FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

FXE - Fort Lauderdale Executive Airport | *District 4*

FDOT AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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FDOT AVIATION

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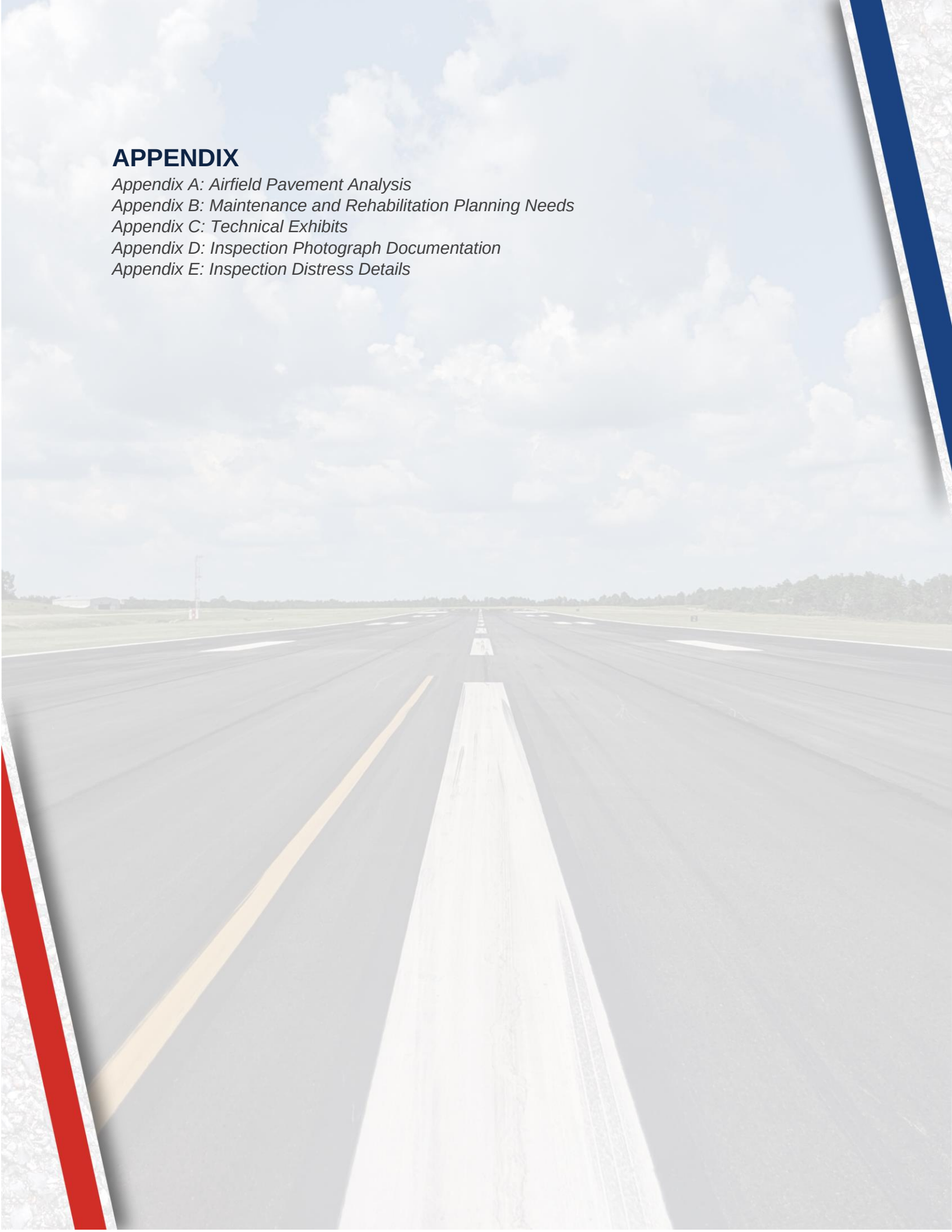

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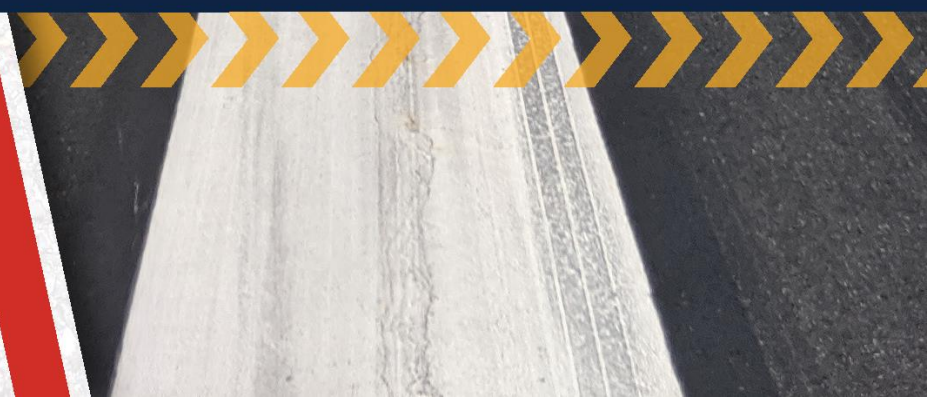
Executive Summary



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. Fort Lauderdale Executive Airport's 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 September 2022, approximately 4.3 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Fort Lauderdale Executive Airport (FXE). In general, airfield pavements at FXE are in Satisfactory condition with an area-weighted PCI of 79. The area-weighted average PCI values of the runways, taxiways, and aprons are 55, 85, and 95, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for FXE.

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

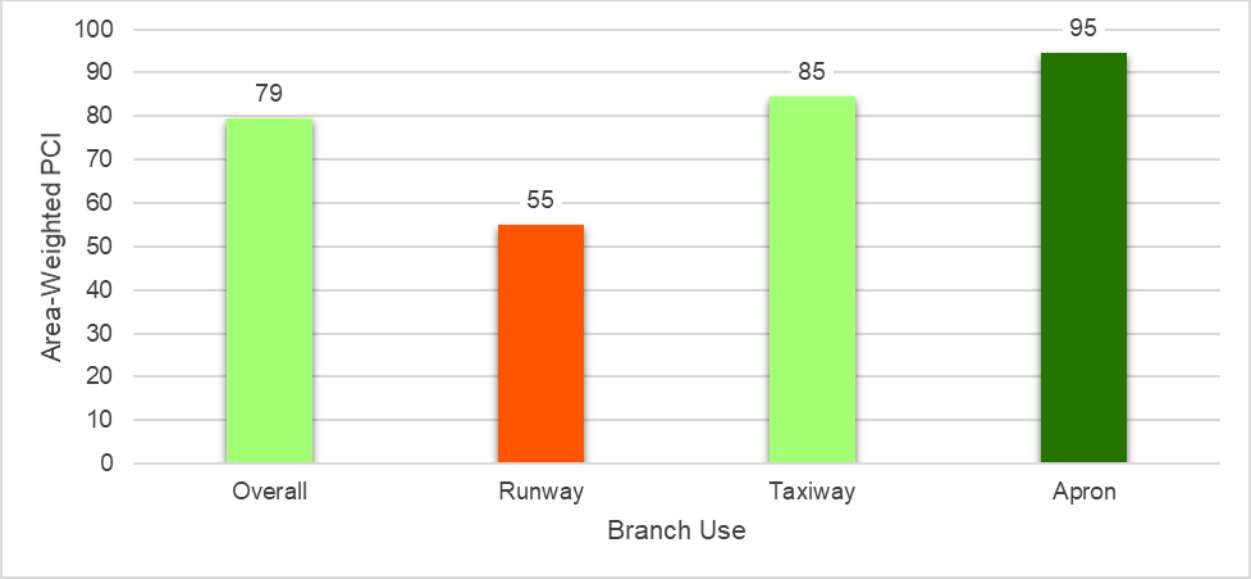


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	RW 9-27	Runway	6105	600,176	50	Poor
FXE	RW 13-31	Runway	6205	58,940	59	Fair
FXE	RW 13-31	Runway	6210	326,966	63	Fair
FXE	AP H TW E	Taxiway	5505	29,995	85	Satisfactory
FXE	TL T-HANG	Taxiway	360	3,353	88	Good
FXE	TL T-HANG	Taxiway	365	2,420	86	Good
FXE	TL T-HANG	Taxiway	370	2,921	85	Satisfactory
FXE	TL T-HANG	Taxiway	375	2,475	83	Satisfactory
FXE	TL T-HANG	Taxiway	380	4,804	86	Good
FXE	TL T-HANG	Taxiway	385	3,313	86	Good
FXE	TL T-HANG	Taxiway	390	4,037	90	Good
FXE	TL T-HANG	Taxiway	395	3,487	86	Good
FXE	TW A	Taxiway	100	38,013	100	Good
FXE	TW A	Taxiway	105	71,563	86	Good
FXE	TW A	Taxiway	107	37,997	88	Good
FXE	TW A	Taxiway	110	148,870	84	Satisfactory
FXE	TW A1	Taxiway	115	9,176	57	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	TW A2	Taxiway	120	12,257	67	Fair
FXE	TW A2	Taxiway	125	12,205	69	Fair
FXE	TW A3	Taxiway	130	16,956	72	Satisfactory
FXE	TW A3	Taxiway	135	11,636	86	Good
FXE	TW A4	Taxiway	140	18,840	70	Fair
FXE	TW A4	Taxiway	145	19,652	86	Good
FXE	TW A5	Taxiway	150	9,722	73	Satisfactory
FXE	TW B	Taxiway	205	38,935	94	Good
FXE	TW B	Taxiway	210	34,911	57	Fair
FXE	TW B	Taxiway	212	13,392	79	Satisfactory
FXE	TW B	Taxiway	215	146,128	84	Satisfactory
FXE	TW B	Taxiway	217	24,547	73	Satisfactory
FXE	TW B1	Taxiway	250	17,976	81	Satisfactory
FXE	TW B2	Taxiway	230	8,237	70	Fair
FXE	TW B2	Taxiway	232	10,422	83	Satisfactory
FXE	TW B2	Taxiway	235	15,505	84	Satisfactory
FXE	TW B3	Taxiway	260	15,526	86	Good
FXE	TW B4	Taxiway	270	15,502	84	Satisfactory
FXE	TW B5	Taxiway	280	16,439	71	Satisfactory
FXE	TW B7	Taxiway	290	4,092	74	Satisfactory
FXE	TW B8	Taxiway	220	11,274	73	Satisfactory
FXE	TW C	Taxiway	305	64,814	76	Satisfactory
FXE	TW C	Taxiway	315	27,629	71	Satisfactory
FXE	TW C	Taxiway	320	16,888	56	Fair
FXE	TW C	Taxiway	321	26,633	87	Good
FXE	TW C	Taxiway	323	72,907	87	Good
FXE	TW C	Taxiway	325	21,111	76	Satisfactory
FXE	TW C5	Taxiway	350	12,351	87	Good
FXE	TW D	Taxiway	410	8,377	62	Fair
FXE	TW D	Taxiway	411	8,371	100	Good
FXE	TW D	Taxiway	412	15,860	72	Satisfactory
FXE	TW D	Taxiway	413	14,978	100	Good
FXE	TW D	Taxiway	414	21,409	30	Very Poor
FXE	TW D	Taxiway	415	49,428	84	Satisfactory
FXE	TW D1	Taxiway	450	39,273	87	Good
FXE	TW D1	Taxiway	455	1,600	80	Satisfactory
FXE	TW E	Taxiway	500	82,720	100	Good
FXE	TW E	Taxiway	505	25,381	80	Satisfactory
FXE	TW E	Taxiway	520	13,809	64	Fair
FXE	TW E	Taxiway	522	14,550	100	Good
FXE	TW E	Taxiway	523	18,507	80	Satisfactory
FXE	TW E	Taxiway	525	27,187	69	Fair
FXE	TW E	Taxiway	527	36,000	91	Good
FXE	TW E	Taxiway	530	66,700	69	Fair
FXE	TW E	Taxiway	535	14,052	85	Satisfactory
FXE	TW E1	Taxiway	575	29,392	76	Satisfactory
FXE	TW E3	Taxiway	580	5,457	61	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	TW E5	Taxiway	510	7,535	100	Good
FXE	TW E6	Taxiway	540	22,949	100	Good
FXE	TW E7	Taxiway	550	10,494	100	Good
FXE	TW F	Taxiway	602	16,707	94	Good
FXE	TW F	Taxiway	605	119,528	94	Good
FXE	TW F	Taxiway	610	12,550	100	Good
FXE	TW F	Taxiway	615	185,653	100	Good
FXE	TW F10	Taxiway	655	14,913	100	Good
FXE	TW F10	Taxiway	656	8,579	100	Good
FXE	TW F5	Taxiway	630	10,637	61	Fair
FXE	TW F5	Taxiway	635	14,467	94	Good
FXE	TW F7	Taxiway	640	9,358	100	Good
FXE	TW F8	Taxiway	645	5,340	100	Good
FXE	TW F9	Taxiway	625	8,515	100	Good
FXE	TW G	Taxiway	705	12,870	79	Satisfactory
FXE	TW G	Taxiway	710	27,892	80	Satisfactory
FXE	TW G	Taxiway	720	16,538	92	Good
FXE	TW G	Taxiway	722	24,513	94	Good
FXE	TW G	Taxiway	723	45,747	53	Poor
FXE	TW G	Taxiway	725	62,468	91	Good
FXE	TW G7	Taxiway	740	6,473	92	Good
FXE	TW G8	Taxiway	745	3,448	91	Good
FXE	TW G9	Taxiway	750	12,982	91	Good
FXE	TW L	Taxiway	1206	53,506	93	Good
FXE	TW L	Taxiway	1210	12,479	73	Satisfactory
FXE	TW M	Taxiway	1310	14,836	77	Satisfactory
FXE	TW M	Taxiway	1315	36,492	73	Satisfactory
FXE	TW M	Taxiway	1320	19,869	46	Poor
FXE	TW N	Taxiway	1405	12,548	61	Fair
FXE	TW N	Taxiway	1406	8,236	100	Good
FXE	TW N	Taxiway	1407	14,978	100	Good
FXE	TW N	Taxiway	1410	17,688	85	Satisfactory
FXE	TW N	Taxiway	1415	3,405	69	Fair
FXE	TW N	Taxiway	1420	8,745	94	Good
FXE	TW N	Taxiway	1440	20,806	94	Good
FXE	TW P	Taxiway	1605	10,510	94	Good
FXE	TW P	Taxiway	1610	13,106	69	Fair
FXE	TW S	Taxiway	1905	12,912	100	Good
FXE	TW S	Taxiway	1910	24,717	100	Good
FXE	TW S	Taxiway	1915	12,221	94	Good
FXE	TW S3	Taxiway	1960	5,705	91	Good
FXE	TW S3	Taxiway	1965	35,933	90	Good
FXE	AP BANYAN	Apron	5910	12,036	86	Good
FXE	AP CUSTOMS	Apron	5605	65,754	91	Good
FXE	AP MAINT	Apron	5405	38,434	65	Fair
FXE	AP MAINT	Apron	5410	7,572	100	Good
FXE	AP N	Apron	4105	424,853	100	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	AP RU 13	Apron	5105	16,196	94	Good
FXE	AP RU 27	Apron	5210	40,960	100	Good
FXE	AP RU 27	Apron	5220	33,360	86	Good
FXE	AP RU 31	Apron	5705	13,356	85	Satisfactory
FXE	AP RU 9	Apron	5805	35,246	86	Good
FXE	AP SHERIFF	Apron	5905	27,393	84	Satisfactory

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
FXE	RW 9-27	6105	50	49	47	45	43	42	40	38	36	35	33
FXE	RW 13-31	6205	59	58	56	54	52	51	49	47	45	44	42
FXE	RW 13-31	6210	63	62	60	58	56	55	53	51	49	48	46
FXE	AP H TW E	5505	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	360	88	86	85	83	81	80	78	77	75	74	73
FXE	TL T-HANG	365	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	370	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	375	83	82	80	79	77	76	74	73	72	71	70
FXE	TL T-HANG	380	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	385	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	390	90	88	87	85	83	81	80	78	77	75	74
FXE	TL T-HANG	395	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	100	100	98	96	93	91	89	87	85	83	81	79
FXE	TW A	105	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	107	88	86	85	83	81	80	78	77	75	74	73
FXE	TW A	110	84	83	81	79	78	77	75	74	73	72	70
FXE	TW A1	115	57	56	56	55	54	54	53	52	51	50	49
FXE	TW A2	120	67	66	66	65	64	63	63	62	62	61	60
FXE	TW A2	125	69	68	67	66	66	65	64	63	63	62	62
FXE	TW A3	130	72	71	70	69	68	67	66	66	65	64	63
FXE	TW A3	135	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A4	140	70	69	68	67	66	65	64	63	62	61	61
FXE	TW A4	145	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A5	150	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B	205	94	92	90	88	86	85	83	81	80	78	77

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW B	210	57	56	56	55	54	54	53	52	51	50	49
FXE	TW B	212	79	78	76	75	74	73	71	70	69	68	67
FXE	TW B	215	84	83	81	79	78	77	75	74	73	72	70
FXE	TW B	217	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B1	250	81	80	78	76	75	73	72	71	70	68	67
FXE	TW B2	230	70	69	68	67	66	65	64	63	62	61	61
FXE	TW B2	232	83	82	80	79	77	76	74	73	72	71	70
FXE	TW B2	235	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B3	260	86	85	83	81	80	78	77	75	74	73	72
FXE	TW B4	270	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B5	280	71	70	69	68	67	66	65	64	63	62	61
FXE	TW B7	290	74	73	72	70	69	68	67	66	65	64	63
FXE	TW B8	220	73	72	71	69	68	67	66	65	64	63	62
FXE	TW C	305	76	75	73	72	71	69	68	67	66	65	64
FXE	TW C	315	71	70	69	68	67	66	65	64	63	62	61
FXE	TW C	320	56	55	55	54	53	52	52	51	50	49	48
FXE	TW C	321	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	323	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	325	76	75	73	72	71	69	68	67	66	65	64
FXE	TW C5	350	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D	410	62	61	61	60	59	58	58	57	56	56	55
FXE	TW D	411	100	94	92	90	88	86	84	83	81	79	78
FXE	TW D	412	72	71	70	69	68	67	66	66	65	64	63
FXE	TW D	413	100	94	92	90	87	85	84	82	80	78	77
FXE	TW D	414	30	29	27	25	23	21	19	17	14	12	10
FXE	TW D	415	84	83	81	79	77	76	74	73	72	70	69
FXE	TW D1	450	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D1	455	80	80	79	78	78	77	76	75	75	74	73
FXE	TW E	500	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	505	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	520	64	63	62	62	61	60	59	59	58	57	57
FXE	TW E	522	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	523	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	525	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	527	91	89	87	85	83	81	80	78	76	75	73
FXE	TW E	530	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	535	85	83	82	80	78	77	75	74	72	71	70
FXE	TW E1	575	76	75	74	72	71	70	69	68	67	66	66
FXE	TW E3	580	61	60	60	59	58	58	57	56	55	55	54
FXE	TW E5	510	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E6	540	100	98	96	93	91	89	87	85	84	82	80
FXE	TW E7	550	100	98	96	93	91	89	87	85	83	81	79
FXE	TW F	602	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	610	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F	615	100	94	92	90	88	86	84	83	81	79	78
FXE	TW F10	655	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F10	656	100	94	92	90	88	86	84	83	81	79	78

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW F5	630	61	60	60	59	58	58	57	56	55	55	54
FXE	TW F5	635	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F7	640	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F8	645	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F9	625	100	94	92	90	88	86	84	83	81	79	78
FXE	TW G	705	79	78	76	75	73	72	71	69	68	67	66
FXE	TW G	710	80	79	77	76	75	73	72	71	70	69	68
FXE	TW G	720	92	90	88	86	84	82	80	79	77	76	74
FXE	TW G	722	94	92	90	88	86	84	82	80	79	77	75
FXE	TW G	723	53	53	52	52	51	50	50	49	49	48	47
FXE	TW G	725	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G7	740	92	90	88	86	85	83	81	80	78	77	75
FXE	TW G8	745	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G9	750	91	89	87	86	84	82	80	79	77	76	75
FXE	TW L	1206	93	91	89	87	85	84	82	80	79	77	76
FXE	TW L	1210	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1310	77	76	75	73	72	71	70	69	68	67	66
FXE	TW M	1315	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1320	46	45	44	43	42	41	40	39	38	36	35
FXE	TW N	1405	61	60	60	59	58	58	57	56	55	55	54
FXE	TW N	1406	100	94	92	90	88	86	84	83	81	79	78
FXE	TW N	1407	100	94	92	90	87	85	84	82	80	78	77
FXE	TW N	1410	85	83	82	80	78	77	75	74	72	71	70
FXE	TW N	1415	69	68	67	66	66	65	64	63	63	62	62
FXE	TW N	1420	94	92	90	88	86	84	82	80	79	77	75
FXE	TW N	1440	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1610	69	68	67	66	65	64	63	62	61	61	60
FXE	TW S	1905	100	94	92	90	87	85	84	82	80	78	77
FXE	TW S	1910	100	94	92	90	88	86	84	83	81	79	78
FXE	TW S	1915	94	92	90	88	86	84	82	80	79	77	75
FXE	TW S3	1960	91	89	87	85	83	81	80	78	76	75	73
FXE	TW S3	1965	90	88	86	84	82	81	79	77	76	74	73
FXE	AP BANYAN	5910	86	84	82	80	78	77	75	73	71	70	68
FXE	AP CUSTOMS	5605	91	89	87	85	83	81	79	77	75	74	72
FXE	AP MAINT	5405	65	64	63	62	61	60	59	58	57	56	56
FXE	AP MAINT	5410	100	95	92	90	88	86	84	82	80	78	76
FXE	AP N	4105	100	93	91	89	87	85	83	81	79	77	75
FXE	AP RU 13	5105	94	92	90	88	86	84	82	80	78	76	74
FXE	AP RU 27	5210	100	95	92	90	88	86	84	82	80	78	76
FXE	AP RU 27	5220	86	84	82	80	78	77	75	73	71	70	68
FXE	AP RU 31	5705	85	83	81	79	77	74	72	70	68	66	63
FXE	AP RU 9	5805	86	84	82	80	78	77	75	73	71	70	68
FXE	AP SHERIFF	5905	84	82	80	78	77	75	73	71	70	68	67

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 $29.34M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $20.52M and localized maintenance needs for Year 1 are $0.06M.

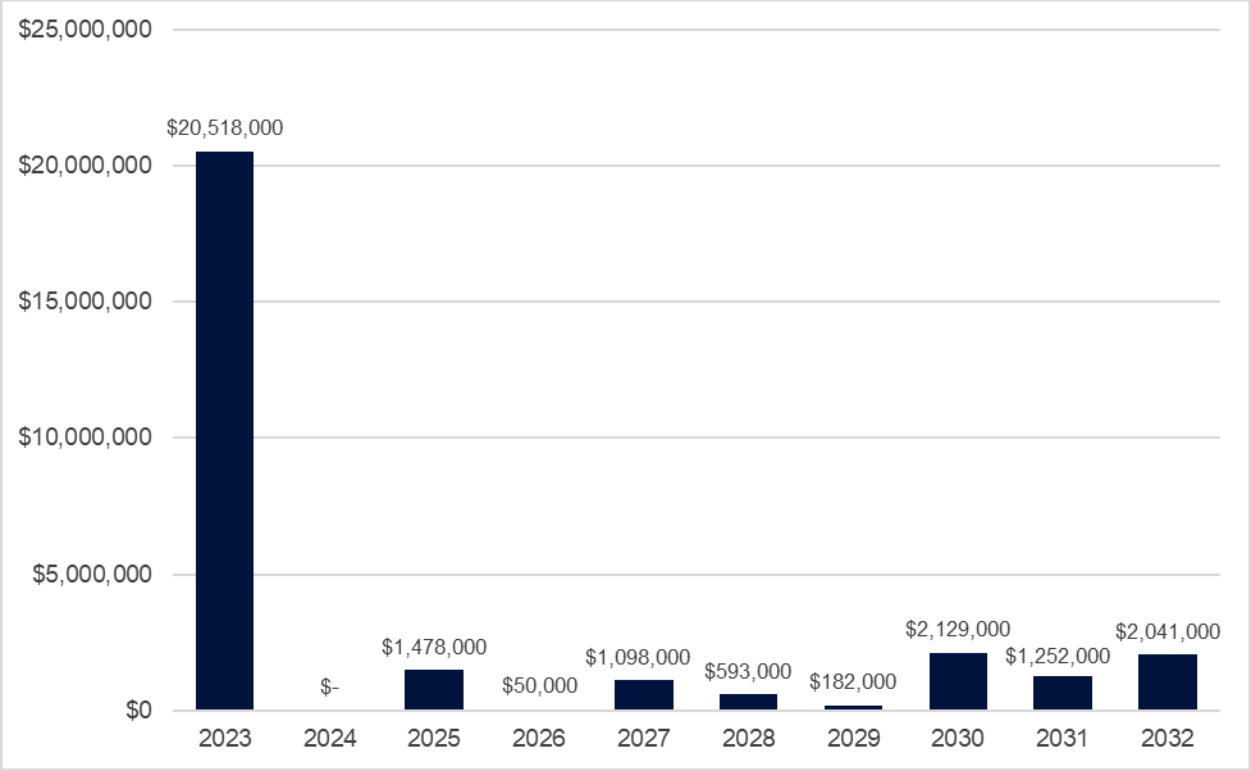
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FXE**	RW 9-27	6105	AAC	600,176	49	AC Reconstruction	$ 11,104,000
2023	**FXE**	RW 13-31	6205	AAC	58,940	58	AC Rehabilitation	$ 619,000
2023	**FXE**	RW 13-31	6210	AAC	326,966	62	AC Rehabilitation	$ 3,434,000
2023	**FXE**	TW A1	115	AAC	9,176	56	AC Rehabilitation	$ 97,000
2023	**FXE**	TW A2	120	AC	12,257	66	AC Rehabilitation	$ 129,000
2023	**FXE**	TW A2	125	AC	12,205	68	AC Rehabilitation	$ 129,000
2023	**FXE**	TW A4	140	AAC	18,840	69	AC Rehabilitation	$ 198,000
2023	**FXE**	TW B	210	AAC	34,911	56	AC Rehabilitation	$ 367,000
2023	**FXE**	TW B2	230	AAC	8,237	69	AC Rehabilitation	$ 87,000
2023	**FXE**	TW B5	280	AAC	16,439	70	AC Rehabilitation	$ 173,000
2023	**FXE**	TW C	315	AAC	27,629	70	AC Rehabilitation	$ 291,000
2023	**FXE**	TW C	320	AAC	16,888	55	AC Rehabilitation	$ 178,000
2023	**FXE**	TW D	410	AAC	8,377	61	AC Rehabilitation	$ 88,000
2023	**FXE**	TW D	414	AC	21,409	29	AC Reconstruction	$ 397,000
2023	**FXE**	TW E	520	AAC	13,809	63	AC Rehabilitation	$ 145,000
2023	**FXE**	TW E	525	AC	27,187	68	AC Rehabilitation	$ 286,000
2023	**FXE**	TW E	530	AC	66,700	68	AC Rehabilitation	$ 701,000
2023	**FXE**	TW E3	580	AAC	5,457	60	AC Rehabilitation	$ 58,000
2023	**FXE**	TW F5	630	AAC	10,637	60	AC Rehabilitation	$ 112,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FXE**	TW G	723	AC	45,747	53	AC Reconstruction	$ 847,000
2023	**FXE**	TW M	1320	AC	19,869	45	AC Reconstruction	$ 368,000
2023	**FXE**	TW N	1405	AAC	12,548	60	AC Rehabilitation	$ 132,000
2023	**FXE**	TW N	1415	AC	3,405	68	AC Rehabilitation	$ 36,000
2023	**FXE**	TW P	1610	AAC	13,106	68	AC Rehabilitation	$ 138,000
2023	**FXE**	AP MAINT	5405	AC	38,434	64	AC Rehabilitation	$ 404,000
2025	**FXE**	TW A3	130	AC	16,956	69	AC Rehabilitation	$ 197,000
2025	**FXE**	TW A5	150	AAC	9,722	69	AC Rehabilitation	$ 113,000
2025	**FXE**	TW B	217	AAC	24,547	69	AC Rehabilitation	$ 285,000
2025	**FXE**	TW B8	220	AAC	11,274	69	AC Rehabilitation	$ 131,000
2025	**FXE**	TW D	412	AC	15,860	69	AC Rehabilitation	$ 184,000
2025	**FXE**	TW L	1210	AAC	12,479	69	AC Rehabilitation	$ 145,000
2025	**FXE**	TW M	1315	AAC	36,492	69	AC Rehabilitation	$ 423,000
2026	**FXE**	TW B7	290	AAC	4,092	69	AC Rehabilitation	$ 50,000
2027	**FXE**	TW C	305	AAC	64,814	69	AC Rehabilitation	$ 828,000
2027	**FXE**	TW C	325	AAC	21,111	69	AC Rehabilitation	$ 270,000
2028	**FXE**	TW E1	575	AC	29,392	69	AC Rehabilitation	$ 394,000
2028	**FXE**	TW M	1310	AC	14,836	70	AC Rehabilitation	$ 199,000
2029	**FXE**	TW G	705	AAC	12,870	69	AC Rehabilitation	$ 182,000
2030	**FXE**	TW B	212	AC	13,392	69	AC Rehabilitation	$ 198,000
2030	**FXE**	TW B1	250	AAC	17,976	70	AC Rehabilitation	$ 266,000
2030	**FXE**	TW E	505	AAC	25,381	69	AC Rehabilitation	$ 375,000
2030	**FXE**	TW E	523	AAC	18,507	69	AC Rehabilitation	$ 274,000
2030	**FXE**	TW G	710	AC	27,892	70	AC Rehabilitation	$ 413,000
2030	**FXE**	AP RU 31	5705	AAC	13,356	68	AC Rehabilitation	$ 198,000
2030	**FXE**	AP SHERIFF	5905	AC	27,393	70	AC Rehabilitation	$ 405,000
2031	**FXE**	AP BANYAN	5910	AC	12,036	70	AC Rehabilitation	$ 187,000
2031	**FXE**	AP RU 27	5220	AC	33,360	70	AC Rehabilitation	$ 518,000
2031	**FXE**	AP RU 9	5805	AC	35,246	70	AC Rehabilitation	$ 547,000
2032	**FXE**	TL T-HANG	375	AC	2,475	70	AC Rehabilitation	$ 41,000
2032	**FXE**	TW B2	232	AC	10,422	70	AC Rehabilitation	$ 170,000
2032	**FXE**	TW B2	235	AAC	15,505	69	AC Rehabilitation	$ 253,000
2032	**FXE**	TW B4	270	AAC	15,502	69	AC Rehabilitation	$ 253,000
2032	**FXE**	TW D	415	AAC	49,428	69	AC Rehabilitation	$ 806,000
2032	**FXE**	TW E	535	AAC	14,052	70	AC Rehabilitation	$ 229,000
2032	**FXE**	TW N	1410	AAC	17,688	70	AC Rehabilitation	$ 289,000

**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.

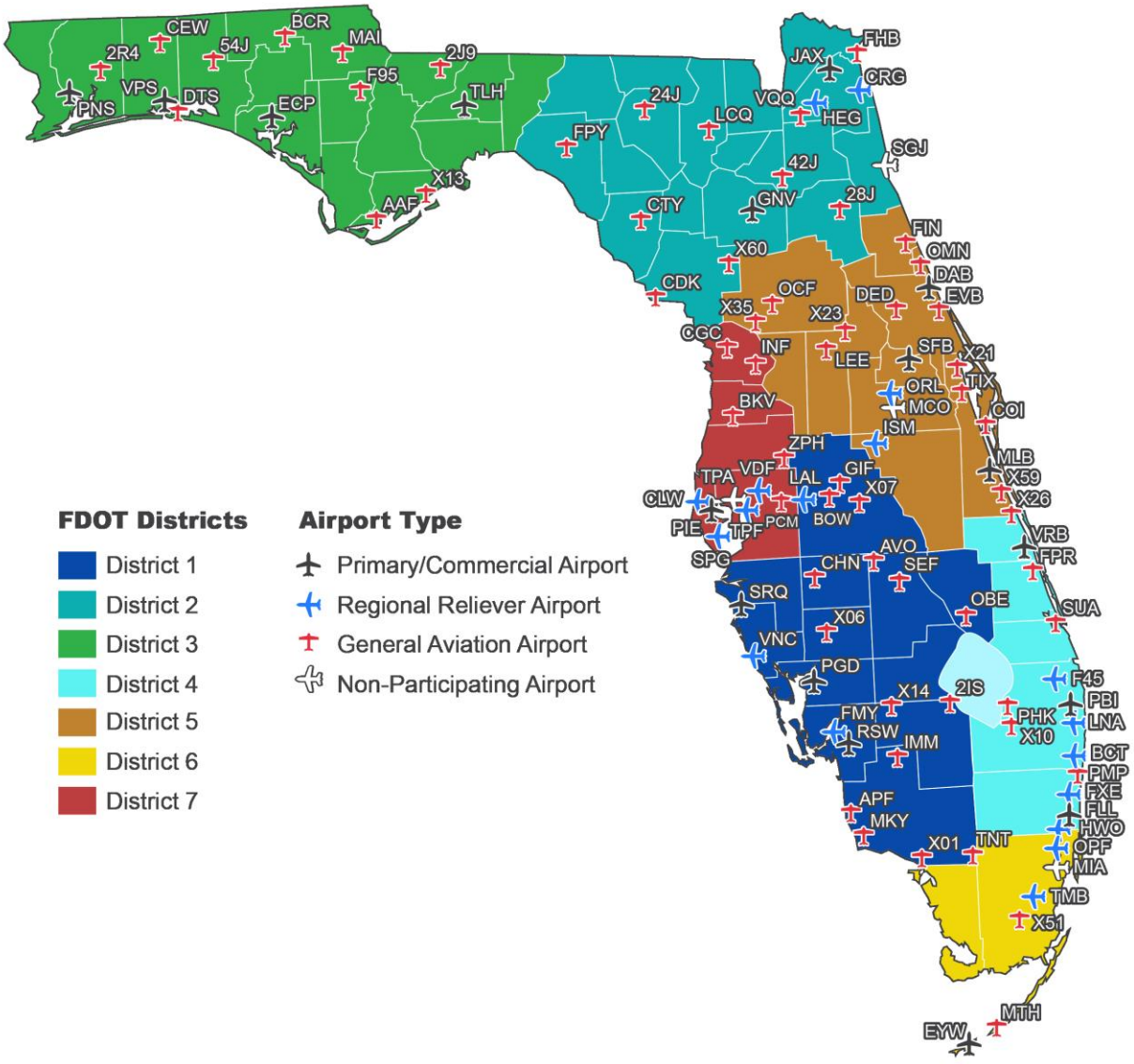
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 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.

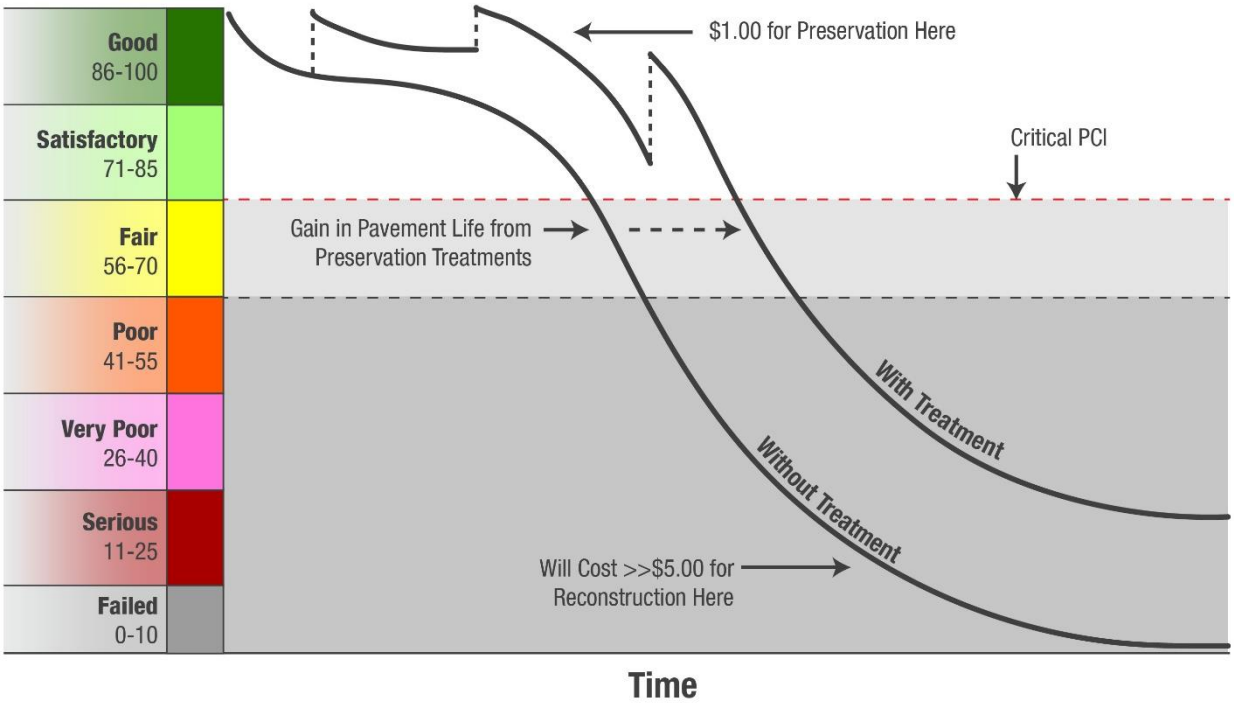
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- 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.

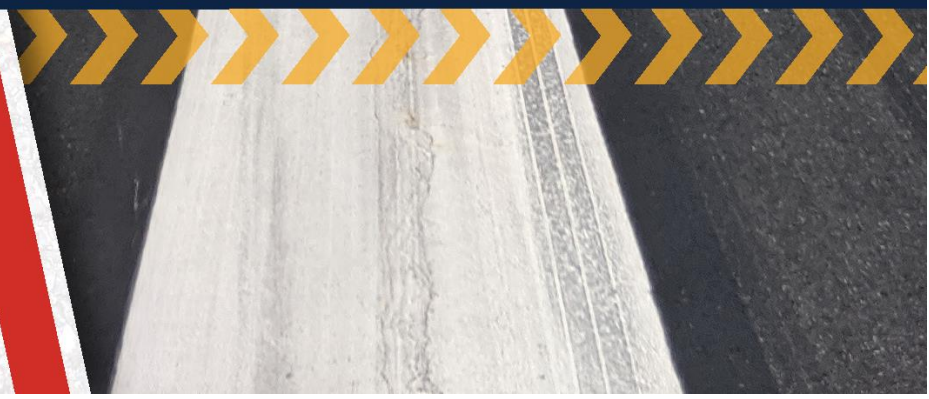
Figure 1.4: Pavement Life and the Effect of Treatments



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*

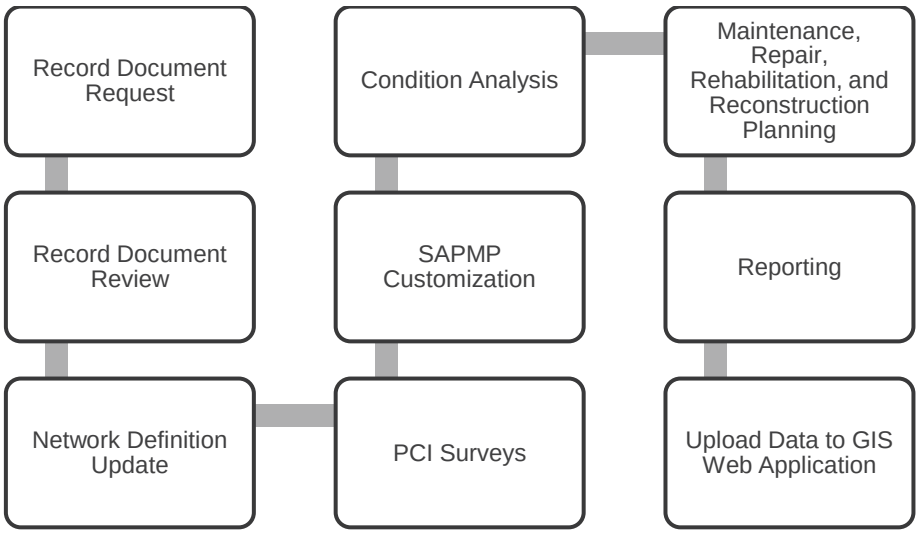
Chapter 2: Methodology



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 FXE's 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

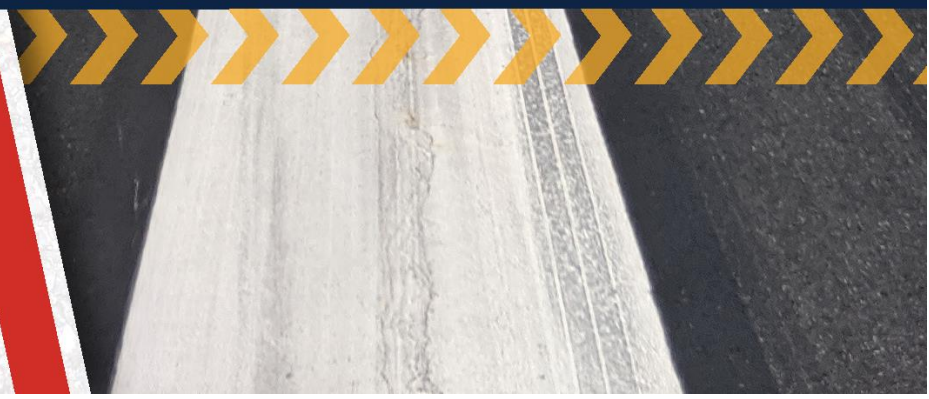
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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.

