	Ft
48	L & T CR	M	98.00	Ft
56	SWELLING	L	50.00	SqFt
43	BLOCK CR	M	280.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP SW **Name:** SW FBO APRON **Use:** APRON **Area:** 323,767 SqFt

Section: 4220 of 3 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AAC **Zone:** **Category:** **Rank:** P

Area: 49,071 SqFt **Length:** 392 Ft **Width:** 127 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 404 **Type:** R **Area:** 6330.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	6330.00	SqFt
52	RAVELING	L	6013.00	SqFt
52	RAVELING	M	317.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP T-HANG **Name:** APRON T-HANG **Use:** APRON **Area:** 169,083 SqFt

Section: 4605 of 1 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** C9N59-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 169,083 SqFt **Length:** 2,568 Ft **Width:** 75 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2006 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 36 **Surveyed:** 5

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3608.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	3208.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 206 **Type:** R **Area:** 5250.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	4700.00	SqFt
57	WEATHERING	M	550.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5250.00 SqFt **PCI:** 81

Sample Comments:

57	WEATHERING	L	4700.00	SqFt
48	L & T CR	L	8.00	Ft
45	DEPRESSION	L	38.00	SqFt
57	WEATHERING	M	550.00	SqFt

Sample Number: 310 **Type:** R **Area:** 5250.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	2550.00	SqFt
57	WEATHERING	M	2700.00	SqFt

Sample Number: 314 **Type:** R **Area:** 3380.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3380.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP W **Name:** APRON WEST **Use:** APRON **Area:** 560,890 SqFt

Section: 4805 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** FDOT-SAPMP-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 545,226 SqFt **Length:** 1,519 Ft **Width:** 388 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2013 **Work Type:** Surface Seal - Rejuvenating **Code:** SS-RE **Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 113 **Surveyed:** 10

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

52	RAVELING	L	25.00	SqFt
48	L & T CR	L	160.00	Ft
57	WEATHERING	L	4975.00	SqFt

Sample Number: 451 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	120.00	Ft
57	WEATHERING	L	4980.00	SqFt
52	RAVELING	L	20.00	SqFt

Sample Number: 456 **Type:** R **Area:** 3800.00 SqFt **PCI:** 92

Sample Comments:

57	WEATHERING	L	3800.00	SqFt
49	OIL SPILLAGE	N	6.00	SqFt

Sample Number: 510 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

57	WEATHERING	L	4900.00	SqFt
48	L & T CR	L	26.00	Ft
52	RAVELING	L	100.00	SqFt

Sample Number: 603 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	L	4990.00	SqFt
49	OIL SPILLAGE	N	10.00	SqFt
52	RAVELING	L	10.00	SqFt

Sample Number: 607 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 655 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 709 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	4985.00	SqFt
48	L & T CR	L	8.00	Ft
52	RAVELING	L	15.00	SqFt

Sample Number: 756 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

57	WEATHERING	L	4988.00	SqFt
52	RAVELING	L	12.00	SqFt

Sample Number: 850 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: AP W **Name:** APRON WEST **Use:** APRON **Area:** 560,890 SqFt

Section: 4818 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** FDOT-SAPMP-RL-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 15,664 SqFt **Length:** 125 Ft **Width:** 125 Ft

Slabs: 100 **Slab Length:** 13 Ft **Slab Width:** 13 Ft **Joint Length:** 2,250 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 900 **Type:** R **Area:** 25.00 Slabs **PCI:** 92

Sample Comments:

73	SHRINKAGE CR	N	12.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Network: FMY **Name:** PAGE FIELD

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 714,833 SqFt

Section: 6205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AC **Zone:** **Category:** **Rank:** P

Area: 476,075 SqFt **Length:** 4,795 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 95 **Surveyed:** 21

Conditions: **PCI:** 65 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	36.00	Ft
52	RAVELING	L	3000.00	SqFt
52	RAVELING	M	600.00	SqFt

Sample Number: 307 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	250.00	SqFt

Sample Number: 314 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	78.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	114.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 325 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
52	RAVELING	L	5000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	175.00	Ft

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft

56	SWELLING	L	5.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 334 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	231.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
56	SWELLING	L	25.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 340 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	70.00	SqFt

Sample Number: 343 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	562.00	Ft
53	RUTTING	L	100.00	SqFt
52	RAVELING	L	1300.00	SqFt
57	WEATHERING	M	3700.00	SqFt

Sample Number: 344 **Type:** R **Area:** 4306.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	256.00	Ft
56	SWELLING	L	19.00	SqFt
56	SWELLING	L	68.00	SqFt
52	RAVELING	L	600.00	SqFt
57	WEATHERING	M	3706.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	290.00	Ft
56	SWELLING	L	550.00	SqFt
52	RAVELING	L	650.00	SqFt
57	WEATHERING	M	4350.00	SqFt

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CRACKING	L	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	259.00	Ft
56	SWELLING	L	10.00	SqFt
52	RAVELING	L	3750.00	SqFt
57	WEATHERING	M	1250.00	SqFt

Sample Number: 363 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

43	BLOCK CRACKING	L	700.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	M	3500.00	SqFt

Sample Number: 366 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	156.00	Ft
52	RAVELING	L	1600.00	SqFt

56	SWELLING	L	5.00	SqFt
57	WEATHERING	M	3400.00	SqFt

Sample Number: 370 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

43	BLOCK CRACKING	L	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft
43	BLOCK CRACKING	L	350.00	SqFt
52	RAVELING	L	1700.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	3300.00	SqFt

