FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

DISTRICT 2

NOVEMBER 2019

FDOT

FLP
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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District Airfield Pavement Evaluation Report

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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

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Executive Summary

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Executive Summary

Program Background

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

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

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

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

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

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

Summary of Results

PAVEMENT CONDITION INDEX (LATEST INSPECTION)

Table E-1 Pavement Condition Index Summary (Last Inspection) –by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	**Taxiway PCI**	**Taxilane PCI**	**Apron PCI**	**Overall Airfield PCI**
24J	GA	73	71	63	86	75
28J	GA	90	78	49	87	83
40J	GA	71	57	90	38	62
42J	GA	67	45	-	62	60
CDK	GA	28	19	-	23	27
CRG	RL	85	72	95	90	84
CTY	GA	82	55	-	46	68
FHB	GA	71	70	-	65	69
GNV	PR	76	79	63	73	76
HEG	RL	88	88	-	73	83
JAX	PR	89	82	-	82	83
LCQ	GA	50	92	58	63	67
VQQ	GA	68	80	-	74	73
X60	GA	84	70	-	73	73
OVERALL DISTRICT		**74**	**78**	**67**	**75**	**75**

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

RUNWAY PAVEMENT CONDITION INDEX

Table E-2 Runway Pavement Condition Index by Airport

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
24J	GA	RW 7-25	RUNWAY 7-25	4,005	75	73	SATISFACTORY	X
28J	GA	RW 17-35	RUNWAY 17-35	3,510	75	92	GOOD	
28J	GA	RW 9-27	RUNWAY 9-27	6,000	100	89	GOOD	
40J	GA	RW 12-30	RUNWAY 12-30	4,754	100	59	FAIR	X
40J	GA	RW 18-36	RUNWAY 18-36	4,986	100	84	SATISFACTORY	
42J	GA	RW 11-29	RUNWAY 11-29	4,899	75	53	POOR	X
42J	GA	RW 5-23	RUNWAY 5-23	5,046	100	78	SATISFACTORY	
CDK	GA	RW 5-23	RUNWAY 5-23	2,355	100	28	VERY POOR	X
CRG	RL	RW 14-32	RUNWAY 14-32	4,008	100	100	GOOD	
CRG	RL	RW 5-23	RUNWAY 5-23	4,004	100	70	FAIR	X
CTY	GA	RW 13-31	RUNWAY 13-31	5,001	100	97	GOOD	
CTY	GA	RW 4-22	RUNWAY 4-22	5,005	75	65	FAIR	X
FHB	GA	RW 13-31	RUNWAY 13-31	5,152	100	64	FAIR	X
FHB	GA	RW 4-22	RUNWAY 4-22	5,301	100	72	SATISFACTORY	X
FHB	GA	RW 9-27	RUNWAY 9-27	5,000	100	94	GOOD	
GNV	PR	RW 11-29	RUNWAY 11-29	7,504	150	72	SATISFACTORY	X
GNV	PR	RW 7-25	RUNWAY 7-25	4,158	100	89	GOOD	
HEG	RL	RW 11-29	RUNWAY 11-29	3,500	100	100	GOOD	
HEG	RL	RW 7-25	RUNWAY 7-25	3,999	100	75	SATISFACTORY	
JAX	PR	RW 14-32	RUNWAY 14-32	7,701	150	92	GOOD	
JAX	PR	RW 8-26	RUNWAY 8-26	10,000	150	87	GOOD	
LCQ	GA	RW 10-28	RUNWAY 10-28	8,003	150	52	POOR	X
LCQ	GA	RW 5-23	RUNWAY 5-23	4,000	75	43	POOR	X
VQQ	GA	RW 18L-36R	RUNWAY 18L-36R	12,503	200	82	SATISFACTORY	
VQQ	GA	RW 18R-36L	RUNWAY 18R-36L	8,002	200	47	POOR	X
VQQ	GA	RW 9L-27R	RUNWAY 9L-27R	4,439	200	45	POOR	X
VQQ	GA	RW 9R-27L	RUNWAY 9R-27L	8,003	200	80	SATISFACTORY	
X60	GA	RW 14-32	RUNWAY 14-32	4,979	60	87	GOOD	
X60	GA	RW 5-23	RUNWAY 5-23	6,669	100	53	POOR	X

Figure E-3 Runway Condition

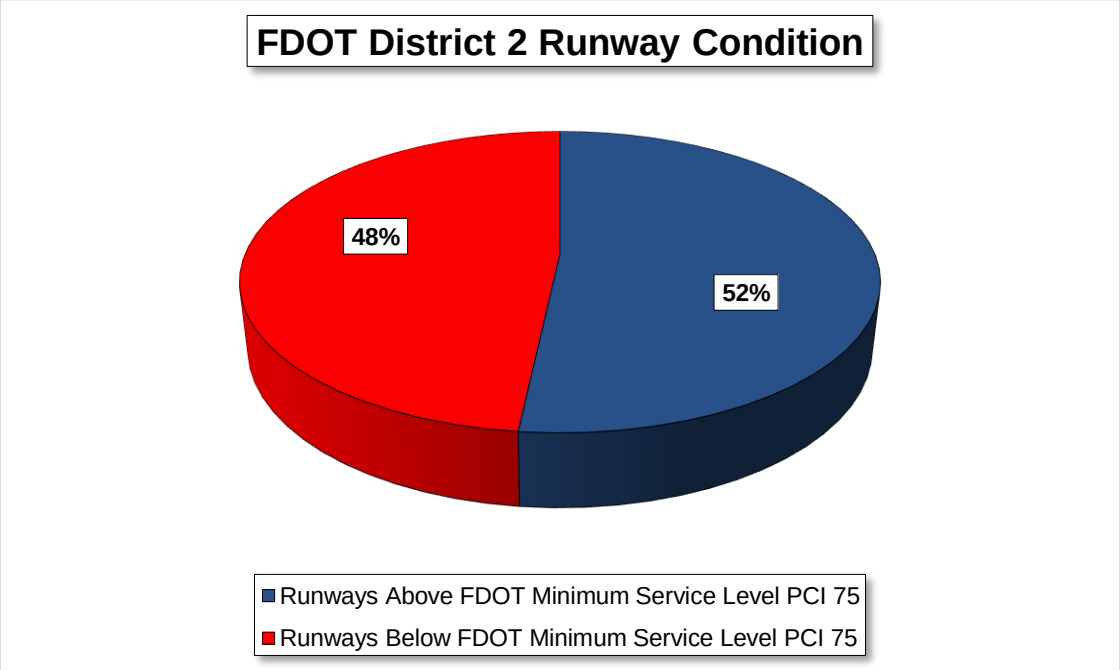


Figure E-4 Runway Pavement Condition Index Comparison to FDOT Minimum PCI

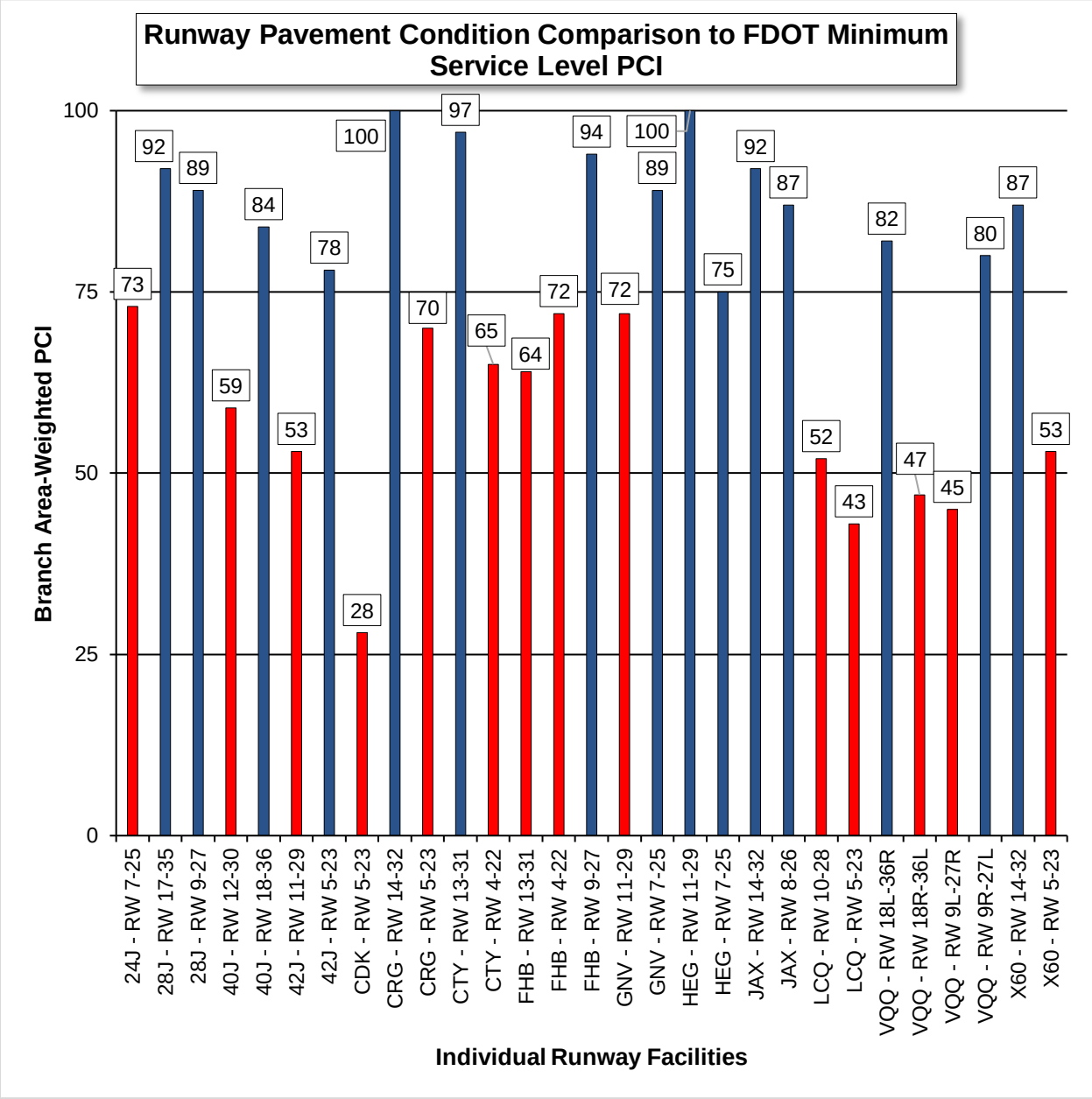
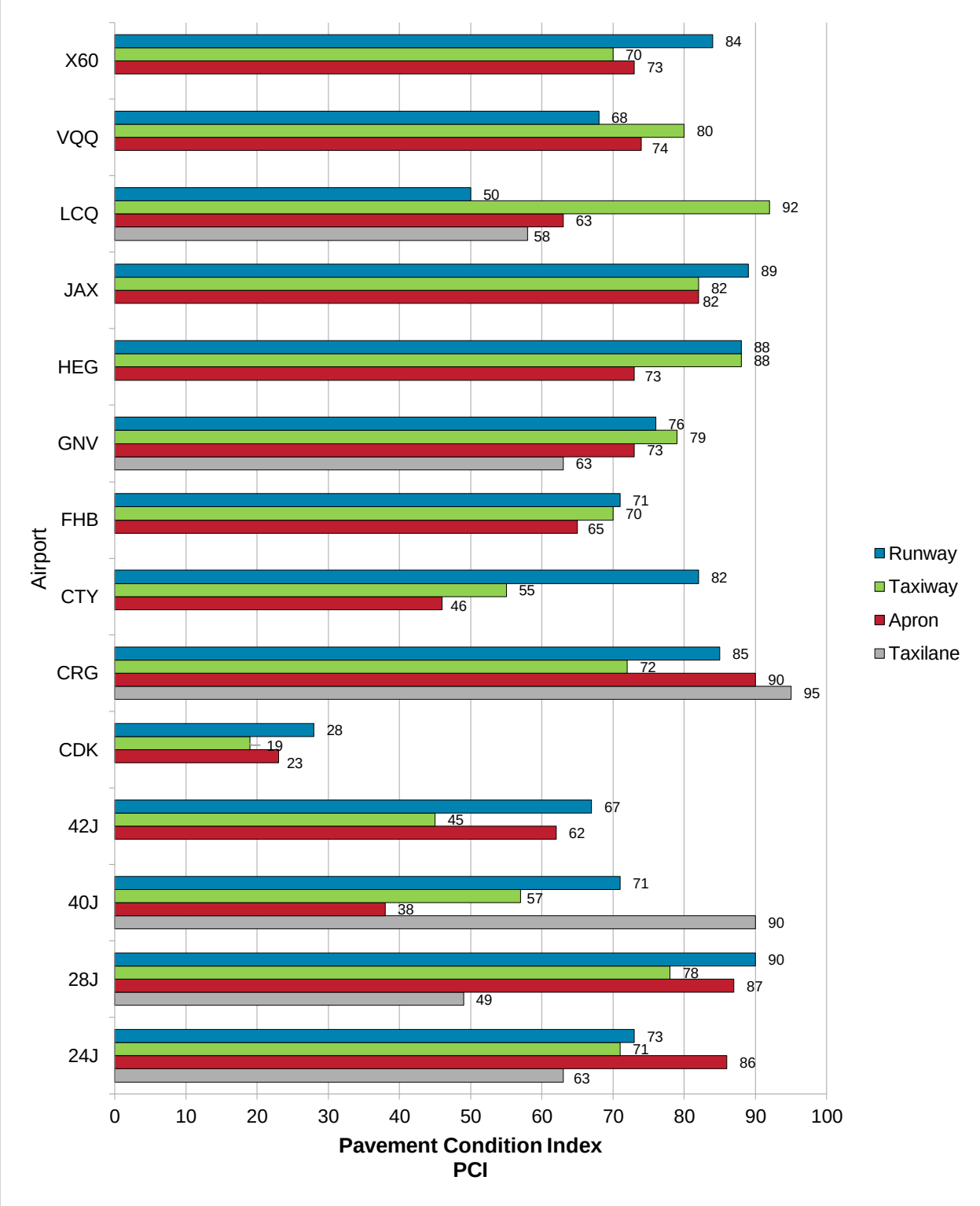


Table E-5 District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)				
		Runway	Taxiway	Taxilane	Apron	Overall
24J	GA	300,375	203,430	65,485	195,327	764,617
28J	GA	858,141	608,707	122,025	317,518	1,906,391
40J	GA	1,033,020	459,349	30,807	339,332	1,862,508
42J	GA	888,306	431,651	-	351,595	1,671,552
CDK	GA	173,801	9,656	-	19,944	203,401
CRG	RL	790,400	607,963	88,203	1,160,519	2,647,085
CTY	GA	897,750	511,146	-	322,420	1,731,316
FHB	GA	1,508,841	890,313	-	446,059	2,845,213
GNV	PR	1,575,728	1,634,363	52,426	1,712,828	4,975,345
HEG	RL	812,653	494,529	-	488,859	1,796,041
JAX	PR	2,655,000	4,815,050	-	4,282,547	11,752,597
LCQ	GA	1,484,382	1,184,035	64,410	1,204,412	3,937,239
VQQ	GA	6,486,336	4,016,633	-	4,945,618	15,448,587
X60	GA	985,695	1,134,880	-	280,504	2,401,079
OVERALL DISTRICT		**20,450,428**	**17,001,705**	**423,356**	**16,067,482**	**53,942,971**

Figure E-6 PCI by Pavement Functional Use by Airport



MAJOR REHABILITATION PLANNING

Table E-7 Major Rehabilitation Planning Year 1

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation
24J	GA	75	SATISFACTORY	$ 665,000
28J	GA	83	SATISFACTORY	$ 1,542,000
40J	GA	62	FAIR	$ 13,230,000
42J	GA	60	FAIR	$ 10,014,000
CDK	GA	27	VERY POOR	$ 1,833,000
CRG	RL	84	SATISFACTORY	$ 3,020,000
CTY	GA	68	FAIR	$ 10,846,000
FHB	GA	69	FAIR	$ 9,939,000
GNV	PR	76	SATISFACTORY	$ 9,097,000
HEG	RL	83	SATISFACTORY	$ 1,854,000
JAX	PR	83	SATISFACTORY	$ 8,911,000
LCQ	GA	67	FAIR	$ 17,527,000
VQQ	GA	73	SATISFACTORY	$ 34,981,000
X60	GA	73	SATISFACTORY	$ 3,573,000
OVERALL DISTRICT		**75**	**SATISFACTORY**	**$ 127,032,000**

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

Table E-8 Major Rehabilitation Planning 10-Year (2018-2029)

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation
24J	GA	75	SATISFACTORY	$ 3,988,000
28J	GA	83	SATISFACTORY	$ 1,918,000
40J	GA	62	FAIR	$ 13,230,000
42J	GA	60	FAIR	$ 13,382,000
CDK	GA	27	VERY POOR	$ 1,833,000
CRG	RL	84	SATISFACTORY	$ 11,058,000
CTY	GA	68	FAIR	$ 10,980,000
FHB	GA	69	FAIR	$ 12,252,000
GNV	PR	76	SATISFACTORY	$ 35,015,000
HEG	RL	83	SATISFACTORY	$ 6,622,000
JAX	PR	83	SATISFACTORY	$ 48,573,000
LCQ	GA	67	FAIR	$ 20,389,000
VQQ	GA	73	SATISFACTORY	$ 137,516,000
X60	GA	73	SATISFACTORY	$ 4,809,000
OVERALL DISTRICT		**75**	**SATISFACTORY**	**$ 321,565,000**

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

Table E-9 Major Rehabilitation Needs by Airport (2018-2029)

Major Rehabilitation ($ in Millions)												
Network ID	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
24J	0.67M	0M	0M	0M	1.57M	0.89M	0.87M	0M	0M	0M	-	-
28J	1.54M	0M	0M	0M	0M	0M	0.38M	0M	0M	0M	-	-
40J	13.23M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
42J	10.01M	0M	0M	0M	0M	0M	0M	1.54M	0.29M	1.54M	-	-
CDK	1.83M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
CRG	-	-	3.02M	0.17M	0.62M	3.81M	0.23M	0.61M	0.62M	0.21M	0.09M	1.69M
CTY	10.85M	0.13M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
FHB	-	-	9.94M	0.08M	0.17M	0.21M	0.46M	0.14M	0.68M	0.3M	0.25M	0.03M
GNV	-	-	9.1M	0M	9.2M	3.47M	7.28M	2.45M	0.25M	1.73M	0.47M	1.08M
HEG	-	-	1.85M	0M	0.4M	0.69M	0.69M	0.21M	0M	0M	0.11M	2.66M
JAX	-	-	8.91M	0.58M	12.03M	0M	2.96M	0.86M	0.31M	2.84M	11.61M	8.47M
LCQ	17.53M	0M	0M	0M	0M	0M	0.38M	1.85M	0.44M	0.2M	-	-
VQQ	34.98M	0.35M	1.26M	4.89M	16.68M	18.25M	9.63M	26.61M	8.67M	16.2M	-	-
X60	-	-	3.57M	0M	0.08M	0M	0M	0.07M	0M	0M	0.25M	0.84M
DISTRICT	**90.64M**	**0.49M**	**37.66M**	**5.71M**	**40.75M**	**27.32M**	**22.88M**	**34.34M**	**11.24M**	**23.01M**	**12.78M**	**14.76M**

Additional design-level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it. It is important to state that the project specific design level efforts are necessary in determining the final rehabilitative construction activity and project limits. In certain cases, adjacent or nearby Sections may not have deteriorated to a PCI level that would warrant "major rehabilitation" but are deteriorated enough to be considered for inclusion as a combined project.

Runway projects, based on pavement conditions at or below the Critical PCI of 65, which the District should consider as immediate needs, are listed as follows. These are not all the needs at each participating airport within the District and may not be the individual airport's priority but should be considered in development of funding programs. **Table E-10** below highlights Runway pavement sections that have current PCI values at or below the Critical PCI of 65.

Table E-10 Year 1 Runway Major Rehabilitation Needs

Network ID	Branch Name	Sections with Major Rehabilitation in Year 1	Major Rehabilitation Cost
24J	RUNWAY 7-25	***No Major Rehabilitation***	$ -
28J	RUNWAY 17-35	***No Major Rehabilitation***	$ -
28J	RUNWAY 9-27	***No Major Rehabilitation***	$ -
40J	RUNWAY 12-30	6105, 6110, 6115, 6125, 6130	$ 4,234,000
40J	RUNWAY 18-36	6305, 6310, 6325	$ 677,000
42J	RUNWAY 11-29	6205, 6215, 6220	$ 3,038,000
42J	RUNWAY 5-23	6105, 6110, 6130, 6135	$ 848,000
CDK	RUNWAY 5-23	6105	$ 1,565,000
CRG	RUNWAY 14-32	***No Major Rehabilitation***	$ -
CRG	RUNWAY 5-23	***No Major Rehabilitation***	$ -
CTY	RUNWAY 13-31	6110	$ 309,000
CTY	RUNWAY 4-22	6205, 6210	$ 2,807,000
FHB	RUNWAY 13-31	6215, 6225	$ 3,439,000
FHB	RUNWAY 4-22	6105	$ 2,654,000
FHB	RUNWAY 9-27	***No Major Rehabilitation***	$ -
GNV	RUNWAY 11-29	6202, 6225	$ 1,484,000
GNV	RUNWAY 7-25	***No Major Rehabilitation***	$ -
HEG	RUNWAY 11-29	***No Major Rehabilitation***	$ -
HEG	RUNWAY 7-25	***No Major Rehabilitation***	$ -
JAX	RUNWAY 14-32	***No Major Rehabilitation***	$ -
JAX	RUNWAY 8-26	***No Major Rehabilitation***	$ -
LCQ	RUNWAY 10-28	6105, 6110, 6114, 6115, 6116, 6120	$ 8,741,000
LCQ	RUNWAY 5-23	6205, 6207, 6209	$ 2,482,000
VQQ	RUNWAY 18L-36R	***No Major Rehabilitation***	$ -
VQQ	RUNWAY 18R-36L	6115, 6120	$ 15,198,000
VQQ	RUNWAY 9L-27R	6414, 6415, 6417, 6420	$ 9,281,000
VQQ	RUNWAY 9R-27L	***No Major Rehabilitation***	$ -
X60	RUNWAY 14-32	***No Major Rehabilitation***	$ -
X60	RUNWAY 5-23	6112	$ 121,000

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

Summary of District 2

Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 2.

- 24J, Suwannee County Airport
- 28J, Palatka Municipal – Lt. Kay Larkin Field
- 40J, Perry-Foley Airport
- 42J, Keystone Airpark
- CDK, George T. Lewis Airport
- CRG, Jacksonville Executive at Craig Airport
- CTY, Cross City Airport
- FHB, Fernandina Beach Municipal Airport
- GNV, Gainesville Regional Airport
- HEG, Herlong Recreational Airport
- JAX, Jacksonville International Airport
- LCQ, Lake City Gateway Airport
- VQQ Cecil Airport
- X60, Williston Municipal Airport

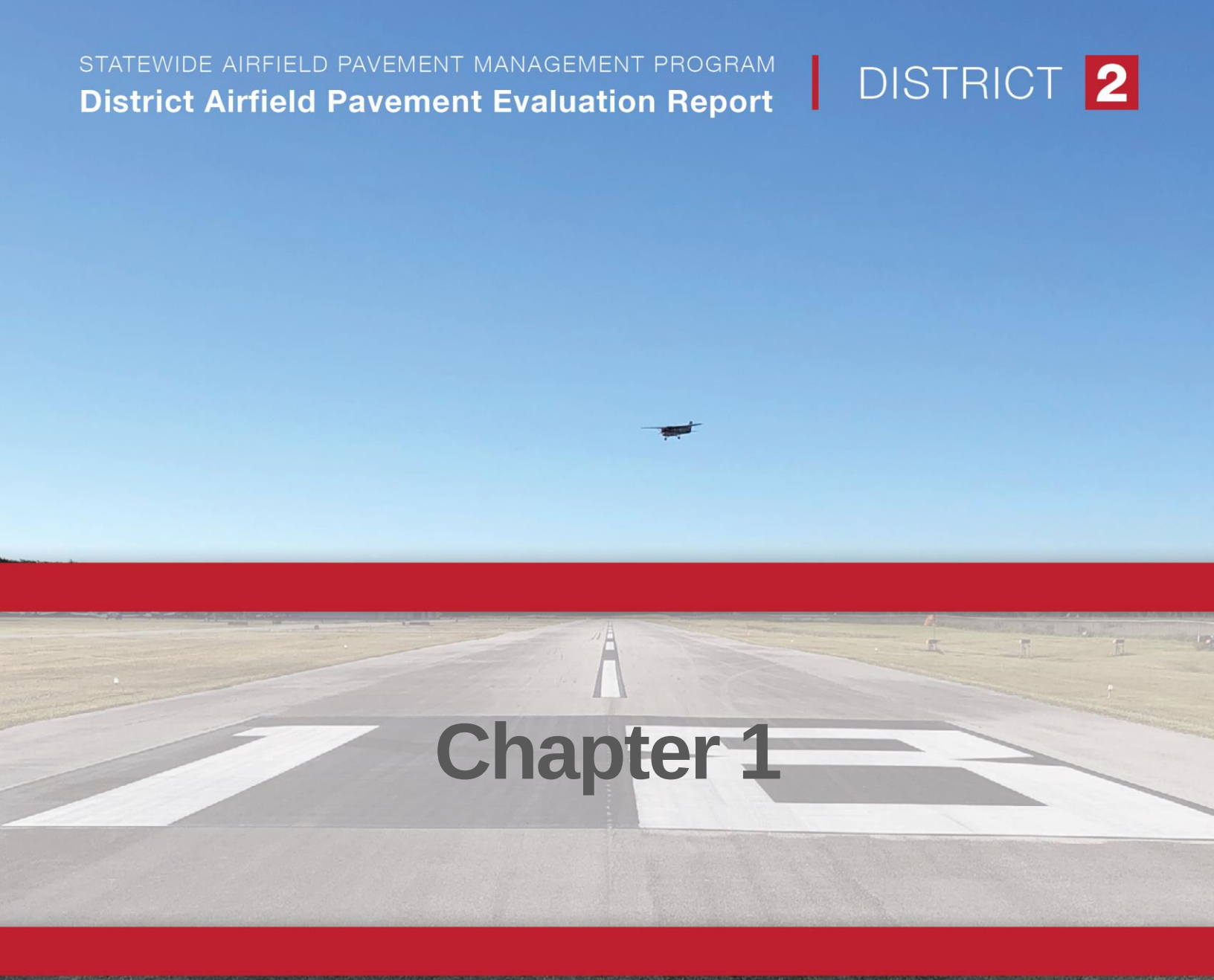
Northeast Florida Regional Airport (SGJ), which is managed by the St. Augustine Airport Authority, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

District 2's overall area-weighted Pavement Condition Index (PCI) is at a 75, a condition rating of "Satisfactory". **Table E-1: Condition Summary by Airport** above represents the results of the PCI inspection at each airport within the District. The overall area-weighted average PCI values for the participating airport facilities in District 2 ranged from 27 (Very Poor) to 84 (Satisfactory). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 1

FDOT

Chapter 1 – Introduction

1.1 Background

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

There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance, repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

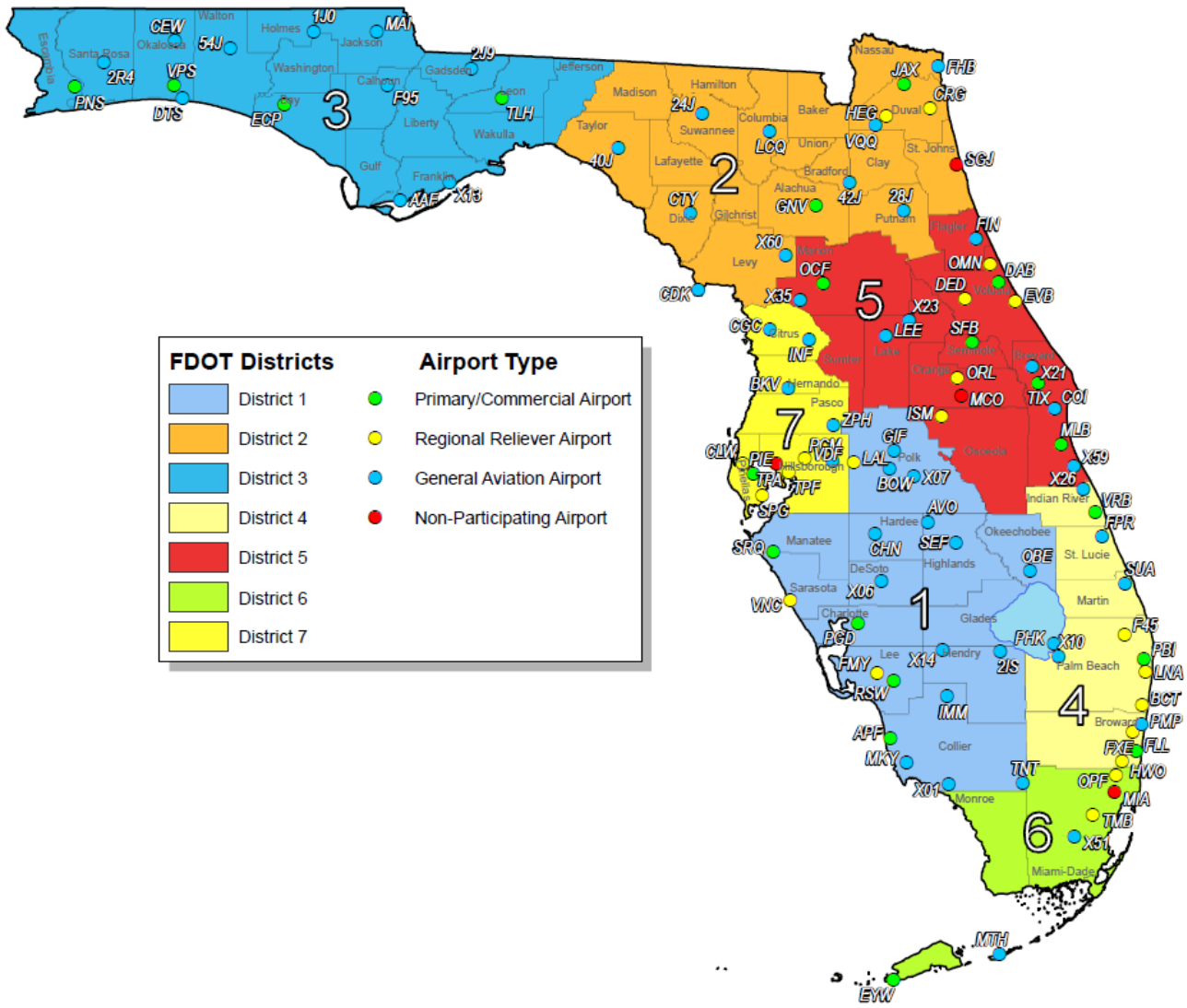
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement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

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

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update

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

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



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

1.3 Organization

1.3.1 FLORIDA DEPARTMENT OF TRANSPORTATION AVIATION AND SPACEPORTS OFFICE PROGRAM MANAGER

The FDOT Aviation and Spaceports Office (ASO) Aviation Engineering Manager serves as the Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the designated Consultant for the program. The ASO-PM has review and

approval authority for each program task and manages the program's day-to-day details and pertinent updates.

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

1.3.2 PARTICIPATING FLORIDA PUBLIC-USE AND PUBLICLY OWNED AIRPORTS

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

1.3.3 FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT OFFICES

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

1.3.4 CONSULTANT

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

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

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

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

1.4 Purpose of District Pavement Evaluation Report

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

This document is intended to serve as a summary of the District's participating airports airfield pavement facility condition and long-term major rehabilitation needs. Furthermore, the purpose of this District Summary document is to provide:

- Information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide the average results of the PCI survey and analysis at each District's participating airport.
- Provide the results of the maintenance level activities and major rehabilitation analysis identified for the immediate Year-1 needs and long-term 10-Year project needs on an airport and District-wide basis.

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

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

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation needs. The 1992 SAPMP implementation provided the FDOT and the

participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation policies; consider planning-level unit costs; and develop recommendations for performing pavement maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER™ system. This data conversion included all documented pavement facilities, classifications, types, histories, geometries, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In the 2006-2008 system update, the SAPMP was updated again with continued use of the MicroPAVER™ system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (http://www.dot.state.fl.us/aviation/pavement.shtm) was established for input of data.

In the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."*** The ASTM update consisted of refinement of

distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.

1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements"*** and ***150/5380-7B "Airport Pavement Management Program (PMP)"***). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

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

1.7 FDOT SAPMP Objectives and Components

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

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

1.7.1 PROGRAM OBJECTIVES

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

The objectives are accomplished by the following components:

1.7.2 PROGRAM COMPONENTS

A. Database

B. Pavement Inventory
C. Pavement Structure
D. Pavement Work History
E. Pavement Condition Data
F. Pavement Performance Modeling for the Prediction/Forecast of PCI
G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

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

Figure 1.7.2 (a) Typical Pavement Condition Life Cycle

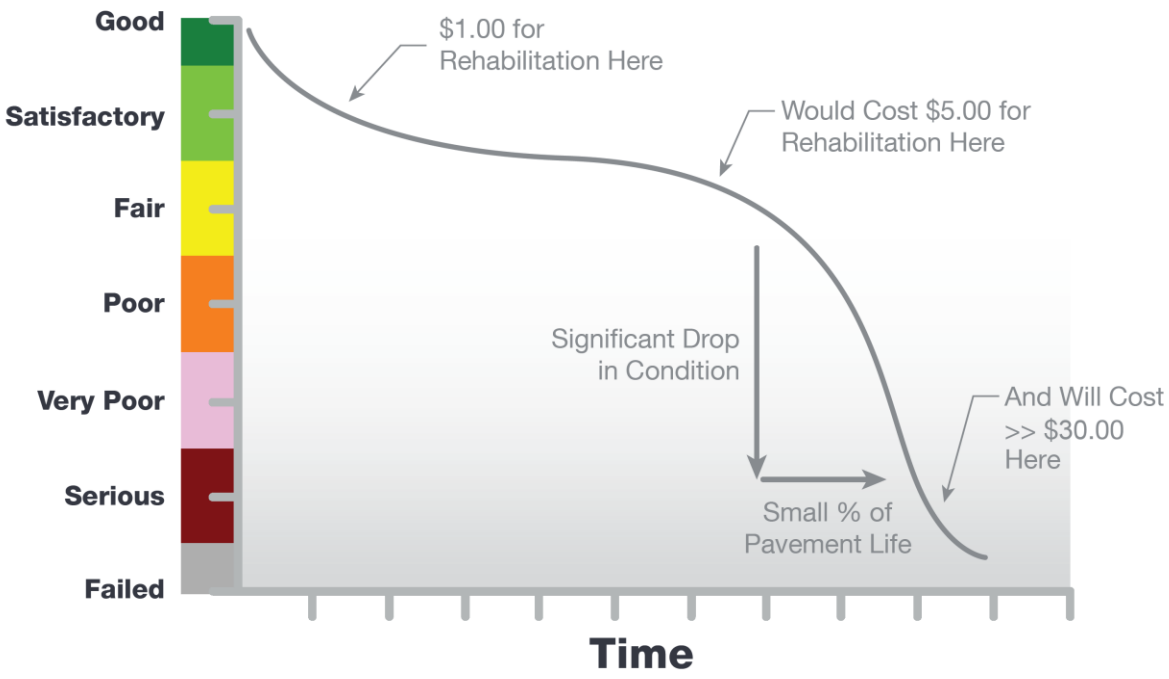
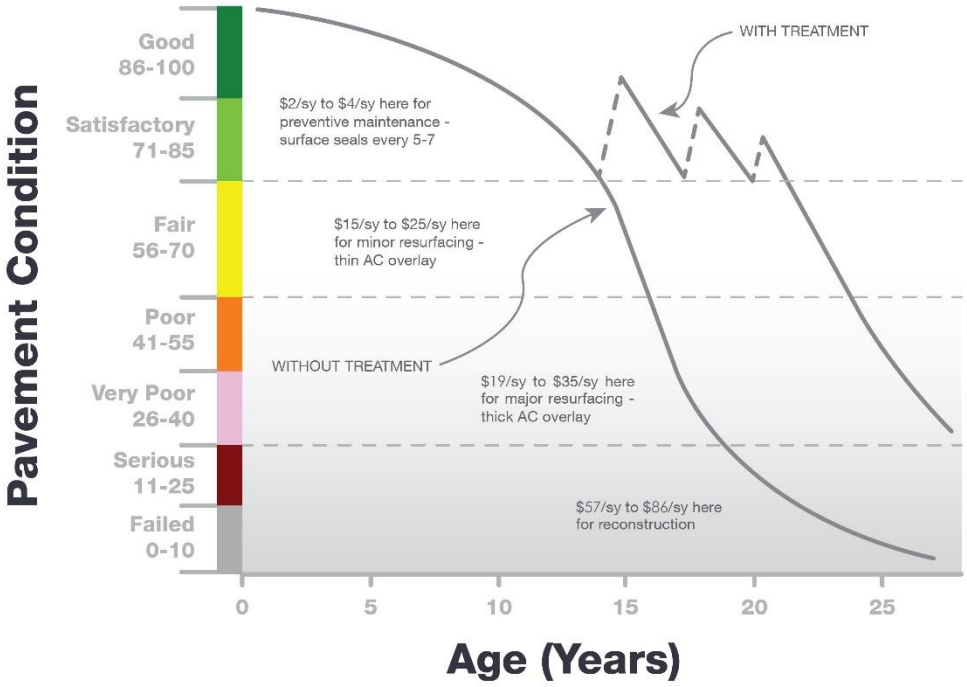


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



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

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

Figure 1.7.2 (c) Flexible Asphalt Concrete

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

Figure 1.7.2 (d) Rigid Portland Cement Concrete

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

1.8 References

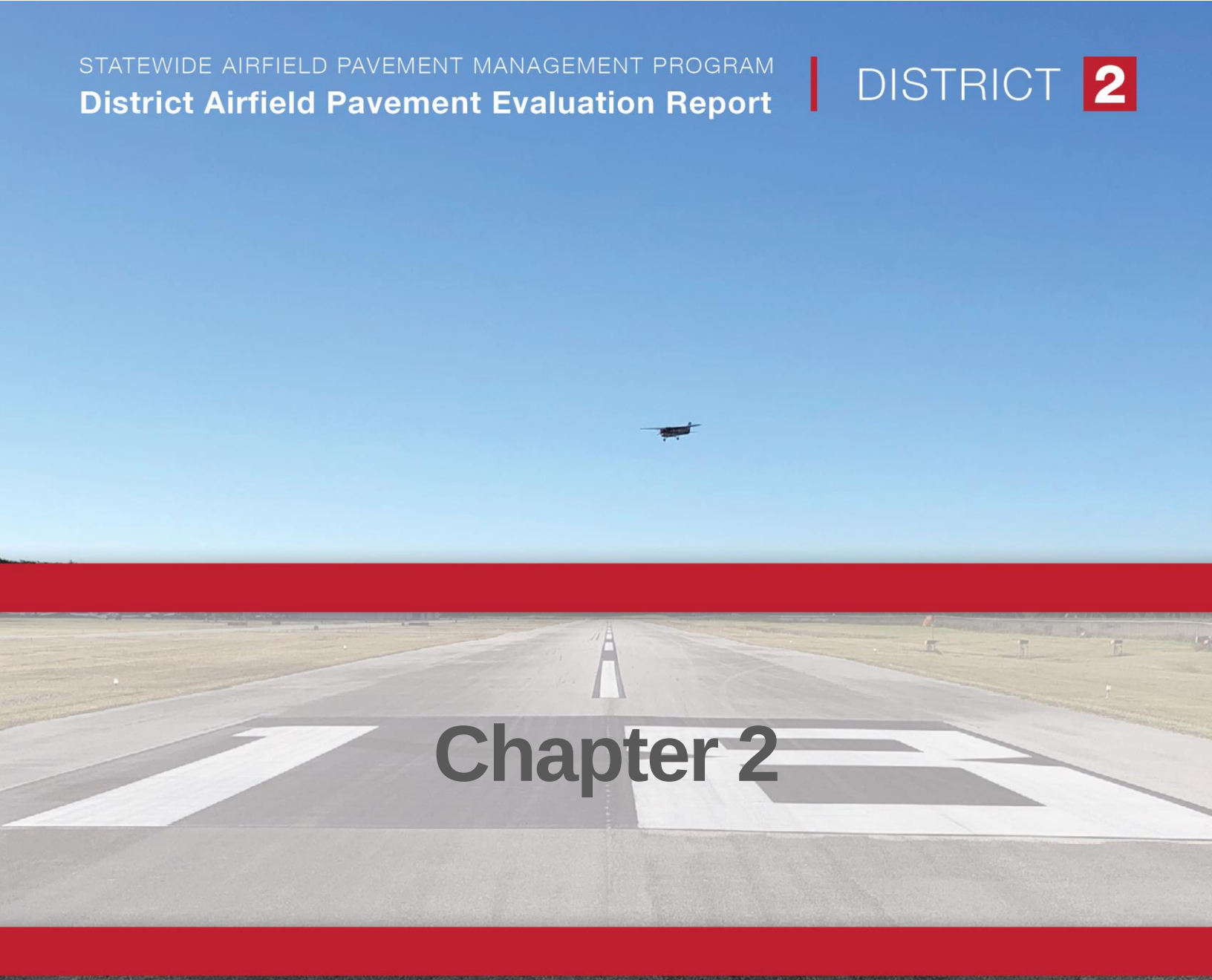
The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods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

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 2

FDOT

Chapter 2 – Methodology

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

2.1 Airfield Pavement Database

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

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

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

2.2 Airfield Pavement System Inventory

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

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the

inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.