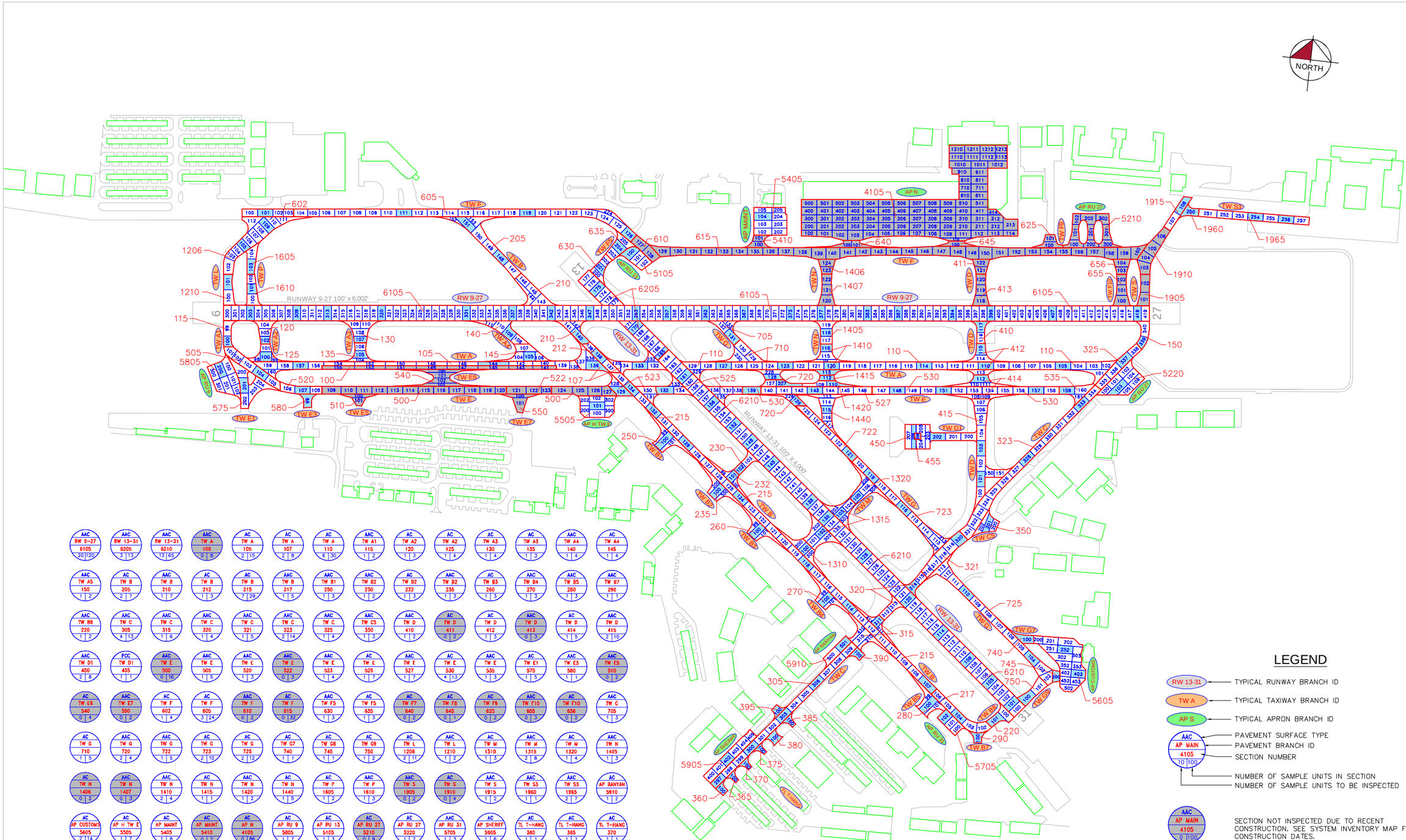
Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2017	TW E, TW E7	Mill and Overlay
2018	AP RU 13, TW B, TW F, TW F5, TW L, TW P	Complete Reconstruction - AC | 2" Mill & scarify/recompact base, 4" P-401 overlay
	TW E, TW G, TW N	Mill and Overlay
	TW N	New Construction - AC
2020	AP N, TW F7, TW F8	New Construction - AC | 4" P-401, 12" P-211, 12" Stabilized Subgrade
2021	AP MAINT, TW D, TW F9, TW F10, TW N, TW S	Complete Reconstruction - AC | 4" P-401, 9" P-211, 12" P-154
	AP RU 27, TW F	New Construction - AC | 4" P-401, 9" P-211, 12" P-154
	TW D	Mill and Overlay | 1.5" Mill, 4" P-401 Overlay
	TW F, TW F10, TW N, TW S	Mill and Overlay | 2" Mill, 2" P-401 Overlay
2022	TW A, TW E, TW E5, TW E7	Mill and Overlay
	TW E6	New Construction - AC
2023	TW A, TW A2	Mill and Overlay
	TW A, TW A1, TW E, TW E1, TW E3	Complete Reconstruction - AC
	AP RU 9	New Construction - AC

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.

FXE



AAC RW 9-27 6105 20 | 200	AAC RW 13-31 6205 3 | 13	AAC RW 13-31 6210 13 | 65	AAC TW A 100 0 | 6	AC TW A 105 2 | 15	AC TW A 107 2 | 8	AC TW A 110 6 | 30	AAC TW A1 115 1 | 2	AC TW A2 120 1 | 3	AC TW A2 125 1 | 4	AC TW A3 130 1 | 4	AC TW A5 135 1 | 3	AAC TW A4 140 1 | 4	AC TW A4 145 1 | 4
AAC TW A5 150 1 | 2	AC TW B 205 2 | 7	AAC TW B 210 1 | 7	AC TW B 212 1 | 3	AC TW B 215 7 | 29	AAC TW B 217 1 | 5	AAC TW B1 250 1 | 3	AAC TW B2 230 1 | 2	AAC TW B2 232 1 | 3	AAC TW B2 235 1 | 3	AC TW B3 260 1 | 3	AAC TW B4 270 1 | 3	AAC TW B5 280 1 | 3	AAC TW G7 290 1 | 1
AAC TW B8 220 1 | 2	AAC TW C 305 4 | 13	AAC TW C 315 1 | 6	AAC TW C 320 1 | 4	AAC TW C 321 1 | 5	AAC TW C 323 2 | 14	AAC TW C 325 1 | 4	AAC TW C5 350 1 | 3	AAC TW D 410 1 | 2	AC TW D 411 0 | 2	AC TW D 412 1 | 3	AAC TW D 413 0 | 3	AC TW D 414 1 | 5	AAC TW D 415 2 | 10
AAC TW D1 450 2 | 8	PCC TW D1 455 1 | 1	AAC TW E 500 0 | 16	AAC TW E 505 1 | 5	AAC TW E 520 1 | 3	AAC TW E 522 0 | 3	AAC TW E 523 1 | 4	AC TW E 525 1 | 7	AAC TW F 527 1 | 7	AC TW E 530 4 | 13	AAC TW E 535 1 | 3	AC TW E1 575 1 | 5	AAC TW E3 580 1 | 1	AAC TW E5 510 0 | 2
AC TW E6 540 0 | 4	AAC TW E7 550 0 | 2	AC TW F 602 1 | 4	AC TW F 605 3 | 24	AAC TW F 610 0 | 2	AC TW F 615 0 | 32	AAC TW F5 630 1 | 3	AC TW F5 635 1 | 3	AC TW F7 640 0 | 2	AC TW F8 645 0 | 1	AC TW F9 625 0 | 2	AAC TW F10 655 0 | 3	AC TW F10 656 0 | 2	AAC TW G 705 1 | 3
AC TW G 710 1 | 5	AAC TW G 720 2 | 4	AAC TW G 722 1 | 5	AC TW G 723 2 | 10	AC TW G 725 2 | 12	AC TW G7 740 1 | 1	AC TW GB 745 1 | 1	AC TW G9 750 1 | 2	AAC TW L 1206 2 | 11	AAC TW L 1210 1 | 2	AC TW M 1310 1 | 3	AAC TW M 1315 2 | 8	AC TW M 1320 1 | 4	AAC TW N 1405 1 | 3
AC TW N 1406 0 | 2	AAC TW N 1407 0 | 3	AAC TW N 1410 2 | 4	AC TW N 1415 1 | 1	AAC TW N 1420 1 | 2	AAC TW N 1440 1 | 5	AC TW P 1605 1 | 2	AAC TW P 1610 1 | 3	AAC TW S 1905 0 | 2	AC TW S 1910 0 | 4	AAC TW S 1915 1 | 2	AAC TW S3 1960 1 | 1	AAC TW S3 1965 2 | 7	AC AP BANYAN 5910 1 | 2
AC AP CUSTOMS 5605 2 | 14	AC AP H TW E 5505 1 | 7	AC AP MAINT 5405 1 | 8	AC AP MAINT 5410 0 | 2	AC AP N 4105 0 | 86	AC AP RU 9 5805 1 | 7	AC AP RU 13 5105 1 | 3	AC AP RU 27 5210 0 | 9	AC AP RU 27 5220 1 | 7	AAC AP RU 31 5705 1 | 3	AC AP SHERIFF 5905 1 | 6	AC TL T-HANG 360 1 | 1	AC TL T-HANG 365 1 | 1	AC TL T-HANG 370 1 | 1
AC TL T-HANG 375 1 | 1	AC TL T-HANG 380 1 | 1	AC TL T-HANG 385 1 | 1	AC TL T-HANG 390 1 | 1	AC TL T-HANG 395 1 | 1										

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 = 161
AC: 160 PCC: 1

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

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

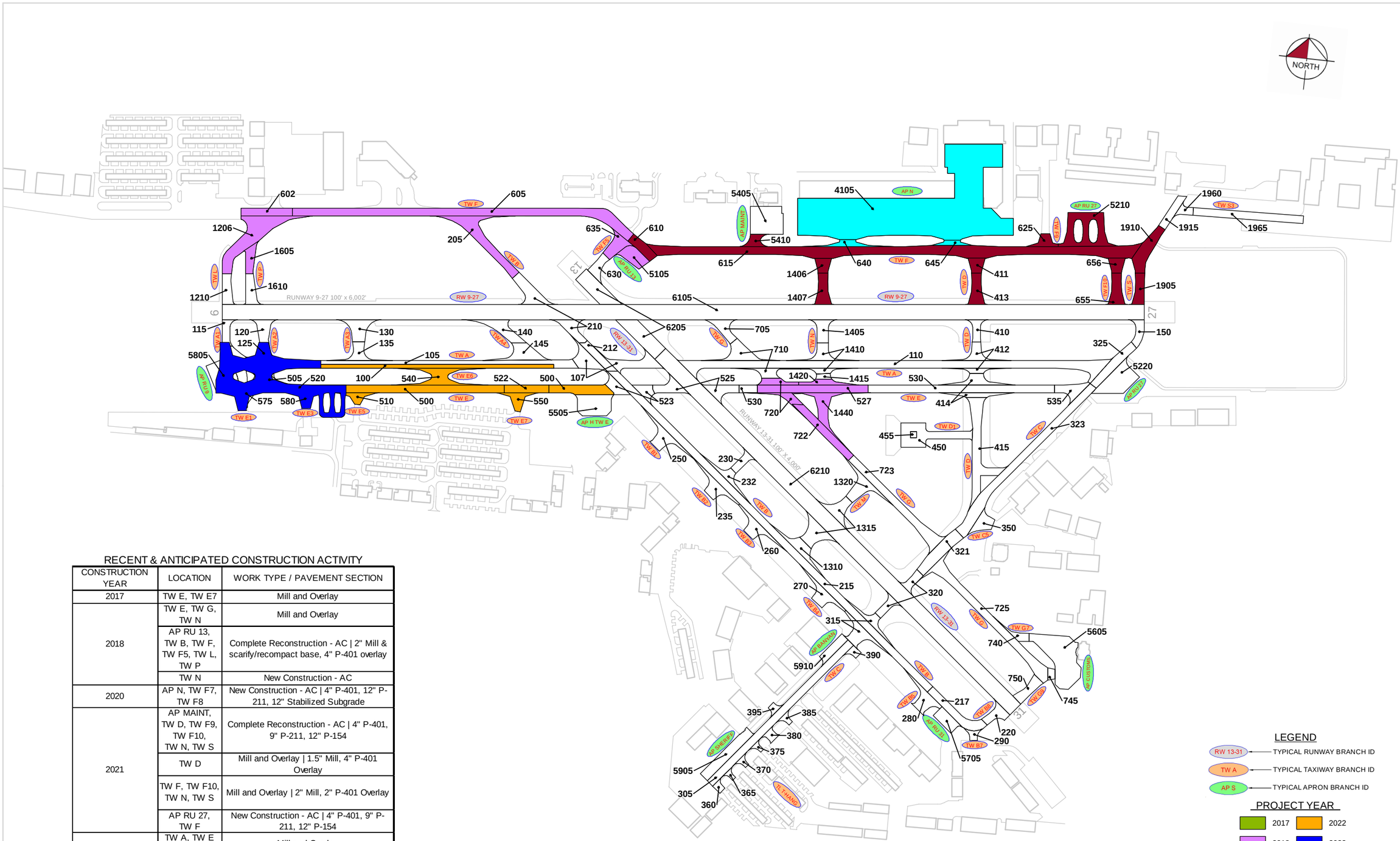
Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022

FXE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW E, TW E7	Mill and Overlay
2018	TW E, TW G, TW N	Mill and Overlay
	AP RU 13, TW B, TW F, TW F5, TW L, TW P	Complete Reconstruction - AC | 2" Mill & scarify/recompact base, 4" P-401 overlay
	TW N	New Construction - AC
2020	AP N, TW F7, TW F8	New Construction - AC | 4" P-401, 12" P-211, 12" Stabilized Subgrade
2021	AP MAINT, TW D, TW F9, TW F10, TW N, TW S	Complete Reconstruction - AC | 4" P-401, 9" P-211, 12" P-154
	TW D	Mill and Overlay | 1.5" Mill, 4" P-401 Overlay
	TW F, TW F10, TW N, TW S	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	AP RU 27, TW F	New Construction - AC | 4" P-401, 9" P-211, 12" P-154
2022	TW A, TW E TW E5, TW E7	Mill and Overlay
	TW E6	New Construction - AC
2023	TW A, TW A2	Mill and Overlay - AC
	TW A, TW A1, TW E, TW E1, TW E3	Complete Reconstruction - AC
	AP RU 9	New Construction - AC

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.

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

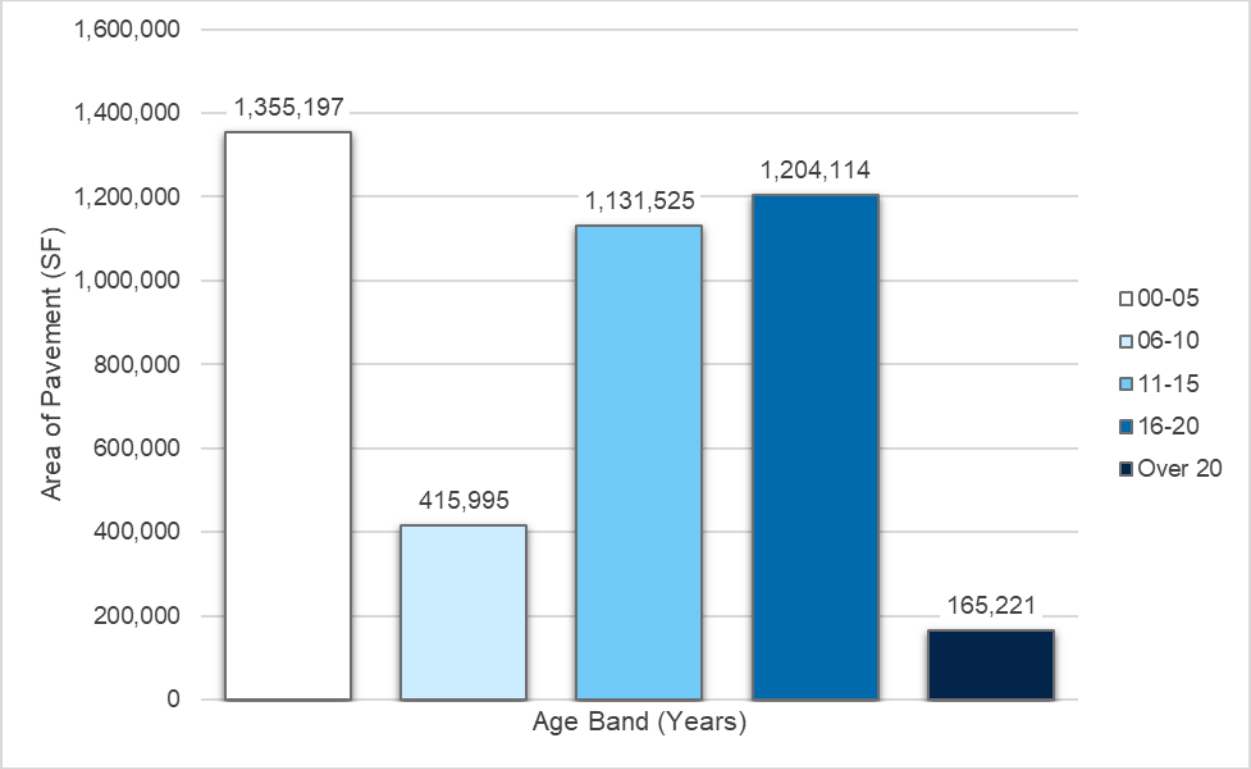
FDOT

2022

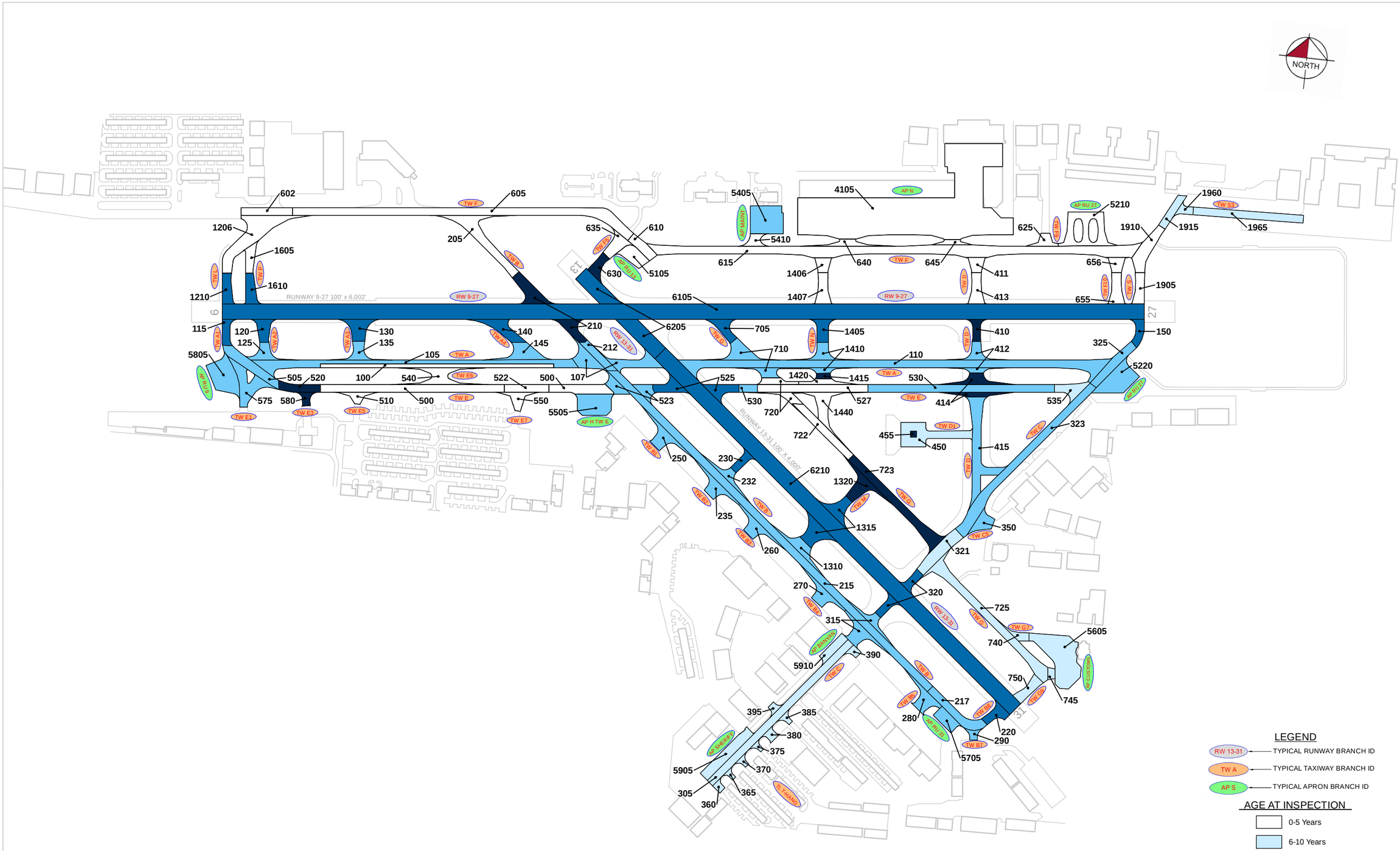
3.1.2 Estimated Pavement Age

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



FXE



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.

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

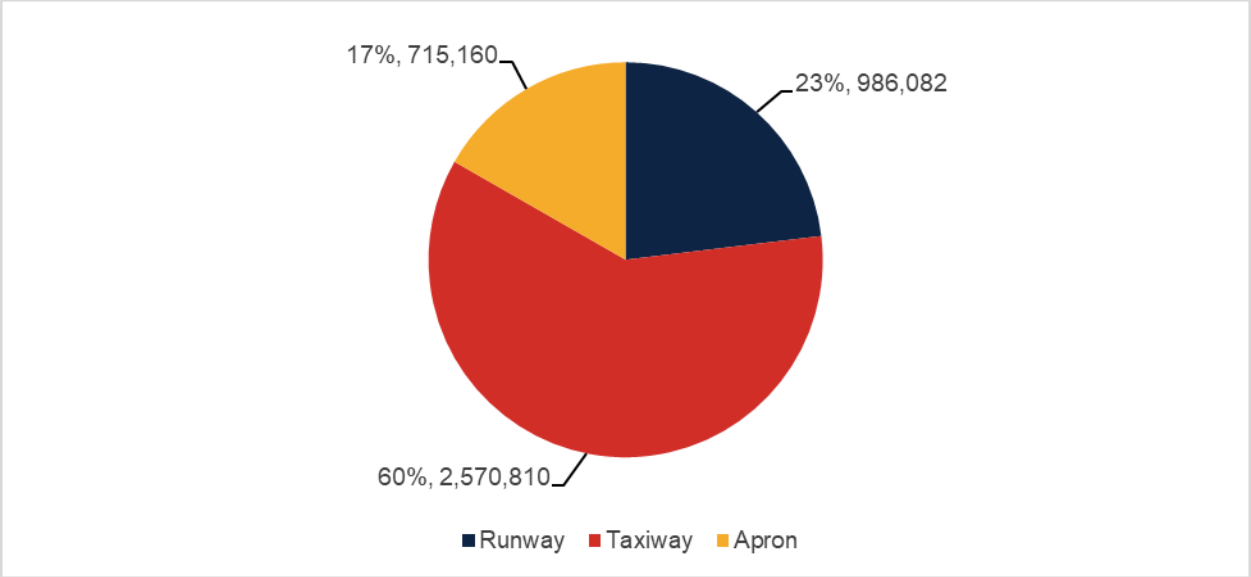
FDOT

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)

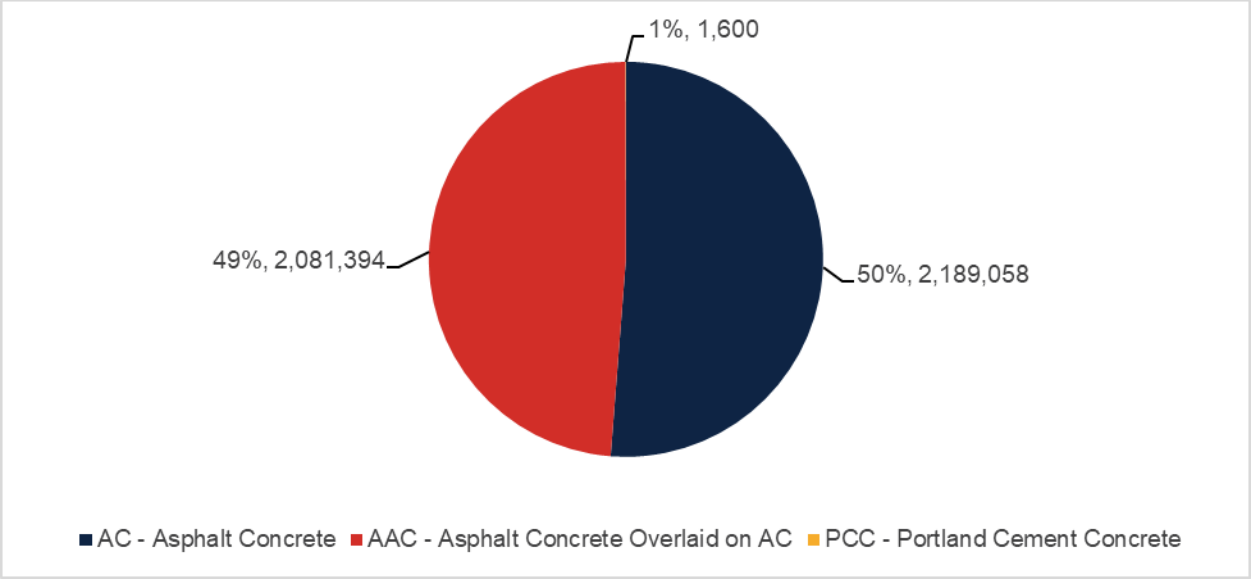


3.1.4 Pavement Surface Type

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 FXE.

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

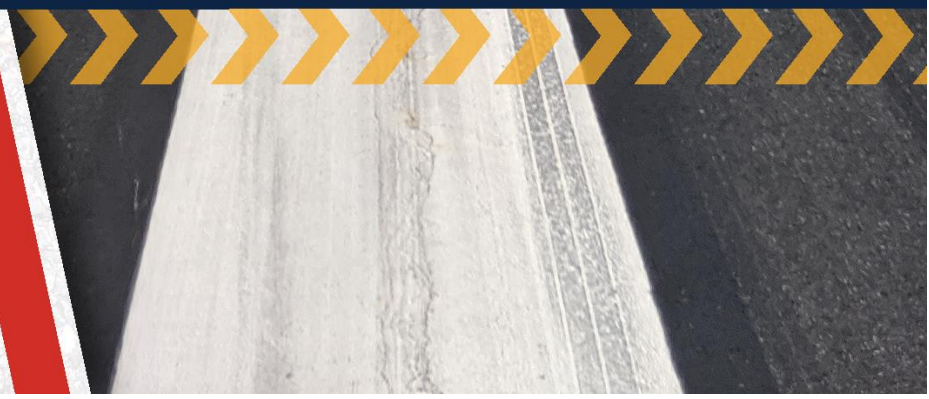
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	RW 9-27	Runway	6105	600,176	AAC	1/1/2004
FXE	RW 13-31	Runway	6205	58,940	AAC	1/1/2004
FXE	RW 13-31	Runway	6210	326,966	AAC	1/1/2007
FXE	AP H TW E	Taxiway	5505	29,995	AC	1/1/2009
FXE	TL T-HANG	Taxiway	360	3,353	AC	6/1/2014
FXE	TL T-HANG	Taxiway	365	2,420	AC	6/1/2014
FXE	TL T-HANG	Taxiway	370	2,921	AC	6/1/2014
FXE	TL T-HANG	Taxiway	375	2,475	AC	6/1/2014

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	TL T-HANG	Taxiway	380	4,804	AC	6/1/2014
FXE	TL T-HANG	Taxiway	385	3,313	AC	6/1/2014
FXE	TL T-HANG	Taxiway	390	4,037	AC	6/1/2014
FXE	TL T-HANG	Taxiway	395	3,487	AC	6/1/2014
FXE	TW A	Taxiway	100	38,013	AAC	9/1/2022
FXE	TW A	Taxiway	105	71,563	AC	1/1/2009
FXE	TW A	Taxiway	107	37,997	AC	1/1/2009
FXE	TW A	Taxiway	110	148,870	AC	1/1/2009
FXE	TW A1	Taxiway	115	9,176	AAC	1/1/2004
FXE	TW A2	Taxiway	120	12,257	AC	1/1/2004
FXE	TW A2	Taxiway	125	12,205	AC	1/1/2009
FXE	TW A3	Taxiway	130	16,956	AC	1/1/2004
FXE	TW A3	Taxiway	135	11,636	AC	1/1/2009
FXE	TW A4	Taxiway	140	18,840	AAC	1/1/2004
FXE	TW A4	Taxiway	145	19,652	AC	1/1/2009
FXE	TW A5	Taxiway	150	9,722	AAC	1/1/2004
FXE	TW B	Taxiway	205	38,935	AC	6/1/2018
FXE	TW B	Taxiway	210	34,911	AAC	1/1/1978
FXE	TW B	Taxiway	212	13,392	AC	1/1/2010
FXE	TW B	Taxiway	215	146,128	AC	1/1/2010
FXE	TW B	Taxiway	217	24,547	AAC	1/1/2010
FXE	TW B1	Taxiway	250	17,976	AAC	1/1/2010
FXE	TW B2	Taxiway	230	8,237	AAC	1/1/2007
FXE	TW B2	Taxiway	232	10,422	AC	1/1/2010
FXE	TW B2	Taxiway	235	15,505	AAC	1/1/2010
FXE	TW B3	Taxiway	260	15,526	AC	1/1/2010
FXE	TW B4	Taxiway	270	15,502	AAC	1/1/2010
FXE	TW B5	Taxiway	280	16,439	AAC	1/1/2010
FXE	TW B7	Taxiway	290	4,092	AAC	1/1/2010
FXE	TW B8	Taxiway	220	11,274	AAC	1/1/2007
FXE	TW C	Taxiway	305	64,814	AAC	6/1/2014
FXE	TW C	Taxiway	315	27,629	AAC	1/1/2009
FXE	TW C	Taxiway	320	16,888	AAC	1/1/2007
FXE	TW C	Taxiway	321	26,633	AAC	1/1/2014
FXE	TW C	Taxiway	323	72,907	AAC	1/1/2012
FXE	TW C	Taxiway	325	21,111	AAC	1/1/2009
FXE	TW C5	Taxiway	350	12,351	AAC	1/1/2012
FXE	TW D	Taxiway	410	8,377	AAC	1/1/1978
FXE	TW D	Taxiway	411	8,371	AC	1/1/2021
FXE	TW D	Taxiway	412	15,860	AC	1/1/2009
FXE	TW D	Taxiway	413	14,978	AAC	1/1/2021
FXE	TW D	Taxiway	414	21,409	AC	1/1/1978
FXE	TW D	Taxiway	415	49,428	AAC	1/1/2012
FXE	TW D1	Taxiway	450	39,273	AAC	9/1/2012
FXE	TW D1	Taxiway	455	1,600	PCC	1/1/1997
FXE	TW E	Taxiway	500	82,720	AAC	9/1/2022

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	TW E	Taxiway	505	25,381	AAC	1/1/2009
FXE	TW E	Taxiway	520	13,809	AAC	1/1/1997
FXE	TW E	Taxiway	522	14,550	AAC	9/1/2022
FXE	TW E	Taxiway	523	18,507	AAC	1/1/2010
FXE	TW E	Taxiway	525	27,187	AC	1/1/2007
FXE	TW E	Taxiway	527	36,000	AAC	6/1/2018
FXE	TW E	Taxiway	530	66,700	AC	1/1/2008
FXE	TW E	Taxiway	535	14,052	AAC	5/1/2012
FXE	TW E1	Taxiway	575	29,392	AC	1/1/2009
FXE	TW E3	Taxiway	580	5,457	AAC	1/1/1997
FXE	TW E5	Taxiway	510	7,535	AAC	9/1/2022
FXE	TW E6	Taxiway	540	22,949	AC	9/1/2022
FXE	TW E7	Taxiway	550	10,494	AAC	9/1/2022
FXE	TW F	Taxiway	602	16,707	AC	6/1/2018
FXE	TW F	Taxiway	605	119,528	AC	6/1/2018
FXE	TW F	Taxiway	610	12,550	AAC	1/1/2021
FXE	TW F	Taxiway	615	185,653	AC	1/1/2021
FXE	TW F10	Taxiway	655	14,913	AAC	1/1/2021
FXE	TW F10	Taxiway	656	8,579	AC	1/1/2021
FXE	TW F5	Taxiway	630	10,637	AAC	1/1/1996
FXE	TW F5	Taxiway	635	14,467	AC	6/1/2018
FXE	TW F7	Taxiway	640	9,358	AC	5/1/2020
FXE	TW F8	Taxiway	645	5,340	AC	5/1/2020
FXE	TW F9	Taxiway	625	8,515	AC	1/1/2021
FXE	TW G	Taxiway	705	12,870	AAC	1/1/2004
FXE	TW G	Taxiway	710	27,892	AC	1/1/2009
FXE	TW G	Taxiway	720	16,538	AAC	6/1/2018
FXE	TW G	Taxiway	722	24,513	AAC	6/1/2018
FXE	TW G	Taxiway	723	45,747	AC	1/1/1984
FXE	TW G	Taxiway	725	62,468	AC	1/1/2014
FXE	TW G7	Taxiway	740	6,473	AC	1/1/2014
FXE	TW G8	Taxiway	745	3,448	AC	1/1/2014
FXE	TW G9	Taxiway	750	12,982	AC	1/1/2014
FXE	TW L	Taxiway	1206	53,506	AC	6/1/2018
FXE	TW L	Taxiway	1210	12,479	AAC	1/1/2004
FXE	TW M	Taxiway	1310	14,836	AC	1/1/2010
FXE	TW M	Taxiway	1315	36,492	AAC	1/1/2007
FXE	TW M	Taxiway	1320	19,869	AC	1/1/1984
FXE	TW N	Taxiway	1405	12,548	AAC	1/1/2004
FXE	TW N	Taxiway	1406	8,236	AC	1/1/2021
FXE	TW N	Taxiway	1407	14,978	AAC	1/1/2021
FXE	TW N	Taxiway	1410	17,688	AAC	1/1/2009
FXE	TW N	Taxiway	1415	3,405	AC	1/1/1984
FXE	TW N	Taxiway	1420	8,745	AAC	6/1/2018
FXE	TW N	Taxiway	1440	20,806	AC	6/1/2018
FXE	TW P	Taxiway	1605	10,510	AC	6/1/2018

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	TW P	Taxiway	1610	13,106	AAC	1/1/2004
FXE	TW S	Taxiway	1905	12,912	AAC	1/1/2021
FXE	TW S	Taxiway	1910	24,717	AC	1/1/2021
FXE	TW S	Taxiway	1915	12,221	AAC	4/1/2016
FXE	TW S3	Taxiway	1960	5,705	AAC	4/1/2016
FXE	TW S3	Taxiway	1965	35,933	AAC	4/1/2016
FXE	AP BANYAN	Apron	5910	12,036	AC	6/1/2014
FXE	AP CUSTOMS	Apron	5605	65,754	AC	1/1/2014
FXE	AP MAINT	Apron	5405	38,434	AC	1/1/2009
FXE	AP MAINT	Apron	5410	7,572	AC	1/1/2021
FXE	AP N	Apron	4105	424,853	AC	5/1/2020
FXE	AP RU 13	Apron	5105	16,196	AC	6/1/2018
FXE	AP RU 27	Apron	5210	40,960	AC	1/1/2021
FXE	AP RU 27	Apron	5220	33,360	AC	1/1/2009
FXE	AP RU 31	Apron	5705	13,356	AAC	1/1/2010
FXE	AP RU 9	Apron	5805	35,246	AC	1/1/2009
FXE	AP SHERIFF	Apron	5905	27,393	AC	6/1/2014

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

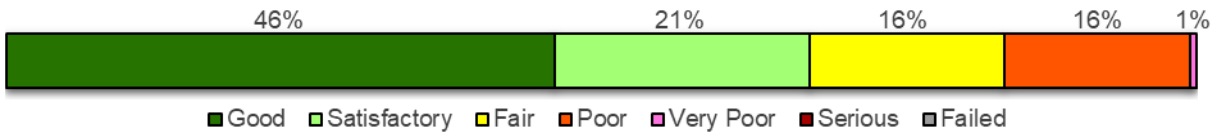
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual 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 67% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 16% of inspected pavements are in Fair condition and the remaining 17% of inspected pavements are in Poor or worse 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

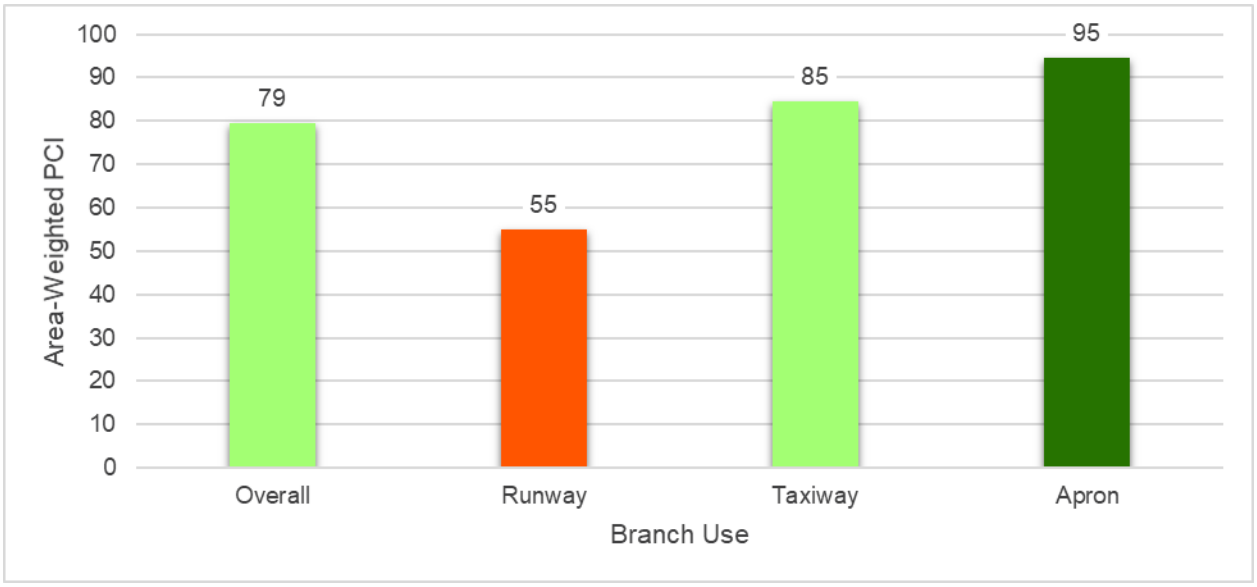


Figure 4.1.2 (b): Current Condition – Runway

Figure 4.1.2 (c): Current Condition – Taxiway

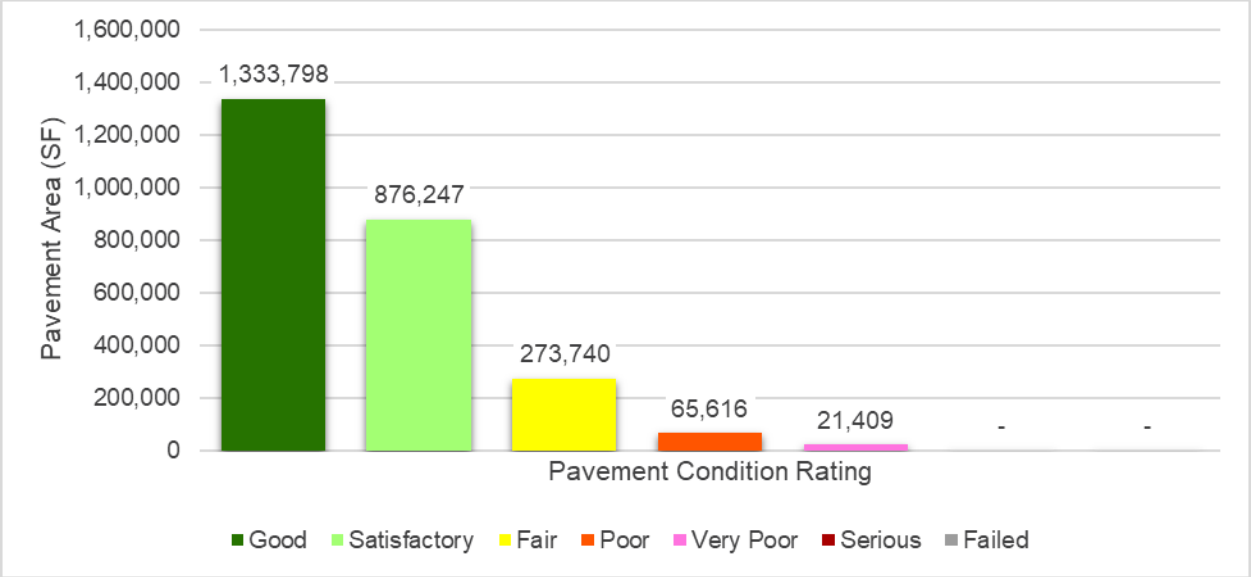


Figure 4.1.2 (d): Current Condition – Apron

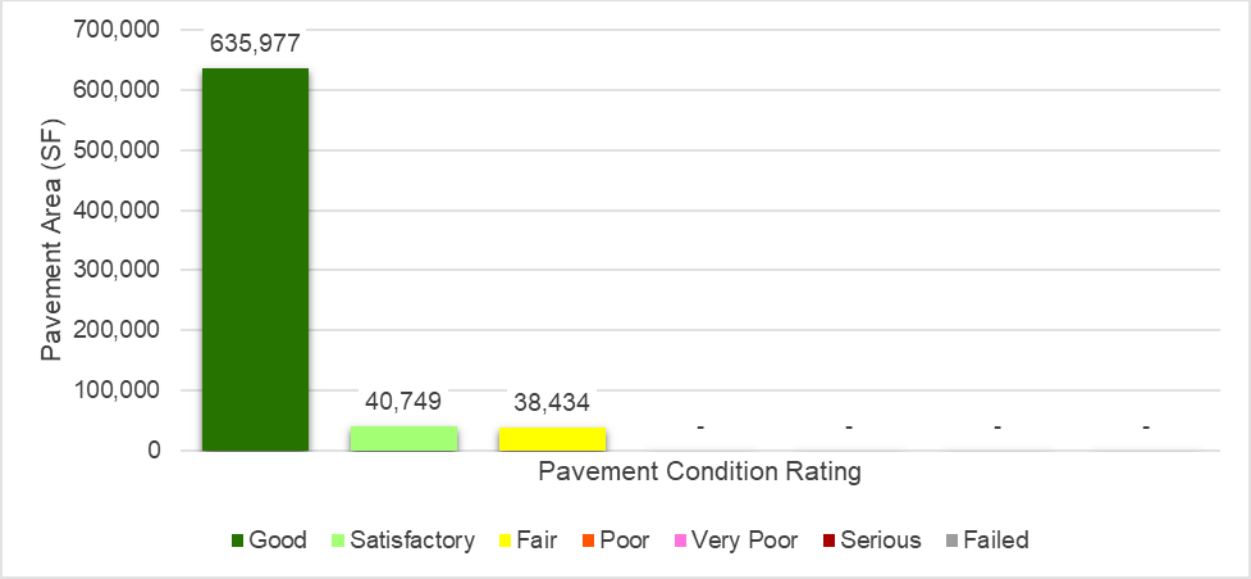


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

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 9-27	Runway	1	600,176	50	Poor
RW 13-31	Runway	2	385,906	62	Fair
AP H TW E	Taxiway	1	29,995	85	Satisfactory
TL T-HANG	Taxiway	8	26,810	86	Good
TW A	Taxiway	4	296,443	87	Good
TW A1	Taxiway	1	9,176	57	Fair
TW A2	Taxiway	2	24,462	68	Fair
TW A3	Taxiway	2	28,592	78	Satisfactory
TW A4	Taxiway	2	38,492	78	Satisfactory
TW A5	Taxiway	1	9,722	73	Satisfactory
TW B	Taxiway	5	257,913	81	Satisfactory
TW B1	Taxiway	1	17,976	81	Satisfactory
TW B2	Taxiway	3	34,164	80	Satisfactory
TW B3	Taxiway	1	15,526	86	Good
TW B4	Taxiway	1	15,502	84	Satisfactory
TW B5	Taxiway	1	16,439	71	Satisfactory
TW B7	Taxiway	1	4,092	74	Satisfactory
TW B8	Taxiway	1	11,274	73	Satisfactory
TW C	Taxiway	6	229,982	79	Satisfactory
TW C5	Taxiway	1	12,351	87	Good
TW D	Taxiway	6	118,423	74	Satisfactory
TW D1	Taxiway	2	40,873	87	Good
TW E	Taxiway	9	298,906	84	Satisfactory
TW E1	Taxiway	1	29,392	76	Satisfactory
TW E3	Taxiway	1	5,457	61	Fair
TW E5	Taxiway	1	7,535	100	Good
TW E6	Taxiway	1	22,949	100	Good
TW E7	Taxiway	1	10,494	100	Good
TW F	Taxiway	4	334,438	98	Good
TW F10	Taxiway	2	23,492	100	Good
TW F5	Taxiway	2	25,104	80	Satisfactory
TW F7	Taxiway	1	9,358	100	Good
TW F8	Taxiway	1	5,340	100	Good
TW F9	Taxiway	1	8,515	100	Good
TW G	Taxiway	6	190,028	80	Satisfactory
TW G7	Taxiway	1	6,473	92	Good
TW G8	Taxiway	1	3,448	91	Good
TW G9	Taxiway	1	12,982	91	Good
TW L	Taxiway	2	65,985	89	Good
TW M	Taxiway	3	71,197	66	Fair
TW N	Taxiway	7	86,406	88	Good
TW P	Taxiway	2	23,616	80	Satisfactory

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
TW S	Taxiway	3	49,850	99	Good
TW S3	Taxiway	2	41,638	90	Good
AP BANYAN	Apron	1	12,036	86	Good
AP CUSTOMS	Apron	1	65,754	91	Good
AP MAINT	Apron	2	46,006	71	Satisfactory
AP N	Apron	1	424,853	100	Good
AP RU 13	Apron	1	16,196	94	Good
AP RU 27	Apron	2	74,320	94	Good
AP RU 31	Apron	1	13,356	85	Satisfactory
AP RU 9	Apron	1	35,246	86	Good
AP SHERIFF	Apron	1	27,393	84	Satisfactory

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.