Sample Number: 377 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00	Ft
56	SWELLING	L	600.00	SqFt
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Sample Number: 381 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	122.00	Ft
56	SWELLING	L	250.00	SqFt
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Sample Number: 385 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	145.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Sample Number: 391 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	440.00	Ft
56	SWELLING	L	550.00	SqFt
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	M	3250.00	SqFt

Sample Number: 394 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	322.00	Ft
56	SWELLING	L	500.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 397 **Type:** R **Area:** 5982.00 SqFt **PCI:** 64

Sample Comments:

56	SWELLING	L	350.00	SqFt
52	RAVELING	L	5982.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	123.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 714,833 SqFt

Section: 6210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 238,758 SqFt **Length:** 9,593 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 48 **Surveyed:** 8

Conditions: **PCI:** 55 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

43	BLOCK CRACKING	M	637.00	SqFt
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft
43	BLOCK CRACKING	L	1963.00	SqFt
43	BLOCK CRACKING	L	195.00	SqFt
56	SWELLING	L	15.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CRACKING	L	4900.00	SqFt
52	RAVELING	L	2940.00	SqFt
50	PATCHING	L	100.00	SqFt
57	WEATHERING	M	1960.00	SqFt

Sample Number: 180 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	557.00	Ft
52	RAVELING	L	1224.00	SqFt
57	WEATHERING	M	3776.00	SqFt

Sample Number: 504 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.00	Ft
43	BLOCK CRACKING	L	1944.00	SqFt
43	BLOCK CRACKING	L	1104.00	SqFt
52	RAVELING	L	5000.00	SqFt

Sample Number: 536 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	169.00	Ft
43	BLOCK CRACKING	L	700.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	61.00	Ft
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	4500.00	SqFt
56	SWELLING	M	1.00	SqFt
56	SWELLING	L	86.00	SqFt

Sample Number: 548 **Type:** R **Area:** 5399.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.00	Ft
56	SWELLING	M	58.00	SqFt
52	RAVELING	L	217.00	SqFt
57	WEATHERING	M	5165.00	SqFt
56	SWELLING	L	17.00	SqFt

Sample Number: 568 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CRACKING	L	3436.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	9.00	Ft
43	BLOCK CRACKING	M	1375.00	SqFt
52	RAVELING	L	3000.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 588 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	726.00	Ft
43	BLOCK CRACKING	L	800.00	SqFt
52	RAVELING	L	800.00	SqFt
52	RAVELING	L	210.00	SqFt
57	WEATHERING	M	3990.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6105 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 100,000 SqFt **Length:** 1,000 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1976 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 20 **Surveyed:** 5

Conditions: **PCI:** 50 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	170.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	M	1250.00	SqFt
57	WEATHERING	L	3750.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	410.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
56	SWELLING	L	104.00	SqFt
56	SWELLING	M	50.00	SqFt
57	WEATHERING	M	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Sample Number: 311 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

56	SWELLING	M	20.00	SqFt
52	RAVELING	L	3600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	1150.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	483.00	Ft
57	WEATHERING	M	1400.00	SqFt

Sample Number: 315 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

56	SWELLING	M	150.00	SqFt
56	SWELLING	M	85.00	SqFt
57	WEATHERING	M	2500.00	SqFt
57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	4.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	665.00	Ft

Sample Number: 318 **Type:** R **Area:** 5000.00 SqFt **PCI:** 35

Sample Comments:

56	SWELLING	L	130.00	SqFt
56	SWELLING	M	65.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	1202.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	58.00	Ft
57	WEATHERING	M	2425.00	SqFt
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	2425.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6110 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 2,000 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1976 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 57 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.00	Ft
56	SWELLING	L	116.00	SqFt
52	RAVELING	L	1740.00	SqFt
57	WEATHERING	M	600.00	SqFt
57	WEATHERING	L	2660.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	232.00	Ft

Sample Number: 516 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

52	RAVELING	M	108.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	369.00	Ft
56	SWELLING	L	50.00	SqFt
56	SWELLING	M	48.00	SqFt
52	RAVELING	M	600.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6115 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 280,000 SqFt **Length:** 2,800 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1976 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 56 **Surveyed:** 12

Conditions: **PCI:** 51 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 321 **Type:** R **Area:** 5000.00 SqFt **PCI:** 50

Sample Comments:

56	SWELLING	M	38.00	SqFt
56	SWELLING	L	50.00	SqFt
52	RAVELING	L	120.00	SqFt
57	WEATHERING	M	2440.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	487.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	68.00	Ft
57	WEATHERING	L	2440.00	SqFt

Sample Number: 326 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

56	SWELLING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	12.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	617.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	2400.00	SqFt
57	WEATHERING	L	2400.00	SqFt
56	SWELLING	M	25.00	SqFt

Sample Number: 331 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

52	RAVELING	M	1300.00	SqFt
56	SWELLING	M	36.00	SqFt
56	SWELLING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	355.00	Ft
52	RAVELING	L	200.00	SqFt

Sample Number: 336 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

56	SWELLING	M	48.00	SqFt
56	SWELLING	L	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	415.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	151.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	M	2125.00	SqFt
57	WEATHERING	L	2125.00	SqFt

Sample Number: 341 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

56	SWELLING	M	21.00	SqFt
56	SWELLING	L	50.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	462.00	Ft
52	RAVELING	M	144.00	SqFt
52	RAVELING	L	950.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	110.00	Ft