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

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

2.2.1 PAVEMENT MANAGEMENT PROGRAM NETWORK DEFINITION TERMINOLOGY

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

Pavement Network

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

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

Pavement Branch

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

Pavement Section

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

Pavement Sample Unit

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

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

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

2.3 Airfield Pavement Structure

2.3.1 PAVEMENT STRUCTURE TYPES

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

Flexible Asphalt Concrete Surface

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

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

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

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

Rigid Portland Cement Concrete Surface

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

Portland Cement Concrete (PCC)

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

Composite Structure – Whitetopping Pavement

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

Conventional Whitetopping (WHT)

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

Thin Whitetopping (TWT)

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

Ultra-Thin Whitetopping (UTW)

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

2.4 Airfield Pavement Work History

2.4.1 AIRFIELD PAVEMENT RECORD KEEPING

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

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

2.5 Airfield Pavement Traffic

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

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

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI SURVEY METHODOLOGY

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

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

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

2.6.2 PAVEMENT DISTRESS TYPES

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

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

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

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

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

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

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

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

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

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

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

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

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

2.6.3 PCI SURVEY INSPECTION PROCEDURES

Inspection Sampling Rate

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

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

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

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

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

2.6.4 UPDATES TO THE ASTM D5340-12

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

Flexible Asphalt Concrete Pavement Distress Updates

The previous methodology which featured "(52) Weathering and Raveling" distress has been separated into two distresses "(52) Raveling" and "(57) Weathering." Previously, areas that were recorded as "Weathering and Raveling" were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where "Weathering" only exists and does not meet the definition of "Raveling," the PCI deduction is not as high as the former "Weathering and Raveling." Therefore, areas identified only as "(57) Weathering" based on current ASTM standards, which were previously identified as "(52) Weathering and Raveling," may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

Rigid Portland Cement Concrete Pavement Distress Updates

The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included Alkali-Silica Reaction, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR." As a result, the previous "(70) Scaling" numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling," and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, "(73) Shrinkage Cracks" has been redefined as "(73) Shrinkage Cracking". Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement's surface. Plastic shrinkage caused by construction can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout most of the slab surface. This condition is also referred to as map cracking or crazing.

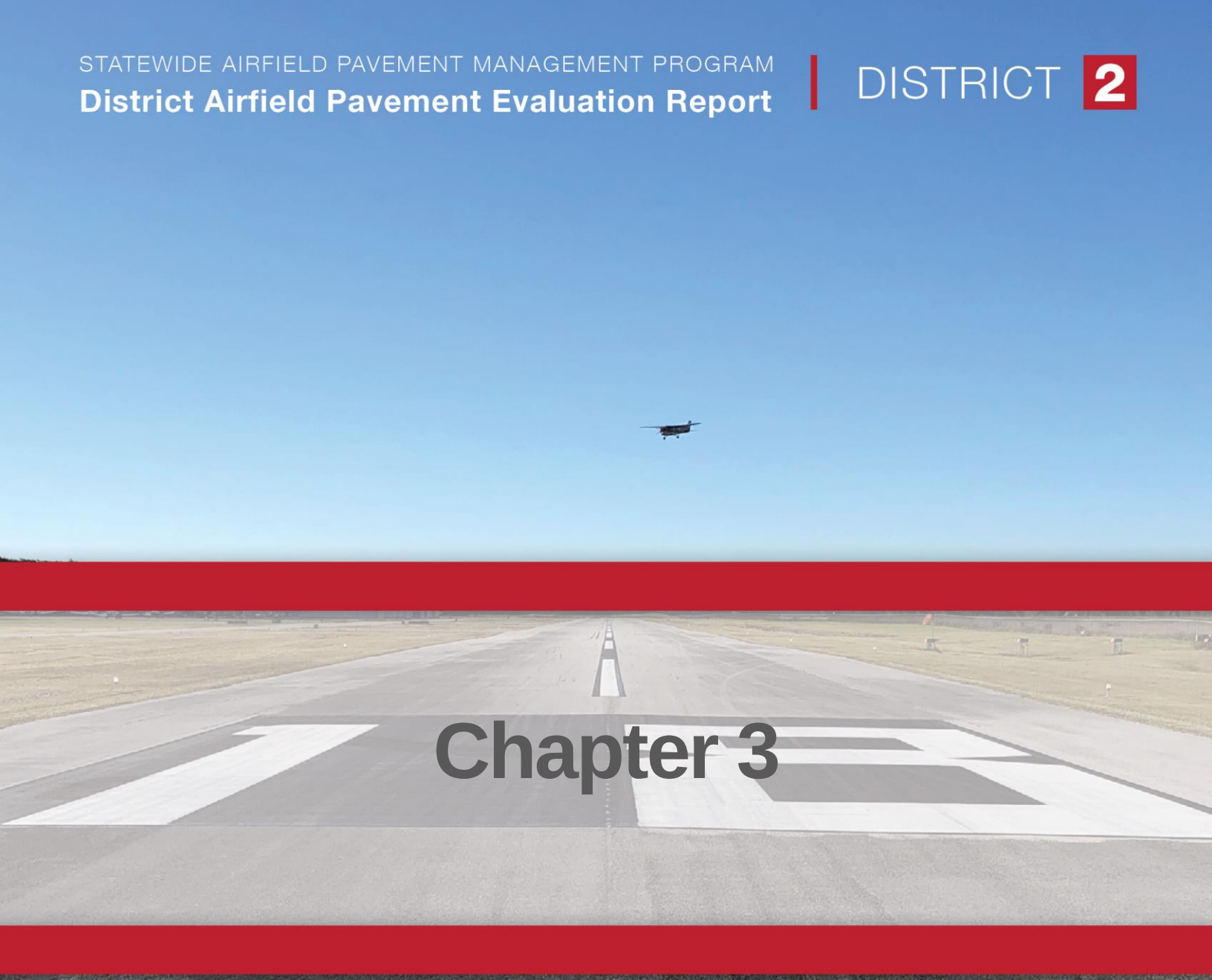
Table 2.6.4 Summary of Updates to ASTM D5340-12

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 3

FDOT

Chapter 3 – Airfield Pavement System Inventory

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

3.1 Airfield Pavement Network Information

3.1.1 PREVIOUS AND/OR ANTICIPATED AIRFIELD PAVEMENT CONSTRUCTION

A significant element to the development and update of the SAPMP has been to identify recent and anticipated construction activity that affects the pavement composition and performance. With cooperation from airport personnel, the project team was able to gather airport specific information that included changes in pavement geometry, new or reconstructed pavements since the last inspection and anticipated pavement rehabilitation that would negate the findings of a visual inspection done in the short term. At the beginning of each phase for this update, FDOT SAPMP participants responded to the Aviation and Spaceports Office with project specific information on the recent and anticipated work. In addition to the construction activity, updates to pavement facility designators (i.e. re-designation, magnetic declination, and/or decommissioning) were reported. Lastly, the project team leaders performing field inspections confirm with airport staff on site previous, recent, and anticipated construction projects that may affect the airfield pavement facilities.

This information was considered in conjunction with aerial imagery provided by FDOT during the updating of pavement section areas on each airport's Airfield Pavement Network Definition Exhibit. The previous, recent, and anticipated construction activity information provided by airport staff has been graphically depicted relative to the branch, section, and sample unit definition on the Airfield Pavement System Inventory Exhibit for each participating airport. This information was also included in the PAVER database updates for the SAPMP.

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

or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.

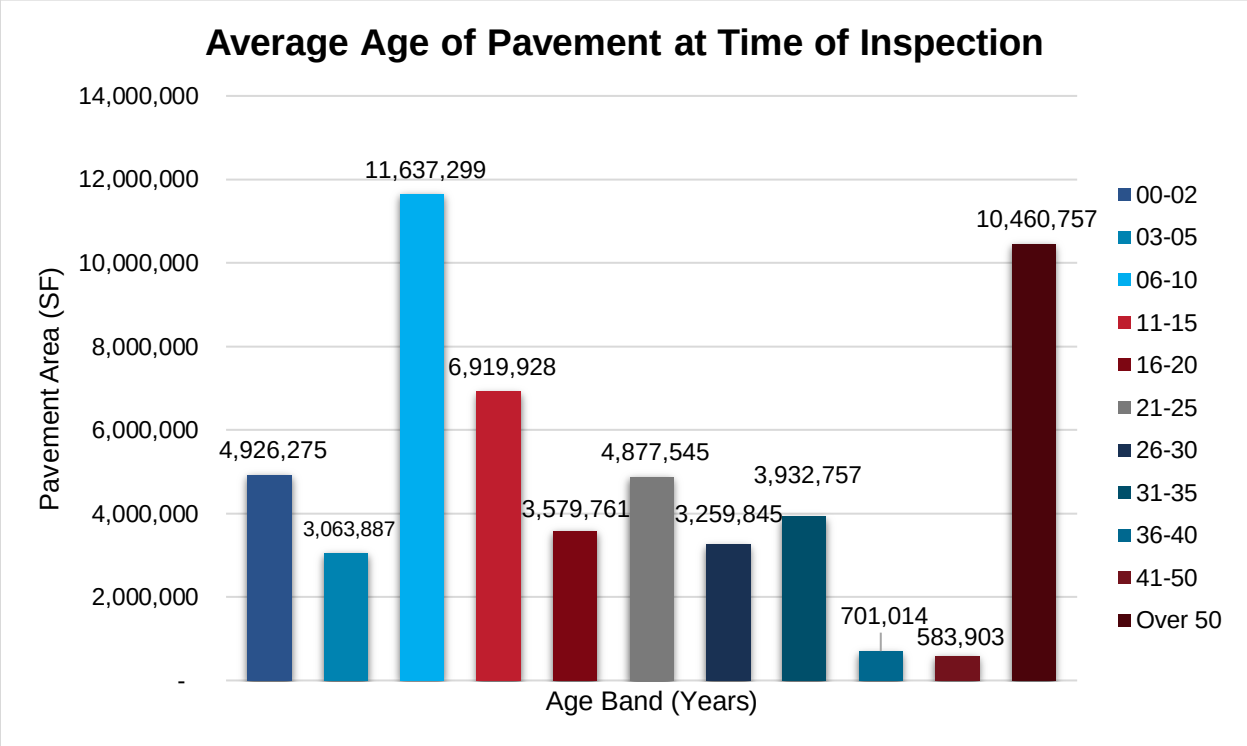
The **Airfield Pavement Network Definition Exhibit** provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

The **Airfield Pavement System Inventory Exhibit** provides details to the work history updates communicated by each 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 Airports and, if constructed, observed in the field.

3.1.2 ESTIMATED PAVEMENT AGE

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

Figure 3.1.2 Average Age of Pavements at Inspection



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

3.1.3 FUNCTIONAL USE CLASSIFICATION

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Table 3.1.3** summarizes the identified pavements' functional use by area by airport. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 3.1.3 (a)** depicts the district airfield pavement areas by facility use, and **Figure 3.1.3 (b)** provides a breakdown of airfield pavement area by facility use at each participating airport for the District.

Table 3.1.3 Functional Classification Use by Area by Airport

Network ID	Airport Type	Pavement Area (Square Feet)				
		Runway	Taxiway	Taxilane	Apron	Overall
24J	GA	300,375	203,430	65,485	195,327	764,617
28J	GA	858,141	608,707	122,025	317,518	1,906,391
40J	GA	1,033,020	459,349	30,807	339,332	1,862,508
42J	GA	888,306	431,651	-	351,595	1,671,552
CDK	GA	173,801	9,656	-	19,944	203,401
CRG	RL	790,400	607,963	88,203	1,160,519	2,647,085
CTY	GA	897,750	511,146	-	322,420	1,731,316
FHB	GA	1,508,841	890,313	-	446,059	2,845,213
GNV	PR	1,575,728	1,634,363	52,426	1,712,828	4,975,345
HEG	RL	812,653	494,529	-	488,859	1,796,041
JAX	PR	2,655,000	4,815,050	-	4,282,547	11,752,597
LCQ	GA	1,484,382	1,184,035	64,410	1,204,412	3,937,239
VQQ	GA	6,486,336	4,016,633	-	4,945,618	15,448,587
X60	GA	985,695	1,134,880	-	280,504	2,401,079
OVERALL DISTRICT		**20,450,428**	**17,001,705**	**423,356**	**16,067,482**	**53,942,971**

Figure 3.1.3 (a) District Pavement Area by Functional Classification Use

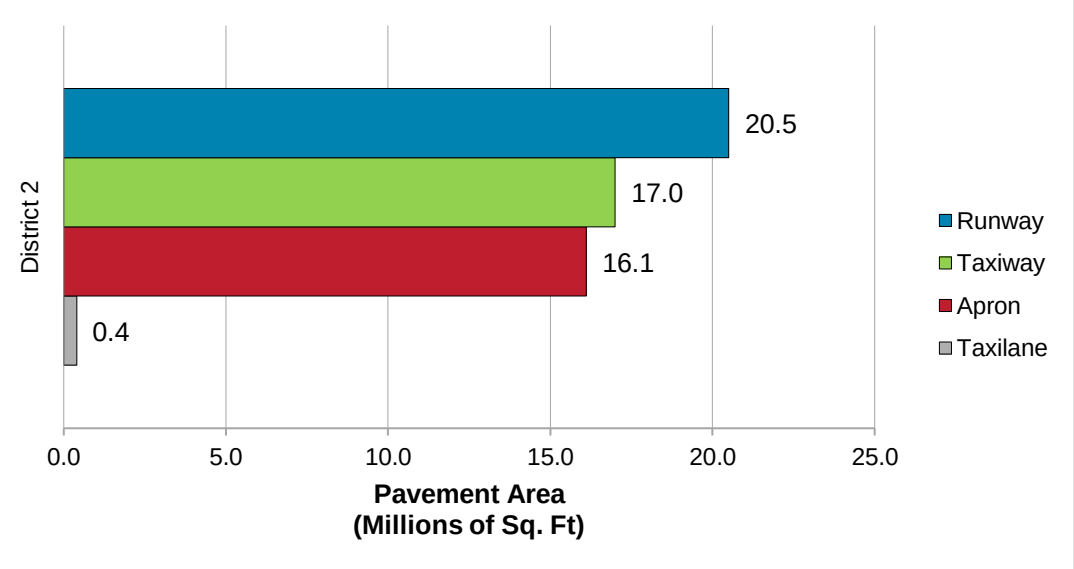
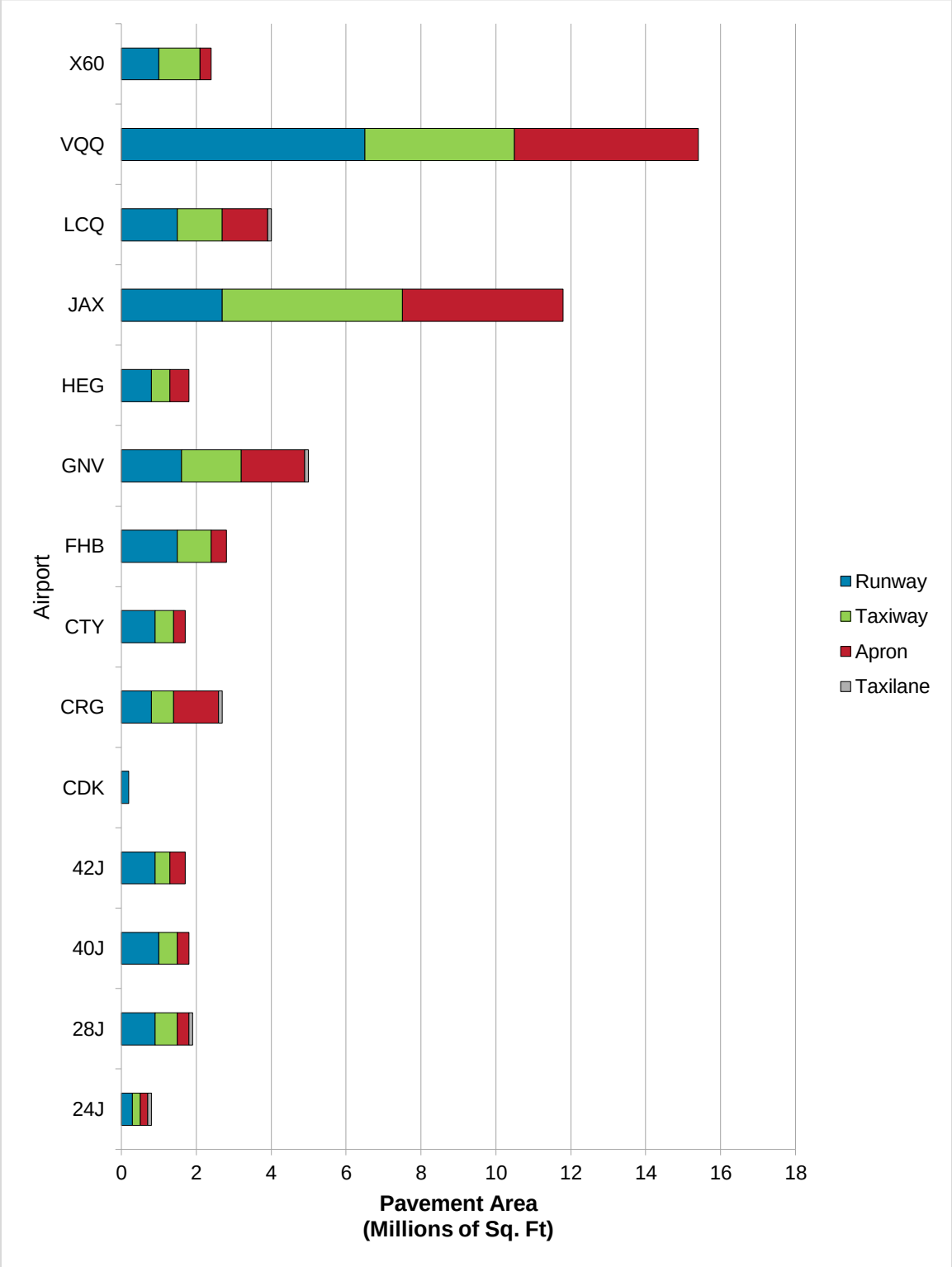


Figure 3.1.3 (b) Functional Classification Use by Area by Airport

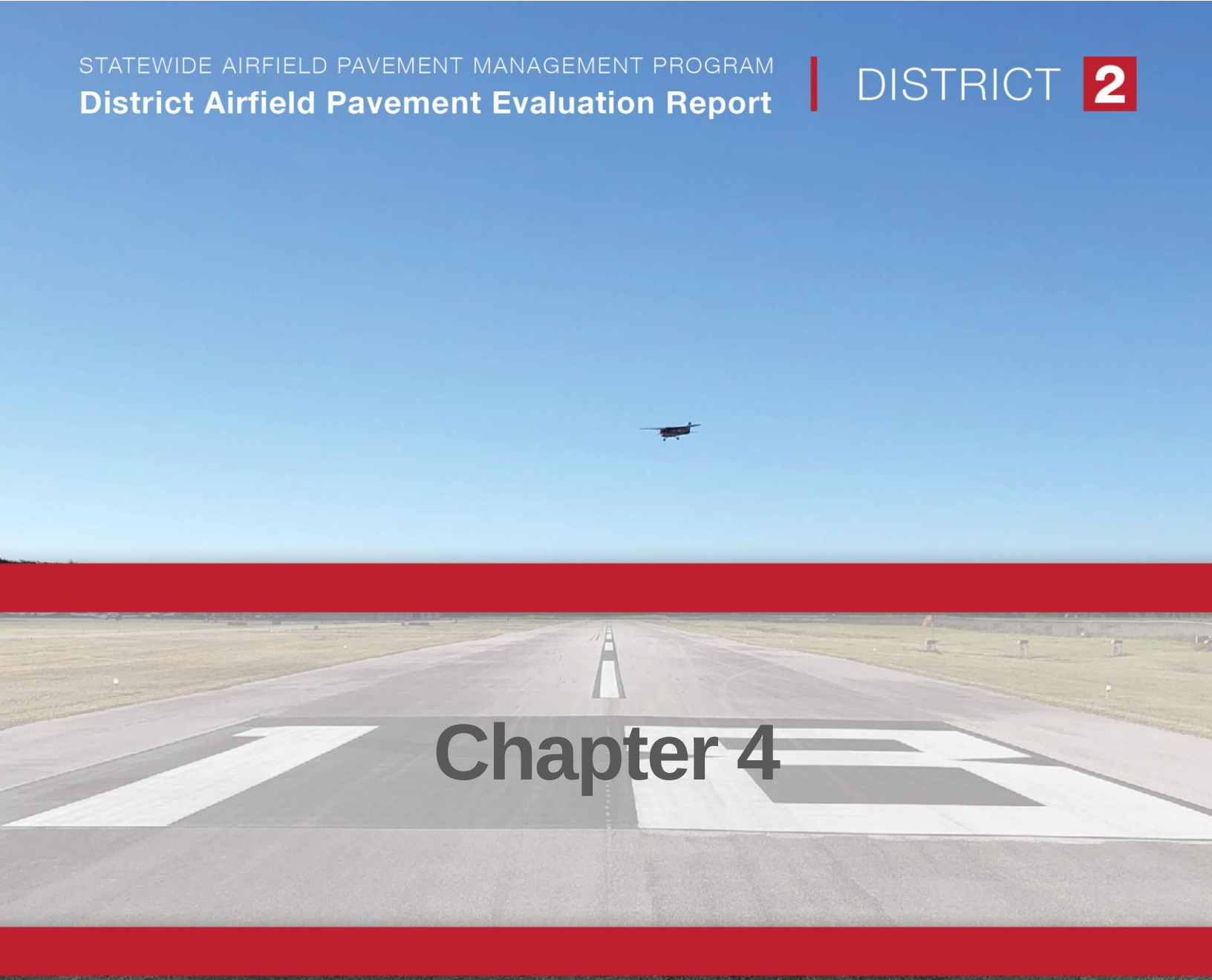


*All areas are rounded to the nearest 0.1 Million Square Feet.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 4

FDOT

Chapter 4 – Airfield Pavement Condition

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

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 DISTRICT-LEVEL ANALYSIS

The following **Table 4.1.1** summarizes the pavement condition analysis at each airport within the District based on the most recent PCI Survey inspection results.

Table 4.1.1 Latest Condition – Summary by Airport

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	**Taxiway PCI**	**Taxilane PCI**	**Apron PCI**	**Overall Airfield PCI**
24J	GA	73	71	63	86	75
28J	GA	90	78	49	87	83
40J	GA	71	57	90	38	62
42J	GA	67	45	-	62	60
CDK	GA	28	19	-	23	27
CRG	RL	85	72	95	90	84
CTY	GA	82	55	-	46	68
FHB	GA	71	70	-	65	69
GNV	PR	76	79	63	73	76
HEG	RL	88	88	-	73	83
JAX	PR	89	82	-	82	83
LCQ	GA	50	92	58	63	67
VQQ	GA	68	80	-	74	73
X60	GA	84	70	-	73	73
OVERALL DISTRICT		**74**	**78**	**67**	**75**	**75**

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

4.1.2 PCI BY FUNCTIONAL USE

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 4.1.2 (a)** graphically depicts the PCI for each pavement functional use (Apron, Runway, Taxiway, and Taxilane) at each participating airport within the District. The pavement areas reviewed exclude shoulder pavement facilities. Separately, **Figure 4.1.2 (b)** depicts the District's area-weighted PCI for each pavement functional use.

Figure 4.1.2 (a) PCI by Pavement Functional Use by Airport

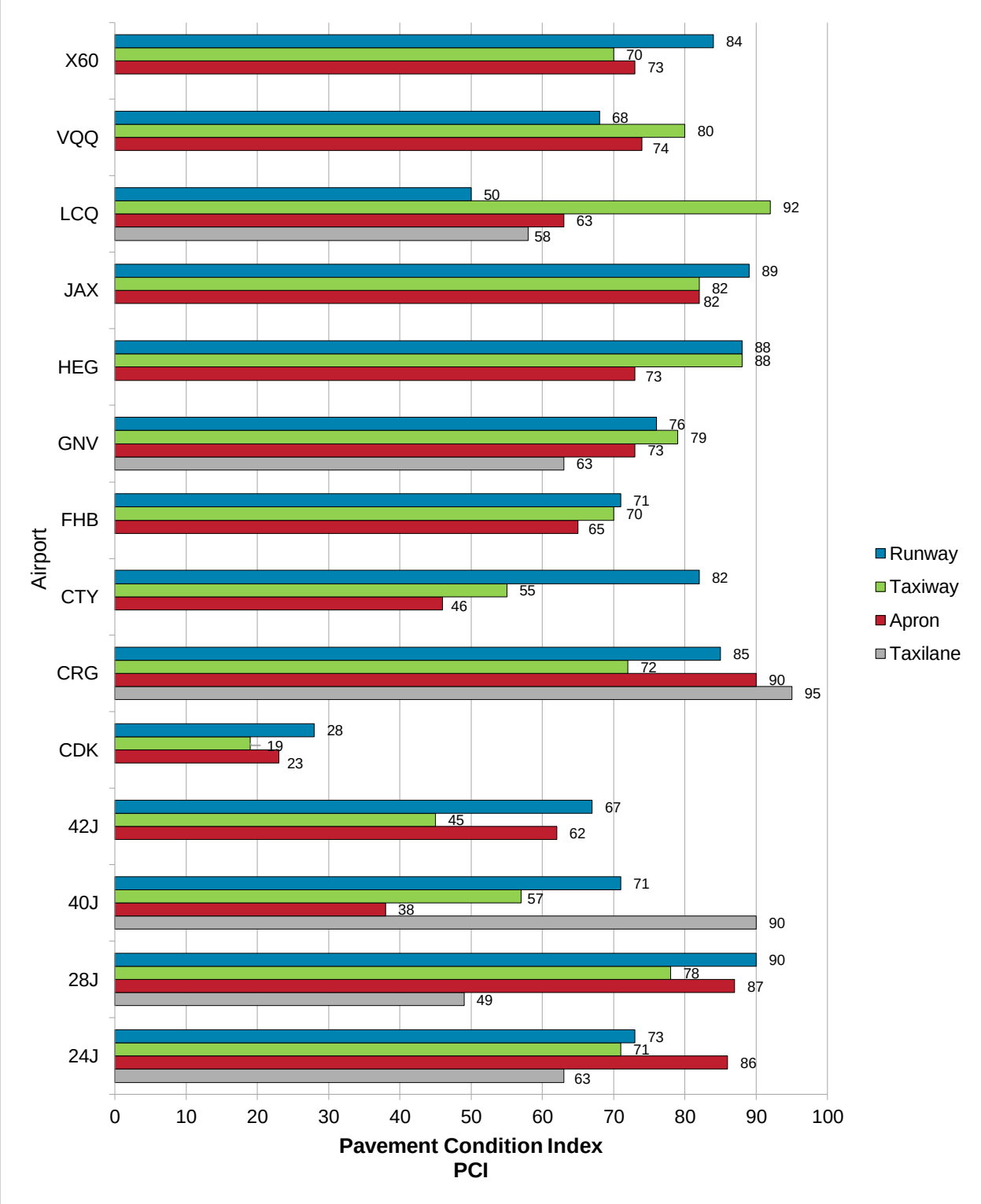
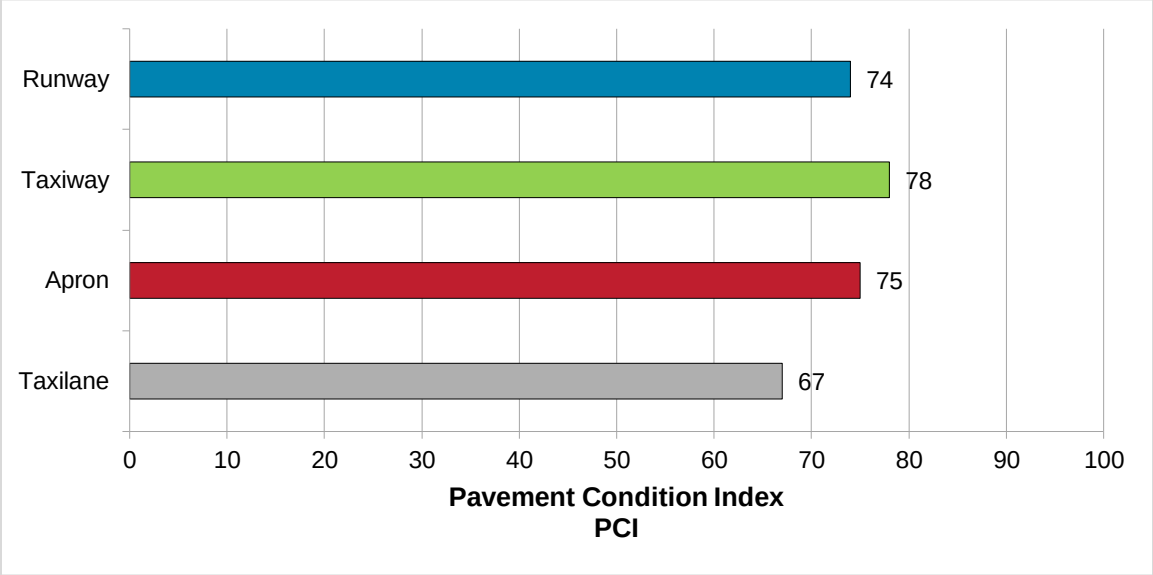


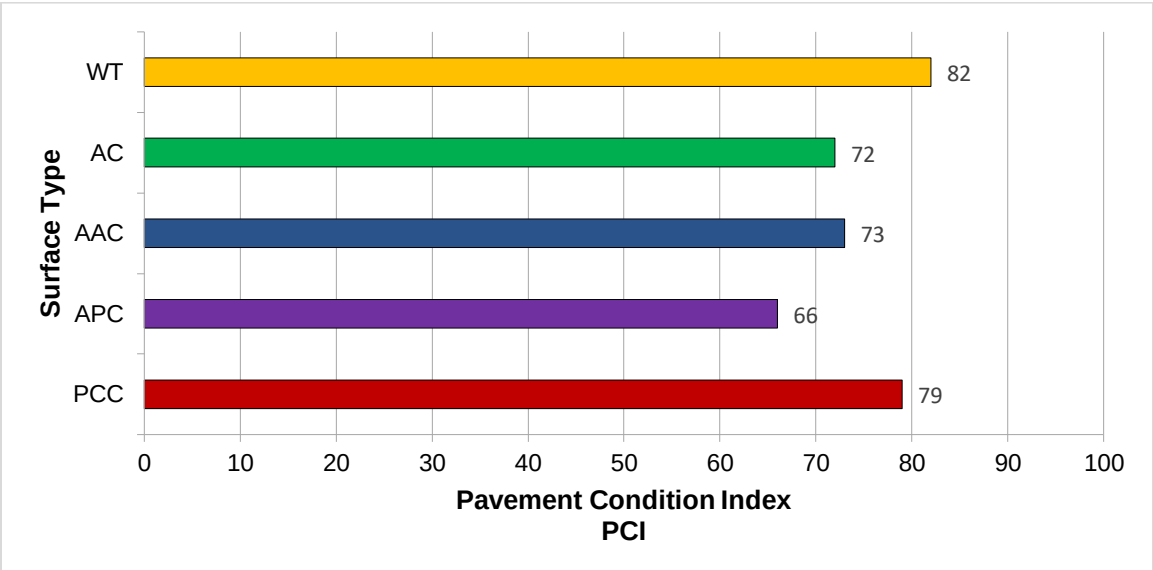
Figure 4.1.2 (b) PCI by Pavement Functional Use



4.1.3 PCI BY SURFACE TYPE

Pavement facility surface types considered for the SAPMP update consist of the four common types within the Florida Airport System: Portland Cement Concrete (PCC), Asphalt Concrete Overlaid on Portland Cement Concrete Pavement (APC), Asphalt Concrete Pavement (AC), and Asphalt Concrete Overlaid on Asphalt Concrete (AAC). **Figure 4.1.3** summarizes the PCI determined based on the various pavement types within the participating District airports. Whitetopping, a composite pavement type that consists of a thin concrete overlay on asphalt concrete pavement exists at certain airports within the Florida Airport System and is discussed within the specific individual airport pavement evaluation report document for those airports.

Figure 4.1.3 PCI by Pavement Surface Type



4.2 Forecasted Pavement Conditions

4.2.1 PERFORMANCE MODELS AND PREDICTION CURVES

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

4.2.2 NETWORK-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.2** depicts the network-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.2 Forecasted Network Pavement Performance

Network ID	Program Year Overall Airport Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
24J	70	68	67	66	65	64	62	61	60	59
28J	77	75	73	71	69	67	66	64	62	61
40J	59	57	56	56	55	54	53	52	51	50
42J	54	52	50	49	47	45	43	42	41	40
CDK	22	21	19	17	16	14	12	11	9	8
CRG	82	81	79	77	75	74	72	71	69	68
CTY	64	62	61	59	58	57	55	54	52	51
FHB	68	67	66	65	64	63	62	61	60	59
GNV	74	72	70	68	66	65	63	62	61	60
HEG	82	81	79	77	76	74	73	71	70	68
JAX	83	82	81	80	78	77	76	75	74	72
LCQ	61	59	57	55	53	51	50	48	46	44
VQQ	68	66	65	63	62	60	59	57	56	55
X60	72	69	67	66	64	63	61	60	59	58
DISTRICT	**72**	**70**	**69**	**67**	**66**	**64**	**63**	**62**	**60**	**59**

4.2.3 RUNWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.3** depicts the runway-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.3 Forecasted Runway Pavement Performance

Network ID	Program Year Overall Runway Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
24J	67	66	64	63	62	61	61	60	60	60
28J	83	80	78	76	73	71	69	67	65	64
40J	68	67	66	65	65	64	63	62	61	60
42J	62	60	58	56	55	53	52	50	49	48
CDK	23	22	20	18	17	15	13	12	10	8
CRG	83	81	79	78	76	75	73	72	71	70
CTY	77	75	74	72	71	69	67	66	64	63
FHB	70	69	68	67	66	66	66	65	65	65
GNV	74	72	70	67	65	63	62	60	59	58
HEG	87	85	83	81	80	78	77	75	74	72
JAX	88	88	87	86	86	85	84	83	83	82
LCQ	44	42	40	38	36	34	32	30	27	25
VQQ	63	61	59	57	55	53	51	50	49	48
X60	83	81	79	76	74	72	70	68	66	64
DISTRICT	**70**	**68**	**66**	**65**	**63**	**62**	**60**	**59**	**58**	**57**

4.2.4 TAXIWAY-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.4** depict the taxiway-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.4 Forecasted Taxiway Pavement Performance

Network ID	Program Year Overall Taxiway Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
24J	66	65	64	63	62	61	60	59	58	57
28J	68	66	65	64	63	62	60	59	58	57
40J	54	52	51	49	48	47	46	45	45	44
42J	38	35	33	30	28	25	23	22	21	20
CDK	13	11	8	6	4	4	3	2	1	1
CRG	74	72	71	70	68	67	66	64	63	62
CTY	52	51	49	48	46	45	43	41	40	38
FHB	69	67	66	65	63	62	61	60	58	57
GNV	77	75	73	71	69	68	66	65	64	62
HEG	86	85	83	82	80	79	77	76	74	73
JAX	82	80	79	78	76	75	74	72	71	69
LCQ	84	82	79	77	75	73	71	70	68	67
VQQ	77	76	74	73	72	71	70	69	69	68
X60	68	66	64	62	61	59	58	57	56	55
DISTRICT	**75**	**73**	**72**	**71**	**69**	**68**	**66**	**65**	**64**	**63**

4.2.5 APRON-LEVEL PAVEMENT CONDITION FORECAST

The following **Table 4.2.5** depict the apron-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.5 Forecasted Apron Pavement Performance

Network ID	Program Year Overall Apron Branch Area-Weighted PCI									
	2020	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
24J	79	77	76	74	73	71	68	66	63	61
28J	79	78	76	75	73	71	69	67	65	62
40J	36	36	35	34	34	33	32	31	30	29
42J	56	55	53	52	50	49	48	46	45	44
CDK	18	17	15	13	12	10	9	7	6	4
CRG	87	85	83	81	79	77	75	74	72	70
CTY	45	44	44	43	42	42	41	40	39	38
FHB	63	62	60	59	57	56	54	53	51	50
GNV	72	70	68	66	65	64	62	62	61	60
HEG	71	70	68	66	65	63	62	60	59	57
JAX	81	79	78	77	76	75	74	73	72	70
LCQ	58	57	55	54	52	51	49	47	46	44
VQQ	69	67	65	63	61	60	58	57	56	54
X60	71	70	68	66	65	64	63	61	60	59
DISTRICT	**72**	**70**	**68**	**67**	**65**	**64**	**63**	**61**	**60**	**59**

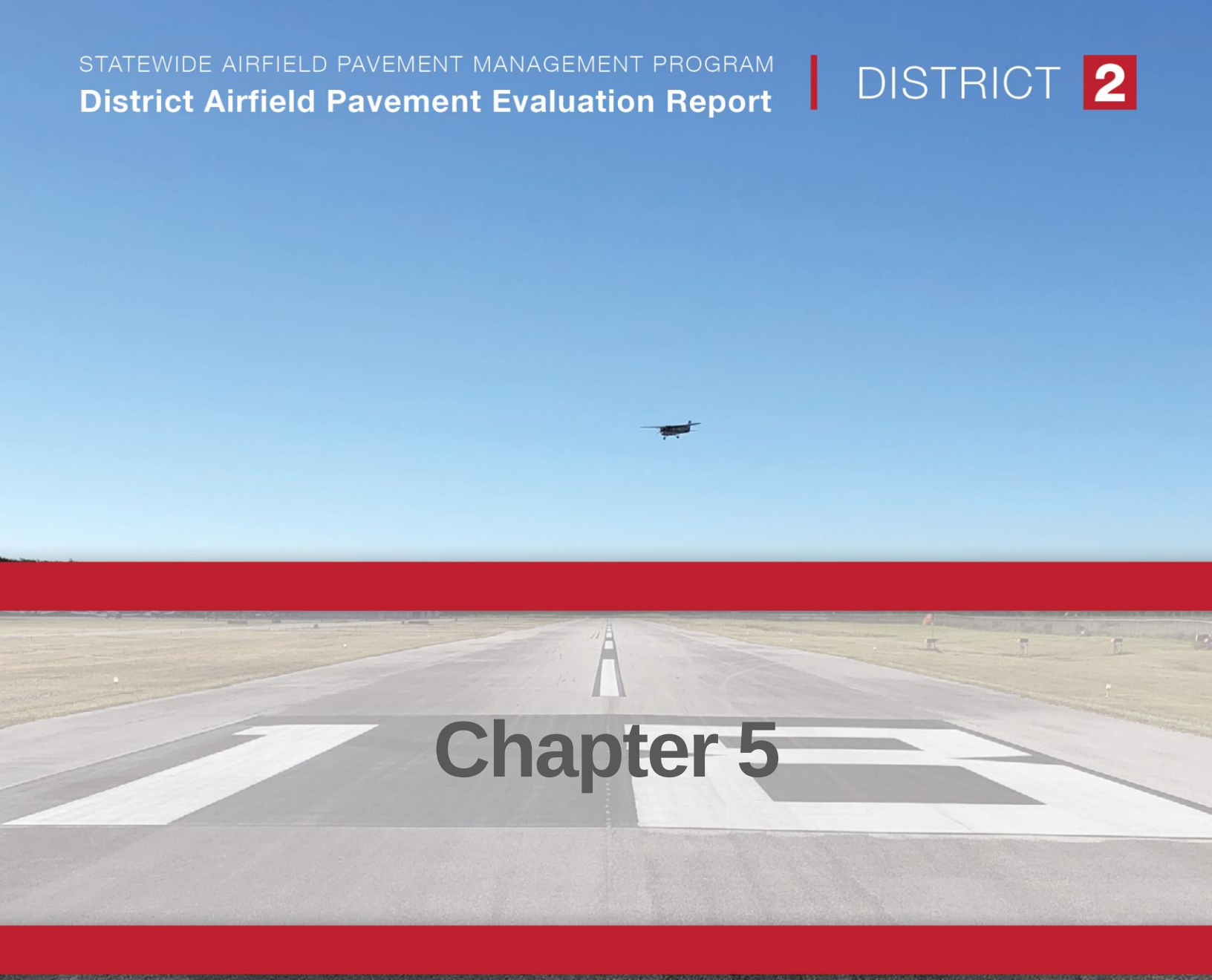
4.2.6 FORECASTED PCI CONSIDERATIONS

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 5

FDOT

Chapter 5 – Localized Maintenance and Repair Planning

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

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

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

5.1 Localized Maintenance and Repair

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

Localized Stopgap/Safety Maintenance and Repair

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

Localized Preventive Maintenance and Repair

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

5.2 Localized Maintenance and Repair Policy

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

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

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

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

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

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

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

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

Table 5.2 (c) Localized M&R Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Work Type	Work Unit	GA Airport (Cost/Work Unit)	Reliever Airport (Cost/Work Unit)	Primary Airport (Cost/Work Unit)
FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt	$0.55	$0.55	$0.55
FDOT-ML-AC	FDOT - MILLING - AC	SqFt	$2.00	$2.00	$2.00
FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft	$3.00	$3.00	$3.00
FDOT-MO-PV	FDOT - MONITOR	N/A	$0.00	$0.00	$0.00
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt	$6.00	$9.00	$12.50
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt	$3.00	$4.00	$5.50

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

Code	Work Type	Work Unit	GA Airport (Cost/Work Unit)	Reliever Airport (Cost/Work Unit)	Primary Airport (Cost/Work Unit)
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt	$100.00	$150.00	$185.00
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt	$30.00	$30.00	$30.00
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt	$30.00	$30.00	$30.00
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt	$72.00	$72.00	$72.00
FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt	$0.05	$0.05	$0.05
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft	$2.00	$2.00	$2.00
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft	$4.25	$4.25	$4.25
FDOT-MO-PV	FDOT - MONITOR	N/A	$0.00	$0.00	$0.00
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft	$2.75	$2.75	$2.75

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

5.3 Localized Maintenance and Repair Analysis and Recommendations

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

recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3** summarizes the anticipated Localized Maintenance and Repair needs based on the PCI Survey Inspection efforts performed at each airport within the District as part of this SAPMP System Update. The following table depicts planning-level costs rounded for summary purposes.