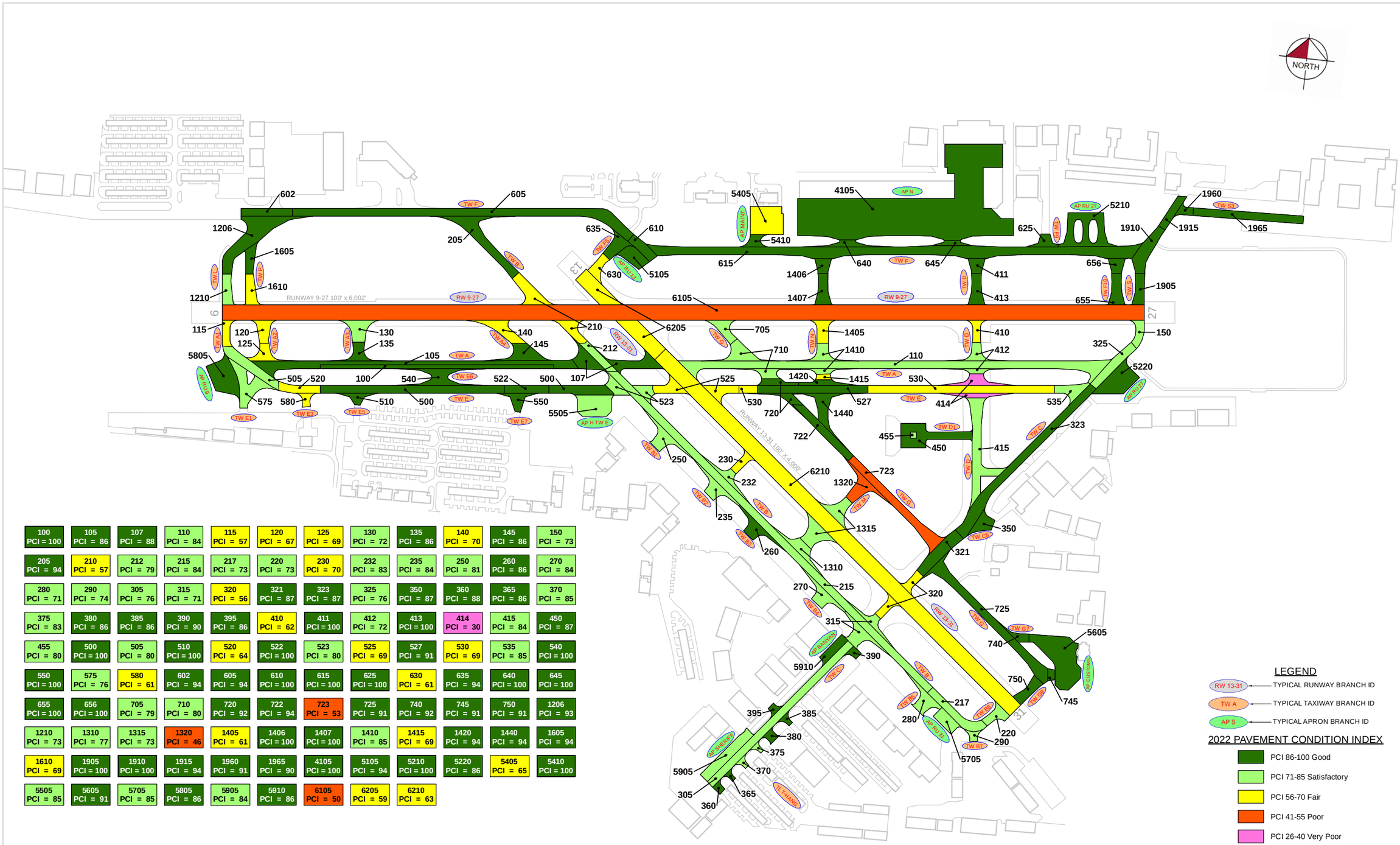
Table 4.1.3: Latest Pavement Condition Index Summary – Section-Level

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
FXE	RW 9-27	Runway	6105	600,176	AAC	50	Poor	84	9	7	20	120
FXE	RW 13-31	Runway	6205	58,940	AAC	59	Fair	95	0	5	3	13
FXE	RW 13-31	Runway	6210	326,966	AAC	63	Fair	89	0	11	13	65
FXE	AP H TW E	Taxiway	5505	29,995	AC	85	Satisfactory	94	0	6	1	7
FXE	TL T-HANG	Taxiway	360	3,353	AC	88	Good	100	0	0	1	1
FXE	TL T-HANG	Taxiway	365	2,420	AC	86	Good	100	0	0	1	1
FXE	TL T-HANG	Taxiway	370	2,921	AC	85	Satisfactory	100	0	0	1	1
FXE	TL T-HANG	Taxiway	375	2,475	AC	83	Satisfactory	100	0	0	1	1
FXE	TL T-HANG	Taxiway	380	4,804	AC	86	Good	100	0	0	1	1
FXE	TL T-HANG	Taxiway	385	3,313	AC	86	Good	100	0	0	1	1
FXE	TL T-HANG	Taxiway	390	4,037	AC	90	Good	100	0	0	1	1
FXE	TL T-HANG	Taxiway	395	3,487	AC	86	Good	100	0	0	1	1
FXE	TW A	Taxiway	100	38,013	AAC	100	Good	0	0	0	0	0
FXE	TW A	Taxiway	105	71,563	AC	86	Good	100	0	0	2	15
FXE	TW A	Taxiway	107	37,997	AC	88	Good	100	0	0	2	8
FXE	TW A	Taxiway	110	148,870	AC	84	Satisfactory	95	0	5	6	30
FXE	TW A1	Taxiway	115	9,176	AAC	57	Fair	70	0	30	1	2
FXE	TW A2	Taxiway	120	12,257	AC	67	Fair	80	0	20	1	3
FXE	TW A2	Taxiway	125	12,205	AC	69	Fair	76	0	24	1	4
FXE	TW A3	Taxiway	130	16,956	AC	72	Satisfactory	92	0	8	1	4
FXE	TW A3	Taxiway	135	11,636	AC	86	Good	100	0	0	1	3
FXE	TW A4	Taxiway	140	18,840	AAC	70	Fair	78	0	22	1	4
FXE	TW A4	Taxiway	145	19,652	AC	86	Good	100	0	0	1	4
FXE	TW A5	Taxiway	150	9,722	AAC	73	Satisfactory	86	0	14	1	2
FXE	TW B	Taxiway	205	38,935	AC	94	Good	100	0	0	2	7
FXE	TW B	Taxiway	210	34,911	AAC	57	Fair	86	0	14	1	7
FXE	TW B	Taxiway	212	13,392	AC	79	Satisfactory	70	0	30	1	3
FXE	TW B	Taxiway	215	146,128	AC	84	Satisfactory	100	0	0	7	29
FXE	TW B	Taxiway	217	24,547	AAC	73	Satisfactory	100	0	0	1	5
FXE	TW B1	Taxiway	250	17,976	AAC	81	Satisfactory	100	0	0	1	3
FXE	TW B2	Taxiway	230	8,237	AAC	70	Fair	87	0	13	1	2
FXE	TW B2	Taxiway	232	10,422	AC	83	Satisfactory	100	0	0	1	3
FXE	TW B2	Taxiway	235	15,505	AAC	84	Satisfactory	91	0	9	1	3
FXE	TW B3	Taxiway	260	15,526	AC	86	Good	100	0	0	1	3
FXE	TW B4	Taxiway	270	15,502	AAC	84	Satisfactory	100	0	0	1	3
FXE	TW B5	Taxiway	280	16,439	AAC	71	Satisfactory	100	0	0	1	3
FXE	TW B7	Taxiway	290	4,092	AAC	74	Satisfactory	100	0	0	1	1
FXE	TW B8	Taxiway	220	11,274	AAC	73	Satisfactory	74	0	26	1	2
FXE	TW C	Taxiway	305	64,814	AAC	76	Satisfactory	95	0	5	4	13
FXE	TW C	Taxiway	315	27,629	AAC	71	Satisfactory	100	0	0	1	6
FXE	TW C	Taxiway	320	16,888	AAC	56	Fair	92	0	8	1	4
FXE	TW C	Taxiway	321	26,633	AAC	87	Good	100	0	0	1	5
FXE	TW C	Taxiway	323	72,907	AAC	87	Good	100	0	0	2	14

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
FXE	TW C	Taxiway	325	21,111	AAC	76	Satisfactory	94	0	6	1	4
FXE	TW C5	Taxiway	350	12,351	AAC	87	Good	100	0	0	1	3
FXE	TW D	Taxiway	410	8,377	AAC	62	Fair	83	0	17	1	2
FXE	TW D	Taxiway	411	8,371	AC	100	Good	0	0	0	0	0
FXE	TW D	Taxiway	412	15,860	AC	72	Satisfactory	92	0	8	1	3
FXE	TW D	Taxiway	413	14,978	AAC	100	Good	0	0	0	0	0
FXE	TW D	Taxiway	414	21,409	AC	30	Very Poor	54	46	0	1	5
FXE	TW D	Taxiway	415	49,428	AAC	84	Satisfactory	100	0	0	2	10
FXE	TW D1	Taxiway	450	39,273	AAC	87	Good	100	0	0	2	8
FXE	TW D1	Taxiway	455	1,600	PCC	80	Satisfactory	61	0	39	1	1
FXE	TW E	Taxiway	500	82,720	AAC	100	Good	0	0	0	0	0
FXE	TW E	Taxiway	505	25,381	AAC	80	Satisfactory	87	0	13	1	5
FXE	TW E	Taxiway	520	13,809	AAC	64	Fair	100	0	0	1	3
FXE	TW E	Taxiway	522	14,550	AAC	100	Good	0	0	0	0	0
FXE	TW E	Taxiway	523	18,507	AAC	80	Satisfactory	100	0	0	1	4
FXE	TW E	Taxiway	525	27,187	AC	69	Fair	100	0	0	1	7
FXE	TW E	Taxiway	527	36,000	AAC	91	Good	100	0	0	1	7
FXE	TW E	Taxiway	530	66,700	AC	69	Fair	96	0	4	4	13
FXE	TW E	Taxiway	535	14,052	AAC	85	Satisfactory	100	0	0	1	3
FXE	TW E1	Taxiway	575	29,392	AC	76	Satisfactory	100	0	0	1	5
FXE	TW E3	Taxiway	580	5,457	AAC	61	Fair	100	0	0	1	1
FXE	TW E1	Taxiway	575	29,392	AC	76	Satisfactory	100	0	0	1	5
FXE	TW E3	Taxiway	580	5,457	AAC	61	Fair	100	0	0	1	1
FXE	TW E5	Taxiway	510	7,535	AAC	100	Good	0	0	0	0	0
FXE	TW E6	Taxiway	540	22,949	AC	100	Good	0	0	0	0	0
FXE	TW E7	Taxiway	550	10,494	AAC	100	Good	0	0	0	0	0
FXE	TW F	Taxiway	602	16,707	AC	94	Good	100	0	0	1	4
FXE	TW F	Taxiway	605	119,528	AC	94	Good	100	0	0	3	24
FXE	TW F	Taxiway	610	12,550	AAC	100	Good	0	0	0	0	0
FXE	TW F	Taxiway	615	185,653	AC	100	Good	0	0	0	0	0
FXE	TW F10	Taxiway	655	14,913	AAC	100	Good	0	0	0	0	0
FXE	TW F10	Taxiway	656	8,579	AC	100	Good	0	0	0	0	0
FXE	TW F5	Taxiway	630	10,637	AAC	61	Fair	100	0	0	1	3
FXE	TW F5	Taxiway	635	14,467	AC	94	Good	100	0	0	1	3
FXE	TW F7	Taxiway	640	9,358	AC	100	Good	0	0	0	0	0
FXE	TW F8	Taxiway	645	5,340	AC	100	Good	0	0	0	0	0
FXE	TW F9	Taxiway	625	8,515	AC	100	Good	0	0	0	0	0
FXE	TW G	Taxiway	705	12,870	AAC	79	Satisfactory	85	0	15	1	3
FXE	TW G	Taxiway	710	27,892	AC	80	Satisfactory	100	0	0	1	5
FXE	TW G	Taxiway	720	16,538	AAC	92	Good	100	0	0	2	4
FXE	TW G	Taxiway	722	24,513	AAC	94	Good	100	0	0	1	5
FXE	TW G	Taxiway	723	45,747	AC	53	Poor	96	0	4	2	10
FXE	TW G	Taxiway	725	62,468	AC	91	Good	100	0	0	2	12
FXE	TW G7	Taxiway	740	6,473	AC	92	Good	100	0	0	1	1
FXE	TW G8	Taxiway	745	3,448	AC	91	Good	100	0	0	1	1
FXE	TW G9	Taxiway	750	12,982	AC	91	Good	100	0	0	1	2
FXE	TW L	Taxiway	1206	53,506	AC	93	Good	100	0	0	2	11
FXE	TW L	Taxiway	1210	12,479	AAC	73	Satisfactory	60	0	40	1	2

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
FXE	TW M	Taxiway	1310	14,836	AC	77	Satisfactory	100	0	0	1	3
FXE	TW M	Taxiway	1315	36,492	AAC	73	Satisfactory	96	0	4	2	8
FXE	TW M	Taxiway	1320	19,869	AC	46	Poor	100	0	0	1	4
FXE	TW N	Taxiway	1405	12,548	AAC	61	Fair	67	0	33	1	3
FXE	TW N	Taxiway	1406	8,236	AC	100	Good	0	0	0	0	0
FXE	TW N	Taxiway	1407	14,978	AAC	100	Good	0	0	0	0	0
FXE	TW N	Taxiway	1410	17,688	AAC	85	Satisfactory	100	0	0	2	4
FXE	TW N	Taxiway	1415	3,405	AC	69	Fair	95	0	5	1	1
FXE	TW N	Taxiway	1420	8,745	AAC	94	Good	100	0	0	1	2
FXE	TW N	Taxiway	1440	20,806	AC	94	Good	100	0	0	1	5
FXE	TW P	Taxiway	1605	10,510	AC	94	Good	100	0	0	1	2
FXE	TW P	Taxiway	1610	13,106	AAC	69	Fair	71	0	29	1	3
FXE	TW S	Taxiway	1905	12,912	AAC	100	Good	0	0	0	0	0
FXE	TW S	Taxiway	1910	24,717	AC	100	Good	0	0	0	0	0
FXE	TW S	Taxiway	1915	12,221	AAC	94	Good	100	0	0	1	2
FXE	TW S3	Taxiway	1960	5,705	AAC	91	Good	100	0	0	1	1
FXE	TW S3	Taxiway	1965	35,933	AAC	90	Good	100	0	0	2	7
FXE	AP BANYAN	Apron	5910	12,036	AC	86	Good	94	0	6	1	2
FXE	AP CUSTOMS	Apron	5605	65,754	AC	91	Good	89	0	11	2	14
FXE	AP MAINT	Apron	5405	38,434	AC	65	Fair	64	0	36	1	8
FXE	AP MAINT	Apron	5410	7,572	AC	100	Good	0	0	0	0	0
FXE	AP N	Apron	4105	424,853	AC	100	Good	0	0	0	0	0
FXE	AP RU 13	Apron	5105	16,196	AC	94	Good	100	0	0	1	3
FXE	AP RU 27	Apron	5210	40,960	AC	100	Good	0	0	0	0	0
FXE	AP RU 27	Apron	5220	33,360	AC	86	Good	100	0	0	1	7
FXE	AP RU 31	Apron	5705	13,356	AAC	85	Satisfactory	100	0	0	1	3
FXE	AP RU 9	Apron	5805	35,246	AC	86	Good	98	0	2	1	7
FXE	AP SHERIFF	Apron	5905	27,393	AC	84	Satisfactory	100	0	0	1	6

** 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.*



100 PCI = 100	105 PCI = 86	107 PCI = 88	110 PCI = 84	115 PCI = 57	120 PCI = 67	125 PCI = 69	130 PCI = 72	135 PCI = 86	140 PCI = 70	145 PCI = 86	150 PCI = 73
205 PCI = 94	210 PCI = 57	212 PCI = 79	215 PCI = 84	217 PCI = 73	220 PCI = 73	230 PCI = 70	232 PCI = 83	235 PCI = 84	250 PCI = 81	260 PCI = 86	270 PCI = 84
280 PCI = 71	290 PCI = 74	305 PCI = 76	315 PCI = 71	320 PCI = 56	321 PCI = 87	323 PCI = 87	325 PCI = 76	350 PCI = 87	360 PCI = 88	365 PCI = 86	370 PCI = 85
375 PCI = 83	380 PCI = 86	385 PCI = 86	390 PCI = 90	395 PCI = 86	410 PCI = 62	411 PCI = 100	412 PCI = 72	413 PCI = 100	414 PCI = 30	415 PCI = 84	450 PCI = 87
455 PCI = 80	500 PCI = 100	505 PCI = 80	510 PCI = 100	520 PCI = 64	522 PCI = 100	523 PCI = 80	525 PCI = 69	527 PCI = 91	530 PCI = 69	535 PCI = 85	540 PCI = 100
550 PCI = 100	575 PCI = 76	580 PCI = 61	602 PCI = 94	605 PCI = 94	610 PCI = 100	615 PCI = 100	625 PCI = 100	630 PCI = 61	635 PCI = 94	640 PCI = 100	645 PCI = 100
655 PCI = 100	656 PCI = 100	705 PCI = 79	710 PCI = 80	720 PCI = 92	722 PCI = 94	723 PCI = 53	725 PCI = 91	740 PCI = 92	745 PCI = 91	750 PCI = 91	1206 PCI = 93
1210 PCI = 73	1310 PCI = 77	1315 PCI = 73	1320 PCI = 46	1405 PCI = 61	1406 PCI = 100	1407 PCI = 100	1410 PCI = 85	1415 PCI = 69	1420 PCI = 94	1440 PCI = 94	1605 PCI = 94
1610 PCI = 69	1905 PCI = 100	1910 PCI = 100	1915 PCI = 94	1960 PCI = 91	1965 PCI = 90	4105 PCI = 100	5105 PCI = 94	5210 PCI = 100	5220 PCI = 86	5405 PCI = 65	5410 PCI = 100
5505 PCI = 85	5605 PCI = 91	5705 PCI = 85	5805 PCI = 86	5905 PCI = 84	5910 PCI = 86	6105 PCI = 50	6205 PCI = 59	6210 PCI = 63			

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.

FXE

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Fort Lauderdale Executive Airport (FXE) was performed in September 2022. The overall area-weighted average PCI value of the network was 79, representing a condition rating of Satisfactory. A portion of the airfield pavement was not inspected due to recent construction in 2020 through 2022. These areas include the entirety of North Apron and Run-up Apron 27, and portions of Taxiway A, Taxiway E, Taxiway F, and associated taxiway connectors.

Based on the FAA 5010 Report as of 11/11/2022, the Airport has reported 149,703 operations for 12 months ending 05/01/2018.

4.2.2 Branch-Level Observations

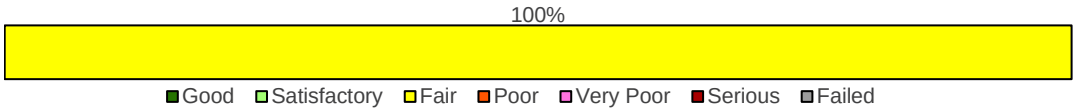
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative 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 13-31

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 13-31	RUNWAY	2	385,906	62	Fair

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% Fair (56-70 PCI).



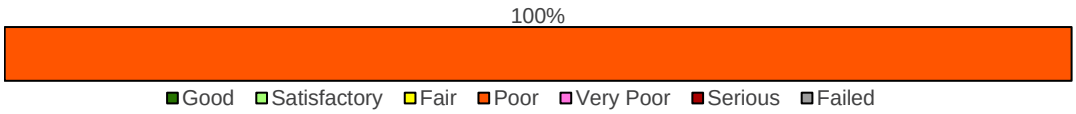
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AAC	58,940	59	Fair
6210	AAC	326,966	63	Fair

RW 13-31 consists of 2 flexible pavement sections, totaling 385,906 sf. The last major construction dates range from 2004 to 2007, resulting in an area-weighted average age at inspection of 16 years old. Overall, RW 13-31 is in Fair condition with an area-weighted average PCI of 62.

RW 9-27

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 9-27	RUNWAY	1	600,176	50	Poor

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% Poor (41-55 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	600,176	50	Poor

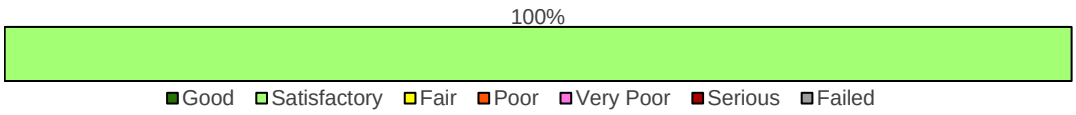
RW 9-27 consists of 1 flexible pavement section, totaling 600,176 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, RW 9-27 is in Poor condition with an area-weighted average PCI of 50.

Taxiways

AP H TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP H TW E	TAXIWAY	1	29,995	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: 100% Satisfactory (71-85 PCI).



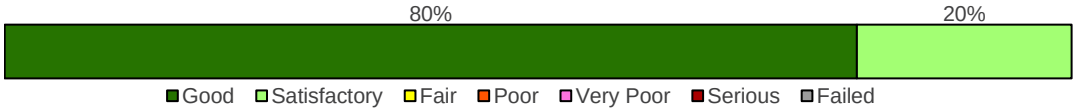
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5505	AC	29,995	85	Satisfactory

AP H TW E consists of 1 flexible pavement section, totaling 29,995 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 14 years old. Overall, AP H TW E is in Satisfactory condition with an area-weighted average PCI of 85.

TL T-HANG

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL T-HANG	TAXIWAY	8	26,810	86	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: 80% Good (86-100 PCI), 20% Satisfactory (71-85 PCI).



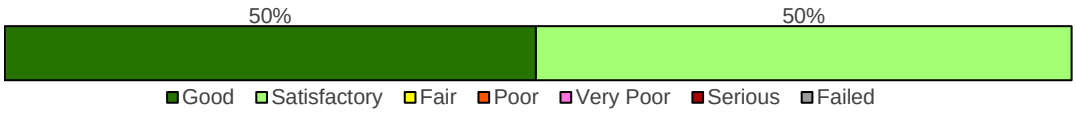
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
360	AC	3,353	88	Good
365	AC	2,420	86	Good
370	AC	2,921	85	Satisfactory
375	AC	2,475	83	Satisfactory
380	AC	4,804	86	Good
385	AC	3,313	86	Good
390	AC	4,037	90	Good
395	AC	3,487	86	Good

TL T-HANG consists of 8 flexible pavement sections, totaling 26,810 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 8 years old. Overall, TL T-HANG is in Good condition with an area-weighted average PCI of 86.

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	4	296,443	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: 50% Good (86-100 PCI), 50% Satisfactory (71-85 PCI).



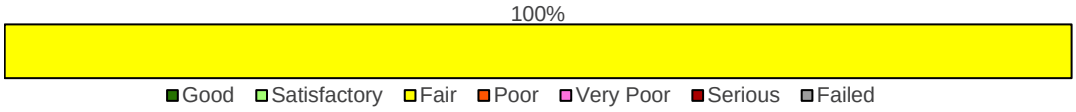
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
100	AAC	38,013	100	Good
105	AC	71,563	86	Good
107	AC	37,997	88	Good
110	AC	148,870	84	Satisfactory

TW A consists of 4 flexible pavement sections, totaling 296,443 sf. The last major construction dates range from 2009 to 2022, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW A is in Good condition with an area-weighted average PCI of 87.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	1	9,176	57	Fair

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% Fair (56-70 PCI).



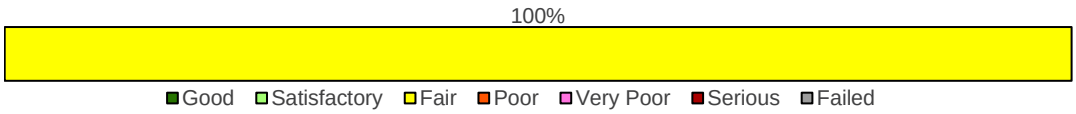
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
115	AAC	9,176	57	Fair

TW A1 consists of 1 flexible pavement section, totaling 9,176 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW A1 is in Fair condition with an area-weighted average PCI of 57.

TW A2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	2	24,462	68	Fair

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% Fair (56-70 PCI).



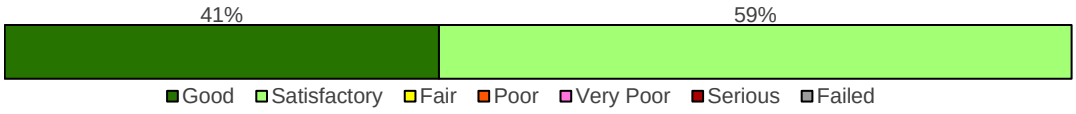
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
120	AC	12,257	67	Fair
125	AC	12,205	69	Fair

TW A2 consists of 2 flexible pavement sections, totaling 24,462 sf. The last major construction dates range from 2004 to 2009, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW A2 is in Fair condition with an area-weighted average PCI of 68.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	2	28,592	78	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: 41% Good (86-100 PCI), 59% Satisfactory (71-85 PCI).



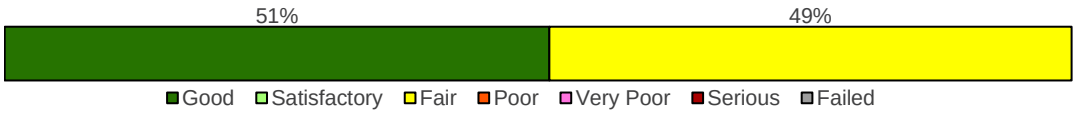
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
130	AC	16,956	72	Satisfactory
135	AC	11,636	86	Good

TW A3 consists of 2 flexible pavement sections, totaling 28,592 sf. The last major construction dates range from 2004 to 2009, resulting in an area-weighted average age at inspection of 17 years old. Overall, TW A3 is in Satisfactory condition with an area-weighted average PCI of 78.

TW A4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A4	TAXIWAY	2	38,492	78	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: 51% Good (86-100 PCI), 49% Fair (56-70 PCI).



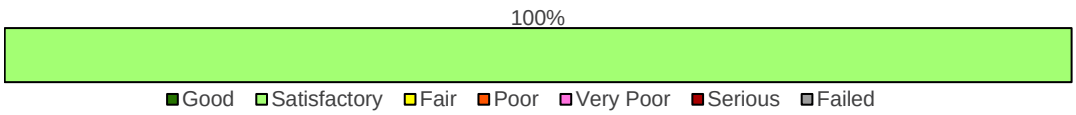
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
140	AAC	18,840	70	Fair
145	AC	19,652	86	Good

TW A4 consists of 2 flexible pavement sections, totaling 38,492 sf. The last major construction dates range from 2004 to 2009, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW A4 is in Satisfactory condition with an area-weighted average PCI of 78.

TW A5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A5	TAXIWAY	1	9,722	73	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).



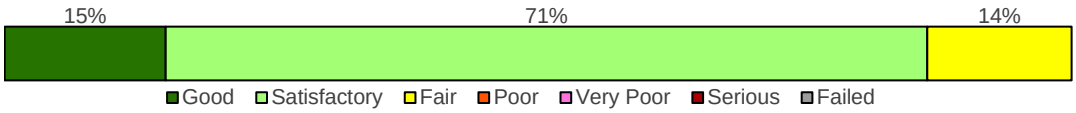
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
150	AAC	9,722	73	Satisfactory

TW A5 consists of 1 flexible pavement section, totaling 9,722 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW A5 is in Satisfactory condition with an area-weighted average PCI of 73.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	5	257,913	81	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: 15% Good (86-100 PCI), 71% Satisfactory (71-85 PCI), 14% Fair (56-70 PCI).



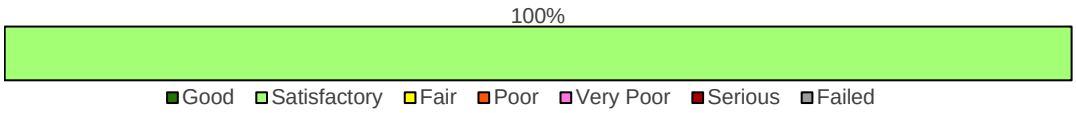
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
205	AC	38,935	94	Good
210	AAC	34,911	57	Fair
212	AC	13,392	79	Satisfactory
215	AC	146,128	84	Satisfactory
217	AAC	24,547	73	Satisfactory

TW B consists of 5 flexible pavement sections, totaling 257,913 sf. The last major construction dates range from 1978 to 2018, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW B is in Satisfactory condition with an area-weighted average PCI of 81.

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B1	TAXIWAY	1	17,976	81	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).



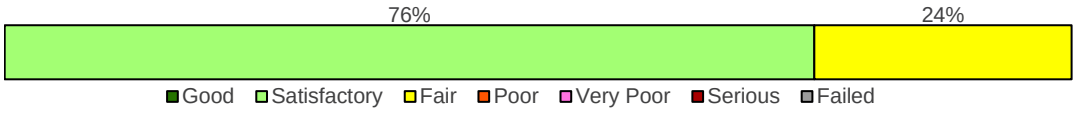
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
250	AAC	17,976	81	Satisfactory

TW B1 consists of 1 flexible pavement section, totaling 17,976 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B1 is in Satisfactory condition with an area-weighted average PCI of 81.

TW B2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B2	TAXIWAY	3	34,164	80	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: 76% Satisfactory (71-85 PCI), 24% Fair (56-70 PCI).



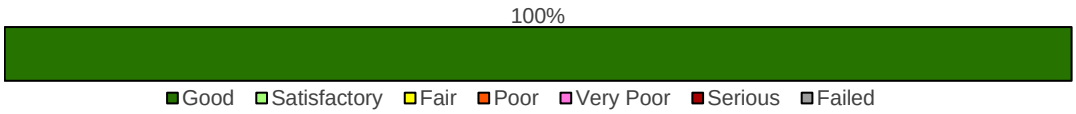
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
230	AAC	8,237	70	Fair
232	AC	10,422	83	Satisfactory
235	AAC	15,505	84	Satisfactory

TW B2 consists of 3 flexible pavement sections, totaling 34,164 sf. The last major construction dates range from 2007 to 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B2 is in Satisfactory condition with an area-weighted average PCI of 80.

TW B3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B3	TAXIWAY	1	15,526	86	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).



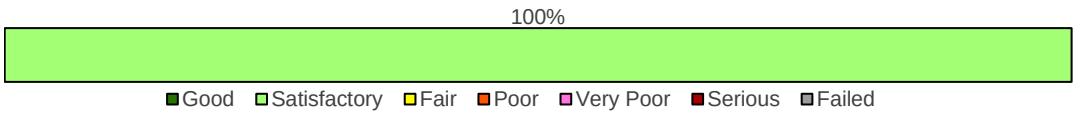
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
260	AC	15,526	86	Good

TW B3 consists of 1 flexible pavement section, totaling 15,526 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B3 is in Good condition with an area-weighted average PCI of 86.

TW B4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B4	TAXIWAY	1	15,502	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: 100% Satisfactory (71-85 PCI).



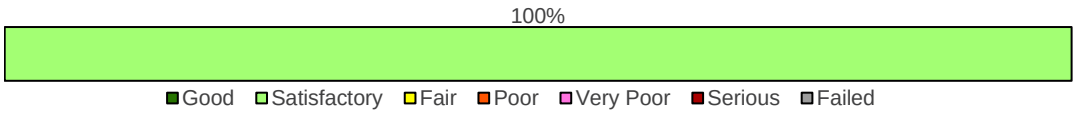
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
270	AAC	15,502	84	Satisfactory

TW B4 consists of 1 flexible pavement section, totaling 15,502 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B4 is in Satisfactory condition with an area-weighted average PCI of 84.

TW B5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B5	TAXIWAY	1	16,439	71	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).



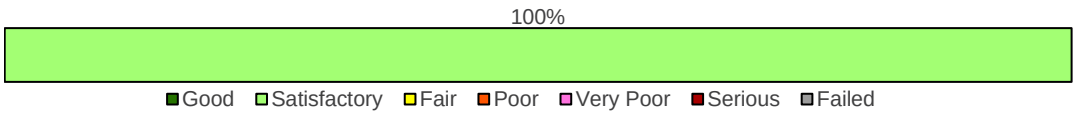
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
280	AAC	16,439	71	Satisfactory

TW B5 consists of 1 flexible pavement section, totaling 16,439 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B5 is in Satisfactory condition with an area-weighted average PCI of 71.

TW B7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B7	TAXIWAY	1	4,092	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).



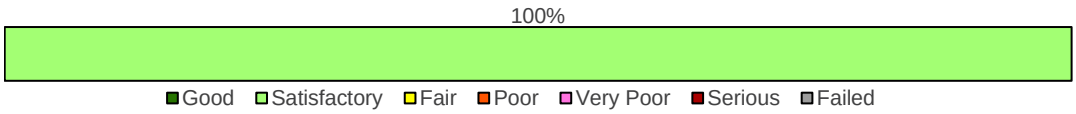
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
290	AAC	4,092	74	Satisfactory

TW B7 consists of 1 flexible pavement section, totaling 4,092 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B7 is in Satisfactory condition with an area-weighted average PCI of 74.

TW B8

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B8	TAXIWAY	1	11,274	73	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).



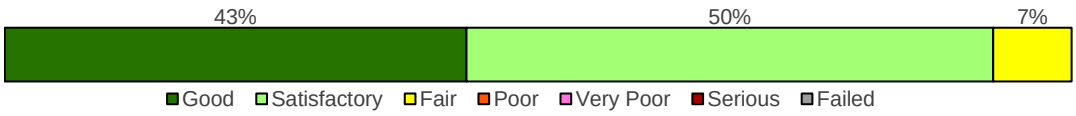
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
220	AAC	11,274	73	Satisfactory

TW B8 consists of 1 flexible pavement section, totaling 11,274 sf. The last major construction date for the branch was 2007, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW B8 is in Satisfactory condition with an area-weighted average PCI of 73.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	6	229,982	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: 43% Good (86-100 PCI), 50% Satisfactory (71-85 PCI), 7% Fair (56-70 PCI).



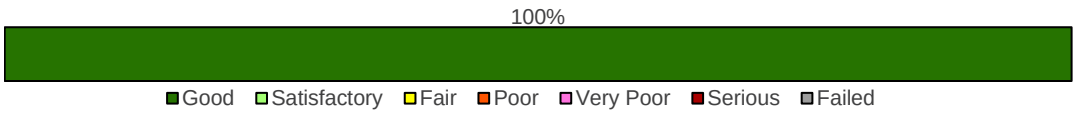
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
305	AAC	64,814	76	Satisfactory
315	AAC	27,629	71	Satisfactory
320	AAC	16,888	56	Fair
321	AAC	26,633	87	Good
323	AAC	72,907	87	Good
325	AAC	21,111	76	Satisfactory

TW C consists of 6 flexible pavement sections, totaling 229,982 sf. The last major construction dates range from 2007 to 2014, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 79.

TW C5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C5	TAXIWAY	1	12,351	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: 100% Good (86-100 PCI).



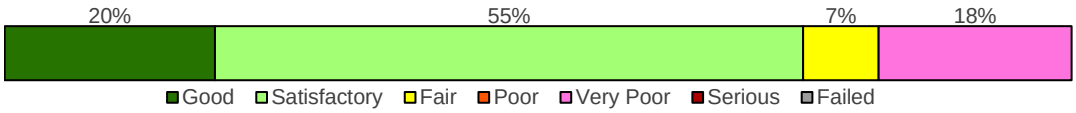
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
350	AAC	12,351	87	Good

TW C5 consists of 1 flexible pavement section, totaling 12,351 sf. The last major construction date for the branch was 2012, resulting in an area-weighted average age at inspection of 11 years old. Overall, TW C5 is in Good condition with an area-weighted average PCI of 87.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	6	118,423	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: 20% Good (86-100 PCI), 55% Satisfactory (71-85 PCI), 7% Fair (56-70 PCI), 18% Very Poor (26-40 PCI).



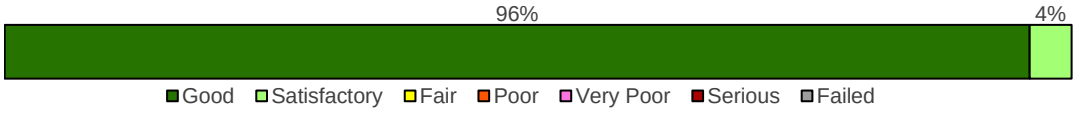
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
410	AAC	8,377	62	Fair
411	AC	8,371	100	Good
412	AC	15,860	72	Satisfactory
413	AAC	14,978	100	Good
414	AC	21,409	30	Very Poor
415	AAC	49,428	84	Satisfactory

TW D consists of 6 flexible pavement sections, totaling 118,423 sf. The last major construction dates range from 1978 to 2021, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 74.

TW D1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D1	TAXIWAY	2	40,873	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: 96% Good (86-100 PCI), 4% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
450	AAC	39,273	87	Good
455	PCC	1,600	80	Satisfactory

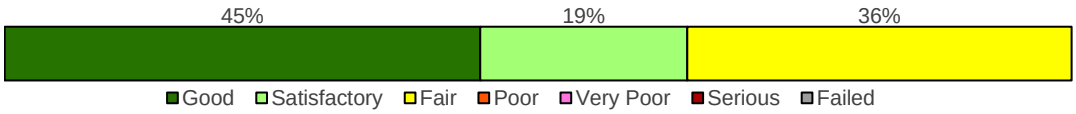
TW D1 consists of 1 flexible and 1 rigid pavement sections, totaling 40,873 sf. The last major construction dates range from 1997 to 2012, resulting in an area-weighted average age at

inspection of 11 years old. Overall, TW D1 is in Good condition with an area-weighted average PCI of 87.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	9	298,906	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: 45% Good (86-100 PCI), 19% Satisfactory (71-85 PCI), 36% Fair (56-70 PCI).



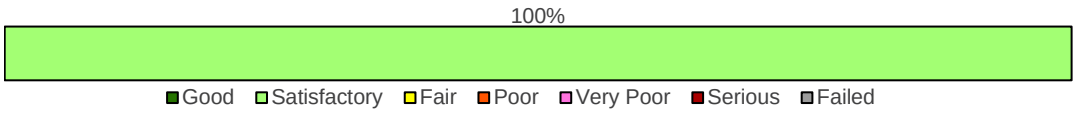
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
500	AAC	82,720	100	Good
505	AAC	25,381	80	Satisfactory
520	AAC	13,809	64	Fair
522	AAC	14,550	100	Good
523	AAC	18,507	80	Satisfactory
525	AC	27,187	69	Fair
527	AAC	36,000	91	Good
530	AC	66,700	69	Fair
535	AAC	14,052	85	Satisfactory

TW E consists of 9 flexible pavement sections, totaling 298,906 sf. The last major construction dates range from 1997 to 2022, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW E is in Satisfactory condition with an area-weighted average PCI of 84.

TW E1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E1	TAXIWAY	1	29,392	76	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).



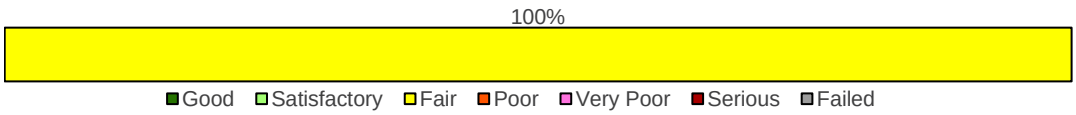
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
575	AC	29,392	76	Satisfactory

TW E1 consists of 1 flexible pavement section, totaling 29,392 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW E1 is in Satisfactory condition with an area-weighted average PCI of 76.

TW E3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E3	TAXIWAY	1	5,457	61	Fair

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% Fair (56-70 PCI).



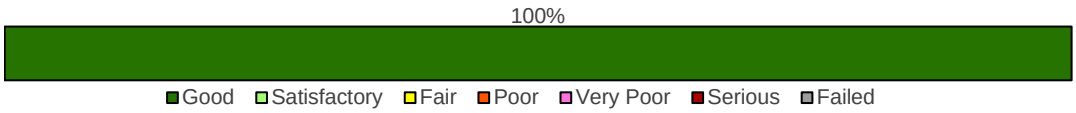
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
580	AAC	5,457	61	Fair

TW E3 consists of 1 flexible pavement section, totaling 5,457 sf. The last major construction date for the branch was 1997, resulting in an area-weighted average age at inspection of 26 years old. Overall, TW E3 is in Fair condition with an area-weighted average PCI of 61.

TW E5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E5	TAXIWAY	1	7,535	100	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).



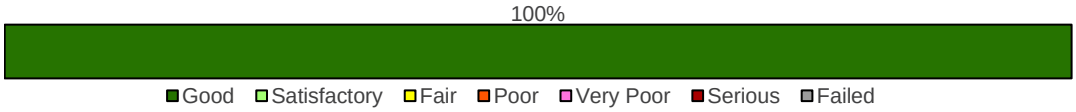
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
510	AAC	7,535	100	Good

TW E5 consists of 1 flexible pavement section, totaling 7,535 sf. The last major construction date for the branch was 2022. Overall, TW E5 is in Good condition with an area-weighted average PCI of 100.

TW E6

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E6	TAXIWAY	1	22,949	100	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).



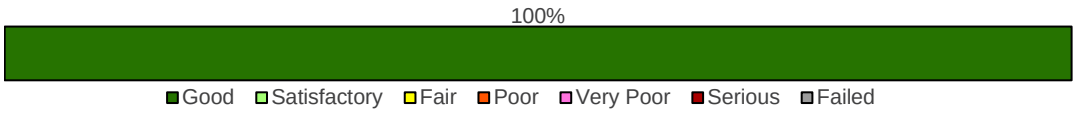
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
540	AC	22,949	100	Good

TW E6 consists of 1 flexible pavement section, totaling 22,949 sf. The last major construction date for the branch was 2022. Overall, TW E6 is in Good condition with an area-weighted average PCI of 100.

TW E7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E7	TAXIWAY	1	10,494	100	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).



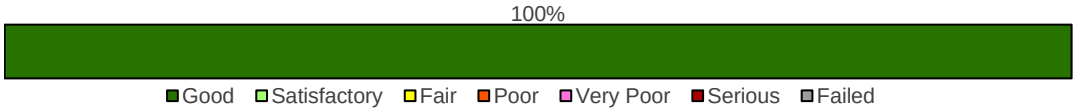
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
550	AAC	10,494	100	Good

TW E7 consists of 1 flexible pavement section, totaling 10,494 sf. The last major construction date for the branch was 2022. Overall, TW E7 is in Good condition with an area-weighted average PCI of 100.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	4	334,438	98	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).



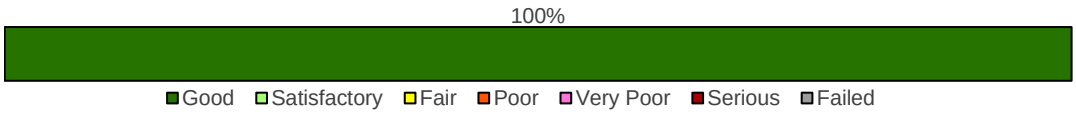
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
602	AC	16,707	94	Good
605	AC	119,528	94	Good
610	AAC	12,550	100	Good
615	AC	185,653	100	Good

TW F consists of 4 flexible pavement sections, totaling 334,438 sf. The last major construction dates range from 2018 to 2021, resulting in an area-weighted average age at inspection of 2 years old. Overall, TW F is in Good condition with an area-weighted average PCI of 98.

TW F10

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F10	TAXIWAY	2	23,492	100	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).