Sample Number: 346 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

56	SWELLING	M	49.00	SqFt
56	SWELLING	L	50.00	SqFt
52	RAVELING	L	800.00	SqFt
57	WEATHERING	M	2100.00	SqFt
57	WEATHERING	L	2100.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	522.00	Ft

Sample Number: 351 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

52	RAVELING	M	264.00	SqFt
56	SWELLING	M	90.00	SqFt
56	SWELLING	H	15.00	SqFt
56	SWELLING	L	100.00	SqFt
52	RAVELING	L	16.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	493.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.00	Ft

Sample Number: 356 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

56	SWELLING	M	95.00	SqFt
56	SWELLING	L	50.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	M	2000.00	SqFt
57	WEATHERING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	540.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	75.00	Ft

Sample Number: 361 **Type:** R **Area:** 5000.00 SqFt **PCI:** 47

Sample Comments:

56	SWELLING	M	23.00	SqFt
56	SWELLING	L	25.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	H	20.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	25.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	727.00	Ft
52	RAVELING	L	750.00	SqFt
57	WEATHERING	M	2125.00	SqFt
57	WEATHERING	L	2125.00	SqFt

Sample Number: 366 **Type:** R **Area:** 5000.00 SqFt **PCI:** 41

Sample Comments:

56	SWELLING	M	103.00	SqFt
56	SWELLING	H	18.00	SqFt
56	SWELLING	L	100.00	SqFt
52	RAVELING	L	500.00	SqFt
57	WEATHERING	M	2250.00	SqFt
57	WEATHERING	L	2250.00	SqFt
48	LONGITUDINAL/TRANSVERSE	L	603.00	Ft

	CRACKING			

Sample Number: 371 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	548.00	Ft
56	SWELLING	L	26.00	SqFt

Sample Number: 375 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

56	SWELLING	L	3.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00	Ft
56	SWELLING	L	8.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6120 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 140,000 SqFt **Length:** 5,581 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 28 **Surveyed:** 5

Conditions: **PCI:** 63 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

52	RAVELING	M	330.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	480.00	Ft
56	SWELLING	L	80.00	SqFt
56	SWELLING	M	45.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft
52	RAVELING	M	600.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	M	366.00	SqFt
56	SWELLING	L	16.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

56	SWELLING	M	30.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	M	3500.00	SqFt
57	WEATHERING	L	2500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	327.00	Ft

Sample Number: 532 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

52	RAVELING	M	525.00	SqFt
52	RAVELING	M	600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	35.00	Ft
56	SWELLING	M	13.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft

Sample Number: 552 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	258.00	Ft
56	SWELLING	M	52.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	M	2400.00	SqFt

52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	2400.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6125 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 20,000 SqFt **Length:** 200 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 58 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 378 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

52	RAVELING	L	480.00	SqFt
52	RAVELING	L	904.00	SqFt
57	WEATHERING	L	3616.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	338.00	Ft
56	SWELLING	M	50.00	SqFt
56	SWELLING	L	450.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6130 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 10,000 SqFt **Length:** 400 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 59 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 176 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	605.00	Ft
56	SWELLING	M	81.00	SqFt
56	SWELLING	L	20.00	SqFt
52	RAVELING	L	600.00	SqFt
52	RAVELING	L	152.00	SqFt
52	RAVELING	L	850.00	SqFt
57	WEATHERING	L	3398.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6135 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 50,000 SqFt **Length:** 500 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 53 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 382 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00	Ft
56	SWELLING	L	30.00	SqFt
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt

Sample Number: 386 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

56	SWELLING	M	200.00	SqFt
56	SWELLING	H	8.00	SqFt
52	RAVELING	L	2250.00	SqFt
57	WEATHERING	M	2750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	725.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	16.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6140 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 25,000 SqFt **Length:** 1,000 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 66 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 180 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft
56	SWELLING	L	32.00	SqFt
52	RAVELING	L	700.00	SqFt
56	SWELLING	L	76.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00	Ft
52	RAVELING	L	860.00	SqFt
57	WEATHERING	L	3440.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft

Sample Number: 584 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

56	SWELLING	L	81.00	SqFt
52	RAVELING	M	600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	413.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6145 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 155,000 SqFt **Length:** 1,550 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 31 **Surveyed:** 7

Conditions: **PCI:** 51 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 390 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

56	SWELLING	L	304.00	SqFt
56	SWELLING	M	50.00	SqFt
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	M	3500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	758.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft

Sample Number: 397 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	377.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	5.00	Ft
52	RAVELING	L	1500.00	SqFt
56	SWELLING	M	78.00	SqFt
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	M	2000.00	SqFt

Sample Number: 401 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

56	SWELLING	M	93.00	SqFt
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	M	3500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	577.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft

Sample Number: 405 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

56	SWELLING	M	60.00	SqFt
56	SWELLING	L	30.00	SqFt
52	RAVELING	L	1550.00	SqFt
57	WEATHERING	M	3450.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	272.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft

Sample Number: 413 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

56	SWELLING	M	97.00	SqFt
52	RAVELING	L	1400.00	SqFt
57	WEATHERING	M	3600.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	488.00	Ft

Sample Number: 416 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

56	SWELLING	M	31.00	SqFt
52	RAVELING	L	1584.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	346.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	240.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	60.00	Ft
57	WEATHERING	M	3416.00	SqFt

