FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

ECP - Northwest Florida Beaches International Airport | *District 3*

FDOT | AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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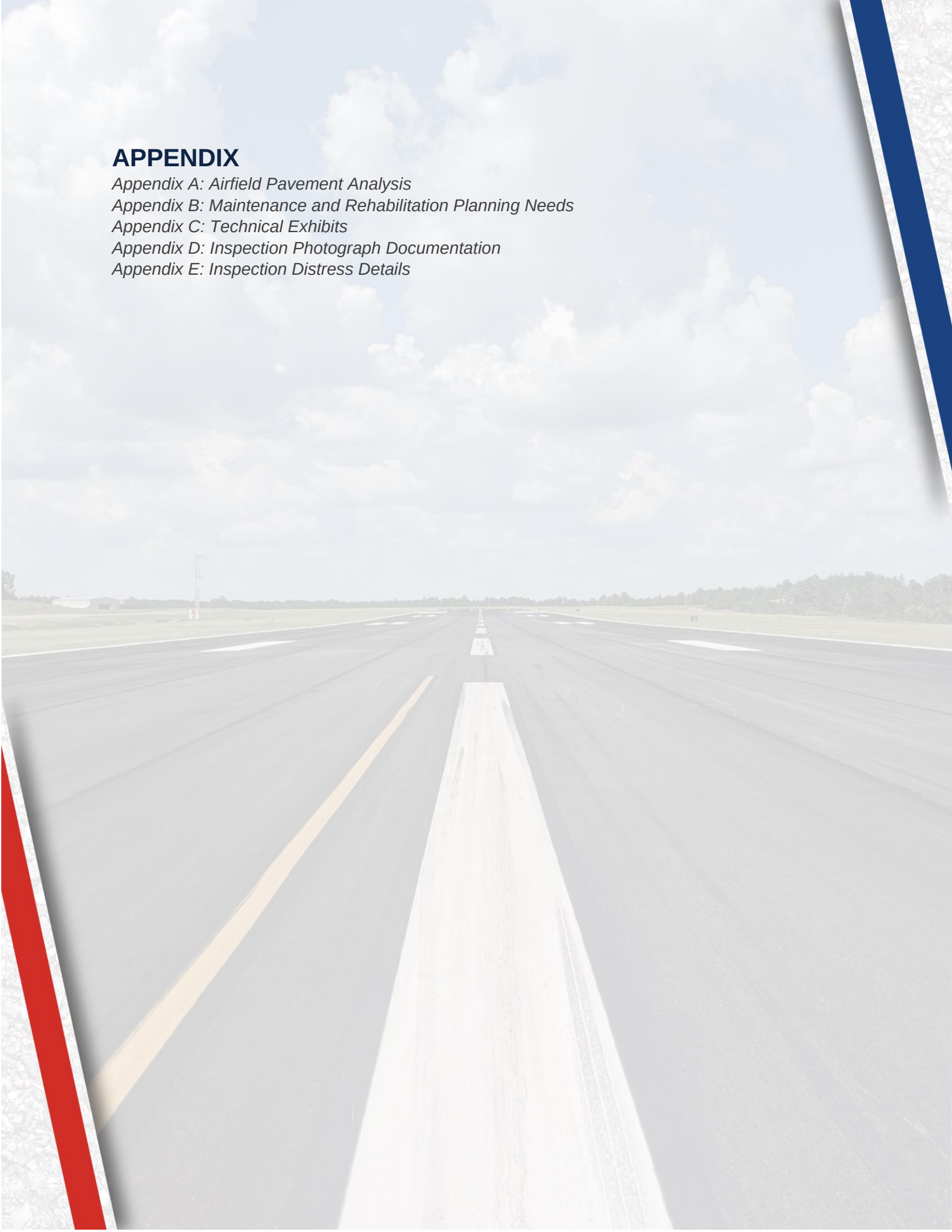

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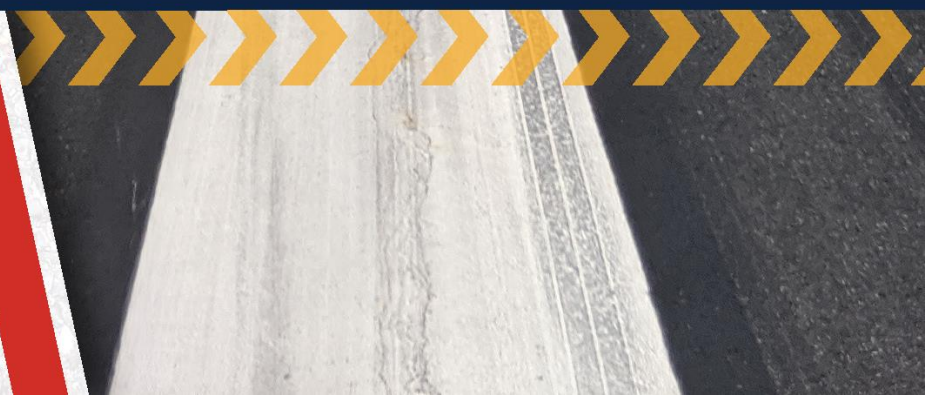


Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. Northwest Florida Beaches International Airports System Update results 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 FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program (PMP)" using the procedures documented in ASTM D5340-20 **"**Standard Test Method for Airport Pavement Condition Index Surveys".

The PCI methodology provides a means for systematically assessing pavement condition and provides an indication of the degree of maintenance, repair, rehabilitation, or reconstruction efforts required to sustain functional pavement conditions. Pavement deterioration, in accordance with ASTM D5340-20, is characterized in terms of distinct distress types, distress severity levels, and quantity of distress. This information is utilized to calculate a PCI value ranging from 0 to 100, which provides an indication of the overall condition of the pavement, with "100" indicating a pavement in new condition and "0" indicating a failed pavement section. This is graphically depicted in **Figure E.1**.

Figure E.1: PCI Rating

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

Current Pavement Conditions

In March 2022, approximately 4.7 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Northwest Florida Beaches International Airport (ECP). In general, airfield pavements at ECP are in Good condition with an area-weighted PCI of 88. The area-weighted average PCI values of the runways, taxiways, and aprons are 96, 80, and 88, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for ECP.

Figure E.2: Current Condition Summary – Branch-Level

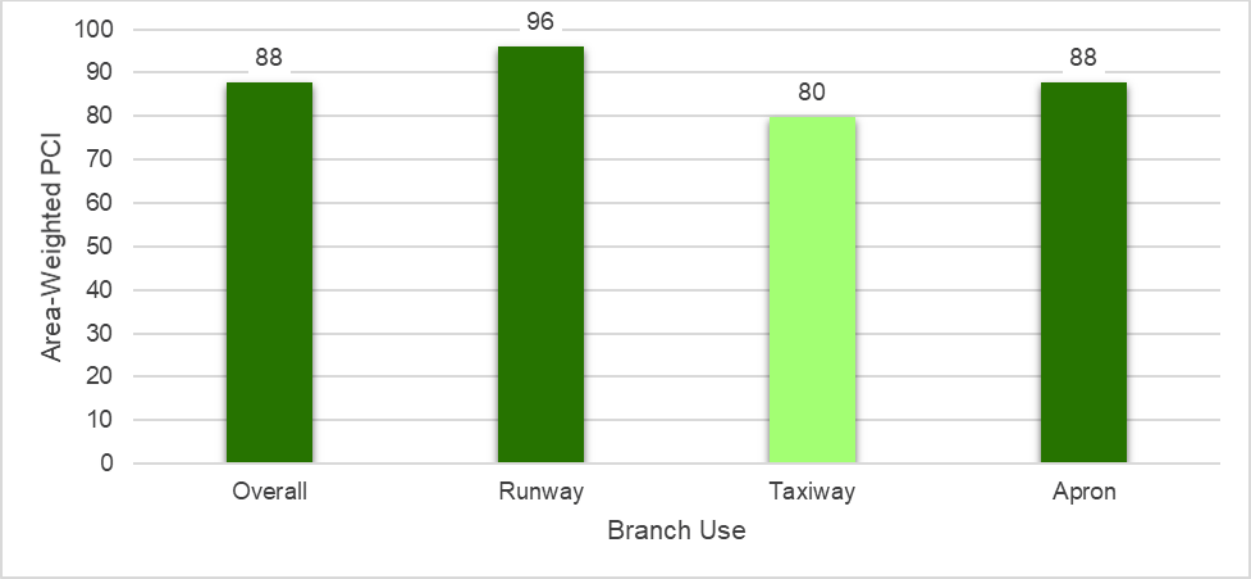


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ECP	RW 16-34	Runway	6105	750,000	96	Good
ECP	RW 16-34	Runway	6110	750,000	96	Good
ECP	TW D	Taxiway	405	750,000	74	Satisfactory
ECP	TW E1	Taxiway	515	41,900	100	Good
ECP	TW E1	Taxiway	520	10,548	100	Good
ECP	TW E2	Taxiway	510	15,240	85	Satisfactory
ECP	TW E3	Taxiway	505	19,798	87	Good
ECP	TW F	Taxiway	605	131,601	76	Satisfactory
ECP	TW F	Taxiway	610	22,120	100	Good
ECP	TW J	Taxiway	1005	8,143	93	Good
ECP	TW J	Taxiway	1010	38,891	85	Satisfactory
ECP	TW J	Taxiway	1015	15,624	86	Good
ECP	TW J	Taxiway	1020	8,297	63	Fair
ECP	TW K	Taxiway	1105	10,661	94	Good
ECP	TW K	Taxiway	1110	46,845	88	Good
ECP	TW K	Taxiway	1115	15,661	83	Satisfactory
ECP	TW K	Taxiway	1120	10,562	68	Fair
ECP	TW M	Taxiway	1305	10,661	81	Satisfactory
ECP	TW M	Taxiway	1310	46,845	83	Satisfactory
ECP	TW M	Taxiway	1315	15,502	83	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ECP	TW P	Taxiway	1605	10,661	93	Good
ECP	TW P	Taxiway	1610	46,845	89	Good
ECP	TW P	Taxiway	1615	27,461	81	Satisfactory
ECP	TW Q	Taxiway	1705	43,410	89	Good
ECP	TW S	Taxiway	1905	10,661	82	Satisfactory
ECP	TW S	Taxiway	1910	46,845	86	Good
ECP	TW T	Taxiway	2005	10,661	80	Satisfactory
ECP	TW T	Taxiway	2010	46,276	90	Good
ECP	TW U	Taxiway	2105	8,143	88	Good
ECP	TW U	Taxiway	2110	38,297	83	Satisfactory
ECP	AP CO HANG	Apron	4605	32,896	86	Good
ECP	AP CO HANG	Apron	4606	44,645	83	Satisfactory
ECP	AP CO HANG	Apron	4607	15,360	86	Good
ECP	AP CO HANG	Apron	4608	12,746	85	Satisfactory
ECP	AP GA	Apron	4405	138,600	83	Satisfactory
ECP	AP GA	Apron	4406	80,568	83	Satisfactory
ECP	AP GA	Apron	4410	224,198	82	Satisfactory
ECP	AP GA	Apron	4415	126,577	100	Good
ECP	AP GA	Apron	4420	12,774	100	Good
ECP	AP TERM	Apron	4105	33,611	97	Good
ECP	AP TERM	Apron	4110	292,956	81	Satisfactory
ECP	AP TERM	Apron	4115	120,243	91	Good
ECP	AP TERM	Apron	4120	43,000	84	Satisfactory
ECP	AP TERM	Apron	4125	61,046	100	Good
ECP	AP TERM	Apron	4130	7,003	100	Good
ECP	AP T-HANG	Apron	4305	103,415	87	Good
ECP	AP T-HANG	Apron	4310	126,734	79	Satisfactory
ECP	AP TRANS	Apron	4205	180,000	100	Good
ECP	AP TRANS	Apron	4210	47,250	100	Good

Forecasted Pavement Conditions

Table E.2 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as the actual condition of sections is subject to sensitivities in changes of traffic and maintenance frequency.

The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.

Table E.2: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	RW 16-34	6105	96	95	94	93	93	92	92	91	91	90	90
ECP	RW 16-34	6110	96	95	94	93	93	92	92	91	91	90	90
ECP	TW D	405	74	72	71	70	69	68	67	66	65	64	63
ECP	TW E1	515	100	94	92	90	88	86	85	83	81	80	78
ECP	TW E1	520	100	94	92	90	88	86	85	83	81	80	78

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	TW E2	510	85	83	81	80	78	77	75	74	73	72	71
ECP	TW E3	505	87	85	83	81	80	78	77	76	74	73	72
ECP	TW F	605	76	74	73	72	71	70	69	68	67	66	65
ECP	TW F	610	100	94	91	89	87	84	82	80	78	76	74
ECP	TW J	1005	93	92	92	91	91	90	90	89	89	89	88
ECP	TW J	1010	85	83	81	80	78	77	75	74	73	72	71
ECP	TW J	1015	86	84	82	80	79	78	76	75	74	72	71
ECP	TW J	1020	63	62	61	60	59	59	58	57	56	55	54
ECP	TW K	1105	94	93	92	92	91	91	90	90	89	89	89
ECP	TW K	1110	88	86	84	82	81	79	78	76	75	74	72
ECP	TW K	1115	83	81	79	78	76	75	74	73	71	70	69
ECP	TW K	1120	68	67	66	65	64	63	62	61	61	60	59
ECP	TW M	1305	81	80	79	78	78	77	76	74	73	72	71
ECP	TW M	1310	83	81	79	78	76	75	74	73	71	70	69
ECP	TW M	1315	83	81	79	78	76	75	74	73	71	70	69
ECP	TW P	1605	93	92	92	91	91	90	90	89	89	89	88
ECP	TW P	1610	89	87	85	83	81	80	78	77	76	74	73
ECP	TW P	1615	81	79	78	76	75	74	72	71	70	69	68
ECP	TW Q	1705	89	87	85	83	81	80	78	77	76	74	73
ECP	TW S	1905	82	81	80	80	79	78	77	76	75	74	73
ECP	TW S	1910	86	84	82	80	79	78	76	75	74	72	71
ECP	TW T	2005	80	79	78	77	76	75	74	73	72	70	69
ECP	TW T	2010	90	88	86	84	82	81	79	78	76	75	74
ECP	TW U	2105	88	88	87	87	87	86	86	85	85	85	84
ECP	TW U	2110	83	81	79	78	76	75	74	73	71	70	69
ECP	AP CO HANG	4605	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4606	83	81	79	78	76	74	72	71	69	67	66
ECP	AP CO HANG	4607	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4608	85	83	81	80	78	76	74	73	71	69	68
ECP	AP GA	4405	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4406	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4410	82	80	78	77	75	73	71	70	68	66	65
ECP	AP GA	4415	100	98	97	95	93	92	90	88	87	85	83
ECP	AP GA	4420	100	99	97	96	95	94	93	92	91	90	89
ECP	AP TERM	4105	97	95	94	93	92	91	90	89	88	88	87
ECP	AP TERM	4110	81	79	77	76	74	72	70	69	67	65	64
ECP	AP TERM	4115	91	90	89	88	87	87	86	85	84	84	83
ECP	AP TERM	4120	84	82	80	79	77	75	73	72	70	68	67
ECP	AP TERM	4125	100	94	92	91	89	87	86	84	82	81	79
ECP	AP TERM	4130	100	98	97	96	95	94	93	92	91	90	89
ECP	AP T-HANG	4305	87	85	83	82	80	78	76	75	73	71	70
ECP	AP T-HANG	4310	79	77	75	74	72	70	68	67	65	63	62
ECP	AP TRANS	4205	100	97	96	94	93	92	91	90	89	89	88
ECP	AP TRANS	4210	100	97	96	95	94	93	92	91	90	89	88

Major Rehabilitation Planning 2023-2032

Localized maintenance and repair policies identified within this report are categorized as preventive or stopgap based on FDOT SAPMP and FAA maintenance policies and recommendations. Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a reset of a pavement section's PCI to a value of 100. Major rehabilitation activities can include mill and Asphalt Concrete (AC) overlay, Portland cement concrete (PCC) pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the Airport use this report as a planning tool for future project development and prioritization. Localized maintenance, repair, and major rehabilitation recommendations should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

Due to FAA Order 5100.38D Change 1 Airport Improvement Program (AIP) Handbook (February 26, 2019), a substantial update to the FDOT SAPMP policy on identifying major rehabilitation work has been incorporated in this System Update. In previous System Updates, major rehabilitation had been identified for pavement sections below a PCI Value of 65; however, based on the thresholds identified by the FAA in the AIP Handbook, major rehabilitation will now be identified for pavement sections below a PCI value of 70.

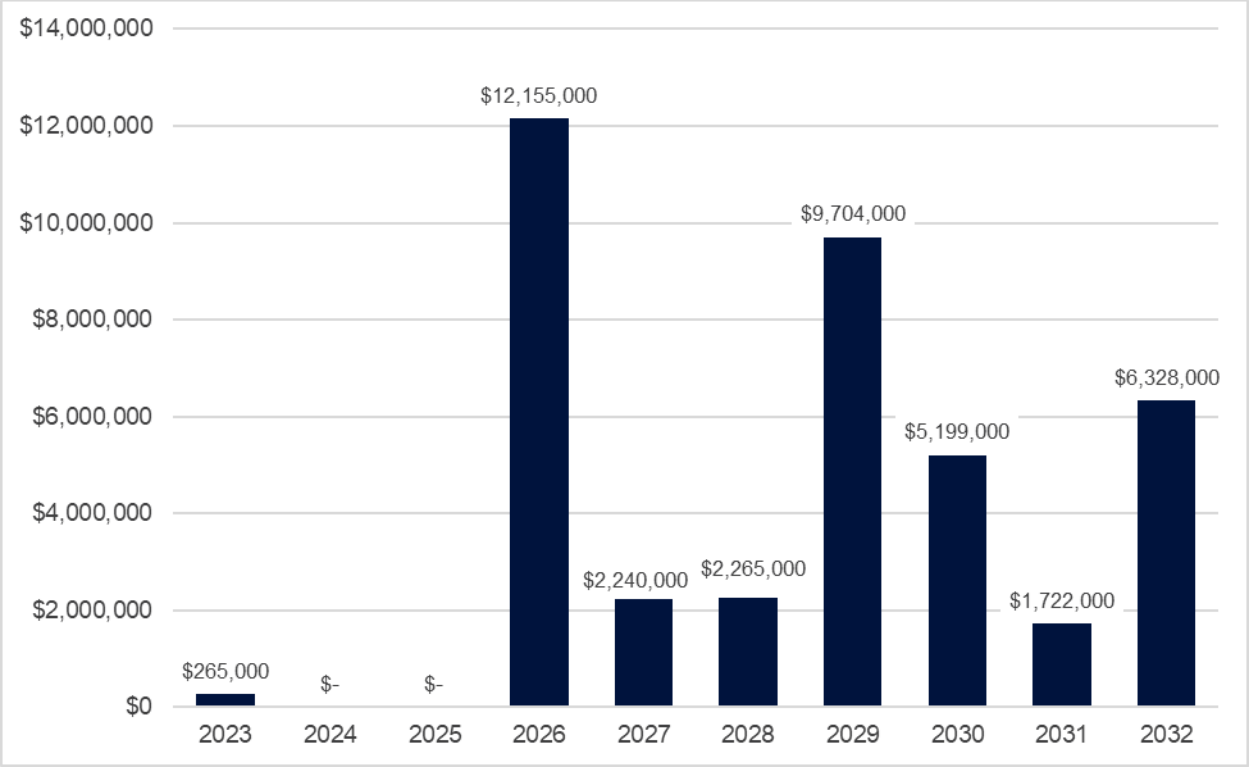
The results of the maintenance, repair, and major rehabilitation analysis identified approximately $39.88M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $0.27M and localized maintenance needs for Year 1 are $0.38M.

Table E.3: Major Rehabilitation Planning 2023-2032

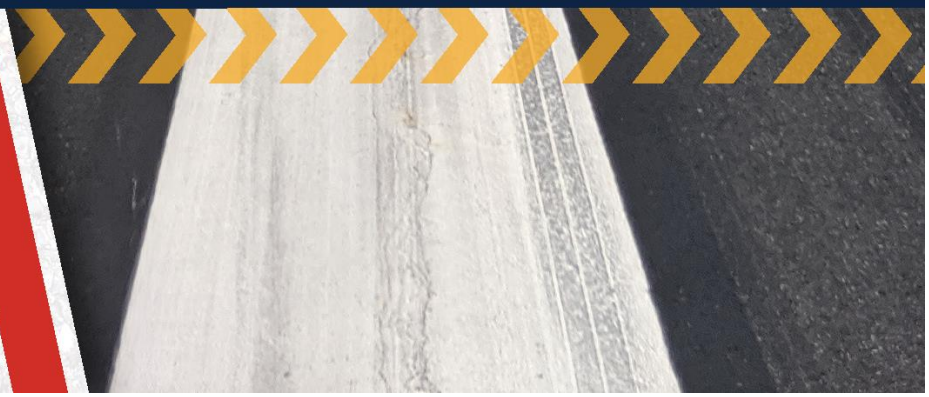
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	ECP	TW J	1020	AC	8,297	62	AC Rehabilitation	$ 117,000
2023	ECP	TW K	1120	AC	10,562	67	AC Rehabilitation	$ 148,000
2026	ECP	TW D	405	AC	750,000	69	AC Rehabilitation	$ 12,155,000
2027	ECP	TW F	605	AC	131,601	70	AC Rehabilitation	$ 2,240,000
2028	ECP	AP T-HANG	4310	AC	126,734	68	AC Rehabilitation	$ 2,265,000
2029	ECP	AP GA	4410	AC	224,198	70	AC Rehabilitation	$ 4,207,000
2029	ECP	AP TERM	4110	AC	292,956	69	AC Rehabilitation	$ 5,497,000
2030	ECP	AP CO HANG	4606	AC	44,645	69	AC Rehabilitation	$ 880,000
2030	ECP	AP GA	4405	AC	138,600	69	AC Rehabilitation	$ 2,731,000
2030	ECP	AP GA	4406	AC	80,568	69	AC Rehabilitation	$ 1,588,000
2031	ECP	TW P	1615	AC	27,461	69	AC Rehabilitation	$ 568,000
2031	ECP	AP CO HANG	4608	AC	12,746	69	AC Rehabilitation	$ 264,000
2031	ECP	AP TERM	4120	AC	43,000	68	AC Rehabilitation	$ 890,000
2032	ECP	TW K	1115	AC	15,661	69	AC Rehabilitation	$ 341,000
2032	ECP	TW M	1310	AC	46,845	69	AC Rehabilitation	$ 1,018,000
2032	ECP	TW M	1315	AC	15,502	69	AC Rehabilitation	$ 337,000
2032	ECP	TW T	2005	PCC	10,661	69	PCC Rehabilitation	$ 505,000
2032	ECP	TW U	2110	AC	38,297	69	AC Rehabilitation	$ 832,000
2032	ECP	AP CO HANG	4605	AC	32,896	69	AC Rehabilitation	$ 715,000
2032	ECP	AP CO HANG	4607	AC	15,360	69	AC Rehabilitation	$ 334,000
2032	ECP	AP T-HANG	4305	AC	103,415	70	AC Rehabilitation	$ 2,246,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Figure E.3: 10-Year Major Rehabilitation Needs by Program Year



Chapter 1: Introduction



Chapter 1 – Introduction

The State of Florida has 128 public airports, 100 of which are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). These public-use airports are vital to Florida's economy as well as the economy of the United States. The Florida Airport System (FAS) provides opportunities for the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the State as air travel is essential to tourism, Florida's most prominent industry.

1.1 Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and Airport operators with a system to proactively manage airfield pavement infrastructure within the FAS. The SAPMP includes network-level Pavement Condition Index (PCI) surveys for Airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Primary/Commercial (PR). Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

There are millions of square feet of pavement infrastructure at airports across a network of runways, taxiways, aprons, and other areas. This pavement infrastructure is vital to the support and safety of aircraft operations. Timely maintenance, repair, and major rehabilitation of pavement infrastructure allows the Airport to operate safely, efficiently, and economically without excessive down time.

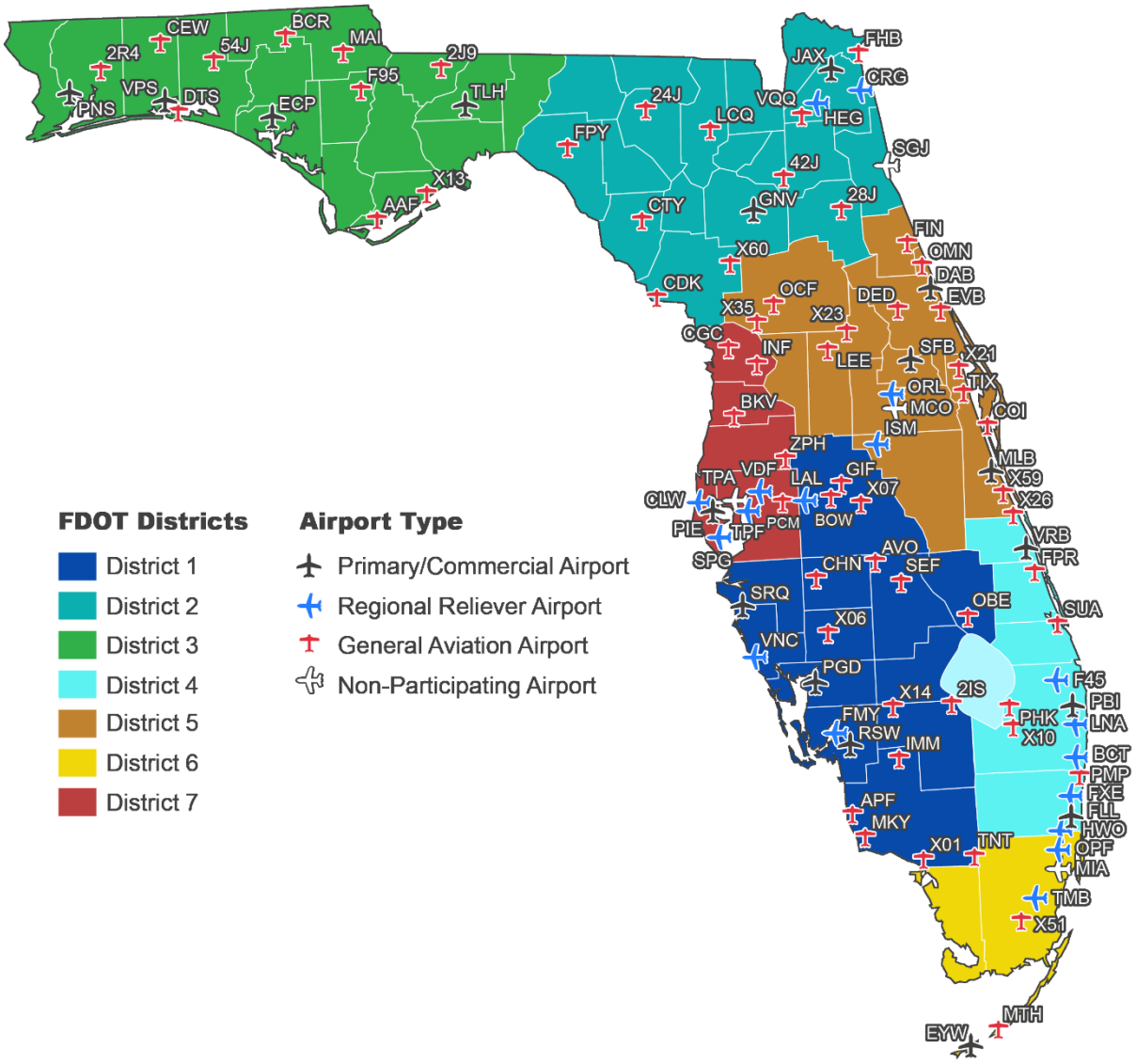
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 150/5380-7B "Airport Pavement Management Program (PMP)". The AIP program requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 "Standard Test Method for Airport Pavement Condition Index Surveys".

In general, adherence to the FAA Advisory Circulars is mandatory for 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." The FDOT performs the SAPMP System Updates for the benefit of participating public-use and publicly-owned airports through the Aviation Office (AO).

The SAPMP addresses the requirements of maintaining an effective pavement management program for 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 knowledge of the pavement facilities that are

under consideration for projects. A network-level evaluation can support the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts



1.2 Stakeholders

The SAPMP is performed for the benefit of the stakeholders. The table below outlines the primary stakeholders of the FDOT SAPMP and their role in the program.