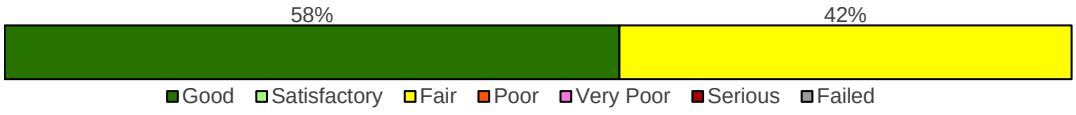
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
655	AAC	14,913	100	Good
656	AC	8,579	100	Good

TW F10 consists of 2 flexible pavement sections, totaling 23,492 sf. The last major construction date for the branch was 2021. Overall, TW F10 is in Good condition with an area-weighted average PCI of 100.

TW F5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F5	TAXIWAY	2	25,104	80	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: 58% Good (86-100 PCI), 42% Fair (56-70 PCI).



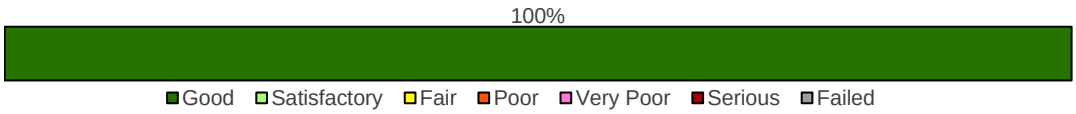
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
630	AAC	10,637	61	Fair
635	AC	14,467	94	Good

TW F5 consists of 2 flexible pavement sections, totaling 25,104 sf. The last major construction dates range from 1996 to 2018, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW F5 is in Satisfactory condition with an area-weighted average PCI of 80.

TW F7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F7	TAXIWAY	1	9,358	100	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).



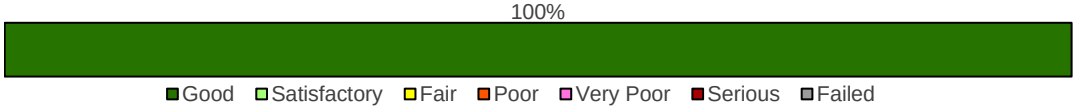
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
640	AC	9,358	100	Good

TW F7 consists of 1 flexible pavement section, totaling 9,358 sf. The last major construction date for the branch was 2020. Overall, TW F7 is in Good condition with an area-weighted average PCI of 100.

TW F8

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F8	TAXIWAY	1	5,340	100	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).



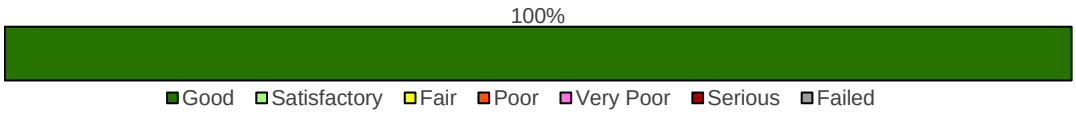
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
645	AC	5,340	100	Good

TW F8 consists of 1 flexible pavement section, totaling 5,340 sf. The last major construction date for the branch was 2020. Overall, TW F8 is in Good condition with an area-weighted average PCI of 100.

TW F9

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F9	TAXIWAY	1	8,515	100	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).



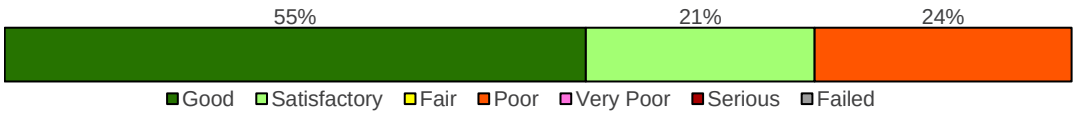
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
625	AC	8,515	100	Good

TW F9 consists of 1 flexible pavement section, totaling 8,515 sf. The last major construction date for the branch was 2021. Overall, TW F9 is in Good condition with an area-weighted average PCI of 100.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	6	190,028	80	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: 55% Good (86-100 PCI), 21% Satisfactory (71-85 PCI), 24% Poor (41-55 PCI).



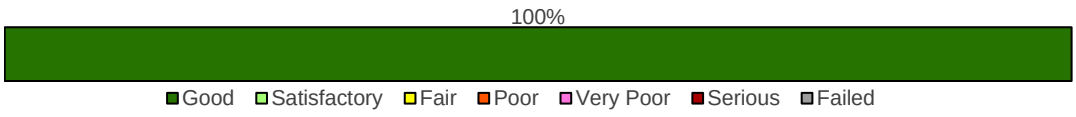
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
705	AAC	12,870	79	Satisfactory
710	AC	27,892	80	Satisfactory
720	AAC	16,538	92	Good
722	AAC	24,513	94	Good
723	AC	45,747	53	Poor
725	AC	62,468	91	Good

TW G consists of 6 flexible pavement sections, totaling 190,028 sf. The last major construction dates range from 1984 to 2018, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW G is in Satisfactory condition with an area-weighted average PCI of 80.

TW G7

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G7	TAXIWAY	1	6,473	92	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).



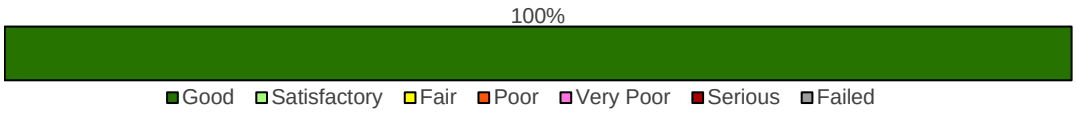
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
740	AC	6,473	92	Good

TW G7 consists of 1 flexible pavement section, totaling 6,473 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW G7 is in Good condition with an area-weighted average PCI of 92.

TW G8

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G8	TAXIWAY	1	3,448	91	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).



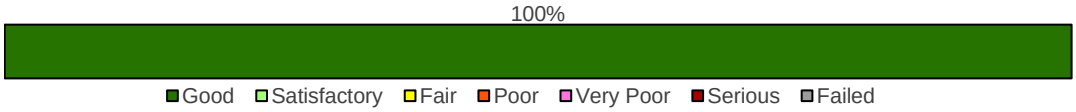
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
745	AC	3,448	91	Good

TW G8 consists of 1 flexible pavement section, totaling 3,448 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW G8 is in Good condition with an area-weighted average PCI of 91.

TW G9

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G9	TAXIWAY	1	12,982	91	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).



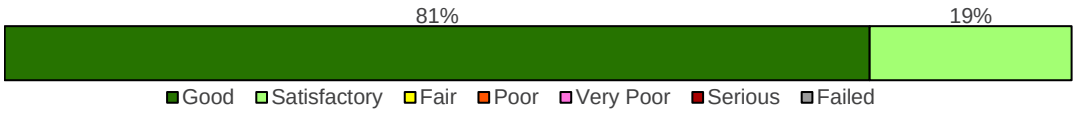
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
750	AC	12,982	91	Good

TW G9 consists of 1 flexible pavement section, totaling 12,982 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW G9 is in Good condition with an area-weighted average PCI of 91.

TW L

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW L	TAXIWAY	2	65,985	89	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: 81% Good (86-100 PCI), 19% Satisfactory (71-85 PCI).



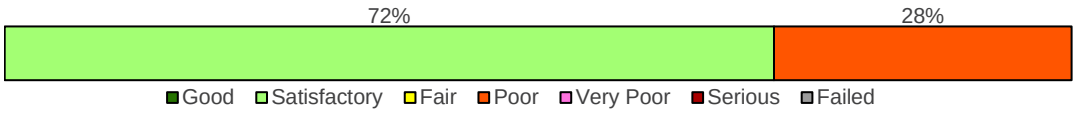
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1206	AC	53,506	93	Good
1210	AAC	12,479	73	Satisfactory

TW L consists of 2 flexible pavement sections, totaling 65,985 sf. The last major construction dates range from 2004 to 2018, resulting in an area-weighted average age at inspection of 7 years old. Overall, TW L is in Good condition with an area-weighted average PCI of 89.

TW M

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW M	TAXIWAY	3	71,197	66	Fair

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: 72% Satisfactory (71-85 PCI), 28% Poor (41-55 PCI).



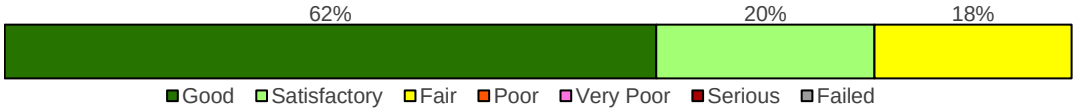
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1310	AC	14,836	77	Satisfactory
1315	AAC	36,492	73	Satisfactory
1320	AC	19,869	46	Poor

TW M consists of 3 flexible pavement sections, totaling 71,197 sf. The last major construction dates range from 1984 to 2010, resulting in an area-weighted average age at inspection of 21 years old. Overall, TW M is in Fair condition with an area-weighted average PCI of 66.

TW N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW N	TAXIWAY	7	86,406	88	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: 62% Good (86-100 PCI), 20% Satisfactory (71-85 PCI), 18% Fair (56-70 PCI).



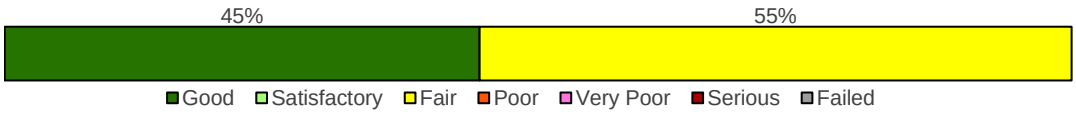
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1405	AAC	12,548	61	Fair
1406	AC	8,236	100	Good
1407	AAC	14,978	100	Good
1410	AAC	17,688	85	Satisfactory
1415	AC	3,405	69	Fair
1420	AAC	8,745	94	Good
1440	AC	20,806	94	Good

TW N consists of 7 flexible pavement sections, totaling 86,406 sf. The last major construction dates range from 1984 to 2021, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW N is in Good condition with an area-weighted average PCI of 88.

TW P

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW P	TAXIWAY	2	23,616	80	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: 45% Good (86-100 PCI), 55% Fair (56-70 PCI).



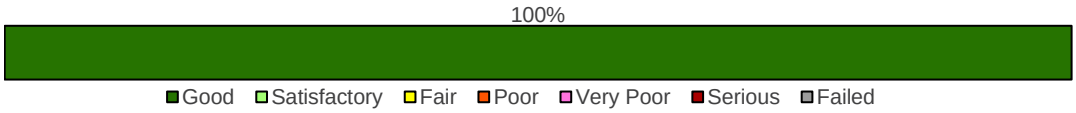
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1605	AC	10,510	94	Good
1610	AAC	13,106	69	Fair

TW P consists of 2 flexible pavement sections, totaling 23,616 sf. The last major construction dates range from 2004 to 2018, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW P is in Satisfactory condition with an area-weighted average PCI of 80.

TW S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW S	TAXIWAY	3	49,850	99	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).



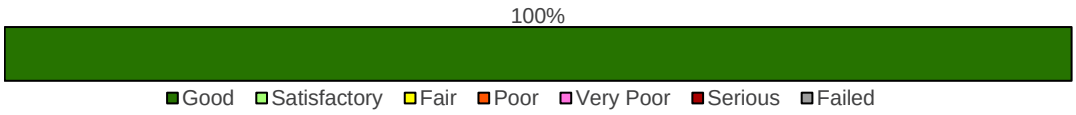
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
1905	AAC	12,912	100	Good
1910	AC	24,717	100	Good
1915	AAC	12,221	94	Good

TW S consists of 3 flexible pavement sections, totaling 49,850 sf. The last major construction dates range from 2016 to 2021, resulting in an area-weighted average age at inspection of 2 years old. Overall, TW S is in Good condition with an area-weighted average PCI of 99.

TW S3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW S3	TAXIWAY	2	41,638	90	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
1960	AAC	5,705	91	Good
1965	AAC	35,933	90	Good

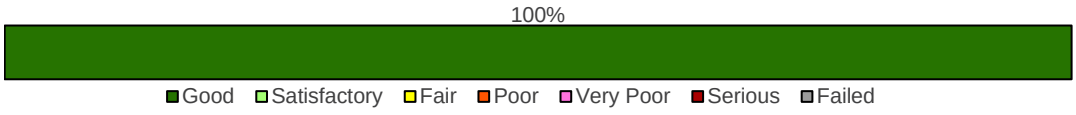
TW S3 consists of 2 flexible pavement sections, totaling 41,638 sf. The last major construction date for the branch was 2016, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW S3 is in Good condition with an area-weighted average PCI of 90.

Aprons

AP BANYAN

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP BANYAN	APRON	1	12,036	86	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).



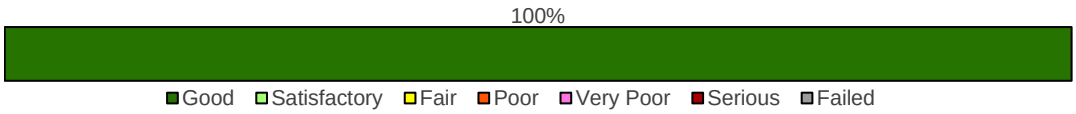
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5910	AC	12,036	86	Good

AP BANYAN consists of 1 flexible pavement section, totaling 12,036 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 8 years old. Overall, AP BANYAN is in Good condition with an area-weighted average PCI of 86.

AP CUSTOMS

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP CUSTOMS	APRON	1	65,754	91	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).



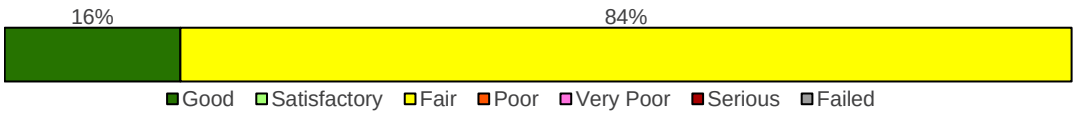
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5605	AC	65,754	91	Good

AP CUSTOMS consists of 1 flexible pavement section, totaling 65,754 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 9 years old. Overall, AP CUSTOMS is in Good condition with an area-weighted average PCI of 91.

AP MAINT

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP MAINT	APRON	2	46,006	71	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: 16% Good (86-100 PCI), 84% Fair (56-70 PCI).



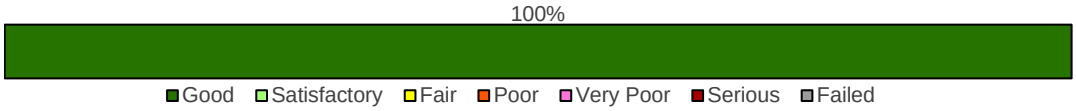
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5405	AC	38,434	65	Fair
5410	AC	7,572	100	Good

AP MAINT consists of 2 flexible pavement sections, totaling 46,006 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, AP MAINT is in Satisfactory condition with an area-weighted average PCI of 71.

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	1	424,853	100	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).



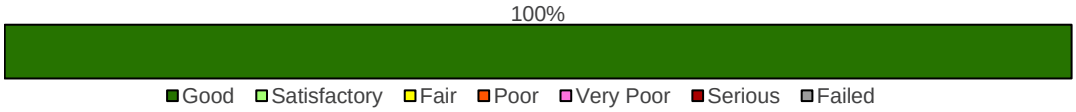
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AC	424,853	100	Good

AP N consists of 1 flexible pavement section, totaling 424,853 sf. The last major construction date for the branch was 2020. Overall, AP N is in Good condition with an area-weighted average PCI of 100.

AP RU 13

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 13	APRON	1	16,196	94	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).



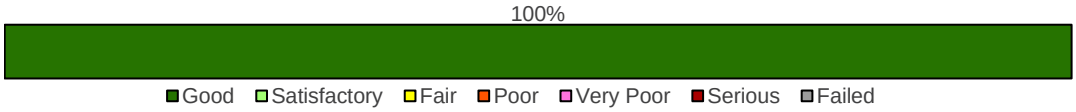
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5105	AC	16,196	94	Good

AP RU 13 consists of 1 flexible pavement section, totaling 16,196 sf. The last major construction date for the branch was 2018, resulting in an area-weighted average age at inspection of 4 years old. Overall, AP RU 13 is in Good condition with an area-weighted average PCI of 94.

AP RU 27

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 27	APRON	2	74,320	94	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).



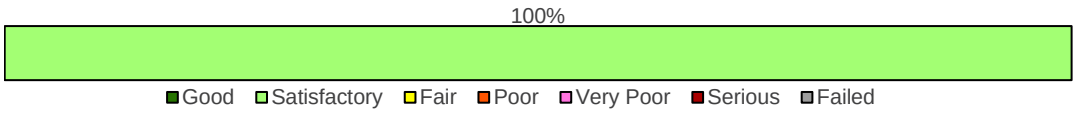
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5210	AC	40,960	100	Good
5220	AC	33,360	86	Good

AP RU 27 consists of 2 flexible pavement sections, totaling 74,320 sf. The last major construction dates range from 2009 to 2021, resulting in an area-weighted average age at inspection of 6 years old. Overall, AP RU 27 is in Good condition with an area-weighted average PCI of 94.

AP RU 31

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 31	APRON	1	13,356	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: 100% Satisfactory (71-85 PCI).



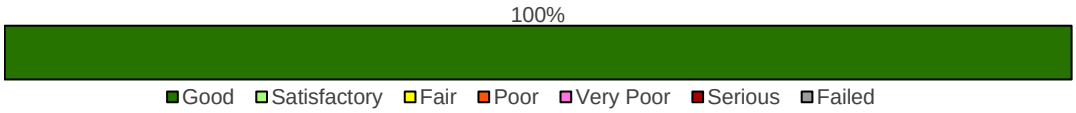
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5705	AAC	13,356	85	Satisfactory

AP RU 31 consists of 1 flexible pavement section, totaling 13,356 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, AP RU 31 is in Satisfactory condition with an area-weighted average PCI of 85.

AP RU 9

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 9	APRON	1	35,246	86	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).



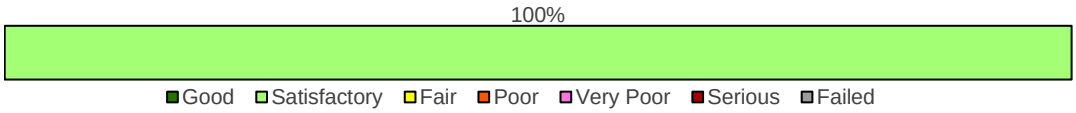
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5805	AC	35,246	86	Good

AP RU 9 consists of 1 flexible pavement section, totaling 35,246 sf. The last major construction date for the branch was 2009, resulting in an area-weighted average age at inspection of 14 years old. Overall, AP RU 9 is in Good condition with an area-weighted average PCI of 86.

AP SHERIFF

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP SHERIFF	APRON	1	27,393	84	Satisfactory

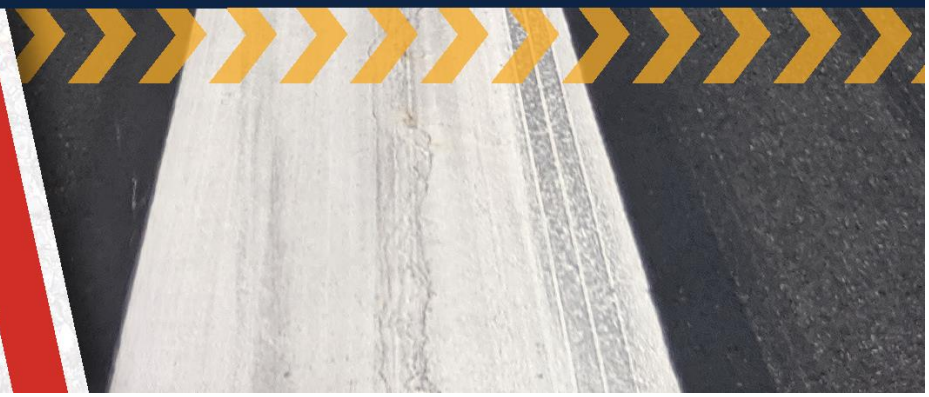
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5905	AC	27,393	84	Satisfactory

AP SHERIFF consists of 1 flexible pavement section, totaling 27,393 sf. The last major construction date for the branch was 2014, resulting in an area-weighted average age at inspection of 8 years old. Overall, AP SHERIFF is in Satisfactory condition with an area-weighted average PCI of 84.

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.

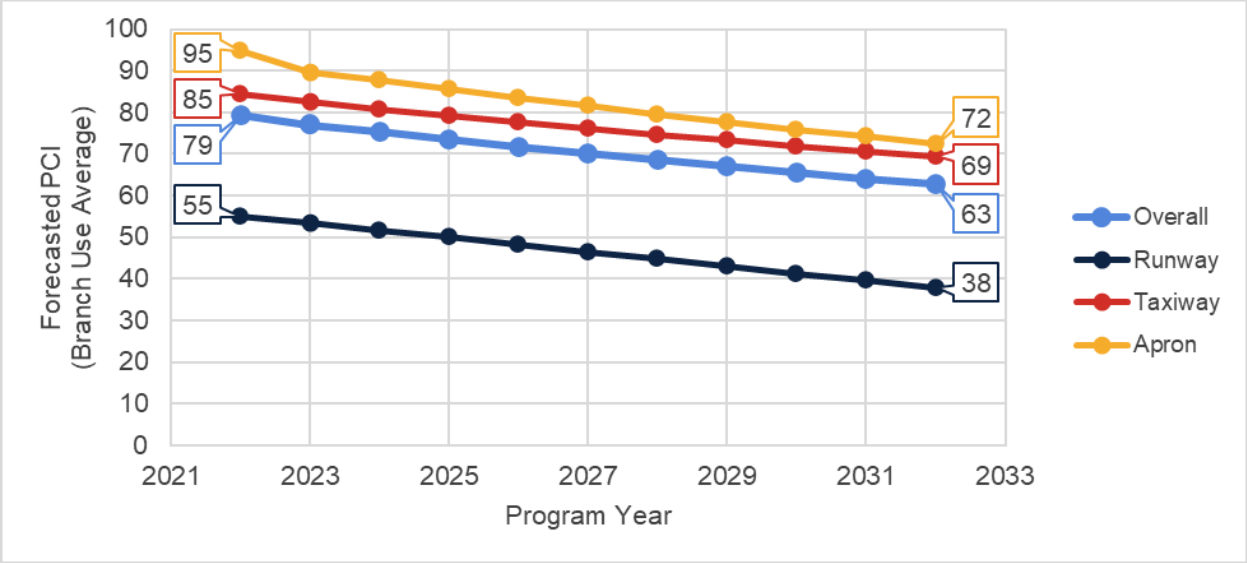
5.2.2 Performance Models

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
FXE	RW 9-27	6105	50	49	47	45	43	42	40	38	36	35	33
FXE	RW 13-31	6205	59	58	56	54	52	51	49	47	45	44	42
FXE	RW 13-31	6210	63	62	60	58	56	55	53	51	49	48	46
FXE	AP H TW E	5505	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	360	88	86	85	83	81	80	78	77	75	74	73
FXE	TL T-HANG	365	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	370	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	375	83	82	80	79	77	76	74	73	72	71	70
FXE	TL T-HANG	380	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	385	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	390	90	88	87	85	83	81	80	78	77	75	74
FXE	TL T-HANG	395	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	100	100	98	96	93	91	89	87	85	83	81	79
FXE	TW A	105	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	107	88	86	85	83	81	80	78	77	75	74	73
FXE	TW A	110	84	83	81	79	78	77	75	74	73	72	70
FXE	TW A1	115	57	56	56	55	54	54	53	52	51	50	49
FXE	TW A2	120	67	66	66	65	64	63	63	62	62	61	60
FXE	TW A2	125	69	68	67	66	66	65	64	63	63	62	62
FXE	TW A3	130	72	71	70	69	68	67	66	66	65	64	63
FXE	TW A3	135	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A4	140	70	69	68	67	66	65	64	63	62	61	61
FXE	TW A4	145	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A5	150	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B	205	94	92	90	88	86	85	83	81	80	78	77
FXE	TW B	210	57	56	56	55	54	54	53	52	51	50	49
FXE	TW B	212	79	78	76	75	74	73	71	70	69	68	67
FXE	TW B	215	84	83	81	79	78	77	75	74	73	72	70
FXE	TW B	217	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B1	250	81	80	78	76	75	73	72	71	70	68	67
FXE	TW B2	230	70	69	68	67	66	65	64	63	62	61	61
FXE	TW B2	232	83	82	80	79	77	76	74	73	72	71	70
FXE	TW B2	235	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B3	260	86	85	83	81	80	78	77	75	74	73	72
FXE	TW B4	270	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B5	280	71	70	69	68	67	66	65	64	63	62	61
FXE	TW B7	290	74	73	72	70	69	68	67	66	65	64	63
FXE	TW B8	220	73	72	71	69	68	67	66	65	64	63	62
FXE	TW C	305	76	75	73	72	71	69	68	67	66	65	64

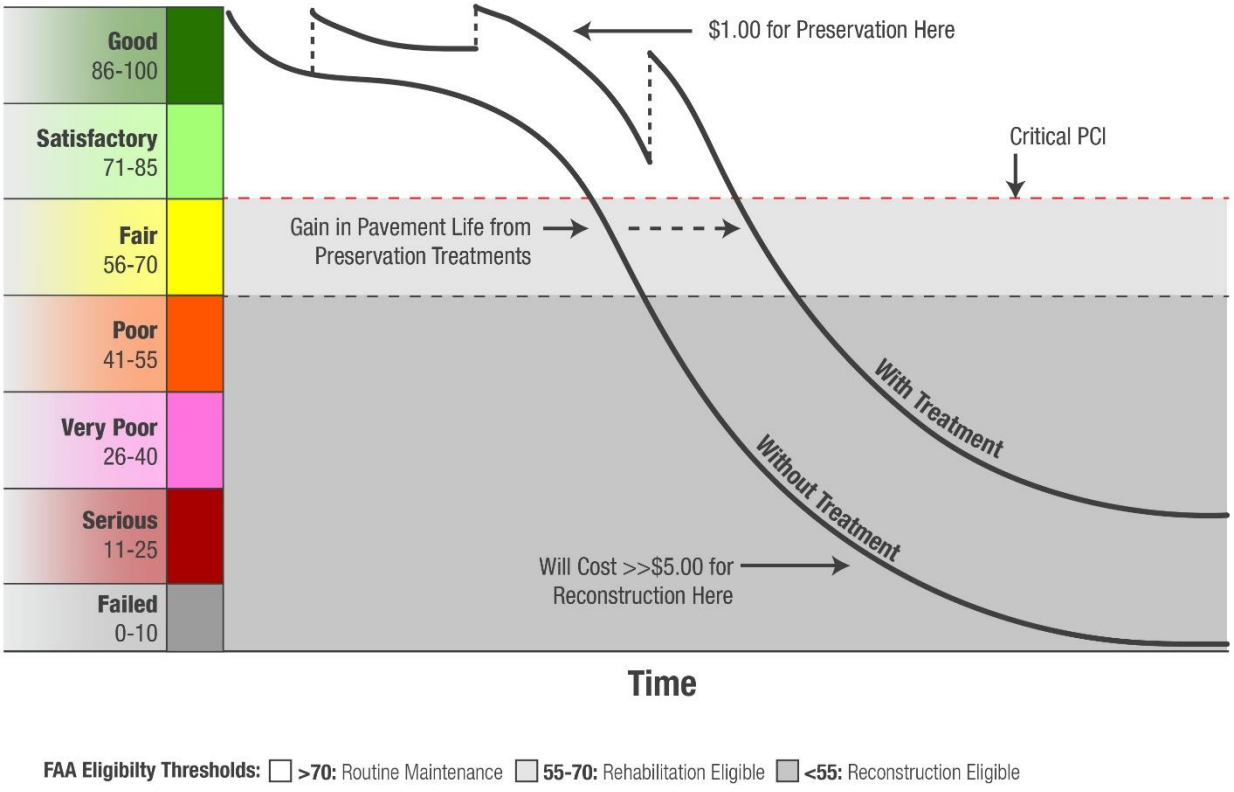
Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW C	315	71	70	69	68	67	66	65	64	63	62	61
FXE	TW C	320	56	55	55	54	53	52	52	51	50	49	48
FXE	TW C	321	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	323	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	325	76	75	73	72	71	69	68	67	66	65	64
FXE	TW C5	350	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D	410	62	61	61	60	59	58	58	57	56	56	55
FXE	TW D	411	100	94	92	90	88	86	84	83	81	79	78
FXE	TW D	412	72	71	70	69	68	67	66	66	65	64	63
FXE	TW D	413	100	94	92	90	87	85	84	82	80	78	77
FXE	TW D	414	30	29	27	25	23	21	19	17	14	12	10
FXE	TW D	415	84	83	81	79	77	76	74	73	72	70	69
FXE	TW D1	450	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D1	455	80	80	79	78	78	77	76	75	75	74	73
FXE	TW E	500	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	505	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	520	64	63	62	62	61	60	59	59	58	57	57
FXE	TW E	522	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	523	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	525	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	527	91	89	87	85	83	81	80	78	76	75	73
FXE	TW E	530	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	535	85	83	82	80	78	77	75	74	72	71	70
FXE	TW E1	575	76	75	74	72	71	70	69	68	67	66	66
FXE	TW E3	580	61	60	60	59	58	58	57	56	55	55	54
FXE	TW E5	510	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E6	540	100	98	96	93	91	89	87	85	84	82	80
FXE	TW E7	550	100	98	96	93	91	89	87	85	83	81	79
FXE	TW F	602	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	610	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F	615	100	94	92	90	88	86	84	83	81	79	78
FXE	TW F10	655	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F10	656	100	94	92	90	88	86	84	83	81	79	78
FXE	TW F5	630	61	60	60	59	58	58	57	56	55	55	54
FXE	TW F5	635	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F7	640	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F8	645	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F9	625	100	94	92	90	88	86	84	83	81	79	78
FXE	TW G	705	79	78	76	75	73	72	71	69	68	67	66
FXE	TW G	710	80	79	77	76	75	73	72	71	70	69	68
FXE	TW G	720	92	90	88	86	84	82	80	79	77	76	74
FXE	TW G	722	94	92	90	88	86	84	82	80	79	77	75
FXE	TW G	723	53	53	52	52	51	50	50	49	49	48	47
FXE	TW G	725	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G7	740	92	90	88	86	85	83	81	80	78	77	75

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW G8	745	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G9	750	91	89	87	86	84	82	80	79	77	76	75
FXE	TW L	1206	93	91	89	87	85	84	82	80	79	77	76
FXE	TW L	1210	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1310	77	76	75	73	72	71	70	69	68	67	66
FXE	TW M	1315	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1320	46	45	44	43	42	41	40	39	38	36	35
FXE	TW N	1405	61	60	60	59	58	58	57	56	55	55	54
FXE	TW N	1406	100	94	92	90	88	86	84	83	81	79	78
FXE	TW N	1407	100	94	92	90	87	85	84	82	80	78	77
FXE	TW N	1410	85	83	82	80	78	77	75	74	72	71	70
FXE	TW N	1415	69	68	67	66	66	65	64	63	63	62	62
FXE	TW N	1420	94	92	90	88	86	84	82	80	79	77	75
FXE	TW N	1440	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1610	69	68	67	66	65	64	63	62	61	61	60
FXE	TW S	1905	100	94	92	90	87	85	84	82	80	78	77
FXE	TW S	1910	100	94	92	90	88	86	84	83	81	79	78
FXE	TW S	1915	94	92	90	88	86	84	82	80	79	77	75
FXE	TW S3	1960	91	89	87	85	83	81	80	78	76	75	73
FXE	TW S3	1965	90	88	86	84	82	81	79	77	76	74	73
FXE	AP BANYAN	5910	86	84	82	80	78	77	75	73	71	70	68
FXE	AP CUSTOMS	5605	91	89	87	85	83	81	79	77	75	74	72
FXE	AP MAINT	5405	65	64	63	62	61	60	59	58	57	56	56
FXE	AP MAINT	5410	100	95	92	90	88	86	84	82	80	78	76
FXE	AP N	4105	100	93	91	89	87	85	83	81	79	77	75
FXE	AP RU 13	5105	94	92	90	88	86	84	82	80	78	76	74
FXE	AP RU 27	5210	100	95	92	90	88	86	84	82	80	78	76
FXE	AP RU 27	5220	86	84	82	80	78	77	75	73	71	70	68
FXE	AP RU 31	5705	85	83	81	79	77	74	72	70	68	66	63
FXE	AP RU 9	5805	86	84	82	80	78	77	75	73	71	70	68
FXE	AP SHERIFF	5905	84	82	80	78	77	75	73	71	70	68	67

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



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.*

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

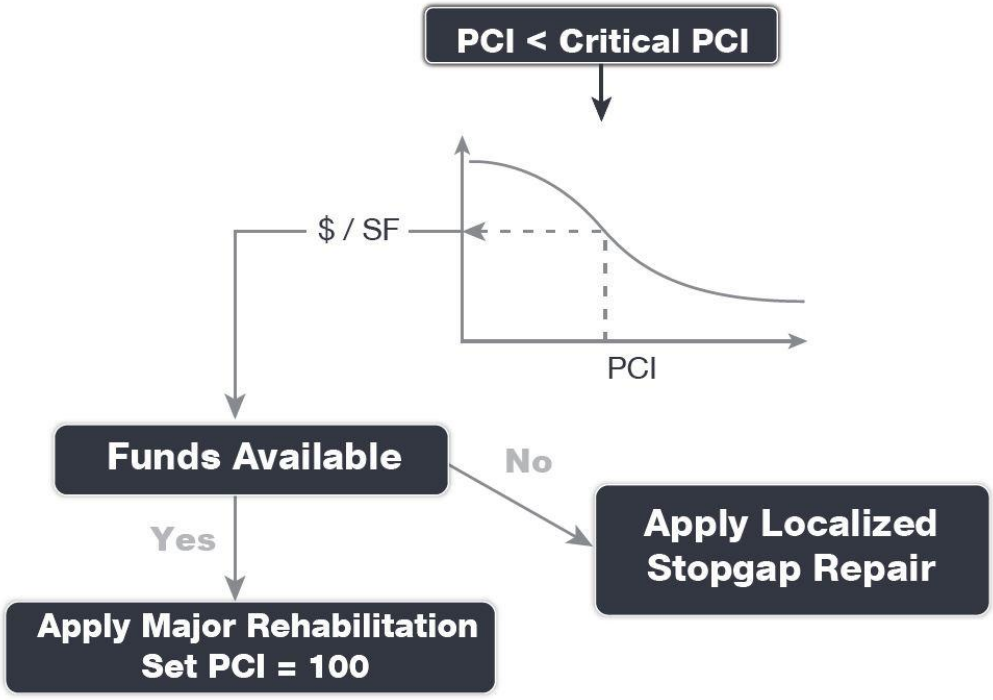
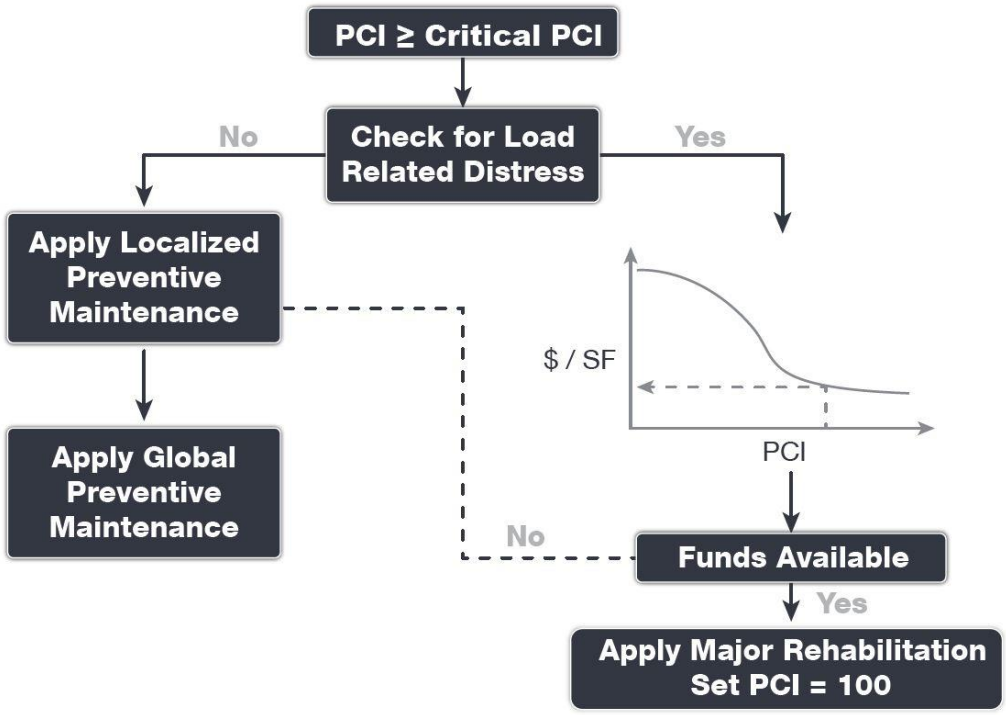


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



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	Reliever Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	11.50	SF
AC Partial-Depth Patching	$	4.75	SF
Surface Seal	$	0.75	SF

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

Localized Work Type	Reliever Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	65.00	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 Reliever 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	Reliever 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-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 (3")
	Tack Coat
	P-401 Surface Course (3")
	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")
	P-501 PCC Pavement (14")
	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

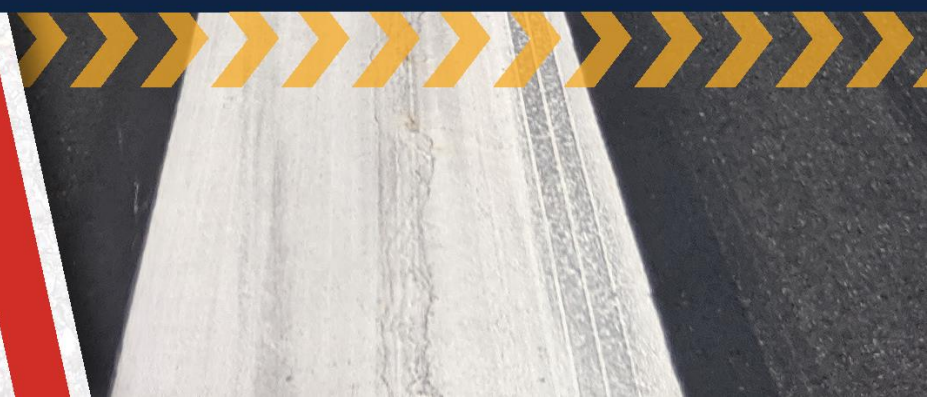
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for 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: RL 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	$10.50	$22.50
Reconstruction	0 to 55	$18.50	$45.00

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	$ 60,650
Stopgap	$ -
Planning-Level Localized M&R Needs =	***$ 60,650***

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	AC Crack Sealing	41	LF	$ 170
	Surface Seal	77,964	SF	$ 58,760
	PCC Joint Seal	240	LF	$ 1,020
	PCC Partial-Depth Patching	4	SF	$ 700

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
FXE	RW 9-27	6105	600,176	50	50	$ -
FXE	RW 13-31	6205	58,940	59	59	$ -
FXE	RW 13-31	6210	326,966	63	63	$ -
FXE	AP H TW E	5505	29,995	85	88	$ 1,130
FXE	TL T-HANG	360	3,353	88	94	$ 130
FXE	TL T-HANG	365	2,420	86	89	$ 100
FXE	TL T-HANG	370	2,921	85	89	$ 50
FXE	TL T-HANG	375	2,475	83	88	$ 70
FXE	TL T-HANG	380	4,804	86	89	$ 180
FXE	TL T-HANG	385	3,313	86	89	$ 130
FXE	TL T-HANG	390	4,037	90	90	$ -
FXE	TL T-HANG	395	3,487	86	89	$ 140
FXE	TW A	100	38,013	100	100	$ -
FXE	TW A	105	71,563	86	90	$ 2,690
FXE	TW A	107	37,997	88	91	$ 1,430
FXE	TW A	110	148,870	84	88	$ 5,490
FXE	TW A1	115	9,176	57	57	$ -
FXE	TW A2	120	12,257	67	67	$ -
FXE	TW A2	125	12,205	69	69	$ -
FXE	TW A3	130	16,956	72	84	$ 980
FXE	TW A3	135	11,636	86	90	$ 440
FXE	TW A4	140	18,840	70	70	$ -
FXE	TW A4	145	19,652	86	89	$ 740
FXE	TW A5	150	9,722	73	76	$ 370
FXE	TW B	205	38,935	94	94	$ -
FXE	TW B	210	34,911	57	57	$ -
FXE	TW B	212	13,392	79	83	$ 510
FXE	TW B	215	146,128	84	87	$ 5,470

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
FXE	TW B	217	24,547	73	76	$ 920
FXE	TW B1	250	17,976	81	84	$ 660
FXE	TW B2	230	8,237	70	70	$ -
FXE	TW B2	232	10,422	83	87	$ 400
FXE	TW B2	235	15,505	84	87	$ 590
FXE	TW B3	260	15,526	86	89	$ 590
FXE	TW B4	270	15,502	84	87	$ 590
FXE	TW B5	280	16,439	71	75	$ 600
FXE	TW B7	290	4,092	74	74	$ -
FXE	TW B8	220	11,274	73	77	$ 430
FXE	TW C	305	64,814	76	81	$ 2,440
FXE	TW C	315	27,629	71	79	$ 2,300
FXE	TW C	320	16,888	56	56	$ -
FXE	TW C	321	26,633	87	90	$ 1,000
FXE	TW C	323	72,907	87	91	$ 4,110
FXE	TW C	325	21,111	76	83	$ 1,710
FXE	TW C5	350	12,351	87	90	$ 150
FXE	TW D	410	8,377	62	62	$ -
FXE	TW D	411	8,371	100	100	$ -
FXE	TW D	412	15,860	72	79	$ 760
FXE	TW D	413	14,978	100	100	$ -
FXE	TW D	414	21,409	30	30	$ -
FXE	TW D	415	49,428	84	87	$ 1,860
FXE	TW D1	450	39,273	87	93	$ 1,760
FXE	TW D1	455	1,600	80	95	$ 1,720
FXE	TW E	500	82,720	100	100	$ -
FXE	TW E	505	25,381	80	85	$ 1,910
FXE	TW E	520	13,809	64	64	$ -
FXE	TW E	522	14,550	100	100	$ -
FXE	TW E	523	18,507	80	84	$ 700
FXE	TW E	525	27,187	69	69	$ -
FXE	TW E	527	36,000	91	91	$ -
FXE	TW E	530	66,700	69	69	$ -
FXE	TW E	535	14,052	85	90	$ 1,060
FXE	TW E1	575	29,392	76	89	$ 4,410
FXE	TW E3	580	5,457	61	61	$ -
FXE	TW E5	510	7,535	100	100	$ -
FXE	TW E6	540	22,949	100	100	$ -
FXE	TW E7	550	10,494	100	100	$ -
FXE	TW F	602	16,707	94	94	$ -
FXE	TW F	605	119,528	94	94	$ -
FXE	TW F	610	12,550	100	100	$ -
FXE	TW F	615	185,653	100	100	$ -
FXE	TW F10	655	14,913	100	100	$ -
FXE	TW F10	656	8,579	100	100	$ -
FXE	TW F5	630	10,637	61	61	$ -
FXE	TW F5	635	14,467	94	94	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
FXE	TW F7	640	9,358	100	100	$ -
FXE	TW F8	645	5,340	100	100	$ -
FXE	TW F9	625	8,515	100	100	$ -
FXE	TW G	705	12,870	79	84	$ 490
FXE	TW G	710	27,892	80	84	$ 1,050
FXE	TW G	720	16,538	92	92	$ -
FXE	TW G	722	24,513	94	94	$ -
FXE	TW G	723	45,747	53	53	$ -
FXE	TW G	725	62,468	91	93	$ 1,220
FXE	TW G7	740	6,473	92	92	$ -
FXE	TW G8	745	3,448	91	94	$ 30
FXE	TW G9	750	12,982	91	94	$ 490
FXE	TW L	1206	53,506	93	93	$ -
FXE	TW L	1210	12,479	73	76	$ 470
FXE	TW M	1310	14,836	77	81	$ 910
FXE	TW M	1315	36,492	73	76	$ 1,210
FXE	TW M	1320	19,869	46	46	$ -
FXE	TW N	1405	12,548	61	61	$ -
FXE	TW N	1406	8,236	100	100	$ -
FXE	TW N	1407	14,978	100	100	$ -
FXE	TW N	1410	17,688	85	89	$ 700
FXE	TW N	1415	3,405	69	69	$ -
FXE	TW N	1420	8,745	94	94	$ -
FXE	TW N	1440	20,806	94	94	$ -
FXE	TW P	1605	10,510	94	94	$ -
FXE	TW P	1610	13,106	69	69	$ -
FXE	TW S	1905	12,912	100	100	$ -
FXE	TW S	1910	24,717	100	100	$ -
FXE	TW S	1915	12,221	94	94	$ -
FXE	TW S3	1960	5,705	91	91	$ -
FXE	TW S3	1965	35,933	90	90	$ -
FXE	AP BANYAN	5910	12,036	86	89	$ 460
FXE	AP CUSTOMS	5605	65,754	91	91	$ -
FXE	AP MAINT	5405	38,434	65	65	$ -
FXE	AP MAINT	5410	7,572	100	100	$ -
FXE	AP N	4105	424,853	100	100	$ -
FXE	AP RU 13	5105	16,196	94	94	$ -
FXE	AP RU 27	5210	40,960	100	100	$ -
FXE	AP RU 27	5220	33,360	86	86	$ -
FXE	AP RU 31	5705	13,356	85	89	$ 510
FXE	AP RU 9	5805	35,246	86	90	$ 1,330
FXE	AP SHERIFF	5905	27,393	84	89	$ 1,030