Sample Number: 419 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

52	RAVELING	L	1000.00	SqFt
52	RAVELING	L	2088.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	245.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	20.00	Ft
57	WEATHERING	M	1912.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6150 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 77,500 SqFt **Length:** 3,100 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1966	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 16 **Surveyed:** 5

Conditions: **PCI:** 58 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 196 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

52	RAVELING	M	2250.00	SqFt
52	RAVELING	M	600.00	SqFt
56	SWELLING	L	4.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	370.00	Ft

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

56	SWELLING	M	35.00	SqFt
56	SWELLING	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	203.00	Ft
52	RAVELING	M	600.00	SqFt

Sample Number: 216 **Type:** R **Area:** 6250.00 SqFt **PCI:** 47

Sample Comments:

56	SWELLING	L	6.00	SqFt
52	RAVELING	M	600.00	SqFt
52	RAVELING	M	2580.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	451.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	122.00	Ft

Sample Number: 592 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

56	SWELLING	L	13.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	234.00	Ft
52	RAVELING	M	600.00	SqFt

Sample Number: 608 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

56	SWELLING	M	32.00	SqFt
52	RAVELING	M	600.00	SqFt
52	RAVELING	M	300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6155 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 35,600 SqFt **Length:** 356 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1976 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 59 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 422 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

56	SWELLING	L	137.00	SqFt
56	SWELLING	L	100.00	SqFt
52	RAVELING	L	1150.00	SqFt
57	WEATHERING	M	3850.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	680.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	106.00	Ft

Sample Number: 425 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	208.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	128.00	Ft
56	SWELLING	L	60.00	SqFt
56	SWELLING	L	65.00	SqFt
57	WEATHERING	M	5000.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 960,900 SqFt

Section: 6160 of 12 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-RW-AAC **Zone:** **Category:** **Rank:** P

Area: 17,800 SqFt **Length:** 712 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1976	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 66 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 624 **Type:** R **Area:** 5150.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft
56	SWELLING	L	25.00	SqFt
56	SWELLING	M	29.00	SqFt
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	2525.00	SqFt
57	WEATHERING	L	2525.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 103 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,403 SqFt **Length:** 271 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 70 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6383.00 SqFt **PCI:**

Sample Comments:

56	SWELLING	L	41.00	SqFt
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	6283.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	558.00	Ft

Sample Number: 109 **Type:** R **Area:** 5028.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	344.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4828.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5003.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	M	4928.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 105 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 51,700 SqFt **Length:** 1,034 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 70 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6383.00 SqFt **PCI:** 68

Sample Comments:

56	SWELLING	L	41.00	SqFt
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	6283.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	558.00	Ft

Sample Number: 109 **Type:** R **Area:** 5028.00 SqFt **PCI:** 70

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	344.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4828.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5003.00 SqFt **PCI:** 71

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	M	4928.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 107 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,878 SqFt **Length:** 107 Ft **Width:** 87 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** REPAIR	**Code:** IMPORTED	**Is Major M&R:** False
Work Date: 1/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 74 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 551 **Type:** R **Area:** 3965.00 SqFt **PCI:** 74

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	143.00	Ft
52	RAVELING	L	1190.00	SqFt
57	WEATHERING	L	2775.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 110 of 8 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AAC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 6,623 SqFt **Length:** 124 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2018	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 52 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	465.00	Ft
56	SWELLING	L	57.00	SqFt
56	SWELLING	L	20.00	SqFt
53	RUTTING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5819.00 SqFt **PCI:** 32

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	170.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft
56	SWELLING	H	200.00	SqFt
56	SWELLING	M	150.00	SqFt
56	SWELLING	M	55.00	SqFt
52	RAVELING	L	1164.00	SqFt
57	WEATHERING	M	4655.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5161.00 SqFt **PCI:** 54

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	36.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	64.00	Ft
56	SWELLING	M	185.00	SqFt

52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	5061.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.00	Ft
56	SWELLING	M	300.00	SqFt
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4800.00	SqFt
56	SWELLING	L	7.00	SqFt
56	SWELLING	M	16.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 111 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 132,526 SqFt **Length:** 2,597 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 52 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	465.00	Ft
56	SWELLING	L	57.00	SqFt
56	SWELLING	L	20.00	SqFt
53	RUTTING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5819.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	170.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft
56	SWELLING	H	200.00	SqFt
56	SWELLING	M	150.00	SqFt
56	SWELLING	M	55.00	SqFt
52	RAVELING	L	1164.00	SqFt
57	WEATHERING	M	4655.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5161.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	36.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	64.00	Ft
56	SWELLING	M	185.00	SqFt

52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	5061.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.00	Ft
56	SWELLING	M	300.00	SqFt
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4800.00	SqFt
56	SWELLING	L	7.00	SqFt
56	SWELLING	M	16.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 112 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 8,688 SqFt **Length:** 116 Ft **Width:** 62 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 47 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 553 **Type:** R **Area:** 5183.00 SqFt **PCI:** 47

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	150.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	324.00	Ft
56	SWELLING	M	10.00	SqFt
56	SWELLING	L	228.00	SqFt
43	BLOCK CRACKING	L	1300.00	SqFt
52	RAVELING	M	26.00	SqFt
52	RAVELING	L	1547.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 114 of 8 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 73,900 SqFt **Length:** 1,478 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1973	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 35 **Surveyed:** 5