Table 5.3 Summary of Localized M&R Planning Needs by Airport

Network ID	Localized Preventive	Localized Stopgap	TOTAL Localized Maintenance
24J	$ 27,820	$ 62,280	$ 90,100
28J	$ 44,830	$ 229,500	$ 274,330
40J	$ -	$ 1,418,690	$ 1,418,690
42J	$ 1,220	$ 1,348,400	$ 1,349,620
CDK	$ -	$ 602,230	$ 602,230
CRG	$ 164,930	$ 111,760	$ 276,690
CTY	$ 115,450	$ 606,610	$ 722,060
FHB	$ 178,850	$ 580,750	$ 759,600
GNV	$ 363,320	$ 927,130	$ 1,290,450
HEG	$ 61,380	$ 701,060	$ 762,440
JAX	$ 663,080	$ 769,680	$ 1,432,760
LCQ	$ 18,580	$ 1,427,390	$ 1,445,970
VQQ	$ 5,320,580	$ 5,785,740	$ 11,106,320
X60	$ 30,150	$ 1,019,610	$ 1,049,760
DISTRICT	**$ 6,990,190**	**$ 15,590,830**	**$ 22,581,020**

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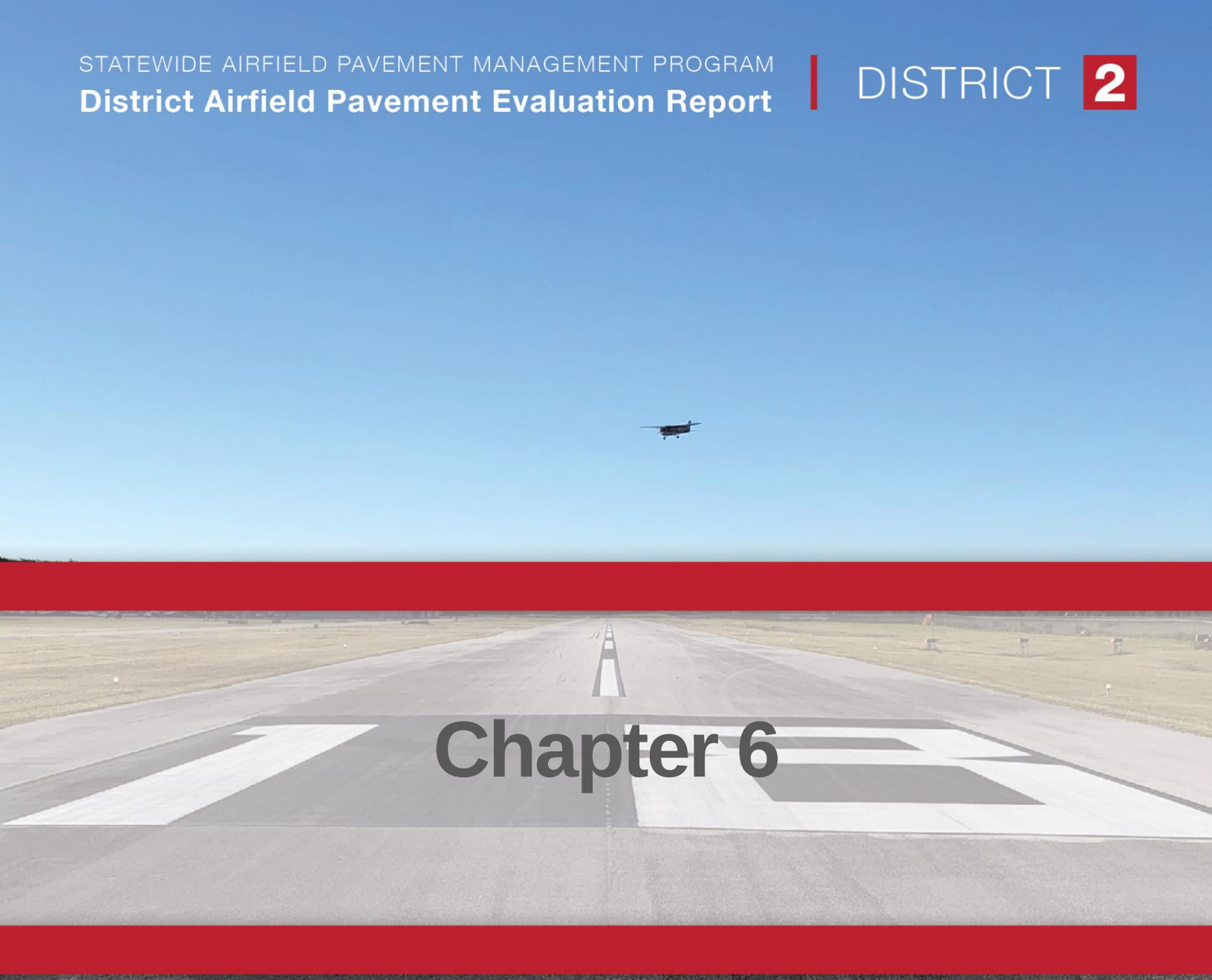
District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 6

FDOT

Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

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

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

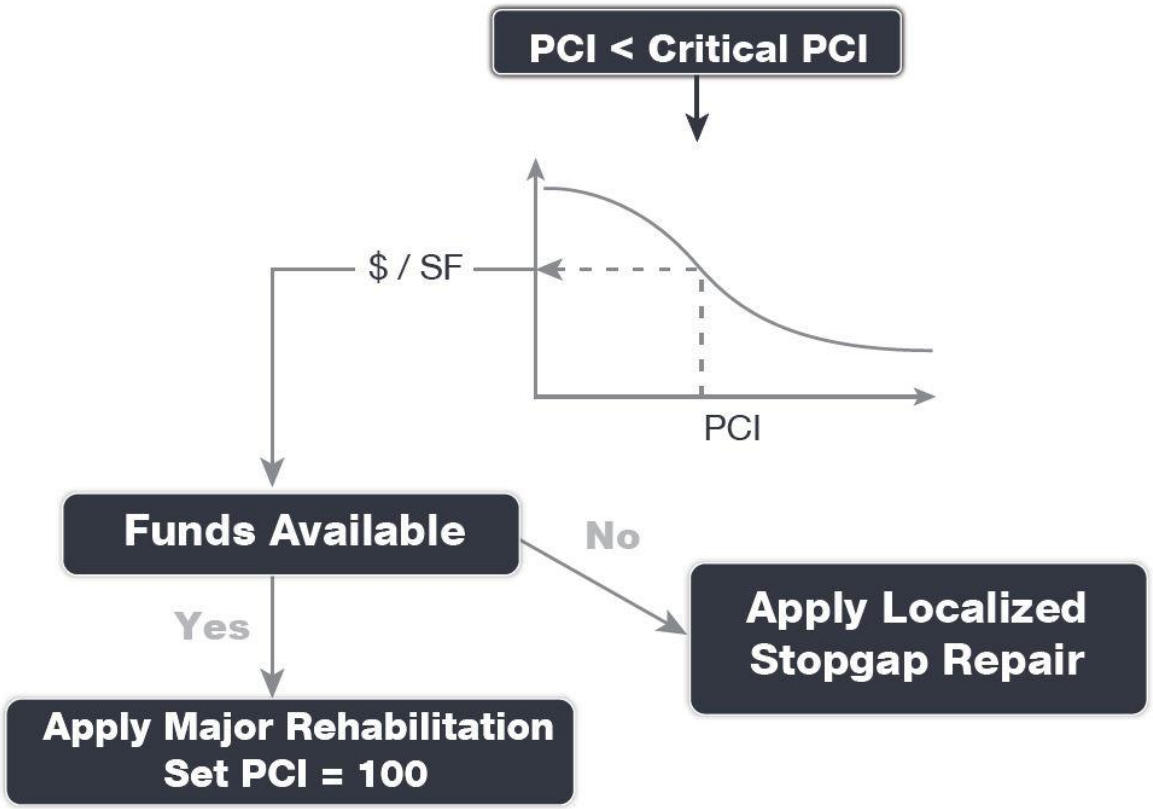
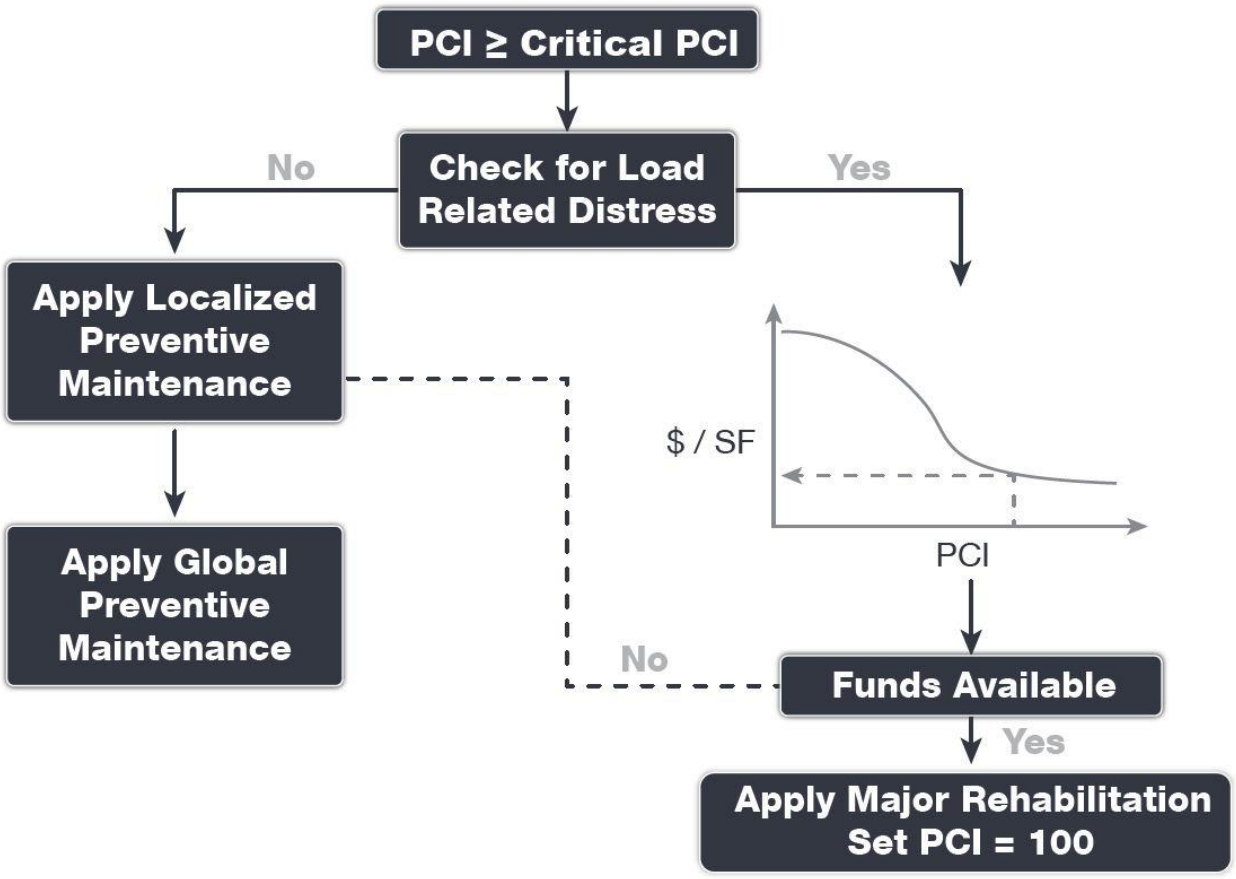


Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



6.1.1 CRITICAL PCI

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

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

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

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

6.1.2 FDOT RECOMMENDED MINIMUM SERVICE-LEVEL PCI

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

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

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

6.2 Major Rehabilitation Policy

6.2.1 MAJOR REHABILITATION PAVEMENT SECTION DEVELOPMENT

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

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

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

Rehabilitation Type		GA Airport	Reliever Airport	Primary Airport
AC Mill and Overlay	**PCI = 41 to 65**	**75% Mill and Overlay** P-101 AC Milling (2") P-603 Bituminous Tack P-401 (HMA) (2") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	**75% Mill and Overlay** P-101 AC Milling (3") P-603 Bituminous Tack P-401 (HMA) (3") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	**75% Mill and Overlay** P-101 AC Milling (4") P-603 Bituminous Tack P-401 (HMA) (4") **25% AC Reconstruction** P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")
AC Reconstruction	**PCI = 40 or less**	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (4")	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (8") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (6")

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

Rehabilitation Type	GA Airport	Reliever Airport	Primary Airport
PCC Restoration PCI = 41 to 65	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (10") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (15") *Select Slabs (25%) **Crack Seal and Limited Patching	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (16") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction PCI = 40 or less	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (6") P-501 Rigid PCC (10")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (14")	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (12") P-211 Base (6") P-501 Rigid PCC (17")

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

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

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H** Standard Specifications for Construction of Airports when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H**

Standard Specifications for Construction of Airports was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.

6.2.2 MAJOR REHABILITATION PLANNING-LEVEL UNIT COSTS

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

Table 6.2.2 Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Major Rehabilitation	PCI Range	GA Airport (Cost per SF)	Reliever Airport (Cost per SF)	Primary Airport (Cost per SF)
AC Mill and Overlay	41-65	$ 7.00	$ 9.50	$ 11.00
AC Reconstruction	0-40	$ 9.00	$ 12.50	$ 14.00
PCC Restoration	41-65	$ 10.00	$ 13.50	$ 17.00
PCC Reconstruction	0-40	$ 15.00	$ 20.00	$ 23.00

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

6.3 Major Rehabilitation Needs

The objective of the major pavement rehabilitation needs analysis is to provide planning-level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design. **Table 6.3** identifies the overall planning-level costs for each airport based on the total sections requiring major rehabilitation due to its PCI being below the Critical PCI of 65 or having substantial load-based distresses.

Table 6.3 Summary of District Year 1 Major Rehabilitation Needs

Network ID	Airport Type	Weighted-Average PCI	Average Rating	Year 1 Major Rehabilitation	
24J	GA	75	SATISFACTORY	$	665,000
28J	GA	83	SATISFACTORY	$	1,542,000
40J	GA	62	FAIR	$	13,230,000
42J	GA	60	FAIR	$	10,014,000
CDK	GA	27	VERY POOR	$	1,833,000
CRG	RL	84	SATISFACTORY	$	3,020,000
CTY	GA	68	FAIR	$	10,846,000
FHB	GA	69	FAIR	$	9,939,000
GNV	PR	76	SATISFACTORY	$	9,097,000
HEG	RL	83	SATISFACTORY	$	1,854,000
JAX	PR	83	SATISFACTORY	$	8,911,000
LCQ	GA	67	FAIR	$	17,527,000
VQQ	GA	73	SATISFACTORY	$	34,981,000
X60	GA	73	SATISFACTORY	$	3,573,000
OVERALL DISTRICT		**75**	**SATISFACTORY**	**$**	**127,032,000**

6.3.1 10-YEAR UNCONSTRAINED BUDGET MAJOR REHABILITATION NEEDS

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level investigation, and budgetary constraints. The following **Table 6.3.1 (a) and Table 6.3.1 (b)** summarize all identified major rehabilitation needs for each airport within the District forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1(a) Summary of 10-Year Major Rehabilitation Needs by Airport

Network ID	Airport Type	Weighted-Average PCI	Average Rating	10-Year Major Rehabilitation	
24J	GA	75	SATISFACTORY	$	3,988,000
28J	GA	83	SATISFACTORY	$	1,918,000
40J	GA	62	FAIR	$	13,230,000
42J	GA	60	FAIR	$	13,382,000
CDK	GA	27	VERY POOR	$	1,833,000
CRG	RL	84	SATISFACTORY	$	11,058,000
CTY	GA	68	FAIR	$	10,980,000
FHB	GA	69	FAIR	$	12,252,000
GNV	PR	76	SATISFACTORY	$	35,015,000
HEG	RL	83	SATISFACTORY	$	6,622,000
JAX	PR	83	SATISFACTORY	$	48,573,000
LCQ	GA	67	FAIR	$	20,389,000
VQQ	GA	73	SATISFACTORY	$	137,516,000
X60	GA	73	SATISFACTORY	$	4,809,000
OVERALL DISTRICT		**75**	**SATISFACTORY**	**$**	**321,565,000**

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

Table 6.3.1. (b) 10-Year Major Rehabilitation Needs by Airport

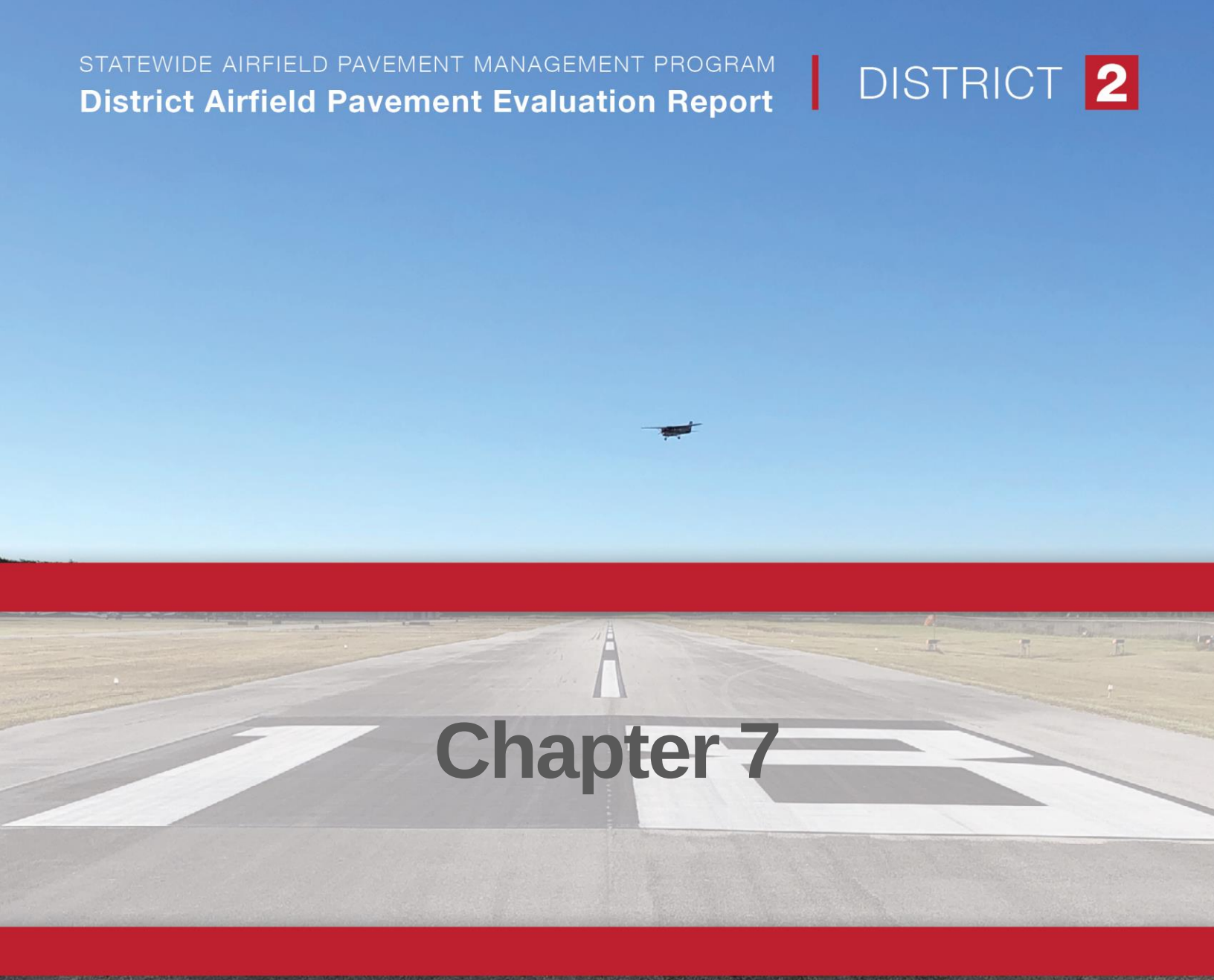
Major Rehabilitation ($ in Millions)												
Network ID	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**
24J	0.67M	0M	0M	0M	1.57M	0.89M	0.87M	0M	0M	0M	-	-
28J	1.54M	0M	0M	0M	0M	0M	0.38M	0M	0M	0M	-	-
40J	13.23M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
42J	10.01M	0M	0M	0M	0M	0M	0M	1.54M	0.29M	1.54M	-	-
CDK	1.83M	0M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
CRG	-	-	3.02M	0.17M	0.62M	3.81M	0.23M	0.61M	0.62M	0.21M	0.09M	1.69M
CTY	10.85M	0.13M	0M	0M	0M	0M	0M	0M	0M	0M	-	-
FHB	-	-	9.94M	0.08M	0.17M	0.21M	0.46M	0.14M	0.68M	0.3M	0.25M	0.03M
GNV	-	-	9.1M	0M	9.2M	3.47M	7.28M	2.45M	0.25M	1.73M	0.47M	1.08M
HEG	-	-	1.85M	0M	0.4M	0.69M	0.69M	0.21M	0M	0M	0.11M	2.66M
JAX	-	-	8.91M	0.58M	12.03M	0M	2.96M	0.86M	0.31M	2.84M	11.61M	8.47M
LCQ	17.53M	0M	0M	0M	0M	0M	0.38M	1.85M	0.44M	0.2M	-	-
VQQ	34.98M	0.35M	1.26M	4.89M	16.68M	18.25M	9.63M	26.61M	8.67M	16.2M	-	-
X60	-	-	3.57M	0M	0.08M	0M	0M	0.07M	0M	0M	0.25M	0.84M
DISTRICT	**90.64M**	**0.49M**	**37.66M**	**5.71M**	**40.75M**	**27.32M**	**22.88M**	**34.34M**	**11.24M**	**23.01M**	**12.78M**	**14.76M**

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2



Chapter 7

FDOT

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 CONTINUED PCI SURVEY INSPECTIONS

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

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

7.1.2 LOCALIZED MAINTENANCE AND REPAIR

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

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

7.1.3 MAJOR REHABILITATION

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2018-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 PAVEMENT MANAGEMENT SYSTEM

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

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

- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

AIRFIELD PAVEMENT CONDITION INDEX EXHIBITS

The Airfield Pavement Condition Index Exhibits are located in **Appendix B Pavement Condition Index Exhibits**. The exhibits are a visual summary of the latest conditions calculated from the results of the PCI Survey performed at each airport. The PCI values are identified in the exhibits and are graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBITS

The Airfield Pavement Major Rehabilitation Exhibits are located in **Appendix D Major Rehabilitation Exhibits**. The exhibits have been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The exhibits graphically depict the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. The area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix C Airfield Pavement Major Rehabilitation Table.**

7.3 Conclusion

The FDOT SAPMP Update 2016-2019 was completed for the airports on behalf of the FDOT ASO in accordance with the Advisory Circulars ***150/5380-7B "Airport Pavement Management Program (PMP)"*** and ***150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements."*** FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM ***D5340-12*** "***Standard Test Method for Airport Pavement Condition Index Surveys."***

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2

Appendix A

District Section Condition Report

FDOT

Pavement Database: FDOT *NetworkId: 24J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	10/1/2013	AAC	APRON	P	0	170,574.00	2/8/2017	4	90
AP RU	4205	1/1/2007	AC	APRON	P	0	20,937.00	2/8/2017	10	64
AP RU	4210	1/1/2004	AC	APRON	P	0	3,816.00	2/8/2017	13	64
RW 7-25	6105	1/1/2006	AAC	RUNWAY	P	0	76,725.00	2/8/2017	11	76
RW 7-25	6110	1/1/2006	AAC	RUNWAY	P	0	223,650.00	2/8/2017	11	73
T-HANGAR	4110	1/1/1990	AC	TAXILANE	P	0	3,332.00	2/8/2017	27	64
T-HANGAR	4115	1/1/2004	AC	TAXILANE	P	0	25,656.00	2/8/2017	13	65
T-HANGAR	4120	7/1/2006	AC	TAXILANE	P	0	26,729.00	2/8/2017	11	60
T-HANGAR	4125	1/1/2008	AC	TAXILANE	P	0	9,768.00	2/8/2017	9	72
TW A	105	1/1/1990	AC	TAXIWAY	P	0	49,503.00	2/8/2017	27	70
TW A	110	1/1/2004	AC	TAXIWAY	P	0	100,648.00	2/8/2017	13	72
TW A	145	1/1/2004	AC	TAXIWAY	P	0	8,266.00	2/8/2017	13	81
TW A1	115	1/1/1990	AC	TAXIWAY	P	0	11,269.00	2/8/2017	27	63
TW A2	125	1/1/2000	AC	TAXIWAY	P	0	8,551.00	2/8/2017	17	81
TW A3	135	1/1/2004	AC	TAXIWAY	P	0	8,551.00	2/8/2017	13	81
TW C	205	1/1/2007	AC	TAXIWAY	P	0	13,924.00	2/8/2017	10	72
TW to AP	305	1/1/1990	AC	TAXIWAY	P	0	2,718.00	2/8/2017	27	52

Pavement Database: FDOT *NetworkId: 28J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	7/1/2010	AAC	APRON	P	0	39,323.00	1/23/2017	7	91
AP	4115	7/1/2010	AAC	APRON	P	0	170,262.00	1/23/2017	7	91
AP	4120	1/1/2015	AC	APRON	P	0	37,638.00	1/1/2015	0	100
AP	4215	1/1/1986	AC	APRON	P	0	29,007.00	1/23/2017	31	40
AP RU 27	5105	1/1/2011	AC	APRON	P	0	29,317.00	1/23/2017	6	94
AP RU 35	5205	7/1/2009	AC	APRON	P	0	5,235.00	1/23/2017	8	87
AP RU 35	5210	1/1/2013	AAC	APRON	P	0	6,736.00	1/23/2017	4	87
E T-HANG	4305	12/25/1999	AC	TAXILANE	P	0	15,004.00	1/23/2017	18	59
E T-HANG	4310	7/1/2009	AC	TAXILANE	P	0	11,792.00	1/23/2017	8	82
E T-HANG	4315	6/1/2015	AC	TAXILANE	P	0	8,845.00	6/1/2015	0	100
N T-HANG	4205	12/25/1999	AC	TAXILANE	P	0	21,999.00	1/23/2017	18	41
N T-HANG	4210	12/25/1999	AC	TAXILANE	P	0	46,739.00	1/23/2017	18	33
N T-HANG	4220	12/25/1999	AC	TAXILANE	P	0	17,646.00	1/23/2017	18	50
RW 17-35	6205	7/1/2009	AAC	RUNWAY	S	0	242,316.00	1/23/2017	8	92
RW 17-35	6210	7/1/2009	AAC	RUNWAY	S	0	15,325.00	1/23/2017	8	93
RW 9-27	6105	1/1/2011	AAC	RUNWAY	P	0	255,800.00	1/23/2017	6	90
RW 9-27	6110	1/1/2011	AAC	RUNWAY	P	0	241,000.00	1/23/2017	6	90
RW 9-27	6115	1/1/2011	AAC	RUNWAY	P	0	103,700.00	1/23/2017	6	88
TW A	100	1/1/2003	AC	TAXIWAY	T	0	53,572.00	1/23/2017	14	71
TW A	103	1/1/2011	AAC	TAXIWAY	T	0	1,709.00	1/23/2017	6	89
TW A	105	1/1/2006	AAC	TAXIWAY	P	0	129,791.00	1/23/2017	11	75
TW A	107	1/1/2006	AAC	TAXIWAY	P	0	7,472.00	1/23/2017	11	35
TW A	110	1/1/2006	AAC	TAXIWAY	P	0	60,917.00	1/23/2017	11	80
TW A	120	1/1/2011	AAC	TAXIWAY	P	0	3,723.00	1/23/2017	6	88
TW A	125	1/1/2006	AC	TAXIWAY	P	0	13,575.00	1/23/2017	11	33
TW A1	115	1/1/2011	AAC	TAXIWAY	P	0	2,993.00	1/23/2017	6	88
TW A1	117	1/1/2006	AAC	TAXIWAY	P	0	20,449.00	1/23/2017	11	78
TW B	205	7/1/2008	AAC	TAXIWAY	P	0	69,160.00	1/23/2017	9	83
TW B	210	7/1/2008	AAC	TAXIWAY	P	0	29,104.00	1/23/2017	9	86
TW B	215	7/1/2008	AAC	TAXIWAY	P	0	16,000.00	1/23/2017	9	41
TW B	220	1/1/2011	AAC	TAXIWAY	P	0	3,433.00	1/23/2017	6	88
TW B	225	1/1/2006	AAC	TAXIWAY	P	0	12,691.00	1/23/2017	11	52
TW B	230	7/1/2008	AAC	TAXIWAY	P	0	11,803.00	1/23/2017	9	79
TW C	303	7/1/2012	AAC	TAXIWAY	P	0	2,119.00	1/23/2017	5	76
TW C	305	1/1/2013	AAC	TAXIWAY	P	0	32,590.00	1/23/2017	4	92
TW C	306	7/1/2010	AAC	TAXIWAY	P	0	8,714.00	1/23/2017	7	79
TW C	310	1/1/2013	AAC	TAXIWAY	P	0	66,344.00	1/23/2017	4	90
TW C	311	1/1/2011	AAC	TAXIWAY	P	0	3,314.00	1/23/2017	6	81
TW C	315	1/1/2011	AAC	TAXIWAY	P	0	5,043.00	1/23/2017	6	87
TW C1	330	1/1/2013	AAC	TAXIWAY	P	0	17,330.00	1/23/2017	4	87
TW C2	320	7/1/2009	AC	TAXIWAY	P	0	18,074.00	1/23/2017	8	92
TW C3	405	1/1/2013	AAC	TAXIWAY	P	0	13,867.00	1/23/2017	4	94
TW C3	410	7/1/2010	AAC	TAXIWAY	P	0	4,920.00	1/23/2017	7	86

Pavement Database: FDOT *NetworkId: 40J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1945	PCC	APRON	P	0	339,332.00	2/8/2017	72	38
RW 12-30	6105	1/1/1945	PCC	RUNWAY	P	0	10,250.00	2/8/2017	72	35
RW 12-30	6110	1/1/1945	PCC	RUNWAY	P	0	45,034.00	2/8/2017	72	46
RW 12-30	6115	1/1/1997	AAC	RUNWAY	P	0	434,400.00	2/8/2017	20	63
RW 12-30	6125	1/1/1945	PCC	RUNWAY	P	0	32,882.00	2/8/2017	72	46
RW 12-30	6130	1/1/1945	PCC	RUNWAY	P	0	4,875.00	2/8/2017	72	34
RW 18-36	6305	1/1/1945	PCC	RUNWAY	P	0	10,996.00	2/8/2017	72	52
RW 18-36	6310	1/1/1945	PCC	RUNWAY	P	0	35,176.00	2/8/2017	72	54
RW 18-36	6315	1/1/2013	AC	RUNWAY	P	0	438,000.00	2/8/2017	4	89
RW 18-36	6325	1/1/1945	PCC	RUNWAY	P	0	21,407.00	2/8/2017	72	54
T-HANGAR	4110	7/1/2009	AC	TAXILANE	P	0	30,807.00	2/8/2017	8	90
TW A & B	105	1/1/1995	AAC	TAXIWAY	P	0	131,781.00	2/8/2017	22	58
TW A & B	110	1/1/1995	AAC	TAXIWAY	P	0	111,959.00	2/8/2017	22	59
TW C	205	1/1/1995	AAC	TAXIWAY	P	0	152,818.00	2/8/2017	22	56
TW C	210	1/1/1995	AC	TAXIWAY	P	0	57,791.00	2/8/2017	22	59
TW C	215	1/1/1945	AC	TAXIWAY	P	0	5,000.00	2/8/2017	72	22

Pavement Database: FDOT *NetworkId: 42J*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1943	PCC	APRON	P	0	167,821.00	4/24/2017	74	64
AP	4110	1/1/2016	AAC	APRON	P	0	42,163.00	4/24/2017	1	100
AP T-HANG	4505	1/1/1943	PCC	APRON	P	0	24,431.00	4/24/2017	74	31
AP T-HANG	4510	1/1/2004	AC	APRON	P	0	40,735.00	4/24/2017	13	78
AP T-HANG	4515	1/1/2008	AC	APRON	P	0	15,277.00	4/24/2017	9	52
AP T-HANG	4520	1/1/2009	AC	APRON	P	0	61,168.00	4/24/2017	8	35
RW 11-29	6205	1/1/1942	PCC	RUNWAY	S	0	22,286.00	4/24/2017	75	43
RW 11-29	6215	1/1/1991	AC	RUNWAY	S	0	329,625.00	4/24/2017	26	55
RW 11-29	6220	1/1/1942	PCC	RUNWAY	S	0	28,125.00	4/24/2017	75	39
RW 5-23	6105	1/1/1943	PCC	RUNWAY	P	0	15,000.00	4/24/2017	74	43
RW 5-23	6110	1/1/1943	PCC	RUNWAY	P	0	18,125.00	4/24/2017	74	41
RW 5-23	6115	7/1/2010	AAC	RUNWAY	P	0	220,000.00	4/24/2017	7	81
RW 5-23	6120	7/1/2010	AAC	RUNWAY	P	0	220,000.00	4/24/2017	7	85
RW 5-23	6130	1/1/1943	PCC	RUNWAY	P	0	15,627.00	4/24/2017	74	50
RW 5-23	6135	1/1/1943	PCC	RUNWAY	P	0	19,518.00	4/24/2017	74	49
TW A	105	1/1/1987	AAC	TAXIWAY	P	0	195,631.00	4/24/2017	30	35
TW B	205	1/1/1987	AAC	TAXIWAY	P	0	19,612.00	4/24/2017	30	49
TW B	210	1/1/1997	AC	TAXIWAY	P	0	77,412.00	4/24/2017	20	51
TW B	220	1/1/1997	AC	TAXIWAY	P	0	14,679.00	4/24/2017	20	53
TW C	305	1/1/1997	AC	TAXIWAY	P	0	92,494.00	4/24/2017	20	58
TW E	505	1/1/1990	AC	TAXIWAY	P	0	31,823.00	4/24/2017	27	58

Pavement Database: FDOT *NetworkId: CDK*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1970	AC	APRON	P	0	19,944.00	4/26/2017	47	23
RW 5-23	6105	1/1/1980	AC	RUNWAY	P	0	173,801.00	4/26/2017	37	28
TW A	105	1/1/1970	AC	TAXIWAY	P	0	7,156.00	4/26/2017	47	16
TW A	110	1/1/1980	AC	TAXIWAY	P	0	2,500.00	4/26/2017	37	29

Pavement Database: FDOT *NetworkId: CRG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FAA	4505	1/1/2004	AC	APRON	T	0	147,450.00	5/1/2019	15	80
AP FAA	4510	1/1/2004	PCC	APRON	P	0	6,400.00	5/1/2019	15	78
AP N	4205	7/1/2018	AAC	APRON	P	0	24,445.00	7/1/2018	0	100
AP N	4210	7/1/2018	AAC	APRON	P	0	265,650.00	7/1/2018	0	100
AP N	4215	7/1/2018	AC	APRON	S	0	22,406.00	7/1/2018	0	100
AP N	4220	12/25/1994	AC	APRON	S	0	27,322.00	5/1/2019	25	30
AP NW	4305	1/1/1991	AC	APRON	P	0	41,023.00	5/1/2019	28	63
AP NW	4310	7/1/2018	AAC	APRON	P	0	204,437.00	7/1/2018	0	100
AP NW	4320	7/1/2018	AAC	APRON	P	0	56,781.00	7/1/2018	0	100
AP RU RW 5	5205	1/1/2003	AC	APRON	T	0	22,135.00	5/1/2019	16	77
AP RU RW14	5310	1/1/2010	AAC	APRON	P	0	24,645.00	5/1/2019	9	71
AP RU RW23	5105	1/1/2005	AC	APRON	P	0	12,030.00	5/1/2019	14	73
AP RU RW23	5110	1/1/2019	AAC	APRON	P	0	6,117.00	1/1/2019	0	100
AP S	4105	7/1/2018	AAC	APRON	P	0	185,265.00	7/1/2018	0	100
AP S	4115	7/1/2018	AAC	APRON	P	0	15,813.00	7/1/2018	0	100
AP SW	4405	12/25/1999	PCC	APRON	S	0	8,887.00	5/1/2019	20	12
AP SW	4406	1/1/2014	PCC	APRON	S	0	2,417.00	5/1/2019	5	86
AP SW	4407	12/25/1999	AC	APRON	P	0	14,286.00	5/1/2019	20	56
AP SW	4410	1/1/2019	AAC	APRON	S	0	12,829.00	1/1/2019	0	100
AP SW	4415	1/1/2002	AC	APRON	S	0	23,211.00	5/1/2019	17	68
AP SW	4420	12/25/1994	AC	APRON	S	0	12,167.00	5/1/2019	25	67
AP SW	4430	1/1/2006	AC	APRON	S	0	4,074.00	5/1/2019	13	26
AP SW	4435	1/1/2007	AAC	APRON	S	0	20,729.00	5/1/2019	12	74
RW 14-32	6205	1/1/2019	AAC	RUNWAY	P	0	45,000.00	1/1/2019	0	100
RW 14-32	6210	1/1/2019	AAC	RUNWAY	P	0	355,800.00	1/1/2019	0	100
RW 5-23	6105	1/1/2011	AAC	RUNWAY	S	0	363,800.00	5/1/2019	8	68
RW 5-23	6110	1/1/2019	AAC	RUNWAY	P	0	25,800.00	1/1/2019	0	100
TL A3	153	1/1/2019	AC	TAXILANE	P	0	69,029.00	1/1/2019	0	100
TL A3	155	1/1/2007	AC	TAXILANE	P	0	19,174.00	5/1/2019	12	79
TW A	105	1/1/2010	AAC	TAXIWAY	P	0	74,656.00	5/1/2019	9	57
TW A	110	1/1/2019	AAC	TAXIWAY	P	0	6,423.00	1/1/2019	0	100
TW A	120	1/1/2005	AC	TAXIWAY	P	0	37,712.00	5/1/2019	14	72
TW A1	130	1/1/2005	AC	TAXIWAY	S	0	22,201.00	5/1/2019	14	84
TW A2	132	1/1/2010	AAC	TAXIWAY	P	0	3,131.00	5/1/2019	9	69
TW A2	135	1/1/1991	AC	TAXIWAY	P	0	6,046.00	5/1/2019	28	57
TW A3	142	1/1/2019	AAC	TAXIWAY	P	0	13,123.00	1/1/2019	0	100
TW A3	145	1/1/2001	AC	TAXIWAY	P	0	4,606.00	5/1/2019	18	72
TW A3	150	1/1/2010	AAC	TAXIWAY	P	0	4,850.00	5/1/2019	9	81
TW A4	160	1/1/2010	AAC	TAXIWAY	P	0	5,193.00	5/1/2019	9	66
TW A4	165	7/1/2018	AAC	TAXIWAY	P	0	5,091.00	7/1/2018	0	100
TW A5	170	7/1/2018	AAC	TAXIWAY	P	0	5,011.00	7/1/2018	0	100
TW A5	175	1/1/2010	AAC	TAXIWAY	P	0	5,069.00	5/1/2019	9	55
TW A5	180	1/1/2010	AAC	TAXIWAY	P	0	8,126.00	5/1/2019	9	64
TW A5	185	1/1/2019	AAC	TAXIWAY	P	0	13,533.00	1/1/2019	0	100
TW B	215	1/1/2005	AC	TAXIWAY	P	0	29,838.00	5/1/2019	14	77
TW B	225	1/1/2010	AAC	TAXIWAY	P	0	59,500.00	5/1/2019	9	55
TW B	227	1/1/2003	AAC	TAXIWAY	P	0	5,899.00	5/1/2019	16	70
TW B	230	1/1/2011	AAC	TAXIWAY	P	0	3,679.00	5/1/2019	8	81

TW B	235	1/1/2003	AC	TAXIWAY	T	0	26,915.00	5/1/2019	16	68
TW B1	210	12/25/1994	AC	TAXIWAY	P	0	7,110.00	5/1/2019	25	59
TW B2	220	1/1/2011	AAC	TAXIWAY	P	0	3,863.00	5/1/2019	8	81
TW B2	240	1/1/2003	AC	TAXIWAY	S	0	11,812.00	5/1/2019	16	69
TW B2	242	1/1/2010	AAC	TAXIWAY	P	0	4,802.00	5/1/2019	9	82
TW B2	243	12/25/1994	AAC	TAXIWAY	S	0	6,422.00	5/1/2019	25	42
TW B3	244	1/1/2010	AAC	TAXIWAY	P	0	3,380.00	5/1/2019	9	70
TW B4	245	1/2/1984	AAC	TAXIWAY	P	0	9,056.00	5/1/2019	35	31
TW B4	250	1/1/2010	AAC	TAXIWAY	P	0	15,426.00	5/1/2019	9	67
TW B4	265	1/1/2011	AAC	TAXIWAY	P	0	3,169.00	5/1/2019	8	80
TW B5	255	1/1/1991	AC	TAXIWAY	P	0	4,433.00	5/1/2019	28	51
TW B5	260	1/1/2005	AC	TAXIWAY	P	0	5,545.00	5/1/2019	14	80
TW C	305	1/1/2019	AAC	TAXIWAY	P	0	24,696.00	1/1/2019	0	100
TW C	310	1/1/2019	AAC	TAXIWAY	P	0	5,648.00	1/1/2019	0	100
TW C	320	12/25/2010	AAC	TAXIWAY	P	0	16,569.00	5/1/2019	9	57
TW D	455	1/1/2005	AC	TAXIWAY	P	0	12,087.00	5/1/2019	14	80
TW D	460	1/1/2005	AC	TAXIWAY	P	0	29,215.00	5/1/2019	14	78
TW E	505	1/1/2019	AAC	TAXIWAY	P	0	14,164.00	1/1/2019	0	100
TW F	605	1/1/2019	AAC	TAXIWAY	P	0	9,632.00	1/1/2019	0	100
TW F	610	1/1/2019	AAC	TAXIWAY	P	0	5,562.00	1/1/2019	0	100
TW G	765	1/1/2003	AC	TAXIWAY	P	0	65,079.00	5/1/2019	16	73
TW G	770	1/1/2004	AC	TAXIWAY	P	0	9,691.00	5/1/2019	15	75

Pavement Database: FDOT *NetworkId: CTY*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1942	PCC	APRON	P	0	266,464.00	4/25/2017	75	39
AP	4110	1/1/2006	PCC	APRON	P	0	6,463.00	4/25/2017	11	64
AP	4115	1/1/2007	PCC	APRON	P	0	4,047.00	4/25/2017	10	48
AP	4120	1/1/1999	PCC	APRON	P	0	2,844.00	4/25/2017	18	37
AP T-HANG	4205	1/1/2006	AC	APRON	P	0	13,049.00	4/25/2017	11	82
AP T-HANG	4210	1/1/2017	AC	APRON	S	0	29,553.00	1/1/2017	0	100
RW 13-31	6105	12/1/2015	AC	RUNWAY	P	0	470,100.00	12/1/2015	0	100
RW 13-31	6110	1/1/1942	PCC	RUNWAY	P	0	30,000.00	4/25/2017	75	50
RW 4-22	6205	1/1/1989	AC	RUNWAY	P	0	11,250.00	4/25/2017	28	38
RW 4-22	6210	1/1/1993	AC	RUNWAY	P	0	386,400.00	4/25/2017	24	66
TW A	105	1/1/1989	AC	TAXIWAY	P	0	19,211.00	4/25/2017	28	31
TW A	110	1/1/1989	AC	TAXIWAY	P	0	160,142.00	4/25/2017	28	57
TW A	115	1/1/1989	AC	TAXIWAY	P	0	14,383.00	4/25/2017	28	43
TW A	120	1/1/1942	PCC	TAXIWAY	P	0	3,438.00	4/25/2017	75	41
TW A	170	1/1/1989	AC	TAXIWAY	P	0	8,149.00	4/25/2017	28	55
TW A	175	1/1/1989	AC	TAXIWAY	P	0	9,701.00	4/25/2017	28	47
TW A1	150	1/1/1989	AC	TAXIWAY	P	0	7,840.00	4/25/2017	28	26
TW A1	155	1/1/1989	AC	TAXIWAY	P	0	7,685.00	4/25/2017	28	45
TW A2	160	1/1/1989	AC	TAXIWAY	P	0	21,140.00	4/25/2017	28	50
TW A3	165	1/1/1989	AC	TAXIWAY	P	0	19,127.00	4/25/2017	28	52
TW B	205	1/1/1989	AC	TAXIWAY	P	0	11,081.00	4/25/2017	28	55
TW B	207	1/1/1995	AC	TAXIWAY	P	0	10,500.00	4/25/2017	22	50
TW B	210	1/1/1993	AC	TAXIWAY	P	0	180,691.00	4/25/2017	24	61
TW B1	215	1/1/1993	AC	TAXIWAY	P	0	19,048.00	4/25/2017	24	66
TW B2	220	1/1/1993	AC	TAXIWAY	P	0	19,010.00	4/25/2017	24	58