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

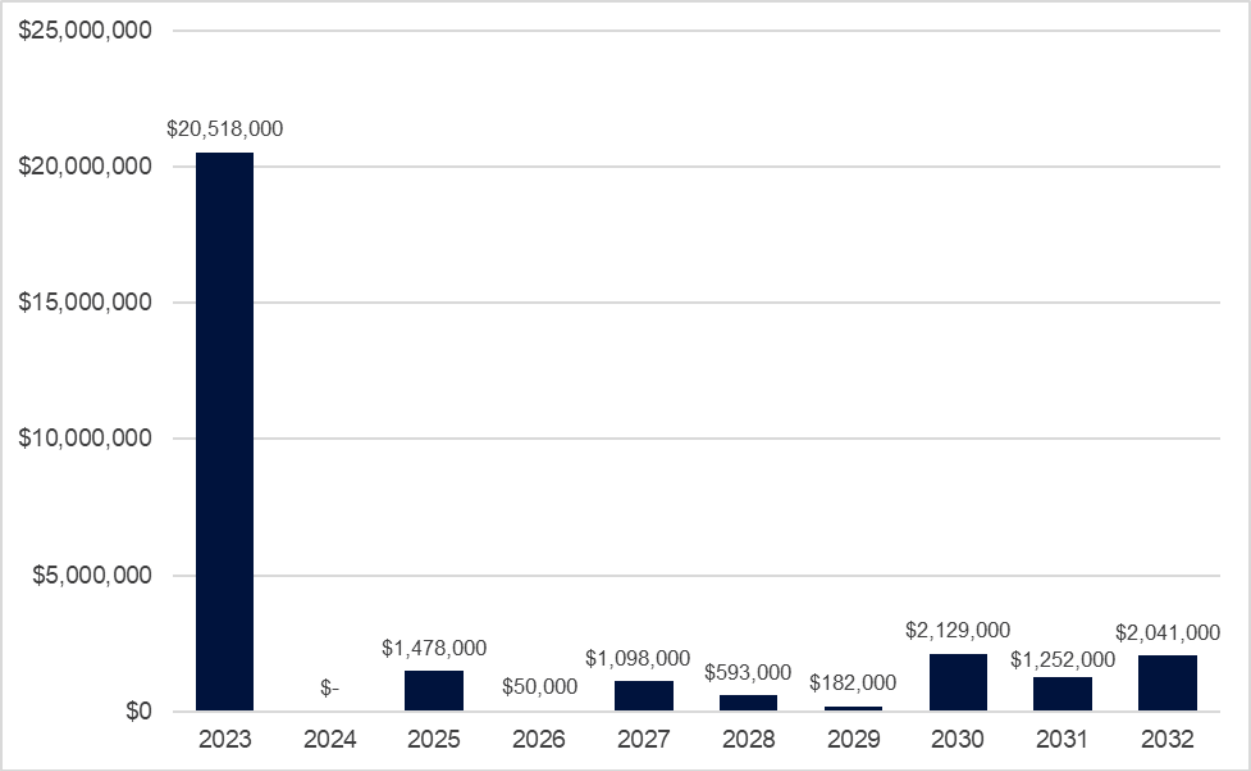
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FXE**	RW 9-27	6105	AAC	600,176	49	AC Reconstruction	$ 11,104,000
2023	**FXE**	RW 13-31	6205	AAC	58,940	58	AC Rehabilitation	$ 619,000
2023	**FXE**	RW 13-31	6210	AAC	326,966	62	AC Rehabilitation	$ 3,434,000
2023	**FXE**	TW A1	115	AAC	9,176	56	AC Rehabilitation	$ 97,000
2023	**FXE**	TW A2	120	AC	12,257	66	AC Rehabilitation	$ 129,000

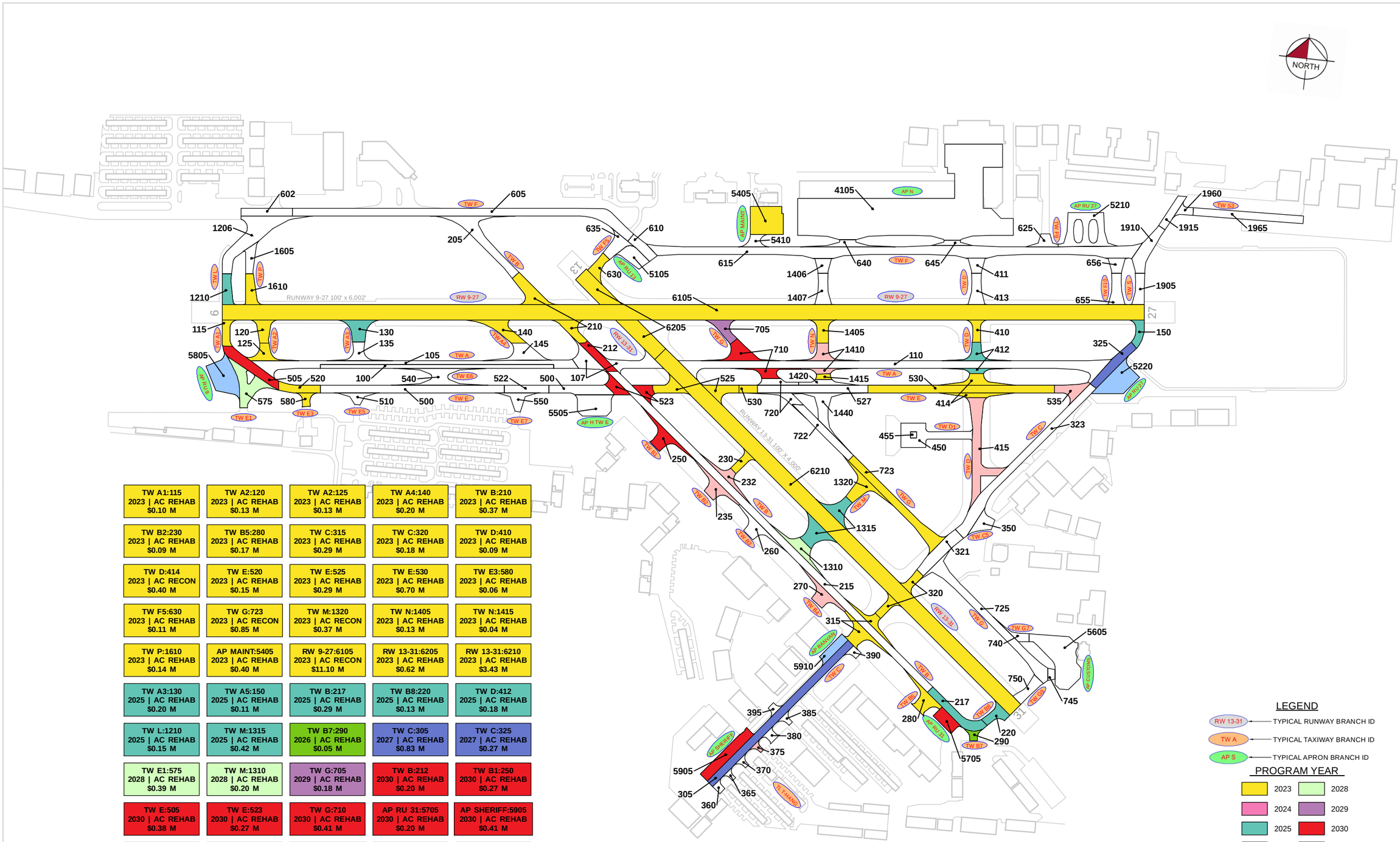
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	FXE	TW A2	125	AC	12,205	68	AC Rehabilitation	$ 129,000
2023	FXE	TW A4	140	AAC	18,840	69	AC Rehabilitation	$ 198,000
2023	FXE	TW B	210	AAC	34,911	56	AC Rehabilitation	$ 367,000
2023	FXE	TW B2	230	AAC	8,237	69	AC Rehabilitation	$ 87,000
2023	FXE	TW B5	280	AAC	16,439	70	AC Rehabilitation	$ 173,000
2023	FXE	TW C	315	AAC	27,629	70	AC Rehabilitation	$ 291,000
2023	FXE	TW C	320	AAC	16,888	55	AC Rehabilitation	$ 178,000
2023	FXE	TW D	410	AAC	8,377	61	AC Rehabilitation	$ 88,000
2023	FXE	TW D	414	AC	21,409	29	AC Reconstruction	$ 397,000
2023	FXE	TW E	520	AAC	13,809	63	AC Rehabilitation	$ 145,000
2023	FXE	TW E	525	AC	27,187	68	AC Rehabilitation	$ 286,000
2023	FXE	TW E	530	AC	66,700	68	AC Rehabilitation	$ 701,000
2023	FXE	TW E3	580	AAC	5,457	60	AC Rehabilitation	$ 58,000
2023	FXE	TW F5	630	AAC	10,637	60	AC Rehabilitation	$ 112,000
2023	FXE	TW G	723	AC	45,747	53	AC Reconstruction	$ 847,000
2023	FXE	TW M	1320	AC	19,869	45	AC Reconstruction	$ 368,000
2023	FXE	TW N	1405	AAC	12,548	60	AC Rehabilitation	$ 132,000
2023	FXE	TW N	1415	AC	3,405	68	AC Rehabilitation	$ 36,000
2023	FXE	TW P	1610	AAC	13,106	68	AC Rehabilitation	$ 138,000
2023	FXE	AP MAINT	5405	AC	38,434	64	AC Rehabilitation	$ 404,000
2025	FXE	TW A3	130	AC	16,956	69	AC Rehabilitation	$ 197,000
2025	FXE	TW A5	150	AAC	9,722	69	AC Rehabilitation	$ 113,000
2025	FXE	TW B	217	AAC	24,547	69	AC Rehabilitation	$ 285,000
2025	FXE	TW B8	220	AAC	11,274	69	AC Rehabilitation	$ 131,000
2025	FXE	TW D	412	AC	15,860	69	AC Rehabilitation	$ 184,000
2025	FXE	TW L	1210	AAC	12,479	69	AC Rehabilitation	$ 145,000
2025	FXE	TW M	1315	AAC	36,492	69	AC Rehabilitation	$ 423,000
2026	FXE	TW B7	290	AAC	4,092	69	AC Rehabilitation	$ 50,000
2027	FXE	TW C	305	AAC	64,814	69	AC Rehabilitation	$ 828,000
2027	FXE	TW C	325	AAC	21,111	69	AC Rehabilitation	$ 270,000
2028	FXE	TW E1	575	AC	29,392	69	AC Rehabilitation	$ 394,000
2028	FXE	TW M	1310	AC	14,836	70	AC Rehabilitation	$ 199,000
2029	FXE	TW G	705	AAC	12,870	69	AC Rehabilitation	$ 182,000
2030	FXE	TW B	212	AC	13,392	69	AC Rehabilitation	$ 198,000
2030	FXE	TW B1	250	AAC	17,976	70	AC Rehabilitation	$ 266,000
2030	FXE	TW E	505	AAC	25,381	69	AC Rehabilitation	$ 375,000
2030	FXE	TW E	523	AAC	18,507	69	AC Rehabilitation	$ 274,000
2030	FXE	TW G	710	AC	27,892	70	AC Rehabilitation	$ 413,000
2030	FXE	AP RU 31	5705	AAC	13,356	68	AC Rehabilitation	$ 198,000
2030	FXE	AP SHERIFF	5905	AC	27,393	70	AC Rehabilitation	$ 405,000
2031	FXE	AP BANYAN	5910	AC	12,036	70	AC Rehabilitation	$ 187,000
2031	FXE	AP RU 27	5220	AC	33,360	70	AC Rehabilitation	$ 518,000
2031	FXE	AP RU 9	5805	AC	35,246	70	AC Rehabilitation	$ 547,000
2032	FXE	TL T-HANG	375	AC	2,475	70	AC Rehabilitation	$ 41,000
2032	FXE	TW B2	232	AC	10,422	70	AC Rehabilitation	$ 170,000
2032	FXE	TW B2	235	AAC	15,505	69	AC Rehabilitation	$ 253,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2032	FXE	TW B4	270	AAC	15,502	69	AC Rehabilitation	$ 253,000
2032	FXE	TW D	415	AAC	49,428	69	AC Rehabilitation	$ 806,000
2032	FXE	TW E	535	AAC	14,052	70	AC Rehabilitation	$ 229,000
2032	FXE	TW N	1410	AAC	17,688	70	AC Rehabilitation	$ 289,000

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





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TW B2:230 2023 | AC REHAB $0.09 M	TW B5:280 2023 | AC REHAB $0.17 M	TW C:315 2023 | AC REHAB $0.29 M	TW C:320 2023 | AC REHAB $0.18 M	TW D:410 2023 | AC REHAB $0.09 M
TW D:414 2023 | AC RECON $0.40 M	TW E:520 2023 | AC REHAB $0.15 M	TW E:525 2023 | AC REHAB $0.29 M	TW E:530 2023 | AC REHAB $0.70 M	TW E3:580 2023 | AC REHAB $0.06 M
TW F5:630 2023 | AC REHAB $0.11 M	TW G:723 2023 | AC RECON $0.85 M	TW M:1320 2023 | AC RECON $0.37 M	TW N:1405 2023 | AC REHAB $0.13 M	TW N:1415 2023 | AC REHAB $0.04 M
TW P:1610 2023 | AC REHAB $0.14 M	AP MAINT:5405 2023 | AC REHAB $0.40 M	RW 9-27:6105 2023 | AC RECON $11.10 M	RW 13-31:6205 2023 | AC REHAB $0.62 M	RW 13-31:6210 2023 | AC REHAB $3.43 M
TW A3:130 2025 | AC REHAB $0.20 M	TW A5:150 2025 | AC REHAB $0.11 M	TW B:217 2025 | AC REHAB $0.29 M	TW B8:220 2025 | AC REHAB $0.13 M	TW D:412 2025 | AC REHAB $0.18 M
TW L:1210 2025 | AC REHAB $0.15 M	TW M:1315 2025 | AC REHAB $0.42 M	TW B7:290 2026 | AC REHAB $0.05 M	TW C:305 2027 | AC REHAB $0.83 M	TW C:325 2027 | AC REHAB $0.27 M
TW E1:575 2028 | AC REHAB $0.39 M	TW M:1310 2028 | AC REHAB $0.20 M	TW G:705 2029 | AC REHAB $0.18 M	TW B:212 2030 | AC REHAB $0.20 M	TW B1:250 2030 | AC REHAB $0.27 M
TW E:505 2030 | AC REHAB $0.38 M	TW E:523 2030 | AC REHAB $0.27 M	TW G:710 2030 | AC REHAB $0.41 M	AP RU 31:5705 2030 | AC REHAB $0.20 M	AP SHERIFF:5905 2030 | AC REHAB $0.41 M
AP RU 27:5220 2031 | AC REHAB $0.52 M	AP RU 9:5805 2031 | AC REHAB $0.55 M	AP BANYAN:5910 2031 | AC REHAB $0.19 M	TW B2:232 2032 | AC REHAB $0.17 M	TW B2:235 2032 | AC REHAB $0.25 M
TW B4:270 2032 | AC REHAB $0.25 M	TL T-HANG:375 2032 | AC REHAB $0.04 M	TW D:415 2032 | AC REHAB $0.81 M	TW E:535 2032 | AC REHAB $0.23 M	TW N:1410 2032 | AC REHAB $0.29 M

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	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.

FXE

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

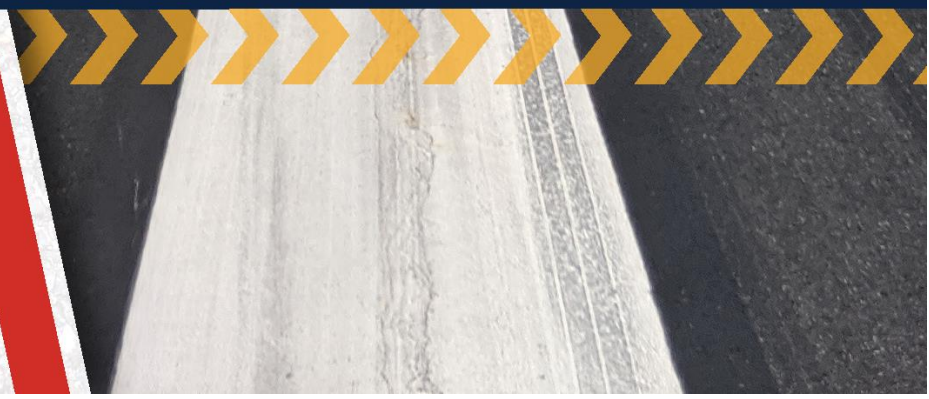
Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

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

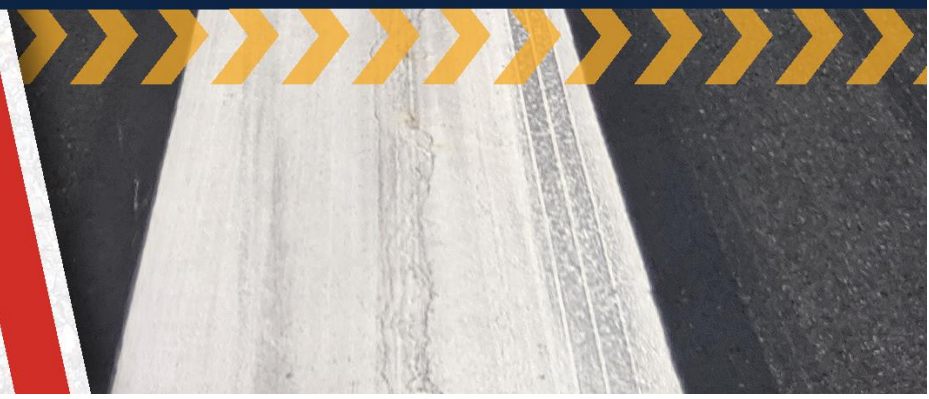


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	RW 9-27	Runway	6105	600,176	AAC	1/1/2004
FXE	RW 13-31	Runway	6205	58,940	AAC	1/1/2004
FXE	RW 13-31	Runway	6210	326,966	AAC	1/1/2007
FXE	AP H TW E	Taxiway	5505	29,995	AC	1/1/2009
FXE	TL T-HANG	Taxiway	360	3,353	AC	6/1/2014
FXE	TL T-HANG	Taxiway	365	2,420	AC	6/1/2014
FXE	TL T-HANG	Taxiway	370	2,921	AC	6/1/2014
FXE	TL T-HANG	Taxiway	375	2,475	AC	6/1/2014
FXE	TL T-HANG	Taxiway	380	4,804	AC	6/1/2014
FXE	TL T-HANG	Taxiway	385	3,313	AC	6/1/2014
FXE	TL T-HANG	Taxiway	390	4,037	AC	6/1/2014
FXE	TL T-HANG	Taxiway	395	3,487	AC	6/1/2014
FXE	TW A	Taxiway	100	38,013	AAC	9/1/2022
FXE	TW A	Taxiway	105	71,563	AC	1/1/2009
FXE	TW A	Taxiway	107	37,997	AC	1/1/2009
FXE	TW A	Taxiway	110	148,870	AC	1/1/2009
FXE	TW A1	Taxiway	115	9,176	AAC	1/1/2004
FXE	TW A2	Taxiway	120	12,257	AC	1/1/2004
FXE	TW A2	Taxiway	125	12,205	AC	1/1/2009
FXE	TW A3	Taxiway	130	16,956	AC	1/1/2004
FXE	TW A3	Taxiway	135	11,636	AC	1/1/2009
FXE	TW A4	Taxiway	140	18,840	AAC	1/1/2004
FXE	TW A4	Taxiway	145	19,652	AC	1/1/2009
FXE	TW A5	Taxiway	150	9,722	AAC	1/1/2004
FXE	TW B	Taxiway	205	38,935	AC	6/1/2018
FXE	TW B	Taxiway	210	34,911	AAC	1/1/1978
FXE	TW B	Taxiway	212	13,392	AC	1/1/2010
FXE	TW B	Taxiway	215	146,128	AC	1/1/2010
FXE	TW B	Taxiway	217	24,547	AAC	1/1/2010
FXE	TW B1	Taxiway	250	17,976	AAC	1/1/2010
FXE	TW B2	Taxiway	230	8,237	AAC	1/1/2007
FXE	TW B2	Taxiway	232	10,422	AC	1/1/2010
FXE	TW B2	Taxiway	235	15,505	AAC	1/1/2010
FXE	TW B3	Taxiway	260	15,526	AC	1/1/2010
FXE	TW B4	Taxiway	270	15,502	AAC	1/1/2010
FXE	TW B5	Taxiway	280	16,439	AAC	1/1/2010
FXE	TW B7	Taxiway	290	4,092	AAC	1/1/2010
FXE	TW B8	Taxiway	220	11,274	AAC	1/1/2007
FXE	TW C	Taxiway	305	64,814	AAC	6/1/2014
FXE	TW C	Taxiway	315	27,629	AAC	1/1/2009
FXE	TW C	Taxiway	320	16,888	AAC	1/1/2007
FXE	TW C	Taxiway	321	26,633	AAC	1/1/2014
FXE	TW C	Taxiway	323	72,907	AAC	1/1/2012
FXE	TW C	Taxiway	325	21,111	AAC	1/1/2009

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	TW C5	Taxiway	350	12,351	AAC	1/1/2012
FXE	TW D	Taxiway	410	8,377	AAC	1/1/1978
FXE	TW D	Taxiway	411	8,371	AC	1/1/2021
FXE	TW D	Taxiway	412	15,860	AC	1/1/2009
FXE	TW D	Taxiway	413	14,978	AAC	1/1/2021
FXE	TW D	Taxiway	414	21,409	AC	1/1/1978
FXE	TW D	Taxiway	415	49,428	AAC	1/1/2012
FXE	TW D1	Taxiway	450	39,273	AAC	9/1/2012
FXE	TW D1	Taxiway	455	1,600	PCC	1/1/1997
FXE	TW E	Taxiway	500	82,720	AAC	9/1/2022
FXE	TW E	Taxiway	505	25,381	AAC	1/1/2009
FXE	TW E	Taxiway	520	13,809	AAC	1/1/1997
FXE	TW E	Taxiway	522	14,550	AAC	9/1/2022
FXE	TW E	Taxiway	523	18,507	AAC	1/1/2010
FXE	TW E	Taxiway	525	27,187	AC	1/1/2007
FXE	TW E	Taxiway	527	36,000	AAC	6/1/2018
FXE	TW E	Taxiway	530	66,700	AC	1/1/2008
FXE	TW E	Taxiway	535	14,052	AAC	5/1/2012
FXE	TW E1	Taxiway	575	29,392	AC	1/1/2009
FXE	TW E3	Taxiway	580	5,457	AAC	1/1/1997
FXE	TW E5	Taxiway	510	7,535	AAC	9/1/2022
FXE	TW E6	Taxiway	540	22,949	AC	9/1/2022
FXE	TW E7	Taxiway	550	10,494	AAC	9/1/2022
FXE	TW F	Taxiway	602	16,707	AC	6/1/2018
FXE	TW F	Taxiway	605	119,528	AC	6/1/2018
FXE	TW F	Taxiway	610	12,550	AAC	1/1/2021
FXE	TW F	Taxiway	615	185,653	AC	1/1/2021
FXE	TW F10	Taxiway	655	14,913	AAC	1/1/2021
FXE	TW F10	Taxiway	656	8,579	AC	1/1/2021
FXE	TW F5	Taxiway	630	10,637	AAC	1/1/1996
FXE	TW F5	Taxiway	635	14,467	AC	6/1/2018
FXE	TW F7	Taxiway	640	9,358	AC	5/1/2020
FXE	TW F8	Taxiway	645	5,340	AC	5/1/2020
FXE	TW F9	Taxiway	625	8,515	AC	1/1/2021
FXE	TW G	Taxiway	705	12,870	AAC	1/1/2004
FXE	TW G	Taxiway	710	27,892	AC	1/1/2009
FXE	TW G	Taxiway	720	16,538	AAC	6/1/2018
FXE	TW G	Taxiway	722	24,513	AAC	6/1/2018
FXE	TW G	Taxiway	723	45,747	AC	1/1/1984
FXE	TW G	Taxiway	725	62,468	AC	1/1/2014
FXE	TW G7	Taxiway	740	6,473	AC	1/1/2014
FXE	TW G8	Taxiway	745	3,448	AC	1/1/2014
FXE	TW G9	Taxiway	750	12,982	AC	1/1/2014
FXE	TW L	Taxiway	1206	53,506	AC	6/1/2018
FXE	TW L	Taxiway	1210	12,479	AAC	1/1/2004
FXE	TW M	Taxiway	1310	14,836	AC	1/1/2010

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FXE	TW M	Taxiway	1315	36,492	AAC	1/1/2007
FXE	TW M	Taxiway	1320	19,869	AC	1/1/1984
FXE	TW N	Taxiway	1405	12,548	AAC	1/1/2004
FXE	TW N	Taxiway	1406	8,236	AC	1/1/2021
FXE	TW N	Taxiway	1407	14,978	AAC	1/1/2021
FXE	TW N	Taxiway	1410	17,688	AAC	1/1/2009
FXE	TW N	Taxiway	1415	3,405	AC	1/1/1984
FXE	TW N	Taxiway	1420	8,745	AAC	6/1/2018
FXE	TW N	Taxiway	1440	20,806	AC	6/1/2018
FXE	TW P	Taxiway	1605	10,510	AC	6/1/2018
FXE	TW P	Taxiway	1610	13,106	AAC	1/1/2004
FXE	TW S	Taxiway	1905	12,912	AAC	1/1/2021
FXE	TW S	Taxiway	1910	24,717	AC	1/1/2021
FXE	TW S	Taxiway	1915	12,221	AAC	4/1/2016
FXE	TW S3	Taxiway	1960	5,705	AAC	4/1/2016
FXE	TW S3	Taxiway	1965	35,933	AAC	4/1/2016
FXE	AP BANYAN	Apron	5910	12,036	AC	6/1/2014
FXE	AP CUSTOMS	Apron	5605	65,754	AC	1/1/2014
FXE	AP MAINT	Apron	5405	38,434	AC	1/1/2009
FXE	AP MAINT	Apron	5410	7,572	AC	1/1/2021
FXE	AP N	Apron	4105	424,853	AC	5/1/2020
FXE	AP RU 13	Apron	5105	16,196	AC	6/1/2018
FXE	AP RU 27	Apron	5210	40,960	AC	1/1/2021
FXE	AP RU 27	Apron	5220	33,360	AC	1/1/2009
FXE	AP RU 31	Apron	5705	13,356	AAC	1/1/2010
FXE	AP RU 9	Apron	5805	35,246	AC	1/1/2009
FXE	AP SHERIFF	Apron	5905	27,393	AC	6/1/2014

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
FXE	RW 9-27	Runway	6105	600,176	50	Poor
FXE	RW 13-31	Runway	6205	58,940	59	Fair
FXE	RW 13-31	Runway	6210	326,966	63	Fair
FXE	AP H TW E	Taxiway	5505	29,995	85	Satisfactory
FXE	TL T-HANG	Taxiway	360	3,353	88	Good
FXE	TL T-HANG	Taxiway	365	2,420	86	Good
FXE	TL T-HANG	Taxiway	370	2,921	85	Satisfactory
FXE	TL T-HANG	Taxiway	375	2,475	83	Satisfactory
FXE	TL T-HANG	Taxiway	380	4,804	86	Good
FXE	TL T-HANG	Taxiway	385	3,313	86	Good
FXE	TL T-HANG	Taxiway	390	4,037	90	Good
FXE	TL T-HANG	Taxiway	395	3,487	86	Good
FXE	TW A	Taxiway	100	38,013	100	Good
FXE	TW A	Taxiway	105	71,563	86	Good
FXE	TW A	Taxiway	107	37,997	88	Good
FXE	TW A	Taxiway	110	148,870	84	Satisfactory
FXE	TW A1	Taxiway	115	9,176	57	Fair
FXE	TW A2	Taxiway	120	12,257	67	Fair
FXE	TW A2	Taxiway	125	12,205	69	Fair
FXE	TW A3	Taxiway	130	16,956	72	Satisfactory
FXE	TW A3	Taxiway	135	11,636	86	Good
FXE	TW A4	Taxiway	140	18,840	70	Fair
FXE	TW A4	Taxiway	145	19,652	86	Good
FXE	TW A5	Taxiway	150	9,722	73	Satisfactory
FXE	TW B	Taxiway	205	38,935	94	Good
FXE	TW B	Taxiway	210	34,911	57	Fair
FXE	TW B	Taxiway	212	13,392	79	Satisfactory
FXE	TW B	Taxiway	215	146,128	84	Satisfactory
FXE	TW B	Taxiway	217	24,547	73	Satisfactory
FXE	TW B1	Taxiway	250	17,976	81	Satisfactory
FXE	TW B2	Taxiway	230	8,237	70	Fair
FXE	TW B2	Taxiway	232	10,422	83	Satisfactory
FXE	TW B2	Taxiway	235	15,505	84	Satisfactory
FXE	TW B3	Taxiway	260	15,526	86	Good
FXE	TW B4	Taxiway	270	15,502	84	Satisfactory
FXE	TW B5	Taxiway	280	16,439	71	Satisfactory
FXE	TW B7	Taxiway	290	4,092	74	Satisfactory
FXE	TW B8	Taxiway	220	11,274	73	Satisfactory
FXE	TW C	Taxiway	305	64,814	76	Satisfactory
FXE	TW C	Taxiway	315	27,629	71	Satisfactory
FXE	TW C	Taxiway	320	16,888	56	Fair
FXE	TW C	Taxiway	321	26,633	87	Good
FXE	TW C	Taxiway	323	72,907	87	Good
FXE	TW C	Taxiway	325	21,111	76	Satisfactory
FXE	TW C5	Taxiway	350	12,351	87	Good

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	TW D	Taxiway	410	8,377	62	Fair
FXE	TW D	Taxiway	411	8,371	100	Good
FXE	TW D	Taxiway	412	15,860	72	Satisfactory
FXE	TW D	Taxiway	413	14,978	100	Good
FXE	TW D	Taxiway	414	21,409	30	Very Poor
FXE	TW D	Taxiway	415	49,428	84	Satisfactory
FXE	TW D1	Taxiway	450	39,273	87	Good
FXE	TW D1	Taxiway	455	1,600	80	Satisfactory
FXE	TW E	Taxiway	500	82,720	100	Good
FXE	TW E	Taxiway	505	25,381	80	Satisfactory
FXE	TW E	Taxiway	520	13,809	64	Fair
FXE	TW E	Taxiway	522	14,550	100	Good
FXE	TW E	Taxiway	523	18,507	80	Satisfactory
FXE	TW E	Taxiway	525	27,187	69	Fair
FXE	TW E	Taxiway	527	36,000	91	Good
FXE	TW E	Taxiway	530	66,700	69	Fair
FXE	TW E	Taxiway	535	14,052	85	Satisfactory
FXE	TW E1	Taxiway	575	29,392	76	Satisfactory
FXE	TW E3	Taxiway	580	5,457	61	Fair
FXE	TW E5	Taxiway	510	7,535	100	Good
FXE	TW E6	Taxiway	540	22,949	100	Good
FXE	TW E7	Taxiway	550	10,494	100	Good
FXE	TW F	Taxiway	602	16,707	94	Good
FXE	TW F	Taxiway	605	119,528	94	Good
FXE	TW F	Taxiway	610	12,550	100	Good
FXE	TW F	Taxiway	615	185,653	100	Good
FXE	TW F10	Taxiway	655	14,913	100	Good
FXE	TW F10	Taxiway	656	8,579	100	Good
FXE	TW F5	Taxiway	630	10,637	61	Fair
FXE	TW F5	Taxiway	635	14,467	94	Good
FXE	TW F7	Taxiway	640	9,358	100	Good
FXE	TW F8	Taxiway	645	5,340	100	Good
FXE	TW F9	Taxiway	625	8,515	100	Good
FXE	TW G	Taxiway	705	12,870	79	Satisfactory
FXE	TW G	Taxiway	710	27,892	80	Satisfactory
FXE	TW G	Taxiway	720	16,538	92	Good
FXE	TW G	Taxiway	722	24,513	94	Good
FXE	TW G	Taxiway	723	45,747	53	Poor
FXE	TW G	Taxiway	725	62,468	91	Good
FXE	TW G7	Taxiway	740	6,473	92	Good
FXE	TW G8	Taxiway	745	3,448	91	Good
FXE	TW G9	Taxiway	750	12,982	91	Good
FXE	TW L	Taxiway	1206	53,506	93	Good
FXE	TW L	Taxiway	1210	12,479	73	Satisfactory
FXE	TW M	Taxiway	1310	14,836	77	Satisfactory
FXE	TW M	Taxiway	1315	36,492	73	Satisfactory
FXE	TW M	Taxiway	1320	19,869	46	Poor

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FXE	TW N	Taxiway	1405	12,548	61	Fair
FXE	TW N	Taxiway	1406	8,236	100	Good
FXE	TW N	Taxiway	1407	14,978	100	Good
FXE	TW N	Taxiway	1410	17,688	85	Satisfactory
FXE	TW N	Taxiway	1415	3,405	69	Fair
FXE	TW N	Taxiway	1420	8,745	94	Good
FXE	TW N	Taxiway	1440	20,806	94	Good
FXE	TW P	Taxiway	1605	10,510	94	Good
FXE	TW P	Taxiway	1610	13,106	69	Fair
FXE	TW S	Taxiway	1905	12,912	100	Good
FXE	TW S	Taxiway	1910	24,717	100	Good
FXE	TW S	Taxiway	1915	12,221	94	Good
FXE	TW S3	Taxiway	1960	5,705	91	Good
FXE	TW S3	Taxiway	1965	35,933	90	Good
FXE	AP BANYAN	Apron	5910	12,036	86	Good
FXE	AP CUSTOMS	Apron	5605	65,754	91	Good
FXE	AP MAINT	Apron	5405	38,434	65	Fair
FXE	AP MAINT	Apron	5410	7,572	100	Good
FXE	AP N	Apron	4105	424,853	100	Good
FXE	AP RU 13	Apron	5105	16,196	94	Good
FXE	AP RU 27	Apron	5210	40,960	100	Good
FXE	AP RU 27	Apron	5220	33,360	86	Good
FXE	AP RU 31	Apron	5705	13,356	85	Satisfactory
FXE	AP RU 9	Apron	5805	35,246	86	Good
FXE	AP SHERIFF	Apron	5905	27,393	84	Satisfactory

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
FXE	RW 9-27	6105	50	49	47	45	43	42	40	38	36	35	33
FXE	RW 13-31	6205	59	58	56	54	52	51	49	47	45	44	42
FXE	RW 13-31	6210	63	62	60	58	56	55	53	51	49	48	46
FXE	AP H TW E	5505	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	360	88	86	85	83	81	80	78	77	75	74	73
FXE	TL T-HANG	365	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	370	85	84	82	80	79	77	76	75	73	72	71
FXE	TL T-HANG	375	83	82	80	79	77	76	74	73	72	71	70
FXE	TL T-HANG	380	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	385	86	85	83	81	80	78	77	75	74	73	72
FXE	TL T-HANG	390	90	88	87	85	83	81	80	78	77	75	74
FXE	TL T-HANG	395	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	100	100	98	96	93	91	89	87	85	83	81	79
FXE	TW A	105	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A	107	88	86	85	83	81	80	78	77	75	74	73
FXE	TW A	110	84	83	81	79	78	77	75	74	73	72	70
FXE	TW A1	115	57	56	56	55	54	54	53	52	51	50	49
FXE	TW A2	120	67	66	66	65	64	63	63	62	62	61	60
FXE	TW A2	125	69	68	67	66	66	65	64	63	63	62	62
FXE	TW A3	130	72	71	70	69	68	67	66	66	65	64	63
FXE	TW A3	135	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A4	140	70	69	68	67	66	65	64	63	62	61	61
FXE	TW A4	145	86	85	83	81	80	78	77	75	74	73	72
FXE	TW A5	150	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B	205	94	92	90	88	86	85	83	81	80	78	77
FXE	TW B	210	57	56	56	55	54	54	53	52	51	50	49
FXE	TW B	212	79	78	76	75	74	73	71	70	69	68	67
FXE	TW B	215	84	83	81	79	78	77	75	74	73	72	70
FXE	TW B	217	73	72	71	69	68	67	66	65	64	63	62
FXE	TW B1	250	81	80	78	76	75	73	72	71	70	68	67
FXE	TW B2	230	70	69	68	67	66	65	64	63	62	61	61
FXE	TW B2	232	83	82	80	79	77	76	74	73	72	71	70
FXE	TW B2	235	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B3	260	86	85	83	81	80	78	77	75	74	73	72
FXE	TW B4	270	84	83	81	79	77	76	74	73	72	70	69
FXE	TW B5	280	71	70	69	68	67	66	65	64	63	62	61
FXE	TW B7	290	74	73	72	70	69	68	67	66	65	64	63
FXE	TW B8	220	73	72	71	69	68	67	66	65	64	63	62
FXE	TW C	305	76	75	73	72	71	69	68	67	66	65	64
FXE	TW C	315	71	70	69	68	67	66	65	64	63	62	61
FXE	TW C	320	56	55	55	54	53	52	52	51	50	49	48
FXE	TW C	321	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	323	87	85	83	82	80	78	77	75	74	72	71
FXE	TW C	325	76	75	73	72	71	69	68	67	66	65	64

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW C5	350	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D	410	62	61	61	60	59	58	58	57	56	56	55
FXE	TW D	411	100	94	92	90	88	86	84	83	81	79	78
FXE	TW D	412	72	71	70	69	68	67	66	66	65	64	63
FXE	TW D	413	100	94	92	90	87	85	84	82	80	78	77
FXE	TW D	414	30	29	27	25	23	21	19	17	14	12	10
FXE	TW D	415	84	83	81	79	77	76	74	73	72	70	69
FXE	TW D1	450	87	85	83	82	80	78	77	75	74	72	71
FXE	TW D1	455	80	80	79	78	78	77	76	75	75	74	73
FXE	TW E	500	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	505	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	520	64	63	62	62	61	60	59	59	58	57	57
FXE	TW E	522	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E	523	80	79	77	75	74	73	71	70	69	68	67
FXE	TW E	525	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	527	91	89	87	85	83	81	80	78	76	75	73
FXE	TW E	530	69	68	67	66	66	65	64	63	63	62	62
FXE	TW E	535	85	83	82	80	78	77	75	74	72	71	70
FXE	TW E1	575	76	75	74	72	71	70	69	68	67	66	66
FXE	TW E3	580	61	60	60	59	58	58	57	56	55	55	54
FXE	TW E5	510	100	98	96	93	91	89	87	85	83	81	79
FXE	TW E6	540	100	98	96	93	91	89	87	85	84	82	80
FXE	TW E7	550	100	98	96	93	91	89	87	85	83	81	79
FXE	TW F	602	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F	610	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F	615	100	94	92	90	88	86	84	83	81	79	78
FXE	TW F10	655	100	94	92	90	87	85	84	82	80	78	77
FXE	TW F10	656	100	94	92	90	88	86	84	83	81	79	78
FXE	TW F5	630	61	60	60	59	58	58	57	56	55	55	54
FXE	TW F5	635	94	92	90	88	86	85	83	81	80	78	77
FXE	TW F7	640	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F8	645	100	93	91	89	87	85	83	81	80	78	77
FXE	TW F9	625	100	94	92	90	88	86	84	83	81	79	78
FXE	TW G	705	79	78	76	75	73	72	71	69	68	67	66
FXE	TW G	710	80	79	77	76	75	73	72	71	70	69	68
FXE	TW G	720	92	90	88	86	84	82	80	79	77	76	74
FXE	TW G	722	94	92	90	88	86	84	82	80	79	77	75
FXE	TW G	723	53	53	52	52	51	50	50	49	49	48	47
FXE	TW G	725	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G7	740	92	90	88	86	85	83	81	80	78	77	75
FXE	TW G8	745	91	89	87	86	84	82	80	79	77	76	75
FXE	TW G9	750	91	89	87	86	84	82	80	79	77	76	75
FXE	TW L	1206	93	91	89	87	85	84	82	80	79	77	76
FXE	TW L	1210	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1310	77	76	75	73	72	71	70	69	68	67	66

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FXE	TW M	1315	73	72	71	69	68	67	66	65	64	63	62
FXE	TW M	1320	46	45	44	43	42	41	40	39	38	36	35
FXE	TW N	1405	61	60	60	59	58	58	57	56	55	55	54
FXE	TW N	1406	100	94	92	90	88	86	84	83	81	79	78
FXE	TW N	1407	100	94	92	90	87	85	84	82	80	78	77
FXE	TW N	1410	85	83	82	80	78	77	75	74	72	71	70
FXE	TW N	1415	69	68	67	66	66	65	64	63	63	62	62
FXE	TW N	1420	94	92	90	88	86	84	82	80	79	77	75
FXE	TW N	1440	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1605	94	92	90	88	86	85	83	81	80	78	77
FXE	TW P	1610	69	68	67	66	65	64	63	62	61	61	60
FXE	TW S	1905	100	94	92	90	87	85	84	82	80	78	77
FXE	TW S	1910	100	94	92	90	88	86	84	83	81	79	78
FXE	TW S	1915	94	92	90	88	86	84	82	80	79	77	75
FXE	TW S3	1960	91	89	87	85	83	81	80	78	76	75	73
FXE	TW S3	1965	90	88	86	84	82	81	79	77	76	74	73
FXE	AP BANYAN	5910	86	84	82	80	78	77	75	73	71	70	68
FXE	AP CUSTOMS	5605	91	89	87	85	83	81	79	77	75	74	72
FXE	AP MAINT	5405	65	64	63	62	61	60	59	58	57	56	56
FXE	AP MAINT	5410	100	95	92	90	88	86	84	82	80	78	76
FXE	AP N	4105	100	93	91	89	87	85	83	81	79	77	75
FXE	AP RU 13	5105	94	92	90	88	86	84	82	80	78	76	74
FXE	AP RU 27	5210	100	95	92	90	88	86	84	82	80	78	76
FXE	AP RU 27	5220	86	84	82	80	78	77	75	73	71	70	68
FXE	AP RU 31	5705	85	83	81	79	77	74	72	70	68	66	63
FXE	AP RU 9	5805	86	84	82	80	78	77	75	73	71	70	68
FXE	AP SHERIFF	5905	84	82	80	78	77	75	73	71	70	68	67

Network: FORT LAUDERDAL **Branch:** AP BANYAN BANYAN APRO **Section:** 5910 **Surface:**AC
L.C.D. 6/1/2014 **Use:** APRON **Rank:** P **Length:** 50.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 12036.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** AP CUSTOM CUSTOMS APRO **Section:** 5605 **Surface:**AC
L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 300.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 65754.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" AC/ 8" LR/ 12" STABILIZED SU
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" MIN BIT OL