Table 1.2: FDOT SAPMP Stakeholders

Role	Description
FAA Orlando Airports District Office (Orlando ADO)	Key Stakeholder: local ADO Program Manager personnel that oversees the grant administration of AIP grant with Planning Agency Sponsor (Florida Department of Transportation).
Florida Department of Transportation (FDOT)	Key Stakeholder: the FDOT is the "Sponsor" for the AIP grant agreement. Specifically, the Aviation Office (AO) provides development and operations support for the Florida Airport System.
FDOT District Offices	The seven (7) FDOT District Offices, specifically the Aviation representatives, provide essential support to the SAPMP System Update and the AO Program Manager (AO-PM). Each District supports the SAPMP's ongoing efforts by providing local construction cost information throughout the State, which is used as the basis of development for maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes.
Participating Public-Use and Publicly-Owned Airports	The airports are the end-user and primary beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA AC 150/5380-7B. Individual participating airports are provided a final Airport Pavement Evaluation Report by the Consultant that is specific to each airport's airfield PCI assessment.
Aviation Office Program Manager (AO-PM)	FDOT AO Airport Engineering Manager: oversees and manages the overall Program System Update.

1.3 General Scope of Work

The SAPMP is limited to performing tasks in adherence to the key elements of an effective pavement management program on a statewide level. The primary tasks undertaken to update the FDOT SAPMP include, but are not limited to:

- Research and evaluation of existing record documentation;
- Establishment of a pavement system inventory;
- Development of a pavement network definition map and supplemental GIS model;
- Functional pavement evaluations via the PCI assessment method;
- Customization of PAVER™ software including prioritization, policies, and performance models;
- Analysis of condition data; and
- Maintenance, repair, and rehabilitation planning.

1.4 FDOT SAPMP Objectives

The SAPMP enables the FDOT AO and FAA to monitor pavement conditions at airports in the Florida Airport System. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents.

Airport staff are responsible for making decisions regarding the timing and type of maintenance and rehabilitation activities that should be completed in order to maintain an acceptable operational condition and adequate load-carrying capacity. Utilizing the SAPMP will help Airport staff better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project programming for the next 10 years. This report summarizes the data collection, analysis, program update, and implementation of the FDOT SAPMP.

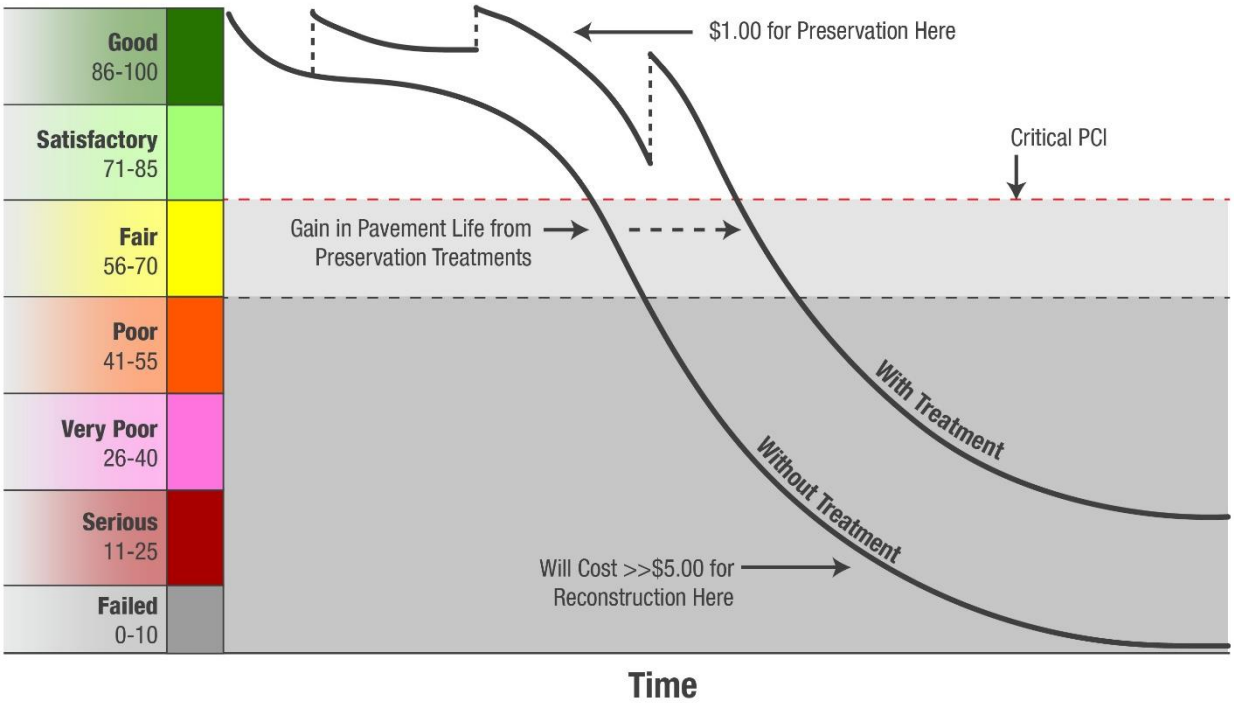
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- Assist airports in meeting the requirements of Public Law 103-305;
- Assist airports in complying with FAA Grant Assurances 11 and 19;
- Provide airports with functional pavement condition in accordance with ASTM D5340-20 (current) and with the FAA AC 150/5380-7B (current) based on visual assessment efforts;
- Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with the FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and
- Provide airports, FDOT Districts, FDOT AO, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

From a pavement management perspective, one of the most valuable aspects of the PCI methodology is the ability to save money by effectively prioritizing the rehabilitation of pavement assets before they reach critical condition. Critical PCI values are assigned to deterioration models for pavement assets based on their respective use and rank. The concept of critical PCI will be further discussed in **Chapter 5**, but it is used as a benchmark to help identify pavement assets that should receive rehabilitation. In doing so, the PCI methodology can help create a proactive maintenance and rehabilitation (M&R) strategy to effectively address pavement projects before the cost of these projects increases significantly.

With M&R costs escalating over time, the consequences of inadequate maintenance practices can result in an inefficient allocation of funding. If maintenance is conducted before a significant decline in pavement condition occurs, substantial repair and/or rehabilitation costs may be avoided or delayed. **Figure 1.4** illustrates how the cost of pavement repairs can significantly increase if M&R activities are delayed.

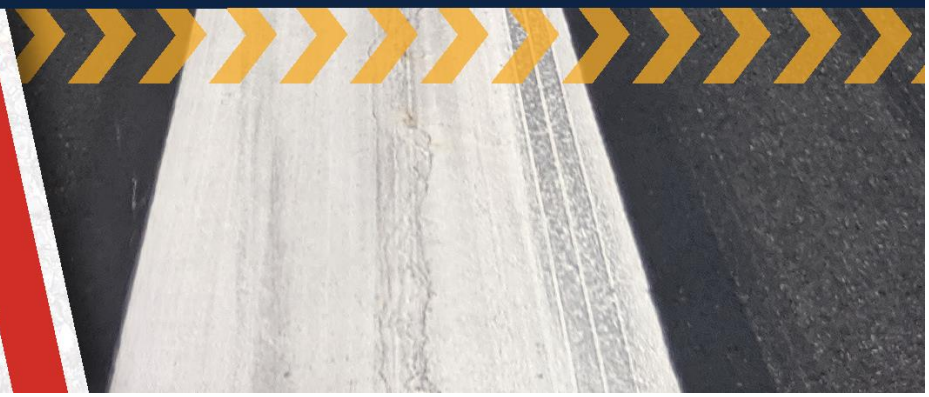
Figure 1.4: Pavement Life and the Effect of Treatments



FAA Eligibilty Thresholds: ☐ **>70:** Routine Maintenance ☐ **55-70:** Rehabilitation Eligible ☐ **<55:** Reconstruction Eligible

**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements*

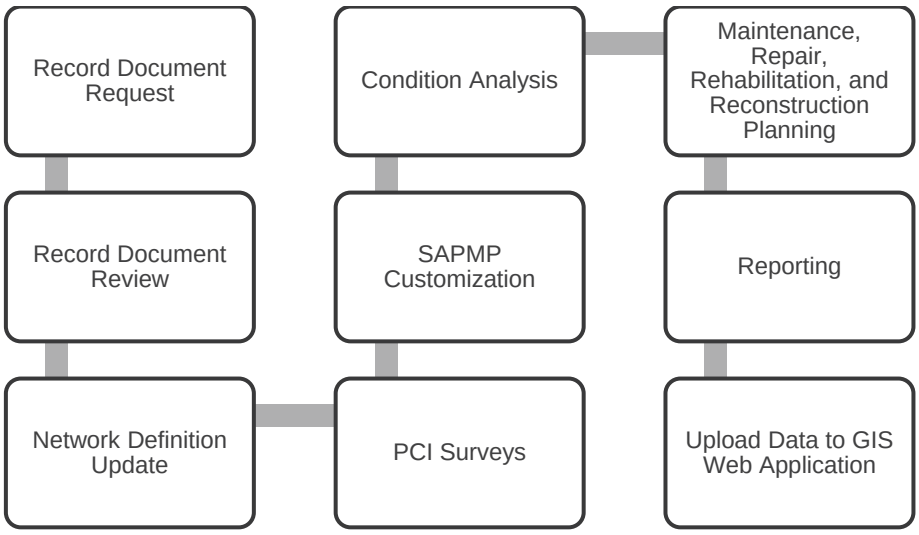
Chapter 2: Methodology



Chapter 2 – Methodology

An effective pavement management program incorporates both 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 AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

This SAPMP utilizes PAVER™ 7.0 software as its airfield pavement database. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory and sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet the objectives of an effective pavement management system. The PAVER™ database includes a network-level inventory of the participating airport's eligible airfield pavement facilities. PAVER™ can achieve the following pavement management objectives:

- Create a manageable inventory system;
- Analyze the current condition of pavements in accordance with ASTM D5340-20;
- Develop pavement performance models to forecast conditions; and
- Generate maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure consisting of networks, branches, sections, and samples, with the sample being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database and typically consist of pavement inventory

characteristics, pavement structure, work history, historic condition records, and analytical customization.

2.2 Airfield Pavement Record Keeping (Historical Records Research)

In accordance with the FAA AC 150/5380-7B, it is a best practice that airports maintain records of all airfield construction and maintenance (routine, emergency, and proactive) related to the pavement facilities. These records should consist of:

- Location and limits of work;
- Types and severities of repaired distresses;
- Work type and cost; and
- Supporting documents (e.g., contract documents, construction drawings, specifications, bid tabulations, repair products, and photograph records).

As part of the SAPMP, participating airport's staff was asked to provide documentation regarding the historical work performed at the Airport, including construction drawings and bid tabulations. This information is used to identify location, limits, type of work, pavement cross-sections, and representative material costs.

Updated historical data collected during this task was entered into the PAVER™ database. This database includes the following fields for historical information:

- Date of last construction/rehabilitation
- Work type performed
- Comments for documenting pavement cross-section
- Pavement surface type
- Section area (limits of work)

The SAPMP PAVER™ database accuracy is limited to the record documentation provided by the participating airports. Airport Sponsors should rely on this information as a planning tool and defer to final as-built plans, record drawings, and/or engineer's construction report for pavement construction records.

2.3 Airfield Pavement Structure

A pavement is a prepared surface designed to provide a continuous, smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. A pavement structure is composed of constructed layers consisting of subgrade, subbase, base, structural, and surface courses. For the FDOT SAPMP, two (2) predominant pavement types are classified for evaluation and analysis: Asphalt Concrete (AC) and Portland cement concrete (PCC). Composite Structures, known as Whitetopping Pavements consisting of PCC on AC, are also present at limited airports in Florida and are evaluated separately.

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes 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. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation 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 PCC pavement section. This unique pavement composition may result in distinct pavement distress manifestations known as reflective joint cracking.

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes 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 provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation” are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

Whitetopping pavement is a composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure. There are three (3) types of Whitetopping Pavements: Conventional (WT), Thin (TWT), and Ultra-Thin (UWT).

Conventional Whitetopping (WT)

A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically greater than 6 inches in thickness.

Thin Whitetopping (TWT)
A composite pavement structure consisting of modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 4 and 6 inches in thickness.

Ultra-Thin Whitetopping (UWT)
A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 2 and 4 inches in thickness.

2.4 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 from aircraft loading and environmental conditions.

This System Update does not involve a study or analysis of ECPs aircraft fleet mix or traffic operations. However, it is strongly recommended that the Airport incorporate the requirements of the FAA AC 150/5320-6F when developing design-level rehabilitation activities; this AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.5 Pavement Management Program Network Definition Terminology

To facilitate an effective pavement management program, a pavement network must be established and subdivided into smaller, manageable working units. Sectioning of the pavement network was established in a prior System Update and was revised during this SAPMP to account for work that has been performed on the airfield since the previous Update. Information from historic records is used to help define the limits of the smaller working units. A critical input for a pavement inventory and network definition is the date of last major construction or rehabilitation, as this type of work will reset the section PCI to a value of 100.

The following sections define the common terms used in pavement management systems and cover their application for this SAPMP System Update.

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. 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.

2.5.2 Pavement Branch Identification

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement within a network that has a distinct functional classification. For example, within an airfield, each runway, taxiway, or apron is considered a branch. Each branch contains at least one section but may contain more if pavement feature characteristics are distinct throughout the branch.

2.5.3 Pavement Section Identification

A pavement section, or feature, is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include structural composition (pavement layer material type and thickness), construction history, age, traffic type, traffic frequency, and pavement condition. A section is the basic management unit of a pavement network and is the level at which maintenance, repair, or major rehabilitation treatments are considered.

2.5.4 Pavement Sample Unit Identification

A pavement sample unit is an arbitrarily defined subdivision of a pavement section that has a standard size range of 20 contiguous slabs (±8 slabs) for PCC pavement and 5,000 contiguous square feet (±2,000 SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

Below is a summary table, **Table 2.5.5**, with definitions and examples of common SAPMP terminology.

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of 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" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"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 D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey 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 D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, 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 help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. 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.

2.6.1 Pavement Distress Types

For each sample, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-20 standard, which identifies 17 AC distress types and 16 PCC distress types. **Tables 2.6.1 (a)** and **2.6.1 (b)** identify these distresses and their common causes or mechanisms.

Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete

Distress Mechanism	Distress Type
Load	Alligator Cracking Rutting
Climate/Durability	Block Cracking Joint Reflection Cracking Longitudinal and Transverse Cracking (LT) Raveling Shoving Weathering
Construction/Material	Bleeding Corrugation Depression Polished Aggregate Slippage Cracking Swelling
Other	Jet Blast Erosion Oil Spillage Patching and Utility Cut Patching

Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete

Distress Mechanism	Distress Type
Load	Corner Break Longitudinal, Transverse, and Diagonal Cracking (LTD) Pumping Shattered Slab/Intersecting Cracks
Climate/Durability	Blowup Durability "D" Cracking Joint Seal Damage Popouts
Construction/Material	Alkali Silica Reaction (ASR) Scaling Shrinkage Cracking
Other	Corner Spalling Joint Spalling Large Patching and Utility Cut Settlement or Faulting Small Patching

2.6.2 PCI Survey Procedures

PCI surveys are conducted on sample units defined in previous System Updates. Sample units are subject to change at the discretion of field personnel and/or to major pavement rehabilitation treatments. Furthermore, access to sample units based on accessibility or operational impacts may affect the overall sampling rate effort at each airport. **Tables 2.6.2 (a)** and **(b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve greater statistical confidence, should the Airport have the available resources to perform PCI survey independent of the FDOT SAPMP.

Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

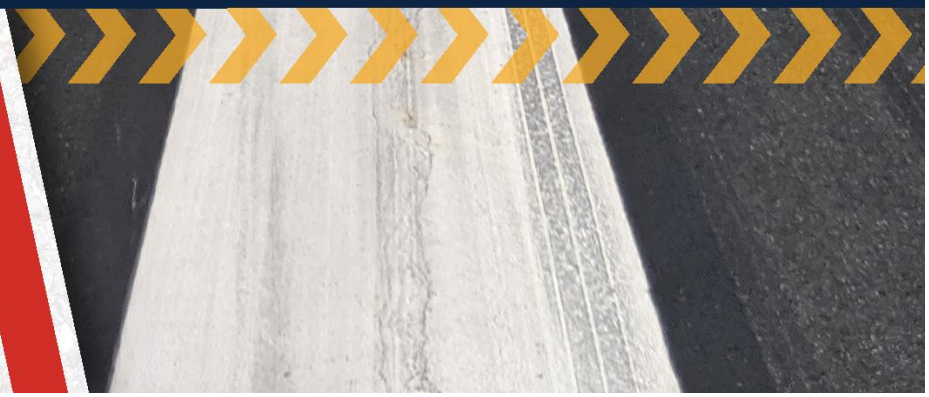
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete

Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
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

The FDOT SAPMP is limited to select sample units for each section identified in each airport's Airfield Pavement Network Definition. The intent is to perform a limited amount of sample unit PCI surveys to reasonably reflect the functional condition. Due to the limited sampling criteria, there may be instances of pavement distress and deterioration outside of the inspected sample units that were not observed.

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

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 of 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, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2017	AP GA	New Construction - AC
2020	AP TERM	New Construction - AC
2021	TW E1	New Construction - AC
	TW F	Mill and Overlay
	AP TRANS	New Construction - PCC
2022	AP TERM	Complete Reconstruction - PCC | 16" P-501, 6" P-306, P-152
	AP GA	New Construction - AC
	AP GA	Overlay - PCC

The Airport provided a combination of record drawings, reports, and staff input, which aided in developing the construction history of the Airport's pavements since inception. Major rehabilitation and 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 overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI assessment and actual conditions may vary. Furthermore, any localized maintenance or repair performed in the assessment areas that would improve the PCI are considered in the condition analysis.

Figure 3.1.1 (a), the Airfield Pavement Network Definition Exhibit, provides details of the PCI assessment efforts. The Exhibit identifies pavement facilities, surface types, section definitions, and sample unit delineations. **Figure 3.1.1 (b)**, the Airfield Pavement System Inventory Exhibit, provides details of 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, are confirmed during field surveys.

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 123
AC: 72 PCC: 51

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

ECP

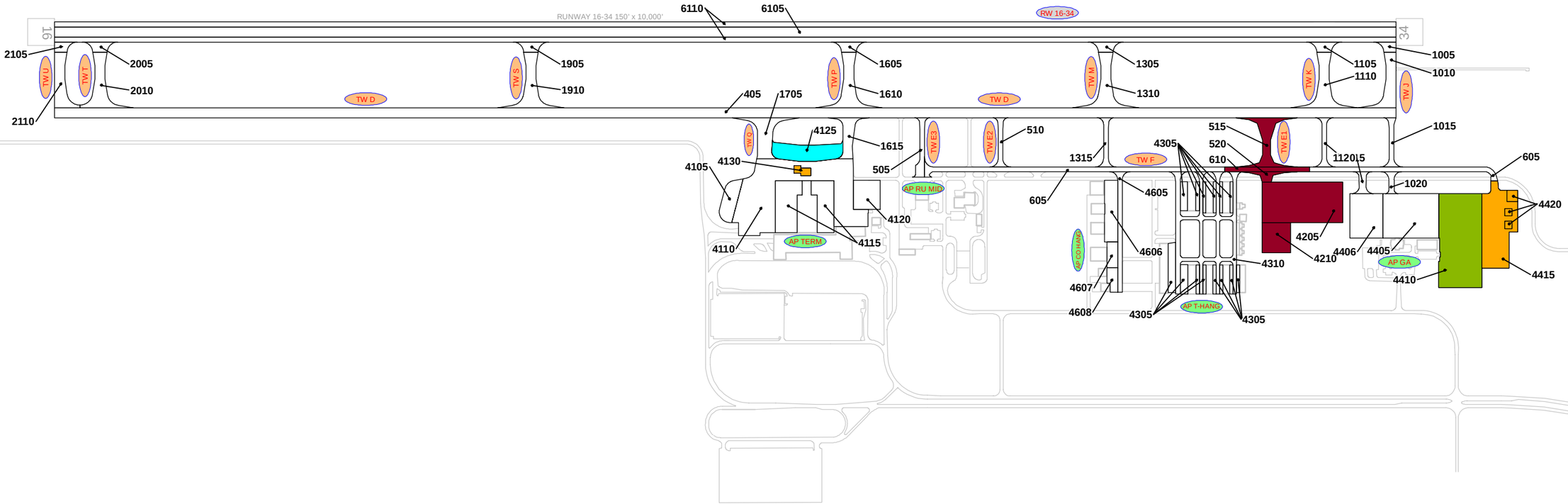
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP GA	New Construction - AC
2020	AP TERM	New Construction - AC
2021	TW E1	New Construction - AC
	AP TRANS	New Construction - PCC
	TW F	Mill and Overlay
2022	AP TERM	Complete Reconstruction - PCC | 16" P-501, 6" P-306, P-152
	AP GA	New Construction - AC
	AP GA	Overlay - PCC

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

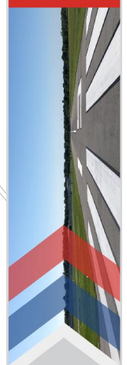
AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

ECP



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

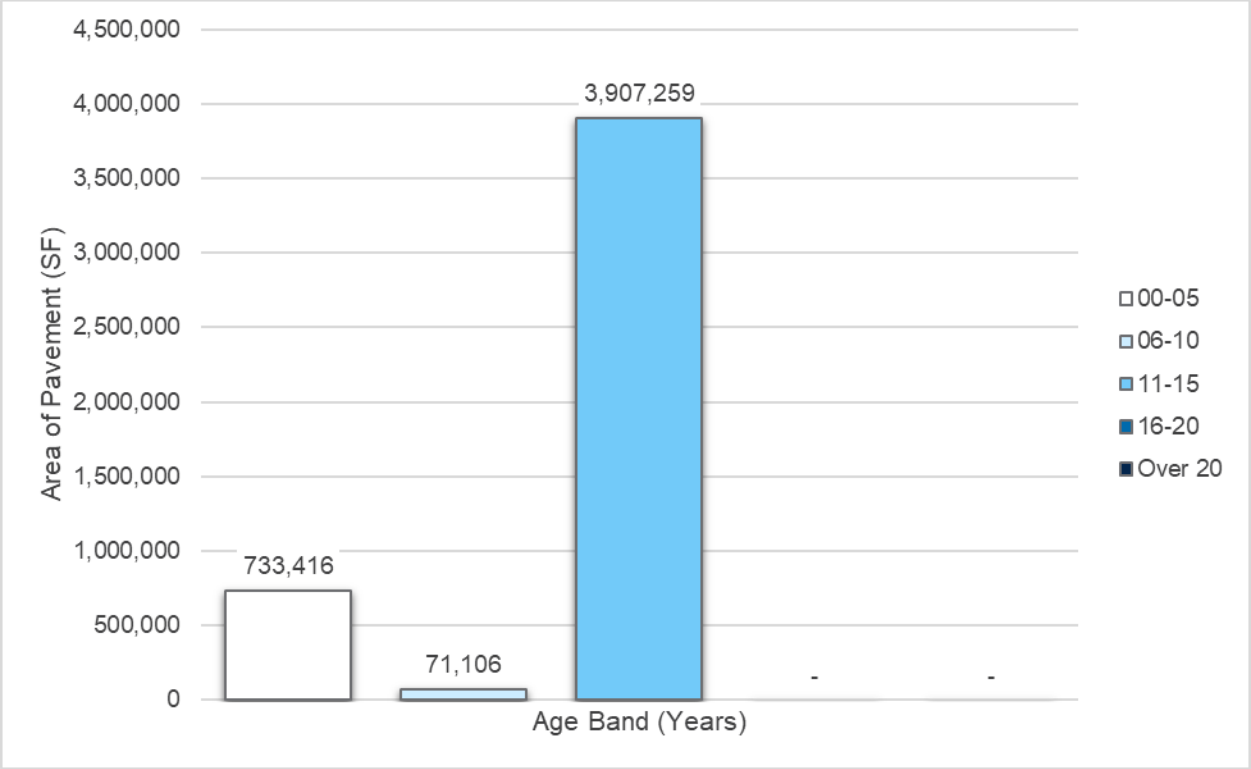
FDOT

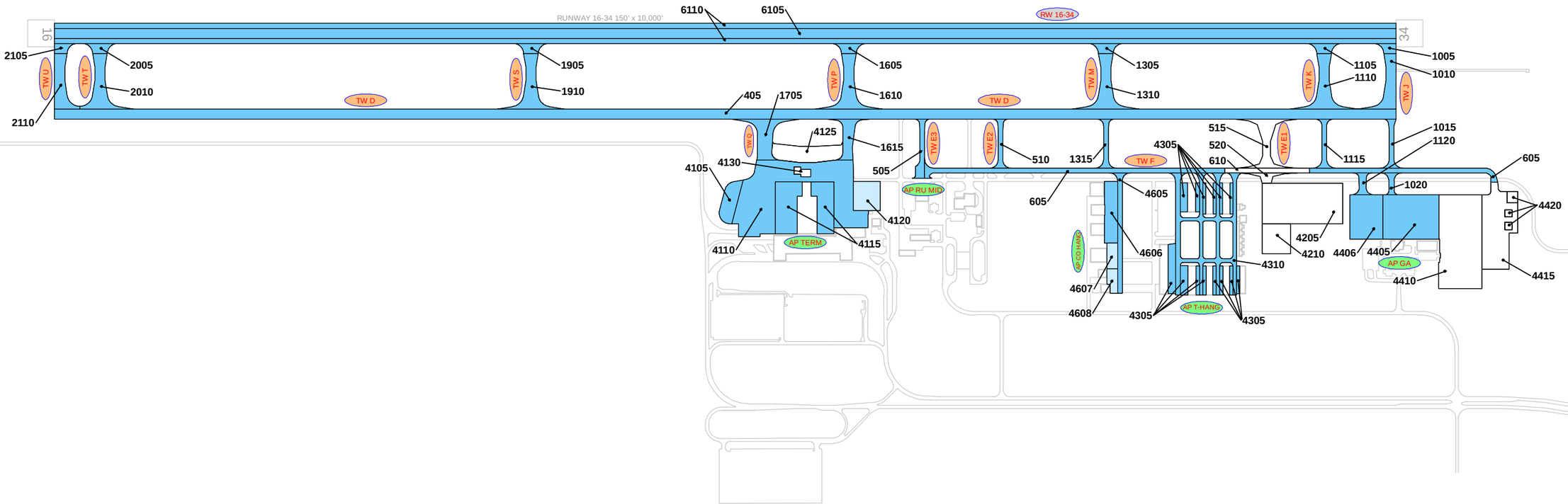
2022

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of 20 years. Design inputs typically require subgrade soil conditions, pavement layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of historic airfield pavement construction activities, **Figure 3.1.2 (a)** summarizes the age of the pavement sections since the last major construction activity has occurred. **Figure 3.1.2 (b)** provides the approximate limits of those age ranges on the airfield pavement facilities. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report. The estimation of pavement age is based on information requested from the Airport.

Figure 3.1.2 (a): Age of Pavements at PCI Survey





LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

ECP

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

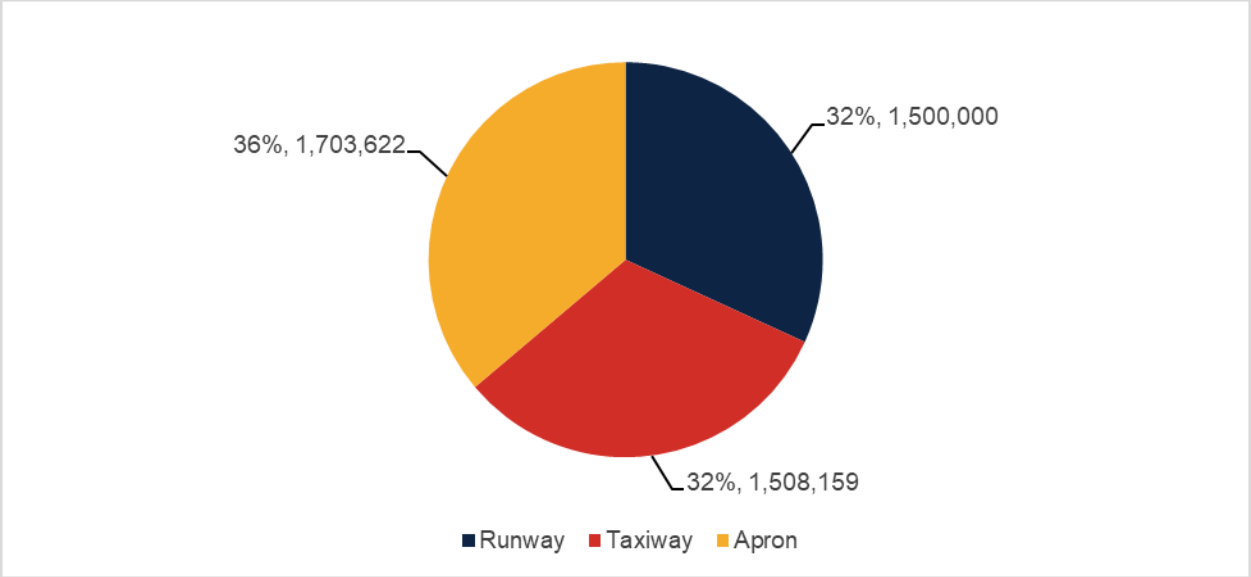
FDOT

2022

3.1.3 Functional Use

Pavements are subject to variations in aircraft loading patterns based on use and overall operations. This is termed “functional use” or “branch use.” For this SAPMP System Update, the following categories of pavement functional use are identified: runway, taxiway, taxilane, and apron. **Figure 3.1.3** summarizes pavement functional use by area and excludes paved shoulders.

Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

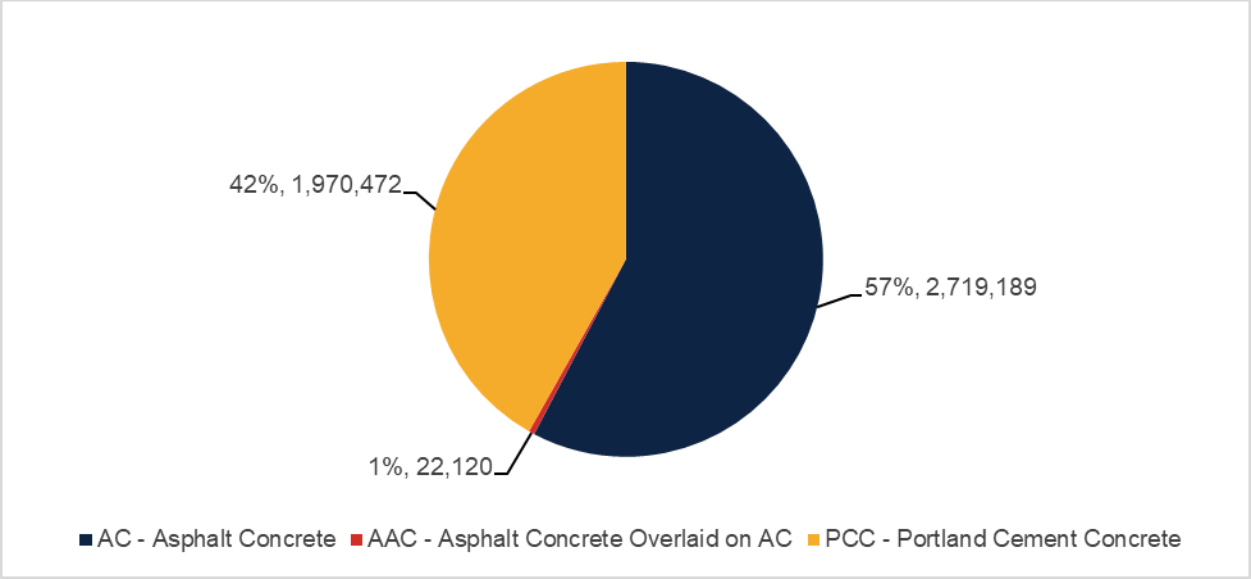


3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC).

Based on the record documentation incorporated within the SAPMP database and as observed during airfield pavement field assessments, pavement surface types have been assigned to the various pavement sections. **Figure 3.1.4** summarizes the applicable pavement types observed at ECP.

Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)



3.1.5 Pavement System Inventory Details

The pavement inventory scope includes updates to existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix C** 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.

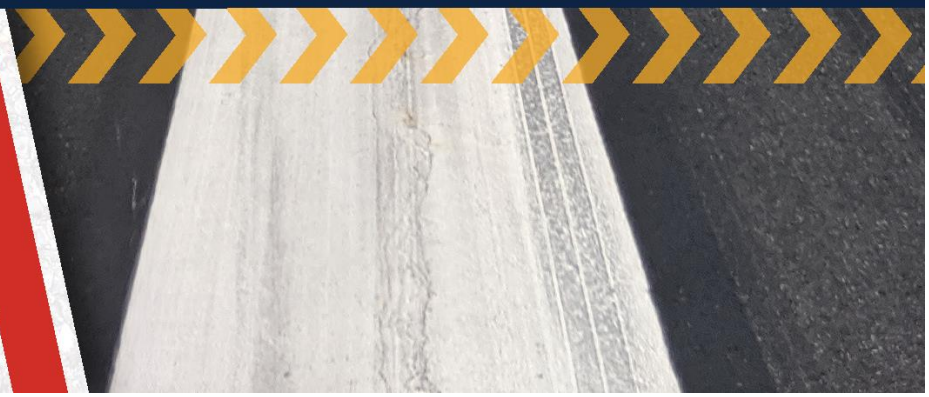
Table 3.1.5 displays the section-level pavement inventory data, which is based on record documentation provided by the airports and from previous System Updates. The information presented relies on the accuracy and the adequacy of data provided. In some cases, characteristics such as pavement area may be estimated based on aerial interpretation of spatially-projected imagery. Additionally, if the last construction date is unknown, a date of January 1 of the estimated year was assigned to the section. The accuracy of data is appropriate for this network-level planning document. Should the Airport perform rehabilitation work, it is recommended that project-level investigations be performed to support the data accuracy needed for design and construction.

Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ECP	RW 16-34	Runway	6105	750,000	PCC	1/1/2009
ECP	RW 16-34	Runway	6110	750,000	PCC	1/1/2009
ECP	TW D	Taxiway	405	750,000	AC	1/1/2009
ECP	TW E1	Taxiway	515	41,900	AC	1/1/2021
ECP	TW E1	Taxiway	520	10,548	AC	1/1/2021
ECP	TW E2	Taxiway	510	15,240	AC	1/1/2009
ECP	TW E3	Taxiway	505	19,798	AC	1/1/2009
ECP	TW F	Taxiway	605	131,601	AC	1/1/2009

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ECP	TW F	Taxiway	610	22,120	AAC	1/1/2021
ECP	TW J	Taxiway	1005	8,143	PCC	1/1/2009
ECP	TW J	Taxiway	1010	38,891	AC	1/1/2009
ECP	TW J	Taxiway	1015	15,624	AC	1/1/2009
ECP	TW J	Taxiway	1020	8,297	AC	1/1/2009
ECP	TW K	Taxiway	1105	10,661	PCC	1/1/2009
ECP	TW K	Taxiway	1110	46,845	AC	1/1/2009
ECP	TW K	Taxiway	1115	15,661	AC	1/1/2009
ECP	TW K	Taxiway	1120	10,562	AC	1/1/2011
ECP	TW M	Taxiway	1305	10,661	PCC	1/1/2009
ECP	TW M	Taxiway	1310	46,845	AC	1/1/2009
ECP	TW M	Taxiway	1315	15,502	AC	1/1/2009
ECP	TW P	Taxiway	1605	10,661	PCC	1/1/2009
ECP	TW P	Taxiway	1610	46,845	AC	1/1/2009
ECP	TW P	Taxiway	1615	27,461	AC	1/1/2009
ECP	TW Q	Taxiway	1705	43,410	AC	1/1/2009
ECP	TW S	Taxiway	1905	10,661	PCC	1/1/2009
ECP	TW S	Taxiway	1910	46,845	AC	1/1/2009
ECP	TW T	Taxiway	2005	10,661	PCC	1/1/2009
ECP	TW T	Taxiway	2010	46,276	AC	1/1/2009
ECP	TW U	Taxiway	2105	8,143	PCC	1/1/2009
ECP	TW U	Taxiway	2110	38,297	AC	1/1/2009
ECP	AP CO HANG	Apron	4605	32,896	AC	1/1/2009
ECP	AP CO HANG	Apron	4606	44,645	AC	1/1/2009
ECP	AP CO HANG	Apron	4607	15,360	AC	1/1/2012
ECP	AP CO HANG	Apron	4608	12,746	AC	1/1/2012
ECP	AP GA	Apron	4405	138,600	AC	1/1/2009
ECP	AP GA	Apron	4406	80,568	AC	1/1/2011
ECP	AP GA	Apron	4410	224,198	AC	1/1/2017
ECP	AP GA	Apron	4415	126,577	AC	7/1/2022
ECP	AP GA	Apron	4420	12,774	PCC	7/1/2022
ECP	AP TERM	Apron	4105	33,611	PCC	1/1/2009
ECP	AP TERM	Apron	4110	292,956	AC	1/1/2009
ECP	AP TERM	Apron	4115	120,243	PCC	1/1/2009
ECP	AP TERM	Apron	4120	43,000	AC	1/1/2014
ECP	AP TERM	Apron	4125	61,046	AC	1/1/2020
ECP	AP TERM	Apron	4130	7,003	PCC	5/1/2022
ECP	AP T-HANG	Apron	4305	103,415	AC	1/1/2009
ECP	AP T-HANG	Apron	4310	126,734	AC	1/1/2009
ECP	AP TRANS	Apron	4205	180,000	PCC	1/1/2021
ECP	AP TRANS	Apron	4210	47,250	PCC	7/1/2021

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

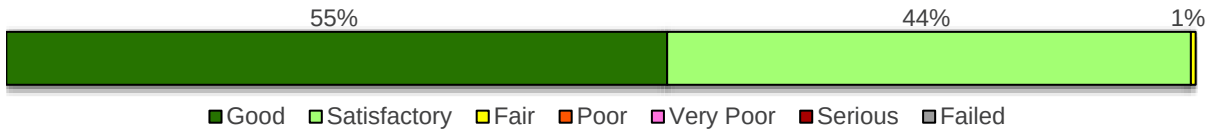
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for design- and/or project-level determination of pavement rehabilitation needs.

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 99% of inspected pavements are in Good or Satisfactory condition and the remaining 1% of inspected pavements are in Fair condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a)-(d)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

Figure 4.1.2 (a): Current Condition Summary – Branch-Level

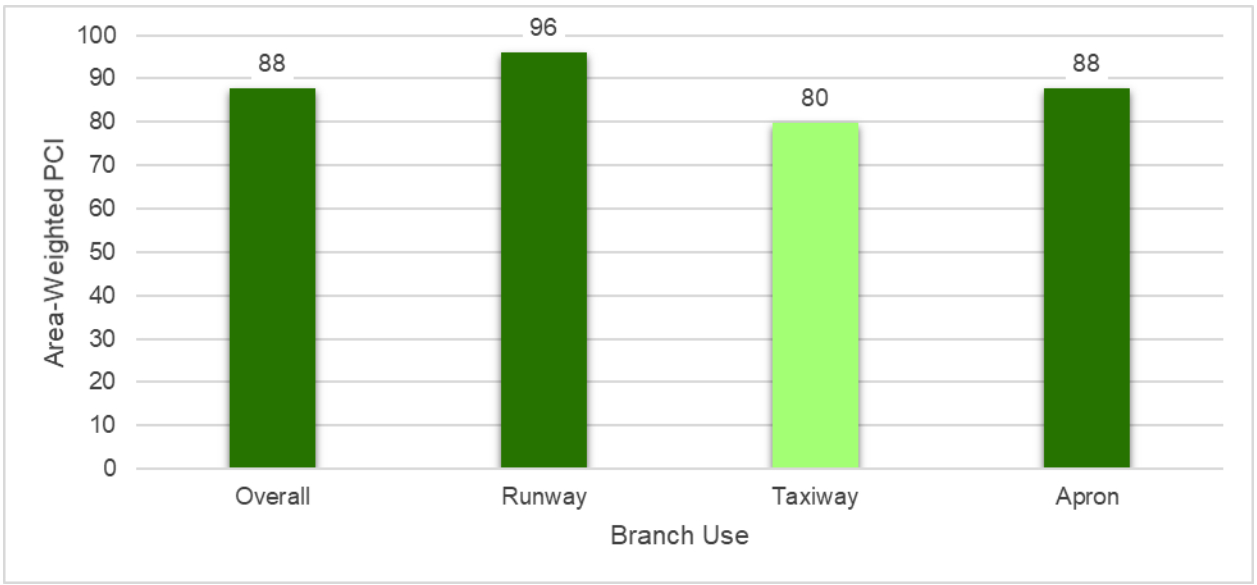


Figure 4.1.2 (b): Current Condition – Runway

Figure 4.1.2 (c): Current Condition – Taxiway

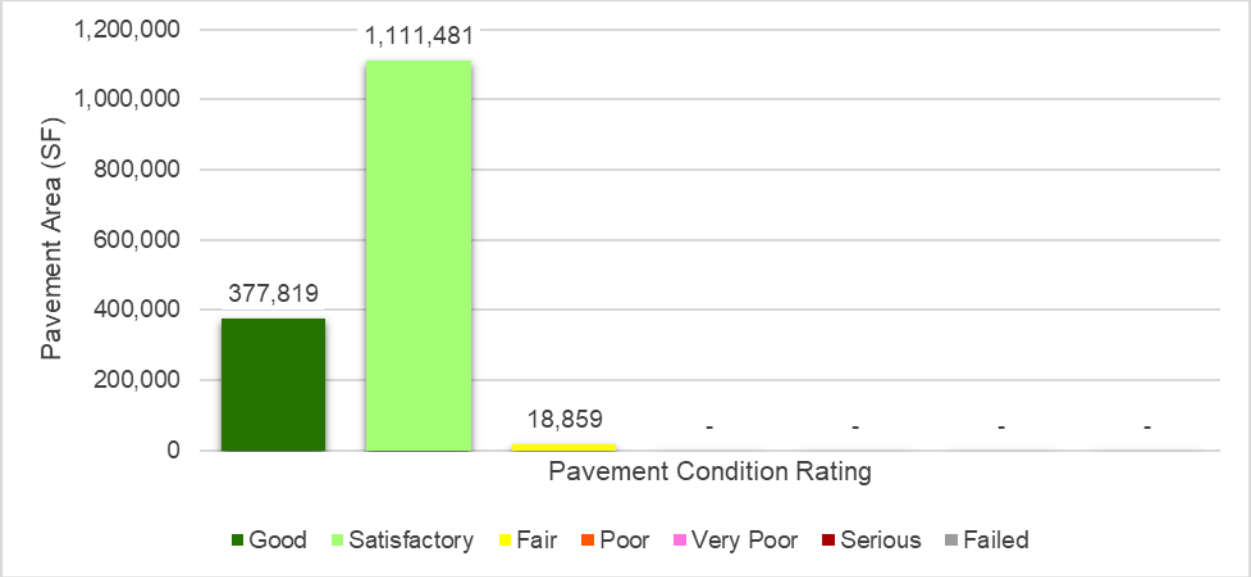


Figure 4.1.2 (d): Current Condition – Apron

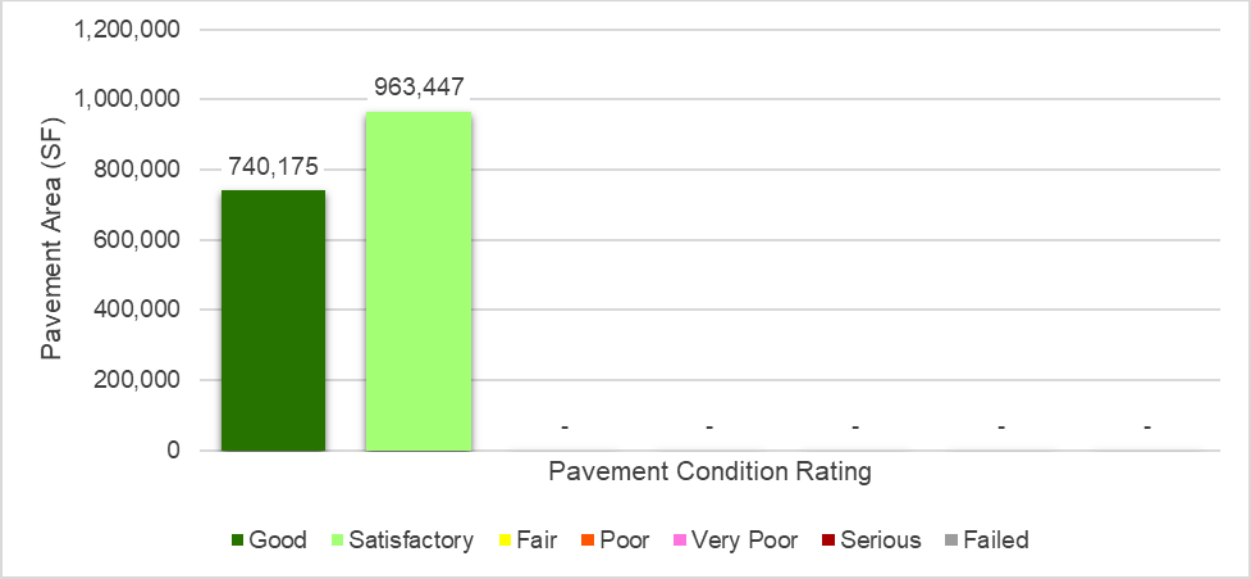


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 16-34	Runway	2	1,500,000	96	Good
TW D	Taxiway	1	750,000	74	Satisfactory
TW E1	Taxiway	2	52,448	100	Good
TW E2	Taxiway	1	15,240	85	Satisfactory
TW E3	Taxiway	1	19,798	87	Good
TW F	Taxiway	2	153,721	79	Satisfactory
TW J	Taxiway	4	70,955	84	Satisfactory
TW K	Taxiway	4	83,729	85	Satisfactory
TW M	Taxiway	3	73,008	83	Satisfactory
TW P	Taxiway	3	84,967	87	Good
TW Q	Taxiway	1	43,410	89	Good
TW S	Taxiway	2	57,506	85	Satisfactory
TW T	Taxiway	2	56,937	88	Good
TW U	Taxiway	2	46,440	84	Satisfactory
AP CO HANG	Apron	4	105,647	85	Satisfactory
AP GA	Apron	5	582,717	87	Good
AP TERM	Apron	6	557,859	87	Good
AP T-HANG	Apron	2	230,149	83	Satisfactory
AP TRANS	Apron	2	227,250	100	Good

4.1.3 Section-Level Analysis

Table 4.1.3 provides each pavement section's area-weighted average PCI and the percent of distress related to load, climate, and other factors. The causes of condition deterioration help inform maintenance, repair, and rehabilitation decisions. For example, load-related distress can indicate that the pavement is reaching the end of its structural design life and the selected rehabilitation treatment should include either strengthening or reconstruction. **Figure 4.1.3** provides a technical exhibit that graphically depicts PCI values and ratings determined from this SAPMP System Update.

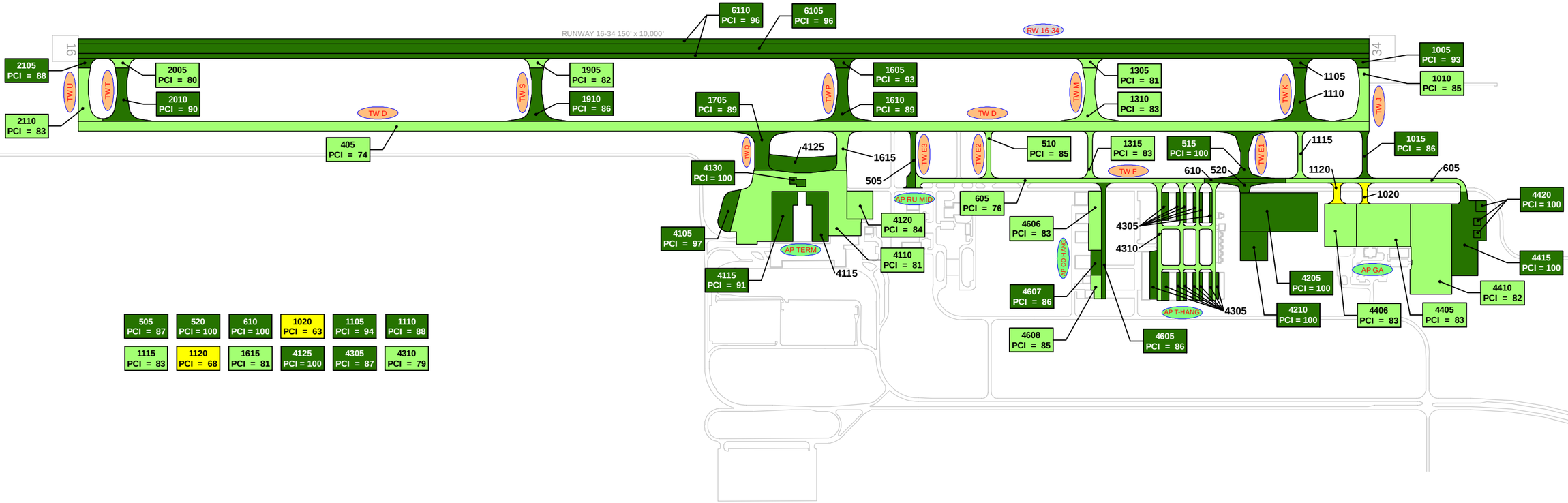
Pavement facilities that have been reconstructed within the past 24 months, or are anticipated for reconstruction within the next 24 months, may have been omitted from this assessment. Pavement that has received major rehabilitation will be set to a PCI of 100 for this analysis.

Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ECP	RW 16-34	Runway	6105	750,000	PCC	96	Good	24	0	76	20	178
ECP	RW 16-34	Runway	6110	750,000	PCC	96	Good	34	23	43	20	178
ECP	TW D	Taxiway	405	750,000	AC	74	Satisfactory	42	32	26	17	200
ECP	TW E1	Taxiway	515	41,900	AC	100	Good	0	0	0	0	0
ECP	TW E1	Taxiway	520	10,548	AC	100	Good	0	0	0	0	0
ECP	TW E2	Taxiway	510	15,240	AC	85	Satisfactory	100	0	0	1	4
ECP	TW E3	Taxiway	505	19,798	AC	87	Good	100	0	0	1	5
ECP	TW F	Taxiway	605	131,601	AC	76	Satisfactory	72	0	28	5	36
ECP	TW F	Taxiway	610	22,120	AAC	100	Good	0	0	0	0	0
ECP	TW J	Taxiway	1005	8,143	PCC	93	Good	29	0	71	1	1
ECP	TW J	Taxiway	1010	38,891	AC	85	Satisfactory	100	0	0	1	9
ECP	TW J	Taxiway	1015	15,624	AC	86	Good	100	0	0	1	4
ECP	TW J	Taxiway	1020	8,297	AC	63	Fair	44	0	56	1	2
ECP	TW K	Taxiway	1105	10,661	PCC	94	Good	32	0	68	1	2
ECP	TW K	Taxiway	1110	46,845	AC	88	Good	100	0	0	1	9
ECP	TW K	Taxiway	1115	15,661	AC	83	Satisfactory	100	0	0	1	4
ECP	TW K	Taxiway	1120	10,562	AC	68	Fair	70	0	30	1	2
ECP	TW M	Taxiway	1305	10,661	PCC	81	Satisfactory	0	77	23	1	2
ECP	TW M	Taxiway	1310	46,845	AC	83	Satisfactory	100	0	0	1	10
ECP	TW M	Taxiway	1315	15,502	AC	83	Satisfactory	100	0	0	1	4
ECP	TW P	Taxiway	1605	10,661	PCC	93	Good	27	0	73	1	2
ECP	TW P	Taxiway	1610	46,845	AC	89	Good	100	0	0	1	10
ECP	TW P	Taxiway	1615	27,461	AC	81	Satisfactory	100	0	0	1	7
ECP	TW Q	Taxiway	1705	43,410	AC	89	Good	100	0	0	1	7
ECP	TW S	Taxiway	1905	10,661	PCC	82	Satisfactory	11	0	89	1	2
ECP	TW S	Taxiway	1910	46,845	AC	86	Good	100	0	0	1	10
ECP	TW T	Taxiway	2005	10,661	PCC	80	Satisfactory	0	0	100	1	2
ECP	TW T	Taxiway	2010	46,276	AC	90	Good	100	0	0	1	10
ECP	TW U	Taxiway	2105	8,143	PCC	88	Good	17	34	49	1	1
ECP	TW U	Taxiway	2110	38,297	AC	83	Satisfactory	45	0	55	2	9
ECP	AP CO HANG	Apron	4605	32,896	AC	86	Good	100	0	0	1	9
ECP	AP CO HANG	Apron	4606	44,645	AC	83	Satisfactory	90	0	10	1	9
ECP	AP CO HANG	Apron	4607	15,360	AC	86	Good	100	0	0	1	4
ECP	AP CO HANG	Apron	4608	12,746	AC	85	Satisfactory	89	0	11	1	3
ECP	AP GA	Apron	4405	138,600	AC	83	Satisfactory	77	0	23	3	28
ECP	AP GA	Apron	4406	80,568	AC	83	Satisfactory	89	0	11	3	16
ECP	AP GA	Apron	4410	224,198	AC	82	Satisfactory	100	0	0	5	46
ECP	AP GA	Apron	4415	126,577	AC	100	Good	0	0	0	0	0
ECP	AP GA	Apron	4420	12,774	PCC	100	Good	0	0	0	0	0
ECP	AP TERM	Apron	4105	33,611	PCC	97	Good	0	0	100	1	6
ECP	AP TERM	Apron	4110	292,956	AC	81	Satisfactory	71	27	2	8	62
ECP	AP TERM	Apron	4115	120,243	PCC	91	Good	0	0	100	3	18
ECP	AP TERM	Apron	4120	43,000	AC	84	Satisfactory	100	0	0	2	8

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
ECP	AP TERM	Apron	4125	61,046	AC	100	Good	0	0	0	0	0
ECP	AP TERM	Apron	4130	7,003	PCC	100	Good	0	0	0	0	0
ECP	AP T-HANG	Apron	4305	103,415	AC	87	Good	100	0	0	3	19
ECP	AP T-HANG	Apron	4310	126,734	AC	79	Satisfactory	79	0	21	5	27
ECP	AP TRANS	Apron	4205	180,000	PCC	100	Good	0	0	0	0	0
ECP	AP TRANS	Apron	4210	47,250	PCC	100	Good	0	0	0	0	0

** Zero (0) Sample Units Inspected signifies that the pavement section was not inspected during this SAPMP System Update due to recent construction projects. These sections correlate with the gray sections on the Network Definition Exhibit.*



505 PCI = 87	520 PCI = 100	610 PCI = 100	1020 PCI = 63	1105 PCI = 94	1110 PCI = 88
1115 PCI = 83	1120 PCI = 68	1615 PCI = 81	4125 PCI = 100	4305 PCI = 87	4310 PCI = 79

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

ECP

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Northwest Florida Beaches International Airport (ECP) was performed in March 2022. The overall area-weighted average PCI value of the network was 88, representing a condition rating of Good. A portion of the airfield pavement was not inspected due to recent construction in 2020, 2021, and 2022. These areas include portions of Taxiway E1, Taxiway F, Terminal Apron, GA Apron, and Transient Apron.

Based on the FAA 5010 Report as of 11/01/2022, the Airport has reported 70,663 operations for 12 months ending 02/28/2021.

4.2.2 Branch-Level Observations

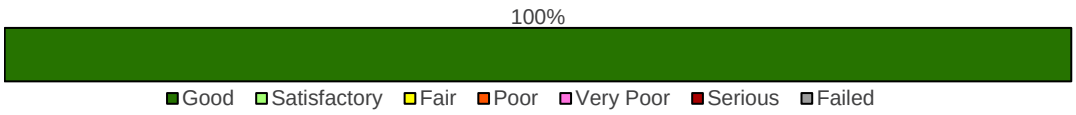
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative distress photographs of airfield pavements are presented in **Appendix D**. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Re-inspection Report found in **Appendix E** provides listings of each sample unit and distress.

Runways

RW 16-34

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 16-34	RUNWAY	2	1,500,000	96	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	PCC	750,000	96	Good
6110	PCC	750,000	96	Good

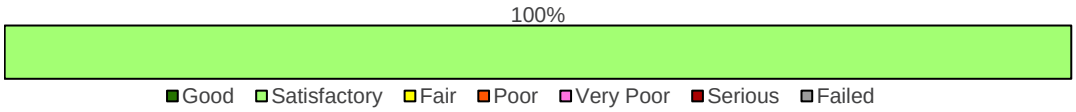
RW 16-34 consists of 2 rigid pavement sections, totaling 1,500,000 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 13 years old. Overall, RW 16-34 is in Good condition with an area-weighted average PCI of 96.

Taxiways

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	1	750,000	74	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Satisfactory (71-85 PCI).



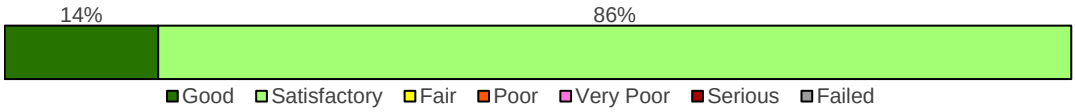
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AC	750,000	74	Satisfactory

TW D consists of 1 flexible pavement section, totaling 750,000 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 74.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	2	153,721	79	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 14% Good (86-100 PCI), 86% Satisfactory (71-85 PCI).