Pavement Database: FDOT *NetworkId: FHB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4205	1/1/2014	AAC	APRON	P	0	30,473.00	5/6/2019	5	90
AP N	4210	1/1/2014	AC	APRON	P	0	23,464.00	5/6/2019	5	94
AP N	4215	1/1/1993	AC	APRON	P	0	155,925.00	5/6/2019	26	55
AP N	4220	1/1/1944	PCC	APRON	P	0	23,835.00	5/6/2019	75	1
AP N	4240	1/1/2004	AC	APRON	T	0	113,573.00	5/6/2019	15	85
AP NW	4105	1/1/2000	AC	APRON	P	0	11,190.00	5/6/2019	19	36
AP NW	4110	1/1/1987	AC	APRON	P	0	14,280.00	5/6/2019	32	33
AP RU N	4510	1/1/2004	AC	APRON	T	0	7,368.00	5/6/2019	15	58
AP T-HANG	4305	12/25/2000	AC	APRON	P	0	19,403.00	5/6/2019	19	85
AP T-HANG	4307	1/1/1987	AC	APRON	P	0	28,110.00	5/6/2019	32	56
AP T-HANG	4310	12/25/1999	AC	APRON	P	0	18,438.00	5/6/2019	20	69
RW 13-31	6215	1/1/2010	AAC	RUNWAY	P	0	479,466.00	5/6/2019	9	65
RW 13-31	6225	1/1/2004	AAC	RUNWAY	P	0	11,592.00	5/6/2019	15	64
RW 4-22	6105	1/1/2004	AAC	RUNWAY	P	0	379,000.00	5/6/2019	15	65
RW 4-22	6110	1/1/2014	AC	RUNWAY	P	0	138,933.00	5/6/2019	5	92
RW 9-27	6305	1/1/2004	PCC	RUNWAY	T	0	86,150.00	5/6/2019	15	98
RW 9-27	6335	1/1/2004	PCC	RUNWAY	S	0	30,150.00	5/6/2019	15	83
TW A	305	1/1/2010	AAC	TAXIWAY	P	0	20,095.00	5/6/2019	9	68
TW A	310	1/1/2010	AAC	TAXIWAY	P	0	17,554.00	5/6/2019	9	87
TW A	315	1/1/2004	AAC	TAXIWAY	P	0	36,250.00	5/6/2019	15	73
TW A	320	1/1/2004	AAC	TAXIWAY	P	0	35,000.00	5/6/2019	15	71
TW A	325	1/1/2004	AC	TAXIWAY	P	0	71,712.00	5/6/2019	15	64
TW A	327	1/1/2004	AAC	TAXIWAY	P	0	18,381.00	5/6/2019	15	78
TW A	330	1/1/1944	AC	TAXIWAY	P	0	39,508.00	5/6/2019	75	69
TW A	335	1/1/2004	AAC	TAXIWAY	P	0	4,219.00	5/6/2019	15	67
TW A	350	1/1/1996	AAC	TAXIWAY	P	0	11,250.00	5/6/2019	23	71
TW B	205	1/1/2010	AAC	TAXIWAY	P	0	11,685.00	5/6/2019	9	66
TW B	210	1/1/2010	AAC	TAXIWAY	P	0	99,184.00	5/6/2019	9	59
TW B	215	1/1/2010	AAC	TAXIWAY	P	0	7,146.00	5/6/2019	9	63
TW B	220	1/1/2010	AAC	TAXIWAY	P	0	17,500.00	5/6/2019	9	58
TW B	225	1/1/2010	AAC	TAXIWAY	P	0	6,738.00	5/6/2019	9	69
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	29,700.00	5/6/2019	9	65
TW B	233	1/1/2010	AAC	TAXIWAY	P	0	15,343.00	5/6/2019	9	70
TW B	235	1/1/2010	AAC	TAXIWAY	P	0	20,200.00	5/6/2019	9	63
TW B	236	1/1/1996	AAC	TAXIWAY	P	0	4,994.00	5/6/2019	23	70
TW C	120	1/1/2010	AAC	TAXIWAY	P	0	9,442.00	5/6/2019	9	57
TW C	125	1/1/2010	PCC	TAXIWAY	P	0	9,632.00	5/6/2019	9	85
TW C	130	1/1/2004	PCC	TAXIWAY	P	0	10,200.00	5/6/2019	15	89
TW C	140	1/1/2004	PCC	TAXIWAY	P	0	14,381.00	5/6/2019	15	94
TW C	145	1/1/2004	AC	TAXIWAY	P	0	11,198.00	5/6/2019	15	37
TW C	150	1/1/2010	AC	TAXIWAY	P	0	1,968.00	5/6/2019	9	67
TW C	155	1/1/2010	PCC	TAXIWAY	P	0	6,151.00	5/6/2019	9	83
TW D	405	1/1/2004	AC	TAXIWAY	P	0	6,163.00	5/6/2019	15	81
TW D	410	1/1/2004	AC	TAXIWAY	P	0	24,188.00	5/6/2019	15	71
TW D	412	1/1/1996	AAC	TAXIWAY	P	0	8,092.00	5/6/2019	23	71
TW D	415	1/1/2004	AC	TAXIWAY	P	0	8,400.00	5/6/2019	15	77
TW D	417	1/1/1996	AAC	TAXIWAY	P	0	17,493.00	5/6/2019	23	71
TW D	420	1/1/2004	AC	TAXIWAY	P	0	42,000.00	5/6/2019	15	72
TW D	425	1/1/2004	AAC	TAXIWAY	P	0	9,694.00	5/6/2019	15	68
TW D	430	1/1/2004	AC	TAXIWAY	P	0	18,663.00	5/6/2019	15	69

TW E	510	1/1/2011	AC	TAXIWAY	P	0	61,180.00	5/6/2019	8	91
TW NW AP	505	1/1/1987	AC	TAXIWAY	P	0	2,976.00	5/6/2019	32	33
TW NW AP	507	1/1/2004	AAC	TAXIWAY	P	0	3,469.00	5/6/2019	15	74

Pavement Database: FDOT *NetworkId: GNV*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4203	7/1/2010	AAC	APRON	P	0	23,039.00	4/10/2019	9	64
AP N	4205	7/1/2010	AAC	APRON	P	0	189,798.00	4/10/2019	9	72
AP N	4210	7/1/2010	APC	APRON	P	0	49,872.00	4/10/2019	9	62
AP N	4215	7/1/2010	APC	APRON	P	0	76,639.00	4/10/2019	9	82
AP N	4220	7/1/2010	APC	APRON	P	0	53,200.00	4/10/2019	9	46
AP N	4222	7/1/2010	AAC	APRON	P	0	13,199.00	4/10/2019	9	66
AP N	4226	7/1/2010	AAC	APRON	P	0	97,393.00	4/10/2019	9	73
AP N	4228	7/1/2010	AAC	APRON	P	0	14,420.00	4/10/2019	9	58
AP N	4230	7/1/2010	AAC	APRON	P	0	36,283.00	4/10/2019	9	77
AP N	4240	7/1/2010	AAC	APRON	P	0	130,329.00	4/10/2019	9	70
AP N	4241	7/1/2010	AAC	APRON	P	0	21,600.00	4/10/2019	9	76
AP N	4245	7/1/2010	AAC	APRON	P	0	15,617.00	4/10/2019	9	70
AP N	4250	7/1/2010	AAC	APRON	P	0	145,100.00	4/10/2019	9	77
AP N	4255	7/1/2010	AAC	APRON	P	0	125,665.00	4/10/2019	9	72
AP N	4260	7/1/2010	AAC	APRON	P	0	104,561.00	4/10/2019	9	74
AP N	4270	7/1/2010	AC	APRON	P	0	32,960.00	4/10/2019	9	79
AP RU 25	5105	7/1/2009	AAC	APRON	P	0	9,793.00	4/10/2019	10	87
AP RU 7	5205	1/1/1980	AC	APRON	P	0	7,974.00	4/10/2019	39	50
AP S	4105	7/1/2009	AAC	APRON	P	0	66,500.00	4/10/2019	10	75
AP S	4110	1/1/1978	PCC	APRON	P	0	126,000.00	4/10/2019	41	88
AP S	4115	1/1/1978	PCC	APRON	P	0	35,000.00	4/10/2019	41	84
AP S	4120	7/1/2009	AAC	APRON	P	0	12,825.00	4/10/2019	10	86
AP S	4125	7/1/2009	AAC	APRON	P	0	22,290.00	4/10/2019	10	80
AP S	4130	7/1/2009	AAC	APRON	P	0	8,760.00	4/10/2019	10	88
AP S	4135	1/1/2016	PCC	APRON	P	0	70,723.00	4/10/2019	3	100
AP SW	4305	1/1/2005	AAC	APRON	P	0	32,431.00	4/10/2019	14	65
AP SW	4310	12/25/1999	AC	APRON	P	0	12,201.00	4/10/2019	20	29
AP SW	4315	12/25/1999	AC	APRON	P	0	23,585.00	4/10/2019	20	55
AP SW	4320	7/1/2010	AAC	APRON	P	0	21,340.00	4/10/2019	9	73
AP SW	4325	7/1/2010	AC	APRON	P	0	72,728.00	4/10/2019	9	64
AP SW	4330	1/1/2009	AC	APRON	P	0	61,003.00	4/10/2019	10	76
RW 11-29	6201	1/1/2015	AAC	RUNWAY	P	0	12,282.00	4/10/2019	4	88
RW 11-29	6202	2/1/2005	AAC	RUNWAY	P	0	34,697.00	4/10/2019	14	52
RW 11-29	6205	2/1/2005	AAC	RUNWAY	P	0	630,300.00	4/10/2019	14	72
RW 11-29	6207	2/1/2005	AAC	RUNWAY	P	0	17,349.00	4/10/2019	14	70
RW 11-29	6210	2/1/2005	AAC	RUNWAY	P	0	315,150.00	4/10/2019	14	76
RW 11-29	6225	2/1/2005	AAC	RUNWAY	P	0	100,100.00	4/10/2019	14	66
RW 11-29	6230	2/1/2005	AAC	RUNWAY	P	0	50,050.00	4/10/2019	14	76
RW 7-25	6105	9/1/2015	AAC	RUNWAY	S	0	415,800.00	4/10/2019	4	89
TL T-HANG	3105	7/1/2009	AAC	TAXILANE	P	0	52,426.00	4/10/2019	10	63
TW A	104	1/1/2015	AAC	TAXIWAY	P	0	13,820.00	4/10/2019	4	89
TW A	105	1/1/1973	AAC	TAXIWAY	P	0	80,019.00	4/10/2019	46	30
TW A	108	1/1/2005	AAC	TAXIWAY	P	0	6,264.00	4/10/2019	14	72
TW A	110	1/1/2012	AAC	TAXIWAY	P	0	50,240.00	4/10/2019	7	89
TW A	115	7/1/2009	AAC	TAXIWAY	P	0	22,645.00	4/10/2019	10	60
TW A	117	7/1/2009	AAC	TAXIWAY	P	0	9,679.00	4/10/2019	10	69
TW A	119	7/1/2009	AAC	TAXIWAY	P	0	4,962.00	4/10/2019	10	59
TW A	120	1/1/2012	AAC	TAXIWAY	P	0	98,695.00	4/10/2019	7	91
TW A	130	1/1/1979	AC	TAXIWAY	P	0	11,380.00	4/10/2019	40	64
TW A	135	1/1/1980	AC	TAXIWAY	P	0	20,258.00	4/10/2019	39	60
TW A	140	1/1/1992	AC	TAXIWAY	P	0	32,303.00	4/10/2019	27	37

TW A	143	1/1/1992	AC	TAXIWAY	P	0	5,547.00	4/10/2019	27	46
TW A	147	1/1/1980	AC	TAXIWAY	P	0	3,947.00	4/10/2019	39	58
TW A	149	7/1/2009	AAC	TAXIWAY	P	0	4,225.00	4/10/2019	10	68
TW A	152	7/1/2009	AAC	TAXIWAY	P	0	3,939.00	4/10/2019	10	85
TW A	153	7/1/2009	AAC	TAXIWAY	P	0	4,523.00	4/10/2019	10	82
TW A	154	7/1/2009	AAC	TAXIWAY	P	0	4,561.00	4/10/2019	10	53
TW B	203	1/1/2015	AAC	TAXIWAY	P	0	8,026.00	4/10/2019	4	90
TW B	205	7/1/2009	AAC	TAXIWAY	P	0	129,976.00	4/10/2019	10	89
TW B	206	1/1/2015	AAC	TAXIWAY	P	0	7,137.00	4/10/2019	4	87
TW B	208	7/1/2009	AAC	TAXIWAY	P	0	18,964.00	4/10/2019	10	81
TW B	210	1/1/2005	AAC	TAXIWAY	P	0	11,878.00	4/10/2019	14	53
TW C	304	1/1/2015	AAC	TAXIWAY	P	0	17,460.00	4/10/2019	4	89
TW C	305	3/1/2011	AC	TAXIWAY	P	0	110,122.00	4/10/2019	8	75
TW C	307	7/1/2010	AAC	TAXIWAY	P	0	44,526.00	4/10/2019	9	61
TW C	315	7/1/2010	AAC	TAXIWAY	P	0	22,886.00	4/10/2019	9	81
TW CONN E	605	1/1/2014	AC	TAXIWAY	P	0	28,681.00	4/10/2019	5	86
TW CONN E	610	7/1/2009	AAC	TAXIWAY	P	0	8,448.00	4/10/2019	10	79
TW CONN W	715	1/1/2014	AC	TAXIWAY	P	0	65,848.00	4/10/2019	5	91
TW D	410	7/1/2009	AAC	TAXIWAY	P	0	20,831.00	4/10/2019	10	80
TW E	505	1/1/2014	AC	TAXIWAY	P	0	491,892.00	4/10/2019	5	86
TW E	510	1/1/2014	AC	TAXIWAY	P	0	75,075.00	4/10/2019	5	89
TW E1	515	1/1/2005	AAC	TAXIWAY	P	0	19,914.00	4/10/2019	14	65
TW E1	517	1/1/2014	AC	TAXIWAY	P	0	15,325.00	4/10/2019	5	90
TW E2	520	1/1/2005	AAC	TAXIWAY	P	0	19,417.00	4/10/2019	14	73
TW E2	522	1/1/2014	AC	TAXIWAY	P	0	15,698.00	4/10/2019	5	91
TW E3	530	1/1/2005	AAC	TAXIWAY	P	0	28,702.00	4/10/2019	14	69
TW E3	532	1/1/2014	AC	TAXIWAY	P	0	20,853.00	4/10/2019	5	89
TW E4	540	1/1/2005	AAC	TAXIWAY	P	0	29,074.00	4/10/2019	14	66
TW E4	542	1/1/2014	AC	TAXIWAY	P	0	17,460.00	4/10/2019	5	90
TW E5	550	1/1/2005	AAC	TAXIWAY	P	0	19,373.00	4/10/2019	14	77
TW E5	552	1/1/2014	AC	TAXIWAY	P	0	9,790.00	4/10/2019	5	91

Pavement Database: FDOT *NetworkId: HEG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FBO	4215	7/1/2016	AAC	APRON	P	0	10,233.00	5/2/2019	3	88
AP FBO	4220	12/25/1999	AC	APRON	P	0	22,343.00	5/2/2019	20	62
AP FBO	4225	1/1/1997	AC	APRON	P	0	13,370.00	5/2/2019	22	60
AP N	4305	1/1/2012	AAC	APRON	P	0	72,711.00	5/2/2019	7	74
AP N	4307	12/25/2009	AC	APRON	P	0	22,380.00	5/2/2019	10	73
AP N	4310	1/1/1990	AC	APRON	P	0	10,000.00	5/2/2019	29	46
AP NE	4405	12/25/1999	AC	APRON	P	0	11,815.00	5/2/2019	20	14
AP NE	4410	12/25/1999	PCC	APRON	P	0	27,876.00	5/2/2019	20	5
AP NW	4105	7/1/2016	AAC	APRON	P	0	110,686.00	5/2/2019	3	94
AP NW	4110	7/1/2016	AAC	APRON	P	0	39,032.00	5/2/2019	3	94
AP NW	4115	1/1/2005	AC	APRON	P	0	60,864.00	5/2/2019	14	69
AP NW	4120	1/1/2001	AC	APRON	P	0	41,757.00	5/2/2019	18	68
AP NW	4125	12/25/2006	AC	APRON	P	0	11,947.00	5/2/2019	13	69
AP RU	5105	1/1/1999	AC	APRON	P	0	11,481.00	5/2/2019	20	79
AP RU	5110	1/1/1999	AC	APRON	P	0	11,371.00	5/2/2019	20	80
AP RU	5115	6/1/2019	AC	APRON	P	0	10,993.00	6/1/2019	0	100
RW 11-29	6205	6/1/2019	AC	RUNWAY	S	0	412,753.00	6/1/2019	0	100
RW 7-25	6105	1/1/2009	AAC	RUNWAY	P	0	268,900.00	5/2/2019	10	75
RW 7-25	6110	1/1/2009	AAC	RUNWAY	P	0	131,000.00	5/2/2019	10	77
TW A	105	1/1/2013	AAC	TAXIWAY	P	0	153,047.00	5/2/2019	6	88
TW B	305	1/1/2013	AAC	TAXIWAY	P	0	21,515.00	5/2/2019	6	92
TW C	605	6/1/2019	AC	TAXIWAY	P	0	32,373.00	6/1/2019	0	100
TW C	610	6/1/2019	AC	TAXIWAY	P	0	4,869.00	6/1/2019	0	100
TW C	620	6/1/2019	AC	TAXIWAY	P	0	4,869.00	6/1/2019	0	100
TW C	625	6/1/2019	AC	TAXIWAY	P	0	16,303.00	6/1/2019	0	100
TW D	205	6/1/2019	AC	TAXIWAY	P	0	171,329.00	6/1/2019	0	100
TW E FBO	710	7/1/2016	AAC	TAXIWAY	P	0	3,344.00	5/2/2019	3	94
TW E NW AP	405	7/1/2016	AAC	TAXIWAY	P	0	4,713.00	5/2/2019	3	94
TW N AP	805	1/1/2012	AAC	TAXIWAY	P	0	16,073.00	5/2/2019	7	79
TW NE AP	1105	12/25/1999	PCC	TAXIWAY	P	0	6,535.00	5/2/2019	20	9
TW T-HANG	905	1/1/1990	AC	TAXIWAY	P	0	3,307.00	5/2/2019	29	46
TW T-HANG	915	1/1/1990	AC	TAXIWAY	P	0	20,878.00	5/2/2019	29	49
TW T-HANG	925	1/1/1996	AC	TAXIWAY	P	0	33,188.00	5/2/2019	23	50
TW W NW AP	550	1/1/2013	AAC	TAXIWAY	P	0	2,186.00	5/2/2019	6	90

Pavement Database: FDOT *NetworkId: JAX*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO	4105	1/1/1989	PCC	APRON	P	0	296,070.00	4/29/2019	30	83
AP CARGO	4110	1/1/1994	AC	APRON	P	0	27,040.00	4/29/2019	25	33
AP CARGO	4118	1/1/2000	PCC	APRON	P	0	198,059.00	4/29/2019	19	88
AP CARGO	4120	1/1/1981	PCC	APRON	P	0	212,550.00	4/29/2019	38	78
AP CARGO	4125	1/1/1968	PCC	APRON	P	0	84,968.00	4/29/2019	51	48
AP CARGO	4135	5/1/2007	PCC	APRON	P	0	32,378.00	4/29/2019	12	61
AP GA	4205	1/1/2016	AC	APRON	P	0	76,140.00	4/29/2019	3	89
AP GA	5105	1/1/2006	AC	APRON	P	0	127,653.00	4/29/2019	13	49
AP GA	5110	1/1/2006	AC	APRON	P	0	239,174.00	4/29/2019	13	68
AP GA	5115	1/1/2006	AC	APRON	P	0	28,389.00	4/29/2019	13	62
AP HOLD	4405	1/1/1992	PCC	APRON	P	0	150,030.00	4/29/2019	27	85
AP TERM	4305	1/1/1985	PCC	APRON	P	0	36,141.00	4/29/2019	34	79
AP TERM	4310	1/1/1985	PCC	APRON	P	0	144,838.00	4/29/2019	34	79
AP TERM	4315	1/1/1985	PCC	APRON	P	0	146,950.00	4/29/2019	34	86
AP TERM	4410	12/11/2007	PCC	APRON	P	0	95,567.00	4/29/2019	12	95
AP TERM	4412	12/11/2007	PCC	APRON	P	0	24,650.00	4/29/2019	12	97
AP TERM	4415	12/11/2007	PCC	APRON	P	0	101,704.00	4/29/2019	12	99
AP TERM	4420	12/11/2007	PCC	APRON	P	0	195,814.00	4/29/2019	12	94
AP TERM	4425	12/11/2007	PCC	APRON	P	0	643,219.00	4/29/2019	12	93
AP TERM	4430	12/11/2007	PCC	APRON	P	0	361,365.00	4/29/2019	12	68
AP TERM	4435	12/11/2007	PCC	APRON	P	0	625,548.00	4/29/2019	12	88
AP TERM	4440	12/11/2007	PCC	APRON	P	0	121,630.00	4/29/2019	12	97
AP TERM	4445	1/1/1991	PCC	APRON	P	0	312,670.00	4/29/2019	28	76
RW 14-32	6205	1/1/1996	PCC	RUNWAY	P	0	25,000.00	4/29/2019	23	82
RW 14-32	6207	1/1/1996	PCC	RUNWAY	P	0	50,000.00	4/29/2019	23	87
RW 14-32	6210	1/1/2000	PCC	RUNWAY	P	0	330,000.00	4/29/2019	19	92
RW 14-32	6215	1/1/2000	PCC	RUNWAY	P	0	622,500.00	4/29/2019	19	93
RW 14-32	6220	1/1/1996	PCC	RUNWAY	P	0	30,000.00	4/29/2019	23	89
RW 14-32	6225	1/1/1996	PCC	RUNWAY	P	0	60,000.00	4/29/2019	23	94
RW 14-32	6230	1/1/1996	PCC	RUNWAY	P	0	37,500.00	4/29/2019	23	90
RW 8-26	6105	1/1/1994	PCC	RUNWAY	P	0	1,000,000.	4/29/2019	25	89
RW 8-26	6110	1/1/1994	PCC	RUNWAY	P	0	500,000.00	4/29/2019	25	83
TW A	105	1/1/1983	PCC	TAXIWAY	P	0	54,448.00	4/29/2019	36	79
TW A	110	1/1/1989	PCC	TAXIWAY	P	0	168,750.00	4/29/2019	30	81
TW A	115	1/1/2000	PCC	TAXIWAY	P	0	118,125.00	4/29/2019	19	84
TW A	120	1/1/1985	PCC	TAXIWAY	P	0	271,875.00	4/29/2019	34	80
TW A	125	1/1/1994	PCC	TAXIWAY	P	0	136,875.00	4/29/2019	25	74
TW AP	2715	1/1/1994	AC	TAXIWAY	P	0	8,530.00	4/29/2019	25	31
TW AP	2720	1/1/2017	AAC	TAXIWAY	P	0	10,052.00	4/29/2019	2	83
TW AP	2772	1/1/1981	PCC	TAXIWAY	P	0	33,940.00	4/29/2019	38	67
TW AP	2774	1/1/1981	PCC	TAXIWAY	P	0	50,906.00	4/29/2019	38	82
TW AP	2775	1/1/1968	PCC	TAXIWAY	P	0	38,593.00	4/29/2019	51	48
TW AP	910	1/1/2006	AC	TAXIWAY	P	0	134,973.00	4/29/2019	13	67
TW AP	915	1/1/2016	AC	TAXIWAY	P	0	8,630.00	4/29/2019	3	89
TW AP	920	1/1/2016	AC	TAXIWAY	P	0	23,852.00	4/29/2019	3	86
TW B	805	1/1/1985	PCC	TAXIWAY	P	0	253,320.00	4/29/2019	34	82
TW B	810	1/1/1994	PCC	TAXIWAY	P	0	136,875.00	4/29/2019	25	81
TW C	1480	1/1/1994	PCC	TAXIWAY	P	0	24,260.00	4/29/2019	25	73
TW C	1490	1/1/1994	PCC	TAXIWAY	P	0	50,660.00	4/29/2019	25	75
TW E	1670	1/1/1994	PCC	TAXIWAY	P	0	29,143.00	4/29/2019	25	78

TW E	1680	1/1/1985	PCC	TAXIWAY	P	0	59,400.00	4/29/2019	34	80
TW F	1145	1/1/1985	PCC	TAXIWAY	P	0	30,320.00	4/29/2019	34	90
TW F	1150	1/1/1985	PCC	TAXIWAY	P	0	18,725.00	4/29/2019	34	86
TW F	1155	1/1/1968	AC	TAXIWAY	P	0	98,961.00	4/29/2019	51	30
TW F	1170	1/1/1994	PCC	TAXIWAY	P	0	27,436.00	4/29/2019	25	82
TW F	1175	1/1/1985	PCC	TAXIWAY	P	0	39,074.00	4/29/2019	34	93
TW G	1020	1/1/1985	PCC	TAXIWAY	P	0	29,478.00	4/29/2019	34	78
TW G	1025	1/1/1985	PCC	TAXIWAY	P	0	19,138.00	4/29/2019	34	85
TW G	1030	1/1/2016	AC	TAXIWAY	P	0	35,019.00	4/29/2019	3	89
TW G	1032	1/1/2016	AC	TAXIWAY	P	0	44,449.00	4/29/2019	3	94
TW G	1035	1/1/2016	AC	TAXIWAY	P	0	7,929.00	4/29/2019	3	92
TW G	1040	1/1/2016	AC	TAXIWAY	P	0	14,096.00	4/29/2019	3	89
TW G	1045	1/1/2001	AAC	TAXIWAY	P	0	14,480.00	4/29/2019	18	53
TW G	1060	1/1/1994	PCC	TAXIWAY	P	0	133,822.00	4/29/2019	25	91
TW H	550	1/1/1994	PCC	TAXIWAY	P	0	208,460.00	4/29/2019	25	88
TW H	555	1/1/1985	PCC	TAXIWAY	P	0	127,293.00	4/29/2019	34	70
TW H	557	1/1/2007	PCC	TAXIWAY	P	0	38,685.00	4/29/2019	12	80
TW J	740	1/1/1994	PCC	TAXIWAY	P	0	136,242.00	4/29/2019	25	87
TW J	745	1/1/1989	PCC	TAXIWAY	P	0	94,986.00	4/29/2019	30	82
TW J	750	1/1/1982	PCC	TAXIWAY	P	0	21,670.00	4/29/2019	37	69
TW J	755	1/1/1968	PCC	TAXIWAY	P	0	13,125.00	4/29/2019	51	73
TW J	760	1/1/1984	PCC	TAXIWAY	P	0	21,750.00	4/29/2019	35	70
TW J	765	1/1/2013	PCC	TAXIWAY	P	0	123,159.00	4/29/2019	6	97
TW K	1320	1/1/1992	PCC	TAXIWAY	P	0	107,334.00	4/29/2019	27	85
TW L	205	1/1/1994	PCC	TAXIWAY	P	0	25,258.00	4/29/2019	25	78
TW L	210	1/1/1983	PCC	TAXIWAY	P	0	28,620.00	4/29/2019	36	84
TW L	215	1/1/1983	PCC	TAXIWAY	P	0	18,195.00	4/29/2019	36	77
TW L	220	1/1/1992	PCC	TAXIWAY	P	0	25,304.00	4/29/2019	27	83
TW L	225	1/1/1992	PCC	TAXIWAY	P	0	52,307.00	4/29/2019	27	81
TW N	305	1/1/1992	PCC	TAXIWAY	P	0	221,250.00	4/29/2019	27	87
TW N	310	1/1/1998	PCC	TAXIWAY	P	0	180,075.00	4/29/2019	21	90
TW N	312	1/1/2000	PCC	TAXIWAY	P	0	131,250.00	4/29/2019	19	89
TW N	315	1/1/1996	PCC	TAXIWAY	P	0	45,000.00	4/29/2019	23	93
TW P	640	1/1/1982	PCC	TAXIWAY	P	0	60,825.00	4/29/2019	37	70
TW P	641	1/1/1994	PCC	TAXIWAY	P	0	8,909.00	4/29/2019	25	87
TW P	650	1/1/1992	PCC	TAXIWAY	P	0	133,322.00	4/29/2019	27	96
TW P	655	1/1/1992	PCC	TAXIWAY	P	0	79,579.00	4/29/2019	27	94
TW P	660	1/1/2013	PCC	TAXIWAY	P	0	126,658.00	4/29/2019	6	99
TW Q	560	1/1/1996	PCC	TAXIWAY	P	0	115,700.00	4/29/2019	23	85
TW R	570	1/1/1996	PCC	TAXIWAY	P	0	43,767.00	4/29/2019	23	86
TW R	575	1/1/1996	PCC	TAXIWAY	P	0	111,623.00	4/29/2019	23	88
TW R	576	1/1/1991	PCC	TAXIWAY	P	0	29,713.00	4/29/2019	28	86
TW S	1285	1/1/1989	PCC	TAXIWAY	P	0	140,346.00	4/29/2019	30	81
TW S	1290	1/1/1989	PCC	TAXIWAY	P	0	28,370.00	4/29/2019	30	78
TW T	1282	1/1/2012	PCC	TAXIWAY	P	0	59,457.00	4/29/2019	7	97
TW U	390	1/1/1998	PCC	TAXIWAY	P	0	52,557.00	4/29/2019	21	91
TW V	905	1/1/2013	PCC	TAXIWAY	P	0	78,127.00	4/29/2019	6	100

Pavement Database: FDOT *NetworkId: LCQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4205	12/25/1999	AC	APRON	T	0	100,138.00	2/6/2017	18	47
AP E	4210	12/25/1999	AC	APRON	P	0	39,217.00	2/6/2017	18	52
AP E	4212	12/25/1999	AC	APRON	P	0	27,455.00	2/6/2017	18	57
AP E	4215	1/1/1997	AC	APRON	P	0	105,993.00	2/6/2017	20	41
AP E	4220	12/25/1999	AC	APRON	P	0	41,459.00	2/6/2017	18	47
AP E	4228	12/25/1999	AC	APRON	P	0	27,000.00	2/6/2017	18	4
AP E	4230	1/1/1997	AC	APRON	P	0	91,108.00	2/6/2017	20	39
AP E	4235	12/25/1999	AC	APRON	P	0	83,816.00	2/6/2017	18	48
AP E	4250	12/25/1999	AC	APRON	P	0	32,011.00	2/6/2017	18	50
AP NW	4105	1/1/2004	AC	APRON	T	0	263,561.00	2/6/2017	13	77
AP NW	4110	1/1/1992	AC	APRON	T	0	9,384.00	2/6/2017	25	28
AP NW	4130	1/1/2013	AC	APRON	P	0	24,920.00	2/6/2017	4	94
AP RW10-28	5105	1/29/2016	AC	APRON	P	0	29,370.00	1/29/2016	0	100
AP RW10-28	5115	1/1/1997	AC	APRON	P	0	62,200.00	2/6/2017	20	78
AP RW10-28	5120	1/29/2016	AC	APRON	P	0	24,359.00	1/29/2016	0	100
AP RW10-28	5125	1/1/1997	AC	APRON	P	0	59,444.00	2/6/2017	20	53
AP SW	5130	7/1/2010	AC	APRON	P	0	162,978.00	2/6/2017	7	90
AP SW	5135	7/1/2010	PCC	APRON	P	0	19,999.00	2/6/2017	7	86
RW 10-28	6105	1/1/1985	AC	RUNWAY	P	0	574,700.00	2/6/2017	32	49
RW 10-28	6110	1/1/1985	AC	RUNWAY	P	0	287,350.00	2/6/2017	32	60
RW 10-28	6114	1/1/1998	AAC	RUNWAY	P	0	183,000.00	2/6/2017	19	53
RW 10-28	6115	1/1/1998	AAC	RUNWAY	P	0	42,500.00	2/6/2017	19	48
RW 10-28	6116	1/1/1998	AAC	RUNWAY	P	0	91,500.00	2/6/2017	19	54
RW 10-28	6120	1/1/1998	AAC	RUNWAY	P	0	21,250.00	2/6/2017	19	50
RW 5-23	6205	1/1/1992	AAC	RUNWAY	S	0	240,000.00	2/6/2017	25	42
RW 5-23	6207	1/1/1985	AC	RUNWAY	S	0	21,932.00	2/6/2017	32	49
RW 5-23	6209	1/1/1985	AC	RUNWAY	S	0	22,150.00	2/6/2017	32	56
T-HANG NW	4115	1/1/2004	AC	TAXILANE	P	0	34,013.00	2/6/2017	13	59
T-HANG NW	4116	1/1/2004	PCC	TAXILANE	P	0	2,480.00	2/6/2017	13	81
T-HANG NW	4125	1/1/2004	AC	TAXILANE	T	0	27,917.00	2/6/2017	13	56
TW A	105	1/29/2016	AC	TAXIWAY	P	0	294,652.00	1/29/2016	0	100
TW A	110	1/29/2016	AC	TAXIWAY	P	0	134,421.00	1/29/2016	0	100
TW A	120	1/29/2016	AC	TAXIWAY	P	0	19,420.00	1/29/2016	0	100
TW A1	130	1/29/2016	AC	TAXIWAY	P	0	24,489.00	1/29/2016	0	100
TW A1	135	1/29/2016	AC	TAXIWAY	P	0	17,500.00	1/29/2016	0	100
TW A1	140	1/1/2004	AC	TAXIWAY	P	0	56,925.00	2/6/2017	13	85
TW B	202	6/1/2017	AC	TAXIWAY	P	0	29,562.00	6/1/2017	0	100
TW B	210	6/1/2017	AC	TAXIWAY	P	0	159,830.00	6/1/2017	0	100
TW B	215	6/1/2017	AC	TAXIWAY	P	0	15,646.00	6/1/2017	0	100
TW B	220	6/1/2017	AC	TAXIWAY	P	0	247,495.00	6/1/2017	0	100
TW C	305	1/29/2016	AC	TAXIWAY	P	0	29,985.00	1/29/2016	0	100
TW C	310	1/1/2004	AC	TAXIWAY	P	0	54,377.00	2/6/2017	13	72
TW D	405	1/1/1992	AC	TAXIWAY	P	0	86,039.00	2/6/2017	25	39
TW D	410	1/1/1992	AC	TAXIWAY	P	0	13,694.00	2/6/2017	25	47

Pavement Database: FDOT *NetworkId: VQQ*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4405	1/1/2015	AC	APRON	P	0	26,675.00	1/1/2015	0	100
AP E	4410	1/1/2015	PCC	APRON	P	0	60,000.00	1/1/2015	0	100
AP N	4103	1/1/1954	PCC	APRON	P	0	62,610.00	5/22/2017	63	73
AP N	4105	1/1/1988	PCC	APRON	P	0	172,130.00	5/22/2017	29	71
AP N	4110	1/1/1956	PCC	APRON	P	0	290,625.00	5/22/2017	61	56
AP N	4115	1/1/1965	PCC	APRON	P	0	236,250.00	5/22/2017	52	78
AP N	4117	1/1/1954	PCC	APRON	P	0	14,325.00	5/22/2017	63	88
AP N	4120	1/1/1954	PCC	APRON	P	0	391,125.00	5/22/2017	63	73
AP N	4125	1/1/1951	PCC	APRON	P	0	1,403,402.	5/22/2017	66	79
AP N	4132	1/1/1951	PCC	APRON	P	0	37,875.00	5/22/2017	66	75
AP N	4137	1/1/1951	PCC	APRON	P	0	74,250.00	5/22/2017	66	68
AP N	4138	1/1/1953	PCC	APRON	P	0	11,250.00	5/22/2017	64	74
AP N	4140	1/1/1951	PCC	APRON	P	0	102,688.00	5/22/2017	66	71
AP N	4150	1/1/1965	PCC	APRON	P	0	105,074.00	5/22/2017	52	75
AP N	4305	5/1/2005	PCC	APRON	S	0	70,920.00	5/22/2017	12	95
AP N	4310	1/1/2011	PCC	APRON	P	0	43,214.00	5/22/2017	6	99
AP N RFUEL	5125	1/1/1954	PCC	APRON	P	0	22,115.00	5/22/2017	63	76
AP N RFUEL	5130	1/1/1954	PCC	APRON	P	0	22,115.00	5/22/2017	63	81
AP N RFUEL	5135	1/1/1954	PCC	APRON	P	0	22,115.00	5/22/2017	63	62
AP N RFUEL	5140	1/1/1954	PCC	APRON	P	0	22,115.00	5/22/2017	63	44
AP NAT GRD	5305	1/1/1976	PCC	APRON	P	0	30,200.00	5/22/2017	41	88
AP NAT GRD	5310	1/1/2010	PCC	APRON	P	0	199,156.00	5/22/2017	7	93
AP W	4205	1/1/1955	PCC	APRON	P	0	166,732.00	5/22/2017	62	72
AP W	4210	1/1/1959	PCC	APRON	P	0	233,520.00	5/22/2017	58	77
AP W	4220	1/1/1960	PCC	APRON	P	0	266,686.00	5/22/2017	57	76
AP W	4225	1/1/1991	PCC	APRON	P	0	35,000.00	5/22/2017	26	14
AP W	4230	1/1/1955	PCC	APRON	P	0	26,250.00	5/22/2017	62	12
AP W	4235	1/1/1955	PCC	APRON	P	0	13,730.00	5/22/2017	62	12
AP W	4240	1/1/1955	PCC	APRON	P	0	82,954.00	5/22/2017	62	75
AP W	4245	1/1/1955	PCC	APRON	P	0	102,240.00	5/22/2017	62	75
AP W	4250	1/1/1976	PCC	APRON	P	0	285,584.00	5/22/2017	41	72
AP W	4255	1/1/1955	PCC	APRON	P	0	19,950.00	5/22/2017	62	9
AP W	4260	1/1/1961	PCC	APRON	P	0	50,613.00	5/22/2017	56	77
AP W	4265	1/1/1955	PCC	APRON	P	0	99,400.00	5/22/2017	62	80
AP W	4270	1/1/1955	PCC	APRON	P	0	41,180.00	5/22/2017	62	73
AP W RFUEL	5005	1/1/1956	PCC	APRON	P	0	22,135.00	5/22/2017	61	78
AP W RFUEL	5010	1/1/1956	PCC	APRON	P	0	22,135.00	5/22/2017	61	72
AP W RFUEL	5015	1/1/1956	PCC	APRON	P	0	22,135.00	5/22/2017	61	83
AP W RFUEL	5020	1/1/1956	PCC	APRON	P	0	22,135.00	5/22/2017	61	43
AP W RFUEL	5055	1/1/1955	PCC	APRON	P	0	13,010.00	5/22/2017	62	30
RW 18L-36R	6205	1/1/1951	PCC	RUNWAY	T	0	50,000.00	5/22/2017	66	79
RW 18L-36R	6210	1/1/1951	PCC	RUNWAY	P	0	50,000.00	5/22/2017	66	83
RW 18L-36R	6215	1/1/2011	AAC	RUNWAY	P	0	638,300.00	5/22/2017	6	82
RW 18L-36R	6217	1/1/2011	AAC	RUNWAY	P	0	61,900.00	5/22/2017	6	79
RW 18L-36R	6220	1/1/2011	AAC	RUNWAY	P	0	638,300.00	5/22/2017	6	86
RW 18L-36R	6222	1/1/2011	AAC	RUNWAY	P	0	61,900.00	5/22/2017	6	75
RW 18L-36R	6225	1/1/1951	PCC	RUNWAY	P	0	50,200.00	5/22/2017	66	72
RW 18L-36R	6230	1/1/1951	PCC	RUNWAY	P	0	50,200.00	5/22/2017	66	82
RW 18L-36R	6235	1/1/1959	PCC	RUNWAY	P	0	450,000.00	5/22/2017	58	80
RW 18L-36R	6240	1/1/1959	PCC	RUNWAY	P	0	450,000.00	5/22/2017	58	85
RW 18R-36L	6105	1/1/1951	PCC	RUNWAY	T	0	50,000.00	5/22/2017	66	79