Network: FORT LAUDERDAL **Branch:** AP H TW E TAXIWAY E HO **Section:** 5505 **Surface:**AC
L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 29995.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	NC-AC	New Construction - AC	0.00	0.00	☑	4"/6"/6"
1/1/1979	IMPORTED	BUILT	0.00	4.00	☑	1979 4" BIT 8" LIMEROCK

Network: FORT LAUDERDAL **Branch:** AP MAINT MAINTENANCE **Section:** 5405 **Surface:**AC
L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 181.00 (Ft) **Width:** 215.00 (Ft) **True Area:** 38434.00001 (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: FORT LAUDERDAL **Branch:** AP MAINT MAINTENANCE **Section:** 5410 **Surface:**AC
L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 80.00 (Ft) **Width:** 197.00 (Ft) **True Area:** 7572.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 9" P-211, 12" P-154
1/1/2009	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** AP N NORTH APRON **Section:** 4105 **Surface:**AC
L.C.D. 5/1/2020 **Use:** APRON **Rank:** P **Length:** 1,405.00 (Ft) **Width:** 623.00 (Ft) **True Area:** 424853.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 12" P-211, 12" Stabilized Su

Network: FORT LAUDERDAL **Branch:** AP RU 13 RUN-UP APRON **Section:** 5105 **Surface:**AC
L.C.D. 6/1/2018 **Use:** APRON **Rank:** P **Length:** 172.00 (Ft) **Width:** 92.00 (Ft) **True Area:** 16196.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	ESTIMATE 1997 AC PAVEMENT
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** AP RU 27 RUN-UP APRON **Section:** 5210 **Surface:**AC

L.C.D. 1/1/2021 **Use:** APRON **Rank:** P **Length:** 220.00 (Ft) **Width:** 245.00 (Ft) **True Area:** 40960.00001 (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	☑	4" P-401, 9" P-211, 12" P-154

Network: FORT LAUDERDAL **Branch:** AP RU 27 RUN-UP APRON **Section:** 5220 **Surface:**AC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 33360.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" AC/ 6" LR/ 6" SS
1/1/1978	IMPORTED	BUILT	0.00	4.00	☑	1978 4" AC ON 8" LIMEROCK

Network: FORT LAUDERDAL **Branch:** AP RU 31 RUN-UP APRON **Section:** 5705 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** APRON **Rank:** P **Length:** 60.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 13356.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1988	IMPORTED	BUILT	0.00	2.00	☑	1988 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** AP RU 9 RUN-UP APRON **Section:** 5805 **Surface:**AC

L.C.D. 1/1/2009 **Use:** APRON **Rank:** P **Length:** 180.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 35246.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2009: 4"/ 6"/ 6"
1/1/1967	IMPORTED	BUILT	0.00	1.00	☑	1967 1" AC 6" LIMEROCK

Network: FORT LAUDERDAL **Branch:** AP SHERIFF SHERIFF APRON **Section:** 5905 **Surface:**AC

L.C.D. 6/1/2014 **Use:** APRON **Rank:** P **Length:** 50.00 (Ft) **Width:** 500.00 (Ft) **True Area:** 27393.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 634.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 58940.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1978	IMPORTED	OVERLAY	0.00	3.00	☑	1978 3" MIN BIT OL
1/1/1978	IMPORTED	OVERLAY	0.00	0.75	☑	UNK .75" BIT ON LIMEROCK
1/1/1967	IMPORTED	BUILT	0.00	1.00	☑	1967 1" BIT OL

Network: FORT LAUDERDAL **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** RUNWAY **Rank:** P **Length:** 3,225.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 326966.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2007	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1978	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 6,000.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 600176.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	2004: OVERLAY
1/1/1978	IMPORTED	OVERLAY	0.00	3.00	☑	1978 3" MIN BIT OL
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967 2" BIT 6" LIMEROCK

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 360 **Surface:**AC

L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3353.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove AC, scarify/re-compact, 2" P-
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 365 **Surface:**AC

L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2420.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	Remove AC, scarify/re-compact, 2" P-
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 370 **Surface:**AC

L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2921.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 375 **Surface:**AC

L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 2475.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 380 **Surface:**AC
L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4804.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 385 **Surface:**AC
L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3313.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 390 **Surface:**AC
L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 4037.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TL T-HANG T-HANGAR TAX **Section:** 395 **Surface:**AC
L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3487.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 11" P-211
1/1/1996	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW A TAXIWAY A **Section:** 100 **Surface:**AAC
L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,520.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 38013.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2009	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AC
L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 1,700.00 (Ft) **Width:** 42.00 (Ft) **True Area:** 71563.00002 (SqFt

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

Network: FORT LAUDERDAL **Branch:** TW A TAXIWAY A **Section:** 107 **Surface:**AC
L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 2,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 37997.00001 (SqFt

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

Network: FORT LAUDERDAL **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 2,800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 148870.0000 (SqFt

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

Network: FORT LAUDERDAL **Branch:** TW A1 TAXIWAY A1 **Section:** 115 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9176.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	0.00	☑	EST 1978 BIT

Network: FORT LAUDERDAL **Branch:** TW A2 TAXIWAY A2 **Section:** 120 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 152.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12257.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW A2 TAXIWAY A2 **Section:** 125 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 105.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 12205.00000 (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	☑	

Network: FORT LAUDERDAL **Branch:** TW A3 TAXIWAY A3 **Section:** 130 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 223.00 (Ft) **Width:** 70.00 (Ft) **True Area:** 16956.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW A3 TAXIWAY A3 **Section:** 135 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 122.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 11636.00000 (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	☑	

Network: FORT LAUDERDAL **Branch:** TW A4 TAXIWAY A4 **Section:** 140 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 180.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 18840.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW A4 TAXIWAY A4 **Section:** 145 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 161.00 (Ft) **Width:** 122.00 (Ft) **True Area:** 19652.00000 (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	☑	

Network: FORT LAUDERDAL **Branch:** TW A5 TAXIWAY A5 **Section:** 150 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 2,010.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9722.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	ML-OVL	Mill and Overlay	0.00	1.50	☑	1996 1.5" P401
1/1/1978	ML-OVL	Mill and Overlay	0.00	3.00	☑	1978 3" P401
1/1/1967	NU-IN	New Construction - Initial	0.00	0.00	☑	1967 1" P401 8" P211

Network: FORT LAUDERDAL **Branch:** TW B1 TAXIWAY B1 **Section:** 250 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 17976.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	EST 1975 BUILT

Network: FORT LAUDERDAL **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 536.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 38935.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	ESTIMATE 1997 AC PAVEMENT
1/1/1986	IMPORTED	BUILT	0.00	2.00	☑	1986 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 1/1/1978 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 34911.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1978	IMPORTED	OVERLAY	0.00	3.00	☑	1978 3" MIN P401 OL
1/1/1964	IMPORTED	BUILT	0.00	1.00	☑	1964 1" BIT 6" LIMEROCK

Network: FORT LAUDERDAL **Branch:** TW B TAXIWAY B **Section:** 212 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 3,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13392.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" MIN P401 OL
1/1/1978	IMPORTED	OVERLAY	0.00	0.00	☑	UNKNOWN BIT

Network: FORT LAUDERDAL **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 3,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 146128.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" MIN P401 OL
1/1/1978	IMPORTED	OVERLAY	0.00	0.00	☑	UNKNOWN BIT

Network: FORT LAUDERDAL **Branch:** TW B TAXIWAY B **Section:** 217 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 3,600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 24547.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" MIN P401 OL
1/1/1978	IMPORTED	OVERLAY	0.00	0.00	☑	UNKNOWN BIT

Network: FORT LAUDERDAL **Branch:** TW B2 TAXIWAY B2 **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 151.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8237.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1998	IMPORTED	OVERLAY	0.00	0.00	☑	ESTIMATE 1998 AC PAVEMENT
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 AC OVERLAY
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 ON 10" P211

Network: FORT LAUDERDAL **Branch:** TW B2 TAXIWAY B2 **Section:** 232 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 74.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10422.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW B2 TAXIWAY B2 **Section:** 235 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15505.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211 8" STAB BASE

Network: FORT LAUDERDAL **Branch:** TW B3 TAXIWAY B3 **Section:** 260 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15526.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW B4 TAXIWAY B4 **Section:** 270 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 15502.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1975	IMPORTED	BUILT	0.00	0.00	☑	EST 1975 BIT

Network: FORT LAUDERDAL **Branch:** TW B5 TAXIWAY B5 **Section:** 280 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16439.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	EST 1965 BIT

Network: FORT LAUDERDAL **Branch:** TW B7 TAXIWAY B7 **Section:** 290 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 162.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4092.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1965	IMPORTED	BUILT	0.00	0.00	☑	EST 1965 BIT

Network: FORT LAUDERDAL **Branch:** TW B8 TAXIWAY B8 **Section:** 220 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11274.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" MIN BIT OL ON EXISTING

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AAC

L.C.D. 6/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 1,420.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 64814.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" Mill & 2" P-401 Overlay
1/1/1996	IMPORTED	BUILT	0.00	0.00	☑	ESTIMATE 1996 AC OVERLAY
1/1/1996	IMPORTED	OVERLAY	0.00	0.00	☑	EXISITING AC PAVEMENT

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 315 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 27629.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1978	IMPORTED	OVERLAY	0.00	3.00	☑	1978 3" BIT OL
1/1/1967	IMPORTED	BUILT	0.00	2.00	☑	1967 2" BIT 6" LIMEROCK

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 325.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16888.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 AC OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" AC OVERLAY

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 321 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 325.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 26633.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	OVERLAY	0.00	0.00	☑	1991 AC OVERLAY
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" AC OVERLAY

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 323 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 2,125.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 72907.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL

Network: FORT LAUDERDAL **Branch:** TW C TAXIWAY C **Section:** 325 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 2,125.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 21111.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL

Network: FORT LAUDERDAL **Branch:** TW C5 TAXIWAY C5 **Section:** 350 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 12351.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	NU-IN	New Construction - Initial	0.00	0.00	☑	estimated date

Network: FORT LAUDERDAL **Branch:** TW D1 TAXIWAY D1 **Section:** 450 **Surface:**AAC

L.C.D. 9/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 465.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 39273.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	estimated date of last const.

Network: FORT LAUDERDAL **Branch:** TW D1 TAXIWAY D1 **Section:** 455 **Surface:**PCC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 1600.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	NC-PC	New Construction - PCC	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AAC

L.C.D. 1/1/1978 **Use:** TAXIWAY **Rank:** P **Length:** 145.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8377.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL
1/1/1978	IMPORTED	OVERLAY	0.00	1.00	☑	UNK 1" BIT OL

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 411 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 97.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 8371.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 9" P-211, 12" P-154
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL
1/1/1978	IMPORTED	OVERLAY	0.00	1.00	☑	UNK 1" BIT OL

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 412 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 15860.00000 (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	☑	

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 413 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 204.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 14978.00000 (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	☑	1.5" Mill, 4" P-401 Overlay
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL
1/1/1978	IMPORTED	OVERLAY	0.00	1.00	☑	UNK 1" BIT OL

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 414 **Surface:**AC

L.C.D. 1/1/1978 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 21409.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1978	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AAC

L.C.D. 1/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 1,030.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 49428.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	3.00	☑	1978 3" BIT OL

Network: FORT LAUDERDAL **Branch:** TW E1 TAXIWAY E1 **Section:** 575 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 29392.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4"/6"/6"
1/1/1979	IMPORTED	BUILT	0.00	0.00	☑	EST 1979 BIT

Network: FORT LAUDERDAL **Branch:** TW E3 TAXIWAY E3 **Section:** 580 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5457.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1978	IMPORTED	BUILT	0.00	0.00	☑	EST 1978 BIT

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 500 **Surface:**AAC

L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 1,590.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 82720.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 9" P211

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 466.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 25381.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1979	IMPORTED	BUILT	0.00	4.00	☑	1979 4" BIT 8" LIMEROCK

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 520 **Surface:**AAC

L.C.D. 1/1/1997 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13809.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 9" P211

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 522 **Surface:**AAC

L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 291.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14550.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/14/2017	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/1997	ML-OVL	Mill and Overlay	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 9" P211

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 523 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 18507.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1997 AC PAVEMENT
1/1/1991	IMPORTED	BUILT	0.00	3.00	☑	1991: 3" P401 9" P211

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 525 **Surface:**AC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 435.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 27187.00000 (SqFt

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

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 527 **Surface:**AAC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 720.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 36000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 530 **Surface:**AC

L.C.D. 1/1/2008 **Use:** TAXIWAY **Rank:** P **Length:** 1,334.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 66700.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW E TAXIWAY E **Section:** 535 **Surface:**AAC

L.C.D. 5/1/2012 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14052.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2012	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2008	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW E5 TAXIWAY E5 **Section:** 510 **Surface:**AAC

L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 7535.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	estimated date

Network: FORT LAUDERDAL **Branch:** TW E6 TAXIWAY E6 **Section:** 540 **Surface:**AC

L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 208.00 (Ft) **Width:** 110.00 (Ft) **True Area:** 22949.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW E7 TAXIWAY E7 **Section:** 550 **Surface:**AAC

L.C.D. 9/1/2022 **Use:** TAXIWAY **Rank:** P **Length:** 91.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 10494.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/2022	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/14/2017	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	estimated last const date

Network: FORT LAUDERDAL **Branch:** TW F10 TAXIWAY F10 **Section:** 655 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 203.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 14913.00000 (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	☑	2" Mill, 2" P-401 Overlay
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW F10 TAXIWAY F10 **Section:** 656 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 99.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 8579.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 9" P-211, 12" P-154
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW F5 TAXIWAY F5 **Section:** 630 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 10637.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	OVERLAY	0.00	1.50	☑	1996 1.5" P401
1/1/1967	IMPORTED	BUILT	0.00	1.00	☑	1967 1" P401 6" P211

Network: FORT LAUDERDAL **Branch:** TW F5 TAXIWAY F5 **Section:** 635 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 14467.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1996	IMPORTED	OVERLAY	0.00	1.50	☑	1996 1.5" P401
1/1/1967	IMPORTED	BUILT	0.00	1.00	☑	1967 1" P401 6" P211

Network: FORT LAUDERDAL **Branch:** TW F TAXIWAY F **Section:** 602 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 335.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 16707.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1998	IMPORTED	BUILT	0.00	5.00	☑	1998 5" P401 AC SURFACE ON 10" P211 LIMEROCK BASE ON 12" P15

Network: FORT LAUDERDAL **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 2,390.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 119528.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1996	ML-OVL	Mill and Overlay	0.00	0.00	☑	EST 1996 AC PAVEMENT
1/1/1987	IMPORTED	BUILT	0.00	2.00	☑	1987 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 12550.00000 (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	☑	2" Mill, 2" P-401 Overlay
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1996	ML-OVL	Mill and Overlay	0.00	0.00	☑	EST 1996 AC PAVEMENT
1/1/1987	IMPORTED	BUILT	0.00	2.00	☑	1987 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW F TAXIWAY F **Section:** 615 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 3,160.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 185653.0000 (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	☑	4" P-401, 9" P-211, 12" P-154

Network: FORT LAUDERDAL **Branch:** TW F7 TAXIWAY F7 **Section:** 640 **Surface:**AC

L.C.D. 5/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 268.00 (Ft) **Width:** 47.00 (Ft) **True Area:** 9358.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 12" P-211, 12" Stabilized Su

Network: FORT LAUDERDAL **Branch:** TW F8 TAXIWAY F8 **Section:** 645 **Surface:**AC

L.C.D. 5/1/2020 **Use:** TAXIWAY **Rank:** P **Length:** 108.00 (Ft) **Width:** 34.00 (Ft) **True Area:** 5340.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2020	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401, 12" P-211, 12" Stabilized Su

Network: FORT LAUDERDAL **Branch:** TW F9 TAXIWAY F9 **Section:** 625 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 84.00 (Ft) **Width:** 95.00 (Ft) **True Area:** 8515.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 12" P-154
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 705 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 150.00 (Ft) **True Area:** 12870.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 710 **Surface:**AC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 27892.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 BIT ON RECYCLED BIT

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 720 **Surface:**AAC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 124.00 (Ft) **Width:** 44.00 (Ft) **True Area:** 16538.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/1996	ML-OVL	Mill and Overlay	0.00	0.00	☑	ESTIMATE 1996 AC PAVEMENT
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211 8" STAB SUBBASE

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 722 **Surface:**AAC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 24513.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 723 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 800.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 45747.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW G TAXIWAY G **Section:** 725 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 1,250.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 62468.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW G7 TAXIWAY G7 **Section:** 740 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6473.000001 (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: FORT LAUDERDAL **Branch:** TW G8 TAXIWAY G8 **Section:** 745 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 3448.000001 (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: FORT LAUDERDAL **Branch:** TW G9 TAXIWAY G9 **Section:** 750 **Surface:**AC

L.C.D. 1/1/2014 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 12982.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW L TAXIWAY L **Section:** 1206 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 550.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 53506.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1995	IMPORTED	BUILT	0.00	2.00	☑	1995 2" P401 10" P211 12" P152

Network: FORT LAUDERDAL **Branch:** TW L TAXIWAY L **Section:** 1210 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 226.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12479.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1995	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW M TAXIWAY M **Section:** 1310 **Surface:**AC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 14836.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW M TAXIWAY M **Section:** 1315 **Surface:**AAC

L.C.D. 1/1/2007 **Use:** TAXIWAY **Rank:** P **Length:** 275.00 (Ft) **Width:** 90.00 (Ft) **True Area:** 36492.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW M TAXIWAY M **Section:** 1320 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 160.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 19869.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	0.00	☑	EST 1984 BIT

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1405 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 12548.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	2.00	☑	1986 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1406 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 96.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 8236.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 9" P-211, 12" P-154
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	2.00	☑	1986 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1407 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 204.00 (Ft) **Width:** 66.00 (Ft) **True Area:** 14978.00000 (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	☑	2" Mill, 2" P-401 Overlay
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1986	IMPORTED	BUILT	0.00	2.00	☑	1986 2" P401 12" P211

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1410 **Surface:**AAC

L.C.D. 1/1/2009 **Use:** TAXIWAY **Rank:** P **Length:** 155.00 (Ft) **Width:** 120.00 (Ft) **True Area:** 17688.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2009	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1984	IMPORTED	OVERLAY	0.00	0.00	☑	1984 P401 OL
1/1/1979	IMPORTED	BUILT	0.00	4.00	☑	1979 4" BIT 8" LIMEROCK

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1415 **Surface:**AC

L.C.D. 1/1/1984 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 34.00 (Ft) **True Area:** 3405.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1420 **Surface:**AAC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 110.00 (Ft) **Width:** 38.00 (Ft) **True Area:** 8745.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	ML-OVL	Mill and Overlay	0.00	0.00	☑	Unknown
1/1/1984	IMPORTED	BUILT	0.00	2.00	☑	1984 2" P401 10" P211

Network: FORT LAUDERDAL **Branch:** TW N TAXIWAY N **Section:** 1440 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 212.00 (Ft) **Width:** 65.00 (Ft) **True Area:** 20806.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW P TAXIWAY P **Section:** 1605 **Surface:**AC

L.C.D. 6/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 213.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10510.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
6/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	2" Mill & scarify/recompact base, 4" P
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW P TAXIWAY P **Section:** 1610 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 242.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13106.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1997	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW S TAXIWAY S **Section:** 1905 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 203.00 (Ft) **Width:** 59.00 (Ft) **True Area:** 12912.00000 (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	☑	2" Mill, 2" P-401 Overlay
1/1/2017	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	Unknown
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW S TAXIWAY S **Section:** 1910 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 340.00 (Ft) **Width:** 84.00 (Ft) **True Area:** 24717.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 9" P-211, 12" P-154
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW S TAXIWAY S **Section:** 1915 **Surface:**AAC

L.C.D. 4/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 244.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 12221.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2016	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable mill & leveling course, 2" P-
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FORT LAUDERDAL **Branch:** TW S3 TAXIWAY S3 **Section:** 1960 **Surface:**AAC

L.C.D. 4/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 95.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 5705.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2016	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable mill & leveling course, 2" P-
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	ESTIMATED DATE

Network: FORT LAUDERDAL **Branch:** TW S3 TAXIWAY S3 **Section:** 1965 **Surface:**AAC

L.C.D. 4/1/2016 **Use:** TAXIWAY **Rank:** P **Length:** 720.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 35933.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
4/1/2016	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable mill & leveling course, 2" P-
1/1/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	ESTIMATED DATE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	57	2,189,055.00	2.09	1.20
Complete Reconstruction - AC	34	856,078.00	0.00	0.00
Mill and Overlay	55	1,268,236.00	0.08	0.44
New Construction - AC	12	1,036,357.00	0.00	0.00
New Construction - Initial	47	1,067,463.00	0.00	0.00
New Construction - PCC	2	9,172.00	0.00	0.00
OVERLAY	22	1,226,018.00	0.85	1.13
Overlay - AC Structural	11	1,140,864.00	0.00	0.00
Surface Treatment - Seal Coat	20	1,211,451.00	0.00	0.00

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 BANYA	1	50.00	200.00	12,036.00	APRON	86.00	0.00	86.00
AP CUSTO	1	300.00	200.00	65,754.00	APRON	91.00	0.00	91.00
AP H TW E	1	150.00	200.00	29,995.00	TAXIWAY	85.00	0.00	85.00
AP MAINT	2	261.00	206.00	46,006.00	APRON	82.50	17.50	70.76
AP N	1	1,405.00	623.00	424,853.00	APRON	100.00	0.00	100.00
AP RU 13	1	172.00	92.00	16,196.00	APRON	94.00	0.00	94.00
AP RU 27	2	420.00	197.50	74,320.00	APRON	93.00	7.00	93.72
AP RU 31	1	60.00	200.00	13,356.00	APRON	85.00	0.00	85.00
AP RU 9	1	180.00	200.00	35,246.00	APRON	86.00	0.00	86.00
AP SHERIF	1	50.00	500.00	27,393.00	APRON	84.00	0.00	84.00
RW 13-31	2	3,859.00	100.00	385,906.00	RUNWAY	61.00	2.00	62.39
RW 9-27	1	6,000.00	100.00	600,176.00	RUNWAY	50.00	0.00	50.00
TL T-HANG	8	450.00	50.00	26,810.00	TAXIWAY	86.25	1.92	86.47
TW A	4	8,620.00	41.75	296,443.00	TAXIWAY	89.50	6.22	87.05
TW A1	1	170.00	50.00	9,176.00	TAXIWAY	57.00	0.00	57.00
TW A2	2	257.00	85.00	24,462.00	TAXIWAY	68.00	1.00	68.00
TW A3	2	345.00	82.50	28,592.00	TAXIWAY	79.00	7.00	77.70
TW A4	2	341.00	98.50	38,492.00	TAXIWAY	78.00	8.00	78.17
TW A5	1	2,010.00	50.00	9,722.00	TAXIWAY	73.00	0.00	73.00
TW B	5	11,836.00	51.00	257,913.00	TAXIWAY	77.40	12.31	80.55
TW B1	1	100.00	150.00	17,976.00	TAXIWAY	81.00	0.00	81.00
TW B2	3	325.00	50.00	34,164.00	TAXIWAY	79.00	6.38	80.32
TW B3	1	100.00	50.00	15,526.00	TAXIWAY	86.00	0.00	86.00
TW B4	1	100.00	50.00	15,502.00	TAXIWAY	84.00	0.00	84.00
TW B5	1	100.00	50.00	16,439.00	TAXIWAY	71.00	0.00	71.00
TW B7	1	162.00	40.00	4,092.00	TAXIWAY	74.00	0.00	74.00
TW B8	1	210.00	50.00	11,274.00	TAXIWAY	73.00	0.00	73.00
TW C	6	6,380.00	46.67	229,982.00	TAXIWAY	75.50	10.53	78.69
TW C5	1	135.00	100.00	12,351.00	TAXIWAY	87.00	0.00	87.00
TW D	6	1,731.00	88.67	118,423.00	TAXIWAY	74.67	24.27	74.23
TW D1	2	505.00	60.00	40,873.00	TAXIWAY	83.50	3.50	86.73
TW E	9	5,696.00	50.00	298,906.00	TAXIWAY	82.00	12.51	83.87
TW E1	1	200.00	160.00	29,392.00	TAXIWAY	76.00	0.00	76.00
TW E3	1	85.00	50.00	5,457.00	TAXIWAY	61.00	0.00	61.00
TW E5	1	100.00	75.00	7,535.00	TAXIWAY	100.00	0.00	100.00
TW E6	1	208.00	110.00	22,949.00	TAXIWAY	100.00	0.00	100.00
TW E7	1	91.00	120.00	10,494.00	TAXIWAY	100.00	0.00	100.00
TW F	4	6,085.00	52.50	334,438.00	TAXIWAY	97.00	3.00	97.56
TW F10	2	302.00	66.00	23,492.00	TAXIWAY	100.00	0.00	100.00
TW F5	2	315.00	65.00	25,104.00	TAXIWAY	77.50	16.50	80.02
TW F7	1	268.00	47.00	9,358.00	TAXIWAY	100.00	0.00	100.00
TW F8	1	108.00	34.00	5,340.00	TAXIWAY	100.00	0.00	100.00

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
TW F9	1	84.00	95.00	8,515.00	TAXIWAY	100.00	0.00	100.00
TW G	6	2,984.00	74.00	190,028.00	TAXIWAY	81.50	14.01	79.90
TW G7	1	100.00	50.00	6,473.00	TAXIWAY	92.00	0.00	92.00
TW G8	1	50.00	60.00	3,448.00	TAXIWAY	91.00	0.00	91.00
TW G9	1	200.00	65.00	12,982.00	TAXIWAY	91.00	0.00	91.00
TW L	2	776.00	70.00	65,985.00	TAXIWAY	83.00	10.00	89.22
TW M	3	495.00	80.00	71,197.00	TAXIWAY	65.33	13.77	66.30
TW N	7	1,037.00	66.29	86,406.00	TAXIWAY	86.14	14.32	87.99
TW P	2	455.00	50.00	23,616.00	TAXIWAY	81.50	12.50	80.13
TW S	3	787.00	64.33	49,850.00	TAXIWAY	98.00	2.83	98.53
TW S3	2	815.00	50.00	41,638.00	TAXIWAY	90.50	0.50	90.14

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	11	715,160.00	88.82	9.70	94.68
RUNWAY	3	986,082.00	57.33	5.44	54.85
TAXIWAY	103	2,570,810.00	82.96	13.87	84.52
ALL	117	4,272,052.00	82.85	14.11	79.37

Pavement Database: FDOT *NetworkId: FXE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP BANYAN	5910	6/1/2014	AC	APRON	P	0	12,036.00	9/12/2022	8	86
AP CUSTOMS	5605	1/1/2014	AC	APRON	P	0	65,754.00	9/12/2022	8	91
AP H TW E	5505	1/1/2009	AC	TAXIWAY	P	0	29,995.00	9/12/2022	13	85
AP MAINT	5405	1/1/2009	AC	APRON	P	0	38,434.00	9/12/2022	13	65
AP MAINT	5410	1/1/2021	AC	APRON	P	0	7,572.00	1/1/2021	0	100
AP N	4105	5/1/2020	AC	APRON	P	0	424,853.00	5/1/2020	0	100
AP RU 13	5105	6/1/2018	AC	APRON	P	0	16,196.00	9/12/2022	4	94
AP RU 27	5210	1/1/2021	AC	APRON	P	0	40,960.00	1/1/2021	0	100
AP RU 27	5220	1/1/2009	AC	APRON	P	0	33,360.00	9/12/2022	13	86
AP RU 31	5705	1/1/2010	AAC	APRON	P	0	13,356.00	9/12/2022	12	85
AP RU 9	5805	1/1/2009	AC	APRON	P	0	35,246.00	9/12/2022	13	86
AP SHERIFF	5905	6/1/2014	AC	APRON	P	0	27,393.00	9/12/2022	8	84
RW 13-31	6205	1/1/2004	AAC	RUNWAY	P	0	58,940.00	9/12/2022	18	59
RW 13-31	6210	1/1/2007	AAC	RUNWAY	P	0	326,966.00	9/12/2022	15	63
RW 9-27	6105	1/1/2004	AAC	RUNWAY	P	0	600,176.00	9/12/2022	18	50
TL T-HANG	360	6/1/2014	AC	TAXIWAY	P	0	3,353.00	9/12/2022	8	88
TL T-HANG	365	6/1/2014	AC	TAXIWAY	P	0	2,420.00	9/12/2022	8	86
TL T-HANG	370	6/1/2014	AC	TAXIWAY	P	0	2,921.00	9/12/2022	8	85
TL T-HANG	375	6/1/2014	AC	TAXIWAY	P	0	2,475.00	9/12/2022	8	83
TL T-HANG	380	6/1/2014	AC	TAXIWAY	P	0	4,804.00	9/12/2022	8	86
TL T-HANG	385	6/1/2014	AC	TAXIWAY	P	0	3,313.00	9/12/2022	8	86
TL T-HANG	390	6/1/2014	AC	TAXIWAY	P	0	4,037.00	9/12/2022	8	90
TL T-HANG	395	6/1/2014	AC	TAXIWAY	P	0	3,487.00	9/12/2022	8	86
TW A	100	9/1/2022	AAC	TAXIWAY	P	0	38,013.00	9/1/2022	0	100
TW A	105	1/1/2009	AC	TAXIWAY	P	0	71,563.00	9/12/2022	13	86
TW A	107	1/1/2009	AC	TAXIWAY	P	0	37,997.00	9/12/2022	13	88
TW A	110	1/1/2009	AC	TAXIWAY	P	0	148,870.00	9/12/2022	13	84
TW A1	115	1/1/2004	AAC	TAXIWAY	P	0	9,176.00	9/12/2022	18	57
TW A2	120	1/1/2004	AC	TAXIWAY	P	0	12,257.00	9/12/2022	18	67
TW A2	125	1/1/2009	AC	TAXIWAY	P	0	12,205.00	9/12/2022	13	69
TW A3	130	1/1/2004	AC	TAXIWAY	P	0	16,956.00	9/12/2022	18	72
TW A3	135	1/1/2009	AC	TAXIWAY	P	0	11,636.00	9/12/2022	13	86
TW A4	140	1/1/2004	AAC	TAXIWAY	P	0	18,840.00	9/12/2022	18	70
TW A4	145	1/1/2009	AC	TAXIWAY	P	0	19,652.00	9/12/2022	13	86
TW A5	150	1/1/2004	AAC	TAXIWAY	P	0	9,722.00	9/12/2022	18	73
TW B	205	6/1/2018	AC	TAXIWAY	P	0	38,935.00	9/12/2022	4	94
TW B	210	1/1/1978	AAC	TAXIWAY	P	0	34,911.00	9/12/2022	44	57
TW B	212	1/1/2010	AC	TAXIWAY	P	0	13,392.00	9/12/2022	12	79
TW B	215	1/1/2010	AC	TAXIWAY	P	0	146,128.00	9/12/2022	12	84
TW B	217	1/1/2010	AAC	TAXIWAY	P	0	24,547.00	9/12/2022	12	73
TW B1	250	1/1/2010	AAC	TAXIWAY	P	0	17,976.00	9/12/2022	12	81
TW B2	230	1/1/2007	AAC	TAXIWAY	P	0	8,237.00	9/12/2022	15	70
TW B2	232	1/1/2010	AC	TAXIWAY	P	0	10,422.00	9/12/2022	12	83
TW B2	235	1/1/2010	AAC	TAXIWAY	P	0	15,505.00	9/12/2022	12	84
TW B3	260	1/1/2010	AC	TAXIWAY	P	0	15,526.00	9/12/2022	12	86
TW B4	270	1/1/2010	AAC	TAXIWAY	P	0	15,502.00	9/12/2022	12	84
TW B5	280	1/1/2010	AAC	TAXIWAY	P	0	16,439.00	9/12/2022	12	71

TW B7	290	1/1/2010	AAC	TAXIWAY	P	0	4,092.00	9/12/2022	12	74
TW B8	220	1/1/2007	AAC	TAXIWAY	P	0	11,274.00	9/12/2022	15	73
TW C	305	6/1/2014	AAC	TAXIWAY	P	0	64,814.00	9/12/2022	8	76
TW C	315	1/1/2009	AAC	TAXIWAY	P	0	27,629.00	9/12/2022	13	71
TW C	320	1/1/2007	AAC	TAXIWAY	P	0	16,888.00	9/12/2022	15	56
TW C	321	1/1/2014	AAC	TAXIWAY	P	0	26,633.00	9/12/2022	8	87
TW C	323	1/1/2012	AAC	TAXIWAY	P	0	72,907.00	9/12/2022	10	87
TW C	325	1/1/2009	AAC	TAXIWAY	P	0	21,111.00	9/12/2022	13	76
TW C5	350	1/1/2012	AAC	TAXIWAY	P	0	12,351.00	9/12/2022	10	87
TW D	410	1/1/1978	AAC	TAXIWAY	P	0	8,377.00	9/12/2022	44	62
TW D	411	1/1/2021	AC	TAXIWAY	P	0	8,371.00	1/1/2021	0	100
TW D	412	1/1/2009	AC	TAXIWAY	P	0	15,860.00	9/12/2022	13	72
TW D	413	1/1/2021	AAC	TAXIWAY	P	0	14,978.00	1/1/2021	0	100
TW D	414	1/1/1978	AC	TAXIWAY	P	0	21,409.00	9/12/2022	44	30
TW D	415	1/1/2012	AAC	TAXIWAY	P	0	49,428.00	9/12/2022	10	84
TW D1	450	9/1/2012	AAC	TAXIWAY	P	0	39,273.00	9/12/2022	10	87
TW D1	455	1/1/1997	PCC	TAXIWAY	P	0	1,600.00	9/12/2022	25	80
TW E	500	9/1/2022	AAC	TAXIWAY	P	0	82,720.00	9/1/2022	0	100
TW E	505	1/1/2009	AAC	TAXIWAY	P	0	25,381.00	9/12/2022	13	80
TW E	520	1/1/1997	AAC	TAXIWAY	P	0	13,809.00	9/12/2022	25	64
TW E	522	9/1/2022	AAC	TAXIWAY	P	0	14,550.00	9/1/2022	0	100
TW E	523	1/1/2010	AAC	TAXIWAY	P	0	18,507.00	9/12/2022	12	80
TW E	525	1/1/2007	AC	TAXIWAY	P	0	27,187.00	9/12/2022	15	69
TW E	527	6/1/2018	AAC	TAXIWAY	P	0	36,000.00	9/12/2022	4	91
TW E	530	1/1/2008	AC	TAXIWAY	P	0	66,700.00	9/12/2022	14	69
TW E	535	5/1/2012	AAC	TAXIWAY	P	0	14,052.00	9/12/2022	10	85
TW E1	575	1/1/2009	AC	TAXIWAY	P	0	29,392.00	9/12/2022	13	76
TW E3	580	1/1/1997	AAC	TAXIWAY	P	0	5,457.00	9/12/2022	25	61
TW E5	510	9/1/2022	AAC	TAXIWAY	P	0	7,535.00	9/1/2022	0	100
TW E6	540	9/1/2022	AC	TAXIWAY	P	0	22,949.00	9/1/2022	0	100
TW E7	550	9/1/2022	AAC	TAXIWAY	P	0	10,494.00	9/1/2022	0	100
TW F	602	6/1/2018	AC	TAXIWAY	P	0	16,707.00	9/12/2022	4	94
TW F	605	6/1/2018	AC	TAXIWAY	P	0	119,528.00	9/12/2022	4	94
TW F	610	1/1/2021	AAC	TAXIWAY	P	0	12,550.00	1/1/2021	0	100
TW F	615	1/1/2021	AC	TAXIWAY	P	0	185,653.00	1/1/2021	0	100
TW F10	655	1/1/2021	AAC	TAXIWAY	P	0	14,913.00	1/1/2021	0	100
TW F10	656	1/1/2021	AC	TAXIWAY	P	0	8,579.00	1/1/2021	0	100
TW F5	630	1/1/1996	AAC	TAXIWAY	P	0	10,637.00	9/12/2022	26	61
TW F5	635	6/1/2018	AC	TAXIWAY	P	0	14,467.00	9/12/2022	4	94
TW F7	640	5/1/2020	AC	TAXIWAY	P	0	9,358.00	5/1/2020	0	100
TW F8	645	5/1/2020	AC	TAXIWAY	P	0	5,340.00	5/1/2020	0	100
TW F9	625	1/1/2021	AC	TAXIWAY	P	0	8,515.00	1/1/2021	0	100
TW G	705	1/1/2004	AAC	TAXIWAY	P	0	12,870.00	9/12/2022	18	79
TW G	710	1/1/2009	AC	TAXIWAY	P	0	27,892.00	9/12/2022	13	80
TW G	720	6/1/2018	AAC	TAXIWAY	P	0	16,538.00	9/12/2022	4	92
TW G	722	6/1/2018	AAC	TAXIWAY	P	0	24,513.00	9/12/2022	4	94
TW G	723	1/1/1984	AC	TAXIWAY	P	0	45,747.00	9/12/2022	38	53
TW G	725	1/1/2014	AC	TAXIWAY	P	0	62,468.00	9/12/2022	8	91
TW G7	740	1/1/2014	AC	TAXIWAY	P	0	6,473.00	9/12/2022	8	92
TW G8	745	1/1/2014	AC	TAXIWAY	P	0	3,448.00	9/12/2022	8	91
TW G9	750	1/1/2014	AC	TAXIWAY	P	0	12,982.00	9/12/2022	8	91
TW L	1206	6/1/2018	AC	TAXIWAY	P	0	53,506.00	9/12/2022	4	93

TW L	1210	1/1/2004	AAC	TAXIWAY	P	0	12,479.00	9/12/2022	18	73
TW M	1310	1/1/2010	AC	TAXIWAY	P	0	14,836.00	9/12/2022	12	77
TW M	1315	1/1/2007	AAC	TAXIWAY	P	0	36,492.00	9/12/2022	15	73
TW M	1320	1/1/1984	AC	TAXIWAY	P	0	19,869.00	9/12/2022	38	46
TW N	1405	1/1/2004	AAC	TAXIWAY	P	0	12,548.00	9/12/2022	18	61
TW N	1406	1/1/2021	AC	TAXIWAY	P	0	8,236.00	1/1/2021	0	100
TW N	1407	1/1/2021	AAC	TAXIWAY	P	0	14,978.00	1/1/2021	0	100
TW N	1410	1/1/2009	AAC	TAXIWAY	P	0	17,688.00	9/12/2022	13	85
TW N	1415	1/1/1984	AC	TAXIWAY	P	0	3,405.00	9/12/2022	38	69
TW N	1420	6/1/2018	AAC	TAXIWAY	P	0	8,745.00	9/12/2022	4	94
TW N	1440	6/1/2018	AC	TAXIWAY	P	0	20,806.00	9/12/2022	4	94
TW P	1605	6/1/2018	AC	TAXIWAY	P	0	10,510.00	9/12/2022	4	94
TW P	1610	1/1/2004	AAC	TAXIWAY	P	0	13,106.00	9/12/2022	18	69
TW S	1905	1/1/2021	AAC	TAXIWAY	P	0	12,912.00	1/1/2021	0	100
TW S	1910	1/1/2021	AC	TAXIWAY	P	0	24,717.00	1/1/2021	0	100
TW S	1915	4/1/2016	AAC	TAXIWAY	P	0	12,221.00	9/12/2022	6	94
TW S3	1960	4/1/2016	AAC	TAXIWAY	P	0	5,705.00	9/12/2022	6	91
TW S3	1965	4/1/2016	AAC	TAXIWAY	P	0	35,933.00	9/12/2022	6	90

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		978,746.00	22	100.00	0.00	100.00
03-05	4	376,451.00	12	93.50	0.96	93.48
06-10	8	550,681.00	25	87.36	3.68	86.69
11-15	13	1,423,883.00	37	77.70	7.78	75.77
16-20	18	777,070.00	11	66.36	8.19	53.63
21-25	25	20,866.00	3	68.33	8.34	64.44
26-30	26	10,637.00	1	61.00	0.00	61.00
36-40	38	69,021.00	3	56.00	9.63	51.77
41-50	44	64,697.00	3	49.67	14.06	48.71
ALL	11	4,272,052.00	117	82.85	14.11	79.37