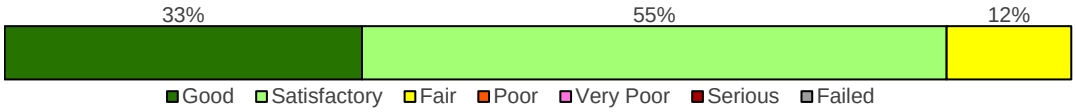
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AC	131,601	76	Satisfactory
610	AAC	22,120	100	Good

TW F consists of 2 flexible pavement sections, totaling 153,721 sf. The last major construction dates range from 2009 to 2021, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW F is in Satisfactory condition with an area-weighted average PCI of 79.

TW J

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW J	TAXIWAY	4	70,955	84	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 33% Good (86-100 PCI), 55% Satisfactory (71-85 PCI), 12% Fair (56-70 PCI).



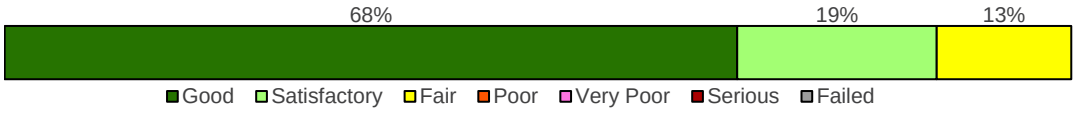
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1005	PCC	8,143	93	Good
1010	AC	38,891	85	Satisfactory
1015	AC	15,624	86	Good
1020	AC	8,297	63	Fair

TW J consists of 3 flexible and 1 rigid pavement sections, totaling 70,955 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW J is in Satisfactory condition with an area-weighted average PCI of 84.

TW K

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW K	TAXIWAY	4	83,729	85	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 69% Good (86-100 PCI), 19% Satisfactory (71-85 PCI), 13% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1105	PCC	10,661	94	Good
1110	AC	46,845	88	Good
1115	AC	15,661	83	Satisfactory
1120	AC	10,562	68	Fair

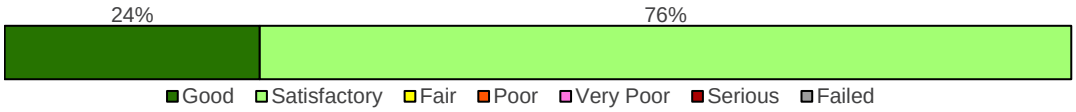
TW K consists of 3 flexible and 1 rigid pavement sections, totaling 83,729 sf. The last major construction dates range from 2009 to 2011, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW K is in Satisfactory condition with an area-weighted average PCI of 85.

Aprons

AP GA

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP GA	APRON	5	582,717	87	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 24% Good (86-100 PCI), 76% Satisfactory (71-85 PCI).



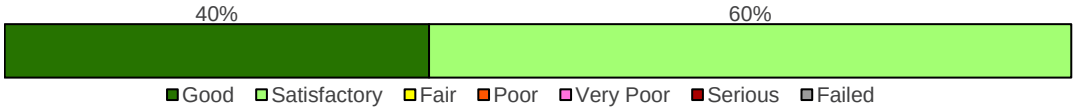
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4405	AC	138,600	83	Satisfactory
4406	AC	80,568	83	Satisfactory
4410	AC	224,198	82	Satisfactory
4415	AC	126,577	100	Good
4420	PCC	12,774	100	Good

AP GA consists of 4 flexible and 1 rigid pavement sections, totaling 582,717 sf. The last major construction dates range from 2009 to 2022, resulting in an area-weighted average age at inspection of 7 years old. Overall, AP GA is in Good condition with an area-weighted average PCI of 87.

AP TERM

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP TERM	APRON	6	557,859	87	Good

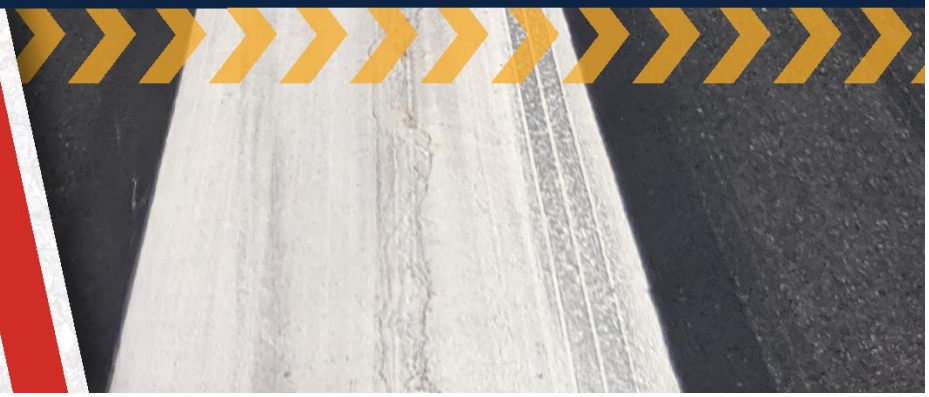
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 40% Good (86-100 PCI), 60% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	PCC	33,611	97	Good
4110	AC	292,956	81	Satisfactory
4115	PCC	120,243	91	Good
4120	AC	43,000	84	Satisfactory
4125	AC	61,046	100	Good
4130	PCC	7,003	100	Good

AP TERM consists of 3 flexible and 3 rigid pavement sections, totaling 557,859 sf. The last major construction dates range from 2009 to 2022, resulting in an area-weighted average age at inspection of 11 years old. Overall, AP TERM is in Good condition with an area-weighted average PCI of 87.

Chapter 5: SAPMP Customization



Chapter 5 – SAPMP Customization

Once the PAVER™ database is populated with inventory and condition data (including PCI and rank), it is further customized with key elements such as network-level attributes, performance models, critical PCI, maintenance policies, and unit costs that are specific to the FDOT SAPMP. Each of these factors play a role in the development of rehabilitation strategies as they help to identify maintenance and rehabilitation needs for long-term management.

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from 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.

5.1 Network-Level Customization

The network-level attribute fields used in the FDOT SAPMP PAVER™ database consist of the Network, Airport Classification, District, FAA ADO Area, Inspection Phase, and Continuing Florida Aviation System Planning Process (CFASPP) Center. Each of these elements are briefly defined below.

- The “Network” field identifies the airport being analyzed;
- The “Airport Classification” field classifies the Airport according to the type and volume of aircraft traffic;
  - “GA” for General Aviation, community airports
  - “RL” for Regional Relievers
  - “PR” for Primary/Commercial airports
- The “District” field identifies the FDOT District to which the Airport belongs;
- The “FAA ADO Area” is an area used by the Orlando ADO to assign airports within those areas to the responsible FAA ADO personnel (planners, engineers, and environmentalists);
- The “Inspection Phase” denotes which phase of the SAPMP the Airport is surveyed (Phase 1 or Phase 2); and
- The “CFASPP Center” identifies which Region or Metropolitan Area of the Continuing Florida Aviation Systems Planning Process an Airport falls within.

5.2 Pavement Condition Forecasts

Pavement performance models, alternatively known as forecast models, prediction curves, or family curves, are developed from past and current distress data, as well as age data. These prediction curves are used to develop forecasts of PCI values that then help determine optimum timing for pavement maintenance and rehabilitation.

5.2.1 Forecasting PCI Considerations

Performance models will continue to be refined as the FDOT updates the SAPMP with subsequent PCI surveys. With the refinement of additional PCI and age data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the FAS. As a reminder, forecasting of pavement condition for the Airport is intended for planning purposes only. **The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.** Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in the FAA AC 150/5320-6F.

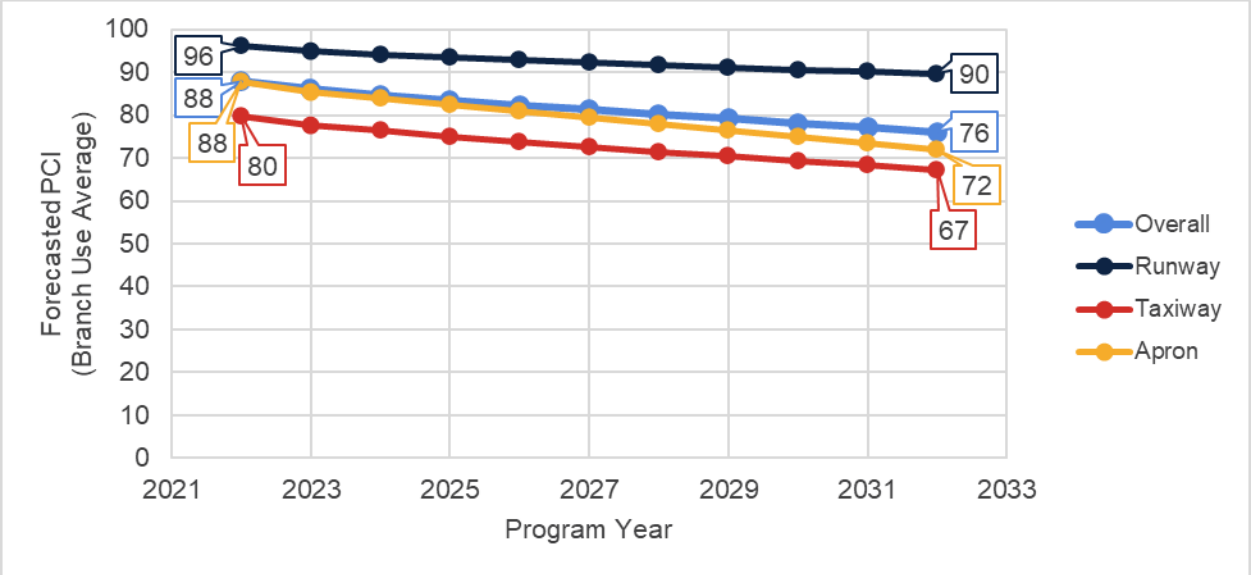
5.2.2 Performance Models

To develop pavement performance models, data for each section is combined into "groups" or "families" according to pavement type, traffic, and functional use. For the FDOT SAPMP, the models were defined for both PCC- and AC-surfaced pavements and further divided according to functional use. Based on average deterioration rates for different pavement types, each pavement section is assigned to a specific deterioration family to forecast the condition over a 10-year period.

5.2.3 Branch-Level Pavement Condition Forecast

Figure 5.2.3 depicts the branch-level pavement condition forecast for each branch use (Runway, Taxiway, Taxilane, and/or Apron) as well as the overall network. The condition forecasts are for a 10-year duration, starting in 2023 through 2032.

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

Table 5.2.4 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as actual condition of sections is subject to the sensitivities in changes of traffic and maintenance frequency.

Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	RW 16-34	6105	96	95	94	93	93	92	92	91	91	90	90
ECP	RW 16-34	6110	96	95	94	93	93	92	92	91	91	90	90
ECP	TW D	405	74	72	71	70	69	68	67	66	65	64	63
ECP	TW E1	515	100	94	92	90	88	86	85	83	81	80	78
ECP	TW E1	520	100	94	92	90	88	86	85	83	81	80	78
ECP	TW E2	510	85	83	81	80	78	77	75	74	73	72	71
ECP	TW E3	505	87	85	83	81	80	78	77	76	74	73	72
ECP	TW F	605	76	74	73	72	71	70	69	68	67	66	65
ECP	TW F	610	100	94	91	89	87	84	82	80	78	76	74
ECP	TW J	1005	93	92	92	91	91	90	90	89	89	89	88
ECP	TW J	1010	85	83	81	80	78	77	75	74	73	72	71
ECP	TW J	1015	86	84	82	80	79	78	76	75	74	72	71
ECP	TW J	1020	63	62	61	60	59	59	58	57	56	55	54
ECP	TW K	1105	94	93	92	92	91	91	90	90	89	89	89
ECP	TW K	1110	88	86	84	82	81	79	78	76	75	74	72
ECP	TW K	1115	83	81	79	78	76	75	74	73	71	70	69
ECP	TW K	1120	68	67	66	65	64	63	62	61	61	60	59
ECP	TW M	1305	81	80	79	78	78	77	76	74	73	72	71
ECP	TW M	1310	83	81	79	78	76	75	74	73	71	70	69
ECP	TW M	1315	83	81	79	78	76	75	74	73	71	70	69
ECP	TW P	1605	93	92	92	91	91	90	90	89	89	89	88
ECP	TW P	1610	89	87	85	83	81	80	78	77	76	74	73
ECP	TW P	1615	81	79	78	76	75	74	72	71	70	69	68
ECP	TW Q	1705	89	87	85	83	81	80	78	77	76	74	73
ECP	TW S	1905	82	81	80	80	79	78	77	76	75	74	73
ECP	TW S	1910	86	84	82	80	79	78	76	75	74	72	71
ECP	TW T	2005	80	79	78	77	76	75	74	73	72	70	69
ECP	TW T	2010	90	88	86	84	82	81	79	78	76	75	74
ECP	TW U	2105	88	88	87	87	87	86	86	85	85	85	84
ECP	TW U	2110	83	81	79	78	76	75	74	73	71	70	69
ECP	AP CO HANG	4605	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4606	83	81	79	78	76	74	72	71	69	67	66
ECP	AP CO HANG	4607	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4608	85	83	81	80	78	76	74	73	71	69	68
ECP	AP GA	4405	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4406	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4410	82	80	78	77	75	73	71	70	68	66	65
ECP	AP GA	4415	100	98	97	95	93	92	90	88	87	85	83
ECP	AP GA	4420	100	99	97	96	95	94	93	92	91	90	89

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	AP TERM	4105	97	95	94	93	92	91	90	89	88	88	87
ECP	AP TERM	4110	81	79	77	76	74	72	70	69	67	65	64
ECP	AP TERM	4115	91	90	89	88	87	87	86	85	84	84	83
ECP	AP TERM	4120	84	82	80	79	77	75	73	72	70	68	67
ECP	AP TERM	4125	100	94	92	91	89	87	86	84	82	81	79
ECP	AP TERM	4130	100	98	97	96	95	94	93	92	91	90	89
ECP	AP T-HANG	4305	87	85	83	82	80	78	76	75	73	71	70
ECP	AP T-HANG	4310	79	77	75	74	72	70	68	67	65	63	62
ECP	AP TRANS	4205	100	97	96	94	93	92	91	90	89	89	88
ECP	AP TRANS	4210	100	97	96	95	94	93	92	91	90	89	88

5.3 Critical PCI Value

An important concept in pavement management is the critical PCI value, a value that prompts major rehabilitation activities. It serves as a condition threshold that helps determine a section's suitability to receive major work. As soon as a section's PCI reaches the critical PCI value, the rate of PCI loss (deterioration) is expected to increase. The critical PCI concept assumes that once a pavement section deteriorates to this critical level, it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance or deferring major work until more costly reconstruction activities are required. **Figure 5.3 (a)** illustrates the benefit of applying lower cost preventive maintenance to extend the life of the pavement.

Figure 5.3 (a): Pavement Life and the Effect of Treatments

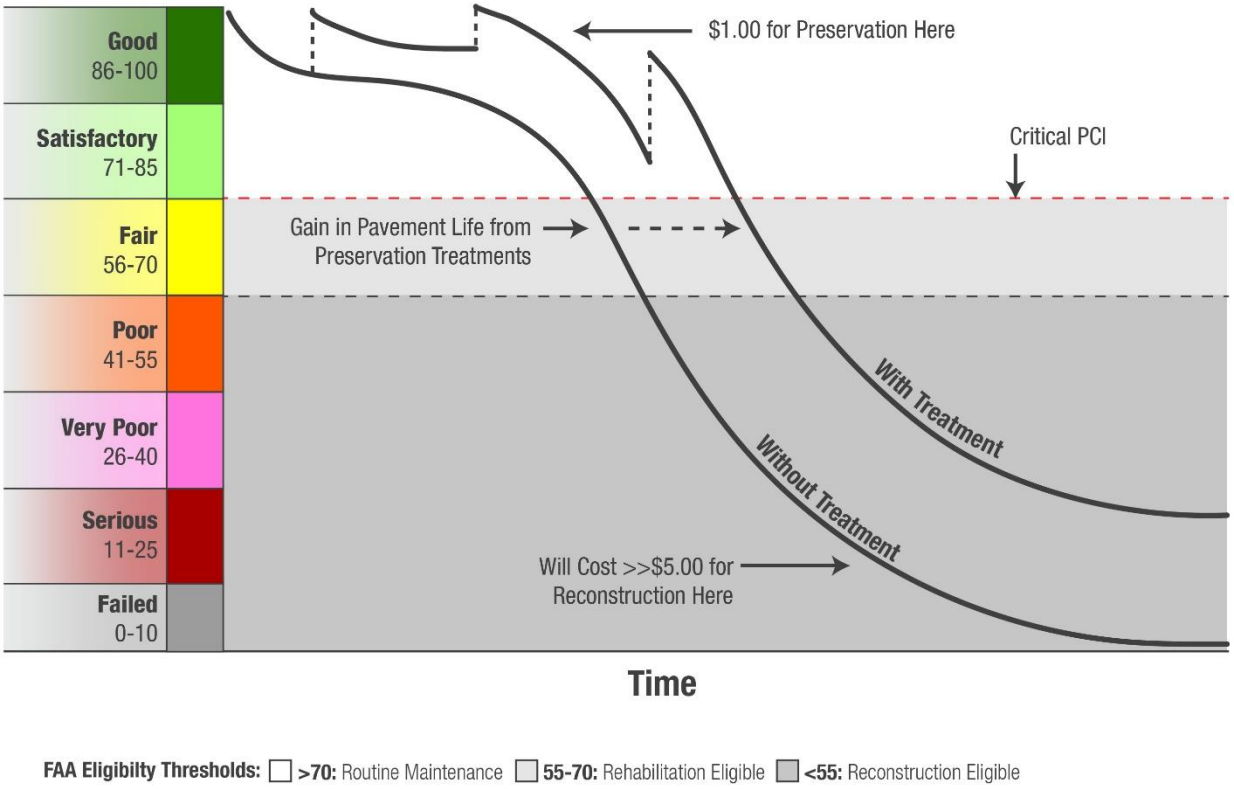


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

Critical PCI values vary and are typically based on a pavement's surface type, functional use, and importance, or priority, in daily operations. Pavement priority is generally assigned based on the branch use of a pavement section. In previous System Updates, the critical PCI value was set to 65 for all functional uses. Now, based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI Values 55 and 70 will be considered for Rehabilitation and sections less than 55 will be considered for Reconstruction at the planning-level, as shown in **Table 5.3 (a)**. The FDOT SAPMP will

integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. Moving forward, the critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown in **Table 5.3 (b)**.

Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

**Source:* AIP Handbook, in reference to Runways, Taxiways, and Aprons as seen in table G-2, H-1, and I-1 respectively

Table 5.3 (b): Critical PCI Values by Branch Use

Runway	Taxiway	Apron
70	70	70

Figures 5.3 (b) and **5.3 (c)** depict the decision process for major rehabilitation project identification with the assumption of available funds (Shahin). Should funding be unavailable for pavement sections in need of major rehabilitation, the Airport may elect to apply appropriate localized stopgap repair strategies. As the figures show, once major rehabilitation has been applied, the PCI of the section is reset to 100.

Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI

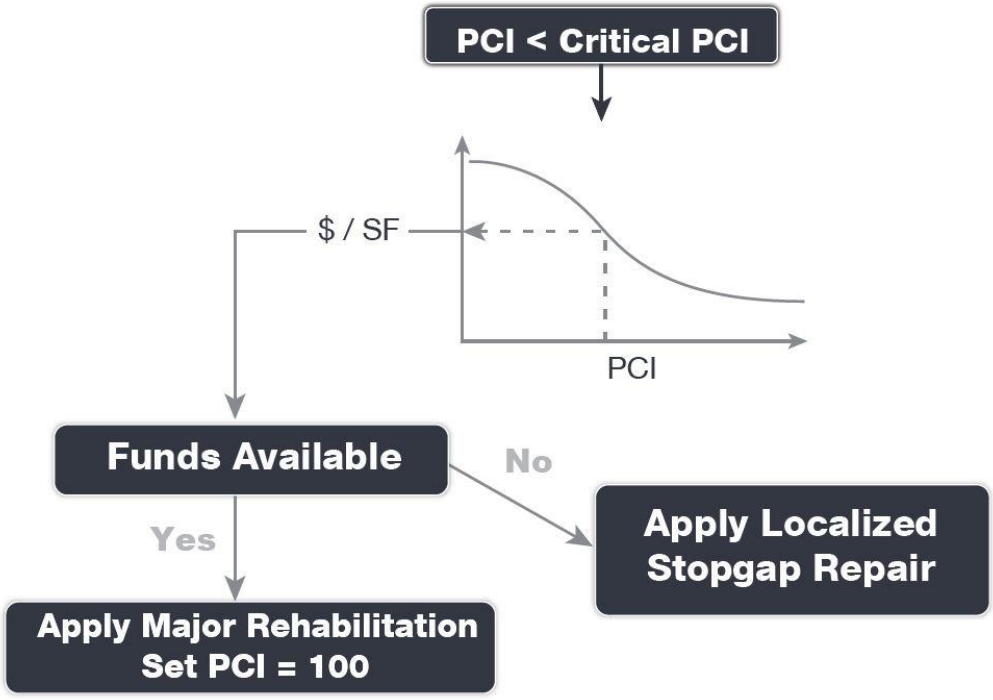
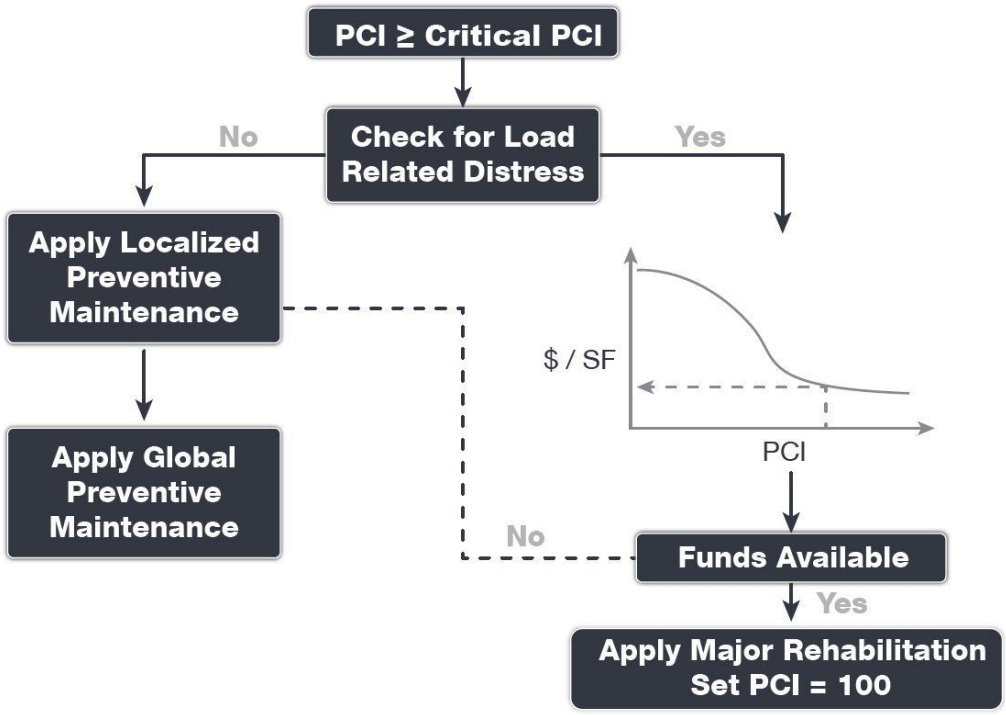


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

This section discusses both localized maintenance and major rehabilitation methods and how they may be most effectively applied to extend the life of the pavement network. General maintenance and rehabilitation (M&R) methods are characterized under two (2) broad categories: localized maintenance and major rehabilitation.

Localized maintenance is best applied as a conservation measure and is applied to slow the rate of pavement deterioration. It may, however, be applied as a temporary corrective measure in isolated areas. Proactive localized maintenance, and specifically preservation, is highly recommended to the Airport. However, it is recognized that once pavements have deteriorated below a certain condition threshold (the critical PCI value), the pavement benefits from more substantial rehabilitation in lieu of localized repairs.

Major rehabilitation is recommended when a pavement section falls below the critical PCI value or if a pavement section has a significant presence of load-related distress. Major rehabilitation efforts can correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network.

M&R planning combines methods of repair to address the cause of the problem rather than just treating the symptom. For example, a PCC corner break may require slab under-sealing, full-depth patching, and joint sealing. While these repair methods apply to specific distress and pavement types, they also consider the impact of Foreign Object Debris (FOD) on aircraft operations. Untidy or improperly constructed repair activities may disintegrate and potentially create FOD at or near the repair site. Therefore, maintenance activities must include quality control monitoring to ensure that repairs are conducted properly and clean-up activities are undertaken to address this potential. The current version of the FAA Advisory Circular 150/5210-24 “Airport Foreign Object Debris (FOD) Management” provides additional guidance for developing and managing an airport FOD program.

5.4.1 Localized Maintenance and Repair Approach

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two (2) types of localized maintenance are described below in further detail.

- Localized Preventive Maintenance and Repair
  - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching.
- Localized Stopgap/Safety Maintenance and Repair
  - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

5.4.2 Localized Work Types

The following sections provide detailed descriptions of the maintenance policy work types identified in the Localized Maintenance Policy.

AC Crack Sealing

Crack sealing is the process of cleaning and sealing (or resealing) cracks in AC pavements. This repair is used to fill longitudinal and transverse cracks, including reflective cracks and block cracks that are wider than 1/8-inch. The purpose of this treatment is to prevent water and incompressible materials from entering cracks and causing further deterioration of the pavement structure. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Crack sealing is cost-effective when used as a preventive measure. Depending on the size of the crack, routing and cleaning the crack may be necessary to remove the loose material within the crack for better adherence of the crack sealant to the crack face. Measurement of this work type is typically in linear feet.

AC Full-Depth Patching

This technique involves replacing the full thickness of the AC layer and may include replacement of the base and subbase layers. Full-depth patching is used to repair structural and material-related distresses, such as alligator cracking, corrugation, depressions, rutting, slippage cracking, and swelling in AC pavements. This repair may be limited to the top AC layer (partial-depth patch) if the base and subbase layers exhibit no signs of deterioration. Measurement of this work type is typically in square feet or square yards.

AC Partial-Depth AC Patching

This technique involves the removal of a given thickness of the surface layer using a milling machine and adding back a layer of AC pavement. This technique removes the deteriorated layer and provides a good bond for an overlay. It can correct or improve the structural capacity or functional requirement, such as skid resistance and ride quality. This repair is used for surface distresses that can occur over a large area, such as raveling, shoving, and bleeding. While mill and replace can be a major rehabilitation M&R method when applied at a large scale, its application in a localized capacity to treat specific distress types also classifies it under localized maintenance for the purpose of this study. After milling operations are completed, any cracks still present should be cleaned and sealed prior to the placement of a tack coat and AC overlay layer(s). Measurement of this work type is typically in square feet or square yards.

Grinding

Grinding is the process of removing a thin layer of the existing concrete by grinding it with a series of closely spaced, rotating saw blades. This method is used to re-profile jointed concrete pavements with poor ride quality due to faulting or warping. Grinding is also used to restore transverse drainage and to provide a textured pavement surface. The concern with this type of maintenance is that if too much material is removed, the overall structural composition of the pavement section may change, potentially reducing the overall life of the pavement. Measurement of this work type is typically in square feet or square yards.

Monitor Pavement

Monitor pavement is recommended when the distresses do not interfere with ride quality, do not have FOD potential, and do not pose an immediate safety concern.

PCC Crack Sealing

Crack sealing is the process of routing, cleaning, and sealing (or resealing) cracks in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the cracks. Water entering cracks can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Routing and cleaning of the crack is often necessary to adhere the crack sealant to both sides of the crack. Measurement of this work type is typically in linear feet.

PCC Full-Depth Patching

This type of M&R activity involves full-depth replacement of a portion of a PCC slab. This repair is used for medium- and high-severity corner breaks, medium-severity durability cracking, medium-severity blowups and buckling, and high-severity large patches. This repair requires restoring load transfer if near a joint or crack. Measurement of this work type is typically in square feet or square yards.

PCC Joint Seal

Joint sealing is the process of cleaning and sealing (or resealing) joints in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the joints. Water entering joints can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in joints leads to spalling of the concrete and is a source of FOD. In some cases, it may be necessary to re-saw the pavement joints to remove old material prior to resealing. Measurement of this work type is typically in linear feet.