RW 18R-36L	6110	1/1/1951	PCC	RUNWAY	S	0	50,000.00	5/22/2017	66	77
RW 18R-36L	6115	1/1/1986	AAC	RUNWAY	S	0	542,800.00	5/22/2017	31	30
RW 18R-36L	6120	1/1/1986	AAC	RUNWAY	S	0	542,800.00	5/22/2017	31	33
RW 18R-36L	6125	1/1/1986	PCC	RUNWAY	S	0	30,000.00	5/22/2017	31	74
RW 18R-36L	6130	1/1/1986	PCC	RUNWAY	S	0	30,000.00	5/22/2017	31	88
RW 18R-36L	6135	1/1/1951	PCC	RUNWAY	S	0	50,000.00	5/22/2017	66	74
RW 18R-36L	6140	1/1/1951	PCC	RUNWAY	S	0	50,000.00	5/22/2017	66	84
RW 18R-36L	6145	1/1/2011	AAC	RUNWAY	S	0	26,000.00	5/22/2017	6	91
RW 18R-36L	6150	1/1/2011	AAC	RUNWAY	S	0	26,000.00	5/22/2017	6	93
RW 18R-36L	6155	1/1/2011	AAC	RUNWAY	S	0	30,000.00	5/22/2017	6	89
RW 18R-36L	6160	1/1/2011	AAC	RUNWAY	S	0	30,000.00	5/22/2017	6	88
RW 18R-36L	6165	1/1/2011	AAC	RUNWAY	S	0	31,200.00	5/22/2017	6	87
RW 18R-36L	6170	1/1/2011	AAC	RUNWAY	S	0	31,200.00	5/22/2017	6	88
RW 18R-36L	6175	1/1/2011	AAC	RUNWAY	S	0	20,400.00	5/22/2017	6	74
RW 18R-36L	6180	1/1/2011	AAC	RUNWAY	S	0	20,400.00	5/22/2017	6	88
RW 9L-27R	6405	1/1/1951	PCC	RUNWAY	T	0	50,000.00	5/22/2017	66	81
RW 9L-27R	6410	1/1/1951	PCC	RUNWAY	S	0	50,000.00	5/22/2017	66	77
RW 9L-27R	6414	1/1/2006	AAC	RUNWAY	S	0	56,500.00	5/22/2017	11	51
RW 9L-27R	6415	1/1/1986	AAC	RUNWAY	S	0	283,572.00	5/22/2017	31	27
RW 9L-27R	6417	1/1/2006	AAC	RUNWAY	S	0	28,250.00	5/22/2017	11	59
RW 9L-27R	6420	1/1/1986	AAC	RUNWAY	S	0	311,822.00	5/22/2017	31	33
RW 9L-27R	6425	1/1/2011	AAC	RUNWAY	S	0	33,700.00	5/22/2017	6	88
RW 9L-27R	6430	1/1/2011	AAC	RUNWAY	S	0	33,700.00	5/22/2017	6	91
RW 9L-27R	6435	1/1/2011	AAC	RUNWAY	S	0	20,000.00	5/22/2017	6	92
RW 9L-27R	6440	1/1/2011	AAC	RUNWAY	S	0	20,000.00	5/22/2017	6	88
RW 9R-27L	6305	1/1/1956	PCC	RUNWAY	P	0	50,000.00	5/22/2017	61	76
RW 9R-27L	6310	1/1/1956	PCC	RUNWAY	P	0	48,500.00	5/22/2017	61	79
RW 9R-27L	6315	1/1/2010	AAC	RUNWAY	P	0	603,300.00	5/22/2017	7	76
RW 9R-27L	6317	1/1/2011	AAC	RUNWAY	S	0	20,000.00	5/22/2017	6	76
RW 9R-27L	6320	1/1/2010	AAC	RUNWAY	P	0	585,202.00	5/22/2017	7	84
RW 9R-27L	6322	1/1/2011	AAC	RUNWAY	S	0	19,400.00	5/22/2017	6	71
RW 9R-27L	6325	1/1/1992	PCC	RUNWAY	P	0	57,000.00	5/22/2017	25	89
RW 9R-27L	6330	1/1/1992	PCC	RUNWAY	P	0	55,290.00	5/22/2017	25	89
RW 9R-27L	6335	1/1/1956	PCC	RUNWAY	P	0	50,000.00	5/22/2017	61	78
RW 9R-27L	6340	1/1/1956	PCC	RUNWAY	P	0	48,500.00	5/22/2017	61	74
TW A	105	1/1/1958	PCC	TAXIWAY	T	0	67,381.00	5/22/2017	59	62
TW A	110	1/1/1959	PCC	TAXIWAY	P	0	269,943.00	5/22/2017	58	75
TW A	115	1/1/1951	PCC	TAXIWAY	P	0	54,396.00	5/22/2017	66	86
TW A	117	1/1/2011	AAC	TAXIWAY	P	0	27,484.00	5/22/2017	6	78
TW A	120	1/1/2011	AAC	TAXIWAY	P	0	18,750.00	5/22/2017	6	91
TW A	125	1/1/2011	AAC	TAXIWAY	P	0	19,405.00	5/22/2017	6	81
TW A	130	1/1/1951	PCC	TAXIWAY	P	0	457,575.00	5/22/2017	66	82
TW A1	505	1/1/1951	PCC	TAXIWAY	T	0	77,280.00	5/22/2017	66	84
TW A1	510	1/1/1951	PCC	TAXIWAY	P	0	58,667.00	5/22/2017	66	84
TW A1	515	1/1/1954	PCC	TAXIWAY	P	0	67,256.00	5/22/2017	63	74
TW A2	603	1/1/2011	AAC	TAXIWAY	P	0	26,792.00	5/22/2017	6	90
TW A2	605	1/1/2011	AAC	TAXIWAY	P	0	11,684.00	5/22/2017	6	90
TW A2	607	1/1/2011	AAC	TAXIWAY	P	0	7,608.00	5/22/2017	6	91
TW A2	608	1/1/2011	AAC	TAXIWAY	P	0	7,608.00	5/22/2017	6	94
TW A2	610	1/1/2011	APC	TAXIWAY	P	0	4,184.00	5/22/2017	6	94
TW A2	615	1/1/1954	PCC	TAXIWAY	P	0	23,980.00	5/22/2017	63	85
TW A2	620	1/1/1954	PCC	TAXIWAY	P	0	24,484.00	5/22/2017	63	72
TW A3	703	1/1/2011	AAC	TAXIWAY	P	0	26,792.00	5/22/2017	6	94
TW A3	705	1/1/2011	AAC	TAXIWAY	P	0	11,684.00	5/22/2017	6	92
TW A3	707	1/1/2011	APC	TAXIWAY	P	0	7,608.00	5/22/2017	6	92
TW A3	708	1/1/2011	APC	TAXIWAY	P	0	7,608.00	5/22/2017	6	94

TW A3	710	1/1/2011	APC	TAXIWAY	P	0	4,184.00	5/22/2017	6	94
TW A3	715	1/1/1951	PCC	TAXIWAY	P	0	23,980.00	5/22/2017	66	81
TW A3	720	1/1/1951	PCC	TAXIWAY	P	0	24,484.00	5/22/2017	66	73
TW A4	805	1/1/1951	PCC	TAXIWAY	P	0	57,662.00	5/22/2017	66	77
TW A4	810	1/1/1951	PCC	TAXIWAY	P	0	79,426.00	5/22/2017	66	81
TW A5	1005	1/1/1958	PCC	TAXIWAY	P	0	166,214.00	5/22/2017	59	75
TW B	205	1/1/1951	PCC	TAXIWAY	T	0	355,476.00	5/22/2017	66	83
TW B	208	1/1/2011	AAC	TAXIWAY	P	0	19,400.00	5/22/2017	6	89
TW B	210	1/1/2011	AAC	TAXIWAY	P	0	11,684.00	5/22/2017	6	91
TW B	212	1/1/2011	AAC	TAXIWAY	P	0	38,584.00	5/22/2017	6	92
TW B	215	1/1/1951	PCC	TAXIWAY	P	0	165,208.00	5/22/2017	66	81
TW B1	1105	1/1/1951	PCC	TAXIWAY	P	0	56,522.00	5/22/2017	66	79
TW B1	1110	1/1/1956	PCC	TAXIWAY	P	0	77,371.00	5/22/2017	61	77
TW B1	1115	1/1/1951	PCC	TAXIWAY	S	0	30,000.00	5/22/2017	66	76
TW B2	1203	1/1/2011	AAC	TAXIWAY	P	0	11,792.00	5/22/2017	6	88
TW B2	1205	1/1/2011	AAC	TAXIWAY	T	0	22,500.00	5/22/2017	6	90
TW B2	1207	1/1/2011	AAC	TAXIWAY	P	0	23,696.00	5/22/2017	6	91
TW B2	1210	1/1/1951	PCC	TAXIWAY	P	0	23,980.00	5/22/2017	66	70
TW B2	1215	1/1/1951	PCC	TAXIWAY	P	0	24,522.00	5/22/2017	66	74
TW B3	1405	1/1/1951	PCC	TAXIWAY	P	0	58,667.00	5/22/2017	66	76
TW B3	1410	1/1/1956	PCC	TAXIWAY	P	0	77,505.00	5/22/2017	61	79
TW C	305	1/1/1951	PCC	TAXIWAY	P	0	175,845.00	5/22/2017	66	80
TW C	310	1/1/1954	PCC	TAXIWAY	P	0	136,320.00	5/22/2017	63	73
TW C	315	1/1/1960	AC	TAXIWAY	P	0	44,457.00	5/22/2017	57	30
TW D	405	1/1/1951	PCC	TAXIWAY	P	0	435,222.00	5/22/2017	66	75
TW D	410	5/1/2005	PCC	TAXIWAY	P	0	29,146.00	5/22/2017	12	95
TW D	415	1/1/2009	AC	TAXIWAY	P	0	123,375.00	5/22/2017	8	86
TW D	420	1/1/2008	AC	TAXIWAY	P	0	31,875.00	5/22/2017	9	66
TW D2	905	1/1/2008	AC	TAXIWAY	P	0	59,738.00	5/22/2017	9	78
TW E	1610	1/1/2015	AC	TAXIWAY	P	0	228,000.00	1/1/2015	0	100
TW E1	1605	1/1/2015	AC	TAXIWAY	P	0	99,253.00	1/1/2015	0	100
TW M	1305	1/1/1951	PCC	TAXIWAY	P	0	22,376.00	5/22/2017	66	81

Pavement Database: FDOT *NetworkId: X60*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/2009	AAC	APRON	P	0	86,922.00	4/11/2019	10	60
AP	4110	2/1/2015	AC	APRON	P	0	101,074.00	4/11/2019	4	79
AP HANG	4205	1/1/2009	AAC	APRON	P	0	10,495.00	4/11/2019	10	78
AP HANG	4210	1/1/2019	AC	APRON	P	0	6,628.00	1/1/2019	0	100
AP RU	5105	1/1/2013	AC	APRON	P	0	28,165.00	4/11/2019	6	94
AP T-HANG	4315	1/1/1986	AC	APRON	P	0	3,900.00	4/11/2019	33	52
AP T-HANG	4316	1/1/2003	APC	APRON	P	0	2,867.00	4/11/2019	16	28
AP T-HANG	4320	1/1/2005	AC	APRON	P	0	18,657.00	4/11/2019	14	79
AP T-HANG	4325	1/1/2003	AC	APRON	P	0	21,796.00	4/11/2019	16	64
RW 14-32	6205	1/1/1942	PCC	RUNWAY	P	0	24,688.00	4/11/2019	77	72
RW 14-32	6215	2/1/2015	AAC	RUNWAY	P	0	254,982.00	4/11/2019	4	89
RW 14-32	6235	1/1/1942	PCC	RUNWAY	P	0	22,894.00	4/11/2019	77	79
RW 14-32	6250	2/1/2015	AC	RUNWAY	P	0	15,631.00	4/11/2019	4	92
RW 5-23	6110	1/1/1942	PCC	RUNWAY	P	0	7,500.00	4/11/2019	77	67
RW 5-23	6112	1/1/2006	APC	RUNWAY	P	0	15,000.00	4/11/2019	13	47
TW A	205	1/1/2013	AAC	TAXIWAY	P	0	159,607.00	4/11/2019	6	89
TW A	220	1/1/2013	AC	TAXIWAY	P	0	287,885.00	4/11/2019	6	93
TW A1	255	1/1/2013	AC	TAXIWAY	P	0	34,316.00	4/11/2019	6	91
TW B	305	1/1/2009	AAC	TAXIWAY	P	0	101,269.00	4/11/2019	10	83
TW C	105	1/1/2009	AAC	TAXIWAY	P	0	65,023.00	4/11/2019	10	64
TW C	115	1/1/2009	AAC	TAXIWAY	P	0	35,409.00	4/11/2019	10	85
TW D	505	1/1/2009	AAC	TAXIWAY	P	0	61,793.00	4/11/2019	10	83
TW D	510	1/1/2013	AAC	TAXIWAY	P	0	8,500.00	4/11/2019	6	90
TW D1	405	1/1/2009	AAC	TAXIWAY	P	0	57,110.00	4/11/2019	10	85
TW E	705	1/1/2009	AAC	TAXIWAY	P	0	55,768.00	4/11/2019	10	83
TW F	550	1/1/1942	AC	TAXIWAY	P	0	128,837.00	4/11/2019	77	8
TW F	555	1/1/1942	PCC	TAXIWAY	P	0	11,250.00	4/11/2019	77	35
TW F	565	2/1/2015	AC	TAXIWAY	P	0	33,640.00	4/11/2019	4	92
TW G	450	1/1/1942	AC	TAXIWAY	P	0	94,473.00	4/11/2019	77	7

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		4,091,380.00	53	99.68	2.31	99.96
03-05	4	3,037,087.00	45	89.78	3.88	89.17
06-10	8	11,285,151.00	176	79.06	12.61	80.42
11-15	13	6,946,657.00	94	72.11	14.14	76.91
16-20	19	3,579,761.00	54	55.44	21.92	68.54
21-25	24	4,877,545.00	51	69.86	18.87	76.37
26-30	28	3,259,845.00	44	60.41	19.36	70.06
31-35	33	3,932,757.00	29	62.14	21.84	52.14
36-40	38	701,014.00	14	63.93	17.22	63.33
41-50	43	583,903.00	7	57.29	30.33	68.88
50+	65	10,460,757.00	107	63.64	21.21	70.38
ALL	22	52,755,857.01	674	72.91	20.30	75.70

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2

Appendix B

Pavement Condition Index Exhibits

FDOT

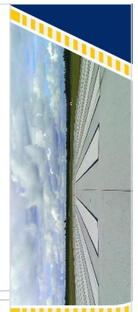
LEGEND

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

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

"SECTION NO."
"PCI NO."

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



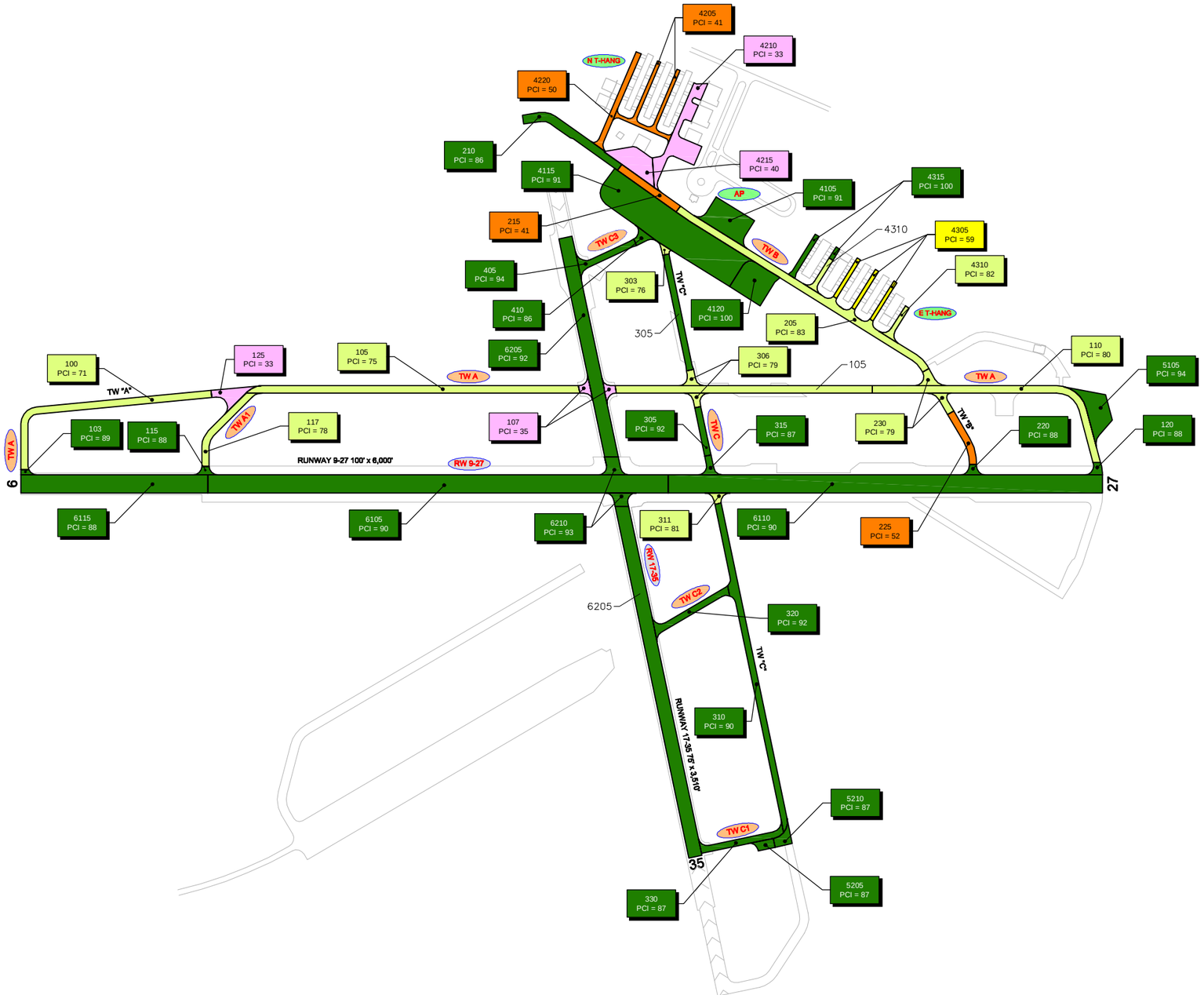
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

SUWANNEE COUNTY AIRPORT - 24J

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

- PCI 86–100 GOOD
- PCI 71–85 SATISFACTORY
- PCI 56–70 FAIR
- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
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"SECTION NO."
"PCI NO."

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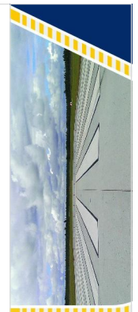
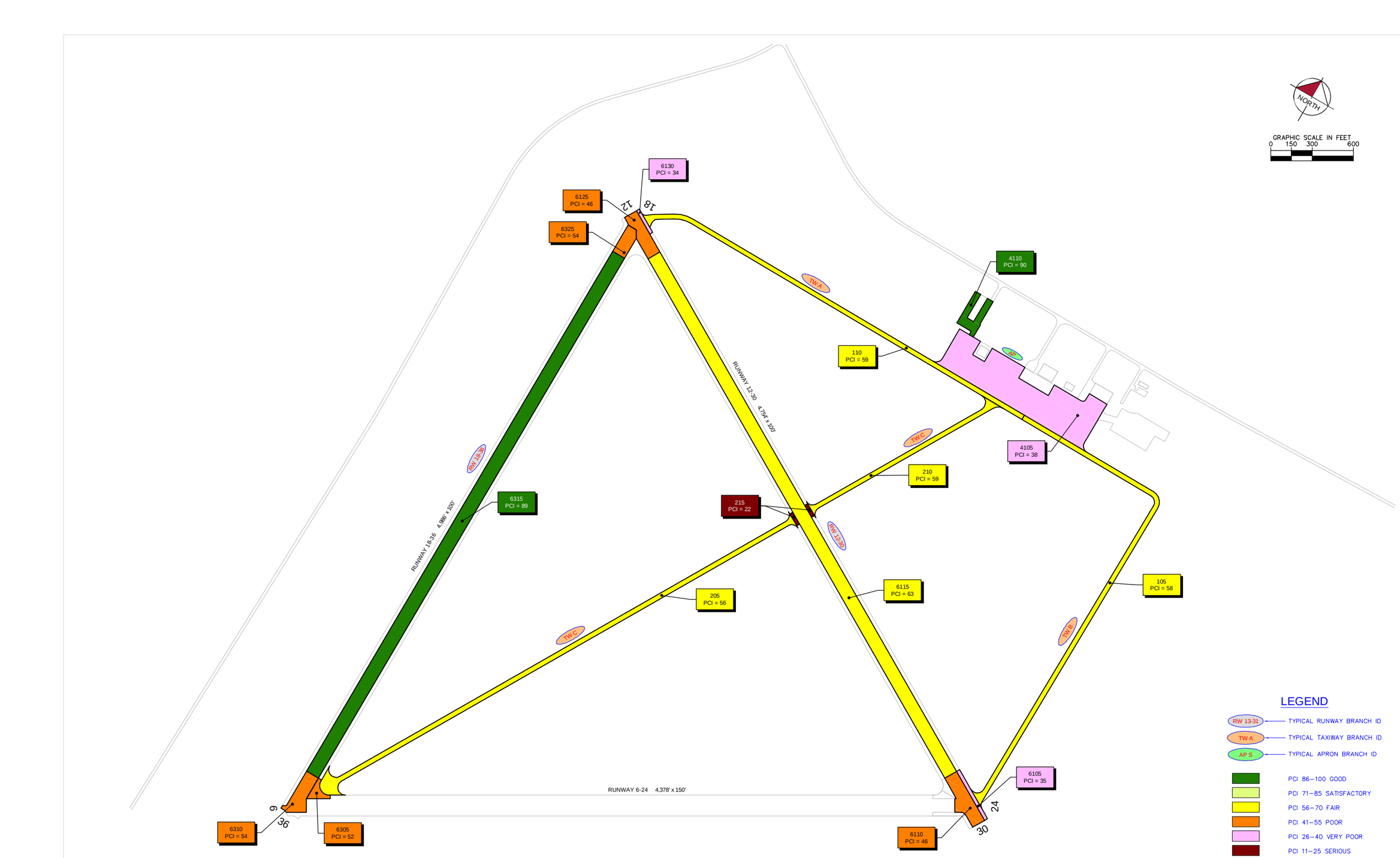


003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2017
PALATKA MUNICIPAL - LT. KAY LARKIN FIELD - 28J

FDOT



LEGEND

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

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

"SECTION NO." - "PCI NO."

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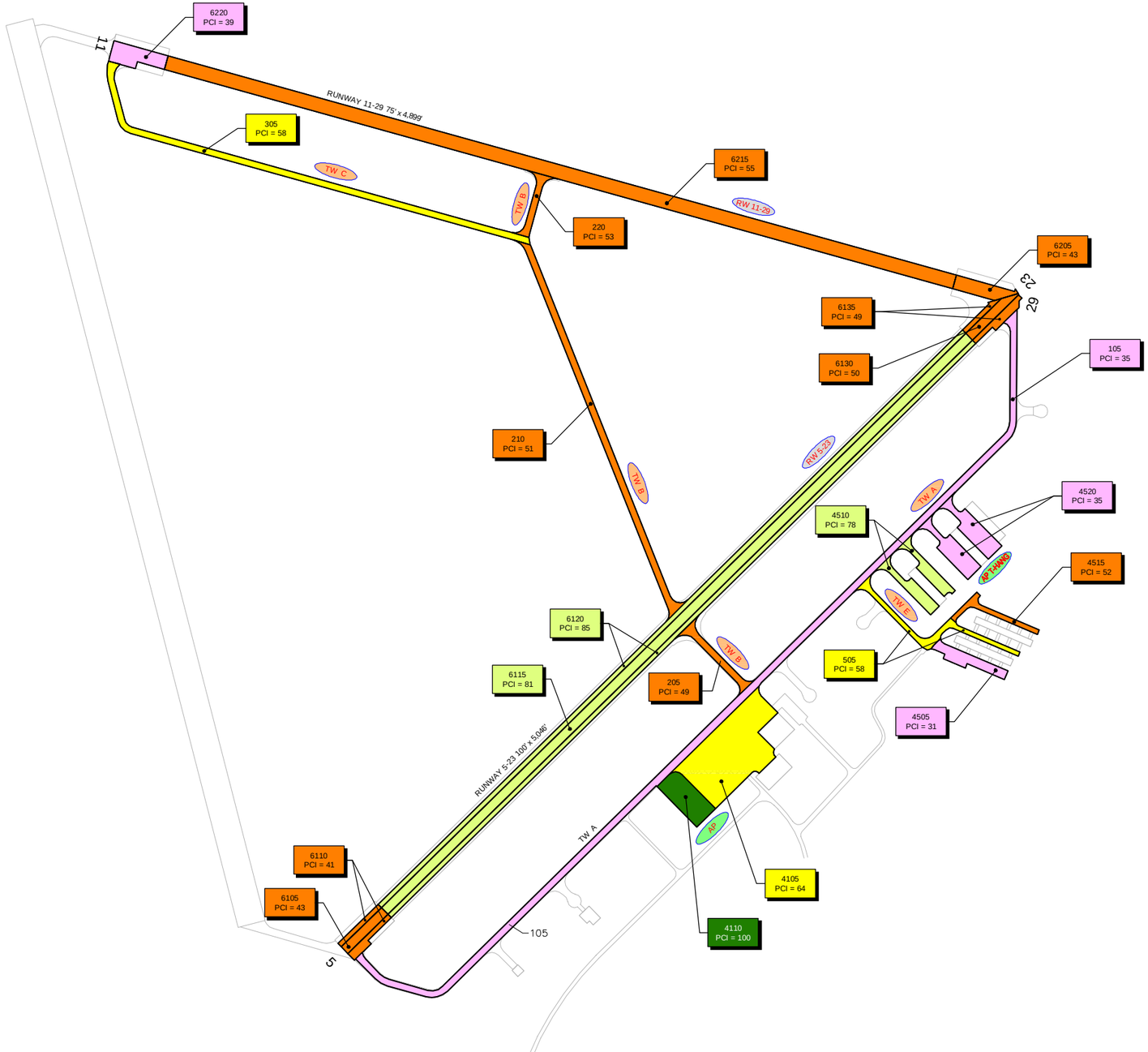
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

PERRY-FOLEY AIRPORT - 40J

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

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

"SECTION NO."
"PCI NO."

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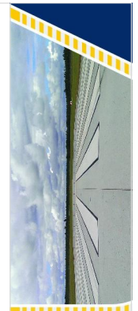
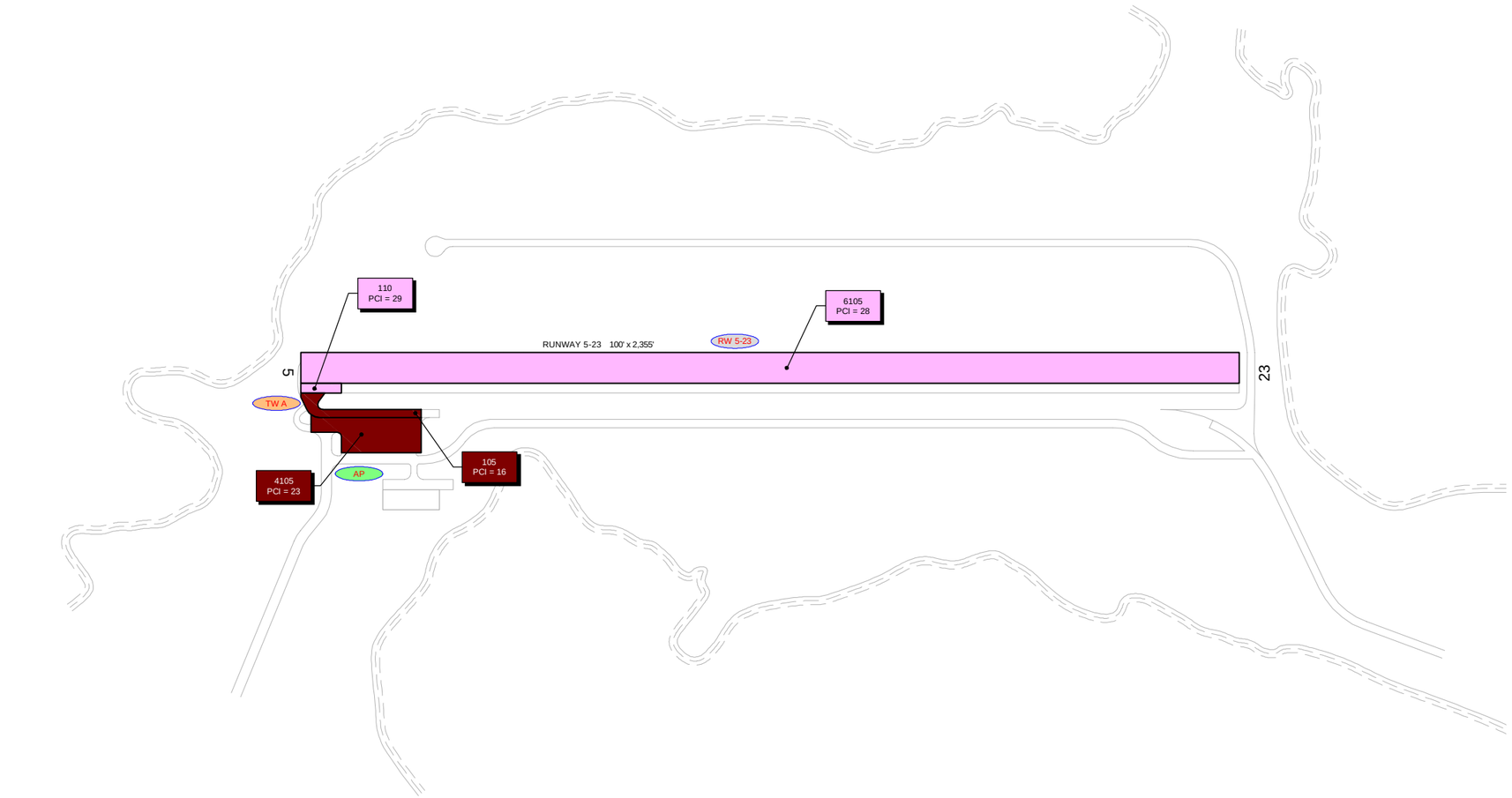


003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
KEYSTONE AIRPARK - 42J

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

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

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

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"PCI NO."

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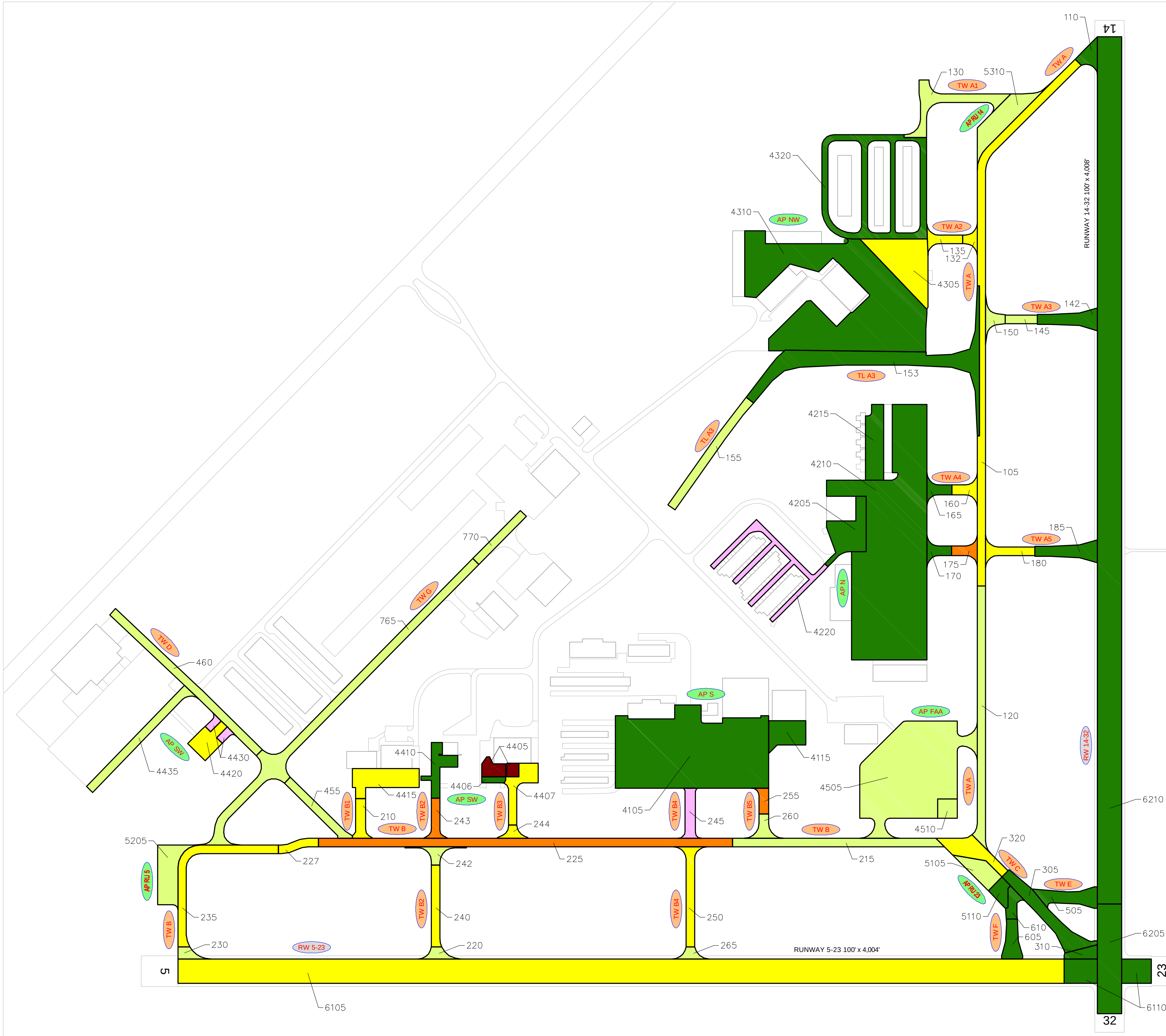
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report 2017

Statewide Airfield Pavement Management Program

GEORGE T. LEWIS AIRPORT - CDK

FDOT



105 PCI = 57	110 PCI = 100	120 PCI = 72	130 PCI = 84	132 PCI = 69	135 PCI = 57	142 PCI = 100
145 PCI = 72	150 PCI = 81	153 PCI = 100	155 PCI = 79	160 PCI = 66	165 PCI = 100	170 PCI = 100
175 PCI = 55	180 PCI = 64	185 PCI = 100	210 PCI = 59	215 PCI = 77	220 PCI = 81	225 PCI = 55
227 PCI = 70	230 PCI = 81	235 PCI = 68	240 PCI = 69	242 PCI = 82	243 PCI = 42	244 PCI = 70
245 PCI = 31	250 PCI = 67	255 PCI = 51	260 PCI = 80	265 PCI = 80	305 PCI = 100	310 PCI = 100
320 PCI = 57	455 PCI = 80	460 PCI = 78	505 PCI = 100	605 PCI = 100	610 PCI = 100	765 PCI = 73
770 PCI = 75	4105 PCI = 100	4115 PCI = 100	4205 PCI = 100	4210 PCI = 100	4215 PCI = 100	4220 PCI = 30
4305 PCI = 63	4310 PCI = 100	4320 PCI = 100	4405 PCI = 12	4406 PCI = 86	4407 PCI = 56	4410 PCI = 100
4415 PCI = 68	4420 PCI = 67	4430 PCI = 26	4435 PCI = 74	4505 PCI = 80	4510 PCI = 78	5105 PCI = 73
5110 PCI = 100	5205 PCI = 77	5310 PCI = 71	6105 PCI = 68	6110 PCI = 100	6205 PCI = 100	6210 PCI = 100

LEGEND

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

"SECTION NO." "PCI NO."

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

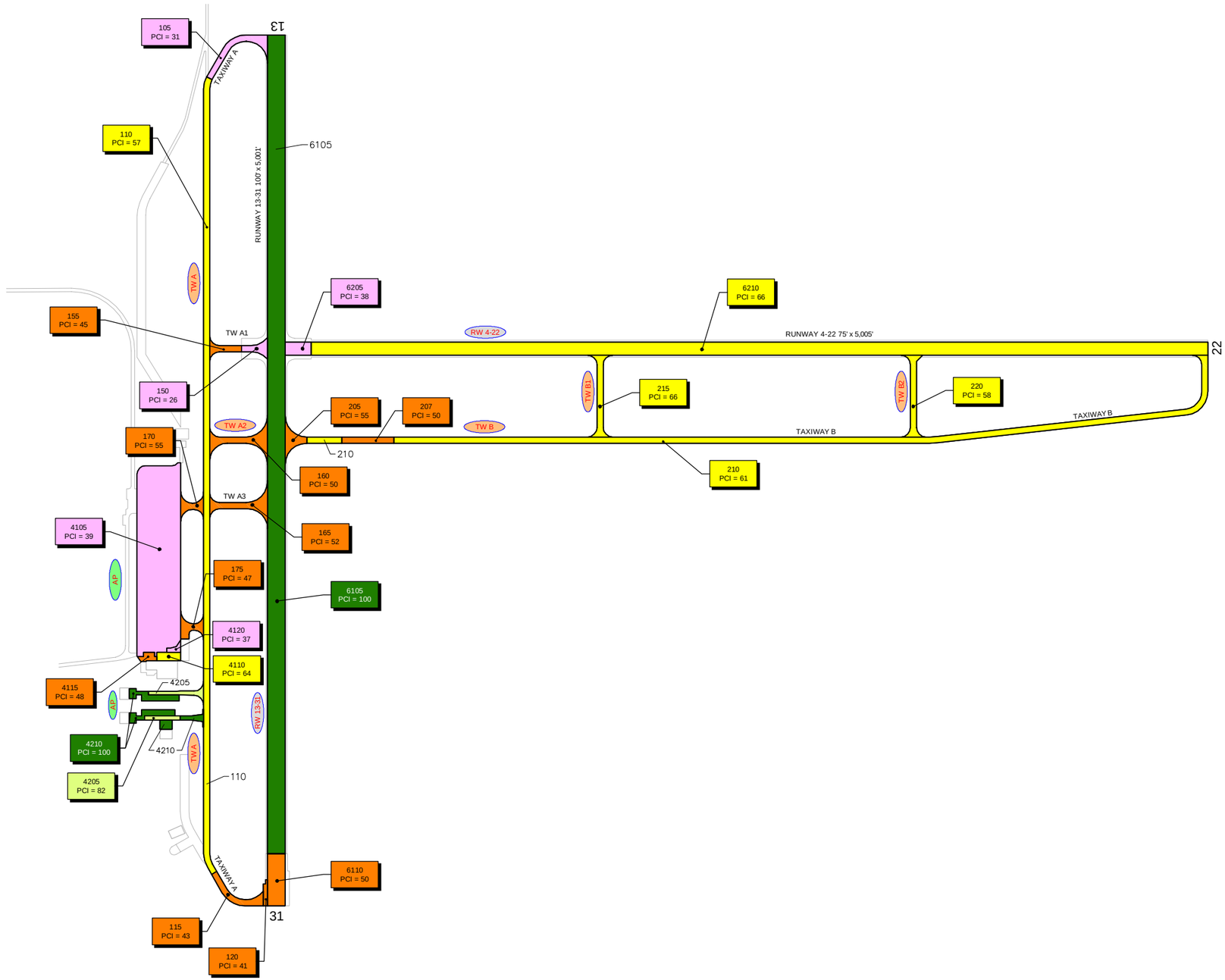
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report 2019

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT - CRG

Statewide Airfield Pavement Management Program

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

- PCI 86–100 GOOD
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"PCI NO."

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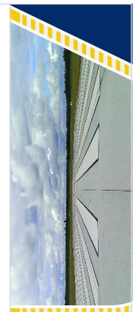


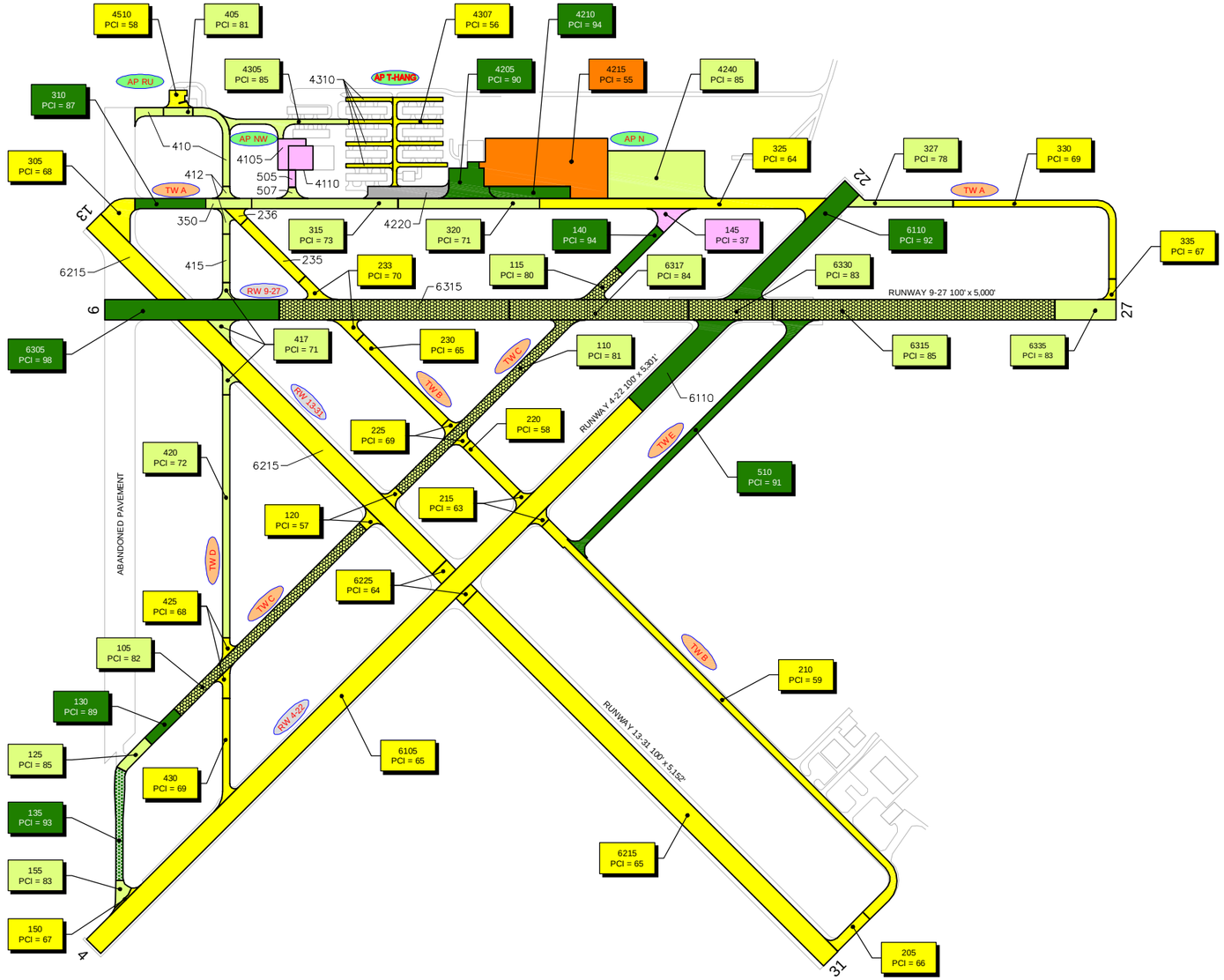
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

CROSS CITY AIRPORT - CTY

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

235 PCI = 63	236 PCI = 70	350 PCI = 71	410 PCI = 71
412 PCI = 71	415 PCI = 77	505 PCI = 33	507 PCI = 74
4105 PCI = 36	4110 PCI = 33	4220 PCI = 1	4310 PCI = 69

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

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

"SECTION NO."
"PCI NO."