Conditions: **PCI:** 52 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

52	RAVELING	L	500.00	SqFt
57	WEATHERING	L	4500.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
56	SWELLING	L	20.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	465.00	Ft
56	SWELLING	L	57.00	SqFt
56	SWELLING	L	20.00	SqFt
53	RUTTING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	165.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	40.00	SqFt
57	WEATHERING	L	4500.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5819.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	170.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00	Ft
56	SWELLING	H	200.00	SqFt
56	SWELLING	M	150.00	SqFt
56	SWELLING	M	55.00	SqFt
52	RAVELING	L	1164.00	SqFt
57	WEATHERING	M	4655.00	SqFt

Sample Number: 137 **Type:** R **Area:** 5161.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	36.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	64.00	Ft
56	SWELLING	M	185.00	SqFt

52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	5061.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	162.00	Ft
56	SWELLING	M	300.00	SqFt
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4800.00	SqFt
56	SWELLING	L	7.00	SqFt
56	SWELLING	M	16.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 315,841 SqFt

Section: 115 of 8 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 17,123 SqFt **Length:** 350 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 157 **Type:** R **Area:** 5735.00 SqFt **PCI:** 70

Sample Comments:

57	WEATHERING	M	100.00	SqFt
48	L & T CR	L	366.00	Ft
52	RAVELING	L	860.00	SqFt
57	WEATHERING	L	4775.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 20,509 SqFt

Section: 123 of 1 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 20,509 SqFt **Length:** 300 Ft **Width:** 52 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 70 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 6383.00 SqFt **PCI:**

Sample Comments:

56	SWELLING	L	41.00	SqFt
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	6283.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	558.00	Ft

Sample Number: 109 **Type:** R **Area:** 5028.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	344.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	M	4828.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5003.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	M	4928.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 20,237 SqFt

Section: 125 of 1 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,237 SqFt **Length:** 300 Ft **Width:** 52 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 55 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 43

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	49.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	336.00	Ft
45	DEPRESSION	M	324.00	SqFt
56	SWELLING	L	30.00	SqFt
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	M	3750.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

50	PATCHING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	446.00	Ft
56	SWELLING	L	53.00	SqFt
57	WEATHERING	M	4964.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 149,563 SqFt

Section: 145 of 4 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 41,023 SqFt **Length:** 445 Ft **Width:** 66 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 45 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5500.00 SqFt **PCI:** 45

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	265.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	304.00	Ft
56	SWELLING	M	260.00	SqFt
56	SWELLING	L	100.00	SqFt
56	SWELLING	M	52.00	SqFt
52	RAVELING	L	1375.00	SqFt
57	WEATHERING	M	4125.00	SqFt

Sample Number: 104 **Type:** R **Area:** 5500.00 SqFt **PCI:** 45

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	200.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	517.00	Ft
56	SWELLING	L	100.00	SqFt
56	SWELLING	M	139.00	SqFt
56	SWELLING	M	38.00	SqFt
52	RAVELING	L	2750.00	SqFt
57	WEATHERING	M	2750.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 149,563 SqFt

Section: 150 of 4 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 67,098 SqFt **Length:** 1,185 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 14 **Surveyed:** 3

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 3818.00 SqFt **PCI:** 52

Sample Comments:

56	SWELLING	L	2.00	SqFt
50	PATCHING	L	1540.00	SqFt
57	WEATHERING	M	1595.00	SqFt
52	RAVELING	L	683.00	SqFt
48	L & T CR	L	194.00	Ft
48	L & T CR	M	83.00	Ft

Sample Number: 117 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

57	WEATHERING	M	4300.00	SqFt
48	L & T CR	L	233.00	Ft
56	SWELLING	L	8.00	SqFt
52	RAVELING	L	700.00	SqFt
48	L & T CR	M	151.00	Ft

Sample Number: 121 **Type:** R **Area:** 5073.00 SqFt **PCI:** 65

Sample Comments:

56	SWELLING	L	15.00	SqFt
52	RAVELING	L	700.00	SqFt
48	L & T CR	L	353.00	Ft
48	L & T CR	M	119.00	Ft
57	WEATHERING	L	4373.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 149,563 SqFt

Section: 153 of 4 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 14,735 SqFt **Length:** 175 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 130 **Type:** R **Area:** 5310.00 SqFt **PCI:** 62

Sample Comments:

45	DEPRESSION	L	15.00	SqFt
45	DEPRESSION	L	20.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	227.00	Ft
52	RAVELING	L	3717.00	SqFt
57	WEATHERING	M	1593.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 149,563 SqFt

Section: 155 of 4 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 26,707 SqFt **Length:** 438 Ft **Width:** 57 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 65 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 5709.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	152.00	Ft
56	SWELLING	M	31.00	SqFt
57	WEATHERING	M	2855.00	SqFt
57	WEATHERING	L	2854.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	286.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW A6 **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 14,160 SqFt

Section: 175 of 3 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,324 SqFt **Length:** 70 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4323.00 SqFt **PCI:** 65

Sample Comments:

45	DEPRESSION	L	77.00	SqFt
57	WEATHERING	L	3458.00	SqFt
48	L & T CR	L	326.00	Ft
52	RAVELING	L	865.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A6 **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 14,160 SqFt

Section: 178 of 3 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,732 SqFt **Length:** 93 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3062.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft
52	RAVELING	L	306.00	SqFt
57	WEATHERING	L	2756.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A6 **Name:** TAXIWAY A6 **Use:** TAXIWAY **Area:** 14,160 SqFt