PCC Partial-Depth Patching

Partial-depth patching involves removing shallow, localized areas of deteriorated or spalled PCC pavement and replacing them with a suitable patch-like cement concrete or epoxy concrete. This method is used to repair distresses that are confined to the top few inches of the slab, such as joint and corner spalling. This repair would require restoring the joint sealant if near a joint. Measurement of this work type is typically in square feet or square yards.

PCC Slab Replacement

This type of M&R activity involves full-depth replacement of an entire PCC slab. This repair is used to repair high-severity blowups and buckling, high-severity durability cracking, medium- and high-severity shattered slabs, and medium- and high-severity ASR. This repair requires restoring load transfer with adjacent slabs through dowels or similar means. Measurement of this work type is typically in square feet or square yards.

Surface Seal

Application of a surface treatment provides AC-surfaced pavements with an unoxidized layer of bituminous material that can help extend the life of a pavement that is experiencing climate-related distresses such as weathering and raveling. The surface treatment can also serve as a repair that re-establishes a bond between aggregates, slowing pavement deterioration and reducing FOD potential. Measurement of this work type is typically in square feet or square yards.

5.4.3 Localized Maintenance Planning-Level Unit Costs

The activities identified here are based on research of practical pavement treatments in consideration of the FAA AC 150/5380-6C. The Localized Maintenance Policies and associated planning-level unit costs are developed in consideration of a network-level analysis.

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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.

Tables 5.4.3 (a) and **(b)** display the cost by maintenance activity for AC and PCC pavement types, respectively. Because the localized maintenance activities identified for both preventive and stopgap work types are based on a statewide network approach, project-specific evaluations and maintenance quantities should be developed prior to construction.

Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete

Localized Work Type	Primary/Commercial Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	18.75	SF
AC Partial-Depth Patching	$	6.50	SF
Surface Seal	$	0.75	SF

Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete

Localized Work Type	Primary/Commercial Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	75.00	SF
PCC Partial-Depth Patching	$	169.00	SF
PCC Slab Replacement	$	51.50	SF

**PCC Partial-Depth Patching considers high-early-strength and high-performing repair material.*

5.4.4 Localized Maintenance and Repair Policy

Table 5.4.4 and **Table 5.4.5** depicts the Localized Preventive Maintenance Policy and the Localized Stopgap Maintenance Policy for AC and PCC pavements. The resulting Localized Maintenance recommendations for this program are identified based on this policy.

Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
41	Low	Alligator Cracking	Monitor Pavement	Monitor Pavement
41	Medium	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
41	High	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
42	N/A	Bleeding	Monitor Pavement	Monitor Pavement
43	Low	Block Cracking	Monitor Pavement	Monitor Pavement
43	Medium	Block Cracking	AC Crack Sealing	Monitor Pavement
43	High	Block Cracking	AC Crack Sealing	AC Crack Sealing
44	Low	Corrugation	Monitor Pavement	Monitor Pavement
44	Medium	Corrugation	AC Full Depth Patching	Monitor Pavement
44	High	Corrugation	AC Full Depth Patching	AC Full Depth Patching
45	Low	Depression	Monitor Pavement	Monitor Pavement
45	Medium	Depression	AC Full Depth Patching	Monitor Pavement
45	High	Depression	AC Full Depth Patching	AC Full Depth Patching
46	N/A	Jet Blast	Monitor Pavement	Monitor Pavement
47	Low	Jt. Reflective Cracking	Monitor Pavement	Monitor Pavement
47	Medium	Jt. Reflective Cracking	AC Crack Sealing	Monitor Pavement
47	High	Jt. Reflective Cracking	AC Full Depth Patching	AC Full Depth Patching
48	Low	L&T Cracking	Monitor Pavement	Monitor Pavement
48	Medium	L&T Cracking	AC Crack Sealing	Monitor Pavement
48	High	L&T Cracking	AC Full Depth Patching	AC Full Depth Patching
49	N/A	Oil Spillage	Monitor Pavement	Monitor Pavement
50	Low	Patching	Monitor Pavement	Monitor Pavement
50	Medium	Patching	AC Full Depth Patching	Monitor Pavement
50	High	Patching	AC Full Depth Patching	AC Full Depth Patching
51	N/A	Polished Aggregate	Monitor Pavement	Monitor Pavement
52	Low	Raveling	Surface Seal	Monitor Pavement
52	Medium	Raveling	Surface Seal	Monitor Pavement
52	High	Raveling	AC Partial Depth Patching	AC Partial Depth Patching
53	Low	Rutting	Monitor Pavement	Monitor Pavement
53	Medium	Rutting	AC Full Depth Patching	Monitor Pavement
53	High	Rutting	AC Full Depth Patching	AC Full Depth Patching
54	Low	Shoving	Monitor Pavement	Monitor Pavement
54	Medium	Shoving	AC Partial Depth Patching	Monitor Pavement
54	High	Shoving	AC Full Depth Patching	AC Full Depth Patching
55	N/A	Slippage Cracking	AC Full Depth Patching	AC Full Depth Patching
56	Low	Swelling	Monitor Pavement	Monitor Pavement
56	Medium	Swelling	AC Full Depth Patching	Monitor Pavement
56	High	Swelling	AC Full Depth Patching	AC Full Depth Patching

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
61	Low	Blow-up	PCC Full Depth Patching	Monitor Pavement
61	Medium	Blow-up	PCC Full Depth Patching	PCC Full Depth Patching
61	High	Blow-up	PCC Slab Replacement	PCC Slab Replacement
62	Low	Corner Break	Monitor Pavement	Monitor Pavement
62	Medium	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
62	High	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
63	Low	Linear Cracking	Monitor Pavement	Monitor Pavement
63	Medium	Linear Cracking	PCC Crack Sealing	PCC Crack Sealing
63	High	Linear Cracking	PCC Full Depth Patching	PCC Crack Sealing
64	Low	Durability Cracking	Monitor Pavement	Monitor Pavement
64	Medium	Durability Cracking	PCC Full Depth Patching	PCC Full Depth Patching
64	High	Durability Cracking	PCC Slab Replacement	PCC Slab Replacement
65	Low	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	Medium	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	High	Jt. Seal Damage	PCC Joint Seal	PCC Joint Seal
66	Low	Small Patch	Monitor Pavement	Monitor Pavement
66	Medium	Small Patch	PCC Partial Depth Patching	Monitor Pavement
66	High	Small Patch	PCC Partial Depth Patching	PCC Partial Depth Patching
67	Low	Large Patch	Monitor Pavement	Monitor Pavement
67	Medium	Large Patch	PCC Full Depth Patching	Monitor Pavement
67	High	Large Patch	PCC Full Depth Patching	PCC Full Depth Patching
68	N/A	Popouts	Monitor Pavement	Monitor Pavement
69	N/A	Pumping	Monitor Pavement	Monitor Pavement
70	Low	Scaling	Monitor Pavement	Monitor Pavement
70	Medium	Scaling	PCC Slab Replacement	Monitor Pavement
70	High	Scaling	PCC Slab Replacement	PCC Slab Replacement
71	Low	Faulting	Monitor Pavement	Monitor Pavement
71	Medium	Faulting	Grinding	Monitor Pavement
71	High	Faulting	PCC Slab Replacement	PCC Slab Replacement
72	Low	Shattered Slab	PCC Crack Sealing	Monitor Pavement
72	Medium	Shattered Slab	PCC Slab Replacement	PCC Crack Sealing
72	High	Shattered Slab	PCC Slab Replacement	PCC Slab Replacement
73	N/A	Shrinkage Cracking	Monitor Pavement	Monitor Pavement

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.5 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. 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 that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay.

5.5.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (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.

Major rehabilitation is divided into two (2) policy categories as part of this System Update: Full-Depth Reconstruction (Reconstruction) and Intermediate Major Rehabilitation (Rehabilitation). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Rehabilitation for AC, AAC, and APC pavement types, and PCC Reconstruction and PCC Rehabilitation for PCC pavement types. The pavement sections are based on the average Primary/Commercial Airport Type requirements; no pavement design has been performed in accordance with the FAA AC 150/5320-6F for the determined conceptual sections. **Table 5.5.1** provide details on the conceptual pavement sections developed for this study.

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	Primary/Commercial Pavement Section
AC Reconstruction	
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. ***PCI < 55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (8")
	Prime Coat
	Tack Coat
	P-403 Stabilized Base Course (5")
	P-401 Surface Course (4")
	Excludes any paved shoulder features
AC Rehabilitation	
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. ***PCI = 55 to 70***	**15% AC Reconstruction**
	Mill and Overlay
	AC Milling (4")
	Tack Coat
	P-401 Surface Course (4")
	Excludes any paved shoulder features
PCC Reconstruction	
Full-depth rigid pavement section reconstruction. ***PCI = < 55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (6")
	Prime Coat
	Tack Coat
	P-403 Stabilized Base Course (5")
	P-501 PCC Pavement (17")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. ***PCI = 55 to 70***	**15% Slab Replacement**
	Joint and Crack Seal
	Limited Patching

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. **This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.**

Reconstruction (AC or PCC)

Reconstruction is the removal and replacement of the existing AC or PCC pavement and base layer and includes preparation of the existing subgrade material. This technique is utilized when the pavement is badly deteriorated or a structural improvement is required. Reconstruction is used when the pavements are structurally deficient and an overlay is not possible due to adjacent pavement grades.

AC Rehabilitation

AC Rehabilitation, for the purposes of this SAPMP, is a removal of all or a portion of the asphalt surface through milling and replacing the milled depth with an overlay of asphalt. This rehabilitation activity is typically applied to pavement that does not require a structural improvement and does not display an extensive amount of load-related distresses. However, this work type conservatively accounts for 15% of the planned area to receive a full-depth replacement of the pavement structure. This is meant to capture any deficiencies that may not be apparent from a visual evaluation of the surface of the pavement. This work type occurs on pavement sections with a PCI value between 55 and 70. As a general rule of thumb, intermediate rehabilitation activities have a shorter pavement life compared to a full-depth reconstruction, but AC Rehabilitation will still reset the pavement to a PCI of 100.

PCC Rehabilitation

PCC Rehabilitation, for the purposes of this SAPMP, is a planning-level estimate of several concurrent PCC maintenance activities intended to raise the PCI above Critical without reconstructing the entire area. This work type accounts for the replacement of 15% of the slabs as well as a PCC patching, crack sealing, and joint sealing for areas outside of the panel replacement. This work type occurs on pavement sections with a PCI value between 55 and 70.

5.5.2 Major Rehabilitation Planning-Level Unit Costs

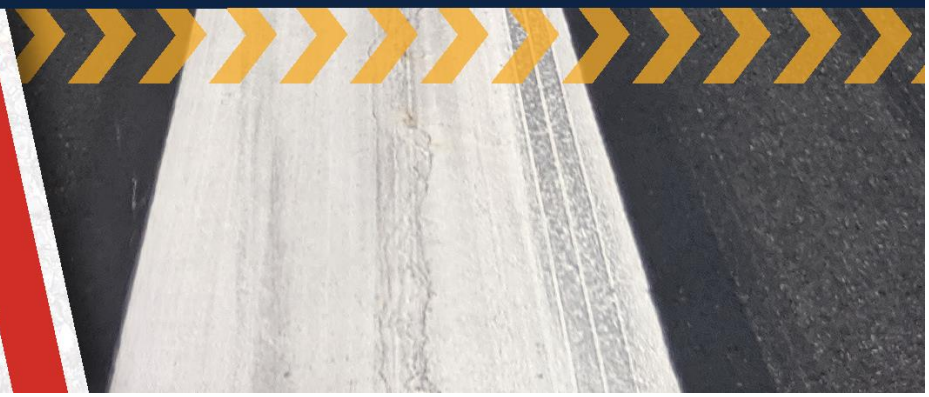
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, 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 the 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 5.5.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

Table 5.5.2: PR Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	$14.00	$30.50
Reconstruction	0 to 55	$30.50	$60.00

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level, based the policies defined in **5.4.4 Localized Maintenance and Repair Policy**. These work quantities are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist Airport staff in determining an annual budget allocation for maintenance activities that will help maintain Airport pavements above the critical PCI value and extend the life of the pavement.

Table 6.1 (a) provides a summary of the anticipated planning-level costs for Year 1 Localized Preventive Maintenance and Localized Stopgap Maintenance. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (a): Year 1 Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 384,050
Stopgap	$ -
Planning-Level Localized M&R Needs =	***$ 384,050***

Localized Preventive Maintenance is typically applied to pavements that are in a condition above the critical PCI value of the pavement section. Localized Stopgap Maintenance is typically applied to pavement sections that are at or below the critical PCI value. Application of localized maintenance and repair should be coordinated with the planning of major rehabilitation efforts identified through the Major Rehabilitation analysis. Pavements with stopgap recommendations that are subject to near-term major rehabilitation efforts may remove the need to perform localized (stopgap) maintenance efforts in subsequent years.

Table 6.1 (b) summarizes the anticipated Year 1 Localized Maintenance recommendations by work type, based on the PCI assessment efforts performed as part of this SAPMP System Update. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	Surface Seal	126,889	SF	$ 95,330
	AC Full-Depth Patching	495	SF	$ 9,300
	PCC Joint Seal	62,890	LF	$ 267,310
	PCC Partial-Depth Patching	72	SF	$ 12,110

Table 6.1 (c) provides a breakdown of the anticipated planning-level costs by section for those areas exhibiting distresses that would benefit from Year 1 Localized M&R. The table shows the approximate improved "End Condition" PCI value of the section after the application of Localized M&R. This approximation is intended to depict a planning-level estimate of the effect of the localized M&R on the section-level PCI; the performance of the work does not guarantee the pavement will not deteriorate in other ways outside of the described treatment. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ECP	RW 16-34	6105	750,000	96	96	$ 51,790
ECP	RW 16-34	6110	750,000	96	97	$ 204,900
ECP	TW D	405	750,000	74	79	$ 28,950
ECP	TW E1	515	41,900	100	100	$ -
ECP	TW E1	520	10,548	100	100	$ -
ECP	TW E2	510	15,240	85	90	$ 610
ECP	TW E3	505	19,798	87	92	$ 790
ECP	TW F	605	131,601	76	82	$ 8,460
ECP	TW F	610	22,120	100	100	$ -
ECP	TW J	1005	8,143	93	95	$ 2,680
ECP	TW J	1010	38,891	85	90	$ 2,920
ECP	TW J	1015	15,624	86	91	$ 340
ECP	TW J	1020	8,297	63	63	$ -
ECP	TW K	1105	10,661	94	96	$ 4,710
ECP	TW K	1110	46,845	88	90	$ 350
ECP	TW K	1115	15,661	83	91	$ 910
ECP	TW K	1120	10,562	68	68	$ -
ECP	TW M	1305	10,661	81	81	$ -
ECP	TW M	1310	46,845	83	87	$ 1,770
ECP	TW M	1315	15,502	83	89	$ 700
ECP	TW P	1605	10,661	93	98	$ 6,530
ECP	TW P	1610	46,845	89	89	$ -
ECP	TW P	1615	27,461	81	90	$ 2,000
ECP	TW Q	1705	43,410	89	89	$ -
ECP	TW S	1905	10,661	82	84	$ 3,200
ECP	TW S	1910	46,845	86	89	$ 1,760
ECP	TW T	2005	10,661	80	93	$ 2,410
ECP	TW T	2010	46,276	90	90	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
ECP	TW U	2105	8,143	88	90	$ 3,200
ECP	TW U	2110	38,297	83	89	$ 10,730
ECP	AP CO HANG	4605	32,896	86	89	$ 1,240
ECP	AP CO HANG	4606	44,645	83	88	$ 3,350
ECP	AP CO HANG	4607	15,360	86	90	$ 580
ECP	AP CO HANG	4608	12,746	85	88	$ 480
ECP	AP GA	4405	138,600	83	87	$ 5,200
ECP	AP GA	4406	80,568	83	87	$ 3,030
ECP	AP GA	4410	224,198	82	82	$ -
ECP	AP GA	4415	126,577	100	100	$ -
ECP	AP GA	4420	12,774	100	100	$ -
ECP	AP TERM	4105	33,611	97	97	$ -
ECP	AP TERM	4110	292,956	81	89	$ 17,460
ECP	AP TERM	4115	120,243	91	91	$ -
ECP	AP TERM	4120	43,000	84	84	$ -
ECP	AP TERM	4125	61,046	100	100	$ -
ECP	AP TERM	4130	7,003	100	100	$ -
ECP	AP T-HANG	4305	103,415	87	91	$ 5,290
ECP	AP T-HANG	4310	126,734	79	84	$ 7,650
ECP	AP TRANS	4205	180,000	100	100	$ -
ECP	AP TRANS	4210	47,250	100	100	$ -

6.2 Major Rehabilitation Needs

Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a substantial improvement to the pavement condition and resets the pavement section's PCI value to 100. Major rehabilitation recommendations (AC Rehabilitation, AC Reconstruction, PCC Rehabilitation, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance with FAA Advisory Circulars is required. Recommendations identified within this planning document do not imply final design.

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, 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 a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. This is done over a 10-year analysis period. While this is financially impractical, it does yield the unbiased pavement needs over a 10-year time frame at the Airport

given current and forecasted pavement conditions. The FDOT recognizes that airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. Each airport has a unique set of challenges and FDOT's goals are to provide it with the data needed to formulate a practical Capital Improvement Program and identify needs in the Joint Automated Capital Improvement Program (JACIP). This includes:

- An estimation of current pavement condition;
- Major pavement rehabilitation needs based on condition and policies; and
- Planning-level cost estimates for the major rehabilitation needs.

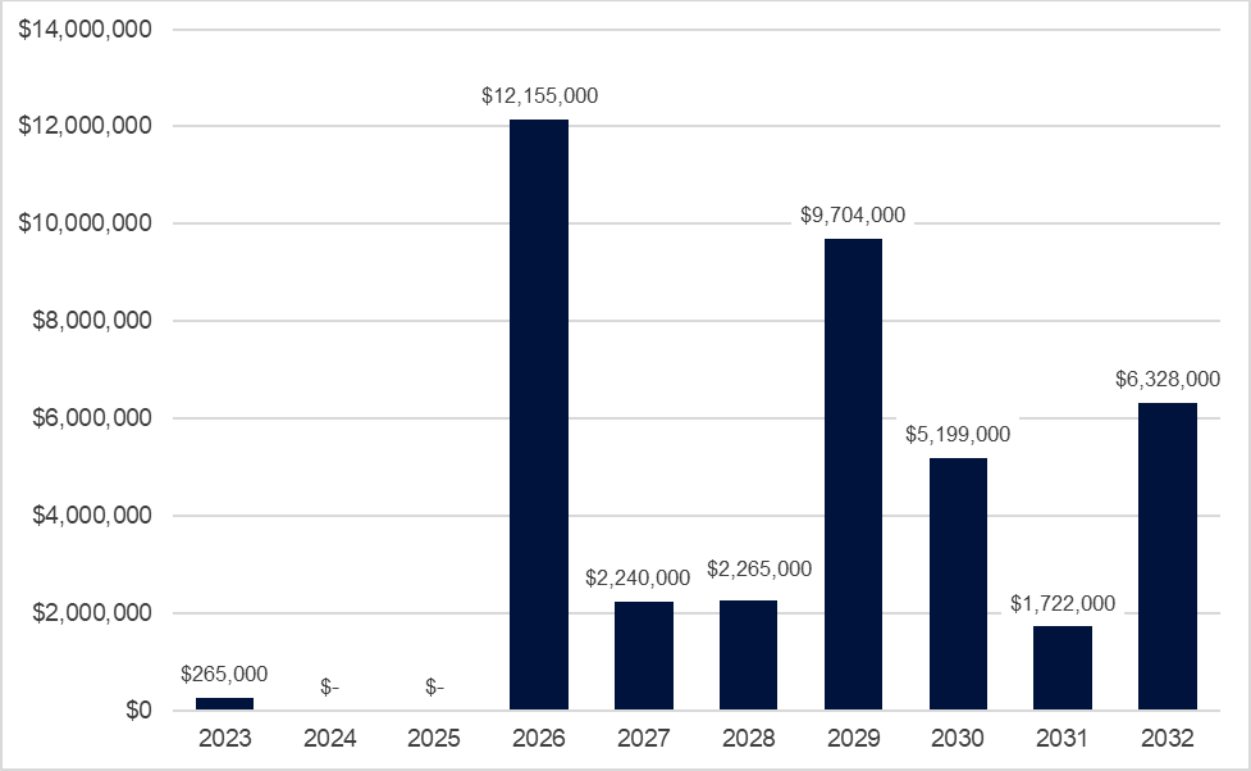
Table 6.2.1 (a) summarizes section-level major rehabilitation needs forecasted for a 10-year period. It should be noted that the following table depicts planning-level costs and has been rounded up to the nearest $1,000 for planning purposes.

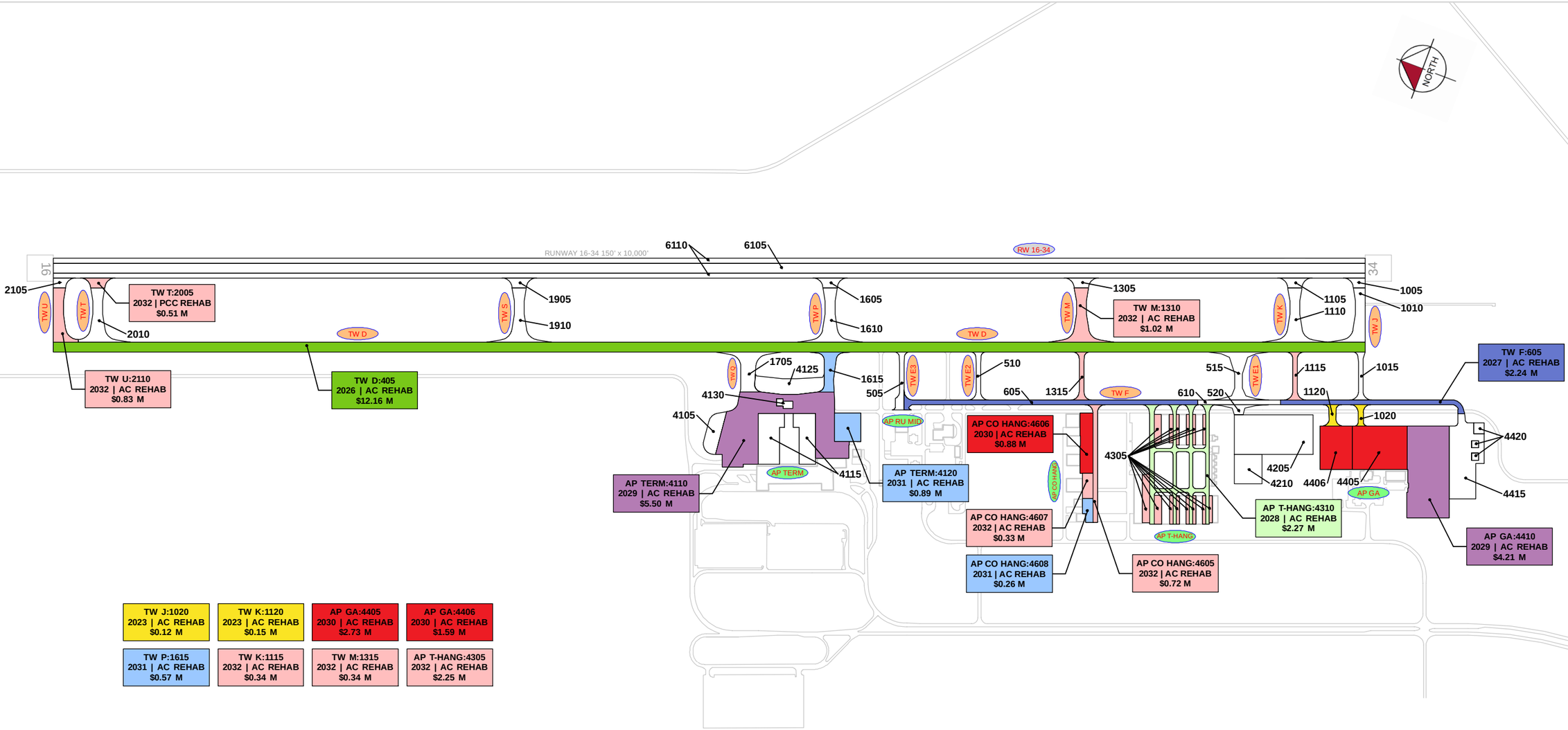
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**ECP**	TW J	1020	AC	8,297	62	AC Rehabilitation	$ 117,000
2023	**ECP**	TW K	1120	AC	10,562	67	AC Rehabilitation	$ 148,000
2026	**ECP**	TW D	405	AC	750,000	69	AC Rehabilitation	$ 12,155,000
2027	**ECP**	TW F	605	AC	131,601	70	AC Rehabilitation	$ 2,240,000
2028	**ECP**	AP T-HANG	4310	AC	126,734	68	AC Rehabilitation	$ 2,265,000
2029	**ECP**	AP GA	4410	AC	224,198	70	AC Rehabilitation	$ 4,207,000
2029	**ECP**	AP TERM	4110	AC	292,956	69	AC Rehabilitation	$ 5,497,000
2030	**ECP**	AP CO HANG	4606	AC	44,645	69	AC Rehabilitation	$ 880,000
2030	**ECP**	AP GA	4405	AC	138,600	69	AC Rehabilitation	$ 2,731,000
2030	**ECP**	AP GA	4406	AC	80,568	69	AC Rehabilitation	$ 1,588,000
2031	**ECP**	TW P	1615	AC	27,461	69	AC Rehabilitation	$ 568,000
2031	**ECP**	AP CO HANG	4608	AC	12,746	69	AC Rehabilitation	$ 264,000
2031	**ECP**	AP TERM	4120	AC	43,000	68	AC Rehabilitation	$ 890,000
2032	**ECP**	TW K	1115	AC	15,661	69	AC Rehabilitation	$ 341,000
2032	**ECP**	TW M	1310	AC	46,845	69	AC Rehabilitation	$ 1,018,000
2032	**ECP**	TW M	1315	AC	15,502	69	AC Rehabilitation	$ 337,000
2032	**ECP**	TW T	2005	PCC	10,661	69	PCC Rehabilitation	$ 505,000
2032	**ECP**	TW U	2110	AC	38,297	69	AC Rehabilitation	$ 832,000
2032	**ECP**	AP CO HANG	4605	AC	32,896	69	AC Rehabilitation	$ 715,000
2032	**ECP**	AP CO HANG	4607	AC	15,360	69	AC Rehabilitation	$ 334,000
2032	**ECP**	AP T-HANG	4305	AC	103,415	70	AC Rehabilitation	$ 2,246,000

Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit, graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level data that can be used by the Airport to support developing a practical CIP.

Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year




RUNWAY 16-34 150' x 10,000'
RW 16-34
16
34
6110
6105
2105
2010
1905
1910
1605
1610
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TW S
TW P
TW Q
TW E3
TW E2
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TW K
TW J
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TW F
AP RU MID
AP TERM
AP CO HANG
AP T-HANG
AP GA
TW T:2005
2032 | PCC REHAB
$0.51 M
TW M:1310
2032 | AC REHAB
$1.02 M
TW U:2110
2032 | AC REHAB
$0.83 M
TW D:405
2026 | AC REHAB
$12.16 M
TW F:605
2027 | AC REHAB
$2.24 M
AP CO HANG:4606
2030 | AC REHAB
$0.88 M
AP TERM:4110
2029 | AC REHAB
$5.50 M
AP TERM:4120
2031 | AC REHAB
$0.89 M
AP T-HANG:4310
2028 | AC REHAB
$2.27 M
AP CO HANG:4607
2032 | AC REHAB
$0.33 M
AP GA:4410
2029 | AC REHAB
$4.21 M
AP CO HANG:4608
2031 | AC REHAB
$0.26 M
AP CO HANG:4605
2032 | AC REHAB
$0.72 M
TW J:1020
2023 | AC REHAB
$0.12 M
TW K:1120
2023 | AC REHAB
$0.15 M
AP GA:4405
2030 | AC REHAB
$2.73 M
AP GA:4406
2030 | AC REHAB
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TW P:1615
2031 | AC REHAB
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TW K:1115
2032 | AC REHAB
$0.34 M
TW M:1315
2032 | AC REHAB
$0.34 M
AP T-HANG:4305
2032 | AC REHAB
$2.25 M
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
PROGRAM YEAR
2023
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2025
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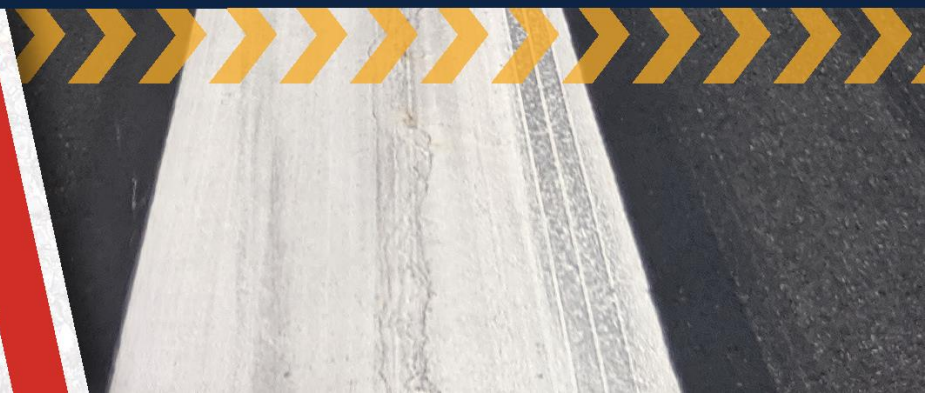
2028
2029
2030
2031
2032
"BRANCH":"SECTION"
"YEAR"|"REHAB ACTIVITY"
"EST. COST"
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.
NORTH
ECP
Statewide Airfield Pavement Management Program
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT
AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT
FDOT
2022

Chapter 7: Conclusion



Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

It is recommended that the Airport continue to perform regularly scheduled PCI surveys in accordance with the ASTM D5340-20 (or latest edition) to monitor the condition of airfield pavement facilities.