Appendix B: Maintenance and Rehabilitation Planning Needs

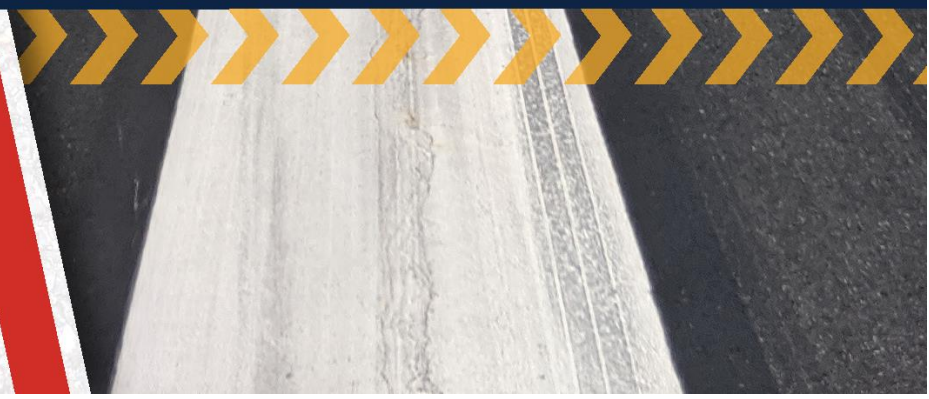


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

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
FXE	AP H TW E	5505	WEATHERING	Medium	1,500	SF	5.0%	Preventive	Surface Seal	1,499	SF	$ 0.75	$ 1,130
FXE	TL T-HANG	360	RAVELING	Low	168	SF	5.0%	Preventive	Surface Seal	168	SF	$ 0.75	$ 130
FXE	TL T-HANG	365	WEATHERING	Medium	121	SF	5.0%	Preventive	Surface Seal	121	SF	$ 0.75	$ 100
FXE	TL T-HANG	370	RAVELING	Low	55	SF	1.9%	Preventive	Surface Seal	55	SF	$ 0.75	$ 50
FXE	TL T-HANG	375	RAVELING	Low	85	SF	3.4%	Preventive	Surface Seal	85	SF	$ 0.75	$ 70
FXE	TL T-HANG	380	WEATHERING	Medium	240	SF	5.0%	Preventive	Surface Seal	240	SF	$ 0.75	$ 180
FXE	TL T-HANG	385	WEATHERING	Medium	166	SF	5.0%	Preventive	Surface Seal	166	SF	$ 0.75	$ 130
FXE	TL T-HANG	395	WEATHERING	Medium	174	SF	5.0%	Preventive	Surface Seal	174	SF	$ 0.75	$ 140
FXE	TW A	105	WEATHERING	Medium	3,581	SF	5.0%	Preventive	Surface Seal	3,581	SF	$ 0.75	$ 2,690
FXE	TW A	107	WEATHERING	Medium	1,899	SF	5.0%	Preventive	Surface Seal	1,899	SF	$ 0.75	$ 1,430
FXE	TW A	110	WEATHERING	Medium	7,319	SF	4.9%	Preventive	Surface Seal	7,320	SF	$ 0.75	$ 5,490
FXE	TW A3	130	RAVELING	Low	461	SF	2.7%	Preventive	Surface Seal	461	SF	$ 0.75	$ 350
FXE	TW A3	130	RAVELING	Medium	9	SF	0.1%	Preventive	Surface Seal	10	SF	$ 0.75	$ 10
FXE	TW A3	130	WEATHERING	Medium	823	SF	4.9%	Preventive	Surface Seal	823	SF	$ 0.75	$ 620
FXE	TW A3	135	WEATHERING	Medium	582	SF	5.0%	Preventive	Surface Seal	582	SF	$ 0.75	$ 440
FXE	TW A4	145	WEATHERING	Medium	984	SF	5.0%	Preventive	Surface Seal	984	SF	$ 0.75	$ 740
FXE	TW A5	150	WEATHERING	Medium	486	SF	5.0%	Preventive	Surface Seal	486	SF	$ 0.75	$ 370
FXE	TW B	212	WEATHERING	Medium	670	SF	5.0%	Preventive	Surface Seal	670	SF	$ 0.75	$ 510
FXE	TW B	215	WEATHERING	Medium	7,289	SF	5.0%	Preventive	Surface Seal	7,289	SF	$ 0.75	$ 5,470
FXE	TW B	217	WEATHERING	Medium	1,226	SF	5.0%	Preventive	Surface Seal	1,226	SF	$ 0.75	$ 920
FXE	TW B1	250	WEATHERING	Medium	879	SF	4.9%	Preventive	Surface Seal	878	SF	$ 0.75	$ 660
FXE	TW B2	232	WEATHERING	Medium	521	SF	5.0%	Preventive	Surface Seal	521	SF	$ 0.75	$ 400
FXE	TW B2	235	WEATHERING	Medium	777	SF	5.0%	Preventive	Surface Seal	776	SF	$ 0.75	$ 590
FXE	TW B3	260	WEATHERING	Medium	777	SF	5.0%	Preventive	Surface Seal	777	SF	$ 0.75	$ 590
FXE	TW B4	270	WEATHERING	Medium	777	SF	5.0%	Preventive	Surface Seal	776	SF	$ 0.75	$ 590
FXE	TW B5	280	WEATHERING	Medium	796	SF	4.8%	Preventive	Surface Seal	797	SF	$ 0.75	$ 600
FXE	TW B8	220	WEATHERING	Medium	564	SF	5.0%	Preventive	Surface Seal	564	SF	$ 0.75	$ 430
FXE	TW C	305	RAVELING	Low	3,242	SF	5.0%	Preventive	Surface Seal	3,242	SF	$ 0.75	$ 2,440
FXE	TW C	315	RAVELING	Low	1,792	SF	6.5%	Preventive	Surface Seal	1,792	SF	$ 0.75	$ 1,350
FXE	TW C	315	WEATHERING	Medium	1,269	SF	4.6%	Preventive	Surface Seal	1,269	SF	$ 0.75	$ 960
FXE	TW C	321	WEATHERING	Medium	1,330	SF	5.0%	Preventive	Surface Seal	1,330	SF	$ 0.75	$ 1,000
FXE	TW C	323	WEATHERING	Medium	5,468	SF	7.5%	Preventive	Surface Seal	5,468	SF	$ 0.75	$ 4,110
FXE	TW C	325	RAVELING	Low	178	SF	0.8%	Preventive	Surface Seal	178	SF	$ 0.75	$ 140
FXE	TW C	325	WEATHERING	Medium	2,093	SF	9.9%	Preventive	Surface Seal	2,094	SF	$ 0.75	$ 1,570
FXE	TW C5	350	RAVELING	Low	197	SF	1.6%	Preventive	Surface Seal	197	SF	$ 0.75	$ 150
FXE	TW D	412	L & T CR	Medium	41	LF	0.3%	Preventive	AC Crack Sealing	41	LF	$ 4.00	$ 170
FXE	TW D	412	WEATHERING	Medium	792	SF	5.0%	Preventive	Surface Seal	792	SF	$ 0.75	$ 600
FXE	TW D	415	WEATHERING	Medium	2,473	SF	5.0%	Preventive	Surface Seal	2,473	SF	$ 0.75	$ 1,860
FXE	TW D1	450	RAVELING	Low	393	SF	1.0%	Preventive	Surface Seal	393	SF	$ 0.75	$ 300
FXE	TW D1	450	WEATHERING	Medium	1,946	SF	5.0%	Preventive	Surface Seal	1,946	SF	$ 0.75	$ 1,460
FXE	TW D1	455	JT SEAL DMG	High	16	Slabs	100.0%	Preventive	PCC Joint Seal	240	LF	$ 4.25	$ 1,020
FXE	TW D1	455	JOINT SPALL	Medium	1	Slabs	4.0%	Preventive	PCC Partial-Depth Patching	4	SF	$ 169.00	$ 700
FXE	TW E	505	WEATHERING	Medium	2,538	SF	10.0%	Preventive	Surface Seal	2,538	SF	$ 0.75	$ 1,910
FXE	TW E	523	WEATHERING	Medium	924	SF	5.0%	Preventive	Surface Seal	924	SF	$ 0.75	$ 700
FXE	TW E	535	WEATHERING	Medium	1,404	SF	10.0%	Preventive	Surface Seal	1,404	SF	$ 0.75	$ 1,060

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
FXE	TW E1	575	RAVELING	Low	5,877	SF	20.0%	Preventive	Surface Seal	5,877	SF	$ 0.75	$ 4,410
FXE	TW G	705	RAVELING	Low	643	SF	5.0%	Preventive	Surface Seal	644	SF	$ 0.75	$ 490
FXE	TW G	710	WEATHERING	Medium	1,397	SF	5.0%	Preventive	Surface Seal	1,397	SF	$ 0.75	$ 1,050
FXE	TW G	725	WEATHERING	Medium	1,624	SF	2.6%	Preventive	Surface Seal	1,623	SF	$ 0.75	$ 1,220
FXE	TW G8	745	RAVELING	Low	35	SF	1.0%	Preventive	Surface Seal	36	SF	$ 0.75	$ 30
FXE	TW G9	750	WEATHERING	Medium	648	SF	5.0%	Preventive	Surface Seal	648	SF	$ 0.75	$ 490
FXE	TW L	1210	WEATHERING	Medium	624	SF	5.0%	Preventive	Surface Seal	624	SF	$ 0.75	$ 470
FXE	TW M	1310	WEATHERING	Medium	1,207	SF	8.1%	Preventive	Surface Seal	1,207	SF	$ 0.75	$ 910
FXE	TW M	1315	WEATHERING	Medium	1,611	SF	4.4%	Preventive	Surface Seal	1,610	SF	$ 0.75	$ 1,210
FXE	TW N	1410	RAVELING	Low	49	SF	0.3%	Preventive	Surface Seal	50	SF	$ 0.75	$ 40
FXE	TW N	1410	WEATHERING	Medium	883	SF	5.0%	Preventive	Surface Seal	883	SF	$ 0.75	$ 670
FXE	AP BANYAN	5910	WEATHERING	Medium	602	SF	5.0%	Preventive	Surface Seal	602	SF	$ 0.75	$ 460
FXE	AP RU 31	5705	WEATHERING	Medium	667	SF	5.0%	Preventive	Surface Seal	667	SF	$ 0.75	$ 510
FXE	AP RU 9	5805	WEATHERING	Medium	1,762	SF	5.0%	Preventive	Surface Seal	1,762	SF	$ 0.75	$ 1,330
FXE	AP SHERIFF	5905	RAVELING	Low	1,369	SF	5.0%	Preventive	Surface Seal	1,369	SF	$ 0.75	$ 1,030

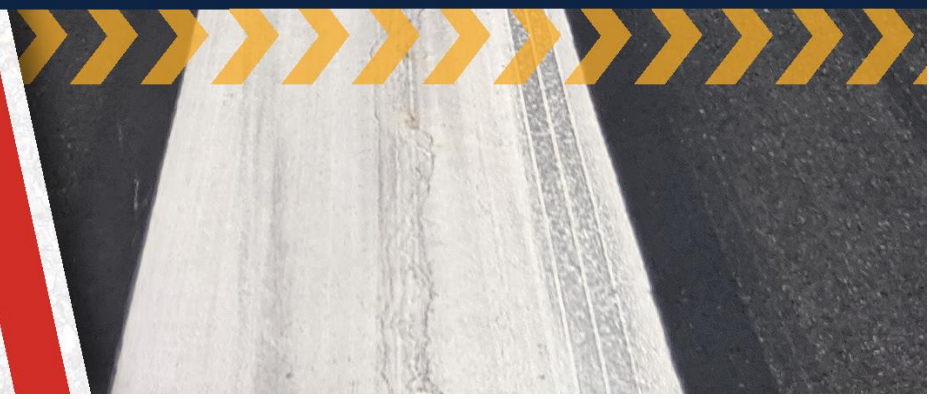
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	FXE	RW 9-27	6105	AAC	600,176	49	AC Reconstruction	$ 11,104,000
2023	FXE	RW 13-31	6205	AAC	58,940	58	AC Rehabilitation	$ 619,000
2023	FXE	RW 13-31	6210	AAC	326,966	62	AC Rehabilitation	$ 3,434,000
2023	FXE	TW A1	115	AAC	9,176	56	AC Rehabilitation	$ 97,000
2023	FXE	TW A2	120	AC	12,257	66	AC Rehabilitation	$ 129,000
2023	FXE	TW A2	125	AC	12,205	68	AC Rehabilitation	$ 129,000
2023	FXE	TW A4	140	AAC	18,840	69	AC Rehabilitation	$ 198,000
2023	FXE	TW B	210	AAC	34,911	56	AC Rehabilitation	$ 367,000
2023	FXE	TW B2	230	AAC	8,237	69	AC Rehabilitation	$ 87,000
2023	FXE	TW B5	280	AAC	16,439	70	AC Rehabilitation	$ 173,000
2023	FXE	TW C	315	AAC	27,629	70	AC Rehabilitation	$ 291,000
2023	FXE	TW C	320	AAC	16,888	55	AC Rehabilitation	$ 178,000
2023	FXE	TW D	410	AAC	8,377	61	AC Rehabilitation	$ 88,000
2023	FXE	TW D	414	AC	21,409	29	AC Reconstruction	$ 397,000
2023	FXE	TW E	520	AAC	13,809	63	AC Rehabilitation	$ 145,000
2023	FXE	TW E	525	AC	27,187	68	AC Rehabilitation	$ 286,000
2023	FXE	TW E	530	AC	66,700	68	AC Rehabilitation	$ 701,000
2023	FXE	TW E3	580	AAC	5,457	60	AC Rehabilitation	$ 58,000
2023	FXE	TW F5	630	AAC	10,637	60	AC Rehabilitation	$ 112,000
2023	FXE	TW G	723	AC	45,747	53	AC Reconstruction	$ 847,000
2023	FXE	TW M	1320	AC	19,869	45	AC Reconstruction	$ 368,000
2023	FXE	TW N	1405	AAC	12,548	60	AC Rehabilitation	$ 132,000
2023	FXE	TW N	1415	AC	3,405	68	AC Rehabilitation	$ 36,000
2023	FXE	TW P	1610	AAC	13,106	68	AC Rehabilitation	$ 138,000
2023	FXE	AP MAINT	5405	AC	38,434	64	AC Rehabilitation	$ 404,000
2025	FXE	TW A3	130	AC	16,956	69	AC Rehabilitation	$ 197,000
2025	FXE	TW A5	150	AAC	9,722	69	AC Rehabilitation	$ 113,000
2025	FXE	TW B	217	AAC	24,547	69	AC Rehabilitation	$ 285,000
2025	FXE	TW B8	220	AAC	11,274	69	AC Rehabilitation	$ 131,000
2025	FXE	TW D	412	AC	15,860	69	AC Rehabilitation	$ 184,000

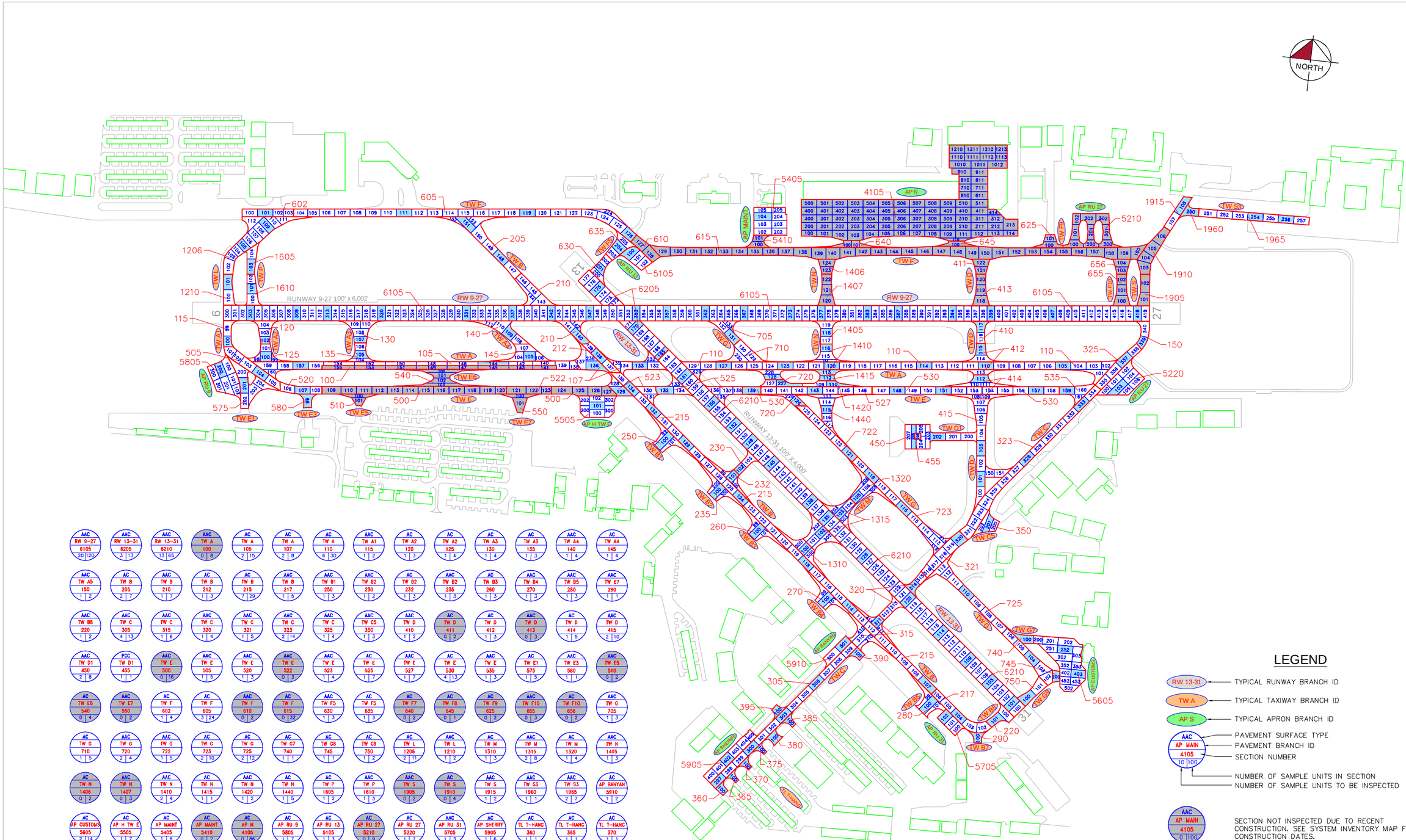
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2025	FXE	TW L	1210	AAC	12,479	69	AC Rehabilitation	$ 145,000
2025	FXE	TW M	1315	AAC	36,492	69	AC Rehabilitation	$ 423,000
2026	FXE	TW B7	290	AAC	4,092	69	AC Rehabilitation	$ 50,000
2027	FXE	TW C	305	AAC	64,814	69	AC Rehabilitation	$ 828,000
2027	FXE	TW C	325	AAC	21,111	69	AC Rehabilitation	$ 270,000
2028	FXE	TW E1	575	AC	29,392	69	AC Rehabilitation	$ 394,000
2028	FXE	TW M	1310	AC	14,836	70	AC Rehabilitation	$ 199,000
2029	FXE	TW G	705	AAC	12,870	69	AC Rehabilitation	$ 182,000
2030	FXE	TW B	212	AC	13,392	69	AC Rehabilitation	$ 198,000
2030	FXE	TW B1	250	AAC	17,976	70	AC Rehabilitation	$ 266,000
2030	FXE	TW E	505	AAC	25,381	69	AC Rehabilitation	$ 375,000
2030	FXE	TW E	523	AAC	18,507	69	AC Rehabilitation	$ 274,000
2030	FXE	TW G	710	AC	27,892	70	AC Rehabilitation	$ 413,000
2030	FXE	AP RU 31	5705	AAC	13,356	68	AC Rehabilitation	$ 198,000
2030	FXE	AP SHERIFF	5905	AC	27,393	70	AC Rehabilitation	$ 405,000
2031	FXE	AP BANYAN	5910	AC	12,036	70	AC Rehabilitation	$ 187,000
2031	FXE	AP RU 27	5220	AC	33,360	70	AC Rehabilitation	$ 518,000
2031	FXE	AP RU 9	5805	AC	35,246	70	AC Rehabilitation	$ 547,000
2032	FXE	TL T-HANG	375	AC	2,475	70	AC Rehabilitation	$ 41,000
2032	FXE	TW B2	232	AC	10,422	70	AC Rehabilitation	$ 170,000
2032	FXE	TW B2	235	AAC	15,505	69	AC Rehabilitation	$ 253,000
2032	FXE	TW B4	270	AAC	15,502	69	AC Rehabilitation	$ 253,000
2032	FXE	TW D	415	AAC	49,428	69	AC Rehabilitation	$ 806,000
2032	FXE	TW E	535	AAC	14,052	70	AC Rehabilitation	$ 229,000
2032	FXE	TW N	1410	AAC	17,688	70	AC Rehabilitation	$ 289,000

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

Appendix C: Technical Exhibits



FXE



AAC RW 9-27 6105 20 | 200	AAC RW 13-31 6205 3 | 13	AAC RW 13-31 6210 13 | 65	AAC TW A 100 0 | 6	AC TW A 105 2 | 15	AC TW A 107 2 | 8	AC TW A 110 6 | 30	AAC TW A1 115 1 | 2	AC TW A2 120 1 | 3	AC TW A2 125 1 | 4	AC TW A3 130 1 | 4	AC TW A5 135 1 | 3	AAC TW A4 140 1 | 4	AC TW A4 145 1 | 4
AAC TW A5 150 1 | 2	AC TW B 205 2 | 7	AAC TW B 210 1 | 7	AC TW B 212 1 | 3	AC TW B 215 7 | 29	AAC TW B 217 1 | 5	AAC TW B1 250 1 | 3	AAC TW B2 230 1 | 2	AAC TW B2 232 1 | 3	AAC TW B2 235 1 | 3	AC TW B3 260 1 | 3	AAC TW B4 270 1 | 3	AAC TW B5 280 1 | 3	AAC TW G7 290 1 | 1
AAC TW B8 220 1 | 2	AAC TW C 305 4 | 13	AAC TW C 315 1 | 6	AAC TW C 320 1 | 4	AAC TW C 321 1 | 5	AAC TW C 323 2 | 14	AAC TW C 325 1 | 4	AAC TW C5 350 1 | 3	AAC TW D 410 1 | 2	AC TW D 411 0 | 2	AC TW D 412 1 | 3	AAC TW D 413 0 | 3	AC TW D 414 1 | 5	AAC TW D 415 2 | 10
AAC TW D1 450 2 | 8	PCC TW D1 455 1 | 1	AAC TW E 500 0 | 16	AAC TW E 505 1 | 5	AAC TW E 520 1 | 3	AAC TW E 522 0 | 3	AAC TW E 523 1 | 4	AC TW E 525 1 | 7	AAC TW F 527 1 | 7	AC TW E 530 4 | 13	AAC TW E 535 1 | 3	AC TW E1 575 1 | 5	AAC TW E3 580 1 | 1	AAC TW E5 510 0 | 2
AC TW E6 540 0 | 4	AAC TW E7 550 0 | 2	AC TW F 602 1 | 4	AC TW F 605 3 | 24	AAC TW F 610 0 | 2	AC TW F 615 0 | 32	AAC TW F5 630 1 | 3	AC TW F5 635 1 | 3	AC TW F7 640 0 | 2	AC TW F8 645 0 | 1	AC TW F9 625 0 | 2	AAC TW F10 655 0 | 3	AC TW F10 656 0 | 2	AAC TW G 705 1 | 3
AC TW G 710 1 | 5	AAC TW G 720 2 | 4	AAC TW G 722 1 | 5	AC TW G 723 2 | 10	AC TW G 725 2 | 12	AC TW G7 740 1 | 1	AC TW GB 745 1 | 1	AC TW G9 750 1 | 2	AAC TW L 1206 2 | 11	AAC TW L 1210 1 | 2	AC TW M 1310 1 | 3	AAC TW M 1315 2 | 8	AC TW M 1320 1 | 4	AAC TW N 1405 1 | 3
AC TW N 1406 0 | 2	AAC TW N 1407 0 | 3	AAC TW N 1410 2 | 4	AC TW N 1415 1 | 1	AAC TW N 1420 1 | 2	AAC TW N 1440 1 | 5	AC TW P 1605 1 | 2	AAC TW P 1610 1 | 3	AAC TW S 1905 0 | 2	AC TW S 1910 0 | 4	AAC TW S 1915 1 | 2	AAC TW S3 1960 1 | 1	AAC TW S3 1965 2 | 7	AC AP BANYAN 5910 1 | 2
AC AP CUSTOMS 5605 2 | 14	AC AP H TW E 5505 1 | 7	AC AP MAINT 5405 1 | 8	AC AP MAINT 5410 0 | 2	AC AP N 4105 0 | 86	AC AP RU 9 5805 1 | 7	AC AP RU 13 5105 1 | 3	AC AP RU 27 5210 0 | 9	AC AP RU 27 5220 1 | 7	AAC AP RU 31 5705 1 | 3	AC AP SHERIFF 5905 1 | 6	AC TL T-HANG 360 1 | 1	AC TL T-HANG 365 1 | 1	AC TL T-HANG 370 1 | 1
AC TL T-HANG 375 1 | 1	AC TL T-HANG 380 1 | 1	AC TL T-HANG 385 1 | 1	AC TL T-HANG 390 1 | 1	AC TL T-HANG 395 1 | 1										

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 = 161
AC: 160 PCC: 1

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

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

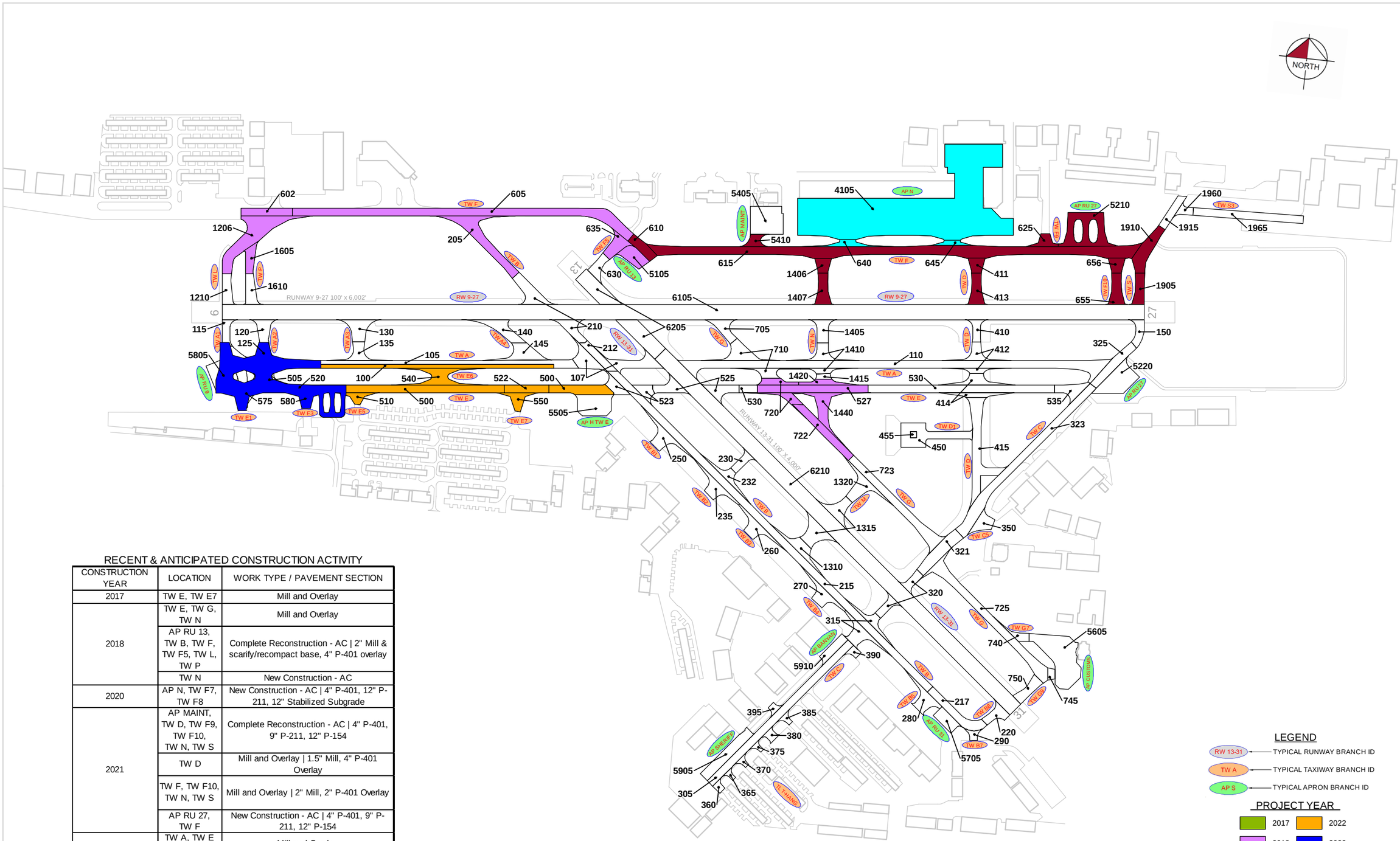
Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022

FXE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW E, TW E7	Mill and Overlay
2018	TW E, TW G, TW N	Mill and Overlay
	AP RU 13, TW B, TW F, TW F5, TW L, TW P	Complete Reconstruction - AC | 2" Mill & scarify/recompact base, 4" P-401 overlay
	TW N	New Construction - AC
2020	AP N, TW F7, TW F8	New Construction - AC | 4" P-401, 12" P-211, 12" Stabilized Subgrade
2021	AP MAINT, TW D, TW F9, TW F10, TW N, TW S	Complete Reconstruction - AC | 4" P-401, 9" P-211, 12" P-154
	TW D	Mill and Overlay | 1.5" Mill, 4" P-401 Overlay
	TW F, TW F10, TW N, TW S	Mill and Overlay | 2" Mill, 2" P-401 Overlay
	AP RU 27, TW F	New Construction - AC | 4" P-401, 9" P-211, 12" P-154
2022	TW A, TW E TW E5, TW E7	Mill and Overlay
	TW E6	New Construction - AC
2023	TW A, TW A2	Mill and Overlay - AC
	TW A, TW A1, TW E, TW E1, TW E3	Complete Reconstruction - AC
	AP RU 9	New Construction - AC

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.

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

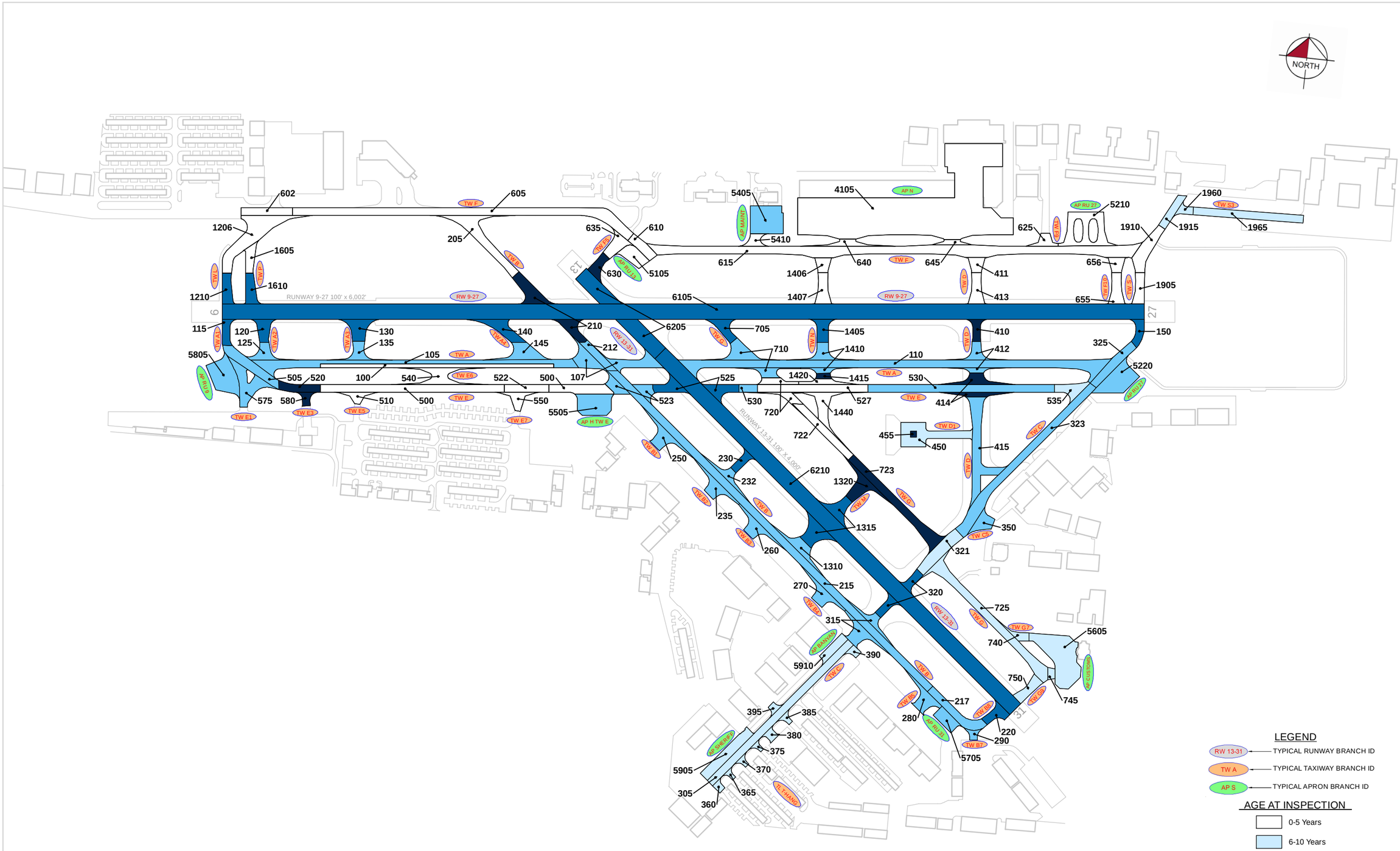
Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022

FXE



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.

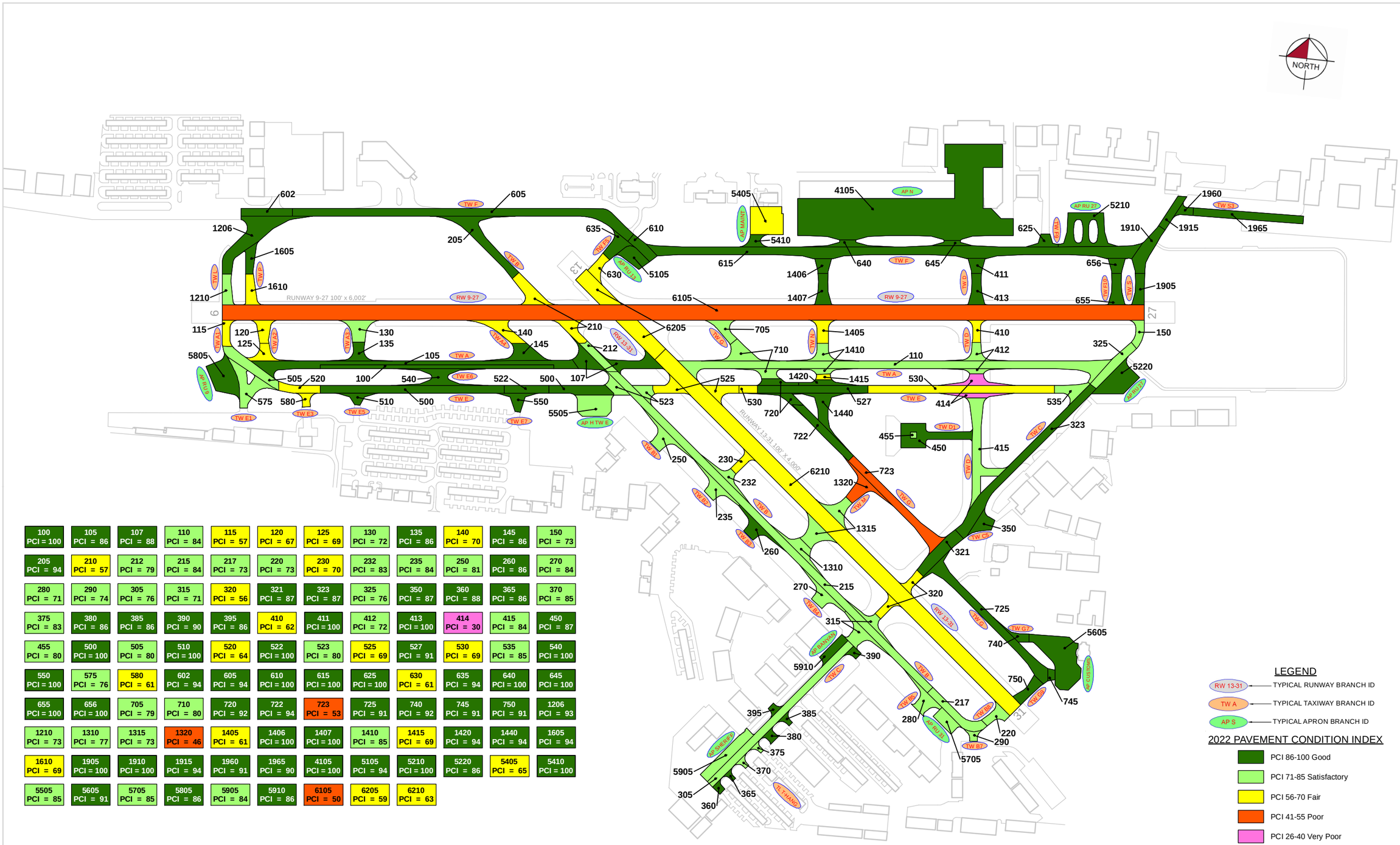
AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022



100 PCI = 100	105 PCI = 86	107 PCI = 88	110 PCI = 84	115 PCI = 57	120 PCI = 67	125 PCI = 69	130 PCI = 72	135 PCI = 86	140 PCI = 70	145 PCI = 86	150 PCI = 73
205 PCI = 94	210 PCI = 57	212 PCI = 79	215 PCI = 84	217 PCI = 73	220 PCI = 73	230 PCI = 70	232 PCI = 83	235 PCI = 84	250 PCI = 81	260 PCI = 86	270 PCI = 84
280 PCI = 71	290 PCI = 74	305 PCI = 76	315 PCI = 71	320 PCI = 56	321 PCI = 87	323 PCI = 87	325 PCI = 76	350 PCI = 87	360 PCI = 88	365 PCI = 86	370 PCI = 85
375 PCI = 83	380 PCI = 86	385 PCI = 86	390 PCI = 90	395 PCI = 86	410 PCI = 62	411 PCI = 100	412 PCI = 72	413 PCI = 100	414 PCI = 30	415 PCI = 84	450 PCI = 87
455 PCI = 80	500 PCI = 100	505 PCI = 80	510 PCI = 100	520 PCI = 64	522 PCI = 100	523 PCI = 80	525 PCI = 69	527 PCI = 91	530 PCI = 69	535 PCI = 85	540 PCI = 100
550 PCI = 100	575 PCI = 76	580 PCI = 61	602 PCI = 94	605 PCI = 94	610 PCI = 100	615 PCI = 100	625 PCI = 100	630 PCI = 61	635 PCI = 94	640 PCI = 100	645 PCI = 100
655 PCI = 100	656 PCI = 100	705 PCI = 79	710 PCI = 80	720 PCI = 92	722 PCI = 94	723 PCI = 53	725 PCI = 91	740 PCI = 92	745 PCI = 91	750 PCI = 91	1206 PCI = 93
1210 PCI = 73	1310 PCI = 77	1315 PCI = 73	1320 PCI = 46	1405 PCI = 61	1406 PCI = 100	1407 PCI = 100	1410 PCI = 85	1415 PCI = 69	1420 PCI = 94	1440 PCI = 94	1605 PCI = 94
1610 PCI = 69	1905 PCI = 100	1910 PCI = 100	1915 PCI = 94	1960 PCI = 91	1965 PCI = 90	4105 PCI = 100	5105 PCI = 94	5210 PCI = 100	5220 PCI = 86	5405 PCI = 65	5410 PCI = 100
5505 PCI = 85	5605 PCI = 91	5705 PCI = 85	5805 PCI = 86	5905 PCI = 84	5910 PCI = 86	6105 PCI = 50	6205 PCI = 59	6210 PCI = 63			

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.

FXE

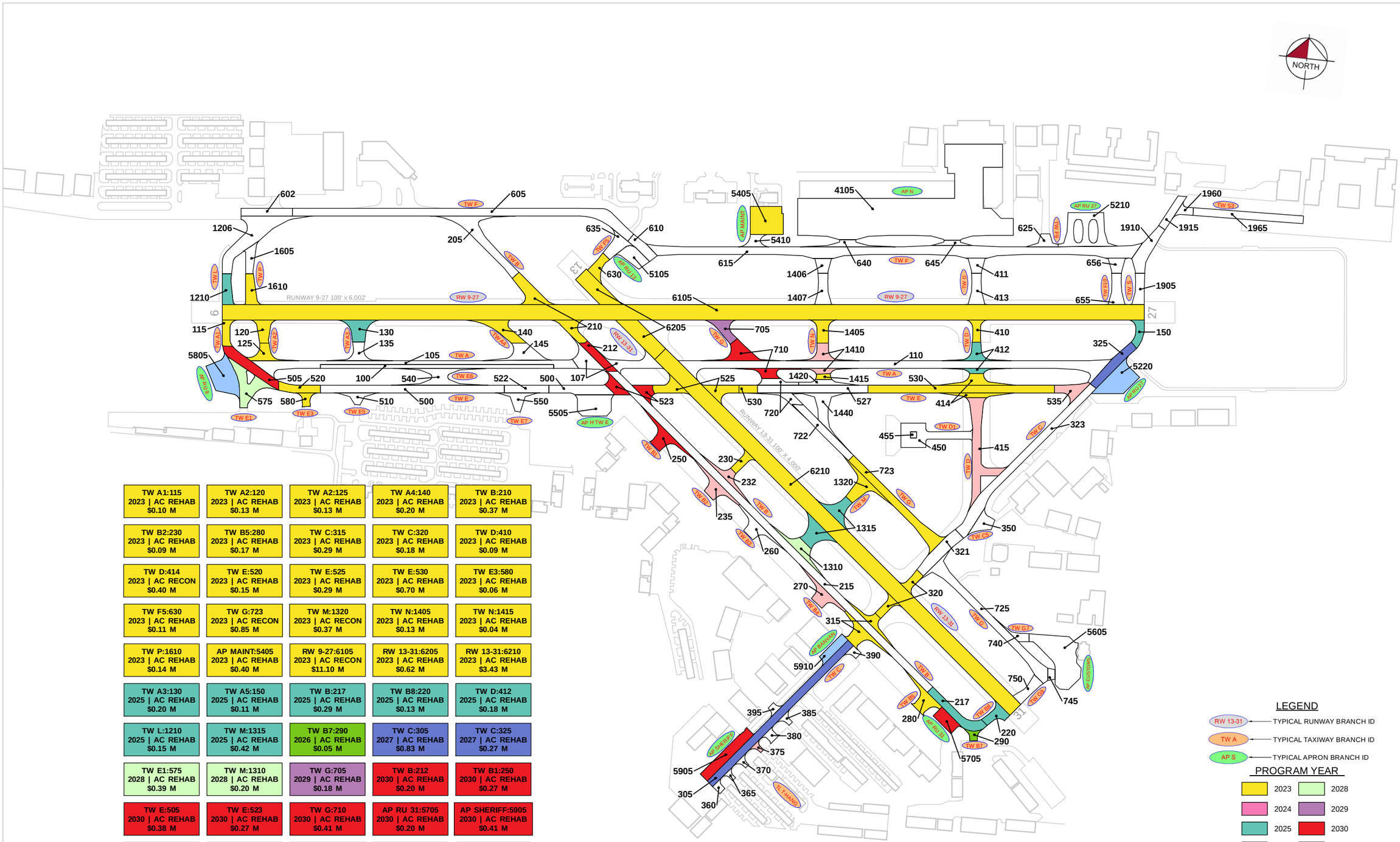
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022



TW A1:115 2023 | AC REHAB $0.10 M	TW A2:120 2023 | AC REHAB $0.13 M	TW A2:125 2023 | AC REHAB $0.13 M	TW A4:140 2023 | AC REHAB $0.20 M	TW B:210 2023 | AC REHAB $0.37 M
TW B2:230 2023 | AC REHAB $0.09 M	TW B5:280 2023 | AC REHAB $0.17 M	TW C:315 2023 | AC REHAB $0.29 M	TW C:320 2023 | AC REHAB $0.18 M	TW D:410 2023 | AC REHAB $0.09 M
TW D:414 2023 | AC RECON $0.40 M	TW E:520 2023 | AC REHAB $0.15 M	TW E:525 2023 | AC REHAB $0.29 M	TW E:530 2023 | AC REHAB $0.70 M	TW E3:580 2023 | AC REHAB $0.06 M
TW F5:630 2023 | AC REHAB $0.11 M	TW G:723 2023 | AC RECON $0.85 M	TW M:1320 2023 | AC RECON $0.37 M	TW N:1405 2023 | AC REHAB $0.13 M	TW N:1415 2023 | AC REHAB $0.04 M
TW P:1610 2023 | AC REHAB $0.14 M	AP MAINT:5405 2023 | AC REHAB $0.40 M	RW 9-27:6105 2023 | AC RECON $11.10 M	RW 13-31:6205 2023 | AC REHAB $0.62 M	RW 13-31:6210 2023 | AC REHAB $3.43 M
TW A3:130 2025 | AC REHAB $0.20 M	TW A5:150 2025 | AC REHAB $0.11 M	TW B:217 2025 | AC REHAB $0.29 M	TW B8:220 2025 | AC REHAB $0.13 M	TW D:412 2025 | AC REHAB $0.18 M
TW L:1210 2025 | AC REHAB $0.15 M	TW M:1315 2025 | AC REHAB $0.42 M	TW B7:290 2026 | AC REHAB $0.05 M	TW C:305 2027 | AC REHAB $0.83 M	TW C:325 2027 | AC REHAB $0.27 M
TW E1:575 2028 | AC REHAB $0.39 M	TW M:1310 2028 | AC REHAB $0.20 M	TW G:705 2029 | AC REHAB $0.18 M	TW B:212 2030 | AC REHAB $0.20 M	TW B1:250 2030 | AC REHAB $0.27 M
TW E:505 2030 | AC REHAB $0.38 M	TW E:523 2030 | AC REHAB $0.27 M	TW G:710 2030 | AC REHAB $0.41 M	AP RU 31:5705 2030 | AC REHAB $0.20 M	AP SHERIFF:5905 2030 | AC REHAB $0.41 M
AP RU 27:5220 2031 | AC REHAB $0.52 M	AP RU 9:5805 2031 | AC REHAB $0.55 M	AP BANYAN:5910 2031 | AC REHAB $0.19 M	TW B2:232 2032 | AC REHAB $0.17 M	TW B2:235 2032 | AC REHAB $0.25 M
TW B4:270 2032 | AC REHAB $0.25 M	TL T-HANG:375 2032 | AC REHAB $0.04 M	TW D:415 2032 | AC REHAB $0.81 M	TW E:535 2032 | AC REHAB $0.23 M	TW N:1410 2032 | AC REHAB $0.29 M

LEGEND

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

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	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.