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

NOTE: ALL PAVEMENTS COMPOSED OF "WHITETOPPING PAVEMENT" AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340-12. PAVEMENT CONDITION INDEX DETERMINED FOR "WHITETOPPING PAVEMENTS" ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

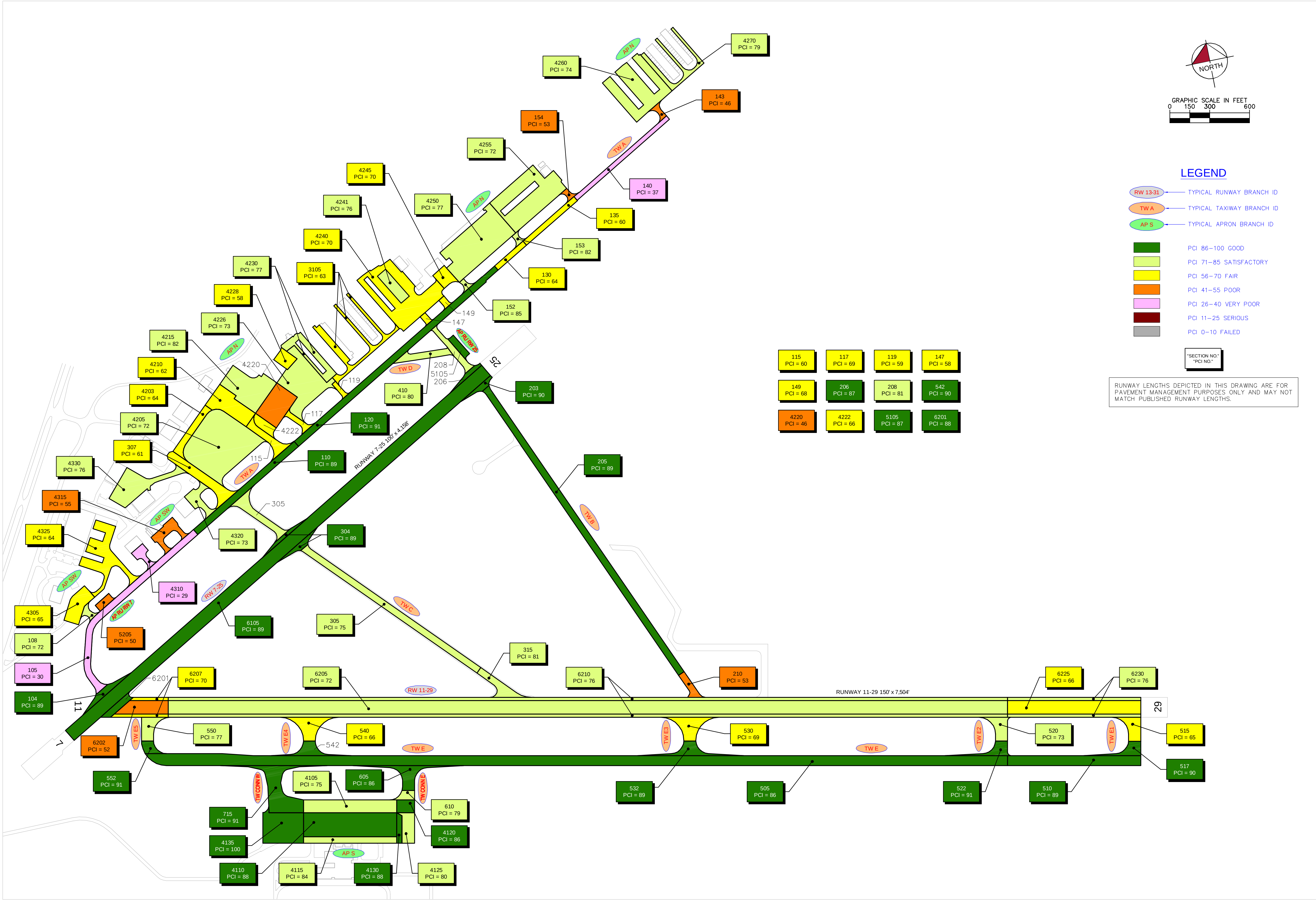
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement
Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT - FHB

FDOT



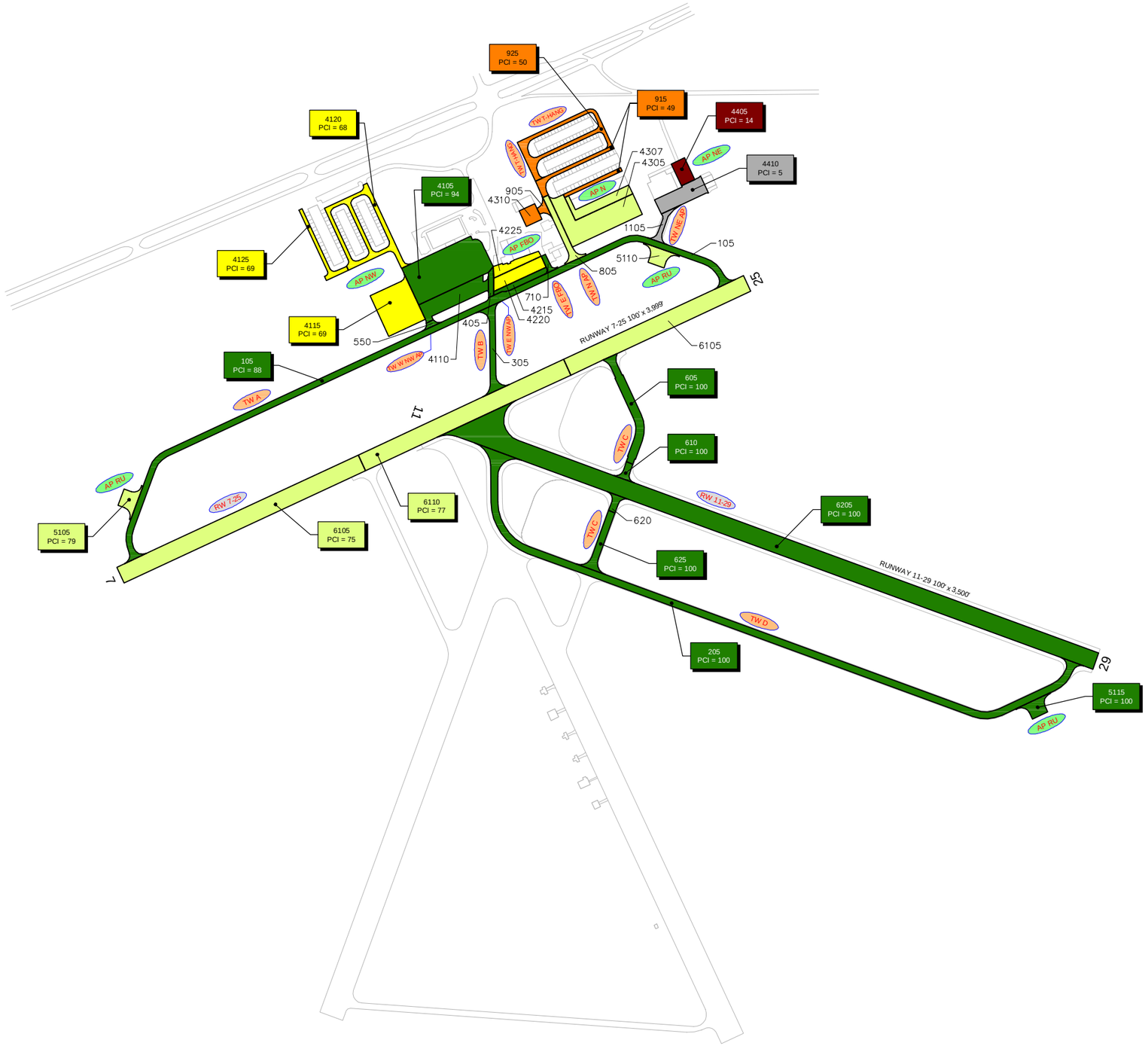
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

GAINESVILLE REGIONAL AIRPORT - GNV

Airport Pavement Evaluation Report **2019**

FDOT



305 PCI = 92	405 PCI = 94	550 PCI = 90	620 PCI = 100
710 PCI = 94	805 PCI = 79	905 PCI = 46	1105 PCI = 9
4110 PCI = 94	4215 PCI = 88	4220 PCI = 62	4225 PCI = 60
4305 PCI = 74	4307 PCI = 73	4310 PCI = 46	5110 PCI = 80

LEGEND

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AP S — TYPICAL APRON BRANCH ID

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- PCI 0–10 FAILED

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"PCI NO."

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003 - AIRFIELD PAVEMENT
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Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

HERLONG RECREATIONAL AIRPORT - HEG

FDOT

105 PCI = 79	110 PCI = 81	115 PCI = 84	120 PCI = 80	125 PCI = 74	205 PCI = 78	210 PCI = 84	215 PCI = 77	220 PCI = 83	225 PCI = 81	305 PCI = 87
310 PCI = 90	312 PCI = 89	315 PCI = 93	390 PCI = 91	550 PCI = 88	555 PCI = 70	557 PCI = 80	560 PCI = 85	570 PCI = 86	575 PCI = 88	576 PCI = 86
640 PCI = 70	641 PCI = 87	650 PCI = 96	655 PCI = 94	660 PCI = 99	740 PCI = 87	745 PCI = 82	750 PCI = 69	755 PCI = 73	760 PCI = 70	765 PCI = 97
805 PCI = 82	810 PCI = 81	905 PCI = 100	910 PCI = 67	915 PCI = 89	920 PCI = 86	1020 PCI = 78	1025 PCI = 85	1030 PCI = 89	1032 PCI = 94	1035 PCI = 92
1040 PCI = 89	1045 PCI = 53	1060 PCI = 91	1145 PCI = 90	1150 PCI = 86	1155 PCI = 30	1170 PCI = 82	1175 PCI = 93	1282 PCI = 97	1285 PCI = 81	1290 PCI = 78
1320 PCI = 85	1480 PCI = 73	1490 PCI = 75	1670 PCI = 78	1680 PCI = 80	2715 PCI = 31	2720 PCI = 83	2772 PCI = 67	2774 PCI = 82	2775 PCI = 48	4105 PCI = 83
4110 PCI = 33	4118 PCI = 88	4120 PCI = 78	4125 PCI = 48	4135 PCI = 61	4205 PCI = 89	4305 PCI = 79	4310 PCI = 79	4315 PCI = 86	4405 PCI = 85	4410 PCI = 95
4412 PCI = 97	4415 PCI = 99	4420 PCI = 94	4425 PCI = 93	4430 PCI = 68	4435 PCI = 88	4440 PCI = 97	4445 PCI = 76	5105 PCI = 49	5110 PCI = 68	5115 PCI = 62
6105 PCI = 89	6110 PCI = 83	6205 PCI = 82	6207 PCI = 87	6210 PCI = 92	6215 PCI = 93	6220 PCI = 89	6225 PCI = 94	6230 PCI = 90		

LEGEND

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

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"SECTION NO." "PCI NO."

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

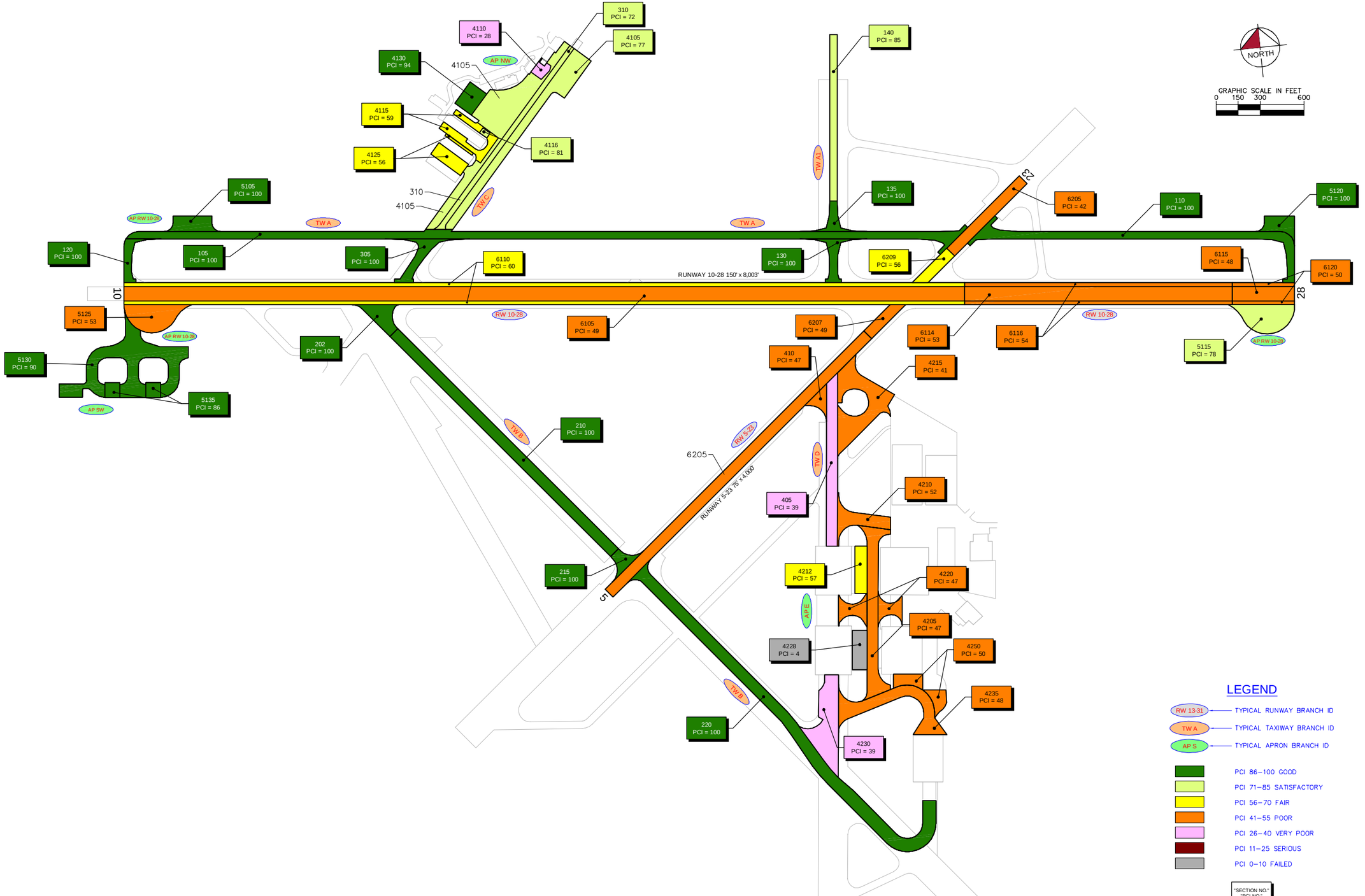
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

JACKSONVILLE INTERNATIONAL AIRPORT - JAX

FDOT



LEGEND

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- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

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- PCI 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
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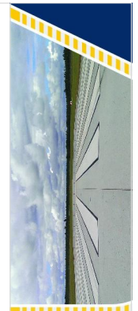
"SECTION NO."
"PCI NO."

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



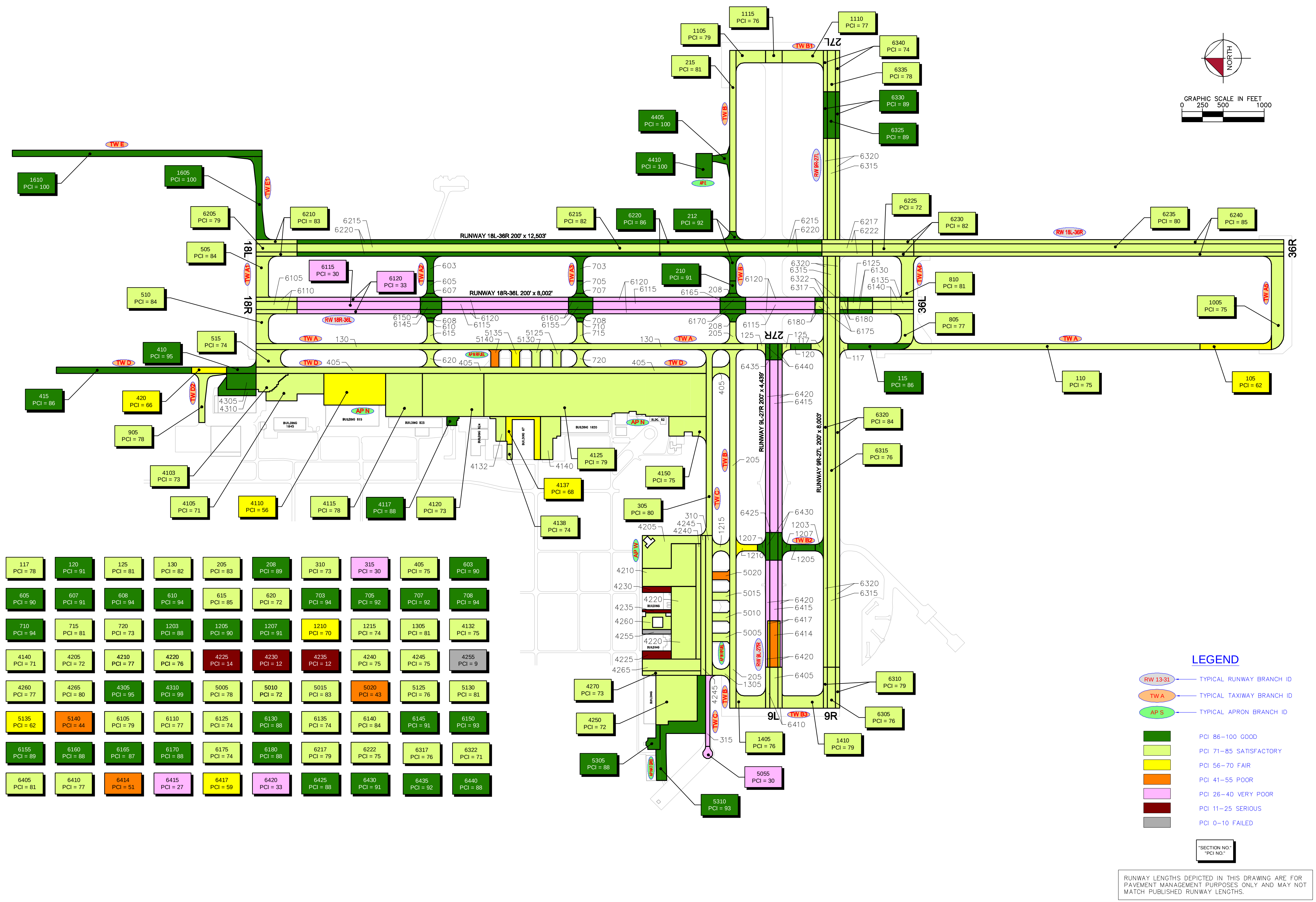
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

LAKE CITY GATEWAY AIRPORT - LCQ

FDOT



117 PCI = 78	120 PCI = 91	125 PCI = 81	130 PCI = 82	205 PCI = 83	208 PCI = 89	310 PCI = 73	315 PCI = 30	405 PCI = 75	603 PCI = 90
605 PCI = 90	607 PCI = 91	608 PCI = 94	610 PCI = 94	615 PCI = 85	620 PCI = 72	703 PCI = 94	705 PCI = 92	707 PCI = 92	708 PCI = 94
710 PCI = 94	715 PCI = 81	720 PCI = 73	1203 PCI = 88	1205 PCI = 90	1207 PCI = 91	1210 PCI = 70	1215 PCI = 74	1305 PCI = 81	4132 PCI = 75
4140 PCI = 71	4205 PCI = 72	4210 PCI = 77	4220 PCI = 76	4225 PCI = 14	4230 PCI = 12	4235 PCI = 12	4240 PCI = 75	4245 PCI = 75	4255 PCI = 9
4260 PCI = 77	4265 PCI = 80	4305 PCI = 95	4310 PCI = 99	5005 PCI = 78	5010 PCI = 72	5015 PCI = 83	5020 PCI = 43	5125 PCI = 76	5130 PCI = 81
5135 PCI = 62	5140 PCI = 44	6105 PCI = 79	6110 PCI = 77	6125 PCI = 74	6130 PCI = 88	6135 PCI = 74	6140 PCI = 84	6145 PCI = 91	6150 PCI = 93
6155 PCI = 89	6160 PCI = 88	6165 PCI = 87	6170 PCI = 88	6175 PCI = 74	6180 PCI = 88	6217 PCI = 79	6222 PCI = 75	6317 PCI = 76	6322 PCI = 71
6405 PCI = 81	6410 PCI = 77	6414 PCI = 51	6415 PCI = 27	6417 PCI = 59	6420 PCI = 33	6425 PCI = 88	6430 PCI = 91	6435 PCI = 92	6440 PCI = 88

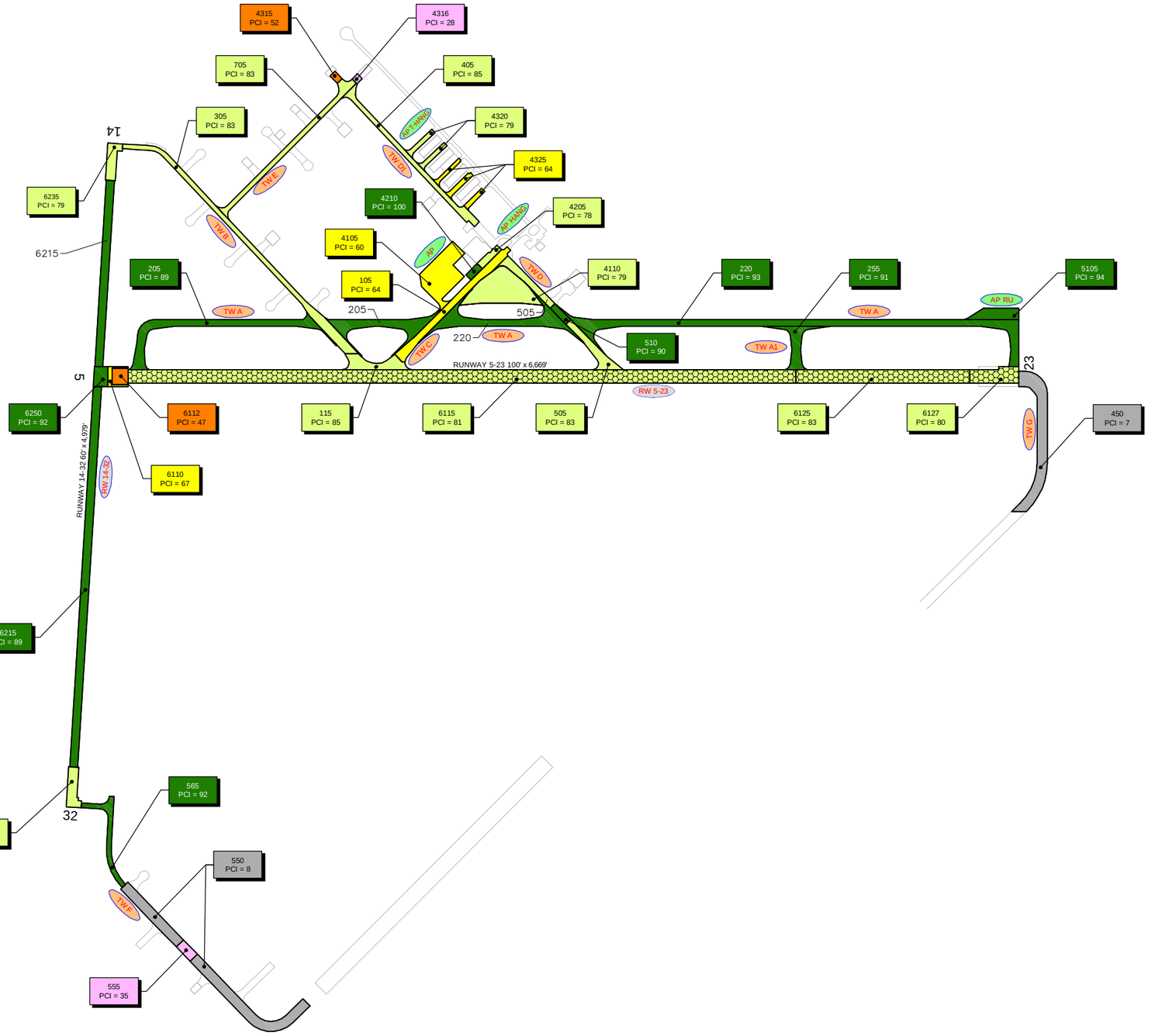
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report **2017**

Statewide Airfield Pavement Management Program

CECIL AIRPORT - VQQ

FDOT



GRAPHIC SCALE IN FEET
0 200 400 800

LEGEND

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

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

"SECTION NO."
"PCI NO."

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

NOTE: ALL PAVEMENTS COMPOSED OF 'WHITETOPPING PAVEMENT' AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340–12. PAVEMENT CONDITION INDEX DETERMINED FOR 'WHITETOPPING PAVEMENTS' ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement
Management Program

WILLISTON MUNICIPAL AIRPORT - X60

FDOT

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2

Appendix C

Airfield Pavement Major Rehabilitation Tables

FDOT

Table C-1 – 10-Year Major Rehabilitation Planning Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
Cecil Airport (VQQ)								
2018	VQQ	AP N	4110	PCC	290,625	56	PCC Restoration	$ 4,941,000
2018	VQQ	AP N RFUEL	5135	PCC	22,115	62	PCC Restoration	$ 376,000
2018	VQQ	AP N RFUEL	5140	PCC	22,115	44	PCC Restoration	$ 459,000
2018	VQQ	AP W	4225	PCC	35,000	14	PCC Reconstruction	$ 806,000
2018	VQQ	AP W	4230	PCC	26,250	12	PCC Reconstruction	$ 604,000
2018	VQQ	AP W	4235	PCC	13,730	12	PCC Reconstruction	$ 316,000
2018	VQQ	AP W	4255	PCC	19,950	9	PCC Reconstruction	$ 459,000
2018	VQQ	AP W RFUEL	5020	PCC	22,135	43	PCC Restoration	$ 472,000
2018	VQQ	AP W RFUEL	5055	PCC	13,010	30	PCC Reconstruction	$ 300,000
2018	VQQ	RW 18R-36L	6115	AAC	542,800	30	AC Reconstruction	$ 7,599,000
2018	VQQ	RW 18R-36L	6120	AAC	542,800	33	AC Reconstruction	$ 7,599,000
2018	VQQ	RW 9L-27R	6414	AAC	56,500	51	AC Restoration	$ 634,000
2018	VQQ	RW 9L-27R	6415	AAC	283,572	27	AC Reconstruction	$ 3,970,000
2018	VQQ	RW 9L-27R	6417	AAC	28,250	59	AC Restoration	$ 311,000
2018	VQQ	RW 9L-27R	6420	AAC	311,822	33	AC Reconstruction	$ 4,366,000
2018	VQQ	TW A	105	PCC	67,381	62	PCC Restoration	$ 1,146,000
2018	VQQ	TW C	315	AC	44,457	30	AC Reconstruction	$ 623,000
2019	VQQ	TW D	420	AC	31,875	66	AC Restoration	$ 351,000
2020	VQQ	AP N	4137	PCC	74,250	68	PCC Restoration	$ 1,263,000
2021	VQQ	AP N	4105	PCC	172,130	71	PCC Restoration	$ 2,927,000
2021	VQQ	AP N	4140	PCC	102,688	71	PCC Restoration	$ 1,746,000
2021	VQQ	RW 9R-27L	6322	AAC	19,400	71	AC Restoration	$ 214,000
2022	VQQ	AP N	4103	PCC	62,610	73	PCC Restoration	$ 1,065,000
2022	VQQ	AP N	4120	PCC	391,125	73	PCC Restoration	$ 6,650,000
2022	VQQ	AP N	4138	PCC	11,250	74	PCC Restoration	$ 192,000
2022	VQQ	AP W	4205	PCC	166,732	72	PCC Restoration	$ 2,835,000
2022	VQQ	AP W	4250	PCC	285,584	72	PCC Restoration	$ 4,856,000
2022	VQQ	AP W	4270	PCC	41,180	73	PCC Restoration	$ 701,000
2022	VQQ	AP W RFUEL	5010	PCC	22,135	72	PCC Restoration	$ 377,000
2023	VQQ	AP N	4132	PCC	37,875	75	PCC Restoration	$ 644,000
2023	VQQ	AP N	4150	PCC	105,074	75	PCC Restoration	$ 1,787,000
2023	VQQ	AP N RFUEL	5125	PCC	22,115	76	PCC Restoration	$ 376,000
2023	VQQ	AP W	4220	PCC	266,686	76	PCC Restoration	$ 4,534,000
2023	VQQ	AP W	4240	PCC	82,954	75	PCC Restoration	$ 1,411,000
2023	VQQ	AP W	4245	PCC	102,240	75	PCC Restoration	$ 1,739,000
2023	VQQ	RW 18L-36R	6222	AAC	61,900	75	AC Restoration	$ 681,000
2023	VQQ	RW 18R-36L	6175	AAC	20,400	74	AC Restoration	$ 225,000
2023	VQQ	RW 9R-27L	6315	AAC	603,300	76	AC Restoration	$ 6,637,000
2023	VQQ	RW 9R-27L	6317	AAC	20,000	76	AC Restoration	$ 220,000
2024	VQQ	AP N	4115	PCC	236,250	78	PCC Restoration	$ 4,017,000
2024	VQQ	AP W	4210	PCC	233,520	77	PCC Restoration	$ 3,970,000
2024	VQQ	AP W	4260	PCC	50,613	77	PCC Restoration	$ 861,000
2024	VQQ	AP W RFUEL	5005	PCC	22,135	78	PCC Restoration	$ 377,000
2024	VQQ	TW B2	1210	PCC	23,980	70	PCC Restoration	$ 408,000
2025	VQQ	AP N	4125	PCC	1,403,402	79	PCC Restoration	$ 23,859,000
2025	VQQ	AP N RFUEL	5130	PCC	22,115	81	PCC Restoration	$ 376,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2025	VQQ	AP W	4265	PCC	99,400	80	PCC Restoration	$ 1,690,000
2025	VQQ	RW 18L-36R	6217	AAC	61,900	79	AC Restoration	$ 681,000
2026	VQQ	AP W RFUEL	5015	PCC	22,135	83	PCC Restoration	$ 377,000
2026	VQQ	RW 18L-36R	6215	AAC	638,300	82	AC Restoration	$ 7,022,000
2026	VQQ	RW 18L-36R	6225	PCC	50,200	72	PCC Restoration	$ 854,000
2026	VQQ	TW A2	620	PCC	24,484	72	PCC Restoration	$ 417,000
2027	VQQ	RW 18L-36R	6220	AAC	638,300	86	AC Restoration	$ 7,022,000
2027	VQQ	RW 9R-27L	6320	AAC	585,202	84	AC Restoration	$ 6,438,000
2027	VQQ	TW A3	720	PCC	24,484	73	PCC Restoration	$ 417,000
2027	VQQ	TW C	310	PCC	136,320	73	PCC Restoration	$ 2,318,000
Cross City Airport (CTY)								
2018	CTY	AP	4105	PCC	266,464	39	PCC Reconstruction	$ 3,997,000
2018	CTY	AP	4110	PCC	6,463	64	PCC Restoration	$ 65,000
2018	CTY	AP	4115	PCC	4,047	48	PCC Restoration	$ 46,000
2018	CTY	AP	4120	PCC	2,844	37	PCC Reconstruction	$ 43,000
2018	CTY	RW 13-31	6110	PCC	30,000	50	PCC Restoration	$ 309,000
2018	CTY	RW 4-22	6205	AC	11,250	38	AC Reconstruction	$ 102,000
2018	CTY	RW 4-22	6210	AC	386,400	66	AC Restoration	$ 2,705,000
2018	CTY	TW A	105	AC	19,211	31	AC Reconstruction	$ 173,000
2018	CTY	TW A	110	AC	160,142	57	AC Restoration	$ 1,122,000
2018	CTY	TW A	115	AC	14,383	43	AC Restoration	$ 124,000
2018	CTY	TW A	120	PCC	3,438	41	PCC Restoration	$ 51,000
2018	CTY	TW A	170	AC	8,149	55	AC Restoration	$ 58,000
2018	CTY	TW A	175	AC	9,701	47	AC Restoration	$ 76,000
2018	CTY	TW A1	150	AC	7,840	26	AC Reconstruction	$ 71,000
2018	CTY	TW A1	155	AC	7,685	45	AC Restoration	$ 64,000
2018	CTY	TW A2	160	AC	21,140	50	AC Restoration	$ 153,000
2018	CTY	TW A3	165	AC	19,127	52	AC Restoration	$ 134,000
2018	CTY	TW B	205	AC	11,081	55	AC Restoration	$ 78,000
2018	CTY	TW B	207	AC	10,500	50	AC Restoration	$ 76,000
2018	CTY	TW B	210	AC	180,691	61	AC Restoration	$ 1,265,000
2018	CTY	TW B2	220	AC	19,010	58	AC Restoration	$ 134,000
2019	CTY	TW B1	215	AC	19,048	66	AC Restoration	$ 134,000
Fernandina Beach Municipal Airport (FHB)								
2020	FHB	AP N	4215	AC	155,925	55	AC Restoration	$ 1,092,000
2020	FHB	AP N	4220	PCC	23,835	1	PCC Reconstruction	$ 358,000
2020	FHB	AP NW	4105	AC	11,190	36	AC Reconstruction	$ 101,000
2020	FHB	AP NW	4110	AC	14,280	33	AC Reconstruction	$ 129,000
2020	FHB	AP RU N	4510	AC	7,368	58	AC Restoration	$ 52,000
2020	FHB	AP T-HANG	4307	AC	28,110	56	AC Restoration	$ 197,000
2020	FHB	RW 13-31	6215	AAC	479,466	65	AC Restoration	$ 3,357,000
2020	FHB	RW 13-31	6225	AAC	11,592	64	AC Restoration	$ 82,000
2020	FHB	RW 4-22	6105	AAC	379,000	65	AC Restoration	$ 2,654,000
2020	FHB	TW A	325	AC	71,712	64	AC Restoration	$ 503,000
2020	FHB	TW B	210	AAC	99,184	59	AC Restoration	$ 695,000
2020	FHB	TW B	215	AAC	7,146	63	AC Restoration	$ 51,000
2020	FHB	TW B	220	AAC	17,500	58	AC Restoration	$ 123,000
2020	FHB	TW B	230	AAC	29,700	65	AC Restoration	$ 208,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FHB	TW B	235	AAC	20,200	63	AC Restoration	$ 142,000
2020	FHB	TW C	120	AAC	9,442	57	AC Restoration	$ 67,000
2020	FHB	TW C	145	AC	11,198	37	AC Reconstruction	$ 101,000
2020	FHB	TW NW AP	505	AC	2,976	33	AC Reconstruction	$ 27,000
2021	FHB	TW B	205	AAC	11,685	66	AC Restoration	$ 82,000
2022	FHB	AP T-HANG	4310	AC	18,438	69	AC Restoration	$ 130,000
2022	FHB	TW A	335	AAC	4,219	67	AC Restoration	$ 30,000
2022	FHB	TW C	150	AC	1,968	67	AC Restoration	$ 14,000
2023	FHB	TW A	305	AAC	20,095	68	AC Restoration	$ 141,000
2023	FHB	TW D	425	AAC	9,694	68	AC Restoration	$ 68,000
2024	FHB	TW A	330	AC	39,508	69	AC Restoration	$ 277,000
2024	FHB	TW B	225	AAC	6,738	69	AC Restoration	$ 48,000
2024	FHB	TW D	430	AC	18,663	69	AC Restoration	$ 131,000
2025	FHB	TW B	233	AAC	15,343	70	AC Restoration	$ 108,000
2025	FHB	TW B	236	AAC	4,994	70	AC Restoration	$ 35,000
2026	FHB	TW A	320	AAC	35,000	71	AC Restoration	$ 246,000
2026	FHB	TW A	350	AAC	11,250	71	AC Restoration	$ 79,000
2026	FHB	TW D	410	AC	24,188	71	AC Restoration	$ 170,000
2026	FHB	TW D	412	AAC	8,092	71	AC Restoration	$ 57,000
2026	FHB	TW D	417	AAC	17,493	71	AC Restoration	$ 123,000
2027	FHB	TW D	420	AC	42,000	72	AC Restoration	$ 295,000
2028	FHB	TW A	315	AAC	36,250	73	AC Restoration	$ 254,000
2029	FHB	TW NW AP	507	AAC	3,469	74	AC Restoration	$ 25,000
Gainesville Regional Airport (GNV)								
2020	GNV	AP N	4203	AAC	23,039	64	AC Restoration	$ 254,000
2020	GNV	AP N	4210	APC	49,872	62	AC Restoration	$ 549,000
2020	GNV	AP N	4220	APC	53,200	46	AC Restoration	$ 695,000
2020	GNV	AP N	4222	AAC	13,199	66	AC Restoration	$ 146,000
2020	GNV	AP N	4228	AAC	14,420	58	AC Restoration	$ 159,000
2020	GNV	AP RU 7	5205	AC	7,974	50	AC Restoration	$ 91,000
2020	GNV	AP SW	4305	AAC	32,431	65	AC Restoration	$ 357,000
2020	GNV	AP SW	4310	AC	12,201	29	AC Reconstruction	$ 171,000
2020	GNV	AP SW	4315	AC	23,585	55	AC Restoration	$ 260,000
2020	GNV	AP SW	4325	AC	72,728	64	AC Restoration	$ 800,000
2020	GNV	RW 11-29	6202	AAC	34,697	52	AC Restoration	$ 382,000
2020	GNV	RW 11-29	6225	AAC	100,100	66	AC Restoration	$ 1,102,000
2020	GNV	TL T-HANG	3105	AAC	52,426	63	AC Restoration	$ 577,000
2020	GNV	TW A	105	AAC	80,019	30	AC Reconstruction	$ 1,121,000
2020	GNV	TW A	115	AAC	22,645	60	AC Restoration	$ 250,000
2020	GNV	TW A	119	AAC	4,962	59	AC Restoration	$ 55,000
2020	GNV	TW A	130	AC	11,380	64	AC Restoration	$ 126,000
2020	GNV	TW A	135	AC	20,258	60	AC Restoration	$ 223,000
2020	GNV	TW A	140	AC	32,303	37	AC Reconstruction	$ 453,000
2020	GNV	TW A	143	AC	5,547	46	AC Restoration	$ 70,000
2020	GNV	TW A	147	AC	3,947	58	AC Restoration	$ 44,000
2020	GNV	TW A	154	AAC	4,561	53	AC Restoration	$ 51,000
2020	GNV	TW B	210	AAC	11,878	53	AC Restoration	$ 131,000
2020	GNV	TW C	307	AAC	44,526	61	AC Restoration	$ 490,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	GNV	TW E1	515	AAC	19,914	65	AC Restoration	$ 220,000
2020	GNV	TW E4	540	AAC	29,074	66	AC Restoration	$ 320,000
2022	GNV	AP N	4240	AAC	130,329	70	AC Restoration	$ 1,434,000
2022	GNV	AP N	4245	AAC	15,617	70	AC Restoration	$ 172,000
2022	GNV	RW 11-29	6205	AAC	630,300	72	AC Restoration	$ 6,934,000
2022	GNV	RW 11-29	6207	AAC	17,349	70	AC Restoration	$ 191,000
2022	GNV	TW A	117	AAC	9,679	69	AC Restoration	$ 107,000
2022	GNV	TW A	149	AAC	4,225	68	AC Restoration	$ 47,000
2022	GNV	TW E3	530	AAC	28,702	69	AC Restoration	$ 316,000
2023	GNV	AP N	4205	AAC	189,798	72	AC Restoration	$ 2,088,000
2023	GNV	AP N	4255	AAC	125,665	72	AC Restoration	$ 1,383,000
2024	GNV	AP N	4226	AAC	97,393	73	AC Restoration	$ 1,072,000
2024	GNV	AP N	4260	AAC	104,561	74	AC Restoration	$ 1,151,000
2024	GNV	AP S	4105	AAC	66,500	75	AC Restoration	$ 732,000
2024	GNV	AP SW	4320	AAC	21,340	73	AC Restoration	$ 235,000
2024	GNV	RW 11-29	6210	AAC	315,150	76	AC Restoration	$ 3,467,000
2024	GNV	RW 11-29	6230	AAC	50,050	76	AC Restoration	$ 551,000
2024	GNV	TW A	108	AAC	6,264	72	AC Restoration	$ 69,000
2025	GNV	AP N	4230	AAC	36,283	77	AC Restoration	$ 400,000
2025	GNV	AP N	4241	AAC	21,600	76	AC Restoration	$ 238,000
2025	GNV	AP N	4250	AAC	145,100	77	AC Restoration	$ 1,597,000
2025	GNV	TW E2	520	AAC	19,417	73	AC Restoration	$ 214,000
2026	GNV	AP S	4125	AAC	22,290	80	AC Restoration	$ 246,000
2027	GNV	AP N	4215	APC	76,639	82	AC Restoration	$ 844,000
2027	GNV	AP SW	4330	AC	61,003	76	AC Restoration	$ 672,000
2027	GNV	TW E5	550	AAC	19,373	77	AC Restoration	$ 214,000
2028	GNV	AP S	4120	AAC	12,825	86	AC Restoration	$ 142,000
2028	GNV	TW CONN E	610	AAC	8,448	79	AC Restoration	$ 93,000
2028	GNV	TW D	410	AAC	20,831	80	AC Restoration	$ 230,000
2029	GNV	AP N	4270	AC	32,960	79	AC Restoration	$ 363,000
2029	GNV	AP RU 25	5105	AAC	9,793	87	AC Restoration	$ 108,000
2029	GNV	AP S	4130	AAC	8,760	88	AC Restoration	$ 97,000
2029	GNV	TW A	153	AAC	4,523	82	AC Restoration	$ 50,000
2029	GNV	TW B	208	AAC	18,964	81	AC Restoration	$ 209,000
2029	GNV	TW C	315	AAC	22,886	81	AC Restoration	$ 252,000
George T. Lewis Airport (CDK)								
2018	CDK	AP	4105	AC	19,944	23	AC Reconstruction	$ 180,000
2018	CDK	RW 5-23	6105	AC	173,801	28	AC Reconstruction	$ 1,565,000
2018	CDK	TW A	105	AC	7,156	16	AC Reconstruction	$ 65,000
2018	CDK	TW A	110	AC	2,500	29	AC Reconstruction	$ 23,000
Herlong Recreational Airport (HEG)								
2020	HEG	AP FBO	4220	AC	22,343	62	AC Restoration	$ 213,000
2020	HEG	AP FBO	4225	AC	13,370	60	AC Restoration	$ 128,000
2020	HEG	AP N	4310	AC	10,000	46	AC Restoration	$ 110,000
2020	HEG	AP NE	4405	AC	11,815	14	AC Reconstruction	$ 148,000
2020	HEG	AP NE	4410	PCC	27,876	5	PCC Reconstruction	$ 558,000
2020	HEG	TW NE AP	1105	PCC	6,535	9	PCC Reconstruction	$ 131,000
2020	HEG	TW T-HANG	905	AC	3,307	46	AC Restoration	$ 36,000