A high priority should be placed on maintaining good record keeping and re-inspecting the Airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, 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 prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. 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 also identified major pavement rehabilitation project needs from 2023-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus 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 based on the recommendations provided in **Section 6.1**;
- Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- Maintain detailed records on pavement maintenance, construction, and inspection; and
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Chapter 3** and **Appendix C**. 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 D5340-20. The Exhibit is intended for planning purposes only. Further details can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A.**

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts 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 work 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.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix C**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last 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.

Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Chapter 4** and **Appendix C**. The Exhibit is a visual summary of the latest conditions reported from the PCI assessment performed at the Airport. Distress analysis occurred in accordance with ASTM D5340-20 (referenced in **Appendix E**), with results being analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the Exhibit and graphically represented using the standard ASTM D5340-20 condition rating categories.

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix C**. 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. 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**.

Inspection Photograph Documentation

Representative field conditions from the PCI assessment are documented with digital photographs located in **Appendix D**. Select photographs are provided with a limited caption on the distress(es) observed. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Appendix does not contain photographs for every section and sample unit.

7.3 Conclusion

The FDOT SAPMP System Update Phase 2 2021-2023 was completed for the Airport on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. 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 D5340-20.

7.4 References

The following documents are 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, survey guidelines, and recommended methods of repair.

- ASTM D5340-20, Standard Test Method for Airport Pavement Condition Index Surveys, American Society for Testing and Materials, West Conshohocken, PA, 2018.
- AC 150/5210-24 Airport Foreign Object Debris (FOD) Management, Federal Aviation Administration, Washington, D.C., 2010.
- AC 150/5320-6F, Airport Pavement Design and Evaluation, Federal Aviation Administration, Washington, D.C., 2016.
- AC 150/5380-7B, Airport Pavement Management Program (PMP), Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5380-6C, Guidelines and Procedures for Maintenance of Airport Pavements, Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5370-10H, Standard Specifications for Construction of Airports, Federal Aviation Administration, Washington, D.C., 2018.
- Airport Improvement Program Handbook, Order 5100.38D, Change 1, Federal Aviation Administration, Washington, D.C., 2019.
- Tri-Service Pavements Working Group (TSPWG) Manual 3-270-08. 14-03, Preventive Maintenance Plan (PMP) for Airfield Pavements, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-16, O&M Manual: Standard Practice for Airfield Pavement Condition Surveys, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-03, Airfield Pavement Evaluation, Department of Defense, Washington, D.C., 2001.
- Shahin, Mohamed Y., Pavement Management for Airports, Roads, and Parking Lots, Springer, 2005.

Appendix A: Airfield Pavement Analysis

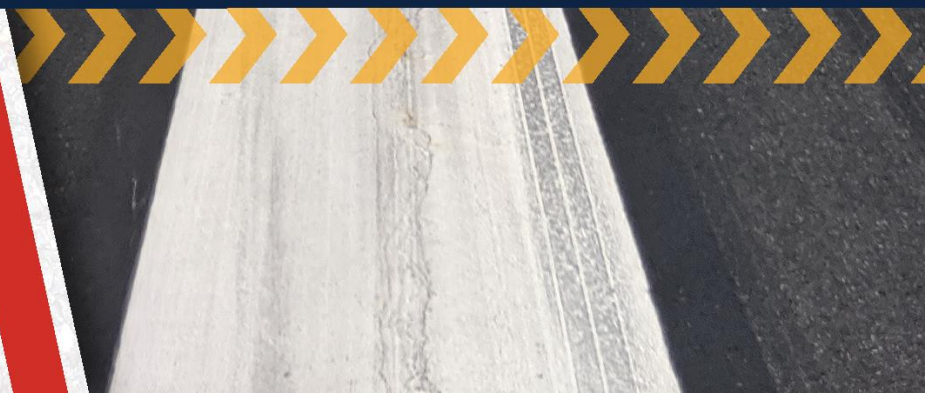


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ECP	RW 16-34	Runway	6105	750,000	PCC	1/1/2009
ECP	RW 16-34	Runway	6110	750,000	PCC	1/1/2009
ECP	TW D	Taxiway	405	750,000	AC	1/1/2009
ECP	TW E1	Taxiway	515	41,900	AC	1/1/2021
ECP	TW E1	Taxiway	520	10,548	AC	1/1/2021
ECP	TW E2	Taxiway	510	15,240	AC	1/1/2009
ECP	TW E3	Taxiway	505	19,798	AC	1/1/2009
ECP	TW F	Taxiway	605	131,601	AC	1/1/2009
ECP	TW F	Taxiway	610	22,120	AAC	1/1/2021
ECP	TW J	Taxiway	1005	8,143	PCC	1/1/2009
ECP	TW J	Taxiway	1010	38,891	AC	1/1/2009
ECP	TW J	Taxiway	1015	15,624	AC	1/1/2009
ECP	TW J	Taxiway	1020	8,297	AC	1/1/2009
ECP	TW K	Taxiway	1105	10,661	PCC	1/1/2009
ECP	TW K	Taxiway	1110	46,845	AC	1/1/2009
ECP	TW K	Taxiway	1115	15,661	AC	1/1/2009
ECP	TW K	Taxiway	1120	10,562	AC	1/1/2011
ECP	TW M	Taxiway	1305	10,661	PCC	1/1/2009
ECP	TW M	Taxiway	1310	46,845	AC	1/1/2009
ECP	TW M	Taxiway	1315	15,502	AC	1/1/2009
ECP	TW P	Taxiway	1605	10,661	PCC	1/1/2009
ECP	TW P	Taxiway	1610	46,845	AC	1/1/2009
ECP	TW P	Taxiway	1615	27,461	AC	1/1/2009
ECP	TW Q	Taxiway	1705	43,410	AC	1/1/2009
ECP	TW S	Taxiway	1905	10,661	PCC	1/1/2009
ECP	TW S	Taxiway	1910	46,845	AC	1/1/2009
ECP	TW T	Taxiway	2005	10,661	PCC	1/1/2009
ECP	TW T	Taxiway	2010	46,276	AC	1/1/2009
ECP	TW U	Taxiway	2105	8,143	PCC	1/1/2009
ECP	TW U	Taxiway	2110	38,297	AC	1/1/2009
ECP	AP CO HANG	Apron	4605	32,896	AC	1/1/2009
ECP	AP CO HANG	Apron	4606	44,645	AC	1/1/2009
ECP	AP CO HANG	Apron	4607	15,360	AC	1/1/2012
ECP	AP CO HANG	Apron	4608	12,746	AC	1/1/2012
ECP	AP GA	Apron	4405	138,600	AC	1/1/2009
ECP	AP GA	Apron	4406	80,568	AC	1/1/2011
ECP	AP GA	Apron	4410	224,198	AC	1/1/2017
ECP	AP GA	Apron	4415	126,577	AC	7/1/2022
ECP	AP GA	Apron	4420	12,774	PCC	7/1/2022
ECP	AP TERM	Apron	4105	33,611	PCC	1/1/2009
ECP	AP TERM	Apron	4110	292,956	AC	1/1/2009
ECP	AP TERM	Apron	4115	120,243	PCC	1/1/2009
ECP	AP TERM	Apron	4120	43,000	AC	1/1/2014
ECP	AP TERM	Apron	4125	61,046	AC	1/1/2020

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
ECP	AP TERM	Apron	4130	7,003	PCC	5/1/2022
ECP	AP T-HANG	Apron	4305	103,415	AC	1/1/2009
ECP	AP T-HANG	Apron	4310	126,734	AC	1/1/2009
ECP	AP TRANS	Apron	4205	180,000	PCC	1/1/2021
ECP	AP TRANS	Apron	4210	47,250	PCC	7/1/2021

Table A.2: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ECP	RW 16-34	Runway	6105	750,000	96	Good
ECP	RW 16-34	Runway	6110	750,000	96	Good
ECP	TW D	Taxiway	405	750,000	74	Satisfactory
ECP	TW E1	Taxiway	515	41,900	100	Good
ECP	TW E1	Taxiway	520	10,548	100	Good
ECP	TW E2	Taxiway	510	15,240	85	Satisfactory
ECP	TW E3	Taxiway	505	19,798	87	Good
ECP	TW F	Taxiway	605	131,601	76	Satisfactory
ECP	TW F	Taxiway	610	22,120	100	Good
ECP	TW J	Taxiway	1005	8,143	93	Good
ECP	TW J	Taxiway	1010	38,891	85	Satisfactory
ECP	TW J	Taxiway	1015	15,624	86	Good
ECP	TW J	Taxiway	1020	8,297	63	Fair
ECP	TW K	Taxiway	1105	10,661	94	Good
ECP	TW K	Taxiway	1110	46,845	88	Good
ECP	TW K	Taxiway	1115	15,661	83	Satisfactory
ECP	TW K	Taxiway	1120	10,562	68	Fair
ECP	TW M	Taxiway	1305	10,661	81	Satisfactory
ECP	TW M	Taxiway	1310	46,845	83	Satisfactory
ECP	TW M	Taxiway	1315	15,502	83	Satisfactory
ECP	TW P	Taxiway	1605	10,661	93	Good
ECP	TW P	Taxiway	1610	46,845	89	Good
ECP	TW P	Taxiway	1615	27,461	81	Satisfactory
ECP	TW Q	Taxiway	1705	43,410	89	Good
ECP	TW S	Taxiway	1905	10,661	82	Satisfactory
ECP	TW S	Taxiway	1910	46,845	86	Good
ECP	TW T	Taxiway	2005	10,661	80	Satisfactory
ECP	TW T	Taxiway	2010	46,276	90	Good
ECP	TW U	Taxiway	2105	8,143	88	Good
ECP	TW U	Taxiway	2110	38,297	83	Satisfactory
ECP	AP CO HANG	Apron	4605	32,896	86	Good
ECP	AP CO HANG	Apron	4606	44,645	83	Satisfactory
ECP	AP CO HANG	Apron	4607	15,360	86	Good
ECP	AP CO HANG	Apron	4608	12,746	85	Satisfactory
ECP	AP GA	Apron	4405	138,600	83	Satisfactory
ECP	AP GA	Apron	4406	80,568	83	Satisfactory
ECP	AP GA	Apron	4410	224,198	82	Satisfactory
ECP	AP GA	Apron	4415	126,577	100	Good
ECP	AP GA	Apron	4420	12,774	100	Good
ECP	AP TERM	Apron	4105	33,611	97	Good
ECP	AP TERM	Apron	4110	292,956	81	Satisfactory
ECP	AP TERM	Apron	4115	120,243	91	Good
ECP	AP TERM	Apron	4120	43,000	84	Satisfactory
ECP	AP TERM	Apron	4125	61,046	100	Good
ECP	AP TERM	Apron	4130	7,003	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
ECP	AP T-HANG	Apron	4305	103,415	87	Good
ECP	AP T-HANG	Apron	4310	126,734	79	Satisfactory
ECP	AP TRANS	Apron	4205	180,000	100	Good
ECP	AP TRANS	Apron	4210	47,250	100	Good

Table A.3: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	RW 16-34	6105	96	95	94	93	93	92	92	91	91	90	90
ECP	RW 16-34	6110	96	95	94	93	93	92	92	91	91	90	90
ECP	TW D	405	74	72	71	70	69	68	67	66	65	64	63
ECP	TW E1	515	100	94	92	90	88	86	85	83	81	80	78
ECP	TW E1	520	100	94	92	90	88	86	85	83	81	80	78
ECP	TW E2	510	85	83	81	80	78	77	75	74	73	72	71
ECP	TW E3	505	87	85	83	81	80	78	77	76	74	73	72
ECP	TW F	605	76	74	73	72	71	70	69	68	67	66	65
ECP	TW F	610	100	94	91	89	87	84	82	80	78	76	74
ECP	TW J	1005	93	92	92	91	91	90	90	89	89	89	88
ECP	TW J	1010	85	83	81	80	78	77	75	74	73	72	71
ECP	TW J	1015	86	84	82	80	79	78	76	75	74	72	71
ECP	TW J	1020	63	62	61	60	59	59	58	57	56	55	54
ECP	TW K	1105	94	93	92	92	91	91	90	90	89	89	89
ECP	TW K	1110	88	86	84	82	81	79	78	76	75	74	72
ECP	TW K	1115	83	81	79	78	76	75	74	73	71	70	69
ECP	TW K	1120	68	67	66	65	64	63	62	61	61	60	59
ECP	TW M	1305	81	80	79	78	78	77	76	74	73	72	71
ECP	TW M	1310	83	81	79	78	76	75	74	73	71	70	69
ECP	TW M	1315	83	81	79	78	76	75	74	73	71	70	69
ECP	TW P	1605	93	92	92	91	91	90	90	89	89	89	88
ECP	TW P	1610	89	87	85	83	81	80	78	77	76	74	73
ECP	TW P	1615	81	79	78	76	75	74	72	71	70	69	68
ECP	TW Q	1705	89	87	85	83	81	80	78	77	76	74	73
ECP	TW S	1905	82	81	80	80	79	78	77	76	75	74	73
ECP	TW S	1910	86	84	82	80	79	78	76	75	74	72	71
ECP	TW T	2005	80	79	78	77	76	75	74	73	72	70	69
ECP	TW T	2010	90	88	86	84	82	81	79	78	76	75	74
ECP	TW U	2105	88	88	87	87	87	86	86	85	85	85	84
ECP	TW U	2110	83	81	79	78	76	75	74	73	71	70	69
ECP	AP CO HANG	4605	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4606	83	81	79	78	76	74	72	71	69	67	66
ECP	AP CO HANG	4607	86	84	82	81	79	77	75	74	72	70	69
ECP	AP CO HANG	4608	85	83	81	80	78	76	74	73	71	69	68
ECP	AP GA	4405	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4406	83	81	79	78	76	74	72	71	69	67	66
ECP	AP GA	4410	82	80	78	77	75	73	71	70	68	66	65
ECP	AP GA	4415	100	98	97	95	93	92	90	88	87	85	83
ECP	AP GA	4420	100	99	97	96	95	94	93	92	91	90	89
ECP	AP TERM	4105	97	95	94	93	92	91	90	89	88	88	87
ECP	AP TERM	4110	81	79	77	76	74	72	70	69	67	65	64
ECP	AP TERM	4115	91	90	89	88	87	87	86	85	84	84	83
ECP	AP TERM	4120	84	82	80	79	77	75	73	72	70	68	67
ECP	AP TERM	4125	100	94	92	91	89	87	86	84	82	81	79

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
ECP	AP TERM	4130	100	98	97	96	95	94	93	92	91	90	89
ECP	AP T-HANG	4305	87	85	83	82	80	78	76	75	73	71	70
ECP	AP T-HANG	4310	79	77	75	74	72	70	68	67	65	63	62
ECP	AP TRANS	4205	100	97	96	94	93	92	91	90	89	89	88
ECP	AP TRANS	4210	100	97	96	95	94	93	92	91	90	89	88

Network: NORTHWEST FLOR **Branch:** AP CO HANGAPRON CORP H **Section:** 4605 **Surface:**AC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 900.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 32896.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP CO HANGAPRON CORP H **Section:** 4606 **Surface:**AC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 900.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 44645.00001 (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: NORTHWEST FLOR **Branch:** AP CO HANGAPRON CORP H **Section:** 4607 **Surface:**AC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15360.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP CO HANGAPRON CORP H **Section:** 4608 **Surface:**AC

L.C.D. 1/1/2012 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12746.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP GA GA APRON **Section:** 4405 **Surface:**AC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 400.00 (Ft) **True Area:** 138600.0000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP GA GA APRON **Section:** 4406 **Surface:**AC

L.C.D. 1/1/2011 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 80568.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP GA GA APRON **Section:** 4410 **Surface:**AC

L.C.D. 1/1/2017 **Use:** APRON **Rank:** P **Length:** 700.00 (Ft) **Width:** 325.00 (Ft) **True Area:** 224198.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP GA GA APRON **Section:** 4415 **Surface:**AC

L.C.D. 7/1/2022 **Use:** APRON **Rank:** P **Length:** 580.00 (Ft) **Width:** 265.00 (Ft) **True Area:** 126577.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP GA GA APRON **Section:** 4420 **Surface:**PCC
L.C.D. 7/1/2022 **Use:** APRON **Rank:** P **Length:** 250.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 12774.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2022	OL-PC	Overlay - PCC	0.00	0.00	☑	
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4105 **Surface:**PCC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 33611.00001 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4110 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 1,570.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 292956.0000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4115 **Surface:**PCC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 350.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 120243.0000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4120 **Surface:**AC
L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 215.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 43000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4125 **Surface:**AC
L.C.D. 1/1/2020 **Use:** APRON **Rank:** P **Length:** 530.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 61046.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP TERM APRON TERM **Section:** 4130 **Surface:**PCC
L.C.D. 5/1/2022 **Use:** APRON **Rank:** P **Length:** 75.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 7003.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2022	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	16" P-501, 6" P-306, P-152
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP T-HANG APRON T-HANG **Section:** 4305 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 103415.0000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP T-HANG APRON T-HANG **Section:** 4310 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 900.00 (Ft) **Width:** 125.00 (Ft) **True Area:** 126734.0000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** AP TRANS TRANSIENT APR **Section:** 4205 **Surface:**PCC
L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 180000.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** AP TRANS TRANSIENT APR **Section:** 4210 **Surface:**PCC
L.C.D. 7/1/2021 **Use:** APRON **Rank:** P **Length:** 225.00 (Ft) **Width:** 210.00 (Ft) **True Area:** 47250.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2021	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** RW 16-34 RUNWAY 16-34 **Section:** 6105 **Surface:**PCC
L.C.D. 1/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 10,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 750000.0002 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** RW 16-34 RUNWAY 16-34 **Section:** 6110 **Surface:**PCC
L.C.D. 1/1/2009 **Use:** RUNWAY **Rank:** P **Length:** 10,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 750000.0002 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC
L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 10,000.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 750000.0002 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW E1 TAXIWAY E1 **Section:** 515 **Surface:**AC
L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 365.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 41900.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** TW E1 TAXIWAY E1 **Section:** 520 **Surface:**AC
L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 79.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 10548.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** TW E2 TAXIWAY E2 **Section:** 510 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15240.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW E3 TAXIWAY E3 **Section:** 505 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 19798.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 3,605.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 131601.0000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 632.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 22120.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2009	NU-IN	New Construction - Initial	0.00	0.00	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW J TAXIWAY J **Section:** 1005 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 8143.000002 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW J TAXIWAY J **Section:** 1010 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 405.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 38891.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW J TAXIWAY J **Section:** 1015 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15624.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW J TAXIWAY J **Section:** 1020 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8297.000002 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW K TAXIWAY K **Section:** 1105 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 10661.00000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW K TAXIWAY K **Section:** 1110 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 405.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 46845.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW K TAXIWAY K **Section:** 1115 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15661.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW K TAXIWAY K **Section:** 1120 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 10562.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: NORTHWEST FLOR **Branch:** TW M TAXIWAY M **Section:** 1305 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 10661.00000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW M TAXIWAY M **Section:** 1310 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 46845.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW M TAXIWAY M **Section:** 1315 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15502.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW P TAXIWAY P **Section:** 1605 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 10661.00000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW P TAXIWAY P **Section:** 1610 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 46845.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW P TAXIWAY P **Section:** 1615 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 27461.00000 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW Q TAXIWAY Q **Section:** 1705 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 43410.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW S TAXIWAY S **Section:** 1905 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 10661.00000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW S TAXIWAY S **Section:** 1910 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 46845.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW T TAXIWAY T **Section:** 2005 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 10661.00000 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW T TAXIWAY T **Section:** 2010 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 46276.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Network: NORTHWEST FLOR **Branch:** TW U TAXIWAY U **Section:** 2105 **Surface:**PCC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 8143.000002 (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	☑	14" P-501, 4" P-403, 6" 160 Type B (

Network: NORTHWEST FLOR **Branch:** TW U TAXIWAY U **Section:** 2110 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 38297.00001 (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	☑	5" P-401, 8" P-209 or P-211, 8" 160 T

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - PCC	1	7,003.00	0.00	0.00
Mill and Overlay	1	22,120.00	0.00	0.00
New Construction - AC	5	464,269.00	0.00	0.00
New Construction - Initial	42	4,020,262.00	0.00	0.00
New Construction - PCC	2	227,250.00	0.00	0.00
Overlay - PCC	1	12,774.00	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 CO HA	4	2,600.00	46.25	105,647.00	APRON	85.00	1.22	84.61
AP GA	5	2,230.00	268.00	582,717.00	APRON	89.60	8.50	86.68
AP TERM	6	2,940.00	165.83	557,859.00	APRON	92.17	7.51	86.67
AP T-HANG	2	1,300.00	212.50	230,149.00	APRON	83.00	4.00	82.59
AP TRANS	2	825.00	255.00	227,250.00	APRON	100.00	0.00	100.00
RW 16-34	2	20,000.00	75.00	1,500,000.00	RUNWAY	96.00	0.00	96.00
TW D	1	10,000.00	75.00	750,000.00	TAXIWAY	74.00	0.00	74.00
TW E1	2	444.00	60.00	52,448.00	TAXIWAY	100.00	0.00	100.00
TW E2	1	370.00	35.00	15,240.00	TAXIWAY	85.00	0.00	85.00
TW E3	1	400.00	35.00	19,798.00	TAXIWAY	87.00	0.00	87.00
TW F	2	4,237.00	35.00	153,721.00	TAXIWAY	88.00	12.00	79.45
TW J	4	1,035.00	58.75	70,955.00	TAXIWAY	81.75	11.26	83.57
TW K	4	1,040.00	80.00	83,729.00	TAXIWAY	83.25	9.63	85.31
TW M	3	925.00	78.33	73,008.00	TAXIWAY	82.33	0.94	82.71
TW P	3	845.00	91.67	84,967.00	TAXIWAY	87.67	4.99	86.92
TW Q	1	310.00	100.00	43,410.00	TAXIWAY	89.00	0.00	89.00
TW S	2	495.00	97.50	57,506.00	TAXIWAY	84.00	2.00	85.26
TW T	2	495.00	97.50	56,937.00	TAXIWAY	85.00	5.00	88.13
TW U	2	495.00	97.50	46,440.00	TAXIWAY	85.50	2.50	83.88

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	19	1,703,622.00	89.84	7.83	87.77
RUNWAY	2	1,500,000.00	96.00	0.00	96.00
TAXIWAY	28	1,508,159.00	85.36	8.49	79.67
ALL	49	4,711,781.00	87.53	8.52	87.80

Pavement Database: FDOT *NetworkId: ECP*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CO HANG	4605	1/1/2009	AC	APRON	P	0	32,896.00	3/16/2022	13	86
AP CO HANG	4606	1/1/2009	AC	APRON	P	0	44,645.00	3/16/2022	13	83
AP CO HANG	4607	1/1/2012	AC	APRON	P	0	15,360.00	3/16/2022	10	86
AP CO HANG	4608	1/1/2012	AC	APRON	P	0	12,746.00	3/16/2022	10	85
AP GA	4405	1/1/2009	AC	APRON	P	0	138,600.00	3/16/2022	13	83
AP GA	4406	1/1/2011	AC	APRON	P	0	80,568.00	3/16/2022	11	83
AP GA	4410	1/1/2017	AC	APRON	P	0	224,198.00	3/16/2022	5	82
AP GA	4415	7/1/2022	AC	APRON	P	0	126,577.00	7/1/2022	0	100
AP GA	4420	7/1/2022	PCC	APRON	P	0	12,774.00	7/1/2022	0	100
AP TERM	4105	1/1/2009	PCC	APRON	P	0	33,611.00	3/16/2022	13	97
AP TERM	4110	1/1/2009	AC	APRON	P	0	292,956.00	3/16/2022	13	81
AP TERM	4115	1/1/2009	PCC	APRON	P	0	120,243.00	3/16/2022	13	91
AP TERM	4120	1/1/2014	AC	APRON	P	0	43,000.00	3/16/2022	8	84
AP TERM	4125	1/1/2020	AC	APRON	P	0	61,046.00	1/1/2020	0	100
AP TERM	4130	5/1/2022	PCC	APRON	P	0	7,003.00	5/1/2022	0	100
AP T-HANG	4305	1/1/2009	AC	APRON	P	0	103,415.00	3/16/2022	13	87
AP T-HANG	4310	1/1/2009	AC	APRON	P	0	126,734.00	3/16/2022	13	79
AP TRANS	4205	1/1/2021	PCC	APRON	P	0	180,000.00	1/1/2021	0	100
AP TRANS	4210	7/1/2021	PCC	APRON	P	0	47,250.00	7/1/2021	0	100
RW 16-34	6105	1/1/2009	PCC	RUNWAY	P	0	750,000.00	3/16/2022	13	96
RW 16-34	6110	1/1/2009	PCC	RUNWAY	P	0	750,000.00	3/16/2022	13	96
TW D	405	1/1/2009	AC	TAXIWAY	P	0	750,000.00	3/16/2022	13	74
TW E1	515	1/1/2021	AC	TAXIWAY	P	0	41,900.00	1/1/2021	0	100
TW E1	520	1/1/2021	AC	TAXIWAY	P	0	10,548.00	1/1/2021	0	100
TW E2	510	1/1/2009	AC	TAXIWAY	P	0	15,240.00	3/16/2022	13	85
TW E3	505	1/1/2009	AC	TAXIWAY	P	0	19,798.00	3/16/2022	13	87
TW F	605	1/1/2009	AC	TAXIWAY	P	0	131,601.00	3/16/2022	13	76
TW F	610	1/1/2021	AAC	TAXIWAY	P	0	22,120.00	1/1/2021	0	100
TW J	1005	1/1/2009	PCC	TAXIWAY	P	0	8,143.00	3/16/2022	13	93
TW J	1010	1/1/2009	AC	TAXIWAY	P	0	38,891.00	3/16/2022	13	85
TW J	1015	1/1/2009	AC	TAXIWAY	P	0	15,624.00	3/16/2022	13	86
TW J	1020	1/1/2009	AC	TAXIWAY	P	0	8,297.00	3/16/2022	13	63
TW K	1105	1/1/2009	PCC	TAXIWAY	P	0	10,661.00	3/16/2022	13	94
TW K	1110	1/1/2009	AC	TAXIWAY	P	0	46,845.00	3/16/2022	13	88
TW K	1115	1/1/2009	AC	TAXIWAY	P	0	15,661.00	3/16/2022	13	83
TW K	1120	1/1/2011	AC	TAXIWAY	P	0	10,562.00	3/16/2022	11	68
TW M	1305	1/1/2009	PCC	TAXIWAY	P	0	10,661.00	3/16/2022	13	81
TW M	1310	1/1/2009	AC	TAXIWAY	P	0	46,845.00	3/16/2022	13	83
TW M	1315	1/1/2009	AC	TAXIWAY	P	0	15,502.00	3/16/2022	13	83
TW P	1605	1/1/2009	PCC	TAXIWAY	P	0	10,661.00	3/16/2022	13	93
TW P	1610	1/1/2009	AC	TAXIWAY	P	0	46,845.00	3/16/2022	13	89
TW P	1615	1/1/2009	AC	TAXIWAY	P	0	27,461.00	3/16/2022	13	81
TW Q	1705	1/1/2009	AC	TAXIWAY	P	0	43,410.00	3/16/2022	13	89
TW S	1905	1/1/2009	PCC	TAXIWAY	P	0	10,661.00	3/16/2022	13	82
TW S	1910	1/1/2009	AC	TAXIWAY	P	0	46,845.00	3/16/2022	13	86
TW T	2005	1/1/2009	PCC	TAXIWAY	P	0	10,661.00	3/16/2022	13	80
TW T	2010	1/1/2009	AC	TAXIWAY	P	0	46,276.00	3/16/2022	13	90
TW U	2105	1/1/2009	PCC	TAXIWAY	P	0	8,143.00	3/16/2022	13	88