FXE

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

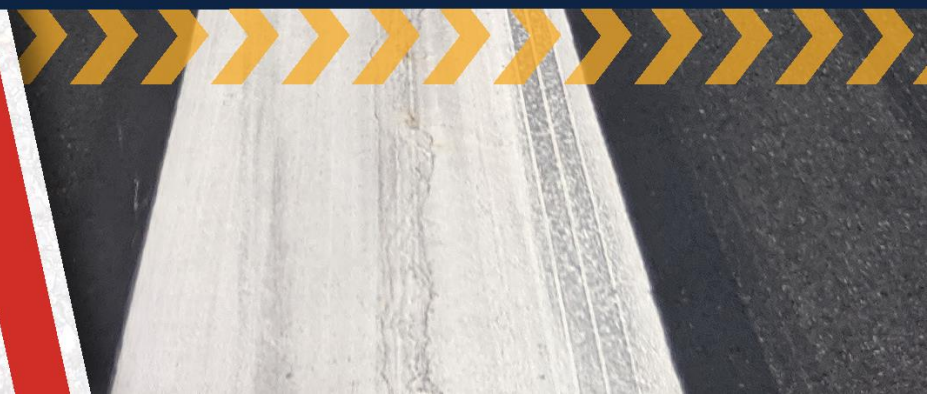
Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT

FDOT

2022

Appendix D: Inspection Photograph Documentation



RW 9-27, Section 6105, Sample Unit 347 – Alligator Cracking

RW 9-27, Section 6105, Sample Unit 387 – Longitudinal & Transverse Cracking and Swelling

RW 13-31, Section 6205, Sample Unit 165 – Longitudinal & Transverse Cracking

RW 13-31, Section 6210, Sample Unit 120 – Longitudinal & Transverse Cracking

TW A, Section 110, Sample Unit 127 – Vicinity

TW B, Section 210, Sample Unit 140 – Longitudinal & Transverse Cracking and Swelling

TW C, Section 320, Sample Unit 314 – Longitudinal & Transverse Cracking

TW D, Section 414, Sample Unit 112 – Block Cracking and Rutting

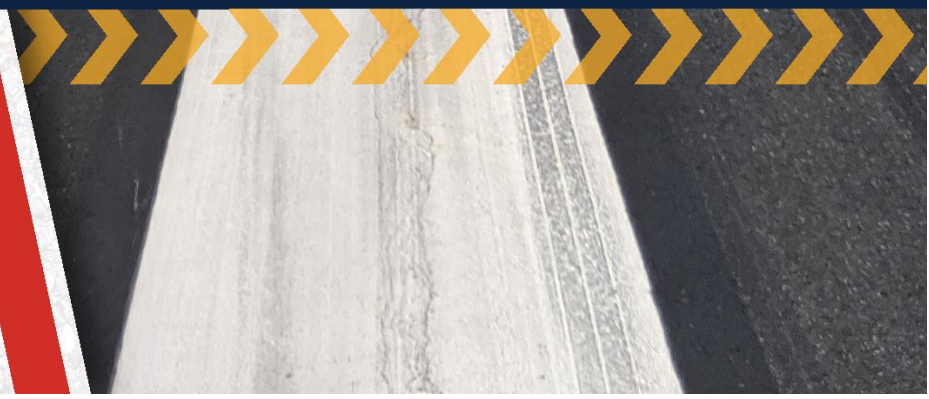
TW E, Section 520, Sample Unit 107 – Longitudinal & Transverse Cracking

TW E, Section 530, Sample Unit 148 – Depression

TW L, Section 1210, Sample Unit 101 – Longitudinal & Transverse Cracking and Swelling

AP MAINT, Section 5405, Sample Unit 104 – Longitudinal & Transverse Cracking and Swelling

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT

Generated Date 11/18/2022

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP BANYAN **Name:** BANYAN APRON **Use:** APRON **Area:** 12,036 SqFt

Section: 5910 of 1 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 12,036 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 5600.00 SqFt **PCI:** 86

Sample Comments:

45	DEPRESSION	L	12.00	SqFt
48	L & T CR	L	21.00	Ft
57	WEATHERING	L	5320.00	SqFt
57	WEATHERING	M	280.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP CUSTOMS **Name:** CUSTOMS APRON **Use:** APRON **Area:** 65,754 SqFt

Section: 5605 of 1 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 65,754 SqFt **Length:** 300 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 252 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	1.00	Ft
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 403 **Type:** R **Area:** 4661.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	10.00	Ft
57	WEATHERING	L	4661.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP H TW E **Name:** TAXIWAY E HOLD APRON **Use:** TAXIWAY **Area:** 29,995 SqFt

Section: 5505 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 29,995 SqFt **Length:** 150 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: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	57.00	Ft
56	SWELLING	L	1.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP MAINT **Name:** MAINTENANCE APRON **Use:** APRON **Area:** 46,006 SqFt

Section: 5405 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 38,434 SqFt **Length:** 181 Ft **Width:** 215 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: 9/12/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5800.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	494.00	Ft
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	5510.00	SqFt
57	WEATHERING	M	290.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP MAINT **Name:** MAINTENANCE APRON **Use:** APRON **Area:** 46,006 SqFt

Section: 5410 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 7,572 SqFt **Length:** 80 Ft **Width:** 197 Ft

Slabs: 45 **Slab Length:** 12 Ft **Slab Width:** 13 Ft **Joint Length:** 2,151 Ft

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

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 14.00 Slabs **PCI:** 79

Sample Comments:

65	JT SEAL DMG	L	14.00	Slabs
74	JOINT SPALL	L	5.00	Slabs
74	JOINT SPALL	M	3.00	Slabs

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP RU 13 **Name:** RUN-UP APRON 13 **Use:** APRON **Area:** 16,196 SqFt

Section: 5105 of 1 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 16,196 SqFt **Length:** 172 Ft **Width:** 92 Ft

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

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

Section Comments:

Work Date: 1/1/1988	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6375.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6375.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP RU 27 **Name:** RUN-UP APRON 27 **Use:** APRON **Area:** 74,320 SqFt

Section: 5220 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 33,360 SqFt **Length:** 200 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 6237.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	153.00	Ft
57	WEATHERING	L	6237.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP RU 31 **Name:** RUN-UP APRON 31 **Use:** APRON **Area:** 13,356 SqFt

Section: 5705 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,356 SqFt **Length:** 60 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: 1/1/1988 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 5103.00 SqFt **PCI:** 85

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	75.00	Ft
57	WEATHERING	L	4848.00	SqFt
57	WEATHERING	M	255.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP RU 9 **Name:** RUN-UP APRON 9 **Use:** APRON **Area:** 35,246 SqFt

Section: 5805 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 35,246 SqFt **Length:** 180 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: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	7.00	SqFt
48	L & T CR	L	28.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: AP SHERIFF **Name:** SHERIFF APRON **Use:** APRON **Area:** 27,393 SqFt

Section: 5905 of 1 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 27,393 SqFt **Length:** 50 Ft **Width:** 500 Ft

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

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

Section Comments:

Work Date: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 4842.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	40.00	Ft
52	RAVELING	L	242.00	SqFt
57	WEATHERING	L	4600.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 385,906 SqFt

Section: 6205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 58,940 SqFt **Length:** 634 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 13 **Surveyed:** 3

Conditions: **PCI:** 59

Inspection Comments:

Sample Number: 165 **Type:** R **Area:** 3034.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	183.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1000.00	SqFt
52	RAVELING	M	540.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	1494.00	SqFt

Sample Number: 170 **Type:** R **Area:** 4833.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	269.00	Ft
48	L & T CR	M	75.00	Ft
52	RAVELING	L	450.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	4164.00	SqFt
57	WEATHERING	M	219.00	SqFt

Sample Number: 175 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	407.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	2500.00	SqFt
56	SWELLING	L	99.00	SqFt
57	WEATHERING	L	2500.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 385,906 SqFt

Section: 6210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 326,966 SqFt **Length:** 3,225 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: 1/1/1978 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 65 **Surveyed:** 13

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	172.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	192.00	Ft
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	222.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	113.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	337.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	591.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	449.00	Ft
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 135 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	823.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	651.00	Ft
48	L & T CR	M	25.00	Ft
56	SWELLING	L	155.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 145 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	717.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	70.00	SqFt
57	WEATHERING	L	4655.00	SqFt
57	WEATHERING	M	245.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	477.00	Ft
52	RAVELING	L	116.00	SqFt
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4640.00	SqFt
57	WEATHERING	M	244.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	444.00	Ft
52	RAVELING	L	64.00	SqFt
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	4689.00	SqFt
57	WEATHERING	M	247.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	361.00	Ft
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 161 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

48	L & T CR	L	681.00	Ft
48	L & T CR	M	20.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: RW 9-27 **Name:** RUNWAY 9-27 **Use:** RUNWAY **Area:** 600,176 SqFt

Section: 6105 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 600,176 SqFt **Length:** 6,000 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 120 **Surveyed:** 20

Conditions: **PCI:** 50

Inspection Comments:

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	321.00	Ft
48	L & T CR	M	50.00	Ft
56	SWELLING	L	150.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 309 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	618.00	Ft
56	SWELLING	L	180.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 313 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	486.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	155.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 320 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	421.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	29.00	SqFt
50	PATCHING	M	29.00	SqFt
52	RAVELING	L	247.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3954.00	SqFt
57	WEATHERING	M	741.00	SqFt

Sample Number: 331 **Type:** R **Area:** 5000.00 SqFt **PCI:** 40

Sample Comments:

41	ALLIGATOR CR	L	32.00	SqFt
48	L & T CR	L	551.00	Ft
48	L & T CR	M	50.00	Ft
50	PATCHING	M	52.00	SqFt
52	RAVELING	L	247.00	SqFt
56	SWELLING	L	130.00	SqFt
57	WEATHERING	L	3959.00	SqFt

57	WEATHERING	M	742.00	SqFt

Sample Number: 337 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	369.00	Ft
48	L & T CR	M	150.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 342 **Type:** R **Area:** 5000.00 SqFt **PCI:** 38

Sample Comments:

41	ALLIGATOR CR	L	25.00	SqFt
48	L & T CR	L	667.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	M	90.00	SqFt
52	RAVELING	L	491.00	SqFt
56	SWELLING	L	115.00	SqFt
57	WEATHERING	L	3683.00	SqFt
57	WEATHERING	M	736.00	SqFt

Sample Number: 347 **Type:** R **Area:** 5000.00 SqFt **PCI:** 42

Sample Comments:

41	ALLIGATOR CR	L	47.00	SqFt
48	L & T CR	L	507.00	Ft
48	L & T CR	M	210.00	Ft
50	PATCHING	M	100.00	SqFt
52	RAVELING	L	300.00	SqFt
56	SWELLING	L	115.00	SqFt
57	WEATHERING	L	3910.00	SqFt
57	WEATHERING	M	690.00	SqFt

Sample Number: 353 **Type:** R **Area:** 5000.00 SqFt **PCI:** 45

Sample Comments:

41	ALLIGATOR CR	L	12.00	SqFt
48	L & T CR	L	410.00	Ft
48	L & T CR	M	250.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	77.00	SqFt
57	WEATHERING	L	4080.00	SqFt
57	WEATHERING	M	720.00	SqFt

Sample Number: 357 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	661.00	Ft
50	PATCHING	M	2.00	SqFt
52	RAVELING	L	1250.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	2998.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 362 **Type:** R **Area:** 5000.00 SqFt **PCI:** 44

Sample Comments:

48	L & T CR	L	622.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	396.00	SqFt
52	RAVELING	M	50.00	SqFt
56	SWELLING	L	91.00	SqFt
57	WEATHERING	L	3812.00	SqFt
57	WEATHERING	M	742.00	SqFt

Sample Number: 367 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

48	L & T CR	L	446.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	246.00	SqFt
52	RAVELING	M	82.00	SqFt

56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	3934.00	SqFt
57	WEATHERING	M	738.00	SqFt

Sample Number: 373 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

41	ALLIGATOR CR	L	6.00	SqFt
42	BLEEDING	N	7.00	SqFt
48	L & T CR	L	450.00	Ft
48	L & T CR	M	118.00	Ft
52	RAVELING	L	500.00	SqFt
56	SWELLING	L	95.00	SqFt
57	WEATHERING	L	3750.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 377 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	420.00	Ft
48	L & T CR	M	200.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	73.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 383 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

41	ALLIGATOR CR	L	15.00	SqFt
48	L & T CR	L	454.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	97.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 387 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

48	L & T CR	L	410.00	Ft
48	L & T CR	M	150.00	Ft
50	PATCHING	M	25.00	SqFt
52	RAVELING	L	249.00	SqFt
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	3980.00	SqFt
57	WEATHERING	M	746.00	SqFt

Sample Number: 394 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

41	ALLIGATOR CR	L	10.00	SqFt
48	L & T CR	L	366.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	180.00	SqFt
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 399 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	350.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	58.00	SqFt
52	RAVELING	L	494.00	SqFt
56	SWELLING	L	45.00	SqFt
57	WEATHERING	L	3707.00	SqFt
57	WEATHERING	M	741.00	SqFt

Sample Number: 407 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

48	L & T CR	L	172.00	Ft
48	L & T CR	M	200.00	Ft

56	SWELLING	L	81.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 418 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	356.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	300.00	SqFt
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	3995.00	SqFt
57	WEATHERING	M	705.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 360 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 3,353 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3353.00 SqFt **PCI:** 88

Sample Comments:

52	RAVELING	L	168.00	SqFt
57	WEATHERING	L	3185.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 365 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 2,420 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 2420.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	2299.00	SqFt
57	WEATHERING	M	121.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 370 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 2,921 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 2921.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	47.00	Ft
52	RAVELING	L	55.00	SqFt
57	WEATHERING	L	2866.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 375 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 2,475 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 2475.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	45.00	Ft
52	RAVELING	L	85.00	SqFt
57	WEATHERING	L	2390.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 380 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 4,804 SqFt **Length:** 100 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4804.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	54.00	Ft
57	WEATHERING	L	4564.00	SqFt
57	WEATHERING	M	240.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 385 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 3,313 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3313.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	3147.00	SqFt
57	WEATHERING	M	166.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 390 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 4,037 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4037.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	L	4037.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXIWAY **Area:** 26,810 SqFt

Section: 395 of 8 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 3,487 SqFt **Length:** 50 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: 1/1/1996 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3487.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	41.00	Ft
57	WEATHERING	L	3313.00	SqFt
57	WEATHERING	M	174.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 296,443 SqFt

Section: 100 of 4 **From:** - **To:** - **Last Const.:** 9/1/2022

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

Area: 38,013 SqFt **Length:** 1,520 Ft **Width:** 25 Ft

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

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

Section Comments:

Work Date: 1/1/2009 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 9/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 22 **Surveyed:** 5

Conditions: **PCI:** 89 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 140 **Type:** R **Area:** 5446.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	32.00	Ft
57	WEATHERING	L	5392.00	SqFt
57	WEATHERING	M	54.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5016.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	4966.00	SqFt
57	WEATHERING	M	50.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	46.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	19.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	33.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 296,443 SqFt

Section: 105 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 71,563 SqFt **Length:** 1,700 Ft **Width:** 42 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 - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 15 **Surveyed:** 2

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 144 **Type:** R **Area:** 5131.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	4874.00	SqFt
57	WEATHERING	M	257.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 296,443 SqFt

Section: 107 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 37,997 SqFt **Length:** 2,600 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 - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 133 **Type:** R **Area:** 5001.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	4751.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 136 **Type:** R **Area:** 6784.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	6445.00	SqFt
57	WEATHERING	M	339.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 296,443 SqFt

Section: 110 of 4 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 148,870 SqFt **Length:** 2,800 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 - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 30 **Surveyed:** 6

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	157.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	35.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 123 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	27.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 127 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	56.00	Ft
50	PATCHING	L	495.00	SqFt
57	WEATHERING	L	4280.00	SqFt
57	WEATHERING	M	225.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 9,176 SqFt

Section: 115 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 9,176 SqFt **Length:** 170 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3639.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	356.00	Ft
48	L & T CR	M	90.00	Ft
56	SWELLING	L	550.00	SqFt
57	WEATHERING	L	3457.00	SqFt
57	WEATHERING	M	182.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 24,462 SqFt

Section: 120 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 12,257 SqFt **Length:** 152 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: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3112.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	113.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	46.00	SqFt
56	SWELLING	L	120.00	SqFt
57	WEATHERING	L	2913.00	SqFt
57	WEATHERING	M	153.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 24,462 SqFt

Section: 125 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 12,205 SqFt **Length:** 105 Ft **Width:** 120 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: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4868.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	189.00	Ft
48	L & T CR	M	65.00	Ft
56	SWELLING	L	260.00	SqFt
57	WEATHERING	L	4625.00	SqFt
57	WEATHERING	M	243.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 28,592 SqFt

Section: 130 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 16,956 SqFt **Length:** 223 Ft **Width:** 70 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2017 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 3604.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	84.00	Ft
52	RAVELING	L	98.00	SqFt
52	RAVELING	M	2.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	3329.00	SqFt
57	WEATHERING	M	175.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 28,592 SqFt

Section: 135 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 11,636 SqFt **Length:** 122 Ft **Width:** 95 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: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 3996.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	29.00	Ft
57	WEATHERING	L	3796.00	SqFt
57	WEATHERING	M	200.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 38,492 SqFt

Section: 140 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 18,840 SqFt **Length:** 180 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: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 5128.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	155.00	Ft
48	L & T CR	M	55.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	4872.00	SqFt
57	WEATHERING	M	256.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 38,492 SqFt

Section: 145 of 2 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 19,652 SqFt **Length:** 161 Ft **Width:** 122 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: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4636.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	51.00	Ft
57	WEATHERING	L	4404.00	SqFt
57	WEATHERING	M	232.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 9,722 SqFt

Section: 150 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 9,722 SqFt **Length:** 2,010 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: 1/1/1967	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 339 **Type:** R **Area:** 3743.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	190.00	Ft
56	SWELLING	L	54.00	SqFt
57	WEATHERING	L	3556.00	SqFt
57	WEATHERING	M	187.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 257,913 SqFt

Section: 205 of 5 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 38,935 SqFt **Length:** 536 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 148 **Type:** R **Area:** 5055.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5055.00	SqFt

Sample Number: 151 **Type:** R **Area:** 6249.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6249.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 257,913 SqFt

Section: 210 of 5 **From:** - **To:** - **Last Const.:** 1/1/1978

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

Area: 34,911 SqFt **Length:** 500 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1964	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 57

Inspection Comments:

Sample Number: 140 **Type:** R **Area:** 6188.00 SqFt **PCI:** 57

Sample Comments:

48	L & T CR	L	578.00	Ft
48	L & T CR	M	66.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	5831.00	SqFt
57	WEATHERING	M	307.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 257,913 SqFt

Section: 212 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 13,392 SqFt **Length:** 3,600 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

42	BLEEDING	N	67.00	SqFt
48	L & T CR	L	94.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 257,913 SqFt

Section: 215 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 146,128 SqFt **Length:** 3,600 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1978 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 29 **Surveyed:** 7

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 6226.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	102.00	Ft
57	WEATHERING	L	5915.00	SqFt
57	WEATHERING	M	311.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	39.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	256.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	64.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	61.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 132 **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: 134 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	78.00	Ft
50	PATCHING	L	75.00	SqFt
57	WEATHERING	L	4679.00	SqFt
57	WEATHERING	M	246.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 257,913 SqFt

Section: 217 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 24,547 SqFt **Length:** 3,600 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5004.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	348.00	Ft
57	WEATHERING	L	4754.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 17,976 SqFt

Section: 250 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 17,976 SqFt **Length:** 100 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: 1/1/1975 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6362.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	86.00	Ft
50	PATCHING	L	143.00	SqFt
57	WEATHERING	L	5908.00	SqFt
57	WEATHERING	M	311.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 34,164 SqFt

Section: 230 of 3 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 8,237 SqFt **Length:** 151 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: 1/1/1984	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1998	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3350.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	214.00	Ft
56	SWELLING	L	50.00	SqFt
57	WEATHERING	L	3182.00	SqFt
57	WEATHERING	M	168.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 34,164 SqFt

Section: 232 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 10,422 SqFt **Length:** 74 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: 1/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 3700.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	84.00	Ft
57	WEATHERING	L	3515.00	SqFt
57	WEATHERING	M	185.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 34,164 SqFt

Section: 235 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 15,505 SqFt **Length:** 100 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5112.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	77.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4856.00	SqFt
57	WEATHERING	M	256.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 15,526 SqFt

Section: 260 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 15,526 SqFt **Length:** 100 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: 1/1/2010 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5112.00 SqFt **PCI:** 86

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	66.00	Ft
57	WEATHERING	L	4856.00	SqFt
57	WEATHERING	M	256.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B4 **Name:** TAXIWAY B4 **Use:** TAXIWAY **Area:** 15,502 SqFt

Section: 270 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 15,502 SqFt **Length:** 100 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: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5031.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	112.00	Ft
57	WEATHERING	L	4779.00	SqFt
57	WEATHERING	M	252.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B5 **Name:** TAXIWAY B5 **Use:** TAXIWAY **Area:** 16,439 SqFt

Section: 280 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 16,439 SqFt **Length:** 100 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6275.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	327.00	Ft
50	PATCHING	L	189.00	SqFt
57	WEATHERING	L	5782.00	SqFt
57	WEATHERING	M	304.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B7 **Name:** TAXIWAY B7 **Use:** TAXIWAY **Area:** 4,092 SqFt

Section: 290 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 4,092 SqFt **Length:** 162 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1965 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4092.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	337.00	Ft
57	WEATHERING	L	4092.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW B8 **Name:** TAXIWAY B8 **Use:** TAXIWAY **Area:** 11,274 SqFt

Section: 220 of 1 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 11,274 SqFt **Length:** 210 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5755.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	253.00	Ft
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	5467.00	SqFt
57	WEATHERING	M	288.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 305 of 6 **From:** - **To:** - **Last Const.:** 6/1/2014

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

Area: 64,814 SqFt **Length:** 1,420 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: 1/1/1996	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 6/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 13 **Surveyed:** 4

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 297 **Type:** R **Area:** 4814.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	301.00	Ft
52	RAVELING	L	241.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	L	4573.00	SqFt

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	222.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	249.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Sample Number: 306 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	92.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4750.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 315 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 27,629 SqFt **Length:** 60 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 311 **Type:** R **Area:** 3700.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	131.00	Ft
50	PATCHING	L	50.00	SqFt
52	RAVELING	L	240.00	SqFt
57	WEATHERING	L	3240.00	SqFt
57	WEATHERING	M	170.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 320 of 6 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 16,888 SqFt **Length:** 325 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 314 **Type:** R **Area:** 4696.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	585.00	Ft
50	PATCHING	L	160.00	SqFt
56	SWELLING	L	65.00	SqFt
57	WEATHERING	L	4309.00	SqFt
57	WEATHERING	M	227.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 321 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 26,633 SqFt **Length:** 325 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 320 **Type:** R **Area:** 6006.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	30.00	Ft
57	WEATHERING	L	5706.00	SqFt
57	WEATHERING	M	300.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 323 of 6 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 72,907 SqFt **Length:** 2,125 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 328 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 333 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 229,982 SqFt

Section: 325 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 21,111 SqFt **Length:** 2,125 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 337 **Type:** R **Area:** 5930.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	188.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	5292.00	SqFt
57	WEATHERING	M	588.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW C5 **Name:** TAXIWAY C5 **Use:** TAXIWAY **Area:** 12,351 SqFt

Section: 350 of 1 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 12,351 SqFt **Length:** 135 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 4383.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	13.00	Ft
52	RAVELING	L	70.00	SqFt
57	WEATHERING	L	4313.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 410 of 6 **From:** - **To:** - **Last Const.:** 1/1/1978

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

Area: 8,377 SqFt **Length:** 145 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: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 117 **Type:** R **Area:** 4823.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	330.00	Ft
48	L & T CR	M	38.00	Ft
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4100.00	SqFt
57	WEATHERING	M	723.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 411 of 6 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 8,371 SqFt **Length:** 97 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 4 **Surveyed:** 1

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

Inspection Comments:

Sample Number: 118 **Type:** R **Area:** 6730.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	315.00	Ft
52	RAVELING	L	300.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	6430.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 412 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 15,860 SqFt **Length:** 155 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: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 4605.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	185.00	Ft
48	L & T CR	M	12.00	Ft
56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	4375.00	SqFt
57	WEATHERING	M	230.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 413 of 6 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 14,978 SqFt **Length:** 204 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1978	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1978	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 4 **Surveyed:** 1

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

Inspection Comments:

Sample Number: 118 **Type:** R **Area:** 6730.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	315.00	Ft
52	RAVELING	L	300.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	6430.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 414 of 6 **From:** - **To:** - **Last Const.:** 1/1/1978

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

Area: 21,409 SqFt **Length:** 100 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: 1/1/1978 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 30

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 5441.00 SqFt **PCI:** 30

Sample Comments:

43	BLOCK CR	L	1638.00	SqFt
43	BLOCK CR	M	546.00	SqFt
48	L & T CR	L	60.00	Ft
52	RAVELING	L	2282.00	SqFt
53	RUTTING	L	364.00	SqFt
53	RUTTING	M	364.00	SqFt
57	WEATHERING	L	3159.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 118,423 SqFt

Section: 415 of 6 **From:** - **To:** - **Last Const.:** 1/1/2012

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

Area: 49,428 SqFt **Length:** 1,030 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5436.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	186.00	Ft
57	WEATHERING	L	5164.00	SqFt
57	WEATHERING	M	272.00	SqFt

Sample Number: 103 **Type:** R **Area:** 5798.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	5508.00	SqFt
57	WEATHERING	M	290.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 40,873 SqFt

Section: 450 of 2 **From:** - **To:** - **Last Const.:** 9/1/2012

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

Area: 39,273 SqFt **Length:** 465 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 87

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5030.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	1.00	Ft
52	RAVELING	L	94.00	SqFt
57	WEATHERING	L	4689.00	SqFt
57	WEATHERING	M	247.00	SqFt

Sample Number: 206 **Type:** R **Area:** 4355.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4137.00	SqFt
57	WEATHERING	M	218.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW D1 **Name:** TAXIWAY D1 **Use:** TAXIWAY **Area:** 40,873 SqFt

Section: 455 of 2 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 1,600 SqFt **Length:** 40 Ft **Width:** 40 Ft

Slabs: 16 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 240 Ft

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

Section Comments:

Work Date: 1/1/1997 **Work Type:** New Construction - PCC **Code:** NC-PC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 208 **Type:** R **Area:** 25.00 Slabs **PCI:** 80

Sample Comments:

65	JT SEAL DMG	H	25.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 500 of 9 **From:** - **To:** - **Last Const.:** 9/1/2022

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

Area: 82,720 SqFt **Length:** 1,590 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 9/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 19 **Surveyed:** 4

Conditions: **PCI:** 53 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	2200.00	SqFt
48	L & T CR	L	211.00	Ft
50	PATCHING	L	48.00	SqFt
52	RAVELING	L	4200.00	SqFt
53	RUTTING	L	200.00	SqFt
57	WEATHERING	L	752.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	305.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	4000.00	SqFt
48	L & T CR	L	120.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 126 **Type:** R **Area:** 4500.00 SqFt **PCI:** 54

Sample Comments:

43	BLOCK CR	L	4275.00	SqFt
52	RAVELING	L	4500.00	SqFt
53	RUTTING	L	28.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 505 of 9 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 25,381 SqFt **Length:** 466 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: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5671.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	115.00	Ft
56	SWELLING	L	53.00	SqFt
57	WEATHERING	L	5104.00	SqFt
57	WEATHERING	M	567.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 520 of 9 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 13,809 SqFt **Length:** 270 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 4978.00 SqFt **PCI:** 64

Sample Comments:

43	BLOCK CR	L	1000.00	SqFt
48	L & T CR	L	206.00	Ft
52	RAVELING	L	1244.00	SqFt
57	WEATHERING	M	3734.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 522 of 9 **From:** - **To:** - **Last Const.:** 9/1/2022

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

Area: 14,550 SqFt **Length:** 291 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 12/14/2017	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 9/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/28/2013 **TotalSamples:** 22 **Surveyed:** 5

Conditions: **PCI:** 55 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CRACKING	L	2000.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00	Ft
52	RAVELING	L	4000.00	SqFt
53	RUTTING	L	210.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	403.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	293.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	293.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	363.00	Ft
52	RAVELING	L	5000.00	SqFt

Sample Number: 123 **Type:** R **Area:** 5000.00 SqFt **PCI:** 39

Sample Comments:

43	BLOCK CRACKING	L	5000.00	SqFt
52	RAVELING	L	5000.00	SqFt
53	RUTTING	L	600.00	SqFt
53	RUTTING	L	600.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

43	BLOCK CRACKING	L	1300.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	347.00	Ft
52	RAVELING	L	5000.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 523 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 18,507 SqFt **Length:** 370 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1997	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 129 **Type:** R **Area:** 6089.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	211.00	Ft
57	WEATHERING	L	5785.00	SqFt
57	WEATHERING	M	304.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 525 of 9 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 27,187 SqFt **Length:** 435 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 132 **Type:** R **Area:** 5705.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	557.00	Ft
57	WEATHERING	L	5420.00	SqFt
57	WEATHERING	M	285.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 527 of 9 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 36,000 SqFt **Length:** 720 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: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 143 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	11.00	Ft
57	WEATHERING	L	5000.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 530 of 9 **From:** - **To:** - **Last Const.:** 1/1/2008

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

Area: 66,700 SqFt **Length:** 1,334 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: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 13 **Surveyed:** 4

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 139 **Type:** R **Area:** 5950.00 SqFt **PCI:** 65

Sample Comments:

43	BLOCK CR	L	92.00	SqFt
48	L & T CR	L	226.00	Ft
50	PATCHING	L	250.00	SqFt
52	RAVELING	L	150.00	SqFt
57	WEATHERING	L	5272.00	SqFt
57	WEATHERING	M	278.00	SqFt

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	375.00	Ft
52	RAVELING	L	30.00	SqFt
57	WEATHERING	L	4473.00	SqFt
57	WEATHERING	M	497.00	SqFt

Sample Number: 151 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	162.00	Ft
52	RAVELING	M	4.00	SqFt
57	WEATHERING	L	4496.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	177.00	Ft
52	RAVELING	M	4.00	SqFt
57	WEATHERING	L	4496.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 298,906 SqFt

Section: 535 of 9 **From:** - **To:** - **Last Const.:** 5/1/2012

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

Area: 14,052 SqFt **Length:** 220 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: 1/1/2008 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 5/1/2012 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 159 **Type:** R **Area:** 5045.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	4541.00	SqFt
57	WEATHERING	M	504.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E1 **Name:** TAXIWAY E1 **Use:** TAXIWAY **Area:** 29,392 SqFt

Section: 575 of 1 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 29,392 SqFt **Length:** 200 Ft **Width:** 160 Ft

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

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

Section Comments:

Work Date: 1/1/1979 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5531.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	68.00	Ft
52	RAVELING	L	1106.00	SqFt
57	WEATHERING	L	4425.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E3 **Name:** TAXIWAY E3 **Use:** TAXIWAY **Area:** 5,457 SqFt

Section: 580 of 1 **From:** - **To:** - **Last Const.:** 1/1/1997

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

Area: 5,457 SqFt **Length:** 85 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: 1/1/1978 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1997 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 5457.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	318.00	Ft
48	L & T CR	M	195.00	Ft
52	RAVELING	L	5457.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E5 **Name:** TAXIWAY E5 **Use:** TAXIWAY **Area:** 7,535 SqFt

Section: 510 of 1 **From:** - **To:** - **Last Const.:** 9/1/2022

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

Area: 7,535 SqFt **Length:** 100 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: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 9/1/2022 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 55 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 099 **Type:** R **Area:** 3889.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	3889.00	SqFt
52	RAVELING	L	3880.00	SqFt
52	RAVELING	M	9.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW E7 **Name:** TAXIWAY E7 **Use:** TAXIWAY **Area:** 10,494 SqFt

Section: 550 of 1 **From:** - **To:** - **Last Const.:** 9/1/2022

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

Area: 10,494 SqFt **Length:** 91 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 12/14/2017	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 9/1/2022	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/28/2013 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 49 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 4965.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CRACKING	L	4965.00	SqFt
45	DEPRESSION	L	144.00	SqFt
52	RAVELING	L	4950.00	SqFt
52	RAVELING	M	15.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 334,438 SqFt

Section: 602 of 4 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 16,707 SqFt **Length:** 335 Ft **Width:** 50 Ft

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

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

Section Comments:

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

Work Date: 6/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 334,438 SqFt

Section: 605 of 4 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 119,528 SqFt **Length:** 2,390 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: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 24 **Surveyed:** 3

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5240.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5240.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 334,438 SqFt

Section: 610 of 4 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 12,550 SqFt **Length:** 200 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: 1/1/1987	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**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: 5/28/2013 **TotalSamples:** 26 **Surveyed:** 7

Conditions: **PCI:** 59 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

41	ALLIGATOR CRACKING	L	32.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	190.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
50	PATCHING	M	350.00	SqFt
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	650.00	SqFt

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

41	ALLIGATOR CRACKING	L	46.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	135.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

41	ALLIGATOR CRACKING	L	26.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	107.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

41	ALLIGATOR CRACKING	L	66.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	227.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

41	ALLIGATOR CRACKING	L	58.00	SqFt

48	LONGITUDINAL/TRANSVERSE CRACKING	L	201.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	167.00	Ft
52	RAVELING	L	4000.00	SqFt
53	RUTTING	L	20.00	SqFt
57	WEATHERING	L	1000.00	SqFt

Sample Number: 123 **Type:** R **Area:** 5050.00 SqFt **PCI:** 63

Sample Comments:

41	ALLIGATOR CRACKING	L	22.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	224.00	Ft
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	1050.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

41	ALLIGATOR CRACKING	L	36.00	SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	235.00	Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	L	160.00	Ft
50	PATCHING	L	50.00	SqFt
50	PATCHING	L	224.00	SqFt
52	RAVELING	L	4000.00	SqFt
57	WEATHERING	L	726.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F10 **Name:** TAXIWAY F10 **Use:** TAXIWAY **Area:** 23,492 SqFt

Section: 655 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 14,913 SqFt **Length:** 203 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4480.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	44.00	Ft
52	RAVELING	L	350.00	SqFt
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	4130.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F10 **Name:** TAXIWAY F10 **Use:** TAXIWAY **Area:** 23,492 SqFt

Section: 656 of 2 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 8,579 SqFt **Length:** 99 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4480.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	44.00	Ft
52	RAVELING	L	350.00	SqFt
56	SWELLING	L	2.00	SqFt
57	WEATHERING	L	4130.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F5 **Name:** TAXIWAY F5 **Use:** TAXIWAY **Area:** 25,104 SqFt

Section: 630 of 2 **From:** - **To:** - **Last Const.:** 1/1/1996

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

Area: 10,637 SqFt **Length:** 150 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/1967 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 3367.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	106.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	3199.00	SqFt
57	WEATHERING	M	168.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F5 **Name:** TAXIWAY F5 **Use:** TAXIWAY **Area:** 25,104 SqFt

Section: 635 of 2 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 14,467 SqFt **Length:** 165 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: 1/1/1967	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 4983.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4983.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW F9 **Name:** TAXIWAY F9 **Use:** TAXIWAY **Area:** 8,515 SqFt

Section: 625 of 1 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 8,515 SqFt **Length:** 84 Ft **Width:** 95 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 4 **Surveyed:** 1

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

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4387.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	18.00	Ft
52	RAVELING	L	800.00	SqFt
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	3587.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 705 of 6 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 12,870 SqFt **Length:** 75 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: 1/1/1984	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 131 **Type:** R **Area:** 5302.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	112.00	Ft
52	RAVELING	L	265.00	SqFt
56	SWELLING	L	69.00	SqFt
57	WEATHERING	L	5037.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 710 of 6 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 27,892 SqFt **Length:** 275 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2009 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 128 **Type:** R **Area:** 3874.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	134.00	Ft
57	WEATHERING	L	3680.00	SqFt
57	WEATHERING	M	194.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 720 of 6 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 16,538 SqFt **Length:** 124 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1984	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 6/1/2018	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 4421.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4421.00	SqFt

Sample Number: 227 **Type:** R **Area:** 4993.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	4993.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 722 of 6 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 24,513 SqFt **Length:** 460 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: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5000.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 723 of 6 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 45,747 SqFt **Length:** 800 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: 1/1/1984 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 10 **Surveyed:** 2

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 55

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	132.00	Ft
52	RAVELING	L	4975.00	SqFt
52	RAVELING	M	25.00	SqFt
56	SWELLING	L	20.00	SqFt

Sample Number: 119 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	2500.00	SqFt
48	L & T CR	L	225.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	5000.00	SqFt
56	SWELLING	L	75.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 190,028 SqFt

Section: 725 of 6 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 62,468 SqFt **Length:** 1,250 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: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 5425.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5154.00	SqFt
57	WEATHERING	M	271.00	SqFt

Sample Number: 110 **Type:** R **Area:** 5001.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	5001.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G7 **Name:** TAXIWAY G7 **Use:** TAXIWAY **Area:** 6,473 SqFt

Section: 740 of 1 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 6,473 SqFt **Length:** 100 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: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6474.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	6474.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G8 **Name:** TAXIWAY G8 **Use:** TAXIWAY **Area:** 3,448 SqFt

Section: 745 of 1 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 3,448 SqFt **Length:** 50 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: 1/1/2014 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 3448.00 SqFt **PCI:** 91

Sample Comments:

52	RAVELING	L	35.00	SqFt
57	WEATHERING	L	3413.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW G9 **Name:** TAXIWAY G9 **Use:** TAXIWAY **Area:** 12,982 SqFt

Section: 750 of 1 **From:** - **To:** - **Last Const.:** 1/1/2014

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

Area: 12,982 SqFt **Length:** 200 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6327.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	6011.00	SqFt
57	WEATHERING	M	316.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 65,985 SqFt

Section: 1206 of 2 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 53,506 SqFt **Length:** 550 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1995 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 11 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4030.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4030.00	SqFt

Sample Number: 109 **Type:** R **Area:** 5144.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	1.00	Ft
57	WEATHERING	L	5144.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW L **Name:** TAXIWAY L **Use:** TAXIWAY **Area:** 65,985 SqFt

Section: 1210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 12,479 SqFt **Length:** 226 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: 1/1/1995	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5759.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	202.00	Ft
56	SWELLING	L	431.00	SqFt
57	WEATHERING	L	5471.00	SqFt
57	WEATHERING	M	288.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 71,197 SqFt

Section: 1310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 14,836 SqFt **Length:** 60 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3700.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	39.00	Ft
50	PATCHING	L	150.00	SqFt
57	WEATHERING	L	3249.00	SqFt
57	WEATHERING	M	301.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 71,197 SqFt

Section: 1315 of 3 **From:** - **To:** - **Last Const.:** 1/1/2007

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

Area: 36,492 SqFt **Length:** 275 Ft **Width:** 90 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2007 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 8 **Surveyed:** 2

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3750.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	103.00	Ft
57	WEATHERING	L	3562.00	SqFt
57	WEATHERING	M	188.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	102.00	Ft
50	PATCHING	L	891.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	2716.00	SqFt
57	WEATHERING	M	143.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW M **Name:** TAXIWAY M **Use:** TAXIWAY **Area:** 71,197 SqFt

Section: 1320 of 3 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 19,869 SqFt **Length:** 160 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 46

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 3750.00 SqFt **PCI:** 46

Sample Comments:

43	BLOCK CR	L	1750.00	SqFt
48	L & T CR	L	127.00	Ft
48	L & T CR	M	150.00	Ft
50	PATCHING	L	250.00	SqFt
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	1750.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1405 of 7 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 12,548 SqFt **Length:** 150 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: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 118 **Type:** R **Area:** 3751.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	451.00	Ft
56	SWELLING	L	400.00	SqFt
57	WEATHERING	L	3563.00	SqFt
57	WEATHERING	M	188.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1406 of 7 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 8,236 SqFt **Length:** 96 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 12 **Surveyed:** 3

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

Inspection Comments:

Sample Number: 118 **Type:** R **Area:** 3751.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	374.00	Ft
52	RAVELING	L	400.00	SqFt
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	3336.00	SqFt
57	WEATHERING	M	15.00	SqFt

Sample Number: 120 **Type:** R **Area:** 4750.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	181.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	4550.00	SqFt

Sample Number: 122 **Type:** R **Area:** 4750.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	17.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	4675.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1407 of 7 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 14,978 SqFt **Length:** 204 Ft **Width:** 66 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 12 **Surveyed:** 3

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

Inspection Comments:

Sample Number: 118 **Type:** R **Area:** 3751.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	374.00	Ft
52	RAVELING	L	400.00	SqFt
56	SWELLING	L	110.00	SqFt
57	WEATHERING	L	3336.00	SqFt
57	WEATHERING	M	15.00	SqFt

Sample Number: 120 **Type:** R **Area:** 4750.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	181.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	200.00	SqFt
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	4550.00	SqFt

Sample Number: 122 **Type:** R **Area:** 4750.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	17.00	Ft
52	RAVELING	L	75.00	SqFt
57	WEATHERING	L	4675.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1410 of 7 **From:** - **To:** - **Last Const.:** 1/1/2009

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

Area: 17,688 SqFt **Length:** 155 Ft **Width:** 120 Ft

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

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

Section Comments:

Work Date: 1/1/1979	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1984	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2009	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 113 **Type:** R **Area:** 5262.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	75.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4975.00	SqFt
57	WEATHERING	M	262.00	SqFt

Sample Number: 116 **Type:** R **Area:** 3752.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	44.00	Ft
57	WEATHERING	L	3564.00	SqFt
57	WEATHERING	M	188.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1415 of 7 **From:** - **To:** - **Last Const.:** 1/1/1984

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

Area: 3,405 SqFt **Length:** 110 Ft **Width:** 34 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 3405.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	253.00	Ft
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	2961.00	SqFt
57	WEATHERING	M	444.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1420 of 7 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 8,745 SqFt **Length:** 110 Ft **Width:** 38 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 4468.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4468.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW N **Name:** TAXIWAY N **Use:** TAXIWAY **Area:** 86,406 SqFt

Section: 1440 of 7 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 20,806 SqFt **Length:** 212 Ft **Width:** 65 Ft

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

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

Section Comments:

Work Date: 6/1/2018 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 115 **Type:** R **Area:** 3573.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	3573.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 23,616 SqFt

Section: 1605 of 2 **From:** - **To:** - **Last Const.:** 6/1/2018

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

Area: 10,510 SqFt **Length:** 213 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: 1/1/1997 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 6/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5275.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5275.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW P **Name:** TAXIWAY P **Use:** TAXIWAY **Area:** 23,616 SqFt

Section: 1610 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 13,106 SqFt **Length:** 242 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: 1/1/1997	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 9/12/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4094.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	76.00	Ft
48	L & T CR	M	30.00	Ft
56	SWELLING	L	223.00	SqFt
57	WEATHERING	L	3685.00	SqFt
57	WEATHERING	M	409.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 49,850 SqFt

Section: 1905 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 12,912 SqFt **Length:** 203 Ft **Width:** 59 Ft

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

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

Section Comments:

Work Date: 1/1/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2017	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 76 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5564.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	168.00	Ft
52	RAVELING	L	250.00	SqFt
56	SWELLING	L	75.00	SqFt
57	WEATHERING	L	5314.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 49,850 SqFt

Section: 1910 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

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

Area: 24,717 SqFt **Length:** 340 Ft **Width:** 84 Ft

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

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

Section Comments:

Work Date: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 6/24/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 61 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 6609.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	57.00	Ft
52	RAVELING	L	1200.00	SqFt
52	RAVELING	H	160.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW S **Name:** TAXIWAY S **Use:** TAXIWAY **Area:** 49,850 SqFt

Section: 1915 of 3 **From:** - **To:** - **Last Const.:** 4/1/2016

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

Area: 12,221 SqFt **Length:** 244 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: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/1/2016 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 6221.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	6221.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW S3 **Name:** TAXIWAY S3 **Use:** TAXIWAY **Area:** 41,638 SqFt

Section: 1960 of 2 **From:** - **To:** - **Last Const.:** 4/1/2016

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

Area: 5,705 SqFt **Length:** 95 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: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/1/2016 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 250 **Type:** R **Area:** 5705.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	12.00	Ft
57	WEATHERING	L	5705.00	SqFt

Network: FXE **Name:** FORT LAUDERDALE EXECUTIVE AIRPORT

Branch: TW S3 **Name:** TAXIWAY S3 **Use:** TAXIWAY **Area:** 41,638 SqFt

Section: 1965 of 2 **From:** - **To:** - **Last Const.:** 4/1/2016

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

Area: 35,933 SqFt **Length:** 720 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: 1/1/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/1/2016 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 9/12/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 254 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	16.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 256 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	5000.00	SqFt

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