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Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	HEG	TW T-HANG	915	AC	20,878	49	AC Restoration	$ 209,000
2020	HEG	TW T-HANG	925	AC	33,188	50	AC Restoration	$ 321,000
2022	HEG	AP NW	4120	AC	41,757	68	AC Restoration	$ 397,000
2023	HEG	AP NW	4115	AC	60,864	69	AC Restoration	$ 579,000
2023	HEG	AP NW	4125	AC	11,947	69	AC Restoration	$ 114,000
2024	HEG	AP N	4305	AAC	72,711	74	AC Restoration	$ 691,000
2025	HEG	AP N	4307	AC	22,380	73	AC Restoration	$ 213,000
2028	HEG	AP RU	5105	AC	11,481	79	AC Restoration	$ 110,000
2029	HEG	AP RU	5110	AC	11,371	80	AC Restoration	$ 109,000
2029	HEG	RW 7-25	6105	AAC	268,900	75	AC Restoration	$ 2,555,000
Jacksonville Executive at Craig Airport (CRG)								
2020	CRG	AP N	4220	AC	27,322	30	AC Reconstruction	$ 342,000
2020	CRG	AP NW	4305	AC	41,023	63	AC Restoration	$ 390,000
2020	CRG	AP SW	4405	PCC	8,887	12	PCC Reconstruction	$ 178,000
2020	CRG	AP SW	4407	AC	14,286	56	AC Restoration	$ 136,000
2020	CRG	AP SW	4430	AC	4,074	26	AC Reconstruction	$ 51,000
2020	CRG	TW A	105	AAC	74,656	57	AC Restoration	$ 710,000
2020	CRG	TW A2	135	AC	6,046	57	AC Restoration	$ 58,000
2020	CRG	TW A5	175	AAC	5,069	55	AC Restoration	$ 49,000
2020	CRG	TW A5	180	AAC	8,126	64	AC Restoration	$ 78,000
2020	CRG	TW B	225	AAC	59,500	55	AC Restoration	$ 566,000
2020	CRG	TW B1	210	AC	7,110	59	AC Restoration	$ 68,000
2020	CRG	TW B2	243	AAC	6,422	42	AC Restoration	$ 79,000
2020	CRG	TW B4	245	AAC	9,056	31	AC Reconstruction	$ 114,000
2020	CRG	TW B5	255	AC	4,433	51	AC Restoration	$ 43,000
2020	CRG	TW C	320	AAC	16,569	57	AC Restoration	$ 158,000
2021	CRG	AP SW	4420	AC	12,167	67	AC Restoration	$ 116,000
2021	CRG	TW A4	160	AAC	5,193	66	AC Restoration	$ 50,000
2022	CRG	AP SW	4415	AC	23,211	68	AC Restoration	$ 221,000
2022	CRG	TW B	235	AC	26,915	68	AC Restoration	$ 256,000
2022	CRG	TW B4	250	AAC	15,426	67	AC Restoration	$ 147,000
2023	CRG	AP RU RW14	5310	AAC	24,645	71	AC Restoration	$ 235,000
2023	CRG	RW 5-23	6105	AAC	363,800	68	AC Restoration	$ 3,457,000
2023	CRG	TW B2	240	AC	11,812	69	AC Restoration	$ 113,000
2024	CRG	AP SW	4435	AAC	20,729	74	AC Restoration	$ 197,000
2024	CRG	TW A2	132	AAC	3,131	69	AC Restoration	$ 30,000
2025	CRG	AP RU RW23	5105	AC	12,030	73	AC Restoration	$ 115,000
2025	CRG	TW A	120	AC	37,712	72	AC Restoration	$ 359,000
2025	CRG	TW A3	145	AC	4,606	72	AC Restoration	$ 44,000
2025	CRG	TW B	227	AAC	5,899	70	AC Restoration	$ 57,000
2025	CRG	TW B3	244	AAC	3,380	70	AC Restoration	$ 33,000
2026	CRG	TW G	765	AC	65,079	73	AC Restoration	$ 619,000
2027	CRG	AP RU RW 5	5205	AC	22,135	77	AC Restoration	$ 211,000
2028	CRG	TW G	770	AC	9,691	75	AC Restoration	$ 93,000
2029	CRG	AP FAA	4505	AC	147,450	80	AC Restoration	$ 1,401,000
2029	CRG	TW B	215	AC	29,838	77	AC Restoration	$ 284,000
Jacksonville International Airport (JAX)								
2020	JAX	AP CARGO	4110	AC	27,040	33	AC Reconstruction	$ 379,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	JAX	AP CARGO	4125	PCC	84,968	48	PCC Restoration	$ 1,610,000
2020	JAX	AP CARGO	4135	PCC	32,378	61	PCC Restoration	$ 551,000
2020	JAX	AP GA	5105	AC	127,653	49	AC Restoration	$ 1,484,000
2020	JAX	AP GA	5115	AC	28,389	62	AC Restoration	$ 313,000
2020	JAX	TW AP	2715	AC	8,530	31	AC Reconstruction	$ 120,000
2020	JAX	TW AP	2775	PCC	38,593	48	PCC Restoration	$ 743,000
2020	JAX	TW F	1155	AC	98,961	30	AC Reconstruction	$ 1,386,000
2020	JAX	TW G	1045	AAC	14,480	53	AC Restoration	$ 160,000
2020	JAX	TW H	555	PCC	127,293	70	PCC Restoration	$ 2,165,000
2021	JAX	TW AP	2772	PCC	33,940	67	PCC Restoration	$ 577,000
2022	JAX	AP GA	5110	AC	239,174	68	AC Restoration	$ 2,631,000
2022	JAX	AP TERM	4430	PCC	361,365	68	PCC Restoration	$ 6,144,000
2022	JAX	TW AP	910	AC	134,973	67	AC Restoration	$ 1,485,000
2022	JAX	TW J	750	PCC	21,670	69	PCC Restoration	$ 369,000
2022	JAX	TW J	760	PCC	21,750	70	PCC Restoration	$ 370,000
2022	JAX	TW P	640	PCC	60,825	70	PCC Restoration	$ 1,035,000
2024	JAX	TW A	125	PCC	136,875	74	PCC Restoration	$ 2,327,000
2024	JAX	TW C	1480	PCC	24,260	73	PCC Restoration	$ 413,000
2024	JAX	TW J	755	PCC	13,125	73	PCC Restoration	$ 224,000
2025	JAX	TW C	1490	PCC	50,660	75	PCC Restoration	$ 862,000
2026	JAX	TW L	215	PCC	18,195	77	PCC Restoration	$ 310,000
2027	JAX	TW A	105	PCC	54,448	79	PCC Restoration	$ 926,000
2027	JAX	TW E	1670	PCC	29,143	78	PCC Restoration	$ 496,000
2027	JAX	TW G	1020	PCC	29,478	78	PCC Restoration	$ 502,000
2027	JAX	TW L	205	PCC	25,258	78	PCC Restoration	$ 430,000
2027	JAX	TW S	1290	PCC	28,370	78	PCC Restoration	$ 483,000
2028	JAX	AP TERM	4445	PCC	312,670	76	PCC Restoration	$ 5,316,000
2028	JAX	TW A	120	PCC	271,875	80	PCC Restoration	$ 4,622,000
2028	JAX	TW E	1680	PCC	59,400	80	PCC Restoration	$ 1,010,000
2028	JAX	TW H	557	PCC	38,685	80	PCC Restoration	$ 658,000
2029	JAX	TW A	110	PCC	168,750	81	PCC Restoration	$ 2,869,000
2029	JAX	TW B	810	PCC	136,875	81	PCC Restoration	$ 2,327,000
2029	JAX	TW L	225	PCC	52,307	81	PCC Restoration	$ 890,000
2029	JAX	TW S	1285	PCC	140,346	81	PCC Restoration	$ 2,386,000
Keystone Airpark (42J)								
2018	42J	AP	4105	PCC	167,821	64	PCC Restoration	$ 1,679,000
2018	42J	AP T-HANG	4505	PCC	24,431	31	PCC Reconstruction	$ 367,000
2018	42J	AP T-HANG	4515	AC	15,277	52	AC Restoration	$ 107,000
2018	42J	AP T-HANG	4520	AC	61,168	35	AC Reconstruction	$ 551,000
2018	42J	RW 11-29	6205	PCC	22,286	43	PCC Restoration	$ 308,000
2018	42J	RW 11-29	6215	AC	329,625	55	AC Restoration	$ 2,308,000
2018	42J	RW 11-29	6220	PCC	28,125	39	PCC Reconstruction	$ 422,000
2018	42J	RW 5-23	6105	PCC	15,000	43	PCC Restoration	$ 207,000
2018	42J	RW 5-23	6110	PCC	18,125	41	PCC Restoration	$ 269,000
2018	42J	RW 5-23	6130	PCC	15,627	50	PCC Restoration	$ 161,000
2018	42J	RW 5-23	6135	PCC	19,518	49	PCC Restoration	$ 211,000
2018	42J	TW A	105	AAC	195,631	35	AC Reconstruction	$ 1,761,000
2018	42J	TW B	205	AAC	19,612	49	AC Restoration	$ 145,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	42J	TW B	210	AC	77,412	51	AC Restoration	$ 544,000
2018	42J	TW B	220	AC	14,679	53	AC Restoration	$ 103,000
2018	42J	TW C	305	AC	92,494	58	AC Restoration	$ 648,000
2018	42J	TW E	505	AC	31,823	58	AC Restoration	$ 223,000
2025	42J	RW 5-23	6115	AAC	220,000	81	AC Restoration	$ 1,541,000
2026	42J	AP T-HANG	4510	AC	40,735	78	AC Restoration	$ 286,000
2027	42J	RW 5-23	6120	AAC	220,000	85	AC Restoration	$ 1,541,000
Lake City Gateway Airport (LCQ)								
2018	LCQ	AP E	4205	AC	100,138	47	AC Restoration	$ 790,000
2018	LCQ	AP E	4210	AC	39,217	52	AC Restoration	$ 275,000
2018	LCQ	AP E	4212	AC	27,455	57	AC Restoration	$ 193,000
2018	LCQ	AP E	4215	AC	105,993	41	AC Restoration	$ 954,000
2018	LCQ	AP E	4220	AC	41,459	47	AC Restoration	$ 327,000
2018	LCQ	AP E	4228	AC	27,000	4	AC Reconstruction	$ 244,000
2018	LCQ	AP E	4230	AC	91,108	39	AC Reconstruction	$ 821,000
2018	LCQ	AP E	4235	AC	83,816	48	AC Restoration	$ 645,000
2018	LCQ	AP E	4250	AC	32,011	50	AC Restoration	$ 234,000
2018	LCQ	AP NW	4110	AC	9,384	28	AC Reconstruction	$ 85,000
2018	LCQ	AP RW10-28	5125	AC	59,444	53	AC Restoration	$ 417,000
2018	LCQ	RW 10-28	6105	AC	574,700	49	AC Restoration	$ 4,307,000
2018	LCQ	RW 10-28	6110	AC	287,350	60	AC Restoration	$ 2,012,000
2018	LCQ	RW 10-28	6114	AAC	183,000	53	AC Restoration	$ 1,282,000
2018	LCQ	RW 10-28	6115	AAC	42,500	48	AC Restoration	$ 339,000
2018	LCQ	RW 10-28	6116	AAC	91,500	54	AC Restoration	$ 641,000
2018	LCQ	RW 10-28	6120	AAC	21,250	50	AC Restoration	$ 160,000
2018	LCQ	RW 5-23	6205	AAC	240,000	42	AC Restoration	$ 2,161,000
2018	LCQ	RW 5-23	6207	AC	21,932	49	AC Restoration	$ 165,000
2018	LCQ	RW 5-23	6209	AC	22,150	56	AC Restoration	$ 156,000
2018	LCQ	T-HANG NW	4115	AC	34,013	59	AC Restoration	$ 239,000
2018	LCQ	T-HANG NW	4125	AC	27,917	56	AC Restoration	$ 196,000
2018	LCQ	TW D	405	AC	86,039	39	AC Reconstruction	$ 775,000
2018	LCQ	TW D	410	AC	13,694	47	AC Restoration	$ 109,000
2024	LCQ	TW C	310	AC	54,377	72	AC Restoration	$ 381,000
2025	LCQ	AP NW	4105	AC	263,561	77	AC Restoration	$ 1,845,000
2026	LCQ	AP RW10-28	5115	AC	62,200	78	AC Restoration	$ 436,000
2027	LCQ	AP SW	5135	PCC	19,999	86	PCC Restoration	$ 200,000
Palatka Municipal - Lt. Kay Larkin Field (28J)								
2018	28J	AP	4215	AC	29,007	40	AC Reconstruction	$ 262,000
2018	28J	E T-HANG	4305	AC	15,004	59	AC Restoration	$ 106,000
2018	28J	N T-HANG	4205	AC	21,999	41	AC Restoration	$ 199,000
2018	28J	N T-HANG	4210	AC	46,739	33	AC Reconstruction	$ 421,000
2018	28J	N T-HANG	4220	AC	17,646	50	AC Restoration	$ 129,000
2018	28J	TW A	107	AAC	7,472	35	AC Reconstruction	$ 68,000
2018	28J	TW A	125	AC	13,575	33	AC Reconstruction	$ 123,000
2018	28J	TW B	215	AAC	16,000	41	AC Restoration	$ 145,000
2018	28J	TW B	225	AAC	12,691	52	AC Restoration	$ 89,000
2024	28J	TW A	100	AC	53,572	71	AC Restoration	$ 376,000
Perry-Foley Airport (40J)								

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	40J	AP	4105	PCC	339,332	38	PCC Reconstruction	$ 5,091,000
2018	40J	RW 12-30	6105	PCC	10,250	35	PCC Reconstruction	$ 154,000
2018	40J	RW 12-30	6110	PCC	45,034	46	PCC Restoration	$ 558,000
2018	40J	RW 12-30	6115	AAC	434,400	63	AC Restoration	$ 3,041,000
2018	40J	RW 12-30	6125	PCC	32,882	46	PCC Restoration	$ 407,000
2018	40J	RW 12-30	6130	PCC	4,875	34	PCC Reconstruction	$ 74,000
2018	40J	RW 18-36	6305	PCC	10,996	52	PCC Restoration	$ 110,000
2018	40J	RW 18-36	6310	PCC	35,176	54	PCC Restoration	$ 352,000
2018	40J	RW 18-36	6325	PCC	21,407	54	PCC Restoration	$ 215,000
2018	40J	TW A & B	105	AAC	131,781	58	AC Restoration	$ 923,000
2018	40J	TW A & B	110	AAC	111,959	59	AC Restoration	$ 784,000
2018	40J	TW C	205	AAC	152,818	56	AC Restoration	$ 1,070,000
2018	40J	TW C	210	AC	57,791	59	AC Restoration	$ 405,000
2018	40J	TW C	215	AC	5,000	22	AC Reconstruction	$ 46,000
Suwannee County Airport (24J)								
2018	24J	AP RU	4205	AC	20,937	64	AC Restoration	$ 147,000
2018	24J	AP RU	4210	AC	3,816	64	AC Restoration	$ 27,000
2018	24J	T-HANGAR	4110	AC	3,332	64	AC Restoration	$ 24,000
2018	24J	T-HANGAR	4115	AC	25,656	65	AC Restoration	$ 180,000
2018	24J	T-HANGAR	4120	AC	26,729	60	AC Restoration	$ 188,000
2018	24J	TW A1	115	AC	11,269	63	AC Restoration	$ 79,000
2018	24J	TW to AP	305	AC	2,718	52	AC Restoration	$ 20,000
2022	24J	RW 7-25	6110	AAC	223,650	73	AC Restoration	$ 1,566,000
2023	24J	RW 7-25	6105	AAC	76,725	76	AC Restoration	$ 538,000
2023	24J	TW A	105	AC	49,503	70	AC Restoration	$ 347,000
2024	24J	T-HANGAR	4125	AC	9,768	72	AC Restoration	$ 69,000
2024	24J	TW A	110	AC	100,648	72	AC Restoration	$ 705,000
2024	24J	TW C	205	AC	13,924	72	AC Restoration	$ 98,000
Williston Municipal Airport (X60)								
2020	X60	AP	4105	AAC	86,922	60	AC Restoration	$ 609,000
2020	X60	AP T-HANG	4315	AC	3,900	52	AC Restoration	$ 28,000
2020	X60	AP T-HANG	4316	APC	2,867	28	AC Reconstruction	$ 26,000
2020	X60	AP T-HANG	4325	AC	21,796	64	AC Restoration	$ 153,000
2020	X60	RW 5-23	6112	APC	15,000	47	AC Restoration	$ 121,000
2020	X60	TW C	105	AAC	65,023	64	AC Restoration	$ 456,000
2020	X60	TW F	550	AC	128,837	8	AC Reconstruction	$ 1,160,000
2020	X60	TW F	555	PCC	11,250	35	PCC Reconstruction	$ 169,000
2020	X60	TW G	450	AC	94,473	7	AC Reconstruction	$ 851,000
2022	X60	RW 5-23	6110	PCC	7,500	67	PCC Restoration	$ 76,000
2025	X60	AP HANG	4205	AAC	10,495	78	AC Restoration	$ 74,000
2028	X60	RW 14-32	6205	PCC	24,688	72	PCC Restoration	$ 247,000
2029	X60	AP	4110	AC	101,074	79	AC Restoration	$ 708,000
2029	X60	AP T-HANG	4320	AC	18,657	79	AC Restoration	$ 131,000

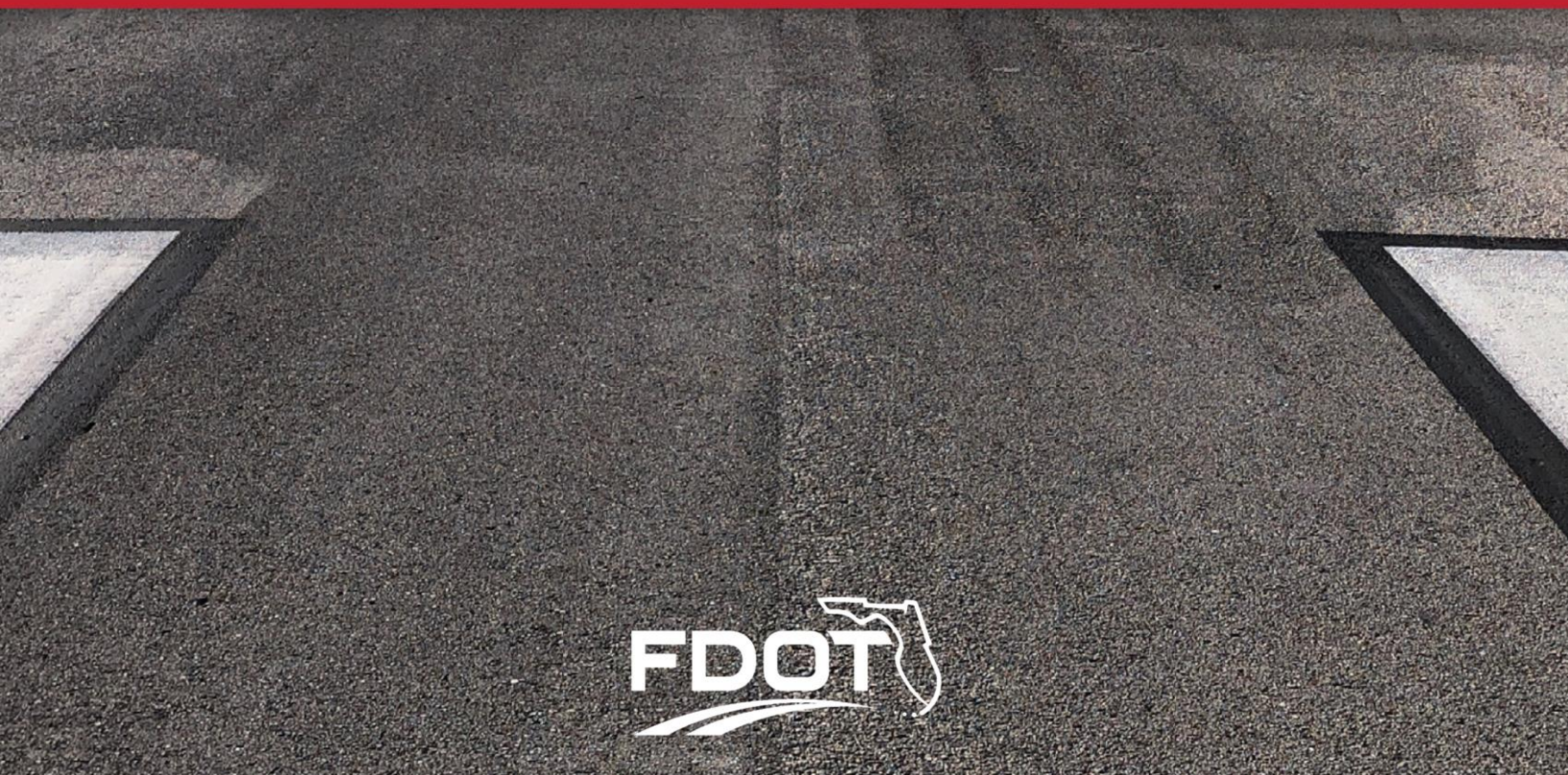
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 2

Appendix D

Major Rehabilitation Exhibits



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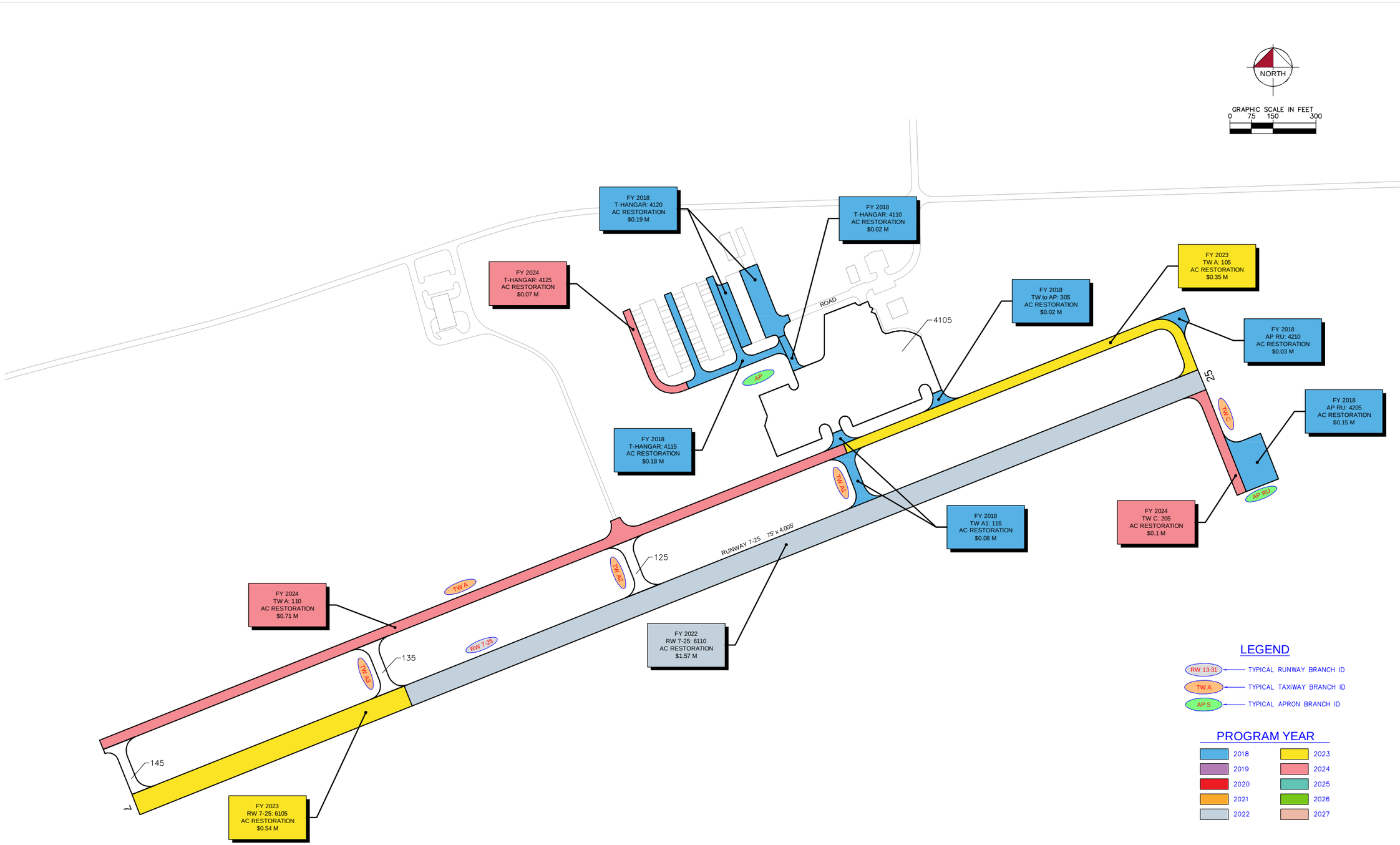


LEGEND

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

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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

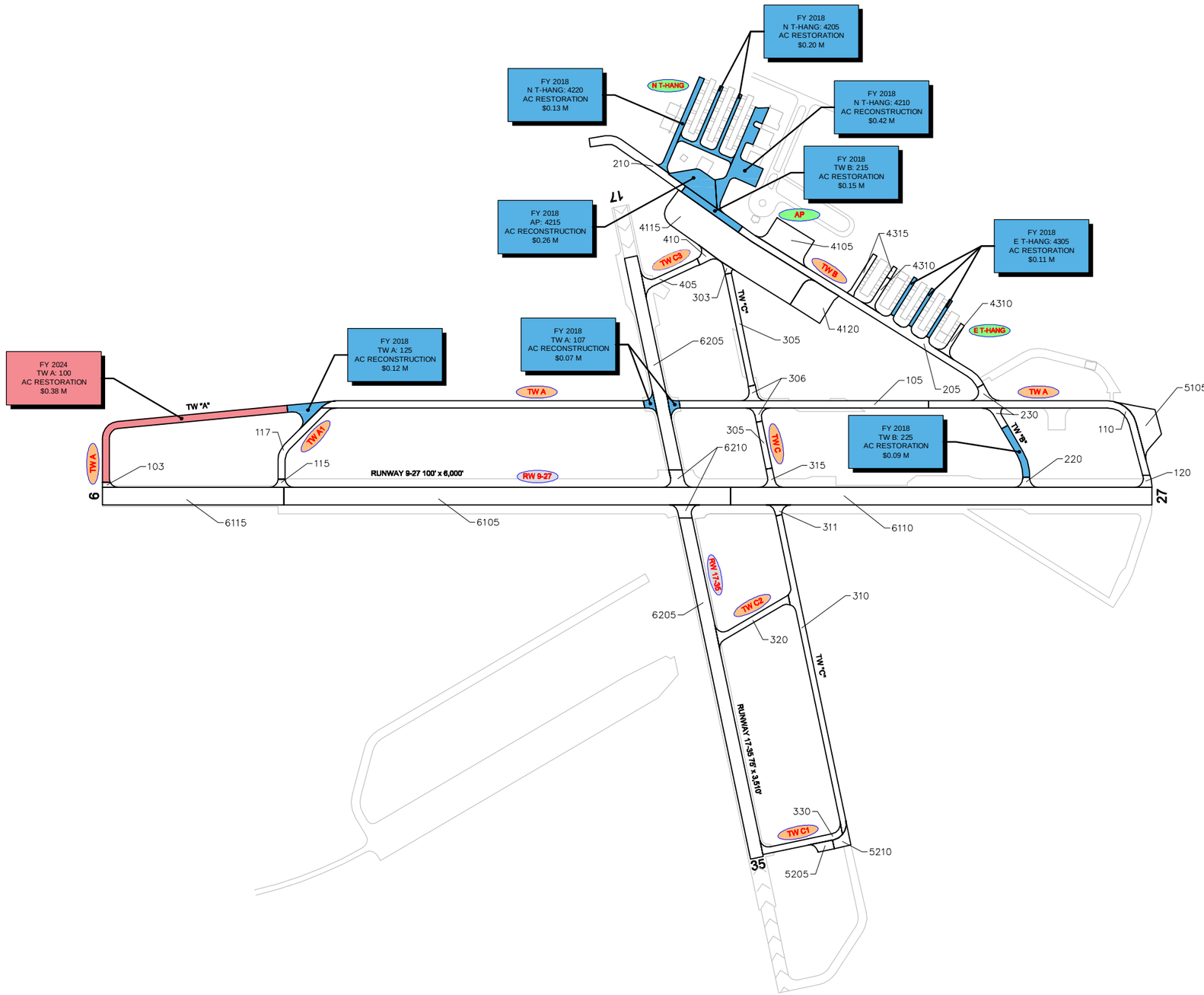
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

SUWANNEE COUNTY AIRPORT - 24J

FDOT



NORTH

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LEGEND

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

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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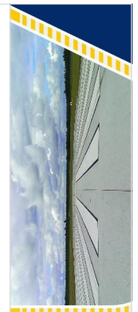


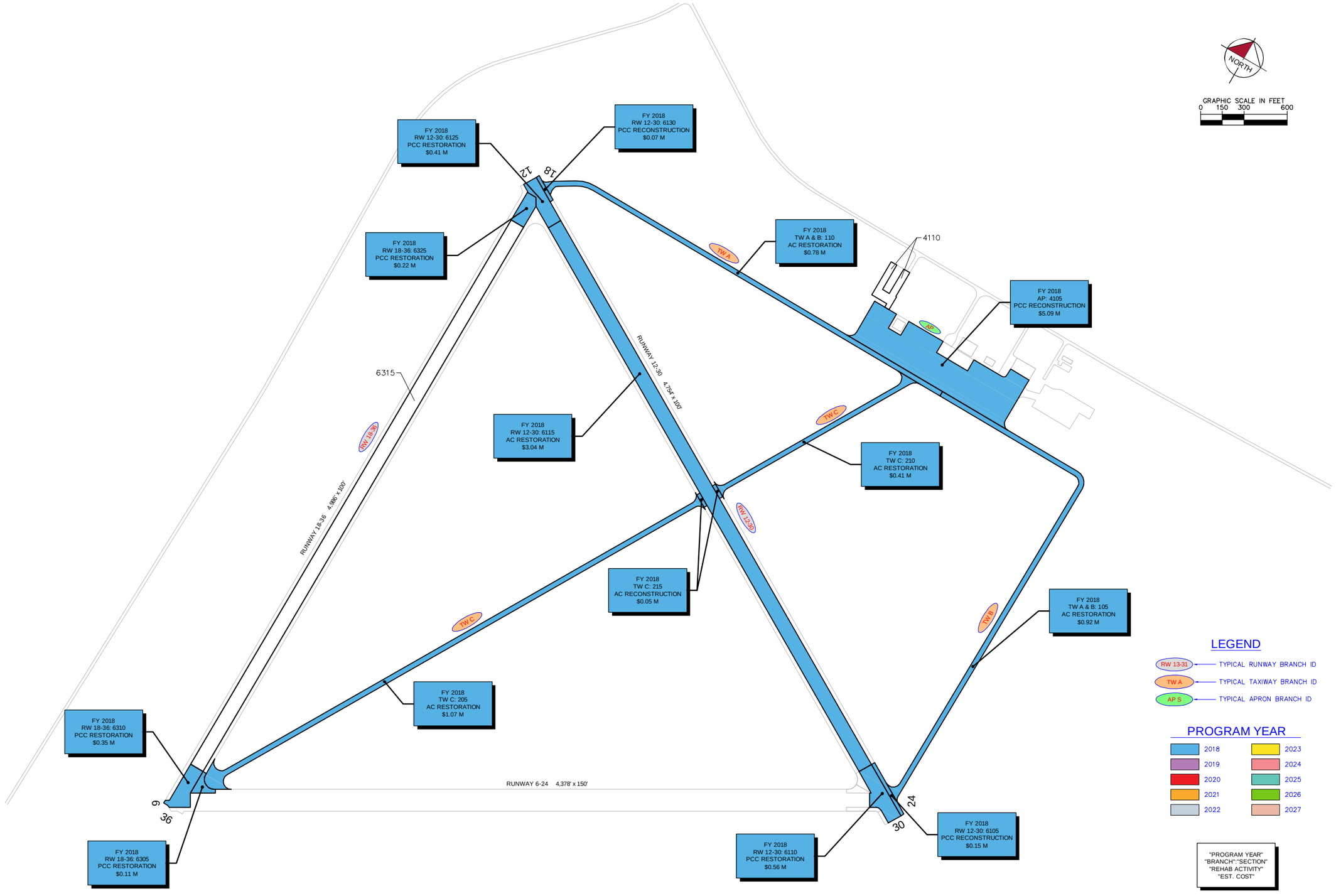
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2017

PALATKA MUNICIPAL - LT. KAY LARKIN FIELD - 28J

FDOT

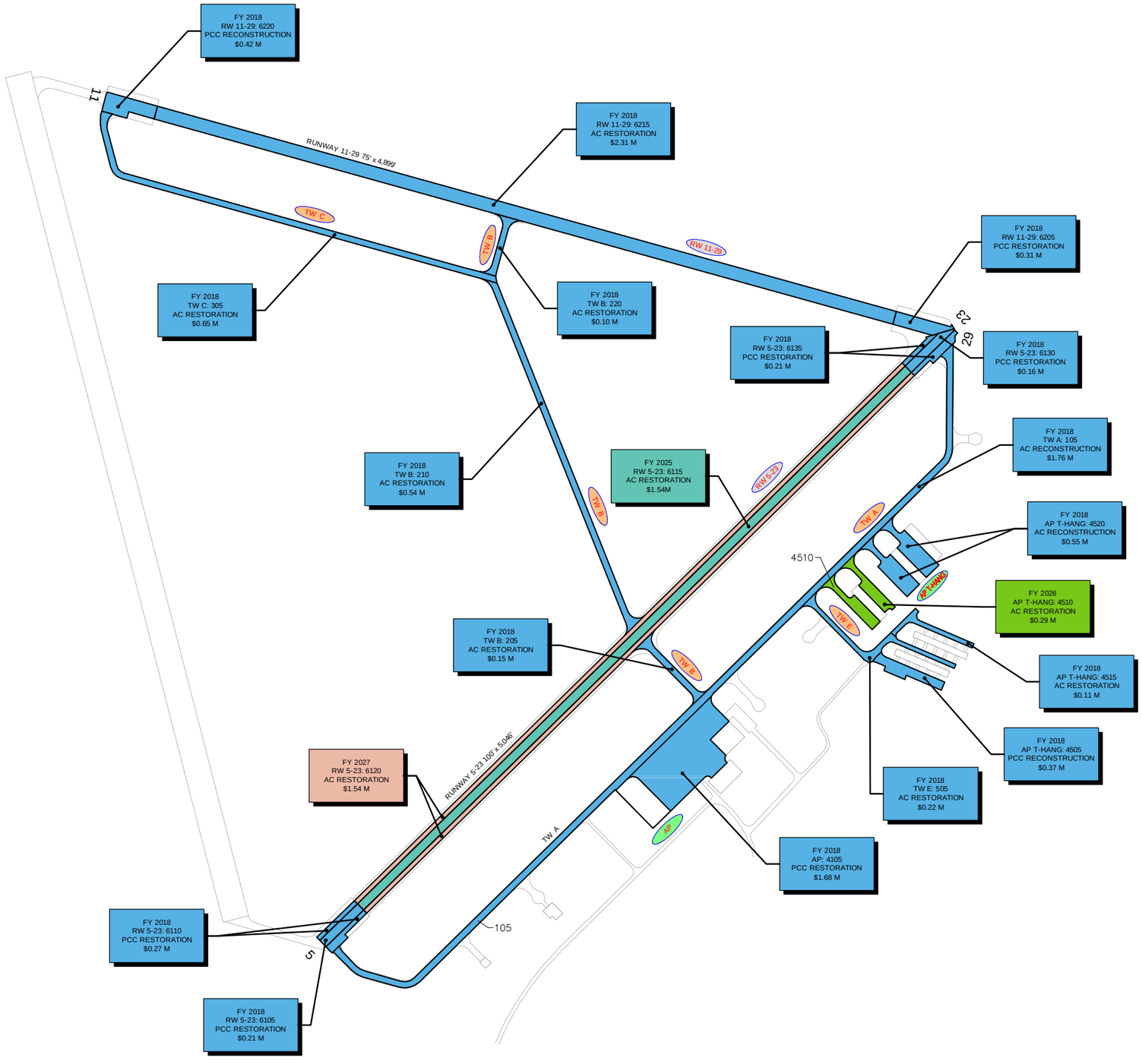


004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
PERRY-FOLEY AIRPORT - 40J

FDOT



LEGEND

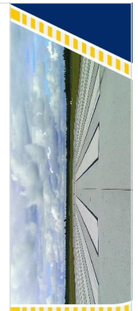
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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

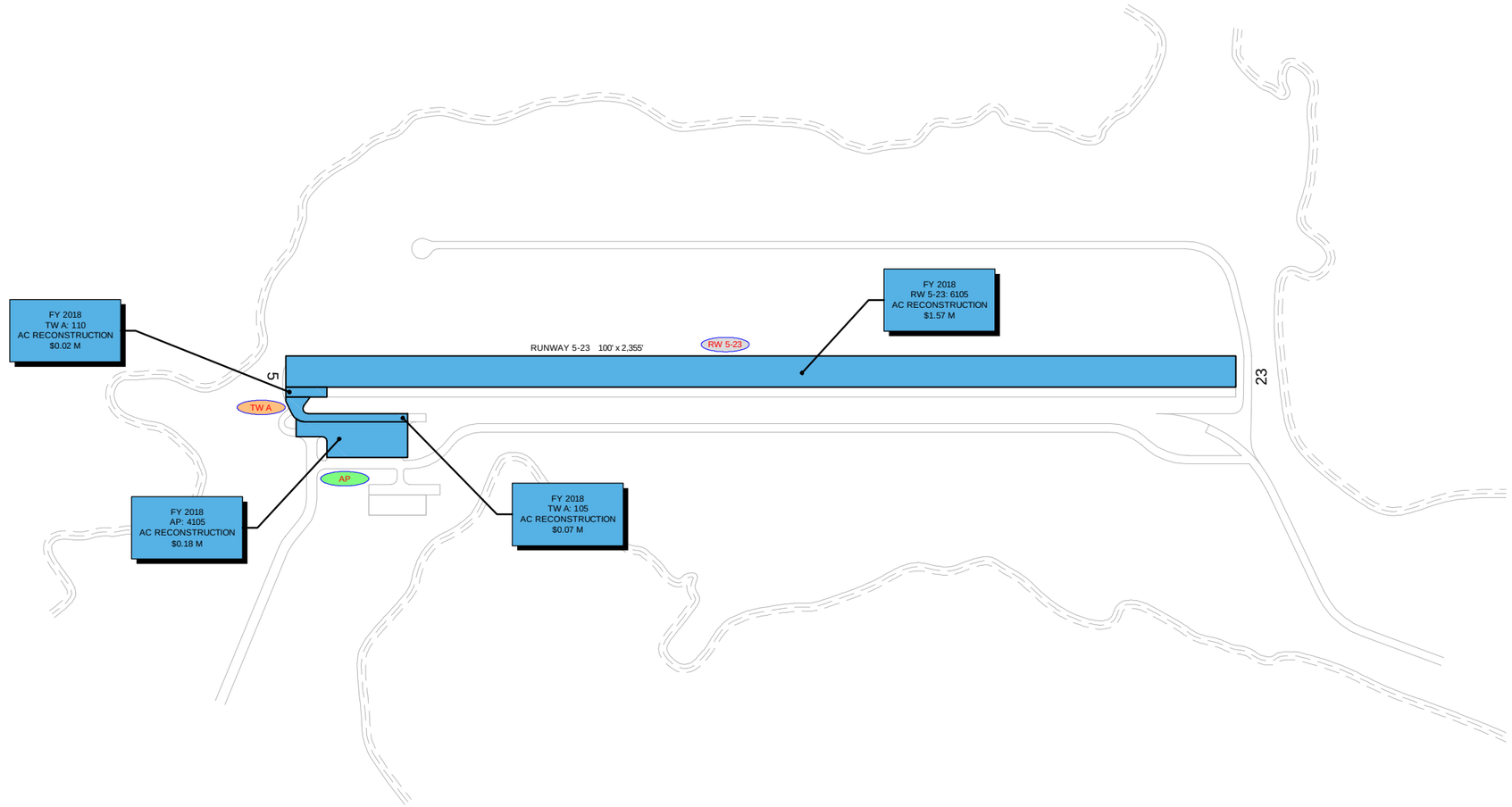


004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
KEYSTONE AIRPARK - 42J

FDOT



LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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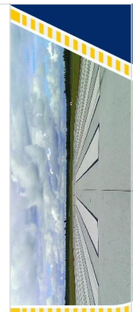