TW U	2110	1/1/2009	AC	TAXIWAY	P	0	38,297.00	3/16/2022	13	83

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		509,218.00	9	100.00	0.00	100.00
03-05	5	224,198.00	1	82.00	0.00	82.00
06-10	9	71,106.00	3	85.00	0.82	84.61
11-15	13	3,907,259.00	36	84.78	7.14	86.60
ALL	10	4,711,781.00	49	87.53	8.52	87.80

Appendix B: Maintenance and Rehabilitation Planning Needs

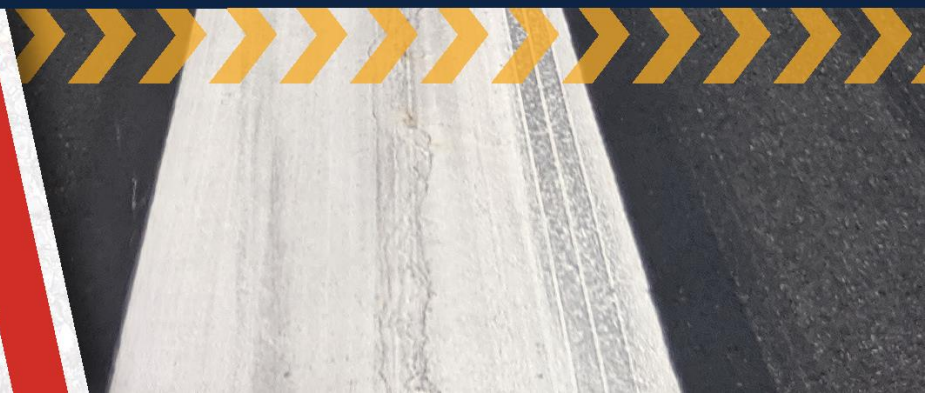


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

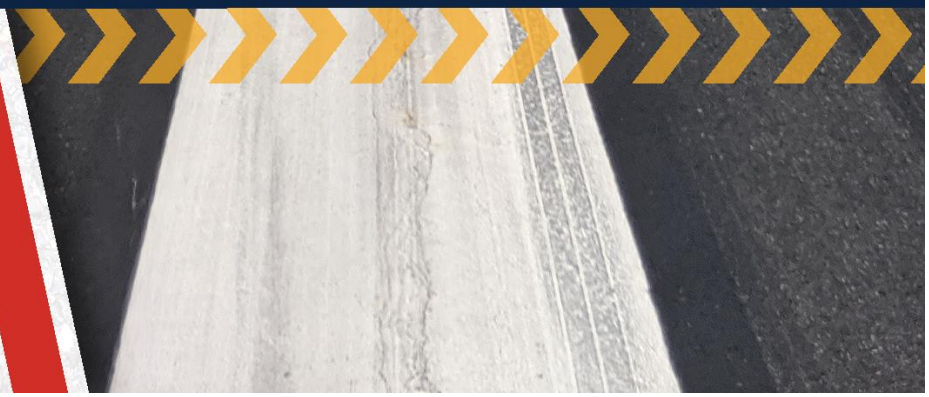
Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
ECP	RW 16-34	6105	JT SEAL DMG	Low	312	Slabs	15.0%	Preventive	PCC Joint Seal	10,331	LF	$ 4.25	$ 43,910
ECP	RW 16-34	6105	SMALL PATCH	Medium	9	Slabs	0.4%	Preventive	PCC Partial-Depth Patching	24	SF	$ 169.00	$ 3,940
ECP	RW 16-34	6105	CORNER SPALL	Medium	9	Slabs	0.4%	Preventive	PCC Partial-Depth Patching	24	SF	$ 169.00	$ 3,940
ECP	RW 16-34	6110	JT SEAL DMG	Low	1,455	Slabs	70.0%	Preventive	PCC Joint Seal	48,211	LF	$ 4.25	$ 204,900
ECP	TW D	405	RAVELING	Low	894	SF	0.1%	Preventive	Surface Seal	895	SF	$ 0.75	$ 680
ECP	TW D	405	RAVELING	Medium	165	SF	0.0%	Preventive	Surface Seal	165	SF	$ 0.75	$ 130
ECP	TW D	405	WEATHERING	Medium	37,529	SF	5.0%	Preventive	Surface Seal	37,530	SF	$ 0.75	$ 28,150
ECP	TW E2	510	RAVELING	Low	52	SF	0.3%	Preventive	Surface Seal	52	SF	$ 0.75	$ 40
ECP	TW E2	510	WEATHERING	Medium	759	SF	5.0%	Preventive	Surface Seal	759	SF	$ 0.75	$ 570
ECP	TW E3	505	RAVELING	Low	57	SF	0.3%	Preventive	Surface Seal	57	SF	$ 0.75	$ 50
ECP	TW E3	505	WEATHERING	Medium	984	SF	5.0%	Preventive	Surface Seal	984	SF	$ 0.75	$ 740
ECP	TW F	605	RAVELING	Low	6,121	SF	4.7%	Preventive	Surface Seal	6,121	SF	$ 0.75	$ 4,600
ECP	TW F	605	WEATHERING	Medium	5,151	SF	3.9%	Preventive	Surface Seal	5,152	SF	$ 0.75	$ 3,870
ECP	TW J	1005	JT SEAL DMG	Low	23	Slabs	100.0%	Preventive	PCC Joint Seal	630	LF	$ 4.25	$ 2,680
ECP	TW J	1010	WEATHERING	Medium	3,893	SF	10.0%	Preventive	Surface Seal	3,893	SF	$ 0.75	$ 2,920
ECP	TW J	1015	RAVELING	Low	446	SF	2.9%	Preventive	Surface Seal	447	SF	$ 0.75	$ 340
ECP	TW K	1105	JT SEAL DMG	Low	30	Slabs	100.0%	Preventive	PCC Joint Seal	1,107	LF	$ 4.25	$ 4,710
ECP	TW K	1110	WEATHERING	Medium	458	SF	1.0%	Preventive	Surface Seal	458	SF	$ 0.75	$ 350
ECP	TW K	1115	RAVELING	Low	447	SF	2.9%	Preventive	Surface Seal	448	SF	$ 0.75	$ 340
ECP	TW K	1115	WEATHERING	Medium	761	SF	4.9%	Preventive	Surface Seal	761	SF	$ 0.75	$ 580
ECP	TW M	1310	WEATHERING	Medium	2,348	SF	5.0%	Preventive	Surface Seal	2,349	SF	$ 0.75	$ 1,770
ECP	TW M	1315	RAVELING	Low	155	SF	1.0%	Preventive	Surface Seal	155	SF	$ 0.75	$ 120
ECP	TW M	1315	WEATHERING	Medium	766	SF	4.9%	Preventive	Surface Seal	766	SF	$ 0.75	$ 580
ECP	TW P	1605	JT SEAL DMG	Low	30	Slabs	100.0%	Preventive	PCC Joint Seal	1,107	LF	$ 4.25	$ 4,710
ECP	TW P	1605	JOINT SPALL	Medium	2	Slabs	5.6%	Preventive	PCC Partial-Depth Patching	11	SF	$ 169.00	$ 1,820
ECP	TW P	1615	RAVELING	Low	1,353	SF	4.9%	Preventive	Surface Seal	1,353	SF	$ 0.75	$ 1,020
ECP	TW P	1615	WEATHERING	Medium	1,307	SF	4.8%	Preventive	Surface Seal	1,307	SF	$ 0.75	$ 990
ECP	TW S	1905	JT SEAL DMG	Low	30	Slabs	100.0%	Preventive	PCC Joint Seal	752	LF	$ 4.25	$ 3,200
ECP	TW S	1910	WEATHERING	Medium	2,341	SF	5.0%	Preventive	Surface Seal	2,340	SF	$ 0.75	$ 1,760
ECP	TW T	2005	JOINT SPALL	High	2	Slabs	5.9%	Preventive	PCC Partial-Depth Patching	14	SF	$ 169.00	$ 2,410
ECP	TW U	2105	JT SEAL DMG	Low	23	Slabs	100.0%	Preventive	PCC Joint Seal	752	LF	$ 4.25	$ 3,200
ECP	TW U	2110	DEPRESSION	Medium	410	SF	1.1%	Preventive	AC Full-Depth Patching	495	SF	$ 18.75	$ 9,300
ECP	TW U	2110	WEATHERING	Medium	1,919	SF	5.0%	Preventive	Surface Seal	1,918	SF	$ 0.75	$ 1,440
ECP	AP CO HANG	4605	WEATHERING	Medium	1,645	SF	5.0%	Preventive	Surface Seal	1,645	SF	$ 0.75	$ 1,240
ECP	AP CO HANG	4606	WEATHERING	Medium	4,458	SF	10.0%	Preventive	Surface Seal	4,458	SF	$ 0.75	$ 3,350
ECP	AP CO HANG	4607	WEATHERING	Medium	768	SF	5.0%	Preventive	Surface Seal	768	SF	$ 0.75	$ 580
ECP	AP CO HANG	4608	WEATHERING	Medium	637	SF	5.0%	Preventive	Surface Seal	637	SF	$ 0.75	$ 480
ECP	AP GA	4405	WEATHERING	Medium	6,930	SF	5.0%	Preventive	Surface Seal	6,930	SF	$ 0.75	$ 5,200
ECP	AP GA	4406	WEATHERING	Medium	4,028	SF	5.0%	Preventive	Surface Seal	4,029	SF	$ 0.75	$ 3,030
ECP	AP TERM	4110	RAVELING	Low	8,416	SF	2.9%	Preventive	Surface Seal	8,416	SF	$ 0.75	$ 6,320
ECP	AP TERM	4110	RAVELING	Medium	660	SF	0.2%	Preventive	Surface Seal	660	SF	$ 0.75	$ 500
ECP	AP TERM	4110	WEATHERING	Medium	14,200	SF	4.9%	Preventive	Surface Seal	14,200	SF	$ 0.75	$ 10,650
ECP	AP T-HANG	4305	WEATHERING	Medium	7,044	SF	6.8%	Preventive	Surface Seal	7,044	SF	$ 0.75	$ 5,290
ECP	AP T-HANG	4310	RAVELING	Low	106	SF	0.1%	Preventive	Surface Seal	106	SF	$ 0.75	$ 80
ECP	AP T-HANG	4310	WEATHERING	Medium	10,090	SF	8.0%	Preventive	Surface Seal	10,090	SF	$ 0.75	$ 7,570

Table B.2: Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**ECP**	TW J	1020	AC	8,297	62	AC Rehabilitation	$ 117,000
2023	**ECP**	TW K	1120	AC	10,562	67	AC Rehabilitation	$ 148,000
2026	**ECP**	TW D	405	AC	750,000	69	AC Rehabilitation	$ 12,155,000
2027	**ECP**	TW F	605	AC	131,601	70	AC Rehabilitation	$ 2,240,000
2028	**ECP**	AP T-HANG	4310	AC	126,734	68	AC Rehabilitation	$ 2,265,000
2029	**ECP**	AP GA	4410	AC	224,198	70	AC Rehabilitation	$ 4,207,000
2029	**ECP**	AP TERM	4110	AC	292,956	69	AC Rehabilitation	$ 5,497,000
2030	**ECP**	AP CO HANG	4606	AC	44,645	69	AC Rehabilitation	$ 880,000
2030	**ECP**	AP GA	4405	AC	138,600	69	AC Rehabilitation	$ 2,731,000
2030	**ECP**	AP GA	4406	AC	80,568	69	AC Rehabilitation	$ 1,588,000
2031	**ECP**	TW P	1615	AC	27,461	69	AC Rehabilitation	$ 568,000
2031	**ECP**	AP CO HANG	4608	AC	12,746	69	AC Rehabilitation	$ 264,000
2031	**ECP**	AP TERM	4120	AC	43,000	68	AC Rehabilitation	$ 890,000
2032	**ECP**	TW K	1115	AC	15,661	69	AC Rehabilitation	$ 341,000
2032	**ECP**	TW M	1310	AC	46,845	69	AC Rehabilitation	$ 1,018,000
2032	**ECP**	TW M	1315	AC	15,502	69	AC Rehabilitation	$ 337,000
2032	**ECP**	TW T	2005	PCC	10,661	69	PCC Rehabilitation	$ 505,000
2032	**ECP**	TW U	2110	AC	38,297	69	AC Rehabilitation	$ 832,000
2032	**ECP**	AP CO HANG	4605	AC	32,896	69	AC Rehabilitation	$ 715,000
2032	**ECP**	AP CO HANG	4607	AC	15,360	69	AC Rehabilitation	$ 334,000
2032	**ECP**	AP T-HANG	4305	AC	103,415	70	AC Rehabilitation	$ 2,246,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Appendix C: Technical Exhibits



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC / AP MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC / AP MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 123
AC: 72 PCC: 51

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

ECP

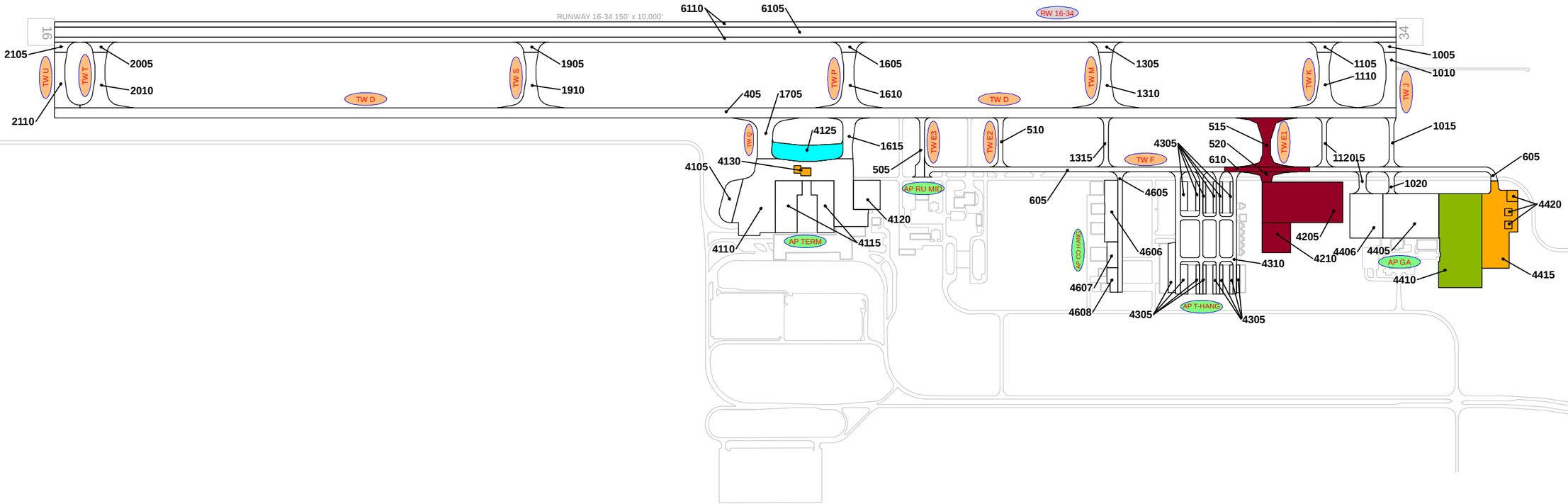
AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP GA	New Construction - AC
2020	AP TERM	New Construction - AC
2021	TW E1	New Construction - AC
	AP TRANS	New Construction - PCC
	TW F	Mill and Overlay
2022	AP TERM	Complete Reconstruction - PCC | 16" P-501, 6" P-306, P-152
	AP GA	New Construction - AC
	AP GA	Overlay - PCC

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

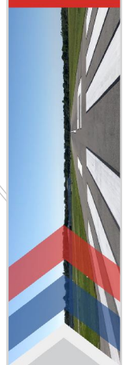
AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

ECP



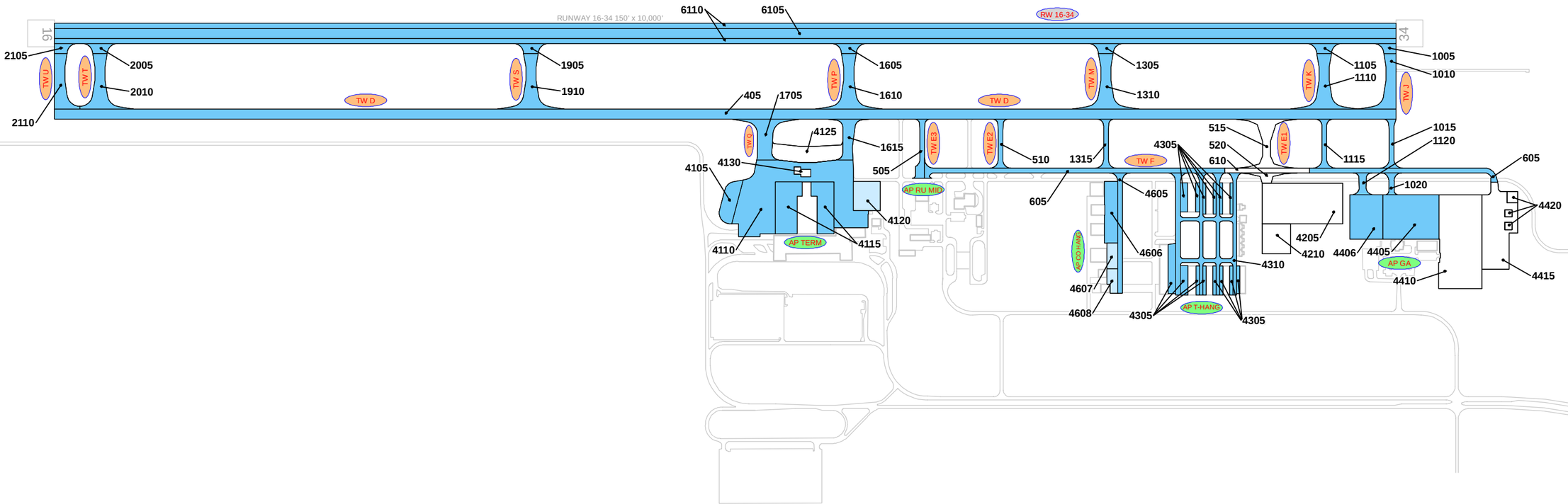
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

ECP

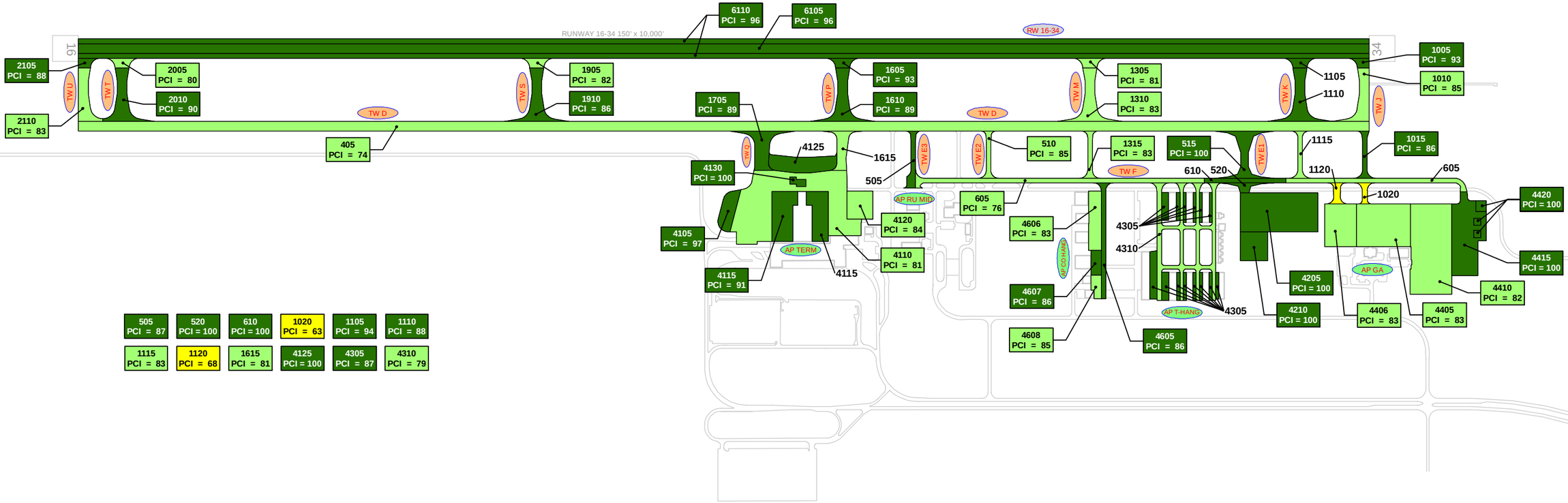
AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022



505 PCI = 87	520 PCI = 100	610 PCI = 100	1020 PCI = 63	1105 PCI = 94	1110 PCI = 88
1115 PCI = 83	1120 PCI = 68	1615 PCI = 81	4125 PCI = 100	4305 PCI = 87	4310 PCI = 79

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

ECP

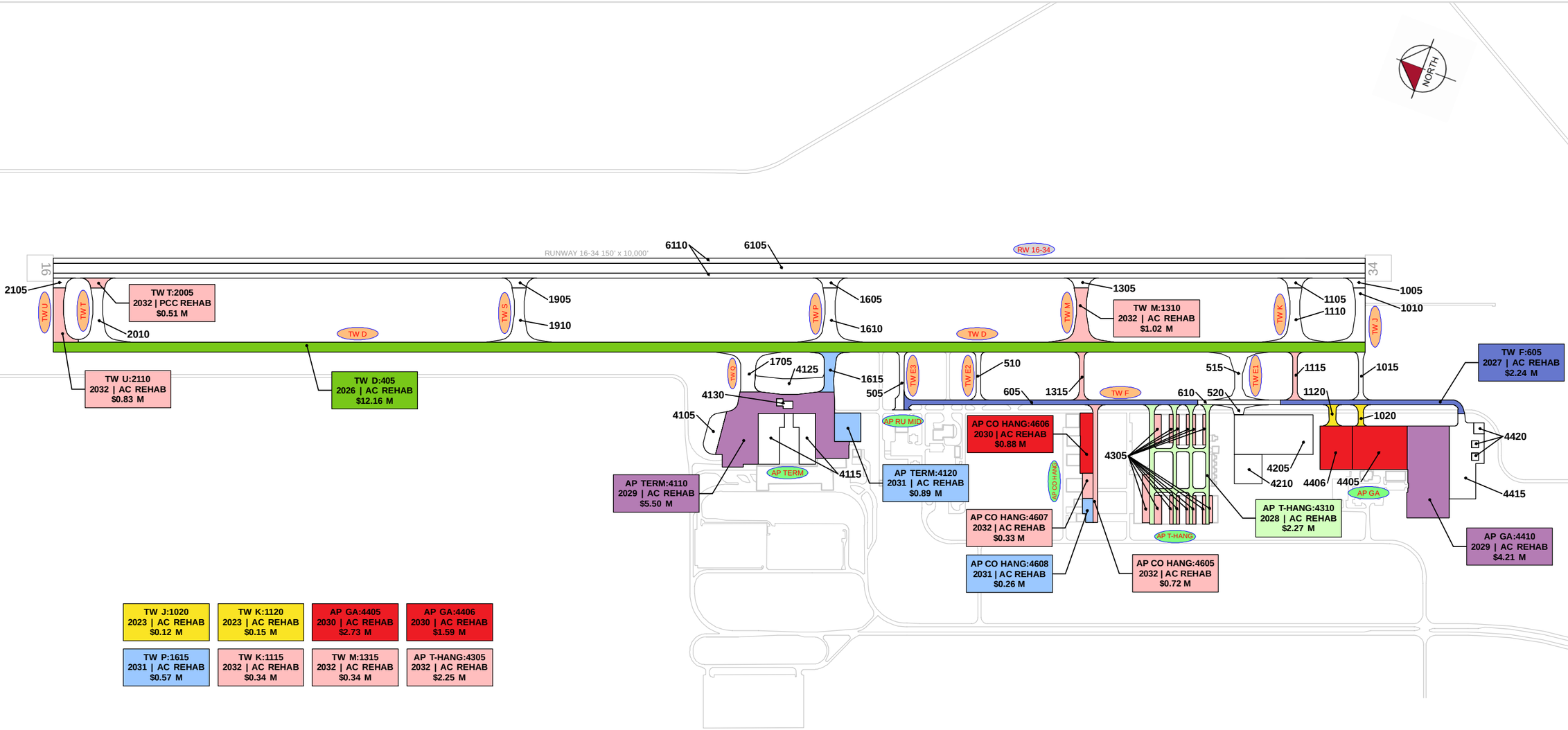
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

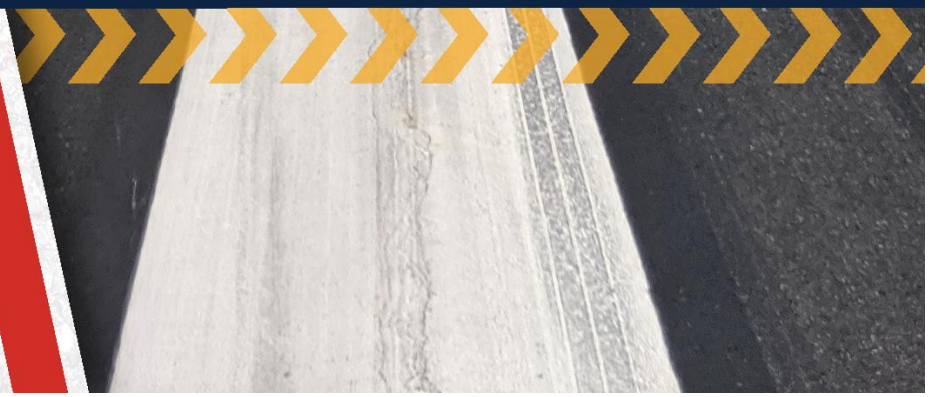
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

FDOT

2022


RUNWAY 16-34 150' x 10,000'
RW 16-34
16
34
6110
6105
2105
2010
1905
1910
1605
1610
1305
1005
1010
1105
1110
1705
4125
1615
4130
505
4105
4115
510
605
1315
515
610
520
1115
1120
1015
1020
4305
4205
4210
4406
4405
4420
4415
TW U
TW T
TW D
TW S
TW P
TW Q
TW E3
TW E2
TW M
TW K
TW J
TW E1
TW F
AP RU MID
AP TERM
AP CO HANG
AP T-HANG
AP GA
TW T:2005
2032 | PCC REHAB
$0.51 M
TW M:1310
2032 | AC REHAB
$1.02 M
TW U:2110
2032 | AC REHAB
$0.83 M
TW D:405
2026 | AC REHAB
$12.16 M
TW F:605
2027 | AC REHAB
$2.24 M
AP CO HANG:4606
2030 | AC REHAB
$0.88 M
AP TERM:4110
2029 | AC REHAB
$5.50 M
AP TERM:4120
2031 | AC REHAB
$0.89 M
AP T-HANG:4310
2028 | AC REHAB
$2.27 M
AP CO HANG:4607
2032 | AC REHAB
$0.33 M
AP GA:4410
2029 | AC REHAB
$4.21 M
AP CO HANG:4608
2031 | AC REHAB
$0.26 M
AP CO HANG:4605
2032 | AC REHAB
$0.72 M
TW J:1020
2023 | AC REHAB
$0.12 M
TW K:1120
2023 | AC REHAB
$0.15 M
AP GA:4405
2030 | AC REHAB
$2.73 M
AP GA:4406
2030 | AC REHAB
$1.59 M
TW P:1615
2031 | AC REHAB
$0.57 M
TW K:1115
2032 | AC REHAB
$0.34 M
TW M:1315
2032 | AC REHAB
$0.34 M
AP T-HANG:4305
2032 | AC REHAB
$2.25 M
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
PROGRAM YEAR
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
"BRANCH":"SECTION"
"YEAR"|"REHAB ACTIVITY"
"EST. COST"
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.
NORTH
ECP
Statewide Airfield Pavement Management Program
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT
AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT
FDOT
2022