Section: 180 of 3 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,104 SqFt **Length:** 85 Ft **Width:** 51 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3062.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	280.00	Ft
52	RAVELING	L	306.00	SqFt
57	WEATHERING	L	2756.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW A7 **Name:** TAXIWAY A7 **Use:** TAXIWAY **Area:** 28,228 SqFt

Section: 120 of 1 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 28,228 SqFt **Length:** 500 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 161 **Type:** R **Area:** 4843.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	L	3874.00	SqFt
52	RAVELING	L	969.00	SqFt
48	L & T CR	L	292.00	Ft

Sample Number: 162 **Type:** R **Area:** 4882.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	335.00	Ft
52	RAVELING	L	1376.00	SqFt
57	WEATHERING	L	3506.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 226,297 SqFt

Section: 205 of 5 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 165,455 SqFt **Length:** 3,490 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 39 **Surveyed:** 5

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5537.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	613.00	Ft
57	WEATHERING	M	3237.00	SqFt
52	RAVELING	L	2300.00	SqFt

Sample Number: 104 **Type:** R **Area:** 4000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	538.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	2400.00	SqFt
57	WEATHERING	M	1400.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:** 69

Sample Comments:

57	WEATHERING	M	2400.00	SqFt
48	L & T CR	L	332.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	1400.00	SqFt

Sample Number: 139 **Type:** R **Area:** 4000.00 SqFt **PCI:** 66

Sample Comments:

57	WEATHERING	M	1000.00	SqFt
57	WEATHERING	L	1000.00	SqFt
52	RAVELING	L	2000.00	SqFt
48	L & T CR	L	233.00	Ft

Sample Number: 146 **Type:** R **Area:** 6080.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	L	2432.00	SqFt
52	RAVELING	L	3648.00	SqFt
48	L & T CR	L	623.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 226,297 SqFt

Section: 206 of 5 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 20,559 SqFt **Length:** 367 Ft **Width:** 53 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 45 **Surveyed:** 6

Conditions: **PCI:** 67 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5537.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	532.00	Ft
52	RAVELING	L	2215.00	SqFt
57	WEATHERING	M	3322.00	SqFt

Sample Number: 104 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	538.00	Ft
57	WEATHERING	M	2400.00	SqFt
57	WEATHERING	L	1600.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	M	2000.00	SqFt
57	WEATHERING	L	2000.00	SqFt

Sample Number: 130 **Type:** R **Area:** 4280.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft
52	RAVELING	L	1284.00	SqFt
57	WEATHERING	L	2996.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft

Sample Number: 139 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft
52	RAVELING	L	1600.00	SqFt
57	WEATHERING	L	2400.00	SqFt

Sample Number: 146 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	600.00	Ft
52	RAVELING	L	1600.00	SqFt
57	WEATHERING	L	2400.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 226,297 SqFt

Section: 208 of 5 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 10,050 SqFt **Length:** 179 Ft **Width:** 53 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2017	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 45 **Surveyed:** 6

Conditions: **PCI:** 67 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5537.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	532.00	Ft
52	RAVELING	L	2215.00	SqFt
57	WEATHERING	M	3322.00	SqFt

Sample Number: 104 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	538.00	Ft
57	WEATHERING	M	2400.00	SqFt
57	WEATHERING	L	1600.00	SqFt

Sample Number: 114 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	200.00	Ft
57	WEATHERING	M	2000.00	SqFt
57	WEATHERING	L	2000.00	SqFt

Sample Number: 130 **Type:** R **Area:** 4280.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	334.00	Ft
52	RAVELING	L	1284.00	SqFt
57	WEATHERING	L	2996.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	180.00	Ft

Sample Number: 139 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft
52	RAVELING	L	1600.00	SqFt
57	WEATHERING	L	2400.00	SqFt

Sample Number: 146 **Type:** R **Area:** 4000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	600.00	Ft
52	RAVELING	L	1600.00	SqFt
57	WEATHERING	L	2400.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 226,297 SqFt

Section: 210 of 5 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AAC **Zone:** **Category:** **Rank:** P

Area: 27,327 SqFt **Length:** 300 Ft **Width:** 65 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1991 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 121 **Type:** R **Area:** 6054.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	330.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	300.00	Ft
56	SWELLING	L	18.00	SqFt
52	RAVELING	L	2422.00	SqFt
57	WEATHERING	L	3632.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 226,297 SqFt

Section: 270 of 5 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 2,906 SqFt **Length:** 50 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 2906.00 SqFt **PCI:** 55

Sample Comments:

52	RAVELING	L	2406.00	SqFt
48	L & T CR	L	194.00	Ft
45	DEPRESSION	L	15.00	SqFt
52	RAVELING	M	500.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 19,766 SqFt

Section: 207 of 1 **From:** - **To:** - **Last Const.:** 1/1/1997

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 19,766 SqFt **Length:** 500 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 11/14/2018 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 147 **Type:** R **Area:** 5944.00 SqFt **PCI:** 67

Sample Comments:

57	WEATHERING	M	744.00	SqFt
52	RAVELING	L	2200.00	SqFt
57	WEATHERING	L	3000.00	SqFt
48	L & T CR	L	350.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 11,346 SqFt

Section: 220 of 1 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 11,346 SqFt **Length:** 230 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 66 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5073.00 SqFt **PCI:** 66

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	329.00	Ft
52	RAVELING	L	2029.00	SqFt
52	RAVELING	M	507.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 70,565 SqFt