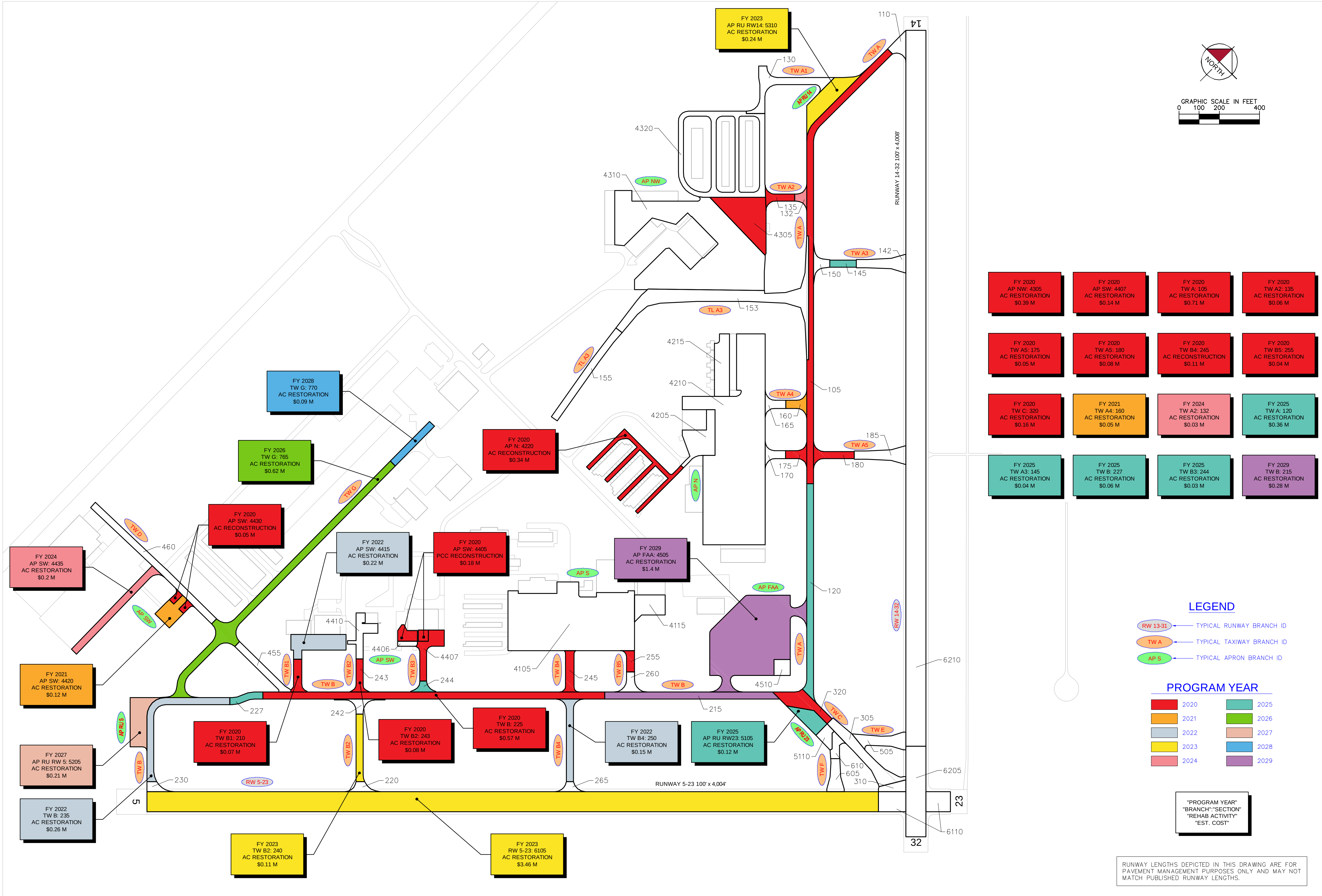
004 - AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report **2017**

Statewide Airfield Pavement Management Program

GEORGE T. LEWIS AIRPORT - CDK

FDOT



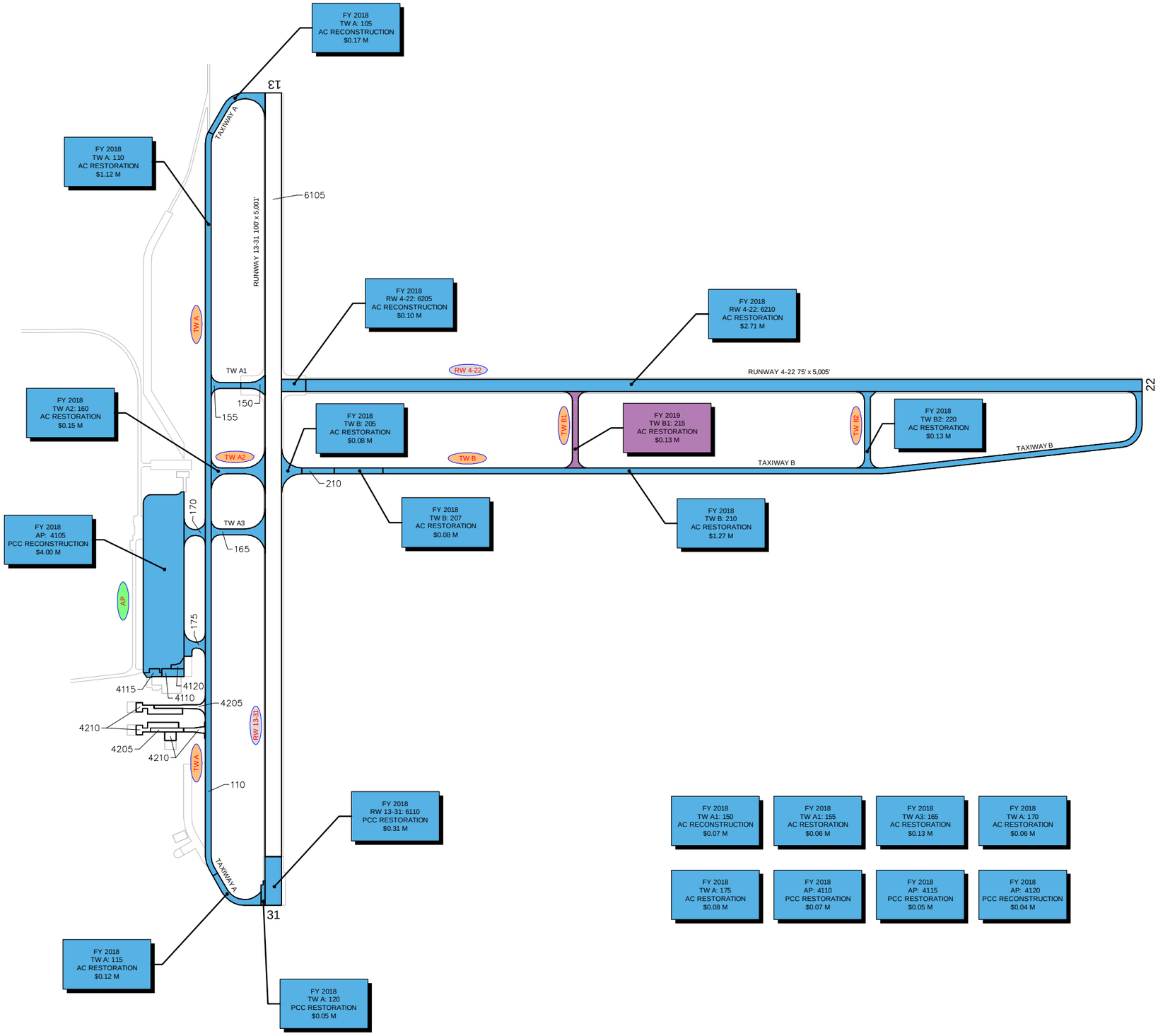
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report **2019**

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT - CRG

004 - AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

FDOT



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AC RECONSTRUCTION
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FY 2018
TW A1: 155
AC RESTORATION
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FY 2018
TW A3: 165
AC RESTORATION
$0.13 M

FY 2018
TW A: 170
AC RESTORATION
$0.06 M

FY 2018
TW A: 175
AC RESTORATION
$0.08 M

FY 2018
AP: 4110
PCC RESTORATION
$0.07 M

FY 2018
AP: 4115
PCC RESTORATION
$0.05 M

FY 2018
AP: 4120
PCC RECONSTRUCTION
$0.04 M

LEGEND

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

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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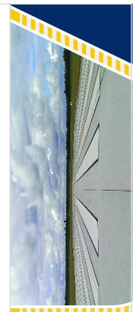


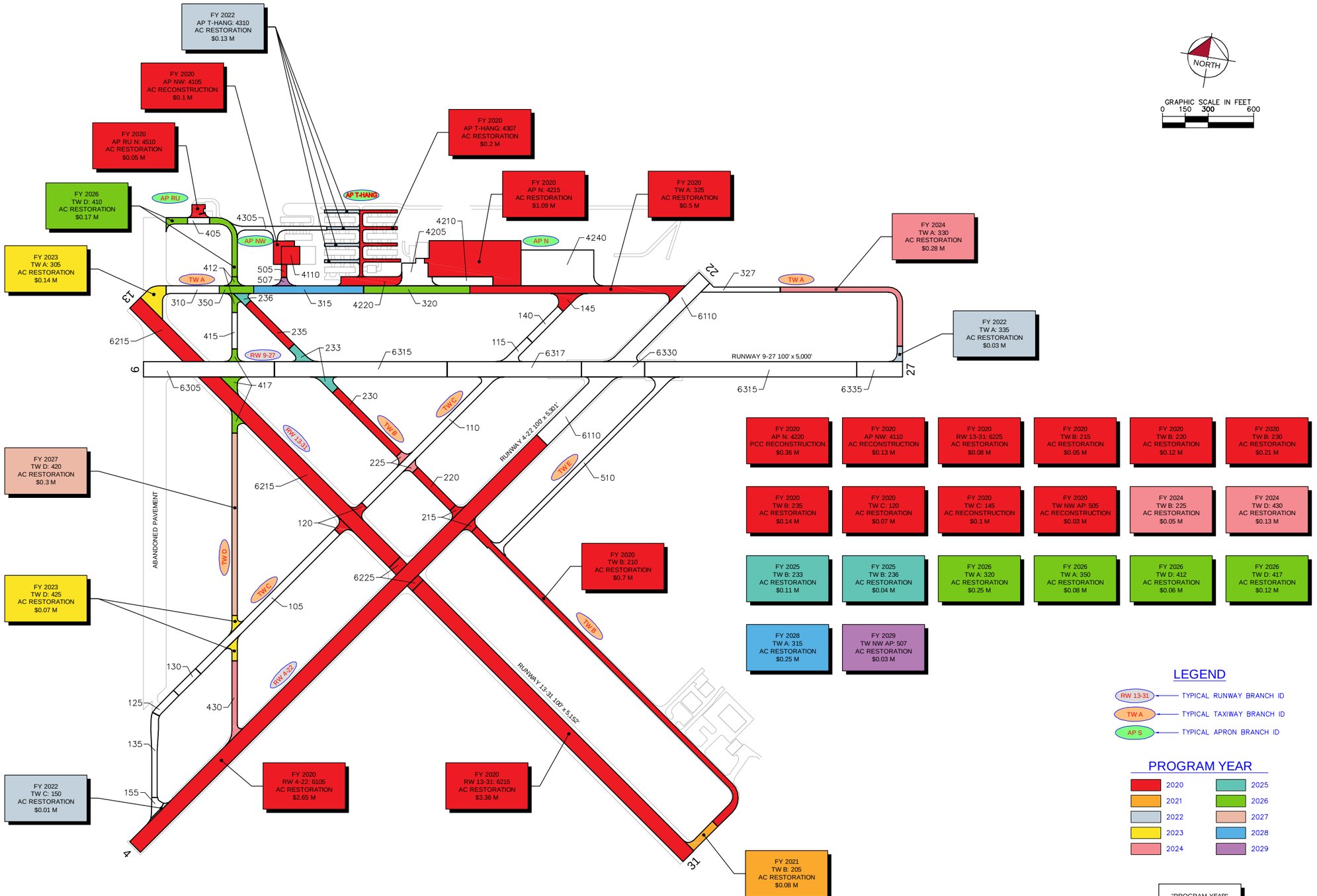
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

CROSS CITY AIRPORT - CTY

FDOT



FY 2020 AP N: 4220 PCC RECONSTRUCTION $0.36 M	FY 2020 AP NW: 4110 AC RECONSTRUCTION $0.13 M	FY 2020 RW 13-31: 6225 AC RESTORATION $0.08 M	FY 2020 TW B: 215 AC RESTORATION $0.05 M	FY 2020 TW B: 220 AC RESTORATION $0.12 M	FY 2020 TW B: 230 AC RESTORATION $0.21 M
FY 2020 TW B: 235 AC RESTORATION $0.14 M	FY 2020 TW C: 120 AC RESTORATION $0.07 M	FY 2020 TW C: 145 AC RECONSTRUCTION $0.1 M	FY 2020 TW NW AP: 505 AC RECONSTRUCTION $0.03 M	FY 2024 TW B: 225 AC RESTORATION $0.05 M	FY 2024 TW D: 430 AC RESTORATION $0.13 M
FY 2025 TW B: 233 AC RESTORATION $0.11 M	FY 2025 TW B: 236 AC RESTORATION $0.04 M	FY 2026 TW A: 320 AC RESTORATION $0.25 M	FY 2026 TW A: 350 AC RESTORATION $0.08 M	FY 2026 TW D: 412 AC RESTORATION $0.06 M	FY 2026 TW D: 417 AC RESTORATION $0.12 M
FY 2028 TW A: 315 AC RESTORATION $0.25 M	FY 2029 TW NW AP: 507 AC RESTORATION $0.03 M				

LEGEND

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

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

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

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

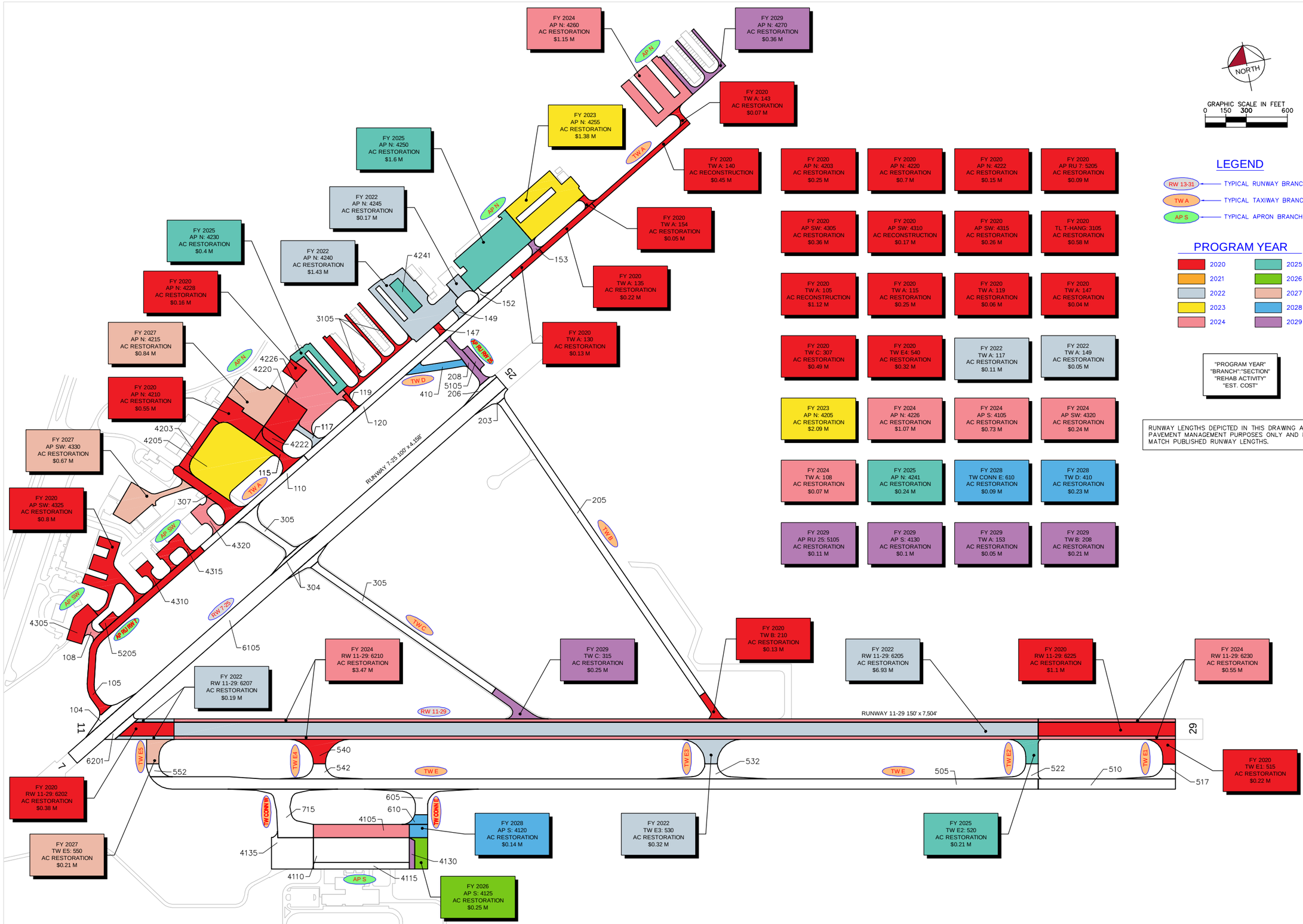
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT - FHB

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

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

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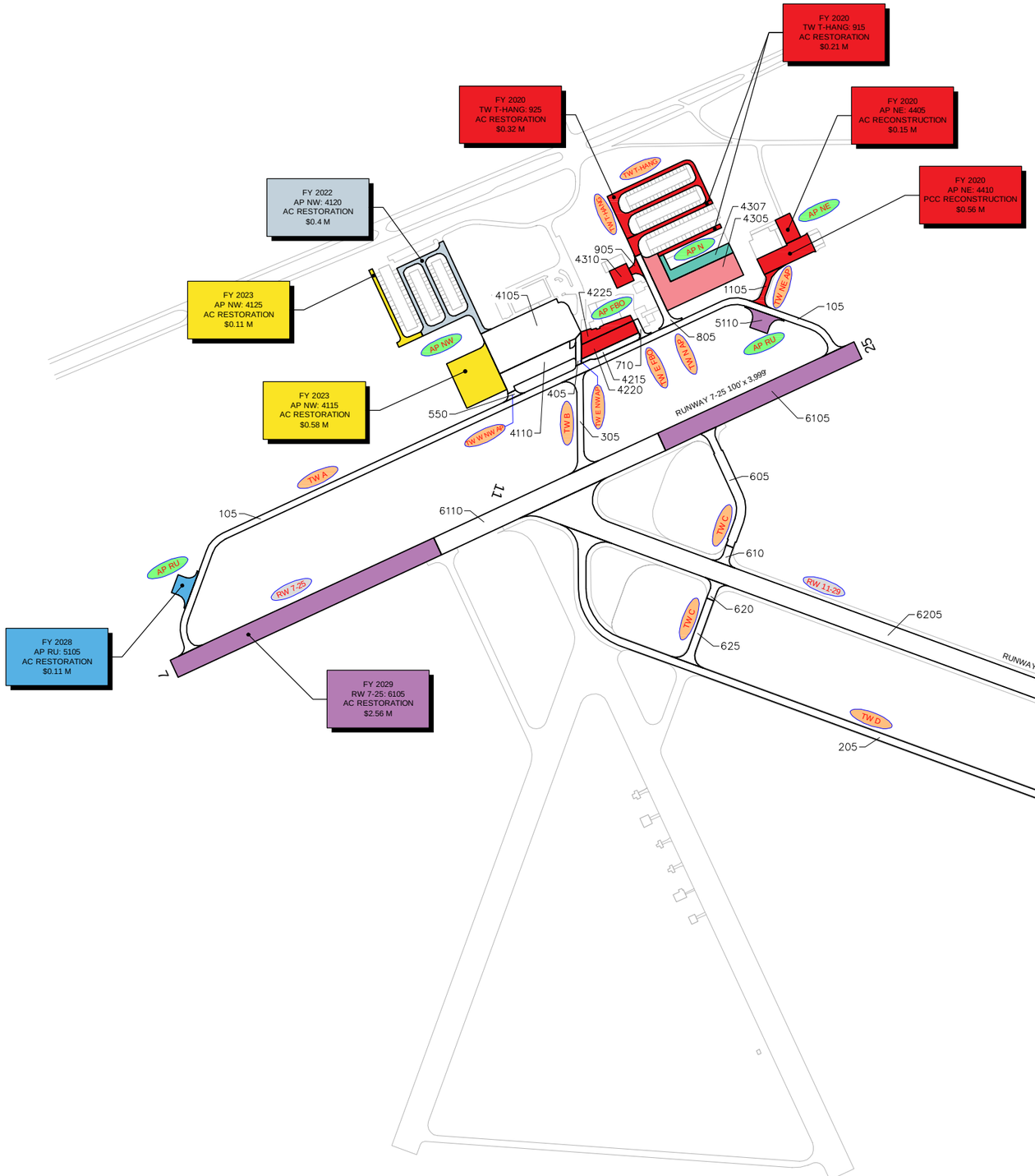
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

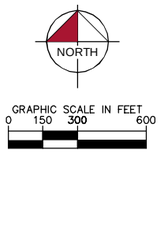
Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

GAINESVILLE REGIONAL AIRPORT - GNV

FDOT





FY 2020
AP FBO: 4220
AC RESTORATION
$0.21 M

FY 2020
AP FBO: 4225
AC RESTORATION
$0.13 M

FY 2020
AP N: 4310
AC RESTORATION
$0.11 M

FY 2020
TW NE AP: 1105
PCC RECONSTRUCTION
$0.13 M

FY 2020
TW T-HANG: 905
AC RESTORATION
$0.04 M

FY 2024
AP N: 4305
AC RESTORATION
$0.69 M

FY 2025
AP N: 4307
AC RESTORATION
$0.21 M

FY 2029
AP RU: 5110
AC RESTORATION
$0.11 M

LEGEND

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

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

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

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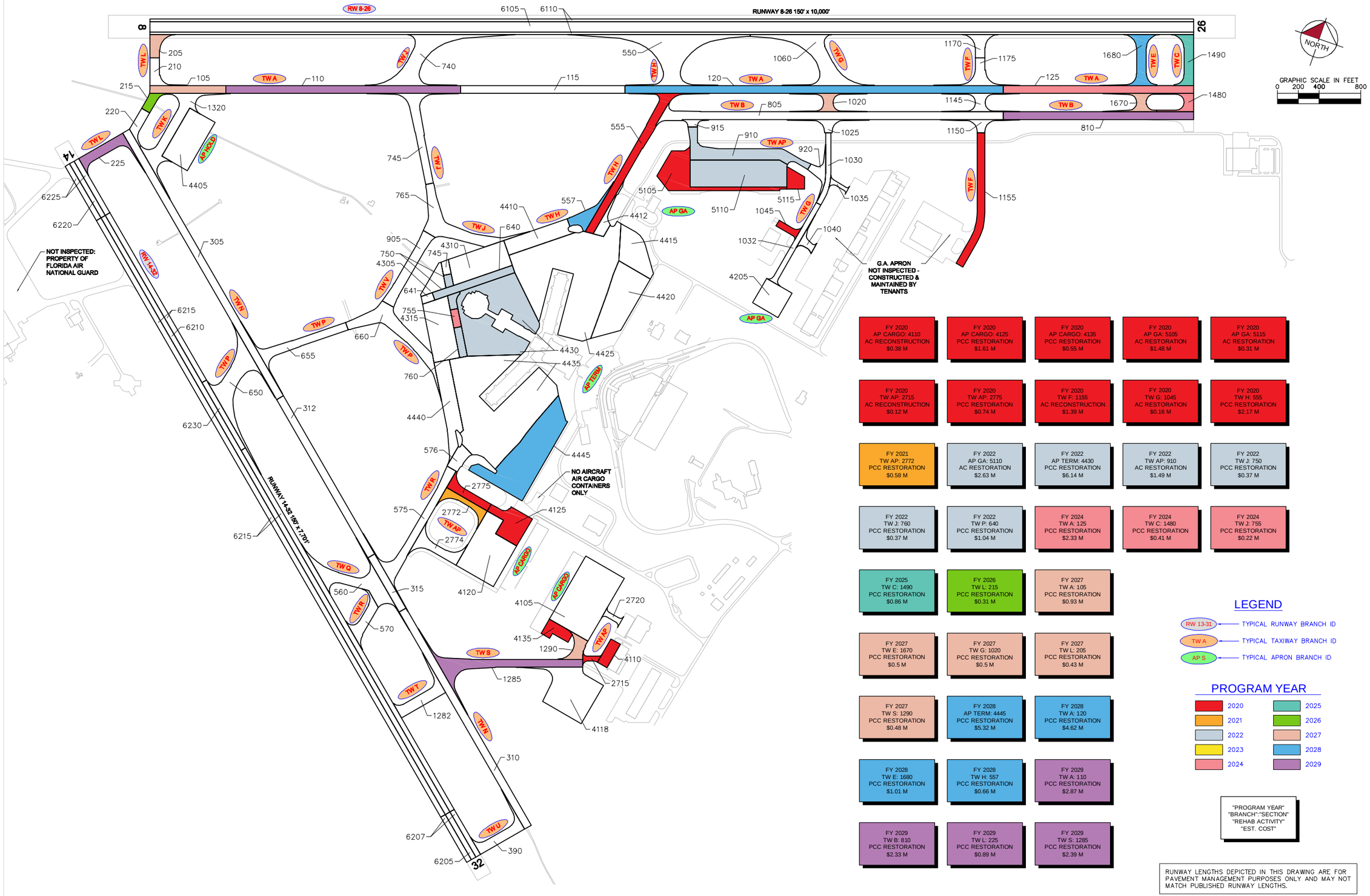
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

HERLONG RECREATIONAL AIRPORT - HEG

FDOT



FY 2020
AP CARGO: 4110
AC RECONSTRUCTION
$0.38 M

FY 2020
AP CARGO: 4125
PCC RESTORATION
$1.61 M

FY 2020
AP CARGO: 4135
PCC RESTORATION
$0.55 M

FY 2020
AP GA: 5105
AC RESTORATION
$1.48 M

FY 2020
AP GA: 5115
AC RESTORATION
$0.31 M

FY 2020
TW AP: 2715
AC RECONSTRUCTION
$0.12 M

FY 2020
TW AP: 2775
PCC RESTORATION
$0.74 M

FY 2020
TW F: 1155
AC RECONSTRUCTION
$1.39 M

FY 2020
TW G: 1045
AC RESTORATION
$0.16 M

FY 2020
TW H: 555
PCC RESTORATION
$2.17 M

FY 2021
TW AP: 2772
PCC RESTORATION
$0.58 M

FY 2022
AP GA: 5110
AC RESTORATION
$2.63 M

FY 2022
AP TERM: 4430
PCC RESTORATION
$6.14 M

FY 2022
TW AP: 910
AC RESTORATION
$1.49 M

FY 2022
TW J: 750
PCC RESTORATION
$0.37 M

FY 2022
TW J: 760
PCC RESTORATION
$0.37 M

FY 2022
TW P: 640
PCC RESTORATION
$1.04 M

FY 2024
TW A: 125
PCC RESTORATION
$2.33 M

FY 2024
TW C: 1480
PCC RESTORATION
$0.41 M

FY 2024
TW J: 755
PCC RESTORATION
$0.22 M

FY 2025
TW C: 1490
PCC RESTORATION
$0.86 M

FY 2026
TW L: 215
PCC RESTORATION
$0.31 M

FY 2027
TW A: 105
PCC RESTORATION
$0.93 M

FY 2027
TW E: 1670
PCC RESTORATION
$0.5 M

FY 2027
TW G: 1020
PCC RESTORATION
$0.5 M

FY 2027
TW L: 205
PCC RESTORATION
$0.43 M

FY 2027
TW S: 1290
PCC RESTORATION
$0.48 M

FY 2028
AP TERM: 4445
PCC RESTORATION
$5.32 M

FY 2028
TW A: 120
PCC RESTORATION
$4.62 M

FY 2028
TW E: 1680
PCC RESTORATION
$1.01 M

FY 2028
TW H: 557
PCC RESTORATION
$0.66 M

FY 2029
TW A: 110
PCC RESTORATION
$2.87 M

FY 2029
TW B: 810
PCC RESTORATION
$2.33 M

FY 2029
TW L: 225
PCC RESTORATION
$0.89 M

FY 2029
TW S: 1285
PCC RESTORATION
$2.39 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

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

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

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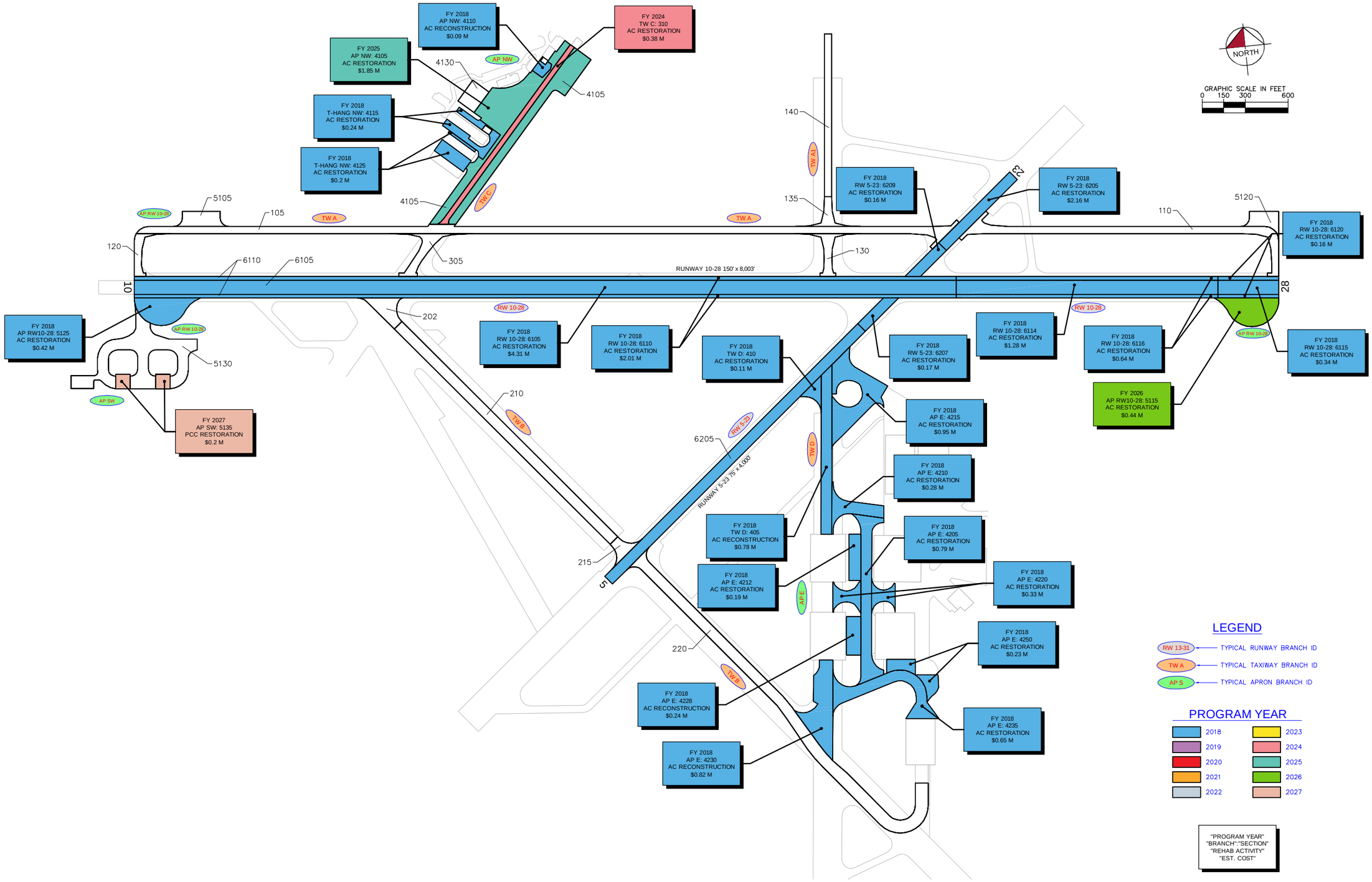
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
JACKSONVILLE INTERNATIONAL AIRPORT - JAX

FDOT



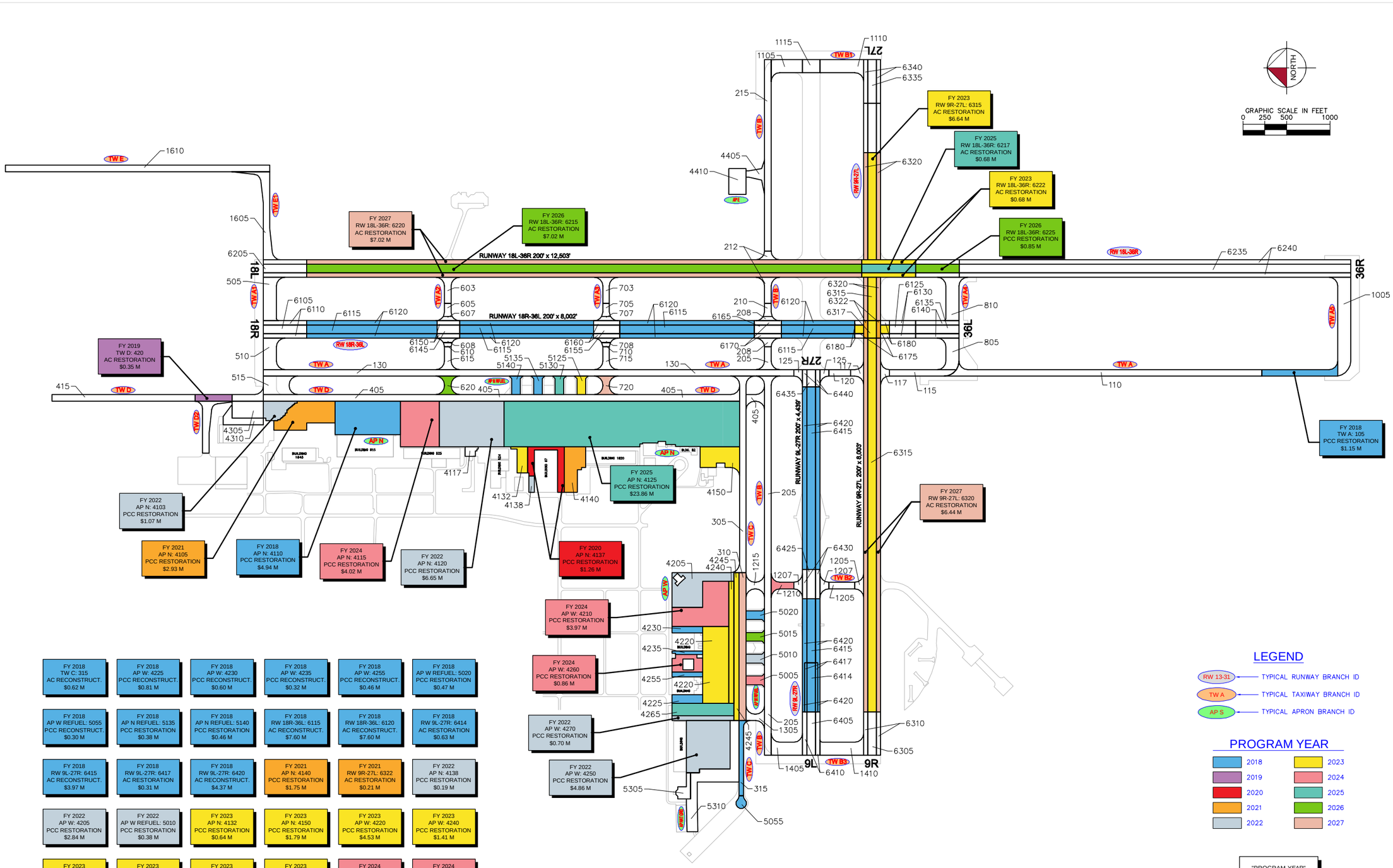
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

LAKE CITY GATEWAY AIRPORT - LCQ

FDOT

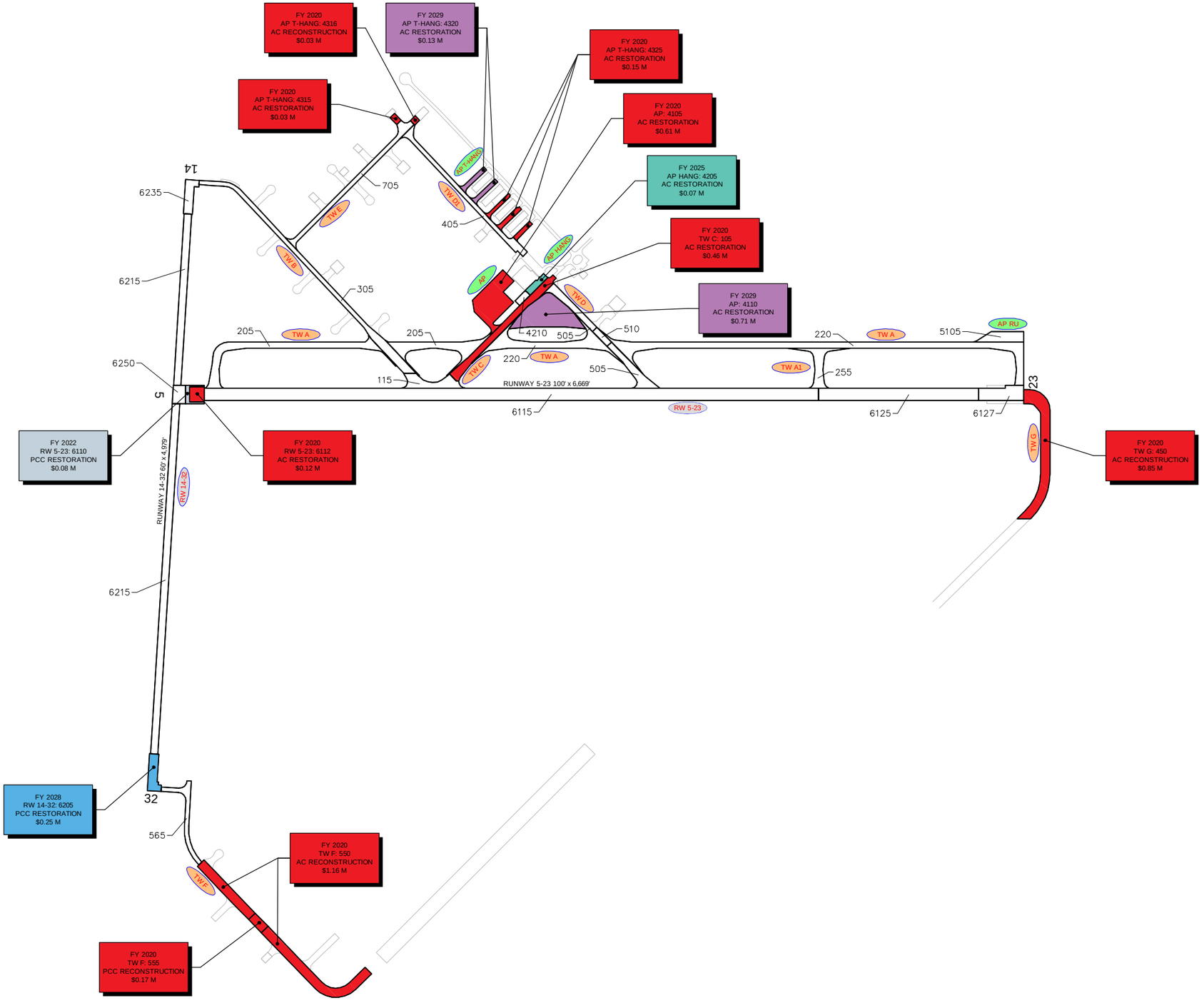


004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
CECIL AIRPORT - VQQ

FDOT



LEGEND

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

PROGRAM YEAR

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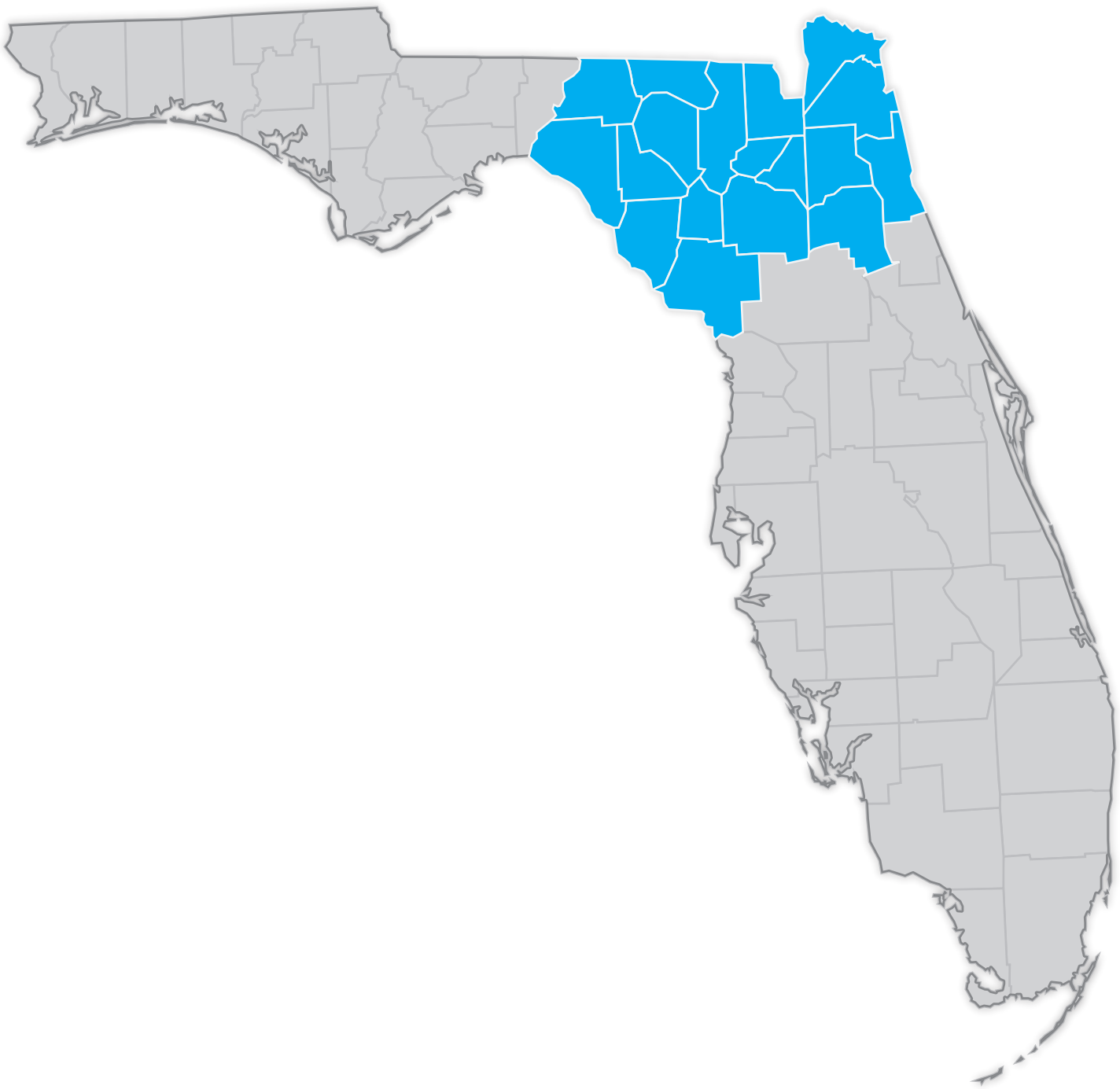
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

WILLISTON MUNICIPAL AIRPORT - X60

FDOT



DISTRICT 2

FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORTS OFFICE