Appendix D: Inspection Photograph Documentation

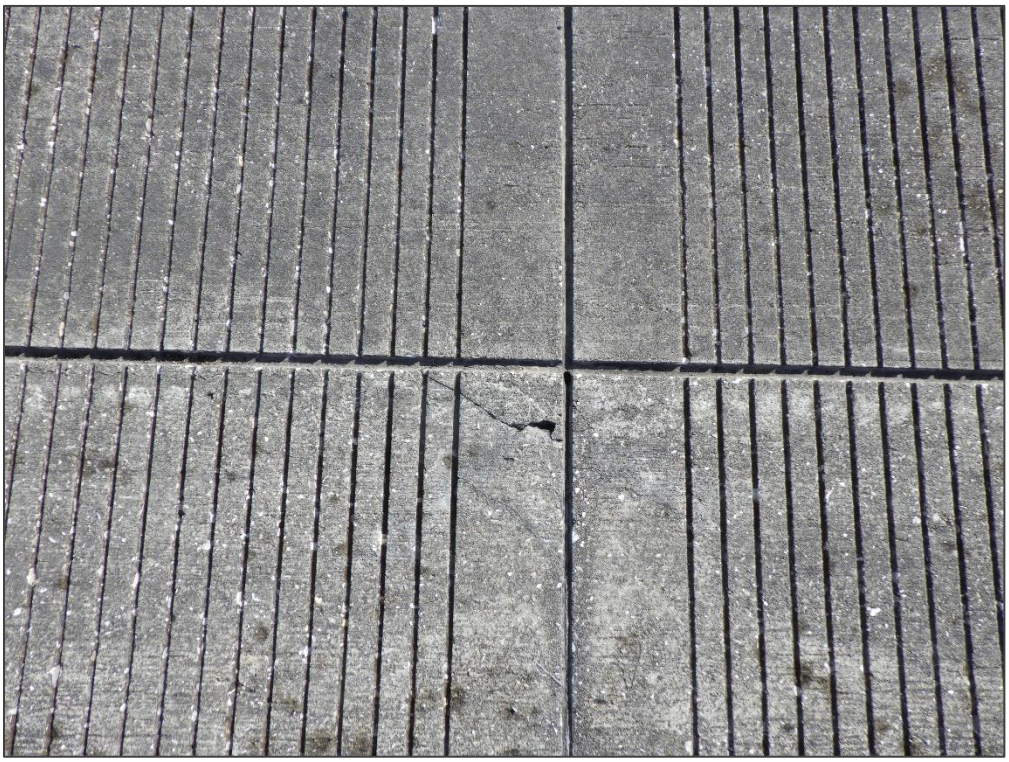


RW 16-34, Section 6105, Sample Unit 396 – Vicinity

RW 16-34, Section 6105, Sample Unit 433 – Small Patch

RW 16-34, Section 6105, Sample Unit 450 – Corner Spall

RW 16-34, Section 6110, Sample Unit 248 – Linear Cracking



RW 16-34, Section 6110, Sample Unit 632 – Corner Spall

TW D, Section 405, Sample Unit 129 – Vicinity

TW D, Section 405, Sample Unit 266 – Bleeding

TW F, Section 605, Sample Unit 384 – Raveling

TW M, Section 1305, Sample Unit 500 – Linear Cracking and Small Patch

AP GA, Section 4405, Sample Unit 153 – Oil Spillage

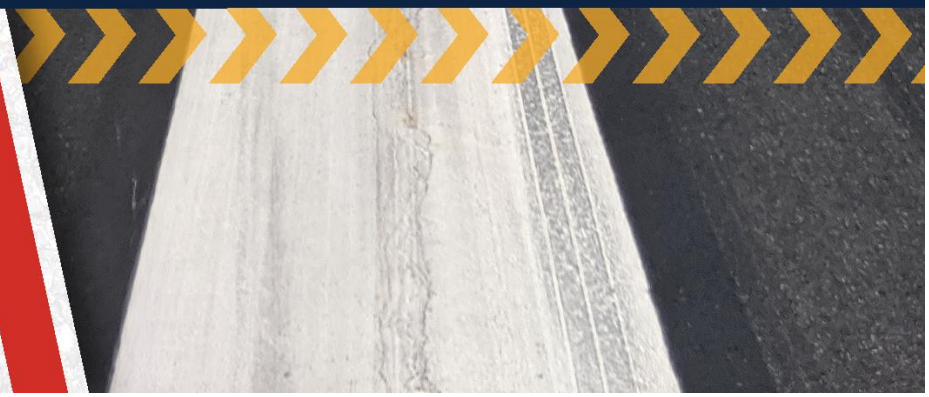
AP T-HANG, Section 4310, Section 450 – Depression

AP TERM, Section 4110, Sample Unit 156 – Longitudinal & Transverse Cracking and Weathering

AP TERM, Section 4110, Sample Unit 302 – Vicinity

AP TERM, Section 4110, Sample Unit 357 – Rutting

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT

Generated Date 11/17/2022

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP CO HANG **Name:** APRON CORP HANG **Use:** APRON **Area:** 105,647 SqFt

Section: 4605 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 32,896 SqFt **Length:** 900 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	49.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP CO HANG **Name:** APRON CORP HANG **Use:** APRON **Area:** 105,647 SqFt

Section: 4606 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 44,645 SqFt **Length:** 900 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 4807.00 SqFt **PCI:** 83

Sample Comments:

45	DEPRESSION	L	15.00	SqFt
48	L & T CR	L	45.00	Ft
57	WEATHERING	L	4327.00	SqFt
57	WEATHERING	M	480.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP CO HANG **Name:** APRON CORP HANG **Use:** APRON **Area:** 105,647 SqFt

Section: 4607 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 15,360 SqFt **Length:** 400 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: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 310 **Type:** R **Area:** 4000.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	25.00	Ft
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP CO HANG **Name:** APRON CORP HANG **Use:** APRON **Area:** 105,647 SqFt

Section: 4608 of 4 **From:** - **To:** - **Last Const.:** 1/1/2012

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 12,746 SqFt **Length:** 400 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: 1/1/2012 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 314 **Type:** R **Area:** 4000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	25.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3800.00	SqFt
57	WEATHERING	M	200.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP GA **Name:** GA APRON **Use:** APRON **Area:** 582,717 SqFt

Section: 4405 of 5 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 138,600 SqFt **Length:** 350 Ft **Width:** 400 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: 3/16/2022 **TotalSamples:** 28 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

45	DEPRESSION	L	48.00	SqFt
48	L & T CR	L	25.00	Ft
49	OIL SPILLAGE	N	20.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 251 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	25.00	Ft
49	OIL SPILLAGE	N	4.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP GA **Name:** GA APRON **Use:** APRON **Area:** 582,717 SqFt

Section: 4406 of 5 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 80,568 SqFt **Length:** 350 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 199 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	104.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 248 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	59.00	Ft
49	OIL SPILLAGE	N	8.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 349 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	141.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP GA **Name:** GA APRON **Use:** APRON **Area:** 582,717 SqFt

Section: 4410 of 5 **From:** - **To:** - **Last Const.:** 1/1/2017

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 224,198 SqFt **Length:** 700 Ft **Width:** 325 Ft

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

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

Section Comments:

Work Date: 1/1/2017 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 46 **Surveyed:** 5

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 156 **Type:** R **Area:** 5300.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	128.00	Ft
57	WEATHERING	L	5300.00	SqFt

Sample Number: 404 **Type:** R **Area:** 5200.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	285.00	Ft
57	WEATHERING	L	5200.00	SqFt

Sample Number: 555 **Type:** R **Area:** 5500.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	301.00	Ft
57	WEATHERING	L	5500.00	SqFt

Sample Number: 606 **Type:** R **Area:** 5300.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	55.00	Ft
57	WEATHERING	L	5300.00	SqFt

Sample Number: 704 **Type:** R **Area:** 5450.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	326.00	Ft
57	WEATHERING	L	5450.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP GA **Name:** GA APRON **Use:** APRON **Area:** 582,717 SqFt

Section: 4420 of 5 **From:** - **To:** - **Last Const.:** 7/1/2022

Surface: PCC **Family:** CA653-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 12,774 SqFt **Length:** 250 Ft **Width:** 100 Ft

Slabs: 50 **Slab Length:** 16 Ft **Slab Width:** 16 Ft **Joint Length:** 2,775 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: 7/1/2022 **Work Type:** Overlay - PCC **Code:** OL-PC **Is Major M&R:** True

Last Insp. Date: 1/17/2019 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 96 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 25.00 Slabs **PCI:** 96

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** APRON TERM **Use:** APRON **Area:** 557,859 SqFt

Section: 4105 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 33,611 SqFt **Length:** 200 Ft **Width:** 100 Ft

Slabs: 93 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 1,805 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: 3/16/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 97

Inspection Comments:

Sample Number: 701 **Type:** R **Area:** 21.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** APRON TERM **Use:** APRON **Area:** 557,859 SqFt

Section: 4110 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 292,956 SqFt **Length:** 1,570 Ft **Width:** 150 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: 3/16/2022 **TotalSamples:** 62 **Surveyed:** 8

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	4.00	Ft
52	RAVELING	L	220.00	SqFt
57	WEATHERING	L	4541.00	SqFt
57	WEATHERING	M	239.00	SqFt

Sample Number: 204 **Type:** R **Area:** 4844.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	5.00	Ft
52	RAVELING	L	195.00	SqFt
52	RAVELING	M	75.00	SqFt
57	WEATHERING	L	4345.00	SqFt
57	WEATHERING	M	229.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	24.00	Ft
52	RAVELING	L	260.00	SqFt
57	WEATHERING	L	4503.00	SqFt
57	WEATHERING	M	237.00	SqFt

Sample Number: 308 **Type:** R **Area:** 4050.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	18.00	Ft
52	RAVELING	L	78.00	SqFt
57	WEATHERING	L	3773.00	SqFt
57	WEATHERING	M	199.00	SqFt

Sample Number: 357 **Type:** A **Area:** 3200.00 SqFt **PCI:** 48

Sample Comments:

42	BLEEDING	N	44.00	SqFt
48	L & T CR	L	63.00	Ft
52	RAVELING	L	100.00	SqFt
53	RUTTING	L	330.00	SqFt
57	WEATHERING	L	2945.00	SqFt
57	WEATHERING	M	155.00	SqFt

Sample Number: 451 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	6.00	Ft

52	RAVELING	L	192.00	SqFt
57	WEATHERING	L	4568.00	SqFt
57	WEATHERING	M	240.00	SqFt

Sample Number: 459 **Type:** R **Area:** 4033.00 SqFt **PCI:** 78

Sample Comments:

45	DEPRESSION	L	66.00	SqFt
48	L & T CR	L	15.00	Ft
57	WEATHERING	L	3831.00	SqFt
57	WEATHERING	M	202.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** APRON TERM **Use:** APRON **Area:** 557,859 SqFt

Section: 4115 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 120,243 SqFt **Length:** 350 Ft **Width:** 300 Ft

Slabs: 353 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 10,403 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: 3/16/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 855 **Type:** R **Area:** 18.00 Slabs **PCI:** 97

Sample Comments:

70	SCALING	L	5.00	Slabs

Sample Number: 950 **Type:** R **Area:** 21.00 Slabs **PCI:** 82

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	8.00	Slabs
74	JOINT SPALL	L	7.00	Slabs

Sample Number: 954 **Type:** R **Area:** 21.00 Slabs **PCI:** 94

Sample Comments:

73	SHRINKAGE CR	N	5.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** APRON TERM **Use:** APRON **Area:** 557,859 SqFt

Section: 4120 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 43,000 SqFt **Length:** 215 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 260 **Type:** R **Area:** 4633.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	110.00	Ft
57	WEATHERING	L	4633.00	SqFt

Sample Number: 359 **Type:** R **Area:** 5526.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	244.00	Ft
57	WEATHERING	L	5526.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP TERM **Name:** APRON TERM **Use:** APRON **Area:** 557,859 SqFt

Section: 4130 of 6 **From:** - **To:** - **Last Const.:** 5/1/2022

Surface: PCC **Family:** CA653-PR-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 7,003 SqFt **Length:** 75 Ft **Width:** 125 Ft

Slabs: 20 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 797 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: 5/1/2022 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 1/17/2019 **TotalSamples:** 63 **Surveyed:** 7

Conditions: **PCI:** 82 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	26.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	4.00	Ft
52	RAVELING	L	203.00	SqFt
57	WEATHERING	L	4557.00	SqFt
57	WEATHERING	M	240.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	40.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	463.00	SqFt
57	WEATHERING	L	4310.00	SqFt
57	WEATHERING	M	227.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	29.00	Ft
52	RAVELING	L	400.00	SqFt
57	WEATHERING	L	4370.00	SqFt
57	WEATHERING	M	230.00	SqFt

Sample Number: 308 **Type:** R **Area:** 4050.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	20.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	3796.00	SqFt
57	WEATHERING	M	179.00	SqFt

Sample Number: 451 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

52	RAVELING	L	194.00	SqFt
57	WEATHERING	L	4585.00	SqFt
57	WEATHERING	M	221.00	SqFt

Sample Number: 459 **Type:** R **Area:** 4033.00 SqFt **PCI:** 82

Sample Comments:

45	DEPRESSION	L	66.00	SqFt
57	WEATHERING	L	3831.00	SqFt

57	WEATHERING	M	202.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP T-HANG **Name:** APRON T-HANG **Use:** APRON **Area:** 230,149 SqFt

Section: 4305 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 103,415 SqFt **Length:** 400 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 19 **Surveyed:** 3

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5460.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5187.00	SqFt
57	WEATHERING	M	273.00	SqFt

Sample Number: 203 **Type:** R **Area:** 6189.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	42.00	Ft
57	WEATHERING	L	5570.00	SqFt
57	WEATHERING	M	619.00	SqFt

Sample Number: 400 **Type:** R **Area:** 5425.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	5154.00	SqFt
57	WEATHERING	M	271.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: AP T-HANG **Name:** APRON T-HANG **Use:** APRON **Area:** 230,149 SqFt

Section: 4310 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-AP-AC **Zone:** **Category:** **Rank:** P

Area: 126,734 SqFt **Length:** 900 Ft **Width:** 125 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: 3/16/2022 **TotalSamples:** 27 **Surveyed:** 5

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 3500.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	56.00	Ft
54	SHOVING	L	20.00	SqFt
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 304 **Type:** R **Area:** 4575.00 SqFt **PCI:** 77

Sample Comments:

45	DEPRESSION	L	80.00	SqFt
48	L & T CR	L	7.00	Ft
57	WEATHERING	L	4117.00	SqFt
57	WEATHERING	M	458.00	SqFt

Sample Number: 400 **Type:** R **Area:** 6602.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	127.00	Ft
52	RAVELING	L	20.00	SqFt
57	WEATHERING	L	5922.00	SqFt
57	WEATHERING	M	660.00	SqFt

Sample Number: 450 **Type:** R **Area:** 2988.00 SqFt **PCI:** 76

Sample Comments:

45	DEPRESSION	L	35.00	SqFt
48	L & T CR	L	73.00	Ft
57	WEATHERING	L	2689.00	SqFt
57	WEATHERING	M	299.00	SqFt

Sample Number: 502 **Type:** R **Area:** 6250.00 SqFt **PCI:** 79

Sample Comments:

42	BLEEDING	N	6.00	SqFt
48	L & T CR	L	250.00	Ft
57	WEATHERING	L	5938.00	SqFt
57	WEATHERING	M	312.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: RW 16-34 **Name:** RUNWAY 16-34 **Use:** RUNWAY **Area:** 1,500,000 SqFt

Section: 6105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 750,000 SqFt **Length:** 10,000 Ft **Width:** 75 Ft

Slabs: 2,078 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 68,872 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: 3/16/2022 **TotalSamples:** 178 **Surveyed:** 20

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 312 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Sample Number: 321 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 331 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 341 **Type:** R **Area:** 12.00 Slabs **PCI:** 97

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
70	SCALING	L	1.00	Slabs

Sample Number: 345 **Type:** R **Area:** 12.00 Slabs **PCI:** 93

Sample Comments:

73	SHRINKAGE CR	N	3.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 359 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 370 **Type:** R **Area:** 12.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 379 **Type:** R **Area:** 12.00 Slabs **PCI:** 96

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 386 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 396 **Type:** R **Area:** 12.00 Slabs **PCI:** 88

Sample Comments:

71	FAULTING	L	1.00	Slabs

73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 404 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 413 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Sample Number: 423 **Type:** R **Area:** 12.00 Slabs **PCI:** 96

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 433 **Type:** R **Area:** 12.00 Slabs **PCI:** 91

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs

Sample Number: 445 **Type:** R **Area:** 12.00 Slabs **PCI:** 91

Sample Comments:

66	SMALL PATCH	M	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs

Sample Number: 450 **Type:** R **Area:** 12.00 Slabs **PCI:** 88

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 456 **Type:** R **Area:** 12.00 Slabs **PCI:** 97

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 466 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

74	JOINT SPALL	L	2.00	Slabs

Sample Number: 476 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: RW 16-34 **Name:** RUNWAY 16-34 **Use:** RUNWAY **Area:** 1,500,000 SqFt

Section: 6110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 750,000 SqFt **Length:** 10,000 Ft **Width:** 75 Ft

Slabs: 2,078 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 68,872 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: 3/16/2022 **TotalSamples:** 178 **Surveyed:** 20

Conditions: **PCI:** 96

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 128 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 148 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 168 **Type:** R **Area:** 12.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 192 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 202 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 222 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Sample Number: 234 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 248 **Type:** R **Area:** 12.00 Slabs **PCI:** 83

Sample Comments:

63	LINEAR CR	L	3.00	Slabs
66	SMALL PATCH	L	1.00	Slabs

Sample Number: 262 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 508 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

73	SHRINKAGE CR	N	4.00	Slabs

Sample Number: 524 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 542 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 554 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 576 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 594 **Type:** R **Area:** 12.00 Slabs **PCI:** 98

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs

Sample Number: 610 **Type:** R **Area:** 12.00 Slabs **PCI:** 95

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs

Sample Number: 632 **Type:** R **Area:** 12.00 Slabs **PCI:** 88

Sample Comments:

73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Sample Number: 654 **Type:** R **Area:** 12.00 Slabs **PCI:** 96

Sample Comments:

65	JT SEAL DMG	L	12.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs

Sample Number: 672 **Type:** R **Area:** 12.00 Slabs **PCI:** 100

Sample Comments:

<No Distress>

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 750,000 SqFt

Section: 405 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 750,000 SqFt **Length:** 10,000 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 200 **Surveyed:** 17

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 114 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	93.00	Ft
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 120 **Type:** R **Area:** 3750.00 SqFt **PCI:** 58

Sample Comments:

45	DEPRESSION	L	135.00	SqFt
48	L & T CR	L	44.00	Ft
52	RAVELING	L	58.00	SqFt
53	RUTTING	L	100.00	SqFt
57	WEATHERING	L	3507.00	SqFt
57	WEATHERING	M	185.00	SqFt

Sample Number: 129 **Type:** R **Area:** 3750.00 SqFt **PCI:** 56

Sample Comments:

45	DEPRESSION	L	58.00	SqFt
48	L & T CR	L	91.00	Ft
53	RUTTING	L	180.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 130 **Type:** R **Area:** 3750.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	99.00	Ft
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 139 **Type:** R **Area:** 3750.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	57.00	Ft
53	RUTTING	L	104.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 146 **Type:** R **Area:** 3750.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	46.00	Ft
53	RUTTING	L	136.00	SqFt
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 167 **Type:** R **Area:** 3750.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	26.00	Ft
52	RAVELING	M	14.00	SqFt
57	WEATHERING	L	3549.00	SqFt
57	WEATHERING	M	187.00	SqFt

Sample Number: 178 **Type:** R **Area:** 3750.00 SqFt **PCI:** 74

Sample Comments:

45	DEPRESSION	L	102.00	SqFt
48	L & T CR	L	14.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 188 **Type:** R **Area:** 3750.00 SqFt **PCI:** 85

Sample Comments:

45	DEPRESSION	L	8.00	SqFt
48	L & T CR	L	28.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 191 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	47.00	Ft
52	RAVELING	L	8.00	SqFt
57	WEATHERING	L	3555.00	SqFt
57	WEATHERING	M	187.00	SqFt

Sample Number: 210 **Type:** R **Area:** 3750.00 SqFt **PCI:** 84

Sample Comments:

42	BLEEDING	N	12.00	SqFt
48	L & T CR	L	27.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 222 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	10.00	SqFt
57	WEATHERING	L	3553.00	SqFt
57	WEATHERING	M	187.00	SqFt

Sample Number: 235 **Type:** R **Area:** 3750.00 SqFt **PCI:** 87

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	18.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 257 **Type:** R **Area:** 3750.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 266 **Type:** R **Area:** 3750.00 SqFt **PCI:** 39

Sample Comments:

42	BLEEDING	N	700.00	SqFt
48	L & T CR	L	18.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 281 **Type:** R **Area:** 3750.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 305 **Type:** R **Area:** 3750.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	186.00	SqFt
48	L & T CR	L	4.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW E2 **Name:** TAXIWAY E2 **Use:** TAXIWAY **Area:** 15,240 SqFt

Section: 510 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,240 SqFt **Length:** 370 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 450 **Type:** R **Area:** 4420.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	18.00	Ft
52	RAVELING	L	15.00	SqFt
57	WEATHERING	L	4185.00	SqFt
57	WEATHERING	M	220.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 19,798 SqFt

Section: 505 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 19,798 SqFt **Length:** 400 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 351 **Type:** R **Area:** 3500.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	3.00	Ft
52	RAVELING	L	10.00	SqFt
57	WEATHERING	L	3316.00	SqFt
57	WEATHERING	M	174.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 153,721 SqFt

Section: 605 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 131,601 SqFt **Length:** 3,605 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 36 **Surveyed:** 5

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 356 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	48.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 366 **Type:** R **Area:** 3500.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	106.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3450.00	SqFt

Sample Number: 384 **Type:** R **Area:** 3500.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	100.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	3040.00	SqFt
57	WEATHERING	M	160.00	SqFt

Sample Number: 391 **Type:** R **Area:** 3500.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	106.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3100.00	SqFt
57	WEATHERING	M	350.00	SqFt

Sample Number: 393 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

42	BLEEDING	N	6.00	SqFt
45	DEPRESSION	L	275.00	SqFt
48	L & T CR	L	105.00	Ft
52	RAVELING	L	414.00	SqFt
57	WEATHERING	L	3086.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 153,721 SqFt

Section: 610 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AAC **Family:** CA653-PR-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 22,120 SqFt **Length:** 632 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 1/17/2019 **TotalSamples:** 43 **Surveyed:** 6

Conditions: **PCI:** 77 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 356 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	42.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 366 **Type:** R **Area:** 3500.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	103.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3450.00	SqFt

Sample Number: 376 **Type:** R **Area:** 3500.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	103.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3400.00	SqFt

Sample Number: 385 **Type:** R **Area:** 3500.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	100.00	Ft
52	RAVELING	L	300.00	SqFt
57	WEATHERING	L	3200.00	SqFt

Sample Number: 392 **Type:** R **Area:** 3500.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	106.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	3450.00	SqFt

Sample Number: 394 **Type:** R **Area:** 3500.00 SqFt **PCI:** 51

Sample Comments:

42	BLEEDING	N	8.00	SqFt
45	DEPRESSION	L	540.00	SqFt
48	L & T CR	L	106.00	Ft
52	RAVELING	L	320.00	SqFt
57	WEATHERING	L	3180.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 70,955 SqFt

Section: 1005 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 8,143 SqFt **Length:** 85 Ft **Width:** 90 Ft

Slabs: 23 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 630 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: 3/16/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 319 **Type:** R **Area:** 29.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	L	29.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 70,955 SqFt

Section: 1010 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 38,891 SqFt **Length:** 405 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 312 **Type:** R **Area:** 5015.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	4513.00	SqFt
57	WEATHERING	M	502.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 70,955 SqFt

Section: 1015 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,624 SqFt **Length:** 370 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 752 **Type:** R **Area:** 3500.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	9.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3400.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW J **Name:** TAXIWAY J **Use:** TAXIWAY **Area:** 70,955 SqFt

Section: 1020 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,297 SqFt **Length:** 175 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 754 **Type:** R **Area:** 5036.00 SqFt **PCI:** 63

Sample Comments:

45	DEPRESSION	M	105.00	SqFt
48	L & T CR	L	83.00	Ft
57	WEATHERING	L	4532.00	SqFt
57	WEATHERING	M	504.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 83,729 SqFt

Section: 1105 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,661 SqFt **Length:** 85 Ft **Width:** 150 Ft

Slabs: 30 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 1,107 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: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 600 **Type:** R **Area:** 20.00 Slabs **PCI:** 94

Sample Comments:

65	JT SEAL DMG	L	20.00	Slabs
73	SHRINKAGE CR	N	1.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 83,729 SqFt

Section: 1110 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,845 SqFt **Length:** 405 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 9 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 607 **Type:** R **Area:** 5115.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	33.00	Ft
57	WEATHERING	L	5065.00	SqFt
57	WEATHERING	M	50.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 83,729 SqFt

Section: 1115 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,661 SqFt **Length:** 370 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 651 **Type:** R **Area:** 3500.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	6.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	L	3230.00	SqFt
57	WEATHERING	M	170.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW K **Name:** TAXIWAY K **Use:** TAXIWAY **Area:** 83,729 SqFt

Section: 1120 of 4 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 10,562 SqFt **Length:** 180 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: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 654 **Type:** R **Area:** 5583.00 SqFt **PCI:** 68

Sample Comments:

45	DEPRESSION	L	130.00	SqFt
48	L & T CR	L	71.00	Ft
48	L & T CR	M	60.00	Ft
57	WEATHERING	L	5025.00	SqFt
57	WEATHERING	M	558.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 73,008 SqFt

Section: 1305 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,661 SqFt **Length:** 75 Ft **Width:** 150 Ft

Slabs: 30 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 959 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: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 18.00 Slabs **PCI:** 81

Sample Comments:

63	LINEAR CR	L	4.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 73,008 SqFt

Section: 1310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,845 SqFt **Length:** 450 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 505 **Type:** R **Area:** 3750.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	87.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 73,008 SqFt

Section: 1315 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 15,502 SqFt **Length:** 400 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 551 **Type:** R **Area:** 3500.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	35.00	Ft
52	RAVELING	L	35.00	SqFt
57	WEATHERING	L	3292.00	SqFt
57	WEATHERING	M	173.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 84,967 SqFt

Section: 1605 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,661 SqFt **Length:** 85 Ft **Width:** 150 Ft

Slabs: 30 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 1,107 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: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 18.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	L	18.00	Slabs
66	SMALL PATCH	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 84,967 SqFt

Section: 1610 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,845 SqFt **Length:** 450 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 408 **Type:** R **Area:** 5921.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	54.00	Ft
57	WEATHERING	L	5921.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 84,967 SqFt

Section: 1615 of 3 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 27,461 SqFt **Length:** 310 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 255 **Type:** R **Area:** 3551.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	14.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	L	3207.00	SqFt
57	WEATHERING	M	169.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW Q **Name:** TAXIWAY Q **Use:** TAXIWAY **Area:** 43,410 SqFt

Section: 1705 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 43,410 SqFt **Length:** 310 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: 3/16/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 153 **Type:** R **Area:** 5659.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	81.00	Ft
57	WEATHERING	L	5659.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 57,506 SqFt

Section: 1905 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,661 SqFt **Length:** 75 Ft **Width:** 120 Ft

Slabs: 30 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 752 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: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 17.00 Slabs **PCI:** 82

Sample Comments:

65	JT SEAL DMG	L	17.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	8.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 57,506 SqFt

Section: 1910 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,845 SqFt **Length:** 420 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 4163.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	49.00	Ft
57	WEATHERING	L	3955.00	SqFt
57	WEATHERING	M	208.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 56,937 SqFt

Section: 2005 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,661 SqFt **Length:** 75 Ft **Width:** 120 Ft

Slabs: 30 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 752 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: 3/16/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 17.00 Slabs **PCI:** 80

Sample Comments:

66	SMALL PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	3.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW T **Name:** TAXIWAY T **Use:** TAXIWAY **Area:** 56,937 SqFt

Section: 2010 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 46,276 SqFt **Length:** 420 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 10 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 3750.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	3750.00	SqFt

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW U **Name:** TAXIWAY U **Use:** TAXIWAY **Area:** 46,440 SqFt

Section: 2105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: PCC **Family:** CA653-PR-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 8,143 SqFt **Length:** 75 Ft **Width:** 120 Ft

Slabs: 23 **Slab Length:** 19 Ft **Slab Width:** 19 Ft **Joint Length:** 752 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: 3/16/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 25.00 Slabs **PCI:** 88

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	L	25.00	Slabs
66	SMALL PATCH	L	3.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

Network: ECP **Name:** NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

Branch: TW U **Name:** TAXIWAY U **Use:** TAXIWAY **Area:** 46,440 SqFt

Section: 2110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

Surface: AC **Family:** CA653-PR-TW-AC **Zone:** **Category:** **Rank:** P

Area: 38,297 SqFt **Length:** 420 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: 1/1/2009 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 3/16/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 104 **Type:** A **Area:** 3750.00 SqFt **PCI:** 48

Sample Comments:

45	DEPRESSION	M	410.00	SqFt
48	L & T CR	L	4.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 106 **Type:** R **Area:** 4352.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	4134.00	SqFt
57	WEATHERING	M	218.00	SqFt

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