Section: 260 of 2 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 11,346 SqFt **Length:** 230 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5073.00 SqFt **PCI:** 68

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	363.00	Ft
52	RAVELING	L	5073.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 70,565 SqFt

Section: 275 of 2 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 59,219 SqFt **Length:** 1,400 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 4000.00 SqFt **PCI:** 89

Sample Comments:

57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	48.00	Ft

Sample Number: 212 **Type:** R **Area:** 3985.00 SqFt **PCI:** 85

Sample Comments:

54	SHOVING	L	3.00	SqFt
57	WEATHERING	L	3685.00	SqFt
52	RAVELING	L	300.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 361,190 SqFt

Section: 240 of 4 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 22,168 SqFt **Length:** 225 Ft **Width:** 65 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 6225.00 SqFt **PCI:** 68

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	307.00	Ft
52	RAVELING	L	160.00	SqFt
52	RAVELING	L	4852.00	SqFt
57	WEATHERING	L	1213.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 361,190 SqFt

Section: 245 of 4 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 121,801 SqFt **Length:** 2,130 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 72 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 5746.00 SqFt **PCI:** 72

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	385.00	Ft
52	RAVELING	L	1149.00	SqFt
57	WEATHERING	L	4597.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 361,190 SqFt

Section: 305 of 4 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 192,259 SqFt **Length:** 3,141 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 38 **Surveyed:** 4

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 213 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

57	WEATHERING	M	1000.00	SqFt
57	WEATHERING	L	4000.00	SqFt
48	L & T CR	L	177.00	Ft

Sample Number: 218 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	L	5000.00	SqFt
48	L & T CR	L	208.00	Ft

Sample Number: 226 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	156.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	47.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 361,190 SqFt

Section: 306 of 4 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 24,962 SqFt **Length:** 350 Ft **Width:** 56 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 43 **Surveyed:** 5

Conditions: **PCI:** 85 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 213 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 218 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	198.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 226 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	156.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 233 **Type:** R **Area:** 5009.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	141.00	Ft
57	WEATHERING	L	5005.00	SqFt
57	WEATHERING	M	4.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	44.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C1 **Name:** TAXIWAY C1 **Use:** TAXIWAY **Area:** 29,730 SqFt

Section: 310 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 29,730 SqFt **Length:** 235 Ft **Width:** 70 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4407.00 SqFt **PCI:** 76

Sample Comments:

52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3305.00	SqFt
57	WEATHERING	M	1002.00	SqFt
48	L & T CR	L	113.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW C2 **Name:** TAXIWAY C2 **Use:** TAXIWAY **Area:** 84,768 SqFt

Section: 320 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 42,197 SqFt **Length:** 405 Ft **Width:** 85 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5109.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	243.00	Ft
57	WEATHERING	M	5109.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C2 **Name:** TAXIWAY C2 **Use:** TAXIWAY **Area:** 84,768 SqFt

Section: 520 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 42,571 SqFt **Length:** 500 Ft **Width:** 55 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5434.00 SqFt **PCI:** 82

Sample Comments:

57	WEATHERING	M	400.00	SqFt
52	RAVELING	L	40.00	SqFt
57	WEATHERING	L	4994.00	SqFt
48	L & T CR	L	78.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW C3 **Name:** TAXIWAY C3 **Use:** TAXIWAY **Area:** 23,833 SqFt

Section: 525 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 23,833 SqFt **Length:** 135 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 3745.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	31.00	Ft
57	WEATHERING	L	3745.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C6 **Name:** TAXIWAY C6 **Use:** TAXIWAY **Area:** 16,251 SqFt

Section: 335 of 2 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 7,909 SqFt **Length:** 136 Ft **Width:** 53 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1974 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 65 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 7000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	585.00	Ft
56	SWELLING	L	5.00	SqFt
52	RAVELING	L	1400.00	SqFt
57	WEATHERING	L	5600.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5570.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	575.00	Ft
50	PATCHING	L	306.00	SqFt
50	PATCHING	L	306.00	SqFt
50	PATCHING	L	98.00	SqFt
52	RAVELING	L	972.00	SqFt
57	WEATHERING	L	3888.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW C6 **Name:** TAXIWAY C6 **Use:** TAXIWAY **Area:** 16,251 SqFt

Section: 345 of 2 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 8,342 SqFt **Length:** 135 Ft **Width:** 53 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1974 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 65 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 7000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	585.00	Ft
56	SWELLING	L	5.00	SqFt
52	RAVELING	L	1400.00	SqFt
57	WEATHERING	L	5600.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5570.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	575.00	Ft
50	PATCHING	L	306.00	SqFt
50	PATCHING	L	306.00	SqFt
50	PATCHING	L	98.00	SqFt
52	RAVELING	L	972.00	SqFt
57	WEATHERING	L	3888.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 134 of 7 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 31,481 SqFt **Length:** 320 Ft **Width:** 130 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1970	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** MILL and OVERLAY	**Code:** ML-OV	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 73 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	340.00	Ft

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	277.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 135 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 23,750 SqFt **Length:** 475 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1970 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** MILL and OVERLAY **Code:** ML-OV **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt
48	L & T CR	L	345.00	Ft

Sample Number: 126 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
52	RAVELING	L	250.00	SqFt
48	L & T CR	L	352.00	Ft
56	SWELLING	L	50.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 136 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 9,753 SqFt **Length:** 189 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 122 **Type:** R **Area:** 4750.00 SqFt **PCI:** 61

Sample Comments:

52	RAVELING	L	277.00	SqFt
52	RAVELING	M	20.00	SqFt
48	L & T CR	L	350.00	Ft
56	SWELLING	L	75.00	SqFt
48	L & T CR	M	19.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 137 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 56,400 SqFt **Length:** 1,200 Ft **Width:** 47 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1998 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 4700.00 SqFt **PCI:** 72

Sample Comments:

57	WEATHERING	L	4200.00	SqFt
52	RAVELING	L	500.00	SqFt
48	L & T CR	L	202.00	Ft
56	SWELLING	L	175.00	SqFt

Sample Number: 116 **Type:** R **Area:** 4700.00 SqFt **PCI:** 68

Sample Comments:

57	WEATHERING	L	4200.00	SqFt
56	SWELLING	L	400.00	SqFt
48	L & T CR	L	290.00	Ft
52	RAVELING	L	500.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 140 of 7 **From:** - **To:** - **Last Const.:** 1/1/1968

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 24,471 SqFt **Length:** 473 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5656.00 SqFt **PCI:** 73

Sample Comments:

57	WEATHERING	M	5656.00	SqFt
48	L & T CR	L	96.00	Ft
56	SWELLING	L	26.00	SqFt

Sample Number: 106 **Type:** R **Area:** 4700.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	129.00	Ft
57	WEATHERING	M	4700.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 141 of 7 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 10,384 SqFt **Length:** 160 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1968 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 78 **NOTE:** *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4509.00 SqFt **PCI:**

Sample Comments:

57	WEATHERING	M	4509.00	SqFt

Sample Number: 105 **Type:** R **Area:** 4800.00 SqFt **PCI:**

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	8.00	Ft
57	WEATHERING	M	4800.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 165,790 SqFt

Section: 143 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,551 SqFt **Length:** 203 Ft **Width:** 47 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1998 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4706.00 SqFt **PCI:** 80

Sample Comments:

52	RAVELING	L	235.00	SqFt
45	DEPRESSION	L	40.00	SqFt
57	WEATHERING	L	4471.00	SqFt
48	L & T CR	L	15.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW D2 **Name:** TAXIWAY D2 **Use:** TAXIWAY **Area:** 13,679 SqFt

Section: 160 of 1 **From:** - **To:** - **Last Const.:** 1/1/1977

Surface: AAC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** T

Area: 13,679 SqFt **Length:** 308 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1977 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 29

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4000.00 SqFt **PCI:** 29

Sample Comments:

41	ALLIGATOR CR	L	410.00	SqFt
43	BLOCK CR	L	2700.00	SqFt
52	RAVELING	M	1000.00	SqFt
48	L & T CR	L	75.00	Ft
52	RAVELING	L	3000.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 230,588 SqFt

Section: 165 of 7 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** C9N59-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 41,473 SqFt **Length:** 540 Ft **Width:** 55 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1977	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 1/29/2015 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 15 **NOTE:** ***** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5754.00 SqFt **PCI:** 15

Sample Comments:

45	DEPRESSION	L	147.00	SqFt
41	ALLIGATOR CRACKING	L	1145.00	SqFt
43	BLOCK CRACKING	M	1609.00	SqFt
52	RAVELING	M	5754.00	SqFt

Network: FMY **Name:** PAGE FIELD

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 230,588 SqFt

Section: 265 of 7 **From:** - **To:** - **Last Const.:** 1/1/1998

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 8,453 SqFt **Length:** 175 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments: This section was relocated on 7/21/05.

Work Date: 1/1/1998 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4853.00 SqFt **PCI:** 76

Sample Comments:

45	DEPRESSION	L	30.00	SqFt
54	SHOVING	L	10.00	SqFt
57	WEATHERING	L	4553.00	SqFt
52	RAVELING	L	300.00	SqFt
48	L & T CR	L	33.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 230,588 SqFt

Section: 510 of 7 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 48,402 SqFt **Length:** 1,142 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 403 **Type:** R **Area:** 3500.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	1500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
48	L & T CR	L	139.00	Ft

Sample Number: 408 **Type:** R **Area:** 3500.00 SqFt **PCI:** 76

Sample Comments:

57	WEATHERING	M	1500.00	SqFt
57	WEATHERING	L	2000.00	SqFt
48	L & T CR	L	79.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 230,588 SqFt

Section: 512 of 7 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 31,577 SqFt **Length:** 300 Ft **Width:** 65 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4619.00 SqFt **PCI:** 75

Sample Comments:

57	WEATHERING	M	4619.00	SqFt
48	L & T CR	L	100.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 20,308 SqFt

Section: 505 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** DEFAULT **Zone:** **Category:** **Rank:** P

Area: 10,252 SqFt **Length:** 250 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 3500.00 SqFt **PCI:** 71

Sample Comments:

57	WEATHERING	M	3465.00	SqFt
52	RAVELING	L	35.00	SqFt
48	L & T CR	L	312.00	Ft

Network: FMY **Name:** PAGE FIELD

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 20,308 SqFt

Section: 530 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** FDOT-SAPMP-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 10,056 SqFt **Length:** 250 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/14/2018 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 504 **Type:** R **Area:** 3500.00 SqFt **PCI:** 90

Sample Comments:

57	WEATHERING	L	3490.00	SqFt
52	RAVELING	L	10.00	SqFt
48	L & T CR	L	1.00	Ft